

AGREED WORKING PROCEDURES



Use of the Temporary Obstruction Sign as identified in advance of the works

Cross Reference Information:

NRSWA 1991 : 65
Code of Practice : Safety / SEHAUC SPECIFIC
Regulations :
SEHAUC Meeting: : 12.12.2014

Signed:

Utility Chairman

Authority Chairman

This item is registered under the SEHAUC administration reference:

SE/ 72 / 043

Secretary

Date

SOUTH EAST HIGHWAY AUTHORITIES & UTILITIES COMMITTEE

Background

With the implementation of the revised Safety at Streetworks code of practice (Red Book) an additional method of Traffic control was introduced that is available in England , that being the Temporary Obstruction sign. The advantage of this method is that for very short duration aspects of the works the road can be obstructed to enable safe working for both the public and staff. This is not a Road Closure and must be considered as traffic control. The purpose of this AWP is to assist on the use of this method and not to replace any requirements under NRSWA or associated codes of practice and that appropriate SL&G as per the Safety at Streetworks code of practice is required.

Conditions of use

On page 73 of the safety at Streetworks code of practice the use of this method is detailed with certain conditions that must be met before this is considered. They are:

- no alternative method of operation is practicable;
- other forms of temporary traffic management are not practicable;
- the highway authority is notified in advance and agrees to the expected use of this measure;
- traffic is delayed for no more than 15 minutes at any one time, and there is at least one hour between such delays;
- the ‘Temporary obstruction’ sign is placed within sight of the obstruction; and
- the activities and the method of operation are such that operatives can reopen the road immediately for emergency purposes or on request from an appropriate authority.

If all of the above are applicable then permission from the Authority must be obtained.

Noticing / Permitting

Full noticing or permitting must be sent and must include details of the agreement made for the use of this method. Until the Traffic Management field is expanded to cover this type of TM the agreed TM is “stop and Go.” Normal noticing timescales apply.

Signs.

The red book illustrates the obstruction sign, fig 1, but there are additional signs that may be required to notify the public in advance of the obstruction to enable them to make an informed decision including the contact details of the works promoter, fig 2. At no time is a ROAD CLOSED sign to be deployed.



Fig 1



Fig 2.

Process

Once an assessment has been made identifying the possible use of this method at the planning stage, contact the Highway / Permit Authority to obtain permission.

Once agreement has been obtained the details are to be sent as a comment on a street works notice or may be attached to a condition on a permit. If there is no notice in place one **MUST** be served as to obstruct the road without permission is an offence.

The advanced information sign in fig 2 above would then be deployed in advance of the work as agreed with the authority, at the nearest junctions to enable road users to decide on their course of action.

This sign should be deployed on site as soon as it is known that the Temporary Obstruction process is to be used of as agreed with the Authority.

As per the red book the Temporary Obstruction sign, fig 1, would be deployed in sight of the obstruction and removed as soon as the aspect of the works is completed or after 15 minutes.

This timescale starts from when the signs are put out and not from when the first vehicle is delayed. If the activity is not completed within this timescale any further use of this method can only take place once an hour has elapsed.

Authority Agreement

Agreement will not be unreasonably withheld.

This document is for advanced planned instances, if this is to be considered reactively, following an onsite risk assessment, then the field staff must contact their supervisor and contact **must** be made with the highway Authority before this method is used.

End of Document.