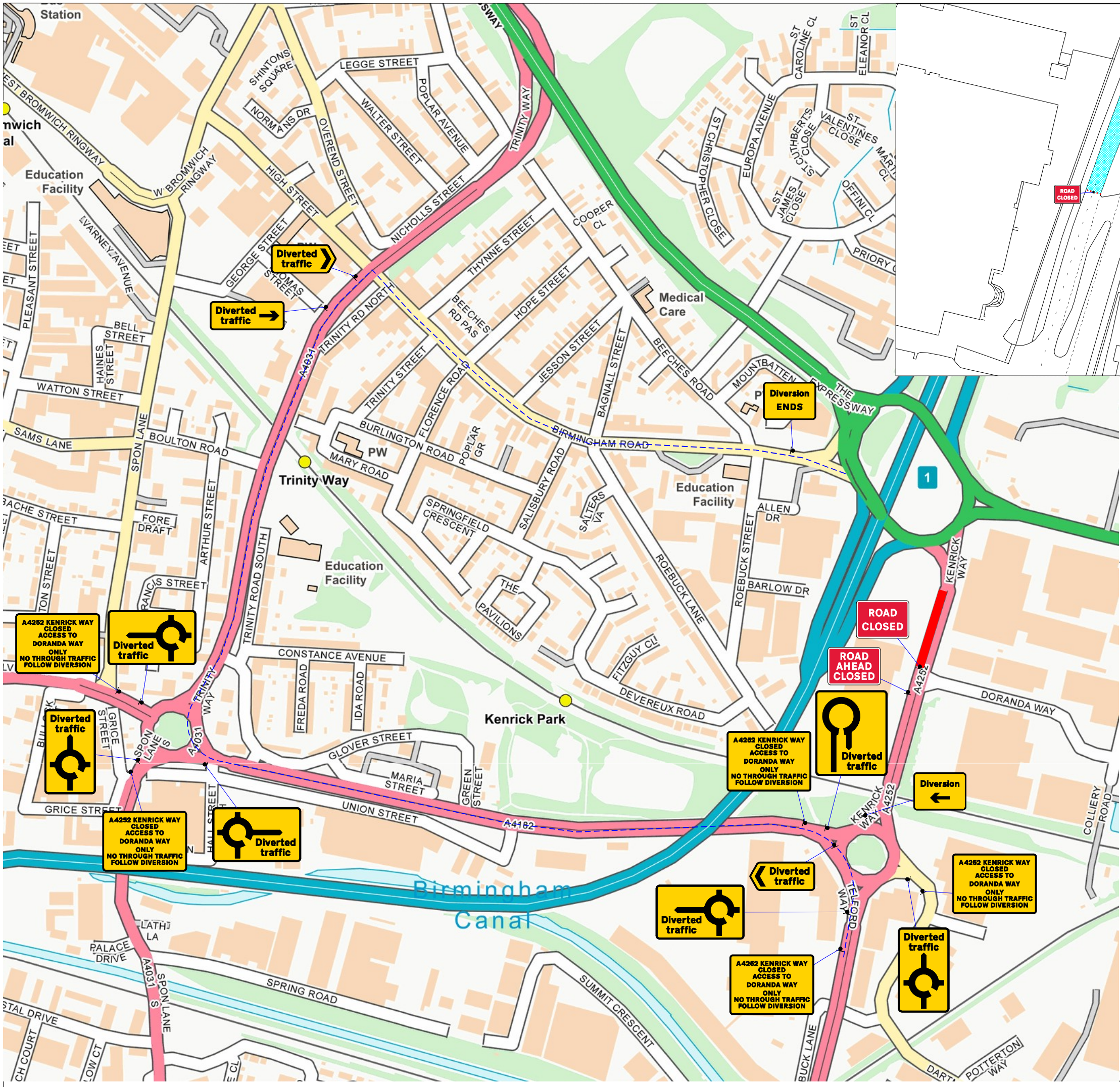
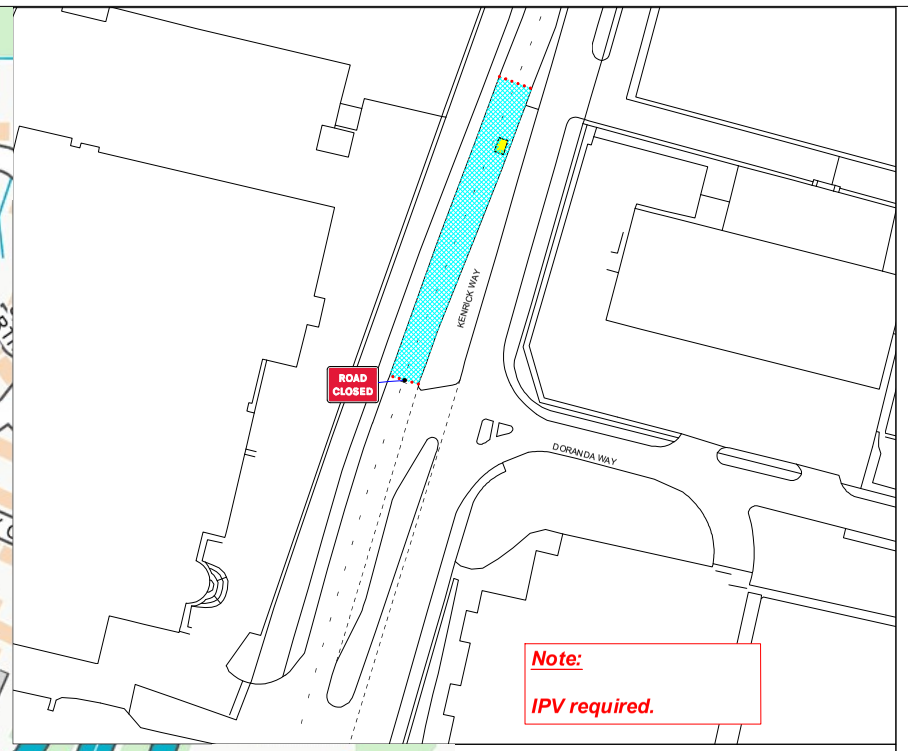
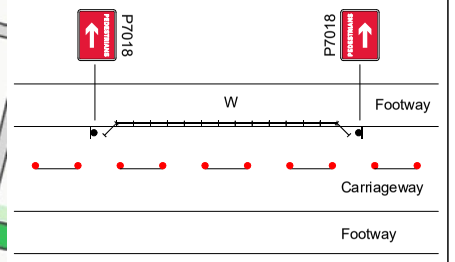




Note:

IPV required.

Layout P1
Footway unobstructed



Qty: 5 Ref: 13–9 Schedule 13 : Temporary Sign	A4252 KENRICK WAY CLOSED ACCESS TO DORANDA WAY ONLY NO THROUGH TRAFFIC FOLLOW DIVERSION
Qty: 1 Ref: 2702 Start of temporary diversion route	Diversion
Qty: 1 Ref: 2702 End of temporary diversion route	Diversion ENDS
Qty: 1 Ref: 2703 Direction of temporary diversion route from junction ahead	Diverted traffic
Qty: 1 Ref: 2704 Direction of temporary diversion route	Diverted traffic
Qty: 1 Ref: 2704 Direction of temporary diversion route	Diverted traffic
Qty: 2 Ref: 2706 Roundabout ahead leading to temporary diversion route	Diverted traffic
Qty: 2 Ref: 2706 Roundabout ahead leading to temporary diversion route	Diverted traffic
Qty: 1 Ref: 2706 Roundabout ahead leading to temporary diversion route	Diverted traffic
Qty: 1 Ref: 2706 Roundabout ahead leading to temporary diversion route	Diverted traffic
Qty: 1 Ref: 7010–FP–13–9 Nature of temporary hazard ahead – Road Closed	ROAD CLOSED
Qty: 1 Ref: 7010–FP–13–9 Nature of temporary hazard ahead – Road Ahead Closed	ROAD AHEAD CLOSED

Go Traffic Management

This drawing has been produced for a specific client & project identified below and is not intended for use by any other person or for any other purpose. © Go Traffic Management

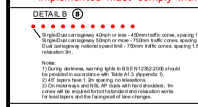
Risks

1. Design completed from information provided + google maps desktop risk assessment
2. Cone lamps must be used on all road with A speed limit of 40mph or more.

Notes

1. All signs as per Chapter 8. Distances between cones to be 9m maximum unless otherwise noted.
2. Distances between signs NOT to scale for purpose of clarity.
3. All sign placement subject to available safe working space.
4. The purpose of the Traffic Management Plan is for it to be used only as a guide and all traffic management equipment should be put out according to the 'Safety at Street Works and Road Works – Code of Practice', i.e. Red Book & the 'Traffic Signs Manual Chapter 8', i.e. Yellow Book.
5. Lane width past the works to be 3.5m maximum, 3.25m desirable minimum and 3.0m absolute minimum.
6. Stop & Go boards must be available and utilised in the event of permanent signal failure in accordance with Code of Practice.
7. Signs must be placed in accordance with TSM and the scheme RAMS pack.
8. Site conditions may have changed since the design of the drawing any changes which subsequently affect the design need to be reported by the Traffic Management Operative & any changes implemented must comply with Chapter 8.

DETAIL B



Key

Sign position and aspect of vision	Work Space
Diversion Route 1	Work area
No Parking Cones	

WRITTEN DIVERSION ROUTE

A4252 <> A4182 <> A4031 <> High St

Traffic Management must comply with The Safety at Street Works and Road Works Code of Practice

ROAD SPEED

30

CROSS SECTION

DO NOT SCALE FROM THIS DRAWING.		Road Closure
A	13/03/25	AS DRAWN
REV.	DATE	DESCRIPTION

GTM
Go Traffic Management

Head Office: Go Traffic Management,
Chaddock Lane, Worsley, Manchester, M28 1XW

Tel: 0161 351 5370

www.gtm.co.uk

CERTIFIED LR ISO 9001 · ISO 14001 OHSAS 18001

TRAFFIC MANAGEMENT PLAN

Client: Customer Solutions Plus

Drawing Number: 1327322.002

Drawing Title:
Kenrick Way,
Smethwick,
Sandwell,
B71 4EA

	Design:	Technical Officer:	REV:
Name:	Prince Ndlovu		A
Signature:	P.Ndlovu		
Date:	13/03/25	13/03/25	

BASED UPON THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF H.M STATIONERY OFFICE.