







































## APPENDICES

### Appendix 1: Road Categories:

#### Category 1 (most urban streets and lower volume rural roads).

The characteristics of category 1 roads are defined by the following parameters:

- Posted speed and AADT of: - any speed limit with less than 3,000 vehicles per day AADT
- a speed limit of less than 60 km/h and traffic volumes between 3,000 and 10,000 vehicles per day AADT

The characteristics of these roads are generally recognised as: - roads (with or without a centre line), sealed and unsealed

- two lanes two way, and sections including one-way single lane, and overtaking lanes.

#### Category 2 (high-volume roads).

The characteristics of category 2 roads are defined by the following parameters:

- Posted speed and AADT of: - a speed limit greater than, or equal to 60 km/h and traffic volume greater than, or equal to 3,000 vehicles per day AADT
- any speed limit with traffic volumes greater than, or equal to 10,000 vehicles per day AADT.
- Signalised intersections

The characteristics of these roads are recognised as:

- multilane or divided roads
- high speed highways.

This Category of road:

- may include major urban streets in the central business district, some arterial roads
- generally requires larger signs
- generally requires signs on both sides of the road

Stringent TTM criteria for mobile operations apply to this Category of road.

#### Category 3 (expressways = high-volume & high-speed roads).

The characteristics of category 3 roads are defined by the following parameters:

- These are high-volume motorways / expressways, or high volume/high-speed multi-lane expressways with a divided carriageway
- Any motorway / expressway and any associated on-ramp or off-ramps
- Grade separated road with speed limit greater than, or equal to 90 km/h. Traffic volumes are generally greater than 20,000 VPD but can be lower

For this Category, TMA's shall be used in mobile closures when setting up or removing static worksites.

These categories form a broad framework for application by road controlling authorities

## References

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- Austrroads 2019a, *Guide to Road Safety Part 6: Managing Road Safety Audits*, AGRS06-19, Austrroads, Sydney, NSW
- Austrroads 2019b, *Guide to Road Safety Part 6A: Implementing Road Safety Audits*, AGRS06A-19, Austrroads, Sydney, NSW
- New South Wales Road and Maritime Services 2018, *Traffic control at work sites - Technical Manual*, NSW Government, Sydney, NSW
- New Zealand Transport Agency 2018, *Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management (CoPTTM)*, New Zealand Transport Agency, Wellington, New Zealand
- Queensland Department of Transport and Main Roads 2019, *Manual of Uniform Traffic Control Devices Part 3: Works on Roads*, Queensland Government, Brisbane, Queensland
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- Victorian Government 2004, *Road Management Act 2004: Code of Practice: Management of Road and Utility Infrastructure in Road Reserves*, *Victorian Government Gazette*, no. S 268, 17 December 2004, viewed 22 Sept 2010, <<http://www.gazette.vic.gov.au/gazette/Gazettes2004/GG2004S268.pdf>>

### Australian and New Zealand Standards

- AS1742.3 Manual of Uniform Traffic Control Device: Part 3 – Works on Roads, Standards Australia, Sydney, NSW.
- AS/NZS ISO 31000:2018 Risk Management Guidelines, Standards Australia, Sydney, NSW.