



THE HIGHWAYS AGENCY

TA 61/94



THE SCOTTISH OFFICE DEVELOPMENT DEPARTMENT



THE WELSH OFFICE  
Y SWYDDFA GYMREIG



THE DEPARTMENT OF  
THE ENVIRONMENT FOR NORTHERN IRELAND

# Currency of the Traffic Signs Manual

**Summary:** This Advice Note describes the status of the individual constituent Chapters of the Traffic Signs Manual, and draws attention to sections which have been superseded by later guidance.

Instructions for Use:

This is a new document to be incorporated into the Manual.

1. Remove TD 29/87 which has been superseded by Chapter 8 of the Traffic Signs Manual and archive as appropriate.
2. Insert TA 61/94 into Volume 8 Section 2.
3. Archive this sheet as appropriate

Note: The new contents pages for Volume 8 dated February 1994 are available with TD 38/94.

**REGISTRATION OF AMENDMENTS**

Amend No	Page No	Signature & Date of incorporation of amendments	Amend No	Page No	Signature & Date of incorporation of amendments

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<b>VOLUME 8</b>	<b>TRAFFIC SIGNS AND LIGHTING</b>
<b>SECTION 2</b>	<b>TRAFFIC SIGNS AND ROAD MARKINGS</b>

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**PART 2**

**TA 61/94**

**CURRENCY OF THE TRAFFIC SIGNS MANUAL**

**Contents**

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1. The Traffic Signs Manual
2. References
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Annex A	History of the TSM
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# 1. THE TRAFFIC SIGNS MANUAL

## Scope

1.1 This Advice Note details the revised structure of the Traffic Signs Manual (TSM), and provides guidance on the current status of all chapters.

1.2 This Advice Note brings into effect all the amendments to the TSM detailed in Annex A, paragraph A.6 and in Annex B. The amendments to Chapter 8 in paragraph B.4 of Annex B have not been published previously.

## Implementation

1.3 This Advice Note should be used forthwith on schemes for the maintenance, improvement or construction of trunk roads, including motorways, currently being prepared or under construction provided that, in the opinion of the Overseeing Department, its use would not result in significant extra expense or delay. Maintenance Agents and other

Design Organisations should confirm its application to particular schemes with the Overseeing Department.

## New Arrangement of the TSM

1.4 The TSM has now been replanned as an eight chapter publication. The new chapters will be as shown in Table 1.

1.5 The new Chapter 8 was published in May 1991, and the current fourth impression was produced in 1993. The remaining seven new chapters will begin to appear from 1994 onwards.

## Current Composition of the TSM

1.6 A number of corrections have been made to Chapter 8 since initial publication. These, and a list of publications superseded by it, appear at Annex B and C respectively.

New Chapter	Title	Incorporating Old Series Chapters
1	Introduction	1, 14
2	Directional and Informatory Signs for Motorways and All-purpose Roads	2, part of 6
3	Regulatory Signs	3, parts of 9, 10
4	Warning Signs	4, parts of 9, 10
5	Road Markings	5, part of 6
6	Illumination and Reflectorisation	6, 11, part of 13
7	Design and Mounting of Signs	part of 13
8	Traffic Safety Measures and Signs for Road Works and Temporary Situations	7, 8 and part of 2

Table 1: New Arrangement of the TSM

1.7 Until the new Chapters 1 to 7 are published, the existing individually-bound chapters as detailed below, together with the new Chapter 8 (Ref 1) constitute the current Traffic Signs Manual:

Chapter 1 (1982) (Ref 2)

Chapter 3 (1986) (Ref 3)

Chapter 4 (1986) (Ref 4)

Chapter 5 (1985) (Ref 5)

Chapter 14 (1977) (Ref 6)

subject to the qualifications set out in Annex A, paragraph A.6. All other chapters are to be considered obsolete (see Annex A, paragraph A.3).

## 2. REFERENCES

1. Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Road Works and Temporary Situations. HMSO 1991 (4th Impression 1993).
2. Traffic Signs Manual Chapter 1: Introduction HMSO 1982.
3. Traffic Signs Manual Chapter 3: Regulatory Signs. HMSO 1986.
4. Traffic Signs Manual Chapter 4: Warning Signs. HMSO 1986.
5. Traffic Signs Manual Chapter 5: Road Markings. HMSO 1985.
6. Traffic Signs Manual Chapter 14: Miscellaneous Matters Including Administration and Procedure.HMSO 1977.
7. TD 25/86 Trunk Roads and Trunk Road Motorways. Maintenance of Traffic Signs.(DMRB 8.2)
8. TA 58/92 Traffic Signs and Road Markings for Lane Gains and Lane Drops on All-purpose Dual Carriageway and Motorway Trunk Roads. (DMRB 8.2.1)
9. The "Pelican" Pedestrian Crossings Regulations and General Directions 1987: SI 1987 No 16. HMSO
10. The (Pelican) Pedestrian Crossings Regulations (Northern Ireland 1989): SR No 145. HMSO
11. TA 52/87 Design Considerations for Pelican and Zebra Crossings. (DMRB 8.5)
12. TD 28/87 Pedestrian Crossings: Pelican and Zebra Crossings. (DMRB 8.5)
13. CR 1/87 Pelican Crossing Regulations 1987. DOT 1987.
14. WO 6/87 Pelican Crossing Regulations 1987. The Welsh Office 1987.
15. The Road Traffic Regulation Act 1984. HMSO 1984.
16. Highways Act 1980. HMSO 1980.
17. The Traffic Signs Regulations and General Directions: SI 1981 No 859. HMSO [N.B. Likely to be superseded by a revised edition in 1994]  
The Traffic Signs Regulations (NI) 1979.
18. British Standard BS 873: Road Traffic Signs and Internally Illuminated Bollards. British Standards Institution.  
Part 1 - 1983  
Part 2 - 1984  
Part 3 - 1980  
Part 4 - 1987  
Part 5 - 1983  
Part 6 - 1983  
Part 7 - 1984  
Part 8 - 1985
19. EN 45000 Series:General Criteria for Testing, Certification and Accreditation. British Standards Institution.
20. TA 11/81 Traffic Surveys by Roadside Interview. (DMRB 5.1)
21. TA 19/81 Reflectorisation of Traffic Signs. (DMRB 8.2)
22. HA 15/82 Use of Motorway Hard Shoulders as Running Lanes. (DMRB 7.1)

### 3. ENQUIRIES

All technical enquiries or comments on this Advice Note should be sent in writing as appropriate to:-

Head of Network Management  
Driver Information Division  
The Department of Transport  
2 Marsham Street  
London SW1P 3EB

R M KIMBER  
Head of Network Management  
Driver Information Division

The Deputy Chief Engineer  
The Scottish Office Industry Department  
Roads Directorate  
New St Andrew's House  
Edinburgh EH1 3TG

J INNES  
Deputy Chief Engineer

Head of Roads Engineering (Construction) Division  
Welsh Office  
Y Swyddfa Gymreig  
Government Buildings  
Ty Glas Road  
Llanishen  
Cardiff CF4 5PL

B H HAWKER  
Head of Roads Engineering  
(Construction) Division

Assistant Chief Engineer (Works)  
Department of the Environment for  
Northern Ireland  
Clarence Court  
10-18 Adelaide Street  
Belfast BT2 8GB

D O'HAGAN  
Assistant Chief Engineer (Works)



# HISTORY OF THE TSM

A.1 The original Traffic Signs Manual was published in separate chapters as loose-leaf publications for insertion into the dark green Traffic Signs Manual binder. The first chapters appeared in April 1965.

A.2 Though it was intended to comprise fourteen chapters in all, Chapters 2, 6 and 10 were never published. The other eleven chapters have long been out of print. Though some of the advice contained is still relevant today, the bulk of it has either been superseded by later guidance, or is now seriously out of date.

A.3 The loose-leaf version of the manual should therefore be regarded as obsolete in its entirety. No reliance can be placed upon its guidance.

A.4 The intention had been to update Traffic Signs Manual by re-printing individual pages as required. However, it proved impracticable to maintain the manual in this way, and it was decided in 1977 to re-write each chapter as a whole when revision became necessary, re-publishing these in individually-bound (glossy) format.

A.5 In the event, only Chapters 1, 3, 4, 5 and 14 were in fact published in the revised format. The most recently revised versions are:

Chapter 1	1982 (superseding 1977 edition) (Ref 2)
Chapter 3	1986 (Ref 3)
Chapter 4	1986 (superseding 1979 edition) (Reprinted with amendments 1993) (Ref 4)
Chapter 5	1985 (superseding 1980 edition) (Ref 5)
Chapter 14	1977 (Ref 6)

A.6 Several of these are due for revision, or have been superseded in part by later advice, or contain minor errata:

Chapter 1:	1.73-1.76. Advice on sign maintenance has been superseded by TD 25/86 (DMRB 8.2) (Ref 7)
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Chapter 4: 4.110. The last sentence should read "When mounted on a post, the post should be not less than 100mm in width ..."

Chapter 5: Sections 7 and 8. Longitudinal Markings. TA 58/92 (DMRB 8.2.1) (Ref 8) represents current advice on markings for lane gains/lane drops.

Section 14. Pedestrian Crossings and Zig-Zag Markings. The requirements for marking Pelican crossings were varied by the "Pelican" Pedestrian Crossings Regulations and General Directions 1987: Statutory Instrument No 16 (Ref 9), and The (Pelican) Pedestrian Crossings Regulations (Northern Ireland) 1989 (Ref 10). TA 52/87 (DMRB 8.5) (Ref 11), TD 28/87 (DMRB 8.5) (Ref 12) and Circular Roads 1/87 (Ref 13) (Welsh Office WO 6/87) (Ref 14) refer.

Chapter 8: See Annex B.

Chapter 14: The Road Traffic Regulation Act 1967 has been superseded by RTRA 1984 (Ref 15). The Highways Acts 1959 and 1971 have been consolidated into HA 1980 (Ref 16). References to "The Traffic Signs Regulations and General Directions 1975", should be interpreted as referring to "The Traffic Signs Regulations and General Directions 1981" or in Northern Ireland to "The Traffic Signs Regulations (NI) 1979". (Ref 17), and references to BS 873:1973, should be considered to refer to the relevant parts of BS 873 (Ref 18). Sections 6 and 7 dealing with financial arrangements and tendering procedures, and Appendices I to V are all unreliable to varying degrees. Advice should be sought from NGAM or DPU in cases of doubt, relating to Sections 6 or 7

**Annex A**

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respectively. References to "The Regional Controller (R & T)" or "The Appropriate Director (Transport)" or "The Regional Office of the Department of Transport", should be interpreted as referring to:

**In England**

The Directors, Network Management and/or Construction, as appropriate for the Region concerned.

**In Wales**

The Director of Highways, Welsh Office Highways Directorate.

**In Scotland**

The Director of Roads, The Scottish Office Industry Department.

**In Northern Ireland**

The Director of Roads Service, Department of the Environment (Northern Ireland).

# AMENDMENTS TO CHAPTER 8 OF THE TSM

## B.1 CORRIGENDA INCORPORATED IN THE SECOND IMPRESSION

the notes connected with the initial 50mph signs have been amended to "Repeat at 350 m intervals on alternate sides".

### Volume 1

Page 12, top left hand corner of figure:

the symbol indicating position of "Diversion end" as been rotated through 180° to face traffic leaving the area.

Page 18, Clause 2.3.7.6, line 3:

the statement "(0.50 m for roads having a speed restriction of 40 mph or less)" has been inserted after the word "carriageway".

Page 33, Fig 2.5:

the uppermost dimension has been amended to "0.50 m (1.2 m)".

In the following clauses the dimension "0.45 m" has been amended to "0.50 m":

Page 32, Clause 2.5.3.3, 4th line;

Page 88, Clause 5.2.3.1, in 1st and 2nd sub-paras;

Page 91, Clause 5.3.2.1, in 3rd sub-para and;

Page 92, Clause 5.3.3.6, in 3rd sub-para.

Layout 27, primary carriageway:

the 400 yds distance plates (WBM 951.1) at 732 and 549 metres before the first datum have been changed to "800 yds" and "600 yds" respectively.

Layout 33, the following amendments have been incorporated on the secondary carriageway:

the reference "G", of the buffer zone between the contraflow lanes, has been changed to "H" and; at the left of this carriageway and 200 metres before the second datum, the arrow of the WM 610 sign has been re-orientated to point in the same direction as all other WM 610 signs on the left of the carriageway.

Layout 34, secondary carriageway:

the reference "A", given to the buffer zone between the contraflow lanes has been changed to "H".

### Volume 2

Layout 21, right hand side of secondary carriageway:

the initial 50 mph sign has been re-orientated to face oncoming traffic.

Layouts 21, 31 and 32, left hand side of secondary carriageway:

corrected to show the red circle on the initial 50 mph sign.

Layouts 20, 21, 22, 29, 30, 31, 32, 33, 34 and 35, both carriageways:

**B.2 CORRIGENDA INCORPORATED IN THE  
THIRD IMPRESSION**

4th Throwout:

the background colour of sign WBM 351 (P7015) has been amended to red.

**Volume 1**

Page 29, Fig 2.3:

the right hand arrow head of the dimension line indicating the 'Minimum lateral clearance' has been extended to the right to indicate the outside of the cones and not their centres.

Page 33, Fig 2.5:

the right hand arrow of the pair of arrows indicating the width of '1.2 m' for the 'Safety Zone' has been moved to the right to indicate the outside of the cones and not their centres.

Page 45, Clause 3.2.7.3:

a new paragraph has been established for this clause because it was hidden within Clause 3.2.7.2.

Page 79, Clause 4.3.9.1, first line:

"Figure 4.3" has been corrected to "Figure 4.4".

Page 85, Clause 4.5.8.1, last line:

the squared power in "0.75 mm<sup>2</sup>" has been corrected.

Appendix 6:

The minus sign had been missing from beneath the plus sign and has now been added for the tolerance in the following clauses of Appendix 6:

Page 123, Clause 26, lines 4 and 6;

Page 124, Clause 35, line 3 and;

Page 126, Clause 46, line 2.

Page 136, Table D:

in the two columns under the heading "Diagram Numbers" the four references to "WM 572 (P572)" have been amended to read "WBM 951.1 (P7271)". These were at locations 800 yds, 600 yds, 400 yds and 200 yds.

**Volume 2**

Layouts 6, 7, 8, 11, 12 and 13:

in the 'Distance from Datum in metres' columns, at both ends of each layout, the distances 90, 60 and 30 of the three initial signs have been amended to 360, 240 and 120 respectively. Also the distance plate beneath each initial WM564 sign has been amended to indicate "400 yds".

Layouts 11, 12, 13 and 14:

in all instances where the sign number "WBM 858.4" was given in the side columns of these layouts it has been amended to read "WM 858.1". This occurred at two places on Layouts 11, 12 and 13, and at four places on Layout 14.

Layouts 27, 29 and 31 - Primary Carriageway:

reference 'C' situated almost in line with the second datum has been amended to read 'F'.

Layout 30 - Primary Carriageway:

references have been amended as follows:  
initial taper of cones reference 'F' amended to 'E'; and

longitudinal coning reference 'E' following initial taper amended to 'F'.

Layout 32:

reading from left to right the lettered references have been amended to read as follows:

Top (Secondary) carriageway - E, A, F, E, H, E, F, B; and

Bottom (Primary) carriageway - F, C, E, C, E, F, G, A, E

**B.3. CORRIGENDA INCORPORATED IN THE  
FOURTH IMPRESSION**

**Volume 1**

Page 2, Paragraph 1.2.3 has been replaced by the following:

"1.2.3 Traffic signs and other apparatus for the control of traffic must conform to the Traffic Signs Regulations in force at the time of the works. Any requirement for goods or materials to comply with a specified standard shall be satisfied by compliance with:

- (i) a relevant standard or code of practice of a national standards body or equivalent body of any Member State of the European Community

or

- (ii) a relevant international standard recognised for use in any Member State of the European Community

or

- (iii) a relevant specification acknowledged for use as a standard by a public authority of any Member State of the European Community

or

- (iv) traditional procedures of manufacture of any Member State of the European Community where these are the subject of a written technical description sufficiently detailed to permit assessment of the goods or materials for the use specified

or

- (v) a specification sufficiently detailed to permit assessment for goods or materials of an innovative nature or subject to innovative processes of manufacture and which fulfil the purpose provided for by the specified standard

provided that the proposed standard, code of practice, specification or technical description provides, in use, equivalent levels of safety, suitability and fitness for purpose. Any reference in this chapter to a British Standard (BS) or Statutory Instrument (SI) shall be taken to mean the specified edition or the current edition if the one specified has been revised and

amended. A list of the specified British Standards and Statutory Instruments is given in Appendix 1."

Page 26, Paragraph 2.3.15.2 has been amended to read as follows:

"2.3.15.2 The signing arrangements required to operate two-way traffic on motorways are illustrated on Layouts 29, 30, 31, 32, 33, 34 and 35 (dual three-lanes) and Layouts 20, 21 and 22 (dual two-lanes). It should be noted that the layouts illustrated are specifically for motorways. If contraflow working is to be introduced on an all-purpose dual carriageway road then it will be necessary to take into account the interaction with pedestrians, and the proximity of other roads/accesses. See also paragraph 2.3.15.4 and 3.2.16.3."

Page 27, the following new Paragraph 2.3.15.4 has been added:

"2.3.15.4 Additional signs may be necessary, particularly in urban areas, to inform pedestrians of unusual or changed traffic movements. Engineers should consider if barriers should be used to restrict crossing points and if additional signing is necessary to warn pedestrians of changed traffic movements. If two way working has been introduced on a former one-way street then 'PEDESTRIANS LOOK BOTH WAYS' signs will be a minimum additional requirement. Carriageway markings should also be amended where appropriate and consideration should be given to the need for 'LOOK LEFT' or 'LOOK RIGHT' markings to warn pedestrians that traffic may be approaching from an unexpected direction."

Page 50, the following new Paragraph has been added:

"3.2.16.3 The need for signing and guarding for pedestrians should be assessed where a contraflow is to be introduced on an all-purpose dual carriageway road, particularly in an urban area. See paragraph 2.3.15.4."

Page 51, Clause 3.2.19.3 has been amended to read:

"Signs to WBM 293.3-.7 (P7250-7254) ..."

Page 79, the following has been added to the end of Paragraph 4.4.1.1:

"If contraflow working, as shown on Layouts 20 to 22 and 29 to 35, is introduced on an all-purpose dual

carriageway road then it will be necessary to take into account the interaction with pedestrians and the proximity of other roads/accesses. See also paragraphs 2.3.15.4 and 3.2.16.3."

Page 98, Clause 6.6.1.2, penultimate line:

"Diagram 504" has been amended to read "Diagram 564".

Page 123, Paragraph 17 and 18 of Appendix 6 have been replaced by the following:

"17. Where testing is carried out in a Member State of the European Community such tests shall be undertaken by an appropriate organisation offering suitable and satisfactory evidence of technical and professional competence and independence. This condition shall be satisfied if the organisation is accredited in a Member State of the European Community in accordance with the relevant parts of the EN45000 series of standards (Ref 19) for the tests carried out. Where FTDs are accepted on the basis of an equivalent standard, code of practice, specification or technical description as provided for in Clause 1.2.3, testing and sampling as specified in or applicable to such an equivalent standard, code of practice, specification or technical description is accepted and shall be substituted for those specified in this Appendix. In judging the suitability of such FTDs account will be taken of the need on safety grounds to present consistent visual information to users of the highway throughout the UK.

18. The Contractor shall submit to the Engineer:

\*a copy of a test certificate confirming that samples of the identical type of FTD as those to be used in the Works and supplied as FTDs under the Contract, have been tested and found to comply with sub-clauses 1 to 16 of this Clause and;

\*certification substantiating that at least one in every 500 of any batch of FTDs to be used in the Works has passed the tests described below."

### **Volume 2**

Key to Symbols and Details Sheet: in Detail E (Method E2), Detail G (Method G1), Detail H and Detail J (Method J2), the reflectors of the temporary road studs specified as "undirectional" have been corrected to read "unidirectional".

Layout 1: in the right-hand illustration, a pointed taper of traffic cones has been added on the left of the works, this taper being identical to the one on the right.

Layout 16: at distance "1610" from Datum, diagram number "WM 572" has been amended to read "WM 571".

Layout 33: On the secondary carriageway, 200 metres before the second datum, the WM610 signs are wrongly orientated in some copies. The arrow on the left of the carriageway should point downwards to the right, and the arrow on the right, downwards to the left, i.e. in the same direction as other WM610 signs on the same side of the carriageway.

Layout 35: on the Primary Carriageway, at the bifurcation of a slip-road, circular sign No "WM 611", has been replaced by a new direction sign bearing an arrow (pointing upwards to the left), route number and border, in black on a yellow background.

**B.4 FURTHER AMENDMENTS TO BE INCORPORATED**

**Volume 1**

Page 17

The following new clauses should be added:

"2.3.6.4 Markings should be renewed or relaid as soon as possible after resurfacing or on the completion of roadworks which may have interfered with them. Ideally the restoration of permanent markings should be made obligatory under the terms of the roadworks contract. Where it is not possible to restore them immediately in permanent materials, a temporary marking should be used, particularly at sites such as road junctions where the absence of the marking is likely to give rise to dangerous conditions. Arrangements should be made to protect road studs during surface dressing operations.

2.3.6.5 Where it is not possible to provide temporary road markings drivers should be informed of their absence by means of advance warning signs. On lengths of road where lane lines or centre of carriageway lines have been removed the sign bearing the legend "NO ROAD MARKINGS FOR X MILES" should be used with the appropriate distance inserted. At junctions where all, or any part, of the STOP or GIVE WAY markings have been removed and temporary markings cannot be provided, the sign bearing the legend "STOP MARKINGS ERASED" OR " GIVE WAY MARKINGS ERASED" should be placed at or near the junction preferably about 5-10m from the edge of the main road carriageway."

Page 26

(a) The following sentence will be added to the end of Clause 2.3.14.6:

"See also paragraph 2.3.14.10."

(b) The following new clause will be added:

"2.3.14.10 When traffic management is set up to close traffic lanes or divert traffic onto the hard shoulder at locations where there are matrix signals on overhead gantries or in the central reserve, there is a risk that the matrix signals could be set to give contradictory or confusing indications. In such cases the police should be notified and kept informed so that they can take account of the changed lane situation if the matrix

signals need to be activated. If the traffic management is to be in operation for longer than 24 hours the Regional Office of the Department of Transport should be informed with a view to the possibility of disabling the signals in order to prevent the inadvertent display of erroneous messages."

Page 36

The following sentence will be added to the end of the final sub-paragraph of Clause 2.6.4:

"Care needs to be taken to ensure that the signals correctly describe the lanes open for traffic."

Page 44

The final sentence of Clause 3.2.5.2 will be deleted.

Page 97

The following new clause will be added:

"6.4.4 Layout 36 shows minimum signing requirements which may be augmented by one or more vehicles displaying wicket signs to WBM 957.1 (7402) when it is practicable to do so. The provision of such signs will always be beneficial if the logistics of the works permit it. When circumstances dictate that a vehicle displaying a wicket sign will be unable to keep to its station, the distance plate associated with the sign may be replaced by one stating "Ahead"."

Page 102

The following new clause will be added:

"6.7.1.6 The use of mobile lane closure working on roads not having a hard shoulder is one of the most difficult applications of the technique, and practitioners are advised to plan the advance signing requirements and placement positions carefully before the commencement of the works. This pre-planning should take into account both the traffic flow characteristics and the geometry of the road. The engineer responsible for the works should at this stage decide if there are any particular circumstances at the site which dictate the need for additional signs (see paragraph 6.4.4)."

Page 105

Clause 6.7.6.4 will be amended to read as follows:

"6.7.6.4 Where there is no hard shoulder, the vehicle- or trailer-mounted advance signs (see paragraph 6.4.4) should be located on the verge or close to the nearside of the carriageway. These vehicles should not block

the nearside lane. The sign to WBM 957 (7401) must be kept within 1 km of the preceding WBM 957.2 (7403) sign."

Page 148

The INDEX entry "Matrix signal usage" will be amended to read: "2.3.4.6, 2.3.14.10, 2.6.4 & 4.1.5".



# SUPERSEDED DEPARTMENTAL DOCUMENTS

C.1 The following Departmental documents, or parts thereof where indicated, have been superseded by the publication of the 1991 edition of Chapter 8 of the Traffic Signs Manual:

## Departmental Advice Notes

TA 2/79 Health and Safety at Work Act  
Revision 1 1974 Short Duration Stops on Trunk Roads (Including Motorways) for Inspection Purposes -Traffic Hazards  
**[WHOLLY SUPERSEDED]**

TA 6/80 Traffic Signs and Safety Measures for Minor Works on Minor Roads  
**[WHOLLY SUPERSEDED]**

TA 11/81 Traffic Surveys by Roadside Interview  
**[ONLY CLAUSES 6.1, 6.2 and 6.5, KEY FOR DIAGRAMS, AND FIGURES 1 to 5 HAVE BEEN SUPERSEDED]**  
(Ref 20)

TA 19/81 Reflectorisation of Traffic Signs  
**[ONLY CLAUSES 7.6 AND 7.7 HAVE BEEN SUPERSEDED]**  
(Ref 21)

TA 24/81 Road Safety During Installation and Maintenance of Permanent Traffic Signals and Related Equipment on All-purpose Roads  
including Amendment 1  
**[WHOLLY SUPERSEDED]**

TA 47/85 Control of Traffic at Road Works on Single Carriageway Roads  
**[WHOLLY SUPERSEDED]**

TA 55/87 Trunk Road Motorways and All-purpose Dual Carriageway Trunk Roads with Full Width Hard Shoulders

- Mobile or Short Duration Static Lane Closures Using Vehicle Mounted Signs  
**[WHOLLY SUPERSEDED]**

HA 15/82 Use of Motorway Hard Shoulders as Running Lanes  
**[ONLY CLAUSES 2.1 AND 2.2 HAVE BEEN SUPERSEDED]**  
(Ref 22)

## Departmental Standards

TD 14/83 Signing for Traffic Management at Certain Major Road Work Sites  
**[WHOLLY SUPERSEDED]**

TD 29/87 Trunk Road Motorways and All-purpose Dual Carriageway Trunk Roads with Full Width Hard Shoulders  
- Mobile or Short Duration Static Lane Closures Using Vehicle Mounted Signs  
**[WHOLLY SUPERSEDED]**

## Circular Roads

CR 2/82 Safety Precautions for the Conduct of Highway Authorities' and Statutory Undertakers' Works Near Railway Level Crossings  
**[WHOLLY SUPERSEDED]**

CR 4/84 Temporary Road Surfaces (In Wales, Welsh Office Circular WO 50/84)  
**[WHOLLY SUPERSEDED]**

CR 1/85 The Builders' Skips (Markings) Regulations 1984 (In Wales, Welsh Office Circular WO 2/85)  
**[WHOLLY SUPERSEDED]**

**Trunk Road Management and Maintenance Note**

TRMM 9/85    Traffic Management of Roadworks  
              (other than Contraflow) on the  
              Department's Motorways and All  
              Purpose Trunk Roads  
              (In Wales, Welsh Office  
              Circular WO TRMM 4/85)  
              **[WHOLLY SUPERSEDED]**