

# **Temporary Traffic Management on UK Roads**

## **Presented by**

**James Hodson**

**Director of Motorway Operations and Facilities**  
**Midland Expressway Limited**

# Temporary Traffic management on UK Roads - Introduction

- The standard for Traffic Management in the UK is 'Chapter 8 of the Traffic Signs Manual'.
- Over the last 5 years there has been considerable changes to the standard.
- Primarily the changes have been to make the implementation safer for the road worker.
- All part of the Highways Agency 'aiming for zero' campaign.



## Changes in UK legislation and Standards

- Introduction of the innovate taper
- Omission of the 200 and 600yd wicket boards for lane closures
- Omission of all central signs and the reintroduction of the 200 and 600yd wicket boards in the verge for all lane closures
- Requirement to use a separate impact protection vehicle behind a cone installation vehicle
- No crossing of the carriageway allowed when installing traffic management



# Traffic Management Personnel – Training , Qualifications and Accreditations

- Company has to gain accreditation to Sector Scheme for Traffic Management
- One day Lantra accredited H&S course
- A practical assessment of the operatives abilities must be carried out within 3 months of starting their TM employment.
- Trainee operative must be supervised by a qualified operative on a one to one basis at all times
- 6 practical assessments implementing traffic management and answer a series of H&S questions
- Lantra qualification is valid for 5 years
- To renew the qualification the operative is required to pass one day Lantra theory course
- Operatives can attain the Traffic Management Foreman qualification when they successfully attend the 2 day TM Foreman's Course. This course has a 65% failure rate nationally



## Specialist Vehicles

- Vehicles are now purpose designed to ensure a safe working environment
- Maximum conspicuity
- Impact Protection Vehicle
  - Maximum protection for operative
  - Energy absorbing cushion
  - Automatic brake facility





## Specialist Vehicles

### Cone installation vehicle

- Maximum protection for operatives
- Cone wells to allow efficient installation of cones
- Bespoke storage system for signs and frames



## Specialist Equipment

- Fixed temporary signage
- Intelligent cones
- Automatic cone laying machines



## The future - 'SMART' Motorways

### Initiatives

- MIDAS Queue protection technology
- CCTV coverage
- MS4 information signs
- Lane specific speed signals at certain locations
- Variable speed limits with enforcement
- Dynamic or permanent hard shoulder usage as a running lane
- Emergency refuge areas with emergency telephones

### Benefits?

- relieve congestion
- smooth the flow of the traffic
- improving safety and reduce serious accidents
- improve journey times



Conventional motorway





## Future Challenges

Ongoing trials that may be introduced in the near future, include:

- Removal of lamps on cones (apart from tapers)
- Using gantry signals (red X's) in lieu of advance signing
- High level vehicle mounted Variable Message Signs for advance warning of lane closures



# Educating the Road User – Are we asking too much?

- Rapidly changing environment for drivers.
- Within a few miles a driver could experience
  - Traditional motorway
  - Dynamic hard shoulder running
  - Continuous all lane running
- Government led awareness campaigns – radio, poster and leaflets
- Police enforcement of abuse – Red X, hard shoulder
- Is more needed – Changes to the driving test?

# **Thank You**

**James Hodson**

**Director of Motorway Operations and Facilities  
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