VIEWPORT 1

TS02 to be disconnected and removed by Prysmian.

TS03

TS02

TS01

BOL 1

Install a new NAL double-sided keep left retro-reflective bollard on existing central refuge (BOL 1).

No changes to be made to the existing lining and current traffic calming (chicane layout).

60.0m

165.0m

Replace illuminated bollards with NAL keep left retro-reflective bollards (NAL610) on central refuge - see Viewport 5 for key (BOL 2 & 3).

77.0m

40.0m

BOL 2 & 3

Prysmian to disconnect existing illuminated bollards on refuge.

85.0m

See Viewport 2

Ketley Bank

TS06a

Remove existing SLOW marking and install new SLOW marking in new position once cushion is installed.

TS06

TS07

115.0m

105.0m

Existing sign to be disconnected and removed by Prysmian (TS06).

Replace illuminated bollards with NAL keep left retro-reflective bollards on central refuge (NAL610) - see Viewport 5 for key (BOL 4 & 5)

Prysmian to disconnect existing illuminated bollards on refuge.

85.0m

See Viewport 3

82.0m

BOL 4 & 5

30.0m

Prysmian to disconnect and remove old hatpin stump on refuge.

112.0m

100.0m

70.0m

VIEWPORT 5

TS08

115.0m

101.0m

84.0m

80.0m

TS09

TS10

120.0m

58.0m

Ketley Bank

Notes:

1. To introduce a series of traffic calming measures along Bank Way and Greyhound Hill, as part of the Ketley Bank traffic calming scheme.
2. A total of 27no rubber bolt down cushions to be installed along the route, from the junction of Mossey Green Way to Greyhound Roundabout. Majority of cushions to be laid in pairs with the exception of 1no by the new priority give way system.
3. A total of 4no (2 sets of 2) rubber bolt down cushions to be installed along Mossey Green.
4. A total of 4no (2 sets of 2) rubber bolt down cushions to be installed along Fourth Avenue.
5. A priority give way system to be installed along Bank Way, in between Mullinder Drive and Rothesay Grove junction. Existing traffic calming chicane feature to be removed, including associated lining.
6. Alterations to be made to the bus layby near to Ryebank Close junction by reducing the length to allow other traffic calming features to be installed, plus the installation of a new footpath to tie in with existing.
7. Warning signs to also be installed - please refer to sign designs and post detail for further information on size of plates and mounting heights.
8. Exact location of features to be agreed on site by an engineer appointed by Telford & Wrekin Council.
9. All dimensions in millimeters unless otherwise stated.
10. Any conflicting road markings to be completely removed prior to installation of new lines, and new lining to tie into existing lines.
11. All diagram numbers refer to Traffic Sign Regulations and General Directions 2016.

KEY:

- New sign assembly
- Remove existing sign assembly
- New illuminated sign assembly (Prysmian)
- Replace existing sign assembly
- New double-sided keep left retro-reflective bollard (NAL) - refer to separate detail for further information.
- Replace illuminated keep left bollard for NAL socket retro-reflective (Prysmian) - refer to separate detail for further information.
- New Glasdon Neopolital 150 with 1 x 150mm and 1 x 20mm red/white retro-reflective bands - refer to Glasdon Socketed Bollards Installation/Operation Instructions.
- Street lighting column providing supply for illuminated sign (Prysmian)
- 1.6m x 2.0m Rediweld speed cushion bordered with 75mm white lining
- New footpath to be constructed using the following:
  - 100mm thick type 1 granular sub-base Clause 803
  - 60mm thick AC20 dense bin 100/150 Clause 906
  - 30mm thick AC6 dense surf 100/150 Clause 909
  - Edging kerbs (50mm x 150mm) - see standard detail HW/1.1.03
  - All to be laid and compacted in accordance with BS59497:2015, including the use of bond coat between all bound surfaces and vertical faces
- Existing footpath to be overlaid to tie in with new footpath construction as above
- Infill with concrete (brushed finish) in direction of fall to allow for run off.
- HB concrete kerbs
- 1m radius kerbs (internal/external)
- Electrical supply/ducting for illuminated priority give way sign:
  - 6mm 3 core SWA cable
  - Orange twin wall 63mm ducting
- New build out to be constructed using the following:
  - 60mm thick AC20 dense bin 100/150 Clause 906
  - 30mm thick AC6 dense surf 100/150 Clause 909
  - All to be laid and compacted in accordance with BS59497:2015, including the use of bond coat between all bound surfaces and vertical faces
- Realign gully lid
- Diag. 1003 - Give Way line - 600mm mark, 300mm gap & 200mm wide
- Diag. 1004 - Warning line - 4m mark, 2m gap & 100mm wide
- Diag. 1023 - Give Way triangle - 3.75m high
- Diag. 1024 - SLOW marking - 1.6m high
- Diag. 1025.4 - BUS STOP marking for layby - 1.6m high text
- Diag. 1040 - Hatched marking - 4m mark, 2m gap, 100mm wide with ancillary lines at 45 degrees, 150mm wide.
- Diag. 1040.2 - Hatched marking - 4m mark, 2m gap, 100mm wide with ancillary lines at 45 degrees, 150mm wide.
- Diag. 1040.4 - Hatched marking - 4m mark, 2m gap, 100mm wide with ancillary lines at 45 degrees, 150mm wide.
- Existing lining (grey) to remain.
- Diag. 1057 - Cycle symbol
- Diag. 1012.1 - Edge of carriageway line - 100mm wide

VIEWPORT 2

Refresh bus stop road markings.

To install new footway approx. 8.6m² and install approx 8.6m of edging kerbs.

1.60m

7.0m

BUS STOP

1.60m

6.90m

Internal 1m radius kerb

3.8m

External 1m radius kerb

8.60m

To overlay existing footway (approx. 8.5m²).

To build out existing bus layby using HB kerbs (saw cut and bedded in) and infill with concrete (brushed finish) in direction of fall.

Realign existing gully lid.

BANK WAY

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SCALE 1:200

VIEWPORT 3

Remove existing traffic calming feature (build-out, bollards and associated lining).

TS04

30.0m

70.0m

Build-out to be offset from existing kerb line by 1m and install cycle symbol.

7.0m

Col 264

TS05

Electrical supply for TS05 to come from nearby street lighting column (No.264).

BANK WAY

MULLINDER DRIVE

Remove existing traffic calming feature (build-out, bollards and associated lining).

SCALE 1:200

VIEWPORT 4

Install new priority give way build-out using HB kerbs and infill with tarmac, as per spec.

2.5m

2.0m

4.0m

Install 4no Glasdon Neopolital 150 bollards, as per spec.

SCALE 1:100

Issue	File Type	Destination	Date	Approved

Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved

a co-operative council

Telford & Wrekin COUNCIL

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Client: Telford & Wrekin Council

Project: Ketley Bank Traffic Calming

Drawing title: Speed cushions and priority give way
Location plan/general layout plan

Drawing status:

Scale	Date	Drawn by	Checked by	Approved by
A0	16/01/20	GW	RTB	AB

DO NOT SCALE FROM THIS DRAWING

Drawing number: NM19-08/DD/001 Rev: P1

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