



SBG O & M

TRAFFIC MANAGEMENT PLAN

Reference No. TMP/HSE/2017/SBGO&M/SN05



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TRAFFIC MANAGEMENT POLICY

Scope of this Plan

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the provision for access to properties located within the limits of the **CIVIL DEFENSE**, the design, construction, maintenance and removal of any necessary temporary roadways and detours, the provision of traffic controllers, the installation of temporary signs, road markings, lighting and safety barriers.

It also covers maintenance of the existing road corridor, including the existing road and road shoulder that may be used for the temporary diversion of traffic

Council's Authority:

Council is authorised by the Roads Regulation to appoint traffic controllers and direct traffic and is registered under the National Registration Scheme Category. If this is not the case, Council must immediately obtain this registration as it is a **Civil Defence** mandatory requirement.

ISO SAFETY PLAN SPECIFICATION

ISO 39001:2012 specifies requirements for a road traffic safety (RTS) management system to enable an organization that interacts with the road traffic system to reduce death and serious injuries related to road traffic crashes which it can influence. The requirements in ISO 39001:2012 include development and implementation of an appropriate RTS policy, development of RTS objectives and action plans, which take into account legal and other requirements to which the organization subscribes, and information about elements and criteria related to RTS that the organization identifies as those which it can control and those which it can influence.



Council's Objectives

Council's objectives with respect to the Traffic Management Plan ("TMP") are to:

- Ensure the safety of its employees, contractors, the general public, RTA personnel, pedestrians, cyclists and traffic
- Keep traffic delays to a minimum
- Maintain satisfactory property access
- Minimise disruption to work schedule of projects
- For works near speed cameras, traffic lights & traffic counters
- Inform the Project Representative and not damage the equipment
- Make suitable arrangements where required
- When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals
- Minimise disturbance to the environment
- Design temporary roadways and detours in accordance with RTA Road Design Guide
- Meet the requirements of RTA G10 Traffic management, RTA G11M Road Occupancy Provisions and the RTA Traffic Control at Worksites Manual.



Management of the TMP

The local traffic regulatory authority has warranted that it will provide people, materials, resources and systems to properly perform the Services including related traffic management. Council and the **SBG O&M** require the people to be competent, experienced and qualified to carry out the Services.

Implementation

Traffic Management for sites will be in accordance with the RTA Traffic Control at Work Sites Manual as modified to site conditions. Before the Routine Services or any Ordered Work begins the <<Contract Manager>> will carry out Risk Assessment and develop treatments and Plans to eliminate or mitigate hazards.

Traffic Control Plans

Council will implement approved Traffic Control measures for any Services which disrupt free traffic movement. These measures will include Traffic Control Plans (“TCP”) and Vehicle Movement Plans as required and will encompass vehicle movement and pedestrian movement for both construction resources and the general public. Any property accesses affected by the construction activities will also be identified on the TCPs.

Emergency Response

Council will provide traffic control by qualified traffic controllers for emergencies such as accidents and spillages on the maintained network. Traffic management for these events will not require a hold point release to be submitted to the RTA.



General Manager

The General Manager of traffic control system near the premises of the project is responsible for ensuring traffic management is properly planned, organised, directed and controlled, Is properly resourced with people, equipment, facilities and systems and

- Meets the request / Complies with all other legislation and is achieving its objectives
- The General Manager's responsibilities remain with him / her, however, the General Manager has delegated as follows:

Council can re-allocate the responsibilities below as is appropriate to its organisation. Every responsibility must be allocated to a position shown on the Organisation Chart. If any responsibilities are missing from the Plan submitted to the RTA the Plan will be rejected.



Determination of traffic control at the work sites

when selecting a standard TCP or designing a Non-Standard TCP, he will ensure the following are considered:

- The signing-off of Non-Standard TCPs by a person who has qualified in the RTA “Design and Audit Traffic Control Plans” course (i.e. holds a current “Orange” ticket) and is experienced in the design and implementation of traffic management plans
- Traffic Controllers
- Diversions, side tracks and/or detours as required
- Temporary warning signs
- Signs and devices
- Adequate delineation for night/wet conditions
- Special lighting when required
- Access ways to be kept clear for emergency vehicles and over-dimensional vehicles
- Temporary speed zones as required (and approved)

Vehicle Movement Plans (including specified locations for on-site parking, and consideration of pedestrian movement for workers, the public including children and disabled persons, bicycles, buses and light rail where applicable).

- Set up diversions when required in consultation with Police when necessary
- Possible impact on main arterial roads
- Traffic impact for work near traffic lights

Temporary delineation, barriers and signs until permanent measures are completed. All temporary measures will be maintained in an effective condition while in use and removed when permanent devices are complete including the removal of temporary raised pavement markers and temporary line marking.

- Position cones and early warning signs when required
- Sign sizes that are appropriate for the conditions
- Portable traffic signs if required
- Flashing traffic signs if required
- Place signs with regard to: Sight distance, motorists approaching at high speed queue lengths, visibility, shade and light glare
- Ensuring only undamaged or non-defective signs are used
- Ensuring consideration of the needs of:
 - **Pedestrians (including those who are disabled)**
 - **Cyclists**
- Allocation of all resources required for the implementation of all the plans



- Ensuring that control measures are maintained and that work-in-progress is inspected
- Identifying training needs and arranging for employees and subcontractors to attend the training
- Ensuring subcontractors/suppliers have suitable qualifications and experience
- Carrying out and recording weekly inspections and verifications to demonstrate compliance of the Services.

Traffic Controllers

Council will ensure any subcontractor undertaking traffic control is registered under the Local Traffic Law Registration Scheme Category “Traffic Control”. All traffic controllers used by Council have completed RTA accredited Traffic Controller training.

Traffic Controllers will wear high-visibility outer garments complying with RTA OH&S Policy



Plant and Equipment

All vehicles used in traffic control operations will be equipped with the appropriate vehicle mounted warning devices in accordance with the National Traffic Control at Work Sites Manual.

During daytime, plant and equipment working in a position adjacent to traffic and having a projection beyond the normal width of the item, for example, a grader blade, will have a fluorescent red flag attached to the outer end of the projection. During poor light conditions or at night, an additional traffic controller with an illuminated red wand will direct traffic around such plant and equipment.

During night time, where traffic is permitted to use the whole or portion of the existing road, all plant items and similar obstructions will be removed from the normal path of vehicles, to provide a lateral clearance of at least 6 m where practicable, with a minimum clearance of 1.2 m.

Plant and equipment, within 6 m of the normal path of vehicles, will be lit by not less than two yellow steady lamps suspended vertically from the point of the obstruction nearest to a traffic lane, and one yellow steady lamp at each end of the obstruction on the side furthest away from the traffic lane.

Time Management

The Council aims to meet its time related obligations. Among them are:

- Notifying emergency services and relevant sections of the community and transport industry of work which results in significant traffic disruption. Provide to the **Civil Defence** a draft of an appropriate advertisement 3 weeks before the proposed placement of the advertisement
- Notifying residents and businesses affected by disruption to property access or by Performing work and Services only in the times permitted.
- Promptly advising the TMC of delays to traffic which are, or are anticipated to be, longer than 15 minutes.