

Nortek memory notes, December 13, 2022,

Updated with 2 comments from Finland 2022-12-20

Attendants:

Denmark: Josephine Schøller Rasmussen, Kit Lærke Knudsen, Kristian Skoven Pedersen

Finland: Jukka Hopeavuori, Risto Lappalainen

Norway: Hilde Hvidsten, Roy Helge Hundere

Sweden: Elisabeth Lunman, Frederik Nilsson, Jan Backman

Around the table

Sweden: This is the last meeting for Jan. He is leaving to start at Svevia at the end of January.

Norway: TMA “with wings” – This is a new product for us, seemingly used in other Nordic countries



Sweden: we usually don't see such long wings. The normally are shorter to keep the traffic a bit away from the vehicle. It's important to understand that the wings can't replace a protective device. Many times the can adjust the length of the wing to suit the location, for example if the shoulder is wide or narrow.

Denmark: They are used at short urgent jobs to close the shoulder. It's visually closed so the drivers don't pass by on the wrong side of the TMA. If there are personnel on the road, they must use TMA. Have tested whether you can close two lanes with one TMA. You then have a red light on the wing. It worked well.

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Finland: Not used or seen in Finland. We must discuss this with our acceptance authority Finnish Transport and Communication Agency.
(Comment added 2022-12-20.)

Norway: Traffic signal with barriers – do you have this type of system allowed in your country? How do you regulate the use of it?



Sweden: They are sometimes used at paving works. Unfortunately, the experience is that there are a lot of problems with road users not respecting when the barrier goes down. It is in connection with long queues at the site and they are trying to catch up with the green time. Many projects require there to be a person who can stand on the side of the road who can manage the boom if there is a problem. We don't demand the barrier but it's allowed to use in combination with traffic lights or guards. We want to reduce the number of guards on the roads and the barrier can be a replacement.

Denmark: Have no experience of running a red light. Always demand traffic lights on both sides of the road. Important that the lights work as intended. A countdown timer increases respect for the light.

Finland: Not possible according our traffic sign rules. A modification of this is used at railroad crossings, but definition of this is in rail building handbook.
(Comment added 2022-12-20.)

Norway: VMS – do you use it? What are your experience using this type of product – pros vs cons?



Sweden: Usable because they can show different road signs. Use a lot of luminous road sign. Often placed on trucks o they can be used for different things because it is easy to show different messages. Problem that when they

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are truck-mounted, they can't show all the signs in the right size. Have started a project to see what dimensions a luminous road sign needs to have to correspond to the same sign made in reflective material in size large. Also use them to show realtime warning, for example queue warning. Have a lot of questions about the size and the weight in case they get hit. It does not appear that there are any requirements in the countries we have received information from.

Denmark: Use it but don't know how they behave in the event of a collision. Have started a project to see how they behave and what forces are exerted on the driver. Using it at variable speed on highways.

Finland: Have tested them. The drivers accept the speed limit better when the sign is luminous.

Denmark: Stop lines used at road works, temporary signals in connection with road works and not lay out a stop line, but use a sign. A little more on that subject, and preferably some references to the convention.



Sweden: Trafikförordning (1998:1276) 3 kap. 19 §: A driver who is obliged to stop or must stop due to a traffic signal must stop at the stop line. If there is no stop line, the driver must stop immediately before the signal or before the driver enters the crossing road, path or track area [Trafikförordning \(1998:1276\) Svensk författningssamling 1998:1998:1276 t.o.m. SFS 2022:1412 - Riksdagen](#)

Annex to the Vienna convention; Chapter III, Traffic light signals, Article 23, [Signals for vehicular traffic](#), 1. (a) (ii): A red light shall mean that traffic may not proceed; vehicles shall not pass the stop line or, if there is no stop line, shall not pass beyond the level of the signal or, if the signal is placed in the middle or on the opposite side of an intersection, shall not enter the intersection or move on to a pedestrian crossing at the intersection; [Conv road signs 2006v EN \(unece.org\)](#)

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Finland: Has special rules for roadworks. Must have a stop line on state roads. On non-state roads they have their own rules.

Norway: Permanently there must be a stop line, there are exceptions for temporary signals. It is not regulated except in regulations on signs "have a red light or a line". Also use the sign "Stop", similar the yellow in the pictures above. The signs didn't work because the traffic stopped too far away from the lights.

Finland: Traffic controlling (use of "flaggers")

- **What kind of guidance you have for traffic controllers?**
- **How are traffic controllers mentored?**
- **How is traffic controlling monitored? If there is something that must be changed (traffic controlling) how is it conducted?**

Sweden: We have regulations about how they should be marked (their clothes and a flag or a sign), what signals they can show, warning signs in front of a flagger, speed of passing traffic. We don't have any requirements for certification because the specific basis is too little to ask questions about. We get criticized on that so we are looking in to it again. In Sweden there is a problem with threats and violence against the flaggers.

Norway: To be a flagger requires taking two of our courses. Contains theory and practice, could be more practical. Regulations about clothes and a handhold sign and how to stop the traffic. The speed is allowed to max 50 km/h at flaggers. They must have a break every two hours. Has some incidents and serious accidents. One fatal accident. Norway will present the investigation into the accident at the next meeting.

Finland: Your Experiences of Road Safety web courses.

Everyone who has taken the courses, please send your comments to Risto.

Sweden: Roadsigns on vehicles

Please send to us how and witch signs you put on your vehicles in the previously sent document.

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Next meeting:

March 9, 2023, digital meeting at 9-11. Denmark

May 9-10, 2023. Helsinki. The meeting will be at Original Sokos hotel Tripla
www.sokoshotels.fi

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