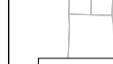


These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and do not constitute a contract. Management as required in accordance with Regulation 9.

CDM NOTE

This design has been prepared without any below ground utility or drainage information. Prior to commencing any works on site, the Contractor shall undertake below ground investigations to confirm the location and depth of all below ground utilities & drainage, and progress HWSA/CJCI enquiries with Statutory Undertakers. The Contractor shall then advise the Client and Engineer in order that the design can be verified. No works shall commence until Client Approval to proceed has been provided.



RISK

1 to 32

The Vinery

Church

Studios

Posts

2.77m

17.1m

4.3m Forward visibility to primary signal head

Controlled Toucan crossing

4.3m Forward visibility to primary signal head

Provision of new bus stop on existing Fleet Street

4.3m Forward visibility to primary signal head

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NOTES

1. Do not scale from this drawing.

2. All dimensions in metres unless stated otherwise.

3. The purpose of this drawing is to communicate the geometric design of the Strand and associated key design features.

4. This drawing is to be read in conjunction with all other associated design drawings, details, specifications and report 3235A-PIA-HGN-TQY-DR-C-001.

5. This drawing should be read in relation to the subject of the title, other information shown on this drawing is indicative only and reference should be made to the appropriate series drawing.

6. Any discrepancies between drawings should be brought to the attention of the engineer and clarification sought.

7. The design is based on topographical survey data from the Ordnance Survey (OS) dated Sept. 2020 & ref:VA922115 dated April 2021.

8. The geometric design is based on the principles of Manual for Streets and movement of the Design Vehicle.

9. Visibility has been shown as 4.3m to reflect the existing 30mph speed limit in the absence of any 85th Percentile speed data.

10. The Signalled Junction is designed in accordance with DMRB CD23 and Traffic Signs Manual Chapter 6.

11. The Parallel crossings and proposed cycle network has been designed, adopting the principles of Traffic Signs Manual Chapter 6 and LTN1/20.

12. The principle of the proposed cycleway being located on the south of The Strand has been derived from Torbay Council's LCVIP as developed by Torbay Council and WSP.

13. It has been agreed that the cycleway will terminate at Paik Street in a shared footway/cycleway provision. Any extension of this cycle scheme along Paik Street is outside the scope of this project.

14. The Design has been checked using a 15.5m Maximum Legal Articulated Vehicle through the scheme (Design Vehicle).

15. The location of Victoria Parade has been checked with 15.5m Maximum Legal Articulated Vehicle. For the purpose of demonstrating occasional access to the Harbour, it has been assumed that the vehicle will utilise all of the carriageway, given the infrequency of this movement.

16. The location of bus stops have been subject to extensive liaison with Stagecoach and are considered fixed.

17. The location of taxi provision has been subject to extensive discussion with the taxi operator as considered fixed.

KEY DIMENSIONS

• Running Lane width - 3.0m min

• Bus Lane width - 3.5m

• Lay by width - 2.5-3.0m

• Central over-run - 0.8m

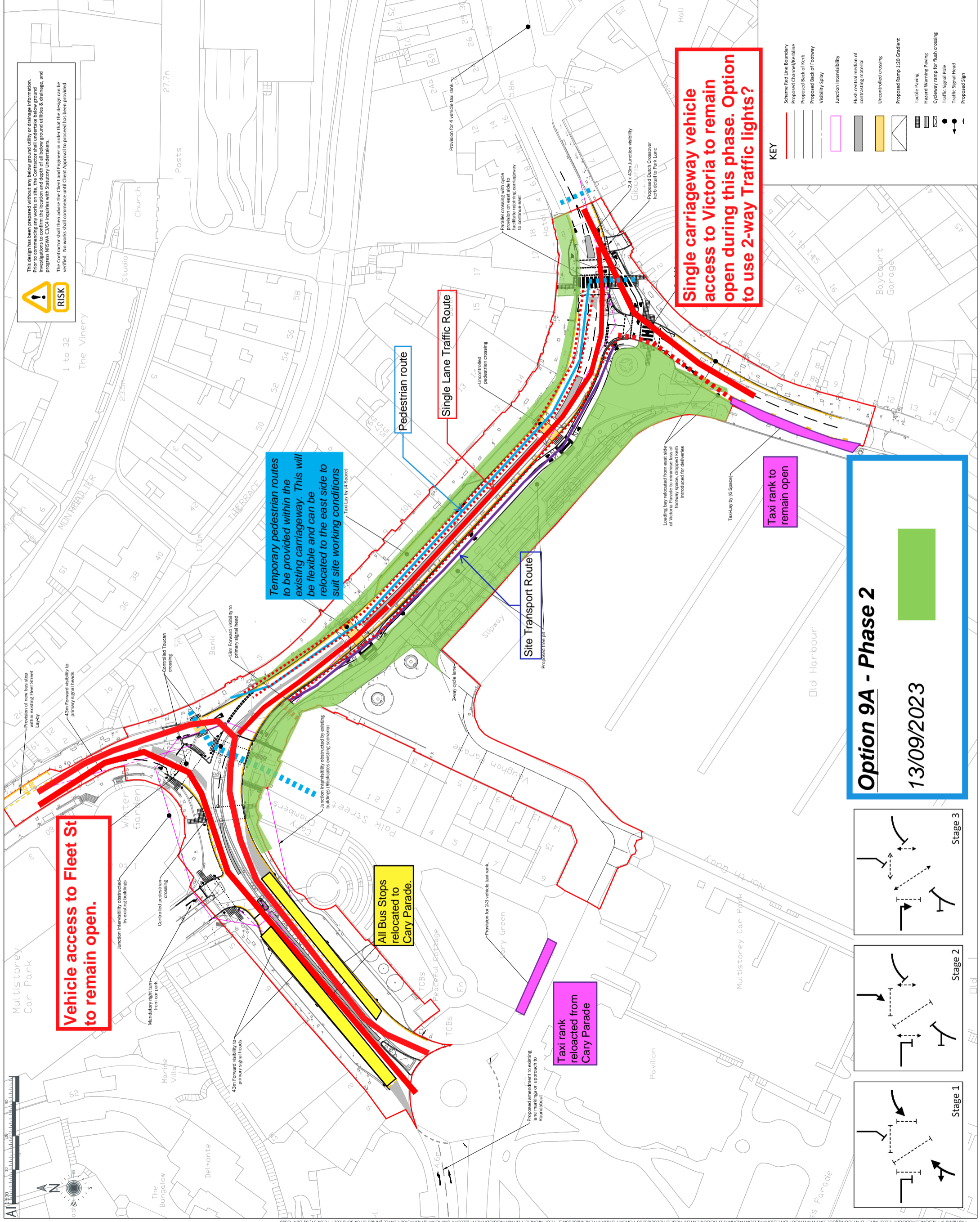
• Traffic Island width - 1.5m min

• Cycle Lane width - 3.0m

• Cycle lane separation margin 0.5m

• Controlled Crossing width - 4.0m

• Uncontrolled Crossing width - 3.2m



Provision for 4 vehicle taxi rank

Provision for 2-3 vehicle taxi rank

2.4 x 43m Junction visibility

Proposed Dutch Crossover kern detail to Paik Lane

Parallel crossing with cycle provision on east side to facilitate carriageway to continue east

Uncontrolled pedestrian crossing

Uncontrolled pedestrian crossing

Uncontrolled pedestrian crossing

Uncontrolled pedestrian crossing

Uncontrolled pedestrian crossing

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Provision for 4 vehicle taxi rank

Provision for 2-3 vehicle taxi rank

2.4 x 43m Junction visibility

Proposed Dutch Crossover kern detail to Paik Lane

Parallel crossing with cycle provision on east side to facilitate carriageway to continue east

Uncontrolled pedestrian crossing

Uncontrolled pedestrian crossing

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Uncontrolled pedestrian crossing

Provision for 4 vehicle taxi rank

Provision for 2-3 vehicle taxi rank

2.4 x 43m Junction visibility

Proposed Dutch Crossover kern detail to Paik Lane

Parallel crossing with cycle provision on east side to facilitate carriageway to continue east

Uncontrolled pedestrian crossing

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Provision for 4 vehicle taxi rank

Provision for 2-3 vehicle taxi rank

2.4 x 43m Junction visibility

Proposed Dutch Crossover kern detail to Paik Lane

Parallel crossing with cycle provision on east side to facilitate carriageway to continue east

Uncontrolled pedestrian crossing

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Provision for 4 vehicle taxi rank

Provision for 2-3 vehicle taxi rank

2.4 x 43m Junction visibility

Proposed Dutch Crossover kern detail to Paik Lane

Parallel crossing with cycle provision on east side to facilitate carriageway to continue east

Uncontrolled pedestrian crossing

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Provision for 4 vehicle taxi rank