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JCT Traffic Signal Symposium 2017

Development of Traffic Signs Manual Chapter 6

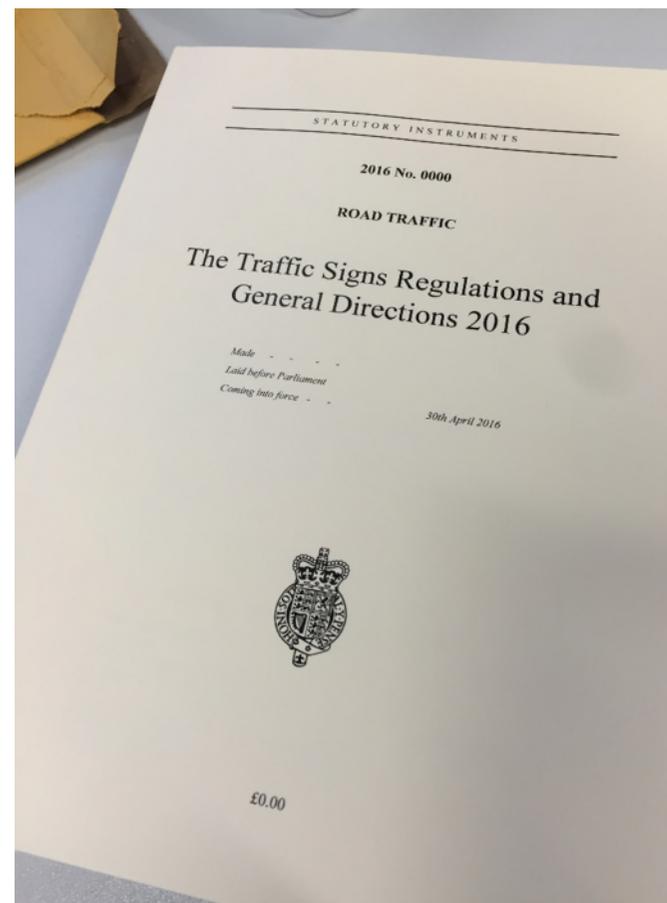
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TSRGD 2016

- Came into force April 2016
- Covers:
 - Junctions
 - All crossings
- Superseded TSRGD 2002 and the 1997 pedestrian crossing regulations
- No more pelicans





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Traffic Signs Manual





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Chapter 6: Traffic Control

“Advice recommended for those designing traffic signal junctions and crossings on roads with a speed limit of 40mph and under”

Particularly for urban areas

Traffic
Signs
Manual

CHAPTER
6

Traffic Control
2017



Chapter 6: Traffic Control

- Why?
 - Existing guidance out of date
 - In many different places
- Will supersede:
 - LTNs 1/95, 2/95, 1/98
 - TALs 5/05, 1/06, 1/08
 - TD50/04 (in relation to roads with speed limits 40mph and under)
- Will include advice on signs and markings from other chapters





Change in focus

- Move towards ‘place’ over ‘movement’
- Reduce dominance of vehicle traffic
- Manual for Streets
- Manual for Streets 2
- LTN 1/08: Traffic Management and Streetscape





Junctions: TD 50/04

- Can be over-engineered, vehicle-focused
- E.g. radii:

TD50:

Corner Radii

2.19 Where no special provision is to be made for large goods vehicles it is recommended that the minimum radius should be 6m in urban areas and 10m in rural areas.

MfS2:



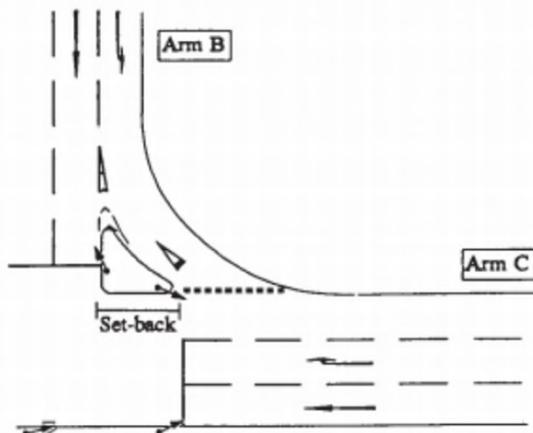
Traffic signal junction with clear and simple pedestrian crossings and advance cycle stop lines. Note lack of guardrailing and buildings close to junction corner, and tight corner radii.



- TD50:

Left-Turn Slip Lanes

2.42 **Figure 2/15** illustrates an example of a left turn slip lane and separation island typical of a situation where the proportion of left turning traffic is low and large goods vehicles are expected infrequently. Large goods vehicles which experience difficulty turning may encroach into the entry lane (**Arm C**), causing conflict. Where the proportion of large goods vehicles is significant, adjusting the corner radius, providing a taper and setting the stop-line back, as indicated in **Figure 2/16**, should be considered to reduce the conflict.



MfS2:



Segregated left turn lanes make pedestrian crossing movements more complex and slow, as well as adding to clutter.



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Pedestrians

- All types of crossing
- Focus on
 - Desire lines
 - Ease of movement
 - Accessibility





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Cyclists

- Advice on new measures:
 - Low level signals
 - Parallel crossings
 - ‘early release’ signals





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Decluttering





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What next?

- Initial, limited, peer review April 2017
- Now incorporating comments
- Further version for second peer review soon





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Questions?

