Temporary Signs & Barriers Information Bulletin

Introduction

Temporary signs, barriers and devices are essential elements of traffic management in the UK and are used to warn and inform drivers and pedestrians about temporary changes to the roadway and to protect them from and guide them safely through these changes. They are also used to create safe work zones for personnel undertaking maintenance, repair and other important tasks near to moving traffic.

Definition

Temporary signs, barriers and devices are those deployed only for the duration of works being carried out on or near the highway. These devices must be portable but must also be capable of being stabilised against wind (including that generated by passing vehicles) during the full duration of their deployment. Whilst appearing substantial, barriers deployed where they are at risk of vehicle impact should be of a construction that will not present a collision hazard (wooden or tubular steel rails are not acceptable).

Devices and Materials

Signs

Retroreflective signs applied to metal, plastic or flexible substrates and attached to self supporting portable assemblies, ballasted as required.

Traffic Barriers

Traffic sign Diagram 7105 (alternate red and white panels which must be retroreflective or illuminated at night) mounted on rigid rails at least 150mm deep supported between 0.8m and 1.5m above the ground and linked so as to form a continuous barrier. Traffic barriers must be used to indicate to drivers that all or part of a carriageway is closed. Traffic barriers will require ‘tapping’ rails (see Pedestrian Barriers) where they are accessible to pedestrians.

Pedestrian Barriers

Pedestrian barriers are used to separate pedestrians from works or hazards on the highway. They are similar to traffic barriers but the top of the rail is between 1.0 and 1.2 m above the ground and the addition of marking to Diagram 7105 is optional. Pedestrian barriers must have a lower ‘tapping’ rail approximately 150mm clear of the ground to guide blind or partially sighted pedestrians. Pedestrian Barriers without Diagram 7105 may only be used where they are clear of the carriageway and face away from vehicle traffic.

Lightweight Barriers

These are to delineate works or hazards or the inner boundary of a safety zone. There are a number of acceptable constructions including cords or tapes strung between uprights and reflective elements are optional. Lightweight barriers are primarily visual and do not offer physical restraint. They may therefore only be used where they are not accessible to pedestrians and are not the boundary for moving traffic.

Ballast

Ballast must be added in a form that does not present a hazard to road users and it is recommended that a fine granular material is used. Guidance as to the weight of ballast required to maintain stability in certain wind conditions is marked on some products by the manufacturer and should be followed where provided.

Legal Requirements

The Traffic Sign Regulations and General Directions *(signs and traffic barriers only*)

Safety at Street Works and Road Works – A Code of Practice
(*covers signs, pedestrian and traffic barriers, but not lightweight barriers. This code is mandatory only for utility companies*)

Guidance

The Traffic Signs Manual, Chapter 8, Parts 1 and 2

Standards

BS 8442 Miscellaneous road traffic signs and devices.
(*covers pedestrian and traffic barriers, but not lightweight barriers*)

Certification

NHSS 9a certifies a manufacturer making certain types of temporary signs used on Highway Agency roads

REMA Temporary Signs & Barriers – Code of Practice

- To manufacture and/or supply compliant products
- To promote the use of compliant products in the market place
- To promote and improve awareness of applicable Standards and Best Practice
- To contribute to the development of good Standards and regulations
- To conform to Ethical Practices
- To adhere to the REMA Code of Practice
- To support and promote REMA as an association

REMA

The Retroreflective Equipment Manufacturers Association (REMA) was founded over 30 years ago and is the trade association and co-ordinated voices for manufacturers of retroreflective traffic safety products which are used mainly on the highways but also, for example, at airports and industrial sites.
All REMA members are required to follow the REMA Constitution as well as the REMA Code of Practice. This ensures that products supplied by REMA members conform to the latest Standards, Regulations and Legislation – a guarantee of quality.

Further Information

Website: rema.org.uk
Enquiries: info@rema.org.uk
TSRGD and Chapter 8 are downloadable at: http://www.dft.gov.uk/pgr/roads/tss/