



Northumberland

County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR – LOCAL SERVICES

Paul Jones

Speed Limit Reduction Measures – A696 Otterburn

Cabinet Member: Councillor John Riddle

27 January 2022

Purpose of Report

This report sets out the background to the proposed 50 MPH speed limit along the A696 road in the vicinity of Otterburn.

Recommendations

It is recommended that the existing derestricted speed limit is reduced to 50 MPH when approaching Otterburn from the west on the A696 road.

Link to Corporate Plan

Living - "We want you to feel safe, healthy and cared for"

Enjoying - "We want you to love where you live"

Key Issues

1. The proposal has been developed following concerns raised by residents in the area, the elected member, the Parish Council and Otterburn Primary School & Nursery.
2. The area under consideration is a gateway into Otterburn and is subject to high traffic speeds. Otterburn Primary School is located outside the village and on this length of the A696.
3. The scheme will be funded from the 2021/22 Local Transport Plan (LTP) programme.

Background

The A696 between Elishaw and Otterburn is a single carriageway which is primarily rural in nature and has no street lighting. Traffic calming is minimal in the form of crash barriers and double white lines to signify no overtaking rules in locations with poor visibility. There are private accesses to fields adjoined onto this section of the carriageway and junctions with minor roads that are not clearly visible.

Before the road becomes subject to a 30 MPH maximum speed limit at the gateway to the centre of Otterburn, the National Speed Limit applies. It has been identified as a high risk site requiring intervention measures as part of the LTP Local Safety Schemes programme due to its current layout and the recorded road traffic collisions which have occurred here.

Proposals

50 MPH Speed Limit

The proposed new speed limit restrictions on the A696 from Elishaw to Otterburn transition from the National Speed Limit to a new 50 MPH gateway which is to begin adjacent to the junction with the U5004 road and continues up to the 30 MPH gateway at Otterburn itself, which is to remain unchanged. This transitioned approach is acceptable for use in rural locations on approaches to or on the outskirts of areas such as Otterburn. The length and location of the new 50 MPH proposal is outlined by the plan in Figure 1.

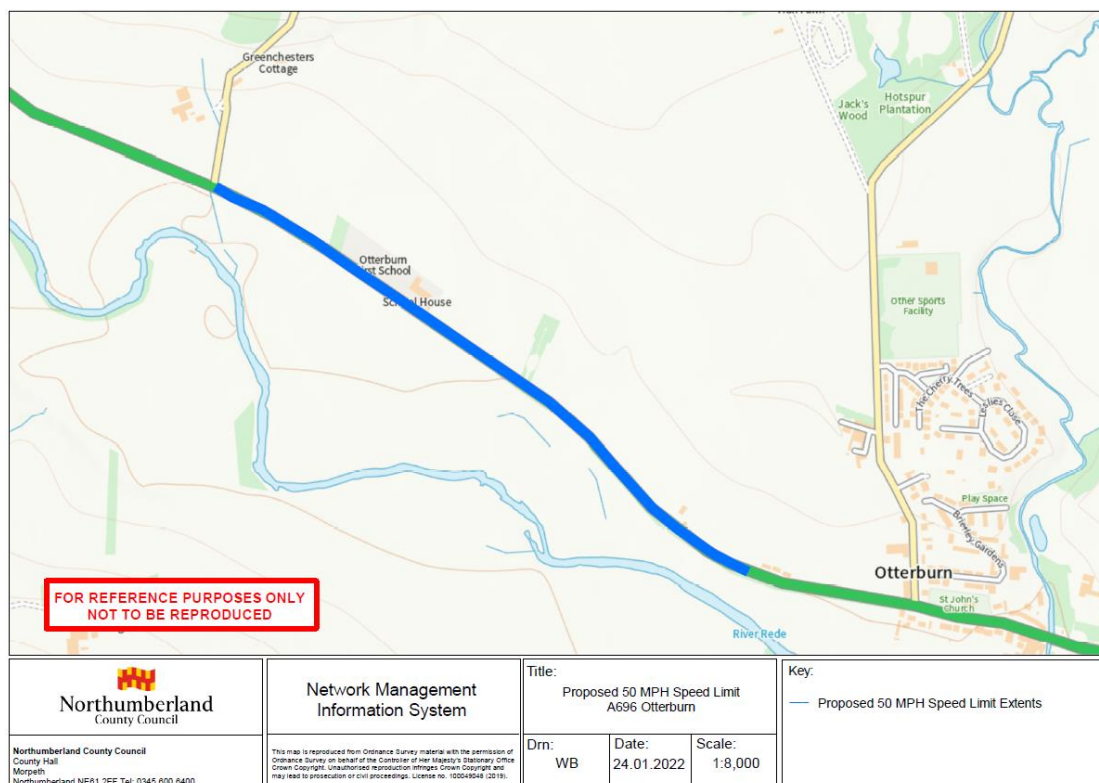


Fig 1: Proposed new 50 MPH speed limit at the A696 road north-west of Otterburn

Delegated Decision

Traffic Calming Measures

New traffic calming features will incorporate new speed limit signs and road markings in the form of speed limit roundels with red surfacing on the ground to inform motorists of the new restrictions. 'Slow' road marking text will also be installed throughout the scheme with multiple warning signs and verge posts to inform motorists of junctions and sharp bends, whilst vegetation will be cleared in areas required to improve visibility. Countdown markers with red surfacing are also to be marked directly outside and at the approach to Otterburn First School in addition to the existing school warning signs to encourage lower speeds when passing this area.

It is expected that the speed limit reduction measures will promote slower traffic speeds on this section of the A696 road between Elishaw and its junction with the B6341 Elsdon junction, thereby improving road safety at a location which has a history of collisions occurring and through the centre of Otterburn.

Details of the proposals are shown on the plans at Appendix A. Council Officers have worked closely with the elected County Councillor and Otterburn Parish Council on a scheme which encourages slower speeds in the vicinity of Otterburn. Northumbria Police, other emergency services and relevant statutory consultees will be notified of these amendments as part of the process for making the permanent Orders.

Delegated Decision

Implications Arising out of the Report

Policy	Consistent with existing policies
Finance and value for money	Scheme will be financed through the LTP 2021/22 programme
Legal	Motorists will be required to comply with the Traffic Regulation Orders
Procurement	Signage and road markings to meet Regulations for Traffic Regulation Orders (Ref: TROM_238)
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	N/A
Risk Assessment	None
Crime & Disorder	Regulations in place to carry out enforcement
Customer Consideration	A reduction in speed will lead to a safer environment for all road users
Carbon reduction	Speed reduction assists with carbon reduction
Wards	Bellingham

Delegated Decision

Background Papers:

File reference –

S:\Highways\PROJECT\21\HF Local Safety Schemes\A68, A696, A1068
Route Action Schemes\HF214111 A696 Elishaw to B6341 Elsdon junction
(Sect 1)

Appendix A –

HF214111/20/A696/10/01 - Route Action Scheme Sheet 1 of 5

HF214111/20/A696/10/02 - Route Action Scheme Sheet 2 of 5

HF214111/20/A696/10/03 - Route Action Scheme Sheet 3 of 5

HF214111/20/A696/10/04 - Schedules & Details Sheet 4 of 5

HF214111/20/A696/10/05 - Schedules & Details Sheet 5 of 5

Author and Contact Details

Report Author **William Binks, Programme Officer**

Delegated Decision

DECISION TAKEN

Title of Officer: Service Director, Local Services

Subject: Proposed 50 MPH speed limit at the A696 Otterburn.

Consultation: Not required for introduction of a 50 MPH speed limit restriction within the vicinity of Otterburn - proposal supported by Local County Councillor and it has been notified to Northumbria Police.

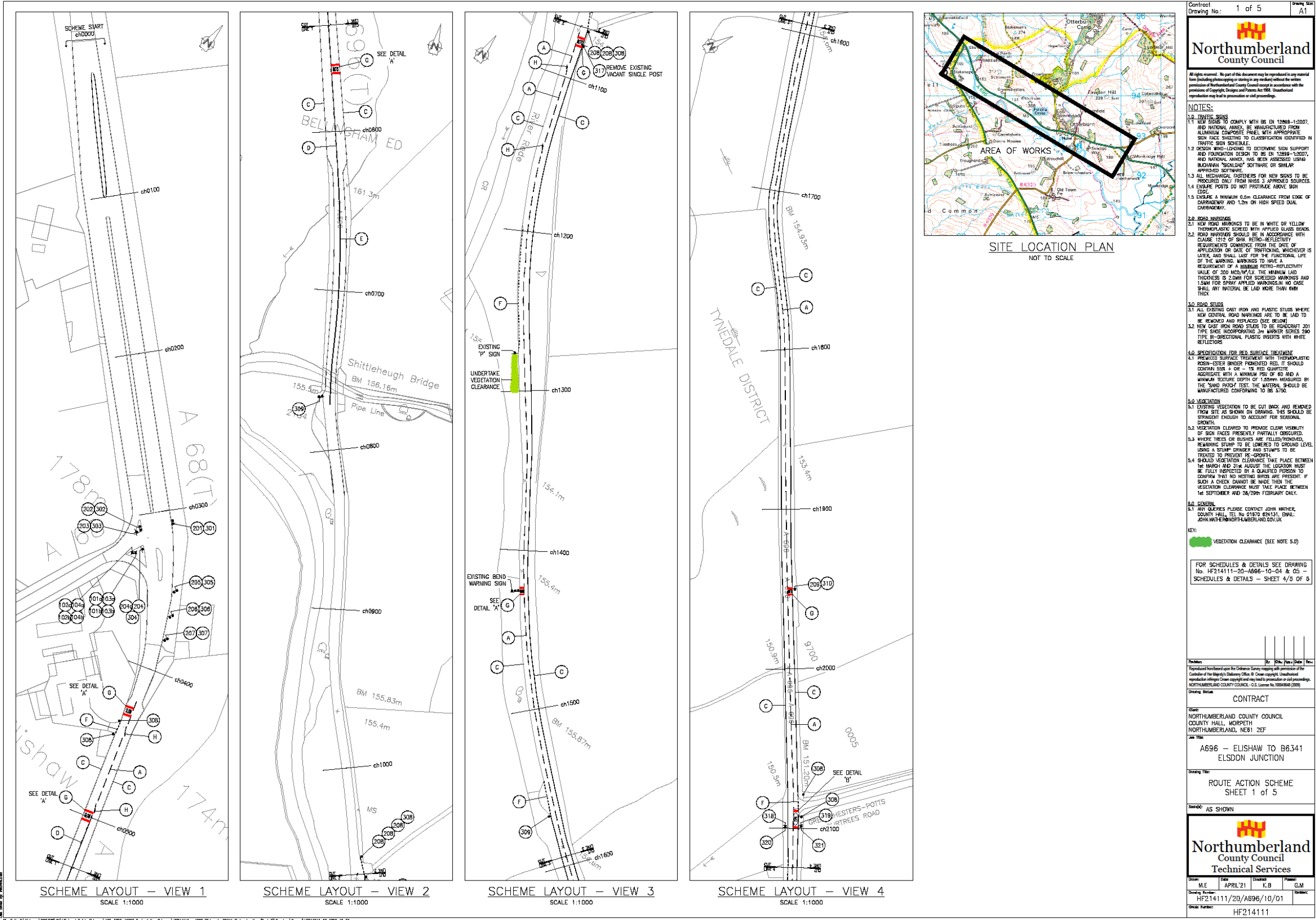
Decision Taken: To introduce a new 50 MPH speed limit along the A696 in advance of Otterburn.

Signature of Director

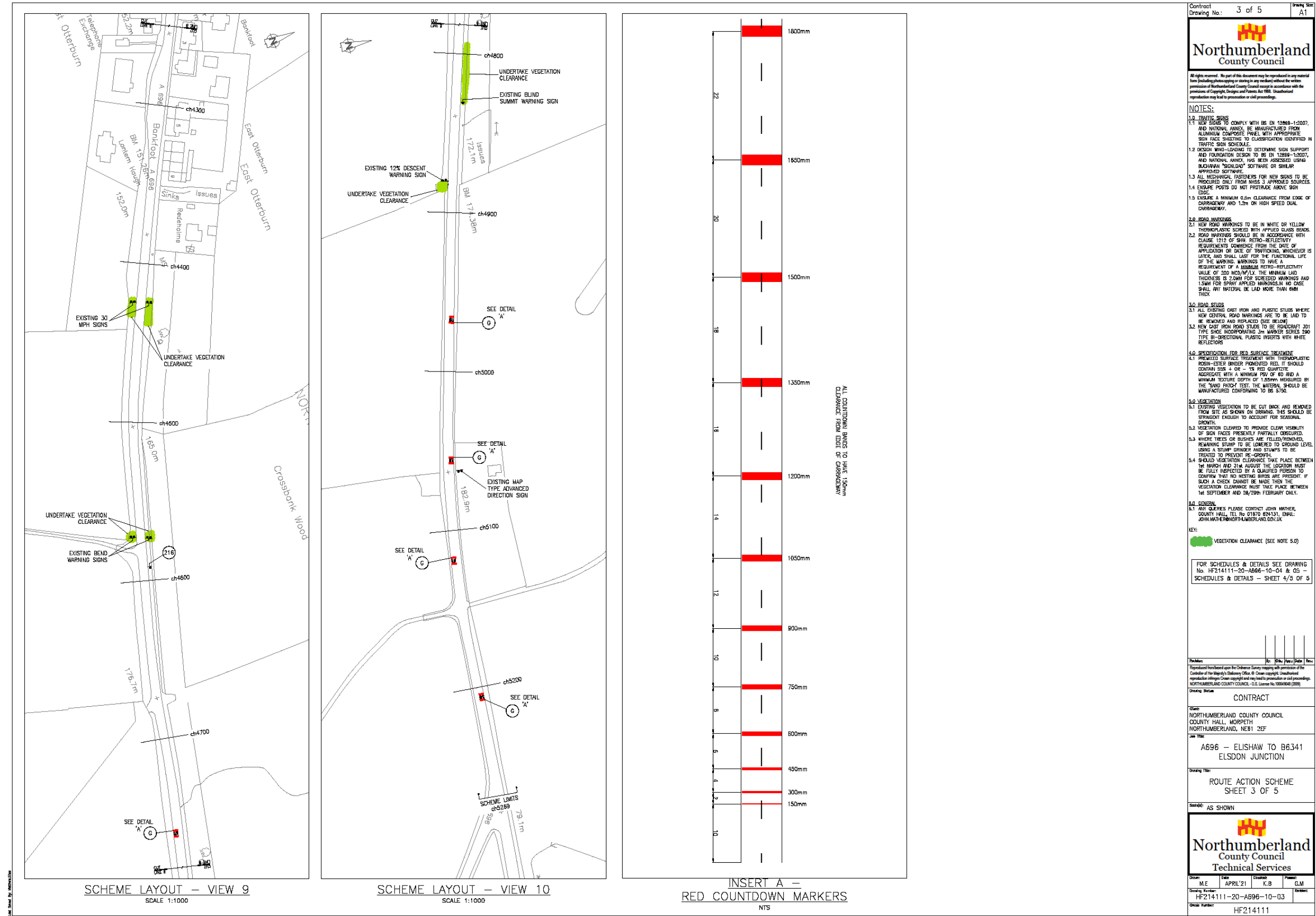


Date

9th February 2022








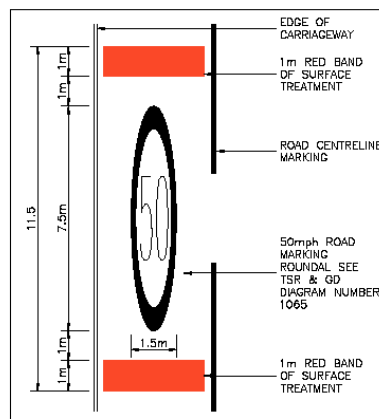




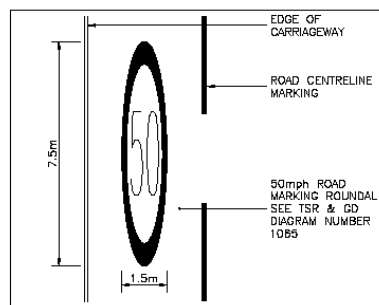
EXISTING TRAFFIC SIGNS TO BE TAKEN DOWN AND SET ASIDE FOR RE-USE (100 SERIES)											
SIGN REF No.	TSR&CD 2016 DIAG No.	'x' HEIGHT	LEGEND	No. OF	SURFACE	APPROX SIZE (m)	POSTS/SIGN			MOUNTING HEIGHT (m)	REMARKS
							DIA (mm)	LENGTH (m)	No. OFF		
A	-	-		1	-	1.43 x 0.47	-	-	-	-	SIGN TO BE TAKEN DOWN AND SET ASIDE FOR RE-USE. DOUBLE POSTS TO BE DISPOSED OF
	B	-	-	-	-	-	89	4.21	2	2.52	TO BE RE-MOUNTED AT TOP OF NEW DOUBLE POSTS
A	-	-		1	-	1.7 x 0.78	-	-	-	-	SIGN (PLATE ONLY) TO BE TAKEN DOWN AND SET ASIDE FOR RE-USE
	B	-	-	-	-	-	-	-	-	2.0	TO BE MOUNTED BENEATH SIGN REF 101b ON EXISTING 89mm DIAMETER POSTS.
A	-	-		1	-	1.43 x 0.47	-	-	-	-	SIGN (PLATE ONLY) TO BE TAKEN DOWN AND SET ASIDE FOR RE-USE
	B	-	-	-	-	-	-	-	-	2.52	TO BE RE-MOUNTED BACK TO BACK WITH SIGN REF 101b ON EXISTING 89mm DIAMETER POSTS
A	-	-		1	-	1.7 x 0.78	-	-	-	-	SIGN (PLATE ONLY) TO BE TAKEN DOWN AND SET ASIDE FOR RE-USE
	B	-	-	-	-	-	-	-	-	2.0	TO BE MOUNTED BENEATH SIGN REF 103b ON EXISTING 89mm DOUBLE POSTS

EXISTING TRAFFIC SIGNS TO BE TAKEN DOWN AND DISPOSED OF OFF SITE (200 SERIES)											
SIGN REF No.	TSR&CD 2016 DIAG No.	'x' HEIGHT	LEGEND	No. OF	SURFACE	APPROX SIZE (m)	POSTS/SIGN			MOUNTING HEIGHT (m)	REMARKS
							DIA (mm)	LENGTH (m)	No. OFF		
	201	-	-								
				1	-	1.63 x 1.05	-	-	-	-	EXISTING SIGN TO BE TAKEN DOWN AND DISPOSED OF OFF SITE. DOUBLE POSTS TO BE TAKEN DOWN AND DISPOSED OF
	202	-	-								
				1	-	0.88 x 0.92	-	-	-	-	EXISTING SIGN AND SINGLE POST TO BE TAKEN DOWN AND DISPOSED OF OFF SITE
	203	-	-								
				1	-	2.0 x 1.45	-	-	-	-	EXISTING SIGN AND DOUBLE POSTS TO BE TAKEN DOWN AND DISPOSED OF OFF SITE
	204	-	-								
				1	-	0.88 x 0.92	-	-	-	-	EXISTING SIGN AND SINGLE POST TO BE TAKEN DOWN AND DISPOSED OF OFF SITE
	204b	-	-								
				1	-	0.95 x 0.28	-	-	-	-	EXISTING SIGN - PLATE ONLY TO BE DISPOSED OF OFF SITE
	205	-	-								
				1	-	2.4 x 0.8	-	-	-	-	EXISTING SIGN (LYING IN VERGE) AND DOUBLE POSTS TO BE TAKEN DOWN AND DISPOSED OF OFF SITE
	206	-	-								
				1	-	2.4 x 0.8	-	-	-	-	EXISTING SIGN (PLATE ONLY) TO BE DISPOSED OF OFF SITE. POSTS TO REMAIN
	207	-	-								
				1	-	2.4 x 0.8	-	-	-	-	EXISTING SIGN (PLATE ONLY) TO BE DISPOSED OF OFF SITE. POSTS TO REMAIN
	208	-	-								
				5	-	-	-	-	-	-	EXISTING MARKER POSTS TO BE REMOVED AND DISPOSED OF OFF SITE
	209	-	-								
				1	-	0.9	-	-	-	-	EXISTING WARNING SIGN AND SINGLE POST TO BE TAKEN DOWN AND DISPOSED OF OFF SITE

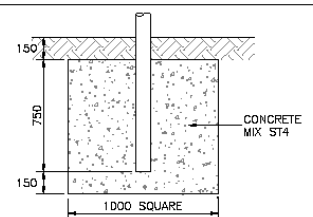
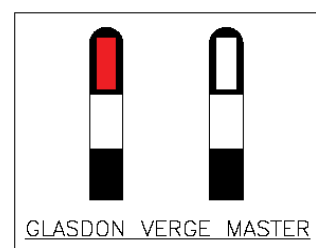
EXISTING TRAFFIC SIGNS TO BE TAKEN DOWN AND DISPOSED OF OFF SITE (200 SERIES)											
SIGN REF No.	TSR&GD 2016 DIAG No.	"H" HEIGHT	LEGEND	No. OF	SURFACE	APPROX SIZE (m)	POSTS/SIGN			MOUNTING HEIGHT (m)	REMARKS
							DIA (mm)	LENGTH (m)	No. OFF		
212	-	-		1	-	1.35 x 0.3	-	-	-	-	EXISTING SIGN (PLATE ONLY) TO BE DISPOSED OF OFF SITE. POST TO REMAIN
213	-	-		1	-	1.35 x 0.3	-	-	-	-	EXISTING SIGN (PLATE ONLY) TO BE DISPOSED OF OFF SITE. POST TO REMAIN
214	-	-		1	-	1.35 x 0.3	-	-	-	-	EXISTING SIGN (PLATE ONLY) TO BE DISPOSED OF OFF SITE. POST TO REMAIN
215	-	-		1	-	1.35 x 0.3	-	-	-	-	EXISTING SIGN (PLATE ONLY) TO BE DISPOSED OF OFF SITE. POST TO REMAIN
216	-	-		1	-	0.75	-	-	-	-	SLIPPERY ROAD WARNING SIGN AND SINGLE POST TO BE DISPOSED OF OFF SITE



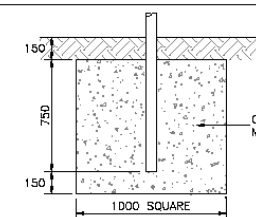
DETAIL B
DETAIL OF LARGE 50mph ROUNDAL WITH RED STRIPS
SCALE 1:10



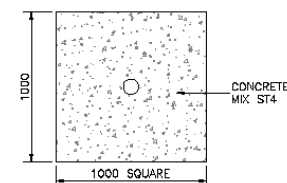
DETAIL C
DETAIL OF LARGE 50mph ROUNDAL TO BE LAID ON
EXISTING RED SURFACE TREATMENT PATCH
SCALE 1:10



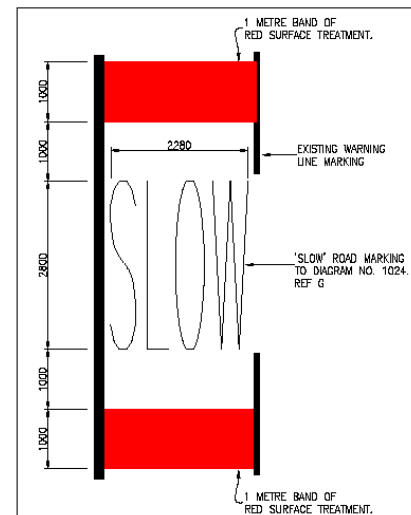
SIGN POST FOUNDATION DETAIL



SIGN POST FOUNDATION DETAIL



SIGN POST FOUNDATION DETAIL
ON PLAN



DETAIL A
DETAIL OF 2.8m SLOW ROAD MARKING WITH RED STRIPS
SCALE 1:50

ROAD MARKING SCHEDULE						
REF	DIAG No.	MARK (m)	GAP (m)	WIDTH (mm)	ROAD STUDS	USE
A	SCH: 9 PART: 0 ITEM: 23 DIAG: 1004.1	6	3	100	WHITE 2-WAY 9m CENTRES	CARRIAGEWAY WARNING LINE
B	SCH: 11 PART: 4 ITEM: 7 DIAG: 1008.1	3	6	100	WHITE 2-WAY 18m CENTRES	CARRIAGEWAY CENTRE LINE
C	SCH: 11 PART: 4 ITEM: 11 DIAG: 1012.1	CONTINUOUS		100	—	EDGE OF CARRIAGEWAY
D	SCH: 9 PART: 6 ITEM: 23 DIAG: 1013.1C	CONTINUOUS		100	WHITE 2-WAY 4.5m CENTRES	SOLID AND INTERMITTENT DOUBLE WHITE LINE SYSTEM
E	SCH: 9 PART: 6 ITEM: 23A DIAG: 1013.1	CONTINUOUS		100	WHITE 2-WAY 4.5m CENTRES	SOLID DOUBLE WHITE LINE SYSTEM
F	SCH: 11 PART: 4 ITEM: 10 DIAG: 1010	1	1	100	—	EDGE OF CARRIAGEWAY AT ACCESS/LATENT
G	SCH: 11 PART: 4 ITEM: 18 DIAG: 1024	2.8	—	2280	—	"SLOW" LETTERING
H	SCH: 11 PART: 4 ITEM: 20 DIAG: 1014	6	—	—	WHITE 2-WAY 9m CENTRES	WARNING ARROW

Contract Drawing No.:	4 of 5	Drawing: A1
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NOTES:

- [illegible]

3.0 ROAD SIDE

- 3.1 ALL EXISTING CAST IRON AND PLASTIC STUDS WHERE NEW CENTRAL ROAD MARKINGS ARE TO BE LAID TO BE REMOVED AND REPLACED (SEE BELOW)
- 3.2 NEW CAST IRON ROAD STUDS TO BE ROADCAST 30 TYPE SHOE INCORPORATING 3m MARKER SERIES 28 TYPE BI-DIRECTIONAL PLASTIC INSERTS WITH WHITE REFLECTORS

4.0 SPECIFICATION FOR RED SURFACE TREATMENT

- 4.1 PREMIXED SURFACE TREATMENT WITH THERMOPLASTIC RESIN-ESTER BINDER PIGMENTED RED. IT SHOULD CONTAIN 55% + OR - 1% RED QUARTZITE AGGREGATE WITH A MINIMUM PSV OF 60 AND A MINIMUM TEXTURE DEPTH OF 1.53mm MEASURED BY THE "SAND PATCH" TEST. THE MATERIAL SHOULD BE MANUFACTURED CONFORMING TO BS 5750

5.9 VEGETATION

- 5.1 EXISTING VEGETATION TO BE CUT BACK AND REMOVED FROM SITE AS SHOWN ON DRAWING. THIS SHOULD BE STRONG ENOUGH TO ACCOUNT FOR SEASONAL GROWTH.
- 5.2 VEGETATION CLEARED TO PROVIDE CLEAR VISION OF SIGN FACES PRESENTLY PARTIALLY OBTSCURED.
- 5.3 WHERE TREES OR BUSHES ARE FELLED/REMOVED, REMAINING STUMP TO BE LOWERED TO GROUND LEVEL USING A STUMP GRINDER AND STUMPS TO BE TREATED TO PREVENT RE-GROWTH.
- 5.4 ALL VEGETATION CLEARANCE TAKE PLACE BETWEEN 1st MARCH AND 31st AUGUST THE LOCATION MUST BE FULLY INSPECTED BY A QUALIFIED PERSON TO CONFIRM THAT NO NESTING BIRDS ARE PRESENT. IF SUCH A CHECK CANNOT BE MADE THEN THE VEGETATION CLEARANCE MUST TAKE PLACE BETWEEN 1st SEPTEMBER AND 28/29th FEBRUARY ONLY.

B.1. GENERAL

- 6.1 ANY QUERIES PLEASE CONTACT JOHN MATHER,
COUNTY HALL, TEL No 01870 624131, EMAIL:
JOHN.MATHER@NORTH-LIMBERLAND.GOV.UK

KEY

VEGETATION CLEARANCE (SEE NOTE 5.D)

FOR SCHEDULES & DETAILS SEE DRAWING
No. HF214111-20-A686-10-04 & 05 -
SCHEDULES & DETAILS - SHEET 4/5 OF 1

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Driving Status: **CONTRACT**

Grant:	NORTHUMBERLAND COUNTY COUNCIL
	COUNTY HALL, MORPETH
	NORTHUMBERLAND, NE61 2EF

**A696 ELISHAW TO B6341
ELSDON JUNCTION**

Drawing Title:
SCHEDULES & DETAILS -
SHEET 4 of 5

Secret to (a): AS SHOWN



Northumberland
County Council
Technical Services

Drawn:	Date:	Checked:	Posted:
M.E	APRIL'21	K.B	G.M
Drawing Number:			Revision:
HF214111-20-A696-10-04			
Grade Number:			
HF214111			

NEW TRAFFIC SIGNS (300 SERIES)											
SIGN REF. No.	TSR&D 2016 DIAG No.	'x' HEIGHT	LEGEND	No. OF	SURFACE	APPROX. SIZE (m)	POSTS/SIGN			MOUNTING HEIGHT (m)	REMARKS
							DIA (mm)	LENGTH (m)	No. OFF		
301	SCH: 12 PART: 2 ITEM: 2 DIAG: TYPE A	100		1	CLASS R&2	1.995 x 0.775	76	3.075	2	1.8	SIGN TO BE MOUNTED IN VERGE AT APPROXIMATE SAME LOCATION AS SIGN REF. 201 TO BE REMOVED
302	SCH: 12 PART: 2 ITEM: 2 DIAG: TYPE A	60		1	CLASS R&2	1.695 x 0.980	89	3.86	2	2.0	SIGN TO BE LOCATED ON SPLITTER ISLAND (LEFT SIDE) WITH ADEQUATE CLEARANCE FROM THE EDGE OF CARRIAGEWAY
303	SCH: 9/12 PART: 2/2 ITEM: 2/2 DIAG: 502/TYPE B	0.9		1	CLASS R&2	0.75	76	3.815	2	2.0	SIGN TO BE LOCATED ON SPLITTER ISLAND (RIGHT SIDE) ENSURING THAT IT DOES NOT OBSCURE SIGN REF. 302 AND HAS ADEQUATE CLEARANCE FROM THE EDGE OF CARRIAGEWAY
		1.020 x 0.43									
304	SCH: 9/12 PART: 2/2 ITEM: 2/2 DIAG: 502/TYPE B	0.9		1	CLASS R&2	0.75	76	3.815	2	2.0	SIGN TO BE LOCATED ON SPLITTER ISLAND (RIGHT SIDE) WITH ADEQUATE CLEARANCE FROM THE EDGE OF CARRIAGEWAY
		1.020 x 0.43									
305	SCH: 2 PART: 8 ITEM: 3 DIAG: 515	—		1	CLASS R&2	2.4 x 0.8	76	2.8	2	1.5	TO BE LOCATED IN GRASS VERGE AT APPROXIMATE LOCATION AS SIGN REF. 205 TO BE REMOVED
306	SCH: 2 PART: 8 ITEM: 3 DIAG: 515	—		1	CLASS R&2	2.4 x 0.8	—	—	—	—	SEE REMARKS
307	SCH: 2 PART: 8 ITEM: 3 DIAG: 515	—		1	CLASS R&2	2.4 x 0.8	—	—	—	—	SEE REMARKS
308	SCH: 2 PART: 8 ITEM: 3 DIAG: 560	—		6	CLASS R&2	0.1 x 0.18 REFLECTOR	—	—	—	—	TO BE LOCATED IN GRASS VERGE TO SIDE OF ACCESS. RED REFLECTORS TO FACE SOUTHBOUND TRAFFIC
309	SCH: 11 PART: 2 ITEM: 56 DIAG: 601	—		2	CLASS R&2	0.625 x 0.625	76	3.0	1	1.8	TO BE LOCATED IN VERGE AT START OF LAY-BY FACING NORTHBOUND TRAFFIC
310	SCH: 2 PART: 2 ITEM: 3 DIAG: 606.1	—		1	CLASS R&2	0.8	76	3.2	1	1.8	TO BE LOCATED IN VERGE AT APPROXIMATE SAME LOCATION AS SIGN REF. 208 TO BE REMOVED
311	SCH: 2 PART: 2 ITEM: 13 DIAG: 516	—		1	CLASS R&2	0.6	76	3.2	1	2.1	TO BE LOCATED IN GRASS VERGE FACING SOUTHBOUND TRAFFIC
312	SCH: 2 PART: 2 ITEM: 13 DIAG: 516	—		1	CLASS R&2	0.6	76	3.2	1	2.1	TO BE LOCATED IN GRASS VERGE FACING NORTHBOUND TRAFFIC

NEW TRAFFIC SIGNS (300 SERIES)											
SIGN REF No.	TSR&D 2016 DIAG No.	'x' HEIGHT	LEGEND	No. OF	SURFACE	APPROX SIZE (m)	POSTS/SIGN			MOUNTING HEIGHT (m)	REMARKS
							DIA (mm)	LENGTH (m)	No. OFF		
313	SCH: 12 PART: 2 ITEM: 4 DIAG: TYPE B	70		1	CLASS R&2	1.725 x 0.525	-	-	-	SEE REMARKS	TO BE MOUNTED AT TOP OF EXISTING 76mm DIAMETER DOUBLE POSTS TO REPLACE SIGN REF 212 & 213 TO BE REMOVED
314	SCH: 12 PART: 2 ITEM: 4 DIAG: TYPE B	70		1	CLASS R&2	1.725 x 0.525	-	-	-	SEE REMARKS	TO BE MOUNTED BACK TO BACK WITH SIGN REF 313 ON EXISTING 76mm DIAMETER DOUBLE POSTS TO REPLACE SIGN REF 214 & 215
317	SCH: 2 PART: 2 ITEM: 8 DIAG: 512	-		1	CLASS R&2	0.8	76	3.2	1	1.6	TO BE LOCATED IN NEARSIDE VERGE AT APPROXIMATE SAME LOCATION AS EXISTING VACANT POST
318	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2	0.75	76	3.4	1	2.0	TO BE LOCATED IN WESTERN VERGE FACING SOUTHBOUND TRAFFIC
319	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2	0.75	76	3.4	1	2.0	TO BE LOCATED IN EASTERN VERGE FACING SOUTHBOUND TRAFFIC
320	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2	0.75	-	-	-	SEE REMARKS	TO BE MOUNTED BACK TO BACK WITH SIGN REF No. 318 ON EXISTING 76mm DIAMETER POST
321	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2	0.75	-	-	-	SEE REMARKS	TO BE MOUNTED BACK TO BACK WITH SIGN REF No. 319 ON EXISTING 76mm DIAMETER POST
322	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2 — ADHESIVE TO BE FIXED TO EXISTING SIGN	0.75	-	-	-	SEE REMARKS	SIGN FACE TO BE CLEANED AND ADHESIVE '50' SIGN TO BE FIXED TO EXISTING SIGN TO COVER EXISTING DEREGISTERED SPEED LIMIT
323	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2 — ADHESIVE TO BE FIXED TO EXISTING SIGN	0.75	-	-	-	SEE REMARKS	SIGN FACE TO BE CLEANED AND ADHESIVE '50' SIGN TO BE FIXED TO EXISTING SIGN TO COVER EXISTING DEREGISTERED SPEED LIMIT
324	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2	0.3	76	2.3	1	1.5	TO BE LOCATED IN NEARSIDE VERGE
325	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2	0.3	-	-	-	1.5	TO BE MOUNTED BACK TO BACK WITH SIGN REF No. 324 ON EXISTING 76mm DIAMETER POST
326	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2	0.3	76	2.3	1	1.5	TO BE LOCATED IN NEARSIDE VERGE WITH SUITABLE CLEARANCE FROM EDGE OF CARRIAGEWAY AND EDGE OF FOOTWAY
327	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2	0.3	-	-	-	1.5	TO BE MOUNTED BACK TO BACK WITH SIGN REF No. 326 ON EXISTING 76mm DIAMETER POST
328	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2	0.3	76	2.3	1	1.5	TO BE LOCATED IN NEARSIDE VERGE WITH SUITABLE CLEARANCE FROM EDGE OF CARRIAGEWAY AND EDGE OF FOOTWAY
329	SCH: 10 PART: 2 ITEM: 1 DIAG: 670	-		1	CLASS R&2	0.3	-	-	-	1.5	TO BE MOUNTED BACK TO BACK WITH SIGN REF No. 328 ON EXISTING 76mm DIAMETER POST

Contract Drawing No.: 5 of 5

Drawing Size: A1

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NOTES:

1.0 TRAFFIC SIGNS

1.1 NEW SIGNS TO COMPLY WITH BS EN 12698-1:2007, AND NATIONAL ANNEX, BE MANUFACTURED FROM ALUMINIUM COMPOSITE PANEL WITH APPROPRIATE SIGN FACE FINISHING TO CLASSIFICATION IDENTIFIED IN TRAFFIC SIGN SCHEDULE.

1.2 DESIGN WIND-LOADING TO DETERMINE SIGN SUPPORT AND FOUNDATION DESIGN TO BE EN 12898-1:2007, AND NATIONAL ANNEX, HAS BEEN ASSESSED USING BUDWHAH 'WINDLOAD' SOFTWARE OR SIMILAR APPROVED SOFTWARE.

1.3 ALL MECHANICAL FASTENERS FOR NEW SIGNS TO BE PROVIDED ONLY FROM THESE 3 APPROVED SOURCES.

1.4 ENSURE POSTS DO NOT PROTRUDE ABOVE SIGN EDGE.

1.5 ENSURE A MINIMUM 0.5m CLEARANCE FROM EDGE OF CARRIAGEWAY AND 1.2m ON HIGH SPEED DUAL CARRIAGEWAYS.

2.0 ROAD MARKINGS

2.1 NEW ROAD MARKINGS TO BE IN WHITE OR YELLOW THERMOPLASTIC SCALED WITH APPLIED GLASS BEADS.

2.2 ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH CLAUSE 1212 OF SHW RETRO-REFLECTIVITY REQUIREMENTS, COMMENCE FROM THE DATE OF APPLICATION OR DATE OF TRAFFIC SIGN, WHICHEVER IS LATER, AND SHALL LAST FOR THE FUNCTIONAL LIFE OF THE MARKING. MARKINGS TO HAVE A REQUIREMENT OF A MINIMUM RETRO-REFLECTIVITY VALUE OF 200 MCD/M²LX. THE MINIMUM LAY THICKNESS IS 2.0MM FOR SPEEDED MARKINGS AND 1.5MM FOR SPARK APPLIED MARKINGS. IN CASE SHALL ANY MATERIAL BE LAD MORE THAN 6MM THICK.

3.0 ROAD STUDS

3.1 ALL EXISTING CAST IRON AND PLASTIC STUDS WHERE NEW CENTRAL ROAD MARKINGS ARE TO BE LAD TO BE REMOVED AND REPLACED (SEE BELOW).

3.2 NEW CAST IRON ROAD STUDS TO BE ROADCRAT 301 TYPE SHOE INCORPORATING 3m MARKER SERIES 290 TYPE B-DIRECTIONAL PLASTIC INSERTS WITH WHITE REFLECTORS.

4.0 SPECIFICATION FOR RED SURFACE TREATMENT

4.1 PREPARED SURFACE TREATMENT WITH THERMOPLASTIC ROUGH-TEXTURED PROMOTED REEL. IT SHOULD CONTAIN 50% ± OF - 1% RED QUARTZITE AGGREGATE WITH A MINIMUM PSV OF 60 AND A MINIMUM TEXTURE DEPTH OF 1.05mm MEASURED BY THE SAND PATCH TEST. THE MATERIAL SHOULD BE MANUFACTURED CONFORMING TO BE 5750.

5.0 VEGETATION

5.1 EXISTING VEGETATION TO BE CUT BACK AND REMOVED FROM SITE AS SHOWN ON DRAWING. THIS SHOULD BE SUFFICIENT ENOUGH TO ACCOUNT FOR SEASONAL GROWTH.

5.2 VEGETATION CROWNED TO PROVIDE CLEAR VISIBILITY OF SIGN FACES PRESENTLY PARTIALLY OBSCURED.

5.3 WHERE TREES OR BUSHES ARE FELLED/REMOVED, REMAINING STUMPS TO BE LOWERED TO GROUND LEVEL USING A STUMP GRINDER AND STUMPS TO BE TREATED TO PREVENT RE-GROWTH.

5.4 SHOULD VEGETATION CLEARANCE TAKE PLACE BETWEEN 1st MARCH AND 31st AUGUST THE LOCATION MUST BE FULLY INSPECTED BY A QUALIFIED PERSON TO CONFIRM THAT NO NESTING BIRDS ARE PRESENT. IF SUCH A CHECK CANNOT BE MADE THEN THE VEGETATION CLEARANCE MUST TAKE PLACE BETWEEN 1st SEPTEMBER AND 28/29th FEBRUARY ONLY.

6.0 SCHEDULE

6.1 ANY QUERIES PLEASE CONTACT JOHN MATHER, COUNTY HALL TEL No 01670 824131, EMAIL: JOHN.MATHER@NORTHUMBERLAND.GOV.UK

KEY:

VEGETATION CLEARANCE (SEE NOTE 5.0)

FOR SCHEDULES & DETAILS SEE DRAWING No. HF214111-20-A696-10-04 & 05 - SCHEDULES & DETAILS - SHEET 4/5 OF 5

Position	Ref	Qty	Notes	Notes
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Job Title: A696 ELISHAW TO B6341 ELSDON JUNCTION				
Drawing No.: SCHEDULES & DETAILS - SHEET 5 of 5				
Scale: AS SHOWN				
<div>Northumberland County Council</div> <div>Technical Services</div>				
Drawn: M.E.	Date: APRIL'21	Checked: K.B.	Issued: G.M.	
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