

26-00 – Miscellaneous Items

26-01 Bollards for use in the Highway

- a. All bollard types and locations shall be agreed in writing by the Engineer before any work related to their installation commences. They shall be reflective. Unless agreed otherwise in writing by the Engineer the reflective material shall be red to the left of traffic and white to the right of traffic.
- b. Bollards shall be Passively Safe Bollards, NAL retention sockets may be required. The type and manufacturer shall be agreed in writing by the Engineer prior to any bollard installation works commencing on site. NYC use the socketed Glasdon type in a Manchester Neapolitan Victory or Admiral depending on the location.
- c. Removable bollards shall be used at Emergency Accesses. The type and location shall be agreed in writing by the Engineer prior to any bollard installation works commencing on site. Preferred is a Manchester type with a cover plate over the hole when the bollard is removed. The reflective band should be Red but Yellow may be permitted. A sample shall be provided for the Engineer if requested. Emergency Access Bollards shall be a padlock type with two sets of keys or a combination padlock and a cover plate. The keys / combination code shall be kept available on site once the bollards are installed and shall be handed to the Engineer on completion of the works on site.
- d. NYC may require Bollards for Islands to be illuminated. The Engineer's decision in writing on this matter is final. Where appropriate non- illuminated bollards shall be a Retroreflective Rebound-able / Self-Righting Bollards on a black body and shall have a blue circle with white arrow or Opal Face. NYC preferred type is the SPS 3Sixty bollard and shall have reflective front and back. NAL sockets are acceptable for islands.
- e. Where over-running of footways may occur the Engineer may request the use of Heavy Duty Bollards; they shall have reflective bands. The type and location shall be agreed in writing by the Engineer prior to any bollard installation works commencing on site. The reflective bands shall comply with paragraph 26-01a.

26-02 Obstructions and Loose Materials

- a. No obstruction shall be permitted within 450 mm of the carriageway, measured from the face of the kerb. Obstructions include walls, fences of any type, hedges or any other planting, bollards, cabinets and other street furniture.
- b. If there is no footpath, a Hard Margin shall be provided where there is an adjacent fence or wall.
- c. A Hard Margin may be required where Water stop tap or Meter Boxes are located at the back of a kerb.
- d. No obstruction shall be placed within a visibility splay except for those permitted by Section 3 or 7 of DMRB CD 123.

- e. No obstruction higher than 900 mm in height shall be permitted in a visibility splay. This includes the 2 m x 2 m visibility splays from all driveways.
- f. The siting of Street Nameplate Signs shall be agreed in writing by the Engineer prior to being installed on site. Where located within visibility splays, they shall not exceed 900 mm in height above the adjacent surface level.
- g. No gravel or other loose material shall be laid within 2.0 metres of any part of the adopted highway.
- h. There shall be no coping stones or other masonry or metalwork overhanging any part of the adopted highway. Any other obstructions overhanging any part of the adopted highway network shall be a minimum of 450 mm from the front face of the kerb. Canopies shall be a minimum of 450mm from the public highway. The clearance under any obstruction shall be a minimum of 2.1 metres above a footpath or footway and 2.4 m above a cycle path or cycleway.

26-03 Developer's Signs

- a. Temporary Development Signs in accordance with Chapter 8 of the Traffic Signs Regulations and General Directions (TSRGD) may be used. The sign layout, the number of signs and their location shall be approved in writing by the Engineer prior to any signs being installed on site. A Formal application for these signs should be made to the relevant Area Office prior to any works on site starting. The payment of all fees and charges in accordance with NYC's published charges will be the responsibility of the Developer.
- b. Temporary Development Signage to Diagram 2701 shall be kept to a minimum i.e. a maximum of 3 for each site or as directed by the Engineer. It is the responsibility of the Developer to erect, maintain and remove the signage.
- c. The directional signs shall preferably be installed on an existing post or lamp column (following approval from the Street lighting department). They must not be placed on a post which has an existing regulatory sign (i.e. speed limit, give way, one way, parking restriction etc.) The mounting height must be 1.8m over a verge, 2.1m above a footpath or 2.4m above a cycleway and fixed using stainless steel banding.
- d. The use of cable tied plastic or cardboard signs shall not be permitted under any circumstances within any part of the adopted highway.
- e. Any signs placed within the adopted highway without the formal written permission of NYC shall be considered illegal signs. Any such signs may be removed by NYC. In such circumstances, NYC may charge a fee for each sign removed in accordance with NYC's published fees.
- f. Housing Development Advertising / Marketing Signs and flags on or adjacent to the Adopted Highway will require Planning Permission from the Local Planning Authority.

26-04 Construction of Retaining Walls near the Highway

- a. The siting of any retaining walls shall be such that they avoid the angle of repose of fill supporting the highway or supporting materials adjacent to the highway.
- b. Any retaining wall located near any part of the adopted highway and retaining material 600 mm or more in height shall be classed as a "Structure". The design and detailing of Structures are subject to a formal approval process by NYC for which a fee is charged in accordance with NYC's published fees.
- c. The siting of foundations for adjacent structure or properties beneath the adopted highway may be permitted by NYC. The prior written approval of the Engineer shall be sought for any such foundations. Permission may be granted where it can be shown the foundation will not interfere with Statutory Undertakers' OR Street Lighting Apparatus. A commuted sum may be charged for such foundations.

26-05 Traffic Lights for Junctions and Pedestrian Crossings Including Pedestrian Railings

- a. Developers should note that NYC will only accept traffic signal installations by the following companies:
 - Swarco
 - Yunex Traffic
 - Telent
- b. Should a Developer need to switch off a permanent traffic signal installation that is maintained by NYC please inform the NYC Traffic Engineering Team in advance – Tel. 01609 780780 / Email: traffic.signals@northyorks.gov.uk . The Developer may arrange for the switch off with the signal's maintenance contractor, which is currently Dynniq – Tel, 0345 6031433 / Email: switchouts@dynniq.co.uk .
- c. Ducts for traffic signal cables shall be high density polyethylene, 100mm in diameter, orange in colour with a smooth bore. Ducts must have the text 'Traffic Signals' printed every 1 metre in length. The maximum bend in ducting should not exceed 45 degrees. Draw ropes shall be provided in the duct runs for pulling cables. The duct system is to be used exclusively for the traffic signals equipment and must not contain any other services. Ducting for electricity supplies and telecommunications shall be of the size and colour appropriate for the service. The ducts under the road shall have a concrete surround and shall have marker tape laid on top of the concrete.
- d. NYC may require a PSTN connection to the signals controller. The developer must ensure that the telecommunication cables are provided into a feeder pillar or access chamber that is positioned close to the controller cabinet.
- e. Tactile paving of the 'blister' type at signal-controlled pedestrian crossings must be red in colour and be set out in accordance with the national Guidance on the use of Tactile Paving Surfaces.
- f. Any pedestrian barrier railings required near a junction or crossing point shall be set back 450mm from the kerb face and be 1100 mm high. It shall have staggered palings to allow visibility through the fence e.g. Visirail. Railings must be hot dipped galvanised and be in its natural colour or be in a colour specified by NYC. If a colour is required

railings will be coated and not painted. The type, colour and position must be agreed by the Engineer before installation.

26-06 Road Restraint Systems (Safety Barriers)

- a. A road restraint system is a general name for vehicle restraint system or pedestrian restraint system used on the road.
- b. The requirements for these items are given in National Highways document CD 377.
- c. Safety barriers and vehicle parapets are designated vehicle restraint systems.
- d. The containment level and length of a vehicle restraint system required are given by the 'Road Restraints Risk Assessment Process' (RRRAP) software tool specified in CD 377.
- e. On application, the Council will determine the appropriate level of assessment i.e. The RRRAP or North Yorkshire Council's own vehicle restraint system assessment tool.
- f. Terminals shall be provided at each end of the safety barrier. For roads with a speed limit of 50mph or higher a class P4 energy impact absorbing terminal is required, otherwise a class P1 terminal may be provided.
- g. Only vehicle restraint systems listed in the latest publication of the National Highways EN 1317 'Compliant Road Restraint Systems' document will be permitted.
- h. All works must be carried out by fully qualified staff in accordance with Sector Schemes 2B and 5B and competent to do the works.
- i. Any design alterations to an existing system must be undertaken by an appropriately experienced designer. Any relaxations or departures from standard shall be submitted to and approved in writing by NYC prior to any works on existing Road Restraint Systems commencing on site. Failure to comply with this requirement shall result in NYC undertaking emergency remedial works which shall be recharged to the developer.

26-07 Bus Stops

- a. Bus stops should be considered in pairs on both sides of the road. The Engineer will confirm the circumstances where this is not the case. Drop crossing points should be provided adjacent to bus stops. These should be located in a safe location and be constructed in accordance with Standard Detail B3 or B4.
- b. Bus stops may require a Bus Shelter and the developer should consult the Engineer at an early stage to confirm any bus stop improvements.
- c. When a Bus Shelter is required, the developer will need to provide sufficient extra land to accommodate the Bus Shelter and provide a minimum 2.0 m wide footway past the shelter. The area of additional land will depend on the type of shelter to be installed

and shall form part of the land offered to North Yorkshire Council for adoption. Commuted Sum's will typically apply for Bus Shelters.

- d. Lighting for shelters in most cases can be provided from the nearest Street light, by means of laying a duct from the light to the electrical entry point on the shelter. The Developer must consult with NYC Road Lighting before starting the work.
- e. Each bus stop will require a 79 mm diameter post to be hot dip galvanised with a metal base plate and plastic cap to be installed for the Flag and Time Table to be fitted to, the location shall be towards the back of the footpath. The flag mounting height shall be 2.1m on a footway or 2.4m on a cycleway/shared cycle/footway or otherwise agreed with the Engineer.
- f. The Edging or Pin kerb will need to be raised to keep a 1 in 40 cross fall toward the carriageway.
- g. If the Bus stop is to have a layby for the bus to pull into, it shall comply with DMRB CD 169 Section 5 - Bus Lay-bys unless otherwise agreed with the Engineer prior to the works starting.
- h. The raised Bus stop kerbs shall be Kassel type only 160mm high type with transition unit at each end. (See clause 11-08 e)
- i. 'Real-time bus stop infrastructure shall be approved by the Engineer