



Operation of Government Reference Group and Worksite Safety - Traffic Management Code

Victorian Civil Construction Industry Alliance

14 December 2010



keeping victorians connected

Agenda

- ❑ Traffic management challenges & Industry Perspective
- ❑ Government Reference Group
- ❑ Worksite Safety and Traffic Management Action Plan
 - William Tieppo
- ❑ Worksite Safety - Traffic Management Code of Practice
 - Alan Collins




Traffic Management Challenges & Industry Perspective

- Performance of Contractors and traffic management companies:
 - skills and competencies of staff
 - unauthorised work
 - omissions from or changes to plans

 - Compliance of Traffic Management Plans and Traffic Guidance Schemes with Worksite Safety - Traffic Management Code of Practice and Australian Standard 1742.3

 - Inconsistencies in consent processes across VicRoads regions and local government


 - Speed reductions at roadwork sites
 - reduced speed limits without visible work
 - long lengths under speed restriction for a relatively short work area
 - out of hours
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Government Reference Group

- The Roadside Worksite Safety & Traffic Management Government Reference Group (GRG) was established to develop, implement and oversee the efforts of relevant authorities in promoting and enforcing safe traffic management practices at roadside worksites throughout Victoria.
- Industry associations and unions participate in the GRG, contributing towards these efforts.
 - Australian Asphalt Pavement Association (AAPA)
 - Australian Industry Group (AIG)
 - Australian Services Union (ASU)
 - Australian Workers' Union (AWU)
 - Civil Contractors Federation (CCF)
 - Communications, Electrical and Plumbing Union (CEPU)
 - Construction, Forestry, Mining & Energy Union (CFMEU)
 - Housing Industry Association (HIA)
 - Municipal Association of Victoria (MAV)
 - Institute of Public Works Engineering Australia Ltd Victoria Division (IPWEA)
 - Master Builders Association of Victoria (MBAV)
 - Municipal Works Officers Association (MWOA)
 - Royal Automobile Club of Victoria (RACV)
 - Roadmarking Industry Association of Australia (RIAA)
 - Traffic Management Industry Association (TMIAV)
 - Transport Workers Union (TWU)
 - Victorian Transport Association (VTA)
 - Victorian Waste Management Association (VWMA)
 - Victorian Water Industry Association (VWIA)



Action Plan

- Building Capability & Education
 - Internal and Industry Information Sessions
 - Worksite Traffic Management Code of Practice
 - MOA / Works consent process
 - Specifications/Contracts
 - Enhanced embedment of Traffic Management principles
 - Use of VMS at work sites
 - Use of Speed Advisory Signs at worksites
 - Enforcement
 - Delegation and authorisation of officers
 - Camera based Enforcement on major projects
 - Traffic Management Pre Qualification
 - Surveillance & Auditing
 - Action Plan Focus Group
 - Address Community Concerns
 - Working with Councils
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 Looking to the future . . .

Objective:

Consistency and credibility in the application of roadwork speed limits and traffic management without compromising safety.



Worksite Safety – Traffic Management Code of Practice

Alan Collins



Worksite Safety – Traffic Management (WS-TM) Code of Practice

Status:

- Revised Code Gazetted 31 August 2010
- Commenced operation 1 September 2010

Purpose:

- To provide practical guidance to road authorities, utilities and other persons conducting, or proposing to conduct, any works on roads in Victoria in accordance with section 99A of the Road Safety Act 1986.

Note: Replaces previous 2005 Code

Revised WS-TM Code

Need for a Review:

- to reflect the experience we have gained through implementing the Code over more than 5 years
- to incorporate changes to OH&S arrangements, training and VicRoads pre-qualification requirements (re. roadworks and worksite traffic management)
- to reflect the release of:
 - AS 1742.3 – 2009: Manual of Uniform Traffic Control Devices, Part 3: Traffic Control Works on Roads
 - Road Safety (Traffic Management) Regulations 2009
- to update provisions regarding temporary safety barriers, buffer zones, monitoring of traffic queues at roadwork sites

Revised WS-TM Code

Specific Changes in Revised Code:

- 'Temporary safety barriers' section revised extensively – all safety barriers to now meet test standards
- Traffic guidance scheme diagrams have been revised to ensure consistency to AS 1742.3
- Roadworks speed limits – extensively revised and placed in a new separate Part in the Code
- Devices such as 'vehicle mounted attenuators' and 'temporary road humps' introduced
- Monitoring queues at roadwork sites – assessment of potential "end-of-queue collision" hazard strengthened to address coronial inquiry findings

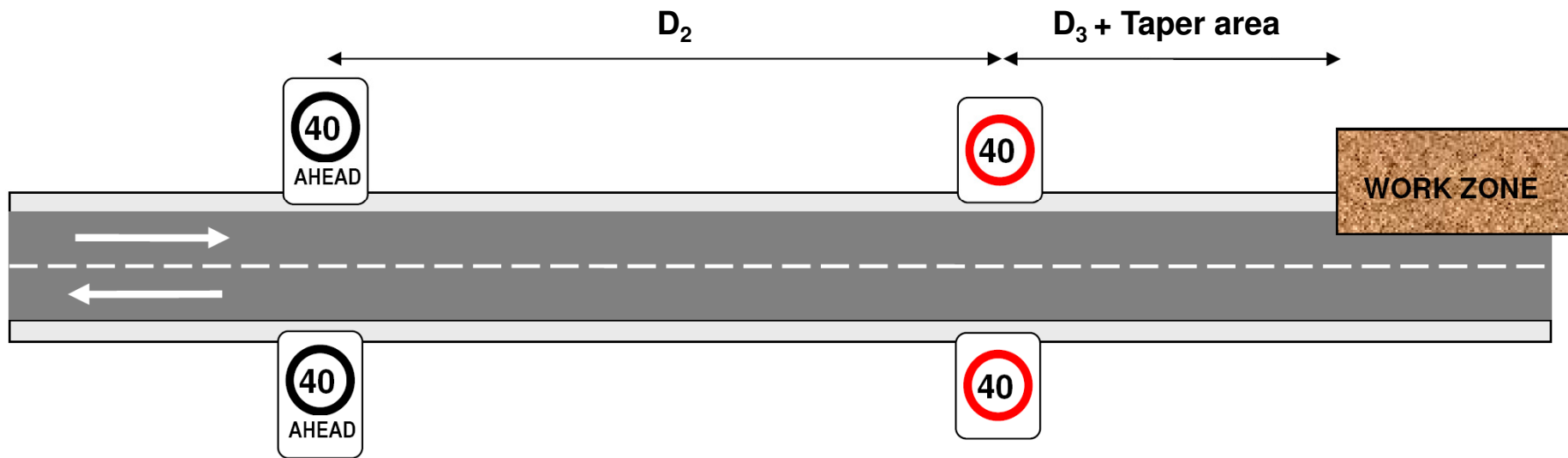
► Revised WS-TM Code

Specific Changes in Revised Code (cont'd):

- Buffer zones at roadworks – new approach proposed to try to achieve improved driver 'speed limit' compliance
 - replace *regulatory* buffer zones with **advisory** buffer zones by using "speed limit AHEAD" signs
 - aim to reduce the total length over which lower regulatory speed limits apply at worksites
 - trial of "speed limit AHEAD" signs conducted
 - small reduction in vehicle speed through worksite – **but** speeds still well above posted roadworks speed limit

RACV Forum – Roadworks Speed Limits

'Action Plan for Credible Roadwork Speed Limits'



Approach Speed Limit (km/h)	Roadworks Speed Limit (km/h)	Intermediate Speed Limit (km/h)	Reference	D_1 (metres)	D_2 (metres)	D_3 (metres)
110	60	Not required	Figure 11.1	N/A	300	220
110	40	80	Figure 11.2	200	200	160
100	60	Not required	Figure 11.1	N/A	250	200
100	40	80	Figure 11.2	200	200	160
90	40	Not required	Figure 11.1	N/A	250	180
80	40	Not required	Figure 11.1	N/A	200	160

Table 6: Location of Roadworks Speed Limit Signs



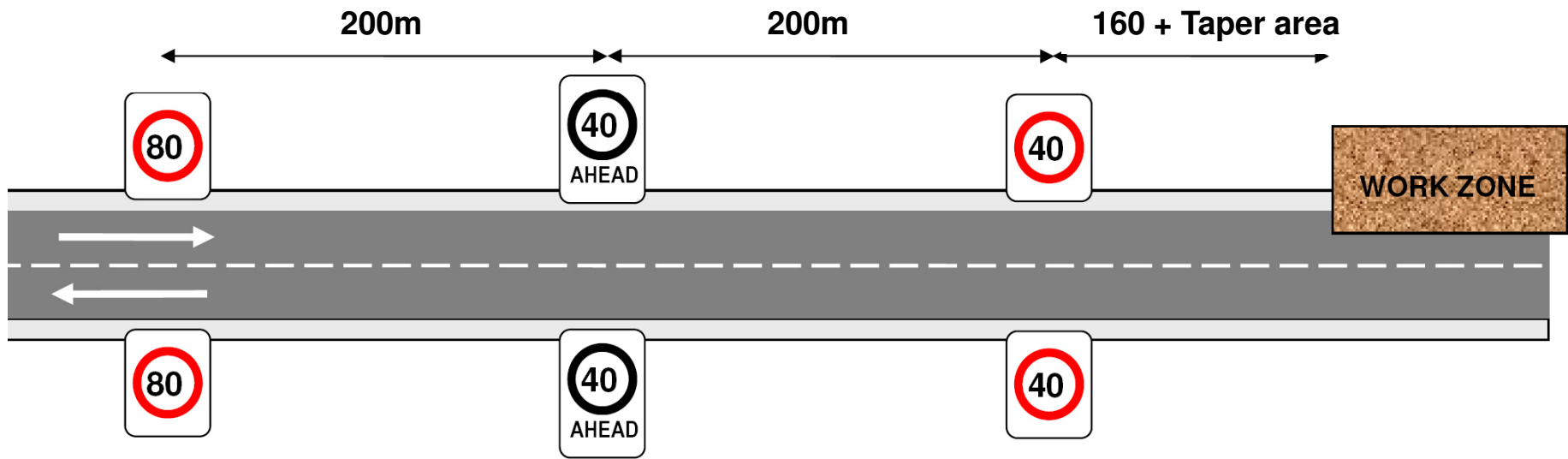


Figure 2: Typical Layout of Speed Limit Signs for 110 km/h to 40 km/h

Speed Limit AHEAD signs

NOVEMBER 2010



TRAFFIC MANAGEMENT NOTE

No. 32 - Mounting of Speed Limit AHEAD signs

Background

The revised *Worksite Safety – Traffic Management Code of Practice* came into effect on 1 September 2010. The revised Code includes the use of advisory Speed Limit AHEAD signs instead of regulatory Speed Limit signs as buffer zones leading into a worksite. Refer to clause 71 and Appendix E to the Code.

It is expected that all signs in Victoria will comply with this change from 1 January 2011.

To ensure they can be read by drivers, the Speed Limit AHEAD signs are a standard size of 600 mm wide and 900 to 1000 mm high. This size does not neatly fit into a traditional multi-message frame.

The following options are acceptable alternatives to ensure these signs meet the requirements of the Code for readability by drivers.

Option 1 - Stand-alone signs



The Speed Limit AHEAD signs may be used as stand-alone signs, rather than in a multi-message frame. The sign needs to be the size required by Australian Standard AS 1742.3 – i.e. 600 mm wide x 1000 mm high, and needs to be mounted at least 200 mm above the ground in a suitable frame or stand. The signs may be manufactured from corrugate with suitable mounting, or an aluminium substrate or a cast edge sign.

Note: This option complies with the Code but does not offer the convenience of combining signs in a multi-message frame.

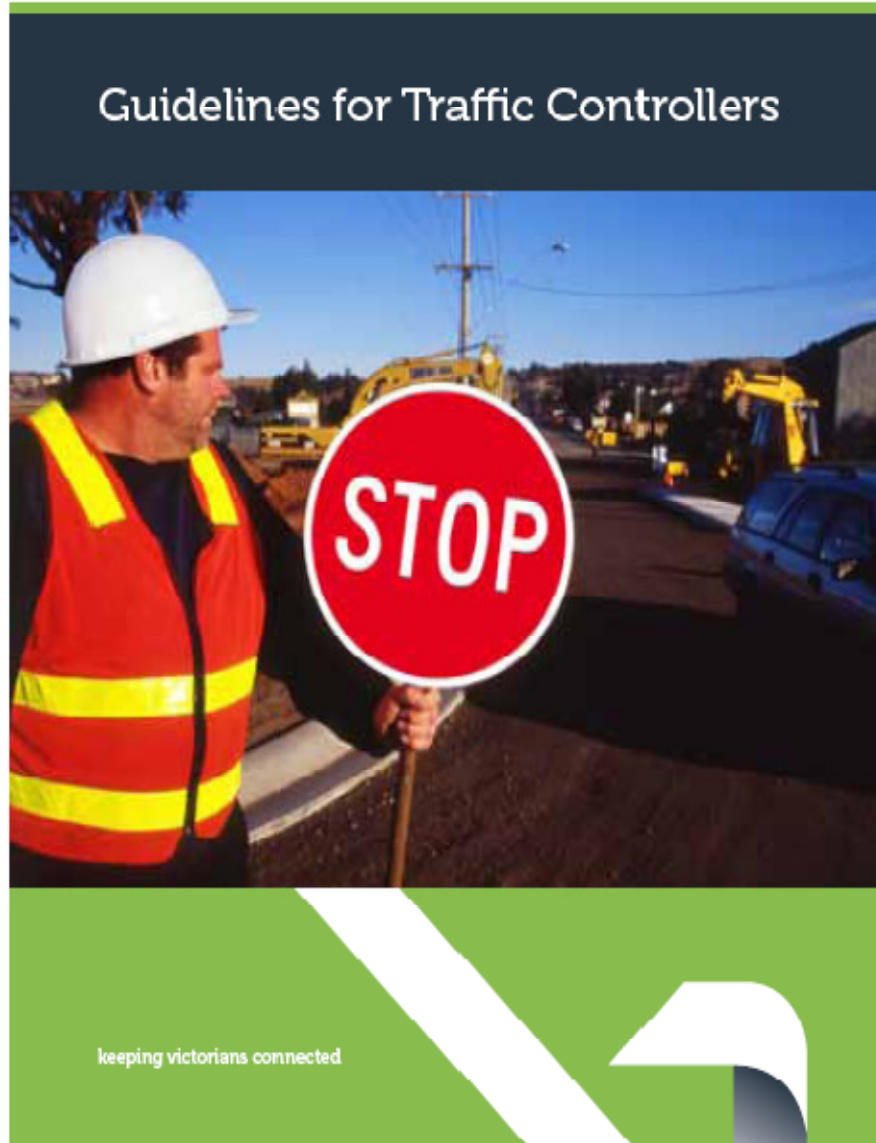
Option 2 - Bend the sign around the horizontal bar



The Speed Limit AHEAD corrugate plate may be inserted in an unmodified frame by bending it to fit in the top and bottom channels and in front of the horizontal bar. The corrugate plate needs to be 925 mm high to fit into the standard frame. It is recommended that it be made from high strength corrugate, 6 mm thick, with the corrugations running vertically to ensure it remains rigid in the frame.

Note: This option has the advantage of avoiding modifying or buying new frames. Disadvantages include an increase in the risk of the corrugate becoming dislodged in strong winds and a potential increase in wear on the part of the sign covering the horizontal bar when signs are stacked during transport.

Guidelines for Traffic Controllers





Road Safety (Traffic Management) Regulations 2009





Road Safety (Traffic Management) Regulations 2009

- commenced 9 November 2009
- Purpose:
 - regulate installation, operation and maintenance of traffic control devices
 - regulate particular on-road activities
 - prescribe the requirements of traffic management plans (as required by the Road Safety Act)



Road Safety (Traffic Management) Regulations 2009

➤ **What is a Memorandum of Authorisation (MoA)?**


- Authorisation in writing from the relevant road authority (VicRoads or Council) to erect, remove or alter traffic control devices
- It can be for specific works or an event, or it may be generic

Note: A Memorandum of Authorisation **does not** give consent to conduct works within the road reserve.



Road Safety (Traffic Management) Regulations 2009

Works by VicRoads

- VicRoads and its contractors may use traffic control devices for their works on freeways and arterial roads without an MoA
 - However, VicRoads contracts usually require contractors to obtain an MoA for speed limit signs
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Road Safety (Traffic Management) Regulations 2009

Works by Councils, EastLink, CityLink

- Road authorities (apart from VicRoads) and their contractors may use traffic control devices for their works on their roads:
 - Minor traffic control devices – without an MoA
 - includes works advisory devices and hand-held Stop signs
 - Temporary works speed limit signs (but no less than 40 km/h) – without an MoA
 - Major traffic control devices - **with** an MoA from VicRoads (unless authorisation has been delegated by VicRoads)

Road Safety (Traffic Management) Regulations 2009

Works by Utilities & Public Transport Operators

- 'Works managers' (including contractors) may use without an MoA:
 - Works advisory devices
 - Hand-held stop signs
 - Works zone signs
 - Temporary works speed limit signs (but no less than 40 km/h)
- provided**
- the works are "**authorised**" - ie. have **consent** of coordinating road authority or are exempt from consent (under Road Management Act)
 - all Traffic Control Devices are included in the TMP

Road Safety (Traffic Management) Regulations 2009

Works by Utilities & Public Transport Operators

- Works advisory devices are defined as all devices used to warn, guide or advise traffic at work sites.
- They **include**:
 - roadworks or road workers ahead signs
 - no linemarking signs
 - detour or lane closure signs
 - road closed or part road closed signs
 - road humps
 - traffic cones or bollards
- They **exclude** regulatory traffic control devices

Road Safety (Traffic Management) Regulations 2009

Works by Utilities & Public Transport Operators

- Therefore, utilities & public transport operators 'works managers' (including contractors) **only** need to apply to VicRoads for an MoA in limited cases:
 - Temporary traffic signals
 - Temporary speed limit signs less than 40 km/h
 - Regulatory signs (other than speed limits), eg
 - No Right Turn, No Entry



Road Safety (Traffic Management) Regulations 2009

Works by Others

- Works managers for **others** (ie. not road authorities and not utilities; eg. building construction or plumbers) must apply for an MoA to erect traffic control devices to:
 - VicRoads for '**major** traffic control devices', including speed-limit signs
 - Coordinating Road Authority for '**minor** traffic control devices'



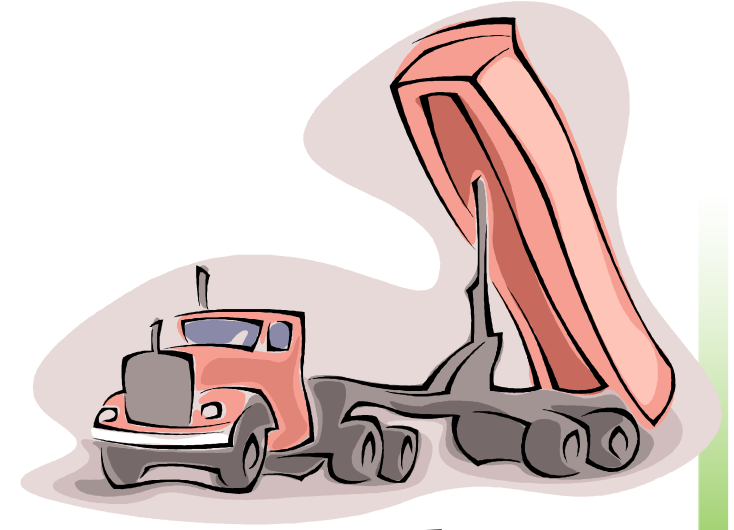
Road Safety (Traffic Management) Regulations 2009

When does a contractor need an MoA?

- It depends on who they are working for:
 - VicRoads
 - Council
 - Utility or Public Transport operator
 - Event organiser
 - Other – eg building construction
- Legislative requirements vs. contractual requirements
 - Contracts may require you to obtain an MoA, even if the Regulations don't

Road Safety (Traffic Management) Regulations 2009

- **Traffic Management Plans (TMPs) must include:**
 - dimensioned drawing, generic diagram or standard operating procedure of the worksite / activity
 - details of the nature of the works, including a hazard assessment
 - arrangement of traffic control devices (for each stage)
 - details of any temporary speed limits to apply
 - any provision for public transport, pedestrians, cyclists, people with disabilities
- The TMP must be available for inspection at the worksite at all times when workers are present
 - 6 penalty units (or ≈\$700 for 2009/10)]



Close

