

INTERIM ADVICE NOTE 71/06

MARKER POSTS ON LAY-BY SEGREGATION ISLANDS

This advice is to inform maintaining organisations, design organisations and contractors of an amendment to the requirements for installation of marker posts on lay-by segregation islands and the action they need to take.

The following standard is amended by this IAN: TA 69/96 The Location and Layout of Lay-bys.

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1 Introduction

1.1 Advice on the location and layout of lay-bys is given in the Design Manual for Roads and Bridges Advice Note TA 69/96. Type A lay-bys and Type A Modified lay-bys have a segregation island that separates main line traffic from parked vehicles. To ensure that segregation islands are sufficiently conspicuous, TA 69/96 recommends standard reflector posts are placed at 1.2m to 1.5m centres along the island. These posts carry a sign to diagram 560 or 561 of the Traffic Signs Regulations and General Directions (TSRGD), delineating the edge of carriageway or obstruction near that edge. TSRGD directs that diagrams 560 or 561 shall be so placed that the top of the sign is not less than 550 nor more than 1000 millimetres above the surface of the adjacent carriageway.

1.2 A review of TA 69/96 is in progress and following this review TA 69/96 is to be replaced by a new DMRB standard on the Location and Layout of Lay-bys and Rest Areas and this will include new requirements on the use of marker posts on segregation islands.

1.3 This instruction is being issued in advance of publication of the new lay-by standard and will be applied retrospectively to existing lay-bys with segregation islands and any new lay-bys with segregation islands that are currently being designed or constructed.

2 Implementation

2.1 The new requirement is as follows:

“Collapsible marker posts with a red reflector to Diagram 560 or Diagram 561 of the TSRGD may be installed along the lay-by segregation island to increase conspicuity. Where installed they must be at centres not less than 4.5 metres. Either a single marker post or a cluster of three posts may be used near the leading edge of the island dependent on width. The height of the top of each post above the surface of the adjacent carriageway must not exceed 0.6m, to avoid obscuring visibility.”

2.2 Maintaining Organisations must identify lay-bys with segregation islands that already have marker posts installed that do not comply with the new requirement, and report to the Overseeing Organisation with an estimate of the cost of meeting the new requirement. Maintaining Organisations will then be required to prepare schemes for implementation of this work. The schemes must be completed by 31st March 2009. **No action is required at existing lay-bys with segregation islands that currently have no marker posts.** At existing lay bys with marker posts at centres exceeding 4.5m, it is acceptable to retain the wider spacing.

2.3 Design Organisations currently designing a scheme involving a lay-by must, with immediate effect delete the final sentence of TA 69/96 paragraph 4.11 and replace it with the new requirement given above and the design must be amended accordingly. This also applies to schemes under construction, which must be amended on-site if they do not comply with the new requirement.

3 Enquiries

3.1 Queries relating to this IAN should be addressed to Ian Sandle, SSR Safe Road Design Team, Room 3C, Federated House, Dorking.