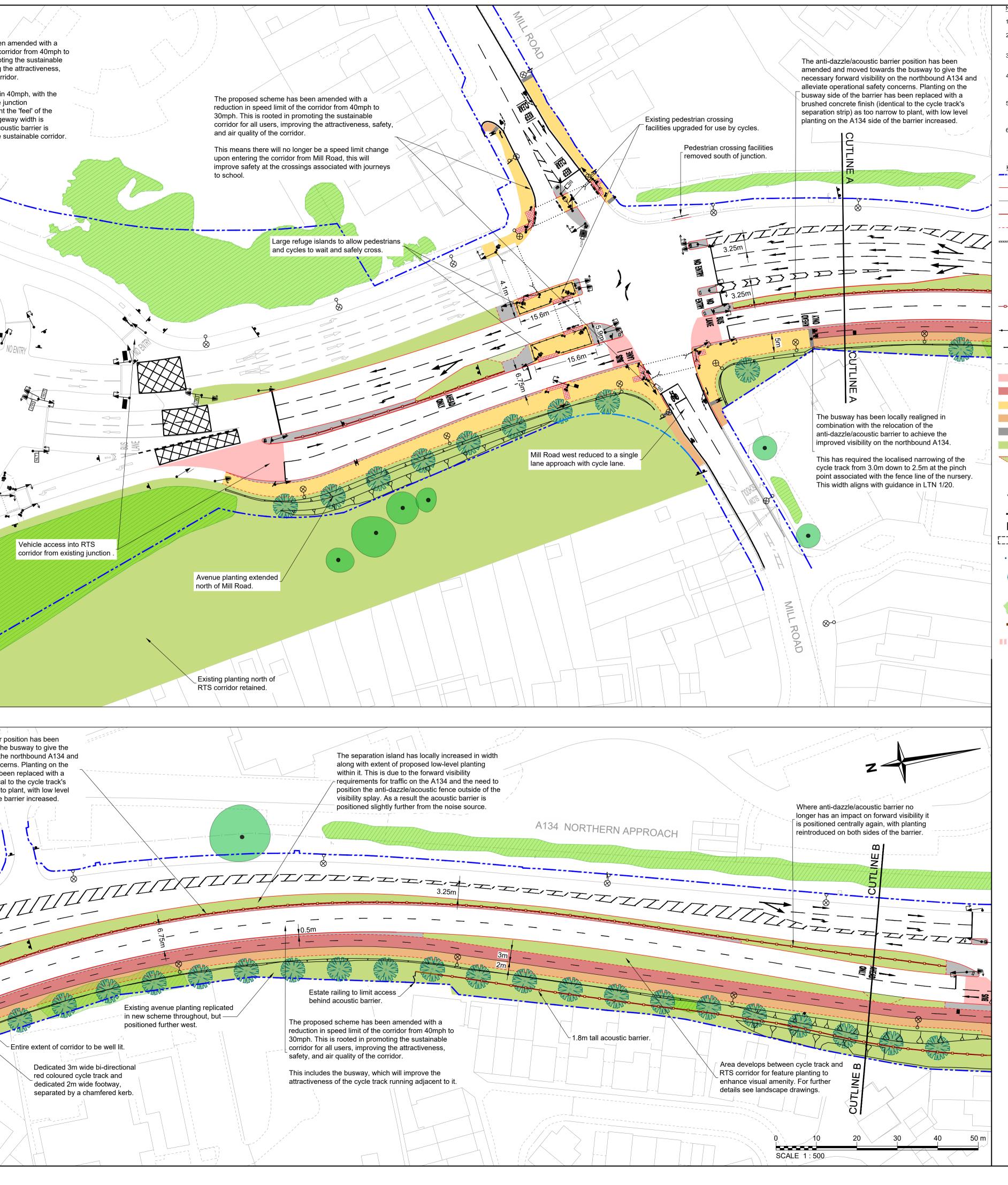
The proposed scheme has been amended with a reduction in speed limit of the corridor from 40mph to 30mph. This is rooted in promoting the sustainable corridor for all users, improving the attractiveness, safety, and air quality of the corridor. Via Urbis Romanane will remain 40mph, with the speed limit change north of the junction arrangement. South of this point the 'feel' of the / corridor changes as the carriageway width is reduced and the anti-dazzle/acoustic barrier is introduced, associated with the sustainable corridor. Ĥ To provide continuity with the surrounding area, the Vehicle access into RTS A134 Northern Approach Road up to the Boxted corridor from existing junction. Road roundabout is to also be reduced in speed. This will mean vehicles entering the sustainable corridor from this arm of the junction are already subject to a 30mph speed limit.

> The anti-dazzle/acoustic barrier position has been amended and moved towards the busway to give the necessary forward visibility on the northbound A134 and alleviate operational safety concerns. Planting on the busway side of the barrier has been replaced with a brushed concrete finish (identical to the cycle track's separation strip) as too narrow to plant, with low level planting on the A134 side of the barrier increased.

> > Existing avenue planting replicated in new scheme throughout, but positioned further west.

Entire extent of corridor to be well lit.

Dedicated 3m wide bi-directional red coloured cycle track and dedicated 2m wide footway, separated by a chamfered kerb.





2. Trees and vegetation shown behind other elements to ensure

- alignment/construction features are not obscured. 3. This drawing is to be read in conjunction with Overview Plan drawing number B355363A-RTS-HGN-SA-DR-D-0001.
- This General Arrangement drawing set is colour coded to show how different
- areas are to be utilised, for details of materials and finishes of surfaces see the Paved Areas drawings B355363A-RTS-HKF-SA-DR-D-0010 to 0012.
- For proposed guardrail a galvanised finish will be used, apart from within halt areas where a black finish will be adopted. For further details see the Hospital & Bruff Close Halt drawing B355363A-RTS-ELS-SA-DR-L-0008.
- . All hard and soft landscape works and external works to be carried out in accordance with the relevant current British Standards (including current revisions of 4428, 3936 & 5837); National Planting Specifications Guidelines; Horticultural Trades Association Standards (including 'Handling and establishing landscape plants' part 1, 2 & 3); CPSE 'Plant Handling' Standards & COSHH Regulations'.

Kau	
<u>Key</u>	Existing/proposed Highway Boundary
	Proposed kerb
	Proposed splay kerb
	Proposed bullnose kerb
	Proposed edging
	Concrete retaining structure, for details see drawing: ECC-SD-1100-004
	Proposed red/buff blister tactile paving
	Proposed corduroy/ ladder & tram tactile paving
$\succ$	Proposed earthworks
	Proposed 1.8m/1.5m/1.2m tall (see drawing notes) acoustic barrier 'Ransford Noisewall'. An acceptable equivalent may be considered if it is found to be of equal merit. To be installed with bespoke end panels, for further details see drawings B355363A-RTS-ELS-SA-DR-L-0019 & 0020.
••••	Proposed Alpha Rail M2 'Sight Gap' pedestrian guardrail, see note 5.
<b>~</b>	Proposed estate railing with gate, for further details see drawing B355363A-RTS-ELS-SA-DR-L-0020.
	Existing/proposed road marking
	RTS lane delineation (red coloured surfacing)
	Proposed red coloured dedicated cycle track
	Shared use unsegregated footway / cycleway
	Dedicated footway / RTS boarding area
	Traffic island / proposed brushed concrete separation strip
	Proposed / existing landscaping
	Proposed grasscrete maintenance bay
0–⊗	Existing/proposed lighting column, for further details see drawings B355363A-RTS-HLG-SA-DR-EO-0001 to 0003.
• •	Existing/proposed sign/bollard, for further details see drawings B355363A-RTS-HSN-SA-DR-D-0001 to 0006.
• 🛱 🖬 🖬	Traffic signal equipment
	Relocated existing Park & Ride or general bus shelter
[]	Indicative location of future RTS shelter
	Solar studs 'Clearview Intelligence SolarLite F Series'. An acceptable equivalent may be considered if it is found to be of equal merit.
	Proposed tree, for further details see drawings B355363A-RTS-ELS-SA-DR-L-0004 to 0007
•	Existing tree to be retained
1 Ju	Existing planting to be retained

Proposed halt seating, for further details see drawing

Existing Public Right of Way