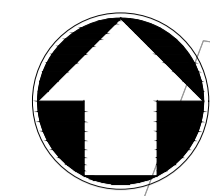
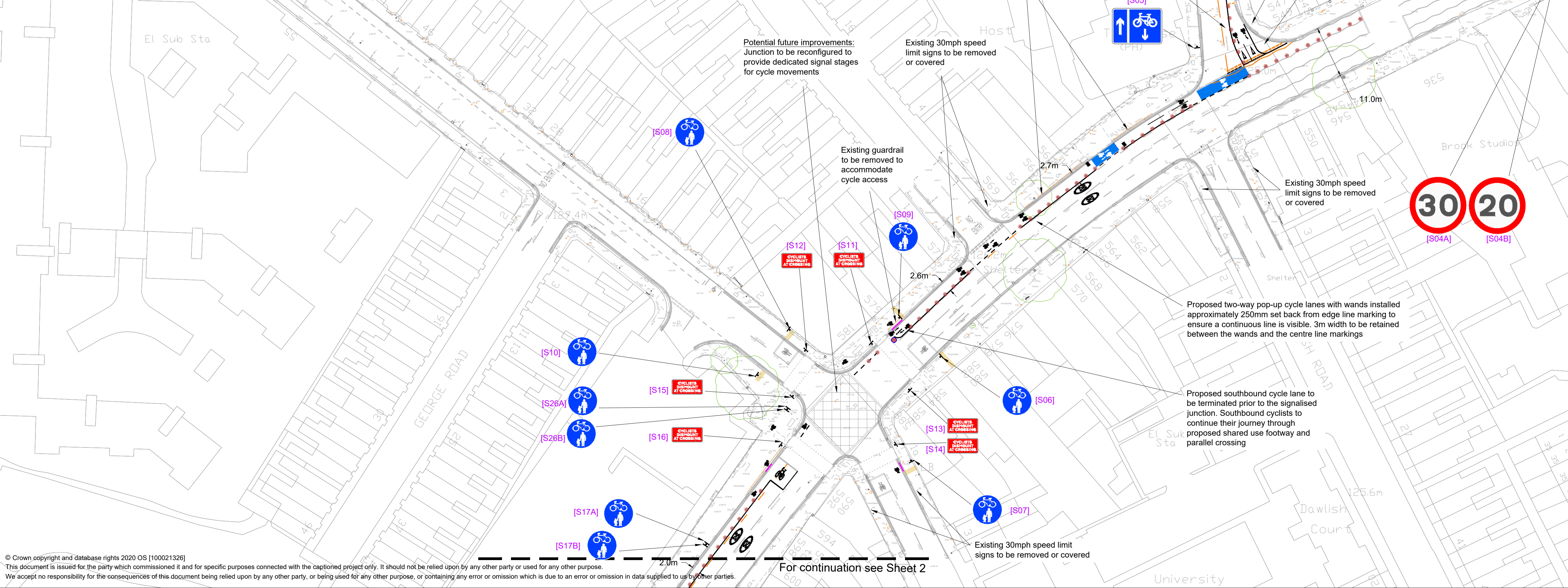


SIGN SCHEDULE

- Notes:**
- All signs to be in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2016 and amendments
 - Mounting height to be a minimum of 2.1m above pedestrian footways or 2.3m where cycle movements allowed
 - Minimum 450mm clearance to be provided between edge of carriageway and sign
 - Exact sign installation arrangement to be determined by the Contractor on site
 - Signs should be mounted on existing street furniture where feasible
 - Where new post installation is required, a portable foundation base (NAL Temporary Foundations or similar) is to be used
 - For signs that require direct illumination, a solar power lighting unit (Simmons' Solar LUA or similar) is to be used
 - No excavation is expected for the proposed sign installation. Where excavation is deemed to be required due to specific site constraints, the Contractor shall ensure existing utilities are determined

Sign Ref	TSRGD Diagram No.	Description	x-height (mm)	Width (mm)	Height (mm)	Directly Lit?	Preferred Installation Arrangement
S01		Existing permit parking sign					
S02	955	Route used by cycles only		450	450	No	New post or extend from existing sign post
S03A	670	30mph speed limit		600	600	Yes	New post or utilise existing lighting column
S03B	670	20mph speed limit		600	600	Yes	n/a
S04A	670	30mph speed limit		600	600	Yes	New post
S04B	670	20mph speed limit		600	600	Yes	n/a
S05	960.1	Contraflow cycle lane		825	475	No	Existing 20mph and 30mph speed limit signs to be removed and post utilised for the new sign
S06	956	Shared use footway		150	150	No	On new bollard
S07	956	Shared use footway		150	150	No	On existing lighting column at bollard height
S08	956	Shared use footway		450	450	No	Replace existing 30mph sign
S09	956	Shared use footway		150	150	No	On new bollard
S10	956	Shared use footway		450	450	No	Replace existing 30mph sign
S11		Cyclists dismount at crossing	35	570	270	No	On existing street furniture, signal pole or guardrail
S12		Cyclists dismount at crossing	35	570	270	No	On existing street furniture, signal pole or guardrail
S13		Cyclists dismount at crossing	35	570	270	No	On existing street furniture, signal pole or guardrail
S14		Cyclists dismount at crossing	35	570	270	No	On existing street furniture, signal pole or guardrail
S15		Cyclists dismount at crossing	35	570	270	No	On existing street furniture, signal pole or guardrail
S16		Cyclists dismount at crossing	35	570	270	No	On existing street furniture, signal pole or guardrail
S17A	956	Shared use footway	-	300	300	No	On existing lighting column
S17B	956	Shared use footway	-	300	300	No	On existing lighting column
S18A	956	Shared use footway	-	150	150	No	On existing sign post at bollard height
S18B	956	Shared use footway	-	150	150	No	On existing sign post at bollard height
S19A	956	Shared use footway	-	300	300	No	On existing lighting column
S19B	956	Shared use footway	-	300	300	No	On existing lighting column
S20A	956	Shared use footway	-	300	300	No	On existing lighting column
S20B	956	Shared use footway	-	300	300	No	On existing lighting column
S21	966	Cyclists Dismount	30	400	175	No	On new post
S22	956	Shared use footway	-	150	150	No	same post as S21
S23	956	Shared use footway	-	150	150	No	On existing post at bollard height
S24	956	Shared use footway	-	150	150	No	On existing signal pole at bollard height
S25		Cyclists dismount at crossing	35	570	270	No	On existing street furniture, signal pole or guardrail
S26A	956	Shared use footway	-	150	150	No	On existing sign post at bollard height
S26B	956	Shared use footway	-	150	150	No	On existing sign post at bollard height
S59	956	Shared use footway	-	150	150	No	New bollard

Refer to Sheet 5 for signs south of Harborne Lane



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 - Where temporary footway buildout is to be constructed, the Contractor is to incorporate temporary drainage system and maintain access to utility chambers.
 - Unless otherwise specified, existing signs in conflict with proposed arrangement are to be covered or removed.
 - Refer to Sign Schedule and associated notes for traffic signs arrangement.

Key to symbols

In general, arrangements and symbols shown in:
 GREY represents existing to be retained
 ORANGE represents existing to be removed
 ANY OTHER COLOUR represents proposed

- Symbols:**
- Indicative route for cyclists through completed SONR 1B scheme
 - Proposed kerbline
 - Proposed sign installation (see sign schedule)
 - Proposed plastic wand (nominal 2.5m spacing unless specified)
 - Proposed temporary footway construction
 - Proposed coloured surface treatment (exact colour to be agreed with BCC)
 - Proposed temporary bus stop flag
 - Proposed temporary ramp (NAL Guardian Ramp or similar)
 - Proposed temporary ramp (asphalt construction)
 - Proposed tactile paving (corduroy hazard warning)
 - Proposed tactile paving (blister)
 - Proposed tactile paving (ladder and tramline)
 - Indicative site extent of the Selly Oak Triangle (SONR 1B) project. Construction likely ongoing during implementation of the pop-up cycle lanes. Contractor to agree exact interface with the SONR 1B site team

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
A	30/07/2020	CK	For Construction	CS	AB
P01	24/07/2020	CK	First Issue	PC	CS

MOTT MACDONALD

35 Newhall Street
 Birmingham
 B3 3PU
 United Kingdom

T +44 (0)121 234 1500
 F 44 (0)121 200 3295
 W mottmac.com

Client

Birmingham City Council

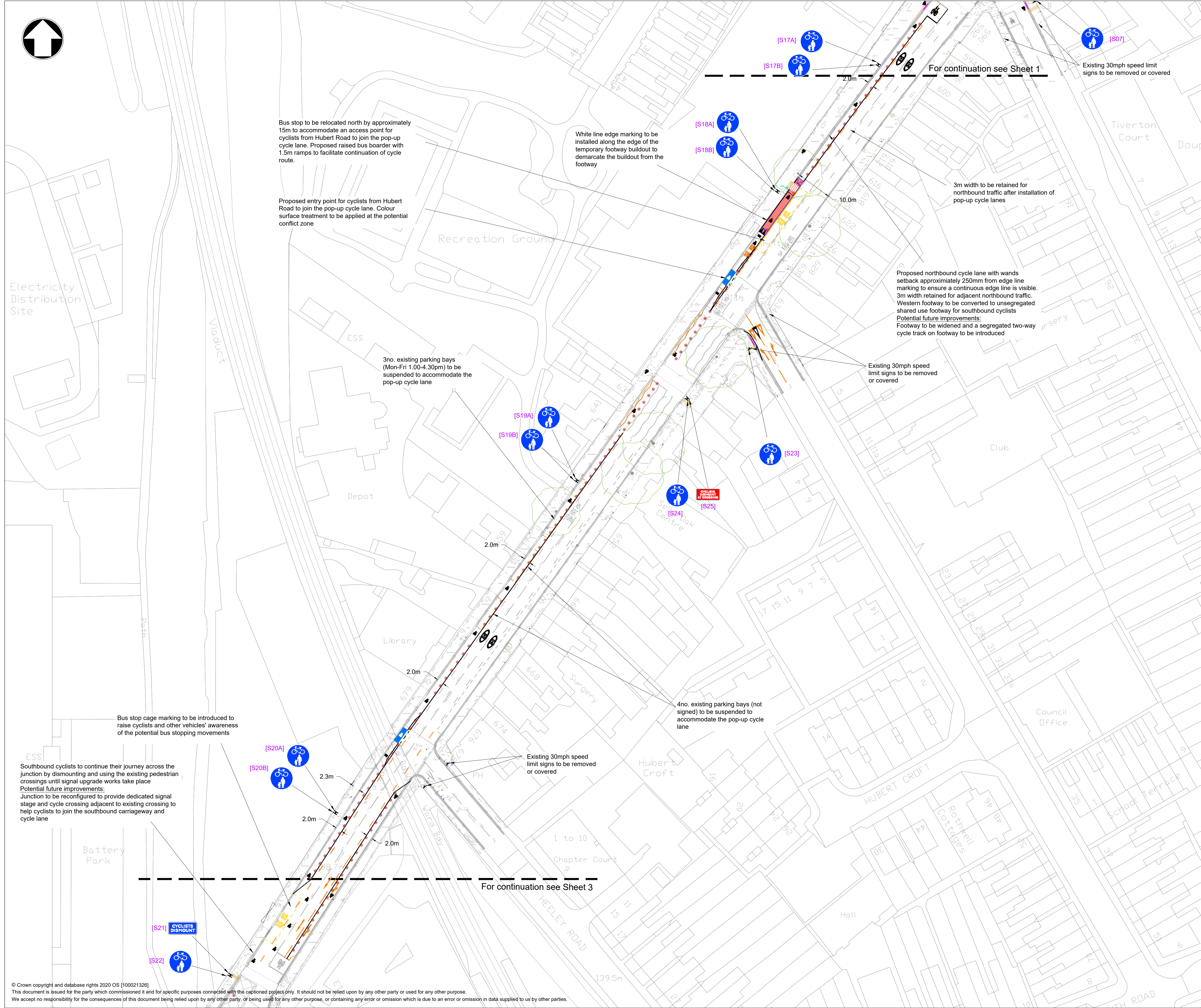
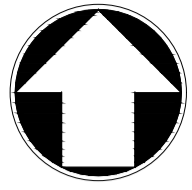
Title

EBTP Road Space Reallocation
 Developed Design
 Pop-up Cycle Lanes: Selly Oak to Northfield (Sheet 1)

Designed	C.Kwok	CK	Eng check	P.Crowther	PC
Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	PC	Approved	C.Searson	CS
Scale at A1	Status	Rev	Security		
1:500	CON	A	STD		

Drawing Number

419867-MMD-C02-XX-DR-D-0101



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P01	24/07/2020	CK	First Issue	PC	CS

MOTT MACDONALD

35 Newhall Street
Birmingham
B3 3PU
United Kingdom

T +44 (0)121 234 1500
F 44 (0)121 200 3295
W mottmac.com

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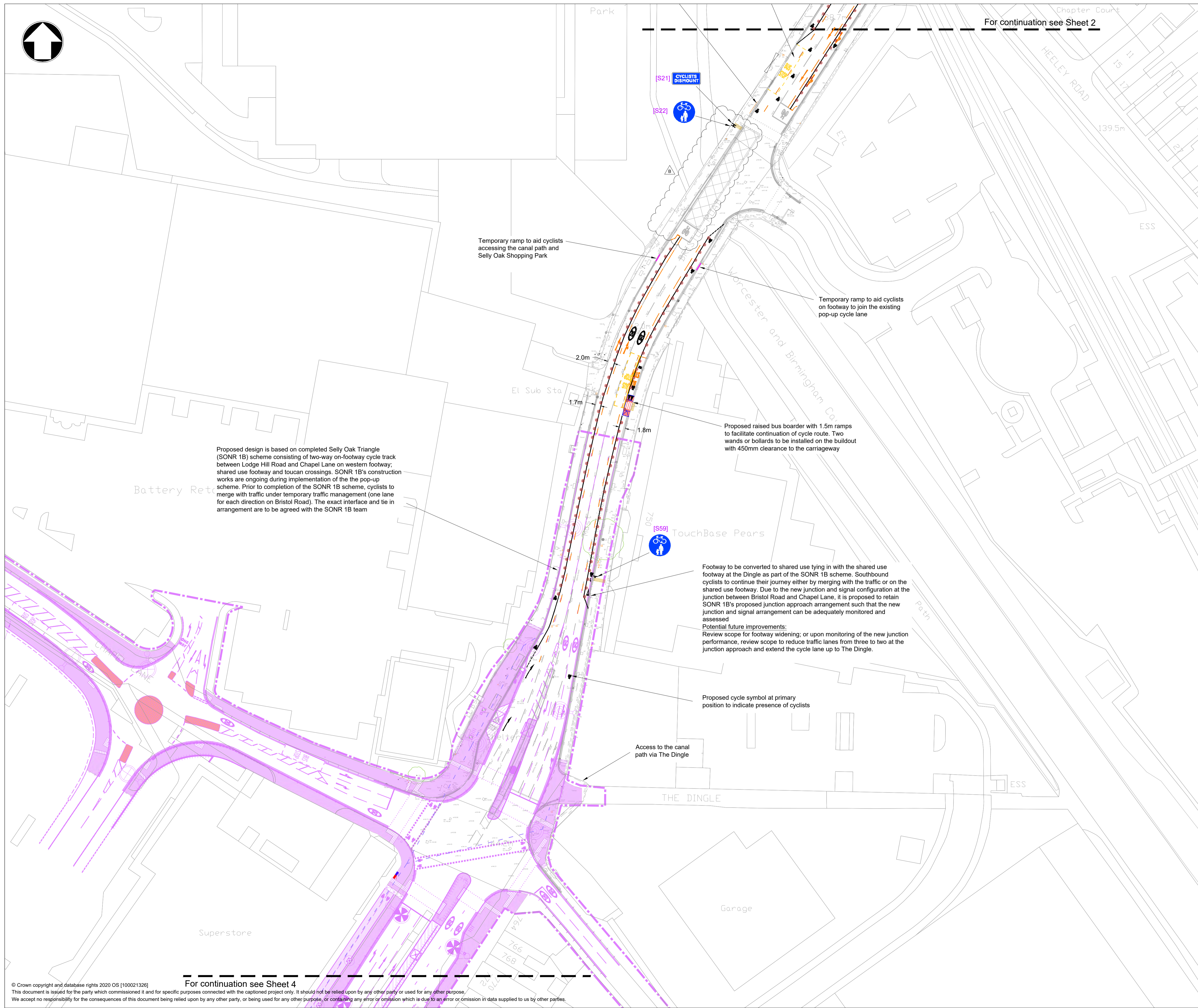
Birmingham City Council

Title

EBTP Road Space Reallocation
Developed Design
Pop-up Cycle Lanes: Selly Oak to Northfield (Sheet 2)

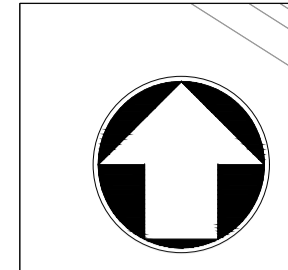
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Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	PC	Approved	C.Searson	CS
Scale at A1	1:500	Status	CON	Rev	A
		Security			STD
Drawing Number					
419867-MMD-C02-XX-DR-D-0102					

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Proposed design is based on completed Selly Oak Triangle (SONR 1B) scheme consisting of two-way on-footway cycle track between Lodge Hill Road and Chapel Lane on western footway; shared use footway and toucan crossings. SONR 1B's construction works are ongoing during implementation of the pop-up scheme. Prior to completion of the SONR 1B scheme, cyclists to merge with traffic under temporary traffic management (one lane for each direction on Bristol Road). The exact interface and tie in arrangement are to be agreed with the SONR 1B team

Footway to be converted to shared use tying in with the shared use footway at the Dingle as part of the SONR 1B scheme. Southbound cyclists to continue their journey either by merging with the traffic or on the shared use footway. Due to the new junction and signal configuration at the junction between Bristol Road and Chapel Lane, it is proposed to retain SONR 1B's proposed junction approach arrangement such that the new junction and signal arrangement can be adequately monitored and assessed
 Potential future improvements:
 Review scope for footway widening; or upon monitoring of the new junction performance, review scope to reduce traffic lanes from three to two at the junction approach and extend the cycle lane up to The Dingle.



For continuation see Sheet 2

For continuation see Sheet 4

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Key to symbols

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Symbols:

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- Proposed kerblines
- Proposed sign installation (see sign schedule)
- Proposed plastic wand (nominal 2.5m spacing unless specified)
- Proposed temporary footway construction
- Proposed coloured surface treatment (exact colour to be agreed with BCC)
- Proposed temporary bus stop flag
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- Proposed temporary ramp (asphalt construction)
- Proposed tactile paving (corduroy hazard warning)
- Proposed tactile paving (blister)
- Proposed tactile paving (ladder and tramline)
- Indicative site extent of the Selly Oak Triangle (SONR 1B) project. Construction likely ongoing during implementation of the pop-up cycle lanes. Contractor to agree exact interface with the SONR 1B site team

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
B	31/07/2020	CK	5no. wands removed at junction	CS	AB
A	30/07/2020	CK	For Construction	CS	AB
P01	24/07/2020	CK	First Issue	PC	CS

MOTT MACDONALD

35 Newhall Street
 Birmingham
 B3 3PU
 United Kingdom

T +44 (0)121 234 1500
 F 44 (0)121 200 3295
 W mottmac.com

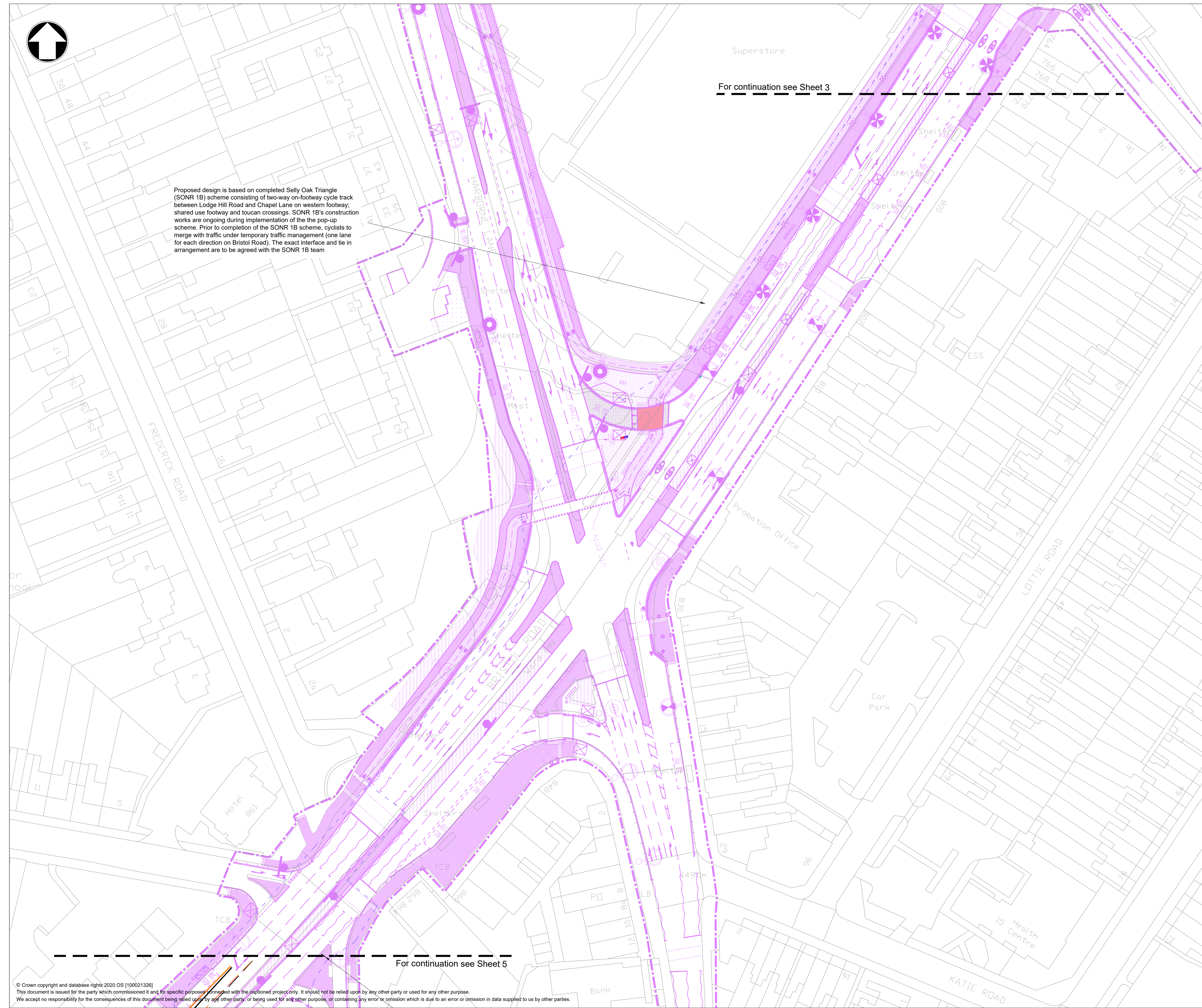
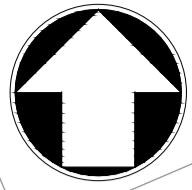
Client

Birmingham City Council

Title

**EBTP Road Space Reallocation
 Developed Design
 Pop-up Cycle Lanes: Selly Oak to
 Northfield (Sheet 3)**

Designed	C.Kwok	CK	Eng check	P.Crowther	PC
Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	PC	Approved	C.Searson	CS
Scale at A1	1:500	Status	CON	Rev	B
		Security			STD
Drawing Number					
419867-MMD-C02-XX-DR-D-0103					



Proposed design is based on completed Selly Oak Triangle (SONR 1B) scheme consisting of two-way on-footway cycle track between Lodge Hill Road and Chapel Lane on western footway, shared use footway and toucan crossings. SONR 1B's construction works are ongoing during implementation of the pop-up scheme. Prior to completion of the SONR 1B scheme, cyclists to merge with traffic under temporary traffic management (one lane for each direction on Bristol Road). The exact interface and tie in arrangement are to be agreed with the SONR 1B team

For continuation see Sheet 3

For continuation see Sheet 5

- Notes**
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Symbols:

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- Proposed plastic wand (nominal 2.5m spacing unless specified)
- Proposed temporary footway construction
- Proposed coloured surface treatment (exact colour to be agreed with BCC)
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- Proposed tactile paving (blister)
- Proposed tactile paving (ladder and tramline)
- Indicative site extent of the Selly Oak Triangle (SONR 1B) project. Construction likely ongoing during implementation of the pop-up cycle lanes. Contractor to agree exact interface with the SONR 1B site team

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
A	30/07/2020	CK	For Construction	CS	AB
P01	28/07/2020	CK	First Issue	PC	CS

MOTT MACDONALD

35 Newhall Street
Birmingham
B3 3PU
United Kingdom

T +44 (0)121 234 1500
F 44 (0)121 200 3295
W mottmac.com

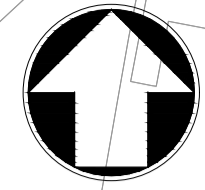
Client

Birmingham City Council

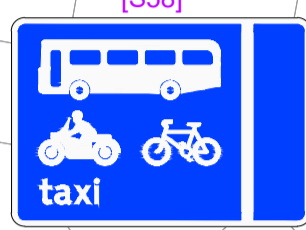
Title

EBTP Road Space Reallocation
Developed Design
Pop-up Cycle Lanes: Selly Oak to Northfield (Sheet 4)

Designed	C.Kwok	CK	Eng check	P.Crowther	PC
Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	PC	Approved	C.Seanson	CS
Scale at A1	Status	Rev	Security		
1:500	CON	A	STD		
Drawing Number					
419867-MMD-C02-XX-DR-D-0104					



Proposed design is based on completed Selly Oak Triangle (SONR 1B) scheme consisting of two-way on-footway cycle track between Lodge Hill Road and Chapel Lane on western footway; shared use footway and toucan crossings. SONR 1B's construction works are ongoing during implementation of the pop-up scheme. Prior to completion of the SONR 1B scheme, cyclists to merge with traffic under temporary traffic management (one lane for each direction on Bristol Road). The exact interface and tie in arrangement are to be agreed with the SONR 1B team



Lane widths to be adjusted to provide two 3m traffic lanes and min 4m width bus lane

10.5m

7.6m

Existing bus lane between Weoley Park Road and Lodge Hill Road to be widened to 4.5m wide (assumed minimum 6m wide carriageway retained for two traffic lanes) and time restriction to be removed.

Existing advisory cycle lane and nearside traffic lane to be converted to a bus lane operating at all times. All existing 40mph speed limit signs on Bristol Road along the proposed bus lane are to be removed

11.4m

For continuation see Sheet 6

For continuation see Sheet 4

SIGN SCHEDULE

Notes:

- All signs to be in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2016 and amendments
- Mounting height to be a minimum of 2.1m above pedestrian footways or 2.3m where cycle movements allowed
- Minimum 450mm clearance to be provided between edge of carriageway and sign
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- Where new post installation is required, a portable foundation base (NAL Temporary Foundations or similar) is to be used
- For signs that require direct illumination, a solar power lighting unit (Simmons' Solar LUA or similar) is to be used
- No excavation is expected for the proposed sign installation. Where excavation is deemed to be required due to specific site constraints, the

Sign Ref	TSRGD Diagram No.	Description	x-height (mm)	Width (mm)	Height (mm)	Directly Lit?	Preferred Installation Arrangement
S27	958.1	Bus lane ahead	50	825	980	No	New post
S28	959B	Bus lane	50	825	575	No	New post
S29	959B	Bus lane	50	825	575	No	New post
S30	959B	Bus lane	50	825	575	No	New post or utilise existing 40mph speed limit sign post
S31	959B	Bus lane	50	825	575	No	New post
S32	959B	Bus lane	50	825	575	No	New post
S33	959B	Bus lane	50	825	575	No	New post
S34	959B	Bus lane	50	825	575	No	New post
S35	959B	Bus lane	50	825	575	No	New post
S36	959B	Bus lane	50	825	575	No	New post
S37	964	End of bus lane	50	495	290	No	New post
S38A	956	Shared use footway	-	450	450	No	Existing Segregated cycle lane (right) sign to be removed and replaced with proposed new sign
S38B	957	Segregated cycle lane (left)	-	450	450	No	Same post as S38A
S39	956	Shared use footway	-	150	150	No	New bollard
S40	956	Shared use footway	-	150	150	No	New bollard
S41A	956	Shared use footway	-	300	300	No	On existing lighting column
S41B	956	Shared use footway	-	300	300	No	On existing lighting column
S42	966	Cyclists Rejoin Carriageway	30	510	235	No	On existing lighting column
S43	958.1	Bus lane ahead	50	825	980	No	New post
S44	959B	Bus lane	50	825	575	No	New post
S45	959B	Bus lane	50	825	575	No	New post
S46	959B	Bus lane	50	825	575	No	New post
S47	959B	Bus lane	50	825	575	No	New post
S48	959B	Bus lane	50	825	575	No	New post
S49	959B	Bus lane	50	825	575	No	New post
S50	959B	Bus lane	50	825	575	No	New post
S51	959B	Bus lane	50	825	575	No	New post
S52	959B	Bus lane	50	825	575	No	New post
S53	959B	Bus lane	50	825	575	No	New post
S54	959B	Bus lane	50	825	575	No	New post
S55	959B	Bus lane	50	825	575	No	New post
S56	958.1	Bus lane ahead	50	825	980	No	Replaced existing 7am-7pm bus lane ahead sign to the proposed sign
S57	959B	Bus lane	50	825	575	No	Replaced existing 7am-7pm bus lane sign to the proposed sign
S58	959B	Bus lane	50	825	575	No	Replaced existing 7am-7pm bus lane sign to the proposed sign

Refer to Sheet 1 for signs north of Harborne Lane

Notes

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- Indicative site extent of the Selly Oak Triangle (SONR 1B) project. Construction likely ongoing during implementation of the pop-up cycle lanes. Contractor to agree exact interface with the SONR 1B site team

Reference drawings

A	30/07/2020	CK	For Construction	CS	AB
P01	28/07/2020	CK	First Issue	PC	CS
Rev	Date	Drawn	Description	Ch'k'd	App'd

MOTT MACDONALD

35 Newhall Street
 Birmingham
 B3 3PU
 United Kingdom

T +44 (0)121 234 1500
 F +44 (0)121 200 3295
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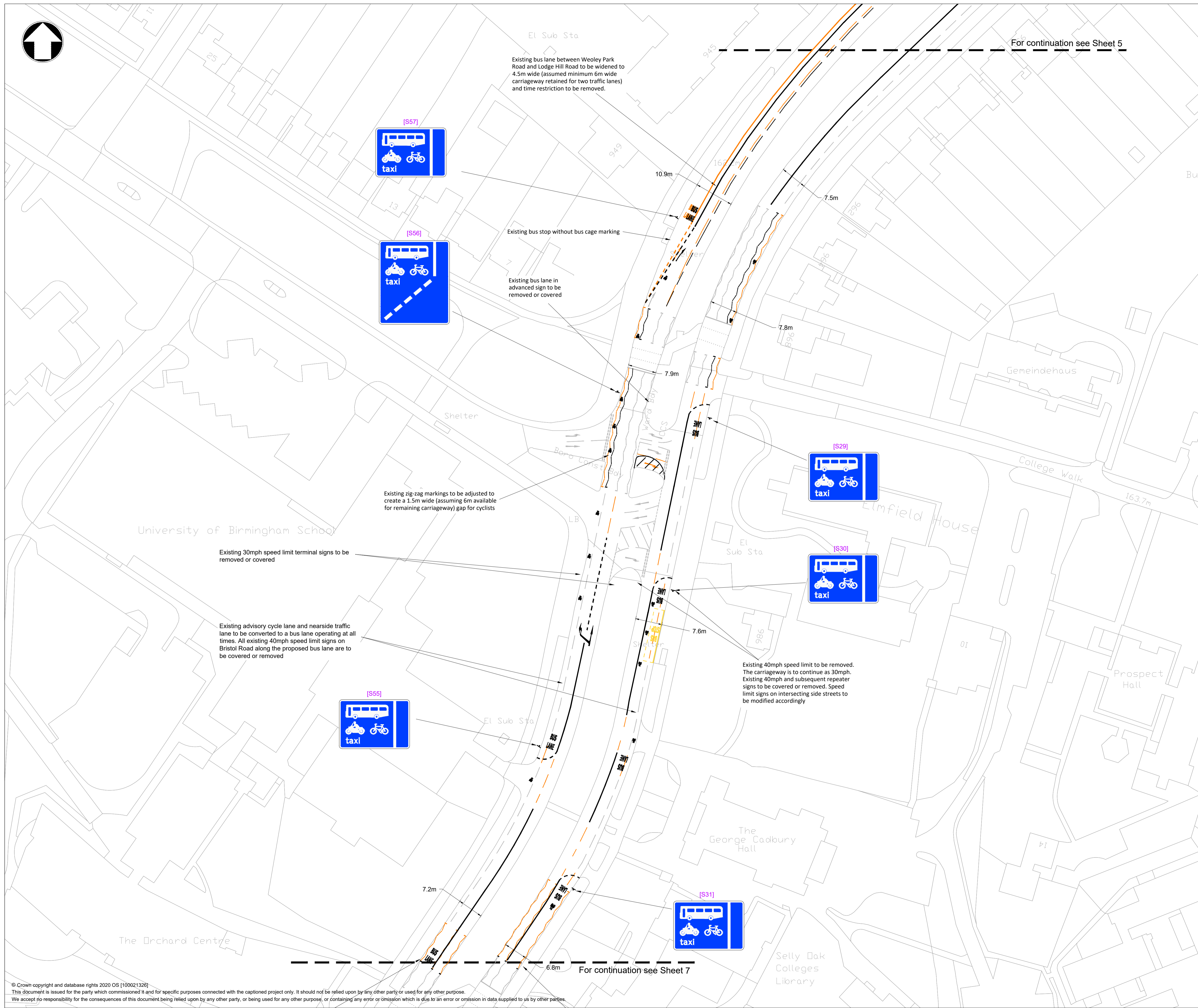
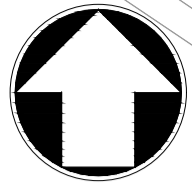
Client
Birmingham City Council

Title
**EBTP Road Space Reallocation
 Developed Design
 Pop-up Cycle Lanes: Selly Oak to
 Northfield (Sheet 5)**

Designed	C.Kwok	CK	Eng check	P.Crowther	PC
Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	PC	Approved	C.Searson	CS

Scale at A1	Status	Rev	Security
1:500	CON	A	STD

Drawing Number
419867-MMD-C02-XX-DR-D-0105



For continuation see Sheet 5

For continuation see Sheet 7

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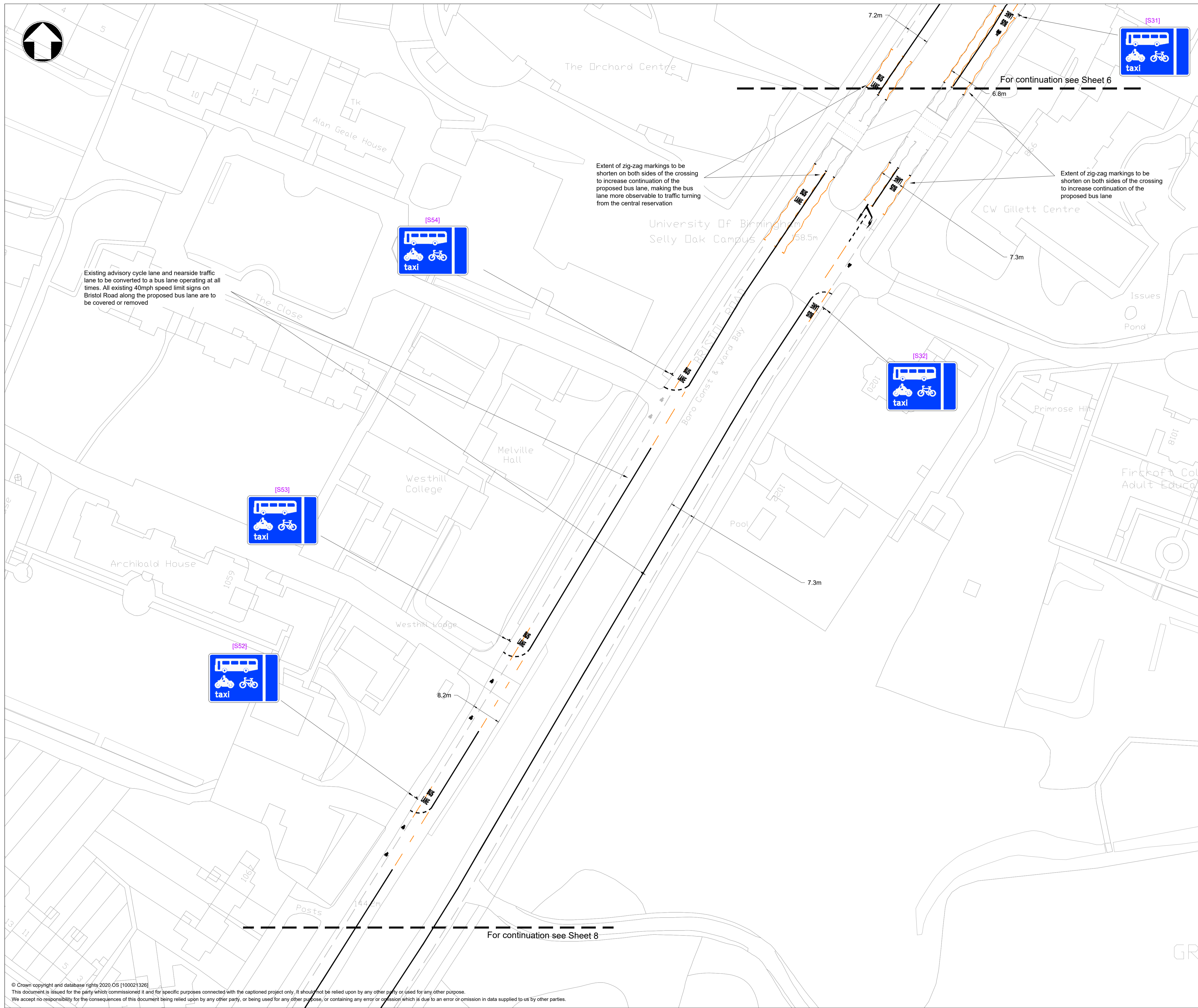
Birmingham City Council

Title

**EBTP Road Space Reallocation
Developed Design
Pop-up Cycle Lanes: Selly Oak to
Northfield (Sheet 6)**

Designed	C.Kwok	CK	Eng check	P.Crowther	PC
Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	CK	Approved	C.Season	CS
Scale at A1	Status	Rev	Security		
1:500	CON	A	STD		
Drawing Number					
419867-MMD-C02-XX-DR-D-0106					

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Symbols:

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- Proposed plastic wand (nominal 2.5m spacing unless specified)
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- Proposed coloured surface treatment (exact colour to be agreed with BCC)
- Proposed temporary bus stop flag
- Proposed temporary ramp (NAL Guardian Ramp or similar)
- Proposed temporary ramp (asphalt construction)
- Proposed tactile paving (corduroy hazard warning)
- Proposed tactile paving (blister)
- Proposed tactile paving (ladder and tramline)
- Indicative site extent of the Selly Oak Triangle (SONR 1B) project. Construction likely ongoing during implementation of the pop-up cycle lanes. Contractor to agree exact interface with the SONR 1B site team

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
A	30/07/2020	CK	For Construction	CS	AB
P01	28/07/2020	CK	First Issue	PC	CS

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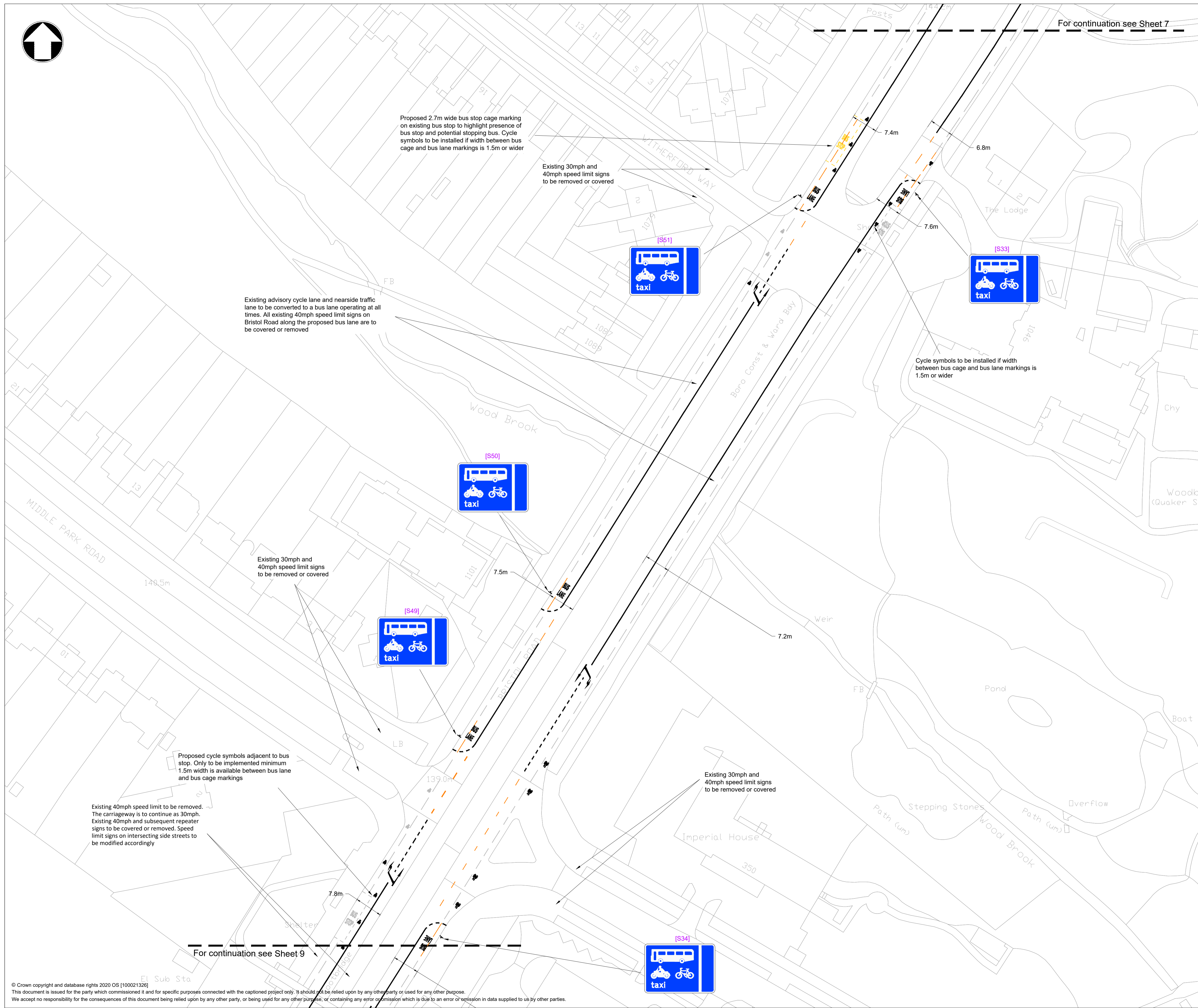
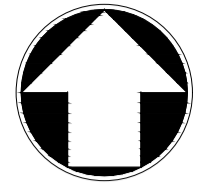
Client

Birmingham City Council

Title

EBTP Road Space Reallocation
Developed Design
Pop-up Cycle Lanes: Selly Oak to Northfield (Sheet 7)

Designed	C.Kwok	CK	Eng check	P.Crowther	PC
Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	PC	Approved	C.Searson	CS
Scale at A1	1:500	Status	CON	Rev	A
				Security	STD
Drawing Number					
419867-MMD-C02-XX-DR-D-0107					



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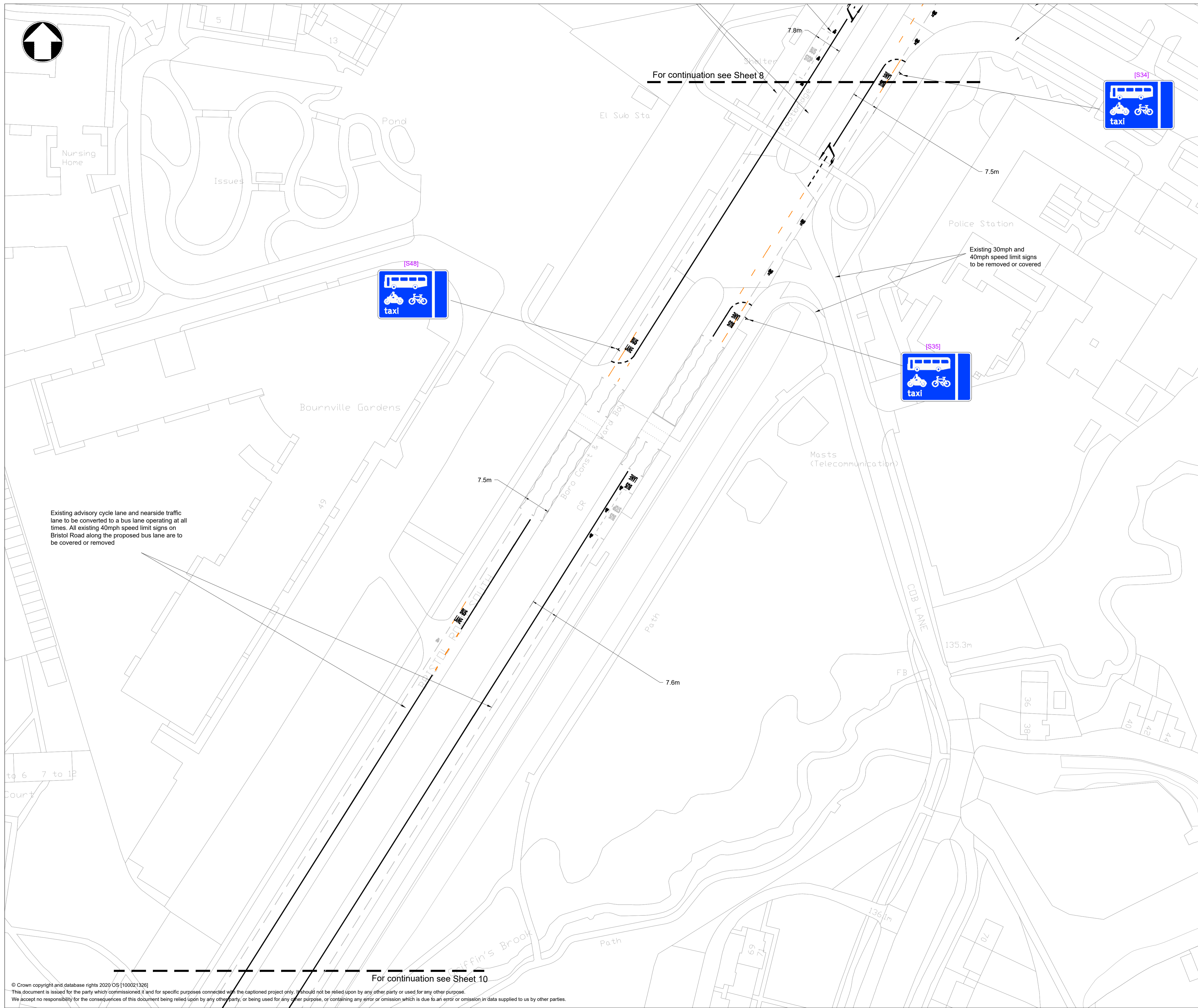
Client

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Title

**EBTP Road Space Reallocation
Developed Design
Pop-up Cycle Lanes: Selly Oak to
Northfield (Sheet 8)**

Designed	C.Kwok	CK	Eng check	P.Crowther	PC
Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	PC	Approved	C.Searson	CS
Scale at A1	Status	Rev	Security		
1:500	CON	A	STD		
Drawing Number					
419867-MMD-C02-XX-DR-D-0108					



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Reference drawings

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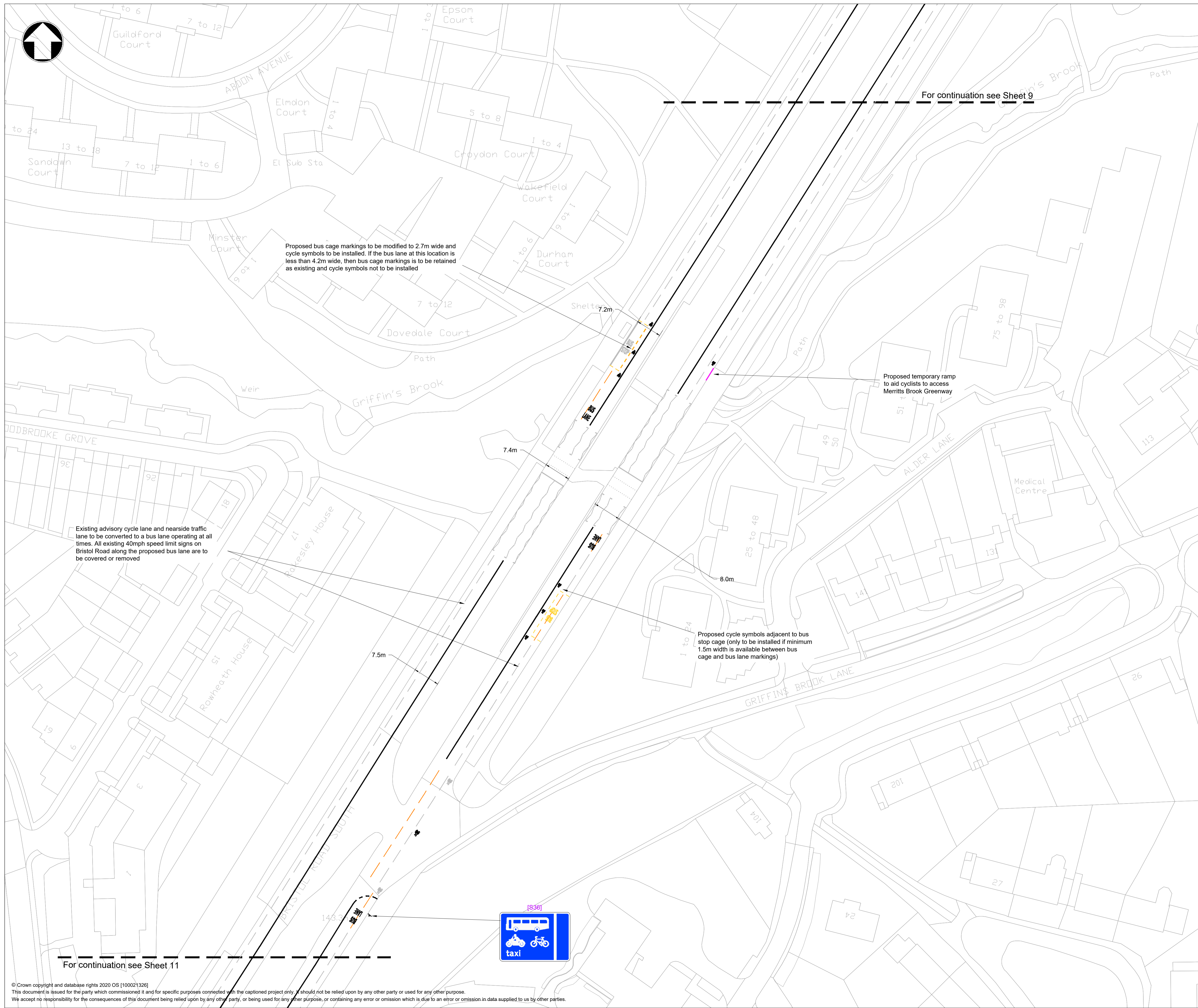
Client

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Title

EBTP Road Space Reallocation
 Developed Design
 Pop-up Cycle Lanes: Selly Oak to Northfield (Sheet 9)

Designed	C.Kwok	CK	Eng check	P.Crowther	PC
Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	PC	Approved	C.Searson	CS
Scale at A1	1:500	Status	CON	Rev	A
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Drawing Number					
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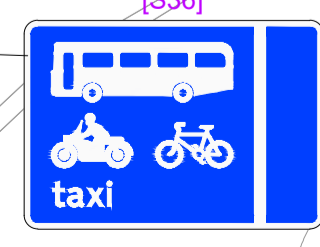


Proposed bus cage markings to be modified to 2.7m wide and cycle symbols to be installed. If the bus lane at this location is less than 4.2m wide, then bus cage markings is to be retained as existing and cycle symbols not to be installed

Existing advisory cycle lane and nearside traffic lane to be converted to a bus lane operating at all times. All existing 40mph speed limit signs on Bristol Road along the proposed bus lane are to be covered or removed

Proposed cycle symbols adjacent to bus stop cage (only to be installed if minimum 1.5m width is available between bus cage and bus lane markings)

Proposed temporary ramp to aid cyclists to access Merritts Brook Greenway



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Reference drawings

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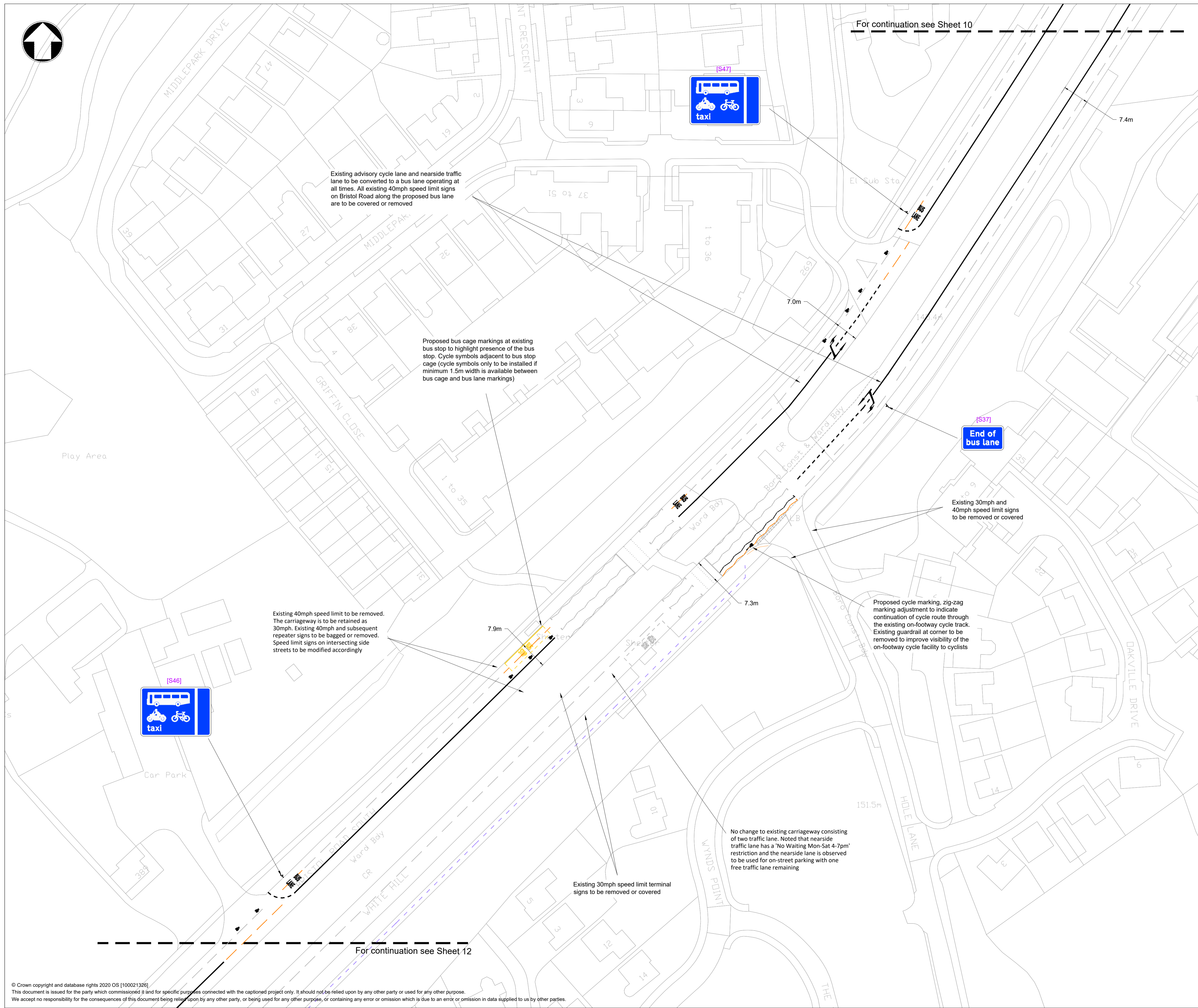
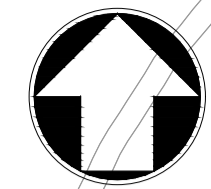
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Title

**EBTP Road Space Reallocation
Developed Design
Pop-up Cycle Lanes: Selly Oak to
Northfield (Sheet 10)**

Designed	C.Kwok	CK	Eng check	P.Crowther	PC
Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	PC	Approved	C.Searson	CS
Scale at A1	1:500	Status	CON	Rev	A
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Drawing Number					
419867-MMD-C02-XX-DR-D-0110					



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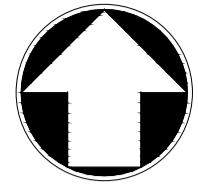
Client

Birmingham City Council

Title

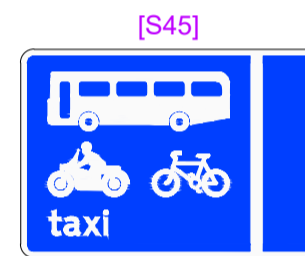
EBTP Road Space Reallocation
Developed Design
Pop-up Cycle Lanes: Selly Oak to Northfield (Sheet 11)

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Dwg check	P.Crowther	PC	Approved	C.Seanson	CS
Scale at A1	Status	Rev	Security		
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Drawing Number					
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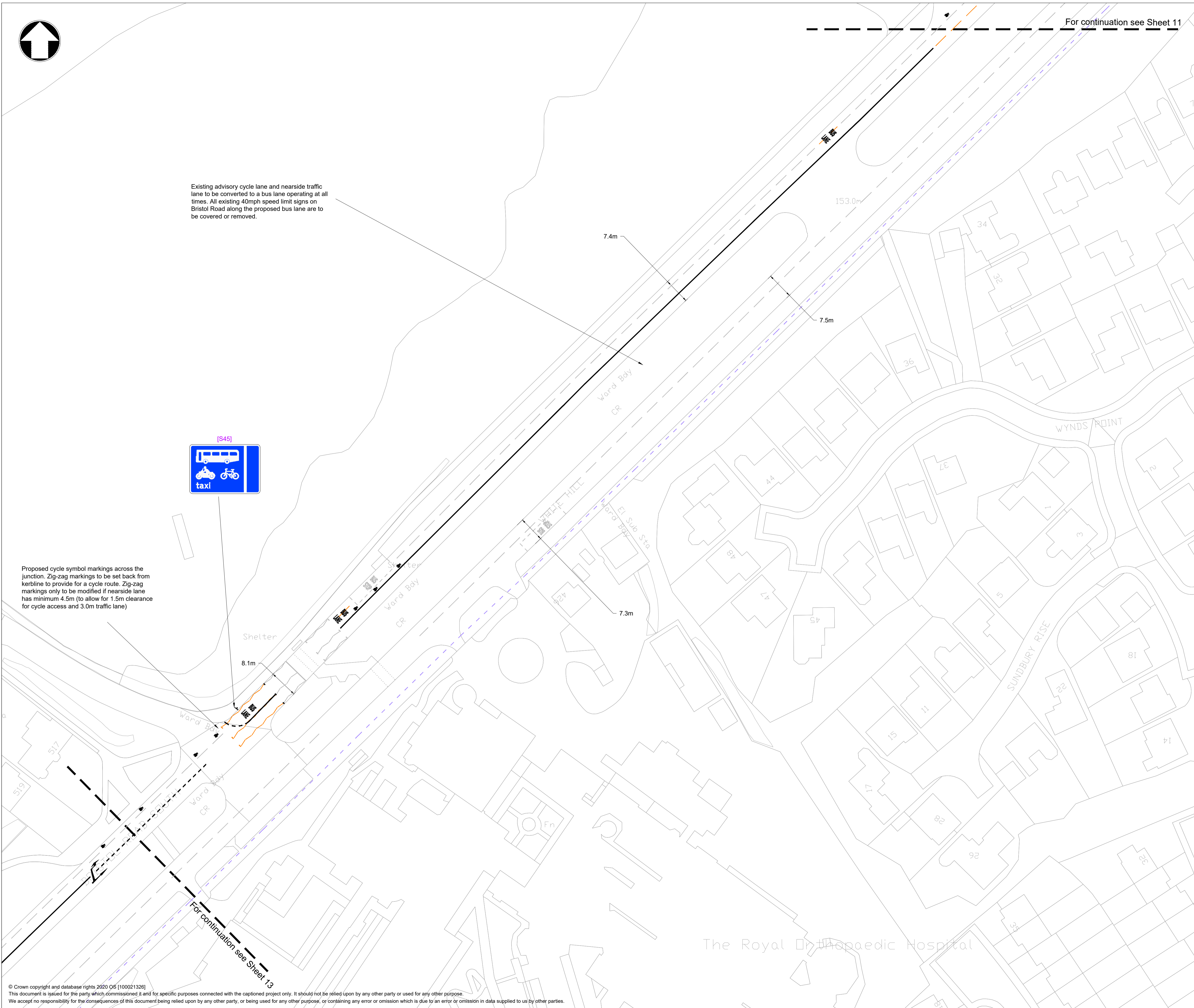


For continuation see Sheet 11

Existing advisory cycle lane and nearside traffic lane to be converted to a bus lane operating at all times. All existing 40mph speed limit signs on Bristol Road along the proposed bus lane are to be covered or removed.



Proposed cycle symbol markings across the junction. Zig-zag markings to be set back from kerbline to provide for a cycle route. Zig-zag markings only to be modified if nearside lane has minimum 4.5m (to allow for 1.5m clearance for cycle access and 3.0m traffic lane)



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Reference drawings

A	30/07/2020	CK	For Construction	CS	AB
P01	28/07/2020	CK	First Issue	PC	CS
Rev	Date	Drawn	Description	Ch'k'd	App'd

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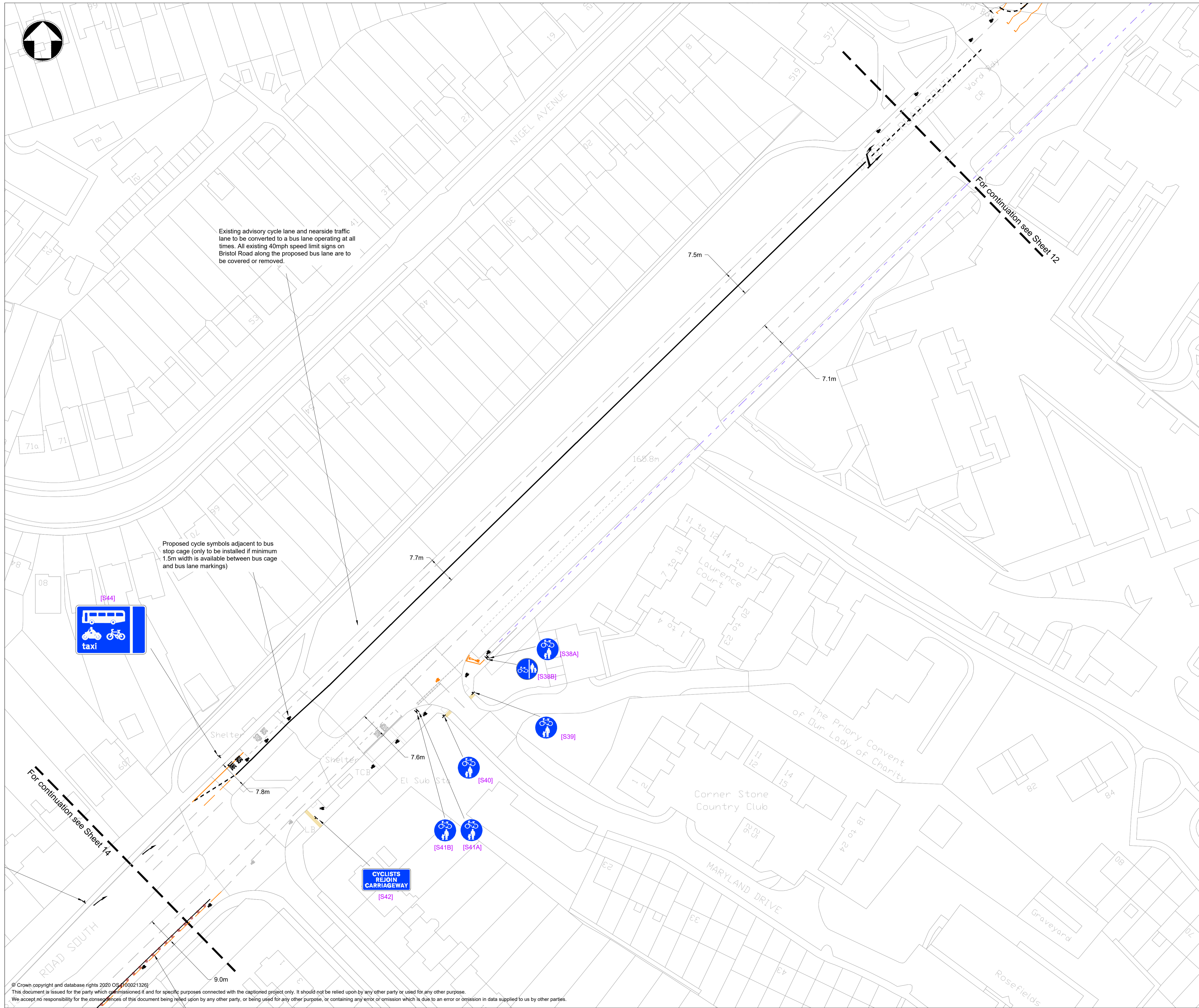
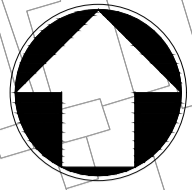
Client

Birmingham City Council

Title

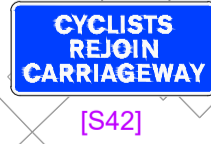
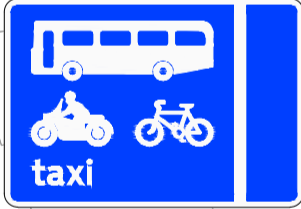
**EBTP Road Space Reallocation
Developed Design
Pop-up Cycle Lanes: Selly Oak to
Northfield (Sheet 12)**

Designed	C.Kwok	CK	Eng check	P.Crowther	PC
Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	PC	Approved	C.Searson	CS
Scale at A1	1:500	Status	CON	Rev	A
		Security	STD		
Drawing Number					
419867-MMD-C02-XX-DR-D-0112					



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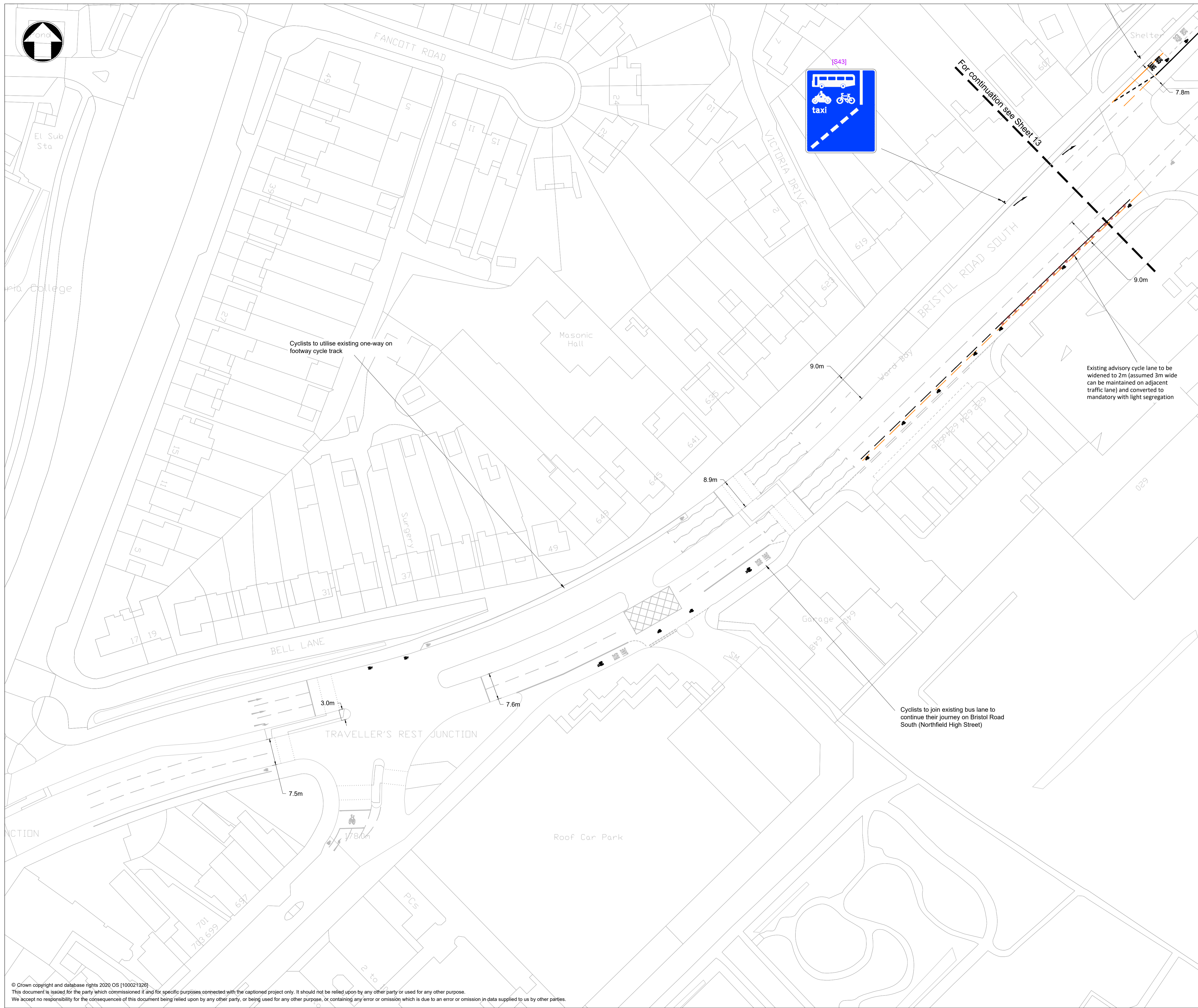
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Birmingham City Council

Title
**EBTP Road Space Reallocation
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Pop-up Cycle Lanes: Selly Oak to
Northfield (Sheet 13)**

Designed	C.Kwok	CK	Eng check	P.Crowther	PC
Drawn	C.Kwok	CK	Coordination	C.Kwok	CK
Dwg check	P.Crowther	PC	Approved	C.Searson	CS
Scale at A1	1:500	Status	CON	Rev	A
				Security	STD

Drawing Number
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Birmingham City Council

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**EBTP Road Space Reallocation
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