



# Northumberland

## County Council

### RECORD OF DECISION TAKEN BY THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

**Paul Jones – Director of Environment & Transport**

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#### **A196 North Seaton Road, Ashington Active Travel Scheme – Proposed Traffic Restrictions & Traffic Calming**

**Cabinet Member: Councillor John Riddle, Improving our Roads &  
Highways**

**09 May 2024**

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#### **Purpose of Report**

This report sets out the background to the proposals to implement new traffic restrictions and traffic calming measures associated with the A196 North Seaton Road Active Travel Scheme in Ashington.

#### **Recommendations**

It is recommended that the proposed new traffic calming features and restrictions are implemented in order to accommodate the new infrastructure features associated with the project.

#### **Link to Corporate Plan**

This report is relevant to the following key themes in the Corporate Plan for 2023-26:

- 'Tackling Inequalities' - Creating places where there is equity in access to an environment that encourages physical activity and active travel;
- 'Driving Economic Growth' - Introduce measures which make sustainable travel a more attractive, greener, and easy alternative to getting around including cycling and walking.

#### **Key Issues**

1. Highway improvement works are to be carried out on the A196 North Seaton Road in association with Northumberland County Council's

## **Delegated Decision**

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active travel scheme projects to promote more sustainable forms of transport such as walking and cycling.

2. Parking and movement restrictions, along with a variety of traffic calming measures, are proposed as part of the works in order to improve road safety and the free flow of traffic as part of this new landscape.
3. The project is endorsed by the local County Councillors for Ashington and Ashington Town Council.
4. The scheme is to be funded through a combination of central government's Active Travel Fund (Tranche 3) and Northumberland County Council's Capital Programme.

### Background

Northumberland County Council has received funding via Active Travel England to implement walking and cycling improvements at the A196 North Seaton Road in Ashington. Works to the area include new cycleways and pedestrian crossing facilities, along with proposed traffic calming measures in the form of raised tables, new waiting and loading parking restrictions and an amended one-way and no entry system which ties into the scheme.

The A196 North Seaton Road is one of the main routes located between North Seaton and Ashington, with many residential and commercial properties situated adjacent to the highway. New cycling and walking infrastructure aims to provide a safe and welcoming link between North Seaton and Ashington for pedestrians, cyclists and all other road users.

### Proposals

For the new active travel scheme to operate effectively where more vulnerable users of the highway such as pedestrians and cyclists can feel safe navigating through the environment, both static and movement traffic restrictions are required to operate alongside traffic calming features which enhance the area's amenity and improve road safety.

#### Parking Restrictions

'No Waiting at Any Time' restrictions in the form of double yellow lines are proposed in the following locations:

- On the south side of Newbiggin Road at the three-arm roundabout junction with the A196 North Seaton Road where an uncontrolled crossing point is proposed, in order to prohibit vehicles from obstructive parking over the dropped kerb or adjacent to the crossing and in turn blocking forward visibility;
- At Beamsley Terrace extending from existing double yellow lines at its junction with the A196 North Seaton Road in order to prevent vehicles creating visibility issues for pedestrians and cyclists, or encroaching onto the new footway layout which would increase the likelihood of a collision occurring.

A formalised 'Loading Only' bay is to be provided on the West View side road for local businesses carrying out deliveries as opposed to existing advisory arrangements on the A196 North Seaton Road, which if continued would lead to congestion whenever in use. The bay will also ensure businesses can continue to operate as normal whilst maintaining the free flow of traffic.

An overview of the proposed parking restrictions is presented in Figure 1 below.

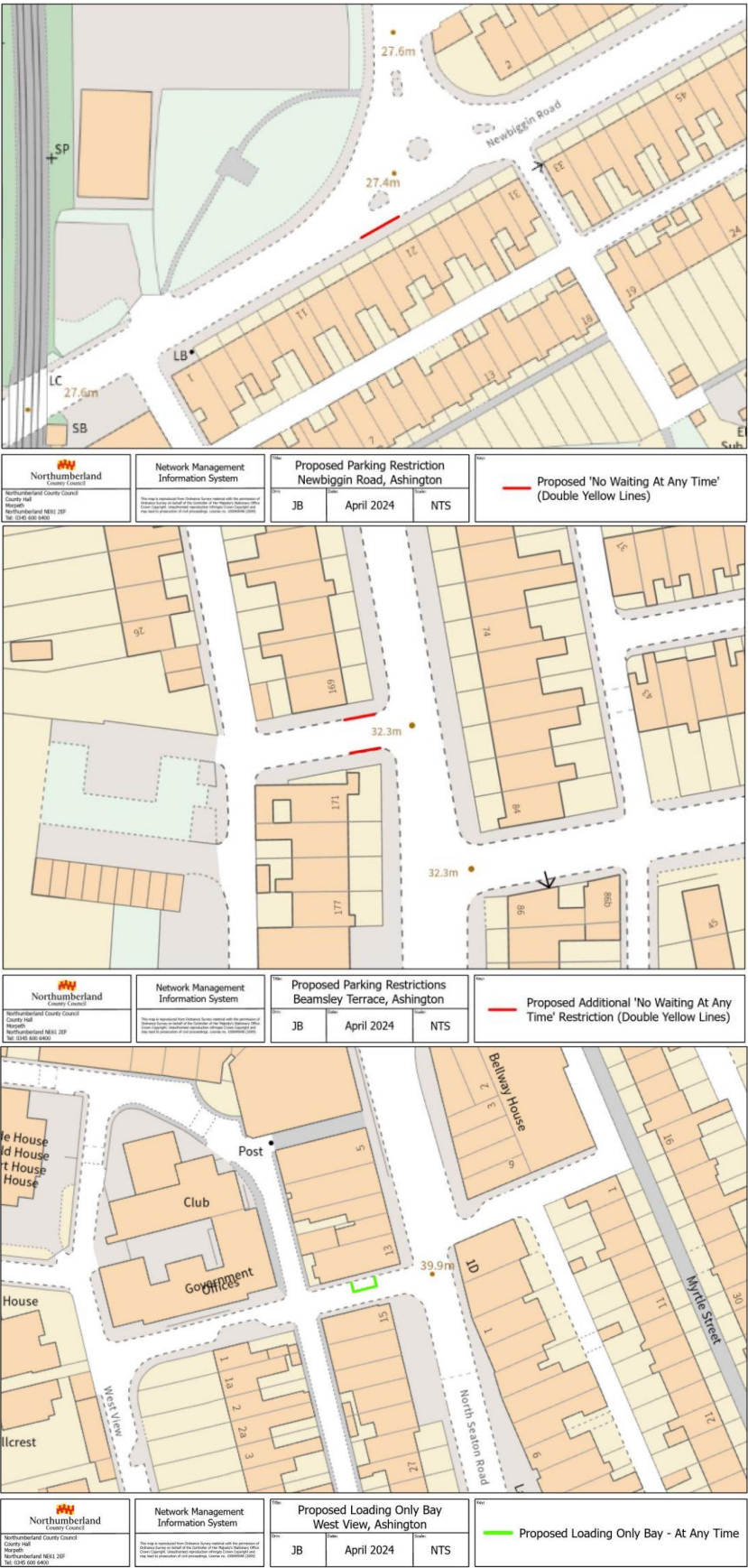
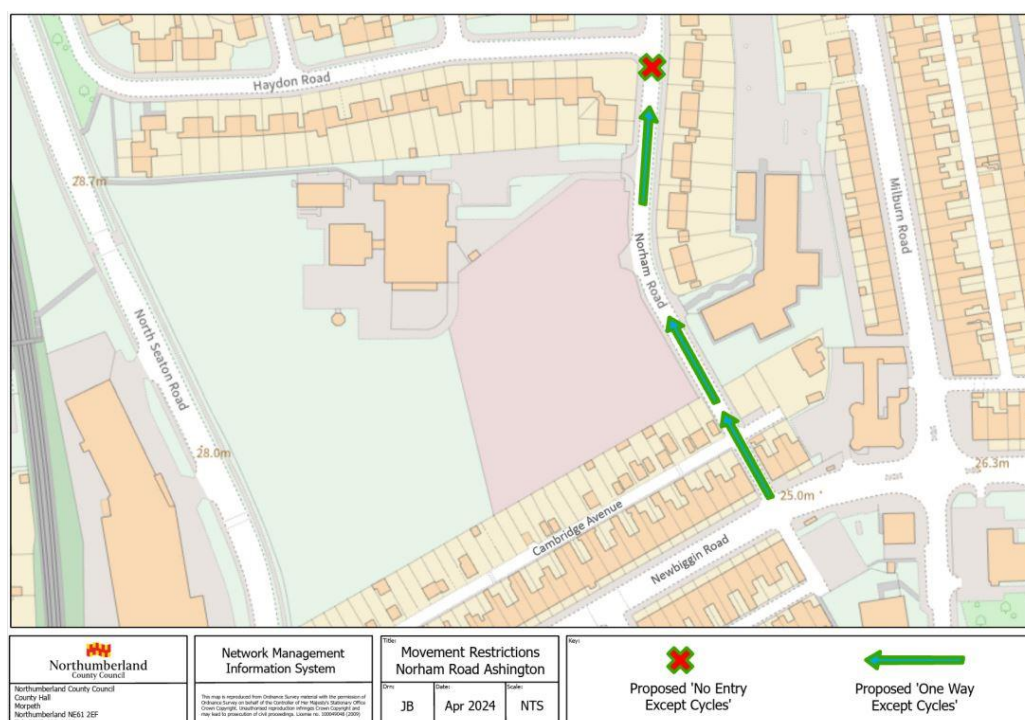


Fig. 1: Proposed new parking restrictions as part of the A196 North Seaton Road active travel scheme

### One-Way & No Entry Restrictions

The existing one-way system and 'Prohibition of Entry' point on Norham Road between Newbiggin Road and Haydon Road, which links into the new cycling facilities within the active travel scheme, is to be amended so that cyclists may be exempt from these restrictions and thus travel in both directions as a contra-flow cycle system. The extents of this layout is illustrated in Figure 2, whereas traffic signs and road markings will be displayed to denote the new layout and ensure cyclists can safely navigate through this section of road.



**Fig. 2: Proposed new one-way and no entry system at Norham Road, Ashington**

### Raised Tables

Road humps in the form of raised tables are proposed as part of the overall works to new pedestrian crossing points which encourage slower speeds on the approach to these facilities and indicate in advance to motorists that pedestrians and cyclists will be present. They are to be included at the A196 North Seaton Road junction with Green Lane and further south between the southern access to the building materials depot and Newbiggin Road, with the estimated extents of the raised table surfaces throughout the scheme illustrated in Figure 3 below.



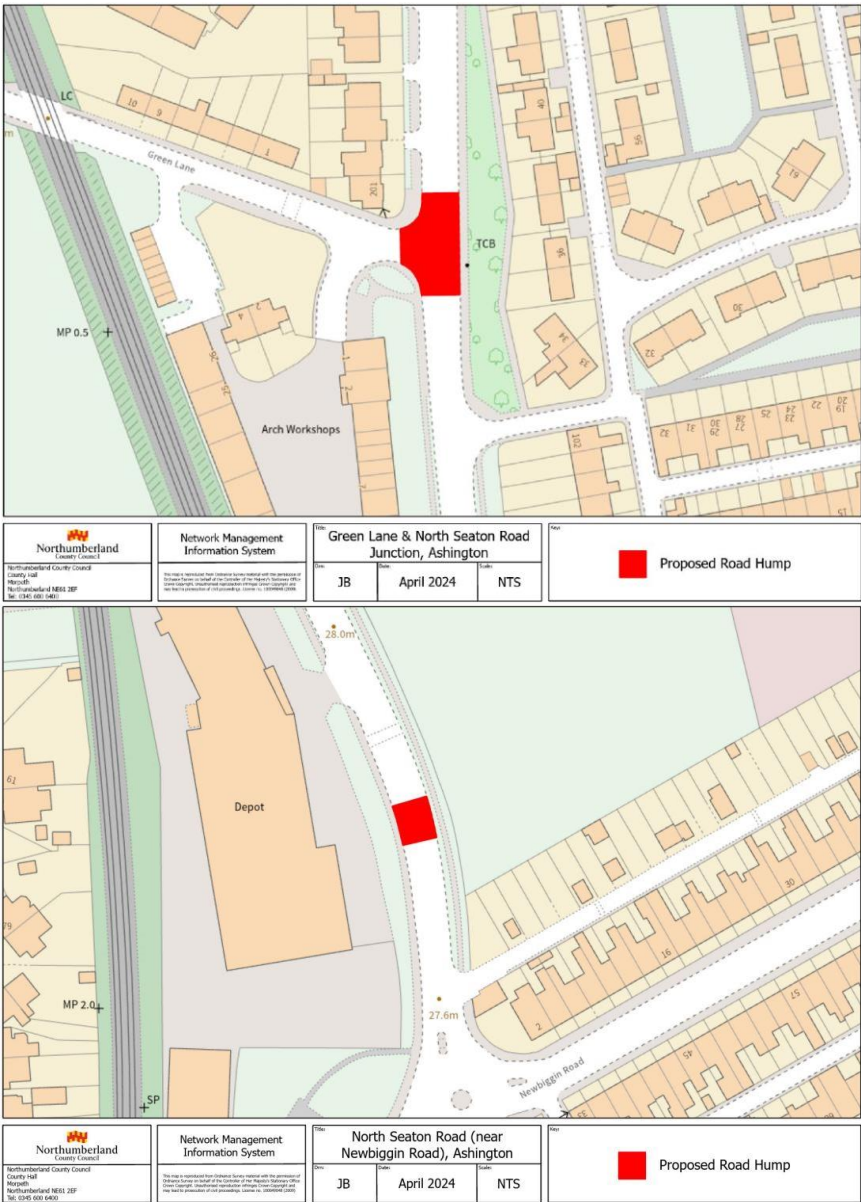


Fig. 3: Proposed road humps at the A196 North Seaton Road and its adjoining roads

Detailed designs of the above proposals can be found in Appendix A. They are intended to improve road safety, increase active travel, maintain the free flow of traffic where possible and to protect the amenity of the area overall. Northumbria Police, other emergency services, local businesses and relevant statutory consultees will be notified of these amendments as part of the process for making the permanent Orders.

## Delegated Decision

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### Implications Arising out of the Report

<b>Policy</b>	Consistent with existing policies
<b>Finance and value for money</b>	Scheme will be financed by the Active Travel Fund Tranche 3 funding and administered through Transport North East
<b>Legal</b>	Motorists will be required to comply with the required Traffic Regulation Orders
<b>Procurement</b>	None
<b>Human Resources</b>	None
<b>Property</b>	None
<b>Equalities</b> (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	N/A
<b>Risk Assessment</b>	The proposals are designed to improve road safety and accessibility for all road users accessing the routes
<b>Crime &amp; Disorder</b>	Regulations in place to carry out enforcement
<b>Customer Consideration</b>	Consultation and drop-in events have been undertaken in the preliminary stage for overall wider scheme
<b>Carbon reduction</b>	Improved pedestrian and cycling facilities will encourage more sustainable transport use
<b>Wards</b>	Ashington Central, Haydon

## **Delegated Decision**

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### **Background Papers:**

File reference – TDI22003

Appendix A –

- CE220009-01-A196-10-01 – General Arrangement Sheet 1
- CE220009-01-A196-10-02 – General Arrangement Sheet 2
- CE220009-01-A196-10-03 – General Arrangement Sheet 3
- CE220009-01-A196-10-013 – Road Markings Sheet 1
- CE220009-01-A196-10-014 – Road Markings Sheet 2
- CE220009-01-A196-10-015 – Road Markings Sheet 3
- CE220009-01-A196-10-016 – Road Markings Schedule
- CE220009-01-A196-10-017 – Road Signs Sheet 1
- CE220009-01-A196-10-018 – Road Signs Sheet 2
- CE220009-01-A196-10-019 – Road Signs Sheet 3
- CE220009-01-A196-10-020 – Road Signs Schedule

### **Author**

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Report Author      **Jason Bailey, Technical Assistant**



**DECISION TAKEN**

**Title of Officer:** Director of Environment & Transport

**Subject:** Proposed new traffic restrictions and traffic calming measures – A196 North Seaton Road, Ashington

**Consultation:** Consultations with statutory consultees, affected businesses and members of the public undertaken by the Active Travel project team

**Decision Taken:** To introduce new traffic restrictions and traffic calming measures at A196 North Seaton Road and its adjoining areas, Ashington

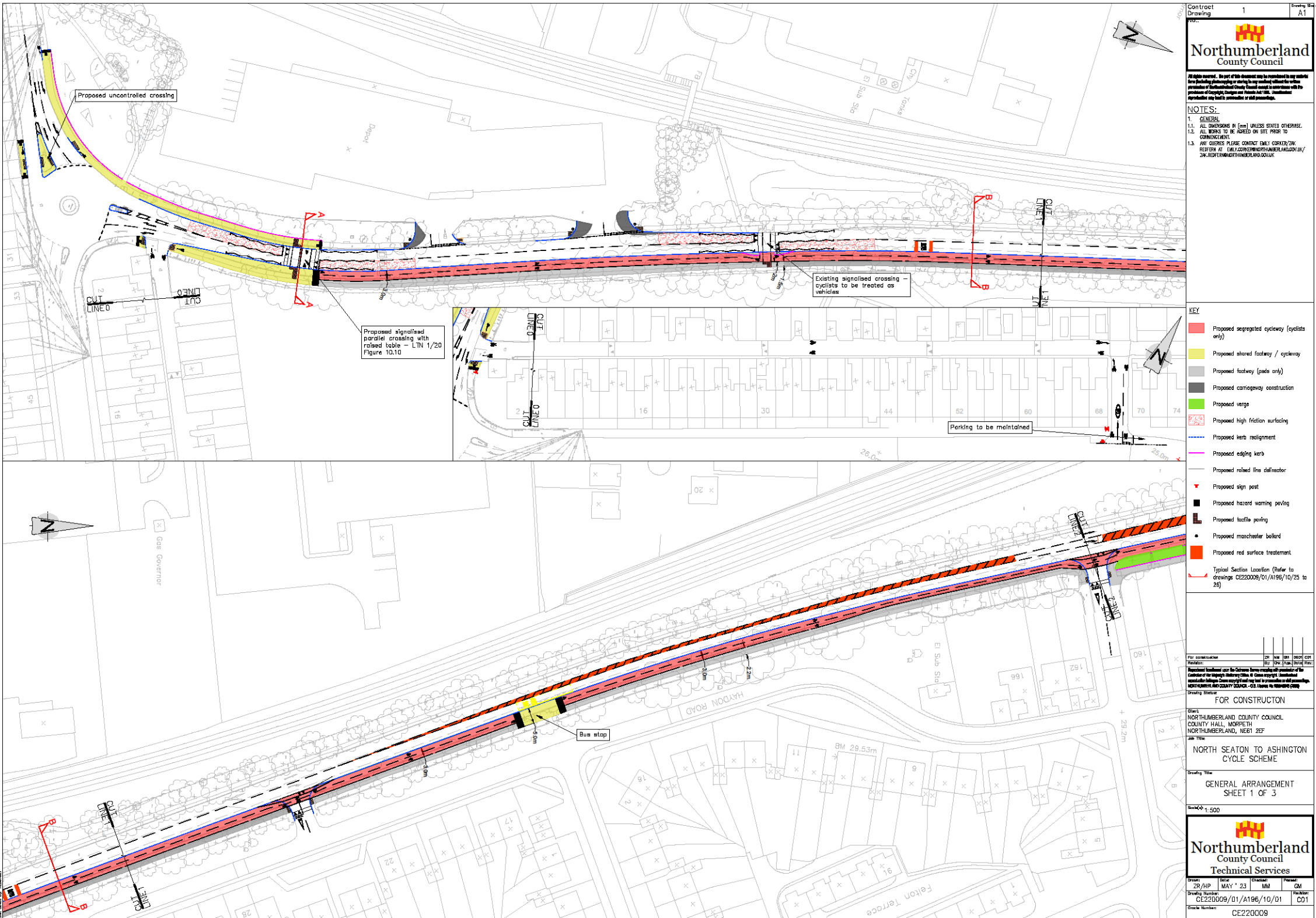
Signature of Director

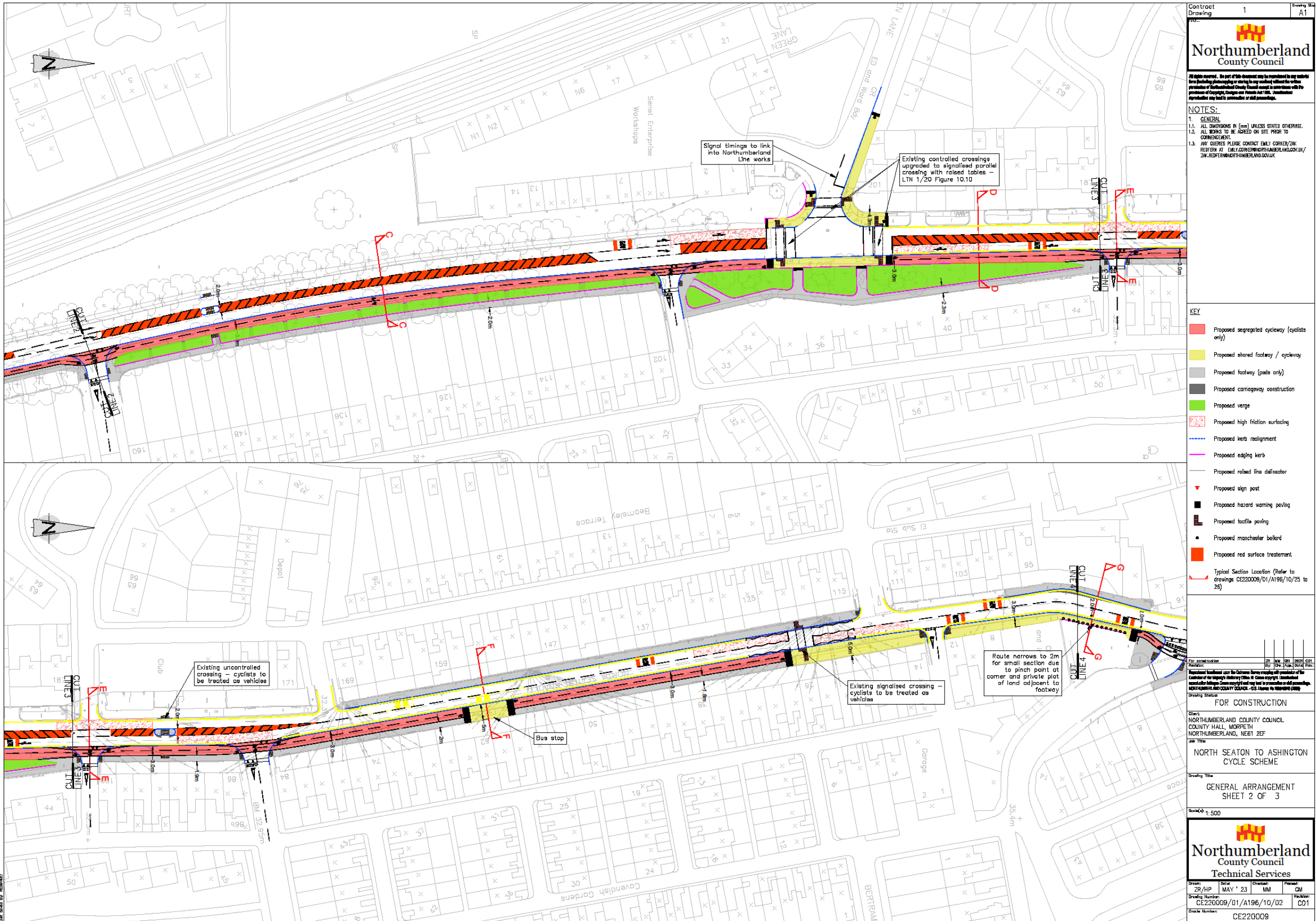


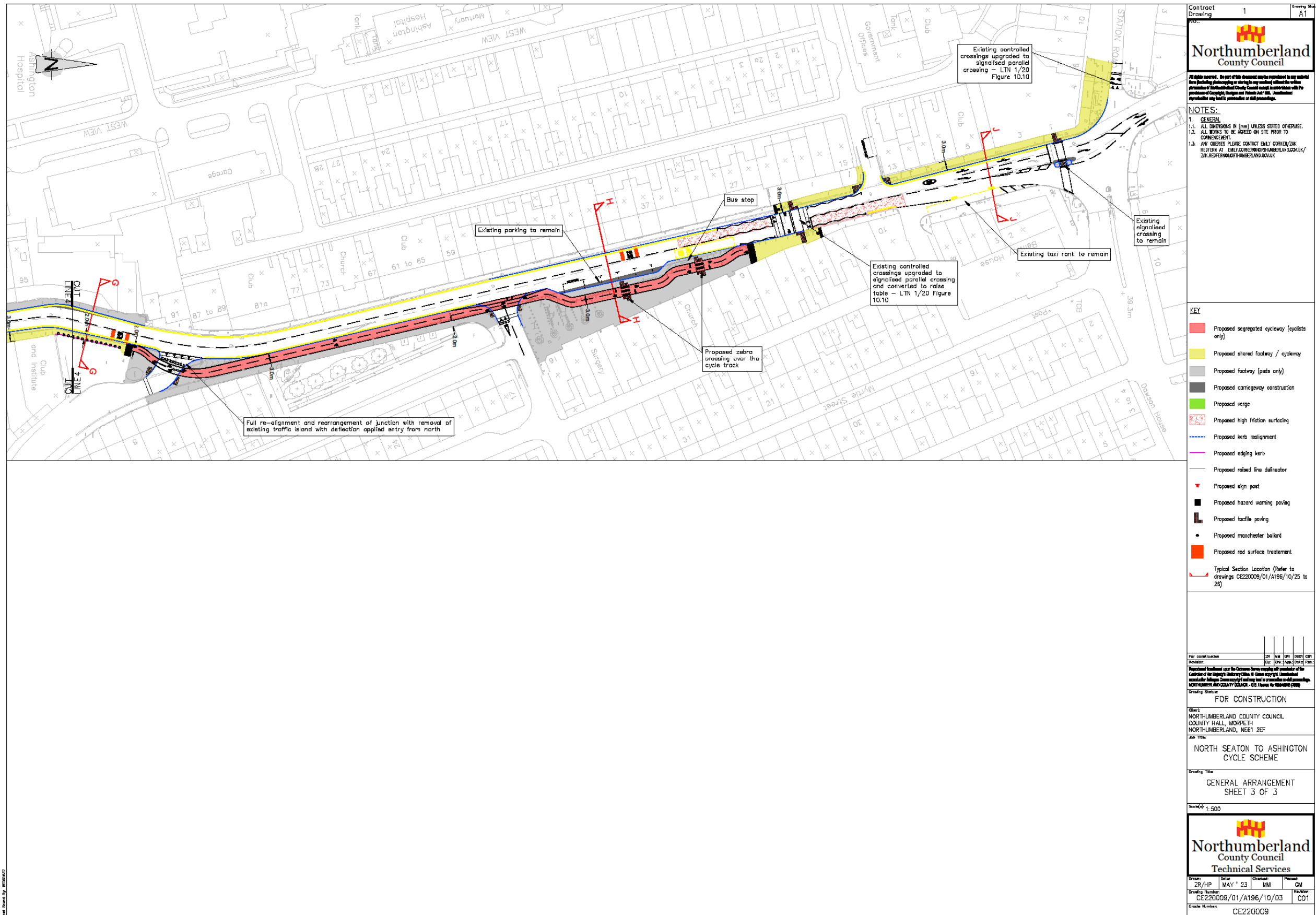
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**Date**  
11<sup>th</sup> June 2024

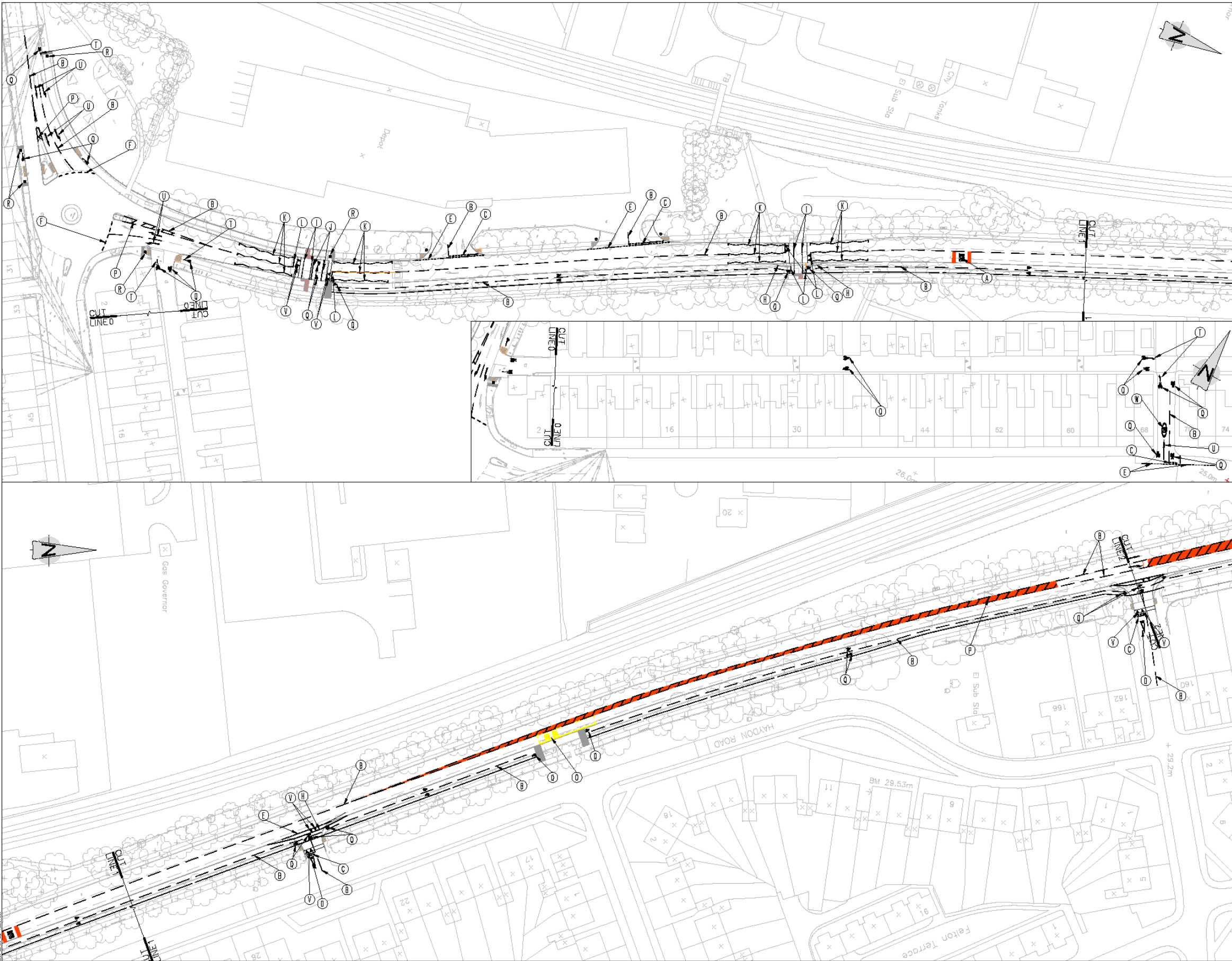
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Drawing

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**NOTES:**

- ROAD MARKINGS**
  - NEW MARKINGS TO BE IN THERMOPLASTIC SCALED WITH APPLIED GLASS BEADS.
  - ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH CLAUSE 212 OF SHW, RETRO-REFLECTIVITY REQUIREMENTS FROM THE DATE OF APPLICATION OR DATE OF TRANSITION, 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/M<sup>2</sup>/X.
  - THE MINIMUM LAD THICKNESS IS 3.0mm FOR SCALED MARKINGS AND 1.5mm FOR SPRAY APPLIED MARKINGS. IN NO CASE SHALL ANY MATERIAL BE LAID MORE THAN 8mm THICK. AREA TO BE SWEEPED CLEAN OF DEBRIS MATERIAL PRIOR TO LAYING OF NEW ROAD MARKINGS.
- SPECIFICATION FOR RED SURFACE TREATMENT**
  - PROHIBED SURFACE TREATMENT WITH THERMOPLASTIC ROBIN-ESTER BINDER PIGMENTED RED. IT SHOULD CONTAIN 50% + OR - 1% QUARTZITE AGGREGATE WITH A MINIMUM PSV 80 AND A MINIMUM TEXTURE DEPTH OF 1.5mm MEASURED BY THE 'SAND PATCH' TEST. THE MATERIAL SHOULD BE MANUFACTURED CONFORMING TO BS 5750.
- SPECIFICATION FOR ANTI-SKID SURFACE TREATMENT**
  - ANTI-SKID SURFACE TREATMENT TO BE BUFF OR GREEN IN COLOUR (REFER TO PLAN) AND COMPLY WITH CLAUSE 624 OF THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS AND SHALL HAVE A CURRENT BBA HAPAS ROAD AND BRIDGES CERTIFICATE. ALSO TO BE CLASSIFIED AS TYPE 1 IN ACCORDANCE WITH THE GUIDELINE DOCUMENTS FOR THE ASSESSMENT AND CERTIFICATION OF HIGH FRICTION SURFACES FOR HIGHWAYS.
  - ANTI-SKID SURFACING TO BE APPLIED OVER LENGTH OF ROAD / FOOTWAY SHOWN AND ANNOTATED ON PLAN.

**HEALTH AND SAFETY ISSUES**

- BITUMINOUS & CEMENTITIOUS MATERIALS = HAZARDOUS
- THERMOPLASTIC ROAD MARKING MATERIAL = HAZARDOUS
- TRAFFIC MANAGEMENT
- PUBLIC UTILITIES NEARBY
- EXISTING ROAD LAYOUT

REFER TO THE CONSTRUCTION PHASE PLAN STORED IN THE SITE OFFICE FOR FURTHER DETAILS

**ENVIRONMENTAL PLAN ISSUES**

- SPILL KIT REQUIRED

REFER TO THE ENVIRONMENTAL PLAN STORED IN THE SITE OFFICE FOR FURTHER DETAILS

For consultation	2R	MM	MM	MM	MM	MM
Drawn						
Checked						
Drawn						
Checked						
Drawn						
Checked						

**FOR CONSTRUCTION**

Client:  
NORTHUMBERLAND COUNTY COUNCIL  
COUNTY HALL, MORPETH  
NORTHUMBERLAND, NE61 2EP

Job Title:  
NORTH SEATON TO ASHINGTON  
CYCLE SCHEME

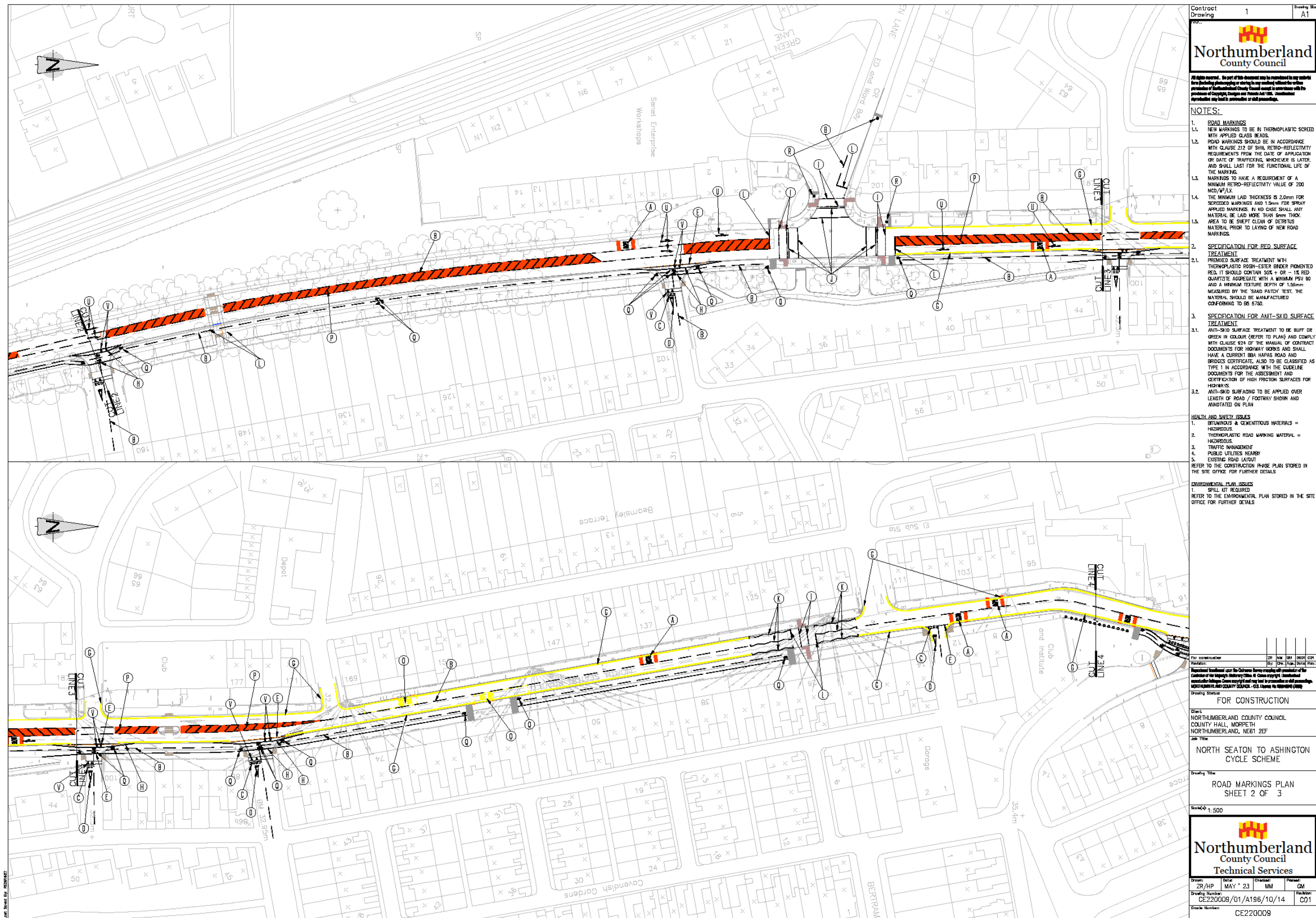
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ROAD MARKINGS PLAN  
SHEET 1 OF 3

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**Technical Services**

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Drawing Number	CE220009/01/A196/10/13						Revision	C01
Scale Number	CE220009							







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- 1.3. ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH CLAUSE 212 OF SHH, RETRO-REFLECTIVITY REQUIREMENTS FROM THE DATE OF APPLICATION OR DATE OF TRAFFICING, WHICHEVER IS LATER, AND LAST FOR THE FUNCTIONAL LIFE OF THE MARKINGS
- 1.4. MARKINGS TO HAVE A REQUIREMENT OF A MINIMUM RETRO-REFLECTIVITY VALUE OF 200 NITS PER LK
- 1.5. THE MINIMUM LAID THICKNESS IS 2.0mm FOR SCREENED MARKINGS AND 1.5mm FOR SPRAY APPLIED MARKINGS. IN NO CASE SHALL ANY MATERIAL BE LAID MORE THAN THREE TIMES OVER A SURFACE CLEAN OF DETRIMENTAL MATERIAL PRIOR TO LAYING OF NEW ROAD MARKINGS
2. SPECIFICATION FOR RED SURFACE TREATMENT
- 2.1. PREMIXED SURFACE TREATMENT WITH THERMOPLASTIC RESIN-ESTER BLENDED PROMOTED RED IT SHOULD CONTAIN 50% OR - 15 RED RESIN TO CORRELATE WITH A MINIMUM PVI 90 AND A MINIMUM TEXTURE DEPTH OF 1.56mm MEASURED BY THE 'SAID PATCH' TEST. THE MATERIAL SHOULD BE MANUFACTURED CONFORMING TO BS 5750.
3. SPECIFICATION FOR ANTI-SKID SURFACE TREATMENT
- 3.1. ANTI-SKID SURFACE TREATMENT TO BE BUFF OR GREEN IN COLOUR (REFER TO PLANS) AND COMPLY WITH THE KEY OF THE RANGE OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS AND SHALL HAVE A CURRENT BETA HAPAS ROAD AND BRIDGES CERTIFICATE. ALSO TO BE CLASSIFIED AS ONE ACCORDING TO THE CURSULE LINE DOCUMENTS FOR THE ASSESSMENT AND CERTIFICATION OF HIGH PRIORITY SURFACES FOR HIGHWAYS.
- 3.2. ANTI-SKID SURFACING TO BE APPLIED OVER LENGTH OF ROAD / FOOTWAY SHOWN AND ANNOTATED ON PLAN

## HEALTH AND SAFETY ISSUES

1. BITUMINOUS & CEMENTITIOUS MATERIALS = HAZARDOUS.
  2. THERMOPLASTIC ROAD MARKING MATERIAL = HAZARDOUS.
  3. TRAFFIC MANAGEMENT
  4. PUBLIC UTILITIES NEARBY
  5. EXISTING ROAD LAYOUT
- REFER TO THE CONSTRUCTION PHASE PLAN STORED IN THE SITE OFFICE FOR FURTHER DETAILS

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1. SPILL KIT REQUIRED  
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ROAD MARKINGS PLAN  
SHEET 3 OF 3

Size: 1:500



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CE220009/01/A196/10/15			C01
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Contract Drawing

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Drawing Sheet


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**NOTES:**  
1. TRAFFIC SIGNS  
1.1. NEW TRAFFIC SIGNS TO COMPLY WITH BS EN  
12899-1:2007, AND NATIONAL ANNEX, BE  
MANUFACTURED FROM ALUMINUM COMPOSITE  
PANEL WITH CLASS R42 SIGN FACE SHEETING  
UNLESS STATED OTHERWISE IN THE TRAFFIC SIGN  
SCHEDULE.  
1.2. DESIGN WIND-LOADING TO DETERMINE SIGN  
SUPPORT AND FOUNDATION DESIGN TO BS EN  
12899-1:2007, AND NATIONAL ANNEX, HAS BEEN  
ASSESSED USING BUCHANAN "SKYLOAD"  
SOFTWARE OR SIMILAR APPROVED SOFTWARE.  
1.3. ALL MECHANICAL FIXINGS FOR NEW SIGNS TO  
BE PROCURED ONLY FROM RHSS 3 APPROVED  
SOURCES.  
1.4. ENSURE POSTS DO NOT PROTRUDE ABOVE SIGN  
EDGE.  
1.5. ENSURE A MINIMUM OF 0.6m CLEARANCE FROM  
EDGE OF CARRIAGEWAY.  
1.6. ALL ELECTRICAL WORK TO BE UNDERTAKEN BY  
MCC STREET LIGHTING SECTION, AND ANY  
EXTERNAL LIGHTING UNITS TO COMPLY WITH BS  
EN 12899-1:2007, AND NATIONAL ANNEX.

For consultation	28	NM	CR	DR	CD
Revision:	By:	CHK	PRD	DET	REV

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CYCLE SCHEME

Drawing Title:  
ROAD SIGNS PLAN  
SHEET 1 OF 3

Scale: 1:500

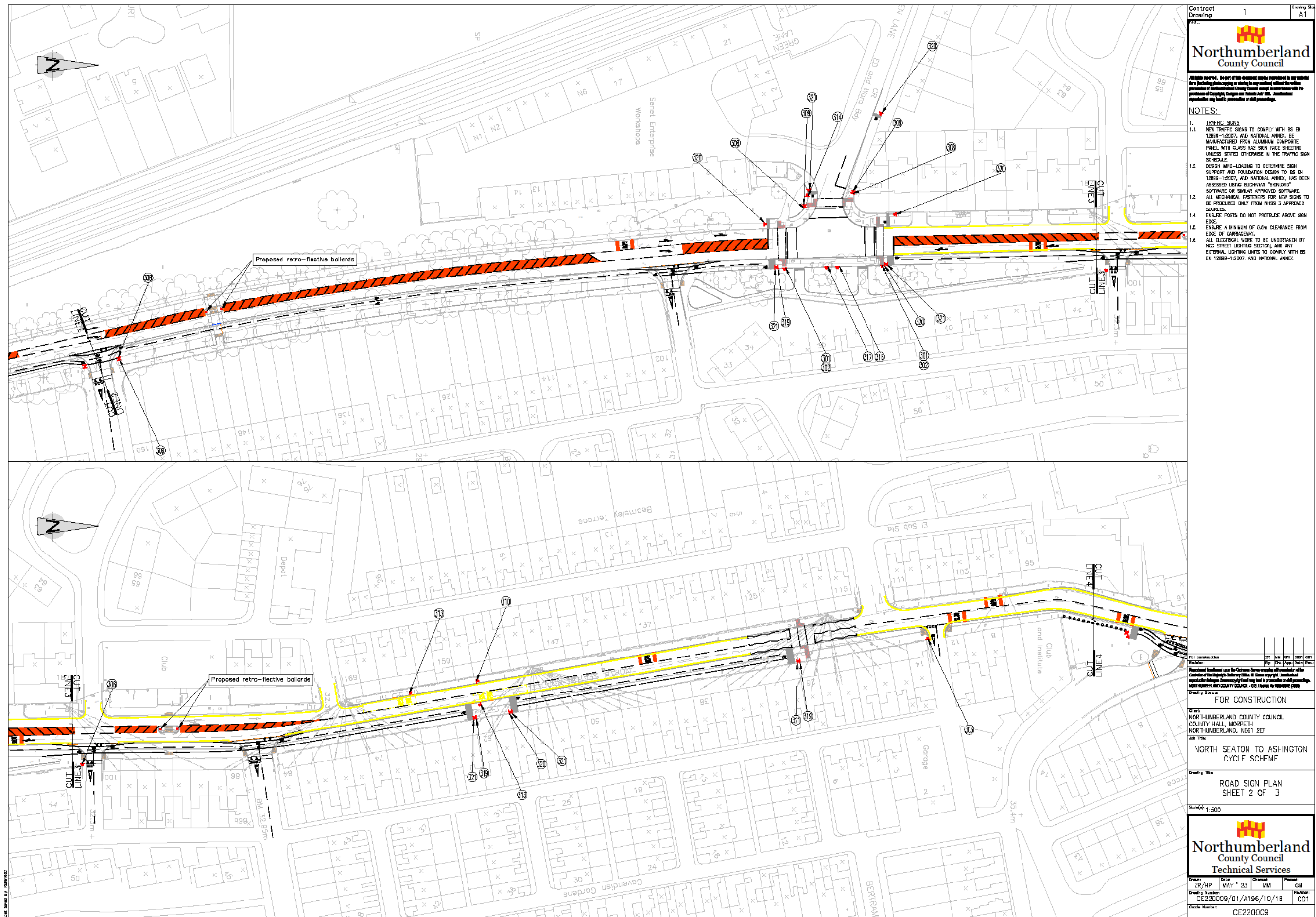
  
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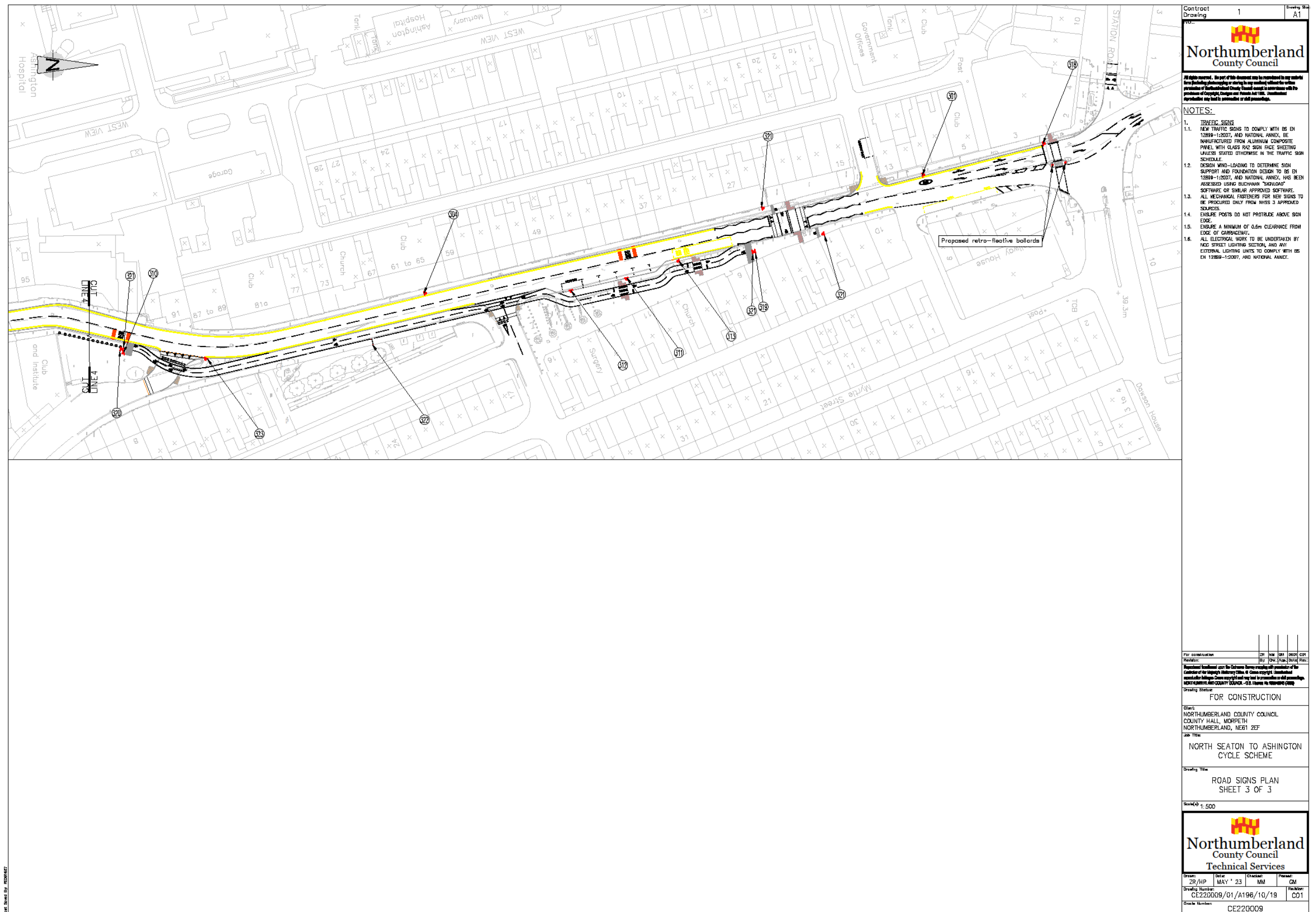
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Revision:  
C01

Contract Number:  
CE220009







NEW TRAFFIC SIGNS (300 SERIES)											Contract Drawing	Drawing No.
SIG N REF No.	TS&GD 2018 DIAG No.	HEIGHT T	LEGEND	No OF	SURFA CE	APPROX SIZE (m)	POSTS/SIGN		MOUNTING HEIGHT (m)	REMARKS		
							DIA (mm)	LENGTH (m)	No. OFF			
301	-	25		8	CLASS R2	0.55 x 0.15	76	2.95	6	2.3	Signs to point in the appropriate directions.	314
302	-	25		7	CLASS R2	0.69 x 0.12	76	2.92	6	2.3	Signs to point in the appropriate directions. To be mounted parallel to carriageway edge.	315
303	Schedule 2 Part 6 Item 1 Diag. 501	-		1	CLASS R2	0.3	76	3.1	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.	316
304	Schedule 14 Part 2 Item 28 Diag. 543	50		2	CLASS R2	0.75 x 1.12	114	4.32	2	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.	317
305	Schedule 9 Part 4 Item 7 Diag. 980.2	-		1	CLASS R2	0.85 x 0.45	76	2.80	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.	318
306	Existing Warning Sign	50		1	CLASS R2	0.68 x 0.6 0.61 x 0.28	76	3.72	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.	319
307	-	-		1	CLASS R2	0.35 x 0.3	76	3.1	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 80m minimum visibility.	320
308	Schedule 10 Part 2 Item 5 Diag. 764	80		4	CLASS R2	0.6 x 0.78	114	4.08	4	2.38	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 80m minimum visibility.	321
309	Schedule 10 Part 2 Item 5 Diag. 765A	40/50		4	CLASS R2	0.6 x 0.85	114	4.08	-	2.3	To be mounted on same post but opposite side as sign 308. Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 80m minimum visibility.	322
310	Schedule 2 Part 2 Item 25 Diag. 545	50		2	CLASS R2	0.75 x 0.90	114	4.1	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 80m minimum visibility.	323
311	Schedule 5 Part 3 Item 5 Diag. 661.1	20		1	CLASS R2	0.38 x 0.27	76	3.07	1	2.3	Ensure 0.5m clearance from edge of carriageway. To be parallel to carriageway.	
312	Schedule 5 Part 3 Item 5 Diag. 661.1	20		1	CLASS R2	0.32 x 0.25	76	3.05	1	2.3	Signs to be mounted back to back. Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 40m minimum visibility.	
313	NCC Bus Stop Sign	-	See Sheet 4	4							To be mounted 0.8m from the carriageway edge.	

Existing Warning Sign	50		1	CLASS R2	0.88 x 0.9 0.47 x 0.19	193	3.82	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.
Existing Direction Sign	100		1	-	2.73 x 1.05	78	3.88	2	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. 2 posts required.
Existing Direction Sign	50		1	CLASS R2	0.85 x 0.29	76	3.08	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.
Existing Direction Sign	50		1	CLASS R2	0.75 x 0.39	76	3.18	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.
Existing Direction Sign	50		1	CLASS R2	0.73 x 0.91	114	3.71	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.
Schedule 3 Part 2 Item 32 Diag. 957	-		9	CLASS R2	SIGN SIZES 0.3	AS PER GLASDON ENSIGN BOLLARD SPECIFICATION. REFER TO NOTE 2				SIGNS TO BE INCORPORATED WITHIN GLASDON ENSIGN BOLLARDS.
Schedule 3 Part 2 Item 32 Diag. 957	-		9	CLASS R2	SIGN SIZES 0.3	AS PER GLASDON ENSIGN BOLLARD SPECIFICATION. REFER TO NOTE 2				SIGNS TO BE INCORPORATED WITHIN GLASDON ENSIGN BOLLARDS.
Schedule 3 Part 2 Item 32 Diag. 957	-		17	CLASS R2	SIGN SIZES 0.3	AS PER GLASDON ENSIGN BOLLARD SPECIFICATION. REFER TO NOTE 2				SIGNS TO BE INCORPORATED WITHIN GLASDON ENSIGN BOLLARDS.
Direction Sign	100		1	CLASS R2	2.8 x 1	76	3.8	2	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.
Schedule 9 Part 4 Item 5 Diag. 852	-		1	CLASS R2	0.3 x 0.45	76	2.25	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.

SECTION THROUGH BUS STOP

POLE LOCATION SCALE (NTS)

SIGN POST FOUNDATION DETAIL

138-230mm Ø/Ø SCALE (NTS)

SIGN POST FOUNDATION DETAIL

28mm Ø/Ø SCALE (NTS)

SIGN POST FOUNDATION DETAIL

114mm Ø/Ø SCALE 1:20

ILLUMINATED RETROREFLECTIVE SELF-RIGHTING BOLLARD

SCALE 1:5

Contract Drawing

1

A1

Northumberland County Council

Technical Services

Notes:

1. TRAFFIC SIGNS

1.1. NEW TRAFFIC SIGNS TO COMPLY WITH BS EN 12899-1:2007, AND NATIONAL ANNEX, BE MANUFACTURED FROM ALUMINIUM COMPOSITE PANEL WITH CLASS R2 SIGN FACE SHEETING UNLESS STATED OTHERWISE IN THE TRAFFIC SIGN SCHEDULE.

1.2. DESIGN WIND-LOADING TO DETERMINE SIGN SUPPORT AND FOUNDATION DESIGN TO BS EN 12899-1:2007, AND NATIONAL ANNEX, HAS BEEN ASSESSED USING BUSHMAN "SIGNLOAD" SOFTWARE OF SIMILAR APPROVED SOFTWARE. ALL MECHANICAL FASTENERS FOR NEW SIGNS TO BE PROCURED ONLY FROM RHSS 3 APPROVED SOURCES.

1.3. ENSURE POSTS DO NOT PROTRUDE ABOVE SIGN EDGE.

1.4. ENSURE A MINIMUM OF 0.5m CLEARANCE FROM EDGE OF CARRIAGEWAY.

1.5. ALL ELECTRICAL WORK TO BE UNDERTAKEN BY NCC STREET LIGHTING SECTION, AND ANY EXTERNAL LIGHTING UNITS TO COMPLY WITH BS EN 12899-1:2007, AND NATIONAL ANNEX.

Drawn: ZR/HP

Detail: MAY '23

Check: MM

Present: GM

Drawing Number: CE220009/01/A196/10/20

Revision: P01

Client: NORTHUMBERLAND COUNTY COUNCIL

Job Title: NORTH SEATON TO ASHINGTON CYCLE SCHEME

Drawing Title: ROAD SIGNS SCHEDULE

Scale: 1:500

Northumberland County Council

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