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1. INTRODUCTION

This Guideline has been prepared solely to assist Port leaseholders within the Port of Dampier in the preparation of Operational Traffic Management Plans. It is not a template for an Operational Traffic Management Plan but rather provides minimum guidance for inclusions into the plan.

Traffic Management Plans (TMPs) provide planning and implementation for all site users to be safely and efficiently guided through a site and ensure the operational performance of the site and adjoining roads is not impacted. TMPs are prepared in advance of sites being commissioned and generally subject to auditing before and after implementation.

Traffic Management is the management of occupational safety and site performance risks associated with work activities undertaken in a traffic environment. Risk Management and the elements of the risk management process form the basis of this Guideline. DPA requires that TMPs for sites in the are prepared and implemented by a person accredited under the Main Roads Western Australia (MRWA)'s Advanced Worksite Traffic Management program.

All TMPs shall be based on the current requirements of the following Australian laws and Australian Standards:

- Occupational Safety and Health Act (1984)
- Occupational Safety and Health Regulations (1996)
- HB191 – Guide to Traffic Engineering Practice
- AS1158 – Lighting for Roads and Public Spaces
- AS1348 – Glossary of Terms – Road and Traffic Engineering
- AS1742 – Manual of Uniform Traffic Control Devices
- AS1743 – Road Signs – Specifications
- AS1744 – Forms of Letters and Numerals for Road Signs
- AS1906 – Retroflective Materials and Devices for Road Traffic Control Purposes
- AS2890 – Parking Facilities
- AS3845 – Road Safety Barrier Systems
- AS4049 – Paints and Related Materials – Permanent Marking Materials
- AS4360 – Risk Management
- AS4602 – High Visibility Safety Garments
- AS4852 – Variable Message Signs
This Guideline is intended to provide general information about the format of a TMP that is acceptable to DPA. It does not provide technical information on how to prepare a TMP. Such technical information should be obtained by accredited practitioners.

2. PREPARATION OF TRAFFIC MANAGEMENT PLANS

Separate TMPs are required for each leasehold site and shall be reviewed as operations change over the life of the site. DPA considers that the Traffic Management Plan is a Risk Management Plan and consists of:

- Documentation of the risk assessment for the site and the procedures and practices that will be utilised to manage the risk exposure; and
- Traffic control diagrams outlining road furniture and traffic flows which are to be used.

TMPs must only be prepared by those persons who have completed the MRWA Advanced Worksite Traffic Management course and have current accreditation. They must have the required knowledge, qualifications and experience necessary to design traffic management plans for the environment they will operate in. This may require specialist advisers or a team approach in some circumstances.

It is desirable that the person undertaking the preparation of the traffic management plan inspect the site at least once prior to preparation of the TMP. The site inspection is required to identify specific site conditions such as internal site road conditions, existing signs, lighting, abutting accesses, external road networks and the like. Inspections should be carried out during times of the day similar to the proposed scheduling of site operations to identify matters specific to the site. If a site inspection is not practical, the person preparing the TMP should obtain the relevant information of the site though notes, sketches and/or photographs.

The Traffic Management Plan is a key workplace document that has legal standing. As such it is critical that the structure and content of the Plan is sufficient to explain the potential hazards, the assessed risks and the proposed treatments for the proposed work activities and work site. The TMP may include all or some of the following:

2.1. LEASEHOLDER SITE

- Purpose and Scope
- Location
- Site Constraints
- Traffic Management Objectives
- Site Owner Representative, including contact details
- Site Manager, including contact details
- Responsibilities – Role, responsibility and authority of key personnel, management hierarchy including site representatives and contact details of the responsible personnel.
2.1.1. Site Operations

- Nature of operations inclusive of activities undertaken, timing and work hours
- Existing Traffic and Speed situation
- Roles and Responsibilities
- Site Operations Representatives
- Traffic Management Responsibilities Hierarchy
- Traffic Management Administration

2.1.2. Statutory Requirements

- Occupational Safety and Health Act (1984) and Occupational Safety and Health Regulations (1996)
- Application of Australian Standards and deviation from these in non-standard circumstances
- The TMP must provide details of responsibilities and authorities of all key personnel on the site including site manager, site supervisors, contractors and workers, safety personnel and traffic management personnel.
- Requirements of personal protective equipment, plant and equipment.
- Procedures for incident and/or accidents.
- Attention to hazards for pedestrians and unregistered site vehicles.

2.1.3. Planning

- Risk Identification and Assessment – to identify and assess foreseeable potential hazards associated with the activities and site
- Traffic Assessment (Vehicular and Pedestrian)
- Volume and Composition
- Proposed Speed Zones
- Parking Facilities and Site Capacity
- Heavy and Oversize Vehicles
- Public Vehicles
- Special Events and Other Works
- Unregistered Vehicles
- Non-motorised Road Users
- Cyclists and pedestrians
- Pedestrian Crossing
- Site Assessment
- Access to Adjoining Properties
- Environmental conditions (noise, dust, light)
- Impact on Adjoining Road Network
- Operations Programming
- Area Interface
2.1.4. Implementation

- Hazard Identification, Risk Assessment and Control
- Traffic Flow Diagrams
- Traffic Flow Devices
- Signs
- Pavement Marking

2.1.5. Monitoring and Measurement

- Site Inspections & Record keeping
- TMP Auditing
- Internal feedback
- External feedback
- Management Review

3. FORMAT OF TRAFFIC MANAGEMENT PLANS

The TMP shall show document control details for the TMP in accordance with the organisation’s internal control procedures to ensure that approved documentation can be clearly identified. Information relating to who prepared the TMP and their AWTM accreditation details, details of initial site inspection and sign-off where required should be provided on the cover of the TMP.

3.1. PROJECT INFORMATION

3.1.1. Purpose and Scope

Provide an overview of the site operations, the nature of the traffic environment and the location of the site.

3.1.2. Project Location

A Locality Plan outlining the location of the site and its connection to the surrounding road network should be included.

3.1.3. Site Constraints

Description of the proposed or existing section of site roads, site building frontage, parking or laydown area, bypass lane, posted speed limit, land width, traffic volume and heavy vehicle component.
3.1.4. Traffic Management Objectives
The TMP must clearly state the objectives of the plan. Objectives will include requirements to ensure the safety and health of work personnel, the public and those who will be impacted by the work and to ensure that site road users are not inconvenienced and that site operations be kept at a satisfactory level of performance.

The TMP may also have other objectives that are specific to the location or work activities being undertaken, e.g. temporary parking for security clearance, temporary laydown for heavy vehicles or loads, management of pedestrian, turnaround areas, light vehicle and heavy vehicle interaction. Objectives must be measurable and the monitoring and surveillance process structured to evaluate whether the objectives are being met throughout the project.

3.1.5. Site Owner Representative
The TMP must identify the site owner and the leaseholder as tenant represented by its Site Manager.

3.1.6. Responsibilities
Commitment by the Site Manager to exercise “duty of care” to workers and all site users, but not necessarily to the exclusion of operational expediency and cost considerations in the implementation of the TMP.

3.2. VEHICLE AND PEDESTRIAN OPERATIONS
3.2.1. Nature of Operations
Provide details of the site operations including the exact location(s), nature and extent of the activities. It should identify who the activities are being conducted for (e.g. landowner, leaseholder, sub-leaseholder), who will be implementing the TMP, their name, job title and contact details. This information is best put into the tabular format for ease of reading.

3.2.2. Details of Operations
Details of the proposed commencement and dates, the working hours (e.g. day and/or night, start and finish times), and duration of the site operations should be provided. In high traffic volume periods the proposed hours of work should be selected to maintain site operation volumes during peak hours without compromising safety. If this information is complicated and has more details, then it can be provided as a separate section.

3.2.3. Areas of Site Operations
If site operations are to be conducted in different areas due to the nature of operations, the TMP must take this into account and be detailed accordingly. If operations are complicated and have more than one site that interacts, then each site can be provided as a separate section.

The information in this section needs to be clear for the reader to clearly understand the activities and the associated risks. The specific nature of the potential hazards and the level of consequences associated with the specific area will be considered and documented in greater detail in Section 3.5 Implementation.
3.2.4. **Existing Traffic and Speed Situation**

The TMP must clearly state the proposed traffic volumes and the site proposed speed limit and the need to “maintain a safe workplace” by the introduction of traffic calming and lower temporary speed limits as different activities are done.

The nature of the activities will determine the requirements to prevent injury to workers due to hazards within the site, the protection of pedestrians from site traffic, and the protection of site users from hazards within the site. The TMP shall include Traffic Flow Diagrams (TFD) which show the installation of the traffic control devices (signs, traffic cones, bollards, line-marking, barricades, etc). The TFD shall also identify the road furniture to be used during the day and any lighting which is to be used at night.

3.2.5. **Roles and responsibilities**

The TMP must provide details of responsibilities and authorities of all key personnel on the site including, Site Manager, site supervisors, contractors and workers, safety personnel and traffic management personnel. The TMP shall outline traffic management hierarchy in the form of a “flow chart” so that these roles are clearly identified.

3.2.6. **Site Operations**

The TMP shall outline the site management hierarchy with names and contact details (both during and after hours) of the Site representatives. They should include the site owner and Leaseholders details. This is considered essential information, in the event of an incident or emergency situation.

3.2.7. **Traffic Management Administration**

Details of the persons responsible for the administration of the traffic management are best presented in a tabular format. This will enable contact with the persons responsible and may need to be read by personnel not familiar with the leaseholders operating the site.

3.3. **STATUTORY REQUIREMENTS**

3.3.1. **Occupational Safety and Health**

Traffic Management is risk management and principals, employers and persons in control of workplaces have a statutory duty under the Western Australian OSH Regulations (1996) to identify hazards, assess risks and consider means to control the risk exposure. In addition to these requirements, the Port requires a risk management approach to traffic management planning utilising Australian Standard AS/NZS 4630 – Risk Management.

Traffic management planners need to detail and consider potential hazards associated with safety issues, the performance of site operations and the performance of the neighbouring roads.

3.3.2. **Legislative and Other Provisions**

The documents listed in Section 1.0 Introduction are not exhaustive and the following documents and legislative provisions may also apply:

- Road Traffic Code 2000
- Main Roads Act 1930
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- Local Government Act 2004
- Disability Services Act 1993
- MRWA Traffic Management for Works on Roads - Code of Practice
- MRWA Traffic Management for Events - Code of Practice
- Australian Standard Field Guide series HB81
- Utility Providers code of Practice for WA
- MRWA Traffic Controller Handbook
- MRWA Specification 202

DPA requires documented risk assessments to be undertaken by traffic management planners when variations from the Standards are required. Details of risks identified, the operational responses and residual risk must be documented in the TMP.

This Guideline does not cover details contained within the documents referenced in this section or Section 1.0 Introduction, other than to note that practitioners should ensure they are fully aware of and compliant with the requirements of these documents when planning and implementing traffic management plans.

Traffic management planners must ensure that they use up-to-date information that the personnel responsible for the implementation of the Plan have procedures to ensure that amendments or changes to important documents can be identified and the Plan suitably modified to reflect the up-to-date requirements.

Whenever the Operational Traffic Management Plan is amended, a copy is to be submitted to DPA.

3.3.3. Responsibilities

This section outlines the responsibilities of the Site Manager, site supervisors, contractors and workers, safety personnel and traffic management personnel, on what will be done to ensure the safety of workers and vehicles that pass through the site. Where there is an OSH Management Plan proposed for the project, the TMP should refer to that document.

3.4. PLANNING

3.4.1. Risk Identification and Assessment

To clearly identify the risks associated with the site operations and then outline the way risks will be managed, the Traffic Management Plan (TMP) shall include an assessment of all risks associated with site operations and determine the operational measures that minimise the risk.

The identification and assessment process must be undertaken in accordance with AS/NZS 4360 and the likelihood and consequences rates before the application of risk treatments (Primary Risk) and after (Residual Risk) the determined controls.

The Site Manager shall, so far as practicable, control or reduce identified risks in accordance with the hierarchy of control as defined by AS/NZS4801.
The DPA may direct the Site manager as to the Primary Risk Rating and the residual Risk Rating to apply any risk. The Site manager shall reassess, authorise and manage its risk control measures in accordance with the level of risk directed by the DPA.

3.4.2. Traffic Assessment (Pedestrian and Vehicular Traffic)

The following traffic volume and data should be considered during the preparation of TMPs:

- current and forecast traffic volumes
- peak times and flows
- vehicle types (consider heavy and permit vehicle routes, oversize vehicle routes, and other special needs)
- operating speeds and temporary lower speeds
- causes for delays
- existing roadway geometry and capacity
- methods to guide vehicles through the site
- methods of traffic control (e.g. signage, line-marking, bollards, barricades)

Traffic flow information is best displayed in a tabular format whilst other information is generally best displayed in drawing.

Details of traffic flow control and lane dimension/configuration are to be shown on drawings.

Where unusual site operations result in special traffic situations, measures requiring additional control may be required (e.g. traffic controllers, LV escorts, police escorts, portable signage, variable message boards). Alternately the works should be confined to the hours of low traffic flow such as during nights and/or weekends. Details of the sweep path required for the duration of the particular situation should be specified.

Where queues are likely to occur in the neighbouring roads as a result of the activity the TMP must quantify the likely queue lengths and indicate what contingency treatment will be undertaken if queue lengths exceed acceptable limits. The TMP must clearly state at what stage and how the contingency treatment will be implemented.

3.4.3. Proposed Speed Zones

Details of proposed speed zones should be recorded in the TMP (i.e. speed limit and sign location) and delineation types should be provided on Traffic Flow diagrams.

3.4.4. Parking Facilities and Site Capacity

Parking facilities on site need to be documented and covered in the TMP. Site capacity for the range of vehicle sizes shall be detailed in the TMP.
3.4.5. **Heavy and Oversize Vehicles**

Where it is likely that over-sized vehicles or loads may need to be accommodated as part of the traffic management, traffic management planners must ensure that lane width, turning movements and vertical alignments are suitable for these vehicles to traverse. Contact details for personnel shall be contained within the TMP.

3.4.6. **Special Traffic Situations and Other Leaseholders**

There may be instances where activities will be conducted on weekends and public holidays and adjacent to other leaseholders plan the same.

The traffic management planner shall identify and document in the TMP: other leaseholders or special traffic situations that may impact on the effectiveness of the traffic management plan; and those occasions when the traffic management plan may adversely impact on another leaseholder.

The preparation of TMPs shall take account of such situations to ensure safety and minimum inconvenience to all leaseholders and road users.

3.4.7. **Unregistered Vehicles**

Where unregistered vehicles are used for transport on site, the TMP shall make reference to them and their requirements. The TMP shall identify their interfaces with pedestrians and other vehicles.

3.4.8. **Cyclists and Pedestrians & Crossings**

Consideration must be given to the impact works will have on pedestrian and cyclists on site and on adjoining roads. Cyclists are increasingly using the roads. The TMP should indicate likely sources and routes taken by pedestrians and cyclists. As part of the site inspection the traffic management planner should identify facilities that may generate high volumes of pedestrian or cycle traffic.

It is important to recognise that cyclists and pedestrians are reluctant to retrace their steps to a prior intersection for a crossing. Where paths are interrupted, alternative safe access needs to be provided. All alternative paths must meet the requirements of the Code of practice and the relevant Austroads Guide. The location of pedestrian and cyclist crossings shall be shown on traffic flow diagrams.

3.4.9. **Site Assessment**

3.4.9.1. **Access to Adjoining Roads and Leaseholds**

The planning process should take into consideration all neighbouring leasehold access and roads. Ensure that access is maintained at all times to leaseholds and Shire Roads.

3.4.9.2. **Environmental Conditions**

Any potential problems shall be identified due to proposed road works that may obscure sight distance at entry and exits to leaseholds. Temporary re-positioning of road furniture shall be identified (DPA is expecting significant upgrade works on all roads over the period 2012 and 2016).

On site, care should be taken to make sure that traffic control device locations will not be affected by shadowing or glare on roads in the east-west direction.
Measures to remove and store signs during cyclone preparations shall be included in this section. Where there is Cyclone Preparation Management Plan proposed for the site, the TMP should refer to that document.

3.4.9.3. **Impact on Adjoining Road Network**

Change of normal operations on site have significant impacts on traffic flow on roads in terms of excessive delays, queue lengths, particularly for other Port Leaseholders.

This may require specific traffic engineering analytical skills to assess the potential impacts. The TMP should document details of any such consideration and analysis and proposed measures to mitigate potential impacts on adjoining road network. A contact list of Shire of Ashburton, Main Roads WA and other Port Leaseholders and a contact protocol in such an event shall be included in the TMP.

3.4.10. **Operations Programming**

3.4.10.1. **Site Interfaces**

Where the situation requires that there are several traffic management plans to be developed for different operational sites, the TMP shall detail the interface and provide the links to the respective Traffic Flow Diagram for each area. The traffic flow diagram shall detail all activities necessary for the effective implementation of each traffic management plan for each area.

3.4.10.2. **Night Work Provisions**

Sites may be in operation or during the hours of darkness, however, the need to manage traffic during either of these situations is still required. Where required, TMPs should make provisions for night work questions.

3.4.11. **Emergency Planning**

When preparing the TMP, any dangerous goods sites (fuel stations, public pools, generating plants etc), gas and electricity transmission features and any other potentially dangerous facilities/situations on site and adjoining areas off site should be recorded. Risks associated with such hazardous facilities shall form part of the risk assessment and be included in the TMP. Contact details of the Police and Emergency Services in the area should be documented in the TMP. The TMP should also include provisions for priority for emergency services vehicles to travel through the site to another site or leasehold and to access the site should an emergency situation arise on-site during operations. When contacting the Police and Emergency Services prior to preparation of the TMP, details such as the nature of works, location, dates/duration, site conditions, access details, and contact details of responsible organisation/persons may need to be provided.

A copy of this TMP shall be provided to the Emergency Services and Police.

3.4.12. **Consultation and Communication**

3.4.12.1. **Onsite Personnel**

The TMP should outline how the requirements of the TMP and the associated procedures and practices will be communicated to works personnel who will enter the site. This may be undertaken in conjunction with other site induction mechanisms. Visitors to the site must also receive suitable instruction.
3.4.12.2. **Other Leaseholders**

The TMP should provide evidence of how other leaseholders have been consulted with and their requirements considered. Contact details shall be provided.

3.4.12.3. **Public Notification**

Depending upon site operations it may be necessary to provide advice to the public and other leaseholders of traffic management arrangements in advance of operations.

Notice will generally take the form of on-site advance warning signs, local newspaper notices, radio and television announcements, and written notification to specific leaseholders, DPA, Shire of Ashburton and Main Roads WA.

Notifications to be provided including details of proposed wording and locations of signage together with the wording of newspaper notices, should be documented within the TMP.

3.4.12.4. **Notification to DPA**

DPA requires operation notification of the impending traffic disruptions should be made at least seven (7) days prior to the operation and should not be confused with contacting the relevant authorities to give them notification.

3.5. **IMPLEMENTATION**

3.5.1. **Hazard Identification, Risk Assessment and Control**

While the TMP outlines foreseeable hazards as part of the traffic management planning process, given the evolving nature area, the TMP should detail the mechanism that will be utilised to identify and assess future hazards as they arise throughout the life of the site.

The procedure for evaluating proposed risk treatments and confirming that they are effective (including sign-off of by responsible parties) shall be included in the TMP. The traffic management plan shall be evaluated by qualified personnel (refer Section 1.0 Introduction) following its initial implementation.

Variations to the risk treatment shall be recorded.

3.5.2. **Traffic Flow Diagrams**

Provides details and location of all road furniture proposed to be used at the site for all situations. These will be shown on a Traffic Control Diagram that should form an attachment to the TMP along with an itemised list of all required road furniture. The Traffic Flow Diagram comprises detailed drawings depicting the layout and type of traffic control devices to be used for all situations likely to be encountered during the operations. Traffic Flow Diagrams are site specific.

The drawings should reflect and expand upon the written part of the TMP and be detailed and dimensioned to enable a third party to clearly understand.

The drawings should include the following:

- Document control details
- A location diagram showing adjoining roads, north point, scale and time of day applicable
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- Adjoining leaseholds and access requirements, road layout, lane width dimension details
- Provisions for traffic flow, site features (topography, geometry, obstructions), and delineations.

The Traffic Flow Diagrams should be signed by the person preparing them and show their accreditation details. A copy of the traffic management planner’s MRWA accreditation shall be included in the TMP.

A listing of the type, size and quantity of road furniture to be used in a tabular format should be provided.

3.5.3. Traffic Flow Road Furniture

3.5.3.1. Signs, Linemarkings & Delineation

All signs, linemarkings (including retroreflective pavement markers and arrow markings) and delineation (including traffic cones, bollards, barricades and guardrails) used shall conform to the designs and dimensions as shown in Australian Standards. All signs shall utilise Class 1 retro-reflective material.

Regularly, all signs, linemarkings and delineation shall be checked to ensure that they are in good condition. The TMP should detail inspection and maintenance procedures to ensure signs, linemarkings and delineation are in sound condition, they are clean and not faded, retro-reflectivity is adequate and where applicable power supply is fully operational.

Signs, linemarkings and delineation shall be positioned and erected in accordance with the locations and spacings shown on the drawings.

All signs shall be positioned and erected such that:

- they are properly displayed and securely mounted;
- they are within the driver’s line of sight;
- they cannot be obscured from view;
- they do not obscure other devices from the driver’s line of sight;
- they do not become a possible hazard to workers or vehicles; and
- they do not deflect traffic into an undesirable path.

Where there is a potential for conflict of information between existing signage and temporary signage erected for the purpose of traffic control, the existing signs shall be covered. The material covering the sign must not be adhered directly onto the sign or the painted surface of the post. The legend on the sign should not be seen under all conditions i.e. day, night and wet weather.

The TMP should detail how existing pavement markings including raised retro-reflective markers will be maintained.

3.5.3.2. Variable Message Boards

Variable Message Boards (VMB) may be erected as part of the site operations. The TMP should detail under what circumstances VMB will be utilised and the message that will be used. Signage maintenance procedure should ensure that devices are operational at all times.
3.5.3.3. **Temporary Speed Zones**

The use of temporary speed signs and covering up of permanent speed signs may be required.

Speed zones should only be adjusted where special traffic situations require it.

The TMP should detail how the Site Manager will ensure that there is adherence to the temporary speed zones and what contingencies will be put in place if vehicles do not reduce their speed.

3.6. **MONITORING AND MEASUREMENT**

3.6.1. **Site Inspections & Record Keeping**

Road furniture needs to be maintained at all times. To achieve this, the TMP should outline suitable monitoring procedures. The monitoring program should generally incorporate inspection on a regular basis and nominate accountable personnel.

3.6.2. **TMP Auditing**

DPA require the Site Manager to conduct audits of TMPs. Formal auditing of TMPs takes two forms, namely pre-implementation and during operations.

The TMP should also make provision for internal audits by the accountable personnel at the site.

DPA requires that audits of the TMPs are required to be carried out by MRWA accredited traffic planners.

Where there are non-compliances identified the audit procedure should have a mechanism for the issuing of a formal corrective action. Corrective actions should be closed out and registered as such in accordance with the organisations normal practice.

3.6.3. **Internal Feedback**

The TMP should detail mechanisms that ensure comments and complaints received from the site personnel are registered. The procedure should ensure there is regular monitoring of the register by management and appropriate action taken.

3.6.4. **External Feedback**

The TMP should detail mechanisms that ensure comments and complaints received from other leaseholders, Shire of Ashburton, Main Roads WA, WA Police Service, FESA or the public are registered. The procedure should ensure there is regular monitoring of the register by management and appropriate action taken.

3.7. **MANAGEMENT REVIEW**

3.7.1. **TMP review and Improvement**

The traffic management planner shall incorporate procedures into the TMP that involve a formal management review of the Traffic Management Plan as part of a continuous improvement approach to ensure its continuing suitability, adequacy and effectiveness.

The management review process should ensure sufficient information is gathered to allow management to undertake an effective review. As a minimum it should be done annually.
3.7.2. Variations to Standards and Plans

Prior acceptance of the plan from the DPA must be obtained where the recommendations of Australian Standards cannot be satisfied. This approval, inclusive of conditions imposed by DPA shall be documented in the TMP.

Before seeking DPA’s approval it is imperative that risk analyses are carried out where there are variations to the Australian Standards. The countermeasures (treatment) to address the lower safety levels and the residual risk shall be clearly documented.

DPA may direct the Site Manager to implement countermeasures which can affect site operations, limiting the extent of the active site, working hours or requiring the cessation of work if the levels of traffic congestion exceed specified parameters.

The Site Manager shall continuously assess the levels of safety to workers and vehicles where the variations compromise levels of safety.

The TMP should also contain provision for recording variations to the TMP, subsequent to obtaining approval and/or during implementation of the TMP. Such variations should be approved and recorded properly.

Variations to the TMP shall be submitted to DPA.

4. SUBMISSION OF TRAFFIC MANAGEMENT PLANS

A Traffic Management Plan is a condition of development of a lease agreement with DPA commissioning of a site prior to the implementation of a Traffic Management Plan requires written approval from DPA.