TRAFFIC MANAGEMENT
LEARNER GUIDE

LLN READY

Training support material for:

RIIWHS302E – Implement traffic management plan

Produced by:

EASY GUIDES Australia Pty Ltd

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PREPARE TO IMPLEMENT TRAFFIC MANAGEMENT PLAN

Australian Standards (continued)

Australian Standard 1742.3 Manual of uniform traffic control devices. Part 3: Traffic control for works on roads.

This Standard is the main document that applies to traffic control and management.

"The objective of this Standard is to provide organizations carrying out works on roads with a set of uniform practices for the signing and delineation of construction and maintenance works which will promote the safety of both workers and road users at the work site."

The Standard explains the devices and control measures to warn and guide road users in safely passing around or through a worksite on a road. It includes footpaths, shared paths and bicycle paths adjacent to the roadway.

The Standard is used when works obstructs the normal use of a road by a road user.

The Standard also gives guidance for traffic guidance schemes (TGS) which are used to guide traffic and keep workers safe.

Traffic flow requirements

In making your traffic management plan you must know the approximate traffic flow of the affected road area. Your traffic flow data should include movement of light vehicles, heavy vehicles, pedestrians etc.Your plan and TGS should keep traffic flowing as smoothly as possible. Ideally, traffic delays should be a maximum of 15 minutes. Longer delays may require the use of a detour or other modifications to your traffic management plan.

Your traffic flow assessment should include forecasted traffic flow data for roads and intersections of adjoining roads. If a detour is necessary, include streets where traffic is proposed to be detoured.

Your TMP must make sure that queues of waiting vehicles will not block intesections, railway crossings, schools, or entry and exit to nearby shopping centres.

If traffic volumes are high causing long queues it may be necessary to have a second traffic controller to slow or stop the traffic before the queue. If sprayed bitumen works are taking place the location of the traffic controller may need to be varied in keeping with traffic flows.

Traffic flow requirements (continued)

Traffic flow data helps you to know the traffic flow of the affected road area. This data is usually collected by the relevant road traffic authority in each state or territory. Mainroads Western Australia for example, undertakes traffic counting throughout Western Australia. Data is collected for both state road networks and local government roads.

The data is collected by installing counting equipment on the roads.The equipment is usually installed at night when traffic volumes are lower. Pneumatic road tubes are generally used for temporary studies to study a sample of traffic.

Traffic counters can also be used to count and classify vehicles. This will help in making the traffic control plan.

For example:

- What traffic density is expected.
- How long can delays in traffic be expected.
- What percentage of the traffic is made up of heavy vehicles.
- Will the traffic flow be one-way or two-way.
- What speeds will the traffic need to move at.
- Will any detours be needed.
- What traffic warning signs and devices will be needed.
- Will traffic controllers be needed and if so, how many.
- Will a media communication plan be needed to let residents know what is happening.
- A traffic impact engineering report may be needed.

When are traffic controllers used?

Traffic controllers are used when signs alone are not enough. Following are examples of when traffic controllers would be used:

Situation	Reason to control traffic
In an emergency	To slow traffic down. For example, to go past a road accident.
Vehicles crossing the roadway.	This is to allow vehicles to cross the road safely at a designated crossing point.
A temporary total road closure.	A situation like blasting will require total closure of the road. Road users will need to be told the reason and time for the delay.
Low speed operation	This is used when a temporary speed sign has not been put in place and the traffic needs to be slowed.
Using a single lane	Traffic must be restricted to a single direction to alternate the flow of traffic.
Road being surfaced	Traffic will need to be slowed down or directed to take an alternative path as necessary.
Limited sight distance in a work site.	To warn road users of a hazard ahead.

Traffic controllers can only be used in areas where traffic speeds have been reduced to 60 km/h or less.

Traffic controllers cannot direct traffic from a moving vehicle and must work from a static work position.

Major risks for worksite traffic management

For worksite traffic management the major risks are:

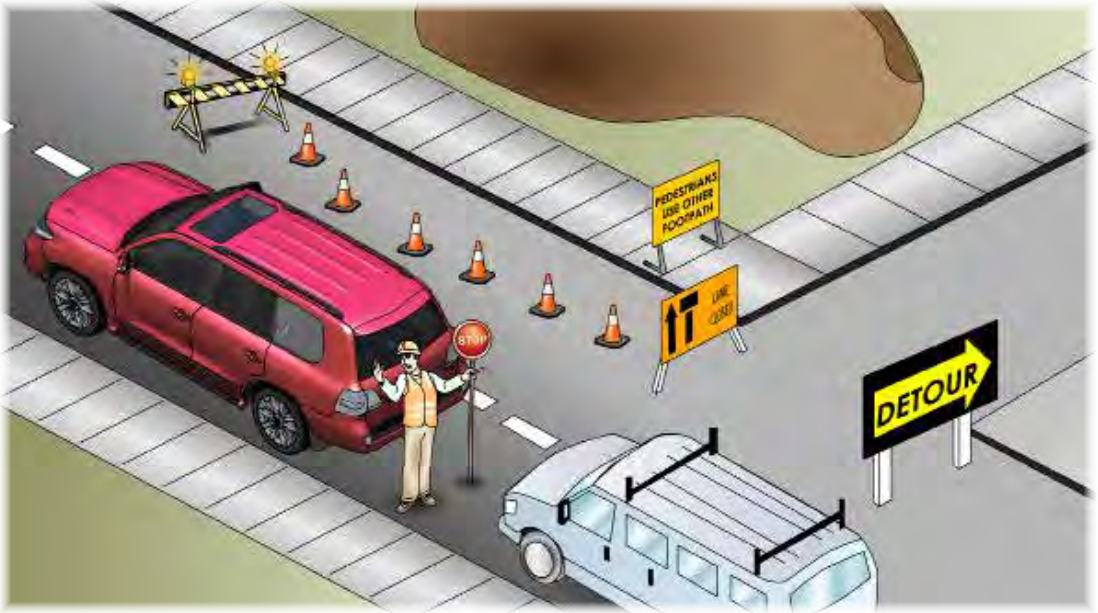
(a) Speed of traffic next to or through the worksite

(b) Space between moving traffic, workers, plant and equipment

(c) Amount and type of traffic

(d) Shape of the worksite and ways to approach it

(e) How long the works will go for (short and long term)



Personal protective equipment (continued)

When working at **night time** (in poor light or under artificial lighting) or when working **day/night** in combination, fluorescent clothing meeting or exceeding AS/NZS4602 for night use **class "N"** or day/night use **class "D/N"** must be worn.

The clothing must:

- Be either red-orange or yellow in color (Made from Class "R" retroreflective material)
- Comply with AS/NZS4602 (Class "N" night or "D/N" day/ night use)
- Contain retroreflective material, preferably hoops on the body arms and legs
- Display the company name
- Be clean and in good condition
- Be correctly worn and done up at all times.

Wet weather clothing (e.g rain jackets, pants) should be made from waterproof material which is as close to the required colors and retroreflectivity (refer to standards) as possible. Retroreflective material should be capable of reflecting in wet or dry conditions.

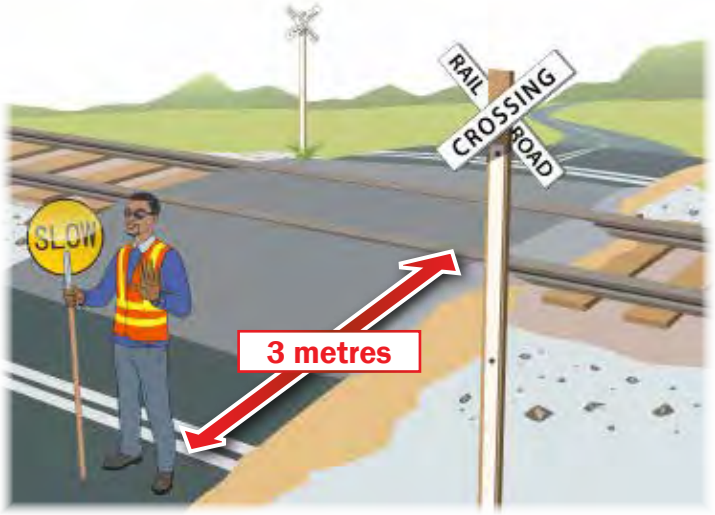
Retroreflective = Reflects light

Personal protective equipment (continued)

If traffic control is needed near a train track, rail reserve, level crossing or boom gate there may be special rules that need to be followed. Check with the local state/territory rail authority and the traffic management authority for any special rules.

For example in Victoria:

- Traffic controllers must wear hi-visibility clothing that meets AS/NZS 1906.4 and AS/NZS 4602
- Hi-visibility clothing must be of the color "special purpose orange"
- Clothing, hats (including safety hats) or carried objects that are red or green in color are not allowed as these colors have special meanings in railway system operations, signalling and safe work procedures and may cause confusion.
- Work is not allowed within 3 metres of the nearest train track without the necessary safe working qualifications
- Safety footwear and if necessary eye protection must be worn when working in the danger zone.



Communicate traffic management plan

The first thing you need to do is prepare a traffic management plan (TMP). A traffic management plan must be prepared by a qualified person whenever work is performed on or near roads. The TMP has all the details for the management of traffic during the conduct of works on roads. Traffic traffic controllers should review the TMP before starting work so they know what to do.

The traffic controllers implementing the plan must be qualified. For example, have successfully completed the unit of competency, *RIIWHS205E Control traffic with a stop slow bat.* A traffic controller can legally stop and slow traffic using a stop-slow bat.

Once the traffic plan is ready you need to share it with the other people you will be working with. Make sure that you will communicate with each other on the job according to instructions.

Notes