

Regional Safety Summits

# Temporary Traffic Management at Road Works

Transport for NSW representative



[transport.nsw.gov.au](https://transport.nsw.gov.au)

OFFICIAL

# Why is temporary traffic management important?





**Legal**

**Moral**

**Ethical**

**Financial**

# The legal why!

WHS Act 2011 (Section 19) – Primary duty of care

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A person conducting a business or undertaking (PCBU) must ensure, so far as is reasonably practicable, the health & safety of -

Workers  
**engaged**  
by the  
person

Workers whose  
activities **are**  
**influenced or**  
**directed** by the  
person

**Other**  
**persons** are  
not put at risk  
(i.e. road  
users)

[PCBU must provide] **any information, training, instruction** or supervision that is necessary to protect all persons .....



# Where are we headed today?

## Information, training & instruction

The screenshot shows the NSW SafeWork website. The header includes the NSW Government logo, 'SafeWork', and navigation links for 'About', 'News', 'Contact', and 'Select Language'. A secondary navigation bar lists categories: 'Safety starts here', 'Your industry', 'Advice & resources', 'Legal obligations', 'Notify SafeWork', 'Compliance & prosecutions', and 'Licences & registrations'. The main content area is titled 'Traffic Control Work Training' and contains the following text:

From 1 July 2020, Traffic Control cards will no longer be issued by Transport for NSW (formerly RMS). They will be issued by SafeWork NSW and will be called a Traffic Control Work Training Card.

[Convert your RMS card to a SafeWork NSW card online](#)

Traffic Control Work Training cards are not considered a High Risk Work Licence or a General Construction Induction Training card.

### Who does this affect?

Traffic control work is defined in the WHS Act as:

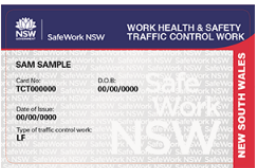
- Traffic controller (TCR) – direct traffic in accordance with a work zone traffic management plan
- Implement traffic control plans (IMP) – implement a work zone traffic management plan in the immediate vicinity of a workplace
- Prepare a work zone traffic management plan (PWZ) – design (including vary) or inspect a work zone traffic management plan
- Visit [Verify licence](#) to look up and verify NSW Traffic Control work cards.

**If you do any of this work you'll need a training card**

Workers will need to have either a current RMS issued Traffic Control Card or a SafeWork NSW Traffic Control Work Training Card if they work in traffic control.

These cards will be mandatory for any worker conducting traffic control work on or adjacent to public roads in NSW.

Students who have completed training and hold a valid Statement of Completion (SOC) are able to carry out supervised work until they complete their final assessment.



A sample of a Traffic Control Work Training Card is shown. It is a blue and white card with the NSW Government logo and 'SafeWork NSW' branding. The card includes fields for 'SAM SAMPLE', 'Card No: TCT000000', 'D.O.B: 00/00/0000', 'Date of Issue: 00/00/0000', and 'Type of traffic control work: LF'. It also features the 'SafeWork NSW' logo and 'NEW SOUTH WALES' text.

A sample of a Traffic Control Work Training Card

The cover of the 'Traffic control at work sites Technical Manual' features the NSW Government logo at the top left. The title 'Traffic control at work sites Technical Manual' is prominently displayed in white text on a dark blue background. Below the title is a photograph of a road construction site with a large white truck, orange traffic cones, and a speed limit sign showing '60'. At the bottom of the cover, it reads '© State of NSW through Transport for NSW 2022' and 'Issue No. 6.4 | 2022'.

# 01

## Safework NSW Traffic control worker training





# Safework NSW Traffic control worker training

- Transferred from previous Roads & Maritime Services in July 2020
- Part 4.9 Traffic control work training in NSW WHS Regulation
- Training for three roles
  - Traffic controller (TCR)
  - Implement traffic control plans (IMP)
  - Prepare a work zone traffic management plan (PWZ)

# Safework NSW Traffic control work training

WHS Regulation, 2017

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**Whose duty is it to ensure that a worker has been trained (and has carried out the traffic control work in the last 2 years)?**

Go to Aha slide



# Safework NSW Traffic control work training

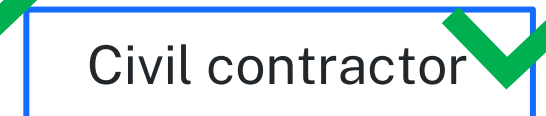
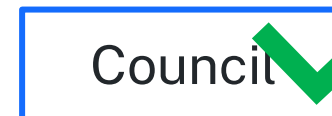
WHS Regulation, 2017

**Whose duty is it to ensure that a worker has been trained (and has carried out the traffic control work in the last 2 years)?**

The PCBU (person conducting a business or undertaking) must:

- ensure that appropriate traffic control work training has been provided to a worker
- not direct or allow a worker to carry out traffic control work without training

PCBUs



# Safework NSW Traffic control work training

Prepare a Work Zone Traffic Management Plan (PWZ)

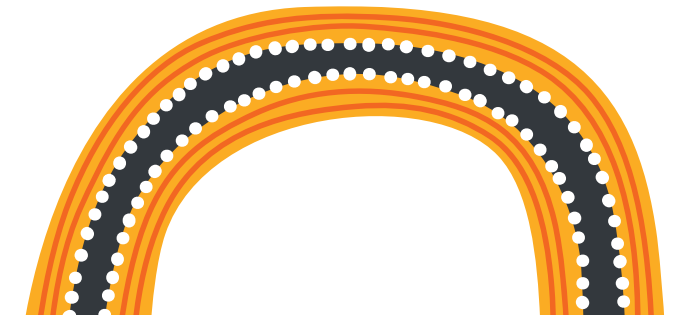
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PWZ training = design (including vary) or inspect a work zone traffic management plan (TMP)

Inspect = both the field inspection and the desktop review/ acceptance of the TMP

- Includes any parts of the TMP (i.e. traffic guidance schemes, vehicle movement plans etc)

Your team who are reviewing or accepting a traffic management plan must have the Safework NSW PWZ training



# 02

## Traffic control at work sites (TCAWS) Technical Manual





Transport for NSW

## Traffic control at work sites Technical Manual



*Trial undertaken on Newell Highway, Peak Hill, NSW*

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Issue No. 6.1 | 2022

# Traffic control at work sites Technical Manual

- The ‘how to guide’ for planning and implementing temporary traffic management
- It is a ‘tool’ to assist Transport (and you as our delivery partners) to meet our obligations under the WHS Act 2011
- Seeks to be more consistent with Austroads national practice, where practicable



# Traffic control at work sites Technical Manual

Where must it be used?

- Must be applied at all Transport for NSW road work sites
- Applicable for directly delivered works as well as contracted/ sub-contracted works
- Council can use it for their local road works at their discretion
- Safework NSW training website references the manual



How are you eliminating  
and minimising  
temporary traffic  
management risks?



# 03

## Planning temporary traffic management

# Planning temporary traffic management

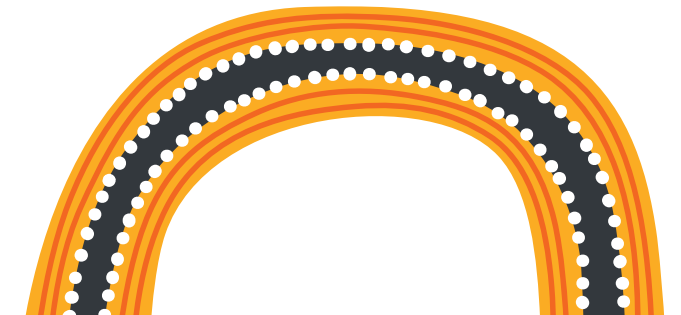
## Strategies for improving planning

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- Develop a traffic management plan (TMP) which includes traffic guidance schemes (TGS), vehicle movement plans (VMP) and other plans (if relevant) for all your works
- The TMP may be for a specific project site or for various activities in a road corridor (i.e. a generic TMP for vegetation maintenance)
- If the TMP is generic or has multiple TGS, include a selection process and criteria for each of TGS

Risk assessments are part of every stage of temporary traffic management.

In the planning, implementation, operation and removal

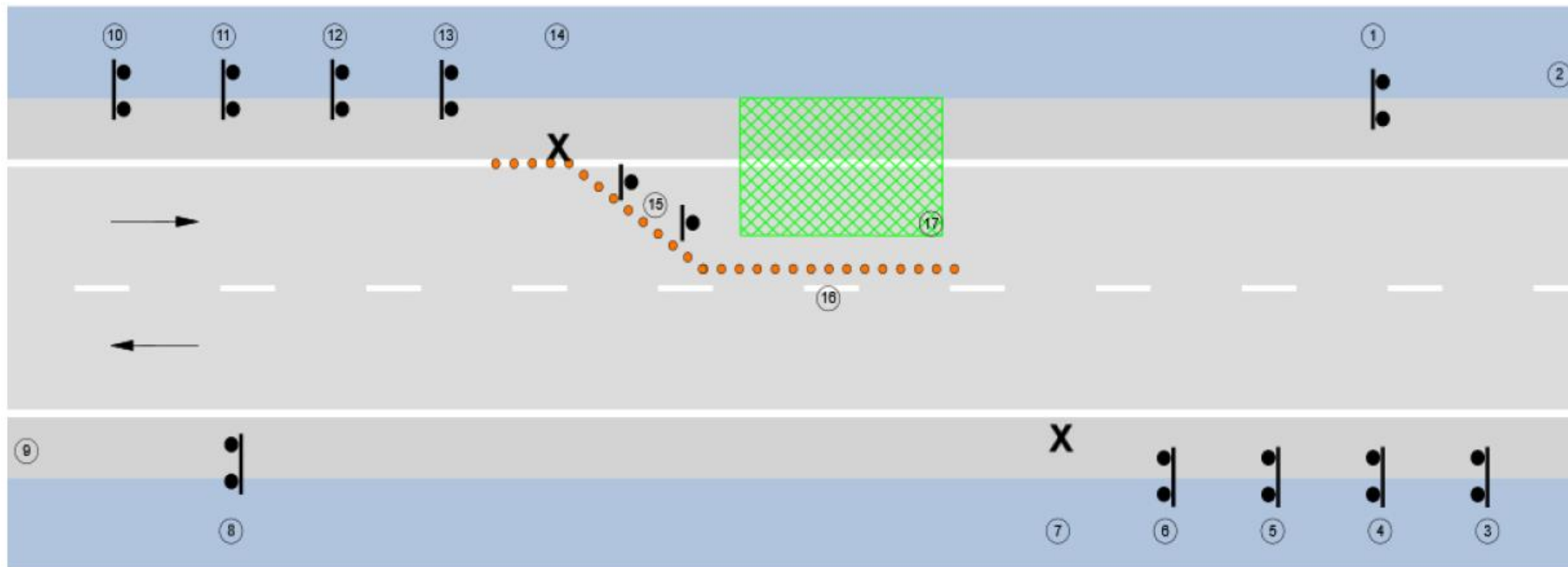




# Traffic Guidance Scheme (TGS)

## Installation and removal

Plan and document the sequence for installing and removing the TGS



TCAWS Manual (section 6) provides examples of these sequences for various road configurations.

# 04

## Getting traffic controllers 'off the road'

portable traffic control devices



# Making it safer for traffic controllers

- Reducing risk through increased use of portable traffic control devices (PTCD)
- Transport for NSW requires the use of these PTCD devices in existing speed zones of greater than 45km/h
- Unless a handheld stop/ slow bat is demonstrated (and approved) as the safer option.



# Making it safer for traffic controllers

- Remote controlled portable devices allow the traffic controller to be further away from moving traffic
- These devices include:
  - boom barriers
  - portable traffic signals
  - combined boom barrier/ traffic signals



# Portable traffic control devices

## Examples

Combined Portable Boom Barriers



Portable traffic signals  
(Type 1 - manual operation)



Portable traffic signals  
(Type 2 - automatic modes)



# 05

## Road work speed limits

# Road work speed limits

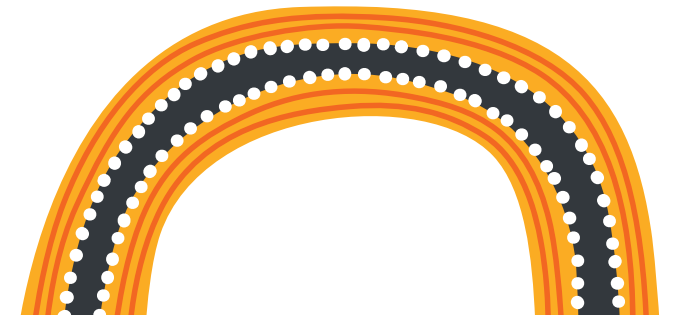
What have you seen?

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Have you driven through road work speed limit didn't make sense?

How did that make you feel?

Did you have trouble complying with it?



# Road work speed limits

Significant community concern about inappropriate road work speed limits

## STAYSAFE REPORT – Speed limits and road safety in regional NSW (Dec 2022)

### Recommendation 7

*That Transport for NSW ..... review their protocols to consider increasing speed limits when workers are not present at road work zones*

## NSW GOVERNMENT COMMITMENT

### REMOVE ROADWORKS SPEED LIMITS WHEN NO WORK IS OCCURRING

‘Under a Minns Labour Government, roads subject to temporary speed limits due to construction work, will return to normal outside of construction hours, where safe to do so’.



# Road work speed limits

## Key principles

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- Manage safety risk for **road workers and road users**
- Prioritise safe clearances between workers and traffic (through other controls) rather than just reducing the speed limit
- To be effective, the need for a road work speed limit should be obvious to drivers and credible
- Inappropriate speed limits lead to increased rates of non-compliance

**A speed limit is only effective if it changes driver behaviour**

Consider how drivers (without any technical knowledge) will respond – put yourself into their world!





# 06

## Rear end crashes at road works

Transport for NSW End of Queue management study

6  
-KM/H



# End of Queue Management Study

## DID YOU KNOW?

That **40.3% (or 682)** of the crashes at NSW road work sites were “rear end crashes”  
**0.7% (or 5)** of the rear-end crashes involved fatalities.

Source: Transport for NSW crash data between 2013 and 2017

Research to identify the most effective ways to reduce end of queue collisions at road works

Transport for NSW partnering with Deakin University and iMOVE CRC, and supported by the Cooperative Research Centres program, an Australian Government initiative.

**A MAJOR SAFETY HAZARD FOR WORKERS AND ROAD USERS**

# 07

Staying up to date with changes

'In the Zone' Temporary Traffic Management newsletter





'In the Zone' is a Transport for NSW (Transport) newsletter designed to keep the temporary traffic management industry, as well as Transport's delivery partners and project teams, informed and up to date on all things temporary traffic management related.

### Publication of Amendments 1 & 2 to Traffic Control at Work Sites (TCAWS) Technical Manual

The Traffic control at work sites (TCAWS) Technical Manual is the primary technical reference document for temporary traffic management at Transport for NSW (Transport) work sites.

Amendments 1 & 2 to TCAWS Manual - Issue 6.1 have been recently published. These amendments are part of Transport's ongoing focus on delivering best practice temporary traffic management at its worksites.

#### Key changes

The [Amendment 1 \(TD 00031:2022\)](#) technical direction addresses an error in TCAWS Issue 6.1 where the requirement for the placement of Speed limit ahead (G9-79) signs was wrongly stated. This amendment has corrected this error by stating that these signs are only required where the existing traffic speed is 35km/h or more than the temporary speed limit.

The key changes in the [Amendment 2 \(TD 00003:2022\)](#) are:

- providing for pedestrians - clarifying that signs and devices on footpaths must not reduce the usable width to less than 1 metre unless an alternative facility is provided
- sequence for installation and removal of signs and devices:
  - use of automated work vehicles as work site plant, including automatic cone placement trucks
  - motorways and other high-risk, multi-lane environments



# 'In the Zone'

## Temporary Traffic Management Newsletter

Key tool for communicating:

- changes to the TCAWS Manual
- new signs & devices

Also used for consulting on proposed changes to requirements

Subscribe to get the latest updates



Navigate there with the QR code

And fill in the subscription form (on the bottom of the Temporary traffic management webpage)



# 08

## Questions

