



- ## DRAWING SPECIFIC NOTES
- D1. PRIORITY CROSSINGS OF PEDESTRIAN AND CYCLE ROUTES HAVE BEEN DESIGNED IN ACCORDANCE WITH LTN 1-20 (SEE FIGURE 10.13), AS DESCRIBED BELOW DEPENDANT ON THE SPACE AVAILABLE.
 - D2. THE PREFERENCE IS TO PROVIDE FULL SET BACK WITH EITHER MARKED PRIORITY OR DESIGN PRIORITY DEPENDING ON THE SIZE OF THE ACCESS, WITH THE CROSSING RAISED WITH EITHER A TABLE AND RAMPS OR UTILISING THE DUTCH RAMP TYPE KERBS.
 - D3. WHERE ROOM DOES NOT ALLOW FULL SET BACK, PARTIAL PREFERRED UTILISING THE DESIGN PRIORITY OPTION, IN THIS INSTANCE THE CROSSING WILL BE RAISED WITH THE DUTCH RAMP TYPE KERBS.
 - D4. WHERE ROOM DOES NOT ALLOW PARTIAL SET BACK, NO SET BACK IS PERMITTED UTILISING THE DESIGN PRIORITY OPTION. IN THIS INSTANCE THE CROSSING WILL BE ONLY RAISED 25mm WITH DROPPED KERBS.

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SHEFFIELD ROAD AND
MALTBY BUS CORRIDOR
IMPROVEMENT SCHEME

LISTERDALE BUS STOP GENERAL ARRANGEMENT

Drawing Status			
FOR REVIEW			
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