



TTM ADVICE NOTE 5

Guidance on P7306 Works Access Sign Use



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Scope

This Advice Note provides information on an engineered solution for Temporary Traffic Management to select an appropriate P7306 Works Access ahead sign for systems on all Dual Carriageways and Motorways.

The approach detailed is set out to address the issue that the layout of the P7306 historically detailed in Traffic Signs Manual Chapter 8 being not reasonably practical to install for relaxation lane closures at a suitable x height to be read due to the x height generating an overall size that obstructs the works area. It also defines a standardised approach to providing the numbering of multiple works access locations on these roads that removes ad hoc and unlawful use of signs.

Purpose

The purpose of this guidance note is help organisations with responsibilities for the workplace to ensure that a safe place of work is provided for the workforce whilst also ensuring that the risks from the work to the travelling public have also been reduced as low as reasonably practicable (ALARP).

This advice note aims to promote the uniform application of the P7306 sign at road work situations so as improve understanding by roadworkers and to address inappropriate and potentially unlawful solutions currently being devised by designers and contractors.

This advice note is written with the expectation that it represents good practice and as such, if the provider is involved in this type of activity, this advice will normally be followed unless a better site-specific solution has been devised because of a provider risk assessment. As one of the aims is to promote uniformity and understanding to improve safety, deviation from this note should be carefully considered before implementation of traditional or local preferences. The purpose of providing the approach in this document is to create an achievable uniform approach to the use of P7306 nationally.

Introduction

The Traffic Signs Manual Chapter 8 has required that the sign to Diagram P7306 should be provided in advance of a location where works traffic may enter the works zone. The sign layout in Figure 1 was prescribed in 1991 and has been traditionally used to indicate the distance to a works access point.

The design of this version of the sign at an 'x' height that is readable at higher design speeds creates a sign plate that is normally too large to fit into a lane closure or be regularly manually handled or erected when used in connection with a system of roadworks subject to relaxations.

This historic issue has resulted in a wide variance in reduced sizes of signs being provided by traffic management companies with the 100 'x' height size regularly inappropriately used at standard roadworks and those roadworks subject to relaxations. This has caused issues with visibility of and reading location identifiers at the mandatory speed limits in roadworks. Sites have attempted to solve the issue of access numbering by appending the number on a black on white supplementary plate, an approach that is not in accordance with the requirements of the Traffic Signs Regulations and General Directions 2016 resulting in an unlawful sign which is a hazard.

In 2016 the Diagram P7306 sign face was incorporated into Schedule 13 Part 9 signs and the approach that this note details has been developed by the TMCA in conjunction with expert practitioners in traffic signing at a national level within the prescriptions allowed.

It is recommended that the historically used sign face layout in Figure 1 is no longer used because it is difficult to manually install and accommodate a sign of the correct 'x' height at roadworks and maintain on a modern road network. This document details the approach that should be adopted by all organisations and is considered best practice.



Figure 1 Established sign face P7306 V1

Table 1 Overall Sizes of P7306 in Figure 1

Mandatory Speed	X height (mm)	Width (mm)	Height (mm)
30	100	1765	1110
40	100	1765	1110
50	125	2208	1389
60	150	2649	1667
70	200	3532	2223

It is essential that the approach in this document is applied correctly and uniformly by all traffic management contractors, providers and designers to remain lawful and create a nationally understood approach.

Standard Approach – No Access Identifier

It is recommended that the later version of P7306 illustrated in Figure 2 is the default layout of advance sign for the P7306 sign at a works access where an indication of which side of the carriageway the access is located is required to be provided and no access numbering is required.

Using this layout of sign face creates a smaller overall size of sign plate that reduces manual handling and is more likely to fit on a road, especially when the narrower handed version is selected at the correct ‘x’ height to be read by approaching traffic.



Figure 2 P7306_v2

P7306 handed version			
Mandatory Speed	X height (mm)	Width (mm)	Height (mm)
30	100	1325	1100
40	100	1325	1100
50	125	1660	1375
60	150	1990	1650
70	200	2650	2200

P7306 reversible version			
Mandatory Speed	X height (mm)	Width (mm)	Height (mm)
30	100	1615	1100
40	100	1615	1100
50	125	2020	1375
60	150	2420	1650
70	200	3230	2200

Where restricted width within the works zone or cross-section of the carriageway exists the version in Figure 3 may be used subject to a risk assessment by the traffic management designer.



Figure 3 P7306_V3 with arrow

P7306 restricted width version			
Mandatory Speed	X height (mm)	Width (mm)	Height (mm)
30	100	1040	1405
40	100	1040	1405
50	125	1300	1760
60	150	1560	2110
70	200	2080	2810

Where the works are subject to relaxations and there is not likely to be confusion as to the side of the carriageway that the works access is located on, the sign face in Figure 4 may be used at the correct 'x' height for the mandatory speed subject to a risk assessment by the traffic management designer.



Figure 4 P7306_v4

P7306 when works are subject to relaxation			
Mandatory Speed	X height (mm)	Width (mm)	Height (mm)
30	100	1050	775
40	100	1050	775
50	125	1300	970
60	150	1560	1160
70	200	2080	1550

Standard Approach – Access Identifier Used

On projects on Motorways and Dual Carriageways where the access is located on the main carriageway or a slip or link road most Principal Contractors request that the works access signage is provided with a unique identifier to support the correct access being used by site traffic.



Figure 5 P7306 V5

The location identifier is required to be included within the main panel of the sign at a recommended height of 16 stroke widths as shown in Figure 5. It cannot be appended on a supplementary plate. The P7301 sign face at the physical point of access changes to the arrangement in Figure 7 with the access identifier at also at 16 stroke widths.



Figure 6 P7306_V5 with Arrow

Designers should standardise the reference by using the carriageway letter reference of A and B for any access on the main carriageway depending on the carriageway direction and J and L for any slip road. Numbers increase with the direction of traffic flow and in following this approach standardises the sign face to avoid re-manufacture for each scheme.



Figure 7 P7301 Sign when used with P7306 V5

Where the side of the carriageway on which the access is located is not immediately obvious or could be confused by works traffic then an arrow as shown in Figure 6 may be included. When the sign is manufactured the fixing holes must be drilled to ensure the sign is seen above temporary vehicle restraint systems.

A bilingual Welsh version is available by contacting the TMCA

P7306 with location identifier			
Mandatory speed in operation	X height (mm)	Width (mm)	Height (mm)
30	100	1040	1175
40	100	1040	1175
50	125	1300	1470
60	150	1560	1760
70	200	2080	2350

P7306 with location identifier and arrow			
Mandatory speed in operation	X height (mm)	Width (mm)	Height (mm)
30	100	1040	1545
40	100	1040	1545
50	125	1300	1930
60	150	1560	2320
70	200	2080	3090

P7301 with location identifier			
Mandatory speed in operation	X height (mm)	Width (mm)	Height (mm)
Any speed	100	1050	975



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