Bus stop realigned. Temporary kerb line constructed offset 1.7m from existing kerb face to front face of new kerb line. Raker at each end. Transition Bus Stop kerbs and 5m Bus Stop kerbs (160mm face).

Area between new kerb line and existing built up in asphalt (binder and surface course) to provide extension of footway and accessible boarding area for the bus.

200mm solid line for cycle lane.

Existing lane markings eastwards from stop line are faded. Remove remnants where required.

Remove pedestrian guard railing (length of 16m).

200mm wide line for cycle lane. Mostly on top of existing Diag.1004 markings. Note: Small amount of Diag.1004 markings to be removed.

Water filled barriers to be installed, offset from kerb face by 1.5m to nearside of barrier. 7no. sections of barrier

Bus stop realigned. Temporary kerb line constructed offset 1.3m from existing kerb face to front face of new kerb line. Raker at each end. Transition Bus Stop kerbs and 5m Bus Stop kerbs (160mm face).

Area between new kerb line and existing built up in asphalt (binder and surface course) to provide extension of footway and accessible boarding area for the bus.

4no. TMP ‘FG300’ bolt down posts (Orange). Centre of posts to be offset 1.4m from kerb face.

Remove all existing bus stop markings. Install new bus stop markings as shown. 13m long x 2.7m wide bay.

Water filled barriers to be installed, offset from kerb face by 1.5m to nearside of barrier. 10no. sections of barrier

Barriers to link into those being installed for York Road (See MTC08 drawing).

Water filled barriers to be installed, offset from kerb face by 1.5m to nearside of barrier. 7no. sections of barrier

200mm wide line for cycle lane. Mostly on top of existing Diag.1004 markings. Centre of posts to be offset 1.4m from kerb face.

Water filled barriers to be installed, offset from kerb face by 1.5m to nearside of barrier. 14no. sections of barrier

4no. TMP ‘FG300’ bolt down posts (Orange). Centre of posts to be offset 1.4m from kerb face.

200mm solid line for cycle lane. Existing lane markings eastwards from stop line are faded. Remove remnants where required.

Water filled barriers to be installed, offset from kerb face by 1.5m to nearside of barrier. 7no. sections of barrier

Water filled barriers to be installed, offset from kerb face by 1.5m to nearside of barrier. 10no. sections of barrier

Bus stop realigned. Temporary kerb line constructed offset 1.3m from existing kerb face to front face of new kerb line. Raker at each end. Transition Bus Stop kerbs and 5m Bus Stop kerbs (160mm face).

Area between new kerb line and existing built up in asphalt (binder and surface course) to provide extension of footway and accessible boarding area for the bus.

4no. TMP ‘FG300’ bolt down posts (Orange). Centre of posts to be offset 1.4m from kerb face.

Remove pedestrian guard railing (length of 16m).

Water filled barriers to be installed, offset from kerb face by 1.5m to nearside of barrier. 7no. sections of barrier

200mm solid line for cycle lane.

Existing lane markings eastwards from stop line are faded. Remove remnants where required.

Remove pedestrian guard railing (length of 16m).

Water filled barriers to be installed, offset from kerb face by 1.5m to nearside of barrier. 10no. sections of barrier

200mm wide line for cycle lane.

200mm solid line for cycle lane. To be linked into cycle lane marking to north in Queen St shown on drawing MTC31.

Water filled barriers to be installed, offset from kerb face by 1.5m to nearside of barrier. 7no. sections of barrier

200mm solid line for cycle lane.

Water filled barriers to be installed, offset from kerb face by 1.5m to nearside of barrier. 7no. sections of barrier

200mm solid line for cycle lane.

Water filled barriers to be installed, offset from kerb face by 1.5m to nearside of barrier. 7no. sections of barrier