BASIC WORKSITE

TRAFFIC MANAGEMENT PLAN

MINOR WORKS ON LOCAL ROADS

STREET NAME – SUBURB

TRAFFIC MANAGEMENT COMPANY

Contract .....

January 2021

Declaration

I XXXXX (AWTM Cert No.XXXX) declare that I have designed this Traffic Management Plan following a site inspection on XX/XX/XX. The Traffic Management Plan prepared, subject to the variations approved, is in accordance with the Main Roads Code of Practice, AGTTM and AS 1742.3

Signature: ..... Date: XX/XX/XX

	Name / Company	Accreditation Details	Date	Signed
TMP designed by	XXXXXX	AWTM XXX	XX/XX/XX	
TMP Reviewed by	XXXXX	XX	XX/XX/XX	
Service Authority Approval	N/A	N/A		
Road Authority Authorisation	Road authority authorisation of the implementation of traffic signs and devices is given for Traffic Management Plan No. XXX-XXXXX (Note: this can be provided by the road authority via email referencing the TMP and Rev No.) Signed Authorised Officer Date (Print Name) Position			

TMP No - XXX-XXXXX	Rev. No. X	Date XX/XX/XX

DISCLAIMER

"This template is a guide only and indicates what may be included in a traffic management plan for minor works on local roads. The amount and type of details provided is project specific and therefore the template is only a base and shall be refined where applicable."

Revision Register

Revision Number	Revision Date	Comments	Section / Page No.	Revised By

TMP Template Key:

XXXX	Wording in green to be removed
XXXX	Wording in yellow should be amended as required
XXXX	All other wording can be amended if required, all headings to remain.

Delete above key.

Contents

1. PROJECT DETAILS

ITEM	DESCRIPTION
Project	
Location	
Road Classification Existing Speed Limit Worksite Speed Limit	
Traffic Volumes	
Road Authority	
Scope of Works	
Staging of Work	
Project Date	
Hours / Days of Work	
Duration of Work	
Other Constraints	

2. PROJECT REPRESENTATIVES

Position	Name	Contact Details
LGA Representative		
Project Manager		
Site Manager		
Traffic Management Representative		

3. RISK ASSESMENT

Item	Risk Event and Consequence	Pre-treatment Risk			Treatment	Residual Risk		
		L	C	RR		L	C	RR

L –likelihood
C- Consequence
RR – Risk Rating
See appendix C for risk classification tables

4. FATALITY OR SERIOUS INJURY AT THE WORKSITE

In the case of serious injury or fatality occurring within the traffic control zone all work shall cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic Controllers (and other personnel if necessary) shall be deployed immediately to ensure no traffic or other road users approach the area.

An Ambulance and Police shall be called on telephone number 000 where life threatening injuries are apparent.
All road workers and traffic management personnel shall preserve the scene leaving everything in situ, until direction is given by Police or WorkSafe.

If it is determined that a road closure point is required, detour routes will be put in place This will be signed and controlled by traffic management personnel with road closure, detour signs and / or other devices outlined in Section 5 of AGTTM Part 10. This detour will be advised to Police will take charge of the site upon arrival. All site personnel shall be briefed on control procedures covering incidents and crashes that result in serious injury or fatalities.

5. BASIC PLAN CHECKLIST

TRAFFIC CONDITION AND ROAD ENVIRONMENT		YES	NO
1	Is the traffic count above 500 vph during the proposed work hours		
2	Is the permanent posted speed over 60km/h		
3	Is the works duration longer than one day		
4	Is the works within 200 m of traffic signals		
5	Is the works within 200 m of a rail crossing		
6	Is the works on a Main Roads WA controlled road		
7	Are major traffic delays expected		
8	Will the works occur in the hours of darkness		
9	Are detours, side tracks or crossovers/contraflows proposed		
10	Will the works have excavations deeper than 500 mm within 5 m of the live traffic lane		

If you ticked yes to any of the above a more detailed TMP shall be required.

APPENDIX A: Traffic Guidance Schemes

APPENDIX B - RECORD FORMS

Daily Diary
Incident Report Form

APPENDIX C - RISK CLASSIFICATION TABLES

QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Consequence	Description
Insignificant	Mid-block hourly traffic flow per lane is equal to or less than the allowable lane capacity detailed in AGTTM. No impact to the performance of the network. Affected intersection leg operates at a Level of Service (LoS) of A or B. No property damage.
Minor	Mid-block hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity as detailed inAGTTM. Minor impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of C. Minor property damage.
Moderate	Midblock hourly traffic flow per lane is equal to and greater than 110% and less than 135% of allowable road capacity as detailed in AGTTM. Moderate impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of D. Moderate property damage.
Major	Midblock hourly traffic flow per lane is equal to and greater than 135% and less then170% of allowable road capacity as detailed in AGTTM. Major impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of E. Major property damage.
Catastrophic	Midblock hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity as detailed in AGTTM. Unacceptable impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of F. Total property damage.

OSH QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Consequence	Description
Insignificant	No treatment required
Minor	First aid treatment required.
Moderate	Medical treatment required or Lost Time Injury
Major	Single fatality or major injuries or severe permanent disablement
Catastrophic	Multiple fatalities.

QUALITATIVE MEASURES OF LIKELIHOOD

Likelihood	Description
Rare	The event or hazard: may occur only in exceptional circumstances, will probably occur with a frequency of less than 0.02 times per year (i.e. less than once in 50 years).
Unlikely	The event or hazard: could occur at some time, will probably occur with a frequency of 0.02 to 0.1 times per year (i.e. once in 10 to 50 years).
Possible	The event or hazard: might occur at some time, will probably occur with a frequency of 0.1 to 1 times per year (i.e. once in 1 to 10 years).
Likely	The event or hazard: will probably occur in most circumstances, will probably occur with a frequency of between 1 and 10 times per year.
Almost certain	The event or hazard: is expected to occur in most circumstances, will probably occur with a frequency in excess of 10 times per year.

IMPORTANT NOTE: The likelihood of an event or hazard occurring shall first be assessed over the duration of the activity (i.e. “period of exposure”). For risk assessment purposes the assessed likelihood shall then be proportioned for a “period of exposure” of one year.

Example: An activity has a duration of 6 weeks (i.e. “period of exposure” = 6 weeks). The event or hazard being considered is assessed as likely to occur once every 20 times the activity occurs (i.e. likelihood or frequency = 1 event/20 times activity occurs = 0.05 times per activity). Assessed annual likelihood or frequency = 0.05 times per activity x 52 weeks/6 weeks = 0.4 times per year. Assessed likelihood = Possible.

QUALITATIVE RISK ANALYSIS MATRIX – RISK RATING

	Consequence				
Likelihood	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Catastrophic (5)
Almost certain (A)	**Low 5**	**High 10**	**High 15**	**Very High 20**	**Very High 25**
Likely (B)	**Low 4**	**Medium 8**	**High 12**	**Very High 16**	**Very High 20**
Possible (C)	**Low 3**	**Low 6**	**Medium 9**	**High 12**	**High 15**
Unlikely (D)	**Low 2**	**Low 4**	**Low 6**	**Medium 8**	**High 10**
Rare (E)	**Low 1**	**Low 2**	**Low 3**	**Low 4**	**Medium 7**

MANAGEMENT APPROACH FOR RESIDUAL RISK RATING

Residual Risk Rating	Required Treatment
Very High	Unacceptable risk. **HOLD POINT**. Work cannot proceed until risk has been reduced.
High	High priority, OSH MR and Roadworks Traffic Manager (RTM) must review the risk assessment and approve the treatment and endorse the TGS prior to its implementation.
Medium	Medium Risk, standard traffic control and work practices subject to review by accredited AWTM personnel prior to implementation.
Low	Managed in accordance with the approved management procedures and traffic control practices.