

# Passing vehicle traffic

Requirements in this document applies for all workplaces where traffic closure arrangements are needed to prevent vehicular traffic from entering the work area. This approach applies, for example, to the construction of new highways, maintenance and repair of roads and bridges, and widening of existing road. It is applicable for laying cable in or adjacent to a highway or street and for the construction and maintenance of buildings near highways or streets.



## Organisation and planning

At least one person shall be designated as responsible for traffic arrangements at the workplace. If, as a supplier, you are not assigned to do this, you must know who is responsible and what specific rules apply to working on the public roads.

The agreement between you and Skanska shall always define what regulations apply, which may differ depending on who is the road authority. The Swedish Transport Administration's regulations apply to most projects.

As an employer, you must certify and document knowledge of working on roads, which is then reported to the customer.

Project-specific requirements regarding health and safety, safety of third parties and accessibility are set out in project-specific General Instructions.

As an employer, you are responsible for carrying out your own risk assessment before the activity starts and to follow defined regulations. The developer's work environment plan shall describe how the risks of the workplace including passing vehicle traffic is to be handled.

### Safety requirements for machinery and vehicles

Machinery and vehicles shall be at least equipped in accordance with Skanska's mandatory safety equipment for machinery and construction transports, which may be found on [www.skanska.se/en-us/suppliers](http://www.skanska.se/en-us/suppliers) and vehicle markings in accordance with the requirements of the road owner.

### Safety for third parties

It shall be clear that roadworks are being carried out and how it is safely crossed for both road users and unprotected persons in traffic.

Energy-absorbing protection shall be designed to ensure that they are safe both to drive into and to work behind.

## Safe execution

Traffic arrangement plans shall always be available at the workplace.

The risk of collisions shall be prevented according to the principle:

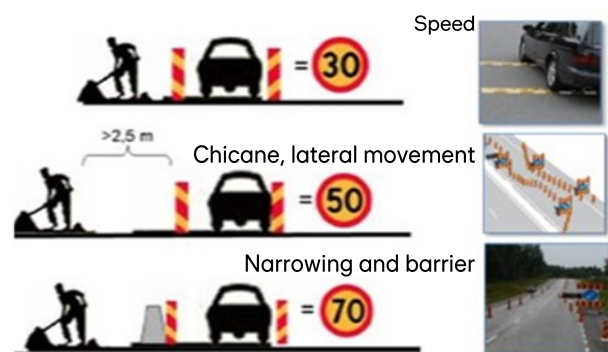
- Traffic is diverted so that the work is not affected
- Traffic is diverted so that vehicles pass at a safe distance
- Traffic is separated from the workplace by traffic arrangements. To the extent needed, protective devices shall also be in place which effectively prevent or divert traffic from entering the workplace.

It should be safe for everyone working in the workplace therefore physical obstacles should be used to achieve the desired speed limit. Speed limit road signs alone are not sufficient.

Skanska applies the 30, 50, 70 rule which means:

- 30 km/h Distance < 2.5 m – physical devices have been used to reduce speed (chicanes, speed bumps)
- 50 km/h Distance > 2.5 m – physical devices have been used to reduce speed (chicanes, speed bumps)
- 70 km/h Distance from barrier to work is indicated as work width as shown in the installation instructions

When using a longitudinal barrier, it is important that this is fitted according to the supplier's instructions



Examples of physical devices to reduce speed