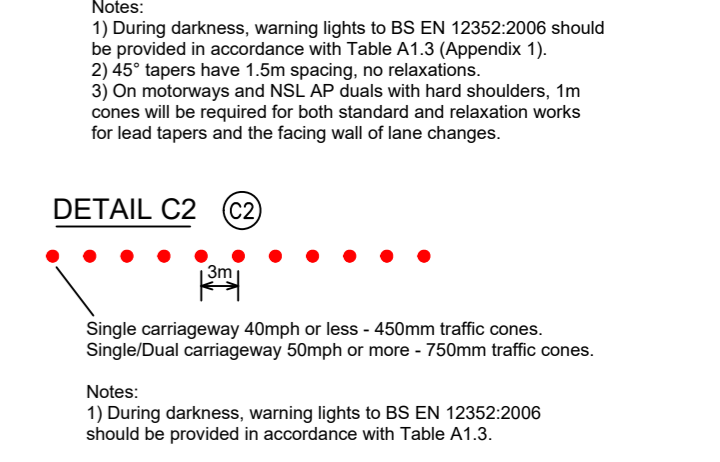
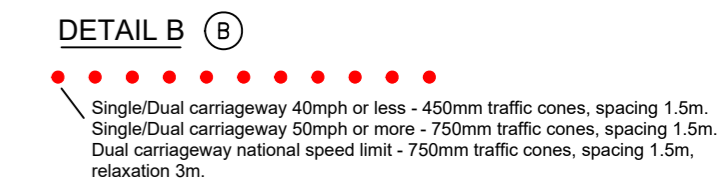




- NOTES**
- All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
  - Maximum distance between any two temporary traffic signals to be 240m. Minimum distance between any two temporary traffic signals to be 30m.
  - Temporary traffic signals shall not occur within 150m of an existing level crossing. The Engineer shall consult with the authority responsible for any of these types of facility prior to traffic management being installed in adjacent areas.
  - Coning shall be installed at 45° to the edge of carriageway, as generally indicated.



**KEY**

- Cone
- Works Area
- Safety zone
- Sign
- Diversion Route
- Road Closure
- Pedestrian Barriers
- No Parking Cones



Client **openreach**

Works access/ works exit to be risk assessed on site for suitability of location **WORKS ACCESS WORKS EXIT**

Drawing No

GRID REF AND ADDRESS:  
 67-1900-0005667-  
 WGMLHP9M-CHADDESLEY  
 CORBETT-51-4000, 388484,  
 272733, The Old Mill Kidderminster  
 Worcestershire DY10 4RE

TM Type  
**ROAD CLOSURE DIVERSION**

|                   |                  |                  |
|-------------------|------------------|------------------|
| Design: A.WAGJIAN | Drawn: A.WAGJIAN | Chkd: A.WAGJIAN  |
| Date: 30/10/2025  | Date: 30/10/2025 | Date: 30/10/2025 |
| Scale: NTS        | Status: DRAFT    |                  |

**This road will be CLOSED**  
 Advance warning signs to be installed prior to installation of closure.

**ROAD CLOSURE:**

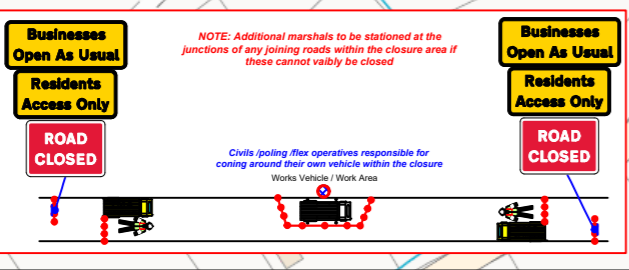
**NOTES**

- All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
- All traffic management equipment shall be provided by the Contractor, unless otherwise specified.
- All signs shall be positioned so as not to be obscured by any other objects and shall not obstruct any other signs, permanent or temporary as much as is reasonably practicable.
- All traffic signs shall meet the reflectorisation requirements of BS 6753 Part 6: 1993, Table 1.
- Works Access/Egress to be positioned to suit ongoing works.

**NOTE**

Diversion to be driven prior to the road closure being installed.

Plans for any road closure should be discussed by the designer with the police and any relevant Highways Authorities, if traffic is being diverted on to their network.



| City   | Ref            | Description  | Sign                    |
|--------|----------------|--|-------------------------|
| City 2 | Ref: 13-9-RCAG | Road Closed Access Only                                    | ROAD CLOSED ACCESS ONLY |
| City 2 | Ref: 2702      | End of temporary diversion route                           | Diversion ENDS          |
| City 1 | Ref: 2702      | Start of temporary diversion route                         | Diversion ←             |
| City 1 | Ref: 2702      | Start of temporary diversion route                         | Diversion →             |
| City 2 | Ref: 2703      | Direction of temporary diversion route from junction ahead | ← Diverted traffic      |
| City 2 | Ref: 2703      | Direction of temporary diversion route from junction ahead | Diverted traffic →      |
| City 2 | Ref: 2703      | Direction of temporary diversion route from junction ahead | ↑ Diverted traffic      |
| City 2 | Ref: 2704      | Direction of temporary diversion route                     | ← Diverted traffic      |
| City 2 | Ref: 2704      | Direction of temporary diversion route                     | Diverted traffic →      |
| City 2 | Ref: 2704      | Direction of temporary diversion route                     | ↑ Diverted traffic      |
| City 2 | Ref: 2704      | Direction of temporary diversion route                     | ↓ Diverted traffic      |
| City 2 | Ref: 2704      | Direction of temporary diversion route                     | ROAD CLOSED             |

USRN: 45700291