

Practitioner - WZ1/TMD-P Traffic Management Plan Designer

1

Course Length: Five (5) days

Course Times: 8.00am to approx. 4.00pm

Competency: National Courses:
RIIRIS402E – Carryout the risk management process
RIICWD503E Prepare Workzone Traffic Management Plans and Traffic Guidance Schemes



Fee for Service: RIIRIS402E (\$500) and RIICWD503E (\$1495) = \$1995 per participant

After successful completion of assessments the Non-practitioners will not be able to undertake in-field work or to change TMPs or TGSs.

participant will be provided with a Statement of Attainment.

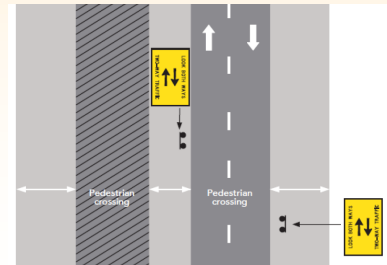
This can be produced to any Motor Vehicle Registry (MVR) office to be issued with a personalized ID Card which is currently valid for a period of three (3) years.

Course overview

Worksite traffic management is the management of traffic movement through or past a works area with a maximum of safety and a minimum of inconvenience for both the road workers and the road user. Good management is achieved through use of standardised methods, procedures and physical layouts for routine works situations and the adaptation of these standardised methods to more complex situations.

Key Topics

- Establish context for traffic management plan and traffic guidance scheme
- Plan and prepare for implementing the risk management process
- Identify workplace hazards
- Assess workplace risks and identify unacceptable risk levels
- Identify potential actions and develop risk controls
- Prepare traffic management plan
- Prepare traffic guidance scheme
- Implement and evaluate risk control
- Support and review traffic management plan implementation



Dress

A minimum standard of Company Personnel Protective Equipment (PPE) and fully enclosed footwear is required.

Accreditation Pre-Requisites for WZ1/TMD – To be provided at time of course registration

Documentary evidence of at least 1 years' experience in traffic management, road asset management, road safety, road design, road construction or road maintenance;

Documentary evidence must include the following as a minimum either:

A letter or Third Party Report from PCBU / Employer detailing the type of work performed,

- Details of a minimum of 3 worksites with details of supervisor with contact details to be verified

OR

A tertiary qualification in a civil construction, traffic engineering or road design related field.

Bring the following on day one of the course:

- Laptop with word capability
- General Construction Induction Training card (NT White Card or interstate equivalent).
- Australian motor vehicle driver's licence
- RIIWHS205E Control Traffic with a Stop-Slow Bat (WZ2/TC)
- RIIWHS302E Implement Traffic Management Plans (WZ3/TMI)

Pre course Preparation

It is strongly recommended that all participants have the following before attempting this course:

- Good computer skills (essential to complete this course).
- Access to software for TGS drawing. (Must be to the standard that a Road Authority will accept when submitting a TMP)
- **NOTE:** This course does not involve training on software used for creating TGS,s

Applicants gaining accreditation should have the English language, literacy and numeracy levels to access, interpret and apply:

- Acts, Regulations, Codes of Practice and Guidance notes
- Standard Specifications, AS1742.3 2019 and relevant parts of AGTTM Part 1 to Part 10
- Workplace documentation such as , SWMS, log books accident incident report forms and daily diaries;
- Traffic management plans and traffic guidance schemes;
- Sign position and placement;

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- Oral communication** Presents information and provides assistance using industry specific vocabulary
Uses listening and questioning to clarify and confirm understanding
- Reading** Identifies and interprets information from workplace procedures, documentation, legislation and regulations
- Writing** Produces and completes workplace reports, including risk management matrices, using appropriate vocabulary, grammatical structures and conventions

Carry out the risk management process

Risk management is a vital component of traffic management planning. As such, the unit of competency RIIRIS402E Carry out the Risk Management Process is delivered as a co-requisite to RIICWD503E Prepare work zone traffic management plans and Traffic Guidance Schemes will be assessed in the context of traffic management planning.

Traffic Management Plans

TMP assessments shall be based on Northern Territory Legislation and Road Authority Specifics, AS1742.3 2019, Austroads Guides to Temporary Traffic Management Part 1-10, and TMPs shall include:

- TGSs to a standard that could be implemented by a person with WZ3/TMI accreditation
- One of the TMPs shall include the management of pedestrians

Relatively Simple TMP

The TMP template shall be used and cover all aspects including traffic analysis and risk assessment.

The TMP shall contain as a minimum:

- Temporary speed limit
- Lane closure or single lane shuttle

TMP involving staging and multiple TGS

The TMP shall contain as a minimum:

- Multiple stages, with clarity on each stage of the

The following shall be included in the TMP:

- Excavations
- Traffic control with end of queue calculations (portable traffic control devices shall be the preferred method of traffic control, use of manual traffic controllers shall be justified in the risk assessment)
- Lane closure
- Speed reduction
- Aftercare

Site Specific Risk Assessment.

The risk event must be identified and appropriately documented and managed.

Traffic Management Analysis:

- Methods for managing all road users, including options considered for allowing each road user type to be managed around, through or past the worksite.
- Traffic volume analysis using SCATS / TAMS with calculations and commentary of appropriate levels of service.
- Lane, road and network capacities and impacts.
- The WZ1/TMD must understand and document impacts to adjoining road networks particularly with road closures, ensure existing and detoured volumes are considered.

Stakeholder consultation and communication plan.

Methods and/or TGS for the implementation of the TMP

How to access and exit the site, and

Multiple TGSs, including an pedestrian plan and aftercare TGS.

Risk Considerations

1 The works require various heavy vehicles that will egress the site in the same direction as the motorway traffic. There is a significant risk of vehicle incidents due to differential speeds. Consideration needs to be made on how the designer manages heavy vehicle acceleration.

2 Failure to reopen the road before peak traffic periods could result in excessive delays and increase the risk of crashes due to queuing and congestion.

works.

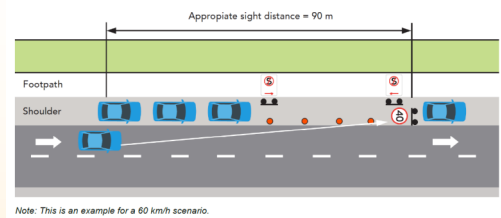


Table 3.1: Desirable number of lanes for each direction

Mid-block (one direction) (VPH)	Within 200m of intersection (one direction) (VPH)	Desirable number of open lanes for direction considered
≤ 1000*	≤ 500*	1
1001 - 2000	501 - 1000	2
2001 - 3000	1001 - 1500	3
3001 - 4000	1501 - 2000	4

* Prohibit right turns out of a single lane if the proportion of heavy vehicles and the volume of opposing traffic is high. Seek further assistance from a traffic engineer if needed.



Onsite Compliance Inspection

A compliance inspection or suitability review of either a live work project or a simulated project determined by the RTO facilitator, using the Traffic Management Audit Compliance/Suitability Audit template from Austroads publications shall be completed with the following:

- Undertake a site inspection and provide a description of the topographical features of the site, such as inclines and declines.
- Provide details on road users at the site and the impacts to public transport infrastructure, cycle infrastructure or pedestrian infrastructure.
- Observations and/or data of traffic flow, cycle flow and pedestrian flow, including peaks and troughs, traffic speeds, etc.
- Identification of multiple non-compliance and/or safety issues of the TMP and/or site.
- Where appropriate findings shall be justified by referring to appropriate standards, policies, guidelines, code of practice, legislation etc.
- Appropriate recommendations provided and NCR raised.

Assessments

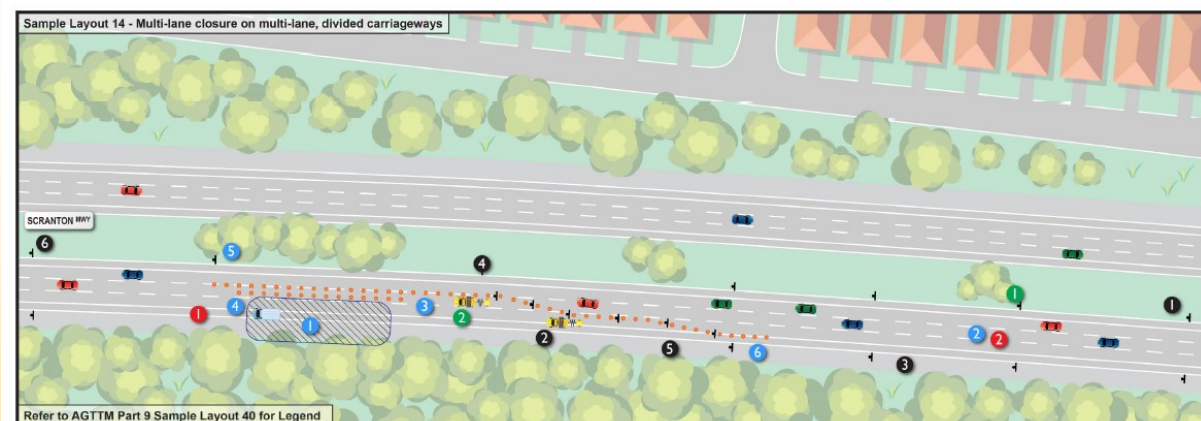
All participants shall be required to write two (2) detailed Traffic Management Plans, both TMPs shall use a Workzone Traffic Management TMP template provided by the Approved Training Provider (ATP) for Northern Territory and be based on a real life road location with a site.

- One (1) relatively simple TMP,
- One (1) TMP involving staging and multiple TGS,
- Completing various workzone traffic management activities throughout the training session, and
- Undertake a compliance Inspection.

Finalise and submit outstanding TMP assignment works post course if not completed during the five (5) day training session. Participants shall only be **given two (2) weeks to submit TMP work based evidence post course**. Extensions of another two (2) weeks shall only be granted under exceptional circumstances at the discretion of Earthworks Training & Assessment Services.

Assignments

All documents must be submitted in Word format or PDF. Students should retain a copy of what was submitted. Further information will be provide on confirmation of registration.



***This program will be delivered and assessed by Earthworks Training & Assessment Services
(Nat. Provider: 50590)***

**Contact ETAS Admin:
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Email: etas@bigpond.net.au
Web: www.etas.com.au**

EVERYBODY HAS A DUTY OF CARE