



Weirs

TARGET
ZERO



Health & Safety Safe Working Methods

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Health & Safety

Safe Working Methods

Safe Working Method For Signing Of Roadworks

Operatives to have received appropriate training and work in accordance with Department of Roads Safety Policy and Safety Instructions booklet.

Operation

Traffic Management works.

Special Precautions

On Motorways stop on the hard shoulder as far to the left as possible approximately 10 meters in advance of the site.

On all-purpose roads, stop in any convenient lay-by, field gate entrance or side road.

If stopping on a grass verge leave sufficient space for pedestrians.

If there is no alternative to stopping on the carriageway, park the vehicle as close to the edge as possible.

Roof mounted beacons are to be switched on during operations.

Do not run.

If it is essential to cross the carriageway, wait for a gap in the traffic, which is long enough to allow walking briskly keeping a look out for oncoming vehicles.

All temporary road works shall be properly and clearly signed, lit and guarded in accordance with

Departmental Instructions, as revised.

All materials used shall comply with the regulations and shall be to the appropriate British Standards.

All signs must be erected to clearly display their information.

Coning shall be placed to give a clear path through the works.

Where signs are in an exposed location or are subject to wind or wind age from passing vehicles they must be secured.

Operatives should use the verge/shoulder or central reservation when securing sign. This operation may be carried out after the main signing is complete.

Signing or coning must be removed immediately on completion of the works or phase of the works.

Where the client instructs that warning signs are erected on poles or set firmly or concreted into the ground, signing and coning must protect these operations.

01 Working Method - Prior to constructing closure

Determination Of Layout:

All layouts will be designed and set out in accordance with the appropriate departmental instructions, as far as practical bearing in mind topography, road layout, junctions etc.

The closure may have to be extended to take into account horizontal and vertical alignment.

The advance warning signs are exhibited on side roads and slip roads entering the vicinity of the works.

In certain cases where these side or slip roads enter or exit from the working area, these roads shall be closed.

For Motorway and major closures on other roads the superintendent is then issued with written instruction or a diagram of the closure to be constructed.

Setting Out Closure:

The Superintendent/squad leader, plus, assistant if required, sets out the sign locations back to the 800 yards warning sign starting from the datum point. The sign locations are marked on the carriageway/kerb.

The taper lengths, positions of guidance arrows are similarly marked, and the extent of the closure is established.

One mile, two mile and three-mile locations, where required, are marked.

On Motorways with hard shoulders the operative shall walk along the verge or hard shoulder.

On roads without hard shoulders the operative shall walk along the verge.

Operatives should face oncoming traffic where possible.

All markings should be confined to the slow lane or hard shoulder but should be clearly visible from the fast lane.

02 Constructing The Closure - Laying Out Advance Warning Signs

(a) Motorways/Expressways

Signing is carried out from the outer advance warning sign back towards the commencement of the works (3 miles – 200 yards).

Signs may be carried by specially adapted vehicles and are off-loaded at the rear of the vehicle onto the hard shoulder or verge. Where available, use is made of the CITRAC overhead signals to warn oncoming traffic.

In certain locations police presence is required or a suitably equipped follow-up vehicle protects vehicles/operations.

(b) Dual Carriageways (de-restricted)

Signing is carried out from the outer advance warning sign back towards the commencement of the works (3 miles – 200 yards).

Signs may be carried by specially adapted vehicles and are off-loaded at the rear/offside of the vehicle onto the hard shoulder or verge.

Where it is necessary to cross a live carriageway, operatives must wait for suitable gaps in traffic and cross carefully facing oncoming traffic.

These roads do not have hard shoulders and signing vehicles are therefore required to use the slow lane. A follow-up vehicle will be utilised, where appropriate.

Signs should be off-loaded onto the verge in the first instance before placement.

(c) 3 or 4 lane Single Carriageways (de-restricted)

The duplicate signs for Type A closures shall be set out first, working from the point of closure to the outer advance warning sign.

The signing convoy turns at a convenient location and works back towards the closure setting out the advance and speed restriction signs on the nearside verge.

This latter procedure is carried out for Type B closures.

(d) Dual Carriageways (40mph or less)

Signing is carried out from the outer advance warning sign back towards the commencement of the works (3 miles – 200 yards).

Signs may be carried by specially adapted vehicles and are off-loaded at the rear/offside of the vehicle onto the hard shoulder or verge.

Where it is necessary to cross a live carriageway, operatives must wait for suitable gaps in traffic and cross carefully facing oncoming traffic.

These roads do not have hard shoulders and signing vehicles are therefore required to use the slow lane.

A follow-up vehicle will be utilised, where appropriate.

Signs should be off-loaded onto the verge in the first instance before placement.

Type B nearside lane closures do not require fast lane closure.

(e) Single Carriageways 2-lane

The duplicate signs for Type A closures shall be set out first, working from the point of closure to the outer advance warning sign.

The signing convoy turns at a convenient location and works back towards the closure setting out the advance and speed restriction signs on the nearside verge.

If duplicate signing is not required, work from the outer warning sign back towards the closure. Roads subject to a 30mph restriction may be signed as outlined in the procedures contained in the booklet "Safety at Street Works and Road Works" (HMSO).

(f) Generally

When setting out the advance signs in the group 800 yards to 200 yards duplicated signs for use in the central reservation or opposite verge may first be set flat.

They shall then be raised sequentially by an operative walking back towards the works minimising crossings of the live carriageway by travelling on the verge or central reserve.

Outer warning signs set between 1 mile and 3 miles require crossing the live carriageway for placement of individual signs.

Care must be taken when setting signs in difficult locations e.g. straddling safety fencing.

03 Forming The Initial Taper

(a) Motorways/expressways

After the advance signs have been erected as above the initial blue arrow (dia WM610) is positioned.

The first cones in the taper are set out and as soon as practicable the vehicle carrying the cones moves into the protection of the coned off area.

The remainder of the initial taper is set out. At this stage cones may be set at 3m maximum intervals as per Type B Departmental instructions.

Marker boards to dia WM569.1 are erected at this stage.



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