

WOLLONGONG CITY COUNCIL

Traffic Committee Agenda

23 May 2024



23 May 2024 Electronic Meeting

The City of Wollongong Traffic Committee is not a Committee of Wollongong City Council however a Technical Committee of Transport for New South Wales (TfNSW). The Committee operates under the authority conferred to Council by TfNSW under the Transport Administration Act 1988. Council has resolved to manage the Traffic Committee under a Charter which sets out the membership, timelines for the preparation of the Agenda and the distribution of Minutes, in accordance with TfNSW document 'A guide to the delegation to councils for the regulation of traffic' (including the operation of Traffic Committees.)

Council has been delegated certain powers, from TfNSW, regarding traffic matters upon its local roads. A condition of this delegation is that the General Manager will approve the minutes under delegated authority.

There are four permanent members of the Traffic Committee, each of whom has a single vote only.

- The members are representatives of the NSW Police Force, Transport for New South Wales, the Local State Member of Parliament (for the location of the issue to be voted upon), and a representative of Wollongong City Council.
- If TfNSW or NSW Police Force disagrees with any Traffic Committee recommendation, that member may lodge an appeal with the Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of the Minutes being published on the Council's website. Any action relative to any issue under appeal must cease until the matter is determined. The Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

IMPORTANT NOTE:

The General Manager can only resolve that:

- 1 The Traffic Committee recommendation be adopted.**
- 2 The Traffic Committee recommendation not be adopted.**
- 3 The Traffic Committee reconsider this issue.**

INDEX

ITEM		PAGE NO.
1	REGULATION OF TRAFFIC	1
1.1	COLEDALE TO WOLLONGONG, Multiple Streets – Ward 1, 2 and 3 – Heathcote, Keira and Wollongong Electorates – Bloody Long Walk 2024 – Class 3.....	1
1.2	PORT KEMBLA, Foreshore Road – Ward 3 – Wollongong Electorate – Foreshore Road Railway Maintenance	1

1 REGULATION OF TRAFFIC

1.1 COLEDALE TO WOLLONGONG, Multiple Streets – Ward 1, 2 and 3 – Heathcote, Keira and Wollongong Electorates – Bloody Long Walk 2024 – Class 3

BACKGROUND

The 'Bloody Long Walk' is proposed to occur Sunday, 23 June 2024 starting at Coledale Beach from 7am and ending at Stuart Park Wollongong. The Bloody Long Walk is a 35km challenge to support and provide funds in the research for a cure for mitochondrial disease (Mito).

Participants will walk, jog or run from Coledale Beach to Stuart Park, Wollongong finishing at Stuart Park and enjoy spectacular scenery whilst raising vital funds to help find a cure for Mito. Approximately 900 people will be participating in this event, the walkers will be leaving in groups of 150 at 5-minute intervals (estimated at 7 groups). Naturally walkers will gradually space out the further the walk. The event organisers aim is not to have any road closures and will instead manage pedestrian safety at key crossing point locations as identified in the attached TMP.

CONSULTATION

- The scope of consultation is managed by Council's Events Team and to be carried out by the event organiser. However, it is expected that there will be low impact to the neighbouring communities.

COMMITTEE'S RECOMMENDATION:

The Event Traffic Management Plans be approved subject to:

1. [Council's Standard Conditions for Road Closures](#).
2. The event organiser ensuring that participants follow the Road Rules, which includes those relevant to pedestrian movements within the road reserve for the general public. Additionally running is not supported and the event organiser has confirmed "participants are not encouraged to run or jog".
3. Seeking approval from Transport for NSW (TfNSW) to use Lawrence Hargrave Drive and the Princes Highway (south of Old Mt Ousley Road) which are State Roads.
4. The event organiser staggering participants at Coledale to avoid all participants arriving/starting their walk at the same time.
5. The applicant attaining approval from the University of Wollongong (UOW) and the TAFE to use their land (where applicable) as part of the course.
6. Additional Event Marshals and/or Traffic Controllers being placed near the exit of the Fairy Creek Shared path at Gilmore Street to assist with crossing of Gilmore Street (for event users to cross the road to walk on the path on the western side of Gilmore Street and to follow through to Crown Street via Fisher Street). Crossing location to be away from the bend to ensure appropriate sight distance and crossing safety. The TGS plan on page 16 of 16 is to be updated to reflect what is shown in the relevant TGS plan (i.e. pedestrians using Fisher Street footpath).
7. Additional Event Marshals being placed at Fisher Street/Crown Street and Gilmore Street/Crown Street.

1.2 PORT KEMBLA, Foreshore Road – Ward 3 – Wollongong Electorate – Foreshore Road Railway Maintenance

BACKGROUND

NSW Ports have applied for a road closure on Foreshore Road Port Kembla from 5:00am Saturday 1 June 2024 to 2:00pm Sunday, 2 June 2024 to undertake urgent works due to the rail moving under the weight of the rail traffic, which is an indicator the sleepers may have failed. On recent track inspections it was noticed that a weld had failed, and a gap had opened in the rail. The works were originally planned for early July and hence planning, and scope works were underway, but the track failure has bought this forward.

To complete the works the rail needs to be removed in one piece and replaced in one section so any welds are outside the road corridor, this is a rail standard for crossing as well as best practice. This means the road needs to be closed to traffic. This work can't be done in two halves as you would for normal works on roads for utilities replacement. As the weekend following 1 to 2 June 2024 is a long weekend and normally traffic at the Public Boat ramp and access to the Breakwater increases significantly works are essential on these dates.

CONSULTATION

Consultation is being undertaken by NSW Ports and Fulton Hogan:

- IXOM and Morgan Cement were advised on Tuesday 22 May 2024.
- Meetings have been arranged with the other businesses on Foreshore Road for Thursday, 23 May 2024.
- Letterbox drop to all properties along Foreshore Road (twice in the lead up to the works) (Fulton Hogan).
- Emailing of all companies and organisations along Foreshore Road including the tenants of the Maritime Centre (NSW Ports).

- Placing the works up on the NSW Ports Facebook Site (NSW Ports).
- Giving Emergency Services notification of the works – Police – Water Police – Fire Brigade – Ambulance – Coast Guard Rescue – Port Authority (NSW Ports).
- Advising Premier Bus Company of the works (NSW Ports).
- Placing a Notice Board at the bottom of the Staircase to Heaven Maritime Centre so the walking Public are aware of the road/footpath closure (Fulton Hogan).
- Placing Visual Message Boards (VMB) along Old Port Road and Foreshore Road three weeks in advance (Fulton Hogan).
- Placing information of PK Community Page (NSW Ports).
- Placing signage at the Boat Road on the handrails (Fulton Hogan).
- Advising Wollongong City Council of the works on a private Rail Crossing (NSW Ports).
- Liaising with Svitzer regarding access and vessel movements (Fulton Hogan and NSW Ports).

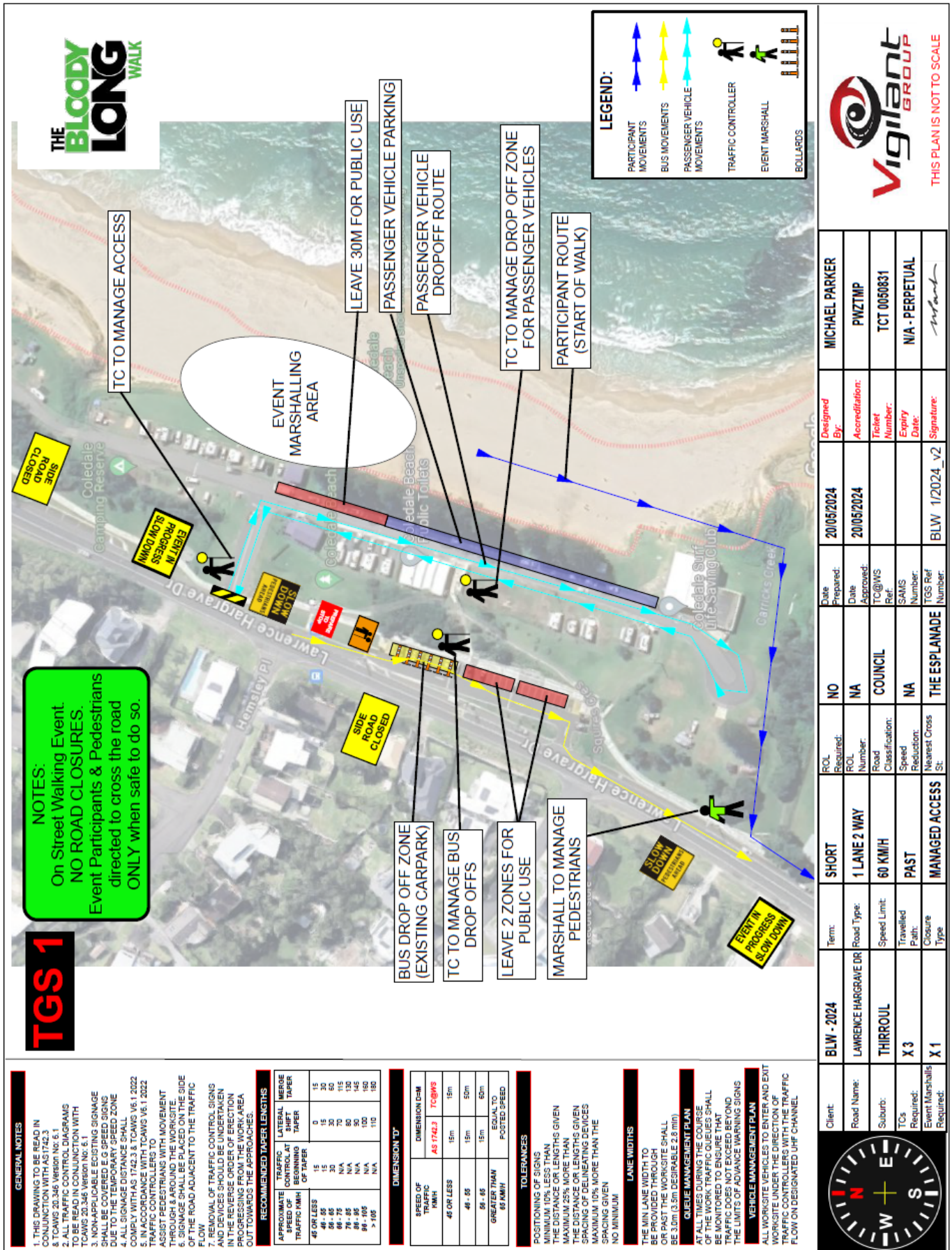
COMMITTEE'S RECOMMENDATION:

The Event Traffic Management Plans be approved subject to:

1. [Council's Standard Conditions for Road Closures](#).
2. Submission of a Risk Assessment of how traffic will safely divert around the road work. Currently there may be a stockpile located where through traffic would pass through. The stockpile area must be completely clear (a path between stockpiles is not acceptable), and all hazards removed. The road must be roadworthy, and lighting is a requirement at regular increments also. Photos must also be submitted with the risk assessment showing the clear path of travel.
3. Security and/or traffic control to prevent pedestrian movement through the vehicle detour. Appropriate signage for pedestrians to follow must be placed around the detour for pedestrian wayfinding.
4. Approval of a Section 138 Application.

Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 1 of 16

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Client:	BLW - 2024	Term:	SHORT	ROL Required:	NO	Date Prepared:	20/05/2024	Designed By:	MICHAEL PARKER
Road Name:	LITTLE AUSTINER LN	Road Type:	1 LANE 2 WAY	ROL Number:	NA	Date Approved:	20/05/2024	Accreditation:	PWZTMP
Suburb:	AUSTINER	Speed Limit:	50 KM/H	Road Classification:	COUNCIL	TC@WS Ref:		Ticket Number:	TCT 0050831
TCs Required:	X 1	Travelled Path:	PAST	Speed Reduction:	NA	SAMS Number:		Expiry Date:	N/A - PERPETUAL
Marshalls Required:	X 0	Closure Type:	NA	Nearest Cross St:	YURUNGA ST	TGS Ref Number:	BLW 2/2024 V2	Signature:	

THIS PLAN IS NOT TO SCALE

Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 3 of 16

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THE BLOODY LONG WALK



THIS PLAN IS NOT TO SCALE

Client:	BLW - 2024	Term:	SHORT	ROL Required:	NO	Date Prepared:	15/05/2024	Designed By:	MICHAEL PARKER
Road Name:	LAWRENCE HARGRAVE DR	Road Type:	1 LANE 2 WAY	ROL Number:	NA	Date Approved:	15/05/2024	Accreditation:	PWZTMP
Suburb:	AUSTIMMER	Speed Limit:	50 KM/H	Road Classification:	COUNCIL	TC@WS Ref:		Ticket Number:	TCT 0050831
TCs Required:	X0	Travelled Path:	PAST	Speed Reduction:	NA	SAMS Number:		Expiry Date:	N/A - PERPETUAL
Vehicles Required:	X1	Closure Type:	NA	Nearest Cross St:	THE GROVE	TGS Ref Number:	BLW 3/2024	Signature:	<i>Michael Parker</i>

GENERAL NOTES

- THIS DRAWING TO BE READ IN CONJUNCTION WITH AS 1742.3 & TCAMS 20.346 Version No. 6.1
- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1
- NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED BY SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
- CONVEY WITH AS 1742.3 & TCAMS V6.1 2022
- IN ACCORDANCE WITH TCAMS V6.1 2022
- TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC (KM/H)	TRAFFIC BEGINNING OF TAPER	LATERAL TAPER	MERGE TAPER
45 OR LESS	15	0	15
46 - 55	15	15	30
56 - 65	15	15	30
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	185

DIMENSION 'D'

SPEED OF TRAFFIC (KM/H)	DIMENSION D-M
45 OR LESS	AS 1742.3 TCAMS
46 - 55	15m
56 - 65	15m
66 - 75	50m
76 - 85	15m
86 - 95	60m
96 - 105	EQUAL TO POSTED SPEED

TOLERANCES

POSITIONING OF SIGNS

MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN

MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN

SPACING OF DELINEATING DEVICES

MINIMUM 10% MORE THAN THE SPACING GIVEN

NO MINIMUM

LANE WIDTHS

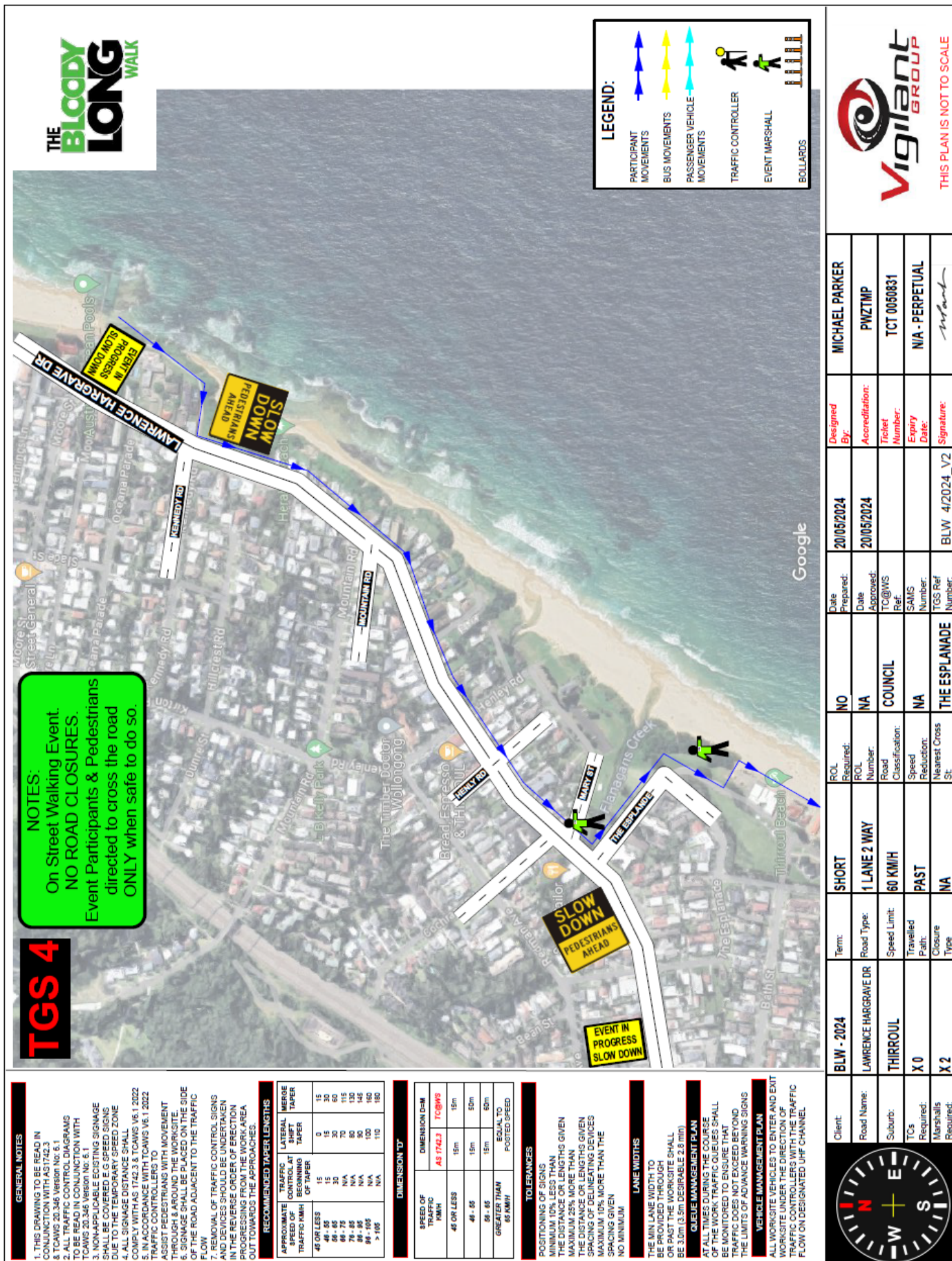
THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8 m)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

VEHICLE MANAGEMENT PLAN

ALL WORKSITE VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL



Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 5 of 16

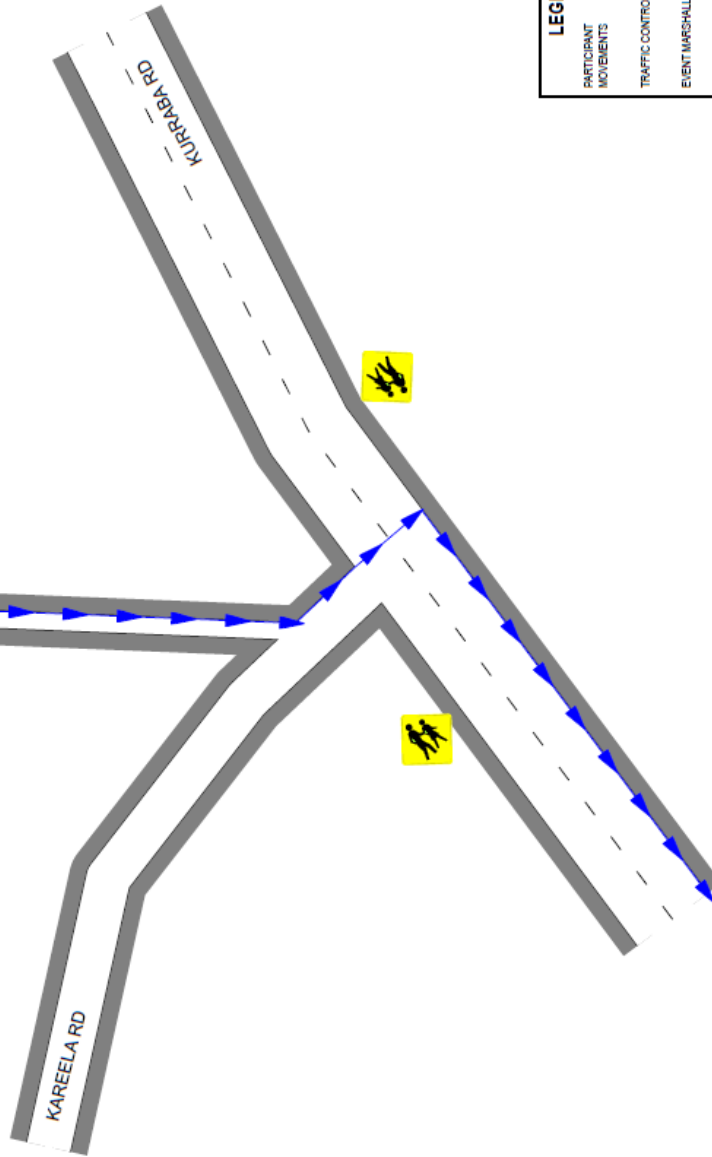
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TGS 5

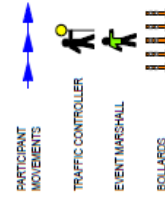
TIME REQUIRED: 08.00am – 12.45pm

THE BLOODY LONG WALK

NOTES:
On Street Walking Event.
NO ROAD CLOSURES.
Event Participants & Pedestrians
directed to cross the road
ONLY when safe to do so.



LEGEND:



**EVENT MARSHALL MAY BE DEPLOYED OR REMOVED IF
DEEMED NECESSARY AT THIS POINT**

GENERAL NOTES

- CATEGORY 1 (HIGHER-VOLUME ROADS & SIGNALIZED INTERSECTIONS)
- LANE CLOSURE
- ONE (1) LANE TRAFFIC ACCESS
- A RISK ASSESSMENT MUST BE COMPLETED PRIOR TO IMPLEMENTING TGS AS PER PART 3 SECTION 3.10.1.4.10.1
- TRAFFIC CONTROL DEVICES TO BE MAINTAINED AS PER PART 6 SECTION 6.4.1.1.1.1.1
- PEDESTRIAN ACCESS TO BE MAINTAINED AS PER PART 3 SECTION 3.10.1.4.10.1
- WORK AREA IS TO BE CLEARLY DEFINED AS PER PART 3 SECTION 3.10.1.4.10.1
- WORKSITE SHOULD BE CONTINUALLY MONITORED AS PER PART 6 SECTION 7.3
- TGS REMOVAL MUST BE FOLLOWED AS PER PART 3 SECTION 3.10.1.4.10.1
- TGS MUST BE IMPLEMENTED BY A CERTIFIED & COMPETENT PERSON AS PER PART 6 SECTION 6.6
- TGS MUST ONLY BE IMPLEMENTED DURING THE PERIOD OF THE EVENT AND MUST BE NOTED.
- ANY MODIFICATIONS TO THIS TGS MUST BE NOTED.

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KMH	TRAFFIC BEGINNING TAPER	TRAFFIC ENDING TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	30	30
66 - 75	N/A	60
76 - 85	N/A	70
86 - 95	N/A	80
96 - 105	N/A	90
106 - 115	N/A	100
116 - 125	N/A	110
126 - 135	N/A	120
136 - 145	N/A	130
146 - 155	N/A	140
156 - 165	N/A	150
166 - 175	N/A	160
176 - 185	N/A	170
186 - 195	N/A	180
> 195	N/A	190

SPEED OF TRAFFIC DIMENSION D=M

TRAFFIC DIMENSION D=M	TRAFFIC DIMENSION D=M
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
106 - 115	15m
116 - 125	15m
126 - 135	15m
136 - 145	15m
146 - 155	15m
156 - 165	15m
166 - 175	15m
176 - 185	15m
186 - 195	15m
> 195	15m

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN
THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN
THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
OR PAST THE WORKSITE SHALL
BE 3.0m (3.5m DESIRABLE 2.8m min)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE
OF THE WORK TRAFFIC QUEUES SHALL
BE MONITORED TO ENSURE THAT
TRAFFIC DOES NOT EXCEED BEYOND
THE LIMITS OF ADVANCED WARNING SIGNS

TCAWS V.6.1

THIS DRAWING IS TO BE READ IN
CONJUNCTION WITH AS1742.3
& TCAWS TFSW VERSION 6.1



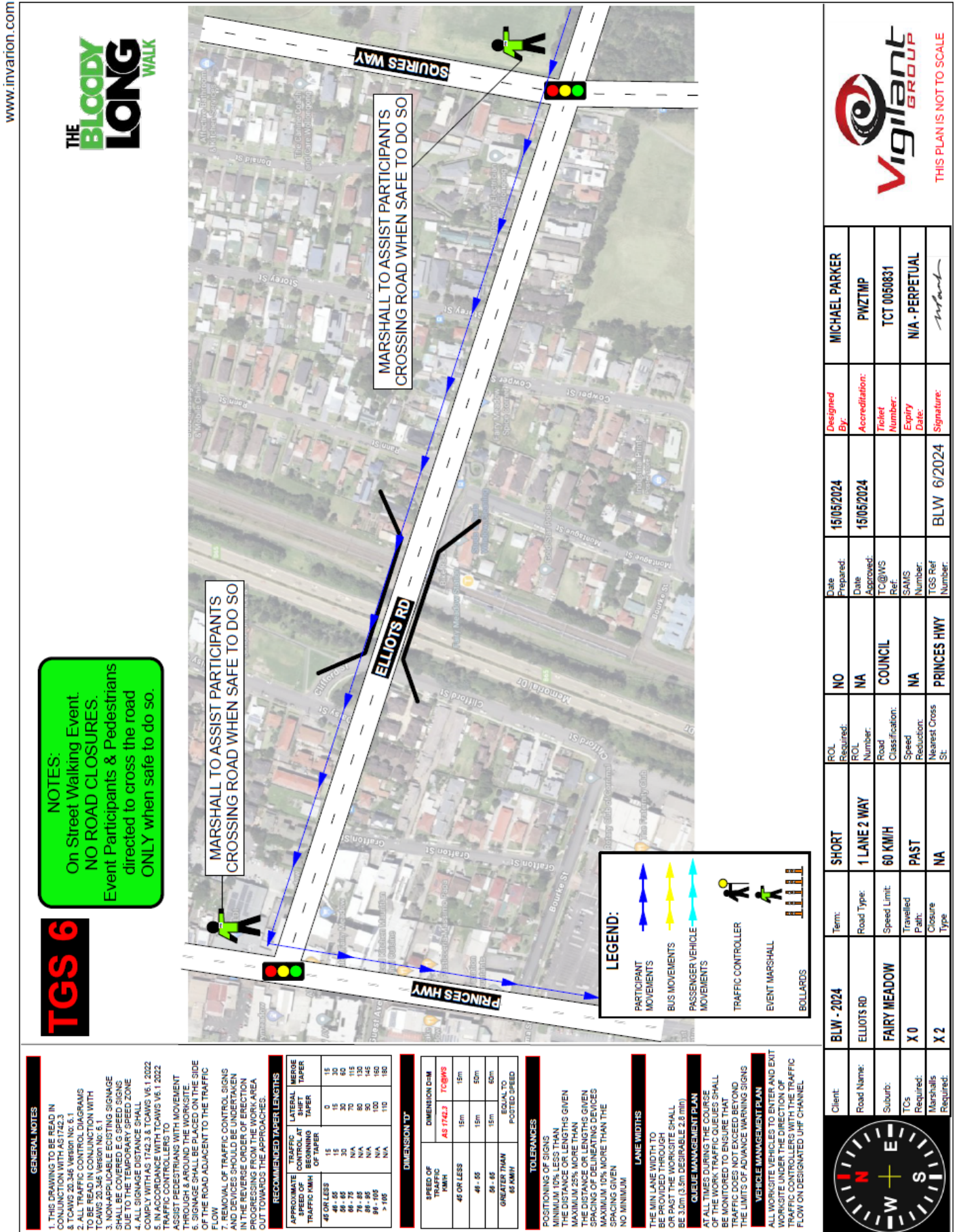
Client:	BLOODY LONG WALK	Term:	SHORT	ROL Required:	NO	Date Prepared:	15/05/2023	DESIGNED BY:	Ramie Abou Chakra
Road Name:	KURRABA RD	Road Type:	2 LANES 2WAYS	ROL Number:	N/A	Date Approved:	15/05/2023	PROJECT NO:	PWZTMP
Suburb:	WOONONA	Speed Limit:	50 KMH	Road Classification:	COUNCIL ROAD	TC@WS Reference:	BASED ON TCP 64	DATE OF WORK:	0062404132
T/CS Required:	N/A	Travelled Path:	PAST	Speed Reduction:	N/A	TCP Ref NO:	BLW 5/2024	APPROVED:	11/06/2023
Vehicles Required:	N/A	Operation:	COURSE DIRECTION	N.C.S:	KAREELA RD	Work Activity:	COURSE DIRECTION	APPROVED:	11/06/2023



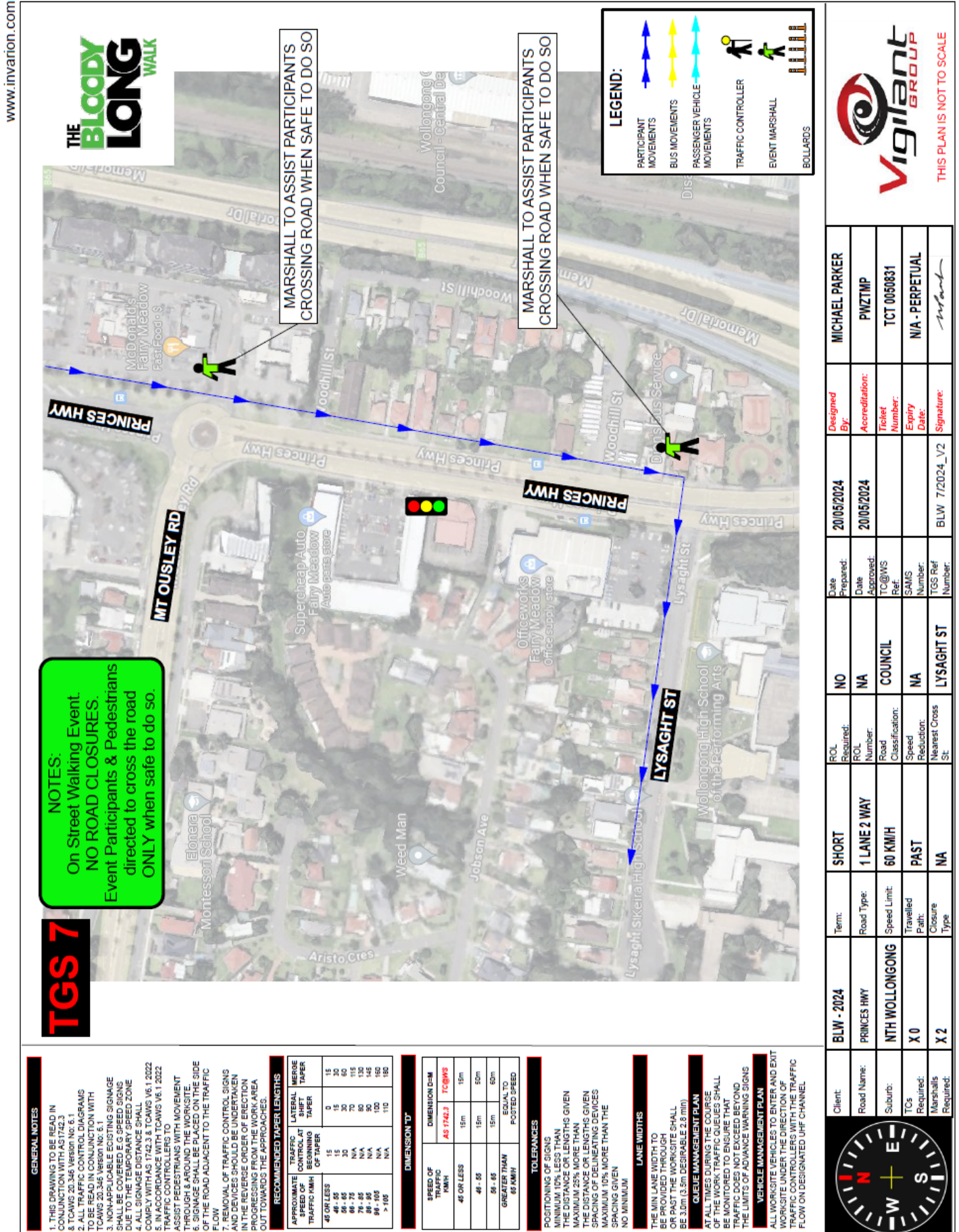
Web: www.vigilantgroup.com.au

THIS PLAN IS NOT TO SCALE


Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 6 of 16



Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 7 of 16



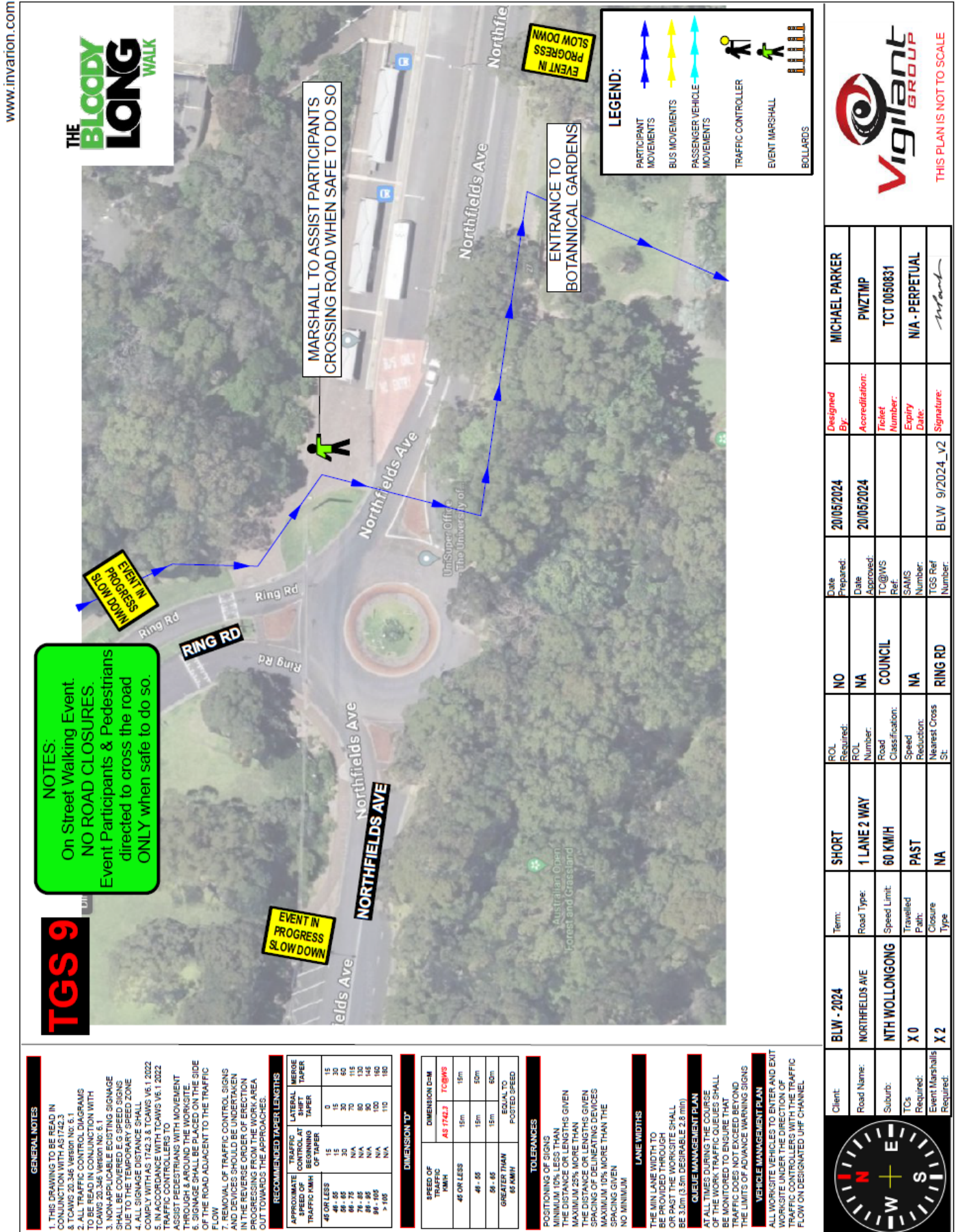


Client:	BLW - 2024	Term:	SHORT	ROL Required:	NO	Date Prepared:	15/05/2024	Designed By:	MICHAEL PARKER
Road Name:	LOOP RD	Road Type:	1 LANE 2 WAY	ROL Number:	NA	Date Approved:	15/05/2024	Accreditation:	PWZTMP
Suburb:	KEIRAVILLE	Speed Limit:	60 KM/H	Road Classification:	COUNCIL	TC@WS Ref		Ticket Number:	TCT 0050831
TCs		Travelled Path:	PAST	Speed Reduction:	NA	SAMS Number:		Expiry Date:	N/A - PERPETUAL
Required:	X 0	Closure Time	NA	Nearest Cross St:	RING RD	TGS Ref Number:	BLW 8/2024	Signature:	



THIS PLAN IS NOT TO SCALE

Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 9 of 16



Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 11 of 16

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THE
BLOODY
LONG
WALK

NOTES:
On Street Walking Event.
NO ROAD CLOSURES.
Event Participants & Pedestrians
directed to cross the road
ONLY when safe to do so.

TGS 11



GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS 1742.3 & TCAWS 20.346 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAWS 20.346 Version No. 6.1
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED & G-SPED SIGNS SHALL BE COVERED & G-SPED ZONE SHALL BE COVERED & G-SPED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS V6.1 2022
5. IN ACCORDANCE WITH TCAWS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

TRAFFIC APPROXIMATE CONTROL AT BEGINNING OF TAPER	LATERAL MERGE TAPER	TRAFFIC APPROXIMATE CONTROL AT END OF TAPER
45 OR LESS	15	15
46 - 55	15	15
56 - 65	30	30
66 - 75	30	30
76 - 85	45	45
86 - 95	60	60
96 - 105	75	75
106 - 115	90	90
116 - 125	105	105
126 - 135	120	120
136 - 145	135	135
146 - 155	150	150
156 - 165	165	165
166 - 175	180	180
176 - 185	195	195
186 - 195	210	210
> 195	225	225

DIMENSION 'D'

SPEED OF TRAFFIC PMH	DIMENSION D=M
AS 1742.3	15m
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
106 - 115	15m
116 - 125	15m
126 - 135	15m
136 - 145	15m
146 - 155	15m
156 - 165	15m
166 - 175	15m
176 - 185	15m
186 - 195	15m
> 195	15m

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0M (3.0M DESIGNS & 3.0M)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE KEPT TO THE MINIMUM POSSIBLE. TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

VEHICLE MANAGEMENT PLAN

ALL WORKSITE VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED OFF CHANNEL



Client:	BLW - 2024	Term:	SHORT	ROL Required:	NO	Date Prepared:	20/05/2024	Designed By:	MICHAEL PARKER
Road Name:	GIPPS RD	Road Type:	1 LANE 2 WAY	ROL Number:	NA	Date Approved:	20/05/2024	Accreditation:	PWZTMP
Suburb:	GWYNNEVILLE	Speed Limit:	60 KMH	Road Classification:	COUNCIL	TC@WS Ref:		Ticket Number:	TCT 0050831
TCs Required:	X2	Travelling Path:	PAST	Speed Reduction:	NA	SAMS Number:		Expiry Date:	NA - PERPETUAL
Event Marshalls Required:	X0	Closure Type:	NA	Nearest Cross St:	EASTERN ST	TGS Ref Number:	BLW_11/2024_V2	Signature:	<i>Michael Parker</i>

Vigilant GROUP

THIS PLAN IS NOT TO SCALE

Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 12 of 16

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THE BLOODY LONG WALK

NOTES:
On Street Walking Event.
NO ROAD CLOSURES.
Event Participants & Pedestrians
directed to cross the road
ONLY when safe to do so.

TGS 12

GENERAL NOTES

- THIS DRAWING TO BE READ IN CONJUNCTION WITH AS 1742.3
- TOAWS 20.346 Version No. 6.1
- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TOAWS 20.346 Version No. 6.1
- NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
- ALL SIGNAGE MUST BE IN ACCORDANCE WITH AS 1742.3 & TOAWS V6.1 2022
- IN ACCORDANCE WITH TOAWS V6.1 2022
- TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC (KM/H)	TRAFFIC LANE BEGINNING OF TAPER	LATERAL MERGE TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	15	30
66 - 75	15	45
76 - 85	15	70
86 - 95	15	115
96 - 105	15	130
106 - 115	15	145
116 - 125	15	160
126 - 135	15	175
136 - 145	15	190
146 - 155	15	210
156 - 165	15	230
166 - 175	15	250
176 - 185	15	270
186 - 195	15	290
196 - 205	15	310
206 - 215	15	330
216 - 225	15	350
226 - 235	15	370
236 - 245	15	390
246 - 255	15	410
256 - 265	15	430
266 - 275	15	450
276 - 285	15	470
286 - 295	15	490
296 - 305	15	510
306 - 315	15	530
316 - 325	15	550
326 - 335	15	570
336 - 345	15	590
346 - 355	15	610
356 - 365	15	630
366 - 375	15	650
376 - 385	15	670
386 - 395	15	690
396 - 405	15	710
406 - 415	15	730
416 - 425	15	750
426 - 435	15	770
436 - 445	15	790
446 - 455	15	810
456 - 465	15	830
466 - 475	15	850
476 - 485	15	870
486 - 495	15	890
496 - 505	15	910
506 - 515	15	930
516 - 525	15	950
526 - 535	15	970
536 - 545	15	990
546 - 555	15	1010
556 - 565	15	1030
566 - 575	15	1050
576 - 585	15	1070
586 - 595	15	1090
596 - 605	15	1110
606 - 615	15	1130
616 - 625	15	1150
626 - 635	15	1170
636 - 645	15	1190
646 - 655	15	1210
656 - 665	15	1230
666 - 675	15	1250
676 - 685	15	1270
686 - 695	15	1290
696 - 705	15	1310
706 - 715	15	1330
716 - 725	15	1350
726 - 735	15	1370
736 - 745	15	1390
746 - 755	15	1410
756 - 765	15	1430
766 - 775	15	1450
776 - 785	15	1470
786 - 795	15	1490
796 - 805	15	1510
806 - 815	15	1530
816 - 825	15	1550
826 - 835	15	1570
836 - 845	15	1590
846 - 855	15	1610
856 - 865	15	1630
866 - 875	15	1650
876 - 885	15	1670
886 - 895	15	1690
896 - 905	15	1710
906 - 915	15	1730
916 - 925	15	1750
926 - 935	15	1770
936 - 945	15	1790
946 - 955	15	1810
956 - 965	15	1830
966 - 975	15	1850
976 - 985	15	1870
986 - 995	15	1890
996 - 1005	15	1910
1006 - 1015	15	1930
1016 - 1025	15	1950
1026 - 1035	15	1970
1036 - 1045	15	1990
1046 - 1055	15	2010
1056 - 1065	15	2030
1066 - 1075	15	2050
1076 - 1085	15	2070
1086 - 1095	15	2090
1096 - 1105	15	2110
1106 - 1115	15	2130
1116 - 1125	15	2150
1126 - 1135	15	2170
1136 - 1145	15	2190
1146 - 1155	15	2210
1156 - 1165	15	2230
1166 - 1175	15	2250
1176 - 1185	15	2270
1186 - 1195	15	2290
1196 - 1205	15	2310
1206 - 1215	15	2330
1216 - 1225	15	2350
1226 - 1235	15	2370
1236 - 1245	15	2390
1246 - 1255	15	2410
1256 - 1265	15	2430
1266 - 1275	15	2450
1276 - 1285	15	2470
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1296 - 1305	15	2510
1306 - 1315	15	2530
1316 - 1325	15	2550
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1336 - 1345	15	2590
1346 - 1355	15	2610
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1366 - 1375	15	2650
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1496 - 1505	15	2910
1506 - 1515	15	2930
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1526 - 1535	15	2970
1536 - 1545	15	2990
1546 - 1555	15	3010
1556 - 1565	15	3030
1566 - 1575	15	3050
1576 - 1585	15	3070
1586 - 1595	15	3090
1596 - 1605	15	3110
1606 - 1615	15	3130
1616 - 1625	15	3150
1626 - 1635	15	3170
1636 - 1645	15	3190
1646 - 1655	15	3210
1656 - 1665	15	3230
1666 - 1675	15	3250
1676 - 1685	15	3270
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2046 - 2055	15	4010
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2116 - 2125	15	4150
2126 - 2135	15	4170
2136 - 2145	15	4190
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2866 - 2875	15	5650
2876 - 2885	15	5670
2886 - 2895	15	5690
2896 - 2905	15	5710
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2936 - 2945	15	5790
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2956 - 2965	15	5830
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2976 - 2985	15	5870
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3066 - 3075	15	6050
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3136 - 3145	15	6190
3146 - 3155	15	6210
3156 - 3165	15	6230
3166 - 3175	15	6250
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3186 - 3195	15	6290

Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 13 of 16

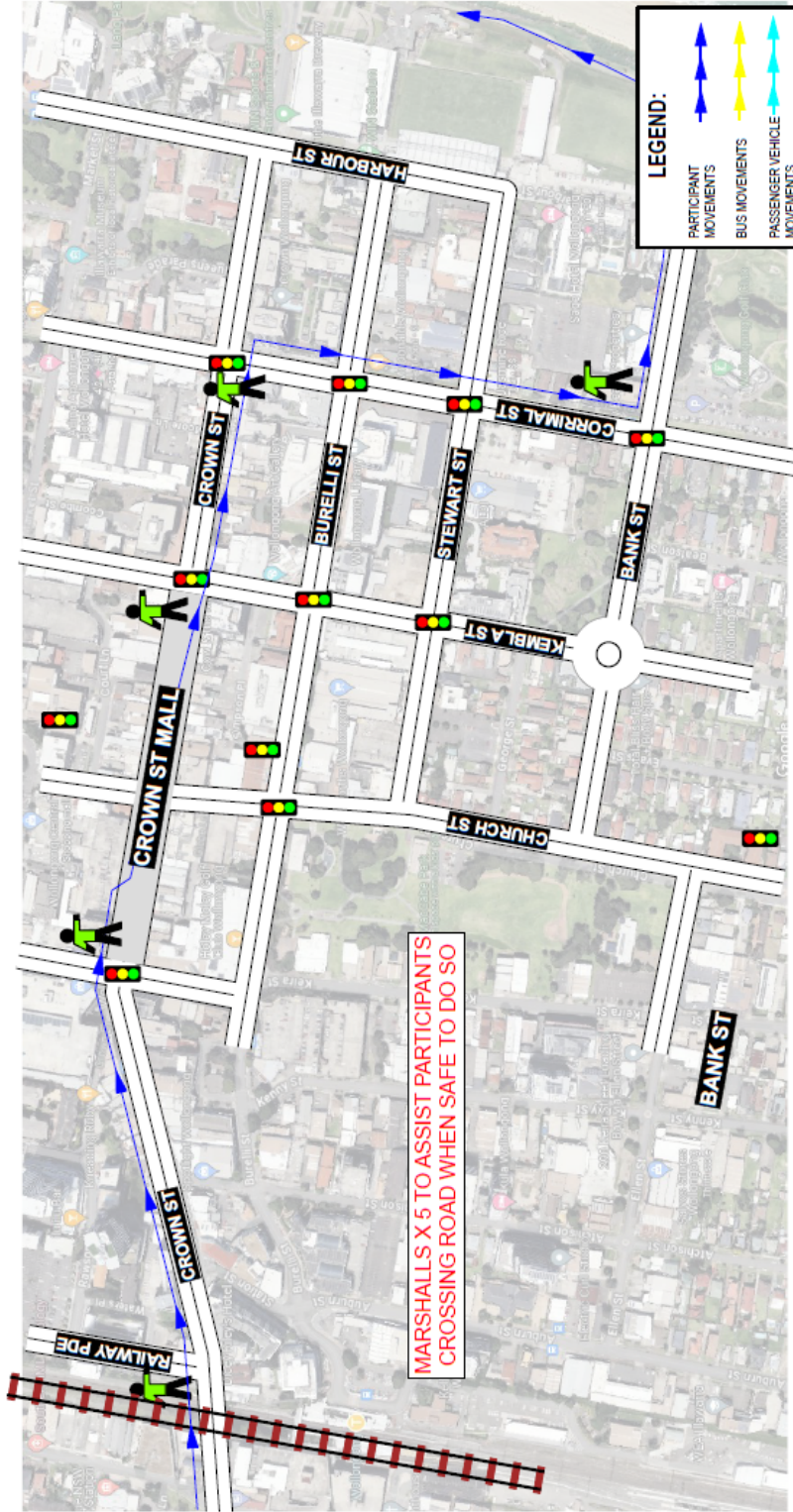
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THE BLOODY LONG WALK

NOTES:

On Street Walking Event.
NO ROAD CLOSURES.
Event Participants & Pedestrians
directed to cross the road
ONLY when safe to do so.

TGS 13



Client:	BLW - 2024	Term:	SHORT	ROL Required:	NO	Date Prepared:	20/05/2024	Designed By:	MICHAEL PARKER
Road Name:	CROWN ST	Road Type:	1 LANE 2 WAY	ROL Number:	NA	Date:	20/05/2024	Accreditation:	PWZTMP
Suburb:	WOLLONGONG	Speed Limit:	60 KM/H	Road Classification:	COUNCIL	TC@WS Ref:		Ticket Number:	TCT 0050831
TCs Required:	X0	Travelled Path:	PAST	Speed Reduction:	NA	SAMS Number:		Expiry Date:	N/A - PERPETUAL
Event Marshalls Required:	X5	Closure Type:	NA	Nearest Cross St:	CORRMAL ST	TGS Ref Number:	BLW 13/2024_V2	Signature:	<i>Michael Parker</i>

GENERAL NOTES

- THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCWS 20.346 Version No. 6.1
- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCWS 20.346 Version No. 6.1
- NON-RELOCABLE EXISTING SIGNAGE TO BE MAINTAINED UNLESS DUE TO THE TEMPORARY SPEED ZONE
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCWS V6.1 2022
- IN ACCORDANCE WITH TCWS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE
- SIGNAGE SHALL BE PLACED ON THE SIDE FLOW OF ROAD ADJACENT TO THE TRAFFIC
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES

RECOMMENDED TAPER LENGTHS	
APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER
45 OR LESS	15
46 - 55	15
56 - 65	30
66 - 75	30
76 - 85	45
86 - 95	60
96 - 105	75
> 105	100
	110

DIMENSION T_D

SPEED OF TRAFFIC KM/H	DIMENSION D-M
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
> 105	15m

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
SIGNAGE SPACING GIVEN
MAXIMUM 10% MORE THAN THE SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT THE LIMITS OF ADVANCE WARNING SIGNS

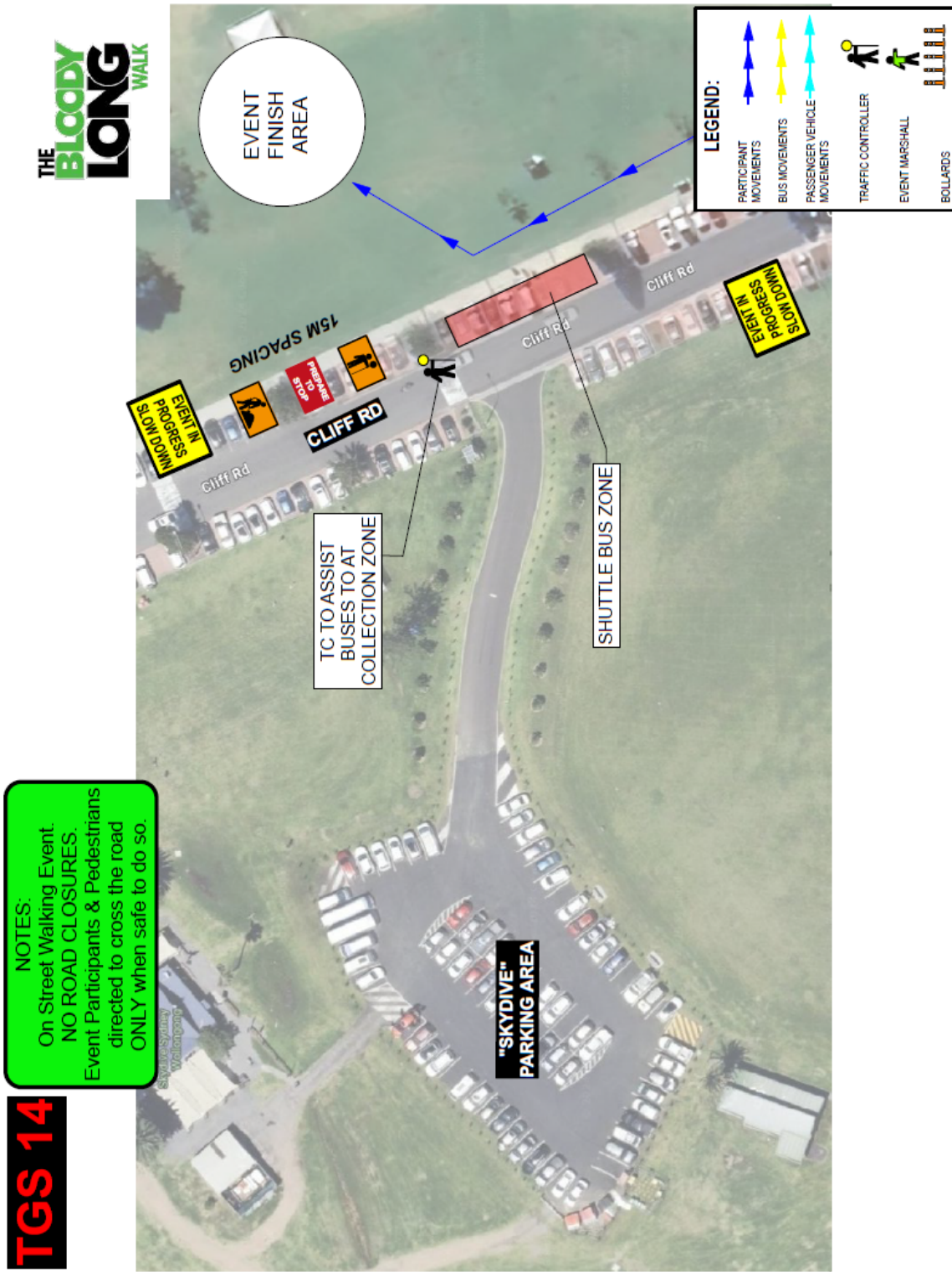
VEHICLE MANAGEMENT PLAN

ALL WORKSITE VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL



Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 14 of 16

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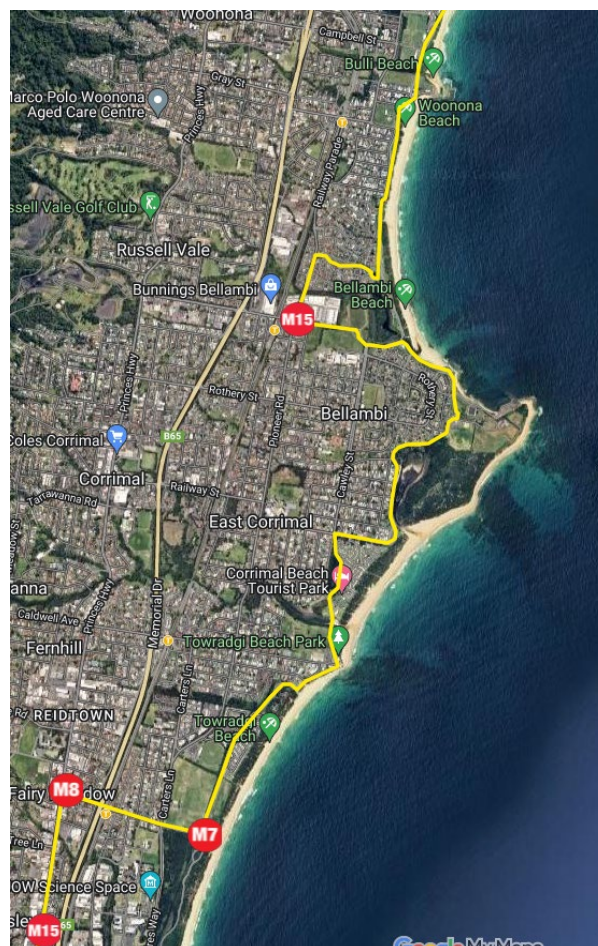
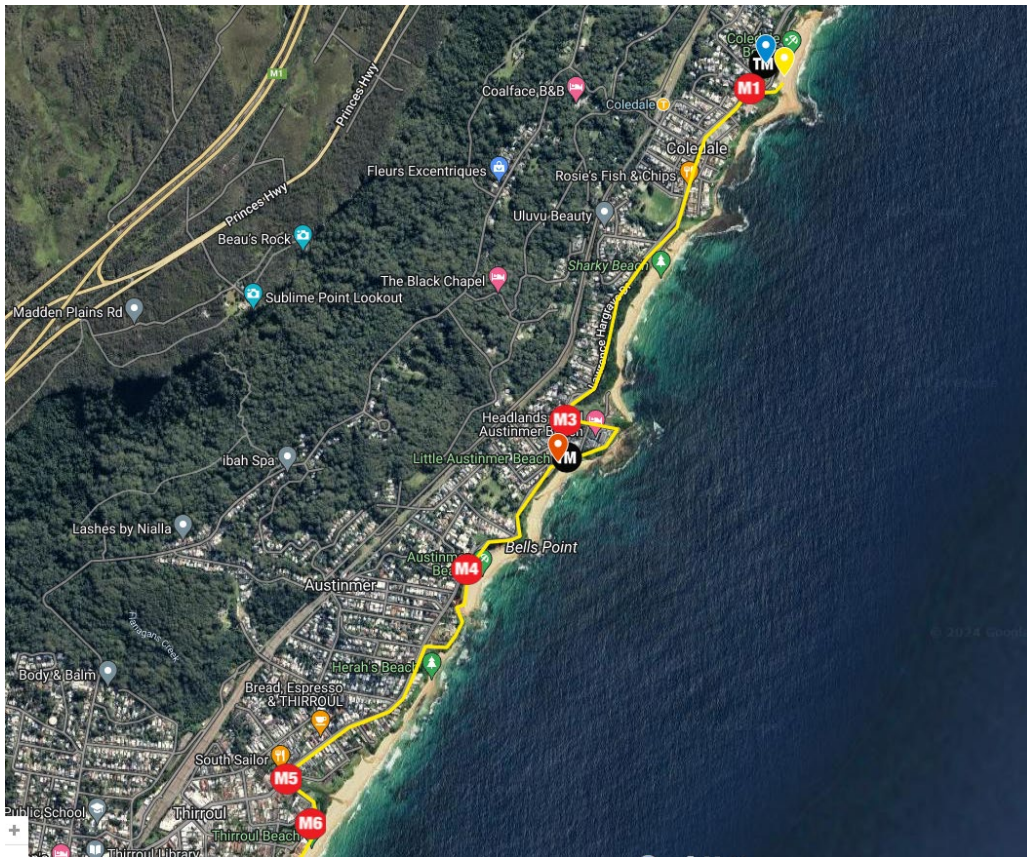


		THIS PLAN IS NOT TO SCALE	
Client:	BLW - 2024	Term:	SHORT
Road Name:	CLIFF RD	Road Type:	1 LANE 2 WAY
Suburb:	NTH GONG BEACH	Speed Limit:	60 KMH
TGS Required:	X1	Travelled Path:	PAST
Event Marshalls Required:	X0	Closure Type:	NA
ROL Required:	NO	ROL Number:	NA
Date Prepared:	20/05/2024	Date Approved:	20/05/2024
TC@WS Ref:		SAMS Number:	
TGS Ref Number:		TC@WS Ref:	
Designed By:	MICHAEL PARKER	Accreditation:	PWZTMP
Ticket Number:	TCT 0050831	Expiry Date:	N/A - PERPETUAL
Signature:			

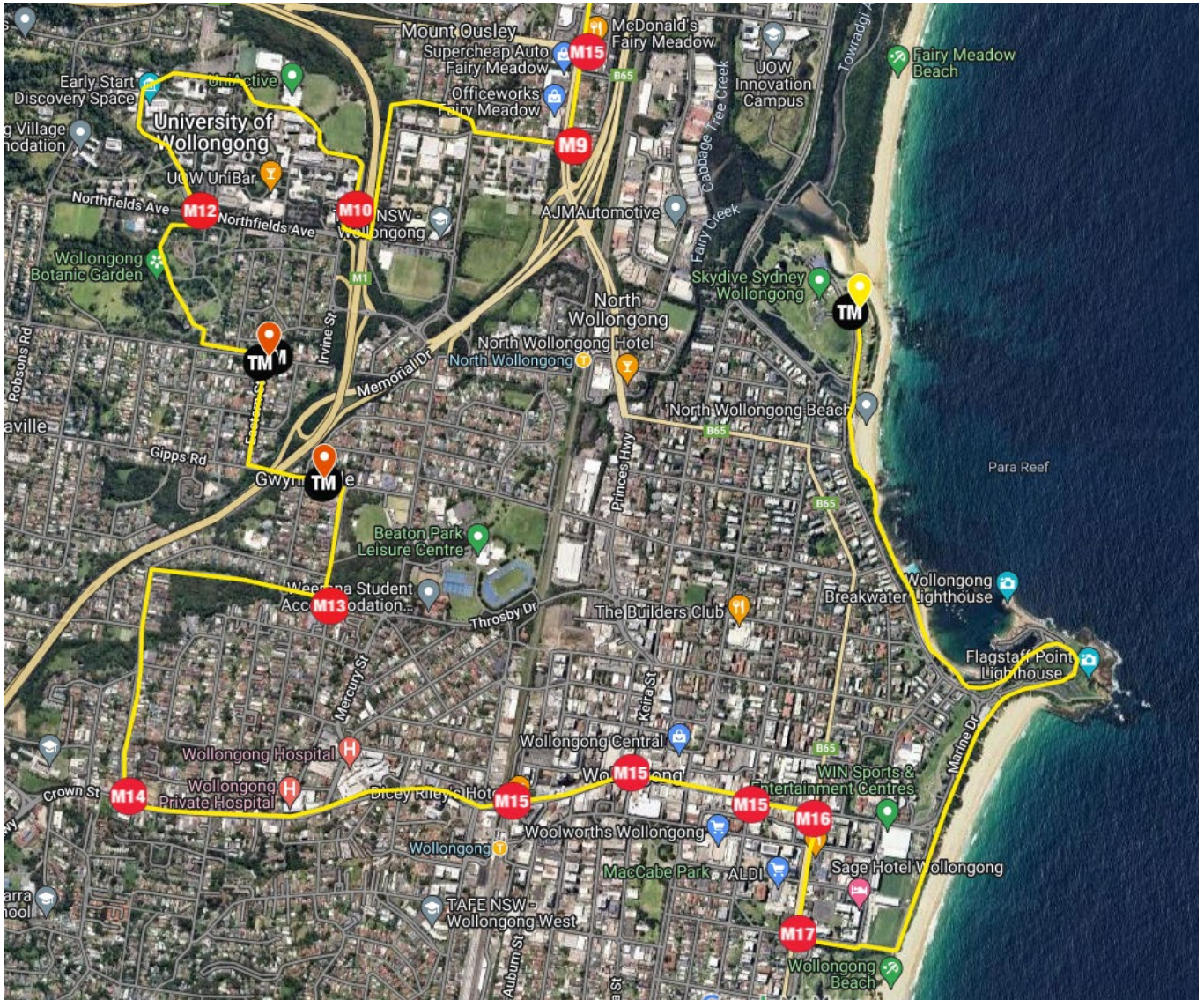
- GENERAL NOTES**
- THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 20.346 Version No. 6.1
 - ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAWS 20.346 Version No. 6.1
 - NON-APPLICABLE EXISTING SIGNAGE SHALL BE REMOVED BY THE EVENT DUE TO THE TEMPORARY SPEED ZONE
 - ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS V6.1 2022
 - IN ACCORDANCE WITH TCAWS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE
 - SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
 - REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES
- RECOMMENDED TAPER LENGTHS**
- | APPROXIMATE CONTROL AT BEGINNING OF TAPER | TRAFFIC SPEED (KMH) | LATERAL TAPER | MERGE TAPER |
|---|---------------------|---------------|-------------|
| 45 OR LESS | 15 | 0 | 15 |
| 46 - 55 | 15 | 15 | 30 |
| 56 - 65 | 30 | 30 | 60 |
| 66 - 75 | N/A | 70 | 115 |
| 76 - 85 | N/A | 80 | 130 |
| 86 - 95 | N/A | 100 | 165 |
| 96 - 105 | N/A | 100 | 180 |
| > 105 | N/A | 110 | 180 |
- DIMENSION "D"**
- | SPEED OF TRAFFIC (KMH) | DIMENSION D=M |
|------------------------|---------------|
| 45 OR LESS | 15m |
| 46 - 55 | 15m |
| 56 - 65 | 15m |
| 66 - 75 | 15m |
| 76 - 85 | 15m |
| 86 - 95 | 15m |
| 96 - 105 | 15m |
| > 105 | 15m |
- TOLERANCES**
- POSITIONING OF SIGNS
- MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN
 - MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
 - SPACING OF SIGNS SHALL BE MAXIMUM 10% MORE THAN THE SPACING GIVEN
 - NO MINIMUM
- LANE WIDTHS**
- THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m)
- QUEUE MANAGEMENT PLAN**
- AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC IS ADVISED OF THE LIMITS OF ADVANCE WARNING SIGNS
- VEHICLE MANAGEMENT PLAN**
- ALL WORKSITE VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 15 of 16

Marshalls (as of 21/5/24)



Item 1.1 – Coledale to Wollongong, Various Streets – The Bloody Long Walk 2024 – Page 16 of 16
Marshalls (as of 21/5/24)



Item 1.2 – Port Kembla, Foreshore Road – Foreshore Road Railway Maintenance – Page 1 of 6

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TGS Installation Date:

Date:

TGS Modified By:

Full Name:

PWZTMP or TCT Number:

Expiry Date or Issue Date:

Signature:

Date:

TGS Field Notes:

Adjusting or Modifying A TGS:

TCP holder:
- TCP qualified person must ensure that the TGS is implemented as approved. Minor adjustments can be made to the TGS in accordance with clause 7.10.10 of the TGS. Any adjustments must be recorded on the TGS checklist and a signed copy will be available on-site.
- Modifications to a Site Specific TGS must be approved by the PWZTMP or relevant qualification holder, and must be supported by a TMP or risk assessment to ensure all TGSs consider and mitigate identified site-specific conditions and risks.
- If risk is identified during the implementation of the TGS and requires modification outside of the TGS, the works must be stopped until an updated TGS is drafted and approved by a PWZTMP or relevant qualification holder. (Refer to TCAMS 7.10.4)
- Any anomalies or inconsistencies found in the TGSs being used must be recorded and reported back to the TGS designer who is PWZTMP qualified.

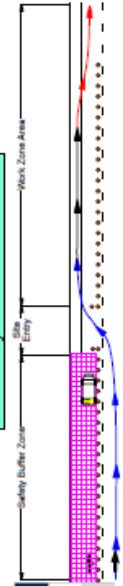
Implementing A TGS:

- A TGS must be installed, maintained and removed in a planned and safe manner.
- The implementation of a TGS must only be undertaken by an TGS qualified person.
- Refer to TCAMS 7.10.1.
- Signs and traffic control devices must be installed in a sequence via GPS, survey, landmarks, side streets or change in accordance with TCAMS V6 Section 6.4 and AGTMM Section 6.2.
- An implementation TGS should be provided if the risk of implementation is deemed high. The sequence of implementation should be determined as part of the drafting process in TGS or SWMS, rather than being determined on-site. (Refer to TCAMS 7.10.2)

Notes:

- This Traffic Guidance Scheme is developed by competent and experienced persons in accordance with the requirements outlined in the THSW TCAMS issue 6.0, AS1742.3 and the Road Management Act 2004.
- Prior to implementation of the TGS, ODD Traffic Management will carry out an inspection and risk assessment.
- A PWZTMP and/or TGS qualified person must ensure the TGS is implemented, and the work area maintained as per attached TGS. Otherwise, any adjustment and modification will be captured in the site paperwork.
- Pedestrian management is to be overseen by on-site crew and supported by a risk assessment. If additional signage (TCAMS 6.5.2 - Table 6.5) is required it is subject to modifying TGS criteria, see below.
- Signs to be installed on high legs if sight obstruction is present (for example behind guardrails/barriers, etc.)
- Site Specific TGS is drafted for nominated works that is noted on the TGS. The TGS must be formally reviewed and signed off by a PWZTMP qualified person (a minimum of every 12 months from the drafted date) as per TCAMS 7.11.2. For details, refer to the link below.
- ODD Traffic Management does not accept liability for the implementation of this TGS, when not directly involved in carrying out the subject works.

Site Entry and Exit Process



- Highlight entry point with double cones and leaving a small break as per above diagram.
- Prior to Entering Worksite, work vehicles shall:
 - Turn on beacons
 - Radio Traffic Management on approach to Site using nominated UHF channel
- Traffic controllers are to ensure that no local traffic follows work vehicles in the work area
- Above diagram is depicting a Lane 1 Closure. Set-up is to be mirrored in case of median lane closures.

Dimension 'D'	
AS 1742.3: A distance expressed in metres, determined in accordance with Clause 4.1.5, and used for the positioning of advanced warning signage.	
Speed Limit (km/h)	Dimension D (m)
< 55 km/h	15 m
60 km/h	45 m
> 65 km/h	Approach Speed

Spacing of Cones/Devices

Purpose and usage	Speed zone of device location	Minimum spacing m
On approach to a traffic control position (certifiable or edge line)	All cases	4
Large tapered	55 to 75 greater than 75	9 12
Lateral shift tapered	55 to 75 greater than 75	12 18
Protecting heavily painted lanes	55 to 75 greater than 75	24 40
All other purposes	less than or equal to 55 55 to 75 greater than 75	4 12 18

Recommended Taper Lengths

Existing permanent speed limit (km/h)	Recommended taper length (m)	
	Traffic control taper	Edge taper
40 or less	15	15
40 to 55	15	15
55 to 65	30	30
65 to 75	N/A	70
75 to 85	N/A	90
85 to 95	N/A	90
95 to 105	N/A	100
Greater than 105	N/A	110

Allowable Tolerance on amending Spacings

Tolerance	Positioning of signs, length of tapers or markings	Spacing of delineating devices
Midpoint	10% less than the distances or lengths given	N/A
Maximum	20% more than the distances or lengths given	10% more than the spacing given

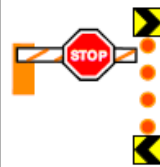
Edge Clearances for Cones/Bollards

Edge of traffic lane to:	Edge clearances
Line of traffic cones or bollards	<ul style="list-style-type: none"> 0.5 m for traffic speeds less than 65 km/h 1.0 m for traffic speeds greater than 65 km/h

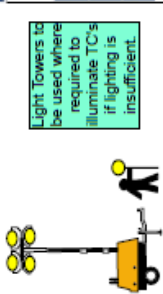


Posted Speed Limit of Subject Road/s

Four traffic cones are to be installed on the centre line at 4m spacing, with a T5-5(L) at both ends. TC must remain 1.2m from live traffic and maintain a clear escape route at all times whilst operating PORTABOOM.



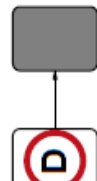
Use of Stop/Slow bats requires a 2-up Fulton Hogan Management approval to be obtained prior to commencement of works, and completion of the required Stop/Slow Bat Approval Request Form. This must also be recorded in the Field Notes section and this TGS signed off as modified/approved.



Speed Reduction Signage to be repeated at a distance of 500m max.



Existing Speed Signs to be covered with opaque material.

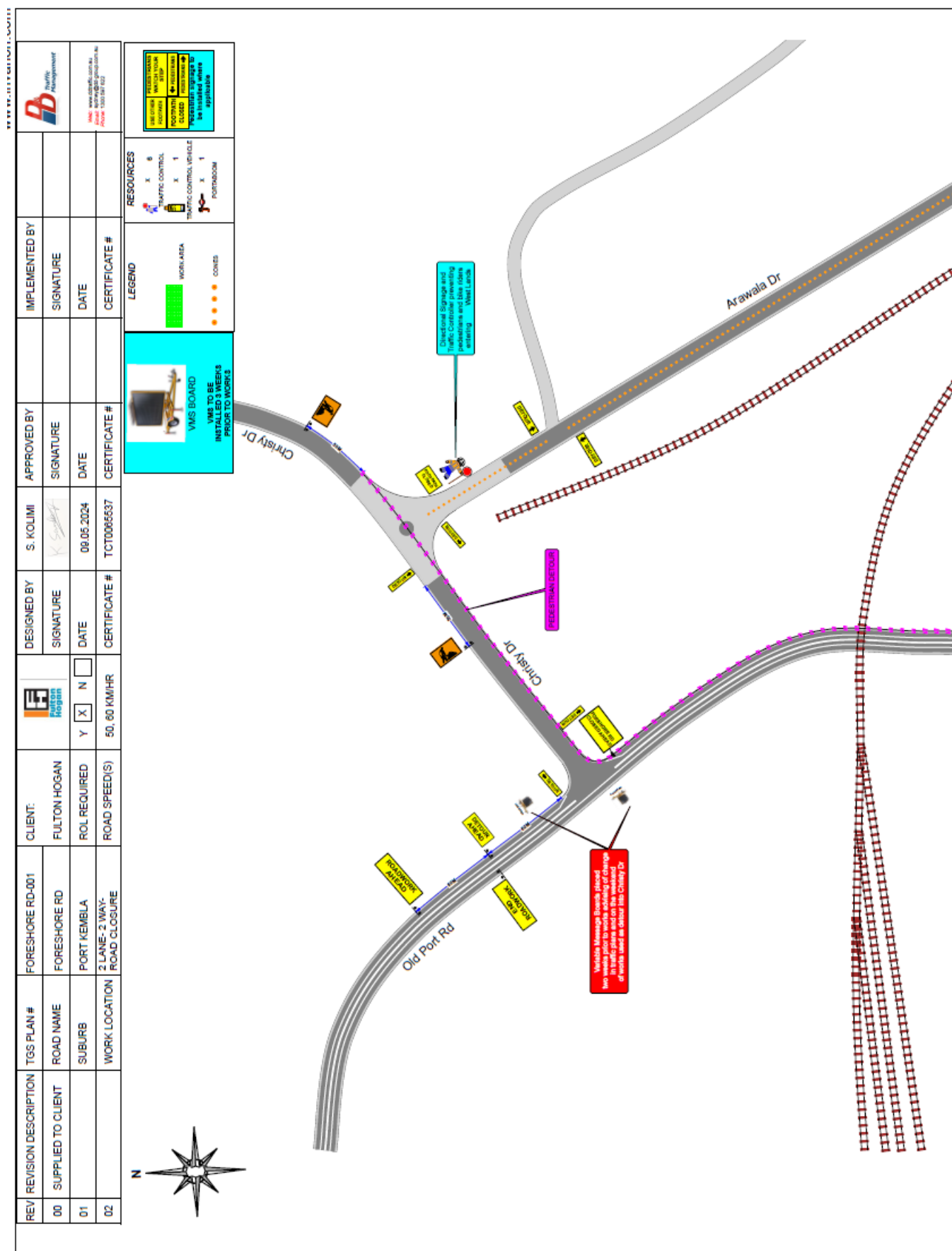


REV	REVISION DESCRIPTION	TGS PLAN #	CLIENT:	DESIGNED BY	APPROVED BY	IMPLEMENTED BY
00	SUPPLIED TO CLIENT	ROAD NAME	FORESHORE RD-001	SIGNATURE	S. KOLIMI	SIGNATURE
01	SUBURB	PORT KEMBLA	FORESHORE RD	DATE	09.05.2024	DATE
02	WORK LOCATION	2 LANE- 2 WAY- ROAD CLOSURE	ROL REQUIRED	CERTIFICATE #	TCT0065537	CERTIFICATE #

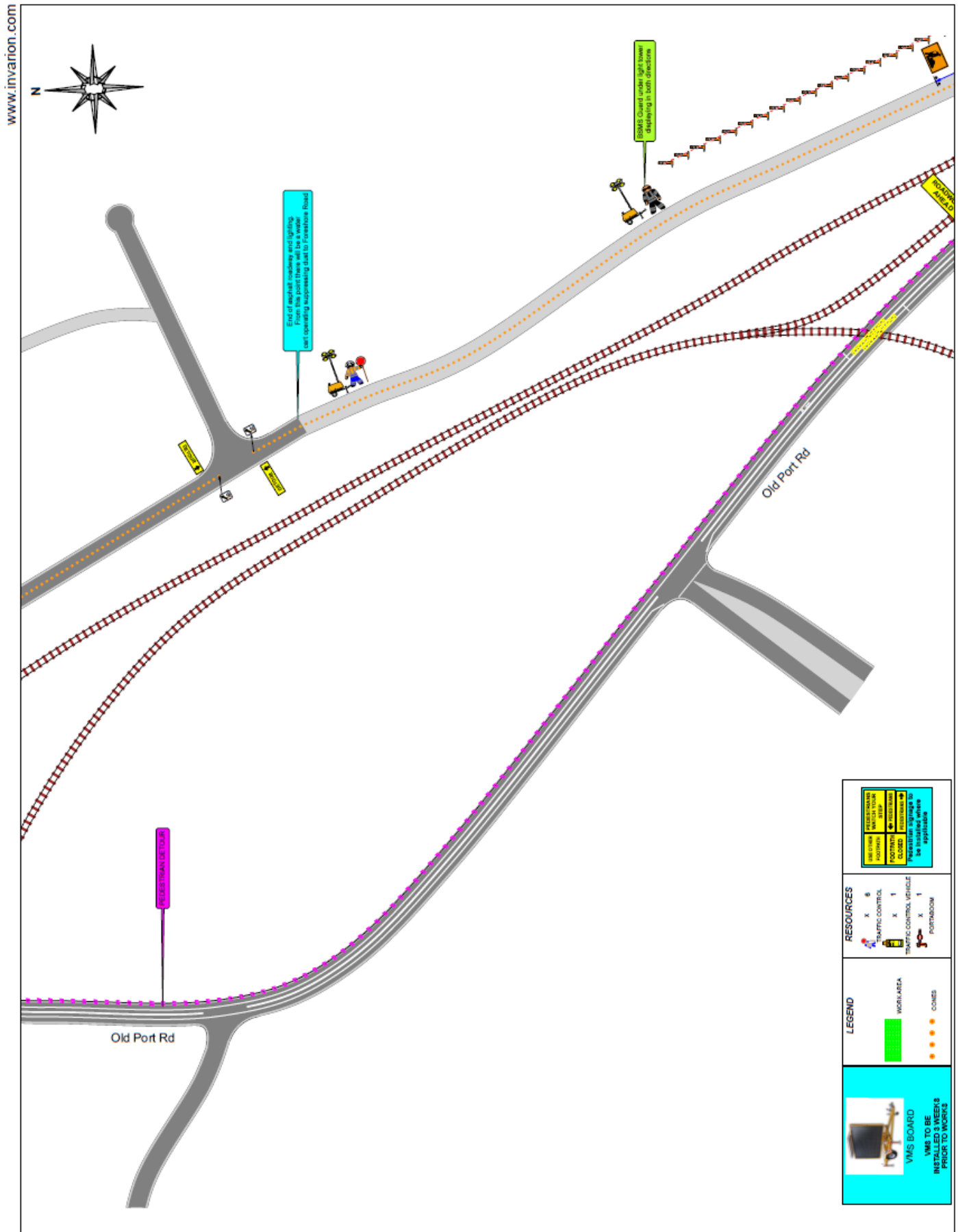


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Item 1.2 – Port Kembla, Foreshore Road – Foreshore Road Railway Maintenance – Page 2 of 6



Item 1.2 – Port Kembla, Foreshore Road – Foreshore Road Railway Maintenance – Page 3 of 6



Item 1.2 – Port Kembla, Foreshore Road – Foreshore Road Railway Maintenance – Page 4 of 6

