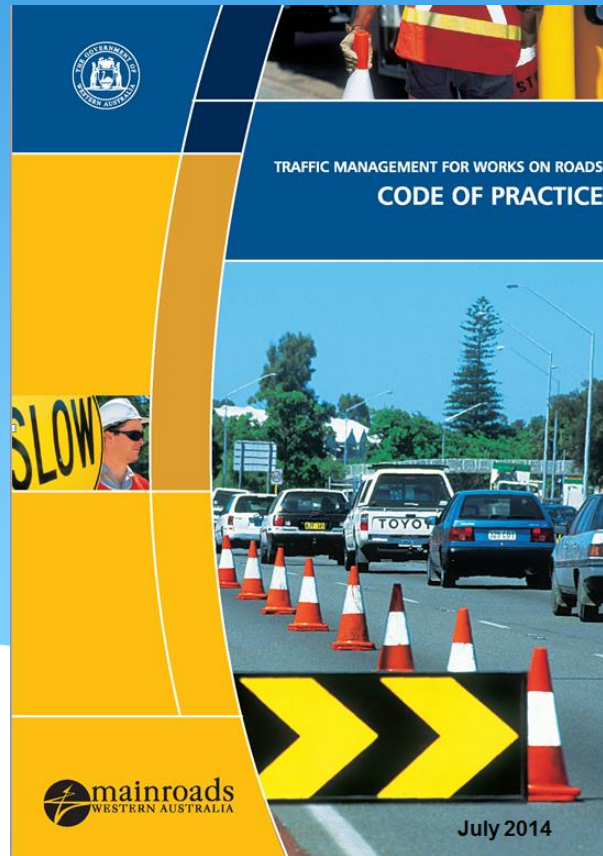


# Traffic Management for Works on Roads Code of Practice - updates



# Section 5.2.1 Traffic Management Plans - General

- New requirement to have a continuous improvement mechanism in all Generic TMPs;
- As a minimum, Generic TMPs should be reviewed at least once in any 12 month period.

## 5.2.2 Traffic Management Plans Involving “Complex Traffic Arrangement”

- Any planned work that involves the removal or replacement of permanent road safety barriers that are preventing a potentially catastrophic outcome, (e.g. commuter rail or freeway barriers) will now be defined as a “Complex Traffic Arrangement” and require RTM endorsement.

# Car vs Longitudinal Channelizing Barricade

## Mitchell Freeway – 7:00am 1 July 2011



Potential catastrophic outcome

## 5.2.4 Workzone Road Safety Barrier detail in TMPs (new section)

- New requirement to ensure TMPs using barriers include details on: barrier and end treatment type, deflection zone, containment fence, offset from traffic lane, width/length of worksite and barrier length of need.
- This is the responsibility of the RTM that endorses the TMP.

## 5.3 Risk Management (section amended)

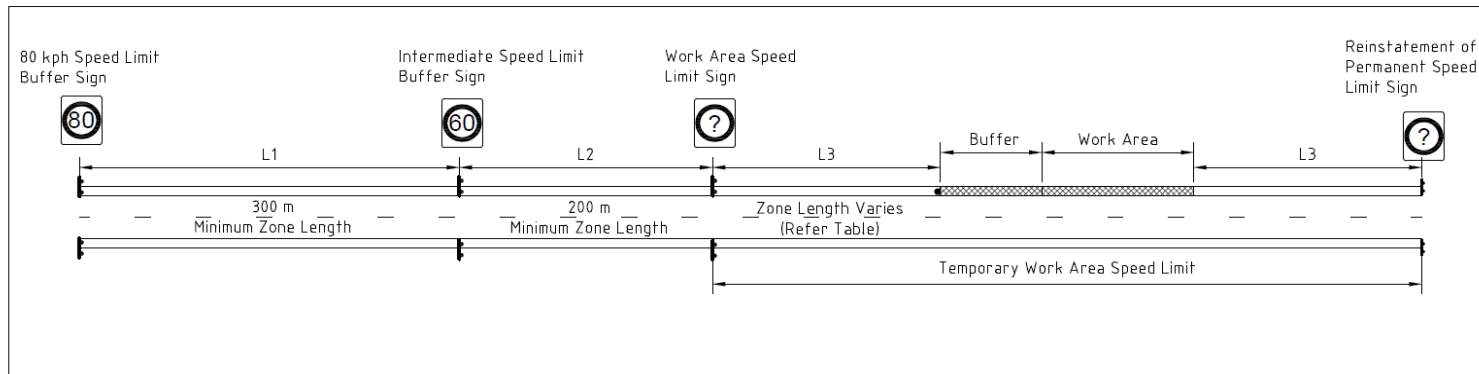
- Now a requirement for all Road Authorities to use a RTM when varying from the code.
- This will ensure all Authorised Bodies are fulfilling their obligations under their Instrument of Authorisation.

## 6.2.5 Mobile Temporary Speed Zones

- Previously the Road Traffic Code 2000 made no provisions for mobile temporary speed limits as signs had to be “erected near the boundary of a carriageway.”
- This has recently been updated to **“is displayed or erected on or near a carriageway.”**
- This means police can now enforce speed limit signs that are mounted on a work vehicle as part of a mobile work convoy.

# 6.2.7 Setting out Temporary Speed Zones (Buffer Zones) (new section)

- Previously Advisory Note 1 now added to the CoP
- Included to help establish a consistent and uniform approach in the placement of temporary speed zones.
- A risk management approach shall be taken, and if the spacing's are not appropriate they should be adjusted using AS 1742.3





Approach Speed (km/h)	Works Area Speed (km/h)	80 km/h Speed Buffer Required	L1 (80km/h buffer) (m)	L2 (60km/h buffer) (m)	L3 (m)
<b>110</b>	<b>80</b>	No	N/A	N/A	220
	<b>60</b>	Yes	300	N/A	160
	<b>40</b>	Yes	300	200	90
<b>100</b>	<b>80</b>	No	N/A	N/A	200
	<b>60</b>	Yes	300	N/A	160
	<b>40</b>	Yes	300	200	90
<b>90</b>	<b>80</b>	No	N/A	N/A	180
	<b>60</b>	No	N/A	N/A	180
	<b>40</b>	No	N/A	200	90
<b>80</b>	<b>60</b>	No	N/A	N/A	160
	<b>40</b>	No	N/A	200	90
<b>70</b>	<b>60</b>	No	N/A	N/A	90
	<b>40</b>	No	N/A	N/A	90
<b>60</b>	<b>40</b>	No	N/A	N/A	45

Placement of Temporary Speed Limit Signs

# 6.13 Labelling Ownership of Signs (section updated to include all signs)

Previously a requirement only for multi-message signs.

The rear of temporary signs (MMS or Standard signs) may be marked to identify the owner of the sign, subject to the following conditions:

- the rear marking may consist of a logo and/or lettering indicating the owner only;
  - the logo and/or lettering shall not exceed a total of 200 mm square;
  - the logo and/or lettering shall be black in colour and applied either by adhesive material or paint.
- Comes in to place only for signs procured after July 2014.

# Edge Clearances and Lane Widths to Improve Safety at Worksites

- New requirements will help traffic management planners design traffic management schemes that have obvious reasons behind temporary speed limits in line with the self-explaining road principles.
- Just relying on speed signs is not enough and worksite speed limits are very rarely complied with, increasing the risk to both workers and road users.
- Many studies have shown reduced lane widths can help decrease road user speeds and encourage speed compliance; resulting in reduced risk of KSI crashes.
- Changing factors such as lane width and clearance to cones and bollards as part of an engineering risk management treatment may help mitigate risks associated with the workzone, assuming all other risks are also considered and mitigated.

## 6.14 Lane Widths (amended section)

- Previous section moved from 7.3;
- Clause 4.13.4 of AS 1742.3 allows for a minimum lane width of 3.5 m for speeds greater than 60 km/h.
- CoP section amended to allow a reduced lane width of 3.2 m for speeds 60 – 80 km/h when supported by a risk assessment.
- May encourage speed limit compliance.

## 6.15

# Edge Clearances (new section)

- Clause 4.13.4 of AS 1742.3 gives minimum clearances between traffic lanes and traffic management devices.
- This clause when used with clause 4.13.3 has been identified as often being impractical to implement as the pavement width is often too narrow to meet the requirements

# Edge Clearances (continued)

When a site specific risk assessment has been conducted that supports the reduced clearance the below will be permitted:

- (a) *Edge of traffic lane to line of traffic cones, bollards or longitudinal channelizing barricades—*
  - (i) *traffic speed up to 60 km/h—0.3 m; and*
  - (ii) *traffic speed above 60 km/h—0.5 m.*
- (b) *Edge of traffic lane to roadworks delineators or temporary hazard markers—*
  - (i) *traffic speeds up to 80 km/h - 0.5 m; and*
  - (ii) *traffic speeds above 80 km/h - 1.0 m.*
- (c) *Edge of traffic lane to road safety barrier system—*
  - (i) *traffic speed 40 km/h or less—0.2 m;*
  - (ii) *traffic speed 41 to 60 km/h—0.3 m;*
  - (iii) *traffic speed 61 to 80 km/h—0.5 m; and*
  - (iv) *traffic speed greater than 80 km/h—1.0 m.*

## 6.16 Temporary Portable Traffic Signals (new section)

- Section added to ensure a risk management approach is taken when using temporary signals and mitigating factors are in place in case of failure

# 6.17 Traffic Controllers

- \* It was noted there were variations in the requirements in AS 1742.3 and Traffic Controller Handbook
- \* This section added to ensure better consistency of planning traffic control and operating as a traffic controller



## 8.3 TMA Operator Training

New national unit of competency in TMA operation:

- 52680WA – ‘Course in Truck/Trailer-Mounted Attenuator (TMA) Operation.’

Currently, no RTOs are scoped in this unit so an interim training course is being delivered. This interim training will no longer be accepted when RTOs becomes scoped in the national unit.

## 8.5 Advanced Worksite Traffic Management Accreditation (amendment)

- evidence of holding or having held a Main Roads Western Australia accreditation in Basic Worksite Traffic Management or an Australian Qualification Frameworks compliant Statement of Attainment in ‘Implement Traffic Management Plan’.

# Other MRWA initiatives on the MRWA website

The below documents have all recently been added to the website: go to [www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au) > 'Our Roads' > 'Traffic Management' > 'Plan Preparation'

- Updated Guide to the Preparation of TMPs
- TMP Template
- Traffic Management Audit and Review Checklists
- Generic TCDs (coming soon)
- TMP examples (coming soon)