



1hr DISC ZONE 1 ROAD MARKINGS (8.30am - 6pm, NO RETURN WITHIN 1 HOUR) TO BE REMOVED

DOUBLE YELLOW LINES TO BE REMOVED

EXISTING ROAD MARKINGS TO BE REMOVED

CENTRAL WAY OPTION 8: SEGREGATED CYCLEWAY
THIS OPTION PROPOSES TO CONVERT THE EXISTING SHARED SPACE ALONG THE NORTHERN PORTION OF CENTRAL WAY, FROM THE ARCHED SUBWAY UNDER OXFORD STREET UP TO THE NORTHERNMOST ACCESS TO THE CAR PARK, INTO A SEGREGATED CYCLEWAY FACILITY. LAND TAKE FROM THE BACK OF THE FOOTPATH INTO THE ADJACENT VERGE IS REQUIRED FOR THIS PROPOSAL TO ENSURE A MINIMUM 2.0m WIDE FOOTWAY AND RETAIN THE EXISTING KERBLINE.

SOUTH OF THE NORTHERN CAR PARK ACCESS, THE SEGREGATED FOOTWAY/CYCLEWAY WILL CONTINUE AT FOOTWAY LEVEL. IN ORDER TO MAINTAIN THE EXISTING CARRIAGEWAY KERB LINE AND A 2.0m WIDE FOOTWAY, A PORTION OF THE CAR PARK IS TO BE BUILT-UP AND REPURPOSED AS FOOTWAY. THIS ENSUES A LOSS OF APPROXIMATE 24 PARKING SPACES.

SOUTH OF THE SOUTHERN CAR PARK ACCESS, THE EXISTING FOOTWAY AND GRASS VERGE WILL BE REPURPOSED AS A SHARED SURFACE. THE ADJACENT CARRIAGEWAY WILL REMAIN OPEN TO TWO-WAY TRAFFIC AND A TURNING HEAD WILL BE PROVIDED AT THE END OF THIS SECTION.

GENERAL NOTES

G1. DO NOT SCALE THIS DRAWING.

G2. ANY DIMENSIONAL DISCREPANCIES SHOULD BE NOTIFIED TO THE ENGINEER IMMEDIATELY.

G3. ALL DIMENSIONS ARE IN METRES - (m)
ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.

G4. NORTH SHOWN INDICATIVE ONLY

G5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIFICATIONS, DRAWINGS, DETAILS AND OTHER DESIGN INFORMATION.

G6. ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED WITHIN, CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ENGINEER AND MAY NOT BE DUPLICATED, USED, REPRODUCED OR DISCLOSED WITHOUT WRITTEN CONSENT OR EXPRESS PERMISSION FROM THE ENGINEER.

G7. ALL INFORMATION CONTAINED IN THIS DOCUMENT IS COPYRIGHT ©

G8. WHERE THE CONTRACTOR UNDERTAKES OR ENGAGES A THIRD PARTY TO UNDERTAKE TEMPORARY WORKS DESIGN, OR VARIES THE PELL FRISCHMANN DESIGN IN ANY WAY, THEN THE CONTRACTOR WILL TAKE FULL RESPONSIBILITY AND LIABILITY FOR ALL DESIGN ASPECTS, INCLUDING A DESIGN RISK ASSESSMENT. THE CONTRACTOR SHALL INFORM PELL FRISCHMANN OF ANY PROPOSED VARIANCES TO THE DESIGN.

KEY

PROPOSED NO WAITING AND NO LOADING/ UNLOADING AT ALL TIMES MARKINGS (TSRGD DIAGRAM 1016.1, 1020.1)

PARKING BAY:
LIMITED WAITING 20 MINUTES

EXISTING 1hr DISC ZONE 1 ROAD MARKINGS (8.30am - 6pm, NO RETURN WITHIN 1 HOUR) AND DOUBLE YELLOW LINES ROAD MARKINGS TO BE REMOVED

PM	LAYOUT UPDATED TO OPTION 8	HL	RJ	DW	22.05.25
PO	KEY AMENDED BASED ON CLIENT COMMENTS	RJ	DW	DW	06.03.25
PO	CLIENT COMMENTS INCORPORATED	HL	RJ	DW	03.03.25
PO	FIRST ISSUE	HL	RJ	DW	25.02.25
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann
4th FLOOR, ONE ST JAMES SQUARE, MANCHESTER, M2 6DN
Telephone +44 (0)161 826 8400
Email: pfrischmann@pellfrischmann.com
www.pellfrischmann.com

Architect/Client/Contractor

Cumberland Council

Project
**WORKINGTON LCWIP
ROUTE 10
DESIGN DEVELOPMENT**

Drawing Title
**CENTRAL WAY - OPTION 8
TRO PLAN**

SUITABLE FOR INFORMATION			
Name	Date	Status	Code
Drawn	H.L.O.	25.02.25	S2
Designed	H.L.O.	25.02.25	Scale 1:250
Eng. Chk	R.JASIM	25.02.25	Revision
Approved	D.WILKINSON	25.02.25	P04

Drawing No.
109937 - PEF - HGN - 10 - DR - C - 00008

© Pell Frischmann Consultants (AO 1189641)