

TRAFFIC DETECTOR LOOPS

The attached guidance note regarding Traffic Detector Loops was agreed for use by SEHAUC.

Traffic Detector loops are placed in the upper layers of the road surface and are essential for the efficient operation of signalised junctions, and for monitoring traffic flows.

Whilst the number of loops on the network is relatively small, when damaged they will need to be replaced and the cost is high and of particular concern to statutory undertakers. This guidance note sets out to assist in minimising the damage caused to traffic detector loops in the following ways:

1 Plan of sites with detector loops

The Highway Authorities shall endeavour to show on a plan available to statutory undertakers the sites of all of the remote traffic sensor monitoring sites. The Plan may be included in the map book showing the traffic designations.

2 Signalised junctions

a) All signalised junctions utilise traffic detector loops which are placed on the lane

approaches to the signals. It should be noted that these may be spaced at considerable distance (up to 40Cm) from the signals to monitor traffic queuing.

b) The safety at roadworks COP gives guidance when working in the vicinity of traffic signals and highlights the need to ensure that the signal heads are hooded and turned off in certain conditions of working.

3 a) Where possible new apparatus should be sited to avoid existing traffic detector loops serving signalised junctions.

b) When it is proposed to site new traffic sensor loops, either as part of a highway scheme or independently, this shall be included on the notification to the statutory undertaker.

4 Damage to loops may be unavoidable when there is a need to access existing plant situated under them. However, damage may be prevented by pre-surveying the site, highlighting the loop and careful working in its vicinity, for example, by saw cutting the surface layers.

5 a) It is recommended that contact is made with the relevant Highway Authority to discuss in advance any works where traffic loops may be affected.

b) Should it be known that a loop will be cut as a result of any works then early contact in advance of the work should be made with the Highway Authority to ensure that replacement loops are organised and that the appropriate traffic management arrangements are planned to be put in place whilst the works are underway.

c) Highway Authorities shall provide a contact number for Statutory Undertakers to give advice when they are working in the vicinity of traffic loops and in the unfortunate event of damage to this apparatus.

Cross Reference Information:

NRSWA 1991 Section 79 : 82

Code of Practice CO-ORDINATION: SAFETY AT STREET WORKS

Regulations: N/A

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Signed

Chairman Vice-Chairman

This item is registered under the SEHAUC administration reference:

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SOUTH EAST HIGHWAY AUTHORITIES & UTILITIES COMMITTEE