

Vehicle access to Fleet St to remain open.

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 NSW/CJCC inquiries 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.

NOTES

- Do not scale from this drawing.
- All dimensions in metres unless stated otherwise.
- The purpose of this drawing is to communicate the geometric design of the Strand and associated key design features.
- This drawing is to be read in conjunction with all other associated design drawings, details, specifications and report 3235A-PJA-HGN-TQY-DR-C-001.
- 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.
- Any discrepancies between drawings should be brought to the attention of the engineer and clarification sought.
- The design is based on topographical survey data from the Survey of the Coast (SOS) dated Sept. 2020 & ref VAV22.1.5 dated April 2021.
- The geometric design is based on the principles of Manual for Streets and movement of the Design Vehicle.
- Visibility has been shown as 4.8m to reflect the existing 30mph speed limit in the absence of any 85th Percentile speed data.
- The Signalised junction is designed in accordance with DMRB CD23 and Traffic Signs Manual Chapter 6.
- The Parallel crossings and proposed cycle network has been designed, adopting the principles of Traffic Signs Manual Chapter 6 and LTN1/20.
- The principle of the proposed cycleway being located on the south of The Strand has been derived from Torbay Council's LCWIP as developed by Torbay Council and WSP.
- 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.
- The Design has been checked using a 15.5m Maximum Legal Articulated Vehicle through the scheme (Design Vehicle).
- The junction with Victoria Parade has also been checked with a 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.
- The location of bus stops have been subject to extensive liaison with Stagecoach and are considered fixed.
- The location of taxi provision has been subject to extensive discussion with the taxi operator as considered fixed.

Pedestrian routes to be provided within the widening section on the existing carriageway

All Bus Stops relocated to Cary Parade.

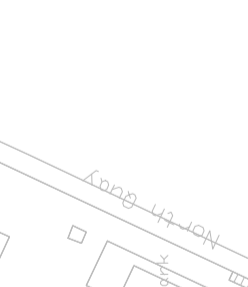
Taxi rank relocated from Cary Parade

Plant & Equipment transport route - will form part of the Emergency Plan for use by emergency vehicles

Taxi rank to remain open

Option 9A - Phase 3

13/09/2023



Single carriageway vehicle access to Victoria to remain open during this phase. Option to use 2-way Traffic lights?

REV	DATE	REVISION/NOTE	CHK	APP
P06	04/06/2023	Additional notes and Red Line added	SG	SG
P05	11/05/2023	Updated to incorporate BCU details	SG	SG
P04	08/04/2023	Updated in response to Stage 1 RSA Comments	SG	SG
P03	20/01/2023	Signage Diagram added, Updated for RSA 1	SG	SG
P02	20/01/2023	Incorporation of TDA comments, read for RSA 1	SG	SG
P01	16/01/2021	FIRST ISSUE (DMATF)	SG	SG

FOR INFORMATION

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 Birmingham · Bristol · Cambridge
 Manchester · Melbourne · Reading
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PROJECT
 The Strand
 Torquay

DRAWING TITLE
 Proposed Urban Realm
 General Arrangement

DRAWING NO.
 3235A-PJA-HGN-TQY-DR-C-001

SCALE
 1:500

DATE
 18/01/2021

REVISION
 P05

CHECKED
 SG

APPROVED
 SG

CDM NOTE

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. All design and construction management as required in accordance with Regulation 9

KEY

- Scheme Red Line Boundary
- Proposed Channel/Kerbline
- Proposed Back of Footway
- Visibility Spillay
- Junction Intervisibility
- Flush central median of contrasting material
- Uncontrolled crossing
- Proposed Ramp 1:20 Gradient
- Tactile Paving
- Hazard Warning Paving
- Cycleway ramp for flush crossing
- Traffic Signal Pole
- Traffic Signal Head
- Proposed Sign

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