

Signs for road works and temporary situations



This sign, indicating road works or an obstruction in the carriageway ahead, may be used for any type of works, ranging from large construction schemes to minor maintenance

400 yds

**M1
Northbound**

Line painting

The "road works" sign may have a plate that indicates the distance to, the location of, or the nature of the works

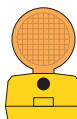


End

End of road works and any associated temporary restrictions, including speed limits



Barriers are used to mark the boundaries of an area of the highway closed to vehicular and pedestrian traffic



At night or in poor daytime visibility, road danger lamps may additionally be used to indicate the limits of a temporary obstruction of the carriageway



Traffic cones may be used to mark the edge of the route for vehicular or pedestrian traffic through or past a temporary obstruction



**Major road works
on M25
between J6 and J13**

Delays possible

**M4(E)
Junction 16 to 15
Night closures
Sat 11 & Sun 12 May**

Signs may provide information about the location of current or future road works where delays or road closures are expected. This gives drivers the opportunity to allow more time for future journeys, use alternative routes, or make other arrangements for the duration of the works



On the approach to major road works, especially on motorways and dual carriageway roads, signs may indicate the nature and duration of the works

Signs for lane closures and contra-flow systems on motorways and dual carriageway roads



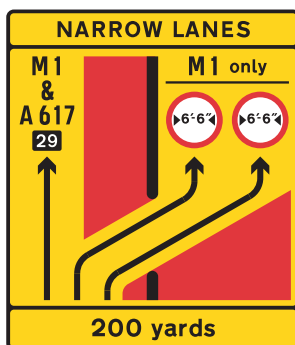
The traffic lanes that remain open are available to all traffic. The red bar indicates a lane that is closed ahead



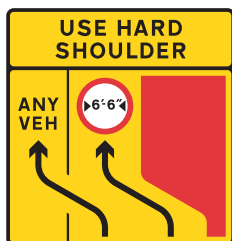
Some traffic lanes that remain open may have restrictions. These signs show a narrow lane with a width restriction. Other restrictions may relate to vehicle height or weight



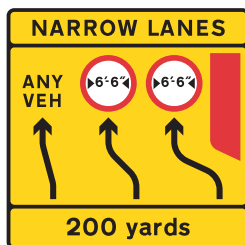
Traffic leaving at the next junction should use the near-side lane. This lane may also be used by traffic staying on the motorway



Traffic lanes divide ahead. The lane on the left leads to a junction and may also be used by traffic staying on the motorway. The right-hand lanes cross to the other carriageway. Areas closed to traffic are shown in red



Traffic lanes move across to the left, making use of the hard shoulder. Drivers are guided by temporary road markings or yellow road studs



Traffic lanes ahead are narrower than usual and move towards the left. Vehicles exceeding the width indicated must use the left-hand lane



Two adjacent traffic lanes separate. The right-hand lane moves to the right, but remains within the same carriageway

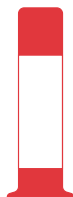


Two traffic lanes move to the right: one crosses over to the other carriageway. The advised speed where the lanes divert is 30 mph



These signs show the distance over which the reduced number of lanes continue through the road works. The signs are repeated at regular intervals, usually every ½ mile. In these examples, there are no lane restrictions such as a width limit. The vertical black line indicates that the left-hand lane is the hard shoulder. The white downward-pointing arrow indicates a contra-flow traffic lane separated by traffic cylinders (see page 131). Where the contra-flow lane is separated by a physical barrier or a buffer lane (a lane closed to traffic), the white arrow is not shown

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These repeater signs through the works are used where at least one lane has restricted use. The white downward-pointing arrow indicates a contra-flow traffic lane separated by traffic cylinders. Where the contra-flow lane is separated by a physical barrier or a buffer lane (a lane closed to traffic), the white arrow is not shown

Where a contra-flow system operates, traffic cylinders are used to separate opposing flows of traffic in adjacent lanes



Junctions may be accessible from within the road works area. The sign on the left shows an exit on the same carriageway. The sign on the right shows an exit reached from a contra-flow lane on the other carriageway. The style of numerals used for the route number depends on whether the signs are on a motorway or an all-purpose road. The black patch shows the motorway junction number

These signs are located where the exit route leaves the main through route. The upper sign is used on motorways and the lower sign on all-purpose roads



The hard shoulder is used as an exit lane at a junction

These signs show how lanes cross back from the opposite carriageway at the end of a contra-flow system



This sign indicates a lane change within the same carriageway. It is likely to be used near the end of the road works, prior to the carriageway being fully open



These signs indicate that use of the hard shoulder as a traffic lane has come to an end. Traffic is diverted onto the main carriageway. The sign on the right indicates that the carriageway ahead is fully open



Narrow traffic lanes revert to their normal width



Where delays are likely to occur at road works, the end sign may include a message of apology. The sign also means end of all temporary restrictions, including speed limits



This sign may follow the "end of road works" sign to provide a telephone contact number for the traffic authority responsible for the road works

Temporary signs indicating lane priority at junctions

Where slip roads leave and join at junctions within a road works site, the permanent arrangement for lane drop, lane gain and traffic merge may be temporarily changed. Signs may be provided to show the temporary arrangements.



Sign for drivers on slip road



Sign for drivers on main carriageway

The slip road joins the main carriageway as a lane gain to increase the number of lanes from two to three. The permanent layout might include a traffic merge with an acceleration lane. A distance panel may be added at the bottom of each sign



Sign for drivers on slip road



Sign for drivers on main carriageway

The slip road joins the main carriageway as a traffic merge with a "give way" line. The permanent situation would be a lane gain, as indicated by signs shown on pages 82 and 111. The distance may be omitted



This sign indicates a lane drop where the left-hand lane becomes the exit slip road. The permanent layout would be a lane diverge with a deceleration lane, with all three lanes continuing along the main carriageway

Signs for works traffic

Where it is necessary for works vehicles to gain entry to or exit from the works site itself, access may be directly from or to the open traffic lanes, such as a break in the line of cones. These entry and exit points are marked by red and white signs. Drivers should take care not to follow works vehicles into the site and to keep a lookout for vehicles leaving the site. These vehicles are likely to be moving more slowly than other traffic. Red and white signs may also be used to direct works traffic at road junctions.



Route to be used only by works traffic



Temporary access to a construction or road works site



Exit from a works site 200 yards ahead



Location of temporary exit from a construction or road works site



Works access on the left, 100 yards ahead



Sign to direct works traffic in advance of a road junction or works entrance



Sign to direct works traffic at a road junction or works entrance

Convoy working

At some road works, other than on motorways, it may be necessary to slow traffic to a speed of 10mph. To ensure the safety of both road users and the workforce, traffic is taken through the works in convoy. At the start of the convoy section, traffic is controlled by either traffic signals or "STOP/GO" boards (see page 136). You must wait, where indicated, for the convoy vehicle that will escort you through the works. On single carriageway roads you must not overtake the convoy vehicle. On dual carriageway roads you may overtake the convoy vehicle, if it is safe to do so, after you have passed through the works area and signs have indicated that the speed limit has changed to a higher limit. Where traffic signals are used at the start of the convoy section, the red signal may show for a period longer than you would normally expect: **do not proceed until the green light shows**. Convoy working may take place at any time during the day or night.



**Traffic
control
400 yds**

Traffic signals
ahead where
convoy working
is in operation

**Night-time works
14 July to 26 July
Expect delays**

Advance warning
may be given when
delays are expected
during overnight
convoy working

**CONVOY
SYSTEM
IN OPERATION
AHEAD**

Vehicles to be
escorted in
convoys through
road works ahead

**CONVOY
SYSTEM
TO PROTECT
WORKFORCE**

Reason for convoy
working

**WHEN RED
LIGHT SHOWS
WAIT HERE
FOR CONVOY
VEHICLE**

Point beyond which
vehicles should not
proceed when
temporary traffic
signals show a
red light

**WHEN GREEN
LIGHT SHOWS
FOLLOW
CONVOY VEHICLE**

When the green light
shows at temporary traffic
signals, vehicular traffic
must follow the vehicle
escorting the traffic
through the road works

**CONVOY
VEHICLE
NO
OVERTAKING**

Sign on convoy
vehicle ("NO
OVERTAKING"
may be omitted)

Mobile road works and lane closures

Some road works can be carried out without the need for road closures or major traffic management schemes. The area of work is protected by a large stationary or slow-moving vehicle with a sign mounted on the back.

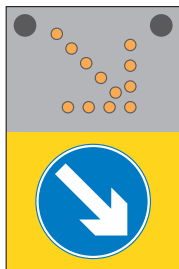


On single carriageway urban roads with a speed limit of 30mph or less, the works will always be on the near side in the direction of travel. A "keep right" sign will be mounted on the back of the works vehicle or the vehicle protecting the works.

There may also be a "keep left" sign on the front of the vehicle to be viewed by traffic travelling in the opposite direction. Additional static "road works ahead" signs may be placed at the side of the road and may include a distance plate such as "For 1 mile" or "Grass cutting for 1 mile". There may also be "road narrows on the left" signs (see page 11). The vehicle will usually have flashing lamps on its roof. The type of work likely to be carried out includes grass cutting, weed spraying and gully emptying. On some busy roads, traffic may also be controlled by "STOP/GO" boards (see page 136).



On single carriageway roads with a speed limit of 40mph or more, the "keep right" sign on the back of the works vehicle or the vehicle protecting the works includes flashing amber lamps. These lamps flash in pairs from top to bottom.



On motorways and dual carriageway roads, mobile lane closures may be introduced on either the left-hand or right-hand side of the carriageway. More than one vehicle will be used to protect the lane closure. All signs will have flashing amber lamps. A light arrow may supplement the white-on-blue "keep right" or "keep left" arrow, and flash alternately with the amber lamps at the top.



On the approach to mobile works on a motorway or dual carriageway road, vehicles with signs indicating the lanes that are closed will be on the hard shoulder or at the side of the carriageway. The type of work undertaken includes line painting, minor repairs and setting out static road works signs.

Mobile carriageway closures may be used to convoy traffic when it is necessary to hold traffic back while cones and signs are moved to change a temporary contra-flow system, or perhaps to



remove an overhead cable. All lanes on the carriageway will be closed, but traffic will move slowly forward, over a distance of several miles, on the approach to the area where the work is being undertaken. By the time the convoy reaches this area, the works should have been completed, traffic will be allowed to increase its speed and traffic lanes will be opened. The convoy vehicles will have a large red cross and red lamps flashing in vertical pairs.

Temporary traffic control



At some road works sites on single carriageway roads where two-way traffic flow is not possible, it is necessary to alternate the direction of flow by traffic control. This is known as shuttle working. For short lengths, this may be achieved by manually-operated "STOP/GO" boards at each end. At other sites, portable traffic signals will be used. They operate in the same way as permanent traffic signals (see page 119). Normally, a stop line is not marked on the road. A sign is used instead to indicate where you must stop when the red signal shows.

signs for road works and temporary situations

Temporary signals may be used to control a road junction. In this case, the red signal is likely to stay on longer than for normal shuttle working, as traffic on each leg of the junction will pass through the road works separately. There may be a junction within a length of road subject to shuttle working that is not controlled by signals. Signs will warn drivers of this.



Temporary signals control a junction. "3-way" may be varied to "4-way"



Signs for an uncontrolled junction on a road with shuttle working. The sign on the right is for traffic on the side road



Miscellaneous temporary signs



Details of a new road scheme under construction



Information about street works, with an emergency telephone number (sign for pedestrians)



Maximum speed advised, in miles per hour, on a road that has loose chippings



Maximum speed advised, in miles per hour, through road works



Temporary sudden change in level of carriageway



Sharp deviation of route to the left (right if chevrons reversed) at road works or other temporary obstruction



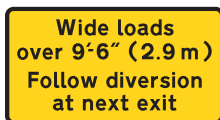
Where a mandatory speed limit is imposed at a road works site, advance warning may be given, especially on motorways and high-speed dual carriageway roads. However, this sign is less likely to be used in the future: the first speed limit sign will be located at the point where the speed limit commences



The end of a temporary mandatory speed limit is indicated by the "end of road works" sign (see pages 128 and 132). However, the message may be reinforced by a sign indicating the permanent speed limit beyond the road works. This may be combined with the "end of road works" sign. Where the permanent limit after the works is different from that in advance of the works, a speed limit sign is always used. The national speed limit sign shown in the example is varied to the appropriate limit



In the event of a breakdown within a road works site, await rescue by free recovery service



Instructions to drivers of wide loads on action to be taken before reaching road works ahead (instructions may vary)



Location of telephone to be used by drivers of wide loads to seek assistance



Additional traffic lane available ahead as part of a temporary traffic management scheme



Sharp bends ahead where traffic is diverted onto a temporary road for a short distance: the number of traffic lanes remains the same



This sign is used on a single carriageway road with more than two lanes, to indicate that a lane in the centre of the road is temporarily closed

signs for road works and temporary situations



Variable message sign ahead not in use or being tested



Traffic signals not in use



Zebra or signalled crossing facility temporarily out of use (sign for pedestrians, cyclists or equestrians)



Temporary sign used at road works to indicate the direction in which pedestrians should look for approaching traffic



Temporary route for pedestrians



Temporary sign used at road works to instruct cyclists to dismount and use the adjacent footway



Temporary hazard: vehicular traffic should proceed slowly



Vehicular traffic should proceed slowly, owing to workforce in the road ahead



Vehicular traffic must not proceed beyond the sign when it is displayed for a short period during works on or near a road (hand-held sign)



Hard shoulder temporarily closed for the distance shown



Temporary absence of road markings for the distance shown



Sign on a vehicle being used in connection with highway maintenance works (flashing amber lamps are normally mounted on the roof of the vehicle)