



## **TTM ADVICE NOTE 7**

# **Guidance on Selection and Use of P7245 Signs in Narrow Lane Systems**



# Guidance on Selection and Use of P7245 Signs in Narrow Lane Systems

Issue v1.0 *Published* 01/04/2022

## Foreword

Whilst TMCA understands that every care has been taken to ensure the accuracy of the contents of this publication, no responsibility for any loss occasioned to any person acting or refraining from action as a result of any statement in it, can be accepted by TMCA and (any of) the Author(s).

The information contained herein is intended to represent industry best practice. No liability is accepted by TMCA for any damages caused to property or personal injury resulting from using the guidance contained within this document.

The publication is not intended to be an exhaustive review of the subject and it is incumbent upon any person to undertake their own research and formulate their own conclusions.

All rights including translation reserved. No part of the publication may be reproduced, stored in a retrieval system or transmitted in any form or by any means of electronic, mechanical, photocopying, recording or otherwise, without prior permission of the publishers.

This document is published in an electronic format and a PDF file can be downloaded from the TMCA website [www.tmca.org.uk](http://www.tmca.org.uk)

**TMCA is the Traffic Management Contractors Association, a trade association representing all TMCA members and other interested parties in establishing and leading the highest industry standards in health, safety, innovation and technology for the installation, operation, maintenance and removal of temporary traffic management.**

## REVISION LIST – AMENDMENTS MADE IN THIS ISSUE

Document History				
Version	Purpose description / Status	Originator	Review & Authorised	Date
1.0	For comment	TMCA Tech Officer	TMCA	01/04/2022

This document is subject to an annual review process, the current version is the version published at [www.tmca.org.uk](http://www.tmca.org.uk)

## Our liability

The TMCA shall not be liable in respect of any event of default for loss of profits, goodwill or any type of special, indirect or consequential loss, including loss or damage suffered by you as a result of any action brought by a third party even if such loss was reasonably foreseeable, or that the TMCA had been advised of the possibility of you incurring the same. Notwithstanding that all warranties are hereby excluded to the fullest extent permitted by law, in the event that the TMCA is found to be liable in damages for breach of contract (however caused) then the TMCA's total liability shall not in any circumstance exceed [£5M].

Subject in all respects to the other provisions of this clause 1 the TMCA's entire liability in

respect of any single event of default shall be limited to damages of an amount equal to [£5M] in respect of your tangible property resulting from the negligence of the TMCA or any of their employees, agents or subcontractors.

The TMCA shall not be responsible for loss occasioned to any person acting or refraining from action as a result of using the Guidance in accordance with the performance of this Contract.

For the avoidance of doubt, the TMCA shall not be liable for any loss resulting from, or in any way arising out of or in connection with, your or any other third party's:

- inappropriate use of this Guidance.
- failure to exercise reasonable levels of due care and attention when using this Guidance; or
- failure to exercise reasonable levels of professional skill and competence when using this Guidance.
- Nothing in these Terms and Conditions excludes or limits the TMCA's liability for:
  - death or personal injury caused by our negligence.
  - fraud or fraudulent misrepresentation.
  - any breach of the obligations implied by section 12 of the Sale of Goods Act 1979 or
  - section 2 of the Supply of Goods and Services Act 1982
  - defective products under the Consumer Protection Act 1987; or any other matter for
  - which it would be illegal for us to exclude or attempt to exclude our liability".

## Contents

Foreword .....	1
Our liability .....	2
Scope.....	3
Purpose.....	3
1. Introduction.....	4
2. Application of P7245 Signs.....	4
2.1. Dual carriageway no hard shoulder narrow lanes.....	5
2.2. Dual carriageway including Motorway where the hard shoulder is used but the Diagram 1012.1 marking is not removed .....	6
2.3. Dual carriageway including Motorway where the hard shoulder is used, and the Diagram 1012.1 is removed. ....	6
2.4. Dual carriageway including Motorway where the hard shoulder is not used .....	7
3. Placement of P7244 Signs in advance of P7245 Signs.....	9

## Scope

This Advice Note provides guidance on the selection and application of traffic signs to Schedule 13 part 6 item 16, Diagram P7245 for signing changes in lane alignment driven by narrowing of lanes to accommodate works areas in road work classified as standard on Dual Carriageways and Motorways.

## Purpose

To ensure temporary traffic management providers and designers adopt a uniform approach for signing of changes in lane width and any associated changeover in temporary traffic management (TTM) schemes on Dual Carriageways and Motorways, to reduce risks to road workers whilst not transferring risk to road users.

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 as a result of a provider risk assessment.

## 1. Introduction

The publication of the Traffic Signs Regulations and General Directions in 2016 brought into approval new layouts of traffic sign for signs to P7245 that designers were to use to indicate changes in cross-section at narrow lane systems.

Following the implementation of these changes many traffic management designers have questioned the similarity of the sign used to indicate narrow lanes and that used to indicate a changeover or crossover with many questioning the ability of the road user to understand the difference.

Traffic management designers have also raised the question that the sample layouts that were currently provided did not advise a layout of sign for situations where narrow lanes are created against a hard shoulder edge line without the hard shoulder being brought into use for traffic. There have been concerns and reports have been received of road users becoming confused at this key decision.

It was agreed that the TMCA would raise these questions nationally and this document providing instructions on the use of P7245 signs, including introduction of the 'half slew' arrow form the output of that engagement.

## 2. Application of P7245 Signs

The working drawings that provide indicative layouts for narrow lane signs may be adjusted by the traffic management designer to suit the layout being communicated to the road user.

Working drawings for all the signs listed can be found at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/886390/traffic-sign-drawing-schedule-13-part-6-item-16-p7245.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/886390/traffic-sign-drawing-schedule-13-part-6-item-16-p7245.pdf)

Specifically:

- Sheet 1 – Design of the sign elements used
- Sheet 28 to 32 Hard shoulder use
- Sheet 33 & 34 Narrow lanes
- Sheet 35 & 36 Lane alignment

The designer shall provide a uniform approach to sign layout and selection to ensure that road users understand the information and reaction that is expected of them. The layouts provided should not be deviated from without considering the implications of a change on the road user. This document outlines most common situations that the designer should need to consider and how the various sign layout features should be applied with the intention that uniformity shall be maintained.

## 2.1. Dual carriageway no hard shoulder narrow lanes

Signs on two lane dual carriageways shall use the full displacement arrow (Sheet 1 item 04) and when a third lane is introduced the middle lane is shown by a half displacement arrow (Sheet 1 item 10) irrespective of the width of the narrow lane (Figure 1).

Additional lanes remain a full displacement arrow.

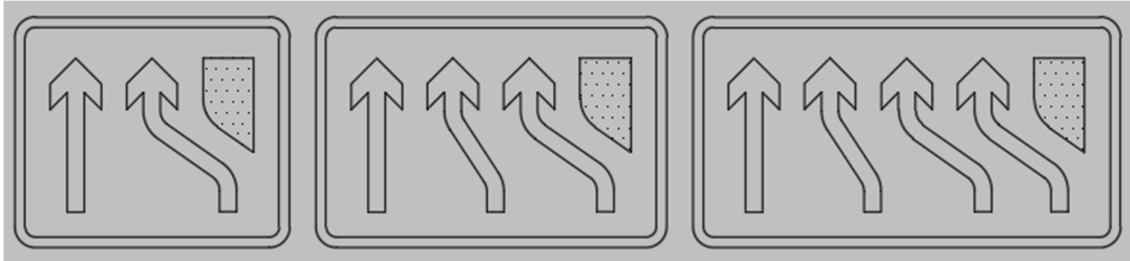


Figure 1 Sample working drawings illustrating progression of sign layout from 2 lane to 4 lane

The differences in sign face design and the associated plates required to create a standardised approach where no hard shoulder provision exists are shown in Figure 2 and Figure 3. Figure 1

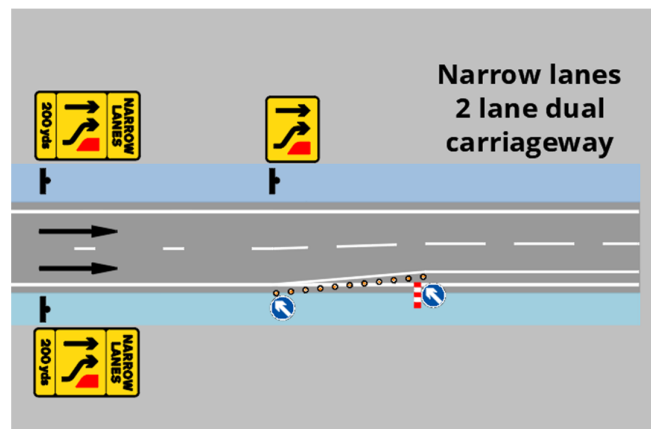


Figure 2 No Hard Shoulder - 2 lane carriageway

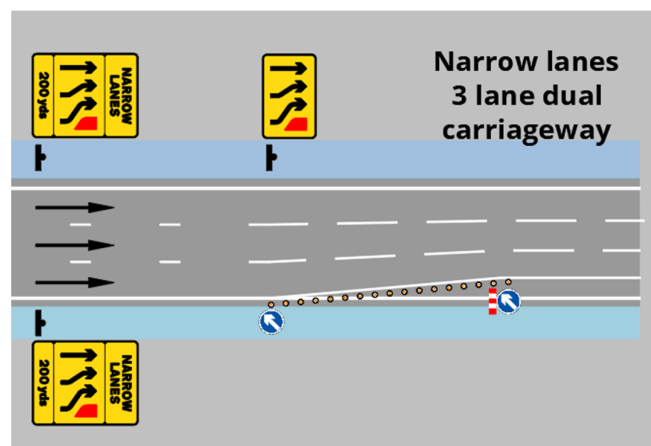


Figure 3 No Hard Shoulder - 3 lane carriageway

## 2.2. Dual carriageway including Motorway where the hard shoulder is used but the Diagram 1012.1 marking is not removed

In this situation the signs must indicate use of the hard shoulder and a line be provided on the P7245 signs. The exit signs must also include 'Rejoin main carriageway'.

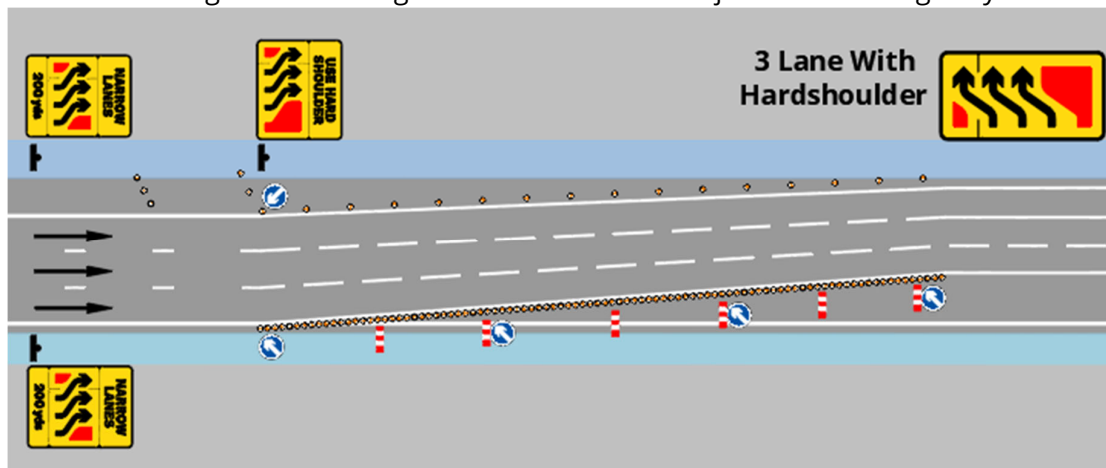


Figure 4 With Hard Shoulder - Edge line not removed

In this situation all arrows are of the same deflection.

## 2.3. Dual carriageway including Motorway where the hard shoulder is used, and the Diagram 1012.1 is removed.

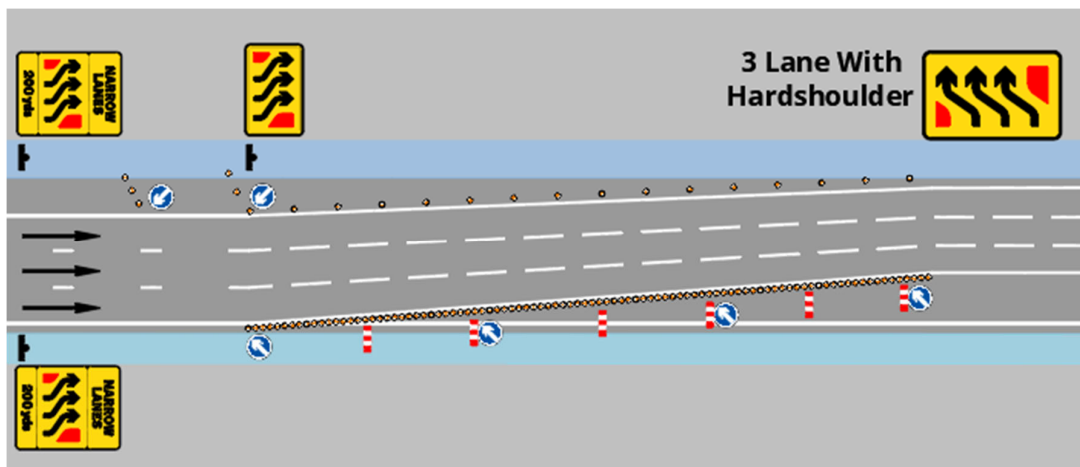


Figure 5 With Hard Shoulder - Edge line removed

In this situation the signs only need to indicate a change in position and alignment as the conflicting edge of carriageway marking has been removed. In this situation all arrows are of the same deflection.

## 2.4. Dual carriageway including Motorway where the hard shoulder is not used

In this situation the signs only need to indicate a change in position and alignment deflection direction. The red panel should be introduced when road users are being directed against an area of carriageway that may present a confusing situation such as a hard shoulder or wider than normal hard strip.

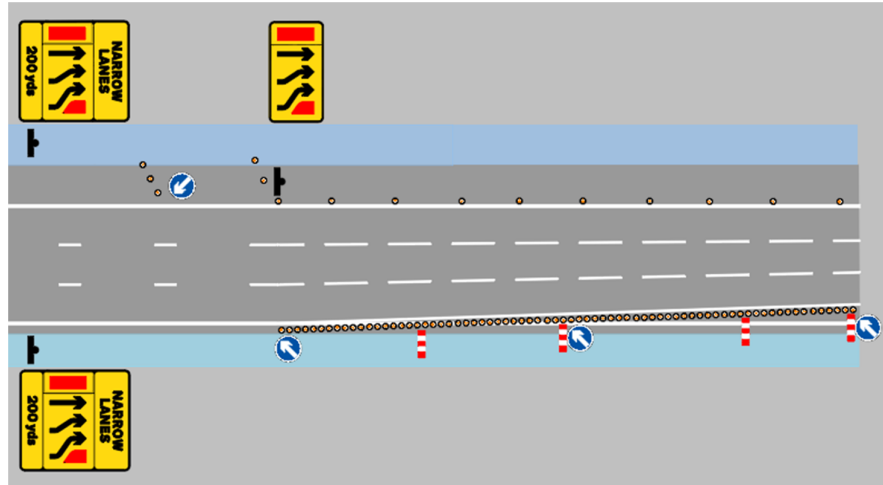


Figure 6 Narrow Lane signs when hard shoulder not used – Entry centre reserve work area

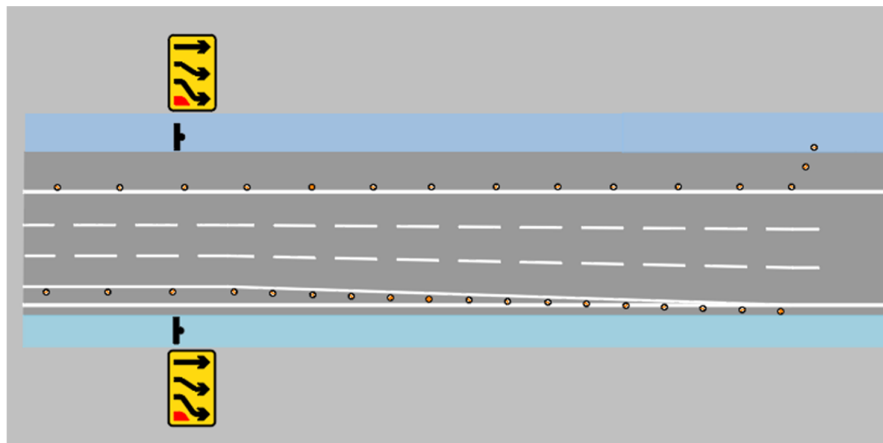


Figure 7 Exit from centre reserve works area

Where the verge side works continue past the zone where the narrowing is removed the sign on the verge side in Figure 7 may include the element depicting the hard shoulder that the entry signs in Figure 6 display. It is not included offside for width practicality reasons.

The following figures illustrate a merge to the right situation.



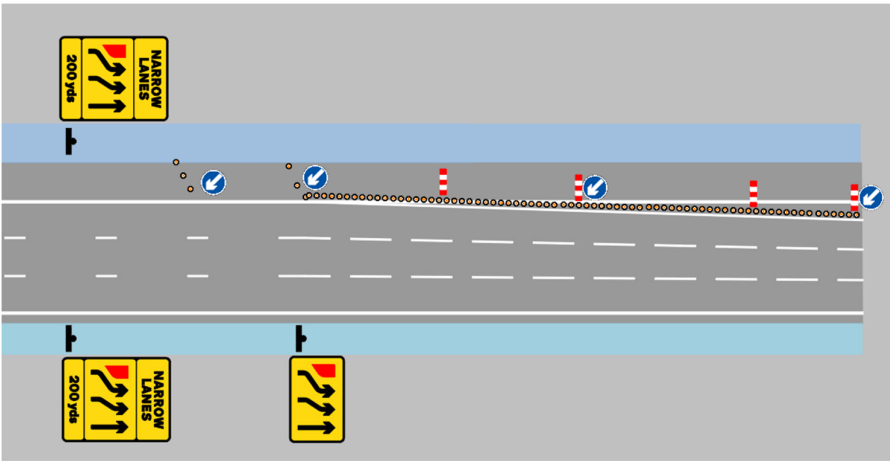


Figure 8 Narrow Lane signs when hard shoulder not used - Entry verge work area

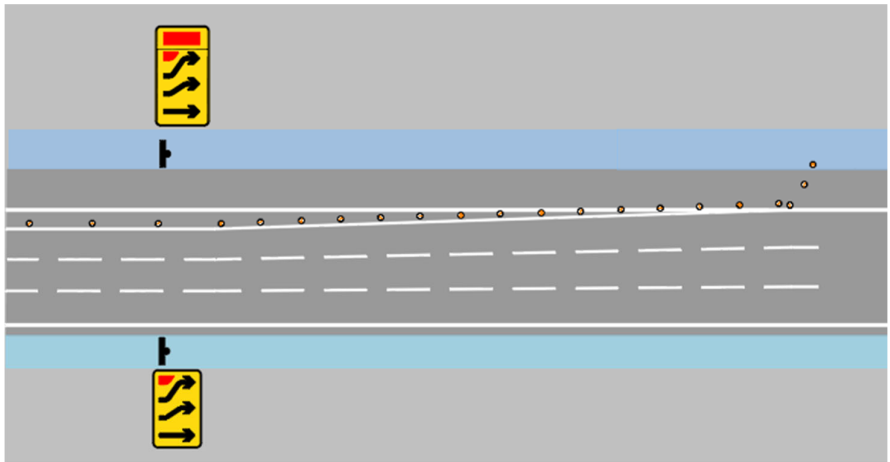


Figure 9 Exit from verge works area

### 3. Placement of P7244 Signs in advance of P7245 Signs

When a width restriction is introduced on a traffic lane, in a narrow lane situation it is to prevent certain classes of traffic using that lane and should always display a dual width of 2.0m and 6'6" irrespective of the actual lane width. The width displayed is related to the body width of a vehicle, using 2.0m prevents larger vehicles including some vans from using a lane intended for use by smaller vehicles only. Signs to Diagram P7244 displaying the width restriction should be provided at least twice in advance of the P7245 lane alignment signs.

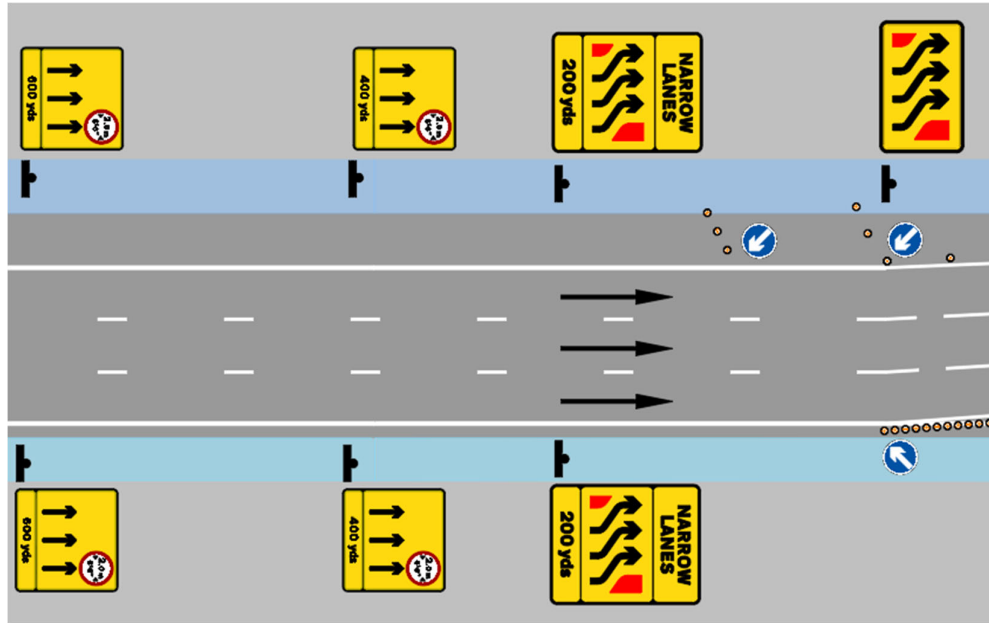


Figure 10 Layout of P7244 Signs preceding P7245 in Figure 3



**A trade association representing all TMCA members and other interested parties in establishing and leading the highest industry standards in health, safety, innovation and technology for the installation, operation, maintenance and removal of temporary traffic management.**

[www.tmca.org.uk](http://www.tmca.org.uk)

Traffic Management Contractors Association  
Registered address: 409 Tyburn Road, Birmingham, B24 8HJ