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Traffic Management for Works on Roads Code of Practice – Proposed updates

January 2026

1. PURPOSE

This document outlines some of the proposed updates to be published in the March 2026 edition of the Traffic Management for Works on Roads Code of Practice.

Any feedback or comments on the changes can be sent to roadsafety@mainroads.wa.gov.au by Close of Business Thursday 29 January 2026.

2. PROPOSED CHANGES

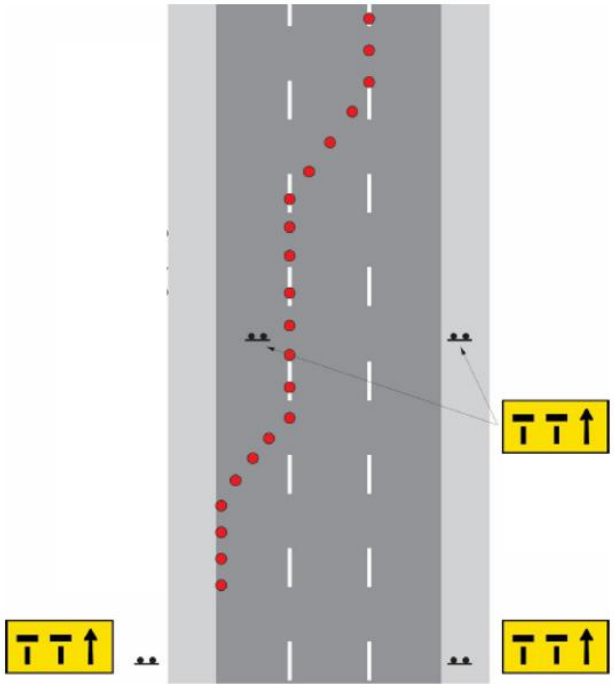
The below details proposed updates. Amendments to existing wording are shown using tracked changes, while additional updates are presented as new sections or new wording. This document should be read in conjunction with the current version of the Code.

Section	Justification	Proposed / Draft Content
2.1	Ensuring appropriate consultation before submission to limit TMP revisions and lead to improved approval timeframes.	**NEW WORDING:** Prior to submission to Main Roads, the applicant must ensure that consultation with any relevant authorities has occurred and the works and/or TMP has been accepted, this includes (but may not be limited to): • Consultation with affected LGAs to ensure alignment with local traffic and safety requirements • Acceptance from relevant utility providers, emergency services, Heavy Vehicle Services and other impacted agencies (see section 4.4 for more information) • Confirmation that all feedback has been incorporated into the final TMP document
4.2.1	Provide clarity that TMP preparation can begin before the site visit e.g. gathering information such as works / project details, traffic data, key risks etc. will ensure the site visit will be more productive and effective.	TMPs must be signed by the person that prepared them, along with their name, AWTM certificate number and the date of endorsement of the plan. In addition, the person preparing a TMP must also include a statement on the plan confirming that a site visit was undertaken by them or another person under their direction, prior to ~~preparing~~ finalising the plan along with a date stamped photo from the site visit (not required for Generic TMPs, see 4.2.2).

4.2.2	Further guidance provided for expectations for Generic TMPs.	**NEW WORDING:** While the traffic arrangements and TGS within the TMP will be considered generic, the TMP must clearly demonstrate its application to the specific works, at a minimum, the TMP is to include: • The Person Conducting a Business or Undertaking (PCBU) responsible for delivering the works • Specific work tasks and activities to be undertaken • Defined location information where the TMP applies, such as Local Government area, route, or region, including any necessary exclusions or inclusions. When the RIM authorises the TMP, such authorisation will generally be subject to conditions at the RIM's discretion. Conditions may include, but are not limited to: • A requirement to be notified a specified period of time before works commence; • Restrictions on times of day, days of the week, or periods of the year when works are not permitted (e.g. holiday periods or peak traffic seasons); • Roads, locations, or circumstances where the TMP is not considered suitable; • Any additional requirements the RIM considers necessary to ensure safety, network efficiency, or community impacts are appropriately managed.
4.2.6	Provide realistic tolerances to allow the BWTM to move signs for site constraints e.g. if a sign is placed within a 20 m wide intersection.	For clarity tolerances from AGTTM Part 6 are detailed below (WA departure in red): a. Tolerances for placement of signs are: i. up to 10% less than the distances given ii. up to 25% or 15 m more than the distances given (whichever is greater)

4.6	Reduce the prevalence of signs blocking footpaths.	**NEW WORDING:** **Signs on Footpaths** When determining the signs used on or near footpaths the following must be considered: • Sign purpose and necessity: Confirm that each sign provides a clear safety function and does not introduce new risks (e.g. signs warning of pedestrians that block the path for pedestrians). • Adequate path width will be provided for path users, note the following general minimum path width to allow for wheelchairs: o 1.2 m width for one one-way travel, o 2 m width for two- way travel, o 3 m for frequent and concurrent use in both directions. • Sign placement – if the sign is required, locate it to avoid obstruction on paths: o Position further from the path where space allows o Use the shoulder or on-road parking bays where appropriate o If placement on the roadway is necessary, ensure it is properly delineated. • Where supported by a risk assessment on roads with a permanent speed of 60 km/h or less, single MMS signs (600 x 600 mm) may be used to ensure adequate space is provided for path users • Where supported by a risk assessment, pedestrian signs may be installed as follows: o In accordance with Australian Standard 1319 Safety signs for occupational environment o Pedestrian signs with reduced size applied in a similar manner to Safety signs for the occupational environment (AS1319). When applying reduced sign size the following must be considered: o Sign is mounted in a prominent position and will be legible in all viewing conditions o Ensure there is adequate lighting o The need to ensure signs will be conspicuous against complex backgrounds o Sign mounting will be stable

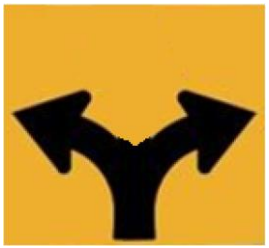
6.1.9	Updated to improve the placement of signs to ensure risks are appropriately considered.	**NEW WORDING:** Section 2.5.4 of AGTTM Part 3 states: 'If during the design phase the identified position for signs will not meet the sight distance requirements, the design of the TGS should advance the sign location up to one sign spacing (see Table 2.2).' This requirement can also be applied where a physical constraint on site impacts locating the sign(s), i.e. where due to sight distance requirements or physical sight constraints signs may be positioned at double the spacing shown in Table 2.2. Physical constraints include locations where signs may be relocated to not obstruct paths. Where a temporary speed reduction buffer zone is implemented (e.g. a 300 m 80 km/h buffer), where warranted additional signs may be placed within the buffer zone where this provides improved visibility, driver comprehension, or accommodates site constraints. In such cases, signs should be spaced at the approximate midpoint of the buffer zone (for example, approximately 150 m spacing within a 300 m buffer zone or 100 m within the 200 m buffer zone), provided that minimum sight distance requirements are maintained and the overall intent of advance warning and speed transition is achieved.
New section 6.1.13	Remove the overuse of the worker symbolic signs where not warranted.	**Workers (symbolic) Signs** The Workers (symbolic) sign, as required by AS1742.3, must only be used when workers are visible to road users. In Western Australia, the sign may be omitted where the work area is located 6 m or more from traffic lanes or protected by a road safety barrier. The sign should also not be used when no workers are on foot, (refer to AGTTM Part 5 for requirements to use ROAD PLANT AHEAD or GRADER AHEAD signs).
New section 6.1.14	Addresses the following: - Overuse and inappropriate use of turning movement lane status signs - Lane Status signs not providing adequate advance warning - Unwarranted extended work area speed zones	**Lane Status Signs** The following is to be read in conjunction with AS1742.3 and AGTTM Part 3 when closing traffic lanes: 1. The 'X' km AHEAD sign may be used with the lane status sign to indicate the lane configuration where additional advance warning is necessary 2. As per clause 4.10 of AS1742.3 the lane status signs can be used in one of two ways: a. Simple indication of which lane is closed b. Indication of lane closures and lane directions at an intersection

	- Incorrect use of All Traffic Turn sign	**Simple indication of which lane is closed:** Lane status sign consisting of straight arrows and T symbols, indicating the lane closure ahead. **Multiple merge tapers:** When applying multiple merge tapers, the following lane status sign configuration and location applies: • All lane status signs must display the final lane configuration regardless of their location. • Repeater lane status signs should be installed in advance of each lane closure, the sign should display a T symbol for all lane closed at that location.  Figure: Lane status signs for multiple tapers

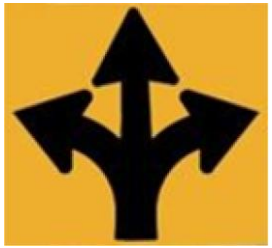
For lane closures in advance of intersections:

3. Where normal movements are permitted, a general advance warning lane status sign indicating which lane is closed (e.g. MMS-POS-1) may be sufficient and lane status signs at the intersection may not be required, e.g. MMS-POS-1 sign in advance of a signalised intersection with no arrow pavement marking.
4. Lane Status signs depicting the permitted movements at the intersection may be provided to assist road users navigate the intersection
5. Where not possible to cover conflicting intersection arrow pavement marking, lane status signs must be provided that depict the permitted movements at the traffic signals

The following signs can be used to indicate turning movements, signs can be developed as 600 x 600 mm or 1200 x 600 mm MMS lane status signs (600 x 600 mm signs can be used in conjunction with other lane status MMS). If using box edged signs or for more complex manoeuvres large lane status signs should be developed following the same principles, these signs must be approved for use as part of the TMP approval process.



Left and right turn



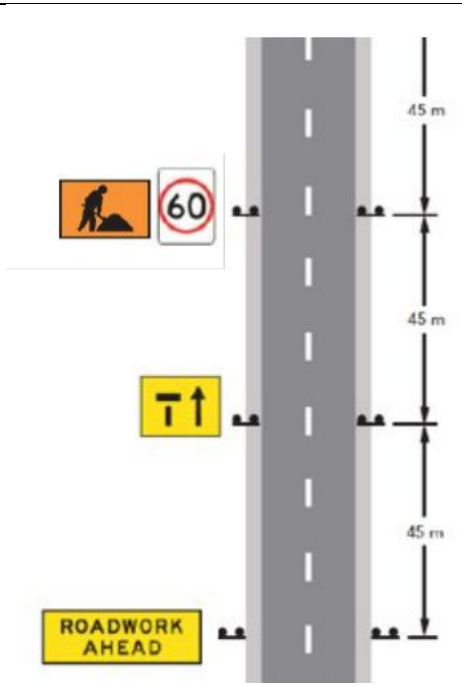
Straight, left and right turn

Straight and left turn

Straight and right turn

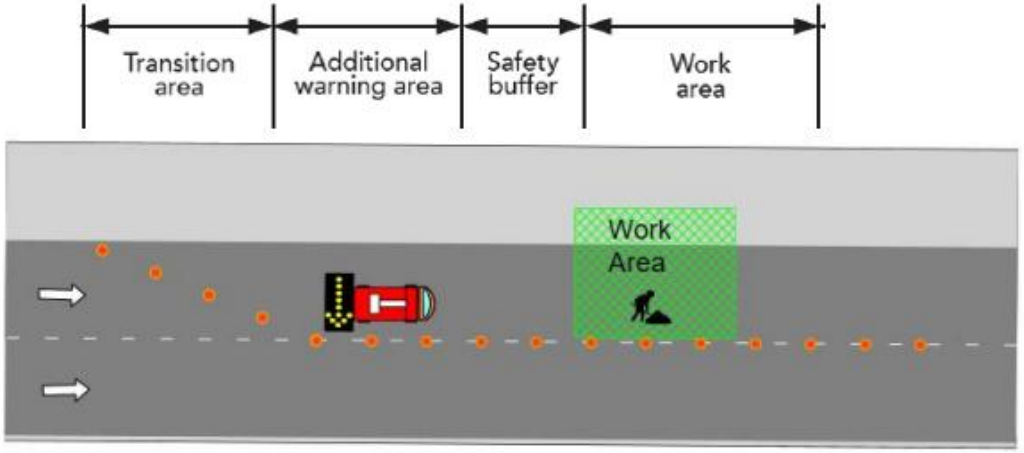
Example lane status signs at intersections

		Note: the All Traffic Turn sign must be used at situations where all traffic must turn in the direction indicated by the arrow. As a regulatory sign, it applies to all traffic approaching the sign e.g. at a carriageway on approach to an intersection with a LEFT TURN ONLY sign, all drivers entering the intersection must only turn left.  R2-14(L) R2-14(R) *Placement of Lane Status and Speed Zone Signs* While Figure 5.24 in AGTTM Part 3 indicates the Worker (symbolic) and work area speed limit signs placed in advance of the lane status sign, the actual placement should consider: • Reduced speed zones should be as short as possible and should not commence so far prior to the hazard (or workers) that drivers start to disregard the speed limit. • As road users encounter the lane closure before the work area, they should receive advance warning of the closure. Therefore, the lane status signs should generally be positioned ahead of the Worker (symbolic) and work area speed limit signs to provide timely and effective guidance.

		 Figure: Preferred lane status sign location in advance of the worker symbolic sign
6.8.1	Clarify that the position of Prepare to Stop sign is from the STOP HERE sign.	**Advance Warning Signs** Where traffic may be required to stop due to traffic control, the PREPARE TO STOP sign must be used in conjunction with the Traffic Controller (Symbolic), Signals Ahead or Boom Barrier sign (depending on the method of traffic control). Where possible the signs should be positioned side by side with the PREPARE TO STOP sign closest to the travel way. The position of the PREPARE TO STOP sign and Traffic Controller (Symbolic), Signals Ahead or Boom Barrier sign must be according to the local prevailing conditions, it is recommended they be placed a minimum distance as shown in table 10 in advance of the STOP HERE ON RED SIGNAL or STOP HERE WHEN DIRECTED sign position. ~~Traffic Control station.~~
6.8.3	No current definition of what constitutes 'permanent traffic signals' proposal to include a	Traffic control with stop-slow bats may be permitted in the below circumstances: - Within 50 m of the stop line on approach to permanent traffic signals based on a risk assessment*

	proximity where stop-slow is permitted.	* The use of temporary boom barriers must be considered to remove Traffic Controller from roadway.
6.8.8	More guidance required for the use of Pilot Vehicles.	A roadwork pilot vehicle, consistent with the requirements of AGTTM Part 3 other than the departures listed below, should be considered on all Main Roads' roads where all the following conditions apply, unless otherwise supported by a risk assessment: • the closure of one or more lanes that necessitates the use of a shuttle flow with use of a PTCD or traffic controller; and • the travel path for vehicles is not clearly delineated for the full length of the lane closure with cones, bollards or similar.* Further to all the above conditions, a roadwork pilot vehicle must be utilised when all the above apply as well as all the following conditions applying: • the length of the shuttle flow is greater than 500 m; and • the traffic volume of the road is greater than 500 vehicles / day (AADT). The roadworks pilot vehicle driver must have a current driver's licence, BWTM accreditation and be competent to perform roadwork pilot vehicle driver duties. NOTE: This task is separate to and different from the requirements for pilot vehicles for heavy vehicles in general traffic situations. *At a minimum delineation with cones, bollards, temporary hazard markers, or similar must be provided at a maximum spacing of 60 m. The PILOT VEHICLE FOLLOW ME (MMS-ADV-100) sign must be used on the vehicle rather than the PILOT VEHICLE DO NOT OVERTAKE (T6-5) sign. If the roadwork pilot vehicle is fitted with an illuminated flashing arrow sign, the arrow must not be displayed, either the bar of the arrow only or the four corner lights at the extremities of the barbs must be flashed.

		 MMS-ADV-100  T6-5 Clause 4.15 of AS1742.3 specifies the minimum distance the PILOT VEHICLE IN USE (T6-6) sign must be placed in advance of the location where the roadwork pilot vehicle operates. In WA this requirement is amended such that the sign may be positioned according to the local prevailing conditions. The sign must be positioned to ensure it is clearly visible to approaching road users and provides adequate warning of pilot vehicle operations. The sign may also be repeated at intermediate locations within the work site. A suitable area must be provided within the worksite to enable the roadworks pilot vehicle to safely pull over and turn around. Pilot vehicle drivers must: • Adhere to the posted roadworks speed limit • Maintain full attention on the safe operation of the vehicle, including driving, pulling over, and turning around. • Ensure constant two way radio communication with traffic controllers prior to turning around.
6.9.1	Previous requirements specifically mentioned TM set up and pack was included in the mandatory requirements for the use of TMA. To remove any ambiguity this will be added back.	**Mandatory use of TMAs** Clarify that TMA requirements include TM set up and pack up.

<table>
<tr>
<td>6.13</td>
<td>Update figures to show shadow vehicle used within the additional warning area as per the typical worksite layout in AGTTM Part 3.</td>
<td> 
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<td>6.17.1</td>
<td>Remove references to Cat 2 and Cat 3 roads.

Note these are recommendations (should) not mandatory requirements, i.e. if not adopted due to site constraints, this is included in the risk assessment within the TMP and may be undertaken by the AWTM.</td>
<td>

Merge tapers located on an uncontrolled leg of an intersection ~~on a Category 2 road~~ should not start or end within 50 m of the intersection (both approach and departure sides).
Merge tapers should not start or end:

within the distance in table X of a controlled leg an intersection (both approach and departure sides)
within the distance in table X of a ramp (on or off)

<table>
<tr><th>Permanent Speed (km/h)</th><th>Distance (m)</th></tr>
<tr><td>40 km/h or less</td><td>10</td></tr>
<tr><td>50 km/h</td><td>25</td></tr>
<tr><td>60 km/h or more</td><td>50</td></tr>
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