

Technical direction

For traffic and transport practitioners

POLICY – GUIDELINES - ADVICE



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03

TRAFFIC CONTROL AT WORK SITES

General

The Roads & Traffic Authority's (RTA) manual, *Traffic Control at Work Sites (Version 4.0)* has been released on the RTA's web site.

This manual outlines all aspects of traffic control procedures required on RTA road and bridge works within New South Wales. This new version has been updated to reflect the requirements of the latest edition of Australian Standard AS1742.3, *Traffic control devices for works on roads*, latest engineering practice and legislation.

A schedule of variations between Version 3 and Version 4 of the Manual has been prepared and is attached to this Technical Direction.

This manual shall be used on all RTA road and bridge work sites for work being undertaken by the RTA's own work force, RTA contractors or local government or public utility authorities undertaking work on behalf of the RTA.

Its use, however, is also commended to all practitioners who are responsible for the control of traffic at work sites, on non-RTA sites.

Training

The following training courses have been reviewed to bring them up to date with Version 4 of the Manual:-

Apply Traffic Control Plans
Select/Modify Traffic Control Plans
Design & Inspect Traffic Control Plans.

Distribution List:

Director, Major Infrastructure; Director, Regional Operations & Engineering Services; Director, NSW Centre for Road Safety; Traffic Management and Road Safety staff; Project and Asset Managers and Councils.

For further enquiries

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Action

Traffic Control at Work Sites Version 4 is now to be used.

Updates

To ensure that this Technical Direction and any related guidelines remain current and relevant, minor updates may be made from time to time. Any updates may be obtained from the RTA website using the Traffic & Transport Policies & Guidelines Register which can be found at:

www.rta.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html

Printed copies of this Technical Direction are uncontrolled, therefore the Register should always be checked prior to using this *Technical Direction* or any related guidelines.

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TRAFFIC CONTROL AT WORK SITES MANUAL

SCHEDULE OF VARIATIONS BETWEEN VERSION 3 AND VERSION 4

Version 4 Section Reference	Variation	Version 3 Section Reference
2.1	Condition added that any variations below the requirements of the manual shall only be made on the basis of a documented risk assessment.	2.1
2.3	<p>Definitions added for:-</p> <ul style="list-style-type: none"> Built-up area Competent person Independent person Open road area Pedestrian Movement Plan PMP Project manager Road occupancy Road Occupancy Licence Running lane Traffic Management Plan TMP Travelled path <p>Definitions removed for:-</p> <ul style="list-style-type: none"> High speed roads High volume roads Low speed roads Low volume roads 	2.3
2.5	Traffic control safety inspections Section has been expanded and now refers to “inspections” instead of “audits”.	2.5
2.10	Risk management New section to give guidance on the management/assessment of risk at work sites.	-
2.11	Dimension D New sections detailing how to calculate the value of D to be used.	-
3.1.1	General Redrafted and regrouped into sub-sections:- <ul style="list-style-type: none"> Signs and devices Traffic controllers Work sites 	3.1.1
3.1.3	Short-term and long-term work Redrafted to make it clearer. Better examples of each type of work have been included.	3.1.3

3.2.1	Types of signs Redrafted to align sign types with those given in ASI742.3 (ie the concept of “five broad categories” has been deleted).	3.2.1
3.2.2	Sign sizes Redrafted to align with the requirements of ASI742.3 – 2009. Detail on flashing arrow signs has been deleted and moved to Section 3.2.11.	3.2.2
3.2.3	Advance sign distances Redrafted to indicate where advance signs are not required and the new AS requirements for sign spacing.	3.2.3
3.2.4	Duplication of signs Updated to indicate where duplications of signs may be dispensed with.	3.2.4
3.2.5	Erection of signs on display for longer than 2 weeks New section – an expansion of conditions previously in 3.2.7.	3.2.7
3.2.6	Multiple sign displays Provision has been made for three signs to be displayed together subject to certain considerations.	3.2.5
3.2.7	Sign mountings	3.2.6
3.2.8	Sign positions Redrafted and expanded to align with AS. Includes requirements for positioning, erection, height and clearance. Refers to open road and built-up areas and portable supports for short term works.	3.2.7
3.2.9	Variable message sign	3.2.8
3.2.10	Portable traffic signals New section references Section 10. The need for consideration of advance warning in open road areas is highlighted.	10
3.2.11	Illuminated flashing arrow sign New section with material from 3.2.2 V3. Addition material on Specifications, type approval and safe use of devices.	3.2.2 & 11
3.2.	Flashing arrow signs New sub-section with text from 3.2.2. Contains requirements for the flashing of different patterns of lights.	3.2.2
3.3.1	Barrier boards Not now allowed parallel to the direction of traffic flow.	3.3.1
3.3.2	Plastic containment fence Condition added that tapes shall not be used for pedestrian containment adjacent to traffic.	3.3.2

3.3.3	Cones and bollards Condition added that cones and bollards may be used on long term unattended works if they are securely fixed to the pavement or weighted to provide adequate stability. Requirements for “flaps” have been removed.	3.3.3
3.3.5	Traffic warning (roadwork) lamps – flashing yellow lamps Provision included to use strobe lamps.	3.3.5
3.3.7	Longitudinal channelizing barricades Formerly called “plastic water filled containment fencing”.	3.3.7
3.3.9	Vehicle mounted signs and devices (AS 3.12.1) Strobe lamps are now permitted under certain conditions. Vehicle mounted signs are to be size A or B as specified in Section 3.2.2 although the background may be varied.	3.3.9
3.3.11	Edge clearances (AS 4.13.4) New section detailing the clearance required between the edge of a traffic lane and any cones, bollards, longitudinal channelizing barricades, roadworks delineators, temporary hazard markers and safety barrier systems.	-
3.5.7 (c)	Procedure for reducing end of queue collisions Under (a) the condition is now that approach speeds are greater than 70 km/h (80 km/h V3)	3.5.7
3.6.1	Work area 6 m or more clear of traffic (AS 4.2 (a)) New section. Details that where the entire work area is 6 m or more from the nearest edge of a lane carrying traffic the only signage that should be displayed is the Worker (symbolic) (T1-5) sign.	-
3.6.2	Work area 3 m to 6 m clear of traffic (AS 4.2 (b)) New section. Details the requirements when the work area is between 3 m and 6 m from the edge of a lane carrying traffic.	-
3.6.3	Work area closer than 3 m to traffic (i) Protection by safety barrier system Requirement added to ensure that the speed of traffic is controlled to match that of the rated speed of the barrier system. (ii) Clearance to traffic between 1.2 m and 3 m Rewritten to state that the containment fence is required “...if there is a risk of workers or small items of plant infringing the clearance area.”	3.6.2

3.6.4	Work area closer than 1.2 m to traffic (AS 4.2 (c)(iii)) Removal of the phrase "...or workers or plant, or both, are working within the trafficked area..". Addition of requirement that the containment fencing may be omitted if there is insufficient space to place it.	3.6.3
3.6.6	Speed control at hazardous sites (AS 4.2 (e)) New section specifying a lower speed than 40 km/h where certain listed conditions may apply.	-
4.1	Components of the work site (AS 4.1.4) Some minor variations. "Clearance/buffer area" now called "safety buffer area".	4.1
4.2	Dimension D New section slightly expanding the definition of dimension D and refers to section 2.11.	-
4.3.1	Standard TCPs Rewritten in dot points and expanded.	4.2.1
4.6	General notes on TCPs in Appendix D New section.	-
4.7	New TCPs or major modifications to standard TCPs Note added allowing hand drawn TCPs.	4.5
5.1.2	What the project manager shall do Minor variations.	5.1.2
5.1.3	Verification and approval Requirement added that new TCPs are to be approved by a qualified person other than the designer.	5.1.3
5.2.2	Spacing of signs, cones and bollards Tables 5.1 and 5.2 updated.	5.2.2
5.2.3	Requirements for specific signs <ul style="list-style-type: none"> • ADT requirements removed for T1-16 and T1-29 signs • NEXT 2 KM signs may be used with the T1-5 sign • Requirements given for positioning of END ROADWORK signs • Additional guidance on the use of the NEXT 2 KM sign • Requirements for road condition signs given • Requirements for NO LINEMARKING signs given • Requirements for GIVE WAY signs given 	
	Sections removed on High volume and high speed roads and very low volume roads .	5.2.10 & 5.2.11

5.4	New signs, devices and TCPs Requirement added that any trials of new signs, devices or TCPs be fully documented and the requirements of RTA document <i>Management of Innovative Technologies</i> , RNIM-TP4-007 be met.	5.4
6.2	Reporting incidents to WorkCover Updated.	6.2
7.5	Vehicle movement plans Tables providing for truck movements and control required are now in Section 7.5. Expanded to cover vehicle speeds of 60 km/h and 80 km/h through the inclusion of Tables 7.3 to 7.6.	7. 6
7.7	Signs for depots, stockpiles, quarries, gravel pits, etc Minor rewrite.	7.7
8.1.1 (a)	Equipment New section for equipment to be used by traffic controllers.	-
8.2.3 (d)	Less than 40 km/h New section for speed selection below 40 km/h.	-
8.2.4 (b)	Minimum length of zones Minimum and maximum (where specified) lengths now included for speed zones.	-
8.2.6 (a)	RTA works on classified Roads and Traffic Authority Delegation level for roadwork speed zones now Level 5 (previously Level 4)	8.2.5 (a)
8.2.8	Inspection The term "audit" has been removed.	8.2.7
8.2.9	Mobile speed zones New section.	-
9.1	Intermittent work and low impact works Major rewrite to include provision for short term work in open road areas and built up areas, frequently changing work in open road and built up areas, work on medians, verges, and footpaths in built up areas, street sweeping and garbage collection in built up areas and shoulder grading and mowing on sealed roads in open road areas.	9.1
9.3.1	General General information for provision for pedestrians expanded.	9.3.1
9.3.3	Reversed traffic directions New section.	-
9.3.8	Security guards or cameras New section.	-

9.5.2	Clearances Inclusion of 80 km/h requirement where workers are working between 6 and 3 metres of traffic.	9.5.2
-	Working on medians Section deleted as procedures are covered elsewhere in the manual.	9.10
9.11	Excavations The requirements have been varied to apply to excavations that exceed 200 mm in depth.	9.12
-	Roadside traffic surveys Deleted.	9.17
9.17.2	Operating principles Tail vehicle distances for mobile works have been shortened.	9.19.2
9.17.3	Workers on foot The need for a 40 km/h speed zone where workers are within 1.2 metres of moving traffic is highlighted and the concept of mobile speed limits mentioned.	-
9.18	Working in the vicinity of railway lines Material updated by Railcorp.	9.20
9.20	Work on unsealed roads Major variations to align with AS1742.3 – 2009.	9.22
-	Field work for office based staff Deleted procedures covered elsewhere.	9.24
11	Illuminated flashing arrow signs Amended to include Specification FAS/5 as well as FAS/4.	11
11.4.4	Tables 11.4, 11.5 and 11.6 Tables have been deleted.	11.4.4