

Nortek vägarbeten

Meeting in Helsinki 26.-27. Oktober 2016

Ulrik Blindum, Ulrik Sillesen from Denmark, Mårten Hafting and Oysten Buran from Norway, Risto Lappalainen, Jukka Hopeavuori ja Tapio Syrjänen from Finland, Pär Englund, Elisabet Lundman and Håkan Svensson from Sweden.

Asphalt works costs have been studied in Denmark with GPS, measurements on road and traffic densities. Road was 3-lane highway pawed two lanes at a time with two narrowed traffic lanes. Traffic was measured by quantity, speed and time they spent on road under construction. Analyses on data are in presentation. Calculating delayed hours they find out that this roadwork caused about 17 million kronas costs to road users. Night time working and noise distruction was not on focus at this study.

In Denmark 20 000 cars/day is a limit. Above this you must do pawing works nighttime. This is just technical limit, social costs are not in this calculation. It is common that big crossings they close ramps and do them during weekend so crossing is open again Monday morning.

Working competencies: You must have them but not on all Trafikverkets working sites. Safety things are a hot topic in Sweden now.

Norway: Trials on competence register on safety and (framkomlighet) have been a success. The system works and training goes on, questions in tests are now being on re-writing. Now Vegvesen is thinking on giving road safety training out to market. They still don't know on which time people must do test again. And market has not heard of this now. Language versions are on planning board.

Finland has Road safety 2 –material under renewal process. It has much pictures and it is mandatory for all trainers giving Road Safety –courses. It will be available to trainers in March next year.

Denmark has done a definition on Road Safety courses and topics belonging in every level. There is some topics which can be in every level, but there is also topics just in one level only. Level 1 has been going on for years. First people with level2 training are now renewing their competences for the first time. Now is a good opportunity to take on discussion some details which are wrong in so many cases on the road. If you have taken shorter “brush-up-2-level-course”, you must do test with certain level or you must return to two days basic-2-course. People taking part to course first time get the Handbook on traffic arrangements. Next time they must have their own updated Handbook with them coming to the course.

Levels are 1 for people working on the road with traffic arrangements, more experienced than just everyone. Under it is level ½ knowledge on road signs for everyone working on the road and which is included in basic training for the road workers. Level 2 is for people controlling traffic arrangements on the road work site. Level 3 is for people planning traffic arrangements during road works, also on other roads if they are used as a detour.

Swedish proposal on working width temporary barriers: Only for special occasions, when you really can't use ordinary lane widths. This gives also tables to choose right measurements according equipment available.

In this point we had an interesting discussion on different demands in different traffic environments and actual driving speeds. What should be the speed limit and barriers used in cities, between parked cars or at open landscape?

Norway: Regulation on vests and stopping signs for the manual flagger. In regulation there was dimensions for a stop-sign, it's weight and it's minimum/maximum luminance. One problem on the road is ordinary people wearing any kind of cheap reflector vests. The flagger should be easy to recognize.

Thursday

Flagger should stand some way from other workers wearing reflective clothing. Other important thing is that flagger gives clear and visible signs so that drivers recognize him or her as a flagger. Follow me –car is a new thing and getting more common every day. In Sweden there is minimum distance and possible barriers between workers and traffic according the speed of passing cars.

Flaggers in other happenings are not properly educated almost everywhere. Only Denmark has requirements on competence of flagger at big happenings. There also has to be at least one police present with volunteer flaggers.

Danish monitoring of traffic speed on moving work site with one-sided speed limit signs: If signs are only on one side of two or more lanes, it must be repeated after 200 meters. Other way it is not valid. Now they tried to reduce the number of signs between first roadwork-sign and the actual work site. (You need about 250 meters between painting machine and TMA-car following it for the paint to dry enough.) Also lane changing situations were studied. Conclusion is on net site \_\_\_\_

Sweden has done a big reorganizing of regulation on road and rail documents and it is still going on. Before there were more than 1500 separate regulations, now they are in one. Regulation is now in between a handbook and a set of detailed demands. The contractor has still a few possibilities to plan traffic arrangements according demands so that they are suitable for the real situation on roadwork site. [Report](#) on Safety in Working site on road- and railworks. Now Trafikverket is seeking direction on how to deal with safety issues together with contractors.

Norway has had some cutbacks, they have reduced about 5% of personnel. Anyway some important areas can get more resources if they really need them. In whole Norway need to cut costs is about 2%, in Vejdirektoratet it is around 3%.

Contractor fining has been defined in four steps process. First step is hardest, work can be stopped if real bad errors have been found. The second step is to give a possibility to correct pointed errors on regional level, third is to correct them on local level. The fourth opportunity is to give a fine on a individual error at the work site. Vejdirektoratet has 5 inspectors nationwide to take care on these things.

Next meeting is in Copenhagen May the 3.rd and 4:th 2017.

In Sweden they give one permission per contract to do anything they need to do on the road. Under that one number there can be many work sites, which you must start one by one with individual permit at a time.

Meeting ended 11:15