





## BURN PROGRAM GENERIC TRAFFIC MANAGEMENT PLAN

# All public roads affected by the Department of Biodiversity, Conservation and Attractions and the Department of Fire and Emergency Services WA Burn Operations

## SJ TRAFFIC MANAGEMENT July 2022 – June 2023

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A COPY OF THIS TMP SHALL BE AVAILABLE ON SITE AT ALL TIMES

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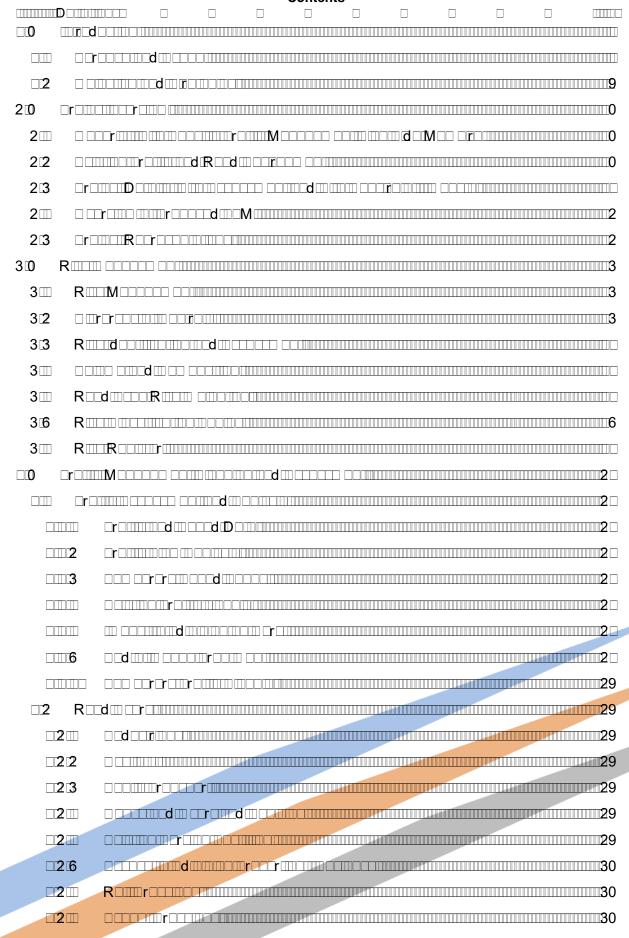
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## **Revision Register**

Revision Number	Revision Date	Comments	Section / Page No.	Revised By
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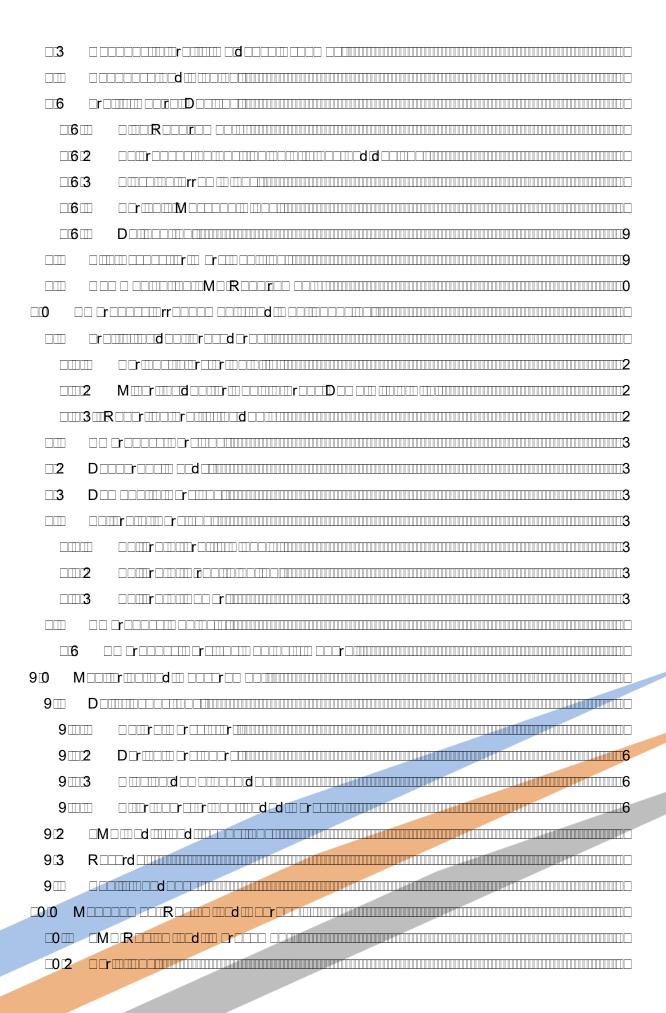
#### **Contents**





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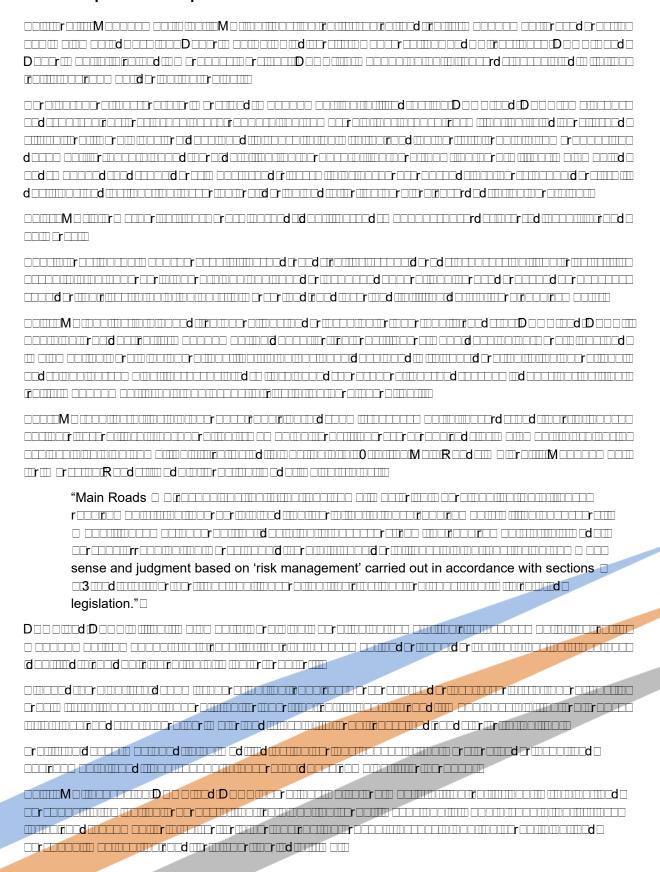
#### **DEFINITIONS**

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Term	Definition
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#### 1.0 INTRODUCTION

#### 1.1 Purpose and Scope





#### 1.2 **Objective and Strategies**

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## 2.0 PROJECT OVERVIEW

## 2.1 Generic / Site Specific Traffic Management Plan Aide Memoire

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## 2.2 Existing Traffic and Road Environment

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#### 2.3 Project Details, Site Assessment and Site Constraint /Impacts

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#### 2.4 **Overview of Proposed TTM**

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#### 2.3 **Project Representatives**

Traffic Management Plan Preparation	Generic Document
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#### 3.0 RISK MANAGEMENT

#### 3.1 Risk Management

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or magnitude of the consequences. This also enacts the principle of treating risk to 'As Low
as Reasonably Practicable".□
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#### 3.2 Hierarchy of Controls

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### 3.3 Risk identification and Assessment

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A quote from "Section 1 (p 11) of Traffic Management for Works on Roads Code of Practice" is
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3.4 Volume and Composition
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## 3.5 Road Type Risk Weighting

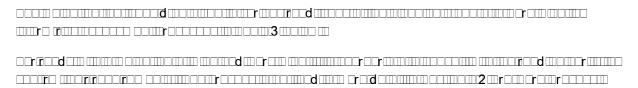


Table 1 - Road type Risk Weighting

Function	Functional Description	Traffic Management Risk Weighting
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### 3.6 Risk Classification Tables

#### QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Consequence	OH/S	Road User Impact	Road Network Impact
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Moderate	Mod nomroom comracan		
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			Dmranomnananana
Major			
		@r@000r@000@0	d
Catastrophic			
			d

#### **QUALITATIVE MEASURES OF LIKELIHOOD**

Likelihood	The Event or Hazard(s):□
Almost	
Certain	
Likely	
Possible	
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	• a and and and and and and and and and a
Unlikely	
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Rare	

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IMPORTANT NOTE:	<b>]</b> r□
likelihood shall then be proportioned for a "period of exposure" of one year. □	d



#### **QUALITATIVE RISK ANALYSIS MATRIX - RISK RATING**

		CONSEQUENCE								
LIKELIHOOD	Insignificant	Minor	Low	Moderate	Major	Catastrophic				
	2	4	8	16	32	64				
Almost Certain	Medium	Medium	High	High	Very High	Very High				
9	18	36	72	288	576□					
Likely	Low	Medium	Medium High Hig		High	Very High				
7	14	28	56	112□	224□	448□				
Possibly	Low	Low	Medium	Medium	Medium High					
5	10□	20□	40□	80□	160□	320□				
Unlikely	Very Low	Low	Low	Medium	Medium	High				
3	6	12	24	48□	96□	192				
Rare	Very Low	Very Low	Low	Low	Medium	Medium				
1	2	4	8	16	32□	64				

#### MANAGEMENT APPROACH FOR RESIDUAL RISK RATING

Residual Risk Rating	Required Treatment
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#### 3.7 Risk Register

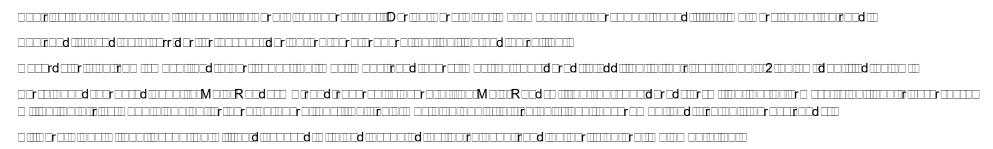


Table 2 - Risk Register

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#### 4.0 TRAFFIC MANAGEMENT PLANNING AND ASSESSMENT

#### 4.1 Traffic Assessment and Analysis

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#### 4.1.2 Traffic Flow Analysis

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#### 4.1.3 Temporary Speed Zones

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#### 4.1.4 Existing Traffic signals

#### 4.1.5 Impact to adjoining network.

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#### 4.1.6 End of Queue Treatment



#### 4.1.7 Temporary Traffic Signals

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#### 4.2 Road Users

#### 4.2.1 Pedestrians

#### 4.2.2 Cyclists

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#### 4.2.3 Public Transport

#### 4.2.4 Heavy and Oversized Vehicles

#### 4.2.5 Existing Parking Facilities

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#### 4.2.6 Access to Adjoining Properties / Business

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#### 4.2.7 Rail Crossings

#### 4.2.8 School Crossings

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#### 4.2.9 Special Events and Other Works

#### 4.2.10 Emergency Vehicle Access

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#### 4.3 Works at Night or in Dark Conditions



4.4	Road Safety Barriers
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4.5	Consultation and Communication / Notification
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4.5.1	Other Agencies
LGA's	and MR = =================================



#### 5.0 SITE ASSESSMENT

#### 5.1 **Provision to Address Environmental Conditions**

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5.1.1 Adverse Weather
Competent Person' with BWTM accreditation. Major changes will require AWTM assessment and/or road
5.1.2 Rain
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5.1.4 Other adverse weather (strong winds, thunderstorms, etc.)
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5.1.5 Sun Glare

□ here sun glare is identified as adversely affecting a driver's ability to sight signage and / or traffic
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#### 5.1.6 Fog, Dust and Smoke

□ □□r□□□□□dust or smoke is identified as adversely affecting a driver's ability to sight signage and / or

## 5.1.7 Visibility Restrictions



**Table 3 - Minimum Sight Distances** 

Posted Speed km/h	Minimum Sight Distance (metres)	
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□0 □	□60□	
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#### 5.1.5 Road Geometry, Terrain, Vegetation and Structures

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f any of these items impact the works and can't be addressed by one of the generic TGSs, an AWTM

#### 5.2 Existing Traffic and Adverting Signs

□Obstruction, Visibility of temporary signage, covering of existing signs. □
user's line of sight.



#### 6.0 **SAFETY PLAN**

#### 6.1 **Occupational Safety and Health**

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## 6.1.1 Fatigue Management

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#### 6.1.2 Escape Routes

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#### 6.2 Roles and Responsibilities

#### 6.2.1 Responsibilities

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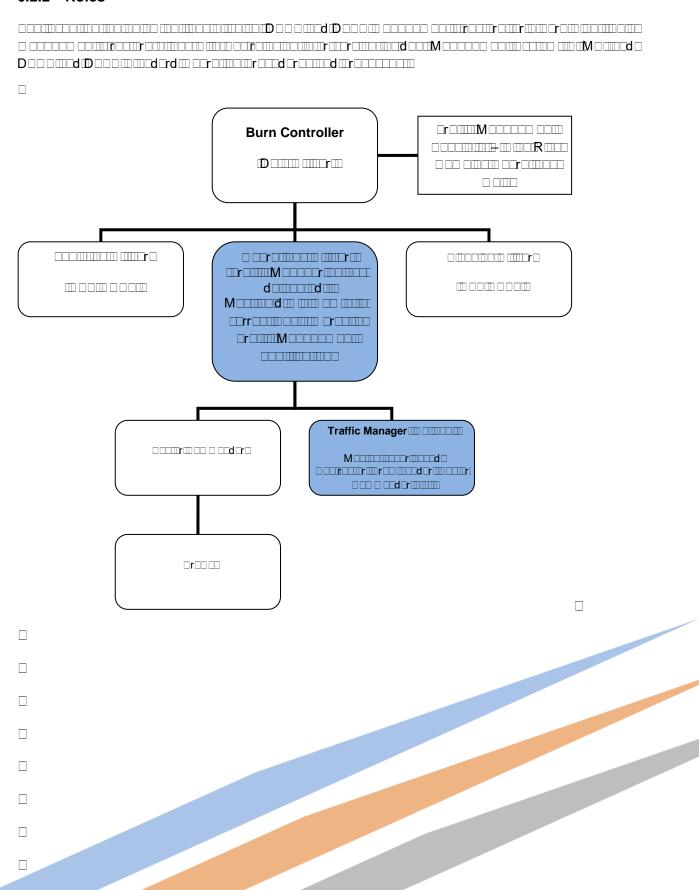


#### **Table 4 Accreditation Requirements**

Task□	Required Main Roads Accreditation□	Austroads Role Title□
	Traffic Controller□	Traffic Controller□
	Basic Worksite Traffic Management□	Traffic Management Implementer (TMI)□
	Basic Worksite Traffic Management – Non - Practitioner□	Traffic Management Implementer –Non- Practitioner (TMI-NP)□
Romo mMomroored mamoroomed momento aMa	Worksite Traffic Management⊡	Not currently in the Austroads Training Framework, however
		the WTM accreditation will be retained in WA□
oreereween med ad maniremiMesses com	Advanced Worksite Traffic Management□	Traffic Management Designer (TMD)□
Round and area commercial Moscoco commence involving 'complex traffic arrangements.	Roadworks Traffic Manager□	There is no equivalent in the Austroads framework.□
Plans involving 'complex traffic arrangements', as may be		RTMs to be retained in WA□
Undertaking 'rick management' and are not time as		
Undertaking 'risk management', and preparation or  drug of the control of the con		
	Operate Truck Mounted Attenuator□	TMA operator training is not included.□



#### 6.2.2 Roles





## 6.2.3 Pre-Planning Roles

DBCA Executive Director Regional & Fire Management Services, and DFES Rural Fire Division,
and Operations Command $\vdash$ $\square$
Minimum Accreditation: No Traffic Management Accreditation required.
Ç
DBCA District Manager, and DFES Operations Management — recommend and re
Minimum Accreditation: No Traffic Management Accreditation required.
DBCA District Fire Coordinator, and DFES/LGA Burn Controller - R
<b>Minimum Accreditation:</b> No Traffic Management Accreditation required though BWTM recommended.
Prescribing Officer — Roman and and and and and and and and and a
recommended.  6.2.4 Responsibilities & Accreditation
6.2.5 Burn Controller (Duty Officer)
Minimum Accreditation: No Traffic Management Accreditation required though BWTM recommended.



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#### 6.2.6 Traffic Management Specialist

Minimum Accreditation: Advanced Worksite Traffic Management Accreditation.

#### 6.2.7 Traffic Manager (Operations Officers or Delegate)

Minimum Accreditation: Basic Worksite Traffic Management.

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#### 6.2.8 Traffic Controller

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#### 6.2.9 Lookout Person

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#### **6.2.10 Escort Vehicle Driver**

Minimum Accreditation:

- An Escort Vehicle with "FOLLOW ME & DO NOT OVERTAKE" signage a a vehicle mounted



#### 6.3 PPE

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**Table 5 - Personal Protective Equipmenet** 

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#### 6.4 Plant and Equipment



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6.5 Trip Hazards
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## 7.0 IMPLEMENTATION

## 7.1 Traffic Guidance Schemes

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7.2 Pre-Burn Process
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treatments are uniform, the roads can be spatially grouped and treated as one. For example, 'roads within XXX subdivision bounded by XXX'.



#### 7.3 **Day of Burn Process**

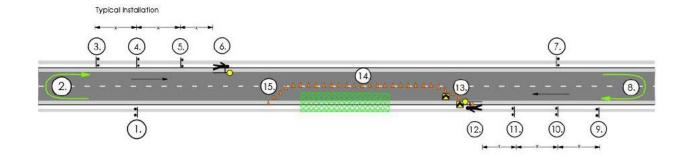
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7.3	Changes to Traffic Guidance Schemes
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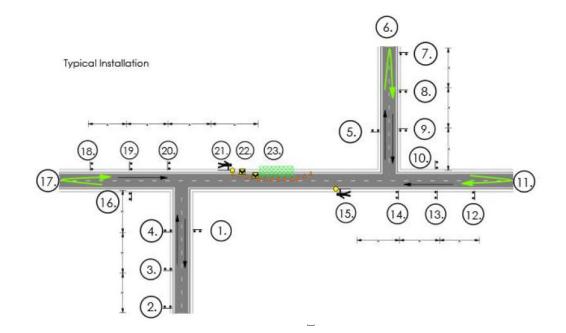


#### **Sequence and Staging** 7.5

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## 7.6 Traffic Control Devices

## 7.6.1 Sign Requirements

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7.6.4 Variable Message Signs



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7.6.5 Delineation
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7.7 Site Access for Work Vehicles
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- Activate the vehicle's rotating yellow lamp, where fitted, once a speed of 20 km/h. has been round and an arm round and arm round arm round and arm round and arm round and arm round arm round and arm round arm roun





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7.8 Communicating TMP Requirements
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## 8.0 EMERGENCY ARRANGEMENTS AND CONTINGENCIES

## 8.1 Traffic Incident Procedures

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#### 8.1.1 Serious Injury or Fatality

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#### 8.1.2 Minor Incident or Vehicle Break Down within Site

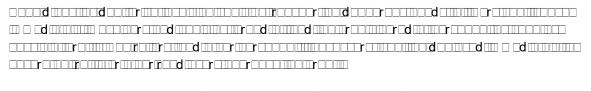
#### 8.1.3 Reporting Traffic Incidents



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#### 8.1 Emergency Services

#### 8.2 Dangerous Goods



#### 8.3 Damage to Services

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#### 8.4 Failure of Services

#### 8.5.1 Failure of Traffic Signals

#### 8.5.2 Failure of Street Lighting

#### 8.5.3 Failure of Power



#### **Emergency Contacts** 8.5

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#### **Emergency Services Contacts General** 8.6

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## 9.0 MONITORING AND MEASUREMENT

## 9.1 Daily Inspections

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#### 9.1.2 During work hours

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#### 9.2 TMP Audits and Inspections

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#### 9.3 Records

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#### 9.4 Public Feedback



#### 10.0 MANAGEMENT REVIEW AND APPROVALS

#### 10.1 TMP Review and Improvement

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A formal review of the plan is to be undertaken by the Department's Fire Management Services Branch

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#### 10.2 Variations

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#### 10.3 Approvals



## **APPENDIX A**

## **NOTIFICATION OF ROADWORKS**

(Completed through the burn planning process and day of burn notification process.)



## **APPENDIX B**

## **VARIATION TO STANDARDS**



# APPLICATION FOR APPROVAL TO VARY REQUIREMENTS OF AS 1742.3, AGTTM OR MRWA TRAFFIC MANAGEMENT CODES OF PRACTICE

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D	Endorsel  R M d d d d d d d d d d d d d d d d d d	ment signat	Rom 032					6230	
	Endorser  R.Md	ment signat	Rom 032					6230	
	Endorsel  R M d d d d d d d d d d d d d d d d d d	ment signat	ROME OF COMMENT OF COM	Drevks 4				6230	
	Endorsel  R.Md	ment signat	ROME ROME ROME ROME ROME ROME ROME ROME					6230	
	Endorsel  R M d d d d d d d d d d d d d d d d d d	ment signat	ROME OF COMMENTS O	Drevks 4				6230	
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	Endorsel  R M d d d d d d d d d d d d d d d d d d	ment signat	R.M.032	Sherks 4		000000		6230	
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#### APPLICATION FOR APPROVAL TO VARY REQUIREMENTS OF AS 1742.3, AGTTM OR MRWA TRAFFIC MANAGEMENT CODES OF PRACTICE **Description of Specify Point of Departure** Justification **Additional Counter** Residual Risk\* **Variation Requested** from Standard / Code of Measures To Be Taken ПП ПП RR□ Practice MomBoodomMormoomm namamMadaanaarm $\Box\Box$ r $\Box$ modoomorm mr Mrdrrnnn $M \Box d \Box$ romond monantond monanton rmmannan aamad burn TMP's for significant long as they don't increase the running and marriage This is a very "simple" generic manoeuvre's that the public Red med manage armina \_\_\_\_d rd \_\_\_\_63 a remaind



	Description of	Specify Point of Departure	Justification	Additional Counter	Re	sidual Risk*	]
	Variation	from Standard / Code of		Measures To Be Taken			
	Requested	Practice		ıd on indd iii on iir o			RR□
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				mmom <b>ra</b> mm comra			
			"E II NA " "E I CD "				
		od 000033 00062	"Follow Me" "End of Burn"				
		0 2 2 M					
		Morroom		0			



APPLICATION FOR APPROVAL TO VARY REQUIREMENTS OF AS 1742.3, AGTTM OR MRWA TRAFFIC MANAGEMENT CODES OF PRACTICE							
	Description of	Specify Point of Departure	Justification	Additional Counter Measures		Residual Risk*	
	Variation Requested	from Standard / Code of Practice		To Be Taken			□ RR□
	<u> </u> 						
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#### APPLICATION FOR APPROVAL TO VARY REQUIREMENTS OF AS 1742.3, AGTTM OR MRWA TRAFFIC MANAGEMENT CODES OF PRACTICE **Description of Specify Point of Departure** Justification **Additional Counter Measures** Residual Risk\* from Standard / Code of Variation To Be Taken П ПΠ $RR \square$ Requested Practice 0 2 2 M Mooroommoor roomonmomromroddoo ramana ann ann road and room oom nd-m-33----6---donodmomomomdapada r nd-m--3----6--9-R d company a man a company $M\Box d\Box r\Box \Box\Box$ M⊡d□ 3 2 111 00 0 00 111 00 111 0d 0 Moomoo or



## **APPENDIX C**

## **RECORD FORMS**

\_



#### **Example Onsite TGS selection Aide Memoire FORM 1** TGS No: **Road Name:** Type of Work to be Undertaken: Date: Time: Completed By: Step Referred to AWTM Action Applicable? Yes Yes П П П a accommand accommed id accrimrational almost $\mathsf{D}\square$ Action Referred to AWTM Step Applicable? Yes Yes 2□ 3□ П 6□ П П and in the common commo



Issue - Site Specific Traffic Management Plan Aide Memoire		
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9		
		В

A 'Yes' to any of these questions requires an AWTM to determine if a Site Specific plan is required. □



# **Daily Diary**

KS.I	CLIENT:			D	ATE: _						_		DOCKET	No:
TDAFFIC		SLK			EATHE	ER CON	DITIONS:						0000	
IKAFFIC MANAGEMENT												PURG	CHASE OR	DER No:
PHONE: (08) 9731 529 Mobile: 0429 315 29	99											_		
Start Time at Depo	t: Time Arri	ve at Site:	Attendance a	at Pre-st	art Mee	tina 🔲 (	Commencer	nent of Site	Setup:		Site se	tup and O	perational:	
	rGS: Yes ☐ No ☐ (if no												, re-re-re-re-re-re-re-re-re-re-re-re-re-r	
Time Site Pulled D	own: Time Af	tercare Signs Setup:	TGS	S No:		Т	me Left Site		Finish T	ime at [	epot:		Total Hours:	
	ime Site Pulled Down: Time Aftercare Signs Setup: TGS No: Time Left Site: Finish Time at Depot: Total Hours:  Dvernight Camp: Yes \( \bigcap \) No \( \bigcap \)  HAVE YOU READ EXCLUSION POLICY ON FRONT COVER YES \( \bigcap \)													
Did an incident occ	cur (If yes complete Incide	ent Report Form): Yes	No 🔲 PR	OTECTI	VE UNI	FORM/E	QUIPMENT	BEING W	ORN & IN (	00D (	ONDITIO	N: Yes 🔲	No 🔲	
I confirm that the ti	imes of 'setup' and 'pulldow	n' of traffic management :	signs and dev	rices are	true an	d correct	Name (Site	Supervisor	):		s	igned:		
Drive Throug	gh Checks (Must be condu	cted at least every 2 hour	s). Enter time	of chec	k. Rule	off and le	ave blank if	the check d	oes not app	ly to the	e site. Mak	e a note o	of any issues	below.
TRAFFIC MANAG	GEMENT SITE CHECKS		1	2	_	3	4	5	6	$\perp$	7	8	9	10
		Time:			$\perp$					$\perp$	_			
	nt, clean, visible, level &	stable			+					+	_			
Are taper length					+					+	_			
	signs correct and double	d up			+				-	+	$\rightarrow$			
Are sign spacing					+					+	$\rightarrow$			
	rd alignments straight ar	nd spaced correctly			+					+	$\rightarrow$			
Are devices ope					+					+	$\rightarrow$			
Have pedestriar	ns been catered for				$\perp$					$\perp$	$\rightarrow$			
Are lane widths					_					_	$\rightarrow$			
Are vehicle que	ue lengths acceptable				$\perp$					_				
Is road surface	condition adequate													
	No. of Traffic Managen	nent Vehicles Onsite:				No of	Traffic Mana	agement Pe	rsonnel O	nsite:_				
Traf	ffic Management Personn	el Names and Accredita	tions		Time of	Break fro	m Stop/Slow	(Traffic Cont	rollers must	have a 1	5 min break	k every 2 h	ours of consta	nt operation)
Position	Name	Accreditation	n Details		On	Off	On	Off	On	Off	On	Off	On	Off
Crew Leader:					:	:	:	:	:	:	:	:	:	:
Traffic Controller:					:	:	:	:	:	:	:	:	:	:
Traffic Controller:					:	:	:	:	:	:	:	:	:	:
Traffic Controller:					:	:	:	:	:	:	:	:	:	:
Traffic Controller:					:	:	:	:	:	:	:	:	:	:
Traffic Controller:					:	:	:	:	:	:	:	:	:	:
Additional Comme	ents:													
Additional Comments.														
I confirm that the details contained herein are true and correct. Name (Traffic Management Crew Leader):														
START OF SHIFT FIT I	FOR WORK: I declare that I have p	presented fit for work and that I an	n not under the in	fluence of	drugs or a	loohol. I und	erstand that ran	dom drug & ald	ohol testing m	ay be carr	ed out at any	time and I w	ill co-operate wit	h such testing.
All Traffic Controllers to Sign: 1 2 3 4 5 6														
END OF SHIFT: I declare that I have reported any injury, accident, incident, illness, near miss or safety hazards to my supervisor or safety repesentative and that I will complete all necessary report forms as required by Management.														
All Traffic Controlle	All Traffic Controllers to Sign: 1 2 3 4 5 6													



## **Incident Report Form**

182111111111111111111111111111111111111	SECTION 1	<u> </u>
<b>EMPLOYEE TO COMP</b>	PLETE SECTION 1 & 2 AND SUBMIT WITHIN 24 HOURS	S
ncident report	Incident completion	
completed by	date	
	INCIDENT TYPE	
□ Near Miss (NMI): A dangerous incident that could have  □ First Aid injury/fillness (FAI): An injury or illness that a  □ Medically Treated Injury/fillness (MTI): An injury or illne  □ Restricted Duties injury/fillness (RDI): An injury or illne  □ Lost Time Injury/fillness (ETI): An injury or illness that r  □ Permanent Disability (PD): A permanent, incurable inj  □ Fratality (Fat): A loss of life.  □ Environmental Spill (ES): Spill of a chemical that is has  □ Environmental Damage (ED): Damage to the environmental Damage (AD): Damage to assets where no pers	inly requires first aid.  Inexs that requires treatment from a medical practitioner with no work restrictions.  ess that requires restricted work duties.  requires <u>days</u> away from work.  yury or illness disability.  zardous to the environment went	
Date of incident	Time of incident	
Date of medent		
Initially reported to	Date & time initially reported	
Name ofwitness/es	(A) 1	
Note: all incidents involving any injury, or de	amage greater than \$5,000 require a witness statement.	
Responsible supervisor		
Days since last break	Hours since last break	
Last full day off.	TC break, meal break or start of shift.	
Person(s) involved	Persons role/occupation	
Plant / equipment involved	Reported to Police (Y/N) If so, note report number.	
What immediate actions were taken –		
Why do you think this incident happened?		
What actions do you recommend so this do	oes not happen again?	



	SECTION 2					
Please complete diagram to depic	t incident (as required).					
			( )			
			North			
	INJ	URY DETAILS				
Name of Injured worker/s:						
Injury classification / Mechanism	Injury nature	Part (or parts) of body injured				
Fall from height	Fracture		Eye			
Fall on same level (trip/slip)	Dislocation		Ear			
Hitting object with body	Sprain / strain		Face			
Excessive mechanical vibration	Intracranial / concussion	1/2-1/1	Head			
Exposure to sound	Internal Injury		Neck			
Repetitive movement	Amputation	1 (( 1) W(( 1	Back			
Other muscle stress	Open wound	10 100 -1-1	(frunk (notinternal)			
Contact with electricity	Superficial injury	18/ 18/	Shoulders / arms			
Exposure to hot / cold  Exposure to chemicals	Contusion / crush Foreign body	$\{(0), (0)\}$	Hands / fingers Hips / legs			
Sting & / or bites	Burn	1/// ////	Feet / toes			
Sting & / or bites Burn  Mental stress Poisoning		777 777	Internal organs			
Slide / cave in	Weather exposure	1	Multiple locations			
Vehicle accident	Multiple		General			
Multiple Injuries	Other:	Mark Injury location/s on Diagram	Unspecified			
First aid treatment given		First aid officer name				
First aid kit stock used		1				
Name & location of doctor		Name & suburb of hospital				



#### **SECTION 3**

#### TO BE COMPLETED BY HSEQ OR INVESTIGATING MANAGER

Regi	Regulator notification required?							
Incide	ents that need to be reported to a regulator are as follows:							
Incide	ent Type	Regulator						
4 11 11 4	A fracture of the skull, spine or pelvis A fracture of any bone in the orm (ather than in the wrists or hand) or in the leg (other than a bone in the ankle or foot) An amputation of an arm, a hand, finger, finger joint, leg, foot, see or see joint The loss of sight of an eye	WorkSafe WA WorkSafe WA WorkSafe WA WorkSafe WA						
10	Any injury other than the above which, in the opinion of a medical practitioner, is likely to prevent the employee from being able to work within 10 days of the day on which the injury accurred infectious diseases: tuberculaus, what hepotitis, Legionnaires' disease and HIV, where these diseases are contracted during work involving expassive to human blood products, body secretions, excretions or other material which may be a source of	WorkSafe WA WorkSafe WA						
ž	Infection  Occupational zoonases: Ofever, unthrax, leptospirases and irracellosis, where these diseases are contracted during work involving the handling of, or contact with, animals, animal hides, skims, wool, hair, corcases or animal waste products	WorkSafe WA						
8	A workplace fistality	WorkSafe WA						
20.	A serious incident  Pollution (water, land, air, noise, waste/litter, animals/plants)	WorkSafe WA DER						

#### **Investigation Required?**

An investigation should be initiated for the following incidents.

- \* 800
- + 1.77
- + 70

- Fat
- Reseat of a previous incident
- Any incident deemed necessary at management's discretion

	POTENTIAL INCIDENT CAUSE (	FACTORS TO BE CONSIDERED)		
	Lack of or insufficient procedure	Contract management		
Organization	Design	Lack of / poor maintenance		
Factors	Training &competencies	incorrect / unavailability of tools		
	Change management	Personnel selection		
	Site conditions (bad weather)	Time Pressure		
Site Factors	Fitness for work	Job complexity		
200 1 000012	Access	Plant / equipment failure		
	Workload	Task planning		
Personnel	Human error	Procedures not followed		
Factors	Communication breakdown	Lack of / no supervision		
Control Failures	No / insufficient isolation	Failure or lack of sufficient controls		
20111011111111111	No / insufficient guarding	SWMS not followed / not sufficient		

ROOT CAUSE ANALYSIS (CAUSE OF FAILURE) -S WHY'S						
Why 1 - Why did the incident happen? What caused it to happen?						
Why 2 - Why did the above happen? What caused it to happen?						
Why 3 - Why did the above happen? What caused it to happen?						
Why 4 - Why did the above happen? What caused it to happen?						
Why 5 - Why did the above happen? What caused it to happen?						



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			INCIDENT INVEST	IIGATIC	N RECC	INCIDENT INVESTIGATION RECORD				
Note: May include timeline of ev	ents,	details o	f discussions with persons	involved	in the inc	ident, referen	ces to additional fi	iles or images.		
Date			T	Time						
Name & Role				Signature						
			CORRECTIVE ACTIONS	Must AD	DRESS ROO	T CAUSE)				
								_		
CORRECTIVE ACTION			HIERARCHY OF CONTROL	Re	SPONSIBLE	PERSON	DUE DATE	CONTINUOUS		
CORRECTIVE ACTION			HIERARCHY OF CONTROL Eliminate, Substitute, Isolate, Engineering, Administration, PPE	Re	SPONSIBLE	PERSON	DUE DATE	IMPROVEMENT REGISTER #		
CORRECTIVE ACTION			Eliminate, Substitute, Isolate,	Re	SPONSIBLE	PERSON	DUE DATE			
CORRECTIVE ACTION			Eliminate, Substitute, Isolate,	Re	SPONSIBLE	PERSON	Due pare			
CORRECTIVE ACTION			Eliminate, Substitute, Isolate,	Re	SPONSIBLE	PERSON	Due date			
CORRECTIVE ACTION			Eliminate, Substitute, Isolate,	Re	SPONSIBLE	PERSON	Due date			
CORRECTIVE ACTION			Eliminate, Substitute, Isolate,	Re	SPONSIBLE	PERSON	Due date			
CORRECTIVE ACTION			Eliminate, Substitute, Isolate,	Re	SPONSIBLE	PERSON	Due date			
CORRECTIVE ACTION			Eliminate, Substitute, Isolate,	Re	SPONSIBLE	PERSON	Due date			
CORRECTIVE ACTION			Eliminate, Substitute, Isolate,	Re	SPONSIBLE	PERSON	Due date			
CORRECTIVE ACTION			Eliminate, Substitute, Isolate,	Re	SPONSIBLE	PERSON	Due date			
CORRECTIVE ACTION			Eliminate, Substitute, Isolate,	Re	SPONSIBLE	PERSON	Due date			
CORRECTIVE ACTION			Eliminate, Substitute, Isolate,			PERSON	Due date			
			Eliminate, Substitute, Inolate, Engineering, Administration, FFE  CORRECTIVE AC			PERSON	DUE DATE  NO			
S the action taken effective?			Eliminate, Substitute, Isolate, Engineering, Administration, PPE				NO			
			CORRECTIVE ACTIVE ACTIV	TION CLC			NO	IMPROVEMENT REGISTER #		
Is the action taken effective?			CORRECTIVE AC  YES  Complete the below &	TION CLC			NO o HSEQ Coordinato	IMPROVEMENT REGISTER #		
			CORRECTIVE AC  YES  Complete the below &	TION CLC			NO o HSEQ Coordinato	IMPROVEMENT REGISTER #		
Is the action taken effective?			CORRECTIVE AC  YES  Complete the below &	TION CLC			NO o HSEQ Coordinato	IMPROVEMENT REGISTER #		
Is the action taken effective?			CORRECTIVE AC  YES  Complete the below &	TION CLC			NO o HSEQ Coordinato	IMPROVEMENT REGISTER #		
Is the action taken effective?	Nam	ne:	CORRECTIVE AC  YES  Complete the below &	TION CLC			NO o HSEQ Coordinato	IMPROVEMENT REGISTER #		

**SECTION 4** 



## FORM 2: ROAD SPECIFIC RISK ASSESSMENT - (DAY OF BURN)

HAZARD	Pre-Treatment Risk Rating			RISK RESPONSE		Residual Risk Rating		
	С	L	Rating		С	L.	Rating	
E.g. Mornington Road – not enough signs to comply with TGS.	L	U	Low 24	Extend Speed Control Signs repeaters out to 1 Km on the north side of the road. Given the low hourly traffic volume and road width (note that the selected speed is 70 Km/h)	L	Р	Medium 40 (tolerable)	
			8					



### FORM 3: RISK ASSESSMENT AND TREATMENT SCHEDULE

_	District Pro	posed Burn	Program Ris	sk Assessme	nt and Treatment Sche	dule		1								
DPa	W Admin	l	og.a		cation								Risk Assessment			
DPaW Burn ID	W DPaW Burn Road Road Rd No Rd Name Approx SLK			Hazard	U	Intreated Risk		Treatment Measures	Residua	I Risk after Trea	atment					
							Finish			Consequence	Likelihood	Risk Score		Consequence	Likelihood	Risk Score
								R	Roodmomoro							
								<b>8</b>	Ruduur							
									Rood manage							
								8	Ruduur							<del>                                     </del>
								E 8	Dom do dom							
								88	Rodinio							
								R	R⊡d⊞⊡r							
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								R	Rodmon							
								8	Door do como							-
								88	Rodinator							
								R	R⊡d⊞⊡r		Ì					
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								R	Rudillar							
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	□M□	SIGN	ATURE	000000	Dom											
				D												
				MR: ::												
				80												



APPENDIX D

### TRAFFIC ANALYSIS AND VOLUME COUNTS



## **APPENDIX E**

## **EXAMPLES OF TRAFFIC MANAGEMENT DEVICES**

Ш	
3	



# Daytime

# Night-time





Marginal



Unacceptable







### $\mathsf{D}$

# Daytime Night-time Acceptable Marginal Unacceptable

### PERSONAL PROTECTIVE CLOTHING

# Daytime

## Night-time







Marginal

Unacceptable







### **APPENDIX F**

**TRAFFIC GUIDANCE SCHEMES** 



### **Traffic Guidance Schemes**

TGS No	Diagram
D = = = = = = = = = = = = = = = = = = =	
D = = = = = = = = = = = = = = = = = = =	oronon 11190 1110 0 111 macand 1110 od 11 rana3 m 116 m 1110 mra
D = = = = = = = = = = = = = = = = = = =	ocromom m+m omm0 mo mmoomd mood m oramo 3 m m6 m moo mromno
D2203_	oronon900
D	
D = = = = 22 = = 0 = =	oronon00
D2206_	
D = = = = = = = = = = = = = = = = = = =	
D====22=0==	oronon mm0 m0 m moond mood m oronom2 m 3 0 m moo mronom o mmronom coñemres
D====22=09=	or-amon mii90 mii00 mii maaand mood miiraama 2 mii3 0 miina aramiin ma oramiin oofamraa
D220_	orowow ww90 woo woodd wood w orowow www2 w woo wroww o wwrodw oodowroo
D = = = = = = = = = = = = = = = = = = =	oromom am <b>D</b> oromanda oromom2a a30a aso aroma amroma casaro
D222_	orowo www.0 ww wwood wood orowo www.2 wo wroww ww oroww ook wro
D = = = = = = = = = = = = = = = = = = =	orowo www.0 160 w www.d wood w orowo www.2 w woo wrow www.
D	orowo w90 wc0 w wwocad wood w rawa2 w 30 w woo wround
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D22	=====================================
D9_	
D2220_	
D = = = = = = = = = = = = = = = = = = =	
D2222	
D22_23_	
D	









### **TGS Selection Table**

Working Distance /Speed Zone	0.0 – 1.2 m	1.2 – 3.0 m	3.0 – 6.0 m	< 6.0 m
	Works o	n Edge of Road		
	== = <b>(0</b> ==	<u> </u>	OO 0 <b>02</b>	00 010 00
		<u> </u>	OO 0 <b>02</b>	
90		<u> </u>	OO 0 <b>02</b>	
	□□ □106□	00 010 00	DD D <b>02</b> DD	00 010 00
	□□ □106□	00 010 00	DD D <b>02</b> DD	00 010 00
60		OO 0 <b>02</b>	OO 0 <b>02</b>	== = <b>10</b> ==
		OO 0 <b>02</b>	OO 0 <b>02</b>	== = <b>10</b> ==
		OO 0 <b>02</b> 00	OO 0 <b>02</b>	
Works wit	th Traffic Controll	er interchanged w	rith PTCD TGS 24	
		<u> </u>		
	00 000	<u> </u>		
90	<b>_</b>	<b></b>		
	<b>2</b>			
	<b>2</b>			
60	<b></b>			
	<b></b>			
w	orks with Traffic (	Controller & Esco	rt Vehicle	
			D	
90				



	Мо	bile Works		
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	Unattended	d Works - Aftercar	e	
90	<b></b>			
	<b>0</b>			
	Fuel	Modification		
	<b>23</b> _			



### Legend Work Area Safety Buffer

#### **Road Authority shall approve** usage of this TGS.





#### **GENERAL NOTES:**

- 1. This TGS is only to be used as part of the DBCA Generic Traffic Management Plan. 2. All sign locations are to be checked prior to setout and positions adjusted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders/emergency lanes.
- 3. The positioning of signs, lengths of tapers or markings shall be:
- a) Minimum 10% less than the distances or lengths given.
- b) Maximum 25% more than the distances or lengths given.
- 4. When using MMS two 5mm thick core flute signs back to back in the MM frame to help prevent the sign from blowing out.
- 5. Drive slowly can be swapped with Smoke Hazard, or Burning Off.
- 6. Use of Fold up signs and Swing signs and signs on one side of the road may be acceptable in narrow, very low volume tracks <50 VPD

#### DISCLAIMER:

It is the responsibility of the user of this traffic guidance scheme to confirm the appropriateness or otherwise for the intended work site based on rigorous risk assessment, review of the requirements of AS1742.3 and Main Roads WA Traffic Management for Works on Roads CoP and AGGTM. All responsibility will remain with the user to ensure compliance with relevant standards and the provision of the necessary level of protection for work personnel and work site.

Drawn: Cheryl Johnson

AWTM Cert. No: KTS-AWTM-19-47786-01

Signed: cherylann

Reviewed by: Brad Brooksby AWTM Cert. No: AUS-AWTM-19-1183-07

Signed: 6/



BURNING

OFF

km

HAZARD

NEXT

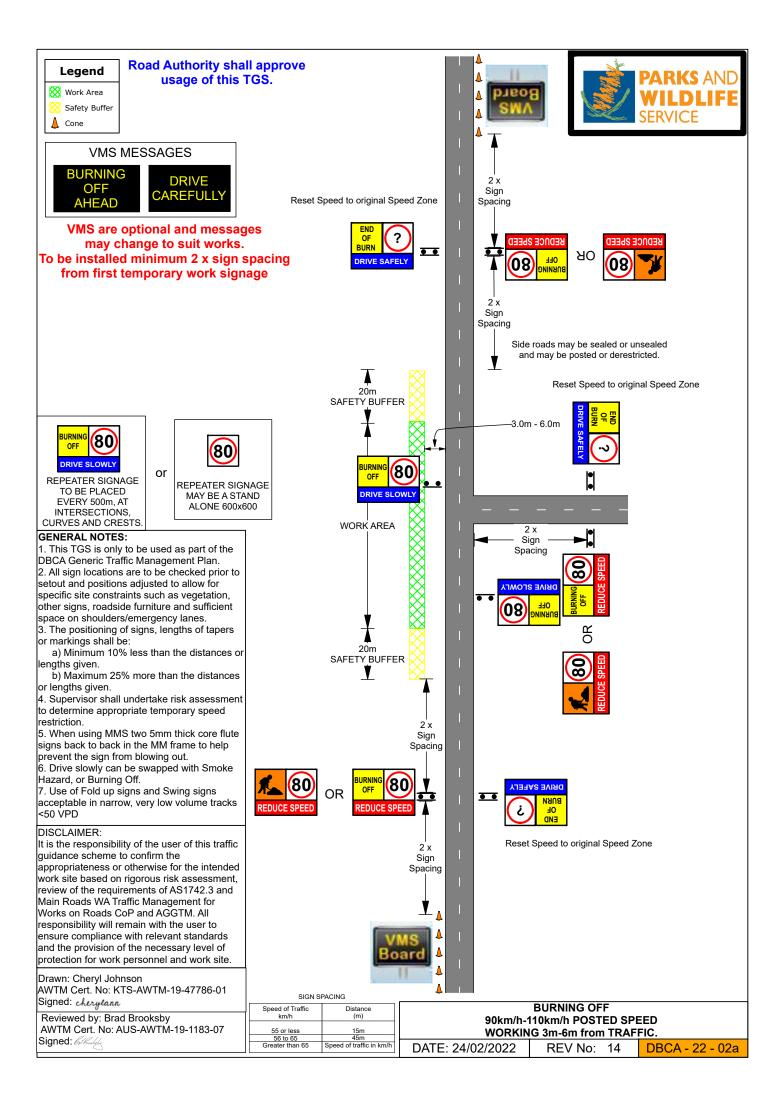
**BURNING OFF** ALL POSTED SPEED ROADS **GREATER THAN 6m FROM TRAFFIC** DATE: 24/02/2022

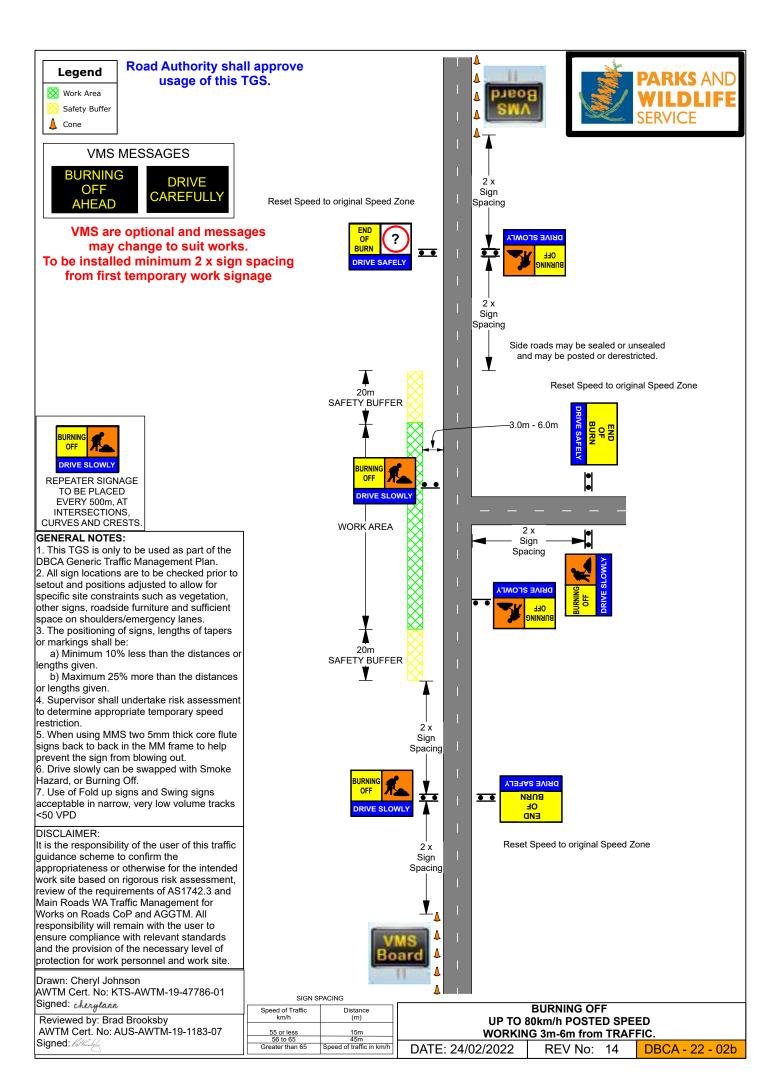
REV No:

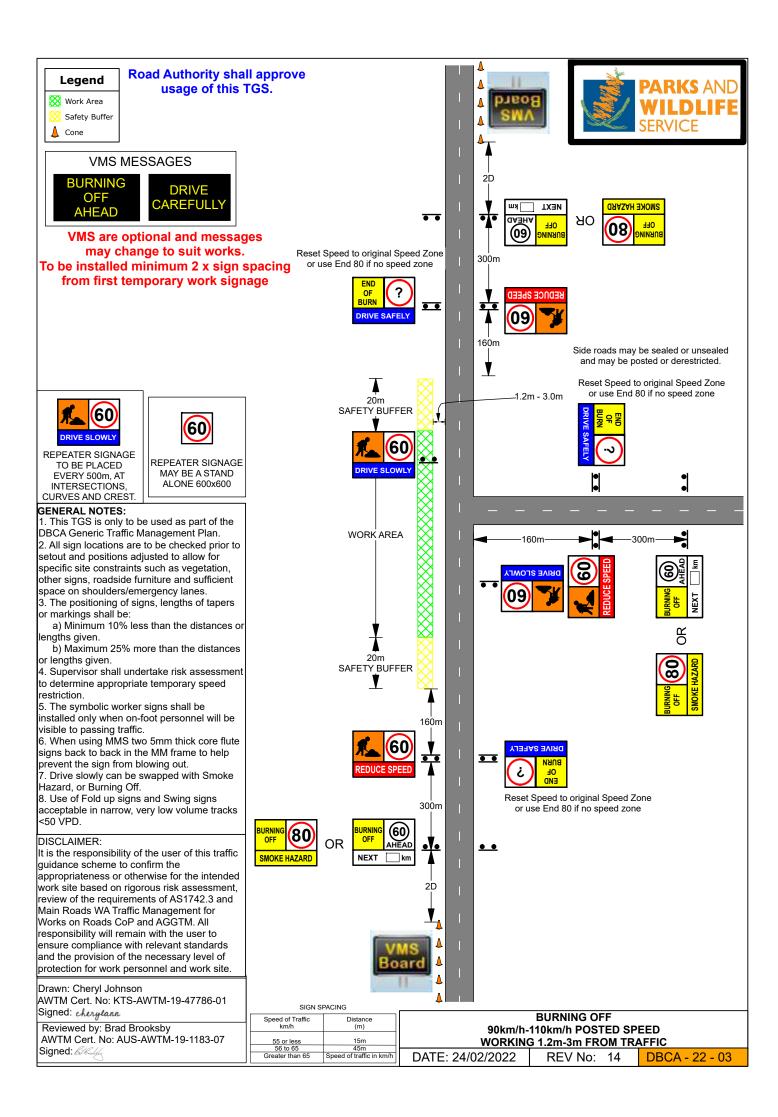
14

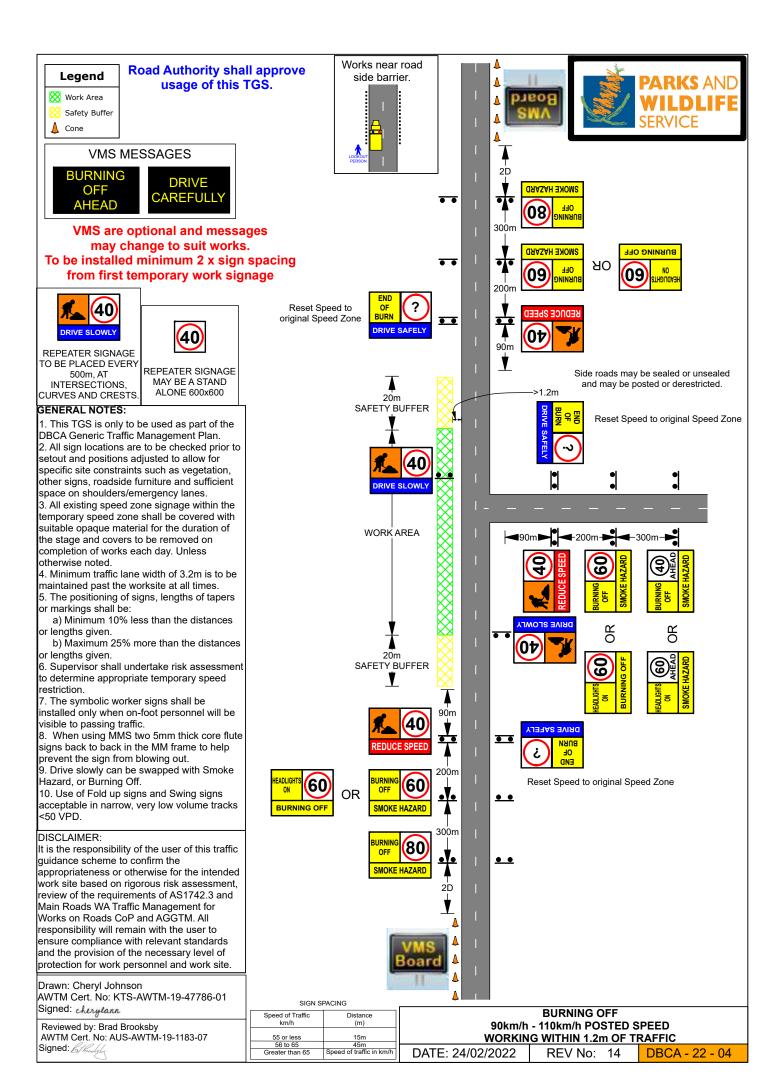
DBCA - 22 - 01

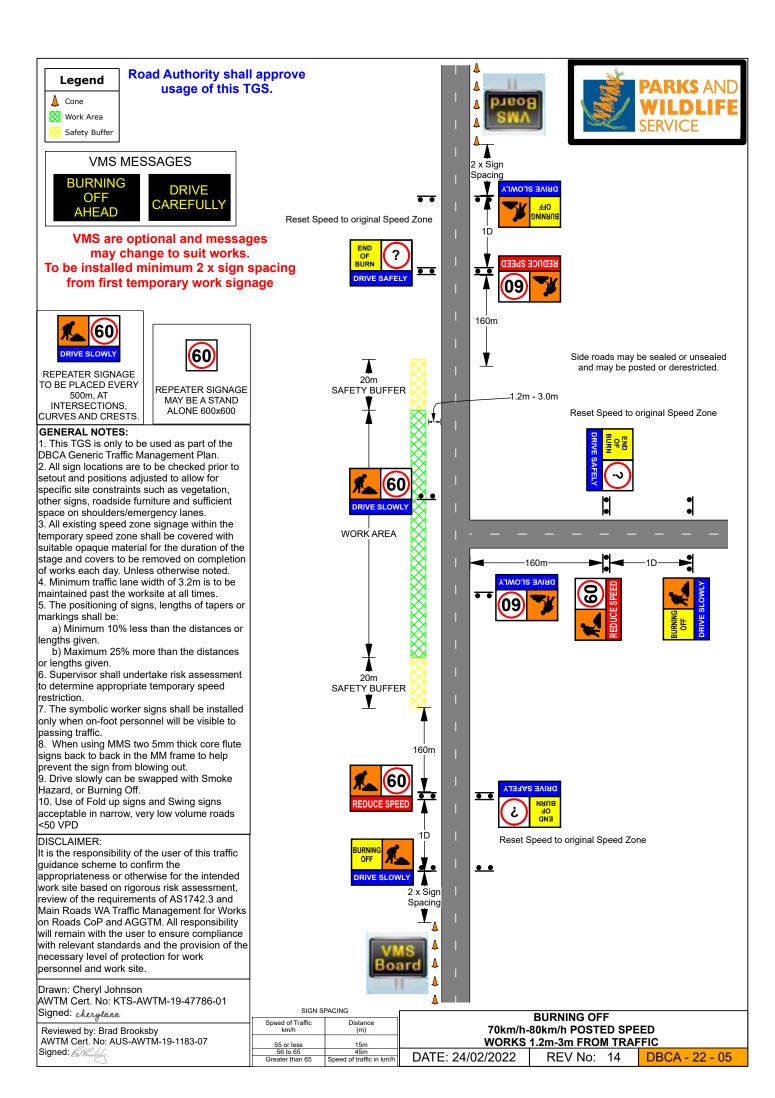
END OF l km NEXT BURN • • •• **ПИХАК** ЯO OFF OEE **UNAZAH** DRIVE SAFELY SMOKE BURNING SMOKE BURNING Signage can be multi changeable 2 x Sign Spacing 20m Greater than 6.0m SAFETY BUFFER Side roads may be sealed or unsealed and may be posted or derestricted. SMOKE RURNING HAZARI OFF WORK AREA **UNAZA**I SMOKE 20m SAFETY BUFFER 2 x Sign Spacing SMOKE BURNING DRIVE SAFELY ΗΔΖΔΕΓ OFF OR •• • • ВОКИ END Signage can be multi changeable

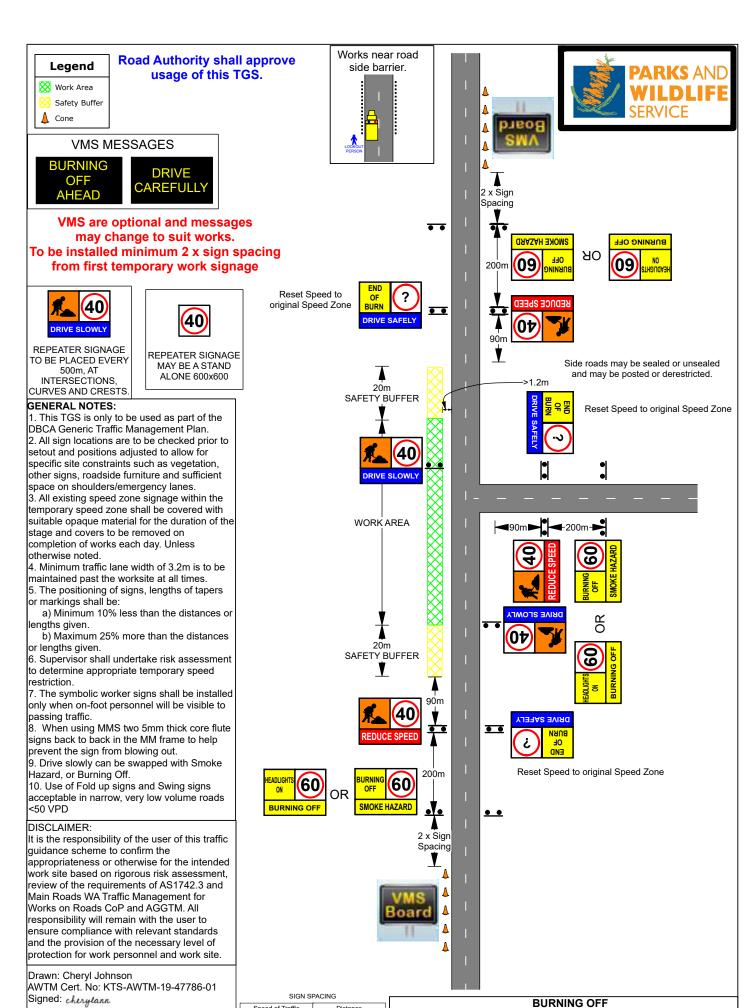












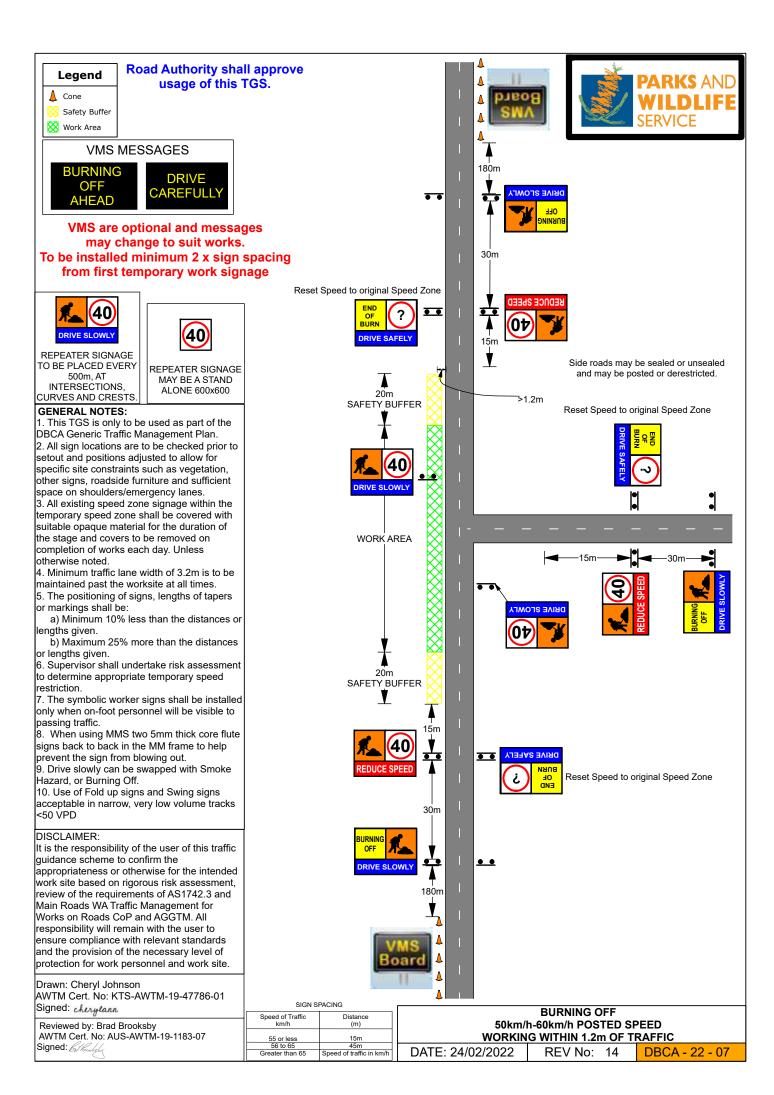
Reviewed by: Brad Brooksby AWTM Cert. No: AUS-AWTM-19-1183-07

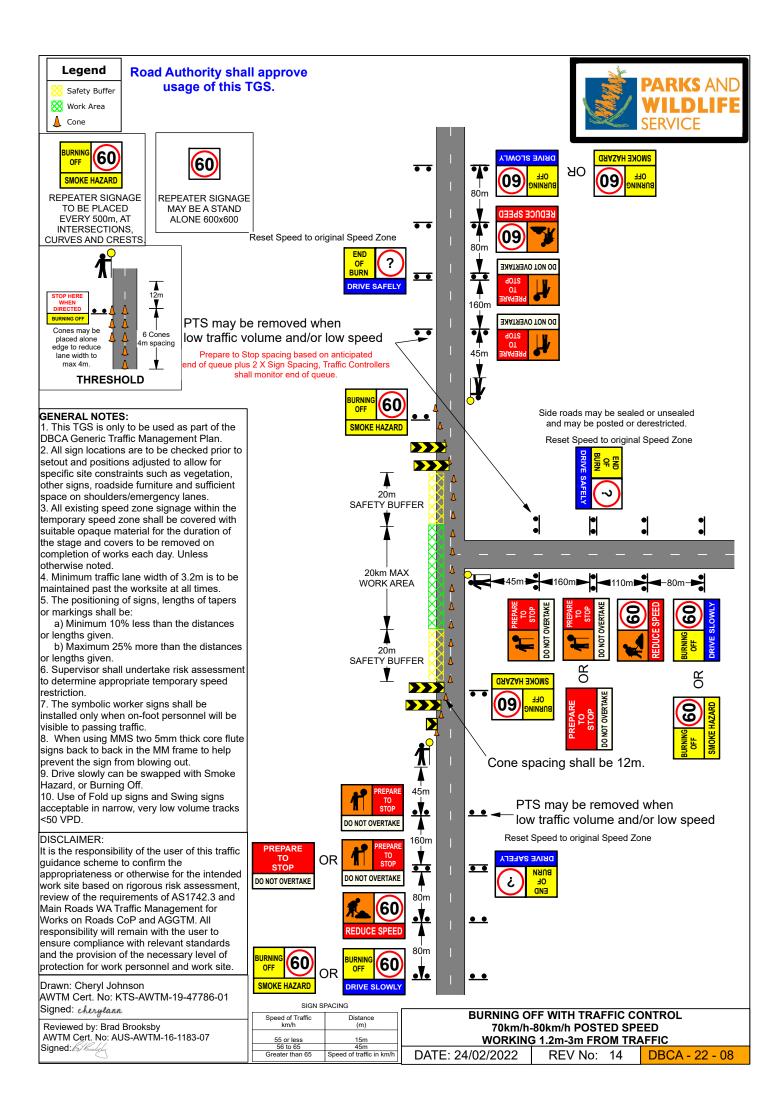
Signed: 6/6

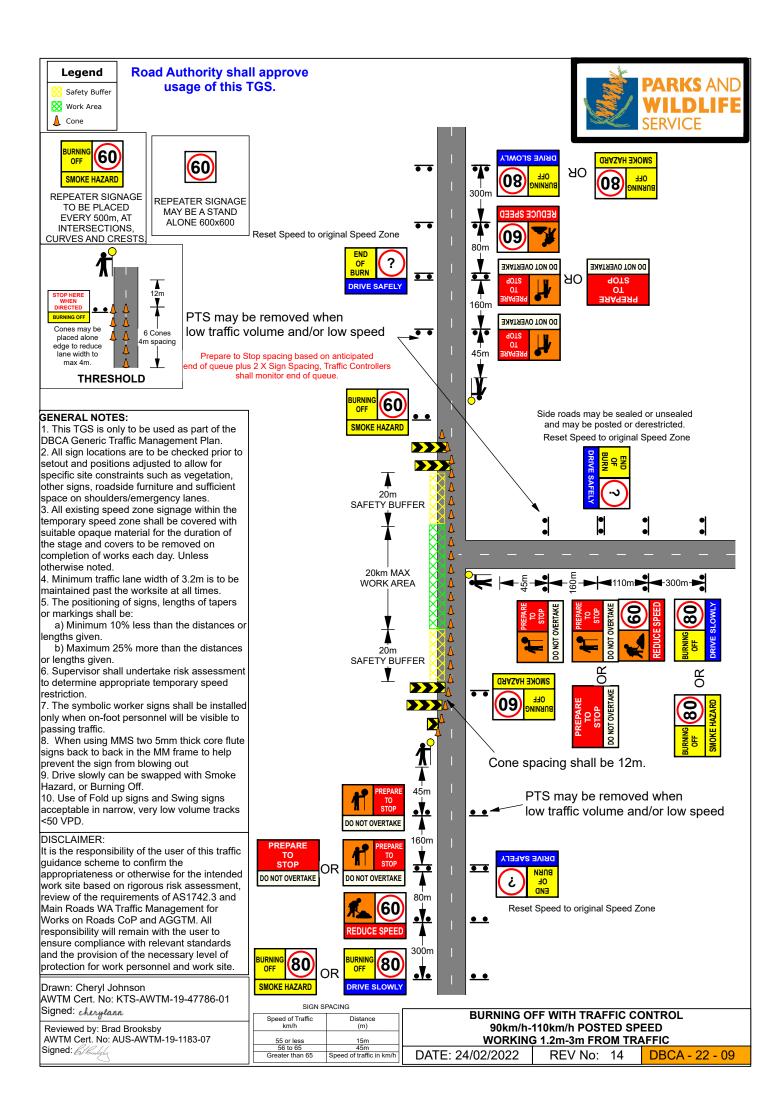
Speed of Traffic 55 or less 56 to 65 Greater than 65 ed of traffic in km/h

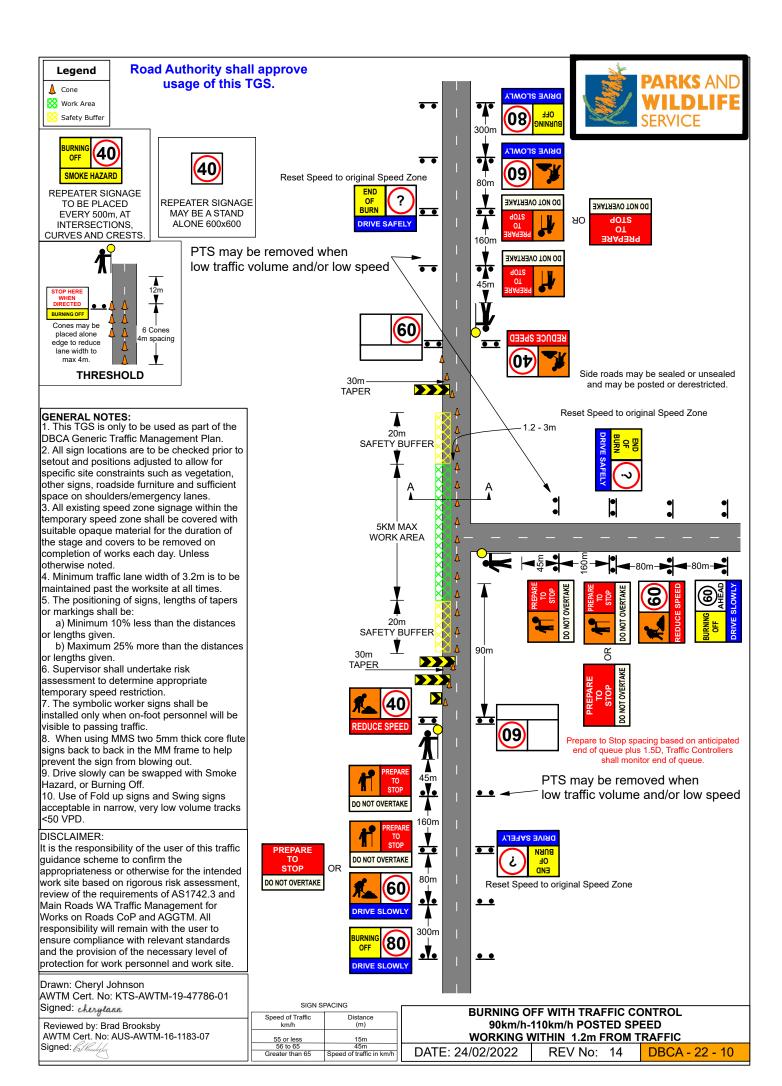
70km/h - 80km/h POSTED SPEED **WORKING WITHIN 1.2m OF TRAFFIC** 

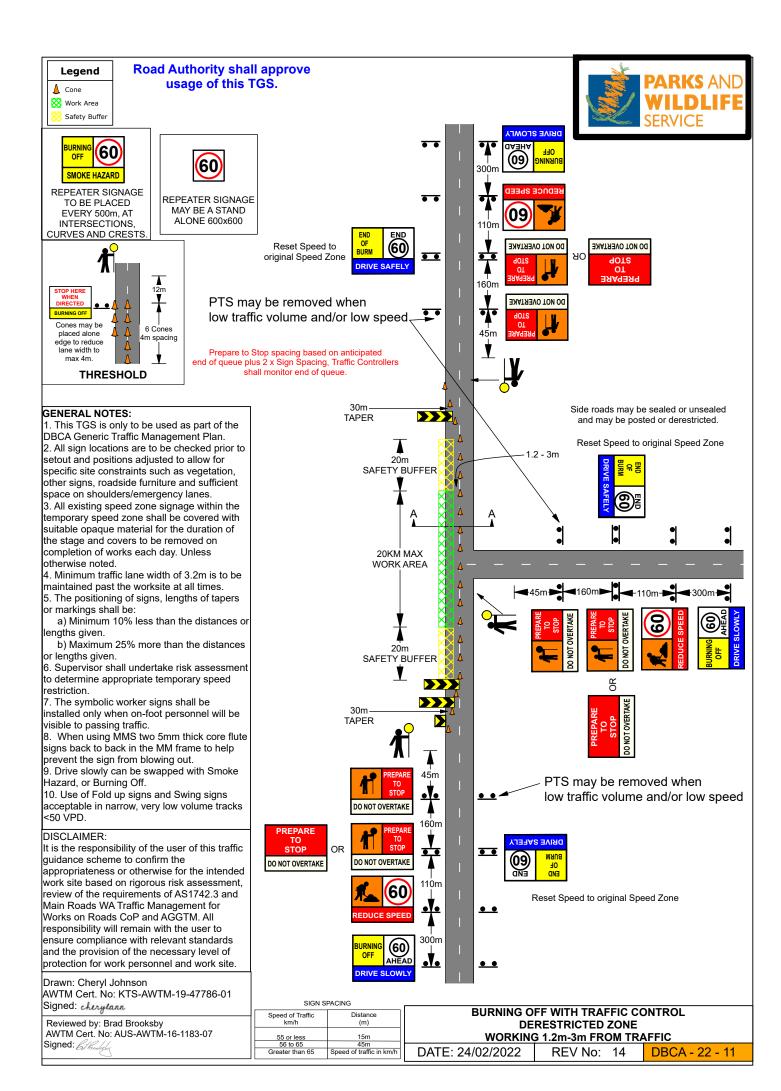
DATE: 24/02/2022 **REV No:** 14 DBCA - 22 - 06

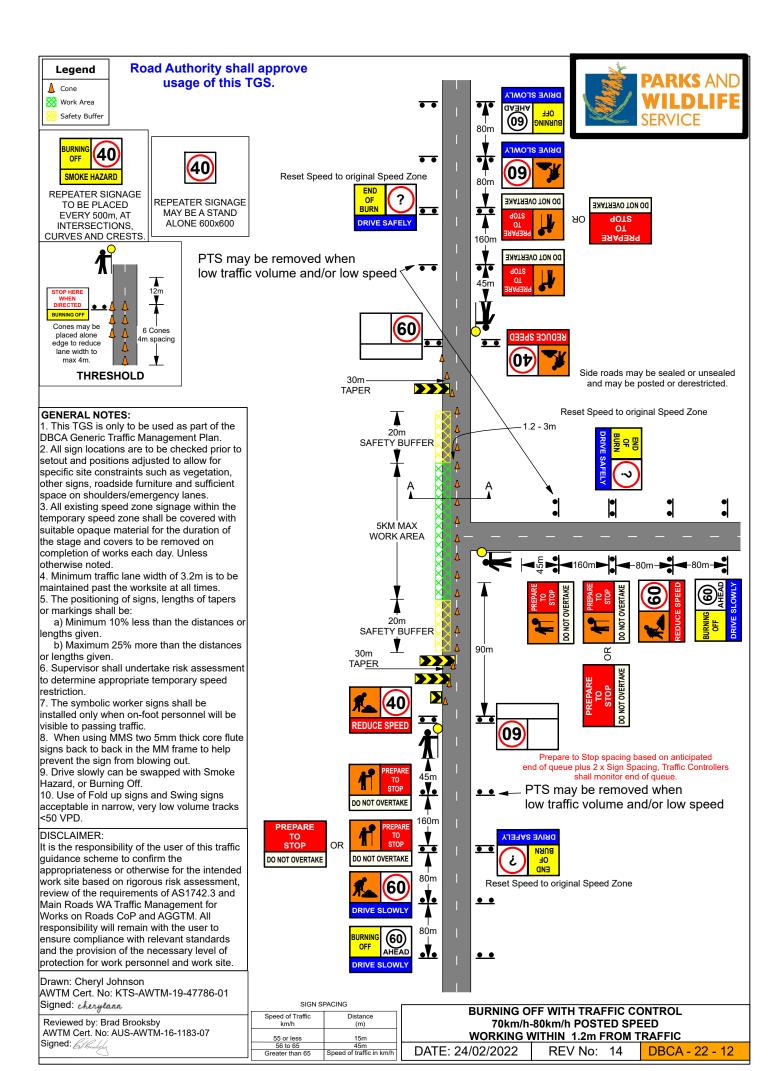


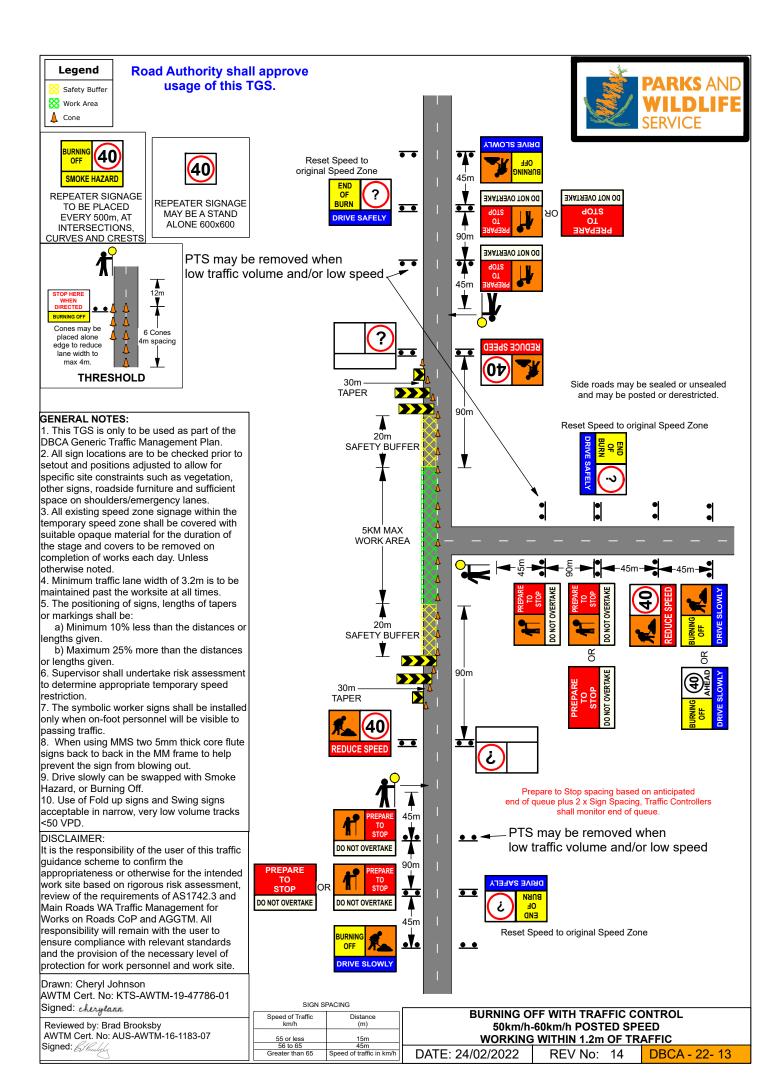


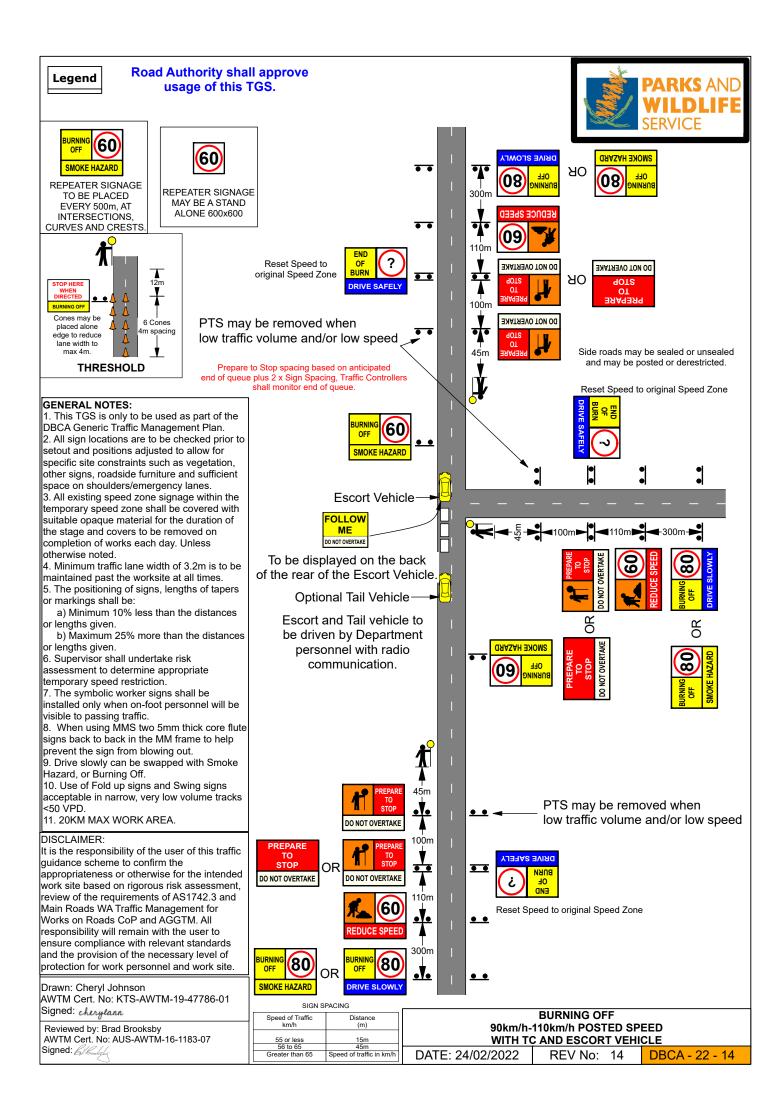


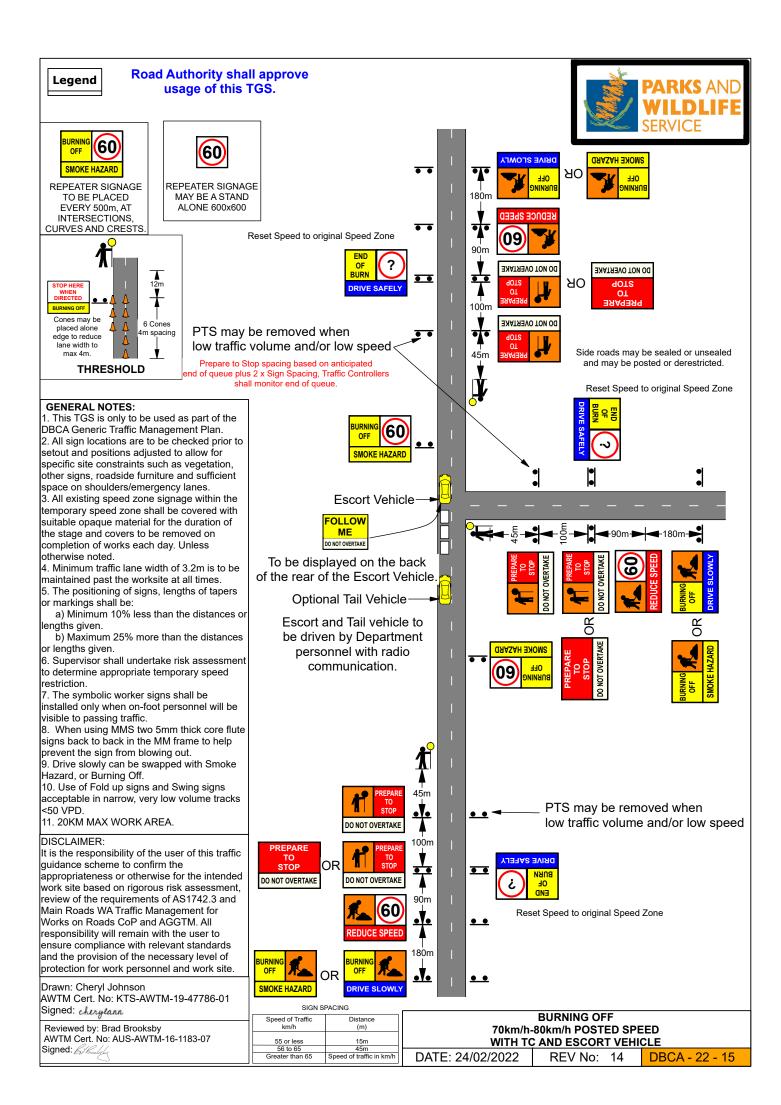


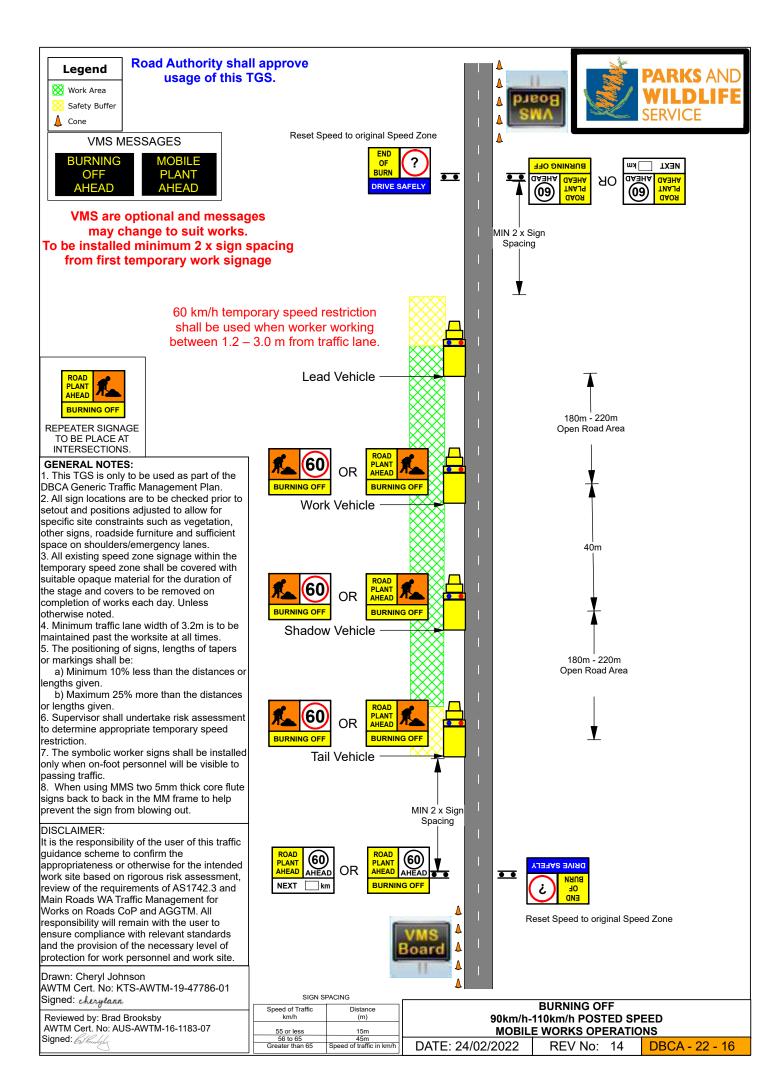


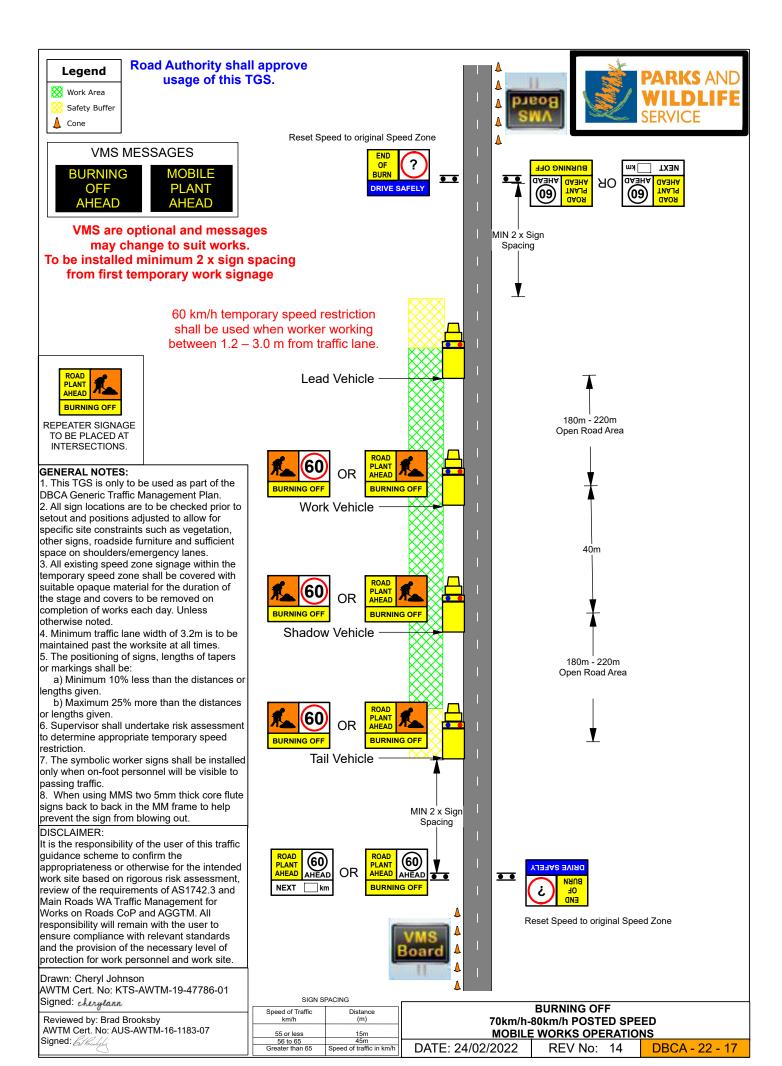


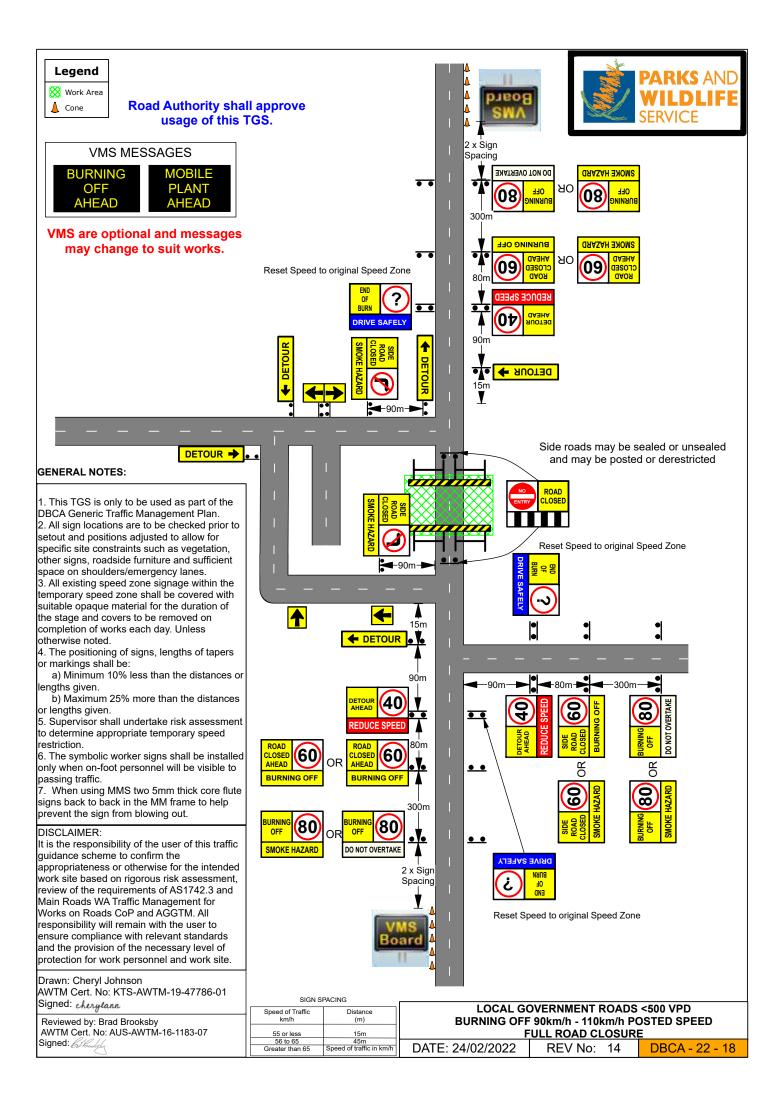








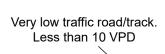






#### **Road Authority shall approve** usage of this TGS.





#### GENERAL NOTES:

- 1. This TGS is only to be used as part of the DBCA Generic Traffic Management Plan. To be implemented for emergency road closures. To be authorised by road authority prior to implementation.
- 2. All sign locations are to be checked prior to setout and positions adjusted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders/emergency lanes.
- 3. The positioning of signs, lengths of tapers or markings shall be:
- a) Minimum 10% less than the distances or lengths given.
- b) Maximum 25% more than the distances or lengths given.
- 4. When using MMS two 5mm thick core flute signs back to back in the MM frame to help prevent the sign from blowing out.
- 5. Double up closure tape if required.

#### DISCLAIMER:

It is the responsibility of the user of this traffic guidance scheme to confirm the appropriateness or otherwise for the intended work site based on rigorous risk assessment, review of the requirements of AS1742.3 and Main Roads WA Traffic Management for Works on Roads CoP and AGGTM. All responsibility will remain with the user to ensure compliance with relevant standards and the provision of the necessary level of protection for work personnel and work site.

Drawn: Cheryl Johnson

AWTM Cert. No: KTS-AWTM-19-47786-01

Signed: cherylann

Reviewed by: Brad Brooksby AWTM Cert. No: AUS-AWTM-16-1183-07

Signed: 6/6







ı	0.014 0	AOIIIO
1	Speed of Traffic km/h	Distance (m)
l	55 or less	15m
ı	56 to 65	45m
١	Greater than 65	Speed of traffic in km/h

BURNING OFF			
FULL TRACK			
FULL TRACK			
	CLOSURE		

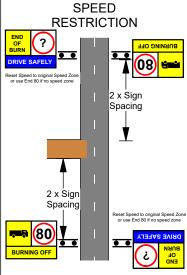
DATE: 24/02/2022 REV No: 14

DBCA - 22 - 19

Legend

# Road Authority shall approve usage of this TGS.





To be used when pit is used frequently used.



2 x Sign Spacing

1

#### **GENERAL NOTES:**

1. This TGS is only to be used as part of the DBCA Generic Traffic Management Plan.
2. All sign locations are to be checked prior to setout and positions adjusted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders/emergency lanes.
3. All existing speed zone signage within the temporary speed zone shall be covered with suitable opaque material for the duration of the stage and covers to be removed on

temporary speed zone shall be covered with suitable opaque material for the duration of the stage and covers to be removed on completion of works each day. Unless otherwise noted.

4. All plant used on site must be fitted with an audible reverse and flashing beacons.

5. When using MMS two 5mm thick core flute signs back to back in the MM frame to help prevent the sign from blowing out.

6. Use of Fold up signs and Swing signs

6. Use of Fold up signs and Swing signs acceptable in narrow, very low volume tracks <50 VPD.

#### DISCLAIMER:

It is the responsibility of the user of this traffic guidance scheme to confirm the appropriateness or otherwise for the intended work site based on rigorous risk assessment, review of the requirements of AS1742.3 and Main Roads WA Traffic Management for Works on Roads CoP and AGGTM. All responsibility will remain with the user to ensure compliance with relevant standards and the provision of the necessary level of protection for work personnel and work site.

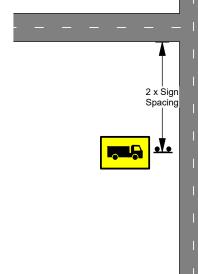
Drawn: Cheryl Johnson

AWTM Cert. No: KTS-AWTM-19-47786-01

Signed: cherylann

Reviewed by: Brad Brooksby AWTM Cert. No: AUS-AWTM-16-1183-07

Signed: El Budgla



SIGN SPACING

0.00	7101110
Speed of Traffic km/h	Distance (m)
55 or less	15m
56 to 65	45m
Greater than 65	Speed of traffic in km/h

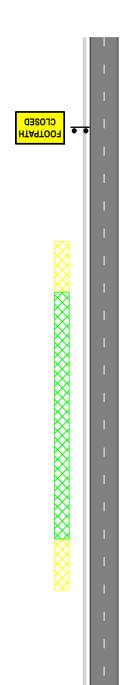
TRUCK MOVEMENTS

DATE: 24/02/2022 | REV No: 14 | DBCA - 22 - 20



#### **Road Authority shall approve** usage of this TGS.





FOOTPATH CLOSED

FOOTPATH CLOSED SIGN TO BE PLACED AT A POINT WHERE PEDESTRIANS CAN CROSS THE ROAD SAFELY

#### GENERAL NOTES:

 This TGS is only to be used as part of the DBCA Generic Traffic Management Plan. 2. All sign locations are to be checked prior to setout and positions adjusted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders/emergency lanes.

#### DISCLAIMER:

It is the responsibility of the user of this traffic guidance scheme to confirm the appropriateness or otherwise for the intended work site based on rigorous risk assessment, review of the requirements of AS1742.3 and Main Roads WA Traffic Management for Works on Roads CoP and AGGTM. All responsibility will remain with the user to ensure compliance with relevant standards and the provision of the necessary level of protection for work personnel and work site.

Drawn: Cheryl Johnson

AWTM Cert. No: KTS-AWTM-19-47786-01

Signed: cherylann

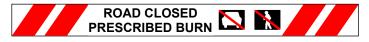
Reviewed by: Brad Brooksby AWTM Cert. No: AUS-AWTM-16-1183-07

Signed: 6/6

Burn Tape may be used to replace Footpath Closed.

OOTPATH

CLOSED



SIGN SPACING

0.0140	AOIIIO
Speed of Traffic km/h	Distance (m)
55 or less	15m
56 to 65	45m
Greater than 65	Speed of traffic in km/h

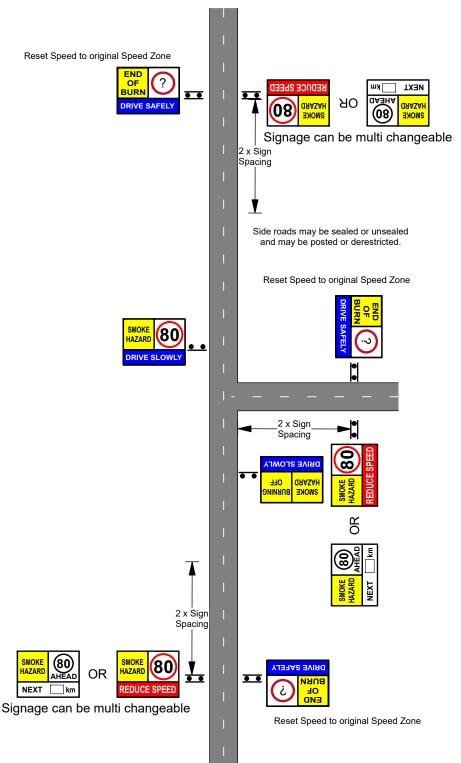
	BURNING OFF			
	PEDESTRIAN			
	CONTROL			
_				

DBCA - 22 - 21 DATE: 24/02/2022 REV No: 14



#### **Road Authority shall approve** usage of this TGS.







SMOKE

HAZARI

REPEATER SIGNAGE TO BE PLACED EVERY 500m, CREST AND AT INTERSECTIONS

(80



REPEATER SIGNAGE MAY BE A STAND ALONE 600x600

#### GENERAL NOTES:

- 1. This TGS is only to be used as part of the DBCA Generic Traffic Management Plan. 2. All sign locations are to be checked prior to setout and positions adjusted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders/emergency lanes.
- 3. The positioning of signs, lengths of tapers or markings shall be:
- a) Minimum 10% less than the distances or lengths given.
- b) Maximum 25% more than the distances or lengths given.
- 4. When using MMS two 5mm thick core flute signs back to back in the MM frame to help prevent the sign from blowing out.

#### DISCLAIMER:

It is the responsibility of the user of this traffic guidance scheme to confirm the appropriateness or otherwise for the intended work site based on rigorous risk assessment, review of the requirements of AS1742.3 and Main Roads WA Traffic Management for Works on Roads CoP and AGGTM. All responsibility will remain with the user to ensure compliance with relevant standards and the provision of the necessary level of protection for work personnel and work site.

Drawn: Chervl Johnson

AWTM Cert. No: KTS-AWTM-19-47786-01

Signed: cherylann

Reviewed by: Brad Brooksby AWTM Cert. No: AUS-AWTM-16-1183-07 Signed: 6/18

Speed of Traffic km/h	Distance (m)		
55 or less	15m	l	
56 to 65	45m	t	
Greater than 65	Speed of traffic in km/h	ı	

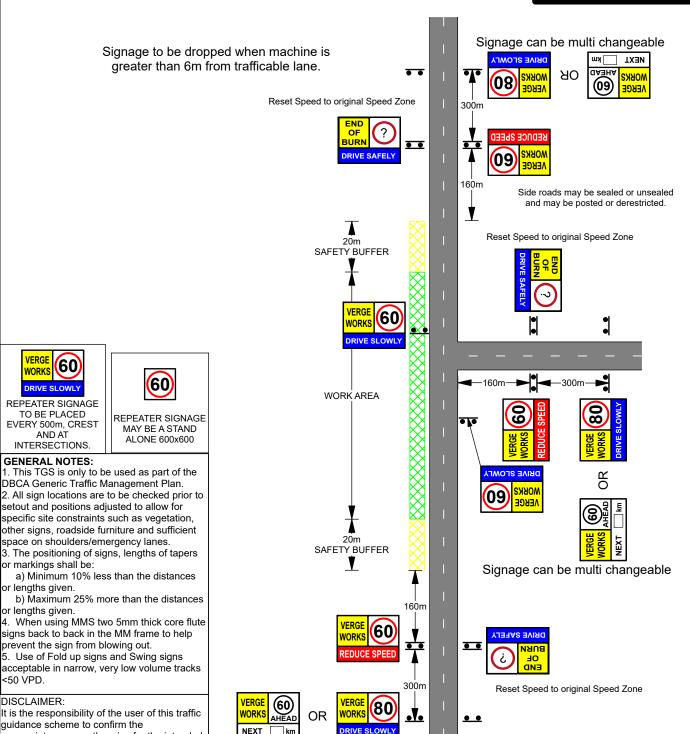
UN	IATTENDED \	NORKSI	TE	
90km	/h - 110km/h	SPEED 2	ZONE	
SMOKE HAZARD WARNING				

DATE: 24/02/2022 DBCA - 22 - 22 REV No: 14

### Legend Work Area Safety Buffer

#### **Road Authority shall approve** usage of this TGS.





DISCLAIMER:

<50 VPD.

VERGE

WORK

It is the responsibility of the user of this traffic guidance scheme to confirm the appropriateness or otherwise for the intended work site based on rigorous risk assessment, review of the requirements of AS1742.3 and Main Roads WA Traffic Management for Works on Roads CoP and AGGTM. All responsibility will remain with the user to ensure compliance with relevant standards and the provision of the necessary level of protection for work personnel and work site.

Drawn: Cheryl Johnson

AWTM Cert. No: KTS-AWTM-19-47786-01

Signed: cherylann

Reviewed by: Brad Brooksby AWTM Cert. No: AUS-AWTM-16-1183-07

Signed: 6

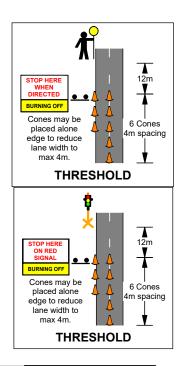
VALUE OF DIMENSION 'D

55 o 56 t 70 80 90 100 110

Signage can be multi changeable

**FUEL MODIFICATION ALL POSTED SPEED ROADS** 1.2 TO 3M FROM TRAFFIC

DATE: 24/02/2022 REV No: DBCA - 22 - 23



#### GENERAL NOTES:

- This TGS is only to be used as part of the DBCA Generic Traffic Management Plan.
   All sign locations are to be checked prior to setout and positions adjusted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders/emergency lanes.
   All existing speed zone signage within the
- 3. All existing speed zone signage within the temporary speed zone shall be covered with suitable opaque material for the duration of the stage and covers to be removed on completion of works each day. Unless otherwise noted.
- 4. Minimum traffic lane width of 3.2m is to be maintained past the worksite at all times.
- 5. The positioning of signs, lengths of tapers or markings shall be:
- a) Minimum 10% less than the distances or lengths given.
- b) Maximum 25% more than the distances or lengths given.
- Supervisor shall undertake risk assessment to determine appropriate temporary speed restriction.
- 7. The symbolic worker signs shall be installed only when on-foot personnel will be visible to passing traffic.
- When using MMS two 5mm thick core flute signs back to back in the MM frame to help prevent the sign from blowing out.
- 9. Drive slowly can be swapped with Smoke Hazard, or Burning Off.
- 10. Use of Fold up signs and Swing signs acceptable in narrow, very low volume tracks <50 VPD.

#### DISCLAIMER:

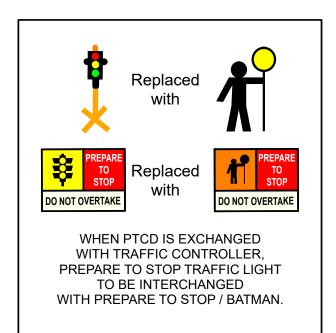
It is the responsibility of the user of this traffic guidance scheme to confirm the appropriateness or otherwise for the intended work site based on rigorous risk assessment, review of the requirements of AS1742.3 and Main Roads WA Traffic Management for Works on Roads CoP and AGGTM. All responsibility will remain with the user to ensure compliance with relevant standards and the provision of the necessary level of protection for work personnel and work site.

Drawn: Cheryl Johnson

AWTM Cert. No: KTS-AWTM-19-47786-01

Signed: cherylann

Reviewed by: Brad Brooksby AWTM Cert. No: AUS-AWTM-19-1183-07 Signed: Alfordule



is close enough to the PTCD to allow the traffic controller to commence STOP/SLOW bat duties in the
event of a system failure. In the case of a single traffic controller operating two PTCDs, the traffic
controller should be located at the end which is on approach to the closed section of road (as this is the
critical approach to control in the event of a failure)

#### 6.8.3 Portable Traffic Control Devices

AGTTM states that portable traffic control devices (PTCD) are the preferred method to control traffic. However, it is accepted that it is not practical to use PTCDs for all work types and locations and higher risk locations need to be prioritised.

PTCDs must be used as the method of traffic control, for roads with:

- a permanent speed limit of 90 km/h or more and over 2,000 vpd; OR
- a permanent speed limit of 70 km/h or more and over 10,000 vpd\*.

Works on roads outside of the above should still consider the use of PTCDs and they may still be required based on a risk assessment. Traffic management planners should also refer to contractual requirements that may require the use of PTCDs regardless of the speed and/or traffic volume.

Main Roads is aiming to remove all manual traffic control (i.e. with Stop-Slow bats) on state controlled roads by mid-2022.

A risk assessment shall be conducted prior to considering the use of PTCD. This should examine duration of operation (set up time risk), what would happen in the event of failure assessing available sight distances, traffic volumes and traffic speeds. Mitigating factors shall include regular inspections and having back up traffic controllers. Wherever back up traffic controllers are provided they shall be positioned in a safe but prominent location to ensure drivers are aware that compliance with the PTCD is being observed.

PTCDs must be either:

- a portable traffic signal that complies with AS4191, or
- a PTCD that has been approved for use by Main Roads.

PTCD options include portable traffic signal systems (PTSS) and portable boom barriers. Both types of PTCDs have advantages and disadvantages. A combination of a boom barrier and traffic signal is likely to the best method for controlling traffic, i.e. motorists are more accustomed to traffic signals, the traffic signal aspect is more visible, and the boom barrier provides a physical barrier to prevent motorists running the red light. It is expected, in the near future, the use of a boom barrier and traffic signal combination will be recommended under certain conditions when stopping traffic at temporary traffic management sites, e.g., traffic speed, traffic volume, duration of works, etc.

TC interchanged with PTCD

DATE: 24/02/2022 REV No: 14 DBCA - 22 - 24

<sup>\*</sup>except at permanent traffic signals.

# **END OF DOCUMENT**

