SA Standards for Workzone Traffic Management

Version 8

February 2026

Government of South Australia
Department for Infrastructure and Transport

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We acknowledge the Traditional Custodians of the Country throughout South Australia and recognise their continuing connection to land and waters. We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.

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Section 1 Introduction

All road agencies across Australia are working towards greater consistency between States/Territories in how road networks are managed. In order to achieve this, the Austroads Guide to Temporary Traffic Management (AGTTM) and Australian Standards relating to temporary traffic management have been adopted to assist in providing that level of consistency and harmonisation across all jurisdictions. This agreement means that these Austroads Guides and the Australian Standards are the **primary technical references**.

The *SA Standards for Workzone Traffic Management* (referred to as 'the SA Standards') complements the AGTTM by providing detailed information on specific South Australian legislation and work practices. It outlines the mandatory requirements for using traffic control devices in workzones on or near roads in South Australia, in accordance with the South Australian *Road Traffic Act* 1961 (the Act) and its Regulations.

It also sets out any variations from Australian Standard *AS 1742.3 Manual of Uniform Traffic Control Devices Part 3: Traffic Control for Works on Roads* subject to any provision of the Act and Regulations. The specific variations from AS 1742.3 are now provided in the DIT *Supplement to AS 1742.3* (DIT's Supplement), which is also referenced by this document.

Any traffic management plan, traffic guidance scheme, or traffic control device relating to workzone traffic management shall be applied or used in accordance with the DIT *SA Standards*, the Australian Standards, Austroads Guides, the DIT *Supplement to AS 1742.3*, the reference documents listed below, and any other document or standard referenced or cited in this document.

Where the *SA Standards* or the *DIT Supplement to AS 1742.3* vary from, or provide additional information to, that contained in the Australian Standards and AGTTM, the *SA Standards,* and the *DIT Supplement to AS 1742.3* shall take precedence.

Pursuant to the Act, the Minister's approval is required to install, maintain, display, alter, operate, or remove traffic control devices on, above or near a road. For the purposes of temporary traffic management, the Minister has issued approvals to authorities (Instruments) subject to varying conditions (see Section 2.2.2). One of these conditions is that a worker is to have gained accreditation in a DIT approved Temporary Traffic Management Training qualification (see Section 2.3) provided by an Approved Training Provider. The *SA Standards* form the basis of the South Australian content in the National Training Framework for Temporary Traffic Management.

1.1 References

The following documents, as stated previously, are the primary technical references.

a) Austroads *Guide to Temporary Traffic Management* (AGTTM)
   - Part 1: *Introduction*
   - Part 2: *Traffic Management Planning*
   - Part 3: *Static Worksites*
   - Part 4: *Mobile Works*
   - Part 5: *Short Term Low Impact Worksites*
   - Part 6: *Field Staff – Implementation and Operation*
   - Part 7: *Traffic Controllers*
   - Part 8: *Temporary Traffic Management Categories and the National Training Framework*
   - Part 9: *Sample Layouts*
   - Part 10: *Supporting Guidance*

b) Australian Standard *AS 1742.3: Manual of Uniform Traffic Control Devices, Part 3 – Traffic Control Devices for Works on Roads*

The following documents shall also be read and complied with in conjunction with the *SA Standards for Workzone Traffic Management*:

a) South Australia *Road Traffic Act, 1961* (The Act) and Regulations
b) *Work Health Safety Act, 2012* and Regulations (WHS)
c) DIT's *Supplement to Australian Standard AS 1742.3* (DIT's Supplement)
d) DIT's *Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices* (the Manual):
   - *Part 1 – Legal Responsibilities* (the Instruments)
   - *Part 2 – Code of Technical Requirements* (the Code)

1.2 Definitions

Definitions of the terms used in this document are provided in *AS 1742.3*, DIT's Supplement and *AGTTM Part 1*.

1.3 Feedback

Feedback from users of this document is encouraged for consideration in the next revision. Comments can be emailed to: DIT.TASSAdminSupport@sa.gov.au

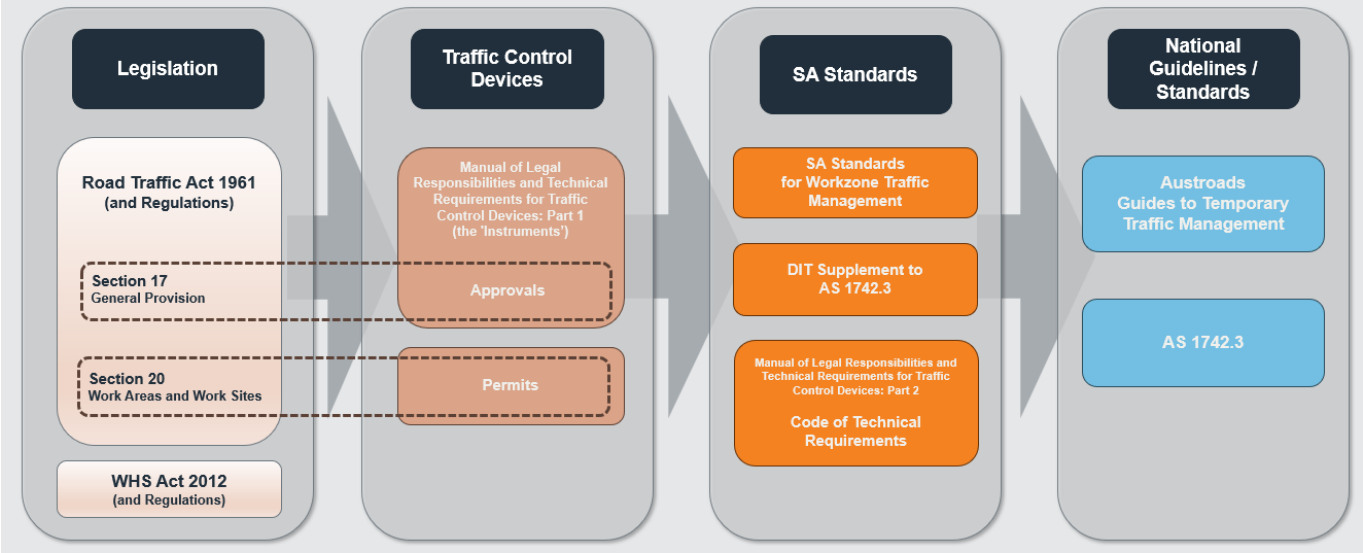
Section 2 South Australian Legal Requirements

The conditions under which people are permitted to work on roads are governed by legislation and associated standards and codes of practice. This section deals with the legal requirements at work sites.

It is important to assess every work site to determine the traffic control devices needed and be sure that the minimum requirements are met. There are strict requirements covering approval for placing traffic control devices.

The following Acts, Regulations, Codes and Standards relate to works on roads. It is the responsibility of all organisations to ensure they have the latest version of these documents.

Figure 2.1 – Document Chart



2.1 Work Health Safety Act 2012 and Regulations

Every worker and every workplace on or near a road are covered under the *Work Health Safety Act 2012* (WHS Act) and Regulations. The WHS Act and Regulations requires both persons conducting businesses or undertakings, and workers, to undertake certain duties to ensure that all workplaces are safe.

Under the WHS Act, SafeWork SA inspectors have the power to impose heavy fines on both employers and employees found in breach of the WHS Act. Where an inspector considers that an immediate danger exists to the health or safety of a worker, other workers, or the public, then an order can be given to stop work immediately or stop all works on site until the problems are corrected. Inspectors are active throughout South Australia.

2.2 Road Traffic Act 1961 (the Act) and Regulations

Section 17 of the *Road Traffic Act 1961* (the Act) provides that traffic control devices may only be installed, maintained, displayed, altered, operated, and removed with the Minister's approval. Use of any traffic control device without this approval means the person is guilty of an offence under Section 21 of the Act, which carries a maximum penalty of $5,000 or imprisonment for one year.

Under Section 17 (1) and (2) of the Act, a road authority requires approval from the Minister for Transport to install, maintain, alter, operate, or remove a traffic control device on, above or near a road. However, where the traffic control device is on, above or near a level crossing, Section 12 of the *Railways (Operations and Access) Act 1997* applies, and the Minister has given consent to the rail authority to install, maintain, alter, operate, or remove the traffic control device.

Under Section 17 (3) of the Act, any authority, body, or person requires approval from the Minister for Transport to install, display, alter, operate, or remove traffic control devices in relation to works on a road, temporary road closures, or for any temporary purposes.

Under Section 20 (3) of the Act an authority, body or person must, with a relevant authorisation, place signs on a road for the purpose of indicating a maximum speed at a work site or work area that is accordance with the SA Standards.

Regulation 4A of the *Road Traffic (Miscellaneous) Regulations 2014* (the Regulations) outlines circumstances where Section 20 of the Act is not applicable.

Approval by the Minister for Transport for the Sections above is issued through the *Instruments of General Approval and Delegation* (see Section 2.2.2) or via a permit under Section 20 of the Act.

2.2.1 Standards prescribed under the Act and Regulations

Some sections of the *SA Standards* prescribe specific requirements of the Act and Regulations. These are summarised below. Note that this section does not detail all the requirements of the Act and Regulations – only those that specifically reference the *SA Standards*.

Speed limits at work areas and work sites – Section 20 (3) of the Act

Section 20 (3) of the Act requires that "an authority, body or person place signs on the road indicating a maximum speed to be observed by drivers while driving on, by or towards a work area or work site where workers are engaged, or works are in progress ...". Under Regulation 4B, these signs must be placed on the road in accordance with the *SA Standards*.

See Section 7.1 'Roadwork speed limits' for requirements for the maximum speeds and the process should speeds higher be required. The use of speed limit signage for the purposes of subsection (3) of the Act is addressed in subsection (4) of the Act.

Hazard categories, work areas, and work sites – Section 20 (16) of the Act

Section 20 (16) of the Act states that "the regulations may prescribe standards or requirements for determining:

a) Whether or not a work area involves a hazard to workers or a greater than normal level of hazard for persons using the road (category 1 hazardous work area)

b) Whether or not a work area involves an unusually high level of hazard to workers or persons using the road (category 2 hazardous work area)
c) The circumstances in which a portion of road will be taken to be:
    i. affected by works in progress (work area), or
    ii. used to regulate traffic in relation to works or for associated purposes (work site)"

Under Regulation 4D, the *SA Standards* are prescribed as the standards for the above.

For the purposes of this document, and due to confusion with the Road Categories introduced in the Austroads Guides to Temporary Traffic Management, the terminology for Hazard Categories have been amended as per the following:

- **Hazard Level 1 Work Area**

  Category 1 hazard in Section 20(1) of the Act;
  Work area that involves a hazard to workers or a greater than normal level of hazard to persons using the road;
  ***formerly* referred to as Hazard Category 1**

- **Hazard Level 2 Work Area**

  Category 2 hazard in Section 20(1) of the Act;
  Work area that involves an unusually high level of hazard to workers or persons using the road;
  ***formerly* referred to as Hazard Category 2**

See Section 7.1 and Section 8 for details of summaries and appropriate speed limits of Level 1 and 2 Hazardous Work Areas.

See **NOTE** in Section 2.3 'Training and Accreditation' for circumstances in which a portion of road is not considered to be affected by works in progress

Short term low impact works – Regulation 4A

Under Regulation 4A, an exemption to Section 20 of the Act applies to short term low impact works carried out by workers engaged by a public authority (or a contractor or employee of a public authority). Regulation 4A(2) specifies that short term low impact works means works that involve occupation of a road for not more than 20 minutes. Regulation 4A(1)(a)(i) requires the public authority, contractor, or employee to comply with Section 8.2 of the *SA Standards*.

See Section 8.2 for works defined as short term low impact works under Regulation 4A(1)(a)(i).

For short term low impact works on prescribed roads (as defined by Section 20 (1) of the Act) outside of Regulation 4A, (e.g. works conducted by others, or for longer than 20 minutes, in accordance with the Austroads *Guide to Temporary Traffic Management Part 5: Short Term Low Impact Worksites*), an approval via the Roadworks Portal is required.

2.2.2 Instruments of General Approval and Delegation

The Minister has delegated powers and granted approvals through Instruments under Section 17 of the Act, which include provisions for temporary traffic management, to:

a) Commissioner of Highways;
b) Commissioner of Police;
c) Adelaide Airport Limited;
d) Councils. Refer to: https://dit.sa.gov.au/?a=114810

The above authorities can delegate functions from the Minister subject to conditions contained in the specific Instruments to authorised positions within the individual organisations.

The above Instruments to road authorities contain specific conditions in relation to workzone traffic management, such as conformity with the Act, the *Code of Technical Requirements* and the *SA Standards*, and the training and accreditation requirements.

Persons or bodies (e.g. statutory bodies like SA Water and SA Power Networks) who are not a road authority who undertake temporary work activities on or near a road, are authorised by the Commissioner of Highways to use traffic control devices temporarily, subject to the conditions stated Section 20 of the Act and in the *Instrument from the Commissioner of Highways to grant general approval for the temporary use of traffic control devices by persons other than road authorities* (refer to: https://dit.sa.gov.au/?a=101171). It contains specific conditions in relation to workzone traffic management, such as conformity with the Act, the *Code of Technical Requirements* and the *SA Standards*, and the training and accreditation requirements.

If the conditions in the relevant Instrument cannot be met, then a separate approval shall be sought from the Commissioner of Highways or their delegate. For example, if any mandatory requirement of the workzone traffic management standards and/or supporting documentation is not adhered to, a Traffic Management Plan shall be submitted providing justification to why these standards cannot be met.

The Instruments form *Part 1: Legal Responsibilities* of the *Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices* (the Manual).

2.2.3 Code of Technical Requirements

The *Code of Technical Requirements* (the Code) forms *Part 2: Code of Technical Requirements* of the *Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices* (the Manual).

The Code is the primary reference for the technical requirements for the use of traffic control devices in accordance with the Instruments. The Code amends some aspects of the Australian Standards and Austroads Guides where South Australia's practices differ. Authorities and authorised persons shall comply with all relevant standards and guides, as varied by the Code.

The Code references the SA Standards for the technical requirements for the use of traffic control devices for workzone traffic management. The Code can be accessed at www.dit.sa.gov.au/?a=40255.

2.3 Training and accreditation

Workzone Traffic Management training courses provide training for all personnel who are required to work on roads and road related areas. This ensures that they are aware of their legal responsibilities and obligations and know how and when to use traffic control devices to provide a safe working environment for all.

Workzone Traffic Management Qualification courses carry a formal three year accreditation period. To maintain this accreditation, refresher training in a Temporary Traffic Management training course must be undertaken every three years prior to the expiry of your qualification through an Approved Training Provider (ATP).

Further information on Training and accreditation can be found at DIT's Workzone Traffic Management webpage

https://www.dit.sa.gov.au/traffic-control-monitoring/workzone-traffic-management

This page also provides information on TTM Categories for Temporary Traffic Management, including maps for the categories of roads of South Australian roads.

Whenever workers are present at a worksite and traffic control devices are in use, at least one worker must:

a) Have attained accreditation in a Temporary Traffic Management training course for the category of road on which they are performing work provided by an ATP; and
b) Carry proof certifying their qualification for the specific road category when working at that site.

Provided that the requirements set out in Part 2 of DIT's Supplement have also been met, this accreditation confirms that a worker is recognised as a 'competent person', and that authority has been granted to place, move, and remove traffic control devices when required. These tasks may be delegated to another person under the direct supervision.

NOTE: When non-roadworks are carried out adjacent to a roadway, AND the work does not obstruct or interfere with any road users (including cyclists and/or pedestrians), AND the work does not require works protection measures as detailed in Section 8 of this Standard, accreditation in temporary traffic management is not required. Devices such as traffic cones, vehicle mounted warning devices, high visibility clothing and/or description of works signs may be used to make the workers more conspicuous and provide information and awareness to the general public about the presence of workers and reason for works.

Operators of Truck Mounted Attenuators (TMA) must meet the training requirements as set out in Table A 7 of AGTTM Part 8 - *TTM Categories and the National Training Framework*.

2.4 Working on prescribed roads or roads under the care, control, and management of the Commissioner of Highways

When working on or adjacent to a roadway, the appropriate road authority must be notified before any roadworks commence. Prescribed roads and roads under the care, control and management of the Commissioner of Highways require an Approval and/or Permit to be obtained from the Department's Traffic Management Centre (TMC) office prior to starting any works.

Section 4A of the Regulations describes where the above is not applicable.

NOTE: Short-term low impact works on prescribed roads do not require permit from the department if the criteria in Section 8.2 of this document are met.

2.4.1 Notification of Works Approval

Notification to the Department's TMC is required when roadwork is undertaken on, along, adjacent or across any road pavement or shoulder which is maintained by the Commissioner of Highways or prescribed by regulations. Authority to work on these roads must be obtained before any work is carried out. If a work zone speed limit or lane change is required, then a permit for that speed limit and/or lane change will be issued as part of this approval.

A list of roads under the care, control and management of the Commissioner of Highways is available at

https://www.sa.gov.au/topics/driving-and-transport/roads-and-traffic/road-responsibilities

Such notification shall include submitting an application via the Department's roadworks portal (www.roadworks.sa.gov.au) and a TMP and TGS that shows the location of all traffic control devices and proposed times of traffic restrictions. Access to the portal can be made via the New User Application Form (Appendix A) or by emailing dit.roadworks@sa.gov.au. A copy of the permit, TMP and TGS must be available for viewing on site.

When working on or adjacent to a road under the care, control, or management of the Commissioner of Highways, refer to the 'Specification for Works on Roads by Other Organisations'.

For a copy of the Specification for Works on Roads by Other Organisations, refer to:

https://www.dit.sa.gov.au/contractor_documents/works_on_roads_by_other_organisations

Large project work impacting the Department's assets, involving drawings, specifications and work methods should have prior agreement by the Department. A reference number will be supplied. This number should be included upon the Notification of works approval to assist the approval process.
Notification of works approvals shall be received **at least three working days** before the commencement of the works.
The TMC shall be notified via the Roadworks Application by a representative of the organisation undertaking the works:

a) prior to commencing all works; and
b) immediately after the works are completed.

OR

The TMC shall be notified on **1800 018 313** by a representative of the organisation undertaking the works:

a) 15 minutes prior to commencing all works; and
b) immediately after the works are completed.

Access to the Roadworks Application can be made via the New User Application Form (Appendix A or via this link: https://dit.sa.gov.au/?a=1205775) or by emailing dit.roadworks@sa.gov.au.

For more information, refer to:

https://www.dit.sa.gov.au/roadworks_faqs

2.4.2 Notification of urgent works

For the purposes of Section 20(4)(b) of the Act when work by a public authority is required to be undertaken as a matter of urgency, verbal notification to the TMC must be given within 2 hours of any traffic control devices including speed signs being placed on the road on (1800 018 313). This will automatically generate a permit for a 24 hour work period. If an extension of the 24 hour work period is required, then an application for an extension is required and must be made at least 3 hours before the end of that 24 hour period.

2.4.3 Public Holiday Restrictions

For information on Long Weekend or Public Holiday traffic restrictions refer to https://dpti.sa.gov.au/roadworks_faqs.

2.5 Working on roads under control of local government

For roadworks undertaken on roads under the care, control, and management of council, contact the appropriate Council in whose area the road is situated.

2.6 Closing roads for roadwork purposes

When a road needs to be closed to traffic check with the road authority to ascertain the legal procedures for closing a road to traffic for roadwork purposes. Early notice enables all emergency services to be advised before the work begins.

When an emergency arises and a road must be closed for safety purposes or to carry out emergency repairs, close the road and advise the following organisations of the action and the expected time of completion of the closure:

a) Traffic Management Centre on **1800 018 313;**
b) Public transport operators (for bus and train movements); and
c) Emergency services (police, ambulance, and fire).

2.6.1 Roadworks coinciding with events on roads

On many occasions events are declared under Section 33 of the Act on roads under the care, control, and management of either the Commissioner of Highways or local council. These events may require either total road closure or traffic restrictions. Ensure that any proposed roadworks do not conflict with these events.

For further information on events on roads refer to:

Guidelines for Events on SA Roads

https://www.dit.sa.gov.au/?a=121394

2.7 Roles and responsibilities

In reference to AGTTM Part 8, Section 2.3, “Roles and Responsibilities” Table 2.2, as far as practicable on those roads under the care, control and management of the Commissioner of Highways, the Department’s role as Road Infrastructure Manager will not cover:

- identifying during the planning stage any requirements with respect to a particular worksite activity which are additional or different from those covered in the AGTTM and which may not be evident to an experienced practitioner by site inspection, observation, and knowledge of traffic volumes.

Reference should be made to the DIT Master Specification “PC-SM1 Traffic & Pedestrian Management” for responsibilities. (https://www.dit.sa.gov.au/?a=1423315)

2.8 Working on or near the rail network

All enquiries relating to

- Accessing the rail corridor
- Working adjacent to the rail corridor (no access to the rail corridor)
- Working within the road corridor adjacent to tracks (including road maintenance)
- Road based surveys

shall be directed to the relevant rail authority and permission to conduct works on or adjacent to the rail line should be obtained from them.

For work on or near a railway, refer to:

https://www.dit.sa.gov.au/rail_network_access/general_information

2.9 Working on or near the tram network

All enquiries for work on or near a tram line shall be directed to the relevant tram authorities and permission to conduct works on or adjacent to the tram line should be obtained from them.

For work on or near a tramline, refer to:

https://www.dit.sa.gov.au/rail_network_access/general_information

Section 3 Safety and Record Keeping

This document, along with AS 1742.3 and AGTTM Part 6: Field Staff – Implementation and Operation Section 2.1, sets out the procedures for installing and operating traffic control devices to ensure that they are used consistently to provide the highest practicable level of protection to roadwork personnel and road users.

AS1742.3

AGTTM Part 6 ***Section 2.1***

3.1 Responsibility for Safety at Work Sites

The responsibility for safety at worksites is described in AS 1742.3. These include obligations under legislative requirements and highlights the need to balance these requirements with the efficiency of the road network.

AS1742.3 ***Section 1.4***

3.1.1 Fire prevention

Organisations and/or individuals undertaking roadworks or temporary work activities on or near a road must comply with South Australia's *Fire and Emergency Services Act 2005*, if works are undertaken during the Fire Danger Season. The risk assessment plan shall include liaising with the Country Fire Service and/or the Metropolitan Fire Service

Fire and Emergency Services Act (2005)

3.2 Record Keeping

In South Australia it is mandatory to keep records of every traffic guidance scheme used. Records shall meet the requirements of AGTTM Part 6, Section 7.5 – Record Keeping.

Records obtained by the department's personnel shall also be kept in accordance with DP009 (Records Management Policy).

For non-departmental personnel, records should be kept in accordance with their own record keeping policy. However, records shall be retained for a period of a minimum of 1 calendar year, such that they can be produced at any time upon request by the Department.

AGTTM Part 6 ***Section 7.5***

3.3 Accident and Incident Records

When there is an accident or incident at a work site (either witnessed by or reported to a worker on site), it is mandatory to report accidents to the Police when anyone is injured or the total value of damage to vehicles and equipment exceeds $3,000. It is also necessary to make a record if there is an accident or incident where legal action may arise.

An example of an incident form can be found in Appendix B, Form B11 of AGTTM Part 8: Processes and Procedures.

AGTTM Part 8 ***Appendix B***

South Australia's WHS Act requires a report to be made to SafeWork SA when a person requires immediate treatment as an in-patient in a hospital as a result of an accident or incident at work. Report the event by phoning SafeWork SA on **1800 777 209**.	
Report to SafeWork SA all accidents that result in a person requiring immediate treatment as an in-patient in a hospital. **Phone: 1800 777 209**	
South Australian Police (SAPOL) requires a report to be made within 90 minutes when a person is injured in an accident involving a motor vehicle.	
Report to the police at the scene of the crash or at a police station within 90 minutes when someone is injured or killed due to a motor vehicle accident.	

Section 4 Developing Traffic Management Plans and Managing Risks

Traffic management plans are prepared by following a risk based procedure considering all essential traffic management matters in an ordered way.

AS1742.3 *Section 2*

For detailed guidance on the planning and preparation of Traffic Management Plans, refer to AGTTM Part 2: Traffic Management Planning.

AGTTM Part 2

4.1 Traffic management

When it is not practical to allow traffic through or past the work area, it may be catered for by a form of detour 'around' the worksite. The various forms of detour are described in Section 3 of AGTTM Part 3.

AGTTM Part 3 *Section 3*

For detours which will be in use for periods in excess of 14 days, the lane width and design speed should match, as near as practicable, those of the approach road.

AS1742.3 *Section 4.8*

Companies seeking detours for heavy or over-dimensional vehicles should check with DIT Road Manager, via the following email:

dit.roadmanager@sa.gov.au

AGTTM Part 3 *Section 3.1*

Pavement, surfaces, and conditions shall be appropriate to the type and volume of traffic using the facility and its location. Temporary pavements shall have sufficient structural strength to carry the anticipated heavy vehicle traffic.

4.2 Traffic control

Traffic control at work sites is provided to maintain a safe workplace for workers and to safely guide road users through work sites. Traffic control at work sites in South Australia must be designed and installed in accordance with the relevant Australian Standard *AS 1742.3 (2019)* and Austroads *Guide to Temporary Traffic Management*.

AS1742.3 *Clause 4.7*

Some exemptions when traffic control is applicable at short-term, low impact works are also outlined in AGTTM Part 5: Short Term Low Impact Worksites.

AGTTM Parts 3, 6 & 7

4.3 Design

4.3.1 TTM Categories

The Department classifies roads for temporary traffic management based on the Austroads *Guide to Temporary Traffic Management*. Roads have been categorised based on their complexity and safety risks.

AGTTM Part 8

For further information on Road Categories in South Australia, refer to:

https://www.dit.sa.gov.au/traffic-control-monitoring/workzone-traffic-management/road-categories-temporary-traffic-management

4.3.2 Variations to Design

Approval for any variations to design (e.g. distances) must be sought with DIT:Roadworks dit.roadworks@sa.gov.au or phone **1800 018 313**.

4.4 Advance Notice of Works

Depending on the complexity of the traffic management plan and the length of time it is expected to operate, it may be necessary to erect special signs in advance to inform the public of the future works. It may also be advisable to implement a publicity campaign using printed material, social media, and local media, particularly the radio.

AGTTM Part 2 *Section 4.10*

In addition, when applying for a roadworks permit from the Traffic Management Centre, the location of the works will be made available online at www.dit.sa.gov.au or www.traffic.sa.gov.au.

Portable variable message signs (VMS) are used to give advance notice of works to road users. VMS should only be used to supplement existing roadside infrastructure and should not be used as a substitute for conventional signs and pavement markings.

Roadwork messages on portable VMS must be approved by the Department's Traffic Management Centre or Council or their respective representative.

For further information on the use of variable message signs refer to Operational Instruction 2.36 "*Variable Message Signs*":

https://www.dit.sa.gov.au/?a=78552

OI 2.36 "*Variable Message Signs*"

4.5 Risk Management

4.5.1 Risk assessment

A risk assessment shall be carried out that conforms to the process set out in AGTTM Part 2 'Traffic Management Planning', Section 4.5.1, Section 4.5.2, and Appendix B.

AGTTM Part 2 *Sections 4.5.1 & 4.5.2 & Appendix B*

For speed limit assessment refer to Section 7 of this document.

In Fire Danger Season the risk assessment shall include liaising with the SA Country Fire Service and/or Metropolitan Fire Service.

NOTE: Risk assessments shall only be conducted by a 'competent person'.

4.5.2 End of day risk assessment

In addition to the information above, an end of day risk assessment shall be carried out at the end of the day when a worksite is to be left unattended overnight. This assessment shall be documented and signed off by a competent person.

AGTTM Part 3 *Section 6.9*

NOTE: An unattended work site shall be setup for the road user and not for the road worker.

The retention of temporary speed limits, and associated signs, must be in accordance with Section 20(11) of the Act.

Road Traffic Act *Section 20(11)*

Speed limits signs shall not be left in place, especially when there are no workers engaged at the work area, and the area of road affected by the works, or by vehicles or equipment relating to the works, and does not involve a greater than normal level of hazard for persons using the road.

If a temporary lower speed limit has been left in place, its reason for being left out must be documented and shall always be made available on request.

Refer to the record keeping requirements included in this Standard (Section 3.2) for further information. All symbolic worker or Traffic Controller signs shall be removed or covered over when not required. If applicable, the return to speed limit signs shall be correctly placed.	

Section 5 Traffic Guidance Schemes

A traffic guidance scheme typically describes the arrangement of signs and devices to warn, instruct and safely guide road users around, through or past a worksite.

AS1742.3 *Section 3*

Traffic guidance schemes may be in either hardcopy or electronic format and shall be made available to view at the work site.

AGTTM Parts 3, 4 & 5

5.1 Sample traffic guidance scheme layouts

AGTTM Part 9

The AGTTM Part 9: Sample Layouts provides example layouts of the application of the guidance provided in other parts on the AGTTM series.

However, please note that the AGTTM Part 9 does not include scenarios of all situations and should only be used as a guide when planning TGSs.

5.2 Installation

5.2.1 Adjustment to existing devices

Any signs and traffic control devices, including regulatory, warning, guide signs, and pavement markings, which are inappropriate to, or conflict with the temporary work site situation shall be covered, obliterated, or removed. This shall be indicated in the traffic guidance scheme.

AS1742.3 *Clauses 4.2.5 & 4.2.6*

Existing traffic signals not used as part of traffic control at the work site shall be switched off and temporary sign T1-SA118 shall be installed.

Where safety camera signs are present within the temporary work site, only the speed limit portion of the sign shall be covered.





5.3 Operation

5.3.1 Delays

If an excessively long delay is caused by an unexpected event the supervisor should inform the traffic controllers of the delay and give an estimated time to be relayed to the public.

The Department's TMC and/or emergency services should also be advised where relevant.

If traffic queues become too long, consideration should be given to either finding a suitable detour or otherwise re-routing traffic.

5.4 Operating Portable Traffic Signals

AS 1742.3
Clause 4.7.4(b)

The following guidelines apply to the operation of portable traffic signals:

- Vehicle-actuated operation allows the signals to operate automatically in response to vehicle demands. This is the preferred mode.
- Other modes of operation are:
  - fixed-time operation, which does not respond to vehicle demand. Cycle times are a fixed length; or
  - manual operation, which allows operation of signals by a traffic controller.
- Irrespective of the form of operation, signals shall be monitored to ensure they are operating safely and effectively and do not cause unnecessary traffic delays.
- Sight distances for portable traffic signals shall be a minimum of 150 m to the primary signal face. A roadworks speed limit no higher than 60 km/h shall be imposed if the signals would otherwise be in a higher speed limit zone.

5.5 Performing Traffic Control

5.5.1 Duties and responsibilities of traffic controller

AGTTM
Part 7
Sections 2.4 & 2.5

The duties and responsibilities of a traffic controller shall include, but not be limited to, those items listed in Sections 2.4 & 2.5 of AGTTM Pt 7 and the following:

- be an ‘competent person’;
- be located where sight distance is no less than 1.5 D to traffic;
- not obstruct or be obstructed by other signs and devices;
- ensure that you have a clear escape path;
- if working with another controller and you are next to stop traffic, fulfil your responsibility to change the direction of traffic;
- use an ‘A’ size Stop/Slow Bat’ (unless a boom barrier is used);
- use portable two-way radios or other suitable equipment to communicate between controllers if unable to do this by sight;
- give definite and clear hand signals (see Figure 2.9 in AGTTM Part 7);
- make sure you stand clear of traffic before allowing it to proceed;
- take at least a 15 minute break after no more than 2 hours duty;
- not leave the position unless relieved by another ‘accredited person’ or directed by the supervisor; and
- be courteous at all times in dealing with the public, never let yourself be provoked.

AGTTM
Part 7
Section 2.9.3

Breaks from traffic controller duties shall be in accordance with relevant awards, agreements, and WHS legislation.

Section 6 Devices and Signs

This section provides details on worksite design and device layout, including sign positioning and set out. For details of specific devices including their function and format, refer to AS 1742.3 and DIT Supplement to AS 1742.3

6.1 Signs used in South Australia

DIT Standard Sign Index: https://signindex.dit.sa.gov.au/signs

Only signs defined in AS 1742.3, this Standard or specified for use for temporary work activity on the Department's Standard Sign Index shall be used when working on the road.

AS1742.3

The Department's Standard Sign Index also defines signs available solely for use in South Australia. Signs with "SA" in the alpha-numeric code are for use in South Australia only e.g., T1-SA2.

Development or variation to signs for specific or individual use is not permitted without approval from DIT's Traffic Engineering Standards (email DIT.TASSAdminSupport@sa.gov.au).

6.2 Components of a work site

Austroads describes three types of work site diversion scenarios. These are 'around', 'through' or 'past' the worksite. Refer AGTTM Part 3: Static Worksites Sections 3.2, 4.2 and 5.2 for further descriptions.

AGTTM Part 3 *Sections 3.2, 4.2 & 5.2*

6.2.1 Sign spacing (Old Dimension 'D")

Dimension D is a distance expressed in metres, used for the positioning of advance signs and related purposes, and is defined in AGTTM Part 3: *Static Worksites* Section 2.5.3.

AGTTM Part 3 *Section 2.5.3*

To calculate D, the speed of traffic shall be determined as in AGTTM Part 3 and is shown in Table 6.1.

NOTE: This table, while based on AGTTM Part 3: *Static Worksites* Table 2.2, has been amended to cater for the use of 25 km/h speed limits in South Australia.

AGTTM Part 3 *Table 2.2 (modified)*

Table 6.1: Value of Dimension *D*

Speed of Traffic (km/h)	D (m)
45 or less	5 m
46 - 55	15 m
56 – 65	45 m
Greater than 65	Equal to speed of traffic

Reference: *AGTTM Part 3: Static Worksites Table 2.2 (modified)*

6.3 Advance Warning Area

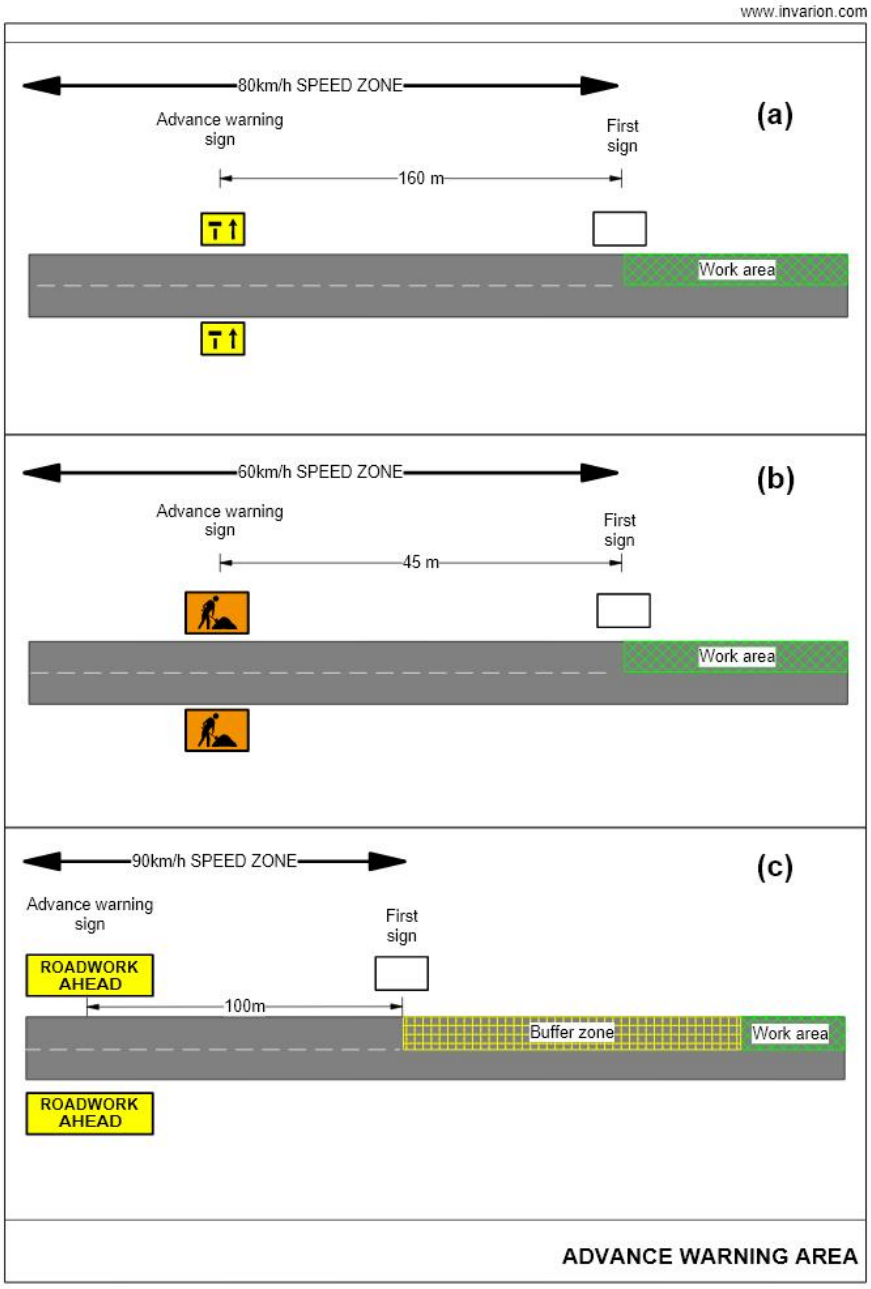
Advance warning signs and devices are used within the advance warning area.

Advance warning signs shall be placed on both sides where possible of the roadway in advance of the beginning of the transition area. Signs should be placed:

a) 2 D back from the first sign;
b) D back from the first sign for approach speeds less than 65 km/h; or
c) 100 m back from the first sign if a buffer zone is installed.

Refer Figure 6.1 below. Advance warning signs for works exceeding a continuous two week period should be erected in a permanent manner e.g. on posts sunk into the ground.

Figure 6.1: Advance Warning Area examples*



* Diagrams above do not show all signs and are not meant to be used as a Traffic Guidance Schemes

6.3.1 Advance warning distances

This distance shall be measured from the sign to the beginning of the transition area, or the beginning of a diversion associated with the work site. Where there are more than one advance sign position, the advance signs nearest the work area shall be placed D from the beginning of the taper area or diversion and other advance sign positions at successive spacing's of D further in advance of the work area.

Refer Table 6.4 to determine dimension 'D'.

Table 6.4: Advance warning sign distances

Number of advance sign positions	Approach speed (km/h)	Distance (m)
One	Less than 65	D
	65 or greater	2D
Multiple	All approach speeds	D

6.3.2 Advance warning sign exceptions

Examples of special cases that are exceptions to the normal use of advance warning signs are provided below:

- **Long distance signs**
  On freeways and other roads where traffic speed is 90 km/h or greater, additional 'Roadwork X km Ahead' [T1-6] type signs may be required.
- **Frequently changing work areas**
  Under appropriate conditions advance signs may be displayed up to 2 km in advance of the work vehicle.
- **Mobile works**
  Advance signs for mobile works activities are carried on vehicles.
- **Avoiding end of queue collisions**
  Under heavy traffic conditions long queues may form at a work site. Depending on the speed of traffic and sight distance to the end of the queue, additional advance warning may be required to avoid end of queue collisions. End of queue protection shall be provided whenever a stationary queue is likely to extend to a point more than D beyond the 'Prepare to Stop' sign.

6.3.3 Contraflow

Where contraflow has been applied on a divided carriageway, **TM8-5C 'LOOK BOTH WAYS, TWO-WAY TRAFFIC'** signs should be provided at side road approaches to warn traffic entering or crossing the main roadway. Refer AGTTM Part 3: *Static Worksites* Figure 3.9 and Section 5.9.3 for further information.

AGTTM Part 3 *Figure 3.9* *Section 5.9.3*



TM8-5C

Unless fencing or barriers are in place to prevent access by vulnerable road users to the work site when contraflow arrangements are in place, the **'LOOK BOTH WAYS, TWO WAY TRAFFIC' (T8-5)** sign shall also be used at any locations within or through the work site where infrastructure intended to provide accessible crossing points for vulnerable road users, such as at kerb ramps, pedestrian crosswalk lines including at signalised and non-signalised pedestrian crossings, pedestrian refuges, and pedestrian walkthrough gaps in medians is in place. Where used, the sign shall be placed on both sides of the open roadway facing pedestrians about to cross.

6.4 New or Innovative Temporary Traffic Management Devices

Where a new or innovative temporary traffic management device intended for use on roads in South Australia is not covered under current standards or guidelines, contractors and/or suppliers must submit an application through the Austroads Innovative Temporary Traffic Management Device and Solution Assessment (AITDSA) Scheme.

Devices recommended under the AITDSA Scheme are automatically approved for usage in South Australia.

For further information on the AITDSA Scheme refer to:

https://austroads.com.au/network-operations/temporary-traffic-management/AITDSA

6.4.1 Application Process

A formal submission for AITDSA will involve the completion of a submission form.

https://austroads.com.au/__data/assets/pdf_file/0022/501628/AITDSA-submission-form.pdf

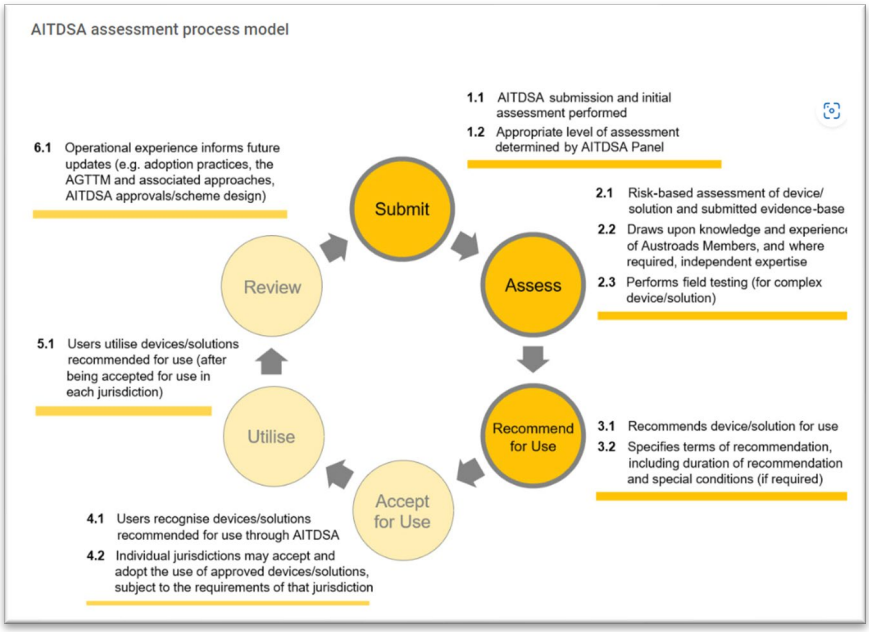
The submission form is intended to capture essential information necessary to present an innovative device or solution to AITDSA.

6.4.2 Assessment Process

The AITDSA assessment process considers:

- what the innovative device/solution is intended to do
- what is the problem being solved
- environment parameters (the environments it can or cannot be used in)
- operational arrangement (the conditions necessary for safe use)
- training requirements (the user training needed to ensure its safe use)
- the interface and updating the Austroads Guide to Temporary Traffic Management (to ensure there is an alignment).

The AITDSA assessment process is led by a panel of road agency representatives, including a representative from the Department.



From Austroads AITDSA Scheme webpage – "What is the AITDSA process?"

(https://austroads.com.au/network-operations/temporary-traffic-management/AITDSA)

Section 7 Speed Limits

Temporary speed zones may be required the management of speeds at work sites and work areas for the safety of workers or road users.

AS1742.3 *Clause 3.4.2*

Section 20 of the *Road Traffic Act 1961* prescribes the speed limits to be set at works on roads for work sites, work areas and hazardous work areas, defined as Category 1 and Category 2 in the Act. As indicated in Section 2.2.1 "*Standards prescribed under the Act and Regulations*" these are now referred to as Hazard Level 1 and Hazard Level 2 Work Areas.

Section 2.2.1

Section 20 also prescribes that a roadworks speed limit permit is required when placing a speed limit or closing a portion of a prescribed road (road under the care, control and management of the Commissioner of Highways or otherwise prescribed by the Regulations).

A temporary speed zone established at works on roads will only apply for the duration of the permit. Section 20(11)(b) of the Act provides that temporary speed limit signs must be removed from the road during any period which:

(i). workers are not engaged at the work area; and
(ii). the area of road affected by the works, or by vehicles or equipment relating to the works, does not involve a greater than normal level of hazard for persons using the road.

Speed zones for traffic safety purposes should not be used where alternative means of traffic control would be adequate, nor should they be used to avoid the necessity for some other more appropriate action, such as the use of a barrier system, TMA, or a traffic controller.

7.1 Roadwork speed limits

The speed limits shall be displayed for the following parts in a work zone:

- Work site – **Maximum** of 80 km/h *;
- Hazard Level 1 Work Area – 40 km/h; and
- Hazard Level 2 Work Area (Unusually High Hazardous work area) – Maximum of 25 km/h.

***** if speeds higher than 80 km/h are required then a separate approval in accordance with Section 20(10)(c)(ii) of *Road Traffic Act 1961* can be obtained at the discretion of the Commissioner of Highways or the delegate.

Road Traffic Act Section *20(10)(c)(ii)*

Where the work area has been determined that it is not Hazard Level 1 or 2 and the posted speed limit under normal conditions applying to the road is greater than 80 km/h, then a roadwork speed limit of 60 km/h may be used under the following conditions where:

- plant only is operating.
- the road surface has been degraded.
- a fresh bituminous seal has just been laid; and/or
- traffic is subject to a reduced standard alignment e.g., an uneven road surface due to roadworks.

Refer to Table 7.1 for safety controls to reduce the level of risk associated with Level 2 work areas and eliminate the need for a 25 km/h speed limit. Traffic speed may be increased to a maximum of 60 km/h where work is carried out on plant exclusively.

7.1.1 Speed limit assessment for Hazard Level 2 unusually hazardous work areas

Hazard Level 1 work areas have a default speed limit of 40 km/h. The conditions for Hazard Level 1 work areas are explained in Section 8 of this document.

The use of a 25 km/h speed limits is reserved for Hazard Level 2 areas (unusually high level of hazard to workers or persons using the road). See Table 7.1 below.

NOTE: A permit for the use of a 25 km/h speed limit will *only* be issued once a documented risk assessment has been undertaken to show that controls such as the following cannot be implemented so as to obtain a higher speed limit.

Table 7.1: Hazardous Control selection table

Level 2 hazards	Hierarchy of Safety Controls		
	Elimination/Substitution	Engineering	Administrative
Edge drop of more than 200 mm	Road closure Detour onto other roads Side track past the works	Safety barriers Lateral clearance Vehicle crash attenuators Different construction method	Speed reduction
Unprotected worker on foot within 1.2 m of moving traffic	Road closure Detour onto other roads Side track past the works	Safety barriers Lateral clearance	Speed reduction
Controller using a manual Stop/Slow bat (unprotected) stepping into a lane	Road closure Detour onto other roads Side track past the works Use of electronic/remote signing	Safety barriers Lateral clearance	Speed reduction
If stopping sight distance cannot be met for other higher road work speed limits	Road closure Detour onto other roads Side track past the works		Speed reduction
Unfinished pavements	Road closure Detour onto other roads Side track past the works		Speed reduction
Poor visibility	Road closure Detour onto other roads Side track past the works		Speed reduction
Narrowed lane widths (below minimum requirements of Austroads)	Road closure Traffic diversion	Safety barriers Lateral clearance	Speed reduction
Major events with high pedestrian volumes	Road closure Detour onto other roads Side track past the works	Safety barriers Lateral clearance	Speed reduction
Where the existing permanent speed limit is greater than 25 km/h and less than 40 km/h.	Road closure Detour onto other roads Side track past the works	Safety barriers Lateral clearance	Speed reduction
It is impracticable to separate pedestrians and cyclist from vehicular traffic through (not past) the work area.	Detour onto other roads Side track past the works	Safety barriers Lateral clearance	Speed reduction

7.1.2 Start of speed zone

Roadwork speed restriction signs shall not be used alone but in addition to other signs and devices required at the work site. Speed restriction signs shall be placed on both sides of the roadway where possible at the start of the speed zone, unless the normal speed limit is 40 km/h, in which case a speed restriction sign is required on the left-hand side only.

7.1.3 Buffer zone

AGTTM PART 3 ***Section 5.5.1 & Table 5.6***

Advance warning of a temporary speed zone shall be provided by means of a buffer zone, comprising a speed zone of intermediate value, or "Speed Limit AHEAD" type signs in accordance with either Table 5.6 of AGTTM Part 3: Static Worksites or Table 7.2 below.

A speed reduction of greater than 35 km/h shall have a buffer speed zone.

A reduction in speed of 60 km/h or more may be phased in through two steps for safety or other reasons.

The length of a buffer zone speed limit is determined by the preceding speed limit.

Refer to note 1 below Table 7.2 for locating the "Speed Limit AHEAD" (G9-79) sign where this type of buffer is used.

A buffer zone speed limit is not required for traffic leaving a lower speed zone.

Table 7.2: Advance warning of 25 km/h speed limit

Speed reduction for 25 km/h (km/h)	Method of advance warning	Recommended Applications
55 - 35	Speed Limit Signs or Speed Limit AHEAD	70 – 25 AHEAD[1] – 25 80 – 60 – 25
65	Speed Limit Signs & Speed Limit AHEAD	90 – 60 AHEAD[1] – 60 – 25
75	Speed Limit Signs & Speed Limit AHEAD	100 – 60 AHEAD[1] – 60 – 25
85	Speed Limit Signs & Speed Limit AHEAD	110 – 60 AHEAD[1] – 60 – 25

1. Where the "Speed Limit AHEAD" type buffer zone is used, the "Speed Limit AHEAD" (G9-79) sign is located a distance equal to double the value of the preceding speed limit, in advance of the Speed Restriction (R4-1) sign.

For example, if the preceding speed limit is 110 km/h, a "60 AHEAD" (G9-79) sign would be located 2 x 110 = 220 m in advance of the "60" Speed Restriction (R4-1) sign.

Refer to Appendix D for a pictorial version of Table 7.2 above.

7.1.4 Length of temporary speed zone

To encourage drivers to obey the signs the speed limit zone should be kept as short as possible. Workers should, wherever possible, avoid setting up or working in an area defined as a hazardous work area.

Lengths of Temporary Speed Zones should comply with AGTTM Part 3 Table 5.5, except for 25 km/h zones, as set out in Table 7.3 below.

Table 7.3: Recommended maximum temporary speed zone lengths

Maximum Speed Limit (km/h)	Length of temporary speed zone (m)
25	100 – 200*†
40	As per Table 5.5 of AGTTM Pt 3*
60	
80	

AGTTM Part 3 *Table 5.5*

***** For traffic management purposes, if a longer length is required, it should be highlighted in the submission for approval to the Road Authority.

† - The lowest speed limit should be confined to the length of the hazard being addressed, rather than any length in advance. For further information and values of recommended work zone length, refer to AGTTM Part 3, Section 5.5.1 “Temporary Speed Limits” and Table 5.5.

Refer also to Sample Layout 42 in AGTTM Part 9.

AGTTM Part 3 *Section 5.5.1*

AGTTM Part 9 *pp63*

7.1.5 Repeater signs

The sign size for the repeater Speed Limit sign is generally a “A” size (450 mm x 600 mm).

7.1.6 New Surfaces

Subject to an adequate risk assessment, possible speed restrictions that may be used in conjunction with the sign combination shown for new surfaces (refer Clause 4.9.1 of the DIT Supplement to AS 1742.3) are:

- 40 km/h where the permanent posted speed for the relevant section of road will be 60 km/h,
- 60 km/h where the permanent posted speed for the relevant section of road will be 80 km/h, or
- 80 km/h where the permanent posted speed for the relevant section of road will be 100 km/h or greater.

DIT Supplement to AS1742.3 *Clause 4.9.1*

7.1.7 Offset speed zones

Temporary speed zoning which results in speed limits which are different for each direction of travel at a particular location (offset speed zones) may be used when the conditions specified in AGTTM Part 3: Static Worksites Section 5.5.1 for offset speed zones are met.

AGTTM Part 3 *Section 5.5.1 pp71*

7.1.8 Non Complying Speed limits

If Section 20(11)(b) of the Act is not complied with in relation to any speed limit signs, then an authorised officer may alter or remove the speed limit signs.

Section 8 Work Protection Methods

The Austroads Guide to Temporary Traffic Management separates work sites into the following categories:

- Static Work Sites
- Mobile Work Sites
- Short Term, Low Impact Work Sites

Table 8.1 provides a summary of these categories, as well as an additional category for works on unsealed roads.

Use of Truck Mounted Attenuators (TMAs) shall be undertaken in accordance with Section 3.5.3 of AGTTM Part 4: Mobile Works for mobile works, or with Section 5.8.1 of AGTTM Part 3: Static Works for static worksites.

AGTTM Part 4 ***Section 3.5.3***

AGTTM Part 3 ***Section 5.8.1***

The TMA operator shall remain in the vehicle while it is in operation which includes mobile works, progressively mobile works or setting up a static closure. Once a static closure is in place, the TMA operator should leave the vehicle and may assist with works being undertaken.

Table 8.1: Works protection methods

Works method	Applicable tasks	Further reading
Static work site	All works which are greater in scope and duration than can be handled by the short-term low-impact provisions below or mobile works.	Section 8.1 AGTTM Part 3
Short-term low-impact works – *open road areas*	Shoulder grading and verge mowing.	Section 8.2 AGTTM Part 5
Short-term low-impact works – *built-up areas*	Median and verge mowing or footpath works.	Section 8.2.5 AGTTM Part 5
Mobile works	Line marking, laying, or removing pavement markers and pavement testing where all signs and other protective devices are on vehicles.	Section 8.3 AGTTM Part 4
Works on unsealed roads	Maintenance grading on unsealed roads. Short-term partial road closures on unsealed roads.	Section 8.4

8.1 Static work sites

NOTE: The clearance to edge of the work area in the following shall be measured from the traffic side edge of the line of delineating devices or barriers.

8.1.1 Work area or work site is 6 m or more clear of traffic

If the entire work area including all vehicles and plant is located a minimum of 6 m from the nearest edge of a lane carrying traffic, no traffic delineation of the work area or temporary speed limit will be required. Refer to AGTTM Part 3: Static Worksites Section 3.1.

AGTTM Part 3 ***Section 3.1***

8.1.2 Work area 3 m to 6 m clear of traffic

If the entire work area including all vehicles and plant is located a minimum of 3 m from the nearest edge of a lane carrying traffic, no traffic delineation of the work area will be required but the following shall be provided:

- A Worker (symbolic) T1-5 sign in advance of the work area when workers of small items of plant are present on the site.
- A vehicle-mounted warning device (refer to AS 1742.3 and DIT Supplement for AS 1742.3 for which device is applicable)

A containment fence can be used to delineate the clearance line for workers if the work area clearance is close to the 3 m minimum.

AS 1742.3 *Cl 4.6.5*

AS 1742.3 *Cl 4.14.1*
DIT Supplement *Cl 4.14.2*

A maximum roadwork speed limit not exceeding 80 km/h shall be used.

8.1.3 Work area clearance to traffic between 1.2 m and 3 m (Hazard Level 1)

If there is no road safety barrier between the edge of the work area and the nearest edge of a lane carrying traffic, but the clearance between the two is from 1.2 m to less than 3 m, the following are required when workers or small items of plant are on site, in addition to the requirements for other work site management devices specified in the Standard:

- A Workers (symbolic) T1-5 sign in advance of the work area.
- Delineation of the edge of the traffic lane by cones, bollards or similar means (see Table 5.1).
- Separate delineation of the edge of the work area by means of a containment fence if there is a risk of workers or small items of plant infringing the clearance area.
- Vehicle mounted warning devices

AS 1742.3 *Cl 4.6.5*
AS 1742.3 *Cl 4.14.1*

AS 1742.3 *Cl 4.12.1*

AS 1742.3 *Cl 4.14.1*

A roadwork speed limit of 40 km/h shall be used.

8.1.4 Hazardous work area – when clearance to traffic is less than 1.2 m and not protected by a road safety barrier system (Hazard Level 2)

If a clearance of 1.2 m cannot be achieved, then the following minimum requirements apply:

- ‘Workers (symbolic)’ signs in advance of the work area.
- Delineation of the edge of the traffic lane by traffic cones, temporary bollards, or similar means.
- Separate delineation of the edge of the work area by means of a containment fence if there is a risk of workers or small items of plant infringing the clearance area. The containment fence may be omitted if there is insufficient space to place it.

Refer to Table 7.1 for safety controls to reduce the level of risk associated with Level 2 work areas and eliminate the need for a 25 km/h speed limit where possible in the first instance. Traffic speed should be increased to a maximum of 60 km/h where work is carried out on plant exclusively.

A roadwork speed limit of 40 km/h or less shall be used.

8.1.5 Work area protected by a road safety barrier system

If the work area is protected by a road safety barrier system, there will be no requirement to reduce traffic speeds for the protection of workers, but the following apply:

- Advance signing and delineation, including Worker (symbolic) T1-5 signs when workers are on site, are required.
- Temporary speed zoning below 80 km/h may be required for the safety of traffic negotiating the site outside the barrier.
- Clearance to edge of barriers (Refer to Table 2.5 of AGTTM Pt 3)
- Steps should be taken to ensure that workers and plant will remain within the protection of the barrier.
- A containment fence behind the barrier and temporary crash attenuators should also be used. (Refer Section 2.5.8 of AGTTM Pt 3)

AGTTM PART 3

AGTTM PART 3 *Section 2.5.8*

A maximum roadwork speed limit not exceeding 80 km/h shall be used.

8.2 Short-term low impact works

Short-term low impact works in the context of this section means works that involve the occupation of a road for not more than 20 minutes as defined in Regulation 4A(2) of the *Road Traffic (Miscellaneous) Regulations 2014* and not the definition which has been defined in the Austroads Guides to Temporary Traffic Management. Regulation 4A(2) is specific to works carried out by workers engaged by a public authority (or a contractor or employee of a public authority).

Road Traffic (Misc) Regulations 2014

Regulation 4A(2)

In accordance with Regulation 4A of the *Road Traffic (Miscellaneous) Regulations 2014*, short-term low-impact works cannot be carried out on prescribed roads without a permit in the following situations:

- Between the hours of 7am to 9am, Monday to Friday (inclusive), or
- Between the hours of 4pm to 6pm, Monday to Friday (inclusive), or
- If the work area or work site includes a length of road to which a clearway sign applies – during a period referred to above or during any additional period for which the clearway sign applies to that length.

A permit is required for works within both the times specified above and those displayed on a clearway sign.

Short-term low impact works on managed motorways require a permit at all times.

Consideration should also be given to avoid works which will affect the operation of bicycle lanes and bus lanes during specific sign-marked operating times.

NOTE: Short term low impact works undertaken on prescribed roads in accordance with this section do not require a roadworks permit outside the above times

The following works are permitted to be carried out as short term low impact works without the use of fully protected static work sites or mobile works convoys. A risk assessment shall be made of these treatments in environments where this type of work is proposed. If the risks cannot be tolerated, a fully protected static work site or mobile works convoy will be required.

For short term low impact works on prescribed roads (as defined by Section 20 (1) of the Act) outside of Regulation 4A, (e.g. works conducted by others, or for longer than 20 minutes but within the scope and parameters of short-term low

impact worksites described in AGTTM Part 5), an approval via the Roadworks Portal is required.

A built-up area is defined as: “roadside development comprising property accesses at spacings averaging less than 100 m over distances of at least 500 m”.

An open road area is defined as: “roadside development less frequent than that specified for a built-up area.”

Any works undertaken under the short term low impact works 20 minute provision of Regulation 4A(2) of the *Road Traffic (Miscellaneous) Regulations 2014* must have their start time formally documented and this documentation shall be made available on request.

8.2.1 Frequently changing work area – open road areas (rural areas)

For activities such as minor maintenance on the pavement or shoulder, including road furniture maintenance and longitudinal survey work at successive locations less than 2 km apart, the frequently changing work area treatment may be applied.

The following requirements shall be observed:

- workers may work on the roadway or within 1.2 m of moving traffic provided the roadway at any one work site is not occupied for more than 20 minutes;
- display a vehicle mounted warning device (which shall not be obscured);
- sight distance to the vehicle mounted warning device for approaching traffic shall be greater than 150 m in a 60 km/h or lower speed limit zone; or greater than 250 m for speed limits greater than 60 km/h; and
- a lookout person is posted to warn workers on foot on the roadway of approaching traffic (see AGTTM Part 5: Short Term Low Impact Worksites)

8.2.2 Frequently changing work area – built-up areas (urban areas)

Work not within traffic lane

The work shall be carried out with a vehicle equipped with a vehicle mounted warning device parked on a shoulder, parking lane or elsewhere where parking is permitted adjacent to moving traffic.

The vehicle shall shadow the work area at all times, either to the front or behind it. The limitations that shall apply are:

- speed limit – 70 km/h or less;
- minimum sight distance to oncoming traffic – 50 m;
- maximum work period at any one location of 20 minutes;
- a static work site is required if these conditions cannot be met; and
- the work area may move frequently between successive locations.

The following are examples of short-term low impact works appropriate for this treatment when they do not encroach onto a moving traffic lane:

- pit cleaning or repair;
- litter collection;
- tree pruning or planting;

- road signs or street furniture maintenance; and
- street light maintenance.

Work within a traffic lane

The work shall be carried out using a work vehicle or large plant item and a shadow vehicle, both equipped with a vehicle mounted warning device. A large plant item should generally be considered to be the equivalent of a medium size farm or industrial tractor or larger.

If work is being carried out by a large plant item and there are no workers on foot or small plant items present, the shadow vehicle shall follow the plant item 15 m to 30 m behind it, either in the lane or shoulder to the left of the work lane if free, or otherwise, within the work lane.

If the work is being carried out by workers on foot or small items of plant, even though large plant items may also be present, the shadow vehicle shall travel in the same lane as the work area, 20 m to 40 m behind the work vehicle.

The following limitations apply:

- speed limit – 60 km/h or less;
- maximum work period at any one location, large item of plant, no workers on foot – 20 minutes at any traffic volume;
- maximum work period at any one location, workers on foot – 20 minutes at any traffic volumes;
- the shadow vehicle may be dispensed with at traffic volumes less than 60 vph provided sight distance to oncoming traffic is at least 50 m or 2 D, whichever is the greater; and
- the work may be moved between successive locations.

A static work site is required if these conditions cannot be met.

The following are examples of short-term low impact works appropriate for this treatment:

- pavement marker laying (other than on dividing lines).
- Accessing water castings/valves
- Crack sealing
- pavement testing.

8.2.3 Works on medians, verges, and footpaths – built-up areas (urban areas)

The following works may be undertaken without any support vehicle on the roadway:

- median and verge mowing and relating activities such as tilling, seeding and weed spraying;
- works on a footpath; and
- garden maintenance.

subject to the conditions listed below that shall be met:

- Maximum work period at any one location of 20 minutes
- Where there are plant items only and no workers on foot, the relationship between speed limit and clearance to edge of traffic lane shall be as follows:

  - A maximum speed limit of 80 km/h – clearance shall be greater than 1.2 m, or
  - A speed limit 60 km/h or less – clearance may be 1.2 m or less, but plant items shall not encroach onto the traffic lane.
- Where there are workers on foot or small items of plant, or both, the work method shall be restricted to one of the following:
  - the speed limit is 60 km/h or less and the work area does not encroach onto a moving traffic lane, or
  - the speed limit is 80 km/h or less and the clearance to edge of traffic lane is at least 1.2 m.
- The 'Workers (symbolic)' sign or 'Road Plant Ahead' sign shall be displayed respectively, when either workers on foot or plant items alone are present and working closer than 1.2 m to a moving traffic lane.
- Wherever there are workers on foot or small items of plant working 1.2 m or less clear of a moving traffic lane, traffic cones, or temporary bollards to the required spacing shall be placed along the kerb line or edge of traffic lane if no kerb.

A static or mobile work site is required if these conditions cannot be met. If work duration is longer than 20 minutes, but limited to a single shift, refer to AGTTM Part 5: Short Term Low Impact Worksites, Sections 5.1 and 5.2.

8.2.4 Shoulder grading and mowing on sealed roads – open road areas (rural areas)

Shoulder grading and mowing on sealed roads with traffic volumes less than 1500 vpd may be undertaken in bounds of up to 10 km in length under the following conditions:

- If sight distance to the vehicle mounted warning sign on the grader or mower is at least 250 m throughout the section of road being worked on, advance signs 'Road Work Next 10 km' shall be placed at each end of the section. 'Loose Stones (symbolic)' or similar signs may be needed at the beginning and along the section.
- If the sight distance falls to less than 250 m at some locations, 'Grader Ahead' or 'Road Plant Ahead' together with 'Next 2 km' shall be used on each approach to the section covering the location of diminished sight distance. A 60 km/h temporary speed zone will be required if the speed of traffic is 80 km/h or more.
- Subsections of 2 km or less in length created as described in the bullet point above shall be used. All signs, including speed zone signs if used, shall be relocated before proceeding with the next section. If there is difficulty turning a grader around at the end of a 2 km section, it may be extended to the next available turning point provided it is not more than 6 km in total length.

Where traffic volumes are greater than 1500 vpd the works shall be undertaken either as a mobile works or as static work site.

8.2.5 Work between gaps in traffic – open road (rural areas) and built-up areas (urban areas)

Work that is of short duration that can be carried out within gaps in traffic may be done without advance signs or delineation provided that:

- a lookout person who can see approaching traffic in time to warn workers to vacate the work area before its arrival, is posted;

- work vehicles and items of plant are parked clear of a moving traffic lane;
- a vehicle mounted warning device is displayed on the work vehicle; and
- the maximum work period at any one location is 20 minutes.

The lookout person may be dispensed with if the work will not take longer than 10 seconds and approach traffic can be seen for a distance of at least 20 seconds of travel time.

NOTE: In urban areas, this method is not recommended where traffic lane volume exceeds 100 vph unless significant gaps are being created by upstream traffic control such as intersection traffic signals.

8.2.6 Short-term work in traffic – open road areas (rural areas)

Workers with a vehicle or item of plant equipped with a vehicle mounted warning device may work on the roadway or within 1.2 m of moving traffic without the use of advance signs provided the roadway at any one work site is not occupied for more than 20 minutes, and the conditions below are met.

Sight distance to the vehicle mounted warning device for approaching drivers shall be:

- speed limits 60 km/h or less – greater than 150 m; and
- speed limits 61 km/h or more – greater than 250 m.

The vehicle mounted warning device shall not be obscured e.g., overhanging vegetation or a raised truck body.

The work shall not reduce the:

- overall width to less than that required for safe passage for two way traffic (or one way traffic if volume is less than 50 vpd); or
- running lane width adjacent to a barrier line to less than that needed to allow vehicles to proceed without crossing the line.

A lookout person shall be posted to warn workers on foot on the roadway of the approach of any vehicles whose speed or size may constitute a safety threat. If two or more work areas within a space of 2 km are to be worked on, the site shall be treated as a frequently changing work area. The lookout person may be dispensed with if the:

- work area is more than 1.2 m clear of moving traffic; or
- work will not take longer than 10 seconds and approaching traffic can be seen for a distance away equal to 20 seconds of travel time.

8.2.7 Mobile inspections – open road areas (rural areas)

Mobile inspections are conducted in one of the following ways:

- If the inspection vehicle maintains speed that is less than 20 km/h below the speed limit it may travel in the traffic stream.
- If the inspection vehicle maintains speed that is at least 25 km/h on a road with less than 200 vpd it may travel in the traffic stream but shall display at least one flashing yellow light.
- If the inspection vehicle is able to operate by travelling along a shoulder or verge clear of moving traffic, using gaps in traffic to pass any obstructions in the shoulder or verge, it may operate as a single vehicle but shall display at least one flashing yellow light.

- If the inspection vehicle is required to occupy or partially block a traffic lane continuously at speed slower than 20 km/h below the speed limit or less than 25 km/h on a road with less than 200 vpd, it shall operate within a mobile works convoy.

8.2.8 Low Volume Unsealed Road Grading

Grading of low volume unsealed roads may be undertaken as Short Term Low Impact works without the use of speed limit signs where traffic volumes are < 20 vehicles per day and a detailed risk assessment is undertaken.

For further information refer to AGTTM Part 4: Mobile Works, *Section 3.8.13.*

Advance warning signs may also be omitted where:

- the grader is able to operate while leaving room for opposing traffic to pass it without driving off the roadway, and
- the sight distance of the grader's vehicle mounted warning device is 250 m through the entire section of roadworks.

Low Volume Unsealed Road Grading shall be undertaken as follows:

- No advance warning signs are required for either travel direction if there is sufficient room for opposing traffic to pass the grader without it driving off the roadway and the sight distance to the grader's vehicle mounted warning device is at least 250 m throughout the whole section of road being worked on.

If the conditions above cannot be met, then work shall be carried out as follows:

- Work shall not be undertaken in lengths of more than 10 km. The sign 'Roadwork Next 10 km' shall be placed at each end.
- For site distances less than 250 m the sign 'Grader Ahead' or 'Road Plant Ahead' together with 'Next 2 km' shall be used at each end of each subsection with a reduction of sight distance of up to 2 km in length. These signs shall be placed at least 100 m in advance of the start of any windrow.
- Freshly graded surfaces with loose materials that may become a hazard shall have road condition signs erected. Depending on the type of hazard one or more of the following signs are required:
  - 'Slippery (symbolic)';
  - 'Loose Stones (symbolic)'; and/or
  - 'Loose Surface'.

8.3 Mobile works

Mobile works involve vehicles moving along the roadway continually at a speed significantly lower than other traffic and obstructing traffic lanes. All signs and warning devices shall be displayed on moving vehicles in the convoy.

For further information including examples of mobile works protection methods and operating principles refer to AGTTM Part 4: *Mobile Works*, and Part 9: *Sample Layouts*.

Where mobile works involves the following:

- Line marking using ride-on plant, self-propelled, towed or pushed, or
- Pedestrian type line marking or pavement marker laying or removal where a shadow vehicle is used,

a maximum speed limit of 40km/h shall apply.

Where the existing speed limit is greater than or equal to 80 km/h, mobile works convoys shall be made up of a minimum of four vehicles. Specifically, the four vehicles being:

- Lead vehicle,
- Work vehicle,
- Shadow vehicle, and
- Advance warning vehicle,

as defined in AGTTM Part 4, Section 3.5. A static work site is required if these conditions cannot be met.

AGTTM Part 4 *Section 3.5*

8.4 Works on unsealed roads

The following treatments are permitted on unsealed roads in recognition of the generally lower volumes and traffic speeds encountered on those roads than on sealed roads.

A risk assessment shall be made of these treatments in environments where this type of work is proposed.

If risks cannot be tolerated, a fully protected static work site or mobile works convoy will be required.

These treatments shall not be applied to any road which would normally be sealed but has been left unsealed in the process of construction or reconstruction as a sealed road either temporarily or permanently (e.g. due to economic or climatic factors).

Maintenance grading and resheeting may be carried out either with or without leaving a windrow. Where graded or resheeting material cannot be traversed by traffic; in order to allow traffic to overtake the grader, the grader driver should be instructed to raise the blade from time to time and move forward a short distance to allow the traffic to pass.

Grading on the right side of a road against oncoming traffic should be avoided.

8.4.1 Maintenance grading

Maintenance grading shall be undertaken as follows:

- the grader must always operate while leaving room for opposing traffic to pass it without driving off the roadway.
- the sight distance of the grader's vehicle mounted warning device must be 250 m through the entire section of roadworks.
- no advance warning signs for either direction of travel is required.

Maintenance grading may be undertaken as short term low impact works, see Section 8.2.8.

If the conditions above cannot be met, then work shall be carried out as follows:

- Work shall not be undertaken in lengths of more than 10 km. The sign 'Roadwork Next 10 km' shall be placed at each end.
- For sight distances less than 250 m the sign 'Grader Ahead' or 'Road Plant Ahead' together with 'Next 2 km' shall be used at each end of each subsection with a reduction of sight distance of up to 2 km in length. These signs shall be placed at least 100 m in advance of the start of any windrow.

For further information refer to AGTTM Part 4: Mobile Works, *Section 3.8.13.*

  - Subsections of 2 km or less in length shall be completed and signs such as Speed Zone and End of Zone (if used) shall be removed or relocated prior to starting the next section.
- Freshly graded surfaces with loose materials that may become a hazard shall have road condition signs erected. Depending on the type of hazard one or more of the following signs are required:
  - 'Slippery (symbolic)';
  - 'Loose Stones (symbolic)'; and/or
  - 'Loose Surface'.

8.4.2 Maintenance resheeting

Maintenance resheeting shall be undertaken as follows:

- The work shall not be undertaken in lengths of more than 10 km. The sign 'Roadwork Next 10 km' shall be placed at each end of the s being worked on.
- For sight distances less than 250 m the sign 'Grader Ahead' or 'Road Plant Ahead' together with 'Next 2 km' shall be used at each end of each subsection with a reduction of sight distance of up to 2 km in length. These signs shall be placed at least 100 m in advance of the start of any windrow.
  - Subsections of 2 km or less in length shall be completed and signs such as Speed Zone and End of Zone (if used) shall be removed or relocated prior to starting the next s.
- Freshly graded surfaces with loose materials that may become a hazard shall have road condition signs erected. Depending on the type of hazard one or more of the following signs are required:
  - 'Slippery (symbolic)';
  - 'Loose Stones (symbolic)'; and/or
  - 'Loose Surface'.

8.4.3 Short-term partial road closures

Advance warning signs may be omitted from short-term partial road closures at works on unsealed roads under the following conditions:

- approaching traffic can see the vehicle mounted warning device from at least 250 m.
- no traffic controller is required.
- and either:
  - traffic volume is less than 20 vpd; and/ or
  - there is sufficient room for two way traffic past the work area.

A single traffic controller may be used at works on unsealed roads under the following conditions:

- traffic volume is less than 20 vph.
- the single traffic lane s does not exceed 50 m in length; and/or
- the traffic controller has sufficient sight distance of traffic approaching from both directions when situated at one end of the job.

If the above conditions cannot be met the works shall be treated in the same way as sealed roads.

8.5 Night works

The following requirements apply to works at night or work that extends to more than a single day, i.e. long-term works.

Refer AGTTM Part 3: Static Worksites and AS 1742.3

Section 4.2.4

8.5.1 Night conditions

The following requirements apply whether or not workers or plant are on site:

- Wherever practicable, light the entire work area and the immediate approach. Footpaths, hazards, or barriers may need to be lit.
- All signs and devices shall be retroreflective. Signs required to be fluorescent by day shall have a sign face background that is also fluorescent. Signs outside of headlight beams shall be floodlit.
- Flashing lamps may be used to draw attention to advance signs.
- Flashing lamps shall not be used for delineation.
- Temporary bollards and traffic cones shall have a retroreflective band for night use.
- On works extending overnight or being conducted at night where an obstruction encroaches onto the roadway, a series of T5-4 Temporary Hazard markers shall be used in lieu of traffic cones or temporary bollards to form the taper guiding traffic away from the obstruction. The markers should be spaced so that as the taper is approached, they appear as a continuous line.
- The T5-5 Temporary Hazard markers may be used on works extending overnight, instead of the T5-4 marker, in confined areas where there is not enough space to use the wider marker.

8.5.2 Work in progress at night

In addition to the requirements above the following apply when works are being conducted at night:

- Lighting at a work site shall, as a minimum, illuminate the following:
  - locations where workers or plant may encroach traffic lanes.
  - intersections in which works are taking place; and
  - any traffic controller positions.
- Workers shall wear high visibility clothing.
- Check that signs and devices can be seen by drivers when affected by the glare of site lighting and approaching vehicles. This may involve adjusting the illuminated flashing arrow signs and matrix type variable message signs when in use at night.

Appendices

Appendix A Notification of Works Impacting Departmental Roads

Government of South Australia
Department for Infrastructure and Transport

TRAFFIC SA - Roadworks Portal – New User Application

All fields must be completed

Please circle the access required:

Portal and App **App only**

First name: .....

Surname: .....

Organisation & Position: .....

Workzone Ticket # & Expiry Date *(Mandatory for App users)*

.....

Phone/Mobile #: .....

Fax #: .....

Email: .....

Address: .....

.....

.....

.....

Signature: .....

Date: .....

Appendix B Desirable numbers and lengths of lanes

Table B1: Desirable maximum length of single-lane operation under shuttle flow

Traffic Volume total in both directions (vph)	Length of single lane section (m)
>701	70
601 to 700	100
501 to 600	150
401 to 500	250
351 - 400	400
301 – 350	600
251 – 300	800
201 – 250	*1200*
151 - 200	*1600*
<150	*2200*

AGTTM Max. Length

*Reference*s: AGTTM Part 2: Traffic Management Planning, Table 3.4 (modified), Part 3: Static Worksites, Table 5.4 (modified); Main Roads WA (2025) *Traffic Management for Works on Roads Code of Practice*

NOTES:

- This length is to be taken as the distance between the traffic controller or traffic signal positions, for each traffic direction.
- Shuttle lengths exceeding the lengths provided within AGTTM must be based on a risk assessment to the satisfaction of DIT. The risk assessment must consider stopping time, queue length, clearance time, number of worksites along the route, heavy vehicle composition, road geometry, and road user compliance.
- The maximum queue length of traffic on stop at any time on the network should not exceed 400m. Monitoring of any queues is required.
- Use of a roadworks pilot vehicle should be considered.
- The required reduced speed limit for worksites should only be posted at the length of the work area, with a greater speed provided for the remainder of the length of shuttle flow.
- AADT divided by eleven (11) is an acceptable conversion of volumes to vph or contact DIT's DIT.RoadTrafficData@sa.gov.au who can provide more detailed traffic information upon request.

Table B2: Desirable number of lanes for each direction

Mid-block (vph, one direction)	Within 200m of an intersection (upstream or downstream) (vph, one direction)	Desirable number of lanes for direction considered
Up to 1000	Up to 500*	1
1001 to 2000	501 to 1000	2
2001 to 3000	1001 to 1500	3
3001 to 4000	1501 to 2001	4

** Right turns out of the single lane may need to be prohibited depending on the proportion of heavy vehicles and the volume of opposing traffic.*

Reference: AGTTM Part 3: Static Worksites Table 2.4

NOTE: Volumes shown in the Tables may need to be reduced by the amount shown if the following apply:

a) Pavement surface is rough or unsealed – reduce volume by 30%.
b) Horizontal geometry is reduced to speeds below 40 km/h – reduce volume by 50%.
c) Volume of heavy vehicles exceeds 10%:
   - downward, level, or easy upgrade – reduce traffic volume by 20%; and
   - sustained upgrades greater than 5% – reduce traffic volume by 40%.

Appendix C Temporary Speed Humps At Work Sites

C1 Background

Temporary Speed Humps shall only be used in conjunction with appropriate 25 km/h speed restriction signing installed in accordance with this Standard.

Speed limit compliance can be achieved by using temporary speed humps. These devices can help reduce speeds and create a safer environment for road workers.

Refer to Austroads Guide to Temporary Traffic Management, Part 3: Static Works, Section 5.5.2.

C2 Application of a Speed Hump Device

Before using any temporary speed hump on a 25 km/h worksite, a Traffic Management Plan (TMP) should consider the best way to protect workers (see Table 7.1 of this Standard). If higher-order devices like safety barriers are unsuitable, temporary speed humps can be used after a risk assessment. This must also be detailed in the Traffic Guidance Scheme (TGS).

Temporary speed humps shall only be utilised as follows:

- On a worksite that is already under 25 km/h speed control, which has been installed in accordance with this Standard.
- In conjunction with appropriate training for installers.
- In daylight hours or under floodlighting at each temporary speed hump location point.
- Within the confines of the area defined by the workzone.
- In conjunction with appropriate warning signs.

Temporary speed humps shall be removed when workers are present at the worksite, but no roadworks are being carried out.

They must also be removed whilst the work site is unattended to maintain the credibility of the device.

There are a number of points that should be considered when installing temporary speed humps as part of a TMP and TGS, including:

- Determining the most appropriate installation procedure to be used at the site.
- Establishing the number of temporary speed humps to be used at the site.
- Establishing if there is actually a requirement to install temporary speed humps in traffic lanes not immediately adjacent to the work area.
- Determining the number, type and position of speed hump warning signs required for the site.
- The layout of delineation and other traffic control devices which are used in conjunction with the temporary speed humps.
- Whether the road surface is sealed or unsealed, and its condition (which influences the effectiveness of affixing the humps to the surface and their ability to stay in position).
- Speed humps, used to manage vehicle speeds, are considered to be traffic control devices.

C3 Setting up of Temporary Speed Humps

C3.1 Number of Temporary Speed Humps at a Work Site

It is recommended that at least two temporary speed humps, one located at each end of the roadwork area, are installed. If one temporary speed hump is proposed to be used at a worksite, then it should be located at the beginning of the roadwork area.

If there is an interrupted line of sight between each end of the workzone, then an intermediate temporary speed hump and its associated signing should be installed.

In two directional arrangements, it may only be necessary to install temporary speed humps in the lane closest to the work site.

C3.2 Speed Hump Warning Signs

A temporary multi-message warning sign, utilising Road Hump Ahead (TM1-38A), shall be located in the transition area in advance of the work areas containing temporary speed humps. The Road Hump warning sign (TM2-51A) shall be located at each of the temporary speed hump locations, including any intermediate temporary speed humps. These warning signs shall only be visible in the direction in which the hump is traversed (in the case of humps only being installed in the lane closest to the worksite).

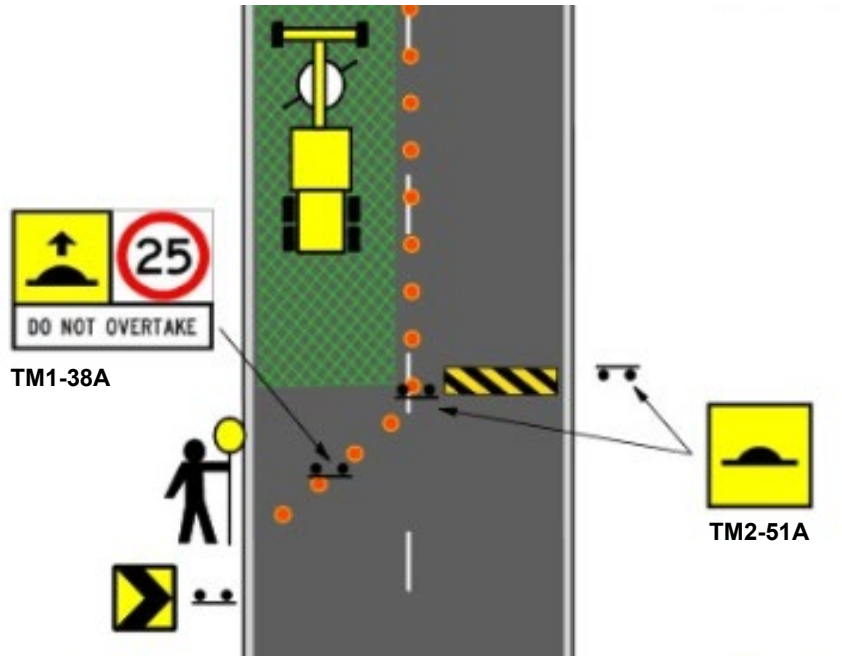


Figure D1 - Example of Temporary Speed Hump use

C4 Speed Hump Installation Requirements

All temporary speed humps shall be installed, maintained, and removed in accordance with a TMP developed in accordance with this document, and detailed in the associated TGS.

The manufacturer's installation instructions are to be strictly complied with. Traffic shall be controlled by traffic controllers during installation, maintenance, or removal of humps.

Any speed hump shall be positioned to allow a minimum cyclist operating space of 1.0 metre.

C5 Delineation

Where two-way traffic passes through the work site, there will be a need to ensure traffic does not attempt to bypass the temporary speed humps. Delineation may be required between each of the lanes to guide vehicles over the temporary speed humps. Traffic cones and bollards should be considered for this purpose, with procedures in place to keep them intact.

C6 Product Specifications

For products used by the Department, refer to the DIT Approved Products list at:

https://www.dit.sa.gov.au/contractor_documents/masterspecifications

Appendix D Buffer Zone Layouts - Pictorial

