

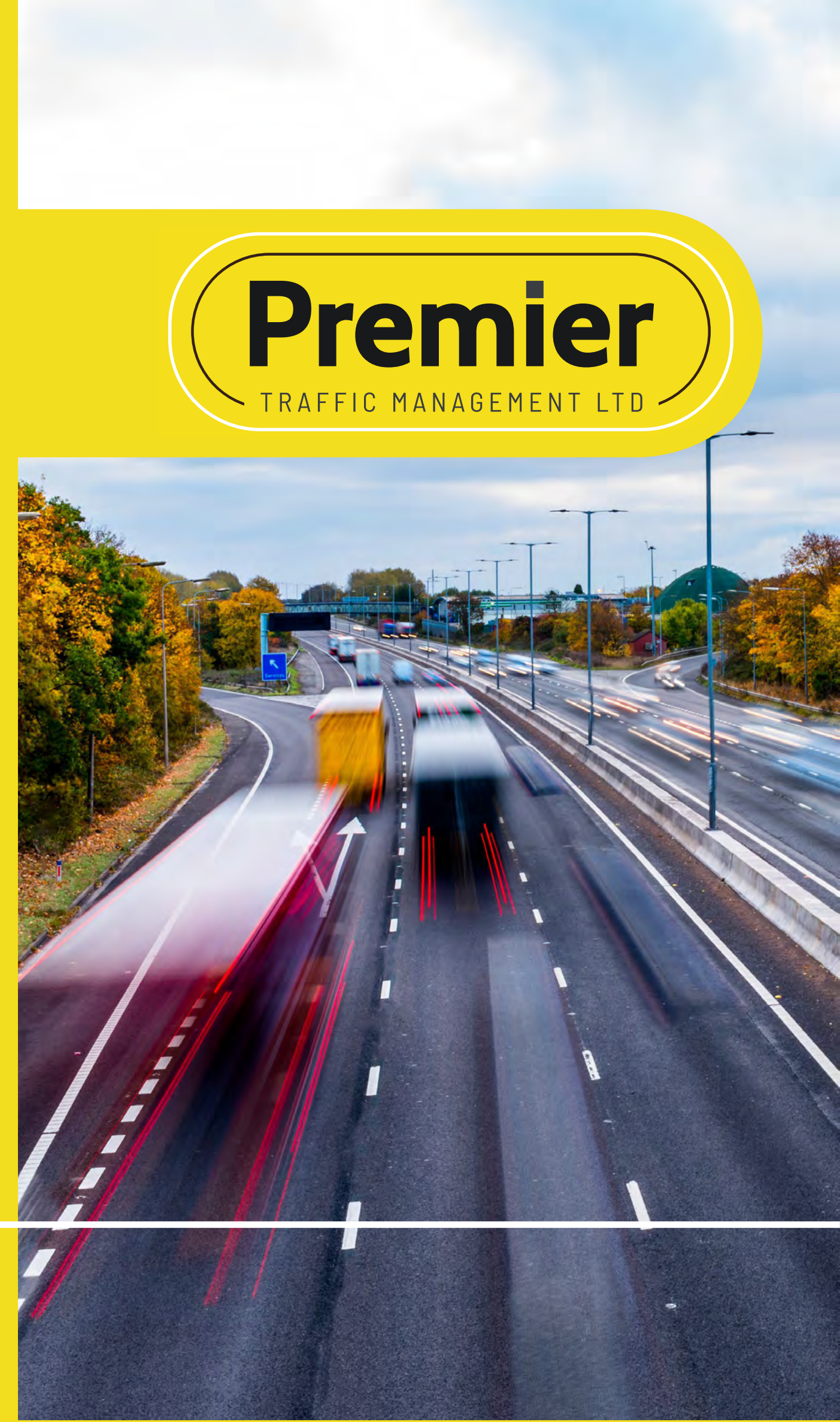
Premier Traffic Management NCSG 30.06.2023

Premier

TRAFFIC MANAGEMENT LTD

— YOUR PARTNER IN SAFETY

— WWW.PREMIER-TRAFFIC.CO.UK





Our Story

Since our establishment in 2000, we have grown into a leading regional traffic management partner covering the North of England. Through a passion for safety and a commitment to customers, we have developed long-term business relationships locally by consistently meeting the needs of our clients, building mutual trust and respect to make Premier a name that can be relied upon.

Premier is also a proud member of the TMCA – Traffic Management Contractors association

Our Story



Operating from 7no depots / offices:

- Northumberland
- Durham
- Doxford Park
- Leeds
- Penrith
- Liverpool
- Preston

250+ operatives / staff.

Vehicle Restraint System (VRS)
Department – All aspects of highways
safety fencing – crash barriers etc.

Legal framework and codes of practice

Chapter 8

What are Chapter 8 Regulations?

The Chapter 8 Regulations are codes of practice that are intended to help you to safely carry out signing lighting and guarding of street works and road works on all highways and roads.

This Code is directed at operatives, supervisors, managers, planners and designers who are responsible for making sure that all street and road works are safe for both operatives and the public.

Road users including pedestrians, cyclists and equestrians (horse riders) should not be put at risk and should be able to see the extent and nature of any obstruction well before they reach it.

Split into 2 manuals – Part 1 & Part 2

Part 1: Provides guidance for those responsible for the design of temporary traffic management arrangements

Part 2: Provides guidance for those responsible for planning, managing, and participating in operations to implement, maintain and remove temporary traffic management arrangements



Sector scheme requirements

National Highway Sector Schemes (NHSS) are bespoke integrated quality management systems for organisations working on the National Highways strategic road network, which accounts for approximately 4% of all roads in England. Local Authorities are responsible for the remaining 96% and will often adopt these management schemes.

There are currently more than 20 NHSS schemes. They cover activities ranging from fencing, landscaping and vehicle safety restraints to road surfacing and marking, and traffic management.

Each Sector Scheme Document has a set of appendices.

Together, they describe the minimum requirements you'll need to satisfy before you can be certified under that scheme, including detailed training and competency

Certification of suppliers is carried out by certification bodies, which in turn are accredited by the United Kingdom Accreditation Service (UKAS). Certification bodies are accredited to provide certification for individual NHSSs. Accredited

Lantra Awards:

Lantra are the awarding body for the 20 NHSS schemes – Including Traffic Management.

Traffic management awards:

- 12D M1 – M7 (Low speed)
- 12A/B TTMBC – Basic course
- 12A/B Operative (High speed)
- 12A/B LTMO – Lead traffic management operative
- 12A/B Foreman
- 12A/B – TSCO – traffic safety & control officer
- 12C – Mobile works
- 12A/B – IPV – Impact protection vehicle



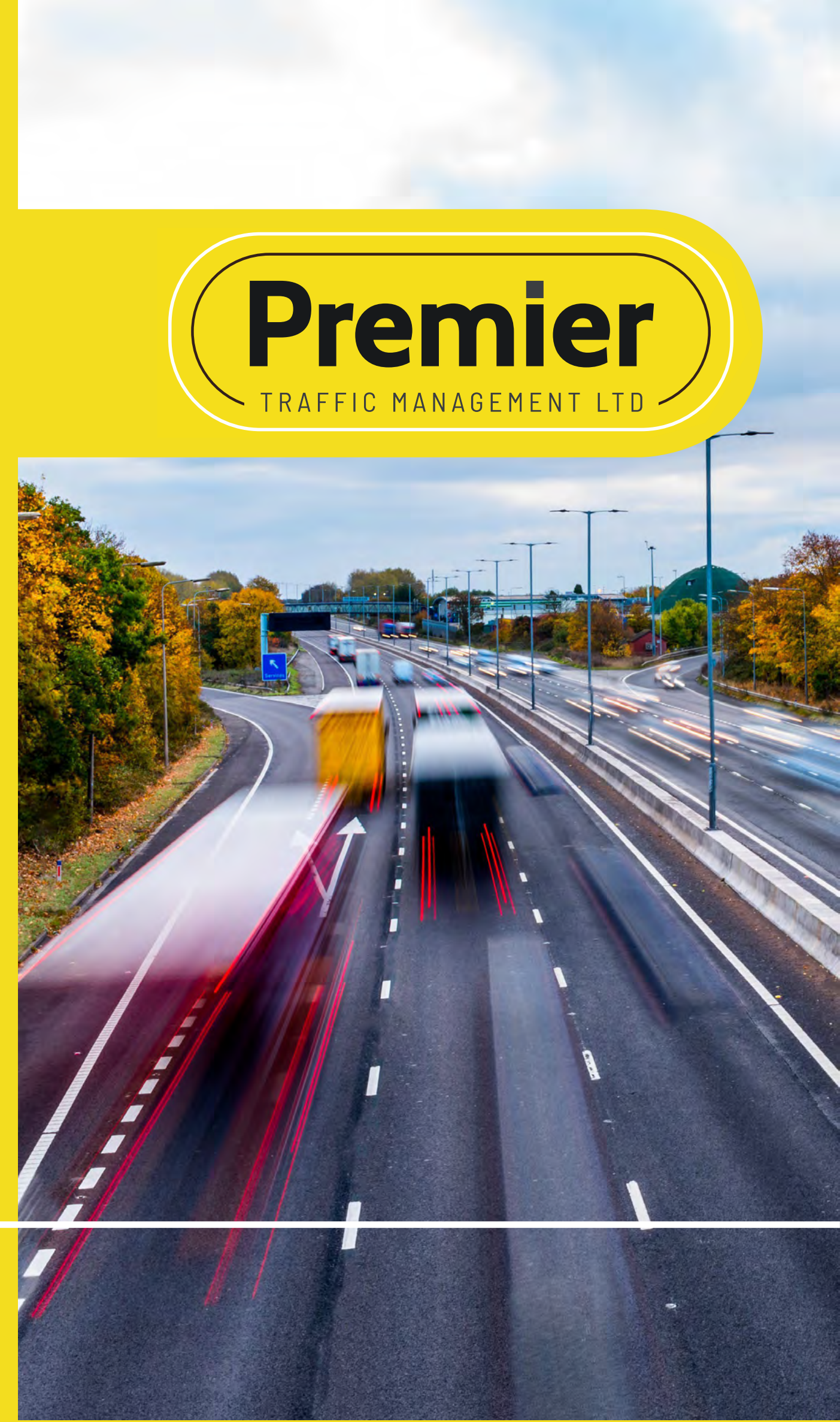
Premier Traffic Management YNE SDF A1(T) Kenstone

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Kenstone

Description of scheme:

The removal of existing kerbing which is being replaced with Combined Kerb and Drainage (CDK), Scheme also includes installation of new drainage and repair of existing drainage

PC - Carnell

Traffic management: 2-way traffic signals including managing local junctions and local businesses



Start Date: 23rd January

Proposed completion date: 13th June

YNE SDF – A1(T) Kenstone

Since the start of the scheme the site team experienced issues with:

- Behaviour of the customer
- Non-compliance with Red lights
- Incursions – vehicles jumping red light and entering lane closure

In the first two of weeks of the scheme we experienced 4 incursions and 6 red light jumps

The numbers as of **20.06.2023**:

- **Incursions** – 19 – Including 2 blue light incursions
- **Red light jumps** – 25
- **Verbal abuse** – including an incident where a MOP trashed a closure point, abused the operatives and threw cones and signs into hedgerows and across verges.

YNE SDF – A1(T) Kenstone

Additional control measures which have been implemented include:

- Additional signage
- Doubled signal heads – increased visibility
- Liaison with local police force
- Provision of portable VMS
- CCTV
- Intellicone – Incursion Prevention & Warning System (IIPAWS) HRS
- Carnell SAFETYCAM van
- Convoy working
- Review of signal head locations – looking at layouts, lighting and general set up

Further steps implemented:

- INSTABOOM installation – development of RAMS / SSOW and liaison with Client and PC regarding implementation and use.
- Regular review meetings
- Engagement with the local communities
- Lessons learnt – we have ensured that everything has been captured and will be fed back to the design teams and included in any ECI for future works in the vicinity – The success of INSTABOOM will hopefully lead to it being used for future schemes where traffic lights are to be utilised for prolonged periods of time.

YNE SDF – A1(T) Kenstone INSTABOOM Installation – 23.05.2023



YNE SDF – A1(T) Kenstone

Since the introduction of INSTABOOM, we have witnessed:

- X4 Blue light incursions have been prevented – 3 police cars with blues and twos have stopped at the barrier – the barrier has prevented them from entering the running lane and meeting traffic heading the other way – this usually results in the police entering the coned off works area – where numerous operatives and plant and machinery are working.
- Another 2 red light jumpers have been prevented by MOP having to stop at the barrier – both had made attempts at breaching the red light.

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THANK YOU.

ANY
QUESTIONS?

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