

SUMMARY OF KEY CHANGES TO THE CODE.

- 1 References to TSRGD have been simplified to avoid the document from dating.
- 2 Road danger lamps are now called warning lights (as they are now known in the TSRGD “Amendment regs”). The guidance on warning lights has not changed but it has been re-written because the existing text has the potential to confuse. The main changes are to para 4 on page 19, the last para on page 94, and the table on page 97.
- 3 On page 20, under *Working Space* a sentence has been added; “Where materials or welfare facilities cannot be accommodated within the site, the location and arrangement of the storage area should be agreed with the highway authority.”.
- 4 On page 22, the vehicle to works area clearance (C) has been removed from the definition of the basic safety zone so that operatives can occupy the space to gain access to the vehicle.
- 5 A sentence on distraction by mobile phones when setting out has been added on page 25.
- 6 Keep left signs for traffic on the unobstructed side of the road approaching the site have been deleted from pages 34, 38, 45 and 51 as such signs are only considered necessary when the works extend out to the road centre line.
- 7 The works vehicle clearance, C, on page 37 is now a minimum distance.
- 8 Missing keep left sign added to page 44.
- 9 Although drawn to correctly show the L and S clearances, the layouts on pages 51, 57, 59, 61 and 65 don’t always include labels for these dimensions. Labels have now been added.
- 10 Missing ‘End of Works’ signs added to page 57.
- 11 First bullet on page 60 changed to “the distance between the ‘Stop/Go’ boards is no more than 200 metres”.
- 12 On page 61, the ‘Wait Here’ signs are now positioned 15 m from the cone tapers and the “170 m max ...” dimension has been removed.
- 13 The first bullets on pages 63 and 64 have both now been changed to “the distance between the ‘WAIT HERE’ signs does not exceed 300 m”.
- 14 On page 65, a keep right sign has been added near one of the signal heads and the “300m maximum” dimension has been removed.
- 15 The advice on TROs for footway closures on page 72 has not changed but it has been reworded to clarify that for the situations covered by the code, a TRO is not required.
- 16 Correction - first sentence on page 74 deleted because ‘Temporary obstruction’ signs do not require authorisation for use in Scotland and Wales.
- 17 On page 79, note added on informing railway authorities when portable signals are used adjacent to a railway.
- 18 For mobile or short stop closures on pages 84, 85, 87 and 88, all notes referring to diagram 7403 have been replaced with “Where a risk assessment determines that it is necessary to display signs on the working vehicle, they must comply with TSRGD (or equivalent in Northern Ireland).” (the note was added to page 90). However, for offside closures on dual carriageways, the use of vehicle-mounted signs remains strongly recommended.
- 19 Advice on short duration works undertaken without static signs or cones has been clarified on page 91.
- 20 Correction on page 91 - high visibility rear chevron markings are compulsory in Scotland, not strongly recommended as originally stated.
- 21 Correction on page 93 - high visibility clothing is compulsory in Scotland, not strongly recommended as the original wording in effect stated.

- 22 The overly detailed references on page 93 to standards for High visibility clothing have been simplified to avoid the document from dating, and the accompanying text has been modified to suit.
- 23 The last sentence starting on p93 has been changed to “The standard of reflectorisation must be in accordance with the relevant current British or European standards. The whole of the sign faces must be reflectorised, except for any parts coloured black.”
- 24 Correction to Note 1 inside back cover to reflect the fact that 750 mm cones are required where the speed limit is 50 mph or more.

END OF SUMMARY

DETAILED LIST OF THE CHANGES

- Page 6** – Before last line, insert “All instances in the text of ‘TSRGD (or equivalent in Northern Ireland)’ are to be read as references to whatever versions of the Traffic Signs Regulations and General Directions or Traffic Signs Regulations (NI), as appropriate, are in force at the time.”
- Page 18** – Change orange Caution box to a red Warning box and add “You should only cross a live carriageway on foot when traffic flows are low enough to regularly produce sufficient gaps between vehicles to allow time to cross safely.”.
- Page 19** – Change title “*Cones and road danger lamps*” to “*Cones and warning lights*”
- Replace para 4 with “All street and road works on roads with a speed limit of 40 mph or more must have warning lights (formerly known as road danger lamps) illuminated in poor visibility or during the hours of darkness. If your risk assessment requires it, warning lights should also be used on lower-speed roads. Steady warning lights can be used on all lit or unlit roads regardless of the speed limit. Where street lighting is present and illuminated, and where the speed limit is 40 mph or less, flashing warning lights are permitted as an alternative. See table on page 97.”
- Page 20** – First para, change “sign (as shown here) should be placed across the lane” to “sign should be placed across the lane as shown in the layout diagrams”.
- Under *Site layout* change “Road danger lamps should” to “Warning lights should”
 - At the end of para under the *Working Space* heading, add “Where materials or welfare facilities cannot be accommodated within the site, the location and arrangement of the storage area should be agreed with the highway authority.”.
- Page 22** – Delete third bullet “the vehicle to works area clearance (C);” from the basic safety zone.
- Page 25** – Change penultimate sentence to “When setting out the works, face oncoming traffic and take particular care when crossing the road to place signs. You must not be distracted by mobile phones (including hands-free phones), radios, or other devices during this operation.”.
- Page 34** – Delete keep left sign on the right of the drawing
- Page 37** – *Works vehicle*, change “keep a distance (C)” to “keep a minimum distance (C)”
- Page 38** – Delete keep left sign on the right of the drawing
- Page 44** – Add keep left sign on the left of drawing.
- Page 45** – Delete keep left sign nearest bottom of drawing.
- Page 51** – Delete keep left sign on the right of drawing and add S dimension.
- Page 57** – Add end of works sign and E dimension in both directions and add S dimension.
- Page 59** - Add L and S dimensions.
- Page 60** – First bullet, change to “the distance between the ‘Stop/Go’ boards is no more than 200 metres”
- Page 61** - add L and S dimensions and delete the “170 m max ...” dimension.

– Reduce distance between cone tapers and WAIT HERE signs to 15m and remove dimensions to Stop/Go boards.

Page 63 – First bullet, change to “the distance between the ‘WAIT HERE’ signs does not exceed 300 m”

Page 64 – First bullet, change to “the distance between the ‘WAIT HERE’ signs does not exceed 300 metres”

Page 65 - add L and S dimensions and delete the “300m maximum” dimension.

– Add keep right sign near signal head.

Page 72 – Para1 sentence 3, change to “A traffic regulation order is not needed for temporary footway closures that require pedestrians to use the opposite footway or divert into a walkway provided in the carriageway, as detailed in this Code. In exceptional circumstances, such as where a footway closure involves a major detour, an order may be needed.”

Page 74 - Delete “The use of the ‘Temporary obstruction’ sign requires authorisation for use in Scotland and Wales” and in second sentence, delete "In addition".

Page 79 – Last line, change to “Where works require portable signals adjacent to a railway, in addition to obtaining highway authority approval, the railway authority should be informed.”

Page 84 - Replace note 3 with “Where a risk assessment determines that it is necessary to display signs on the working vehicle, they must comply with TSRGD (or equivalent in Northern Ireland).”.

Page 85 - Replace note 4 with “Where a risk assessment determines that it is necessary to display signs on the vehicles, they must comply with TSRGD (or equivalent in Northern Ireland). For offside closures, it is strongly recommended that vehicle-mounted signs are provided.”

Page 87 - Replace note 2 with “Where a risk assessment determines that it is necessary to display signs on the working vehicle, they must comply with TSRGD (or equivalent in Northern Ireland).”.

Page 88 - Replace note 4 with “Where a risk assessment determines that it is necessary to display signs on the vehicles, they must comply with TSRGD (or equivalent in Northern Ireland). For offside closures, it is strongly recommended that vehicle-mounted signs are provided.”

Page 90 – Add Note 5 thus “Where a risk assessment determines that it is necessary to display signs on the vehicles, they must comply with TSRGD (or equivalent in Northern Ireland).”

Page 91 – Change first para to “Some short duration works may be undertaken without the use of static signs or cones provided that a site specific risk assessment demonstrates that traffic can pass the works vehicle safely and without difficulty, and there is low risk to operatives and road users. Examples might include meter reading, leak detection or gully emptying alongside a single carriageway road where operatives are working wholly on the footway or verge.”

– fifth para, change “strongly recommended in England, Scotland and NI, and compulsory in Wales” to “strongly recommended in England and Northern Ireland, and compulsory in Scotland and Wales”

Page 93 – Change first sentence to “High visibility clothing must conform to the relevant current British or European standards.”

– change second title to “*High visibility clothing (England and Northern Ireland)*”

- Under second title change second sentence to “In most circumstances for work outside the working space, an adequate assessment is likely to indicate a requirement for a jacket with the greatest minimum amount of visible material specified in the relevant current British or European standards.” and delete the two bullet points.

– change third title to “*High visibility clothing (Scotland and Wales)*”

- Under third title replace the two paras with “High visibility jackets must have full length sleeves and comply with the relevant current British or European standards. Sleeves may be varied to three quarter length where a risk assessment shows full length sleeves would present increased risk due to the activity being undertaken.”

- Last sentence starting on p93, change to “The standard of reflectorisation must be in accordance with the relevant current British or European standards. The whole of the sign faces must be reflectorised, except for any parts coloured black.”

Page 94 - In para 4, change “The lighting of signs” to “The lighting and reflectorisation of signs”.

- Change the heading “*Road danger lamps*” to “*Warning lights*”
- Replace the last para with “Warning lights must be no more than 1.5 metres above the road for speed limits of 40 mph or less, and no more than 1.2 metres above the road for speed limits of 50 mph or more. In terms of body colour, lamp colour, flash rate and steady light performance, etc. warning lights must conform to TSRGD (or equivalent in Northern Ireland).”

Page 95 - Change “Road danger lamp” to “Warning light”

Page 97 - Replace the table with this one:

Warning lights	Lights can be used		Lights must be used		
	20 mph	30 mph	40 mph	50 mph	60 mph
Speed limit	20 mph	30 mph	40 mph	50 mph	60 mph
Maximum height	1.5 m	1.5 m	1.5 m	1.2 m	1.2 m
Flashing option permitted? (street lit roads only)	Yes	Yes	Yes	No	No

Inside back cover

- Change “No of lamps” to “No of lights” (4 instances)
- On the “No of lights” row for 30mph road, replace values with dashes.
- Change Note 1 to “For roads covered by this Code, the minimum height of cones is 450 mm where the speed limit is 40 mph or less, and 750 mm where the speed limit is 50 mph or more.”
- Note 3, add “maximum” after “1.2 metres”.

END