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Mapping Comparison

Austrroads Guide to Temporary Traffic Management Mapped Against WA
Temporary Traffic Management Policies

September 2020

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1. Introduction

The 2019 update of AS1742.3 by Standards Australia has resulted in the removal of content from the existing standard (2009) that has been determined to be guidance material, which is not appropriate to locate within an Australian Standard. This guidance material has now been substantially transferred into the Austroads Guide to Temporary Traffic Management (AGTTM) with an expansion to the guidance material based on information from Austroads member organisations.

The Guide to Temporary Traffic Management (AGTTM) is a set of comprehensive Austroads publications developed to provide a best practice reference for the development of safe, cost effective and efficient Temporary Traffic Management (TTM) solutions for Australia and New Zealand. Comprised of 10 parts, AGTTM is now freely available on the Austroads website (<https://www.onlinepublications.austroads.com.au>).

Practitioners are encouraged to familiarise themselves with the AGTTM and incorporate components as soon as practical. The AGTTM will be fully adopted in WA by 1st February 2021 (in conjunction with AS 1742.3-2019). Following this date, a cut down version of the Code of Practice will remain as a supplement to the AGTTM.

As noted above the guidance within AS1742.3 has been relocated into the AGTTM, this means the adoption of AS1742.3-2019 must coincide with the AGTTM. AS1742.3-2009 along with the Traffic Management for Works on Roads Code of Practice can continue to be used until the AGTTM is adopted in February 2021.

The AGTTM / AS1742.3 includes a substantial number of additions and variations to the previous standard (2009). The more significant of these are as follows:

- Relocation of guidance material from AS1742.3 into the 10 parts of AGTTM
- More guidance on the traffic management planning process (AGTTM Part 2)
- More guidance on project and traffic management staging (AGTTM Part 2)
- Requirement to use the hierarchy of movement/control, highlighting the preference to use 'around the work area' method (AGTTM Part 2 and Part 3)
- More guidance on treatments for reducing traffic speeds (AGTTM Part 3)
- Preference to use portable traffic control devices and remove traffic controllers from the roadway. Use of manual traffic control should be justified in the risk assessment
- Inclusion of multi-message signs in AS1742.3-2019

To assist stakeholders in understanding these changes, the content from AS1742.3 (2009) as well as Main Road WA documents have been mapped to identify the new location for this content in either AS1742.3 (2019) or AGTTM.

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Table 1 - AGTTM Adoption Summary

	Part	Name	WA approach – February 2021
	1	Introduction and General	Adopt
Planning	2	Traffic Management Planning	Adopt and replace Guide to the Preparation of TMPs
Design	3	Static Work Sites	Adopt
	4	Mobile Works	Adopt
	5	Short Term Low Impact Works	Adopt
Field	6	Field Staff – Implementation and Operation	Adopt
	7	Traffic Controllers Instructions	Adopt and replace Traffic Controller Handbook
Support	8	Processes and Procedures	Adopt. Road Categories and TTM Training Framework to be adopted later - date TBD.
	9	Sample Layouts	Adopt.
	10	Supporting Guidance (Risk Management, Surveillance, Events)	Adopt general guidance note the following: <ul style="list-style-type: none"> • MRWA risk management classification requirements to be retained but updated to reflect best practice; • RTMs conducting TTM Compliance/Suitability audits to remain. • The Traffic Management for Events Code of Practice to be retained.

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Table 2 - Main Roads WA Documents

Current WA Document	WA approach – February 2021	Comments
Traffic Management for Works on Roads Code of Practice	Retained as a cut down version.	WA specific requirements will need to be retained e.g. approvals to work within the road reserve, authorising traffic management, notification, RTM Requirements, TMA requirements, signs not included in AS1742.3, etc. Refer to section 3 of this document.
Traffic Management for Events Code of Practice	Retained	The event legislative framework and approval process are WA specific; there is little that can be harmonised. There may be a future Austroads project to provide further guidance on traffic management for events.
Guide to the Preparation of TMPs	Replaced by AGTTM Part 2: Traffic Management Planning	
TMP templates	To be retained	It will still be a requirement to use the TMP templates when preparing TMPs.
Traffic Controller Handbook	Replaced by AGTTM Part 7: Traffic Controller Instructions	
Generic Workzone TGS examples	To be updated and retained.	The AGTTM provides little guidance on setting out temporary speed limits and buffer zones. The MRWA example generic TGS provide this guidance.

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Current WA Document	WA approach – February 2021	Comments
Guidelines on the provision for all path users at roadwork sites in built up areas	To be removed, AGTTM Part 3: Static Worksites contains additional guidance on provisions for path users.	
Guidelines for the use of Truck Mounted Attenuators in WA	To be retained	Austroads is yet to develop a national guideline for the use of TMAs.
Temporary Traffic Management: Traffic Signal Approval Policy	To be retained	
Traffic Management at Roadworks on State Roads Policy and Application Guidelines	To be retained	
Checklist to Determine the Need for Generic or Site Specific TMP	To be retained	
Notification of Roadworks / Event Form Templates	To be retained	
Variation form	To be retained	
TTM Audit Report Template	To be retained	
TTM Audit Checklists	To be retained	

2. Mapping AGTTM with Current WA TTM

The differences between the current WA requirements (AS1742.3-2009, Code of Practice, etc.) and AGTTM / AS1742.3-2019 have been summarised in the below tables. The intent is to adopt as much of the AGTTM / 1742.3-2019 and harmonise as much as possible. Where the proposed response is left blank this indicates full adoption. Each of the following subsections are grouped in accordance with typical traffic management activities.

Note: the errors and/or omissions within AGTTM that are noted have been sent to Austroads for updating by December 2020.

2.1 Scope and General

The newly developed Austroads Guide to Temporary Traffic Management contains much of the guidance material previously contained with AS1742.3-2009. The AGTTM has 10 parts and addresses TTM planning, design, installation and operational practice across all types of roads. AS1742.3-2019 provides the specification for the use of traffic control devices and needs to be used in conjunction with AGTTM and the Traffic Management for Works on Roads Code of Practice. WA specific requirements and/or variations will be retained in the Code of Practice (CoP).

Table 3 - Scope and General

AS1742.3: 2009	Location in AS1742.3: 2019	Commentary
1. Scope and General		
1.1 Scope	1.1 Scope	
1.2 Objective	Preface	
1.3 Reference Documents	1.2 Normative references	
1.4 Definitions	1.3 Terms and definitions	
1.5 Responsibility for safety at work sites	1.4 Responsibilities	
1.6 Field Guides		This section has been removed as AS no longer publishes the field guides. AGTTM Part 9: Sample Layouts provides example layouts, however these cannot be implemented by field staff.

For more information, refer to AGTTM Part 1: Introduction.

2.2 Traffic Management Planning

The AGTTM Part 2: Traffic Management Planning will be fully adopted and replace the *Guide to the Preparation of Traffic Management Plans*. AGTTM Part 2 contains more guidance on the key considerations when planning temporary traffic management for works on roads.

Table 4 - Traffic Management Planning

AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
2.1 General				The principles outlined in this section are included across the AGTTM parts.	
2.2 Planning					
2.2.1 Traffic Guidance Schemes	CoP Section 5.2		Part 3 Part 8	AGTTM Part 3 contains the process for designing a TGS. Section 3 of AGTTM Part 8 provides guidance on the process for TGS selection.	Adopt AGTTM guidance.
2.2.2 Traffic Management Plans	CoP Section 5.2		Part 2	This section of AS1742.3 has been superseded by the material in AGTTM Part 2 which provides far more comprehensive guidance into the planning phase of a project and the development of a TMP Material from Section 2.2.2 of AS1742.3 (2009) has been included within Section 3 and Section 4 of AGTTM Part 2. A Traffic Management Plan Risk considerations checklist has been developed in Part 2, Appendix B.	Adopt AGTTM Part 2 but retain section 5.2 of the CoP, e.g. use of TMP template, RTM requirement for TMPs involving 'Complex Traffic Arrangements', etc.
2.2.3 Risk Management	CoP Section 5.3 Appendix 2		Part 2 Part 10	MRWA risk management methods are well aligned however, there are differences in the AGTTM risk likelihood descriptions which would result in a lower risk rating than if the MRWA risk likelihood description were used. AGTTM includes guidance on requirement management approach.	Adopt AGTTM guidance but retain MRWA risk management tables with modifications to reflect best practice.
	Guide to the Preparation of Traffic Management Plans.		Part 2		AGTTM Part 2 to be adopted and replace the Guide to the Preparation of Traffic Management Plans.

2.3 Signs and Devices

The AS1742.3-2019 retains the details for the signs and devices for use at temporary traffic management sites. All guidance material has been relocated into the AGTTM.

The major change to signs and devices in AS1742.3-2019 was the inclusion of Multi-message signs. MMS sign numbers and specifications to be retained in the Code of Practice until the signs are included in AS1743 Road signs – Specifications.

Table 5 - Signs and Devices

AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
2.4 Device Requirements					
2.4.1 Selection and use	CoP Section 6.3 Guidelines for Multi-Message Signs	4.2 Selection and use 4.2.1 General 4.2.2 Multi-message signs	Parts 3, 4 and 5 also includes device requirements for the specific activities to be undertaken.	Multi-message signs included in AS1742.3-2019, but nothing about the substrates.	Remove section 6.3 from CoP but retain 6.3.4.
2.4.2 Delineation		4.2.3 Delineation			Adopt
2.4.3 Night conditions		4.2.4 Night conditions	Also see AGTTM: <ul style="list-style-type: none"> Part 2, Section 4.7.2 Part 3, Section 6.7 Part 6, Section 9 Part 7, Section 2.6.5 		
2.4.4 Adjustment to existing devices		4.2.5 Adjustment to existing devices	Also see AGTTM Part 3, Section 2.5.3		
2.4.5 Safety Barriers	CoP Section 5.2.4 Temporary Road Safety Barrier Detail in TMPs Section 6.5.4 Temporary Road Safety Barrier Systems.	4.2.7 Safety Barriers	AGTTM Part 3 also includes safety barrier requirements for the specific activities to be undertaken.	The guidance within section 6.5.4 of the CoP for Delineation of Temporary Road Safety Barriers to be retained.	Adopt, retain 6.5.4 of CoP.

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AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
2.4.6 Vehicle size and load restrictions		4.2.8 Vehicle size and load restrictions			Adopt
3.1 Functions of Devices		Section 4.1 Function of devices			
3.2 Format and Size of Signs		Section 4.4 Format and size of signs		Multi-message signs included	
3.3 Sign Mountings	CoP section 6.15	Section 4.5 Sign Mountings		MMS sign frame included in AS. Section 6.15 for securing signs to be retained in the CoP.	Retain 6.15 of CoP.
3.4 Signs and Devices for Work Site Approaches and Departures		Section 4.6		Modification to use of ROADWORK / ROAD PLANT ON SIDE ROAD.	Adopt
3.5 Signs and Devices for Regulatory Control of Traffic	CoP Section 6.1.9 STOP HERE WHEN DIRECTED sign	Section 4.7 Signs and devices for regulatory control of traffic		Addition of STOP HERE WHEN DIRECTED and Boom Barrier signs	Adopt. Remove 6.1.9 from CoP.
3.6 Detour Signs		Section 4.8 Detour Signs			Adopt
3.7 Road condition signs		Section 4.9 Road condition signs		Addition of NO LINES DO NOT OVERTAKE sign	
3.8 Signs and Devices for Lane Closures		Section 4.10 Signs and devices for lane and road closures		ROAD CLOSED sign to be black on white, this will not be adopted until it is reflected in AS1743. Amendments to lane status sign guidance.	Adopt; retain black on yellow ROAD CLOSED signs until AS1743 is updated.
3.9 Devices for Delineating and Indicating the Travelled Path	CoP Section 6.1.8 Temporary Hazard Marker	Section 4.11 Devices for delineating and indicating the travelled path	AGTTM Part 3 Section 4.4 - Expansion on the guidance for the types of cones and bollards and the maximum spacing	60 km/h above should use cones 700 mm in height. Addition of larger size cones for high speed, high volume roads. Temporary bollards shall be 900 mm in height. Inclusion of narrow hazard marker (T5-7).	Adopt. Remove 6.1.8 from CoP.

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AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
3.10 Containment Fences and Road Safety Barrier Systems	CoP Section 5.2.4 Temporary Road Safety Barrier Detail in TMPs Section 6.5.4 Temporary Road Safety Barriers	Section 4.12 Containment fences and road safety barrier systems	AGTTM Part 3 Section 5.3 - Road safety barrier systems, containment fences and visibility screens are covered extensively in this part of the Guide. It is noted the Austroads Safety Barrier Assessment Panel expects the products to conform to AS/NZS 3845 and a risk assessment, supported by the jurisdiction be completed should any changes to the standards be applied.	AGTTM has not provided any guidance on the additional requirements in the CoP for barrier delineation.	Adopt, retain CoP 6.5.4.
3.11 Lamps		Section 4.13 Lamps		Flashing lamps that can be linked electronically to indicate the travel path now permitted.	Adopt
3.12 Vehicle-mounted signs and Devices		Section 4.14 Vehicle-mounted signs and devices			
3.13 Blasting Works Signs		Section 4.16 Blasting work signs			
3.14 Signs and Devices for Pedestrian Control	CoP Section 6.1.5 Signs for Managing Pedestrians	Section 4.17 Signs and devices for managing pedestrians		FOOTPATH CLOSED sign black on white, however until this is reflected in AS1743 the black on yellow to be retained. AS permits MMS signs to be used as stand-alone for pedestrian management.	Adopt; retain black on yellow FOOTPATH CLOSED sign until AS1743 is updated. Remove 6.1.5 from CoP

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AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
3.15 Signs and Devices for Vehicle Height and Mass Restrictions		Section 4.19 Signs and devices for vehicle height and mass restrictions			Adopt
3.16 Other Signs and Devices		Section 4.20 Other signs and devices Section 4.22 Variable message signs at roadworks			Adopt
		Section 4.15 Roadwork Pilot Vehicles		Signs added	Adopt
	Code of Practice Appendix 5 – MMS Inventory and Application Schedule			Main Roads sign numbers and specifications to be retained on the Main Roads website. Until they are included in AS1743 Road signs – Specifications	Retain MRWA MMS inventory and specifications

2.4 Static Worksites

AGTTM Part 3: Static Worksites contains substantially more guidance for the design of traffic guidance schemes for static worksites.

Table 6 - Static Worksites

AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
2.3 Traffic Management					
2.3.1 General 2.3.2 Safety and convenience 2.3.3 Traffic through the area 2.3.4 Traffic past the work area 2.3.5 Traffic around the work area	N/A		Part 2 Part 3	These sub-sections of AS1742.3 have been superseded by the material in AGTTM Part 2 which provides far more comprehensive guidance into the planning phase of a project and the development of a TMP including considerations for safety and convenience, traffic through the work area, traffic past the work area, and traffic around the work area (side-tracks and detours) AGTTM Part 3 also comprehensively covers the design issues with specific details for Around, Through and Past the worksite. This includes a step by step guide of considerations to follow in developing the Traffic Guidance Scheme.	Adopt
2.3.6 Night conditions		4.2.4 Night conditions	Part 2: 4.7.2 Part 3: Section 6.7		
2.3.7 Provision for pedestrians and bicycles			Part 3: Section 3.10, 3.11, 4.10 and 5.13 (also in parts 4 and 5)	Notable additions: 3.10.2 Cyclists 3.10.3 Motorcyclists 3.11 Public transport	
2.3.8 Temporary footpaths and pedestrian crossing		3.10.1			
Procedures for the installation and operation of traffic control devices 4.1 General					
4.1.1 Scope of section			Part 3, Section 1.3 Part 4, Section 1.3 Part 5, Section 1.3		Adopt

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AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
4.1.2 Maintaining a safe workplace			Part 3, Section 2		Adopt
4.1.3 Workplace protection methods			Part 3 Part 4 Part 5	The protection methods outlined within Section 4.1.3 has been developed within the separate development of Parts 3, 4 and 5.	
4.1.4 Components of a typical work site			Part 3, Sections 3.2, 4.2 and 5.2		
4.1.5 Dimension D	CoP 6.4.8 Dimension D		Part 3: Section 2.5.4 Signs	Reference to Dimension D has been removed from AS and Austroads guidance material. Part 3, Section 2.5.3 provides guidance on sign positioning.	Adopt, remove section 6.4.8 of CoP
4.1.6 Tolerances on positioning			Part 3: Section 2.5.3 Signs Part 6: section 6.8 tolerances	Part 4 does not include tolerances for tapers, delineation devices.	With Austroads to add.
4.2 Clearance to workers			Part 3: Section 5.3 and Table 5.5 (section 5.5.1) 5.3.2 containment fence 5.4 delineate the route		Adopt
4.7 Advance warning signs					
4.7.1 General				Concepts are discussed throughout AGTTM <ul style="list-style-type: none"> • Part 3 • Part 4 • Part 5 	Adopt
4.7.2 Advance sign selection			Part 3, Sections 3.7, 3.8, 4.8 and 5.11	Sign selection and TGS design has been separated for the methods of around, through and past the worksite	

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AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
4.7.3 Intermediate advance signs			Part 3, Sections 3.7, 3.8, 4.8 and 5.11	Sign selection and TGS design has been separated for the methods of around, through and past the worksite	Adopt
4.7.4 Advance warning distances			Part 3: Section 2.5.3		
4.7.5 Sign Display	N/A		Part 3: Section 2.5.3 Signs		
4.7.8 Avoiding end of queue collisions	CoP – Section 6.13.2		Part 3: Section 4.8	AGTTM does not include calculations for longer vehicles, e.g. road trains, and the calculated queue length is substantially less than what is within CoP. There are also some issues with the sign spacing requirements in the text and figures in section 4.8.	Retain CoP end of queue requirements.
4.7.9 Termination signs			Part 3, Sections 3.9, 4.9 and 5.12	Sign selection and TGS design has been separated for the methods of around, through and past the worksite	Adopt
4.8 Approach Tapers					
4.8.1 General			Pat 3 Section 5.9.1		
4.8.2 Lane Closures			Part 3 Section 5.9.1	Part 3 describes appropriate transition areas inclusive of tapers, chicanes and contraflow. Considerations and examples are given for each method. Part 4 includes guidance material to develop a merged taper on Category 3 roads for mobile works sites. More guidance provided on tapers, e.g. not to be within 50 m of an intersection on cat 2 roads. Distance between tapers in table 5.7 previously 1.5 D. Not clear what speed to use to determine taper length. Previous 'approximate speed of traffic' not just 'speed'	Adopt. Austroads to update to include more guidance for traffic speed.

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AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
4.8.3 Devices	CoP Section 6.15 Illuminated flashing arrow sign		Part 3: Section 5.8 Additional warning area and devices. AS1742.3 – clause 4.11.3		Adopt
4.9 Creating a temporary speed zone				Creating a temporary speed zone is described within Part 3 separated for the methods of around, through and past the worksite. Temporary speed zones are now also described for mobile works in Part 4	
4.9.1 General			Part 3: Section 5.5		Adopt
4.9.2 Workplace safety			Part 3: Section 5.5		
4.9.3 Traffic Safety			Part 3: Section 5.5		
4.9.4 Duration		AS1742.3 Clause 3.4.3			
4.9.5 Advance warning and temporary speed zones	CoP: 6.4.7 Setting out Temporary Speed Zones (Buffer Zones)	AS1742.3 3.44	Part 3: Section 5.5.1	Little detail on setting out the temporary speed zone. The speed limit ahead is preferred in AGTTM.	Adopt but section 6.4.7 of CoP to be retained and example TGS to be retained.
4.9.6 Start of zone	N/A		Part 3: Section 5.5.1		
4.9.7 End of zone	N/A		Part 3: Section 5.5.1		
4.9.8 Repeater signs	N/A		Part 3: Section 5.5.1		
4.9.9 Offset speed zones	CoP: Section 6.4.4 Offset Speed Zones on Undivided Roads		Part 3: Section 5.5.1	AGTTM allows offset if works in the left lane.	Adopt, remove section 6.4.4 of CoP.
4.10 Traffic Controllers	CoP: Section 6.13 Traffic Control		Part 3: section 5.10.2 Sight distance in Section 2.5.4 and table 2.3 Section 4.8 Advance Warning Area Section 2.5.3 Sign placement	Sight distance requirement as per table 2.3, previously 1.5 D. There are some issues with the steps in Section 4.8 of AGTTM Part 3 that need amending. There seems to be different requirements for sign spacing in AGTTM Part 3 and Part 7.	Austrroads to make required amendments. Adopt AGTTM but retain CoP traffic control warning sign requirements and end of

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AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
			AGTTM Part 7: table 2.7.4 and table 2.3.		queue calculations.
4.11 Portable Traffic Signals	CoP: Section 6.13 Traffic Control		Part 3: 5.10.1 Portable traffic control devices	No longer provides the order of preference or detail on the conditions for use proved in AS1742.3: vehicle activated, fixed term, manual operation. Sight distance in section 2.5.4	Adopt. CoP to include additional guidance on the use of PTCs.
4.12 Pilot Vehicle			Part 3: section 4.4 Delineate the Route AS1742.3 clause 4.15	Additional signs in AS1742.3 – PILOT VEHICLE IN USE and vehicle mounted PILOT VEHICLE DO NOT OVERTAKE.	Adopt
4.13 Maintaining Traffic Flow					
4.13.1 Length of single-lane operation under reversible flow 3.5.3 Sign control, single lane operation	6.9 Works on residential Streets	AS1742.3 clause 4.7.3	Part 3 Section 5.4.4 and Table 5.4 Maximum length of operation under shuttle flow Part 2: Section 3.3.4	Sight distance for no traffic controller required updated to 150 m from 1.5 D. AS requirements for GIVE WAY ONE LANE haven't changed but are note consistent with AS1742.3-2019: AS1742.3: 150 vpd or less; 70 km/h or less; 200 m sight distance AGTTM: 150 m sight distance, no volume is mentioned	With Austroads to amend.
4.13.2 Number of lanes for each direction of flow			Part 3 Section 2.5.7 / Table 2.4 and section 2.5.6 Part 2: Section 3.2.3	The table no longer required reduction in volume due to pavement, geometry or heavy vehicles.	With Austroads to amend.
4.13.3 Lane widths	6.12.1 Lane Widths		Part 3: Section 2.5.8 Lane Width Part 2: section 3.3.4	Minor difference with the Code of Practice for speeds 61-80 km/h: <ul style="list-style-type: none"> • CoP allows 3.2 m • Austroads allows 3.5 m. 	Retain lane width variation in CoP.

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AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome															
4.13.4 Edge clearances	6.12.2 Edge Clearances		Part 3: Section 5.4 Delineate the route, table 5.2 Section 5.3.1 Road safety barrier system and table 5.1	AGTTM has retained the barrier edge clearance from AS1742.3-2009: <table border="1"> <thead> <tr> <th>Speed (km/h)</th> <th>CoP (m)</th> <th>AGTTM / AS (m)</th> </tr> </thead> <tbody> <tr> <td>40 or less</td> <td>0.2</td> <td>0.3</td> </tr> <tr> <td>41-60</td> <td>0.3</td> <td>0.5</td> </tr> <tr> <td>61-80</td> <td>0.5</td> <td>1</td> </tr> <tr> <td>>80</td> <td>1</td> <td>2</td> </tr> </tbody> </table>	Speed (km/h)	CoP (m)	AGTTM / AS (m)	40 or less	0.2	0.3	41-60	0.3	0.5	61-80	0.5	1	>80	1	2	Adopt but retain CoP variation for barrier edge clearance.
Speed (km/h)	CoP (m)	AGTTM / AS (m)																		
40 or less	0.2	0.3																		
41-60	0.3	0.5																		
61-80	0.5	1																		
>80	1	2																		
4.13.5 Work in residential streets	6.9 Works on residential Streets		Part 3 Section 5.4.4 and Table 5.4 Maximum length of operation under shuttle flow	'Give and take' requires 150 m sight distance. CoP allows sight distance to be reduced to 40 m (rather than 75 m) if shuttle length is less than 20 m	Adopt, Remove section 6.9 from CoP.															
4.14 Detours, Side-tracks and Crossovers			Part 3 – Section 3 Around the worksite																	
4.14.1 General			Part 3 – section 3.1		Adopt															
4.14.2 Surface condition			Part 3 – section 3.8.1																	
4.14.3 Alignment, width and capacity			Part 3 – section 3.8.1 and section 3.8.2																	
4.14.4 Provision for pedestrians, bicycles, wheelchairs and public transport			Part 3 – section 3.10 Vulnerable road users Section 3.11 Public Transport	More details provided																
4.14.5 Access for local traffic			Section 3.4.1 Property access																	
4.14.6 Delineation			Section 3.8.2 Detours via sidetracks 3.8.3 Contraflow																	
4.14.7 Continuity of signing at a detour			3.8.1																	
4.14.8 Reversed traffic direction	CoP – Section 6.6 Pedestrian Protection in contra-flow situations		3.8.3 3.10.1	No pedestrian warning sign included		Adopt but retain the use of the pedestrian warning sign in 6.6 of CoP.														

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AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
4.14.9 Freeway exit closures			3.4		Adopt
4.14.10 Detours for high and heavy vehicles			3.8.1		
4.15 Excavation Works Appendix D	CoP 6.5 Excavations and other hazards		6.8	Table 6.1 replaced table D1 – no longer has option to have no protection of excavations – either standard delineation, close or barrier.	
Appendix A – Daily Routine Tasks and Record Keeping			Part 6		
Appendix B – Emergency and Unplanned Works			Part 10: Section 5		
Appendix C – Model Instructions for Traffic Controllers	Traffic Controller Handbook		Part 7		

2.5 Mobile Works

AGTTM Part 4: Mobile Works contains more guidance for the design of traffic guidance schemes at mobile works. The convoy spacing has been modified from previous requirements in AS1742.3.

AS1742.3: 2009	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
4.6 Mobile Works		Part 4	AGTTM Part 4 provides more detailed guidance on Mobile Works.	Adopt AGTTM
4.6.1 General		Part 4: Section 3.1 and 3.2		
4.6.2 Work convoy arrangements		Part 4, Section 3.5	Expansion on previous guidance with application criteria, risk considerations and implementation/ operation instructions Tail vehicle now referred to as an advanced warning vehicle	
4.6.3 Operating principles		Part 4, Section 2.5 and 3	The operating principles have been considered across the Seven Steps described within Section 3. Convoy spacing (section 3.6) has been modified.	
4.6.4 Signs		Part 4, Section 3.8.2		
4.6.5 Mobile temporary speed		Part 4, Section 3.8.4 and Section 3.8.5		

2.6 Short Term Low Impact Works

AGTTM Part 5: Short Term Low Impact Worksites contains more guidance on undertaking short term low impact works.

Table 7 - Short Term Low Impact Works

AS1742.3: 2009	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
4.3 Short term low impact works – Open road areas		Part 5	AGTTM Part 5 provides detailed guidance on Short Term Low Impact Works. The requirements are no longer split into open road and built up areas.	Adopt
4.3.1 General		Part 5, Section 2		
4.3.2 Works between gaps in traffic		Part 5, Section 4.2	AS1742.3-2009 previously split this up into built up and open road and the clause could not be used in built up areas with 100 vph per lane. Now work in gaps cannot be used on open roads with 100 vph per lane or more. This is not supported and needs amending.	With Austroads to make amendments.
4.3.3 Short term works in traffic		Part 5, Section 4.3		

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AS1742.3: 2009	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
4.3.4 Frequently changing work area		Part 5, Section 4.4		Adopt
4.3.5 Shoulder grading and mowing on sealed roads in open road areas		Part 5, Section 4.5, 5.1 and 5.2		
4.3.6 Mobile inspections		Part 5, Section 4.5		
4.3.7 Work off-roadway		Part 5, Section 5.1 and 5.2	The requirement for static worksite removed for works outside 3 m.	
4.4 Short term low impact works – Built up areas		Part 5, Section 4	AGTTM Part 5 provides detailed guidance on Short Term Low Impact Works. The requirements are no longer split into open road and built up areas.	Adopt
4.4.1 General		Part 5, Section 2		Adopt
4.4.2 Frequently changing work area – work not within traffic lane		Part 5, Section 5.3		
4.4.3 Frequently changing work area – Work within a traffic lane		Part 5, Section 4.4		
4.4.4 Works on medians, verges and footpaths		Part 5, Section 5.1 and Section 5.2		
4.4.5 Street sweeping and garbage collection		Part 4, Section 3.8.11	Included in Mobile Works	
4.4.6 Works between gaps in traffic		Part 5, Section 4.2		

2.7 Works on Unsealed Roads

AGTTM Part 4: Mobile Works contains guidance on undertaking works on unsealed roads.

Table 8 - Works on Unsealed Roads

AS1742.3: 2009	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
4.5 Works on Unsealed Roads 4.5.1 General 4.5.2 Maintenance grading and resheeting 4.5.3 Short term partial road closure		Part 4, Section 3.8.13		Adopt AGTTM

2.8 Implementation

AGTTM Part 6: Field Staff – Implementation and Operation provides comprehensive guidance for the entire process of installation, operation and removal of traffic management schemes.

Table 9 - Implementation

AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
2.5 Installation and Removal (and subsections)		4.3 installation and removal	The guidance for installation and removal of temporary traffic management has been substantially expanded. See also AGTTM <ul style="list-style-type: none"> Part 3, Sections 7.3 and 7.4 Part 6, Sections 6, 7, and 8 		Fully adopt AGTTM Part 6.
2.6 Operation					
2.6.1 Daily routine and work site records			Part 6, Section 7, Appendix C and Appendix D		

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AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
2.6.2 Layout variation			Part 3, Section 6.9 Part 6, Section 10		
2.6.3 Maintenance of devices			Part 6, Section 4.5		
2.6.4 Use of high visibility clothing		4.21 High visibility clothing for work personnel	Part 6, Section 3.3.3 Part 7, Section 2.5		
2.6.5 Hazard avoidance			Covered throughout AGTTM Part 3 in the design of the TGS to establish areas where materials and plant are to be stored to prevent the creation of hazards		
2.6.6 Closures and delays			Covered in AGTTM Part 2 in traffic analysis (Section 3.2.3) and throughout AGTTM Part 2 in developing and assessing options		
2.6.7 Safety audit	CoP section 5.7 Reviewing, auditing and approving traffic management		Part 10 Section 3 This section has been substantially expanded to include guidance not only for road safety audits but also for suitability reviews and compliance inspections.		MRWA to retain Suitability and Compliance Audits conducted by RTMs

2.9 Traffic Controller Instructions

The Traffic Controller Handbook will be replaced by the AGTTM Part 7: Traffic Controllers. There are relatively small variations between the documents.

Table 10 - Traffic Controller Instructions

Traffic Controller Handbook	Location with AGTTM Part 7: TC Instructions	Commentary
1.Dress	2.5 what to wear	
2.Authority and responsibilities	2.2 authority and accreditation 2.3 Fitness for duty 2.4 TC responsibilities	Addition of fitness of duty requirements: medical fitness, eyesight, hearing, speech and vision, mobility, character and suitability. No reference to MRWA accreditation or WA Road Traffic Code Fitness for duty to be considered by training providers, employers and worksite supervisors
3.1 Hand held sign / bat	2.6 what to use	
3.2 Warning Signs	2.6 what to use 2.7.3 Station set up and positioning 2.7.4 Sight distance and sign location	Addition of portable traffic control devices Adding 4 cones on the centreline in advance of the TC position Sign position changed to ensure warning signs are placed distance from the end of queue – as per AGTTM part 4. Some discrepancy between sign distances provided against AGTTM part 4. The STOP HERE WHEN DIRECTED sign should be used.
3.3 Changing hand held sign	2.9.4 Changing hand-held STOP/Slow bat	
3.4 Hand signals	2.9.5 approved hand signals	
3.5 Luminous wand signals	2.9.7 Luminous wand signals for night time traffic control	
3.6 what to watch	2.9.8 What to watch	
3.7 third traffic controller	2.9.11 Third traffic controller	
3.8 at traffic signals	2.9.12 At or near traffic signals 2.8.1	MRWA RNOC not mentioned. More guidance provided
3.9 at railway crossings	Not included	
3.10 if driver disobeys	2.10.2 Incident management	
4.1 where to stand Additional warning signs	2.7.3 Station set up and positioning Figure 2.5 2.7.4 Sight distance and sign location	More guidance provided. No mention of the requirement for the TC to see approaching vehicles 1.5 D but that they should have as much sight distance as practicable.
5.1 giving directions	2.4.6 Give definite and clear signals	

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Traffic Controller Handbook	Location with AGTTM Part 7: TC Instructions	Commentary
5.2 public relations	2.4.5 Behaviour and attitude	
5.3 using portable two way radios	2.6.4 Communication devices	
6 changing traffic patterns / conditions	2.8.3 Always be alert to changing conditions	
7 emergency procedures	2.10.2 Incident management	No mention of preserving site. Does not provide police contact details
7.2 Incident report	2.10.3 Incident details	
7.3 hazardous loads	2.10.4	
Night works	2.6.5	
Good ideas	Not included	Following should be considered for inclusion: Radio notify trucks Pilot vehicle Rotating lamp near TC
Additional items not covered in handbook	2.6.2 Portable traffic control devices 2.7.2 Prestart meeting 2.8.2 Risk Management 2.9.2 Queue Monitoring 2.9.7 Multi lane roads 2.11 Compliance	

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2.10 Forms and Templates

The AGTTM Part 8: Processes and Procedures provides example forms and templates. Many of these were based on Main Roads documents.

Table 11 - Forms and Templates

AGTTM Form	Description	MRWA Form / Template	Commentary	Outcome
B1	TMP Suitability checklist	Suitability Audit Checklist	AGTTM checklist based on MRWA checklist.	Retain MRWA checklist (updated as required)
B2	Traffic management for roadworks operational check / onsite pre-opening inspection – Checklist	Operational Check and Onsite Inspection Checklist	AGTTM checklist based on MRWA checklist.	Retain MRWA checklist (updated as required)
B3	Worksite traffic management – Hierarchy of safety controls – Checklist CHECKLIST PART A – Traffic controls assessment CHECKLIST PART B – Justification for control selection CHECKLIST PART C – Additional site-specific safety hazard / risk factors	N/A	Checklists may be used to assist in applying the hierarchy of controls	Optional document
B4	TMP daily traffic management diary	Daily Diary Template	Based on MRWA document with more details listed.	Retain MRWA daily diary template (updated as required)
B5	Traffic management plan (TMP) – Long form	N/A	The document may assist with the TM approval process but is generally not supported in WA	Optional document
B6	Design exception	Application for Approval to Vary from CoP and/or AS1742.3.	The AGTTM form has less detail than the MRWA form.	Retain MRWA application for Variation to Standards Form
B7	Example of site condition rating (SCR) form – Compliance inspection	N/A		Optional document
B8	Example of site condition rating (SCR) Form – Compliance inspection – Short form	N/A		Optional document
B9	Example of notice of non-conformance	N/A		Optional document
B10	Example of notification of road closure/lane closure	N/A		Main Roads to retain notification forms

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AGTTM Form	Description	MRWA Form / Template	Commentary	Outcome
B11	Report on incident at roadworks site	Traffic Incident Reporting Form	The MRWA traffic incident reporting form is part of the Traffic Specification 202, which is currently under review.	MRWA form to be updated to meet best practice.
B12	Newspaper advertisement standard	N/A		

2.11 Emergency and Unplanned Works

Guidance on Emergency and Unplanned Works has been included in AGTTM Part 10: Supporting Guidance.

Table 12 - Emergency and Unplanned Works

AS1742.3: 2009	WA variation or additions	Location in AS1742.3: 2019	Location within AGTTM	Commentary	Outcome
2.7 Emergency and Unplanned Works Appendix B			Part 10 Section 5	Expanded based on guidance from QLD TMR	Adopt

3. Traffic Management for Works on Roads Code of Practice

A cut down version of Code of Practice will need to be retained with the intent to harmonise as much as possible. Below is a summary of each section of the Code.

Table 13 - Traffic Management for Works on Roads Code of Practice Summary

Section	Commentary	Outcome
1. Introduction		Retain
2. Scope		Retain
3. Approval to Work Within the Road Reserve	Parts of section 3 have been incorporated into AGTTM however, AGTTM does not contain WA specific approval requirements, and these need to be included.	Modify section
4. Authority to Erect Traffic Control Devices	AGTTM does not include the WA regulation framework for authorising traffic management. Road Infrastructure Manager responsibilities detailed in table 5.4 of AGTTM Part 8.	Modify section
5. Planning the Works		
5.1 Duty of Care	Duty of care outlined in AGTTM Part 8, section 5.2	Retain section with reference to AGTTM
5.2 Traffic Management Plans		Retain
5.2.1 General	AGTTM does not include the requirement that a TMP shall be prepared for any works on a road, site visit requirements or requirements for TMPs to be reviewed every 12 months. Requirement to use TMP templates to remain.	Retain
5.2.2 Generic TMPs	No details in AGTTM about generic TMPs (only generic TGS) TGS selection process in AGTTM Part 8, section 3	Retain
5.2.3 TMPs Involving Complex Traffic Arrangements	RTM endorsement of TMP involving 'Complex Traffic Arrangements' to remain.	Retain
5.2.4 Temporary Road Safety Barrier Detail in TMPs	Road safety barrier requirements are Included in AGTTM Part 3, section 5.3.1. However, nothing on the details required within the TMP/TGS.	Retain
5.3 Risk Management	Risk management detailed in AGTTM Part 2 and Part 10.	Modify

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5.4 Consultation, Communication and Notification of Roadworks	AGTTM Part 2 contains some guidance but there is not sufficient detail to remove the section.	Retain
5.5 Traffic Management Records	Contained within AGTTM Part 7 and Part 3 No mention of Limitations Act	Modify
5.6 Variation to the Code and Standards	Guidance in AGTTM is not specific enough to remove this section. RTM and AWTM requirements to be retained	Retain
5.7 Reviewing, Auditing and Approving Traffic Management	Section 3 of AGTTM Part 10: Supporting Guidance provides requirements for conducting reviews, inspections and road safety audits at temporary traffic management. WA will retain Suitability Audits and Compliance Audits conducted by RTMs. AGTTM Part 8 includes Road Infrastructure Manager requirements.	Modify
6. Variations From AS 1742.3 and Additional Requirements		
6.1 Temporary Signs	Main Roads will continue to develop signs that are not within AS1743 or AS1742.3	Retain
6.1.1 General		Retain
6.1.2 REDUCE SPEED signs	Not included in AS1742.3	Retain with modifications
6.1.3 NEW WORK NO LINES MARKED signing		Remove
6.1.4 ROAD INSPECTION Sign	Not included in AS1742.3	Retain
6.1.5 Signs for Managing Pedestrians	AS1742.3-2019 allows for the Pedestrian series MMS to be used as stand-alone signs.	Remove
6.1.6 Labelling Ownership of Signs		Remove
6.1.7 CYCLIST DISMOUNT Sign	Not included in AS1742.3	Retain
6.1.8 Temporary Hazard Marker	Added to AS1742.3. Note the sign now to include a black bare between the arrows.	Remove
6.1.9 STOP HERE WHEN DIRECTED sign	Added to AS1742.3	Remove
6.2 Covering Existing Signs		Retain
6.3 Guidelines for Multi-Message Signs	MMS included in AS1742.3, however nothing has been included for sign substrates or the requirements for using two 5 mm core flute signs in the frame.	Remove section but retain 6.3.4 Substrates for MMS
6.4 Speed Limit Zones		
6.4.1 General		Remove
6.4.2 Temporary Speed Limit Signs		Remove

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6.4.3 Approval of Temporary Speed Limit Signs	WA specific requirements	Retain
6.4.4 Offset Speed Zones on Undivided Roads	Included in AGTTM Part 3, section 5.5.1	Remove
6.4.5 Mobile Temporary Speed Limits		
6.4.6 Advanced Warning of Temporary Speed Zones (Buffer Zones)		Remove
6.4.7 Setting out Temporary Speed Zones (Buffer Zones)	AGTTM does not provide guidance on setting out temporary speed zones, this will be retained.	Retain
6.4.8 Dimension D	No longer using dimension D	Remove
6.5 Excavations and Other Hazards		
6.5.1 Planning Works Involving Excavations	Included in AGTTM Part 3, section 6.8	Remove
6.5.2 Protective Treatments for Above Ground Level Hazards	Included in AGTTM Part 3, section 6.8	Remove
6.5.3 Safety Objectives for Steep Slopes		Remove
6.5.4 Temporary Road Safety Barrier Systems	AGTTM Part 3, section 5.3.1 provided some guidance but not enough details on delineation requirements.	Retain
6.5.5 Overhead Works on or Near Roads	Included in AGTTM Part 3	Remove
6.6 Pedestrian Protection in Contra-flow situations	Included in AGTTM Part 3 No provision for using the Pedestrian sign as a warning sign to road users	Retain use of pedestrian sign but remove the rest.
6.7 Children's Crossing and School Zones	Nothing included in AGTTM, this is mainly WA specific requirements	Retain
6.8 Traffic Control Procedures at Permanent Traffic Signal and Rail Crossing	WA specific requirements to remain	Retain
6.9 Works on Residential Access Roads	Included in AGTTM Part 3 and AS1742.3	Remove
6.10 Fatality or Serious Injury at Worksite	Included in AGTTM Part 6, section 7.6	Remove
6.11 Truck Mounted Attenuators	TMA Guidelines not currently in the Austroads Project Scope	Retain
6.12 Lane Widths and Edge Clearances	Included in AGTTM Part 3	Retain lane width variation and edge clearance to barriers.
6.13 Traffic Control	Included in AGTTM Part 3 and Part 7	Retain advance warning sign requirements and end of queue calculations. Add further guidance for the use of portable traffic control devices.
6.14 Illuminated Flashing Arrow Sign	Included in AGTTM Part 3, section 5.8	Remove

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6.15 Securing Signs	Nothing included in AGTTM or AS	Retain
6.16 Covering Regulatory Road Marking	Included AGTTM Part 3, section 6.6	Retain
7. Best Practice		
7.1 Electronic Speed Limit Signs		Retain
7.2 Temporary Speed Humps	Included in AGTTM Part 3, section 5.5.2	Remove
7.3 Video Evidence		Retain – add to record keeping
7.4 Innovative Traffic Control Devices		Retain
7.5 Speed Feedback Signs		Retain
8. Accreditation Requirements	Austroads Training Project still ongoing	Retained
9. Austroads Safety at Road Worksites		Relocate to Introduction
Appendix 1 – Definitions	Definitions included in AGTTM and AS. Any required WA definitions to be retained	Modify
Appendix 2 – Traffic Risk Classifications	Included in AGTTM Part 10, which is well aligned with MRWA risk management methods however, there are differences in the AGTTM risk likelihood descriptions which would result in a lower risk rating than if the MRWA risk likelihood description were used.	Retain but modify risk tables to meet best practice. Refer to the guidance in AGTTM part 10.
Appendix 3 – Typical Instrument of Authorisation		Retain
Appendix 4 – Sample ‘Notification of Roadworks’ Form		Retain
Appendix 5 – Multi- Message Sign Inventory and Application Schedule	The MMS sign specifications are yet to be added to AS1743, therefore the signs will be required to be kept on the Main Roads website.	Retain