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**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	956	Shared use footway		150	150	No	On new bollard
S02	956	Shared use footway		150	150	No	On new bollard
S03	956	Shared use footway		150	150	No	On new bollard
S04	-	Cyclists dismount at crossing	35	570	270	No	On existing street furniture, signal pole or guardrail
S05	956	Shared use footway		150	150	No	On new bollard
S06	956	Shared use footway		150	150	No	On new bollard
S07	-	Cyclists dismount at crossing	35	570	270	No	On existing street furniture, signal pole or guardrail
S08A	616	No entry		450	450	Yes	On new post
S08B	-	'Except Cycles' Plate	50	435	290		n/a
S09	616	No entry		450	450	Yes	On new post
S10	652	One-way traffic		300	450	Yes	On new post
S11	652	One-way traffic		300	450	Yes	On new post
S18	-	'Except Cycles' Plate	50	435	290		On existing sign post, under existing 'no entry' sign
S19	960.1v	Mandatory contra-flow cycle lane		825	475	No	On existing light column
S20	960.1v	Mandatory contra-flow cycle lane		825	475	No	On existing light column
S21	960.1v	Mandatory contra-flow cycle lane		825	475	No	On existing light column
S22	-	'Except Cycles' Plate	50	435	290		On existing sign post, under existing 'no entry' sign
S23	956	Shared use footway		150	150	No	On new bollard
S24	956	Shared use footway		150	150	No	On new bollard
S25	956	Shared use footway		150	150	No	On new bollard
S26	956	Shared use footway		270	270	No	On existing gate
S27	956	Shared use footway		150	150	No	On new bollard
S29	955	Cycles Only		150	150	No	On new bollard
S30	955	Cycles Only		150	150	No	On new bollard
S31	955	Cycles Only		150	150	No	On new bollard
S32	955	Cycles Only		150	150	No	On new bollard
S33	955	Cycles Only		150	150	No	On new bollard
S34	956	Shared use footway		150	150	No	On new bollard
S35	616	No entry		450	450	Yes	On new post
S36A	616	No entry		450	450	Yes	On new post
S36B	-	'Except Cycles' Plate	50	435	290		n/a
S37A	606	Turn left		450	450	Yes	On existing light column
S37B	-	'Except Cycles' Plate	50	435	290		n/a
S38A	606	Turn right		450	450	Yes	On new post
S38B	-	'Except Cycles' Plate	50	435	290		n/a
S39A	606	Turn left		450	450	Yes	On new post
S39B	-	'Except Cycles' Plate	50	435	290		n/a
S40A	609	Turn right ahead		450	450	Yes	On new post
S40B	-	'Except Cycles' Plate	50	435	290		n/a
S41	960.2	Contra-flow Cycling		650	475	No	On existing light column
S42	960.2	Contra-flow Cycling		650	475	No	On new post
S43	7014	New Road Layout Ahead	50	495	490	No	On existing light column
S44	7014	New Road Layout Ahead	50	495	490	No	On existing light column
S45	7014	New Road Layout Ahead	50	495	490	No	On new post
S46	7014	New Road Layout Ahead	50	495	490	No	On existing light column
S47	7014	New Road Layout Ahead	50	495	490	No	On new post
S48A	950	'Cycle Route Ahead		680	600	No	On existing light column
S48B	-	'Cycles crossing' plate	50	500	290		On existing light column
S49A	950	'Cycle Route Ahead		680	600	No	On existing light column
S49B	-	'Cycles crossing' plate	50	500	290		On existing light column
S50A	950	'Cycle Route Ahead		680	600	No	Same post as S45
S50B	-	'Cycles crossing' plate	50	500	290		Same post as S45
S51A	950	'Cycle Route Ahead		680	600	No	On existing light column
S51B	-	'Cycles crossing' plate	50	500	290		On existing light column
S52A	950	'Cycle Route Ahead		680	600	No	Same post as S47
S52B	-	'Cycles crossing' plate	50	500	290		Same post as S47

Reference drawings

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D	19/08/2020	JM	Revised following client comments	CK	CS
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B	07/08/2020	JM	Revised following comments	CS	PJC
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P01	24/07/2020	JM	First Issue	CS	PJC

**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

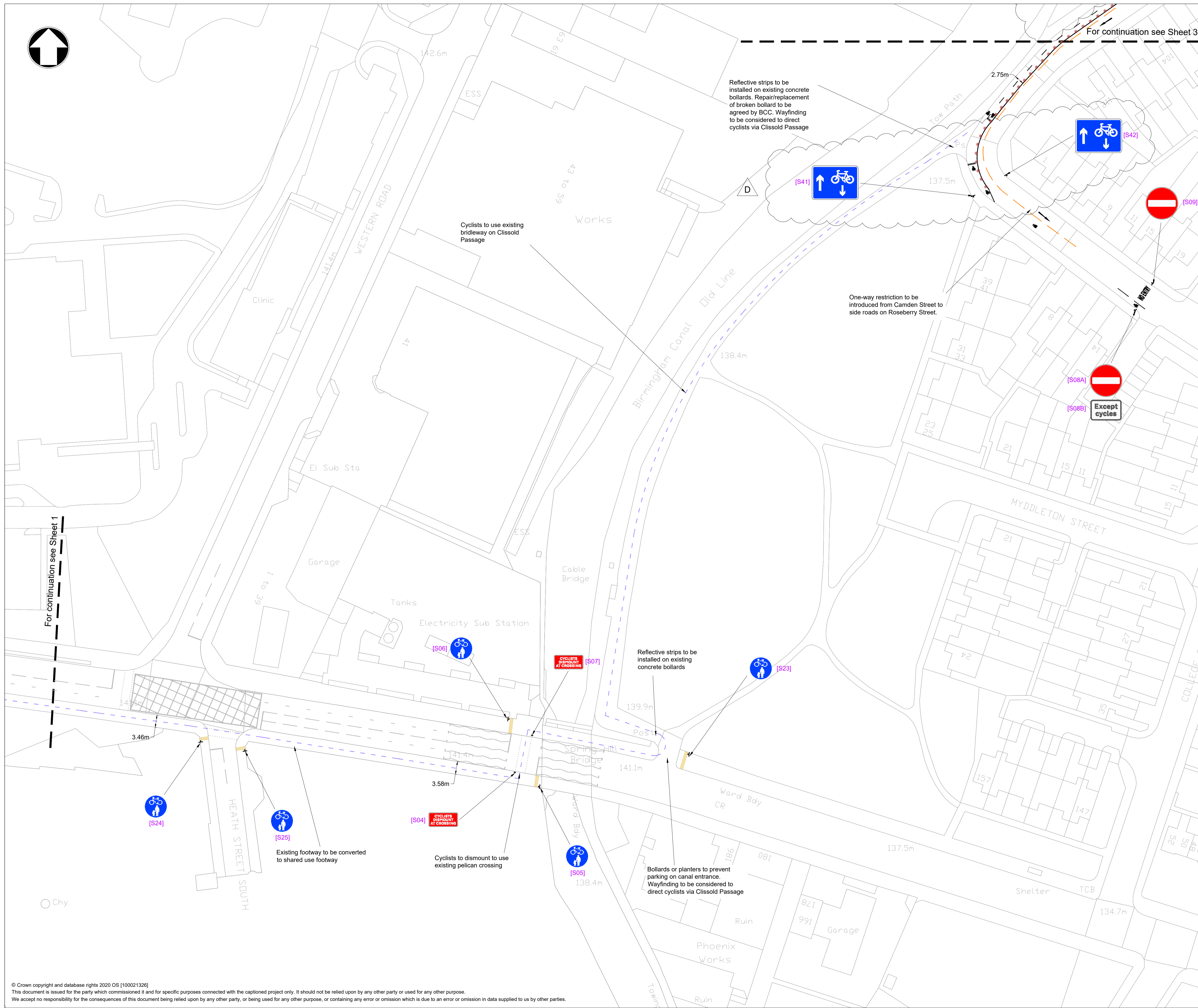
**Birmingham City Council**

Title

**EBTP Road Space Reallocation  
Developed Design  
Pop-up Cycle Lanes: City Centre to  
City Hospital (Sheet 1)**

Designed	J.Man	JM	Eng check	C.Kwok	CK
Drawn	J.Man	JM	Coordination	C.Kwok	CK
Dwg check	C.Kwok	CK	Approved	C.Searson	CS
Scale at A1	Status	Rev	Security		
1:500	CON	D	STD		
Drawing Number	419867-MMD-C04-XX-DR-D-0101				





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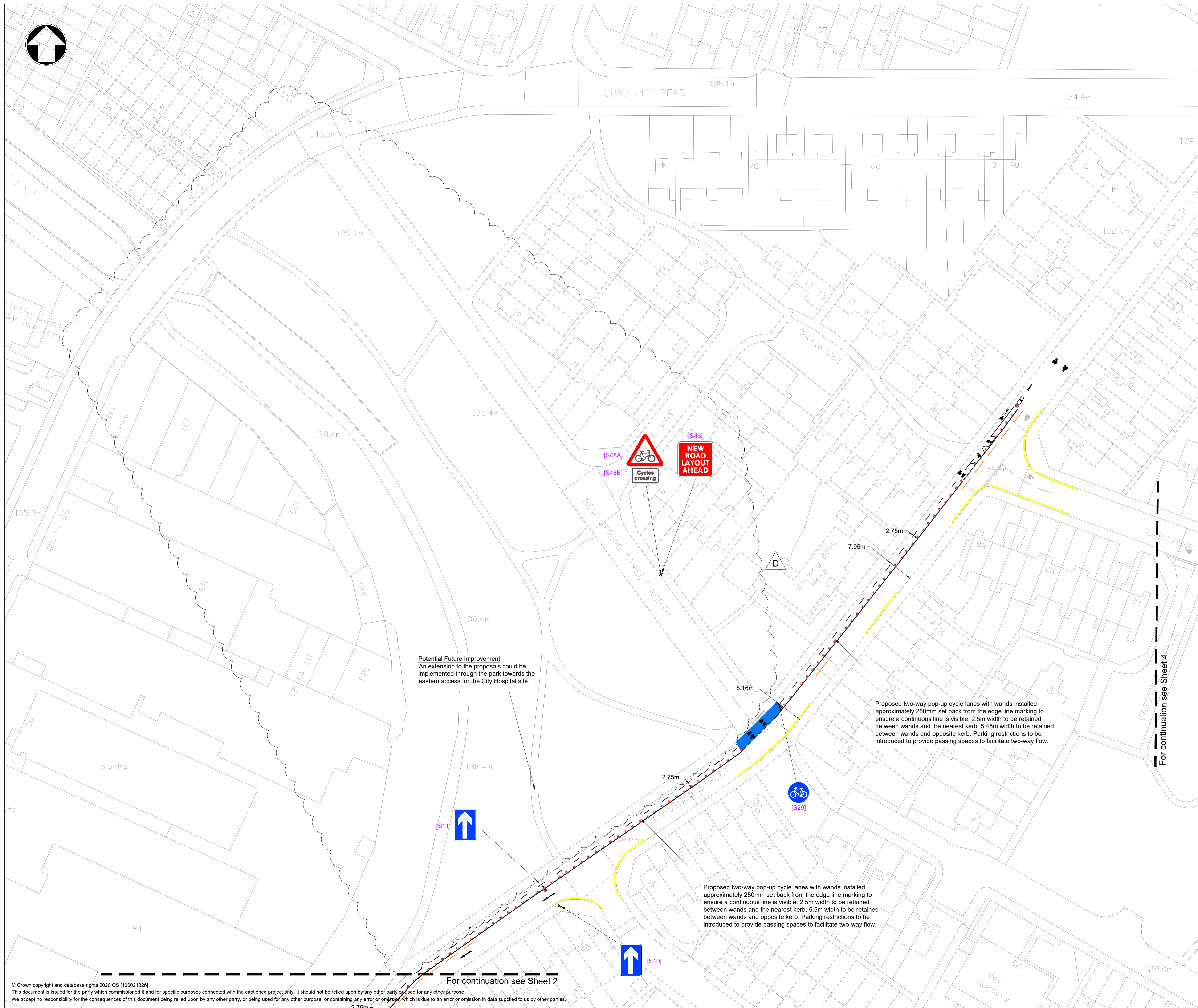
**Birmingham City Council**

Title

**EBTP Road Space Reallocation  
Developed Design  
Pop-up Cycle Lanes: City Centre to  
City Hospital (Sheet 2)**

Designed	J.Man	JM	Eng check	C.Kwok	CK
Drawn	J.Man	JM	Coordination	C.Kwok	CK
Dwg check	C.Kwok	CK	Approved	C.Searson	CS
Scale at A1	1:500	Status	CON	Rev	D
		Security			STD
Drawing Number					
419867-MMD-C04-XX-DR-D-0102					





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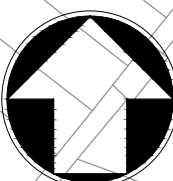
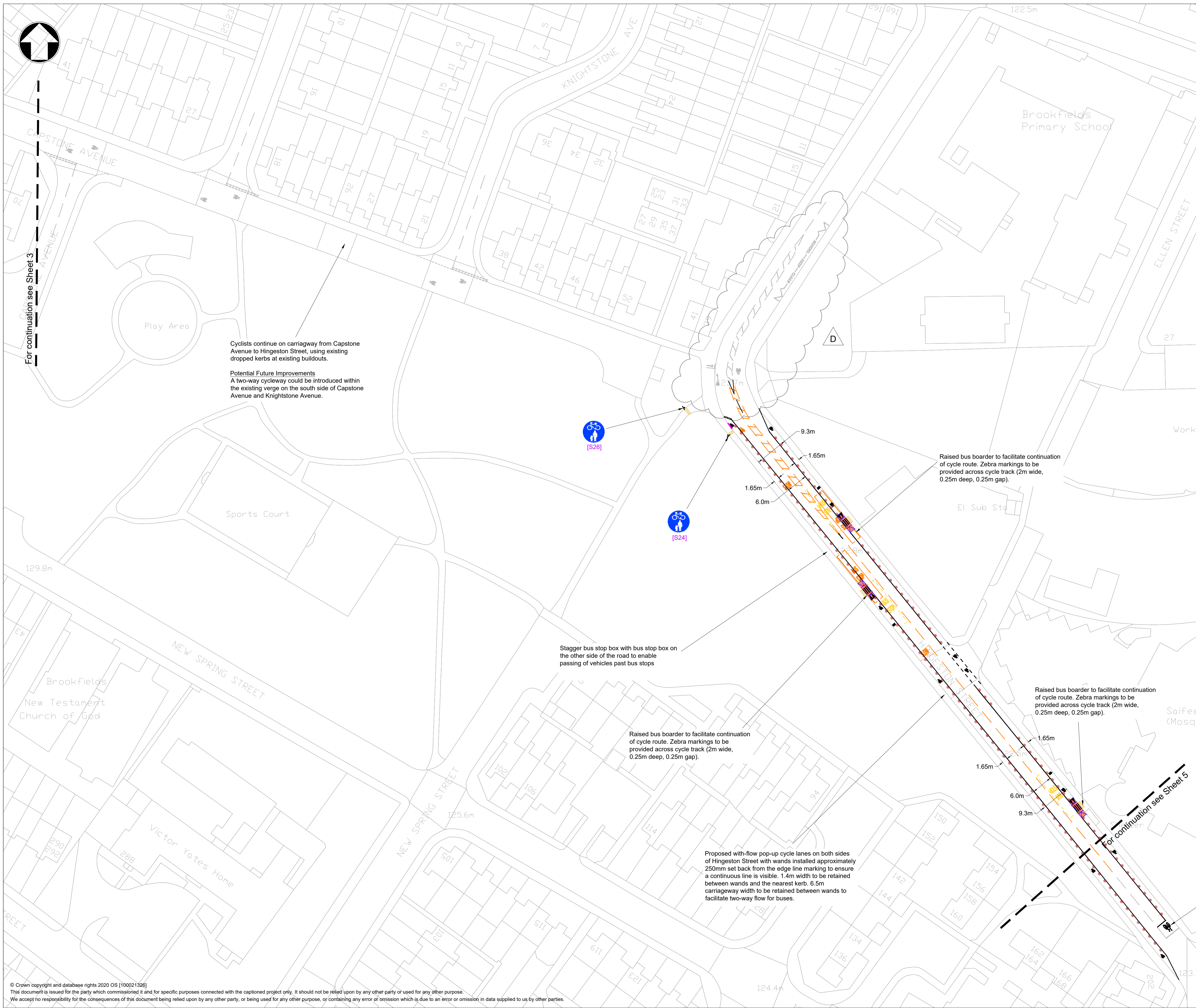
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**Title**

EBTP Road Space Reallocation  
Developed Design  
Pop-up Cycle Lanes: City Centre to  
City Hospital (Sheet 3)

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Scale at A1	Status	Rev	Security		
1:500	CON	D	STD		
Drawing Number					
419867-MMD-C04-XX-DR-D-0103					





For continuation see Sheet 3

Cyclists continue on carriageway from Capstone Avenue to Hingeston Street, using existing dropped kerbs at existing buildouts.

**Potential Future Improvements**  
A two-way cycleway could be introduced within the existing verge on the south side of Capstone Avenue and Knightstone Avenue.

Stagger bus stop box with bus stop box on the other side of the road to enable passing of vehicles past bus stops

Raised bus boarder to facilitate continuation of cycle route. Zebra markings to be provided across cycle track (2m wide, 0.25m deep, 0.25m gap).

Proposed with-flow pop-up cycle lanes on both sides of Hingeston Street with wands installed approximately 250mm set back from the edge line marking to ensure a continuous line is visible. 1.4m width to be retained between wands and the nearest kerb. 6.5m carriageway width to be retained between wands to facilitate two-way flow for buses.

Raised bus boarder to facilitate continuation of cycle route. Zebra markings to be provided across cycle track (2m wide, 0.25m deep, 0.25m gap).

Raised bus boarder to facilitate continuation of cycle route. Zebra markings to be provided across cycle track (2m wide, 0.25m deep, 0.25m gap).

For continuation see Sheet 5

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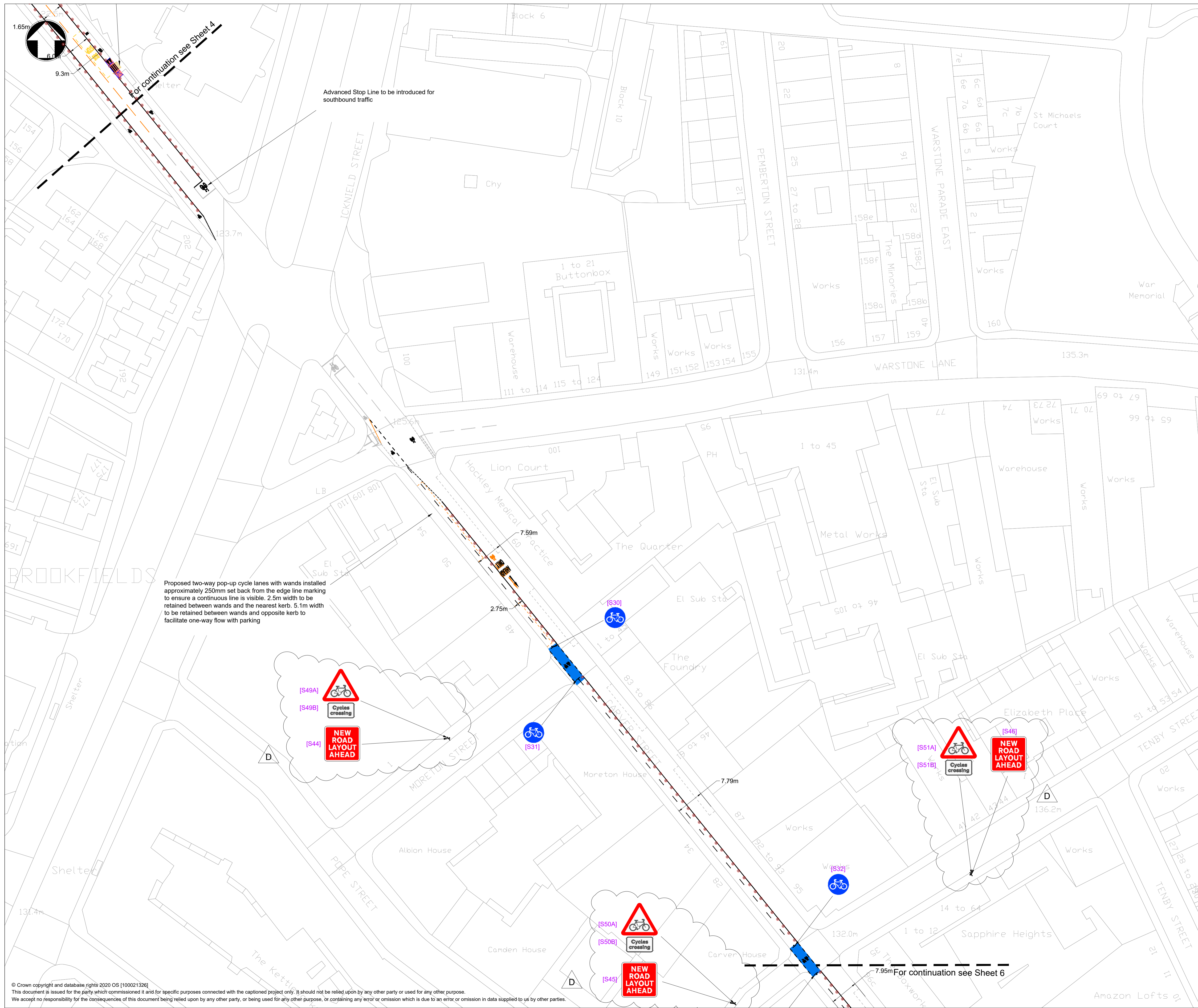
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EBTP Road Space Reallocation  
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Pop-up Cycle Lanes: City Centre to City Hospital (Sheet 4)

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Scale at A1	Status	Rev	Security		
1:500	CON	D	STD		
Drawing Number	419867-MMD-C04-XX-DR-D-0104				





Proposed two-way pop-up cycle lanes with wands installed approximately 250mm set back from the edge line marking to ensure a continuous line is visible. 2.5m width to be retained between wands and the nearest kerb. 5.1m width to be retained between wands and opposite kerb to facilitate one-way flow with parking

Advanced Stop Line to be introduced for southbound traffic

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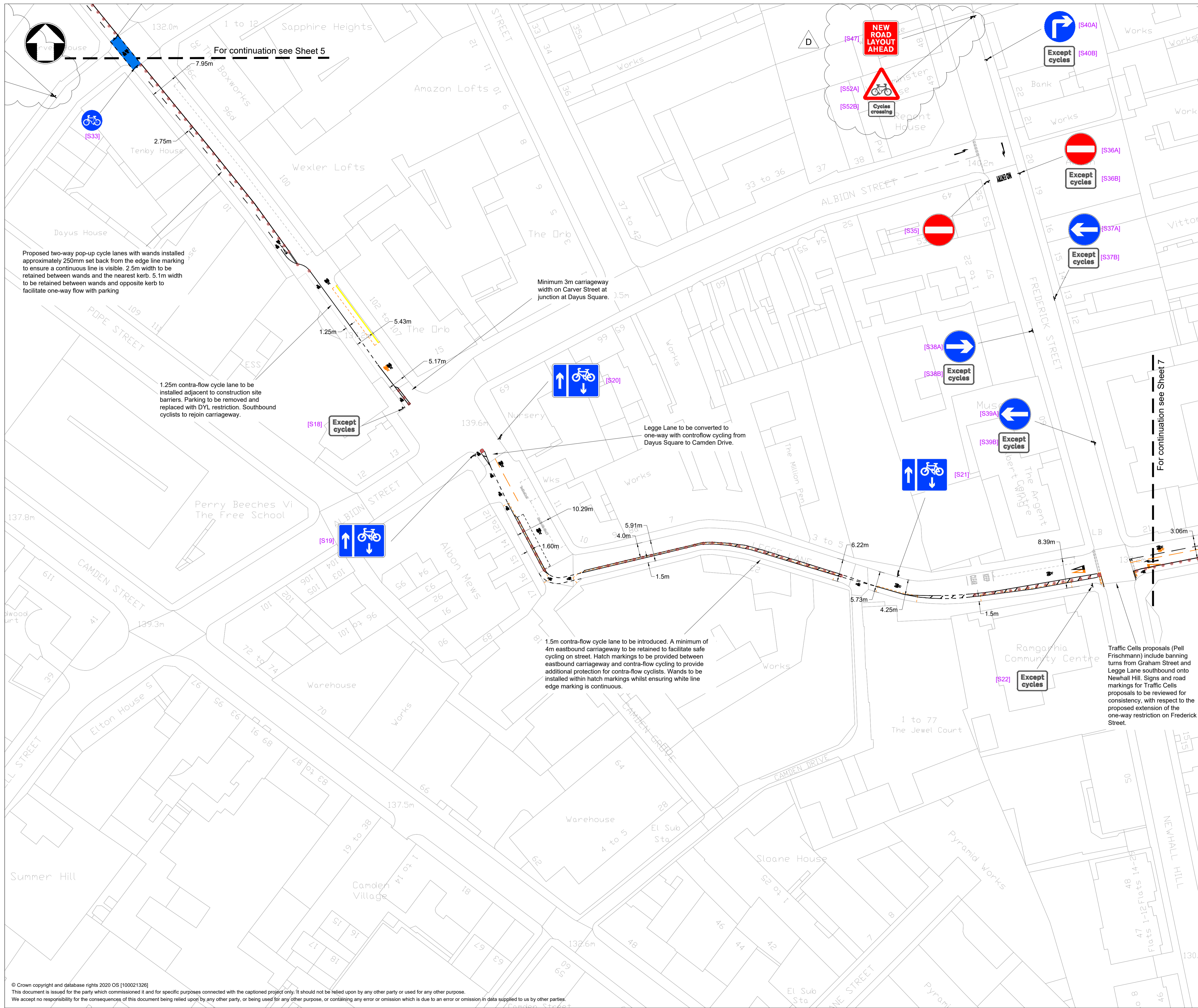
**Birmingham City Council**

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**EBTP Road Space Reallocation  
Developed Design  
Pop-up Cycle Lanes: City Centre to  
City Hospital (Sheet 5)**

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Dwg check	C.Kwok	CK	Approved	C.Searson	CS
Scale at A1	Status	Rev	Security		
1:500	CON	D	STD		
Drawing Number					
419867-MMD-C04-XX-DR-D-0105					





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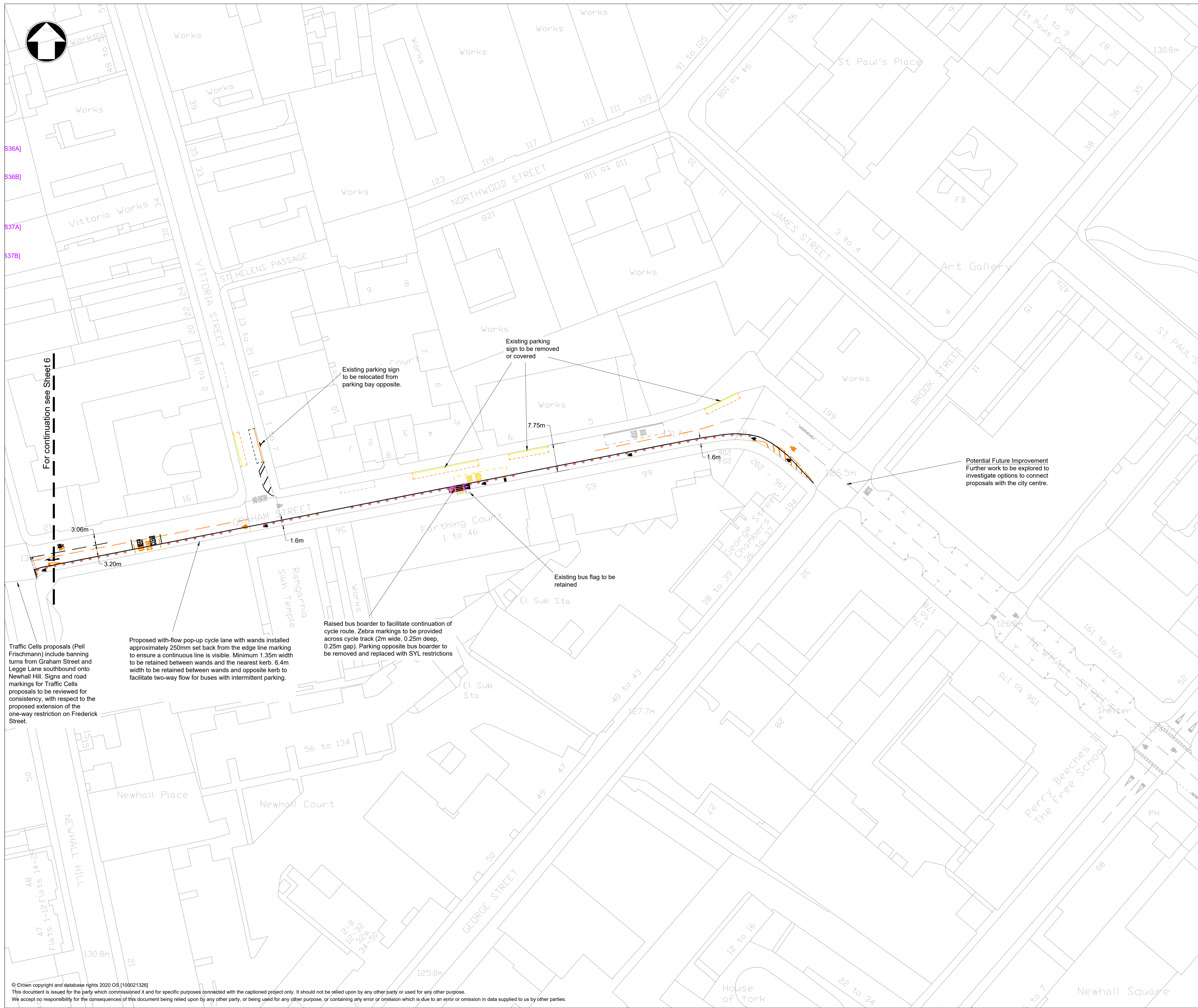
**Birmingham City Council**

Title

**EBTP Road Space Reallocation  
Developed Design  
Pop-up Cycle Lanes: City Centre to  
City Hospital (Sheet 6)**

Designed	J.Man	JM	Eng check	C.Kwok	CK
Drawn	J.Man	JM	Coordination	C.Kwok	CK
Dwg check	C.Kwok	CK	Approved	C.Searson	CS
Scale at A1	Status	Rev	Security		
1:500	CON	D	STD		
Drawing Number					
419867-MMD-C04-XX-DR-D-0106					





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EBTP Road Space Reallocation  
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Designed	J.Man	JM	Eng check	C.Kwok	CK
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Dwg check	C.Kwok	CK	Approved	C.Searson	CS
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1:500	CON	D	STD		
Drawing Number					
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