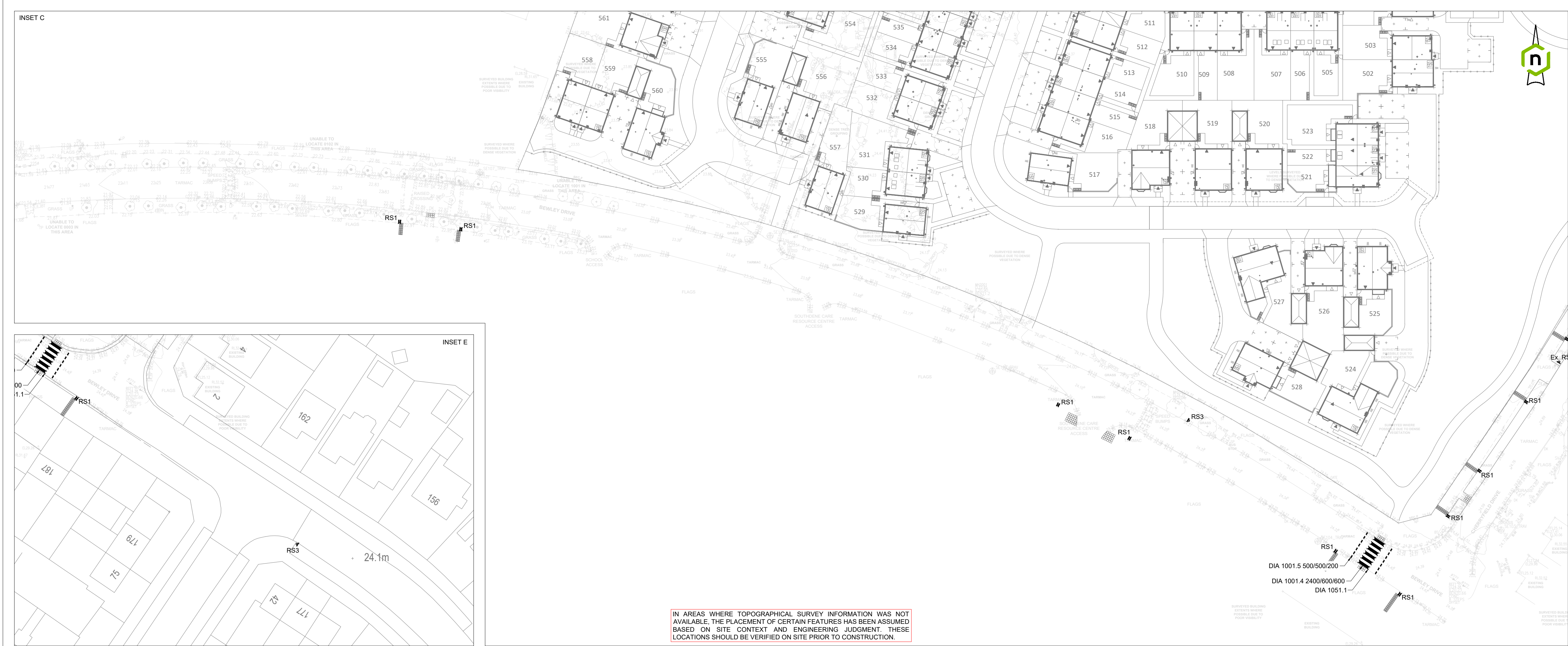




IN AREAS WHERE TOPOGRAPHICAL SURVEY INFORMATION WAS NOT AVAILABLE, THE PLACEMENT OF CERTAIN FEATURES HAS BEEN ASSUMED BASED ON SITE CONTEXT AND ENGINEERING JUDGMENT. THESE LOCATIONS SHOULD BE VERIFIED ON SITE PRIOR TO CONSTRUCTION.

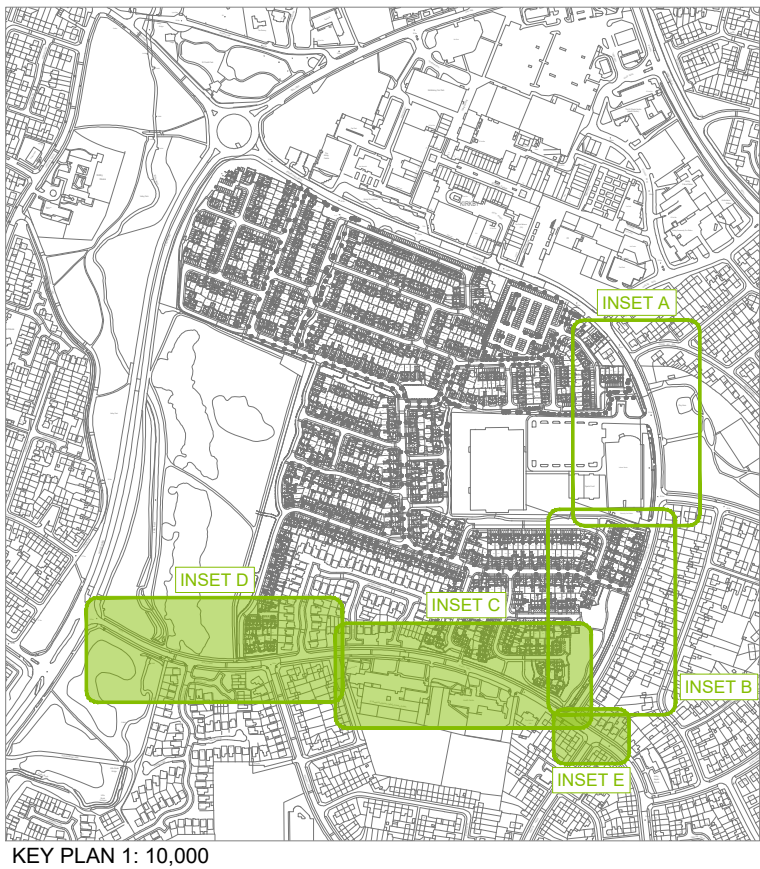


SIGN	TSRGD 2016 REF.	SIZE (mm)	AREA (m ²)	POSTS (No/DIA.)	HEIGHT (m)	FOUNDATION	ILLUMINATION (°)	REMARK
RS1	DIAGRAM 956	1500	0.017	1/76	2.3	B1	NO	ROUTE FOR USE BY PEDAL CYCLES AND PEDESTRIANS ONLY
RS2	DIAGRAM 966	535 x 230	0.12	1/76	2.3	B1	NO	PEDAL CYCLISTS TO DISMOUNT AT THE END OF A CYCLE TRACK OR ROUTE
RS3	DIAGRAM 554	600	0.24m ²	1/76	2.3	B1	NO	ZEBRA CROSSING AHEAD

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KEY
PROPOSED ROAD SIGN

- GENERAL NOTES
- THIS DRAWING SHOULD NOT BE PRODUCED IN WHOLE OR PART WITHOUT THE WRITTEN CONSENT OF LINK ENGINEERING.
 - DO NOT SCALE FROM THIS DRAWING. UNITS ARE IN METRES UNLESS NOTED OTHERWISE.
 - THE CONTRACTOR IS TO CHECK ALL INFORMATION PROVIDED PRIOR TO COMMENCING WORKS AND SEEK CLARIFICATION FROM THE ENGINEER IN RESPECT TO ANY AMBIGUITIES FOUND.
 - ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
 - THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER SCHEME SPECIFIC DRAWINGS & SPECIFICATIONS.
 - BACKGROUND PLAN BASED ON TOPOGRAPHIC SURVEY DATA CREATED BY OTHERS AND SUPPLIED FOR THE PURPOSE OF CARRYING OUR ENGINEERING WORKS. WE CANNOT BE HELD RESPONSIBLE FOR THE CONTENT, COMPLETENESS AND ACCURACY PROVIDED TO US BY OTHERS. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.
 - TRAFFIC SIGNS AND ROAD MARKINGS TO BE IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORT LATEST TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD), TRAFFIC SIGN MANUALS (TSM) AND IN ACCORDANCE WITH THE LOCAL HIGHWAY AUTHORITY'S SPECIFIC REQUIREMENTS.
 - ALL TRAFFIC SIGNS AND ROAD MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH THE ADOPTING LOCAL HIGHWAY AUTHORITY'S DESIGN GUIDANCE WHERE APPLICABLE. LIGHTING SHALL BE DESIGNED TO BS 5489 AND BS EN 13201 FOR THE APPROPRIATE ROUTE CLASSIFICATION.
 - ALL SIGNS FOR ADOPTION MUST BE INSTALLED WITHIN HIGHWAY LAND OR LAND TO BE ADOPTED AS HIGHWAY, WITH ANY PART OF THE SIGN FACE NO CLOSER THAN 600mm FROM THE CARRIAGEWAY. NO PART OF ANY ROAD SIGN OR STREET NAMEPLATE SHOULD BE LOCATED OUTSIDE THE HIGHWAY BOUNDARY.
 - ALL EXISTING ROAD SIGNS, OTHER THAN THOSE SPECIFICALLY IDENTIFIED ON THESE DRAWINGS THAT CONFLICT WITH THE PROPOSED SCHEME ARE TO BE REMOVED AND RETAINED BY THE LOCAL AUTHORITY. ANY UNIDENTIFIED SIGN CONFLICTS ARE TO BE REPORTED TO THE ENGINEER.
 - EXISTING UTILITIES ARE TO BE ACCURATELY LOCATED PRIOR TO ERECTING SIGNS AND COLUMNS. WHERE THERE ARE SERVICES IDENTIFIED IN THE AREA OF WORKS THE CONTRACTOR MUST COMPLY WITH THE STATUTORY UNDERTAKERS REQUIREMENTS SUCH AS HAND DIGGING IN THE AREA.
 - THE CONTRACTOR IS TO MAKE APPLICATIONS TO THE LOCAL ELECTRICITY SUPPLIER FOR CONNECTION OF POWER TO COLUMNS, AND ALSO PROVIDE THE CABLE NETWORK TO ALL SIGNS. ALL ELECTRICAL DETAILS TO BE SUBMITTED TO THE OVERSEEING ORGANISATION FOR APPROVAL.
 - ALL ELECTRICAL WORKS TO BE IN ACCORDANCE WITH BS7671.
 - ALL EXISTING CARRIAGEWAY MARKINGS CONFLICTING WITH THOSE SHOWN SHALL BE MECHANICALLY REMOVED AS APPROPRIATE.
 - ALL PROPOSED LINES TO BE TIED IN TO EXISTING LINING.
 - ALL CARRIAGEWAY MARKINGS TO BE LAID IN REFLECTIVE THERMOPLASTIC MATERIAL WITH APPLIED GLASS BEADING IN ACCORDANCE WITH THE REQUIREMENTS OF BS EN1423 AND BS EN1424.
 - CARRIAGEWAY/FOOTWAY MARKING DETAILS:
(COLOUR)/DIAGRAM/NUMBER/MARK(mm)/GAP(mm)/WIDTH(mm)
 - ALL WARNING ROAD MARKINGS APPROACHING A REFUGE/ CENTRAL RESERVATION SHOULD BE INCLINED FOR ITS FULL LENGTH, TERMINATING IN A POSITION OFFSET 150mm FROM THE EDGE OF REFUGE.
 - AREAS OF SURFACE COURSE DAMAGED DURING MECHANICAL REMOVAL OF EXISTING LINES ARE TO BE MADE GOOD TO THE SATISFACTION OF OVERSEEING ORGANISATION.
 - THE EXACT POSITIONS OF SIGNS, STREET NAMEPLATES, ETC. SHALL BE CONFIRMED ON SITE WITH THE OVERSEEING ENGINEER.
 - ALL SIGNS TO HAVE CE MARKING REFERENCED ON THE REVERSE OF ALL SIGNS.
 - NO SIGNS SHALL BE REUSED WITHOUT THE APPROVAL OF THE OVERSEEING ORGANISATION.
 - SIGNS TO BE MANUFACTURED BY UKCA CERTIFIED MANUFACTURERS



P0	INITIAL ISSUE:	31.10.25	DK
Rev.	Amendments	Date	By
Revisions			
Client			
BARRATT HOMES David Wilson Homes NARRAG QUALITY LEADS			
Link ENGINEERING Find us @ www.linkeng.co.uk			
Project LE25181 CHERRYFIELD DRIVE			
Drawing CYCLE PATH SIGNAGE AND ROAD MARKINGS SHEET 2 OF 2			
Scale @ A1 1:500	Drawn DK	Checked TA	Rev P0