



mainroads
WESTERN AUSTRALIA

SPECIFICATION 202

TRAFFIC MANAGEMENT

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REVISION REGISTER			
Clause Number	Description of Revision	Authorised By	Issue Date
202.91	Contract specific clause for the deployment of Portable Traffic Signals on both sides of the carriageway added	DDPC	05/02/2026
Guidance Notes	New Guidance Note 8 for Portable Traffic Signals added		
202.65	Minor amendment to clause 202.65(3)(e)	DDPC	17/12/2024
202.65	New clause 202.65 Recording of Traffic Management	DDPC	05/12/2024
Guidance Notes	Amendments to Guidance Note 7 relating to Recording of Traffic Management		
Contract Specific Requirements	Removal of previous Contract specific clause 202.91 (now included at clause 202.65)		
202.01 and 202.02	Added reference to State Road Traffic Management Company Registration Scheme – Conditions of Registration Removed reference to superseded policy and guideline	DDPC	04/04/2024
202.10	New clause		
Annexure 202F	Added reference to clause 202.10		
Other	Minor formatting changes		
Whole Document	Substantial changes to document including renaming of specification to Traffic Management (previously Traffic)	DDPC	07/06/2023

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SPECIFICATION 202

TRAFFIC MANAGEMENT

GENERAL

202.01 SCOPE

1. This specification outlines the minimum requirements for establishing, implementing and managing a Traffic Management Plan (TMP) for the work under the Contract.
2. The Contractor must establish, implement and manage a Contract specific TMP complying with:
 - (a) the Contract;
 - (b) Western Australia's Traffic Management for Works on Roads Code of Practice;
 - (c) Australian Standard AS 1742.3;
 - (d) Austroads Guide to Temporary Traffic Management (AGTTM);
 - (e) Work Health and Safety Act 2020 (WA);
 - (f) Work Health and Safety (General) Regulations 2022 (WA);
 - (g) Road Traffic Code 2000 (WA); and
 - (h) State Road Traffic Management Company Registration Scheme – Conditions of Registration.
3. The TMP must form part of the Contractor's Health and Safety Management Plan and must comply with the requirements of Specification 203 HEALTH AND SAFETY MANAGEMENT.
4. The TMP must also address the impact of each Traffic Management Scheme on traffic flow and movements on the road network including adjacent properties. The Contractor must ensure that the road system, including the surrounding road network, continues to operate safely and efficiently and that any disruption to road users is minimised.

***Health and Safety
Management
Plan***

***Road Network
Efficiency***

202.02 REFERENCES

1. Australian Standards, Main Roads Western Australia Test Methods, Main Roads Western Australia Standards and Main Roads Western Australia Specifications are referred to in abbreviated form (e.g. AS 1234, MRS 67-08-43 or WA 123). For convenience, the full titles are given below:

Acts and Regulations

Work Health and Safety Act 2020 (WA)

Work Health and Safety (General) Regulations 2022 (WA)

Rail Safety National Law (WA) Act 2015

Road Traffic Code 2000 (WA)

Road Traffic Act 1974 (WA)

Main Roads Act 1930 (WA)

Local Government Act 1995 (WA)

Disability Services Act 1993 (WA)

Australian Standards

AS 1742.3 Manual of uniform traffic control devices – Part
3: Traffic control for works on roads

Australian/New Zealand Standards

AS/NZS ISO 19011 Guidelines for auditing management systems

AS/NZS ISO 31000 Risk management – Principles and guidelines

AS/NZS ISO 45001 Occupational health and safety management
systems – Requirements with guidance for use

Austroads

AGTTM Austroads Guide to Temporary Traffic
Management

MAIN ROADS Standards

Traffic Management for Works on Roads Code of Practice
(website address: www.mainroads.wa.gov.au / Technical &
Commercial / Working on Roads)

Requirements for the use of Truck Mounted Attenuators in WA – Code
of Practice
(website address: www.mainroads.wa.gov.au / Technical &
Commercial / Working on Roads)

Main Roads Temporary Traffic Management Signal Approval Policy
(website address: www.mainroads.wa.gov.au / Technical &
Commercial / Working on Roads)

Main Roads Guide to the Design of Workzone Barriers
(website address: www.mainroads.wa.gov.au / Technical &
Commercial / Technical Library / Road and Traffic Engineering /
Roadside Items)

Main Roads Guidelines for Variable Message Signs
(website address: www.mainroads.wa.gov.au / Technical &
Commercial / Technical Library / Road and Traffic Engineering / Smart
Freeways)

State Road Traffic Management Company Registration Scheme –
Conditions of Registration
(website address: www.mainroads.wa.gov.au / Technical &
Commercial / Working on Roads)

Other References

Guidance Note – Safe Movement of Vehicles in the Workplace,
available from
<https://www.commerce.wa.gov.au/publications/guidance-note-safe-movement-vehicles-workplaces>

MAIN ROADS Specifications

Specification 201	QUALITY MANAGEMENT
Specification 203	HEALTH AND SAFETY MANAGEMENT
Specification 301	VEGETATION CLEARING AND DEMOLITION
Specification 302	EARTHWORKS
Specification 404	CULVERTS
Specification 501	PAVEMENTS
Specification 503	BITUMINOUS SURFACING
Specification 601	SIGNS

202.03 DEFINITIONS

1. This specification outlines the minimum requirements for establishing, implementing and managing a TMP for the work under the Contract.
2. Unless otherwise detailed in the Contract, the definitions outlined in the Code of Practice and/or AGTTM apply.
3. The following definitions apply to this specification:

Definitions

- (a) **Code of Practice** is Western Australia's Traffic Management for Works on Roads Code of Practice, and reference to the Code of Practice includes all requirements within the Code of Practice including compliance with relevant parts of AGTTM and AS 1742.3.
- (b) **Incident** is any unplanned event resulting in, or having the potential for injury, ill health, damage or other loss.
- (c) **Relevant Incident** is any:
 - (i) Traffic Incident; or
 - (ii) Safety Incident that was caused by or may reasonably have been prevented or mitigated by implementing the TMP, including by making any alterations to the TMP.
- (d) **Safety Incident** is an Incident that results in or has the potential for injury or ill health to Workers or damage to plant, vehicles or equipment connected to the work under the Contract, either on the Site or other place where the TMP is implemented.
- (e) **Traffic Guidance Scheme (TGS)** is a document developed in accordance with the Contractor's TMP and is required for each and every proposed traffic control measure required under the Contract before the implementation of the traffic control measure.

- (f) **Traffic Incident** is an Incident, other than any Safety Incident, that impedes the normal flow of traffic (other than that explicitly required as part of the implementation of the TMP) or any crash event which may have been caused by work under the Contract that affects member of public road user(s), including cyclists and pedestrians.
- (g) **Traffic Management Plan (TMP)** is the document that addresses the management of hazards and risks associated with the traffic environment that meets the requirements of the Code of Practice. The TMP must also detail the Contract traffic management objectives and targets, specify the necessary operational processes, procedures and the related resources to achieve the specific requirements of the Contract.
- (h) **Traffic Management Representative (TMR)** is the person the Contractor has nominated as having the primary responsibility for ensuring that the TMP is implemented over the term of the Contract.
- (i) **Traffic Risk Assessment and Treatment Register** is the document that contains the Contractor's identified Contract specific traffic hazards, hazards identified by the Principal, the assessment of the risks associated with the identified hazards and details the control measures that must be put in place to manage the hazards.
- (j) **Worker** is as defined in *Work Health and Safety Act 2020* (WA) Section 7).

202.04 – 202.05 NOT USED

TRAFFIC MANAGEMENT POLICY

202.06 CONTRACTOR'S TRAFFIC MANAGEMENT POLICY

1. Where the Contactor has a traffic management policy, a copy of the policy must be included in the TMP.

TM Policy

202.07 – 202.09 NOT USED

STATE ROAD TRAFFIC MANAGEMENT COMPANY REGISTRATION SCHEME

202.10 TRAFFIC MANAGEMENT WORKERS

1. All Workers implementing traffic management as part of the work under the Contract must be directly employed by a company with current registration under the State Road Traffic Management Company Registration Scheme.
2. For the avoidance of doubt, the requirements of clause 202.10(1) apply irrespective of whether the traffic management is being implemented on a State Road.

***Traffic
Management
Workers***

202.11 – 202.25 NOT USED

PLANNING

202.26 HAZARD IDENTIFICATION, RISK ASSESSMENT AND CONTROL

1. The Contractor must conduct a formal traffic risk assessment to identify, evaluate and control the risk to all Workers and any other person who may be affected by work under the Contract, the output from which will form the Traffic Risk Assessment and Treatment Register in accordance with Annexure 202B.
2. Participants of the risk assessment must, at a minimum, include the TMR, the WHS Management Representative, the person preparing the TMP, if applicable the RTM that will be endorsing the TMP, and any impacted road authority representatives. The Superintendent must be invited to attend the risk assessment. The areas for examination must include those detailed at Annexure 202E.
3. The Traffic Risk Assessment and Treatment Register must address all hazards including the hazards listed in Annexure 202A Principal Identified Hazards.
4. When evaluating treatments options, the hierarchy of control in accordance with Regulation 36 of the Work Health and Safety (General) Regulations 2022 (WA) must be utilised.
5. If traffic control is utilised it must involve the use of Portable Traffic Control Devices in accordance with the Code of Practice and this Specification.
6. If using manual traffic controllers, this must be justified in the Traffic Risk Assessment and Treatment Register.
7. The Traffic Risk Assessment and Treatment Register must be prepared by the Contractor using persons who hold a minimum competency accreditation in accordance with the Code of Practice. The TMP must be authorised by the Contractor's Representative and the TMR.
8. The Traffic Risk Assessment and Treatment Register must be submitted to the Superintendent for approval no less than 14 days prior to the intended start date of work under the Contract.
9. The completed Traffic Risk Assessment and Treatment Register must form part of the TMP.

***Traffic Risk
Assessment
and Treatment
Register***

***Principal
Identified
Hazards***

***Assessment
Team***

202.27 LEGAL AND OTHER REQUIREMENTS

1. The Contractor must maintain the current published editions of the following documents on Site at all times while the TMP is implemented:
 - (a) Traffic Management for Works on Roads Code of Practice;
 - (b) AS 1742.3 – Traffic Control for Works on Roads;
 - (c) Austroads Guide to Temporary Traffic Management; and
 - (d) Guidance Note – Safe Movement of Vehicles in the Workplace.

***Mandatory
Documents***

2. Application of the Contract requirements, Standards and Codes of Practice in no way relieves the Contractor from undertaking any activity, function, process or procedure necessary to meet its duty of care obligations as prescribed in the WHS Act 2020 or other relevant legislation or standards.

202.28 OBJECTIVES AND TARGETS

1. The Contractor must determine the Contract traffic management objectives and targets for the Contract and clearly detail these Contract objectives and targets in the TMP.
2. The Contractor must detail the procedure that ensures the Contractor's Representative and the TMR regularly review the Contract performance against the prescribed traffic management objectives and targets.
3. The Contractor must incorporate any staging requirements detailed at Annexure 202G, and the traffic restrictions detailed at Annexure 202H, into the TGS.

202.29 TRAFFIC MANAGEMENT PLAN

1. The TMP must address all the work under the Contract and detail all procedures, processes, work practices and information required by the Contract.
2. The TMP must be consistent with all requirements of the Contractor's Health and Safety Management Plan, and suit the Contractor's method of operation.
3. The Contractor must complete the Traffic Risk Assessment and Treatment Register and include it as part of the TMP.
4. The TMP must be prepared, and/or reviewed and endorsed, by a person with accreditation in Advanced Worksite Traffic Management or where 'complex traffic arrangements' are involved, a Roadworks Traffic Manager (RTM).
5. **If traffic management is to be implemented on local roads, the TMP must be approved by the relevant local road authority(ies) and evidence of the approval provided to the Superintendent prior to commencement of work on the local road(s).**
6. **If not submitted and explicitly approved in writing during the Tendering process, the Contractor must submit a suitable fully documented TMP to the Superintendent for approval prior to commencement of work under the Contract.**
7. Where any of the following events occur the Contractor must review the TMP and submit suitable amendments to the Superintendent within one week of the event, or other timeframe directed by the Superintendent, whichever is the lesser:
 - (a) a non-conformance;
 - (b) the Contractor's practice no longer reflecting the TMP; or

***Traffic
Management
Plan***

Certification

HOLD POINT

HOLD POINT

***Mandatory
Changes***

(c) a Relevant Incident occurring.	
8. If the Contractor proposes to amend the TMP, or the Contractor is required to make mandatory changes as required by clause 202.29(7), the amended TMP must be resubmitted to the Superintendent in accordance with requirements of the clause 202.29(6). The amended TMP must not be used until the Superintendent has released the Hold Point.	Amendment
9. The Contractor must provide the Superintendent with a controlled copy of the TMP for the duration of the Contract.	
10. The Contractor must establish, implement and maintain detailed procedures in the TMP for all essential traffic engineering aspects as required by the Code of Practice for the development of the TGS.	Traffic Engineering
11. The TGS is to be designed taking into consideration the following:	
(a) The capacity required to accommodate traffic demand over the affected section of road and surrounding road network at a level acceptable to the Superintendent during the term of the construction activity or particular work activity.	Capacity
(b) The number and width of traffic lanes and road space that will be required to accommodate traffic demand taking into account property access, right turning movements and passing requirements, parking needs and special events that may impact on the available space and traffic flows.	Traffic Lanes
(c) Intersection capacity analysis where construction activities, traffic controls or traffic routing impact on an intersection, where the intersection is either under signal control or at least one leg of the intersection includes a road with a classification of district distributor or higher classification as defined by the Main Roads, Metropolitan Functional Road Hierarchy.	Intersection Capacity
(d) The needs of other road users such as pedestrians, people with disabilities, children, cyclists, motor cyclists, users of public transport and heavy vehicles.	Other Road Users
(e) Traffic flows associated with public transport and the interruption to transport facilities including bus stops, exclusive bus lanes etc.	Public Transport
(f) Traffic flows and needs of special vehicles such as road trains, high/wide loads and emergency vehicles.	Special Vehicles
(g) The need to accommodate the continued safe operation of warden controlled school crossings.	School Crossings
(h) The need to maintain safe access for vehicles, pedestrians and livestock to adjoining properties, businesses and side roads affected by the construction.	Access to Adjoining Properties / Businesses
(i) The coordination between existing and new line marking and how this may cause confusion with temporary lane configurations.	Line Marking

- (j) Minimum traffic offset requirements from hazards such as steep embankments, end of barrier without end treatment, etc.

Hazards

- (k) Minimum offset of barriers from traffic lanes, worksite length/width, deflection distances required, contaminant fences (if required), start and finish points of the barrier, flare rates (if any) and necessary end treatments.

Barriers

202.30 – 202.35 NOT USED

TRAFFIC CONTROL DEVICES

202.36 VISIBILITY OF TRAFFIC CONTROL DEVICES

1. Traffic control devices must be visible to public road users including pedestrians and cyclists when in use.
2. Traffic signs that are intended to be in use for longer than 14 days must be post mounted unless otherwise approved by the Superintendent.
3. Post mounted signs must comply with the lateral placement and height requirements of Specification 601 SIGNS.
4. Traffic signs that are intended for use for less than 14 days must be securely installed in a way that limits the risk of the sign falling over.
5. If a sign has fallen over, the Contractor must take measures from stopping this from reoccurring. This may include weighing down the legs, safely fastening the device to suitable objects or post mounting the sign.

Visibility

Fallen Signs

202.37 PORTABLE TRAFFIC CONTROL DEVICES

1. Any portable traffic control device (PTCD) utilised must meet the requirements of the Code of Practice.
2. In addition to the requirements of the Code of Practice, PTCDs must be used as the method of traffic control, for roads with:
 - (a) a permanent speed limit of 60km/h or more; and
 - (b) over 15,000 vehicles per day.
3. The exceptions listed in the Code of Practice apply to the above scenario.
4. Where PTCDs are utilised in 'manual mode', they must be operated by accredited Traffic Controllers in accordance with the Code of Practice.
5. Where used in low light conditions, PTCD locations must have adequate lighting. Where existing lighting is inadequate additional lighting must be provided in accordance with the Code of Practice.
6. Portable traffic signal systems may only be unattended utilising either vehicle activation or fixed time operation where:
 - (a) the road has a traffic volume of less than 2,000 vehicles/day (AADT);

- (b) the length of the shuttle flow is less than 500m;
- (c) the risks to road users and/or Workers in the event of non-compliance is low (following a documented risk assessment);
- (d) the risks to road users and/or Workers in the event of device failure is low (following a documented risk assessment);
- (e) detailed calculations outlining the phase timings is included in the TMP including consideration for peak hours, days or time of year;
- (f) there is no significant non-compliance either observed or reported; and
- (g) there is no significant device failure either observed or reported.

202.38 SPEED FEEDBACK SIGNS

1. Speed feedback signs must be used where required by the Code of Practice.
2. Where speed feedback signs are used they must be operated in accordance with manufacturer specifications and positioned in a suitable position to influence the speed of motorists entering the reduced speed zone, taking into consideration the effect of any existing signage.
3. Speed feedback signs must be calibrated to specified tolerances in accordance with manufacturer specifications and calibrated at intervals specified by the manufacturer.

Calibration

202.39 PORTABLE VARIABLE MESSAGE SIGNS

1. Portable variable message signs (PVMS) must be used as required by the Code of Practice and as outlined in Annexure 202I.
2. All messages displayed on the PVMS must be in accordance with the road signs requirements in the Code of Practice and the PVMS criteria specified in the Main Roads Guidelines for Variable Message Signs.

***Information on
PVMS***

TRAFFIC CONTROL MEASURES

202.40 ROADWORK PILOT VEHICLES

202.40.01 GENERAL

1. A roadwork pilot vehicle must be utilised where required by the Code of Practice.

***Worksite where
Roadwork Pilot
Vehicle is
Required***

202.40.02 DETAILS OF PILOT VEHICLE

1. While undertaking the role of a roadwork pilot vehicle, the vehicle must be fitted with:
 - (a) dual flashing amber beacons; and
 - (b) signage consisting of either:

***Roadwork Pilot
Vehicle
Devices***

- (i) “FOLLOW ME / DO NOT OVERTAKE”, sign number MR-TVM-18 (as per Main Roads Drawing 202131-0041); or
- (ii) “PILOT VEHICLE / FOLLOW ME”, sign number MMS-ADV-100 (as per Main Roads Drawing 202131-0041), in conjunction with “DO NOT OVERTAKE”, sign number MMS-ADV-10.

2. The signage detailed at clause 202.40.02(1)(b) must:

**Signage
Position**

(a) be located on the roof or at the rear of the roadwork pilot vehicle such that it is clearly visible to vehicles following the roadwork pilot vehicle; and

(b) not obscure vehicle mounted warning devices, tail lights, brake lights, indicators or the vehicle numberplate.

3. While undertaking the role of a roadwork pilot vehicle, the vehicle must not be fitted with a trailer.

No Trailers

4. While undertaking the role of a roadwork pilot vehicle, the vehicle must travel at or below the posted speed limit (as may be reduced by temporary signage) at a distance of no greater than 50 m in front of the first vehicle in the convoy.

Travel Speed

5. The driver of a roadwork pilot vehicle must hold a current Basic Worksite Traffic Management (BWTM) accreditation and have a current valid driver's licence.

**Driver must
have BWTM**

202.40.03 OTHER REQUIREMENTS

1. While a roadwork pilot vehicle is in use, “PILOT VEHICLE IN USE” signage must be displayed in advance of the traffic control devices detailed at clause 202.40.01(1)(a).

**Additional
Signage**

202.41 SHADOW VEHICLES AND TRUCK MOUNTED ATTENUATORS

1. The use of shadow vehicles (including Truck Mounted Attenuators) must at a minimum comply with the Code of Practice.

202.42 – 202.45 NOT USED

IMPLEMENTATION

202.46 STRUCTURE AND RESPONSIBILITY

1. The Contractor must nominate a TMR for the duration of the Contract and include the name and contact details of the TMR in the TMP. The TMR must have a Main Roads' Worksite Traffic Management accreditation in accordance with the Code of Practice, or other higher qualification if specified in the Contract.

**Traffic
Management
Representative**

2. The TMR must be on Site at all times when activities relating to the execution of the work under the Contract are taking place requiring traffic management control. The TMR must have the necessary authority and resources to meet the TMR's responsibilities under the Contract.

- | | |
|--|-----------------------------|
| 3. Responsibilities and accountabilities for all Workers must be detailed and applied in accordance with Specification 203 HEALTH AND SAFETY MANAGEMENT. | Responsibilities |
| 4. The Contractor must be responsible for the management and control of all traffic management issues on Site in accordance with the Contract including work under the Contract undertaken by subcontractors. | Subcontract Works |
| 5. Where a subcontractor is engaged by the Contractor, or on the Contractor's behalf to perform any work under the Contract, the Contractor must provide the subcontractor with all relevant Contract information and the parts of the TMP that are relevant to the work to be performed by the subcontractor. | Relevant Information |

202.47 TRAINING AND COMPETENCY

- | | |
|---|--------------------------------|
| 1. Personnel who hold a competency in accordance with Western Australia's Traffic Management for Works on Roads Code of Practice must be recorded on the Skills Register and documentary evidence maintained for the duration of the Contract in accordance with Specification 203 HEALTH AND SAFETY MANAGEMENT. The Contractor must ensure all traffic management personnel have the required skills, knowledge and experience to undertake their traffic management duties. | Skills Register |
| 2. The Contractor must incorporate at least the following traffic information into the site specific WHS induction training program: | Site Induction Training |
| (a) training related to hazards likely to be encountered on site and control measures that have been developed in response to these hazards; | |
| (b) roles and responsibilities; and | |
| (c) the requirements of the TMP. | |

202.48 COMMUNICATION

- | | |
|---|-------------------------------|
| 1. Traffic management information must be communicated to all Workers in accordance with Specification 203 HEALTH AND SAFETY MANAGEMENT. | Site Communication |
| 2. The Contractor must develop and detail procedures for ensuring communication between all traffic management and work personnel prior to activities relating to the execution of the work under the Contract are taking place requiring traffic management (e.g. pre-starts to communicate required signs and devices, radio communications for traffic control, clearance to traffic, work stages, TGS, TTM methods, etc.) | |
| 3. The Contractor must develop and detail procedures that ensure relevant requirements of the TGS and proposed traffic controls are advised to all affected personnel including the public, property owners and occupiers, businesses, local authorities, transport and government agencies and emergency services. | Key Stakeholders |
| 4. Where the Contractor's TMP contemplates restrictions on the road network such as a reduction of existing lane widths, overall carriageway width, vertical height clearance or the like, the Contractor must consult with Main | Heavy Vehicle Services |

Roads' Heavy Vehicle Services (HVS) prior to submitting the plan for approval.

5. Where work under the Contract will result in restrictions on oversize and/or restricted access vehicles, Main Roads' HVS must be notified at least 14 days' notice prior to such work occurring or associated traffic management being implemented. Restrictions that would preclude existing heavy vehicle operations, without Main Roads prior approval, are not acceptable.

6. **Not less than 7 days prior to the implementation of the Contractor's proposed placement of any restrictions on the road network, the Contractor must certify to the Superintendent that the Contractor has obtained acknowledgement from HVS of its proposed restrictions on the road network.**

HOLD POINT

7. Prior to the implementation of any restrictions on the road network, the Contractor must erect warning devices and signs in a text height and placement in accordance with the Main Roads website, AS 1743 and the Code of Practice, in advance of the restriction stating the minimum clearances.

8. **Prior to the installation of warning devices and signs in advance of any restriction, the Contractor must certify to the Superintendent that the advance warning devices and signs conform to the requirements of the Contract.**

HOLD POINT

202.49 DOCUMENTATION

1. The Contractor must establish, implement and maintain a current controlled copy of all traffic management documentation on Site.
2. The TMP must clearly detail the cross referencing to all other relevant documents of the Contract and the Contractor's WHS management system and such referenced documentation must be available on Site for the duration of the Contract.
3. The Contractor must complete Annexure 202F which cross-references the requirements of Specification 202 to the TMP. The TMP must utilise section and clause numbers so that cross-references are explicit and unambiguous.

Current Documentation

202.50 DOCUMENT AND DATA CONTROL

1. The Control of documents and the Control of records must be in accordance with Specification 201 QUALITY MANAGEMENT.
2. Copies of all traffic data, information and records generated throughout the construction works must be retained on site for the duration of the Contract.

Quality System

202.51 OPERATIONAL CONTROLS

1. Work Health and Safety hazards must be addressed in accordance with Specification 203 HEALTH AND SAFETY MANAGEMENT.

WHS Hazards

2. The Contractor must use Annexure 202B to assess the likelihood and consequence of traffic hazards and the categorisation of each traffic risk occurring during the work under the Contract.	Risk Assessment
3. The Contractor must develop all traffic management schemes based on a maximum lane capacity as detailed in the Code of Practice unless the Contractor can demonstrate to the Superintendent's satisfaction alternative lane capacities that could be suitably applied to the section of the network that will be subject to the traffic management scheme.	Maximum Lane Capacity
4. All work under the Contract in the vicinity of railway crossings must be subject to detailed risk assessment and managed in accordance with the requirements of the Code of Practice.	Railway Crossings
5. Works such as trenches, spoil heaps and other hazards must be individually signed and barricaded at all times, notwithstanding that the area in question may not be opened to traffic or the public at any time.	Signing and Barricading of Hazards
6. The Contractor must detail and implement procedures that ensure traffic control measures are evaluated for effectiveness and modified to manage the hazard. The evaluation procedure must detail the responsibilities, timelines and records that will be kept as part of the process.	Evaluation
7. The Contractor is not permitted to reduce the load carrying capacity of any existing structure unless explicitly stated in the Contract.	Existing Structures
8. When traffic control is required by a Traffic Controller (e.g. stop-slow bat or portable traffic control device), the Contractor must ensure there are adequate personnel to allow the Traffic Controllers to have a break from the traffic control duties for 15 minutes every 2 hours. The Traffic Controller may undertake other tasks during this break e.g. traffic management inspections.	Traffic Controller Breaks

202.52 EMERGENCY PREPAREDNESS AND RESPONSE

1. The TMP must detail procedures that ensure access for emergency vehicles past or through the construction site are maintained at all times and that emergency vehicles are not unduly delayed.	Emergency Vehicles
2. While the Contractor is working on Site it must render assistance in the event of a crash or vehicle breakdown.	Render Assistance
3. The Contractor must document as part of the TMP the nominated key personnel for emergency situations with their contact details and the contact details of the emergency service providers and relevant road owners.	

202.53 SIDETRACKS, DETOURS AND TEMPORARY DRIVING SURFACES

202.53.01 GENERAL

1. For the purpose of this specification, temporary driving surfaces are when: (a) the existing pavement is used as a temporary driving surface; or	Temporary Driving Surfaces
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(b) pavement of the permanent works is used as a temporary driving surface prior to the lot being sealed or next pavement layer being placed.	
2. For the purpose of this specification, widenings to existing pavement which does not form part of the permanent works, but are temporarily used by traffic are considered to be a sidetrack.	Widenings to Existing Pavement
3. Sidetracks, detours and temporary driving surfaces for the purpose of moving traffic through or around the Works must be designed, constructed and maintained in both wet and dry conditions in accordance with Annexure 202C.	
4. Sidetracks, detours and temporary driving surfacing treatment must be in accordance with and at those locations nominated in Annexure 202C.	Surfacing
5. Where bituminous or asphalt surfacing has not been specified as the surface treatment for sidetracks, detours and/or temporary driving surfaces, the Contractor must undertake and detail the hazard identification, risk assessment and controls for the alternative surfacing.	Risk Assessment
6. The risk assessment must adequately consider all relevant: (a) environmental factors; and (b) vehicle types, including motor cycles, cyclists, pedestrians, caravans and out-of-dimension vehicles.	
7. The Contractor must take appropriate action to eliminate dust raised from any sidetrack, detour or temporary driving surface at all times that the sidetrack, detours or temporary driving surfacing are in use, when this dust constitutes an inconvenience or hazard to motorists, nearby residences or may damage the environment. The Contractor must undertake, at a minimum, the maintenance measures shown at Annexure 202C or as determined through the risk assessment detailed at clause 202.53(4), inclusive of during stand-downs, weekends and holiday periods.	Dust Nuisance
8. Prior to opening a sidetrack to any road user, the Contractor must certify to the Superintendent that the sidetrack has been constructed to comply with all requirements of the Contract including the Drawings.	HOLD POINT
202.53.02 DESIGN OF SIDETRACKS AND TEMPORARY DRIVING SURFACES	
1. Unless otherwise specified in Annexure 202C, sidetracks and temporary driving surfaces shall be designed by the Contractor.	Design Responsibility
202.53.03 DESIGN BY CONTRACTOR	
1. Sidetracks must provide for two-way traffic flow and must be constructed to give a minimum clear width for each lane of traffic of 4 m unless otherwise specified in Annexure 202C.	Width
2. All sidetracks must be constructed to the alignment shown on the Drawings, otherwise the sidetrack must generally be constructed outside	Alignment

the limits of earthworks but within the road corridor and comply with the requirements of the Contract.	
3. The sidetrack alignment must be deviated as much as practicable to maximise the retention of trees and other significant vegetation.	Deviations
4. The sidetrack alignment and general geometry must be such that horizontal and vertical curves are designed to meet the speed limit posted for the sidetrack. The first horizontal curve leading away from the existing road and into the sidetrack must be designed to be a minimum of 10 km/h above the proposed design speed limit unless otherwise specified in Annexure 202C.	Curve Radii
5. Sidetrack grades must be limited to a maximum of 10%. Grades exceeding 7% must be sealed. An unsealed sidetrack must have a maintained crossfall of between 4% and 6% to ensure dispersion of surface water.	Maximum Grades and Crossfall
6. Horizontal and vertical curves in combination must be avoided, especially on routes where high wide load vehicles or road trains are likely to traverse the sidetrack.	Horizontal and Vertical Curves
7. For sidetracks constructed by widening existing pavement, the crossfall measured at any position on the driving surface at right angles to the centreline shall be within 0.5% of the existing crossfall or of the crossfall on the outer 2 metres of the adjacent traffic lane at that location.	Widenings
8. The construction of sidetracks will not be permitted at the locations as indicated in Table 202C.02 (Annexure 202C).	Sidetracks Prohibited
9. Culverts must be designed for an Average Recurrence Interval (ARI) of one (1) year (or greater) unless otherwise specified in Annexure 202C.	Culvert Design
10. Unless otherwise approved by the Superintendent, the maximum length of unsealed sidetrack open to traffic in one continuous length must not exceed 5 km in any one direction and must be followed by a sealed roadway not less than 5 km.	Maximum Length
11. Sidetracks, detours and temporary surfaces through or around work sites for shared paths, cycleways and footpaths must be designed and constructed to ensure they meet the Standards detailed in Austroads Guidelines, AS 1742.3 and the Code of Practice.	Paths
12. The Contractor must stage the construction of the work under the Contract to minimise the disruption to all road users. The Contractor must adjust the staging as required to address the impacts of advertised events.	Staging of the Works
13. At least 10 Business Days prior to commencing any work associated with the construction of sidetracks, the Contractor must provide the drawings (including surfacing requirements) for approval to the Superintendent to certify that the sidetrack design meets the requirements of the Contract.	HOLD POINT

202.53.04 MAINTENANCE

202.53.04.01 Sidetracks

1. The Contractor must maintain all constructed sidetracks in their specified condition for the duration of the Contract.

Maintenance

202.53.04.02 Existing Roads

1. The Contractor must maintain existing roads used for diverting road users during the Contract to the conditions specified in the Contract or to the condition existing at the commencement of the Contract, whichever is the greater standard, until traffic is transferred to completed sections of the Works or onto a constructed sidetrack.
2. The Contractor must undertake a condition survey and road safety audit of the existing road to be used and submit to the Superintendent a detailed report of the condition of the road prior to it being utilised.
3. The Contractor must submit a road condition report for the existing portion of the road network to be utilised including the approval to use the road network from the road asset owner e.g. Local Government; Department of Biodiversity, Conservation and Attractions; and/or Main Roads.

Approval

***Road
Condition
Report***

202.53.04.03 Temporary Driving Surfaces

1. The Contractor is responsible to maintain the specified standards of the compacted layer if used as a temporary driving surface in accordance with Specification 501 PAVEMENTS.

Maintenance

202.53.05 REHABILITATION

202.53.05.01 Sidetracks

1. Where sections of sidetrack are no longer required the surface must be rehabilitated in accordance with Specification 302 EARTHWORKS.

Rehabilitation

202.54 TRAFFIC GUIDANCE SCHEME

1. The TGS must be professionally prepared and readable.
2. All traffic control measures must be in place and fully operational before the Contractor commences the execution of any work activity requiring traffic management.
3. If the Contractor proposes to amend the TGS, the amended TGS must be resubmitted to the Superintendent as part of a new revision of the TMP in accordance with Clause 202.29(6).
4. The Contractor must supply, erect and maintain all traffic control devices in good condition in accordance with AS 1742.3.

Amendment

5. The Contractor must promptly change signage, adjusting to changing conditions, in accordance with AS 1742.3. For example:
 - (a) worker symbolic signs must not be displayed when workers are not on site or not visible to traffic;
 - (b) Traffic Control signs must not be displayed while a traffic control is not being undertaken; and
 - (c) after care signage must be re-instated at the end of each work period.
6. The Contractor must promptly remove any traffic control devices that are no longer required.
7. The Contractor must promptly remove any traffic control devices from the road reserve that are not reasonably anticipated to be required at that location within a two-week period.
8. The Contractor must provide and station accredited Traffic Controllers as required by the Code of Practice to ensure the safety of road users and Workers. Traffic Controllers must be stationed to guide public vehicles past hazards that cannot be suitably signed.

***Keeping
Signage
Current***

202.55 – 202.60 NOT USED

MANAGEMENT AND EVALUATION

202.61 MONITORING AND MEASUREMENT

1. The Contractor must establish, implement and maintain detailed procedures, in the TMP, for the monitoring and measurement of traffic management practices to achieve the Contract traffic management objectives and targets.
2. The monitoring and measurement of traffic controls and traffic management practices must be undertaken by the Contractor through regular inspection of traffic management activities. The checklist on Main Roads website must be used for these inspections (website address: www.mainroads.wa.gov.au / Technical & Commercial / Working on Roads / Reviewing and Auditing / Operational Check and Onsite Inspection Checklist).
3. The Contractor must undertake an inspection of all traffic management signs and devices at intervals not exceeding two hours at all times that:
 - (a) the TMP is implemented; and
 - (b) workers are on the Site or other place where the TMP is being implemented.
4. At any other time that the TMP is implemented (which for avoidance of doubt, includes the implementation of aftercare), the Contractor must undertake inspections of all traffic management signs and devices at intervals determined by a risk assessment included as part of the TMP. This risk assessment must include consideration of the:

Procedures

***Workplace
Inspections***

***Inspection
Intervals***

- (a) traffic volumes;
 - (b) traffic mix; and
 - (c) potential for issues associated with traffic management signage and devices contributing to a Relevant Incident.
5. The inspections completed must be recorded in the Contractor's traffic management daily diary and actions must be taken as soon as possible to rectify any issues identified and minimise the potential for reoccurrence of similar issues.
6. The Contractor must provide copies of completed traffic management daily diaries to the Superintendent within 24 hours after the completion of the relevant work shift.
7. Where:
- (a) traffic travelling in opposing directions is separated by cones or bollards; and
 - (b) the cones or bollards are not permanently affixed to the roads surface using bolts or similar,

Daily Diaries

Then the Contractor must ensure that at least one accredited BWTM person continuously monitors the relevant signs and devices.

8. In other instances, traffic controls must be inspected throughout the day and at night in accordance with the requirements of AGTTM.
9. The inspection program must be adjusted to suit changing circumstances and/or risk environment such as during times of increased traffic flows or speeds, contra-flow arrangements or when changed controls are introduced.

Changes to Inspection Program

202.62 INCIDENT INVESTIGATION, CORRECTIVE AND PREVENTATIVE ACTION

- 1. Detected non-conformances must be managed in accordance with the requirements of Specification 201 QUALITY MANAGEMENT for the Control of Non-conforming Product.
- 2. Corrective and preventative actions must be managed in accordance with the requirements of Specification 201 QUALITY MANAGEMENT for the improvement of the TMP.
- 3. All Relevant Incidents must be reported and investigated in accordance with the requirements of Specification 203 HEALTH AND SAFETY MANAGEMENT.
- 4. Traffic Incident reports must be forwarded to the Superintendent within 24 hours of the Traffic Incident occurring or becoming apparent.
- 5. Contractors must use the form outlined in Annexure 202D for reporting Traffic Incidents on work under the Contract. The Contractor may use a Contractor's developed Incident Reporting Form only when the Contractor

Non-conformance

Corrective and Preventative Actions

Incident and Investigation Procedure

Traffic Incident Reporting Timeline

can demonstrate that the proposed alternative form meets or exceeds the requirements of Annexure 202D subject to the Superintendents approval.

6. The form outlined in Annexure 202D or the proposed alternative form must be used in conjunction with Main Roads event reporting system EQSafe in accordance with the Main Roads “EQSafe Event Type and Sub-type Contractual Requirements” document applicable to the Contract for the following incidents:

***Reporting of
Relevant
Incidents***

- (a) All incidents associated with the Workers in accordance with Specification 203 HEALTH AND SAFETY MANAGEMENT.
- (b) Traffic Incidents involving members of the public (includes pedestrians) only that resulted in a corrective action and/or it was determined the temporary traffic management or works were a possible contributory factor to the traffic crash causation or severity involving members of the public. Corrective action refers to any steps that were required to be taken to ensure the incident did not reoccur, e.g. relocating signs that were obstructing sight lines at an intersection.
- (c) Traffic Incidents involving members of public only (includes pedestrians) that are determined to have a consequence or potential consequence of major or greater.

7. The TMP must detail the reporting and investigation procedures for Incident investigation. The procedures must include the investigating officer responsible and the time limits imposed for reporting and investigating the Incident and to close-out the Incident in a timely manner to prevent a recurrence.

8. The Superintendent may participate in or undertake an investigation into the Incident and the Contractor must co-operate with and provide assistance to the investigation organised or undertaken by the Superintendent.

Investigation

9. In the event of a fatality or serious injury, arrangements in the TMP must be followed for preserving the worksite of evidence of all aspects of the Incident. The Code of Practice requires that the Site is not cleaned or tampered with (including all traffic management devices) and crash debris must be left in situ until police and/or WorkSafe arrive. Therefore additional lane closures or a complete road closure may need to be applied.

***Fatal or
Serious Injury***

202.63 RECORDS AND RECORD MANAGEMENT

1. Traffic Management records must be in accordance with Specification 201 QUALITY MANAGEMENT.
2. The Control of Records must be kept for the site in accordance with the Quality Management Plan for the Contract and these procedures must be supplemented with procedures that are WHS specific for Records and Records Management in accordance with AS/NZS 45001.
3. Records must be registered, ordered and retained on Site for the duration of the Contract.

***Records
Control***

Site Records

4. A daily diary must be kept for each location that traffic management is being implemented and details recorded in accordance with the Code of Practice for each inspection of the traffic controls and TGS in place throughout the Contract. The record must identify the following:
 - (a) time and date of inspection;
 - (b) the TGS in place at the time of the inspection;
 - (c) details of any amendments to the TGS; and
 - (d) details of non-compliances or improvements to traffic management undertaken throughout the shift (e.g. re-erecting signage that may have fallen, relocating signage to improve sight distance, covering an existing sign which was not included on the TGS).
5. A copy of each daily diary must be provided to the Superintendent within seven days of completion.

Daily Diary

202.64 TRAFFIC MANAGEMENT AUDITS

1. The Superintendent may conduct a suitability audit of the TMP prior to the approval of the plan.
2. The Superintendent may conduct compliance auditing at any time during the Contract. Before any such auditing occurs, the Superintendent will endeavour to provide the Contractor with reasonable notice. The Contractor must allow the auditor to conduct the audit on any aspect(s) of this specification, the TMP and any other information associated with the TMP.
3. The Contractor must make available at the site suitable facilities to accommodate an auditor, with the cost of providing such facilities to be borne by the Contractor. Additionally, the Contractor must:
 - (a) make available all relevant records, including those of subcontractors and suppliers for the purposes of the audit and provide all reasonable assistance to the auditor during the audit;
 - (b) provide information which relates to this specification and follow audit protocols requested of the auditor during the audit;
 - (c) develop and document a corrective action plan for assigned non-conformances with the agreed date the corrective action(s) will be completed; and
 - (d) communicate results of the audit to all relevant Workers.
4. The Contractor must incorporate traffic audits into the Audit Schedule developed and implemented as part of Specification 203 HEALTH AND SAFETY MANAGEMENT.
5. All traffic audits, audit timelines and reporting must be undertaken in accordance with the requirements of Specification 203 HEALTH AND SAFETY MANAGEMENT.

Suitability Audit

Compliance Auditing

Audit Schedule

Audit Reports

202.65 RECORDING OF TRAFFIC MANAGEMENT

Procedures

1. The Contractor must establish, implement and maintain detailed procedures, in the TMP, for the video recording of:
 - (a) all traffic control devices implemented as part of the work under the Contract; and
 - (b) the condition of any detours, sidetracks or temporary driving surfaces utilised during the work under the Contract.
2. Such video recordings must be captured on all Site working days where the TMP is being implemented.
3. Video recordings must be captured, in both directions:
 - (a) at the commencement of each Site working day, prior to alteration of any traffic control devices or driving surfaces;
 - (b) immediately following implementation of a new TGS or alteration to an existing TGS;
 - (c) at intervals of no more than four hours during Site working hours;
 - (d) at the end of each Site working day and following the implementation of any relevant after care TGS; and
 - (e) immediately following any Relevant Incident.
4. The timing of the video recordings must be recorded in the Daily Diary, along with any changes or improvements required and/or implemented following the recording exercise.
5. All video recordings must:
 - (a) be kept for a minimum of seven days from date of recording, following which they can be deleted or overwritten if there is no request for footage from the Superintendent, the Principal or any other person authorised under any relevant legislation (including the police and WorkSafe);
 - (b) clearly show the full width of the road being utilised by public road users and associated traffic control devices;
 - (c) have a minimum resolution of 720p;
 - (d) have a video frame rate of at least 3 frames per second; and
 - (e) be time and date stamped.
6. Video recordings must be provided to the Superintendent:
 - (a) immediately following any Relevant Incident; and
 - (b) within 24 hours following any request from the Superintendent or the Principal.

7. The Contractor must ensure that the video recording is undertaken in a way that does not contravene the Road Traffic Code 2000 (WA) or other relevant legislation.
8. Nothing in this clause 202.65 prevents the Contractor taking urgent action to ensure the safety of Contractor's Personnel, Principal's Personnel, and/or road users, however in the event of non-compliance of any provision of this clause 202.65 for any reason, a Non-conformance Report pursuant to SPECIFICATION 201 – QUALITY MANAGEMENT must be produced.

202.66 – 202.70 NOT USED

MANAGEMENT REVIEW

202.71 REVIEW

1. The Contractor must review and where required, revise the TMP on a three monthly basis. At a minimum the following personnel must be involved in the review:
 - (a) Contractor's Representative; and
 - (b) TMR.
2. In addition, the Contractor must review and update the TMP where:
 - (a) there are changes to the scope of work under the Contract;
 - (b) a non-compliance from the compliance auditing has identified deficiencies in the TMP;
 - (c) a change of TMR or senior site representative(s) occurs;
 - (d) additional hazards and/or risks not covered in the TMP or Traffic Risk Assessment and Treatment Register are identified; or
 - (e) where directed by the Superintendent.
3. The findings of the review must be provided to the Superintendent within seven days of the review being undertaken.

TMP Review

202.72 – 202.80 NOT USED

AS-BUILT AND HANDOVER REQUIREMENTS

202.81 – 202.90 NOT USED

CONTRACT SPECIFIC REQUIREMENTS

202.91 – 202.99 NOT USED

ANNEXURE 202A

PRINCIPAL IDENTIFIED HAZARDS

The Contractor must assess the risks and determine suitable control measures utilising the hierarchy of control for at least the following hazards and incorporate the assessment into the TMP.

CONTRACT MANDATORY

- (a) Traffic speed
- (b) Over-dimension vehicles
- (c) Access for cyclists, pedestrians and people with disabilities
- (d) Excavations
- (e) Working around mobile plant
- (f) Dust
- (g) Interruption to traffic flows, queue lengths, network impacts
- (h) Working in vicinity of railway crossings
- (i) Working around schools, school crossings and school zones
- (j) Access to commercial and adjacent properties
- (k) Access to construction Site by workers and construction equipment
- (l) Traffic control during dawn and dusk
- (m) Night work – lighting, etc.
- (n) Work in the vicinity of signalised intersections and pedestrian crossings
- (o) Above ground hazards
- (p) Contra-flow

CONTRACT SPECIFIC

Add Contract Specific Requirements here, otherwise write "Nil"

ANNEXURE 202B

TRAFFIC RISK CLASSIFICATION

1. In order to clearly understand the risks associated with this Contract and then outline the manner in which identified risks will be managed, the Contractor must undertake an assessment of all significant foreseeable risks associated with the Contract and determined the treatment measures that, so far as practicable, minimise the risk.
2. The identification and assessment process must be undertaken in accordance with AS/NZS ISO 31000 and the likelihood and consequences rated before the application of risk treatments (Primary Risk) and after (Residual Risk) the determined controls utilizing Table 202B.1, Table 202B.2 and Table 202B.3 of this Annexure 202B. **AS/NZS ISO 31000**
3. The Contractor must, so far as practicable, control or reduce identified risks in accordance with the hierarchy of control as defined by AS/NZS 45001. Treatment measures must be authorised and managed by the Contractor in accordance with Table 202B.4 Management Approach for Residual Risk Rating. **Risk Control and Reduction**
4. The Superintendent may direct the Contractor as to the Primary Risk Rating and the Residual Risk Rating to apply to any risk. The Contractor must reassess, authorise and manage its risk control measures in accordance with the level of risk directed by the Superintendent.
5. A Residual Risk Rating of Very High is not permissible under the Contract.
6. The Contractor must use the OSH risk classification in accordance with Specification 203 HEALTH AND SAFETY MANAGEMENT when addressing safety hazards of the general public and road users moving through the Site. **Road Users**

TABLE 202B.1 – QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Consequence	Description
Insignificant	Mid block hourly traffic flow per lane is equal to or less than the allowable lane capacity detailed in AGTTM. No impact to the performance of the network. Affected intersection leg operates at a Level of Service (LoS) of A or B. No property damage.
Minor	Mid block hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity as detailed in AGTTM. Minor impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of C. Minor property damage.
Moderate	Midblock hourly traffic flow per lane is equal to and greater than 110% and less than 135% of allowable road capacity as detailed in AGTTM. Moderate impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of D. Moderate property damage.
Major	Midblock hourly traffic flow per lane is equal to and greater than 135% and less than 170% of allowable road capacity as detailed in AGTTM. Major impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of E. Major property damage.
Catastrophic	Midblock hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity as detailed in AGTTM. Unacceptable impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of F. Total property damage.

TABLE 202B.2 – QUALITATIVE MEASURES OF LIKELIHOOD

Likelihood	Description
Rare	The event or hazard: - may occur only in exceptional circumstances, - will probably occur with a frequency of less than 0.02 times per year (i.e. less than once in 50 years).
Unlikely	The event or hazard: - could occur at some time, - will probably occur with a frequency of 0.02 to 0.1 times per year (i.e. once in 10 to 50 years).
Possible	The event or hazard: - might occur at some time, - will probably occur with a frequency of 0.1 to 1 times per year (i.e. once in 1 to 10 years).
Likely	The event or hazard: - will probably occur in most circumstances, - will probably occur with a frequency of between 1 and 10 times per year.
Almost Certain	The event or hazard: - is expected to occur in most circumstances, - will probably occur with a frequency in excess of 10 times per year.

IMPORTANT NOTE: The likelihood of an event or hazard occurring must first be assessed over the duration of the activity (i.e. “period of exposure”). For risk assessment purposes the assessed likelihood must then be proportioned for a “period of exposure” of one year.

Example: An activity has a duration of 6 weeks (i.e. “period of exposure” = 6 weeks). The event or hazard being considered is assessed as likely to occur once every 20 times the activity occurs (i.e. likelihood or frequency = 1 event/20 times activity occurs = 0.05 times per activity). Assessed annual likelihood or frequency = 0.05 times per activity x 52 weeks/6 weeks = 0.4 times per year. Assessed likelihood = Possible.

TABLE 202B.3 – QUALITATIVE RISK ANALYSIS MATRIX – RISK RATING

Likelihood	Consequence				
	Insignificant	Minor	Moderate	Major	Catastrophic
Almost certain	Low	High	High	Very High	Very High
Likely	Low	Medium	High	Very High	Very High
Possible	Low	Low	Medium	High	High
Unlikely	Low	Low	Low	Medium	High
Rare	Low	Low	Low	Low	Medium

TABLE 202B.4 – MANAGEMENT APPROACH FOR RESIDUAL RISK RATING

Residual Risk Rating	Required Treatment
Very High	Unacceptable risk. HOLD POINT. Work cannot proceed until risk has been reduced.
High	High priority, WHS MR and Roadworks Traffic Manager (RTM) must review the risk assessment and approve the treatment and endorse the TGS prior to its implementation.
Medium	Medium Risk, standard traffic control and work practices subject to review by accredited AWTM personnel prior to implementation.
Low	Managed in accordance with the approved management procedures and traffic control practices.

ANNEXURE 202C

REQUIREMENTS FOR TEMPORARY DRIVING SURFACES, SIDETRACKS AND DETOURS

Complete this Annexure if required. Clauses 202.53 detail relevant requirements. Given definition of 'temporary driving surfaces' (refer clause 202.53(1)) and the fact that detours / sidetracks offer a higher order of control in relation to risk management than most other traffic management measures, this Annexure should be included in most instances (i.e. do not delete and replace with "NOT USED").

Design Requirements (Annexure 202C) – the Tables must be filled in to ensure compliance with requirements.

Exclusions for sidetracks must complement the Environmental requirements.

TABLE 202C.01 – RESPONSIBILITY FOR DESIGN

The Contractor is responsible for the design of sidetracks, detours and temporary running surfaces unless otherwise specified in the table below:

Sidetrack / Detour / Temporary Running Surface	Location	Design Responsibility	Drawing Reference (if applicable)
Sidetrack	H001 SLK 1 to 3	Principal	DWG 2022-123 to 2022-128

(NOTE: Exemplified included above – amend as required, and delete this note)

If the design is the responsibility of the Contractor update table cells to "N/A"

TABLE 202C.02 – SIDETRACK DESIGN, CONSTRUCTION AND MAINTENANCE PARAMETERS (DESIGN BY CONTRACTOR)

(NOTE: If no design is to be undertaken by the Contractor, delete below table and replace with "Not Applicable". It is recommended to include this in the case the Contractor does need to construct a temporary sidetrack if their methodology changes, this allows parameters to be included upfront)

Section	Geometry				Pavement		Maintenance		Sealing Requirements	
	Design Speed km/h	Min. Lane Width m	Min. Curve Radii m	Max. Length m	Min. Depth mm	Finished Level Tolerance mm	Min. Grading per week	Min. Watering per day	Sealed Yes/No	Treatment Type
All	60	3.5	60	500	150	+50/-50	3	6	No	NA

(NOTE: First line shows default parameters – amend as required, and delete this note)

**TABLE 202C.03 – SIDETRACK DESIGN, CONSTRUCTION AND MAINTENANCE PARAMETERS
(DESIGN BY PRINCIPAL)**

(NOTE: If no design has been provided by the Principal delete below table and replace with “Not Applicable”)

Section	Geometry	Pavement		Maintenance		Sealing Requirements	
	Design speed, minimum curve radii, minimum lane width, maximum length etc.	Min. Depth mm	Finished Level Tolerance mm	Min. Grading per week	Min. Watering per day	Sealed Yes/No	Treatment Type
H001 SLK 1 – 3	As per design (Drawing ref: XXX)	250	As per Spec 501	NA	NA	Yes	As per design (Drawing ref: XXX)

(NOTE: First line shows default parameters – amend as required, and delete this note)

TABLE 202C.04 – TEMPORARY DRIVING SURFACE PARAMETERS

Surface Treatment Type	Design Responsibility	Restrictions		Maintenance	
		Maximum Length	Limitations on duration of temporary driving surface open to traffic	Min. Grading per week	Min. Watering per day
Sealed	Contractor	NA	NA	NA	NA
Unsealed	Contractor	200m	No unsealed sections open to traffic on weekends	As required (risk assessed)	As required (risk assessed)

(NOTE: Examples included above – amend as required, and delete this note)

TABLE 202C.05 – APPROVED SIDETRACK LOCATIONS

Unless otherwise detailed in the Drawings, sidetracks must be constructed at the following locations:

Section	SLK (Road Name)		Side	Comments
	From	To	(LHS / RHS)	
1	1	3	LHS	Principal designed
2	5	8	RHS	Refer to Table 301A.1 for clearing limits
3				
4				

(NOTE: Example provided above – amend as required, and delete this note. Ensure this aligns with design responsibility (for example, approved location designed by principal to be included. Other areas where approvals have been sought but design not completed to be included here too)

TABLE 202C.06 – PROHIBITED SIDETRACK LOCATIONS

(NOTE: If no clearing allowance has been provided for the Contractor outside of the approved sidetrack locations above. Delete below information and replace with “Unless otherwise detailed in the Contract, the construction of a sidetrack requiring clearing outside of the locations specified in Table 301A.1 (Limits of Vegetation) are prohibited”)

Unless otherwise detailed in the Contract, the construction of a sidetrack is prohibited at the following locations:

Section	SLK (Road Name)		Side	Comments
	From	To	(LHS / RHS)	
1				
2				
3				

TABLE 202C.07 – EXISTING ROADS FOR DETOURS

The following existing roads are permitted to be used to detour traffic around the Works.

Section	SLK (Road Name)		Side	Comments
	From	To	(LHS / RHS)	
1				
2				
3				
4				

ANNEXURE 202D**TRAFFIC INCIDENT REPORTING FORM**

Region: Contract No.	Incident Report No. Contractor:
-----------------------------	--

Traffic Incident Reports must be forwarded to the Superintendent within 24 hours of the incident occurring or becoming apparent.

The Contractor must use this Form for reporting of Traffic Incidents on work under the Contract and this form supplements the Safety Incident Report Form.

1.0 Details of Incident		Reported to: ☐ Supervisor ☐ TMR ☐ Other	
Safety Incident Report No.		Atmospheric Conditions	
Fatality ☐	Road Surface	Clear ☐	Light Conditions
Injury ☐	Unsealed ☐	Overcast ☐	Day Light ☐
Property Damage ☐	Sealed ☐	Raining ☐	Night Time ☐
Police Attended Yes/No		Fog/Smoke/Dust ☐	Dawn/Dusk ☐
Time and Date of Incident		Road Condition	
AM / PM		Wet ☐	On ☐
Day Month Year		Dry ☐	Off ☐
		Not Provided ☐	

Other relevant details, (last maintenance grade, watering and dust conditions):

5.0 Attachments: The following copies MUST be submitted with this Incident Report.

Approved TMP
☐

Approved TGS
☐

Approvals for
temporary speed
restrictions ☐

Daily Diary ☐

6.0 Police Report:

Accident reported
to Police:

☐ YES

☐ NO

Report made by

☐

Phone

☐

Fax

☐

Mail or
E-mail

Date Report
Made

Day

Month

Year

Police WA

Reference Number

7.0 Details of Person Completing this Incident Form:

Name:

Contractor Name:

Position:

Date:

Signature:

ANNEXURE 202E

TRAFFIC RISK CONTEXT

The Contractor must define the context of the traffic risk environment in which the Contract is undertaken and must examine the following for inclusion into the TMP:

CONTRACT MANDATORY

- (a) Contract requirements relating to traffic management;
- (b) Construction and traffic staging;
- (c) Detours;
- (d) Planning for switches;
- (e) Road marking removal and temporary road marking;
- (f) Road safety barriers (including around excavations);
- (g) Site access;
- (h) Sufficient arrangements for deliveries to Site;
- (i) Plant crossings;
- (j) Traffic control options (engineering options included);
- (k) Safe traffic speed (including after care speed);
- (l) Access to adjacent properties;
- (m) Number of traffic management personnel required to safely set up, maintain and remove the traffic management;
- (n) Work processes and likely associated traffic hazards;
- (o) Knowledge requirements and training required to rectify any deficiencies;
- (p) Climatic conditions; and
- (q) Implementation and removal of traffic control devices.

CONTRACT SPECIFIC

Add Contract Specific Requirements here, otherwise write "Nil"

Contract Specific Requirements may include:

- (a) Entry ramp merges;

ANNEXURE 202F**CONTRACTOR'S TRAFFIC MANAGEMENT PLAN CROSS REFERENCE KEY**

This reference key table must form part of the Contractor's TMP and must be placed at the front of the TMP. This table may be used by auditors and must be filled in accurately by the Contractor.

SPECIFICATION 202 REFERENCE		CONTRACTOR'S TMP REFERENCE	
Clause	Headings	Ref	Headings
202.01.3	Confirmation that the TMP complies with requirements of Spec 203		
202.06.1	Contractor's Traffic Management Policy		
202.10	Employment of traffic management Workers		
202.26	Traffic Risk Assessment and Treatment Register		
202.26.3	Annexure 202E Information		
202.27.1	Schedule of Mandatory Documents		
202.28.1	Traffic Management Objectives and Targets		
202.28.2	Traffic Management Performance Review Procedure		
202.29.2	Consistency with Health and Safety Management Plan		
202.29.4	Certification of TMP by qualified person		
202.29.8	Management of Amendments to TMP		
202.29.10	Procedure relating to identification and management of traffic engineering aspects		
202.29.11	Traffic Engineering aspects listed (a) to (k)		
202.46.1	Traffic Management Representative		
202.46.3	Roles and Responsibilities		
202.46.5	Management of subcontractors		
202.47.1	Skills Register		
202.47.2	Site Induction Training Program		
202.48.1	Communication Procedures to workers		
202.48.3	Communication Procedures to other affected personnel		
202.49.2	Referenced System Documents		

SPECIFICATION 202 REFERENCE		CONTRACTOR'S TMP REFERENCE	
Clause	Headings	Ref	Headings
202.50.1	Document and Data Control Procedures		
202.51.1	Operational Hazard Identification, Assessment and Control Procedures		
202.51.4	Risk Assessment associated with railway crossings		
202.51.6	Traffic Treatment Evaluation Procedures		
202.52.1	Access for Emergency Vehicles		
202.52.3	Emergency Contact details		
202.53.01.4 & 5	Risk Assessment for unsealed temporary driving surface		
202.53.01.8	Provide sidetrack drawings for approval by Superintendent to certify the sidetrack meets the requirements of the contract (HOLD POINT)		
202.61.1	Monitoring and Measurement Procedures		
202.61.2	Traffic Management Inspection Schedule		
202.62.5 & 6	Incident Reporting Format		
202.62.7	Traffic Incident Reporting and Investigation Procedure		
202.63.1 & 2	Records Management Procedures		
202.63.4	Daily Diary		
202.64.4	Traffic Management Audit Schedule		
202.71.1	TMP Review		

ANNEXURE 202G

STAGING REQUIREMENTS

The Contractor's TMP will be based on the provisions contained in the staging requirements for the Works as shown in Annexure 202G, which could include the need for defined stages to the Works.

These requirements should be inserted as necessary where complex traffic control measures are involved, as may be the case for Works in densely trafficked urban areas. Annexure 202G may also include diagrams as appropriate, or simply refer to the Drawings.

If not a requirement, delete the content below and denote as "NOT USED".

Staging of the work under the Contract must be as shown in the Drawings, or as summarised hereunder. The Contractor must program traffic management to accommodate the specified stages.

Stage No.	Description
1	
2	
3	
4	

(NOTE: Add further stages as required. Consider the need for Separable Portions to the Contract)

ANNEXURE 202H**TRAFFIC RESTRICTIONS**

If no restrictions are required delete the content and write “NOT USED”

The Contractor must make allowances for the following requirements in the TMP:

(NOTE: Use below table if there are different traffic restrictions during work hours and after care. For example, contraflow is acceptable during the day with 1 lane in each direction having to be implemented for after hours. PM to consider if this number of traffic lanes complies with the volume per lane requirements. Engage with Traffic Management Services to confirm)

Traffic Periods (Day & Time)	No. Traffic Lanes maintained in each direction	Minimum Lane Width available to traffic (metres)	Minimum Width Temporary Traffic Islands or Medians (metres)	Other*
Examples included below				
Monday to Saturday 6am to 6pm	1* refer to comments	3.5	N/A	Contraflow can be implemented during work hours.
Outside of above hours	1	3.5	N/A	

(NOTE: Edit, or add other traffic restrictions as required in the “Other” column. Repeat all details for as many sections or stages of the Works as necessary, and delete this note)

(NOTE: Use below table if there are peak times during the morning and/or evening where minimum lanes are required. Metropolitan jobs to consider AM & PM peak and undertake prior engagement with Traffic Management Services about minimum lanes to meet traffic counts)

Road and Direction	Peak Traffic Periods		No. Traffic Lanes maintained in each direction	Minimum Lane Width available to traffic (metres)	Minimum Width Temporary Traffic Islands or Medians (metres)	Other*
	Morning (..am to ..am)	Evening (..pm to ..pm)				
Examples included below						
Asphalt Highway (Eastbound)	6am to 9am	3pm to 6pm	2	3.5	N/A	
Asphalt Highway (Westbound)	5am to 8am	4pm to 6pm	2	3.5	N/A	

(NOTE: Edit, or add other traffic restrictions as required in the “Other” column. Repeat all details for as many sections or stages of the Works as necessary, and delete this note)

ANNEXURE 202I**PORTABLE VARIABLE MESSAGE SIGNS**

In addition to any requirements under the Code of Practice, portable variable message signs must be provided as described in the table below:

Number of Variable Message Signs	Location	Direction	Duration	Purpose
1	XX Highway (south of YY Road)	Eastbound	2 weeks prior to work commencing until work no longer impacting public traffic	Advanced notification to road users
2	XX Highway (south of YY Road)	Westbound	2 weeks prior to closure of BB Drive until work no longer impacting public traffic	Advanced notification to road users
2	Various locations	Varies	Duration of contract	As directed by the Superintendent

(NOTE: Edit or add other locations as required, and delete this note)

GUIDANCE NOTES

FOR REFERENCE ONLY – DELETE GUIDANCE NOTES FROM FINAL DOCUMENT

1. All edits to this Specification are to be made using track changes, to clearly show added/deleted text.
2. If **all** information relating to a clause is deleted, the clause number should be retained and the words “**NOT USED**” should be inserted.
3. The proposed document with tracked changes must be submitted to the Project Manager for review, prior to finalising the document.
4. Once the Project Manager’s review is complete, accept all changes in the document, turn off track changes and refresh the Table of Contents.
5. The Custodian of this specification is Road Safety Policy Manager.

1. **PRINCIPAL IDENTIFIED HAZARDS (Annexure 202A)**

- 1.1 Edit the **CONTRACT MANDATORY** hazards to suit the Works by deleting those not required, and add any **CONTRACT SPECIFIC** hazards as necessary.

2. **SIDETRACKS AND DETOURS (Clauses 202.53 and 202.54 and Annexure 202C)**

- 2.1 Previous revisions of this Specification 202 included sidetracks and detours as a Contract Specific Requirement. This is no longer the case and clause 202.54 has been added (largely replacing the previous Contract Specific Requirement). Additional detail is also included at Clause 202.53, with Contract specific particulars to be included at Annexure 202C as required.
- 2.2 Additional guidance note are available at Annexure 202C.

3. **TRAFFIC RISK CONTENT (Annexure 202E)**

- 3.1 Edit the **CONTRACT MANDATORY** to suit the Works by deleting those not required, and add any **CONTRACT SPECIFIC** as necessary.

4. **STAGING REQUIREMENTS (Annexure 202G)**

- 4.1 The Contractor’s TMP will as required be based on the provisions contained in the staging requirements for the Works as shown in Annexure 202G, which could include the need for Separable Portions to the Contract.
- 4.2 These requirements should be inserted as necessary where complex traffic control measures are involved, as may be the case for Works in densely trafficked urban areas.
- 4.3 Annexure 202G may also include diagrams as appropriate, or simply refer to the Drawings.
- 4.4 If not a requirement, delete the contents of Annexure 202G and label as “NOT USED”.

5. **TRAFFIC RESTRICTIONS (Annexure 202H)**

- 5.1 Special requirements for Traffic Management can be inserted here, such as may be required for densely trafficked urban situations.

- 5.2 Examples of typical requirements for inclusion in the Contractor's TGS could be as follows:
- (a) Work to traffic lanes will be confined to non-peak traffic periods. Peak traffic periods for normal weekdays Monday to Friday will be taken as:
7.00 am to 9.00 am for the morning peak
4.00 pm to 6.00 pm for the evening peak
(Check peak traffic times for the particular Works situation)
 - (b) The existing number of traffic lanes may need to be maintained at all times. The minimum lane width available to traffic during the Works will be 3 m. The minimum width of temporary traffic islands or medians will be 1.5 m.
(Again, check appropriate details)
 - (c) The maximum gradient for any temporary traffic ramp will be 10%, and will be negotiable in safety by semi-trailers and other large commercial vehicles.
 - (d) Through traffic lanes may need to be maintained in a sealed condition at all times. Newly-constructed through traffic lanes open to traffic without the final bituminous surface treatment will be provided with the surface treatment as specified in Annexure 202C. This requirement will also apply at all weekends and Public Holidays.
 - (e) The column "Other" could include the number of lanes required to be open for traffic during "periods of no work" longer than one day.
- 5.3 Further guidance notes have been provided in Annexure 202H

6. PORTABLE VARIABLE MESSAGE SIGNS (Annexure 202I)

- 6.1 In cases where there is a requirement to have additional portable variable message signs in addition to the Code of Practice requirements, the Project Manager must complete Annexure 202I with the necessary information.
- 6.2 If the Contractor is not required to provide additional portable variable message signs, the Project Manager is to remove the contents of Annexure 202I and replace with "Not applicable".

7. VIDEO RECORDING

- 7.1 Video recording of traffic management is required from 1 January 2025, as outlined at section 5.2 of the Code of Practice. Accordingly, the previous "contract specific requirement" clause 202.91 has been moved into the main body of the Specification (clause 202.65), with some minor amendments incorporated. Given that the requirement is included in the Code of Practice and the main body of the Specification, there is no longer a need to make contract specific amendments to the Standard Method of Measurement.

8. PORTABLE TRAFFIC SIGNALS

- 8.1 Project Managers can consider including a contract-specific requirement for Portable Traffic Signals on both sides of the carriageway on both approaches where site conditions pose increased risks.
- 8.2 Key considerations include limited sight distance between opposing traffic flows, expected queue lengths that may extend beyond crests or curves, high traffic volumes or speeds, and any history or likelihood of rear-end collisions or overtaking of queued vehicles. In such cases, deploying PTCs on both sides and both approaches enhances visibility and control, improving safety for road users and workers.
- 8.3 If justified, Project Managers can include the Contract Specific Requirement below.

CONTRACT SPECIFIC REQUIREMENTS

The following clauses are to be placed under the CONTRACT SPECIFIC REQUIREMENTS, as required. After inserting the clause, change the clause number and heading to style “H2 SP” so it appears in the Table of Contents.

202.91 REQUIREMENT FOR DEPLOYMENT OF PORTABLE TRAFFIC SIGNALS ON BOTH SIDES OF THE CARRIAGEWAY

1. The Contractor must deploy Portable Traffic Signals on both sides of the carriageway on any approach to the work zone wherever PTCDs are used for the control of traffic. The Portable Traffic Signals are to consist of a pair of traffic signal lanterns positioned opposite each other and facing in the same direction, each displaying the same signal aspect colour.
Portable Traffic Signals
2. The pair of Portable Traffic Signals must be synchronised through autonomous means such that each traffic signal in the pair simultaneously changes. Where manual control of the Portable Traffic Signals is utilised, the pair of traffic signals must be controlled by a single controller.
3. For the purpose of this specification, a traffic signal lantern means a self-contained unit comprising three circular aspects facing in one direction, the top aspect coloured red, the centre aspect yellow, and the bottom green.
Traffic Signal Lantern
4. This requirement must be detailed in the TMP and any TGSs that show implementation of PTCDs.

AMENDMENT CHECKLIST

Specification No. **202** Title: **TRAFFIC MANAGEMENT** Revision No: _____

Project Manager: _____ Signature: _____ Date: _____

Checked by: _____ Signature: _____ Date: _____

Contract No: _____ Contract Name: _____

ITEM	DESCRIPTION	SIGN OFF
<i>Note: All changes/amendments must be shown in tracked changes until approved.</i>		
1.	Project Manager has reviewed the Specification and identified additions and amendments.	
2.	Standard clauses amended? MUST SEEK approval from Manager Contracts and Commercial Management.	
3.	Any unlisted materials/products proposed and approved by the Project Manager? If "Yes" provide details at 16.	
4.	Deleted clauses shown as " NOT USED ".	
5.	Ensure appropriate INSPECTION AND TESTING parameters are included in Specification 201 (test methods, minimum testing frequencies verified).	
6.	AS-BUILT AND HANDOVER requirements addressed.	
7.	CONTRACT SPECIFIC REQUIREMENTS addressed? Contract specific materials, products, clauses added? (refer Specification Guidance Notes).	
8.	ANNEXURES completed (refer Specification Guidance Notes).	
9.	Estimates Manager has approved changes to SMM .	
10.	Project Manager certifies completed Specification reflects intent of the design.	
11.	Independent verification of completed Specification arranged by Project Manager.	
12.	Project Manager's review completed.	
13.	SPECIFICATION GUIDANCE NOTES deleted.	
14.	TABLE OF CONTENTS updated.	
15.	FOOTER updated with Document No., Contract No. and Contract Name.	
16.	Supporting information prepared and submitted to Project Manager.	
Additional information or further action:		

Signed: _____ (Project Manager) Date: _____