



## TRAFFIC SIGNS AND ROAD MARKINGS

Areas of existing white lining to be hydro blasted/ burnt off. 1. All posts are to be galvanised steel complying with BS 12899-1.

- All traffic signs shall be to Class RA 2 of BS EN 12899-1
  Temporary signs shall be erected to diag.7014 New Road Layout Ahead'. These signs shall be displayed on all approaches and shall remain for a period of 3 months after
- completion of the works, or as advised by the highway authority and then removed by the developer or his contractor.All traffic signs and road markings to the 'Traffic Signs Regulations and General Directions 2016'.

### TRAFFIC SAFETY AND MANAGEMENT

- Traffic safety and management measures are to be approved by the local highway authority.
   The contractor shall not commence any work which affects the public highway until all traffic safety and management measures are in place.
- All traffic safety and management proposals shall comply with 'Traffic Signs Manual' chapter 8, New Roads and Street Works Act.
  Two way working is to be maintained at all times unless measures approved by the highway authority are in place. Single line traffic operation will be required where the carriageway is less than 6.75m. Here the contractor shall provide a width of at least 3.0m not exceeding 200m in length. Traffic control for single lane operation may be manually operated or traffic signal controlled (approved by the highways engineer). All signs to comply with Chapter 8 of the Traffic Signs Manual. The system must be maintained during the construction phase at all times. All existing footways, private accesses and public rights of way shall be maintained throughout the construction phase.

#### PERMANENT ROAD MARKING SPECIFICATION ROAD MARKINGS - TYPE 1 (100mcd/m²/lux Performance)

- Luminance Factor (Day Visibility) When measured dry, in accordance with Annex 'C' of BS EN 1436, the Luminance Factor of all white thermoplastic road markings shall not be less than 0.40, complying with Table 2, Class B3 of BS EN 1436.
  Luminance Factor (Night Visibility) Immediately after application and throughout the period of 24 months thereafter, the retro-reflectively of all white thermoplastic road markings, shall not be less than 100mcd/m²/lux, when measured in accordance with
- Table 3:Class R2, of BS EN 1436. 3. Luminance Factor (Wet Visibility) - During wetness the minimum coefficient of retro-reflected luminance of all white thermoplastic road markings shall not be less
- than 25mcd/m²/lux, conforming to Table 3: Class RW1, of BS EN 1436. 4. Rain Visibility - Road markings to comply with RW1 of Table 4:BS EN 1436 and RR1
- of Table 5:BS EN1436. 5. Skidding Resistance - Road markings shall be measured in accordance with Annex D: BS EN 1436.All longitudinal road markings shall have a skidding resistance of not be less than 50 complying with Table 7. Class S1 of BS EN 1436. Arrows letters
- less than 50, complying with Table 7, Class S1 of BS EN 1436. Arrows, letters, numerals, 'dragon's teeth, hatching and any large surface areas shall have a skidding resistance of not less than 55, complying with Table 7:Class S3 of BS EN 1436.

# DO NOT SCALE THIS DRAWING

## GENERAL NOTES:

- . Before construction commences, the setting out Engineer shall ensure that all setting out information is mutually compatible with all the drawings and documents provided by the designers. Where information is apparently contradictory or ambiguous, the design Engineer and/or the Architect is to be informed immediately. Thomas Consulting will accept no liability for setting out errors where work is constructed to incorrect information.
- 2. All drawings and documents are to be read in conjunction with one another, are mutually compatible and shall be read as such. All documents shall be checked to ensure that they are compatible by the contractor before construction commences. In the event of apparent ambiguity or contradiction the engineer and/or architect shall be notified immediately. Thomas Consulting accept no liability in the event of not being so notified and where construction work has commenced.
- 3. In accordance with CDM regulations 2015 this drawing has been prepared with due attention to identifying any unusual design hazards that may exist. Unusual design hazards are hazards that a reasonably competent contractor, experienced in this type of work may not be expected to identify. In dealing with unusual design hazards we have adopted the "ERIC" principle and where possible eliminate we have adopted the "ERIC" principle and where possible to eliminate the hazard we have endeavoured to reduce (R) it. Where it has not been possible to eliminate the hazard can be controlled (C) during construction. It is the contractor's responsibility to fully acquaint themselves with all construction drawings before commencing construction and if in doubt about any matter to ask for clarification from the designer.
- 4. All drawings issued electronically for this scheme are provided for the sole purpose of assisting the design, procurement or construction of the structures for which Thomas Consulting have been appointed as Design Engineers/Consultants. They may not be used for any other purpose, nor may they be amended, copied, redistributed or issued to third parties without the written agreement of Thomas Consulting. All drawings remain under copyright to, and the intellectual property of, Thomas Consulting. Upon completion of the project, all drawings are to be deleted from your computer systems and all other electronic copies destroyed. Where electronic copies of <u>final</u> drawings are to be issued, these will be provided in a digital only format by Thomas Consulting (no other copies may be retained). By opening and using this drawing, it is assumed that you agree to abide by these Terms and Conditions.
- 5. Unless expressly agreed with a director of Thomas Consulting Ltd, for the purposes of the CDM regulations 2015 Thomas Consulting are not the Principal Designer. The client has been advised that they are required to appoint a Principal Designer. For further information see <u>http://www.hse.gov.uk/</u>.

	ROAD MARKING SCHEDULE								
ZE	COLOUR	PERFORMANCE	COMMENTS						
-	WHITE	TYPE 1	JUNCTION GIVE-WAY MARKINGS. 300mm GAP BETWEEN ROWS						
-	WHITE	TYPE 1	CARRIAGEWAY LANE/CENTRE MARKING - SITE ACCESS ARM						
-	WHITE	TYPE 1	EDGE OF CARRIAGEWAY MARKING AT ROAD JUNCTION						
x3750	WHITE	TYPE 1	GIVE WAY JUNCTION AHEAD						
50 max	WHITE	TYPE 1	MARKINGS ON RAISED JUNCTION RAMPS						
o BS EN	1436. Applied screed marki	ings shall be laid 3mm thick	min 2mm. This thickness is exclusive of surface applied solid glass beads. The						

			REVISIONS						
		N	REV	DATE	DESCRIPTION	DRAWN BY	CHECKED BY		
			Α	28/01/21	Initial issue	MJ	JP		
			В	03/03/21	Amended to suit new Architectural layout	MJ	JP		
			С	12/03/21	Minor amendment to kerbing	MJ	JP		
		W E S	D	28/06/21	Site layout amended	MJ	JP		
	1003 600 mark, 300 gap 200 wide		DRAWING STATUS: FOR BUILDING REGULATIO						
-	1009 - 600 mark, 300 gap 100 wide	1003 600 mark, 300 gap 200 wide			THORAS CONSULT STRUCTURAL & CIVIL DESIGNE Offices in Chorley, Lancaster & S Tel: 01524 846022 e-mail: info@thomasconsulting.co	S INC ENGINEER Shrewsbur D.uk	RS ry		
			CLIENT:		gleesor	1			
			PROJECT		WATERS EDGE WHITEHAVEN				
		DRAWING TITLE: SECTION 278 PROPOSA							
			DATE CRI 28/01 DRAWING	EATED: D 1/ <b>2021</b> G REF:	RAWING SCALE: DRAWN BY: CHECK 1:250 MWJ J	ED BY: QA P RI	A CATEGORY: 1 EV:		
				TC /	T19360 / A1 / 205		D		
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