



Northumberland

County Council

RECORD OF DECISION TAKEN BY THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Paul Jones – Director of Environment & Transport

**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

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

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.

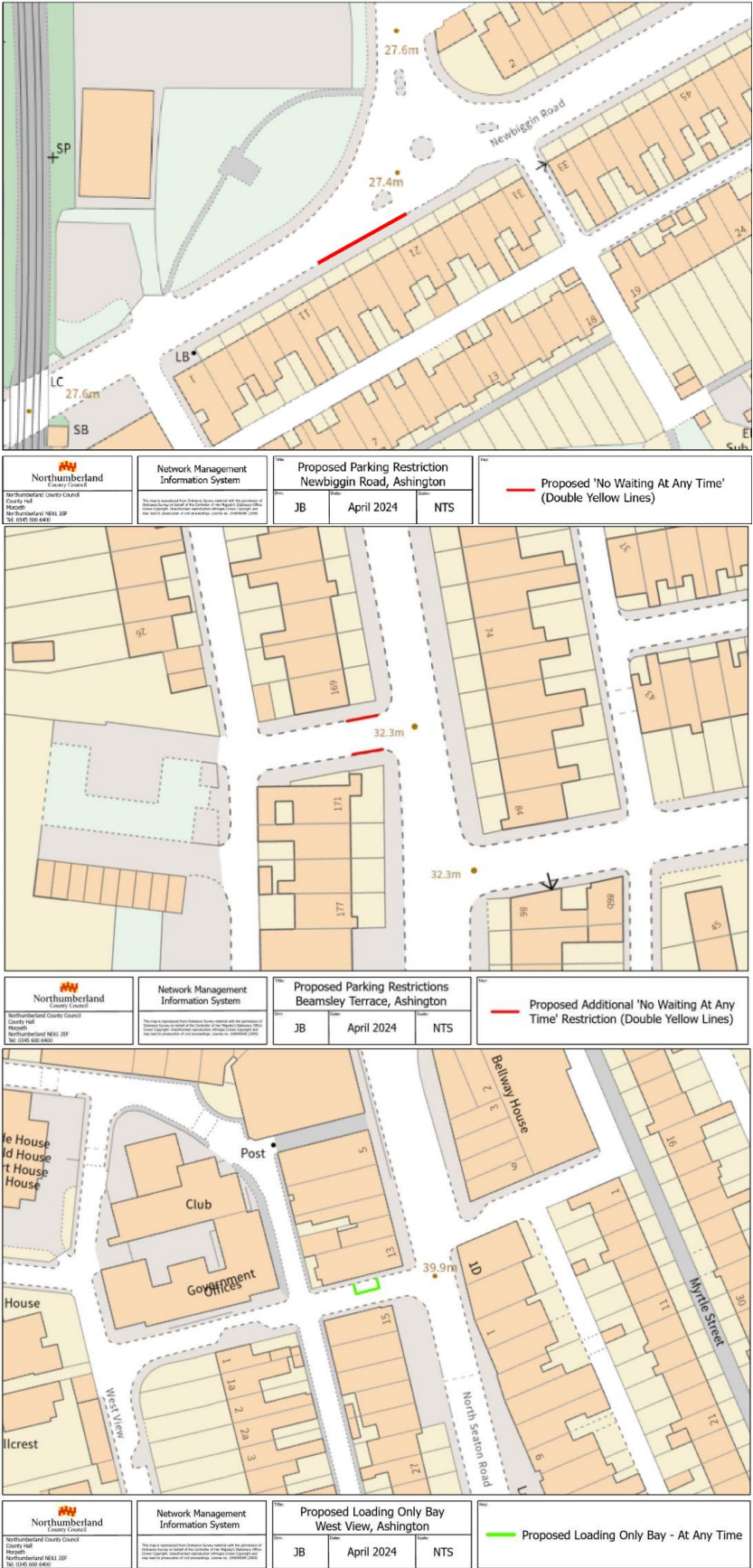


Fig. 1: Proposed new parking restrictions as part of the A196 North Seaton Road active travel scheme

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.

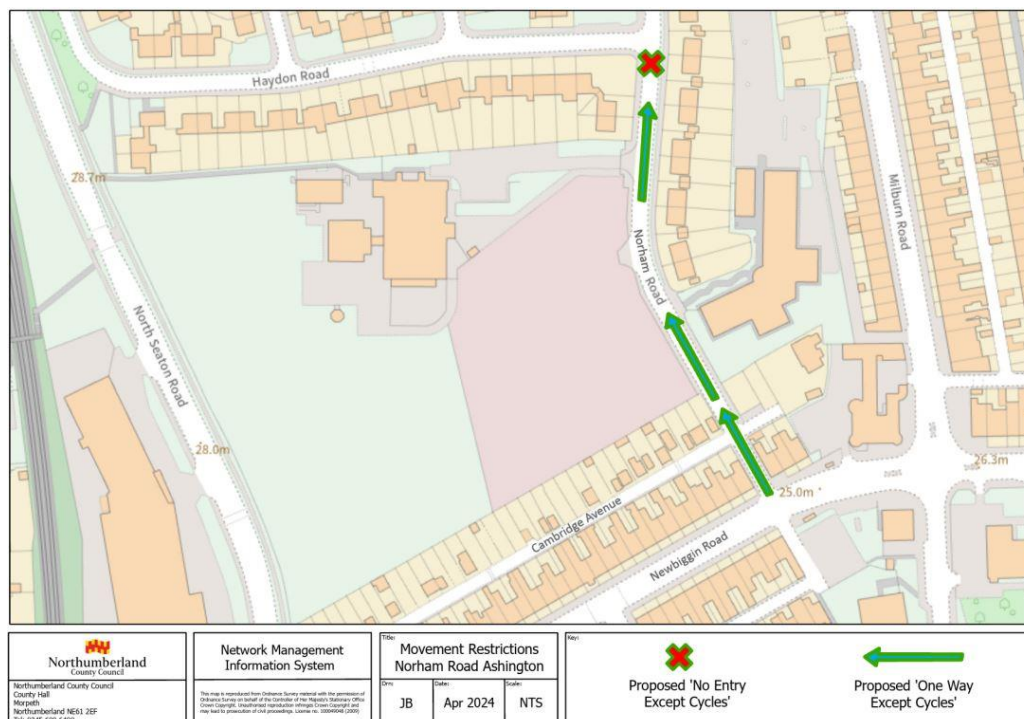


Fig. 2: Proposed new one-way and no entry system at Norham Road, Ashington

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.

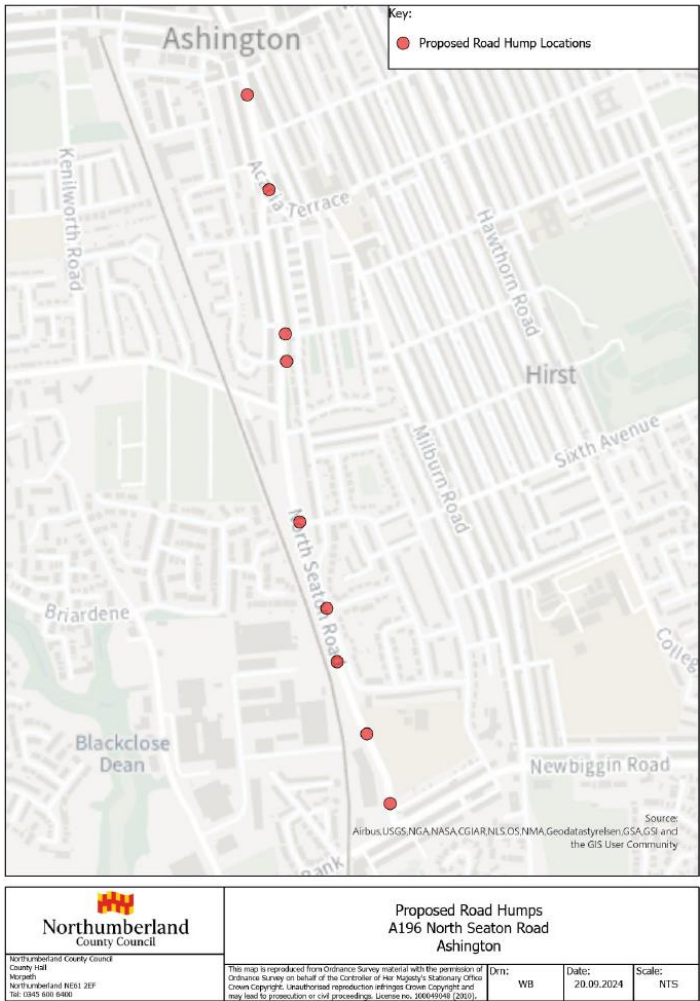


Fig. 3: Proposed road humps at the A196 North Seaton Road and its adjoining roads

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

Implications Arising out of the Report

Policy	Consistent with existing policies
Finance and value for money	Scheme will be financed by the Active Travel Fund Tranche 3 funding and administered through Transport North East
Legal	Motorists will be required to comply with the required Traffic Regulation Orders
Procurement	None
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	The proposals are designed to improve road safety and accessibility for all road users accessing the routes
Crime & Disorder	Regulations in place to carry out enforcement
Customer Consideration	Consultation and drop-in events have been undertaken in the preliminary stage for overall wider scheme
Carbon reduction	Improved pedestrian and cycling facilities will encourage more sustainable transport use
Wards	Ashington Central, Haydon

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

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

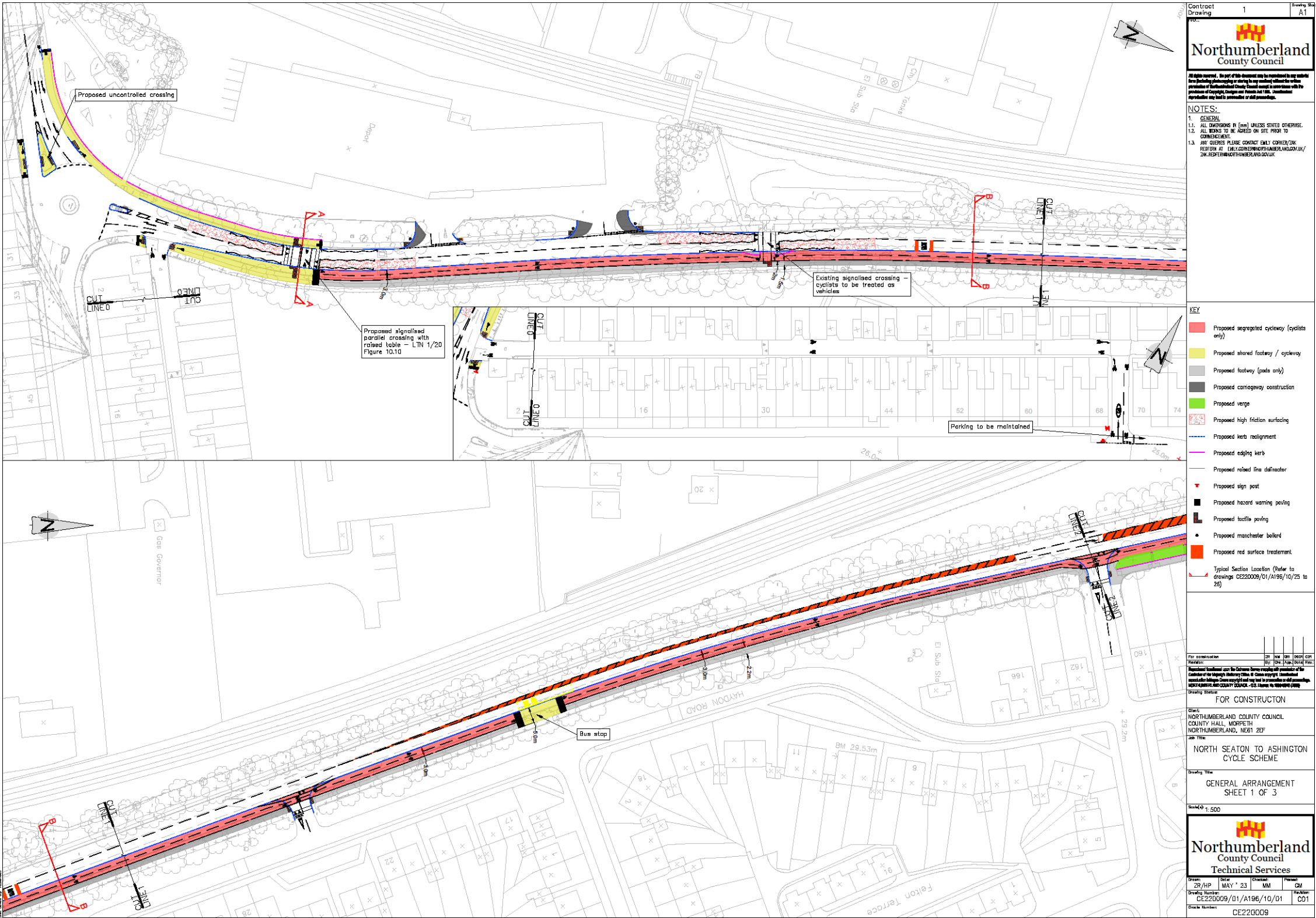
Decision Taken: To introduce new traffic restrictions and traffic calming measures at A196 North Seaton Road and its adjoining areas, Ashington

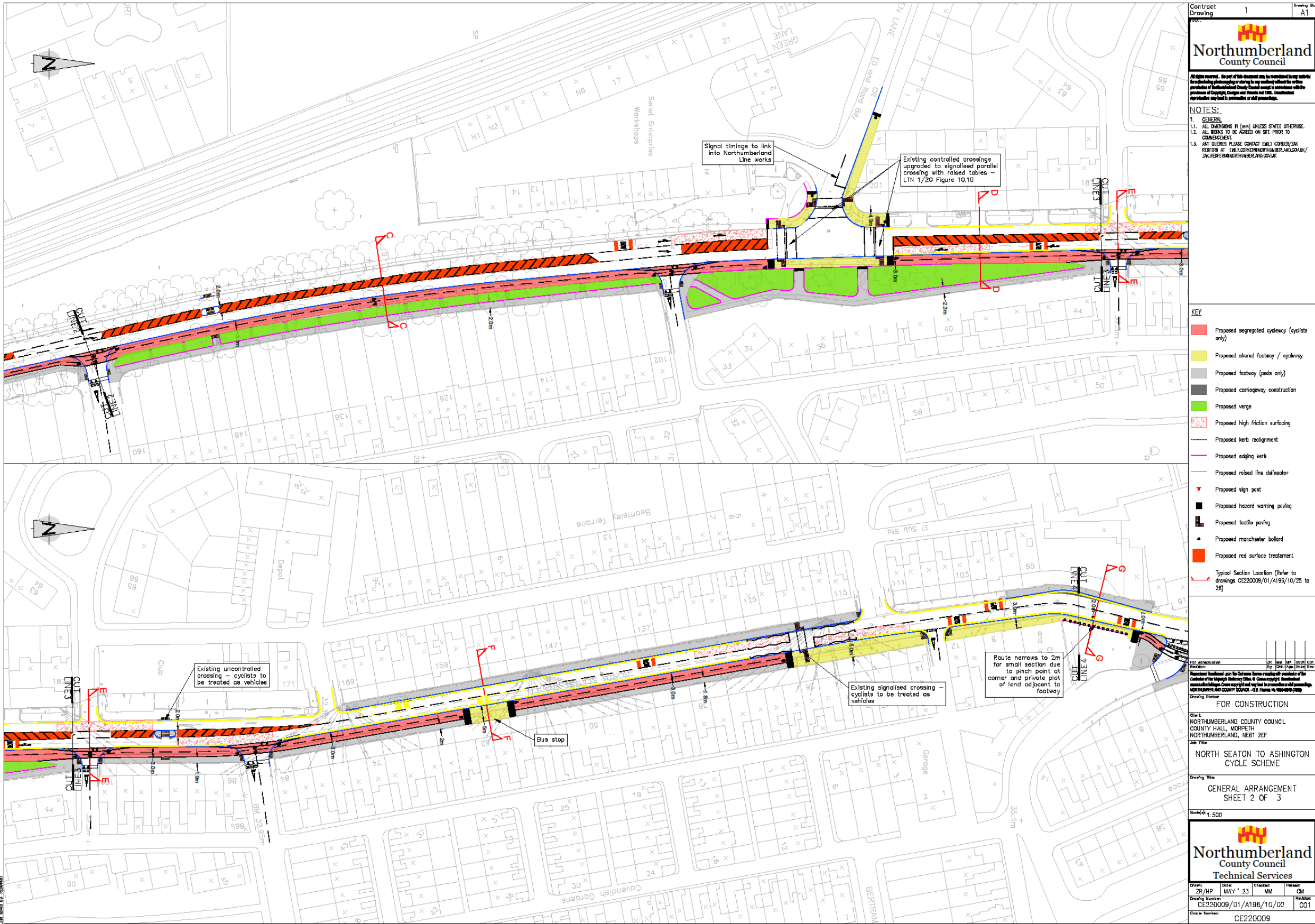
Signature of Director

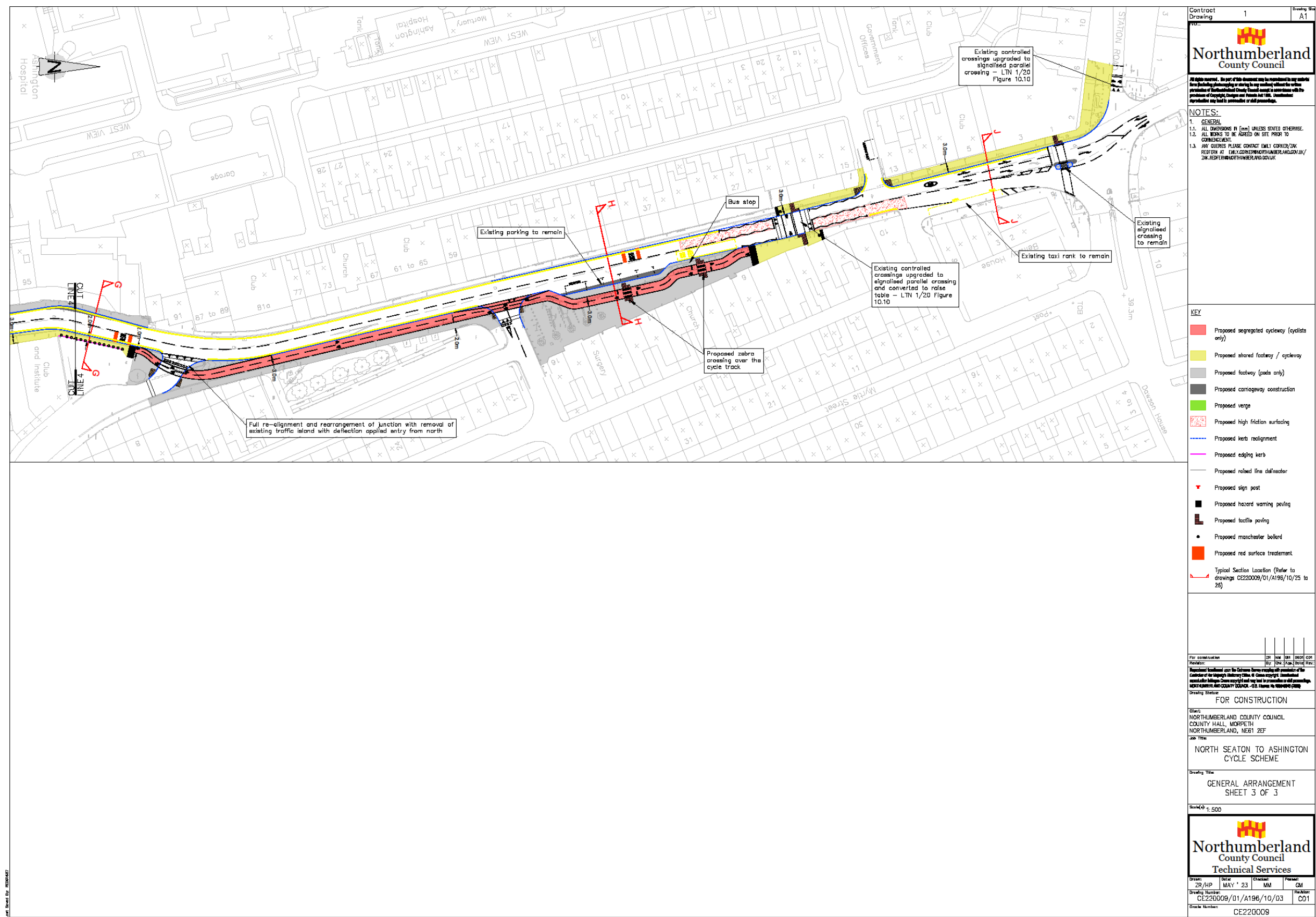


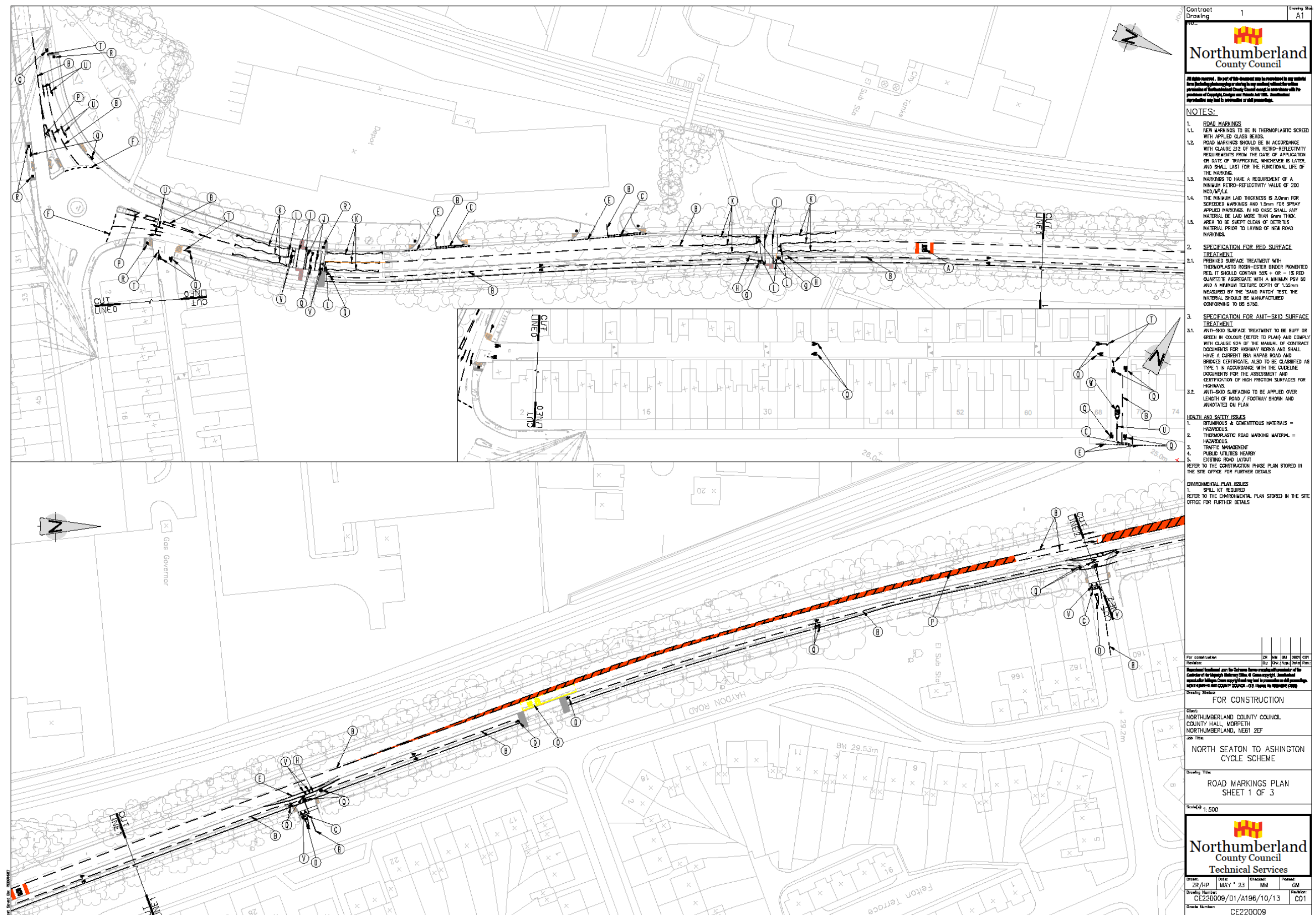
Date

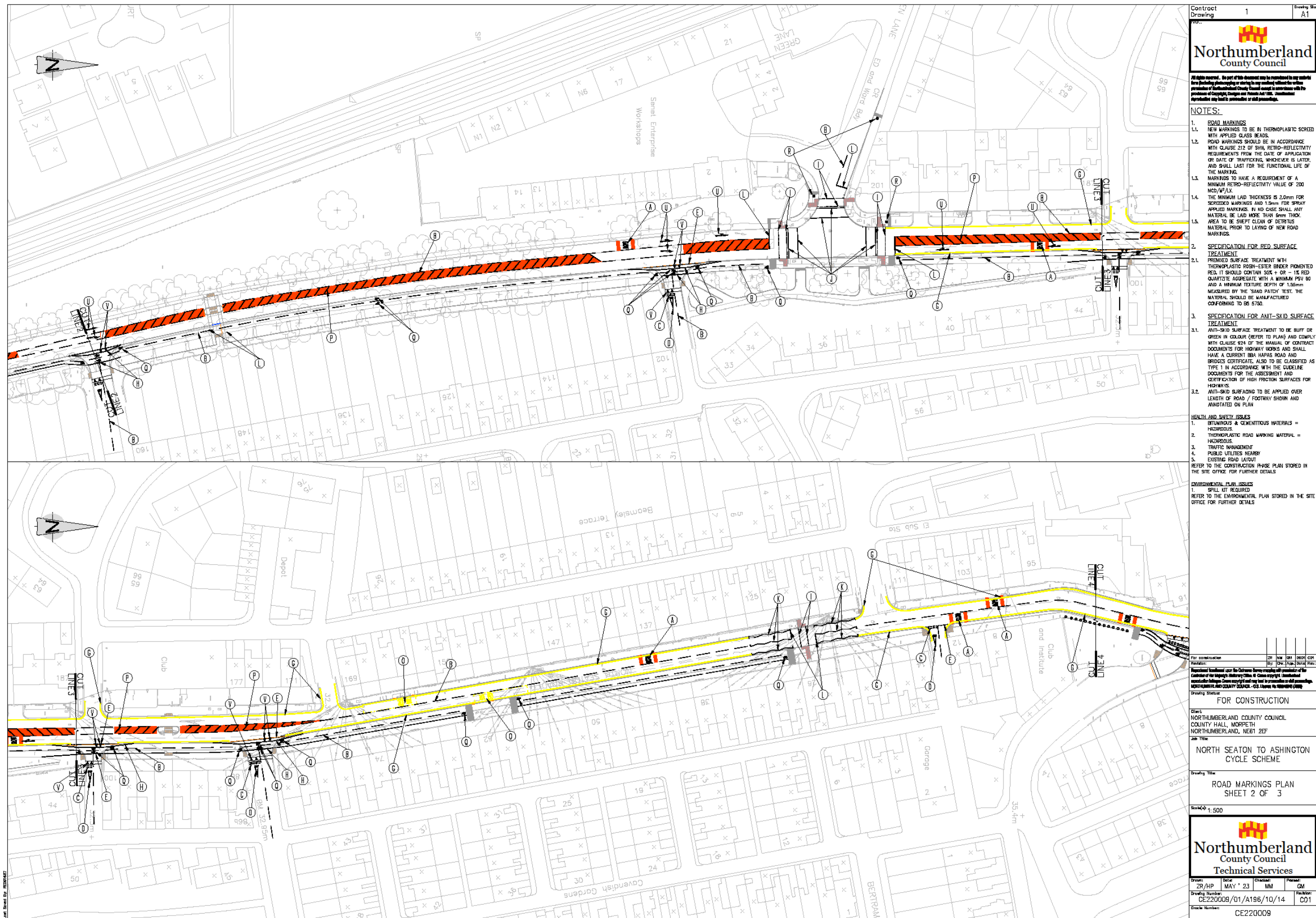
11th June 2024

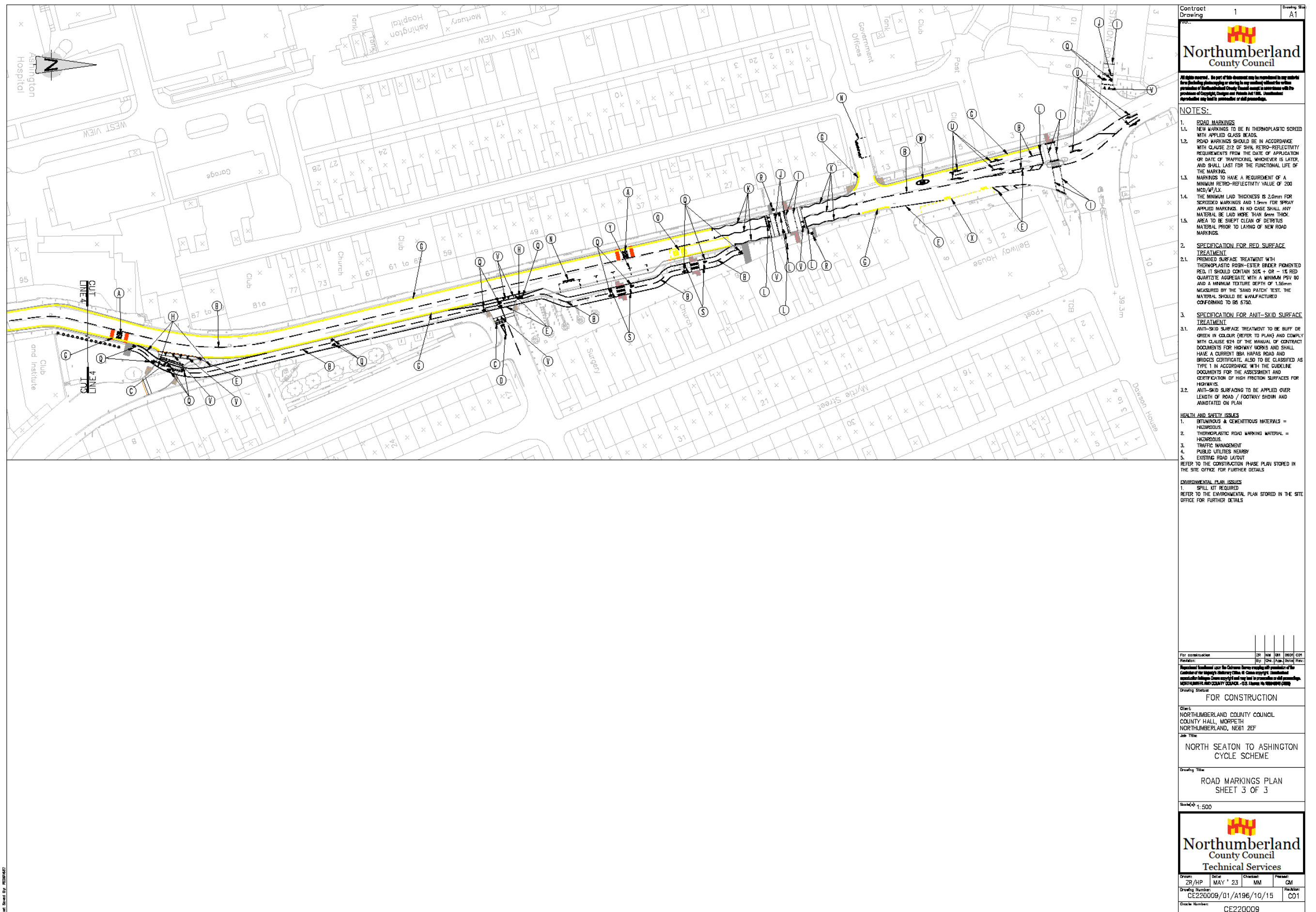













NEW ROAD MARKING SCHEDULE							
REF	TSP&CD 2016 DIAG No.	MARK (m)	GAP (m)	WIDTH (mm)	ROAD STUDS	USE	REMARKS
(A)	Schedule 11 Part 4 Item 15 Diag. 1024	2.8	–	2230	–	SLOW Road Marking	
(B)	Schedule 11 Part 4 Item 2 Diag. 1004	4	2	100	White. Bm Spacing	Warning Marking	To follow existing centreline
(C)	Schedule 9 Part 6 Item 3 Diag. 1003A	0.6	0.3	200	–	Give Way Lines	
(D)	Schedule 9 Part 6 Item 3 Diag. 1023A	3.75	–	–	–	Give Way Marking	
(E)	Schedule 11 Part 4 Item 8 Diag. 1009	0.6	0.3	100	–	Edge Line	
(F)	Schedule 9 Part 6 Item 6 Diag. 1003.3	1	1	200	–	Roundabout Edge Line	
(G)	Schedule 7 Part 4 Item 1 Diag. 1018.1	–	–	100	–	Double Yellow Lines	
(H)	Schedule 9 Part 6 Item Diag. 1049	–	–	150	–	Boundary of cycleway	
(I)	Schedule 14 Part 2 Item 55 Diag. 1055.1	0.1	0.5	100	–	Pedestrian Crossing Stud Marking	
(J)	Schedule 14 Part 2 Item 55 Diag. 1055.3	0.3	0.3	150	–	Cyclist Crossing Stud Marking	
(K)	Schedule 14 Part 2 Item 51 Diag. 1001.3	2	–	100	–	Zigzag Marking	
(L)	Schedule 14 Part 2 Item 46 Diag. 1001	Transverse	–	200	–	Stop Line Marking	
(M)	Schedule 11 Part 4 Item 16 Diag. 1026	2.8	–	–	–	Keep Clear Marking	Size 2800mm
(N)	Schedule 7 Part 4 Item 8 Diag. 1028.6	0.6	0.6	150	–	Loading Only / Disabled Bay	
(O)	Schedule 7 Part 4 Item 9 Diag. 1025.1	1	1	See diagram	–	Bus Stop	Top edge of Bus Stop text to be inline with bus stop sign
(P)	Schedule 11 Part 4 Item 23 Diag. 1040	Varies	3	150	–	Central Hatching	
(Q)	Schedule 11 Part 4 Item 28 Diag. 1057	1.215	–	–	–	Cycle Symbol	
(R)	Schedule 11 Part 4 Item 30 Diag. 1058	1.035	–	1072	–	Cycleway End Marking	
(S)	Schedule 9 Part 6 Item 3 Diag. 1003	0.3	0.15	100	–	Cycleway Give Way Lines	
(T)	Schedule 11 Part 4 Item 32 Diag. 1059	2	–	–	–	Cyclist Arrow Marking	
(U)	Schedule 11 Part 4 Item 20 Diag. 1038	4	–	–	–	Arrow Marking	
(V)	Schedule 11 Part 4 Item 33 Diag. 1062	Varies	–	–	–	Hump Marking	
(W)	Schedule 10 Part 2 Item 9 Diag. 1065	4.3	–	–	–	Speed Limit Roundel	
(X)	Schedule 7 Part 4 Item 5 Diag. 1028.2	6	6	50	–	Text Rank Marking	
(Y)	Schedule 7 Part 4 Item 8 Diag. 1032	0.6	0.9	50	–	Parking Bay	

Contract Drawing	1	Drawing Size A1
---------------------	---	--------------------



**Northumberland
County Council**

All rights reserved. No part of this document may be reproduced in any material form (including photocopying or storing in any medium) without the written permission of Northumberland County Council except in accordance with the provisions of Copyright, Design and Patents Act 1988. Unauthorised reproduction may lead to prosecution or civil proceedings.

NOTES:

1. **ROAD MARKINGS**

1.1. NEW MARKINGS TO BE IN THERMOPLASTIC SCREENED WITH APPLIED CLASS HEADS.

1.2. ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH CLAUSE 212 OF SHW, RETRO-REFLECTIVITY REQUIREMENTS FROM THE DATE OF APPLICATION OR DATE OF TRAFFICKING, WHICHEVER IS LATER, AND SHALL LAST FOR THE FUNCTIONAL LIFE OF THE MARKING.

1.3. MARKINGS TO HAVE A REQUIREMENT OF A MINIMUM RETRO-REFLECTIVITY VALUE OF 200 MCD/M²/X.

1.4. THE MINIMUM LAID THICKNESS IS 3.0mm FOR SCREENED MARKINGS AND 1.5mm FOR SPRAY APPLIED MARKINGS. IN NO CASE SHALL ANY MATERIAL BE LAID MORE THAN 6mm THICK.

1.5. AREA TO BE SWEEP CLEAN OF DETRIMENTAL MATERIAL PRIOR TO LAYING OF NEW ROAD MARKINGS.

2. **SPECIFICATION FOR RED SURFACE TREATMENT**

2.1. PRIMERED SURFACE TREATMENT WITH THERMOPLASTIC RESIN-ESTER BINDER PIGMENTED RED. IT SHOULD CONTAIN 50% + OR - 1% RED QUARTZITE AGGREGATE WITH A MINIMUM PSV 90 AND A MINIMUM TEXTURE DEPTH OF 1.50mm MEASURED BY THE 'SAND PATCH' TEST. THE MATERIAL SHOULD BE MANUFACTURED CONFORMING TO BS 5760.

3. **SPECIFICATION FOR ANTI-SKID SURFACE TREATMENT**

3.1. 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.

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.

ENVIRONMENTAL PLAN ISSUES

1. SPILL KIT REQUIRED

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

For consultation

For construction

DR

MM

GB

DEPT

CON

Rev:

CHK

TRNG

DRWG

REV

Registered trademark used by the Crown. No warranty is made by the Crown for the Highway Marking Code. © Crown copyright. Unauthorised reproduction may lead to prosecution or civil proceedings.

NORTHUMBERLAND COUNTY COUNCIL - C.E. 1996 to 1999 (C.C.C.)

Drawing Status:

FOR CONSTRUCTION

Client:

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


Job Title:

NORTH SEATON TO ASHLINGTON
CYCLE SCHEME

Drawing Title:

ROAD MARKINGS SCHEDULE

Scale: 1:500



**Northumberland
County Council**

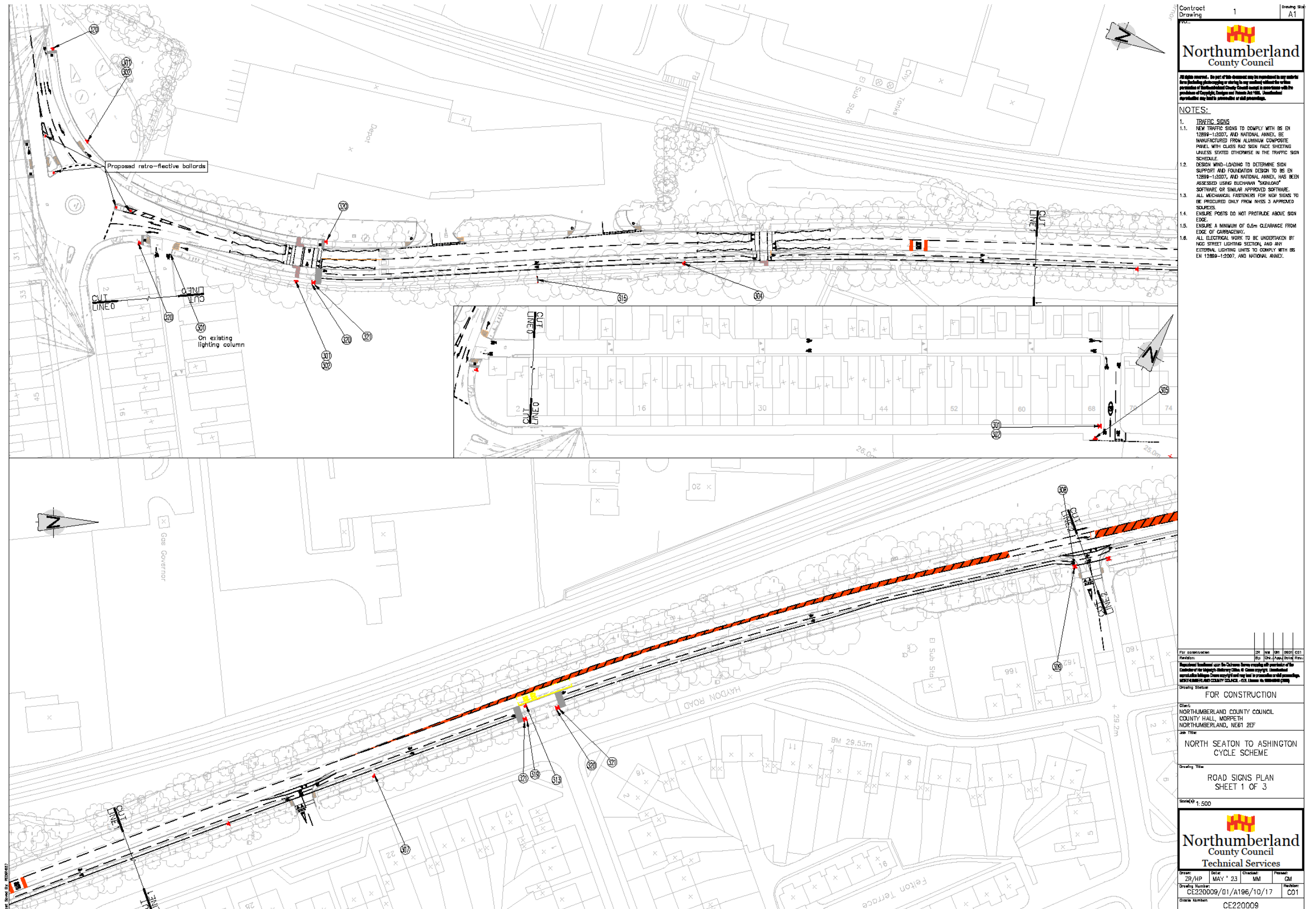
Technical Services

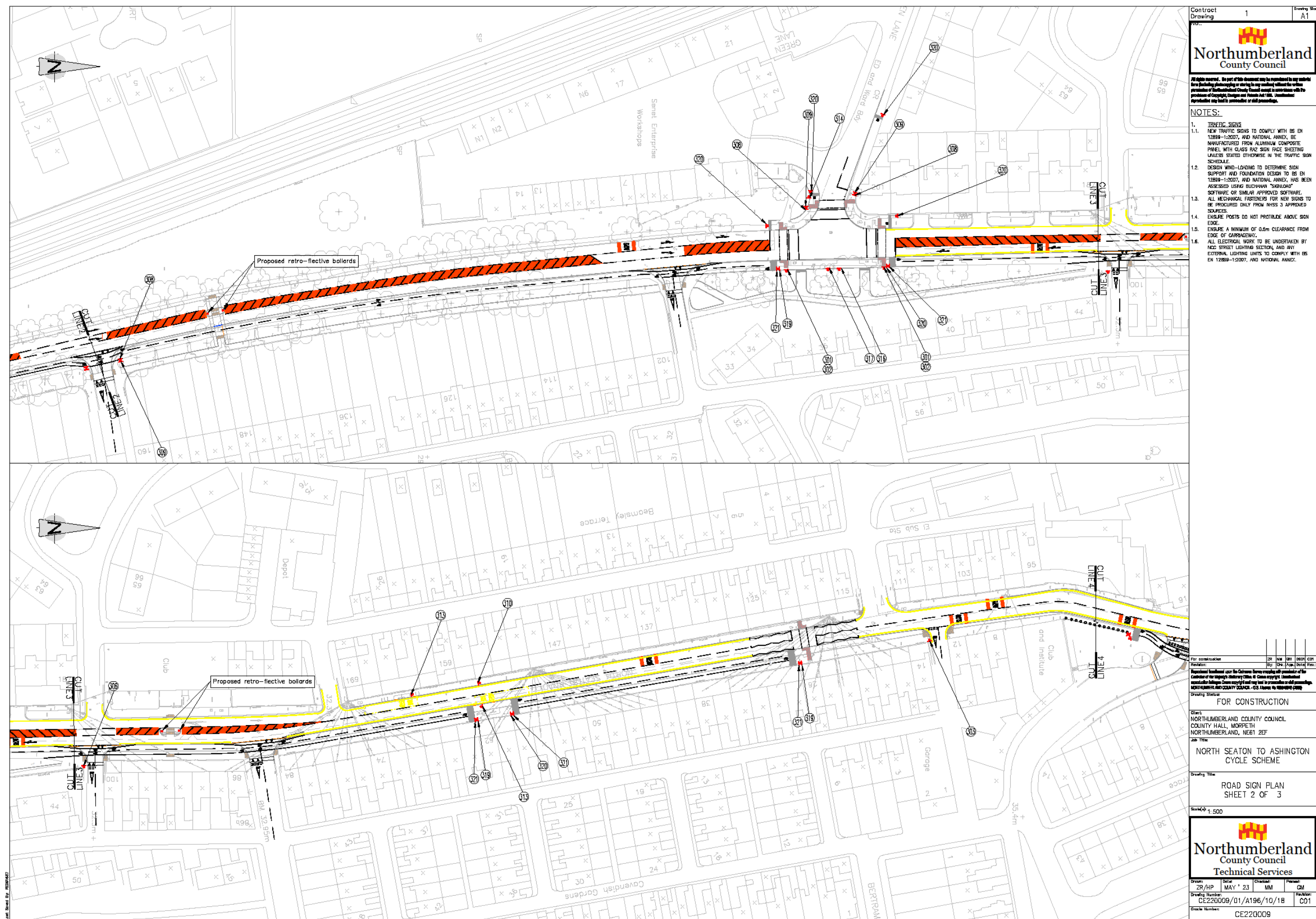
Drawn:	Date:	Checked:	Planned:
ZR/HP	MAY ' 23	MM	GM

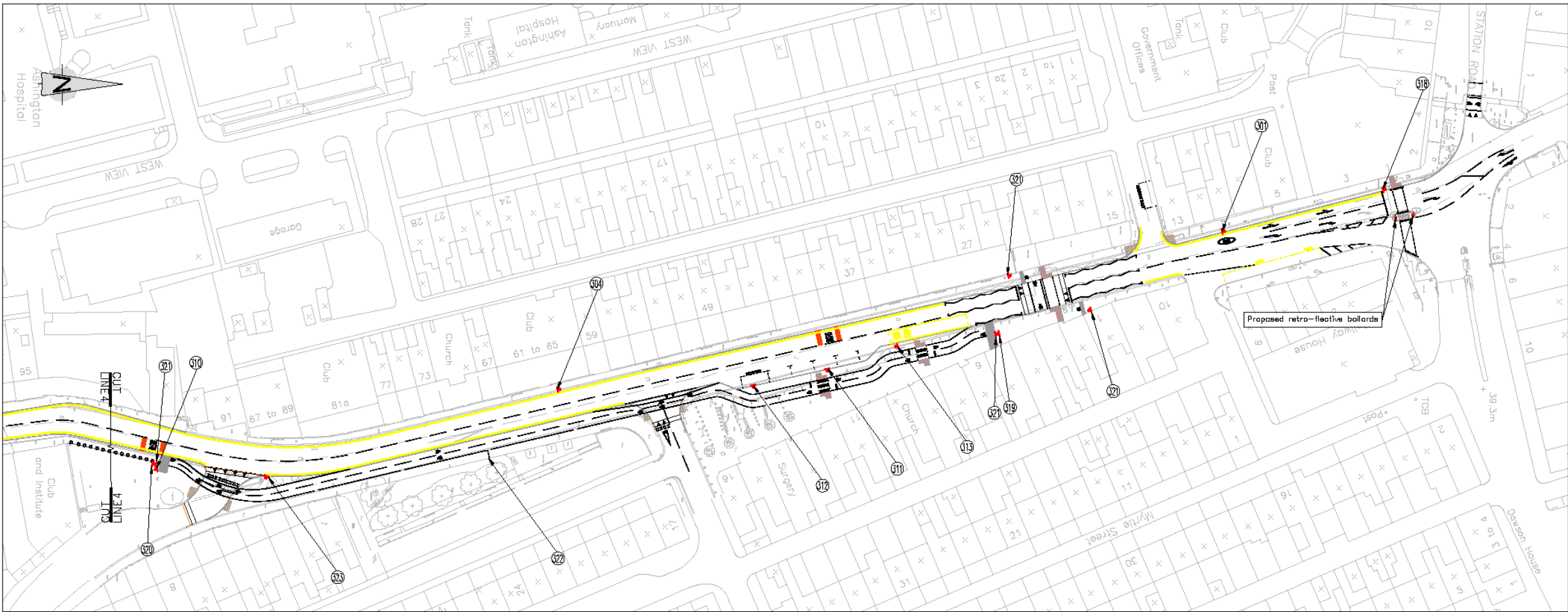
Drawing Number: CE220009/01/A196/10/16

Revision: C01

Drawn Number: CE220009








Contract Drawing 1

Drawing Size A1



Northumberland
County Council

All rights reserved. No part of this document may be reproduced in any manner without the written permission of Northumberland County Council except in accordance with the provisions of Copyright Designs and Patents Act 1988. Unauthorised reproduction may lead to prosecution or civil proceedings.

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 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 "SIGNGO" SOFTWARE OR SIMILAR APPROVED SOFTWARE. ALL MECHANICAL FASTENERS 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 0.5m 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 construction	DR	NR	DR	DR	DR
Revision:	DR	NR	DR	DR	DR

Approved for construction by the Council. Any amendments must be made by the Council. All rights reserved. No part of this document may be reproduced in any manner without the written permission of Northumberland County Council except in accordance with the provisions of Copyright Designs and Patents Act 1988. Unauthorised reproduction may lead to prosecution or civil proceedings.

Drawing Status:

FOR CONSTRUCTION

Client:

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

Job Title:


NORTH SEATON TO ASHINGTON
CYCLE SCHEME

Drawing Title:

ROAD SIGNS PLAN
SHEET 3 OF 3

Scale:

1:500



Northumberland
County Council
Technical Services

Drawn	Date	Checked	Approved
2R/HP	MAY ' 23	MM	GM

Drawing Number: CE220009/01/A196/10/19

Revision: C01

Drawn Number: CE220009

NEW TRAFFIC SIGNS (300 SERIES)											Contract Drawing 1		Drawing Size A1										
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														
514	—	25		8	CLASS R2	0.55 x 0.15	76	2.95	6	2.3	Signs to point in the appropriate directions.	314	Existing Warning Sign	50		1	CLASS R2	0.68 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.
515	—	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	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 poles required.
516	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	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.
517	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	Existing Direction Sign	50		1	CLASS R2	0.75 x 0.39	78	3.19	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.
518	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	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.
519	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	Schedule 3 Part 2 Item 32 Diag. 957	—		9	CLASS R2	SIGN SIZES D.3	AS PER GLASDON ENSIGN BOLLARD SPECIFICATION. REFER TO NOTE 2	SIGNS TO BE INCORPORATED WITHIN GLASDON ENSIGN BOLLARDS.			
520	—	—		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	Schedule 3 Part 2 Item 32 Diag. 957	—		9	CLASS R2	SIGN SIZES D.3	AS PER GLASDON ENSIGN BOLLARD SPECIFICATION. REFER TO NOTE 2	SIGNS TO BE INCORPORATED WITHIN GLASDON ENSIGN BOLLARDS.			
521	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	Schedule 3 Part 2 Item 29 Diag. 958	—		17	CLASS R2	SIGN SIZES D.3	AS PER GLASDON ENSIGN BOLLARD SPECIFICATION. REFER TO NOTE 2	SIGNS TO BE INCORPORATED WITHIN GLASDON ENSIGN BOLLARDS.			
522	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 30B. Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge. Ensure 80m minimum visibility.	322	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.
523	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	Schedule 9 Part 4 Item 3 Diag. 682	—		1	CLASS R2	0.3 x 0.45	78	2.25	1	2.3	Ensure 0.5m clearance from edge of carriageway. Ensure sign is 5 degree from perpendicular to carriageway edge.
524	Schedule 5 Part 3 Item 5 Diag. 681.1	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.												
525	Schedule 5 Part 3 Item 5 Diag. 681.1	20		1	CLASS R2	0.38 x 0.29	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.												
526	NCC Bus Stop Sign	—	See Sheet 4	4	See Sheet 4					To be mounted 0.6m from the carriageway edge													

SECTION THROUGH BUS STOP POLE LOCATION SCALE (NTS)

SIGN POST FOUNDATION DETAIL 138-230mm Ø/D SCALE (NTS)

SIGN POST FOUNDATION DETAIL 78mm Ø/D SCALE (NTS)

SIGN POST FOUNDATION DETAIL 114mm Ø/D SCALE 1:20

ILLUMINATED RETROREFLECTIVE SELF-RIGHTING BOLLARD SCALE 1:5

Contract Drawing 1 Drawing Size A1

Northumberland County Council

All rights reserved. No part of this document may be reproduced in any manner without the written permission of Northumberland County Council except in connection with the provision of Copyright Clearance and Transfer Act 1988. Unauthorised reproduction may lead to prosecution or civil proceedings.

NOTES:

- 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 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 BE EN 12899-1:2007, AND NATIONAL ANNEX. HAS BEEN ASSESSED USING BUCHANAN "SIGNLOAD" SOFTWARE OR 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.

For consultation: DT MM MM 2020 CPM
For action: DT MM MM 2020 CPM

Northumberland County Council

Technical Services

Drawn: ZR/HP Date: MAY '23 Checked: MM Permitted: CM
Drawing Number: CE220008/01/A196/10/20 Revision: P01
Circle Number: CE220008