

INTERIM ADVICE NOTE 64/05

**DRIVER INFORMATION SIGNS
AT ROAD WORKS**

The purpose of this guidance note is to set out the Agency's policy relating to driver information signs at road works that require the closure of a lane or hard shoulder.

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1. INTRODUCTION

- 1.1 A prime objective of the Highways Agency is to provide road users with information that is relevant to their journeys – to have “Informed travellers”. The purpose of this guidance note is to set out the Agency’s policy relating to driver information signs at road works that require closure of a lane or hard shoulder. These signs are designed to give drivers advance notice (chronologically and geographically) of future or current road works and to provide information about the works.
- 1.2 . This guidance makes reference to the Traffic Signs Manual, Chapter 8 (TSM Ch 8), which provides guidance to traffic authorities and others on traffic safety measures and signs for road works and temporary situations. The TSM Ch 8, in addition to the standards and guidance provided in the Design Manual for Roads and Bridges and Advice Notes, contains the Agency's policy on temporary traffic management and signs for road works situations.
- 1.3 The signs shown in this guidance note are prescribed signs prepared on the basis of the current signs regulations, the Traffic Signs Regulations and General Directions 2002, Statutory Instrument 2002 No.3113 (TSRGD). A copy of the TSRGD Schedule 12 road works signs working drawings can be found on the DfT website or from the Traffic Management and Safety at Road Works team, SSR (TMSRW team).
- 1.4 This guidance note supersedes the information given in documents HST Memorandum NMDI/1/1993 and the information sign guidance given in NGAM/008/93.

2. GENERAL PRINCIPLES

- 2.1 Information signs should be used where the temporary traffic management design identifies that there is likely to be traffic delays of 2 minutes or greater or there is a need for specific driver information.
- 2.2 For major works schemes an information sign located near the beginning and the end of road works should contain the Agency’s logo.
- 2.3 Information signs, other than for future road works, should be installed as part of the temporary traffic management arrangement and removed on completion of the works or when no longer required.
- 2.4 For signs on adjoining non-Agency roads agreement would have to be reached with the adjoining local highway authority on the need for the signs, their number, location and costs payable by the Agency.

3. ADVANCE SIGNING

For Major Road Works on Motorway and All-purpose single and dual carriageway roads.

FUTURE ROAD WORKS

3.1 Signs that provide advance information of possible future road works delays or carriageway closures should be accurate to allow drivers to effectively plan their future journeys, such that they can either travel outside the notified period or prepare alternative routeing. Signs should be erected at least two weeks prior to the commencement of the road works or carriageway closures. If prior to commencement of works the details are changed then consideration should be given to either modifying the legend, or replacing the sign.

3.2 7003.1 - Starting date and duration of road works.



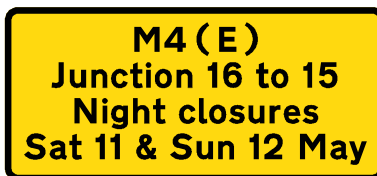
This sign should be located on the near side verge at the location of the start of the future road works where the duration of the works is expected to be greater than one week. The sign should also be considered for works of shorter duration where the temporary traffic management design indicates that there are likely to be moderate or severe, delays of 10 minutes or greater. At commencement of the works the sign should be removed.

3.3 7002.1 - Indication of dates when road works are to take place overnight and delays are to be expected.



This sign should be located on the near side verge at the location of the start of the future night-time road works. For convoy working the bottom panel should indicate "Expect delays". For other road works situations the bottom panel should normally indicate "Delays possible", but where the temporary traffic management design has identified that delays are likely to be severe, (greater than 30 minutes), the bottom panel should indicate "Expect delays".

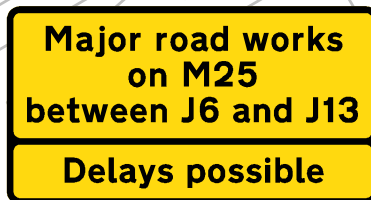
3.4 7002B - Indication of time and date when a carriageway is to be closed to traffic.



This sign should be located on the near side verge at the location of the future carriageway closure. Consideration should also be given to the erection of signs on the adjoining network to advise drivers of the closure.

ROAD WORKS AHEAD

- 3.5 Signs that provide advance information of road works ahead must be accurate and located sufficiently upstream of the works to give drivers the opportunity to choose whether they proceed through the road works or divert onto an alternative route.
- 3.6 7002A - Major road works at a specified location ahead.



This sign should be sited on the near side verge upstream of the approach to road works signs. The sign should be located at least 1 mile upstream of the last exit junction prior to the works, preferably two junctions prior, to give drivers who have alternative route options the opportunity to avoid the road works. Information displayed on fixed signs should not be repeated on subsequent VMS signs. At times of severe delay, consideration should be given, in liaison with the National Traffic Control Centre, to the use of VMS outside the immediate area to divert traffic to other routes rather than use local diversions. Where delays are likely to be severe consideration should be given to the erection of signs on adjoining connecting routes to advise of possible delays.

4. APPROACH AND LANE CLOSURE SIGNING

For Road Works on Motorway and All-purpose dual carriageway high speed roads

- 4.1 Signs to diagrams 7004 and 7005, including permitted variants, are used to describe the activity being carried out or how long delays may last. A range of the most used legends are given below in paragraphs 4.4, 4.5, 4.8 and 4.10.
- 4.2 It is the Agency's intention to keep the range of legends to a minimum while conveying clear and meaningful information to drivers. Other legends prepared on this principle may be used, but advice on appropriate wording may be sought from the TMSRW team.
- 4.3 Where VMS and central reserve matrix signs are available, their use for providing temporary support of road works signs during the setting up, alteration or removal of temporary traffic management arrangements should be considered.

ROAD WORKS AHEAD - TWO MILE SIGN, Major Works

4.4 7004 and variants - Warning of road works ahead.



This sign should be located on the near side verge 2 miles upstream from major road works.

Legends

line 1	line 2	line 3	line 4
Renewing Repairs to	damaged bridge	bridge	deck
Installing	new	hard	shoulder
Installing	new	road	markings
Installing	new	cabling	
Installing	new	lighting	
Installing	new	safety	barriers
Installing	sign	gantry	
Ground	survey	works	
Widening	and	road	repairs

NB: TSRGD allows the legend of sign 7004 to be varied to suit the nature of the works)

ROAD WORKS AHEAD - ONE MILE SIGN, Major Works

4.5 7005 - Warning of delays for specified period at road works ahead.



This sign should be located on the near side verge 1 mile upstream of the works when delays of 10 minutes or greater duration are likely. The sign should be used in conjunction with the above 2 mile sign and should be used to indicate the period over which traffic delays are likely to occur. The date legend must reflect the most accurate information available. At least ten working days prior to the end of carriageway restriction the date should be specified more precisely and updated, as necessary, until the restrictions are removed. The year may be omitted in the final stages of the works when the date is known precisely.

Legends

line 1	line 2	line 3	line 4
Delays	possible	until	“to contain date details”

Lines 3 and 4 may be omitted on short duration contracts

Line 4 Date Detail:

- Day: 1 to 31. Included when the precise date is known, particularly during the final stages of the work.
- Month may be abbreviated: Jan, Feb, Mar, Apr, May, June, July, Aug, Sept, Oct, Nov, Dec
- Year may be abbreviated: 03, 04, etc. Year may be omitted when day and month are included

4.6 Where there are no delays anticipated the sign would be replaced by the road works ahead sign diagram 7001 with 1 mile distance plate.

- 4.7 On wide carriageways where two or more lanes merge consideration should be given to replacing the sign with a lane closure sign (wicket sign) to diagram 7202 with a bottom integral panel to diagram 7208 varied to “1 mile”.

ROAD WORKS AHEAD - ONE MILE SIGN, Routine and Minor Works

- 4.8 7004 variant - Warning of road works ahead.



This sign should be located on the near side verge 1 mile upstream of the works for routine and minor works.

Legends

Line 1	line 2	line 3	line 4
Repairs due Emergency	to road repairs	accident due to	accident

LANE CLOSURE INFORMATION

- 4.9 Lane closure information signs should only be used where they can be located safely and where they do not detract from or obscure, warning, regulatory, or other essential road signs. They should not be used if the safety considerations described in paragraphs 4.11 to 4.15 below cannot be met. Signs erected to inform the travelling public why work is suspended, or the reason for the apparent site inactivity, should be removed as soon as they cease to be applicable.

- 4.10 7004 variant - Reason for lane closures.

This sign should be located within the road works site, behind the line of traffic cones and barriers and be visible to road users, when there are lane closures and when no work activities are apparent for a set period. The Road Users' Charter requires that this sign is displayed when the set period exceeds one day.

**Work suspended
Unsuitable weather**

**Lane closed
to protect
workforce**

Style A:

Style B:

Legends

Style:	line 1	line 2	line 3
A	Work suspended	Unsuitable weather	
A	Road repairs	Materials	hardening
A	Further works ahead	Lane remains closed	for safety
B	Repair work on	bridge below	
B	Lane closed	for safety	
B	Lane closed	to protect	workforce
B	Concrete	setting	

- 4.11 The objective in using information signs is to allay driver concern that lanes are being taken out of operation unnecessarily. It is the situation on the work site that should be the deciding factor concerning whether signs should be displayed and the number. All signs must accurately reflect the reason for the inactivity; they should not be used to excuse poor planning or inefficient work practices.
- 4.12 Care should be taken in the siting of information signs to ensure that they do not represent a distraction to drivers. Road works are an obstacle in the road and drivers must concentrate on the driving process when changing lanes or carrying out lane diversion manoeuvres to negotiate the temporary traffic management provisions. Information signs are a distraction and should not be placed within these areas where high driver concentration is required.
- 4.13 The initial sign should be located at least 50 metres beyond the downstream end of a taper, or lane diversion, at a position where the length of coned off or fenced area permits the legend to be read safely. Repeater signs will be placed at about 1 km intervals through the works.
- 4.14 Each sign should be either permanently located where it is safe and convenient to do so, or kept to one side (e.g. within the works on the verge) ready to be displayed at short notice. When not in use the sign face on permanently located signs should be covered to fully obscure the legend, or where sign faces are demountable they may be removed and stored in a safe place until they are required to be displayed.
- 4.15 Information signs must not be stored in the safety zone, propped against vehicle safety barriers or left lying in the central reserve between safety barriers. Safety barrier beams are designed to deflect when impacted and any objects, such as signs left lying around, could interfere with their performance and create a hazard to errant vehicles and other road users.

5. END OF ROAD WORKS

HIGHWAY AGENCY INFORMATION LINE (HAIL) SIGN

5.1 7006.1 - Information line telephone number.



This information sign is placed at the end of all major road works sites. The sign will be located on the near side approximately 200 metres downstream from the end of works sign.

6. ADDITIONAL SIGNS

SCHEME INFORMATION BOARD

- 6.1 7007.1 variant - Relevant particulars of major construction or improvement scheme being carried out on road ahead.



This sign should be located on the near side verge generally 1½ miles in advance of a major road scheme site, provided that there is no conflict with other signs, junctions or undue driver distraction will result. For off line schemes where 2 mile and 1 mile advance works signs are not used the sign should be located near to the commencement of the off line works. Although traffic signs have "deemed consent"

cover under the planning regulations care should be taken to avoid indiscriminate siting of these relatively large signs and the local planning authority should be informed of the proposal to erect them as a matter of courtesy.

- 6.2 The scheme board legend should be varied to reflect the relevant scheme details based on the principle contained in the above sign (route, location, type of scheme and opening details), but advice on appropriate wording may be sought from the TMSRW team.
- 6.3 Boards erected on non-trunk road land will require the landowners' and local authority permission.

VEHICLE RECOVERY

- 6.4 7291 - Breakdown recovery services



This sign should be used at road works where a vehicle recovery service is provided. The sign should be located in pairs (one on each side of the carriageway or slip road) within the verge, central reserve or works area. The initial pair of signs must be sited at the point where the recovery service commences (generally between 500m and 1000m upstream of the start of works lead-in taper, although for major works sites this may be extended upstream to the 2 mile sign), with repeater signs at approximately every 800m. Again, the signs shall be erected in pairs.

- 6.5 7291 variant - End of recovery service



The end sign variant should be located at the end of the recovery service (generally between 20m upstream and 20m downstream of the end of works sign).

POLICE / SAFETY CAMERA PARTNERSHIP SPEED CHECK AREA AND SPEED CAMERAS

- 6.6 Speed check area signs and speed cameras signs, as appropriate, should be used where there is a reduced maximum speed limit in force within the works site and the police / Safety Camera Partnership have agreed to operate speed enforcement equipment.
- 6.7 Signs should be located in pairs (one on each side of the carriageway or slip road) within the verge, central reserve or works site.
- 6.8 829.5 - Area where police carry out checks on the speed of vehicles (either by hand – held or vehicle mounted equipment)



The initial pair of signs should be located upstream of the initial maximum speed limit regulation sign (generally between 50m and 100m upstream), with repeater signs at approximately every 800m and at connecting junctions. This sign may only be displayed when police carry out speed checks on a regular basis.

- 6.9 878 variant - Area in which cameras are used to enforce speed regulations



The signs should be located upstream of the initial maximum speed limit regulation sign (generally between 50m and 100m upstream). This sign should be used in conjunction with sign diagram 879 (speed camera repeater sign). The sign may only be displayed when fixed speed cameras have been installed.

- 6.10 879 - Speed camera repeater signs
These signs should be located in pairs at approximately 800m centres downstream of sign diagram 878 variant.