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DO NOT SCALE FROM THIS DRAWING.
All measurements are in meters unless otherwise stated.

Signage to be agreed on site

Traffic Management Notes:

1) All temporary traffic management shall be in accordance with Chapter 8 of the Traffic Signs Manual 2016, Traffic Signs Regulations and General Directions 2013 and the Safety at Street Works and Road Works, A Code of Practice, 2013.

2) All temporary traffic management locations are indicative to help clarity and are subject to approval from the on site client.

3) All carriageway widths to be a minimum of 3.25m wide unless otherwise shown.

4) This drawing has been specifically prepared to meet the requirements of the named client and may contain design or innovative features which differ from conventional design standards.

5) Upon installation the TM Foreman is responsible for ensuring the design of the traffic management meets the on site requirements, Chapter 8 standards and any modifications as necessary.

Site location:		Shorncliffe Road, Folkestone Kent, CT20 2SF	
Phase		Phase 2D	
Traffic Management:		Narrow Lane & pedestrian management	
Authority:		Kent County Council	
Scale		Date	Drawn by
@A3		13/05/2025	SB
DWG no:	PHASE 2D - 4257 - Shorncliffe Jnc – New Footway Works		Checked By
Rev:	Description:		ZW
<div>KEY</div> <div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div>Traffic sign</div><div>Traffic cone</div><div>Diversion route</div><div>Closure area</div><div>Pedestrian Barrier</div><div>Temporary refuse island</div></div><div><div></div><div></div></div><div><div>Kerb hopper</div></div></div> <div><div>1) ALL SIGNS TO BE MINIMUM 750MM HIGH</div><div>2) SIGNS TO BE PRESTANDING SECURED USING SANDBAGS</div><div>3) ALL CONES TO BE 1M</div><div>4) TRAFFIC SIGNALS TO BE SET TO VEHICLE ACTIVATION</div><div>5) TEMPORARY RAMP TO BE INSTALLED WHERE PEDESTRIANS CROSS ONTO ROAD</div></div>			
CLIENT			
<div><div></div><div>Jackson</div><div></div></div>			

Shorncliffe Road junction
Phase 2D – New Footway
works

Shorncliffe Road Westbound using narrow lanes but capacity unaffected.

Bespoke access/delivery arrangements for adjacent properties throughout.