

**Traffic Signs Manual, Chapter 8 – 2009 edition update**  
**Tuesday, 31<sup>st</sup> March 2009**

Southern Branch enjoyed a good attendance for this topical presentation covering the introduction of the revised 'Chapter 8' which took effect from 1 April this year; with over 50 delegates in attendance.

Co-author of Chapter 8, Graham Coe, Senior Researcher of TRL Limited, explained the background history of Chapter 8 going back to the days when it was a fully incorporated into the Traffic Signs Manual rather than appearing as a separate document. In 1991 the grey coloured two part version was introduced which was replaced in 2006 with the two volumes that are now well known.



Graham explained that the 2006 edition was intended as a 'live document' that would be altered according to any technological developments and resultant suggestions arising from within the industry and at the end of 2007, a formal consultation exercise was launched by the Highways Agency. This created considerable interest and feedback which has culminated in the 2009 edition.

Despite many comments being received, it was acknowledged that not all suggestions could be accommodated for various reasons, but the committee determined those which were practical and, above all, optimally safe which have now been largely incorporated in the new documents.

Changes, in some cases, were subtle and intended to resolve ambiguities that have arisen.

Graham then highlighted some of the key changes covering aspects of Safety Clearances, Speed Control/Temporary Speed Limits, Use of extended 'all-red periods' for temporary traffic signals, further guidance on the implementation of traffic management on wider Motorway carriageways that are contained in Part 1.

Key changes in Part 2 advise that Road Danger Lamps are now known as 'Warning Lights' with 'Beacons' (other than vehicle mounted) are now known as 'High Intensity Flashing Warning Lights'. There is also clarification on the use of Flashing Sequential Warning Lights stating that they should not be used when lanes are narrowed or at crossovers, but only on lead tapers for lane closures. Reference is made to Inspection stops on the verges or Hard Shoulders of high speed dual-carriageways (including motorways) lasting up to 90 minutes though the full guidance contained within document IAN 115/08 remained a separate document.

The foregoing are highlights and delegates were referred to the Department for Transport web site ([www.dft.gov.uk](http://www.dft.gov.uk)) for more detailed information including a document that had been released detailing the key and other changes.

An interesting walk through history and advice of the changes to this important document that affects every aspect of highway engineers work, be they directly involved or acting as works consultants or supervisors.

We are grateful to Graham for taking time out at such a significant time and on the day the documents were formally released to make this presentation and to the Highways Agency for permitting this to take place prior to the formal release at the forthcoming **Traffex** event.

For delegates information the documents are available for purchase from the TSO ([www.tso.co.uk](http://www.tso.co.uk)).

Chapter 8 Part 1 Design. ISBN 978-0-11-553051-7 @ £70.00 per copy

Chapter 8 Part 2 Operations ISBN 978-0-11-553052-4 @ £50.00 per copy