WOLLONGONG CITY COUNCIL

Local Transport Forum
Agenda

10 March 2026

wollongong
city of innovation

Agenda

CITY OF WOLLONGONG LOCAL TRANSPORT FORUM

TUESDAY 10 MARCH 2026
9 AM

PURPOSE OF MEETING

The City of Wollongong Traffic Committee was previously required under the *2011 Delegation to Councils* and the *(2023) Temporary Delegation to Councils No.2*. The City of Wollongong Traffic Committee was not a Committee of Wollongong City Council however a Technical Committee of Transport for NSW (TfNSW). The Committee previously operated under the authority conferred to Council by TfNSW under the Transport Administration Act 1988.

Council historically 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 (previously RMS) document 'A guide to the delegation to councils for the regulation of traffic' (including the operation of Traffic Committees).

Legislative Update:

The *2011 Delegation to Councils* and the *(2023) Temporary Delegation to Councils No.2*. has been revoked and replaced by the *(2025) Authorisation and Delegation Instrument*. Wollongong City Council is currently transitioning from the former Local Traffic Committee framework to the newly established **Local Transport Forum (LTF)**, in line with the 2025 Authorisation and Delegation Instrument issued by Transport for NSW. The LTF is an advisory body designed to support Council as the decision-maker for traffic and transport matters on unclassified and regional roads. It facilitates collaboration between Council, Transport for NSW, NSW Police, and local Members of Parliament, offering technical advice and coordination without formal voting or decision-making powers.

While Council is actively adopting this new delegation model, it is acknowledged that existing templates, processes, and documentation may take time to fully align with the updated structure. During this transitional period, Council will continue to operate with elements of the previous system where necessary, while progressively integrating the principles and practices of the Local Transport Forum.

INDEX

1 STANDING AGENDA ITEMS

1.1 Welcome

1.2 Acknowledgement of Country

"We pay our respects to and acknowledge the traditional custodians of Dharawal Country, the land on which we meet, and pay our respects to Elders past, present and those emerging. We also extend our respects to Aboriginal and Torres Strait Islander people

1.3 Declarations of Interest

Choose an item.

1.4 Business Arising from Previous Meeting

Choose an item.

2 GENERAL ITEMS

2.1 HELENSBURGH, Tunnel/Wilson Creek Road – Ward 1 – Heathcote Electorate – Pedestrian Refuge & Footpath

BACKGROUND

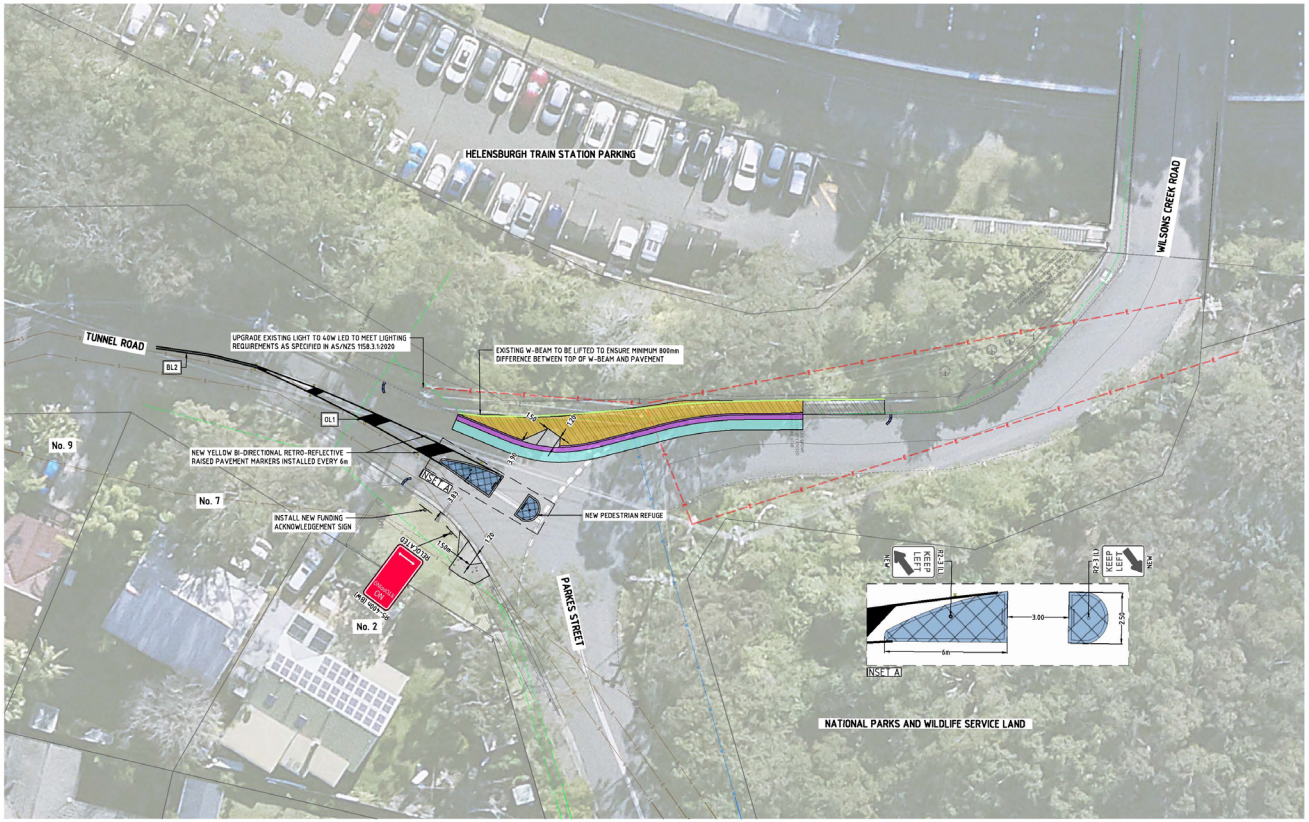
A pedestrian refuge, roadside barrier modifications and minor footpath improvements are proposed for Tunnel Road, Helensburgh. The infrastructure upgrades are being constructed to provide a safer pedestrian connection between Helensburgh Train Station and the broader Helensburgh community. The project is funded by TfNSW through the Transport Integration and Placemaking Program, as part of the Rail Service Improvement Program. The Project is scheduled to be delivered by June 2026.

CONSULTATION

- Initial consultation on concept plans took place in August of 2024. Consultation on detailed designs took place in February 2026.
- Consultation was via a letter drop to directly affected residents, an update to Council's engagement page for this project. Additionally, a 'Let's Talk' session was held at Helensburgh Park in 2024 where the community could speak to Council project leads face-to-face.
- Feedback received by the community has been considered in producing the final design.
- Bus operators were consulted given the proximity of the intersection to the Train Station. No feedback has been provided to date noting the refuge is not located on a bus route.

PROPOSAL

The attached plan be approved.



LEGEND

CIVIL
- NEW KERB RAMP (KR)
- NEW CONCRETE FOOTPATH (P1)
- NEW ASPHALT FOOTPATH (P2)
- NEW SECTION OF ASPHALT OVERTOP
- NEW PEDESTRIAN REFUGE
- NEW KERB AND GUTTER
- NEW ROAD PAVEMENT
- EXISTING GUARDRAIL RAISED
- RRPMS
- NEW SIGN

SEDIMENT CONTROL
- SANDBAG KERB SEDIMENT TRAP

SERVICES
- EXISTING WATER
- EXISTING SEWER
- EXISTING TELECOMMS
- EXISTING OVERHEAD ELECTRICAL

SURVEY
- EDGE OF EXISTING ASPHALT
- EXISTING OVERHEAD ELECTRICAL STRUCTURES
- EXISTING SEWER STRUCTURES
- EXISTING WATER STRUCTURES

TRAFFIC COMMITTEE PLAN
SCALE: 1:200

BYDA NOTE:
LOCATION OF SERVICES TO BE CONFIRMED PRIOR TO COMMENCEMENT OF CONSTRUCTION VISIT WWW.BYDA.COM.AU "BEFORE YOU DIG AUSTRALIA"
SERVICES SHOWN ON PLAN ARE DIGITISED FROM BYDA PLANS AND SURFACE FEATURES AND DEPICT INDICATIVE LOCATION ONLY
LOCATE OVERHEAD POWER LINES ON SITE PRIOR TO WORKS

BEFORE YOU DIG www.byda.com.au Zero Damage - Zero Harm

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR TRAFFIC COMMITTEE	CT	PH	02/2026

DATUM | SURVEYOR | AZIMUTH | FIELD BOOK | RELATED PLANS

DRAWN CT DATE 02/2026
DESIGNED CT DATE 02/2026
CHECKED PH DATE 02/2026

APPROVED (FOR COUNCIL USE ONLY)
SENIOR DESIGN ENGINEER - CIVIL
7617_SK00_1
DATE

ISO 9001 Quality Management Systems CERTIFIED

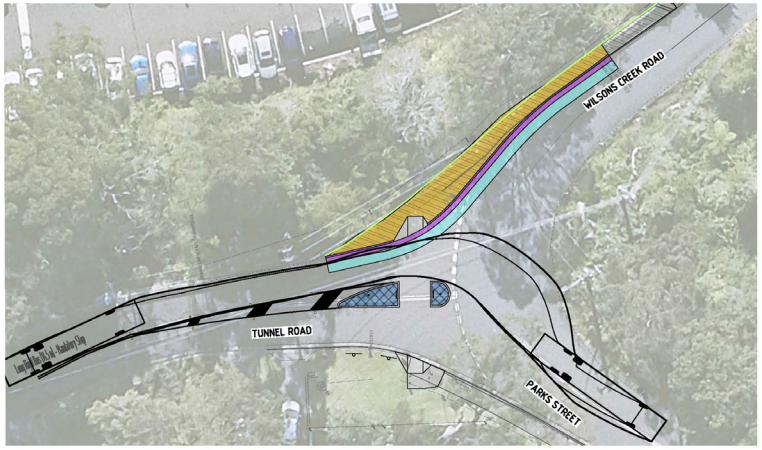
SCALES: AS NOTED
NORTH POINT

CITY OF WOLLONGONG
REFUGE AND FOOTPATH UPGRADE
TUNNEL ROAD
HELENSBURGH
TRAFFIC COMMITTEE PLAN

wollongong city of innovation
DESIGN & TECHNICAL SERVICES Ph 02 42777111

P.J/OCPN or TR No. 129860
SHEET 0 OF 2 SHEETS
A1 ORIGINAL

DRAWING No.	SHEET No.	ISSUE
7617	SK00	1



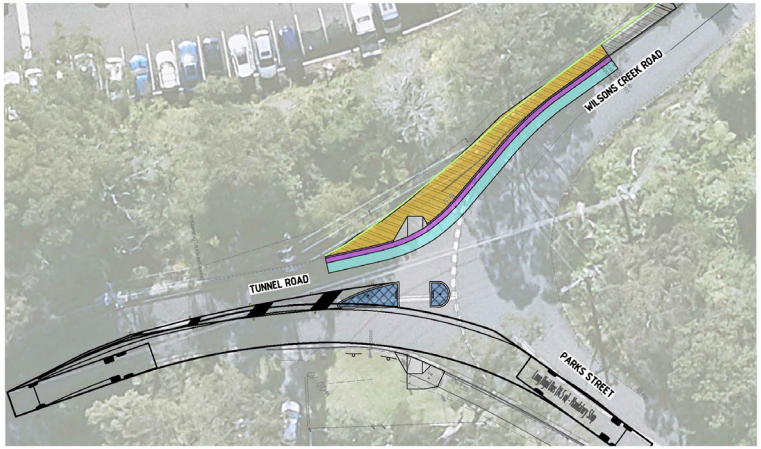
LONG RIDIG BUS – 14.5m LENGTH – TURNING CHECK 1 (5km/h)

SCALE 1:200

LEGEND

BODY LINE

WHEEL LINE



LONG RIGID BUS – 14.5m LENGTH – TURNING CHECK 2 (5km/h)

SCALE 1:200

PRELIMINARY PLAN – NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR TRAFFIC COMMITTEE	CT	PH	02/2026

DATUM: SURVEYOR | AZIMUTH: FIELD BOOK | RELATED PLANS

DRAWN CT — DATE 02/2026
DESIGNED CT — DATE 02/2026
CHECKED PH — DATE 02/2026

APPROVED (FOR COUNCIL USE ONLY)
SENIOR DESIGN ENGINEER – CIVIL
7617_SK02_1
DATE

bsi ISO 9001 Quality Management Systems CERTIFIED

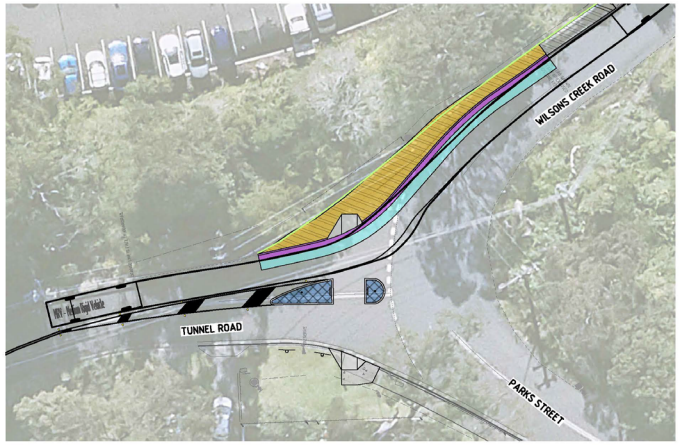
SCALES: AS NOTED

NORTH POINT

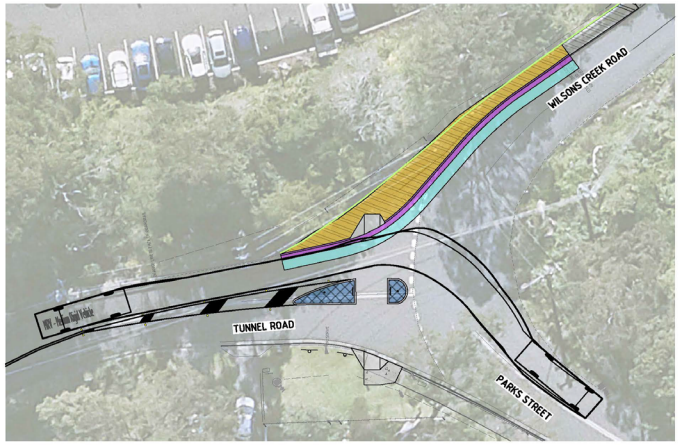
CITY OF WOLLONGONG
REFUGE AND FOOTPATH UPGRADE
TUNNEL ROAD
HELENSBURGH
TRAFFIC COMMITTEE – HEAVY RIDIG VECHILE

wollongong city of innovation
DESIGN & TECHNICAL SERVICES Ph 02 42277111

PJ/OCPN or TR No. 129860 | A1 ORIGINAL
SHEET 2 OF 2 SHEETS
DRAWING No. 7617 | SHEET No. SK02 | ISSUE 1

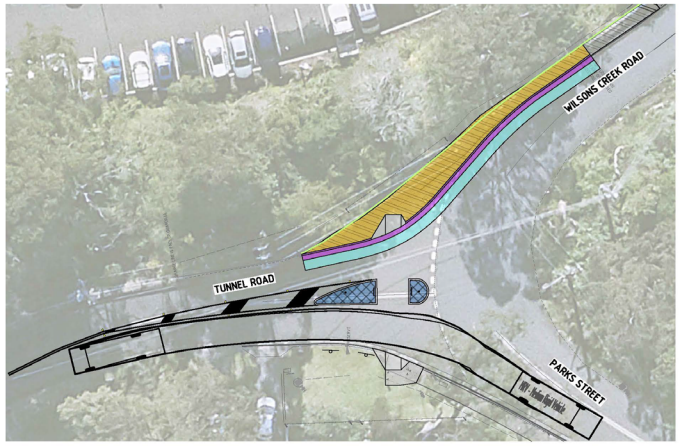


MEDIUM RIGID VEHICLE – 8.8m LENGTH – TURNING CHECK 1 (5km/h)
SCALE 1:200

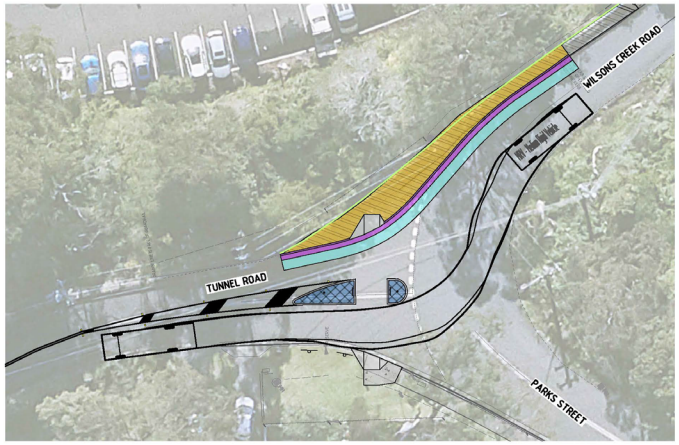


MEDIUM RIGID VEHICLE – 8.8m LENGTH – TURNING CHECK 2 (5km/h)
SCALE 1:200

LEGEND
BODY LINE
WHEEL LINE



MEDIUM RIGID VEHICLE – 8.8m LENGTH – TURNING CHECK 3 (5km/h)
SCALE 1:200



MEDIUM RIGID VEHICLE – 8.8m LENGTH – TURNING CHECK 4 (5km/h)
SCALE 1:200

PRELIMINARY PLAN – NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR TRAFFIC COMMITTEE	CT	PH	02/2026

DATUM | SURVEYOR | AZIMUTH | FIELD BOOK | RELATED PLANS
DRAWN CT DATE 02/2026
DESIGNED CT DATE 02/2026
CHECKED PH DATE 02/2026
APPROVED (FOR COUNCIL USE ONLY) SENIOR DESIGN ENGINEER – CIVIL 7617_SK01_1 DATE
ISO 9001 Quality Management System CERTIFIED
SCALES: AS NOTED
NORTH POINT: NORTH

CITY OF WOLLONGONG
REFUGE AND FOOTPATH UPGRADE
TUNNEL ROAD
HELENSBURGH
TRAFFIC COMMITTEE – MEDIUM RIDGID VECHILE

wollongong city of innovation
DESIGN & TECHNICAL SERVICES Ph 02 42277111

PJ/OCPN or TR No. 129860 | A1 ORIGINAL
SHEET 1 OF 2 SHEETS
DRAWING No. 7617 | SHEET No. SK01 | ISSUE 1

2.2 MULTIPLE LOCATIONS – Ward 1, 2 & 3 - Heathcote/Keira/Wollongong Electorate – EV Charging Infrastructure

BACKGROUND

Council has five (5) existing kerbside electric vehicle (EV) charging sites that were previously supported by the Local Traffic Committee and have been operational since 2023. Council has identified additional sites within the LGA to further support the uptake of EVs in Wollongong as a pathway to reducing transport emissions, improving local air quality and community health, and reducing transport costs.

The proposed locations have been assessed and determined based on accessibility considerations, site suitability, and expected usage and other parking needs. The proposal uses existing power pole infrastructure to install pole-mounted chargers, reducing major civil works and enabling a faster, cost-effective, convenient and accessible rollout. The full list of selection criteria can be found in the Electric Vehicle Charging Infrastructure (EVCI) on Council Land Policy.

The installation of on-street EV charging is supported by the NSW Government's Kerbside EV Charging Grants and Australian Renewable Energy Agency's EVX - ChargeKonnect Kerbside EV Charging Project to deliver in partnership with Endeavour Energy and EVX / ChargePost Australia. Under this program:

- EVX Australia / ChargePost will install, own and manage the chargers.
- Endeavour Energy will provide access to existing power pole infrastructure to house the chargers.
- Charge Point Operators (CPO) must enter into a legal agreement with Council (under S138 of the Roads Act),
- Council will regulate and enforce parking changes.
- Grant funding must be expended by the end of the 2025/26 financial year.

It is proposed to install dedicated EV charging spaces and associated infrastructure as per the attached plans. The sites include:

- 13 Railway Parade, Wollongong
- 2 Stafford St North Wollongong
- 7 - 13 Edward St, Wollongong
- Market St at the rear boundary of 30 Harbour St, Wollongong
- Opposite 7 Urunga Parade
- 4 Tallegalla St, Unanderra
- 31 Military Road, Port Kembla

The project is scheduled for delivery first half of 2026. All signs and linemarking is in accordance with TfNSW requirements.

CONSULTATION

Council completed consultation with residents and businesses surrounding the locations from December of 2025. The consultation cohort was selected based on proximity/impact and feedback captured.

Council issued a total of 777 letters with 48 responses being received. General feedback themes included concerns of on-street parking loss, vandalism, safety concerns and in some instances congestion. Council reviewed all feedback received to ensure an informed decision was made. Sites were removed due to preferred alternative sites, site constraints, and or addressing community concerns.

PROPOSAL

The EV Charging locations proposed in the plans on the following pages be approved.

All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2

wollongong city of innovation

Signage & Linemarking Plan

EV Power Pole Charge Point

Date	13/02/26	Street	Railway Parade		
Scale	1:200	Suburb	Wollongong		
Page	1 of 1	Drawn	RJA	Reviewed	WG

Legend

No Parking (Excepted while Charging) Sign

EXCEPTED WHILE CHARGING

Proposed Pole

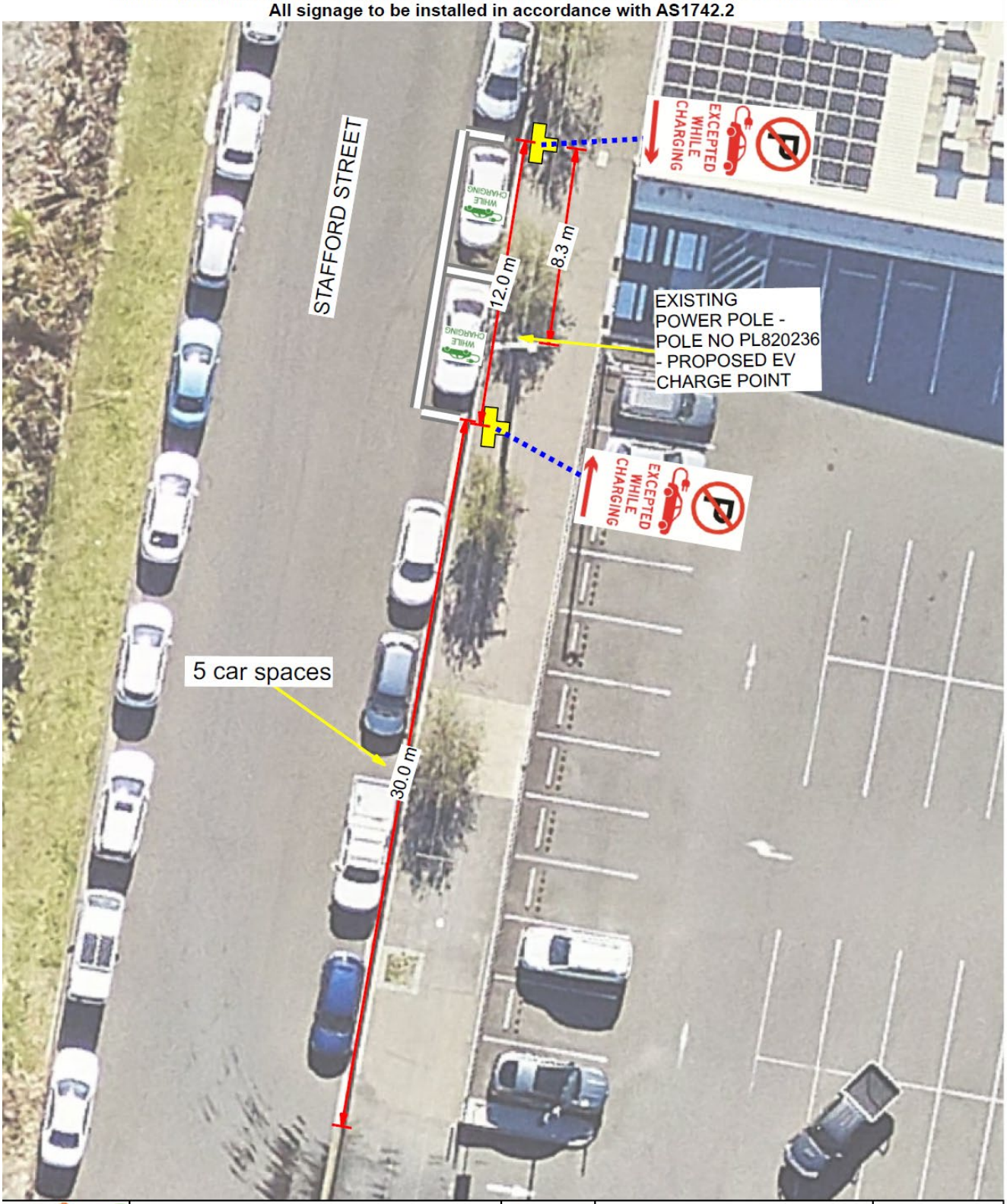
Parking Lane Edge Line (E3)

WHILE CHARGING

Electric Vehicle Pavement Marking

N

All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2



wollongong
city of innovation

Signage & Linemarking Plan

EV Power Pole Charge Point

Date	13/02/26	Street	Stafford Street		
Scale	1:200	Suburb	North Wollongong		
Page	1 of 1	Drawn	RJA	Reviewed	WG

Legend

No Parking (Excepted while Charging) Sign

EXCEPTED WHILE CHARGING

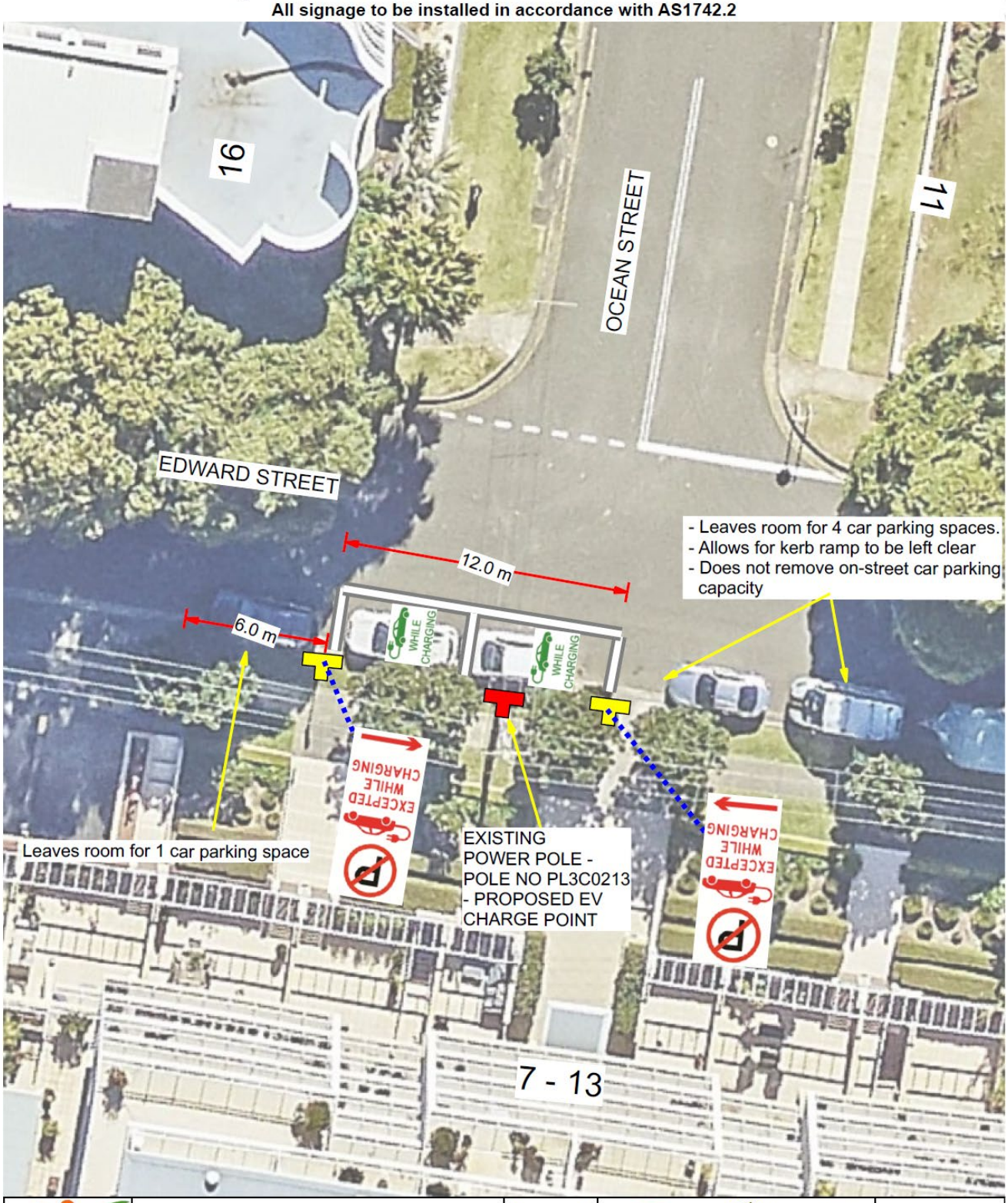
Proposed Pole

Parking Lane Edge Line (E3)

WHILE CHARGING Electric Vehicle Pavement Marking

N

All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2



wollongong city of innovation

Signage & Linemarking Plan

EV Power Pole Charge Point

Date	13/02/26	Street	Edward Street		
Scale	1:200	Suburb	North Wollongong		
Page	2 of 2	Drawn	RJA	Reviewed	NA

Legend

No Parking (Excepted while Charging) Sign

EXCEPTED WHILE CHARGING

Proposed Pole

Power Pole

Parking Lane Edge Line (E3)

WHILE CHARGING Electric Vehicle Pavement Marking

N

wollongong city of innovation

All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2

Legend

Existing Pole

Proposed Pole

N

2P 8:30AM–6PM MON - FRI 8:30AM–12:30PM SAT ONLY

Proposed 2 Hour Ticket Parking (Only While Charging) sign

2P 8:30AM–6PM MON - FRI 8:30AM–12:30PM SAT

Proposed 2 Hour Parking sign

AT OTHER TIMES — EXCEPTED WHILE CHARGING

AT OTHER TIMES — EXCEPTED WHILE CHARGING

Proposed No Parking at Other Times (Excepted While Charging) Sign

Proposed Parking Lane Edge Line (E3)

WHILE CHARGING Electric Vehicle Pavement Marking

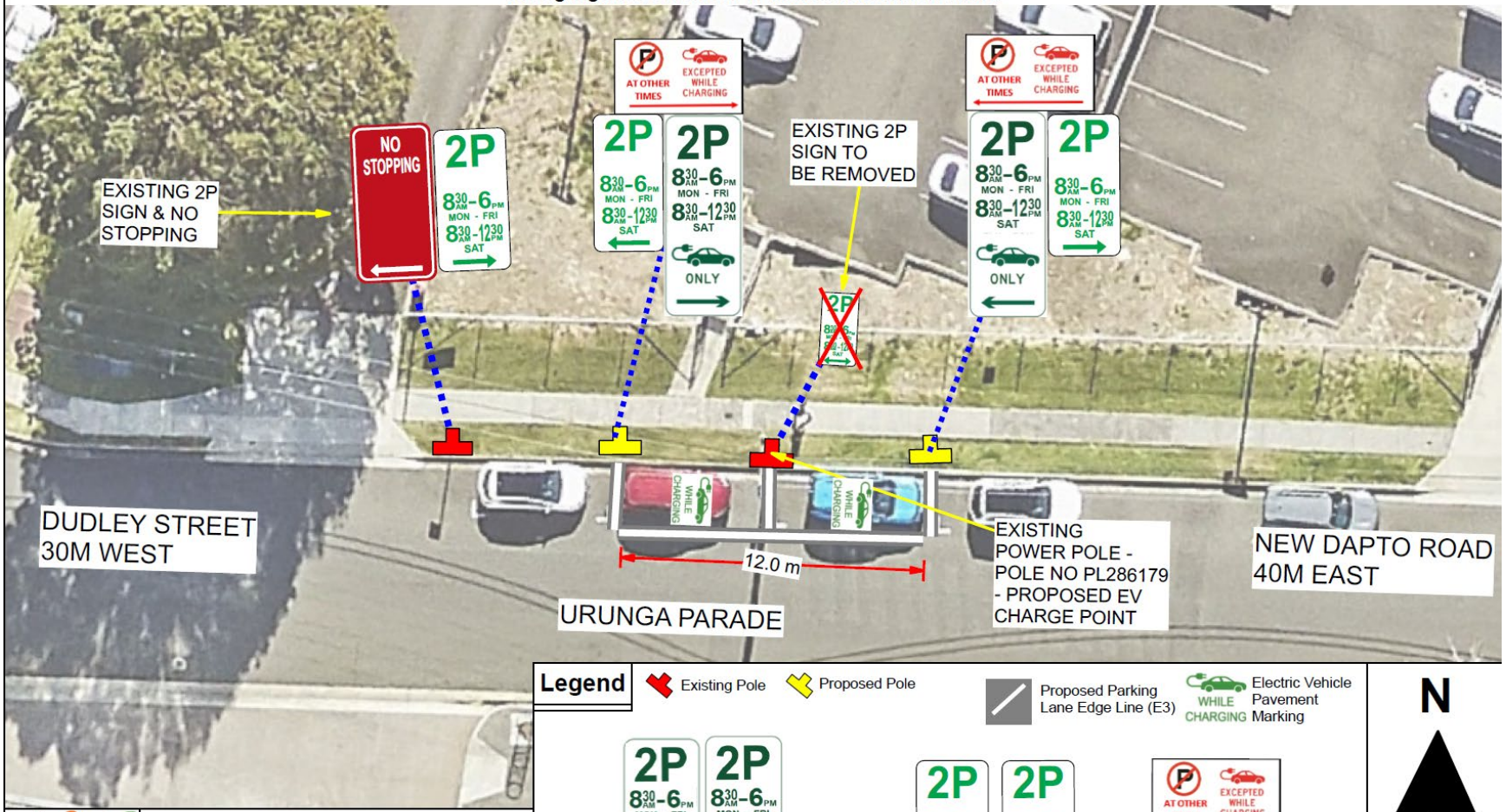
wollongong
city of innovation

Signage & Linemarking Plan
EV Power Pole Charge Point

Date	13/02/26	Street	Market Street		
Scale	1:200	Suburb	Wollongong		
Page	1 of 1	Drawn	RJA	Reviewed	WG

wollongong
city of innovation

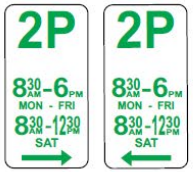
All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2



Legend

- Existing Pole
- Proposed Pole
- Proposed Parking Lane Edge Line (E3)
- WHILE CHARGING Electric Vehicle Pavement Marking

Proposed 2 Hour Ticket Parking (Only While Charging) sign



Proposed 2 Hour Parking sign

Proposed No Parking at Other Times (Excepted While Charging) Sign

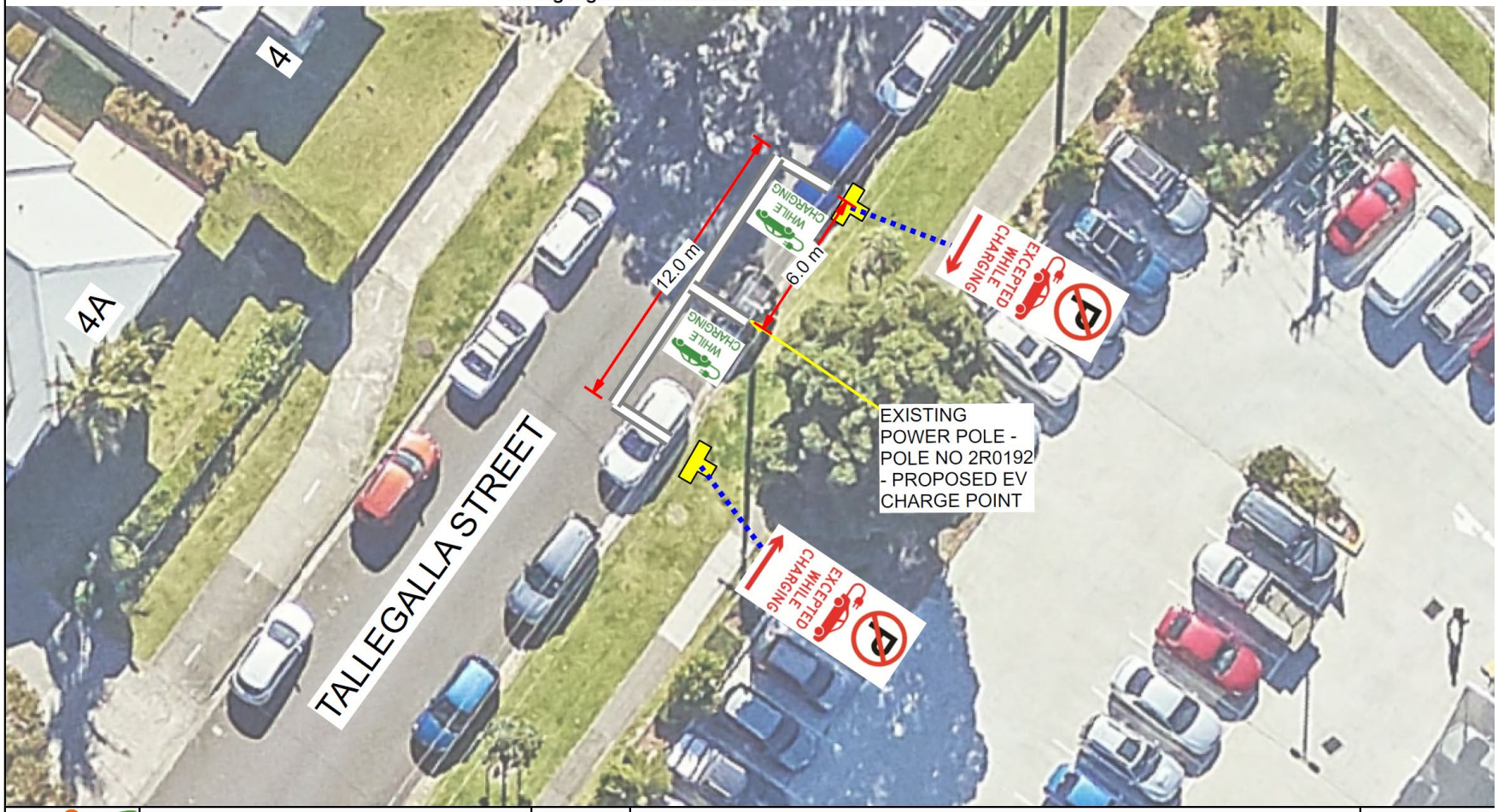
N

wollongong
city of innovation

Signage & Linemarking Plan
EV Power Pole Charge Point

Date	13/02/26	Street	Urunga Parade		
Scale	1:200	Suburb	Wollongong		
Page	1 of 1	Drawn	RJA	Reviewed	WG

All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2



wollongong
city of innovation

Signage & Linemarking Plan
EV Power Pole Charge Point

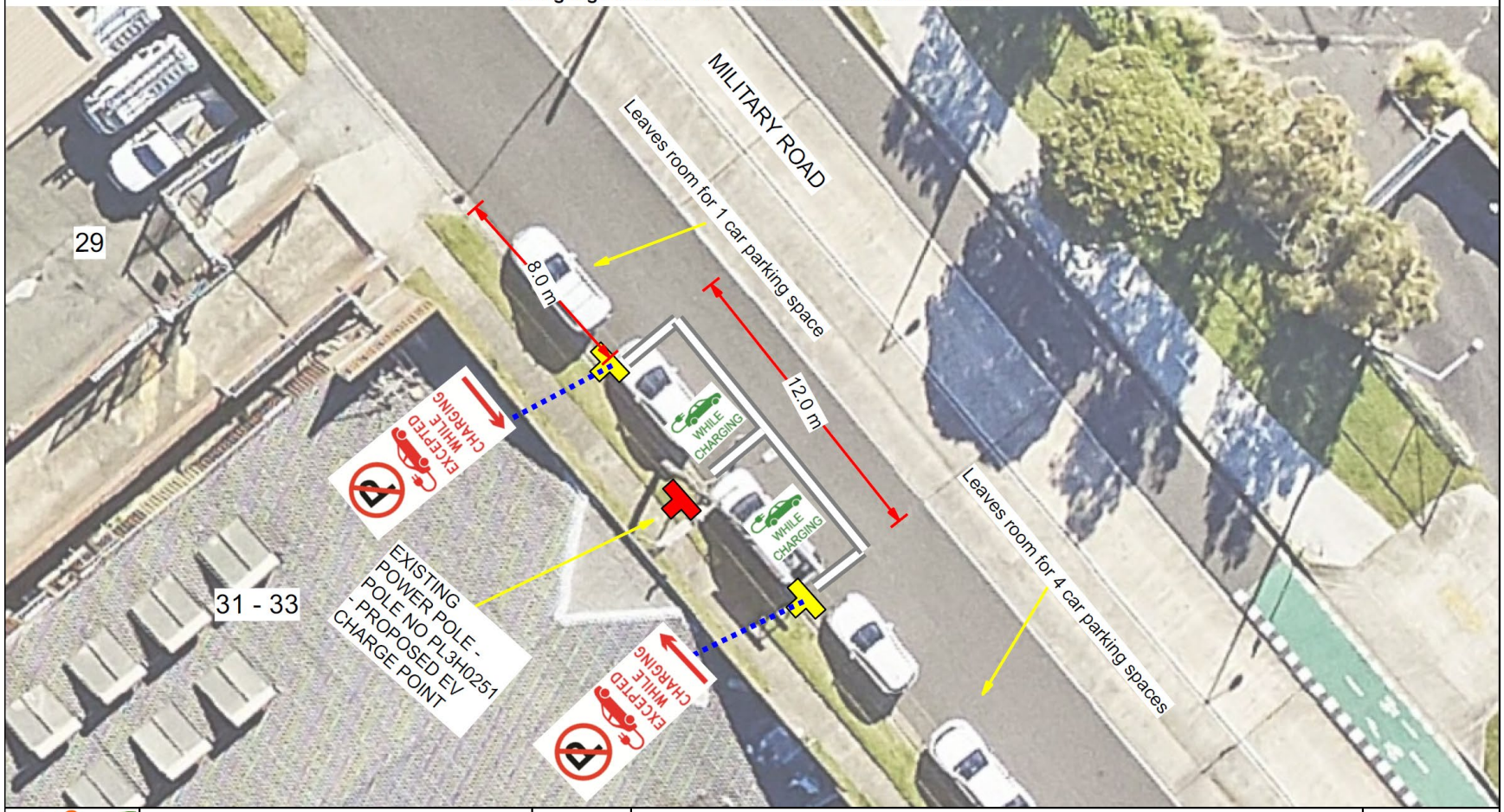
Date	13/02/26	Street	Tallegalla Street		
Scale	1:200	Suburb	Unanderra		
Page	1 of 1	Drawn	RJA	Reviewed	WG

Legend

- Proposed Sign Pole
- WHILE CHARGING — Electric Vehicle Pavement Marking
- Parking Lane Edge Line (E3)
- EXCEPTED WHILE CHARGING — No Parking (Excepted while Charging) Sign

N

All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2



wollongong
city of innovation

Signage & Linemarking Plan
EV Power Pole Charge Point

Date	13/02/26	Street	Military Road		
Scale	1:200	Suburb	Port Kembla		
Page	1 of 1	Drawn	RJA	Reviewed	NA

Legend

- Power Pole
- Proposed Sign Pole
- WHILE CHARGING Electric Vehicle Pavement Marking
- EXCEPTED WHILE CHARGING — No Parking (Excepted while Charging) Sign

N

2.3 HORSLEY, Shone Avenue – Ward 3 – Shellharbour Electorate – No Stopping Restrictions

BACKGROUND

Council have been contacted by the community regarding safety concerns including crash history at the intersection of Shone Avenue, Bong Bong Road and Iredell Road, Horsley.

Council has identified the need to upgrade the intersection to a roundabout as part of the West Dapto Development Contributions Plan. However, this upgrade does not currently feature for construction within Councils current 4-year Infrastructure Delivery Program.

As an interim, Council is proposing the installation of No Stopping signs on the north-west corner of Shone Avenue. The proposed length of No Stopping will remove 10m of on-street parking to improve sight distance for motorists.

Council have also recently installed an intersection advance warning sign for the northbound approach to the intersection on Shone Ave.

CONSULTATION

As the proposed restriction is only a minor extension to the mandatory 10m No Stopping that applies to intersections and addresses a safety concern, consultation is not proposed. The directly adjacent Hammond Care aged care facility will be notified of the change prior to sign installation.

PROPOSAL

The attached plan be approved.

Item 2.3 – HORSLEY, Shone Avenue– No Stopping Restrictions – Page 1 of 1

All line marking to be installed in accordance with Transport for NSW Delineation Guidelines

All signage to be installed in accordance with AS1742.2

wollongong
city of innovation

Signage & Linemarking Plan

No Stopping (L) sign Installation

Date	19/11/25	Street	Shone Avenue		
Scale	1:500	Suburb	Horsley		
Page	1 of 1	Drawn	EM	Reviewed	N/A

Legend

Proposed Sign Pole

NO STOPPING

R5-400 (L)

N

wollongong
city of innovation

2.4 AUSTINMER, Austinmer Carpark – Ward 1 – Heathcote Electorate – Mobility Parking Increase

BACKGROUND

Council have been informed by the community that existing mobility parking spaces in the Austinmer Beach carpark are regularly fully occupied. With high demand for parking generally at Austinmer Beach, people with a disability are often unable to find a vacant mobility parking or nearby car space. In accordance with Council's Beach and Foreshore Access Strategy, Austinmer Beach is one of four accessible beaches in the Wollongong LGA where beach wheelchairs and beach matting are made available to wheelchair users.

It is proposed to increase the number of mobility parking spaces in the Austinmer Beach carpark from two to four spaces. The proposed benefits include increased availability of parking for users resulting in better utilisation of accessible beach provisions, shorter travel distance from vehicles to Austinmer Beach and an overall improved customer experience for users that may be travelling significant distances.

The proposed change will result in the removal of one (1) parking space which will be converted to a shared area to ensure compliance with AS2890.6.

CONSULTATION

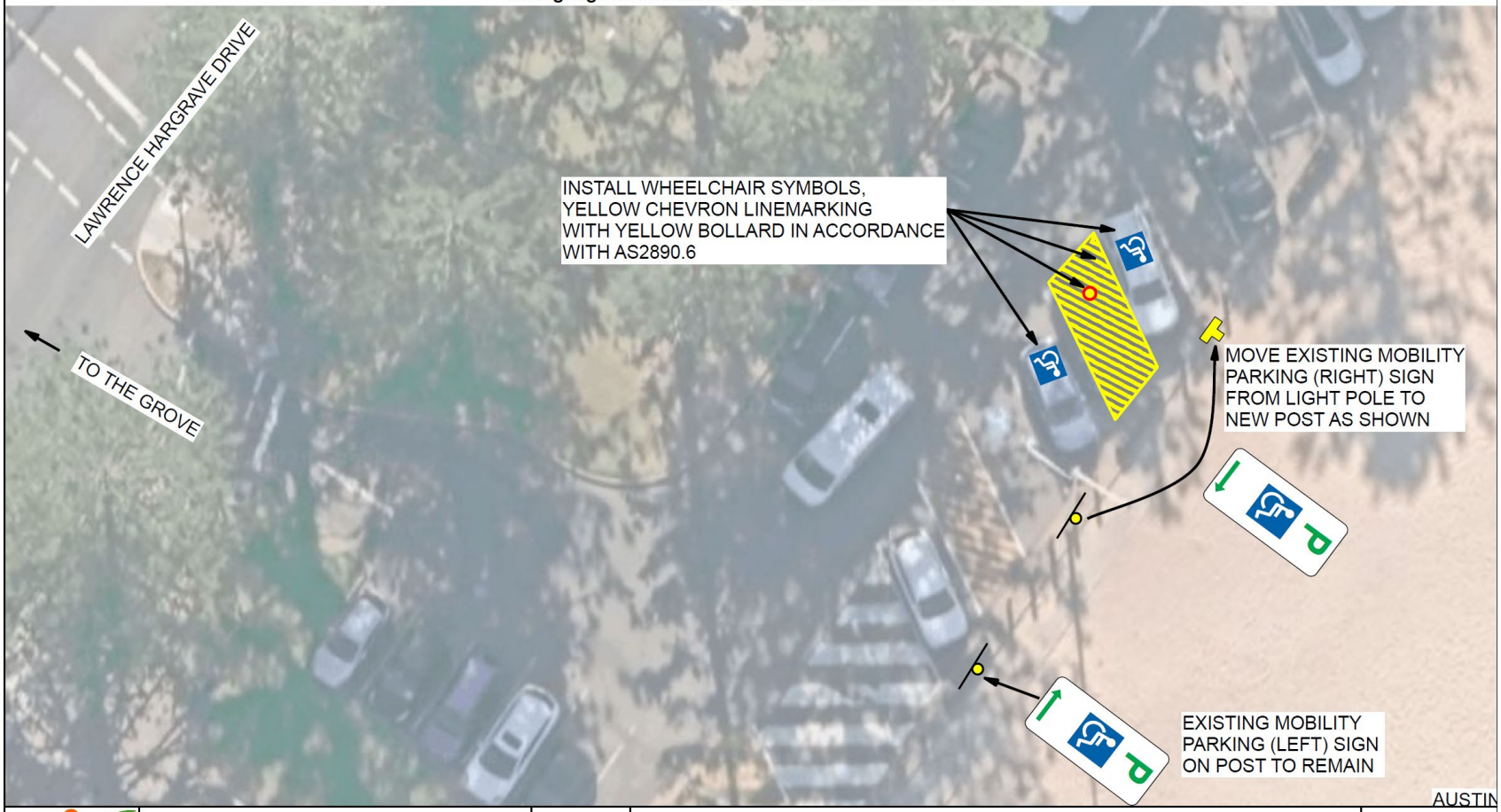
Council will notify the Austinmer Surf Life Saving Club of the work prior to installation

PROPOSAL

The attached plan be approved.

Item 2.4 – AUSTINMER, Austinmer Beach Carpark– Mobility Parking Increase – Page 1 of 1

All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2



wollongong
city of innovation

Mobility Parking Spaces
Austinmer Beach Carpark

Date	10/2/26	Street	Lawrence Hargrave Drive		
Scale	1:200	Suburb	Austinmer		
Page	1 of 1	Drawn	WG	Reviewed	N/A

Legend

Existing Sign Pole

Proposed Sign Pole

P — Existing mobility parking sign to remain — R5-10 (L) sign

P — Existing mobility parking sign to be relocated to new post — R5-10 (R) sign

N

wollongong
city of innovation

3 REGULATION OF TRAFFIC ITEMS

3.1 PORT KEMBLA - Allan Street – Ward 3 – Wollongong Electorate – ANZAC Day Dawn Service – Class 3

BACKGROUND

The Dapto - Port Kembla Anzac Day Dawn Service is proposed to occur on 25 April 2026. It is anticipated that there will be approximately 200 to 300 people attending the service.

The road closures will be on Allan Street between Military Lane to Military Road from 5.30am to 7am. The methods of accessing the event will include walking, public transport or private vehicle (available parking on surrounding streets).

Each year Lake Illawarra Police assist with traffic management and Hostile Vehicle Mitigation (HVM).

CONSULTATION

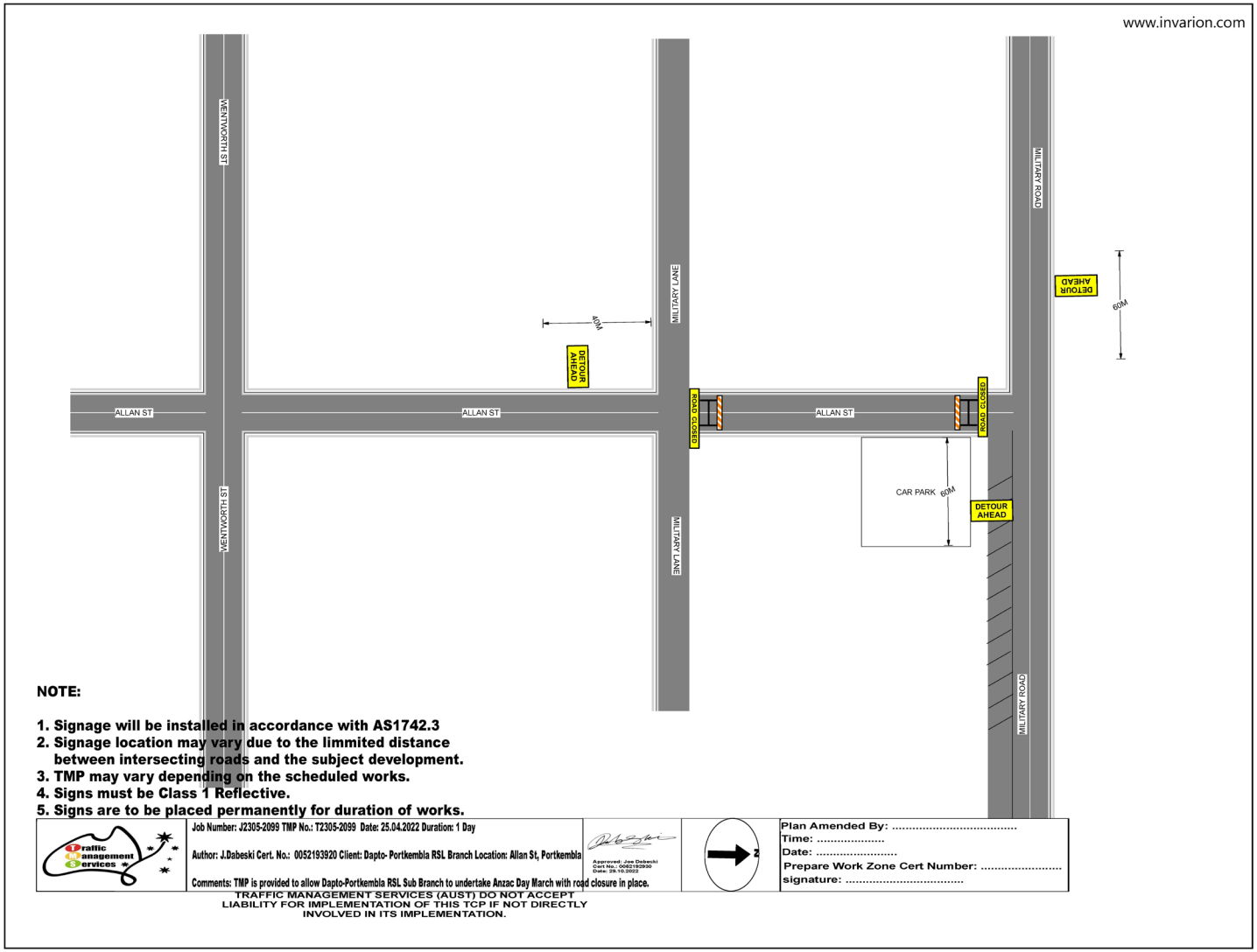
- Business consultation will occur prior to the event.
- Local residents and businesses are aware of the event that takes place each year and there have been no issues previously raised.
- The RSL contact Lake Illawarra Police each year as they are involved with the event. The event organiser has not yet contacted NSW Police however this will be a requirement prior to the event.

PROPOSAL

The proposed road closures be approved subject to:

1. Council's Standard Conditions for Road Closures.
2. Residents and businesses being notified at least 7 days prior to the event taking place.
3. Hostile Vehicle Mitigation (HVM) plan being endorsed by NSW Police

.


www.invarion.com
WENTWORTH ST
MILITARY LANE
MILITARY ROAD
ALLAN ST
ALLAN ST
ALLAN ST
ROAD CLOSED
ROAD CLOSED
DETOUR AHEAD
DETOUR AHEAD
40M
60M
CAR PARK
60M
NOTE:
1. Signage will be installed in accordance with AS1742.3
2. Signage location may vary due to the limmited distance between intersecting roads and the subject development.
3. TMP may vary depending on the scheduled works.
4. Signs must be Class 1 Reflective.
5. Signs are to be placed permanently for duration of works.
Traffic Management Services
Job Number: J2305-2099 TMP No.: T2305-2099 Date: 25.04.2022 Duration: 1 Day
Author: J.Dabeski Cert. No.: 0052193920 Client: Dapto- Portkembla RSL Branch Location: Allan St, Portkembla
Comments: TMP is provided to allow Dapto-Portkembla RSL Sub Branch to undertake Anzac Day March with road closure in place.
Approved: Joe Dabeski
Cert. No.: 0052193920
Date: 25.10.2022
N
Plan Amended By: .....
Time: .....
Date: .....
Prepare Work Zone Cert Number: .....
signature: .....
TRAFFIC MANAGEMENT SERVICES (AUST) DO NOT ACCEPT
LIABILITY FOR IMPLEMENTATION OF THIS TCP IF NOT DIRECTLY
INVOLVED IN ITS IMPLEMENTATION.

3.2 THIRROUL – Cliff Parade – Ward 1 – Heathcote Electorate – Thirroul Seaside & Arts Festival – Class 4

BACKGROUND

The Thirroul Seaside and Arts Festival is proposed to take place on Sunday, 29 March 2026. The Event is a community event Art Music and Markets. The Event is a Class Tier 4 as per the criteria in the NSW Special Events Guide. It is expected that 2500 - 5000 will attend the event.

The road closure will be at Thirroul Pool Access Road Between Cliff Parade. The pool and the esplanade will remain open to the public. The event organiser has advised that the southern car park will be open to the public if the weather is fine on the Sunday. If the wet weather plan comes into effect the car park will be required to be closed, which is why the TGS shows it as closed.

Most people will be walking to the event or catching public transport, as encouraged by the event organiser online

CONSULTATION

Consultation has occurred prior to the Local Tansport Forum with Police, Fire and Ambulance. Consultation is yet to occur with bus operators however it is noted that this event doesn't affect any bus routes directly.

The event organiser has advised that the notification plan includes a letter box drop, public outdoor advertising and social media posts (including posts encouraging people to take public transport to the event).

Impacted Facilities (Thirroul Pool, Thirroul Beach Pavilion and Surf Lifesaving Club) have been consulted with.

PROPOSAL

The proposed road closures be approved subject to:

1. Council's Standard Conditions for Road Closures.

BEST VIEWED DIGITALLY
NOT TO SCALE
PRINT A3

ALTUS GROUP

DATE OF DESIGN: 16/04/2025
SITE SETUP TGS AND SETUP RISK ASSESSMENT
NSU01-SS
WORKS LOCATION: THIRROUL BEACH, THIRROUL
MELWAY REF: -
BETWEEN ROADS: THE ESPLANADE & HARBORD ST
WORKSITE ROAD AUTHORITY: WOLLONGONG CITY COUNCIL
ESTIMATED JOB DATE: SUNDAY, 29/03/2026
ESTIMATED JOB TIME: TBA
GARBAGE COLLECTION DAY: THURSDAY

ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A			
B			
C			

ALTUS DESIGN NUMBER: TGS-25-PP-TSAF-02 ARS: */10
CLIENT REFERENCE NUMBER: –

GENERAL DISCLAIMER:
- THE TGS/TMP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS.
- TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED.
- TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE TIME OF DESIGN.
- PRINCE PROPERTY IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE ON-SITE APPLICATION CONSTRAINTS OUTLINED WITHIN THE TGS/TMP.
- WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT PRIOR TO IMPLEMENTATION.
- DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS.
- THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED.
- AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.

WORKSITE REQUIREMENTS:
TRAFFIC CONTROLLERS : 4
TRAFFIC CONTROLLERS - BREAKS : 1
SIGNAGE VEHICLES : 1 OR OPTIONAL DDV: 0

SPECIALIST VEHICLE REQUIREMENTS:
VMS UTE : 0 TMA REQUIRED : 0 DDV REQUIRED : 0
TMA OPTIONAL : 0 POLICE : 0

DEVICE / EQUIPMENT REQUIREMENTS:
TOTAL CONES : 0 TOTAL SIGNS : 8 VMS TRAILER REQUIRED : 0
PTCD : 0 1.8m STOP BAT/S : 0 VMS TRAILER OPTIONAL : 0
PTAB : 0 THMS : 0 BARRIER BOARDS : 0

APPROVED FOR IMPLEMENTATION
WHEN USED WITH ROAD AUTHORITY APPROVAL
APPROVED BY - DESIGNER: ASHRAF HAMDAN
REVIEW OR DEPATURE APPROVED BY: ASHLEY KELLY
APPROVAL DATE: 30/04/2025
ALTUS NOMINATED CONTACT: 24HR CONTACT - 1300 872 334
SHEET NO: 7

CLIENT CONTACT: PRINCE PROPERTY DAVID HUBBARD

3.3 WOLLONGONG – Multiple Streets – Ward 2 – Wollongong Electorate – ANZAC Day 2026 – Class 3

BACKGROUND

The annual 'Anzac Day Dawn Service and March' is held on Saturday 25th April 2026. The City of Wollongong RSL sub-branch is planning and implementing the Wollongong ANZAC Day Dawn Service and March. Wollongong RSL sub-branch are the designated Event Organiser and Chief Marshal for the event and have overall responsibility for this activity.

The Event, which is a similar arrangement to previous years, is a Class 3 as per the criteria in the NSW Special Events Guide. The methods of accessing the event will include public transport, private vehicle and walking to event precinct, bike/scooter, walking, taxi or bus.

Council plays a support role ensuring all stakeholders are engaged and oversee HVM during each event.

Anzac Day comprises of two separate events held on the same day:

1. **Dawn Service:**
   - Date: Saturday 25th April 2026
   - Location: Wollongong Cenotaph and Church Street (between Burelli St and George St)
   - Event Time: 5.00am – 6:00am
   - Road Closure times: 4.30am – 6:30am
   - Expected Attendance: 2,000 – 4,000 people
2. **ANZAC Day March:**
   - Date: Saturday 25 April 2026
   - Location: MacCabe Park and CBD surrounding streets
   - Event Time: 10:00am – 11:00am
   - Road Closure times: 9:00am – 12:00pm
   - Expected Attendance: 3,000 – 7,000 people

The following road closures will be in place:

- **ANZAC Day Dawn Service Road Closure 4:00am – 6.30am**
  - Church Street, between George and Burelli Streets
  - Stewart Street, between Church and Kembla Streets
- **ANZAC Day March Road Closure 9am – 12pm**
  - Crown Street, between Kembla and Corrimal Streets
  - Burelli Street, between Keira and Corrimal Streets
  - Stewart Street, between Church and Kembla Streets
  - Church Street, between Crown and George Streets
  - Kembla Street, between Market and Stewart Streets
  - Simpson Place, between Burelli and Kembla Streets
- **No parking from 2am until midday on the following roadways:**
  - Kembla Street, between Market and Stewart Streets
  - Burelli Street, between Corrimal and Keira Streets
  - Church Street, between George and Burelli Streets
  - The following roads will be closed but residents will be permitted to access:
  - Kembla Street, between Market Street and Court Lane – residents may exit Court Lane onto Market
  - Street only
  - Crown Street, between Moore Lane and Corrimal Street – residents may exit Moore Lane onto
  - Crown Street only (residents will be unable to enter Moore Lane during road closure times)
  - Burelli Street, between Town Hall Place and Corrimal Street – residents may enter and exit Burelli St
  - Stewart Street, between Church Street and Kembla Street – residents may enter and exit Stewart Street

Road closures will open as soon as it is safe once the march has passed through.

CONSULTATION

Consultation has occurred prior to the Local Transport Forum with:

- Anzac Day Stakeholder Committee comprises of RSL representatives, WCC and Wollongong Police representatives, monthly meetings in the lead up to event date. Starting 5th March 2026.
- Police Wollongong Area Command – Police will be involved in stakeholder planning meetings to discuss the event, traffic plans and police presence. TMP & TGS draft 1 forwarded to Police for comment, Events team will continue to liaise and follow up with any feedback on HVM plans.

- All Agencies Major Events Meeting to be held Thursday 26 Feb 2026
- Premier Illawarra Bus Company – have been contacted regarding road closures, noting public holiday timetables to be implemented
- Illawarra Taxi Network - will be contacted in March 2026
- Community Notification – WCC will distribute Road Closure Notification Letters to impacted residents in April 2026 (3 weeks prior)
- Businesses – WCC will ensure consultation and road closure information is forwarded to impacted CBD businesses, this includes Crown Street mall in April 2026 (3 weeks prior)
- Targeted consultation will occur with businesses on Lower Crown Street due to the one-way nature of Crown Street and limited access to businesses during the march road closures. WCC will also consult with Woolworths to understand key delivery times on Anzac Day and to advise of managed access into Woolworths.
- VMS notification will be placed at strategic locations on the lead up and during the event
- Noting Downtown Hotel have maintained access to exit hotel car park.

PROPOSAL

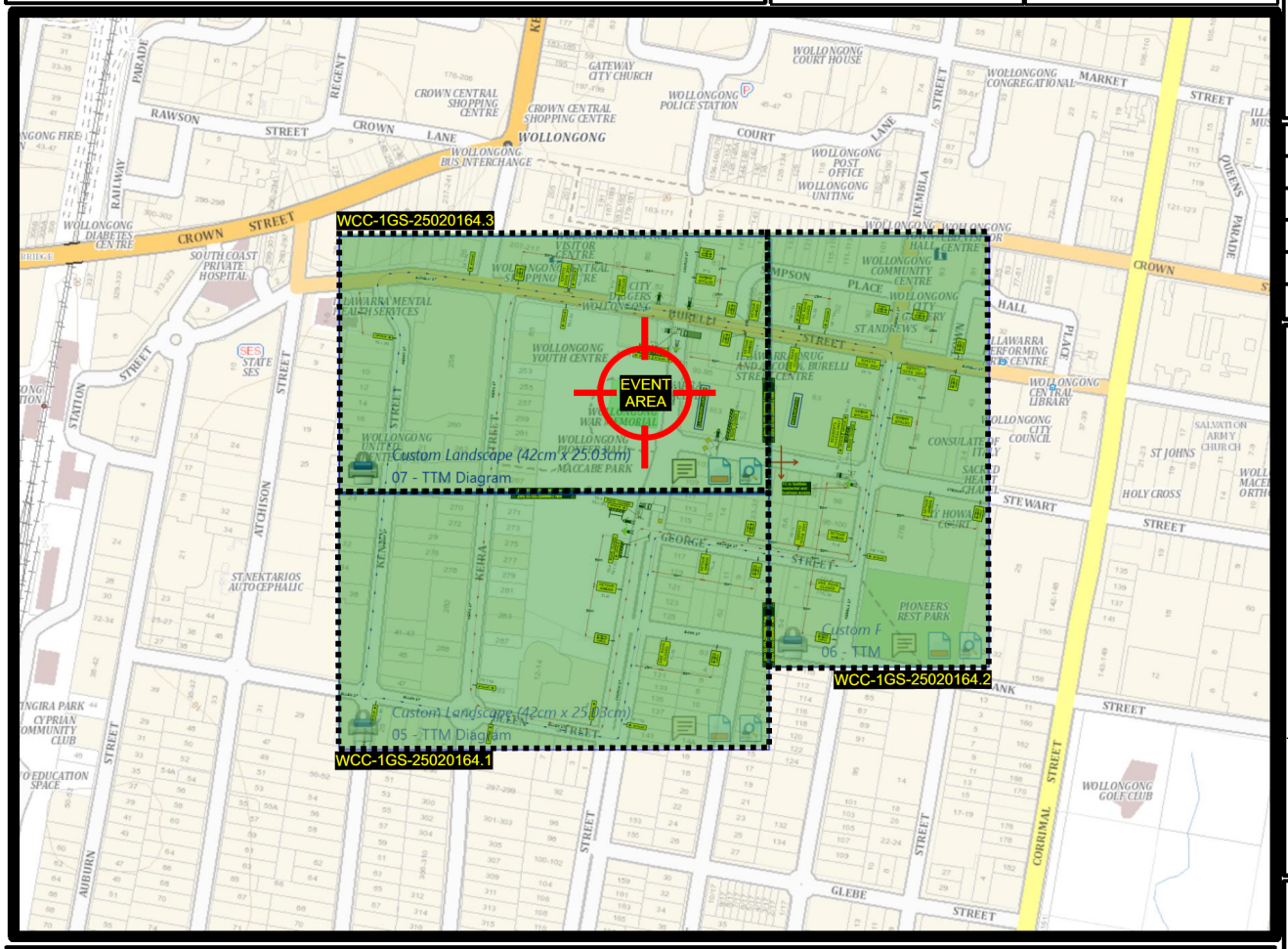
The proposed road closures be approved for 25 April 2026 subject to:

1. Council's Standard Conditions for Road Closures.
2. The event organiser consulting with affected businesses prior to the event.
3. The event organiser consulting with bus operators prior to the event to discuss the impact on bus routes and the need to detour around Burelli Street.
4. The event organiser consulting with NSW Police prior to the event (including approval of the proposed heavy vehicle mitigation). All HVM vehicle placement must not unreasonably obstruct pedestrian crossing points unless there is a suitable and safe alternative (i.e. do not park HVM across pedestrian crossings)
5. The event organiser contacting Neuron to ensure shared e-scooters are managed appropriately for the duration of the event. This includes, but is not restricted to, removing all parked e-scooters near the event area prior to the event and ensuring appropriate geofencing is in place to prevent e-scooters entering the event area for the duration of the event.
6. The Event Organiser consulting with all sites where construction activity is taking place during the closures. This is to ensure construction activities are aware of, and can plan around, road closures/impacts.

TRAFFIC GUIDANCE SCHEME - COVER PAGE
(TGS 01 Anzac Day Dawn Service 2026, Wollongong CBD)

DRAFTED BY
Name: Mark Hayward
Qualification: TCT0046634
Date: 17/02/2026
TGS Title: TGS 01 Anzac Day Dawn Service 2026, Wollongong CBD
TGS #:WCC-1GS-25020164
TGS VALID FOR 12 MONTHS FROM THIS DATE

Approved BY
Name:Thomas McNair
NSW PWZTMP :TCT 0072729
Date: 17/02/2026
TGS Title: TGS 01 Anzac Day Dawn Service 2026, Wollongong CBD
TGS #:WCC-1GS-25020164
TGS VALID FOR 12 MONTHS FROM THIS DATE



TGS REQUIREMENTS FOR TGS - (WCC-1GS-25020164):							
Team Leader:	1	**Traffic Lights:**	0	**Operation:**	Full Closure+Detour	**Lane Width:**	3.0m
Controllers:	2	**TMA:**	0	**Road Type:**	2 way, 2 lane	**Posted Speed:**	50 kph
Signs:	61	**VMS Utes:**	0	**Travel Path:**	Around	**Direction:**	NB/SB/EB/WB
TC Utes:	3	**Additional:**	N/A	**Road Category:**	2	**Road Authority:**	WCC

AVADA TRAFFIC
69 Percival Road, Smithfield, NSW 2164
Telephone: 1300 282 328
Email: bookingsnsw@avadatraffic.com.au

PAGE #	DESCRIPTION
1	Cover Page
2	Tables
3	Through / Past and Around Analysis
4	Implementation Notes / Amendment Sign Off
5	TTM Diagram

Client: Wollongong City Council

Client reference number/PO : N/A

Site Contact : Dayna Manray

Phone Number: 02 4227 7765

TMC Contact: Ben Brereton

TMC Phone Number: 0488533644

Proposed start of works: 25/04/2026

Completion Date: 25/04/2026

Hours of Works: 03:00 - 13:00

Induction Site: Toolbox prior to works

Scope of works / client brief

- Anzac Day Dawn Service 2026
- Full Closure + Detour to conduct the event

wollongong
city of innovation

7.3 Dimension D

Dimension D is a measure of distance in metres. It is used to determine taper lengths, the position of signs and devices and for determining sight distances along the road so that road users have sufficient time to absorb the roadwork specific messages, understand the changed traffic conditions and take necessary actions.

Dimension D is calculated by expressing the speed in metres for the zone preceding to where the Dimension D will be applied, this may be either the existing posted speed or a reduced roadwork speed limit.

For example Dimension D in *Figure 7-1* below is:

- 110 m for the yellow shaded area;
- 80 m for the blue shaded area; and
- 60 m for the pink shaded area.

The existing posted speed limit may be used to determine Dimension D throughout the work site, provided the PWZTMP qualified person has determined that there is higher risk of poor driver compliance with speed zones and where space allows.

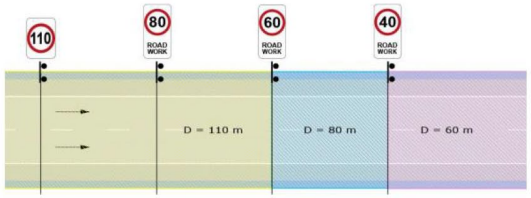


Figure 7-1. Example calculation of Dimension D

The Dimension D to be used on a work site must be determined by the PWZTMP qualified person and must be specified on the relevant TGS.

Where required by site-specific constraints, the application of Dimension D may be varied through the departures process provided in *Section 2.8 Departures from this Technical* Manual.

An example showing application of Dimension D in a 60 km/h roadwork zone with a preceding 80 km/h zone is given in *Table 7-2*.

Table 7-2. Dimension D calculation based on speed zone

Scenario	Dimension D required	Dimension D
Dimension D	Dimension D calculated as	80 m
For determining sight distance to a PTCD or manual traffic controller	Traffic controller must be able to see 1.5 D or greater to the oncoming traffic	80 m x 1.5 1.5D = 120 m
For determining sight distance to end-of-queue	Sight distance to the end-of-queue for approaching traffic must be calculated at 2D for approach speeds greater than 65 km/h and 1.5D for approach speeds of less than 65 km/h	greater than 65 km/h 80 m x 2 2D = 160 m less than 65 km/h 80 m x 1.5 1.5D = 120 m
For determining sign spacing	Distance between signs must be calculated as follows: • **Single sign**: 2D for speeds greater than 65 km/h and 1D for speed zones of less than 65 km • **Multiple signs (such as dual sign arrangements or multi-message signs)**: 1D for all permitted speed zones	greater than 65 km/h 80 m x 2 2D = 160 m less than 65 km/h 80 m x 1 D = 80 m
For determining taper lengths	See *Section 7.6.2.2 Tapers*	
For distance between tapers on multi-lane roads	A distance of 1.5D should be applied	80 m x 1.5 1.5D = 120 m

Table 5-13. Traffic controller minimum sight distances

Existing permanent speed km/h	Length of Work Area (L)	Minimum clear sight distance to oncoming traffic
less than 105	less than 60 m	300 m
less than 105	greater than or equal to 60 m	L + 250 m
greater than 105	less than 60 m	400 m
greater than 105	greater than or equal to 60 m	L + 350 m

Table 7-3. Recommended taper lengths

	Recommended taper length (m)		
Speed (km/h)	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

Table 7-4. Minimum taper lengths

Speed (km/h)	Distance between tapers (m)
45 or less	10
46 to 55	25
56 to 65	70
greater than 65	1.5 x Speed

Table 4-2. Minimum lane widths

Speed of traffic (km/h)	Minimum lane width (m)
Less than 65 km/h	3.0
Greater than 65 km/h	3.5
Curve with radius less than 250 m	Curve widening of 0.5 m per lane
Shuttle flow with active control	3.5

Table 6-3. Sign spacing requirements

Number of signs	Approach speed	
	less than 65 km/h	65 km/h or greater
One advanced sign	D	2D
Multiple advanced signs	D	D

Table 7-10. Permitted tolerances for positioning of signs and devices

Tolerance	Positioning of signs, length of tapers or markings	Spacing of delineating devices
Minimum	10% less than the distances or lengths given	Nil
Maximum	25% more than the distances or lengths given	10% more than the spacing shown

Table 4-10. Length of roadworks speed zones

Roadwork Speed Zone	Minimum length	Maximum length
less than 35 km/h	100 m	200 m
40 km/h	150 m	500 m
60 km/h	150 m	Not specified*
70 km/h transition zone	200 m	Not specified*
80 km/h	500 m	Not specified*
80 km/h transition zones	300 m	Not specified*

Table 4-3. Mandatory and recommended controls for protection of a work area

Distance of work area to traffic	Mandatory/ recommended	Mandatory and recommended controls		
		Static work		Dynamic work
		Work duration greater than 4 weeks	Work duration less than 4 weeks including short-term work	*Continuous and frequently changing work
Closer than 1.5 m	Mandatory controls	• Temporary safety barrier	• Delineation of work area • Speed zone of 45 km/h or less	• Speed zone of 45 km/h or less • Shadow vehicle
	Recommended controls	• Speed zone of 85 km/h or less	• Speed zone of 35 km/h or less • Temporary safety barrier	• Delineation of work area • Speed zone of 35 km/h or less
Between 1.5 m and 3 m	Mandatory controls	• Temporary safety barrier where speed zone is greater than 75 km/h • Speed zone of 65 km/h or less where no temporary safety barrier is used	• Delineation of work area • Speed zone of 65 km/h or less	• Speed zone of 65 km/h or less • Shadow vehicle
	Recommended controls	• Delineation of work area • Temporary safety barrier where speed zone 85 km/hr or less	• Temporary safety barrier	• Delineation of work area • Speed zone of 55 km/h or less
Between 3 m and 6 m	Mandatory controls	• Speed zone of 85 km/h or less where there is no safety barrier	• Delineation of work area • Speed zone of 85 km/h or less where there is no safety barrier	• Speed zone of 85 km/h or less
	Recommended controls	• Temporary safety barriers	• Temporary safety barrier	• Delineation of work area • Speed zone of 65 km/h or less
Greater than 6m	Mandatory controls	• Worker symbolic (T1-5) sign when workers are visible to road users	• Worker symbolic (T1-5) sign when workers are visible to road users	• As per *Section 7.8* .
	Recommended controls	• Delineation of work area • Temporary safety barriers	• Delineation of work area	• Delineation of work site

Table 6-1. Edge clearances

Edge of traffic lane to:	Edge clearances
Line of traffic cones or bollards	• 0.5 m for traffic speeds less than 65 km/h • 1.0 m for traffic speeds greater than 65 km/h
Barrier boards, temporary guide posts or temporary hazard markers	1.0 m
Road safety barrier system	• 0.3 m for traffic speeds less than 45 km/h • 0.5 m for traffic speeds 45 to 65 km/h • 1.0 m for traffic speeds 65 to 85 km/h • 2.0 m for traffic speeds greater than 85 km/h

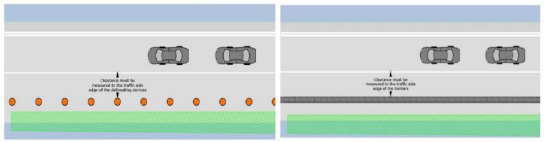


Table 6-18. Size requirements for G6-317n and G6-317-1n signs.

Road configuration	Approach speed	Sign size
Single carriageway	Less than 95 km/h	A size
	Greater than 95 km/h	B size
Dual carriageway and multilane roads	Less than 95 km/h	A size
	Greater than 95 km/h	B size

MOTORISTS

OPTIONS		FEATURES	COMMENTS	RESULT
TRAFFIC THROUGH THE WORKSITE		- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public - Existing travel path to be maintained	Works will interfere with the travel path of road users and cannot be undertaken via hold & release	☒
TRAFFIC PAST THE WORKSITE	SHOULDER CLOSURE	- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public - Existing travel path to be maintained	Works will not be contained to the shoulder Works will interfere with the Traffic Lanes	☒
	LANE CLOSURE	- Acceptable LOS to be maintained - Work areas accessible to personnel, plant items and site vehicles - Site personnel / plant items separated from vehicular traffic	Lane closure is not suitable due to road configuration Work area requires larger portion of the roadway	☒
	LATERAL SHIFT	- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public	Work area will not leave enough lane width for Lateral Shift	☒
TRAFFIC AROUND THE WORKSITE	DETOUR	- Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public	There is not enough trafficable lane width for traffic to pass through the work area, a detour will be necessary for this project.	☑
	SIDE-TRACK	- Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public	Road way configuration not suitable for side-Track	☒
	CROSSOVER (CONTRA-FLOW)	- Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public	Road Configuration will not allow a crossover there are no suitable areas to divert traffic to opposing side of the road	☒
SHORT TERM, LOW IMPACT WORKS		- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public	- Short-term Low impact treatments are not possible due to the high impact nature and duration of the work.	☒

PEDESTRIANS

OPTIONS		FEATURES	COMMENTS	
CLOSE FOOTPATH	DETOUR	- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not impede Footpaths / Pathways and Pedestrian Crossing	☒
	SIDE-TRACK	- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not impede Footpaths / Pathways and Pedestrian Crossing	☒
RETAIN OPEN FOOTPATH		- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not interfere with pedestrian access to pathway works to be separated by delineation	☑

CYCLIST

OPTIONS		FEATURES	COMMENTS	
CLOSE CYCLE LANE	DETOUR	- Cyclist separated from Site personnel, plant items and general site hazards	Works do not impede Cycle Lanes or Cycle Paths	☒
	SIDE-TRACK	- Cyclist separated from Site personnel, plant items and general site hazards	Works do not impede Cycle Lanes or Cycle Paths	☒
RETAIN OPEN CYCLE LANE		- Cyclist separated from Site personnel, plant items and general site hazards	- There are No existing Cycle Lanes or Cycle Paths in the immediate Works.	☒

RESIDENTIAL AND BUSINESS ACCESS

OPTIONS		FEATURES	COMMENTS	
CLOSE ACCESS	CLOSE ACCESS	- Access , cannot be maintained residences and business will need to be notified 72hrs prior to closure and armaments made	Residences and business are not affected during this operating times.	☒
	LOCAL ACCESS MAINTAINED	-General Access is closed - Local access to be maintained - Traffic Controllers to assist residents and business'.	Access points to be delineated or identified TC to assist with access	☑
RETAIN ACCESS		- Local access to residence and commercial business will be unaffected	Alternate arrangements for access to be arranged prior to implementation of TGS	☒

BUS STOPS

OPTIONS		FEATURES	COMMENTS	
CLOSE BUS STOP	TEMPORARY STOP PROVIDED	- Buses will be kept clear of work area. - General public will be clear of site hazards. - Work site will not have to facilitate bus access.	- No bus stops are affected within the work area during operating times as it is not recommended to relocate bus stop unless requested by client.	☒
	EXISTING STOPS USED AS AN ALTERNATIVE	- Buses will be kept clear of work area. - General public will be clear of site hazards. - Work site will not have to facilitate bus access. - Existing bus stops will facilitate extra traffic.	No bus stops are affected within the work area during operating times as it is not recommended to relocate bus stop unless requested by client.	☒
RETAIN CURRENT BUS STOP		- Commuters will not be required to travel to alternate stop. - Buses will retain original route - Locating a suitable site for temporary stops will not be required - Minimal delays	Existing bus stops shall remain open to load and unload passengers during operating times.	☑

General TGS notes:

Notes:

1: Local constraints may not allow signage and devices to be placed in accordance with this TGS. Signs and devices are to be positioned in accordance with tolerances recommendations shown in the TCAWS Manual Version 6.1 2022.

2: This TGS is based on TfNSW recommendations from the TCAWS Manual Version 6.1 2022.

3: Signage Required for this Setup should be specifications of the TCAWS 6.1.

4: If not already noted, the existing posted speed limit is to be noted on this TGS.

5: The value of speed limits displayed shall match the speed zone approval.

6: Ensure all project and road authority approval requirements are met prior to commencing set up.

7: Cover all conflicting road signage where required.

8. The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Version 6.1 2022.

9. All Taper and Worksite Delineation Must be Setout As per TCAWS 6.1 Feb 2022.

10. Que Management must be maintained at all Times. Team leader and Traffic controllers are responsible for Maintaining Que Management.

11.Team Leader is Responsible for monitoring and Maintaining Site.

12. Site should complete Sign Checks every 2 hours. E4 - Shift TTM Check must Be completed.

13. E5 - Post Completion Form must be Completed at the End of Shift.

14. Signage Setup and Pack up to be completed as Per. TGS implementer needs to follow it and if any changes need a RISK assessment must be completed

15. Traffic controllers are to control Traffic as Per SWMS document and TCAWS 6.1. Traffic Controllers must maintain there Escape Route at All times.

16. If PTCD (E stops) Fail, PTCD failure form must be Completed with a risk assessment. Contact your Supervisor ASAP to bring another set to site.

17. Site must not be more then 500m in length. If site needs to be longer then 500m, A Departure form must be completed and approved. Repeater signs must also be placed max every 500m.

Restrictions:

This TGS can only be applied at location shown for the specific works detailed on each plan as part of the specified project (if supplied)
All Requirements stated in any Permit, TMP, or any other statutory requirement will be observed / implemented.

Signage & Devices:

1. Worksite signing must be placed in accordance with the Traffic Management Plan which should comply with the TfNSW recommendations from the TCAWS Manual Version 6.1 2022 and AS 1742.3-2019 MUTCD Part 3.

2. Prior to installation, signs and devices should be examined before installation to ensure that they are in good condition prior to use to ensure their performance is not impaired.

3. Cone spacing table shown on this Traffic Guidance Scheme (TGS) indicates the recommended maximum spacing of cones and bollards when implementing these TGS plans.

4. Unless noted otherwise in the drawings, all signage is to be positioned clear of travel path behind the kerb and visible to oncoming traffic and not obstructing pedestrians, otherwise on the pavement as near as practicable to the kerb without the sign becoming obscured and without obstructing moving traffic.

5. Signs should face towards approaching traffic approximately at right angles to the line of sight from the driver to the sign.

6. Sign installation sequence shall be as follows:
   a. Advance warning
   b. Condition warning
   c. Warning of plant/road workers and
   d. Driving instruction guidance
   e. All delineation devices to form taper including illuminated flashing arrow at end of taper where required
   f. Delineation of work area or side track
   g. Signs & devices that are erected before they are required should be fully covered until immediately prior to commencement of work.
   h. Recommend detour signs to be installed prior to any road / part road closure

7. Existing signs & traffic control devices which are inappropriate to, or conflict with, the temporary work site situation shall be fully covered or removed.

8. Signs covered or removed should be recorded on a signage checklist sheet including time covered / removed and time uncovered / replaced.

9. Where practicable, signs shall be erected on both sides of the roadway on multilane divided or one way roads where the volume of is 10 00 VPD or greater. This treatment should also be considered for all other roads, especially those with curved alignments.

10. Inspections to be completed after setup, during closure & upon completion of pack up, or as specified / requested

Public Transport:

- Unless otherwise stated on the plan , Bus stops and other public transport facilities shown are done so merely as a reference, and require no management.

- Should a particular facility require additional management , this will be included on TGS or TMP

Emergency Services:

1. Access shall be maintained for all emergency vehicles at all times.
2. Where required, all services should be advised of proposed works and times in advance of works commencing, or for emergency works, as soon as practical.

Communications:

1. Prior to the start of daily works Traffic Controllers are to attend onsite tool box meetings at the beginning of each shift to discuss current works and methodology.
2. During works, Workers & Traffic Controllers may operate under a "line of sight" method or utilise 2 way radios (as required by type of control).

Record Keeping:

- Supervisory personnel shall keep daily records of the sign arrangements / TGS scheme.

- This will include the following details:
  - Date.
  - Location.
  - Job Identification.
  - Time of inspection.
  - Details of Inspector.
  - Details of changes, and who it was authorised by.
  - Record of TMP, TGS, permit and other relevant documents / numbers in use. This information should be kept in a dairy or work sheet.

Notes on Traffic Controllers:

A. An accredited traffic controller must not contravene NSW TCAWS Manuel, Training & must direct traffic in a way stated in both the Approved Procedure & the Guidelines for Traffic Controllers

B. Breaks shall be taken as specified in Guidelines for Traffic Controllers. Additional Controllers may be required for this purpose.

C. Where Traffic Controllers are required, ensure they have a clear escape path to a non-traffic (closed) section of the roadway, shoulder, footpath or median during works operation at all times.

CONTINGENCY PLAN LIGHTS FAILURE

In the event that traffic lights fail on site, the following contingency plan will be put into place until the traffic light issue can be resolved / or the lights are replaced.

(1) Traffic controllers shall replace traffic lights to control traffic through site.
(2) Traffic controller sign shall replace the traffic lights sign.
(3) Stop here on red signal sign shall be removed.
(4) Details shall be recorded of the time of traffic light failure, change to traffic controllers control and signage changes.

Time lights failed:	
Traffic Controllers taken over: Time:	Y / N
Traffic Lights Sign replaced with Traffic Controller sign - Stop here on red signal sign removed:	Y / N

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF WORKS, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE QUEUE LENGTHS DO NOT EXTEND BACK BEYOND LIMITS OF THE ADVANCE WARNING SIGNS. BUS MOVEMENTS WILL BE GIVEN PRIORITY

End of Queue Management is needed when the Queuing traffic exceeds 1.5D from the first vehicle in the Line up. If you are unsure of how this works please contact your supervisor ASAP. If the queuing traffic exceeds 1.5D, Queue management Procedures must be implemented. Use of Queue symbolic and additional prepare to stop Signage is required to be added to the existing TGS setup. If you have any Queuing Traffic Issues Please contact your supervisor or management ASAP for assistance.

Manifest

60 x	Sign Post
36 x	Reflective Cone 700mm
29 x	Sign frame (1200x300)
15 x	T5-1 (R) DETOUR LEFT
14 x	Sign frame (900x600)
14 x	Special Event Ahead
12 x	T5-1 (L) DETOUR LEFT
10 x	Sign frame (1200x600)
10 x	T1-6 DETOUR AHEAD
8 x	Sign frame (1500x600)
8 x	T1-32 SIDE ROAD CLOSED
7 x	Barrier Board
5 x	Sign frame (1800x300)
5 x	T2-4 ROAD CLOSED
4 x	VMS Board
4 x	WCC Marshall
2 x	bus-300x300
2 x	T5-1 (F) DETOUR IN FRONT
2 x	TC / Breaks / Pedestrian Assist
1 x	RESIDENTS ACCESS ONLY
1 x	Team Leader

Amendments:
All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the project works supervisor.
Organistion : _____
Modifier Details
Name: _____
PWZTMP Card Number: _____
Role : _____
Reason for Modification: _____
Date: _____ Sign: _____
Approver Details
Name: _____
PWZTMP Card Number: _____
Role : _____
Reason for Modification: _____
Date: _____ Sign: _____

Legend

- Barrier Board
- bus-300x300
- Detour Route 1
- Detour Route 2
- Event Area
- Reflective Cone 700mm
- Single Chevron
- Staff Amenities
- TC / Breaks / Pedestrian Assist
- Team Leader
- VMS Board
- WCC Marshall
- Work Area

TGS TITLE:

Wollongong City Council - TGS 01 Anzac Day Dawn Service 2026, Wollongong CBD - Full Closure+Detour - WCC-1GS-25020164.1

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and detour maps	17/02/2026	MH
02	added TGS page notes	18/02/2026	MH

TGS REQUIREMENTS:			
Signs:	61	TMA:	0
Controllers:	2	Additional:	N/A
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	3	Taper Length:	N/A
VMS Utes:	0	Operation:	Full Closure+Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2	Direction:	NB/SB/EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC	Cyclists:	Unaffected
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m				
Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m				

Drafted By: Mark Hayward - TCT 0046634
Approved By: Thomas McNair - TCT 0072729

SCALE OF PLAN (1 : 1000)

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and detour maps	17/02/2026	MH
02	added TGS page notes	18/02/2026	MH

TGS TITLE:

Wollongong City Council - TGS 01 Anzac Day Dawn Service 2026, Wollongong CBD - Full Closure+Detour - WCC-1GS-25020164.2

TGS REQUIREMENTS:	
Signs:	61
Controllers:	2
Traffic Lights:	0
TC Utes:	3
VMS Utes:	0
TMA:	0
Safety Buffer:	N/A
Taper Length:	N/A
Work Zone Speed:	N/A
Additional:	N/A

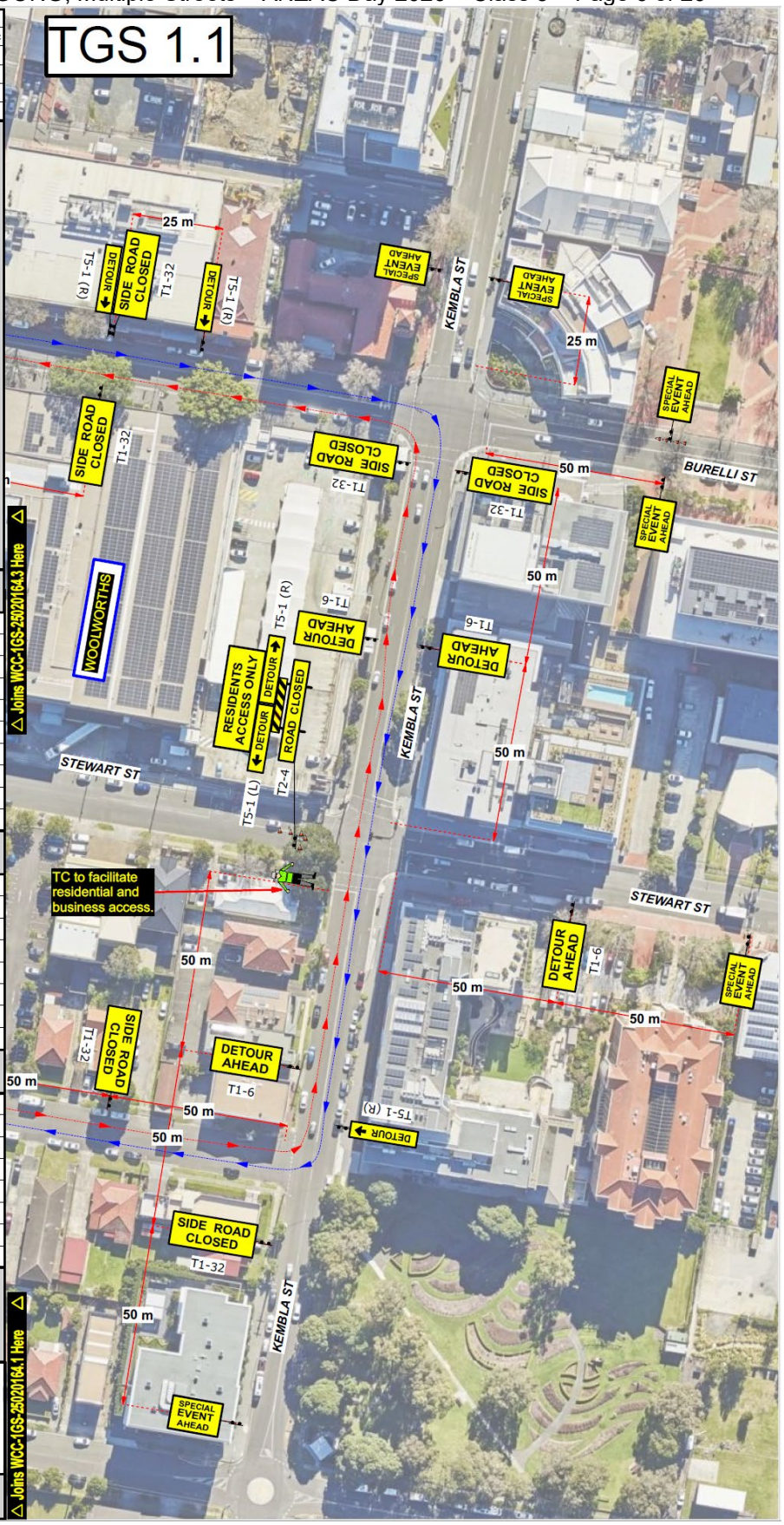
WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Full Closure+Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

SITE DESCRIPTION:	
Road Category:	2
Road Type:	2 way, 2 lane
Road Authority:	WCC
Travel Path:	Around
Direction:	NB/SB/EB/WB
Pedestrians:	Unaffected
Cyclists:	Unaffected
Posted Speed:	50 kph

Drafted By:
Mark Hayward - TCT 0046634

Approved By:
Thomas McNair - TCT 0072729

SCALE OF PLAN (1 : 1000)



TGS TITLE:

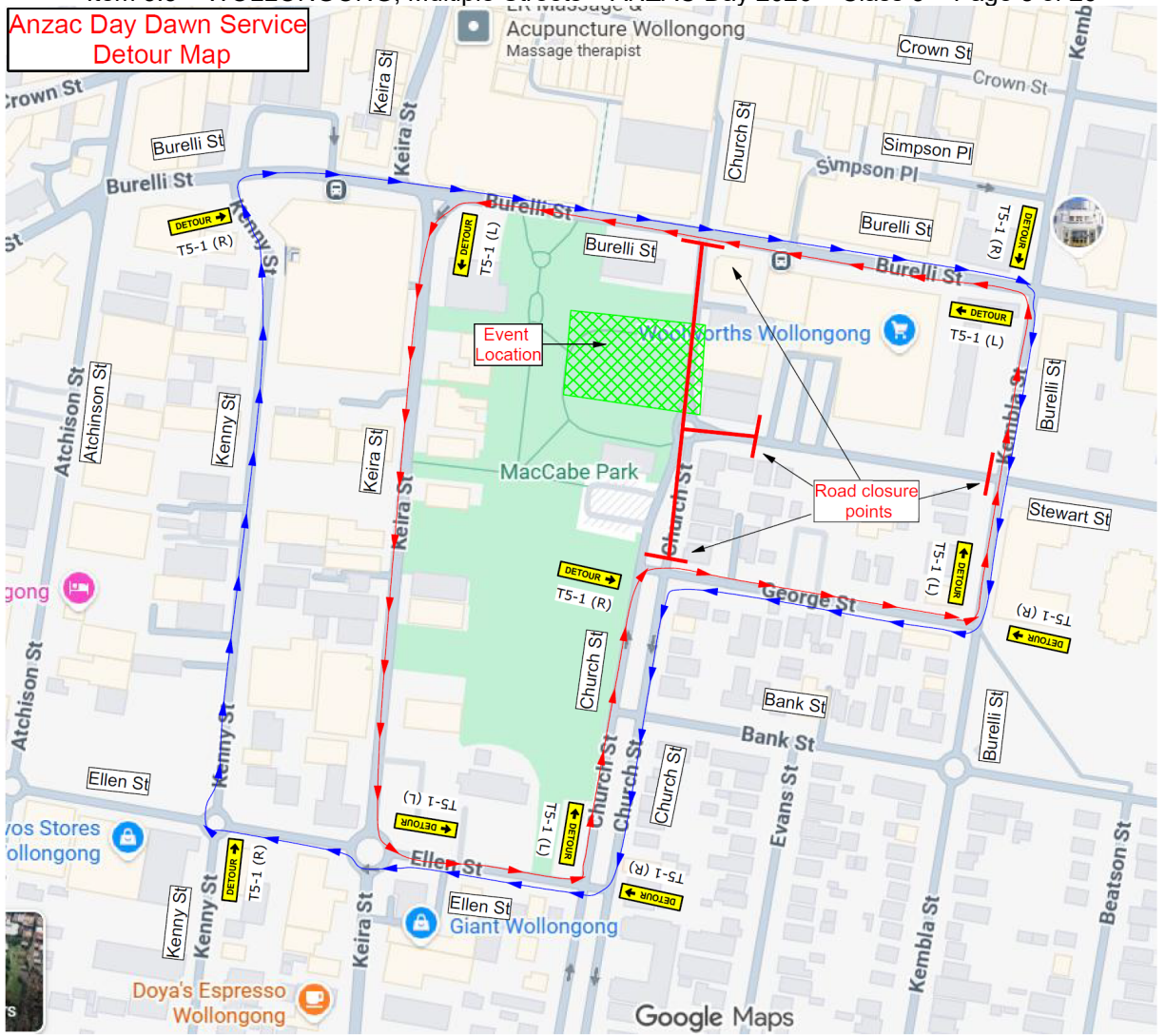
Wollongong City Council - TGS 01 Anzac Day Dawn Service 2026, Wollongong CBD - Full Closure+Detour - WCC-1GS-25020164.3

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and detour maps	17/02/2026	MH
02	added TGS page notes	18/02/2026	MH

TGS REQUIREMENTS:			
Signs:	61	TMA:	0
Controllers:	2	Additional:	N/A
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	3	Taper Length:	N/A
VMS Utes:	0	Operation:	Full Closure+Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2	Direction:	NB/SB/EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC	Cyclists:	Unaffected
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: Mark Hayward - TCT 0046634 Approved By: Thomas McNair - TCT 0072729			
Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)



TGS TITLE:

Wollongong City Council - TGS 01 Anzac Day Dawn Service 2026, Wollongong CBD - Full Closure+Detour - WCC-1GS-25020164.3

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and detour maps	17/02/2026	MH
02	added TGS page notes	18/02/2026	MH

TGS REQUIREMENTS:			
Signs:	61	TMA:	0
Controllers:	2	Additional:	N/A
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	3	Taper Length:	N/A
VMS Utes:	0	Operation:	Full Closure+Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2	Direction:	NB/SB/EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC	Cyclists:	Unaffected
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: Mark Hayward - TCT 0046634 Approved By: Thomas McNair - TCT 0072729			
Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and detour maps	17/02/2026	MH
02	added TGS page notes	18/02/2026	MH

TGS TITLE:

Wollongong City Council - TGS 01 Anzac Day Dawn Service 2026, Wollongong CBD - Full Closure+Detour - WCC-1GS-25020164.4

TGS REQUIREMENTS:	
Signs:	61
Controllers:	2
Traffic Lights:	0
TC Utes:	3
VMS Utes:	0
TMA:	0
Safety Buffer:	N/A
Taper Length:	N/A
Work Zone Speed:	N/A
Additional:	N/A

WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Full Closure+Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

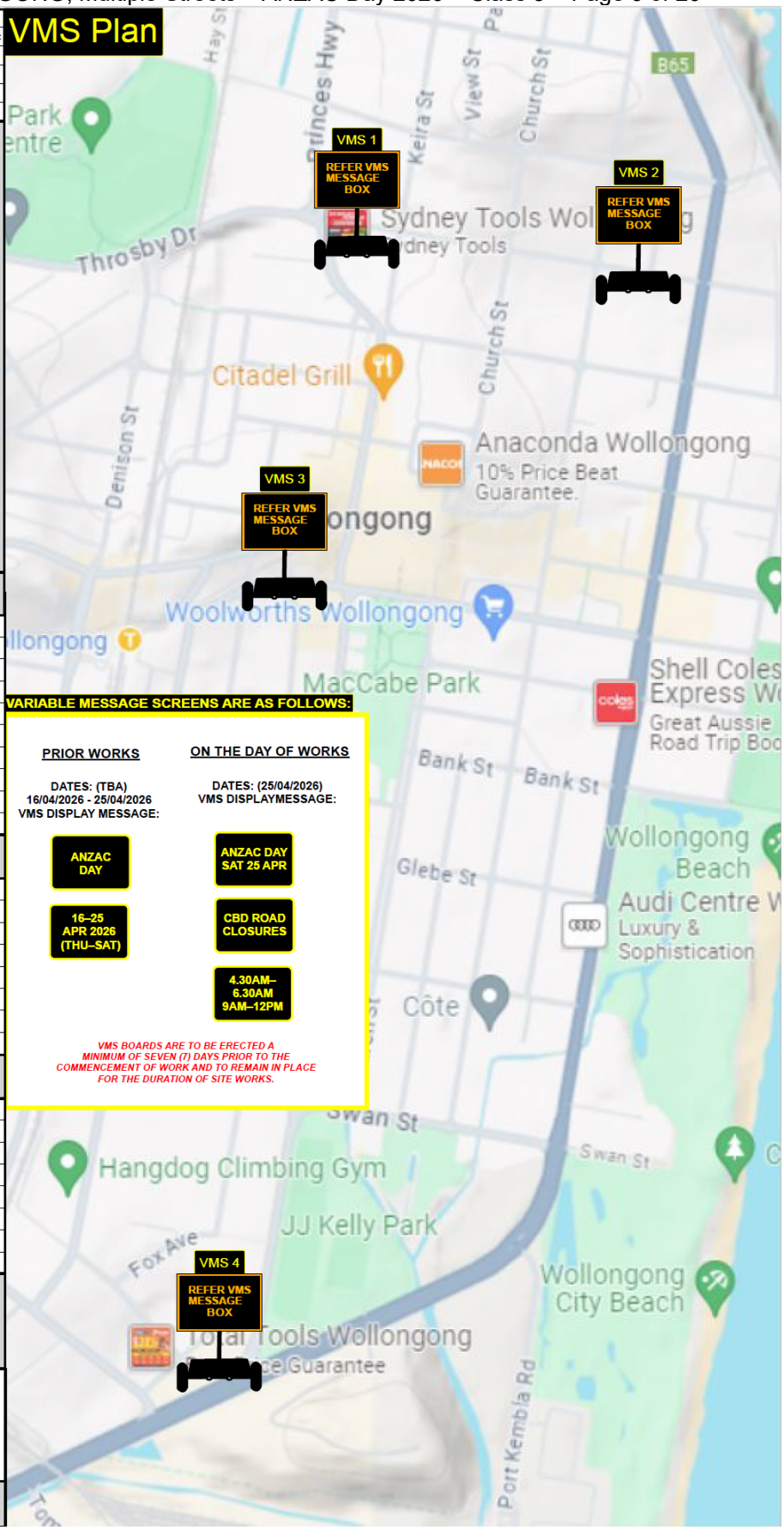
SITE DESCRIPTION:	
Road Category:	2
Road Type:	2 way, 2 lane
Road Authority:	WCC
Travel Path:	Around
Direction:	NB/SB/EB/WB
Pedestrians:	Unaffected
Cyclists:	Unaffected
Posted Speed:	50 kph

Drafted By:
Mark Hayward - TCT 0046634

Approved By:
Thomas McNair - TCT 0072729

SCALE OF PLAN (1 : 1000)

VMS Plan



VARIABLE MESSAGE SCREENS ARE AS FOLLOWS:

PRIOR WORKS

DATES: (TBA)
16/04/2026 - 25/04/2026
VMS DISPLAY MESSAGE:

ANZAC DAY

16–25 APR 2026 (THU–SAT)

ON THE DAY OF WORKS

DATES: (25/04/2026)
VMS DISPLAYMESSAGE:

ANZAC DAY SAT 25 APR

CBD ROAD CLOSURES

4.30AM–6.30AM
9AM–12PM

VMS BOARDS ARE TO BE ERECTED A MINIMUM OF SEVEN (7) DAYS PRIOR TO THE COMMENCEMENT OF WORK AND TO REMAIN IN PLACE FOR THE DURATION OF SITE WORKS.

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and detour maps	17/02/2026	MH
02	added TGS page notes	18/02/2026	MH

TGS TITLE:

Wollongong City Council - TGS 01 Anzac Day Dawn Service 2026, Wollongong CBD - Full Closure+Detour - WCC-1GS-25020164.5

TGS REQUIREMENTS:	
Signs:	61
Controllers:	2
Traffic Lights:	0
TC Utes:	3
VMS Utes:	0
TMA:	0
Safety Buffer:	N/A
Taper Length:	N/A
Work Zone Speed:	N/A
Additional:	N/A

WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Full Closure+Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

SITE DESCRIPTION:	
Road Category:	2
Road Type:	2 way, 2 lane
Road Authority:	WCC
Travel Path:	Around
Direction:	NB/SB/EB/WB
Pedestrians:	Unaffected
Cyclists:	Unaffected
Posted Speed:	50 kph

Drafted By:
Mark Hayward - TCT 0046634

Approved By:
Thomas McNair - TCT 0072729

SCALE OF PLAN (1 : 1000)

VMS Location

TGS TITLE:

Wollongong City Council - TGS 01 Anzac Day Dawn Service 2026, Wollongong CBD - Full Closure+Detour - WCC-1GS-25020164.3

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and detour maps	17/02/2026	MH
02	added TGS page notes	18/02/2026	MH

TGS REQUIREMENTS:			
Signs:	61	TMA:	0
Controllers:	2	Additional:	N/A
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	3	Taper Length:	N/A
VMS Utes:	0	Operation:	Full Closure+Detour

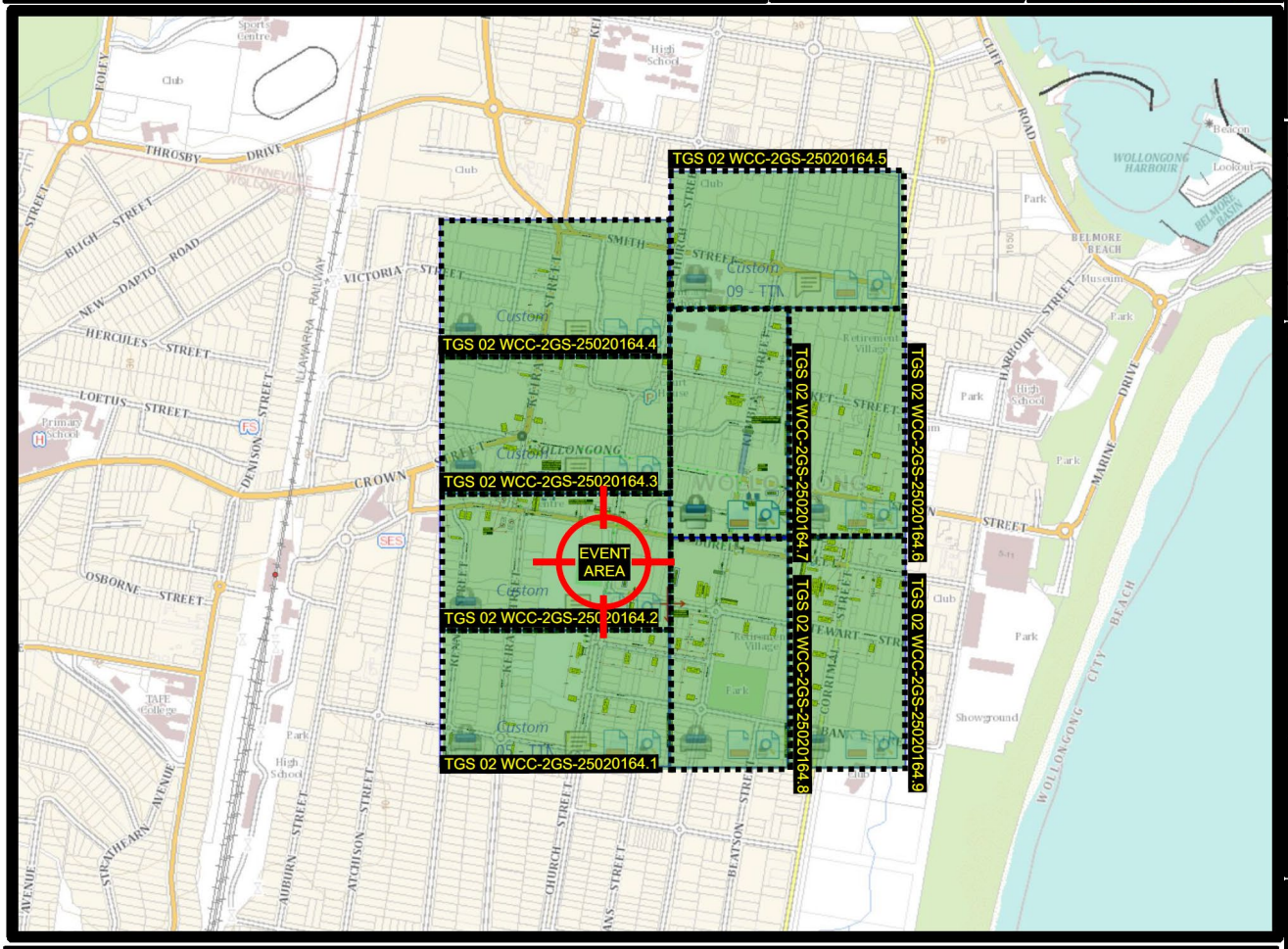
WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2	Direction:	NB/SB/EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC	Cyclists:	Unaffected
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: Mark Hayward - TCT 0046634 Approved By: Thomas McNair - TCT 0072729			
Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)

TRAFFIC GUIDANCE SCHEME - COVER PAGE
(Anzac Day March 2026, Wollongong CBD)

DRAFTED BY
Name: Mark Hayward
Qualification: TCT0046634
Date: 17/02/2026
TGS Title: Anzac Day March 2026, Wollongong CBD
TGS #: TGS 02 WCC-2GS-25020164
TGS VALID FOR 12 MONTHS FROM THIS DATE

Approved BY
Name: Thomas McNair
NSW PWZTMP :TCT 0072729
Date: 17/02/2026
TGS Title: Anzac Day March 2026, Wollongong CBD
TGS #: TGS 02 WCC-2GS-25020164
TGS VALID FOR 12 MONTHS FROM THIS DATE



AVADA TRAFFIC
69 Percival Road, Smithfield, NSW 2164
Telephone: 1300 282 328
Email: bookingsnsw@avadatraffic.com.au

PAGE #	DESCRIPTION
1	Cover Page
2	Tables
3	Through / Past and Around Analysis
4	Implementation Notes / Amendment Sign Off
5	TTM Diagram

Client: Wollongong City Council

Client reference number/PO : N/A

Site Contact : Dayna Manray

Phone Number: 02 4227 7765

TMC Contact: Ben Brereton

TMC Phone Number: 0488533644

Proposed start of works: 25/04/2026

Completion Date: 25/04/2026

Hours of Works: 03:00 - 13:00

Induction Site: Toolbox prior to works

Scope of works / client brief

- Anzac Day March 2026
- Full Closure + Detour to conduct the event

wollongong
city of innovation

TGS REQUIREMENTS FOR TGS - (TGS 02 WCC-2GS-25020164):

Team Leader:	1	**Traffic Lights:**	0	**Operation:**	Full Closure+Detour	**Lane Width:**	3.0m
Controllers:	6	**TMA:**	0	**Road Type:**	2 way, 2 lane	**Posted Speed:**	50 kph
Signs:	104	**VMS Utes:**	0	**Travel Path:**	Around	**Direction:**	NB/SB/EB/WB
TC Utes:	6	**Additional:**	12 x WCC Marshall	**oad Category:**	2	**Road Authority:**	WCC

7.3 Dimension D

Dimension D is a measure of distance in metres. It is used to determine taper lengths, the position of signs and devices and for determining sight distances along the road so that road users have sufficient time to absorb the roadwork specific messages, understand the changed traffic conditions and take necessary actions.

Dimension D is calculated by expressing the speed in metres for the zone preceding to where the Dimension D will be applied, this may be either the existing posted speed or a reduced roadwork speed limit.

For example Dimension D in *Figure 7-1* below is:

- 110 m for the yellow shaded area;
- 80 m for the blue shaded area; and
- 60 m for the pink shaded area.

The existing posted speed limit may be used to determine Dimension D throughout the work site, provided the PWZTMP qualified person has determined that there is higher risk of poor driver compliance with speed zones and where space allows.

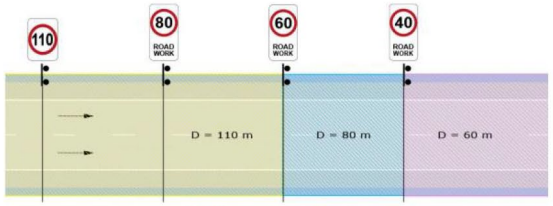


Figure 7-1. Example calculation of Dimension D

The Dimension D to be used on a work site must be determined by the PWZTMP qualified person and must be specified on the relevant TGS.

Where required by site-specific constraints, the application of Dimension D may be varied through the departures process provided in *Section 2.8 Departures from this Technical* Manual.

An example showing application of Dimension D in a 60 km/h roadwork zone with a preceding 80 km/h zone is given in *Table 7-2*.

Table 7-2. Dimension D calculation based on speed zone

Scenario	Dimension D required	Dimension D
Dimension D	Dimension D calculated as	80 m
For determining sight distance to a PTCD or manual traffic controller	Traffic controller must be able to see 1.5 D or greater to the oncoming traffic	80 m x 1.5 1.5D = 120 m
For determining sight distance to end-of-queue	Sight distance to the end-of-queue for approaching traffic must be calculated at 2D for approach speeds greater than 65 km/h and 1.5D for approach speeds of less than 65 km/h	greater than 65 km/h 80 m x 2 2D = 160 m less than 65 km/h 80 m x 1.5 1.5D = 120 m
For determining sign spacing	Distance between signs must be calculated as follows: • **Single sign**: 2D for speeds greater than 65 km/h and 1D for speed zones of less than 65 km • **Multiple signs (such as dual sign arrangements or multi-message signs)**: 1D for all permitted speed zones	greater than 65 km/h 80 m x 2 2D = 160 m less than 65 km/h 80 m x 1 D = 80 m
For determining taper lengths	See *Section 7.6.2.2 Tapers*	
For distance between tapers on multi-lane roads	A distance of 1.5D should be applied	80 m x 1.5 1.5D = 120 m

Table 5-13. Traffic controller minimum sight distances

Existing permanent speed km/h	Length of Work Area (L)	Minimum clear sight distance to oncoming traffic
less than 105	less than 60 m	300 m
less than 105	greater than or equal to 60 m	L + 250 m
greater than 105	less than 60 m	400 m
greater than 105	greater than or equal to 60 m	L + 350 m

Table 7-3. Recommended taper lengths

	Recommended taper length (m)		
Speed (km/h)	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

Table 7-4. Minimum taper lengths

Speed (km/h)	Distance between tapers (m)
45 or less	10
46 to 55	25
56 to 65	70
greater than 65	1.5 x Speed

Table 4-2. Minimum lane widths

Speed of traffic (km/h)	Minimum lane width (m)
Less than 65 km/h	3.0
Greater than 65 km/h	3.5
Curve with radius less than 250 m	Curve widening of 0.5 m per lane
Shuttle flow with active control	3.5

Table 6-3. Sign spacing requirements

Number of signs	Approach speed	
	less than 65 km/h	65 km/h or greater
One advanced sign	D	2D
Multiple advanced signs	D	D

Table 7-10. Permitted tolerances for positioning of signs and devices

Tolerance	Positioning of signs, length of tapers or markings	Spacing of delineating devices
Minimum	10% less than the distances or lengths given	Nil
Maximum	25% more than the distances or lengths given	10% more than the spacing shown

Table 4-10. Length of roadworks speed zones

Roadwork Speed Zone	Minimum length	Maximum length
less than 35 km/h	100 m	200 m
40 km/h	150 m	500 m
60 km/h	150 m	Not specified*
70 km/h transition zone	200 m	Not specified*
80 km/h	500 m	Not specified*
80 km/h transition zones	300 m	Not specified*

Table 4-3. Mandatory and recommended controls for protection of a work area

Distance of work area to traffic	Mandatory/ recommended	Mandatory and recommended controls		
		Static work		Dynamic work
		Work duration greater than 4 weeks	Work duration less than 4 weeks including short-term work	*Continuous and frequently changing work
Closer than 1.5 m	Mandatory controls	• Temporary safety barrier	• Delineation of work area • Speed zone of 45 km/h or less	• Speed zone of 45 km/h or less • Shadow vehicle
	Recommended controls	• Speed zone of 85 km/h or less	• Speed zone of 35 km/h or less • Temporary safety barrier	• Delineation of work area • Speed zone of 35 km/h or less
Between 1.5 m and 3 m	Mandatory controls	• Temporary safety barrier where speed zone is greater than 75 km/h • Speed zone of 65 km/h or less where no temporary safety barrier is used	• Delineation of work area • Speed zone of 65 km/h or less	• Speed zone of 65 km/h or less • Shadow vehicle
	Recommended controls	• Delineation of work area • Temporary safety barrier where speed zone 85 km/hr or less	• Temporary safety barrier	• Delineation of work area • Speed zone of 55 km/h or less
Between 3 m and 6 m	Mandatory controls	• Speed zone of 85 km/h or less where there is no safety barrier	• Delineation of work area • Speed zone of 85 km/h or less where there is no safety barrier	• Speed zone of 85 km/h or less
	Recommended controls	• Temporary safety barriers	• Temporary safety barrier	• Delineation of work area • Speed zone of 65 km/h or less
Greater than 6m	Mandatory controls	• Worker symbolic (T1-5) sign when workers are visible to road users	• Worker symbolic (T1-5) sign when workers are visible to road users	• As per *Section 7.8* .
	Recommended controls	• Delineation of work area • Temporary safety barriers	• Delineation of work area	• Delineation of work site

Table 6-1. Edge clearances

Edge of traffic lane to:	Edge clearances
Line of traffic cones or bollards	• 0.5 m for traffic speeds less than 65 km/h • 1.0 m for traffic speeds greater than 65 km/h
Barrier boards, temporary guide posts or temporary hazard markers	1.0 m
Road safety barrier system	• 0.3 m for traffic speeds less than 45 km/h • 0.5 m for traffic speeds 45 to 65 km/h • 1.0 m for traffic speeds 65 to 85 km/h • 2.0 m for traffic speeds greater than 85 km/h

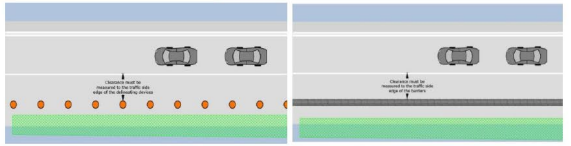


Table 6-18. Size requirements for G6-317n and G6-317-1n signs.

Road configuration	Approach speed	Sign size
Single carriageway	Less than 95 km/h	A size
	Greater than 95 km/h	B size
Dual carriageway and multilane roads	Less than 95 km/h	A size
	Greater than 95 km/h	B size

MOTORISTS

OPTIONS		FEATURES	COMMENTS	RESULT
TRAFFIC THROUGH THE WORKSITE		- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public - Existing travel path to be maintained	Works will interfere with the travel path of road users and cannot be undertaken via hold & release	☒
TRAFFIC PAST THE WORKSITE	SHOULDER CLOSURE	- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public - Existing travel path to be maintained	Works will not be contained to the shoulder Works will interfere with the Traffic Lanes	☒
	LANE CLOSURE	- Acceptable LOS to be maintained - Work areas accessible to personnel, plant items and site vehicles - Site personnel / plant items separated from vehicular traffic	Lane closure is not suitable due to road configuration Work area requires larger portion of the roadway	☒
	LATERAL SHIFT	- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public	Work area will not leave enough lane width for Lateral Shift	☒
TRAFFIC AROUND THE WORKSITE	DETOUR	- Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public	There is not enough trafficable lane width for traffic to pass through the work area, a detour will be necessary for this project.	☑
	SIDE-TRACK	- Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public	Road way configuration not suitable for side-Track	☒
	CROSSOVER (CONTRA-FLOW)	- Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public	Road Configuration will not allow a crossover there are no suitable areas to divert traffic to opposing side of the road	☒
SHORT TERM, LOW IMPACT WORKS		- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public	- Short-term Low impact treatments are not possible due to the high impact nature and duration of the work.	☒

PEDESTRIANS

OPTIONS		FEATURES	COMMENTS	
CLOSE FOOTPATH	DETOUR	- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not impede Footpaths / Pathways and Pedestrian Crossing	☒
	SIDE-TRACK	- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not impede Footpaths / Pathways and Pedestrian Crossing	☒
RETAIN OPEN FOOTPATH		- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not interfere with pedestrian access to pathway works to be separated by delineation	☑

CYCLIST

OPTIONS		FEATURES	COMMENTS	
CLOSE CYCLE LANE	DETOUR	- Cyclist separated from Site personnel, plant items and general site hazards	Works do not impede Cycle Lanes or Cycle Paths	☒
	SIDE-TRACK	- Cyclist separated from Site personnel, plant items and general site hazards	Works do not impede Cycle Lanes or Cycle Paths	☒
RETAIN OPEN CYCLE LANE		- Cyclist separated from Site personnel, plant items and general site hazards	- There are No existing Cycle Lanes or Cycle Paths in the immediate Works.	☒

RESIDENTIAL AND BUSINESS ACCESS

OPTIONS		FEATURES	COMMENTS	
CLOSE ACCESS	CLOSE ACCESS	- Access , cannot be maintained residences and business will need to be notified 72hrs prior to closure and armaments made	Residences and business are not affected during this operating times.	☒
	LOCAL ACCESS MAINTAINED	-General Access is closed - Local access to be maintained - Traffic Controllers to assist residents and business'.	Access points to be delineated or identified TC to assist with access	☑
RETAIN ACCESS		- Local access to residence and commercial business will be unaffected	Alternate arrangements for access to be arranged prior to implementation of TGS	☒

BUS STOPS

OPTIONS		FEATURES	COMMENTS	
CLOSE BUS STOP	TEMPORARY STOP PROVIDED	- Buses will be kept clear of work area. - General public will be clear of site hazards. - Work site will not have to facilitate bus access.	- No bus stops are affected within the work area during operating times as it is not recommended to relocate bus stop unless requested by client.	☒
	EXISTING STOPS USED AS AN ALTERNATIVE	- Buses will be kept clear of work area. - General public will be clear of site hazards. - Work site will not have to facilitate bus access. - Existing bus stops will facilitate extra traffic.	No bus stops are affected within the work area during operating times as it is not recommended to relocate bus stop unless requested by client.	☒
RETAIN CURRENT BUS STOP		- Commuters will not be required to travel to alternate stop. - Buses will retain original route - Locating a suitable site for temporary stops will not be required - Minimal delays	Existing bus stops shall remain open to load and unload passengers during operating times.	☑

General TGS notes:

Notes:

1: Local constraints may not allow signage and devices to be placed in accordance with this TGS. Signs and devices are to be positioned in accordance with tolerances recommendations shown in the TCAWS Manual Version 6.1 2022.

2: This TGS is based on TfNSW recommendations from the TCAWS Manual Version 6.1 2022.

3: Signage Required for this Setup should be specifications of the TCAWS 6.1.

4: If not already noted, the existing posted speed limit is to be noted on this TGS.

5: The value of speed limits displayed shall match the speed zone approval.

6: Ensure all project and road authority approval requirements are met prior to commencing set up.

7: Cover all conflicting road signage where required.

8. The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Version 6.1 2022.

9. All Taper and Worksite Delineation Must be Setout As per TCAWS 6.1 Feb 2022.

10. Que Management must be maintained at all Times. Team leader and Traffic controllers are responsible for Maintaining Que Management.

11.Team Leader is Responsible for monitoring and Maintaining Site.

12. Site should complete Sign Checks every 2 hours. E4 - Shift TTM Check must Be completed.

13. E5 - Post Completion Form must be Completed at the End of Shift.

14. Signage Setup and Pack up to be completed as Per. TGS implementer needs to follow it and if any changes need a RISK assessment must be completed

15. Traffic controllers are to control Traffic as Per SWMS document and TCAWS 6.1. Traffic Controllers must maintain there Escape Route at All times.

16. If PTCD (E stops) Fail, PTCD failure form must be Completed with a risk assessment. Contact your Supervisor ASAP to bring another set to site.

17. Site must not be more then 500m in length. If site needs to be longer then 500m, A Departure form must be completed and approved. Repeater signs must also be placed max every 500m.

Restrictions:

This TGS can only be applied at location shown for the specific works detailed on each plan as part of the specified project (if supplied)
All Requirements stated in any Permit, TMP, or any other statutory requirement will be observed / implemented.

Signage & Devices:

1. Worksite signing must be placed in accordance with the Traffic Management Plan which should comply with the TfNSW recommendations from the TCAWS Manual Version 6.1 2022 and AS 1742.3-2019 MUTCD Part 3.

2. Prior to installation, signs and devices should be examined before installation to ensure that they are in good condition prior to use to ensure their performance is not impaired.

3. Cone spacing table shown on this Traffic Guidance Scheme (TGS) indicates the recommended maximum spacing of cones and bollards when implementing these TGS plans.

4. Unless noted otherwise in the drawings, all signage is to be positioned clear of travel path behind the kerb and visible to oncoming traffic and not obstructing pedestrians, otherwise on the pavement as near as practicable to the kerb without the sign becoming obscured and without obstructing moving traffic.

5. Signs should face towards approaching traffic approximately at right angles to the line of sight from the driver to the sign.

6. Sign installation sequence shall be as follows:
   a. Advance warning
   b. Condition warning
   c. Warning of plant/road workers and
   d. Driving instruction guidance
   e. All delineation devices to form taper including illuminated flashing arrow at end of taper where required
   f. Delineation of work area or side track
   g. Signs & devices that are erected before they are required should be fully covered until immediately prior to commencement of work.
   h. Recommend detour signs to be installed prior to any road / part road closure

7. Existing signs & traffic control devices which are inappropriate to, or conflict with, the temporary work site situation shall be fully covered or removed.

8. Signs covered or removed should be recorded on a signage checklist sheet including time covered / removed and time uncovered / replaced.

9. Where practicable, signs shall be erected on both sides of the roadway on multilane divided or one way roads where the volume of is 10 00 VPD or greater. This treatment should also be considered for all other roads, especially those with curved alignments.

10. Inspections to be completed after setup, during closure & upon completion of pack up, or as specified / requested

Public Transport:

- Unless otherwise stated on the plan , Bus stops and other public transport facilities shown are done so merely as a reference, and require no management.

- Should a particular facility require additional management , this will be included on TGS or TMP

Emergency Services:

1. Access shall be maintained for all emergency vehicles at all times.
2. Where required, all services should be advised of proposed works and times in advance of works commencing, or for emergency works, as soon as practical.

Communications:

1. Prior to the start of daily works Traffic Controllers are to attend onsite tool box meetings at the beginning of each shift to discuss current works and methodology.
2. During works, Workers & Traffic Controllers may operate under a "line of sight" method or utilise 2 way radios (as required by type of control).

Record Keeping:

- Supervisory personnel shall keep daily records of the sign arrangements / TGS scheme.

- This will include the following details:
  - Date.
  - Location.
  - Job Identification.
  - Time of inspection.
  - Details of Inspector.
  - Details of changes, and who it was authorised by.
  - Record of TMP, TGS, permit and other relevant documents / numbers in use. This information should be kept in a dairy or work sheet.

Notes on Traffic Controllers:

A. An accredited traffic controller must not contravene NSW TCAWS Manuel, Training & must direct traffic in a way stated in both the Approved Procedure & the Guidelines for Traffic Controllers

B. Breaks shall be taken as specified in Guidelines for Traffic Controllers. Additional Controllers may be required for this purpose.

C. Where Traffic Controllers are required, ensure they have a clear escape path to a non-traffic (closed) section of the roadway, shoulder, footpath or median during works operation at all times.

CONTINGENCY PLAN LIGHTS FAILURE

In the event that traffic lights fail on site, the following contingency plan will be put into place until the traffic light issue can be resolved / or the lights are replaced.

(1) Traffic controllers shall replace traffic lights to control traffic through site.
(2) Traffic controller sign shall replace the traffic lights sign.
(3) Stop here on red signal sign shall be removed.
(4) Details shall be recorded of the time of traffic light failure, change to traffic controllers control and signage changes.

Time lights failed:	
Traffic Controllers taken over: Time:	Y / N
Traffic Lights Sign replaced with Traffic Controller sign - Stop here on red signal sign removed:	Y / N

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF WORKS, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE QUEUE LENGTHS DO NOT EXTEND BACK BEYOND LIMITS OF THE ADVANCE WARNING SIGNS. BUS MOVEMENTS WILL BE GIVEN PRIORITY

End of Queue Management is needed when the Queuing traffic exceeds 1.5D from the first vehicle in the Line up. If you are unsure of how this works please contact your supervisor ASAP. If the queuing traffic exceeds 1.5D, Queue management Procedures must be implemented. Use of Queue symbolic and additional prepare to stop Signage is required to be added to the existing TGS setup. If you have any Queuing Traffic Issues Please contact your supervisor or management ASAP for assistance.

Manifest

104 x	Sign Post
93 x	Reflective Cone 700mm
28 x	Sign frame (1200x300)
25 x	Sign frame (900x600)
25 x	Special Event Ahead
16 x	Sign frame (1200x600)
16 x	T1-6 DETOUR AHEAD
15 x	Barrier Board
14 x	WCC Marshall
13 x	T5-1 (R) DETOUR LEFT
11 x	Sign frame (1500x600)
11 x	T1-32 SIDE ROAD CLOSED
10 x	Mall Bollards
10 x	Sign frame (1800x300)
10 x	T2-4 ROAD CLOSED
10 x	T5-1 (L) DETOUR LEFT
7 x	Sign frame
7 x	T5-5 T5-5 single chevron
6 x	TC / Breaks / Pedestrian Assist
5 x	T5-1 (F) DETOUR IN FRONT
4 x	VMS Board
3 x	R2-6 (R) NO RIGHT TURN NSW
3 x	RESIDENTS ACCESS ONLY
2 x	bus-300x300
1 x	R2-14 (L) ALL TRAFFIC LEFT ONLY
1 x	R2-2 (R) ONE WAY RIGHT
1 x	Team Leader

Legend

- Barrier Board
- bus-300x300
- Detour Route 1
- Detour Route 2
- Event Area
- Mall Bollards
- March Route
- Reflective Cone 700mm
- Single Chevron
- Staff Amenities
- TC / Breaks / Pedestrian Assist
- Team Leader
- VMS Board
- WCC Marshall

Amendments:
All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the project works supervisor.

Organistion : _____
Modifier Details
Name: _____

PWZTMP Card Number: _____

Role : _____

Reason for Modification: _____

Date: _____ Sign: _____

Approver Details
Name: _____

PWZTMP Card Number: _____

Role : _____

Reason for Modification: _____

Date: _____ Sign: _____

TGS TITLE:

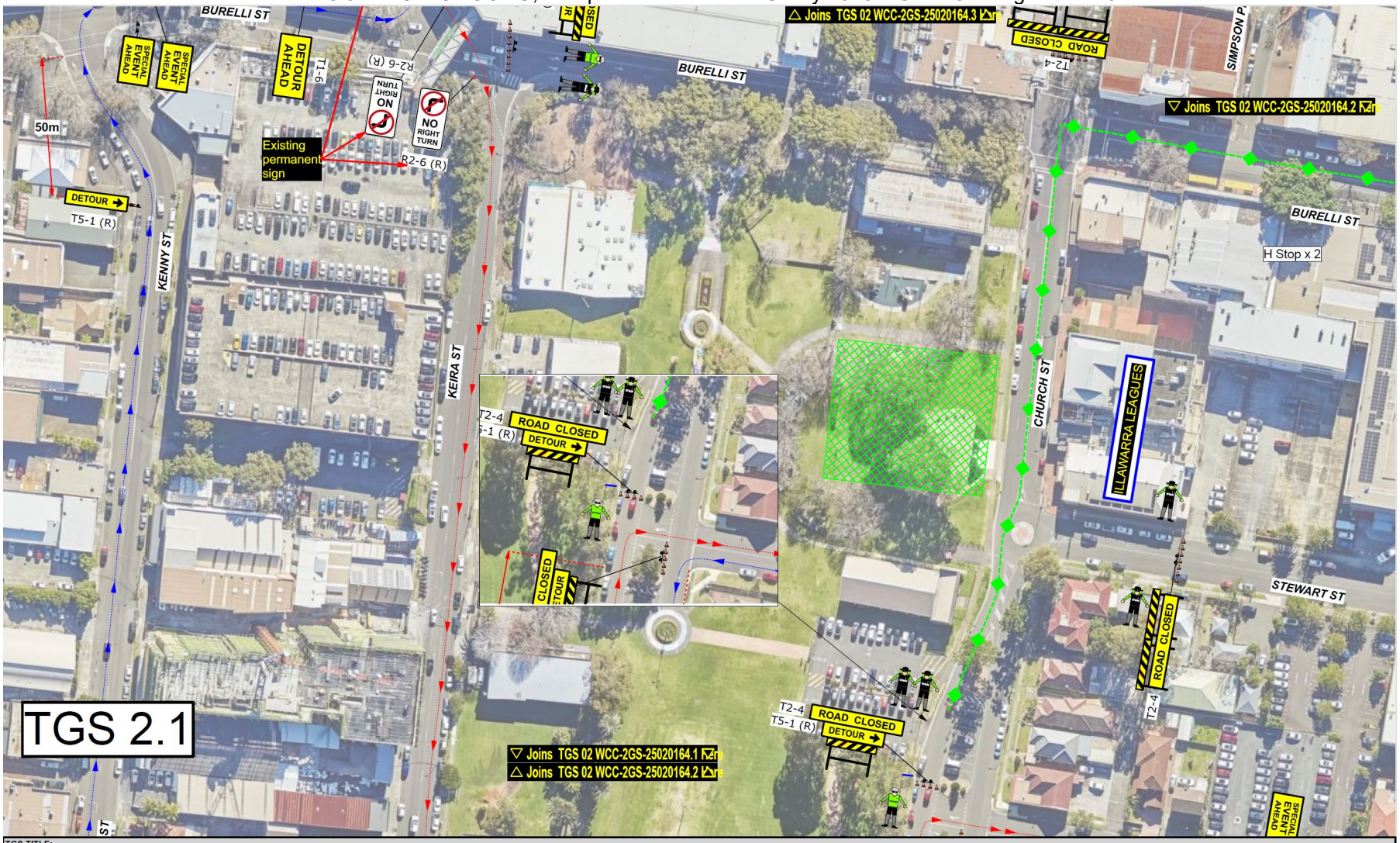
Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.1

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and Detour Maps	17/02/2026	MH
02	Add TGS Page numbers	18/02/2026	MH

TGS REQUIREMENTS:			
Signs:	104	TMA:	0
Controllers:	6	Additional:	12 x WCC Marshall
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	6	Taper Length:	N/A
VMS Utes:	0	Operation:	Full Closure+Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2	Direction:	NB/SB/EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC	Cyclists:	Unaffected
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: Mark hayward - TCT 0046634 Approved By: Thomas McNair - TCT 0072729			
Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)



TGS TITLE:

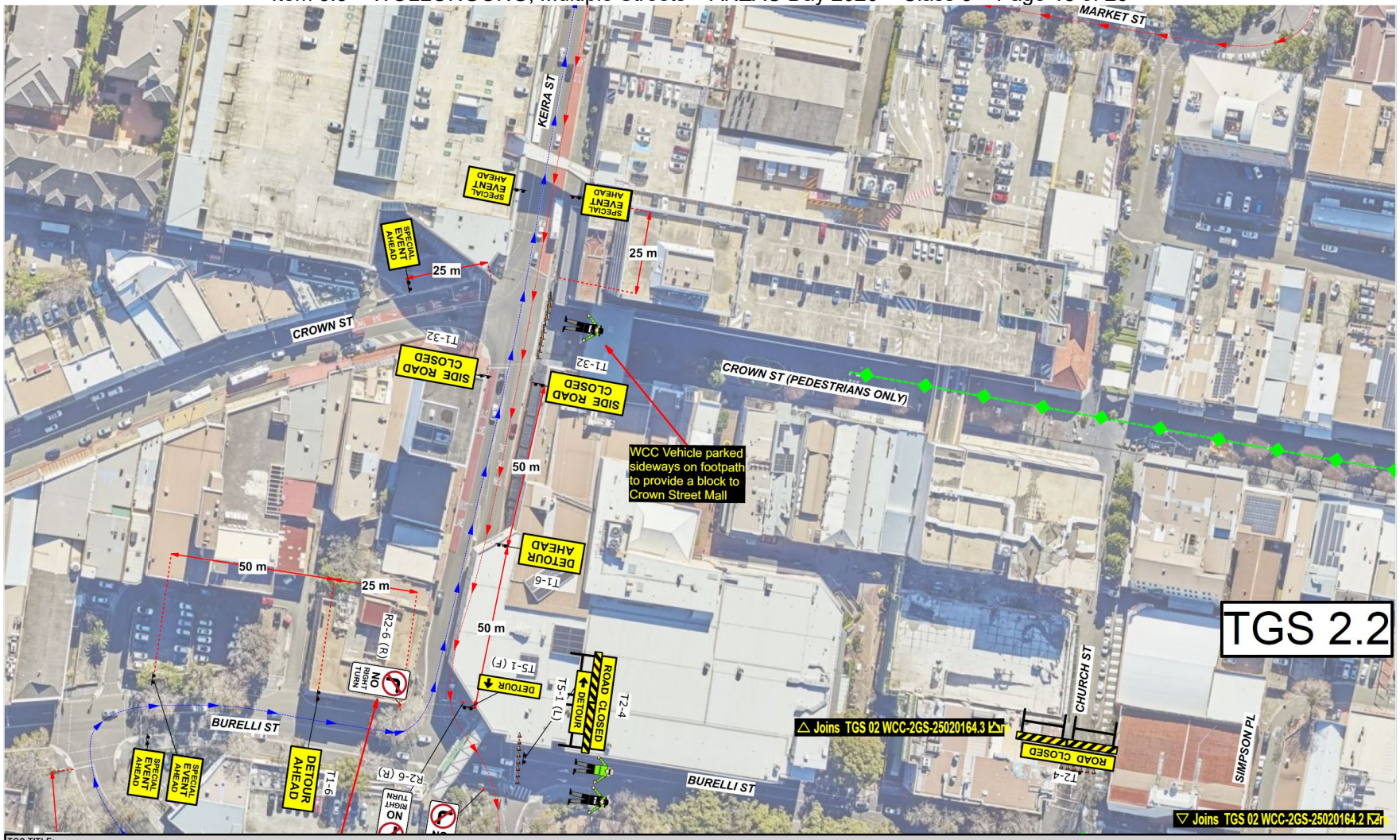
Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.2

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and Detour Maps	17/02/2026	MH
02	Add TGS Page numbers	18/02/2026	MH

TGS REQUIREMENTS:			
Signs:	104	TMA:	0
Controllers:	6	Additional:	12 x WCC Marshall
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	6	Taper Length:	N/A
VMS Utes:	0	Operation:	Full Closure+Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2	Direction:	NB/SB/EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC	Cyclists:	Unaffected
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: Mark hayward - TCT 0046634 Approved By: Thomas McNair - TCT 0072729			
Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)



TGS TITLE:

Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.3

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and Detour Maps	17/02/2026	MH
02	Add TGS Page numbers	18/02/2026	MH

TGS REQUIREMENTS:			
Signs:	104	TMA:	0
Controllers:	6	Additional:	12 x WCC Marshall
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	6	Taper Length:	N/A
VMS Utes:	0	Operation:	Full Closure+Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2	Direction:	NB/SB/EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC	Cyclists:	Unaffected
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: Mark hayward - TCT 0046634			
Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m	Approved By: Thomas McNair - TCT 0072729			

SCALE OF PLAN (1 : 1000)

TGS TITLE:

Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.4

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and Detour Maps	17/02/2026	MH
02	Add TGS Page numbers	18/02/2026	MH

TGS REQUIREMENTS:			
Signs:	104	TMA:	0
Controllers:	6	Additional:	12 x WCC Marshall
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	6	Taper Length:	N/A
VMS Utes:	0	Operation:	Full Closure+Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2	Direction:	NB/SB/EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC	Cyclists:	Unaffected
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: Mark hayward - TCT 0046634 Approved By: Thomas McNair - TCT 0072729			
Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)

TGS TITLE:

Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.5

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and Detour Maps	17/02/2026	MH
02	Add TGS Page numbers	18/02/2026	MH

TGS REQUIREMENTS:			
Signs:	104	TMA:	0
Controllers:	6	Additional:	12 x WCC Marshall
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	6	Taper Length:	N/A
VMS Utes:	0	Operation:	Full Closure+Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2	Direction:	NB/SB/EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC	Cyclists:	Unaffected
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: Mark hayward - TCT 0046634			
Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m	Approved By: Thomas McNair - TCT 0072729			

SCALE OF PLAN (1 : 1000)

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and Detour Maps	17/02/2026	MH
02	Add TGS Page numbers	18/02/2026	MH

TGS TITLE:

Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.6

TGS REQUIREMENTS:

Signs:	104
Controllers:	6
Traffic Lights:	0
TC Utes:	6
VMS Utes:	0
TMA:	0
Safety Buffer:	N/A
Taper Length:	N/A
Work Zone Speed:	N/A
Additional:	12 x WCC Marshall

WORKS DESCRIPTION:

Works Term:	Short
Operation:	Full Closure+Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

SITE DESCRIPTION:

Road Category:	2
Road Type:	2 way, 2 lane
Road Authority:	WCC
Travel Path:	Around
Direction:	NB/SB/EB/WB
Pedestrians:	Unaffected
Cyclists:	Unaffected
Posted Speed:	50 kph

Drafted By:
Mark hayward - TCT 0046634

Approved By:
Thomas McNair - TCT 0072729

SCALE OF PLAN (1 : 1000)

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and Detour Maps	17/02/2026	MH
02	Add TGS Page numbers	18/02/2026	MH

TGS 2.6

TGS TITLE:

Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.7

TGS REQUIREMENTS:	
Signs:	104
Controllers:	6
Traffic Lights:	0
TC Utes:	6
VMS Utes:	0
TMA:	0
Safety Buffer:	N/A
Taper Length:	N/A
Work Zone Speed:	N/A
Additional:	12 x WCC Marshall

WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Full Closure+Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

SITE DESCRIPTION:	
Road Category:	2
Road Type:	2 way, 2 lane
Road Authority:	WCC
Travel Path:	Around
Direction:	NB/SB/EB/WB
Pedestrians:	Unaffected
Cyclists:	Unaffected
Posted Speed:	50 kph

Drafted By:
Mark hayward - TCT 0046634

Approved By:
Thomas McNair - TCT 0072729

SCALE OF PLAN (1 : 1000)

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and Detour Maps	17/02/2026	MH
02	Add TGS Page numbers	18/02/2026	MH

TGS TITLE:

Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.8

TGS REQUIREMENTS:	
Signs:	104
Controllers:	6
Traffic Lights:	0
TC Utes:	6
VMS Utes:	0
TMA:	0
Safety Buffer:	N/A
Taper Length:	N/A
Work Zone Speed:	N/A
Additional:	12 x WCC Marshall

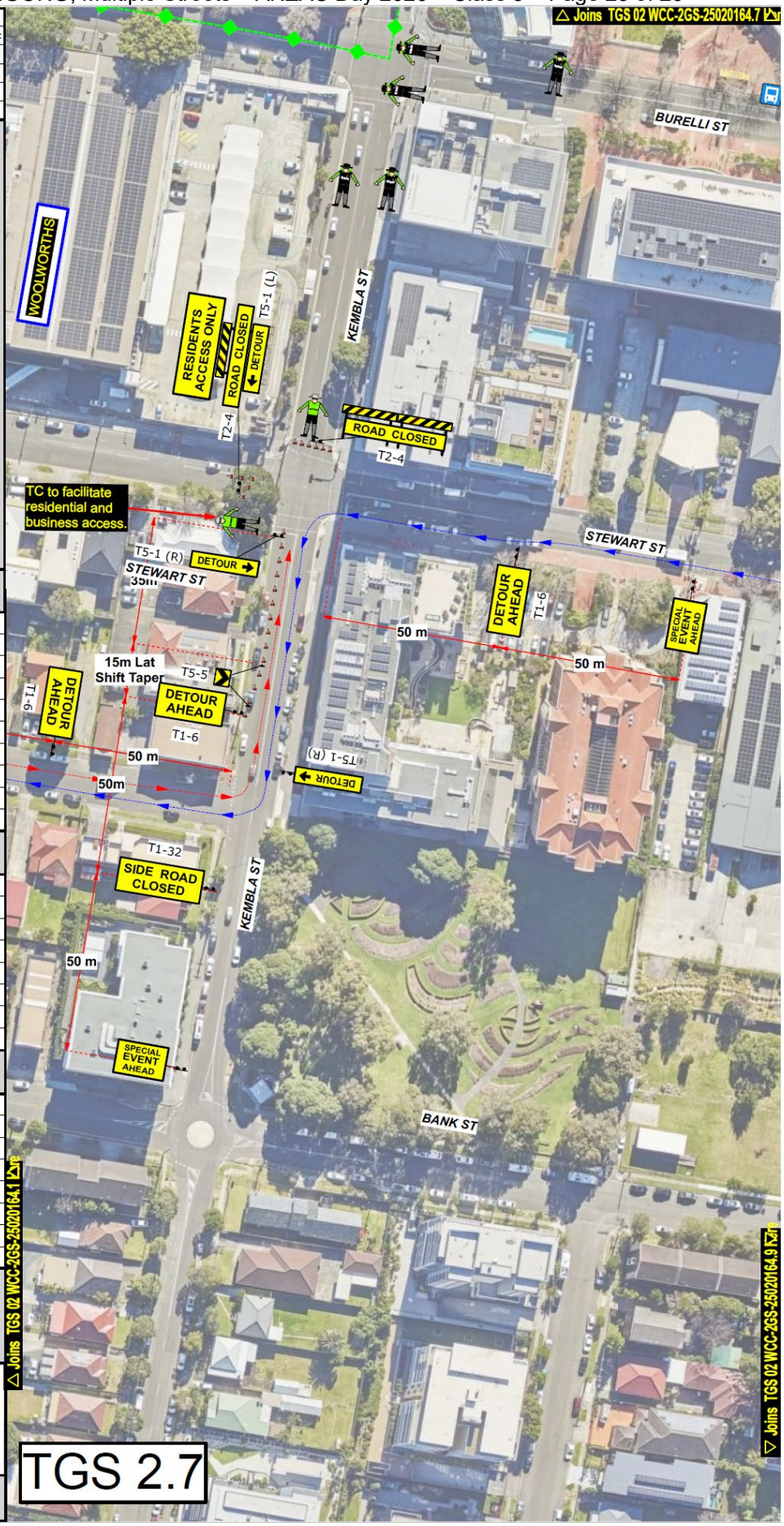
WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Full Closure+Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

SITE DESCRIPTION:	
Road Category:	2
Road Type:	2 way, 2 lane
Road Authority:	WCC
Travel Path:	Around
Direction:	NB/SB/EB/WB
Pedestrians:	Unaffected
Cyclists:	Unaffected
Posted Speed:	50 kph

Drafted By:
Mark hayward - TCT 0046634

Approved By:
Thomas McNair - TCT 0072729

SCALE OF PLAN (1 : 1000)



Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and Detour Maps	17/02/2026	MH
02	Add TGS Page numbers	18/02/2026	MH

TGS TITLE:

Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.9

TGS REQUIREMENTS:

Signs:	104
Controllers:	6
Traffic Lights:	0
TC Utes:	6
VMS Utes:	0
TMA:	0
Safety Buffer:	N/A
Taper Length:	N/A
Work Zone Speed:	N/A
Additional:	12 x WCC Marshall

WORKS DESCRIPTION:

Works Term:	Short
Operation:	Full Closure+Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

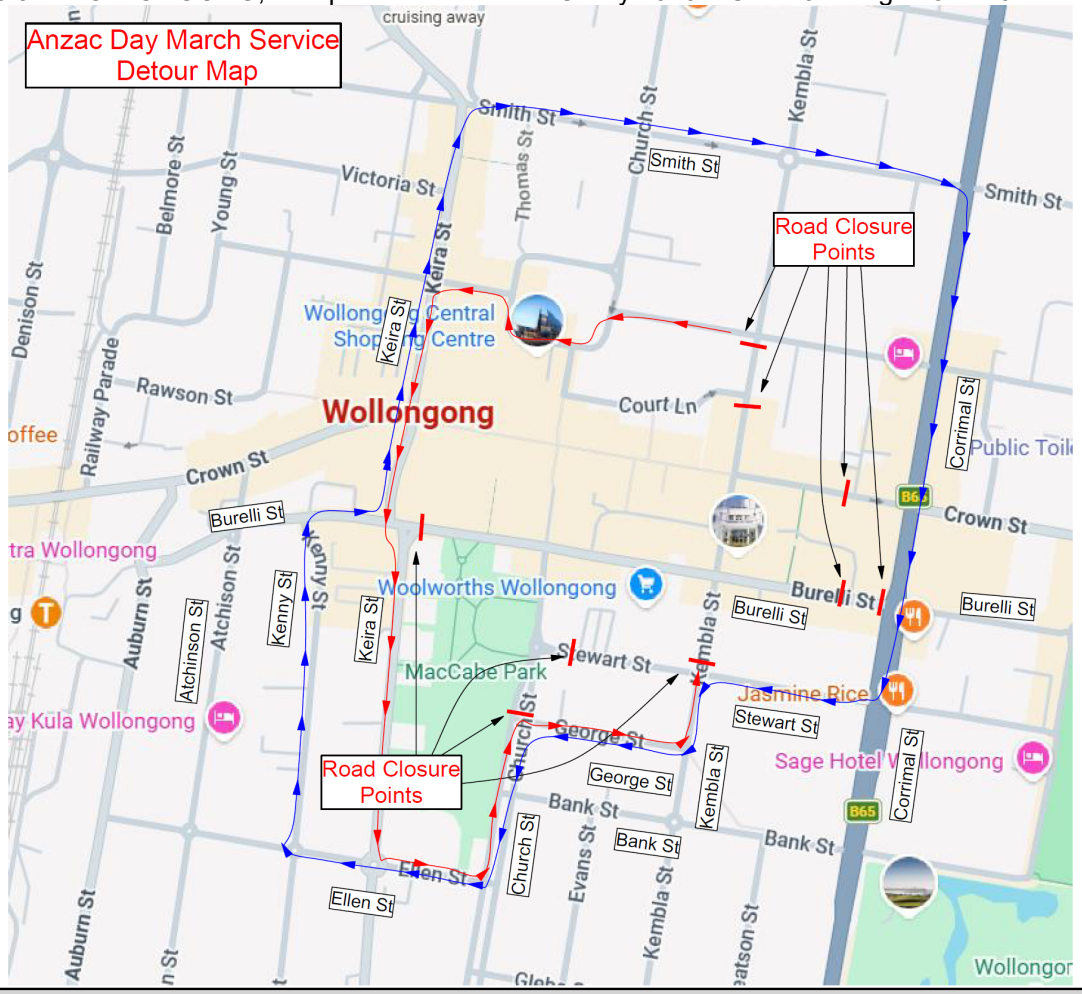
SITE DESCRIPTION:

Road Category:	2
Road Type:	2 way, 2 lane
Road Authority:	WCC
Travel Path:	Around
Direction:	NB/SB/EB/WB
Pedestrians:	Unaffected
Cyclists:	Unaffected
Posted Speed:	50 kph

Drafted By:
Mark hayward - TCT 0046634

Approved By:
Thomas McNair - TCT 0072729

SCALE OF PLAN (1 : 1000)



TGS TITLE:

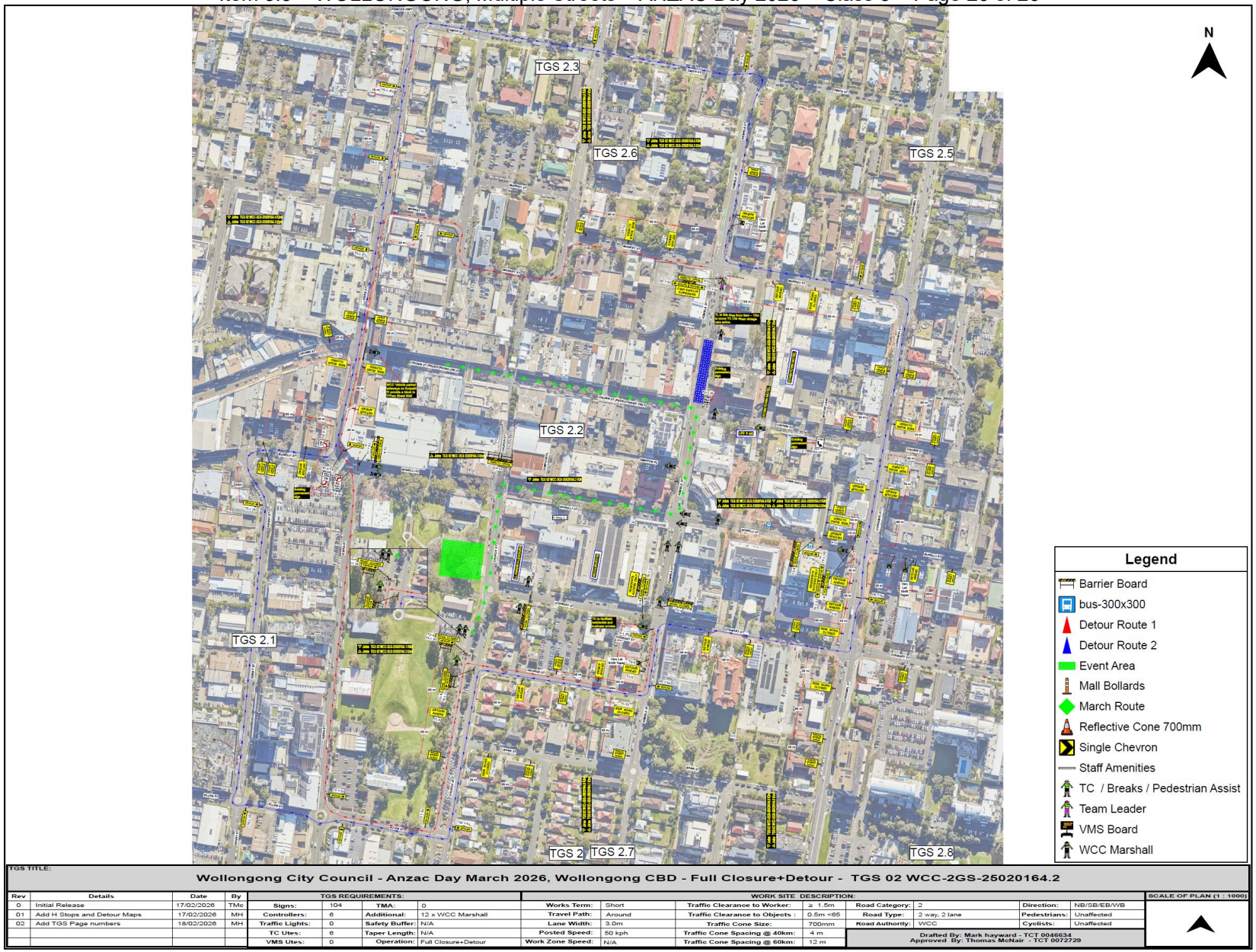
Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.2

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMc
01	Add H Stops and Detour Maps	17/02/2026	MH
02	Add TGS Page numbers	18/02/2026	MH

TGS REQUIREMENTS:			
Signs:	104	TMA:	0
Controllers:	6	Additional:	12 x WCC Marshall
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	6	Taper Length:	N/A
VMS Utes:	0	Operation:	Full Closure+Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2	Direction:	NB/SB/EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC	Cyclists:	Unaffected
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: Mark hayward - TCT 0046634 Approved By: Thomas McNair - TCT 0072729			
Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)



TGS TITLE:

Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.2

Rev	Details	Date	By
0	Initial Release	17/02/2026	TMo
01	Add H Stops and Detour Maps	17/02/2026	MH
02	Add TGS Page numbers	18/02/2026	MH

TGS REQUIREMENTS:			
Signs:	104	TMA:	0
Controllers:	6	Additional:	12 x WCC Marshall
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	6	Taper Length:	N/A
VMS Utes:	0	Operation:	Full Closure+Detour

WORK SITE DESCRIPTION:					
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2
Travel Path:	Around	Traffic Clearance to Objects :	0.5m +85	Road Type:	2 way, 2 lane
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m		
Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m		

Direction:	NB/SB/EB/WB
Pedestrians:	Unaffected
Cyclists:	Unaffected

Drafted By: Mark hayward - TCT 0046634
Approved By: Thomas McNair - TCT 0072729

SCALE OF PLAN (1 : 1000)

3.4 WOLLONGONG – Multiple Streets – Ward 2 – Wollongong Electorate – Orthodox Easter Good Friday Public Procession

BACKGROUND

On behalf of both Orthodox Churches in Stewart Street, Wollongong, the Macedonian Church has requested permission for road closures of Stewart, Harbour, Burelli and Corrimal Streets for the purpose of the traditional annual Orthodox Easter procession. The road closures will take effect from 8:45pm to approximately 11:00pm on Friday, 10 April 2026.

The event follows the already approved NRL game taking place on the same afternoon (kick-off at 6:00pm). The Public Procession Event Organiser has liaised with WIN Stadium Event Organisers who have confirmed that both parties will work together to ensure event conflicts are managed and seamless transitioning of road closures are managed appropriately.

The Traffic Management Plans includes vehicle mitigation to protect attendees from out-of-control vehicles. The Macedonian Church procession will occupy Stewart, Harbour, and Burelli Streets, but will be confined to the footpath on Corrimal Street as it returns to the Church. The Greek Orthodox Church events will also proceed with their procession and use the same traffic management company. For the duration of the closure all bus services will need to divert via Kembla and Burelli Street.

Access in and out of the area for local residents and the Council Carpark will be managed on a case-by-case basis depending on where the parade is, they may be able to be let through under the guidance of a traffic controller.

The order of events is proposed as follows by the Traffic Control Company managing the event:

- 8.30 pm Traffic Control arrives on site.
- 8:45 pm Signage setup begins
- 9:00 pm Close Corrimal Street and set up HVM
- 9:20 pm All intersections are closed connecting Harbour Street and Stewart Street
- 9:30 pm Event Start: Greek Orthodox & Macedonian Orthodox procession begins
- 10.15 pm Event End: Greek Orthodox & Macedonian Orthodox procession ends
- 10:30 pm Remove HVM and re-open Corrimal St (top priority) and Burelli St
- 10.30-11pm Clear Stewart Street of pedestrians then open up as last section

CONSULTATION

- Consultation by the applicant with affected residents and businesses to be carried out 14 days prior to the event by letterbox drop.
- Bus companies have been notified
- Road Occupancy Licence (ROL) has been submitted to Transport for NSW (TfNSW)
- NSW Police have been contacted (Wollongong Branch) who have been involved in the event in previous years.
- The Win Sports and Entertainment Centre (Venues NSW) have been consulted with to ensure both events collaborate with one another to reduce conflicts between traffic management.

PROPOSAL

The proposed road closures be approved subject to:

1. Council's Standard Conditions for Road Closures.
2. The Event Organiser consulting with affected businesses prior to the event.
3. The Event Organiser ensuring ROLs are obtained and approved prior to the event taking place.
4. The Event Organiser ensuring conflicts and associated risks between the WIN Stadium events egress is appropriately managed. The WIN Stadium event road closure has already been approved by Council and was submitted to the February 2026 Local Transport Forum.
5. The Event Organiser liaising with Neuron to request the e-scooters on the route be relocated during the event to reduce trip hazards.
6. The Event Organiser consulting with NSW Police prior to the event (including approval of the proposed heavy vehicle mitigation).

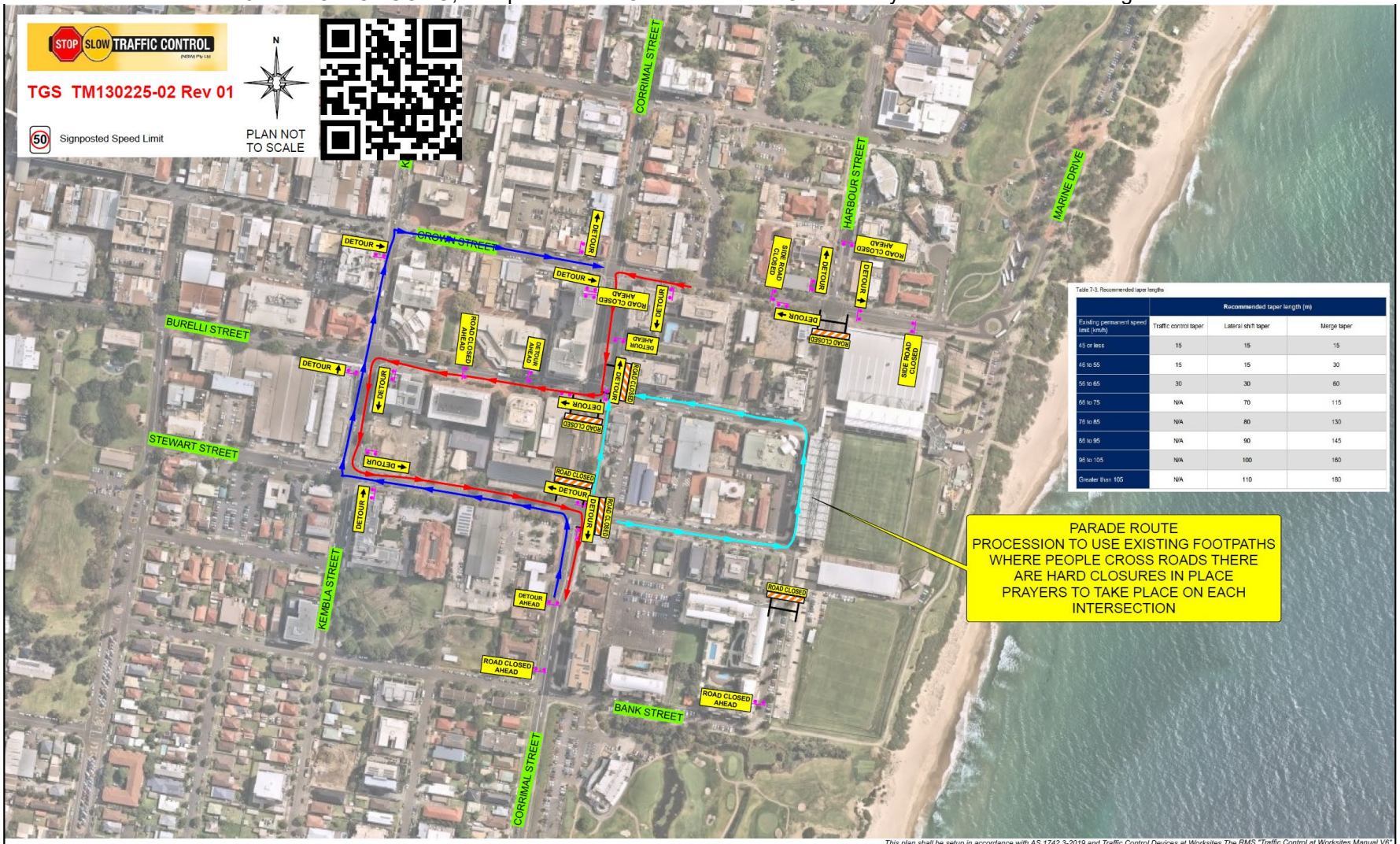


Table 7-3: Recommended taper lengths

Existing permanent speed limit (km/h)	Recommended taper length (m)		
	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

This plan shall be setup in accordance with AS 1742.3-2019 and Traffic Control Devices at Worksites The RMS "Traffic Control at Worksites Manual V6"
STOP SLOW TRAFFIC CONTROL takes no responsibility for the implementation of this TGS when not directly involved in carrying out the subject works
Sign locations may differ to what is represented on this Traffic Plan due to Bus Stops , Driveways & other various permanent fixtures
Consider Pedestrian Management if works encroach on footways , do not direct pedestrians onto roadway unless proper measures are in place to conform with RMS Worksite Manual V6 & AS 1742.3

TGS #:	TM130225-02	Client:	Macedonian & Greek Orthodox
		Road Name:	Stewart St Burelli St & Harbour St
		Suburb:	Wollongong

Description of the works:

SPECIAL EVENT: ROAD CLOSURES AND DETOUR

- Saving The Cross Procession & Orthodox Easter Procession

- Friday 10-04-26

REVISIONS

Date	Rev	Comments
13/02/25	00	Original Date
05-02-26	01	Updated
	--	
	--	

Drawn By: Tony Mamouris
TCT 0073894

Checked By: Lisa Murphy
TCT 0043707

WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
NEW SOUTH WALES

3.5 WOLLONGONG – Multiple Streets – Ward 2 – Wollongong Electorate – Run Wollongong/ Triathlon Wollongong

BACKGROUND

Run Wollongong – Saturday 18 April 2026

The Run Wollongong running festival consists of 5 run distances (42.2km, 21.1km, 10km, 5km and 2km), which start on Marine Dr and run toward Towradgi and finish in Lang Park. Runners commence on Cliff Road then join the shared cycleway behind North Wollongong SLSC then head north beyond Puckeys Estate to join the northern cycleway/footpath. Each event distance has varying turn around points, with runs returning via the Blue Mile, footpath around Flagstaff Hill and back into Lang Park.

The event is a similar arrangement to the 2025 event with the exception of the road closure at the Harbour Street and Crown Street intersection. Past years have had a road closure at Parkside Avenue with bus stops being relocated to Harbour Street to reduce bus operator impacts. Council have not been notified (at the time of writing) as to whether the current plan appropriately accommodates bus operations. A condition has been placed on the Event to ensure this happens. Road closures will be in place for the duration of the run with TGS and TMP submitted.

Triathlon Wollongong – Sunday 19 April 2026

Triathlon Wollongong is being held for the 15th year. The Triathlon event has four different race distances for athletes to choose from allowing a wide range of ages and abilities to take part, ranging from Standard, Sprint, Super Sprint, Aquabike and Tri Kidz.

All swim legs will be held within Wollongong Harbour/foreshore and monitored by the Local Wollongong Surf Club. The cycle will start on Cliff Rd as athletes make their way on the road out to the bike turn around point at the Towradgi Rd Intersection. All races will make a U-turn on Pioneer Rd prior to the Towradgi Rd intersection. The Standard distance will complete 4 laps of this course (40km), the Sprint distance will complete 2 laps (20km) and the Try-a-Tri/Super Sprint races will complete 1 lap of this course (10km).

The final part of the race is the run. All runs will utilise the footpath around Endeavour Dr, past the lighthouse and behind the City Beach SLSC with each run having a turn point along the Marine Dr footpath before returning to the finish line to complete the race. Road closures will be in place for the duration of our cycle legs with TGS and TMP submitted.

It is estimated that there will be 3000 participants for the runs on Saturday and approximation 1800 for the triathlons on Sunday.

CONSULTATION

- The Event Organiser (Elite Energy) has had consultation with the following key stakeholders prior to Local Transport Forum meetings:
    - NSW Police
      Commenced on 10th November 2025 and consultation continues. Stakeholder meeting was held on 12th February 2026, Police were in attendance and have direct contact with event organiser
    - Residents & Businesses
      Resident Road Closure letter box drop notification due to be sent w/c 29th March (3 weeks prior to event). Fishing Harbour businesses have been contacted – noting that conversations are occurring between Aquilla Fishing Charters and event organisers to arrange access for key Aquilla vehicles at specific times.
    - Local bus operators
      2x emails have been sent, late 2025 and early 2026. No response has been provided but the event organiser will continue to contact to discuss changes to buses. Current conversations are on access to Crown St bus stop. Regular contact with TfNSW and event organisers to discuss bus routes. These conversations are ongoing and will continue into March.
    - Transport for NSW
      ROL submitted. ROL Saturday – 2611624, ROL Sunday – 2611626.
    - Wollongong City Council
      Wollongong City Council Transport Team and Events Team

PROPOSAL

The proposed road closures be approved subject to:

1. Council's Standard Conditions for Road Closures.
2. The event organiser consulting with affected businesses and residents prior to the event. As the road closure is placed at the intersection of Crown St/Harbour Street which is different to last year, residents of Parkside Avenue

must be consulted with at least 14 days prior to the event notifying of access and egress to their properties. Where possible, resident access must be permitted.

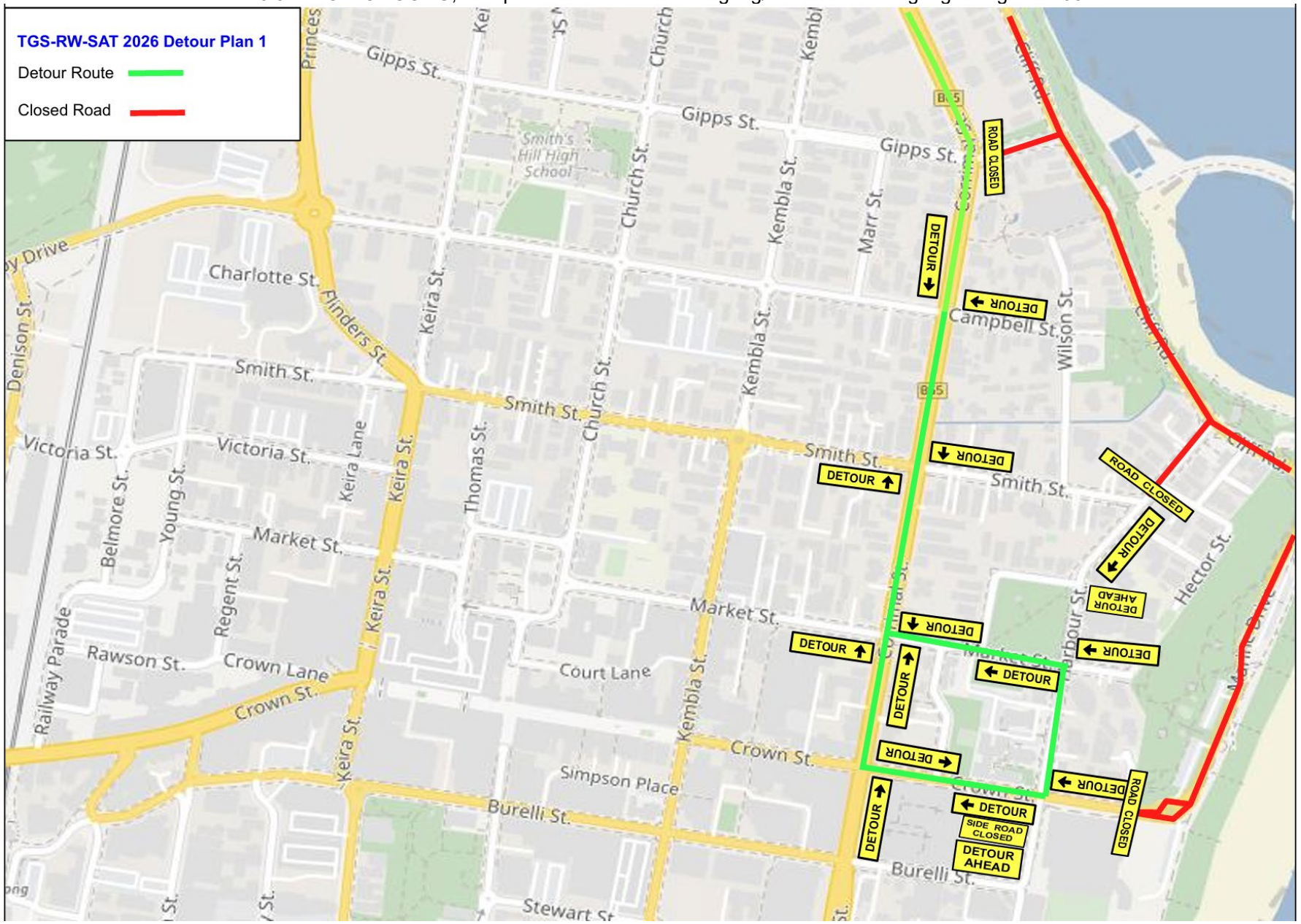
3. The Event Organiser ensuring ROLs are obtained and approved prior to the event taking place.
4. Approval from the TfNSW (Transport for NSW) Harbour Master and MIDO regarding the use of the harbour and approval from authorities where relevant.
5. The Event Organiser consulting with all sites where construction activity is taking place during the closures. This is to ensure construction activities are aware of, and can plan around, road closures/impacts.
6. Consultation with bus operators and TfNSW regarding impacts to bus operations. Should on-street parking be impacted to further accommodate bus operations (like in previous years), the applicant must seek additional Council 'support' for this taking place.
7. All regulatory signage installed for the event complying with Australian Standards and Transport for NSW sign guidelines. The use of paper, plastic, or other non-compliant materials is strictly prohibited. Event Organisers are responsible for ensuring that all signage used is to meet Australian Standards - meaning it is durable, clearly legible, and enforceable under NSW Road Rules.
8. Event Organisers being accountable for the correct installation of all signage prior to the event and must ensure that, upon conclusion of the event, all signs are reinstated to their original position and condition - or improved.
9. Support from NSW Police regarding Hostile Vehicle Mitigation (HVM) measures.
10. Event marshals being located throughout both events including at key locations such as the Blue Mile, Marine Drive and Endeavor Drive. There are narrow points and heavily pedestrianised areas of the blue mile which require marshals to reduce the risk to the public and competitors.
11. Event Organiser ensuring times on the TGS plans and TMP are consistent. These must also be consistent with the information provided to the community regarding specific closure times.
12. Saturday Event: Consider improvements to the current plan to manage the transition runners from Cliff Road (outside Novotel) to the shared path. The movements of cyclist and pedestrians should be controlled on the shared path near "Diggies Café" to prevent possible interactions occurring.
13. Saturday Event: Along the Blue Mile provide delineation cones along the run course to separate event runners, cyclists and pedestrians.

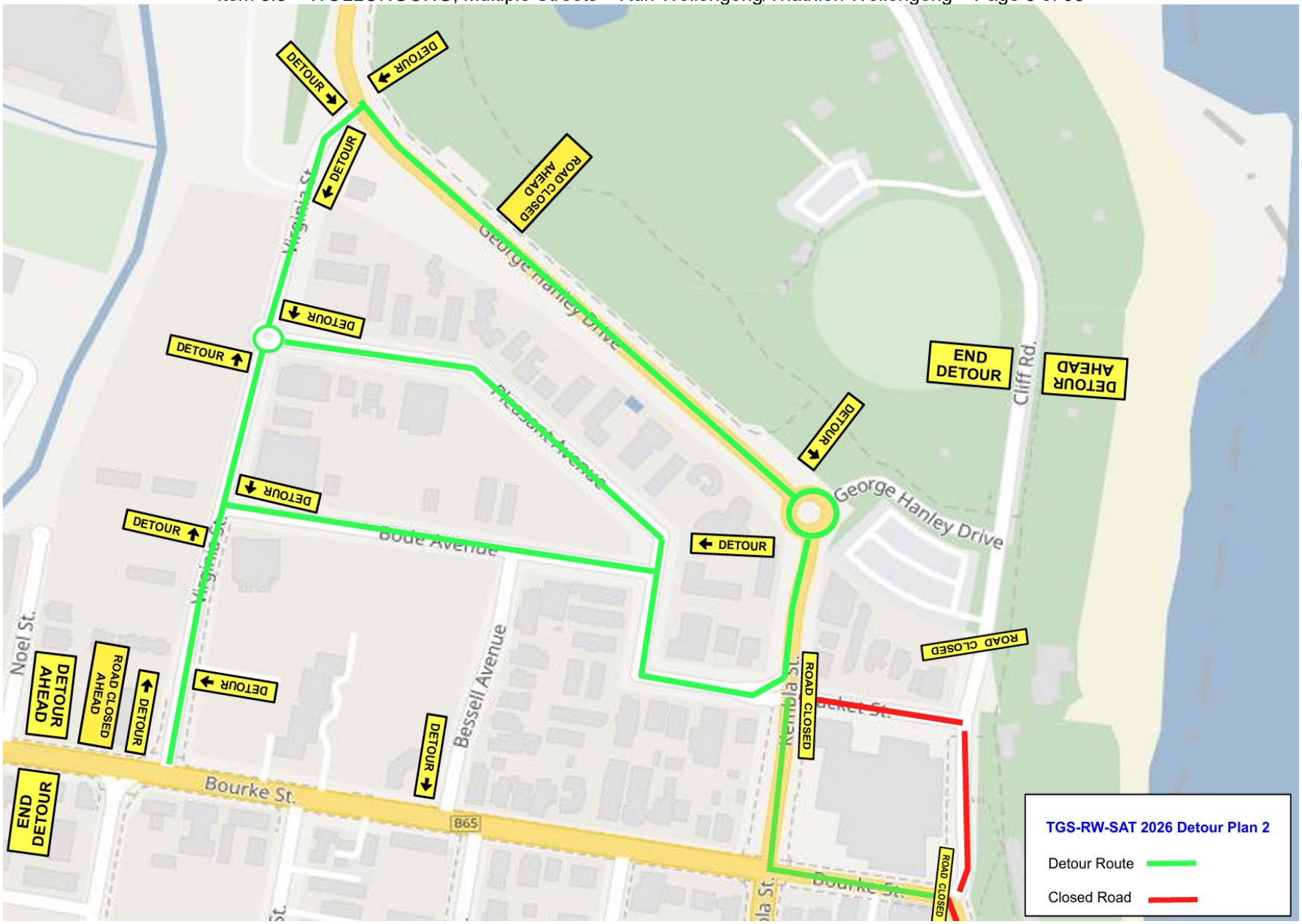
RUN WOLLONGONG

Traffic Guidance Scheme

TGS-RW-SAT-2026 (Plans 1 - 12)
VERSION 2

Saturday 18th April, 2026


TGS-RW-SAT 2026 Detour Plan 1
Detour Route
Closed Road
Gipps St.
Smith's Hill High School
Church St.
Kembla St.
Marr St.
Charlotte St.
Flinders St.
Keira St.
Denison St.
Smith St.
Victoria St.
Belmore St.
Young St.
Keira Lane
Thomas St.
Market St.
Regent St.
Railway Parade
Rawson St.
Crown Lane
Crown St.
Court Lane
Simpson Place
Burelli St.
Stewart St.
Campbell St.
Wilson St.
Harbour St.
Hector St.
Marine Drive
ROAD CLOSED
DETOUR
DETOUR AHEAD
SIDE ROAD CLOSED

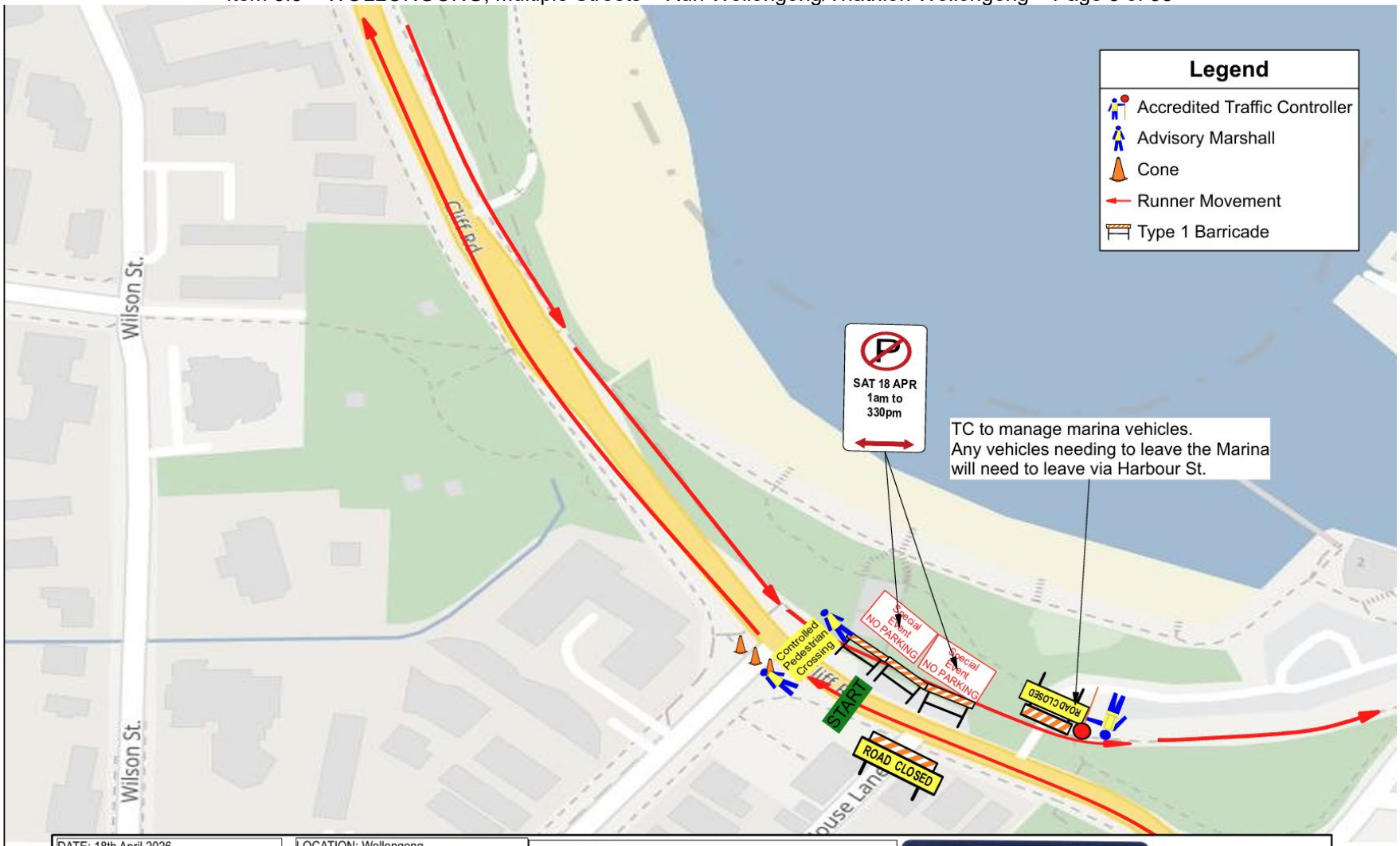

DETOUR
DETOUR
DETOUR
ROAD CLOSED AHEAD
DETOUR
DETOUR
DETOUR
DETOUR
DETOUR
DETOUR
END DETOUR
DETOUR AHEAD
ROAD CLOSED
ROAD CLOSED
ROAD CLOSED
DETOUR AHEAD
ROAD CLOSED AHEAD
DETOUR
DETOUR
DETOUR
END DETOUR
George Hanley Drive
Cliff Rd.
Pleasant Avenue
Boode Avenue
Bessell Avenue
Noel St.
Bourke St.
B65
TGS-RW-SAT 2026 Detour Plan 2
Detour Route
Closed Road

DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Parking signs to be in place from 30th March 2026 Plan in place from 1.00am to 12pm Saturday 18th April 2026 84 Cliff Rd parking area closed from 12am Saturday 18th April 2026
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Parking	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of Issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

N

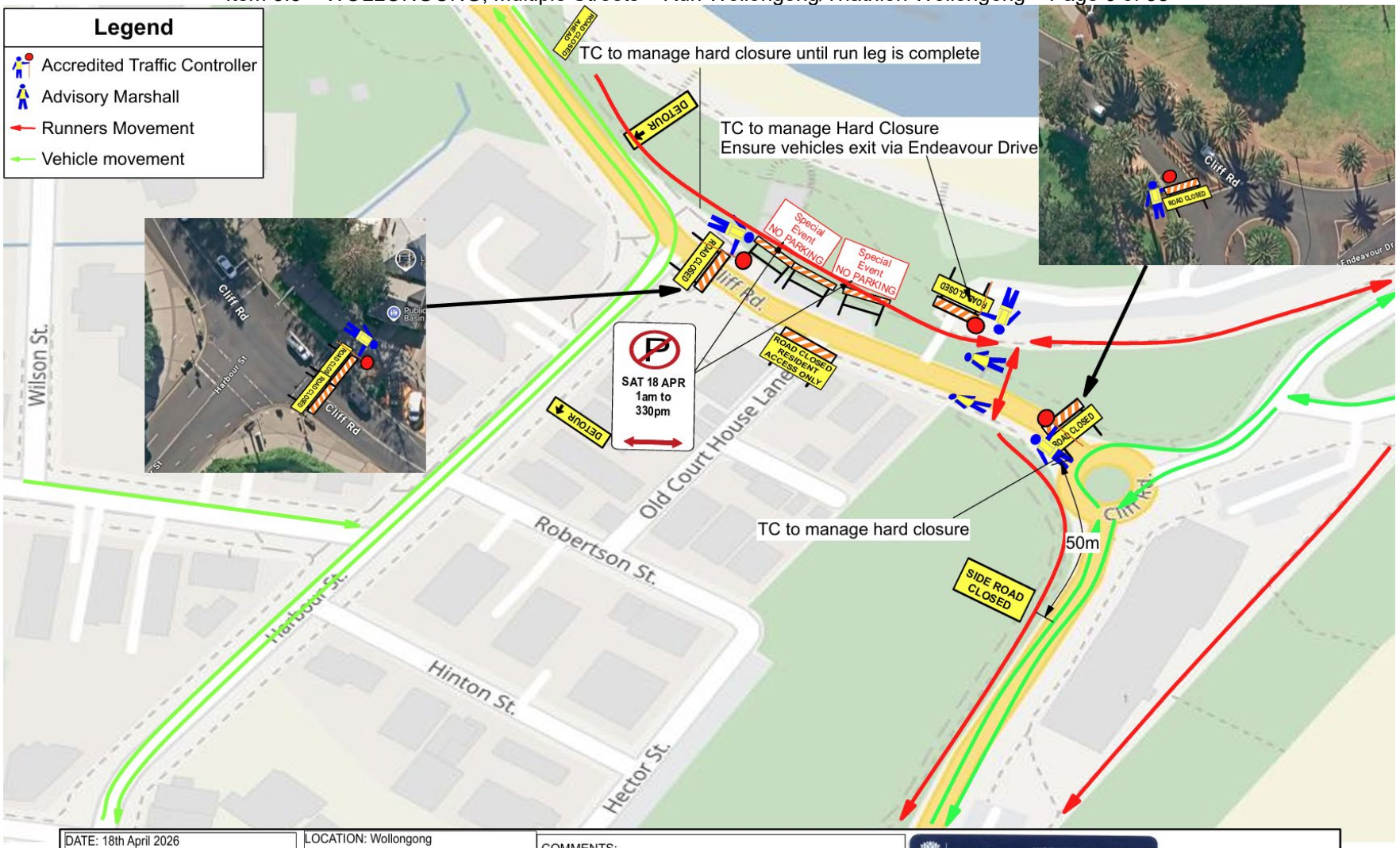


DATE: 18th April 2026	LOCATION: Wollongong
ROAD TYPE: 2L,2W	CLIENT: Elite Energy
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event
TGS NUMBER: TGS-RW-SAT-2026 Plan 1	SCOPE OF WORKS: Running
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785

COMMENTS:
Parking signs to be in place from 30th March 2026
Plan in place from 530am to 12pm Saturday 18th April 2026
Start line to be used for all distances
Marshalls to assist at Controlled Pedestrian Crossing

84 Cliff Rd parking area closed from 1am Saturday 18th April 2026

elitenergy
MAKING EVENTS MEMORABLE



DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Plan in place from 12pm to 330pm Saturday 18th April 2026
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 1a	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of Issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitsenergy
MAKING EVENTS MEMORABLE

N

DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Plan in place from 530am to 12pm Saturday 18th April 2026
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 2	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	

elitsenergy
MAKING EVENTS MEMORABLE

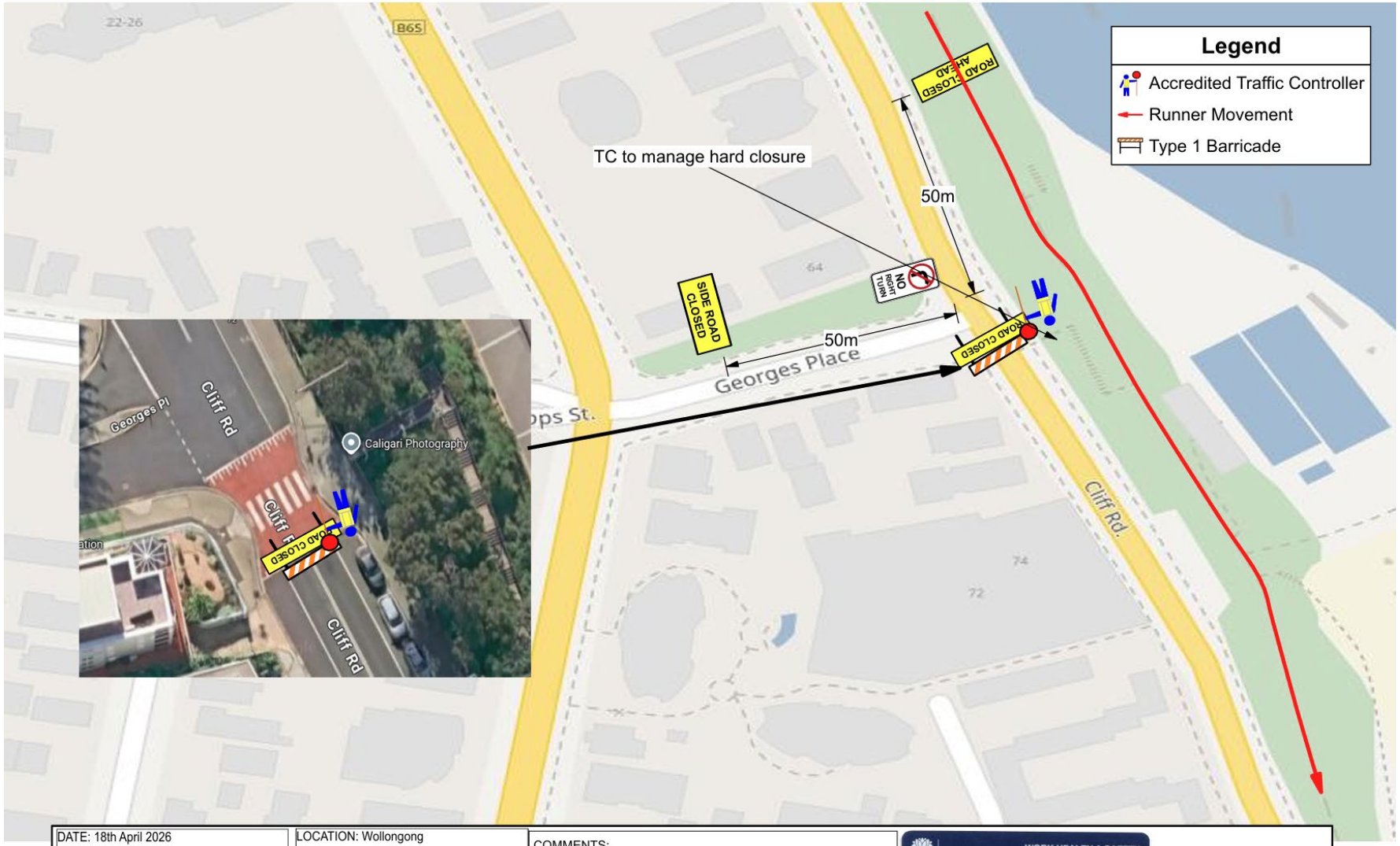
N

DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Plan in place from 530am to 12pm Saturday 18th April 2026
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 3	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

N

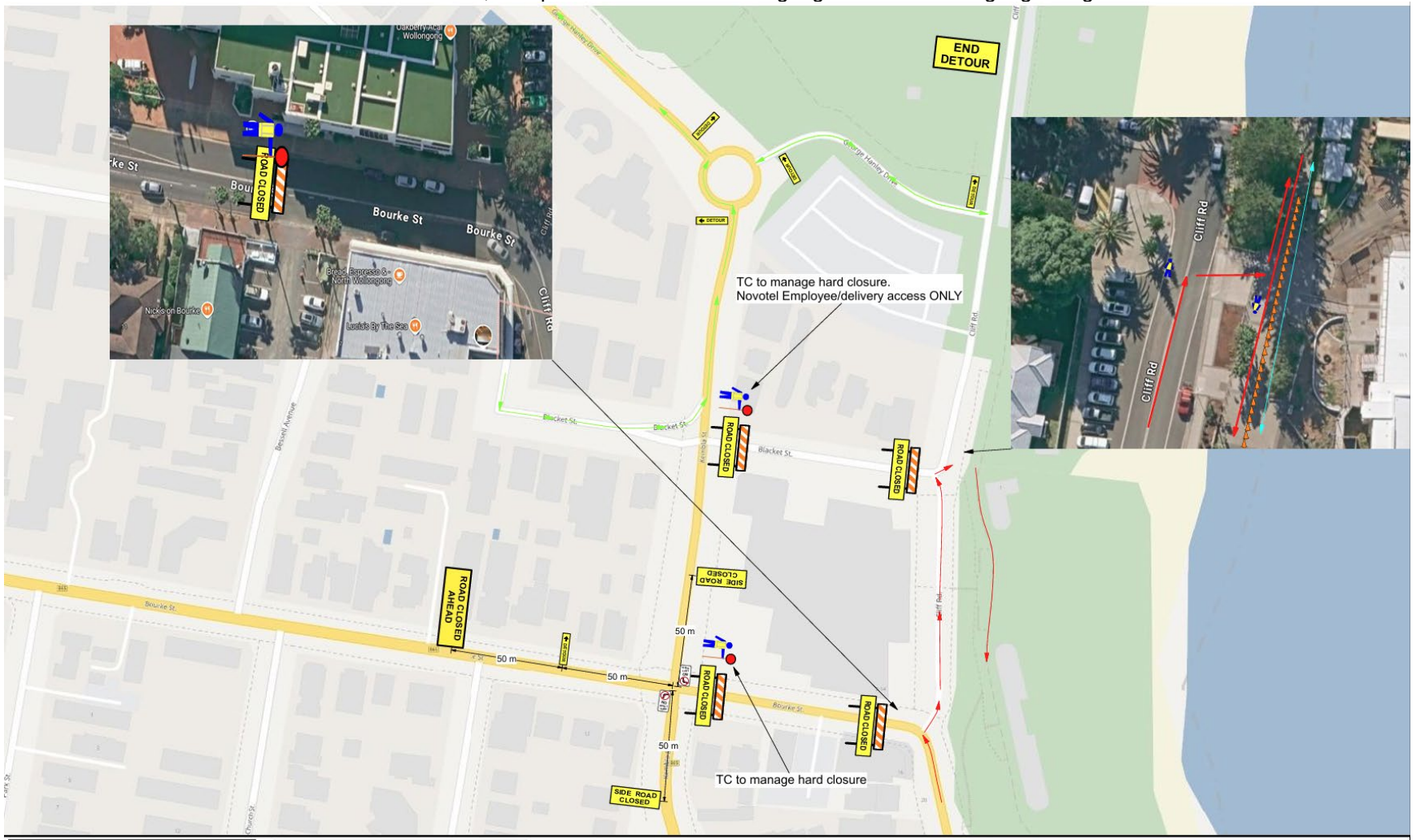


DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Plan in place from 11am to 12.00pm Saturday 18th April 2026 for the 2km Race ONLY
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 3a	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

N

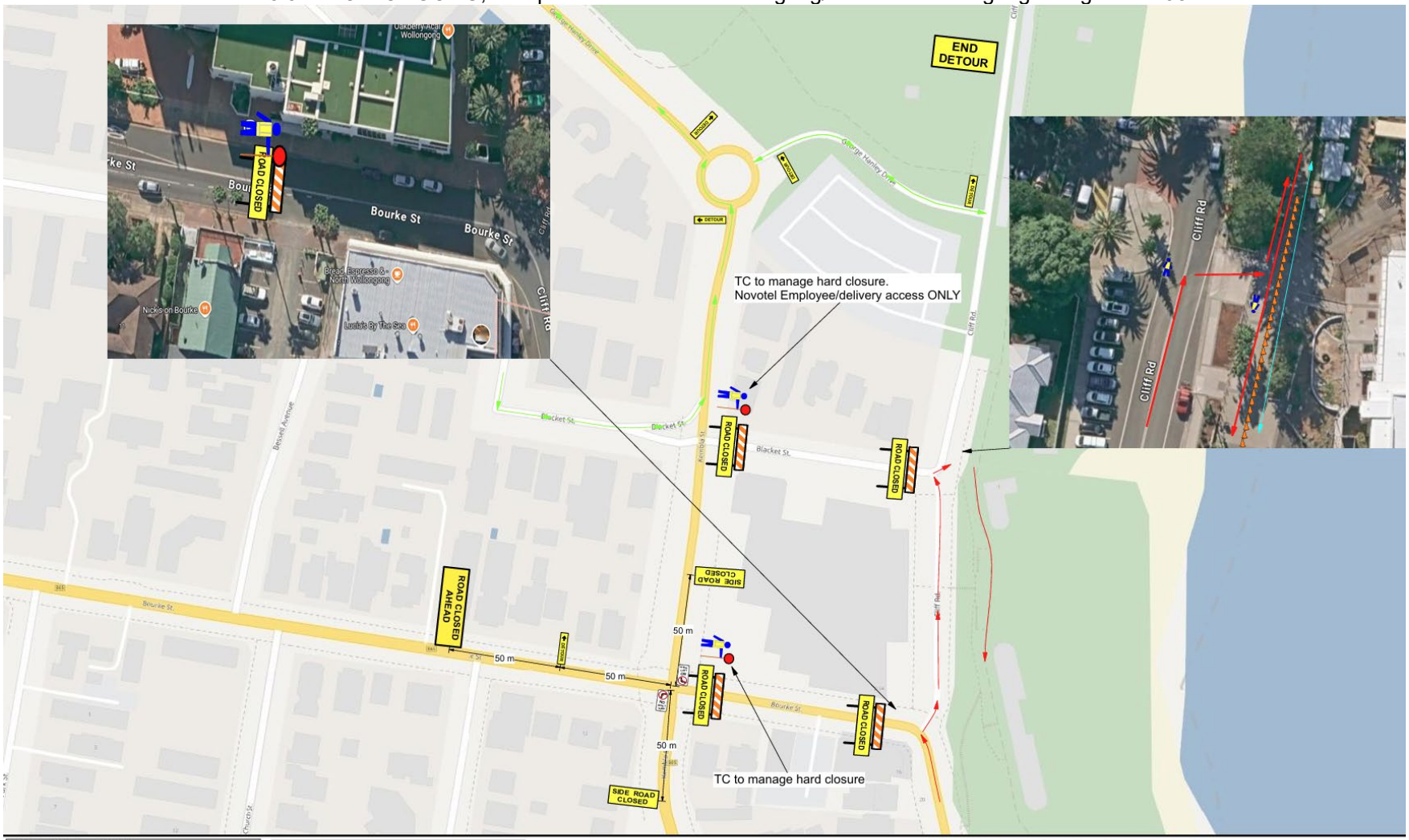


DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Plan in place from 530am to 945am Saturday 18th April 2026 Return runners and 42.2km second lap will be using the Blue Mile ONLY.
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 4	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of Issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

N

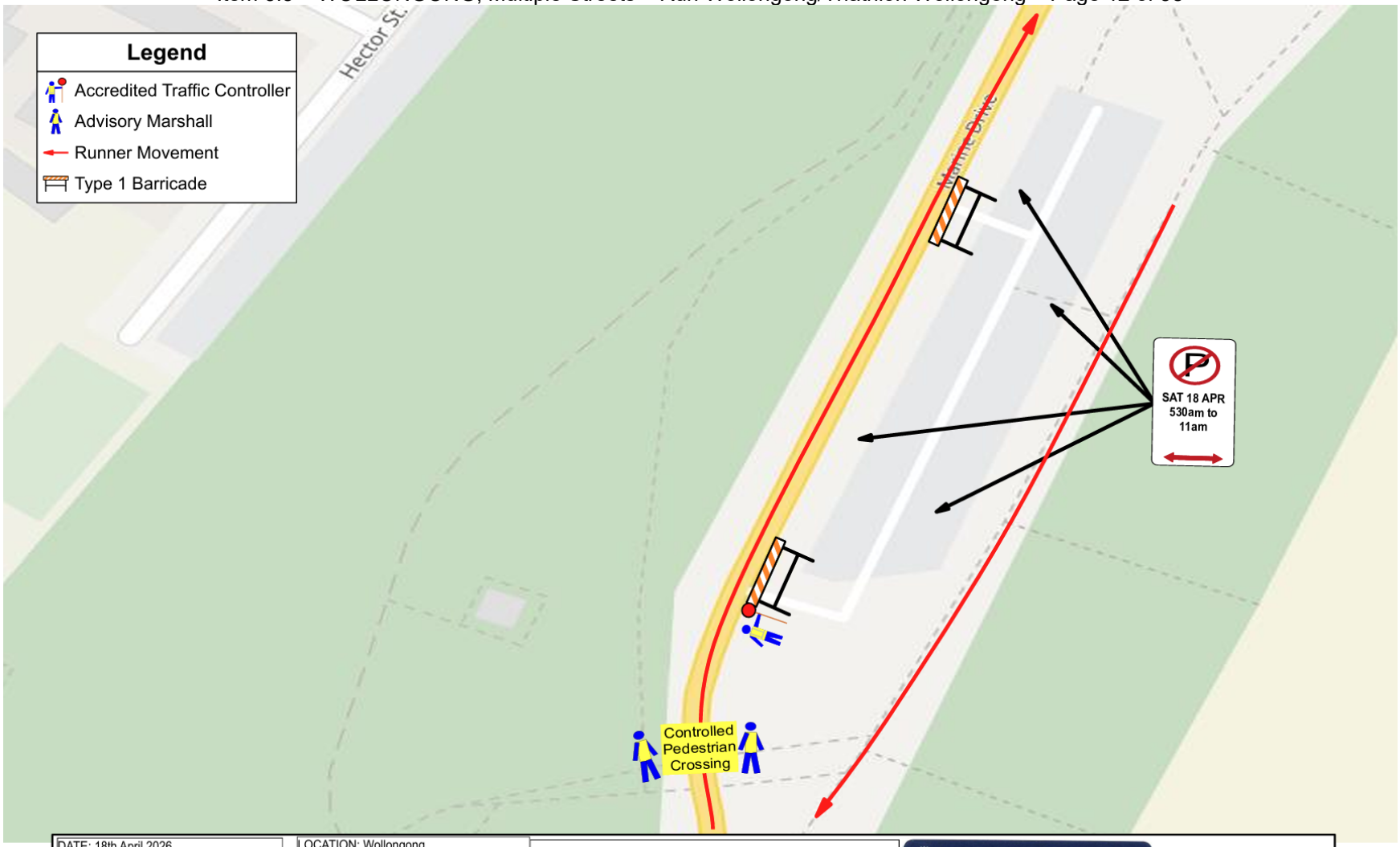


DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS:
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	Plan in place from 9.45am to 11.00am Saturday 18th April 2026
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	This plan in place for the 5km distance ONLY
TGS NUMBER: TGS-RW-SAT-2026 Plan 4a	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	

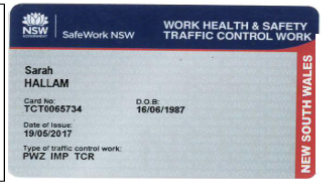
NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of Issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

N



DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Parking signs to be in place from 30th March 2026 Marshalls to assist at Pedestrian Crossing ONLY TC to manage Carpark Exit from 530am to 11am
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 5	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	



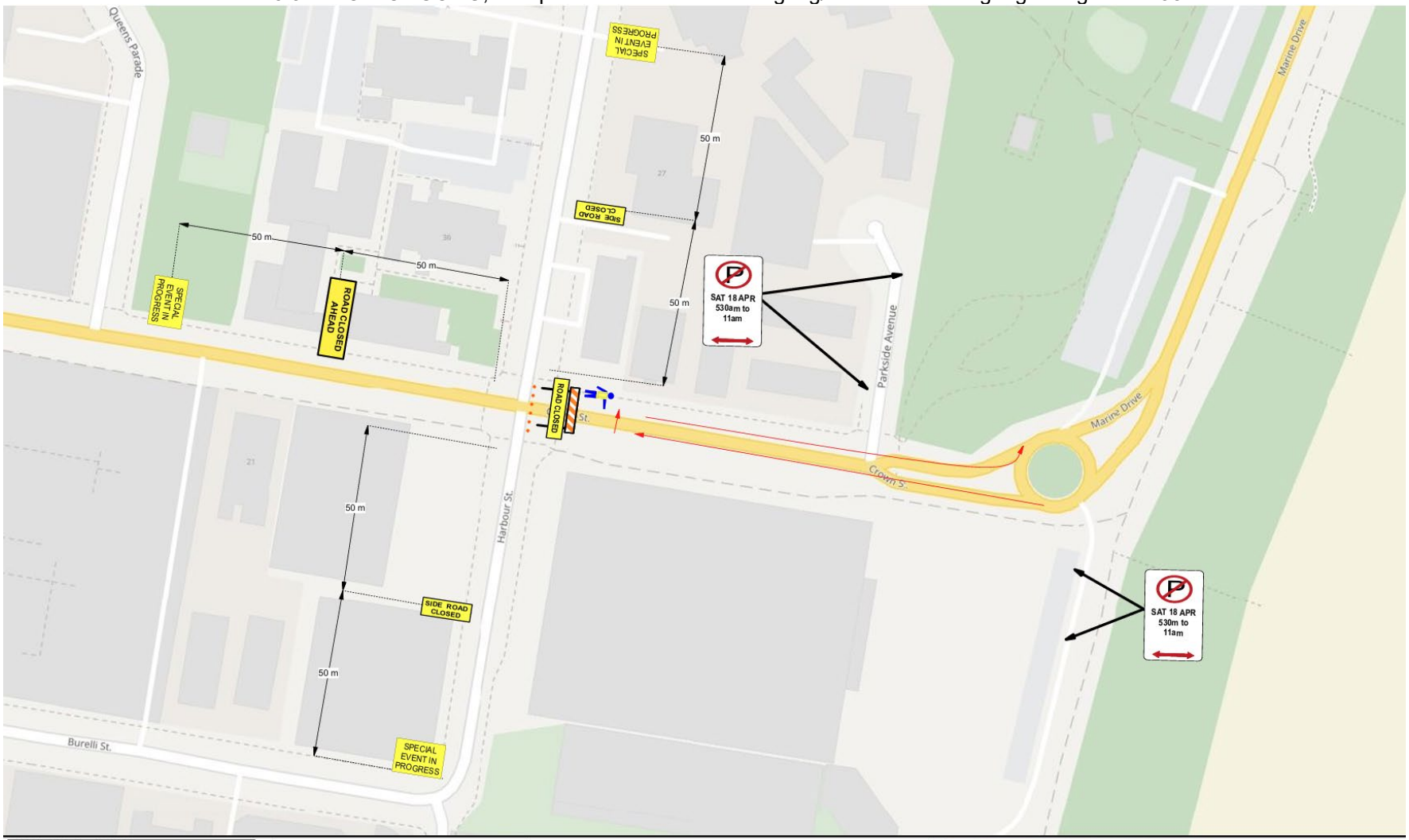
elitenergy
MAKING EVENTS MEMORABLE

N

DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Parking signs to be in place from 30th March 2026
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 6	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	

elitenergy
MAKING EVENTS MEMORABLE

N

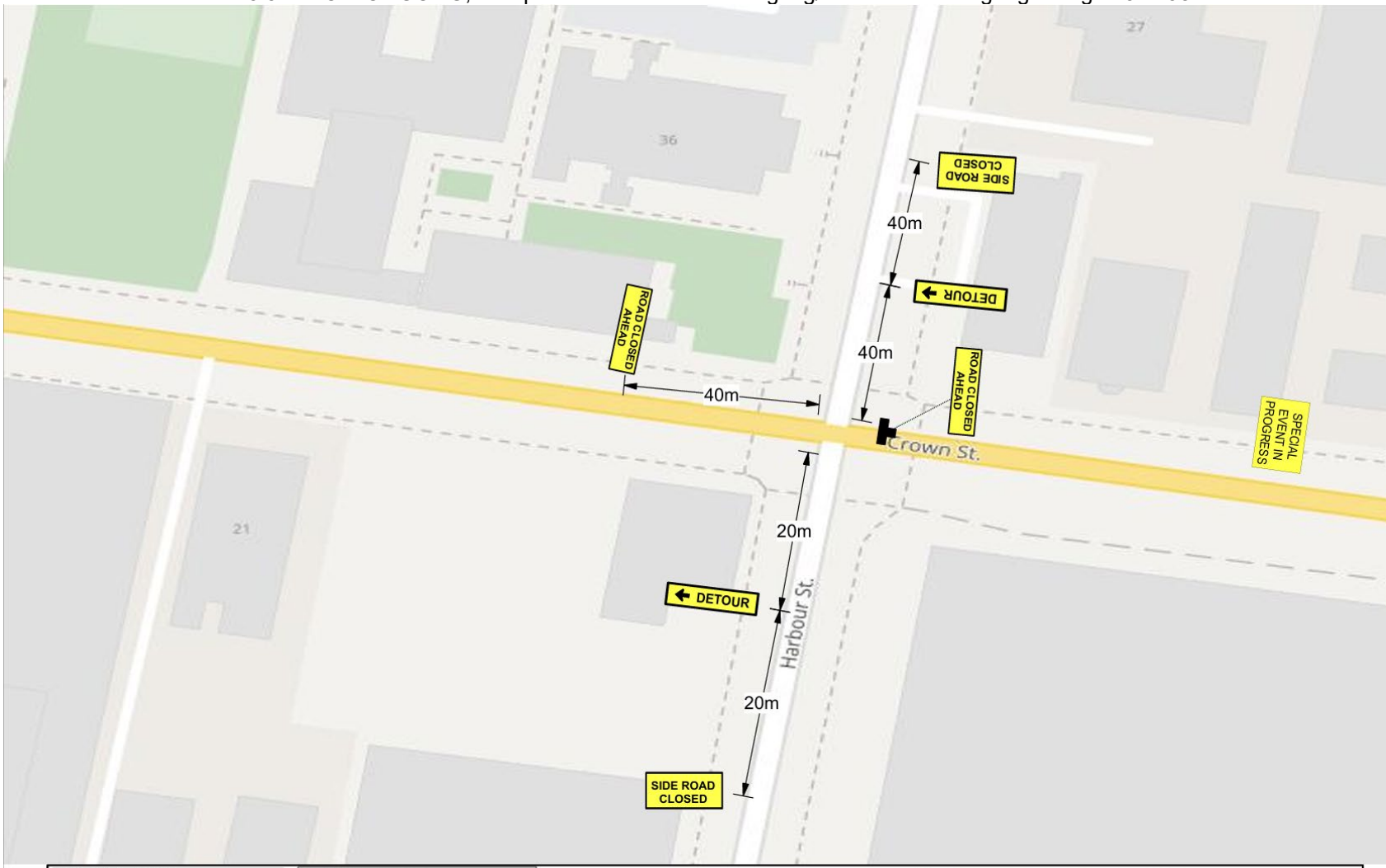


DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS:
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	Parking signs to be in place from 30th March 2026
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	This plan for the 5km run ONLY
TGS NUMBER: TGS-RW-SAT-2026 Plan 7	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734	
	APPROVED BY: Troy Stanton TCT0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

N



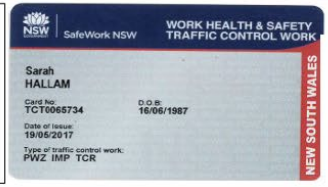
DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Road closed from 530am - 11am Saturday 18th April 2026
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 8	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

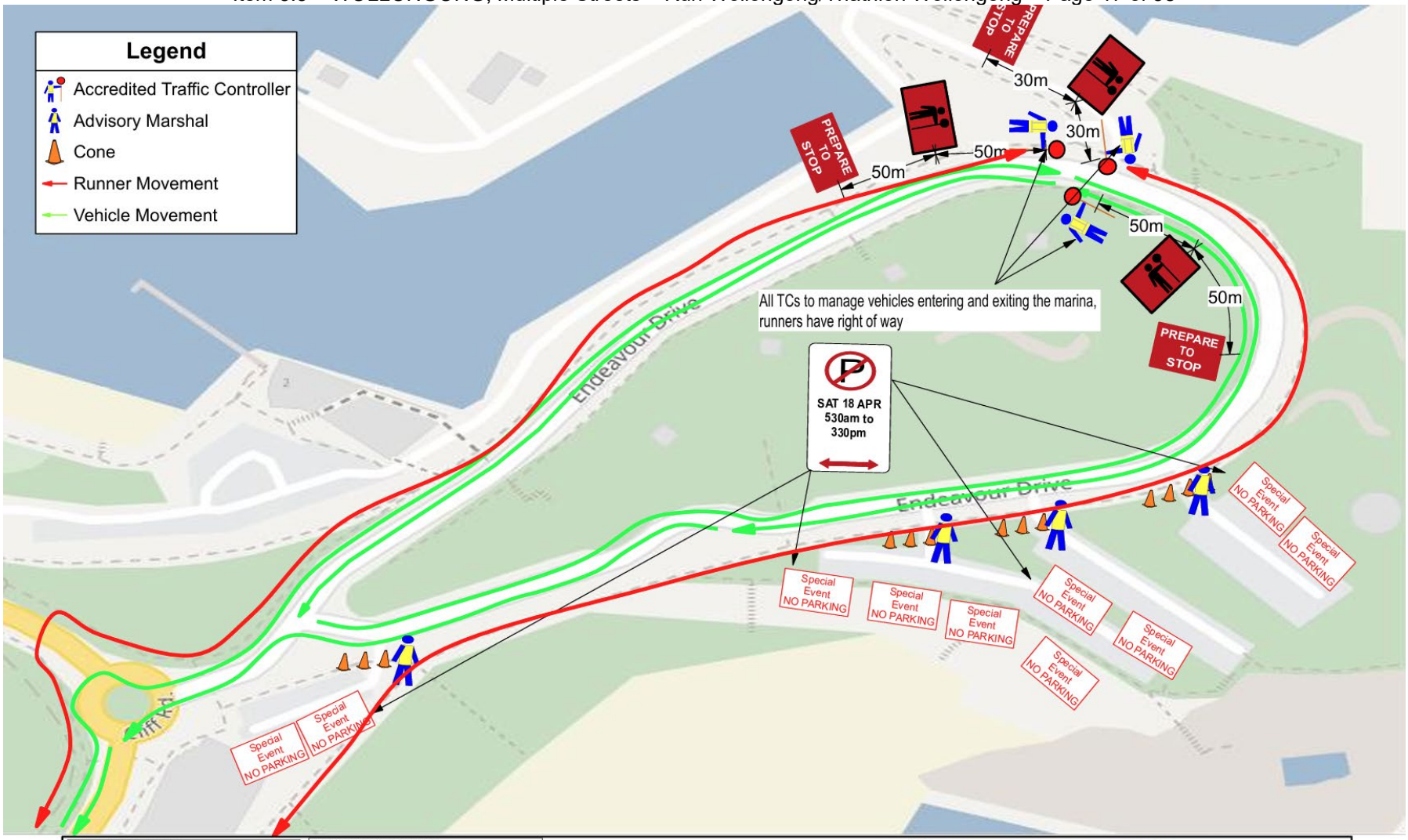
N

DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: This plan in place from 530am - 11am Saturday 18th April 2026 Parking signs to be in place from 30th March 2026 This plan in place for the 5K run ONLY
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 9	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	



elitenergy
MAKING EVENTS MEMORABLE

N

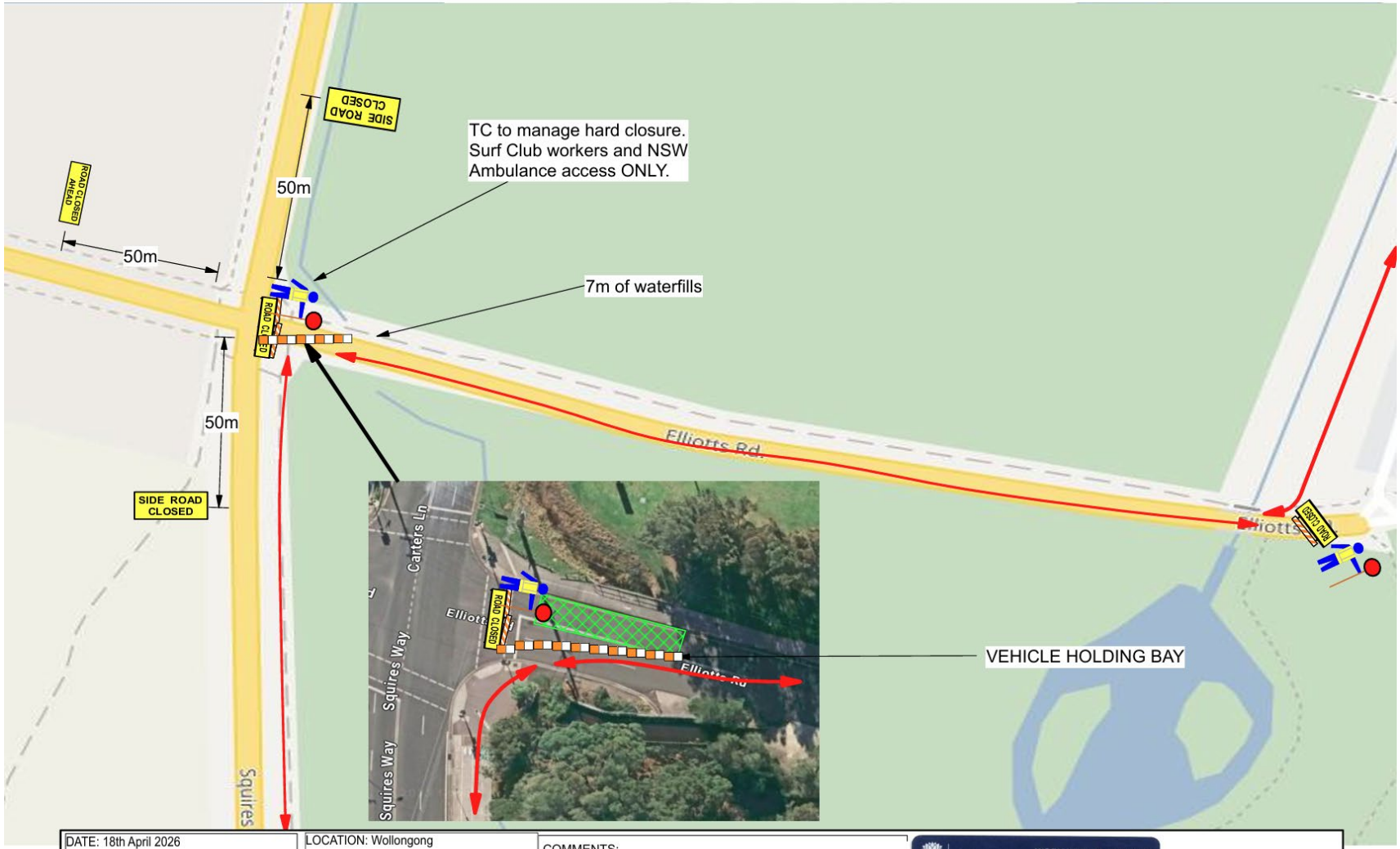


DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: This plan in place from 11am - 330pm Saturday 18th April 2026 Parking signs to be in place from 30th March 2026
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 9a	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

eliteenergy
MAKING EVENTS MEMORABLE

N



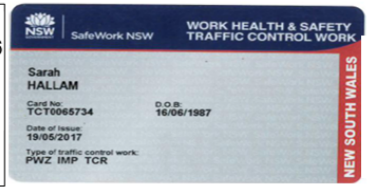
DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: This plan in place from 630am - 3pm Saturday 18th April 2026 Surf Club workers and NSW Ambulance access will be maintained Vehicle holding bay to be in place from 630am to eliminate vehicles blocking intersection.
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 10	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

N

DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS:
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	This plan in place from 700am - 2pm Saturday 18th April 2026
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	This plan for the 21.1km and 42.2km ONLY
TGS NUMBER: TGS-RW-SAT-2026 Plan 11	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT0074785	



elitenergy
MAKING EVENTS MEMORABLE

N

DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS:
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	This plan in place from 800am - 2pm Saturday 18th April 2026
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	This plan for the 42.2km ONLY
TGS NUMBER: TGS-RW-SAT-2026 Plan 12	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734	
	APPROVED BY: Troy Stanton TCT0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of Issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

N

TRIATHLON WOLLONGONG

Sunday 19th April 2026

VERSION 2

TGS-TW-SUN-2026 (Plans 1 - 17)

DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Plan in place from 7.00am to 1pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	84 Cliff Rd parking area closed from 1am Sunday 19th April 2026
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	Marshalls to assist at Controlled Pedestrian Crossing
TGS NUMBER: TGS-TW-SUN-2026 Plan 1	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

elitsenergy
MAKING EVENTS MEMORABLE

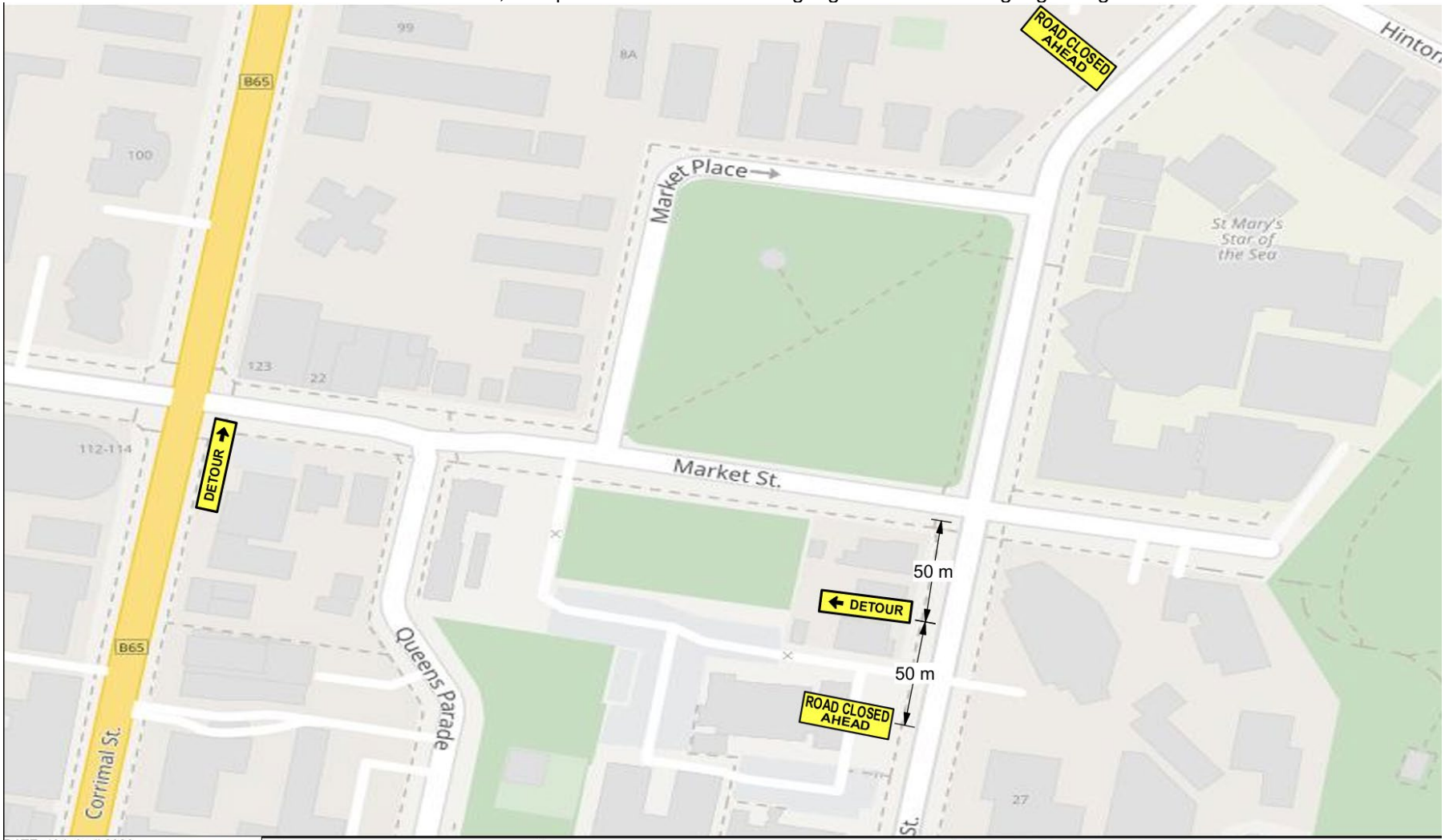
N

DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS:
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	Plan in place from once all bike riders are off the course from approx 1pm. to 2pm
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	Police to move from Bourke St/ Kembla St intersection at this time
TGS NUMBER: TGS-TW-SUN-2026 Plan 2	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	84 Cliff Rd parking area closed from 1am Sunday 19th April 2026
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	Marshalls to assist at Controlled Pedestrian Crossing

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 18/06/1987
Date of issue: 19/06/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

N



DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Detour in place from 7.00am to 1.00pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 3	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Sarah HALLAM

Card No: TCT0065734 D.O.B: 16/06/1987

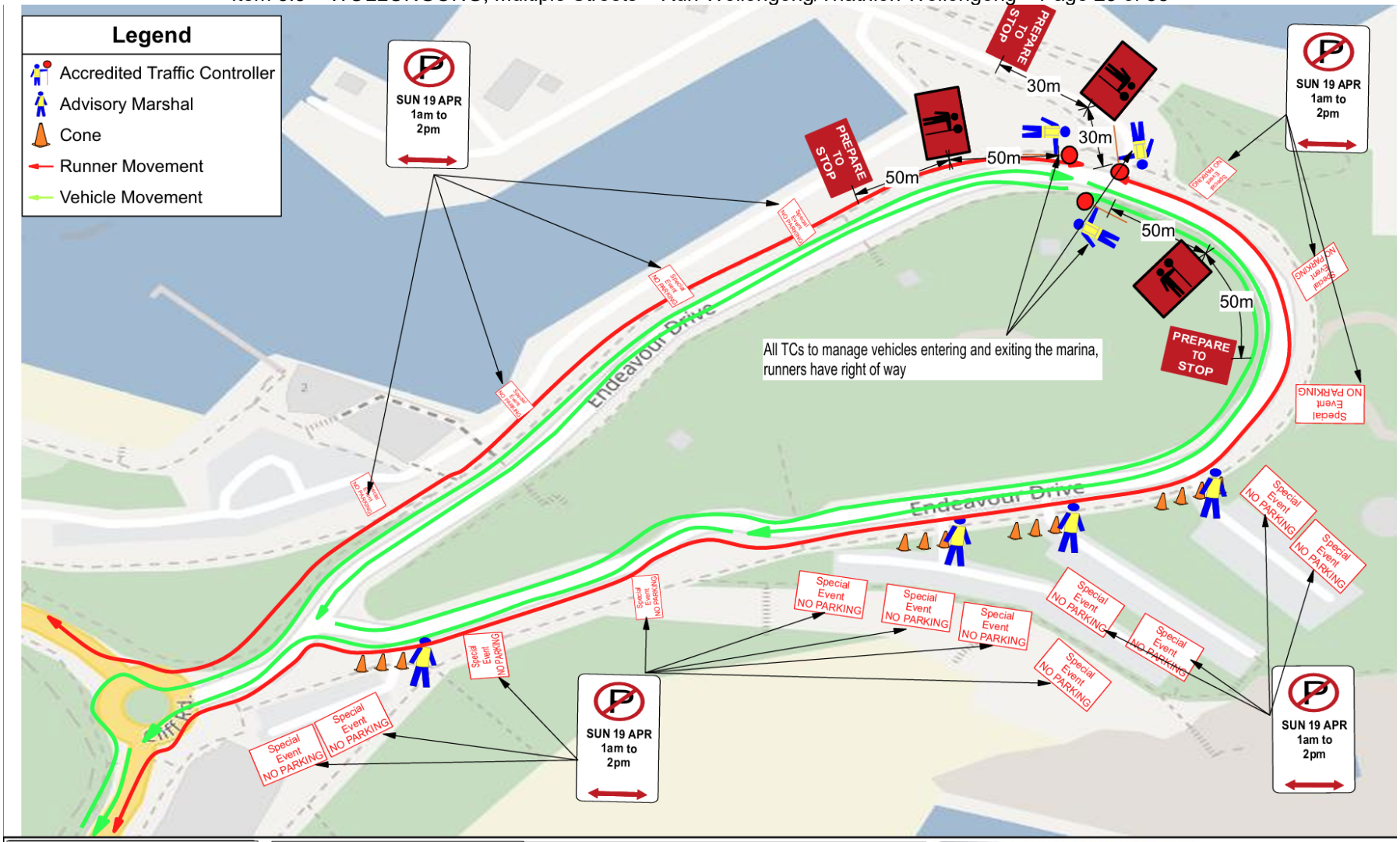
Date of issue: 19/05/2017

Type of traffic control work: PWZ IMP TCR

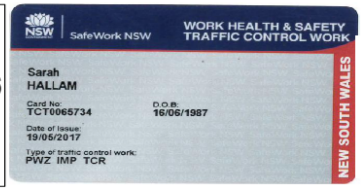
NEW SOUTH WALES

elitsenergy MAKING EVENTS MEMORABLE

N

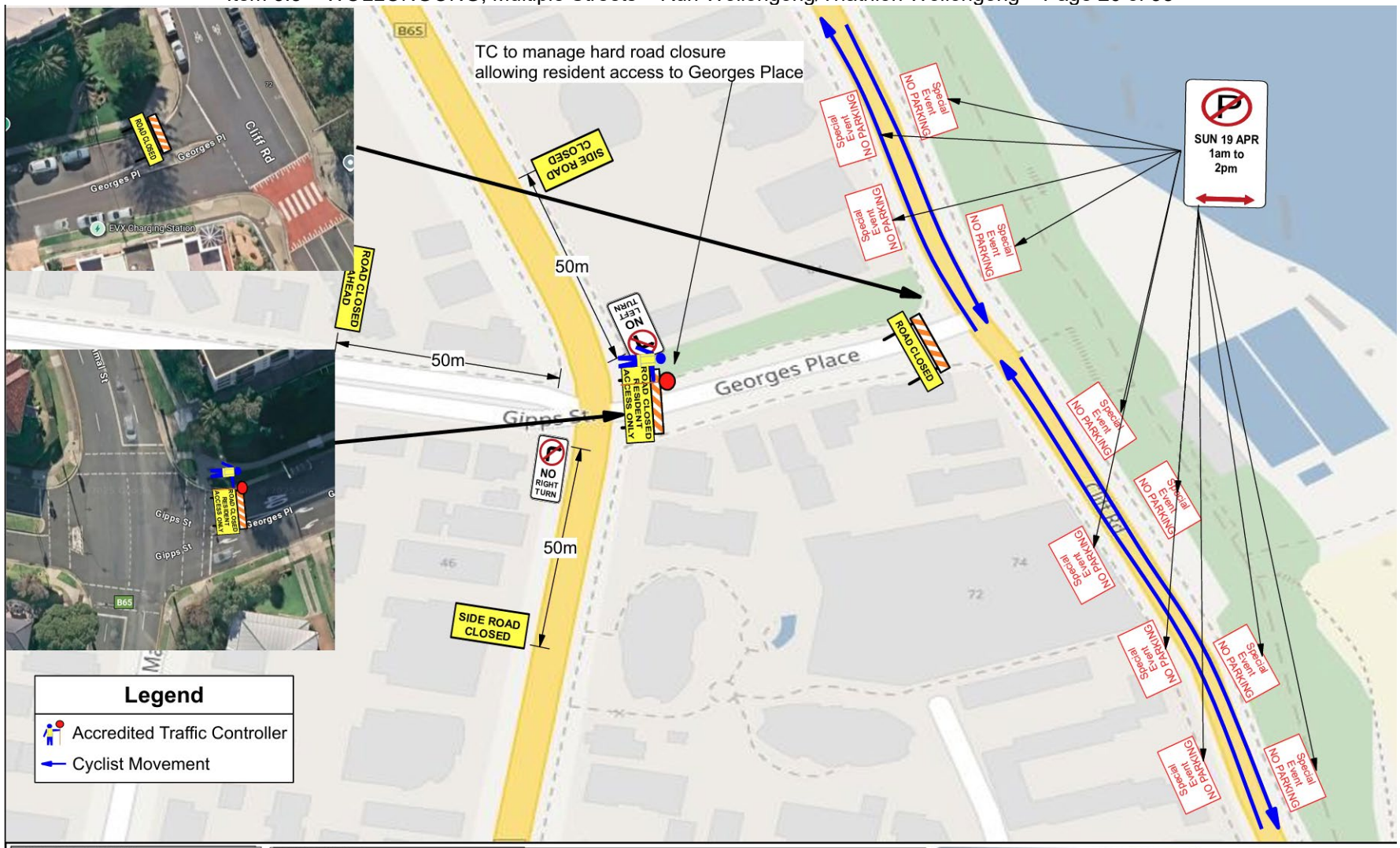


DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS:
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	Marshals to direct runners ONLY
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	Special Event No Parking Signs in place from 30th March 2026
TGS NUMBER: TGS-TW-SUN-2026 Plan 4	SCOPE OF WORKS: Triathlon	Carpark closed from 7.00am - 2pm
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	



elitenergy
MAKING EVENTS MEMORABLE

N



DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS:
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	Special Event No Parking to be in place from 30th March 2026
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	Road Closed from 7.00am to 1.00pm
TGS NUMBER: TGS-TW-SUN-2026 Plan 5	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

elitenergy
MAKING EVENTS MEMORABLE

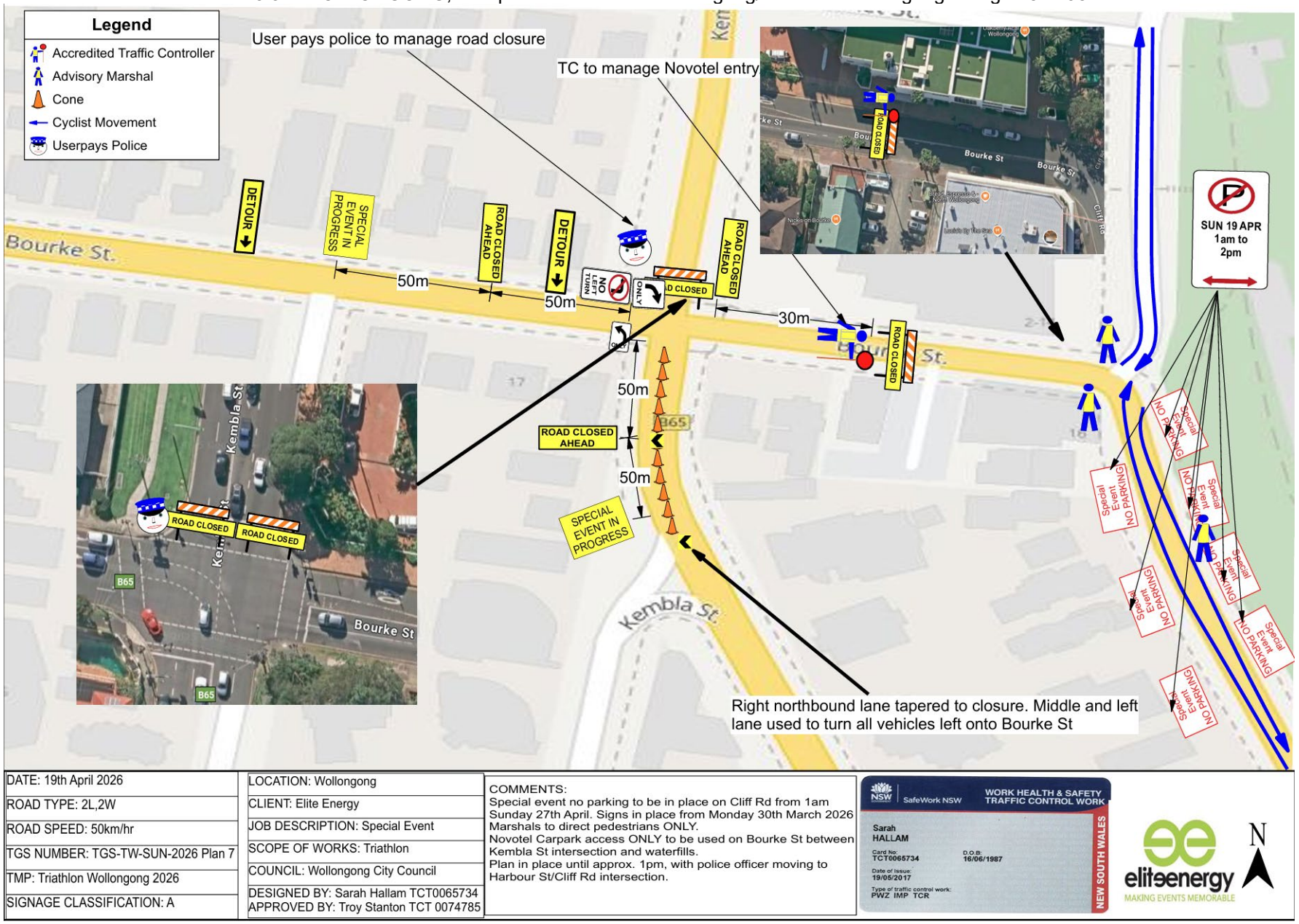
N

DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Resident, Skydive and Lagoon Access ONLY via Bessell Ave	
ROAD TYPE: 2L,2W	CLIENT: Elite Energy		
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event		
TGS NUMBER: TGS-TW-SUN-2026 Plan 6	SCOPE OF WORKS: Triathlon		
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council		
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785		

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy MAKING EVENTS MEMORABLE

N

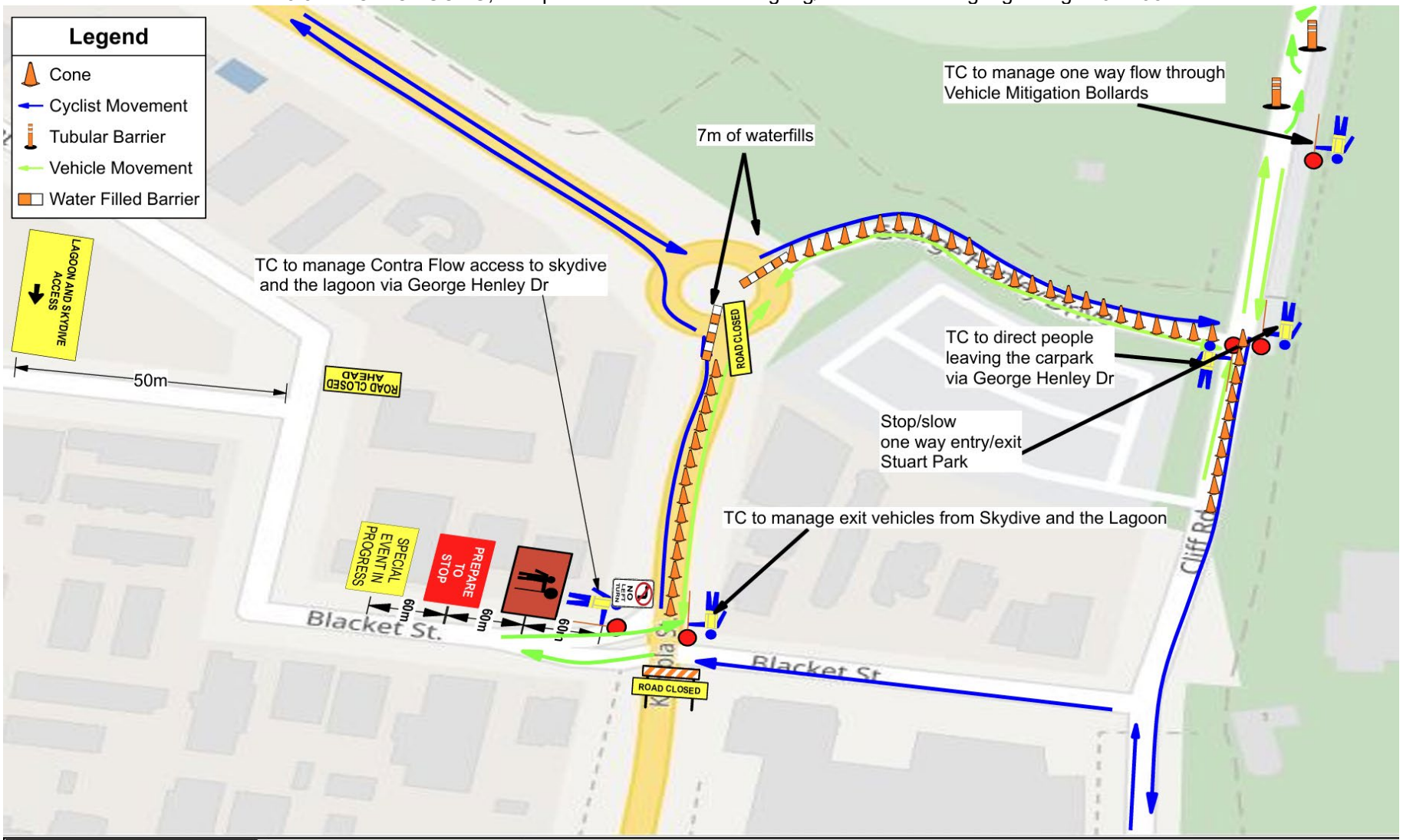


DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Special event no parking to be in place on Cliff Rd from 1am Sunday 27th April. Signs in place from Monday 30th March 2026 Marshals to direct pedestrians ONLY. Novotel Carpark access ONLY to be used on Bourke St between Kembla St intersection and waterfills. Plan in place until approx. 1pm, with police officer moving to Harbour St/Cliff Rd intersection.
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 7	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of Issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

N

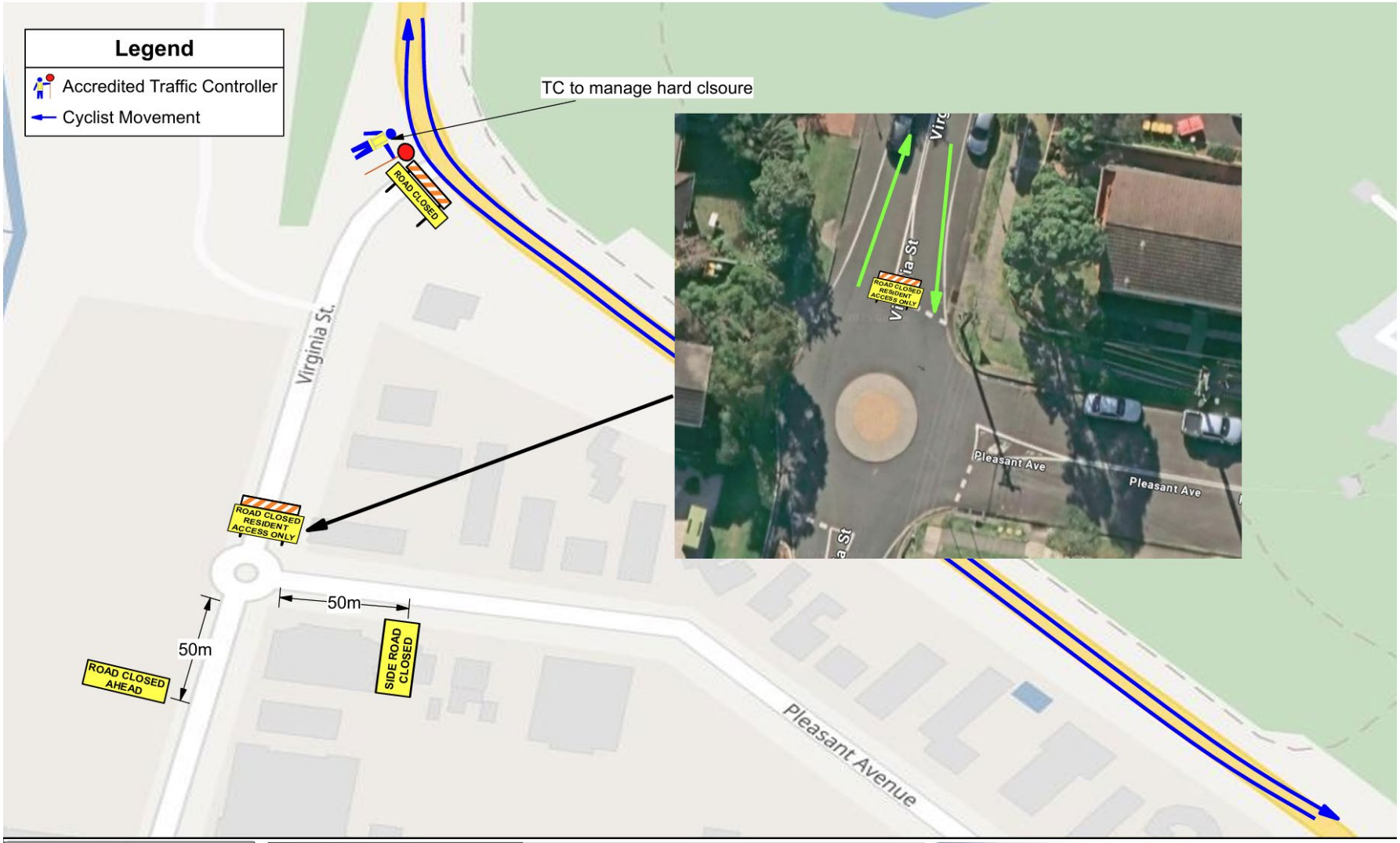


DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road closures in place from 7.00am to 1.00pm Contra flow for access to Skydive and the Lagoon between Blacket St and George Henley Dr when safe to do so	
ROAD TYPE: 2L,2W	CLIENT: Elite Energy		
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event		
TGS NUMBER: TGS-TW-SUN-2026 Plan 8	SCOPE OF WORKS: Triathlon		
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council		
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785		

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

wollongong
city of innovation



DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road closures in place from 7.00am to 1.00pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 9	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

elitenergy
MAKING EVENTS MEMORABLE

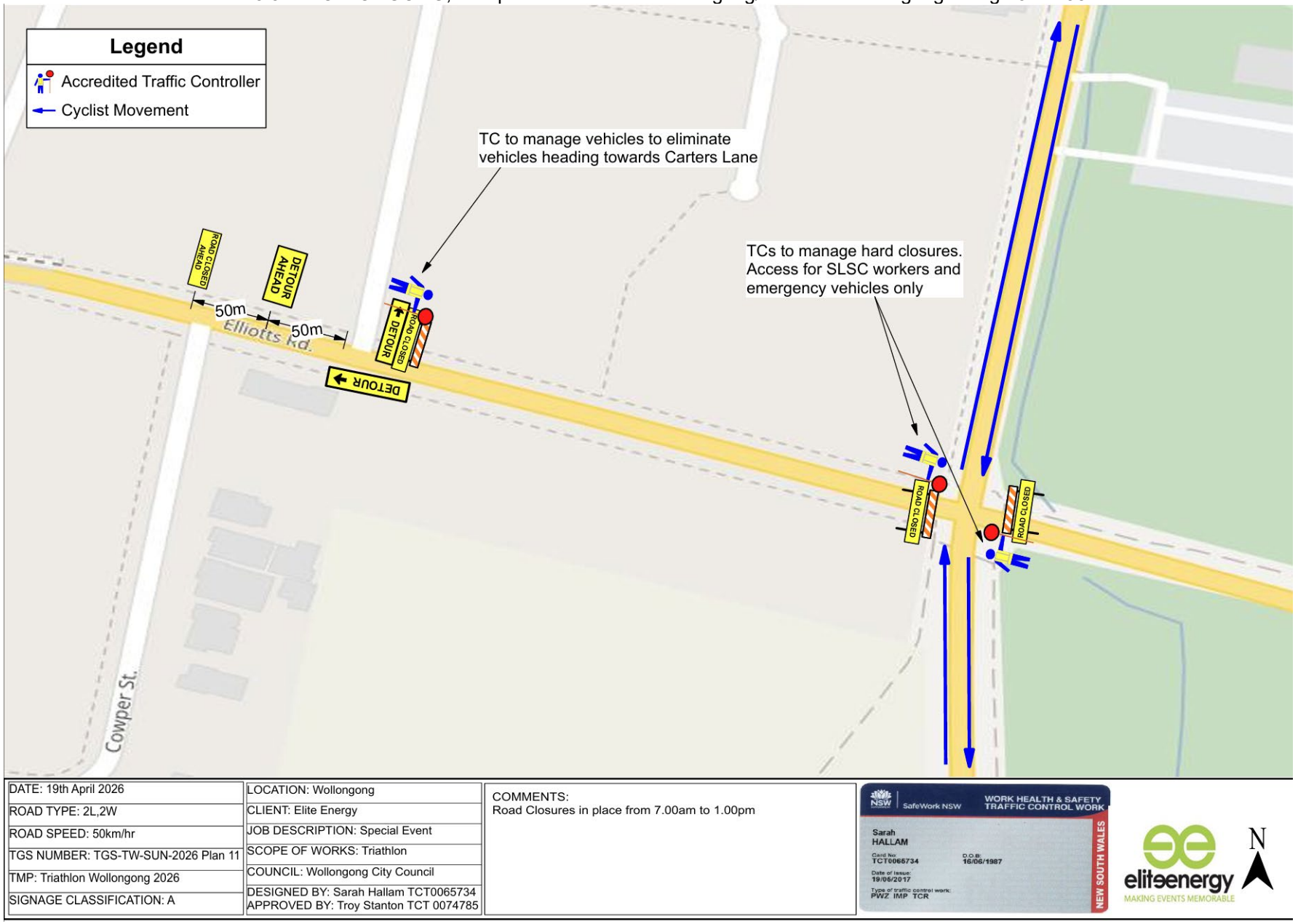
N

DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road Closures in place from 7.00am to 1.00pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 10	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

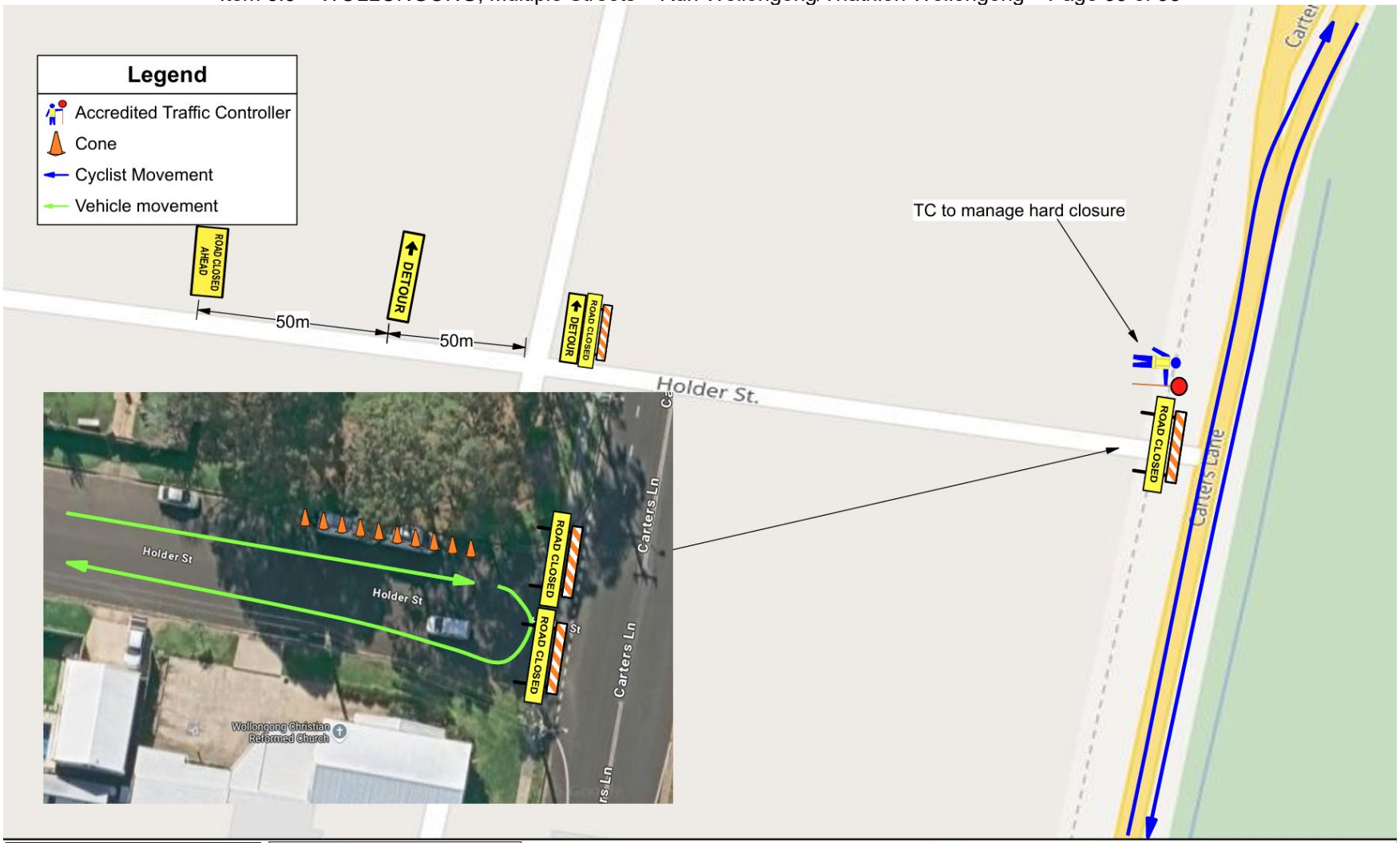
elitenergy
MAKING EVENTS MEMORABLE

N



DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road Closures in place from 7.00am to 1.00pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 11	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

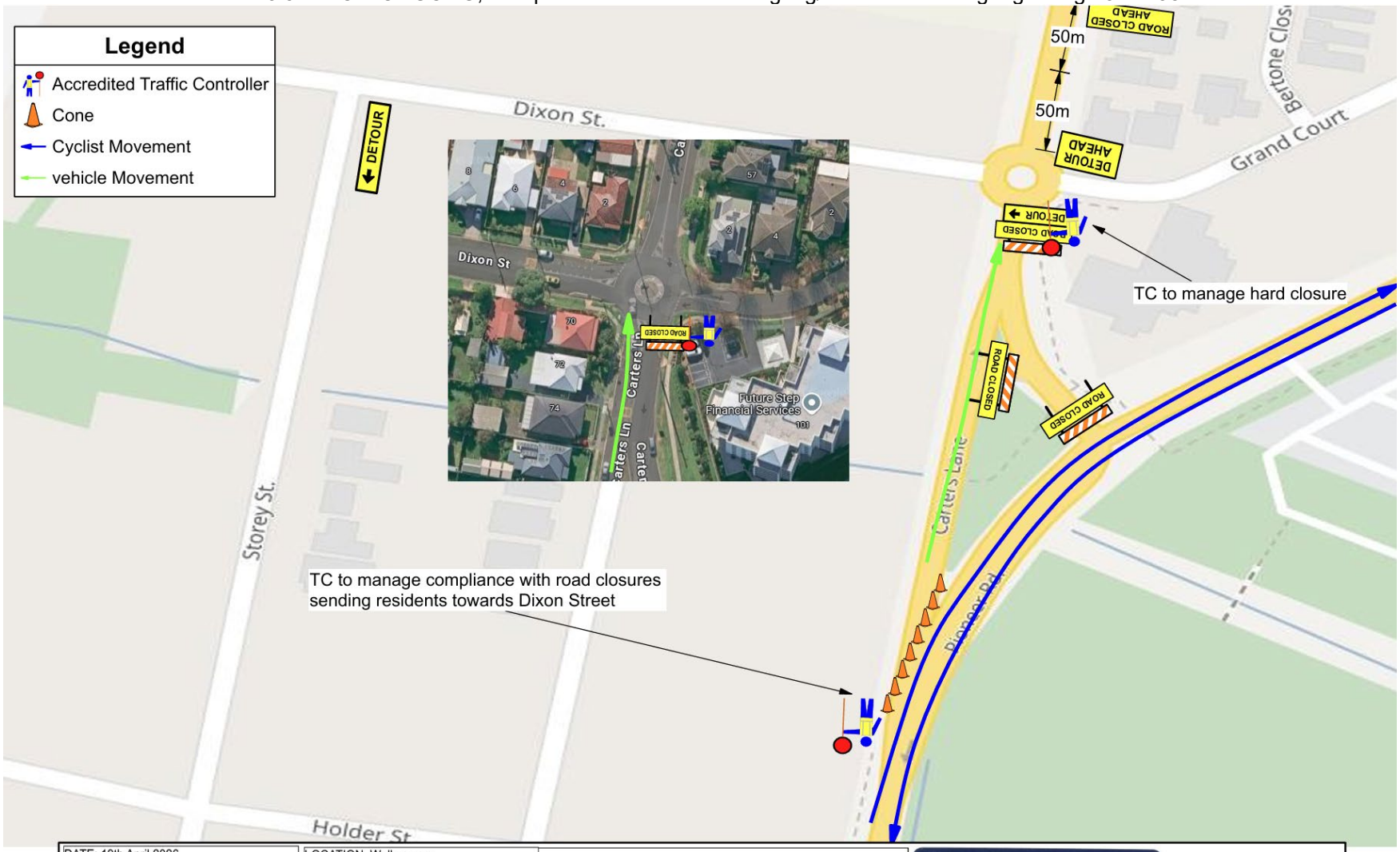
elitenergy
MAKING EVENTS MEMORABLE



DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road closed from 7.00am to 1.00pm Cones to stop vehicles parking for safe u-turn
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 12	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734 D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

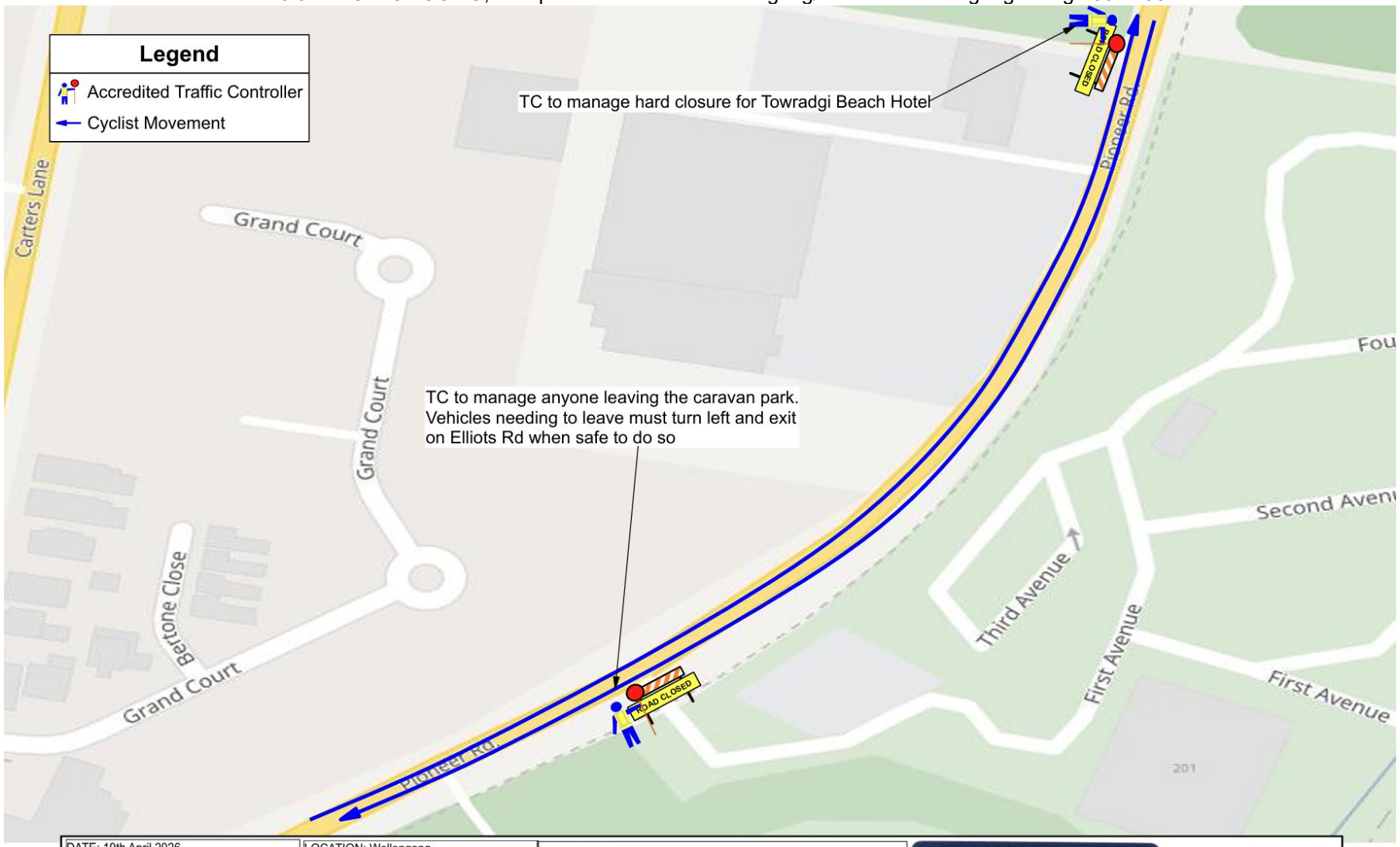
elitenergy MAKING EVENTS MEMORABLE



DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road closure in place from 7.00am to 1.00pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 13	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of Issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

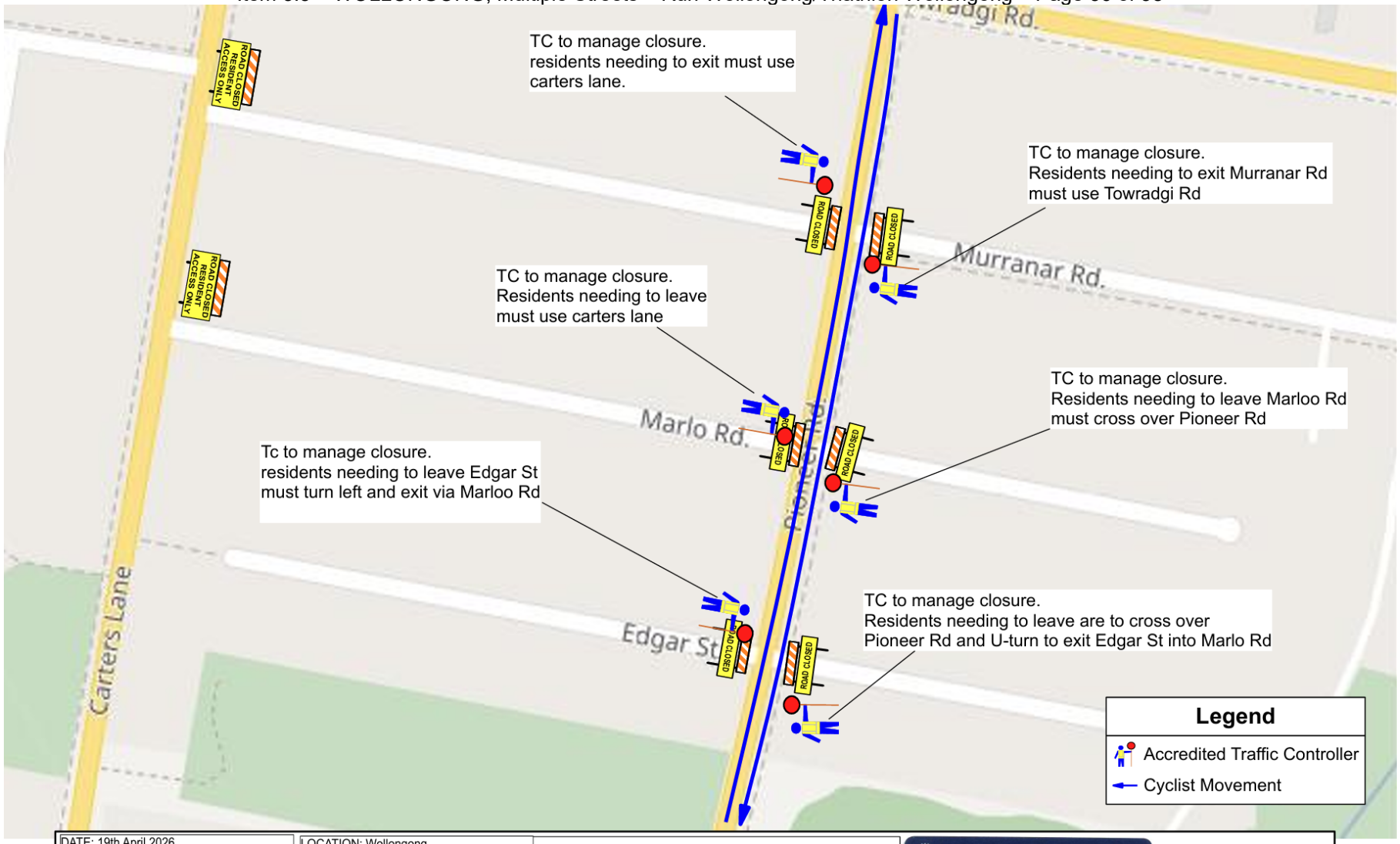


DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road closure to be in place from 7am to 1pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 14	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitsenergy
MAKING EVENTS MEMORABLE

N

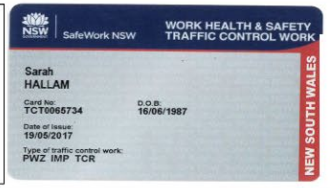


DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road to be closed from 7am to 1pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 15	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of Issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

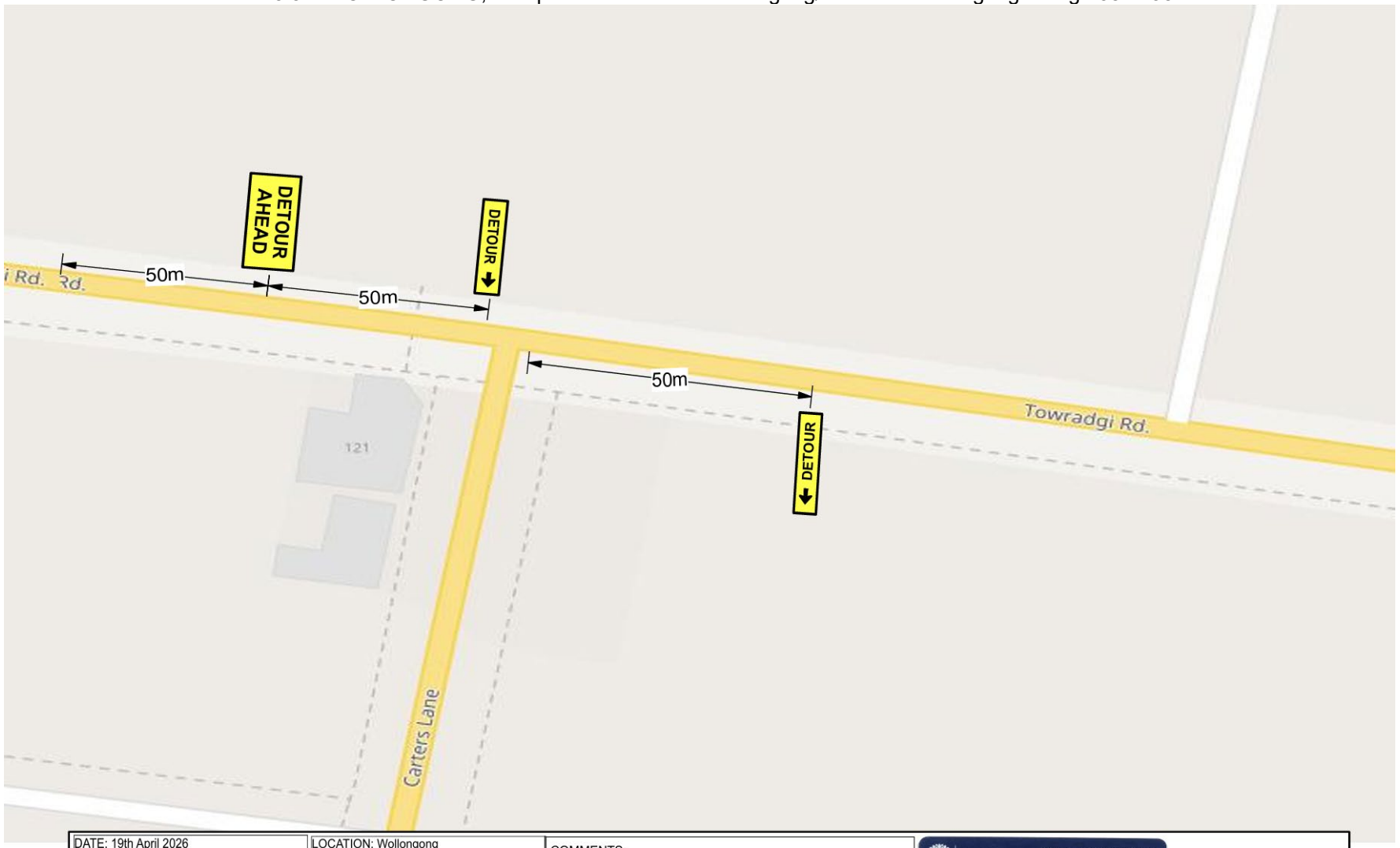
elitenergy
MAKING EVENTS MEMORABLE

DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS:
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	Road to be closed 7am to 1pm
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	Police to follow last rider to Marine Drive
TGS NUMBER: TGS-TW-SUN-2026 Plan 18	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	

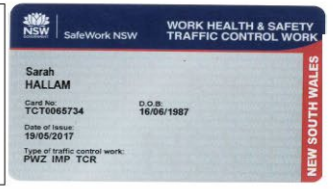


elitəenergy
MAKING EVENTS MEMORABLE

N



DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Detour in place from 7.00am to 1.00pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 17	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 APPROVED BY: Troy Stanton TCT 0074785	



elitsenergy
MAKING EVENTS MEMORABLE

3.6 WOLLONGONG – Market Street – Ward 2 – Wollongong Electorate – ANZAC Day at Market Street

BACKGROUND

The Illawarra Hotel are proposing an ANZAC day event with an associated full road closure of Market Street between Richardson Street and Keira Street for 24 hours to facilitate a controlled ANZAC Day commemorative street activation.

The closure will take place on Saturday 25 April 2026 from 6am until Sunday 26 April 2026 at 6am. Accredited traffic controllers will install and remove all traffic control devices in accordance with TCAWS V6.1 and AS 1742.3. Water-filled barriers will be installed at closure points to prevent unauthorised vehicle access and mitigate vehicle intrusion risk.

The closure supports:

- Central 2-up ring installation
- Live stage infrastructure
- Controlled licensed outdoor area
- Emergency access corridors
- Safe pedestrian priority environment
- Fireworks display (subject to approvals)

VMS boards will be displayed a minimum of one week prior to the event. Parking for event staff, contractors and traffic control personnel will be arranged outside the road closure footprint to ensure Market Street remains fully available for event infrastructure, pedestrian movements and emergency vehicle access.

Upon completion, all infrastructure will be removed and Market Street restored to pre-event conditions prior to reopening at 6:00am.

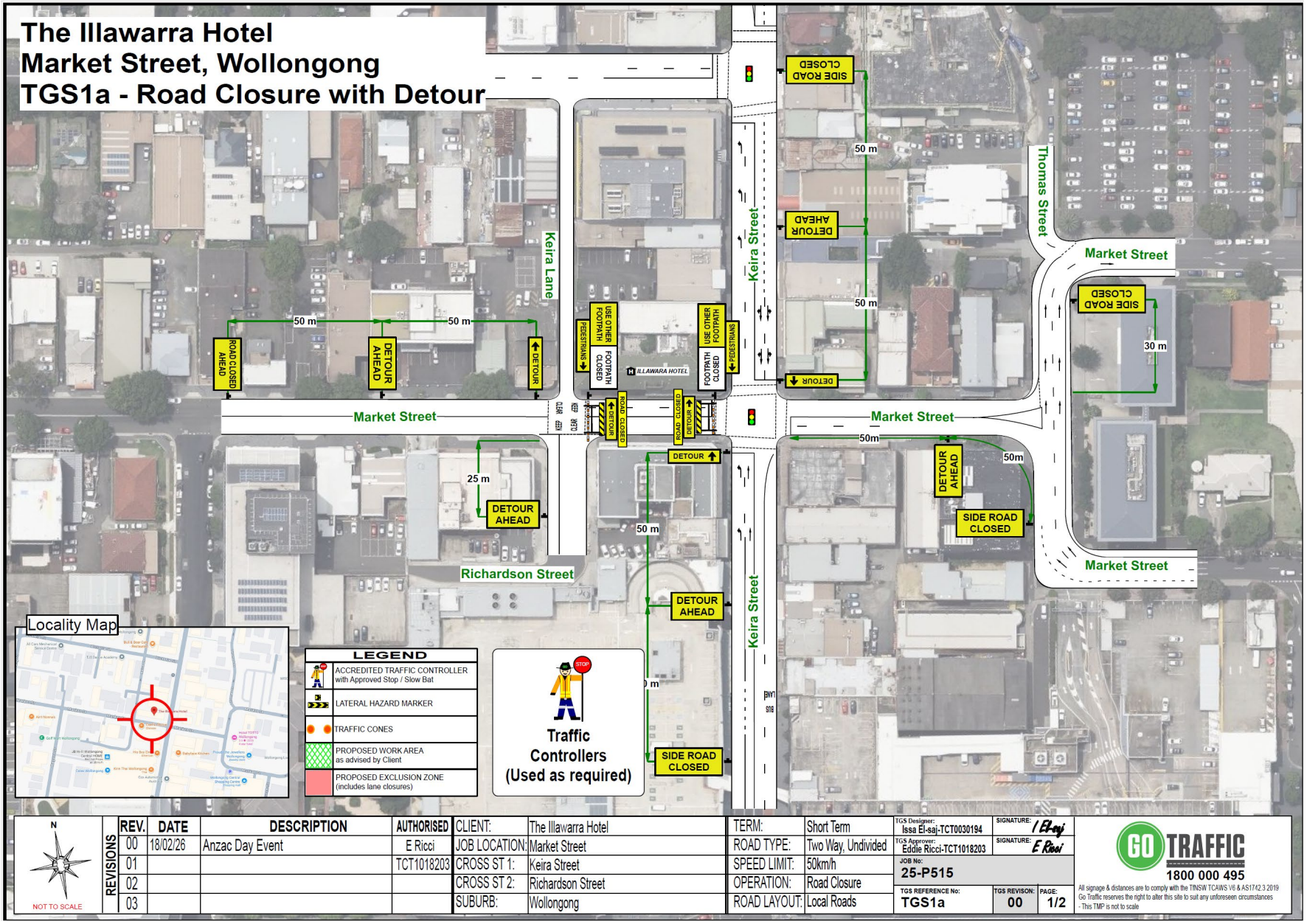
CONSULTATION

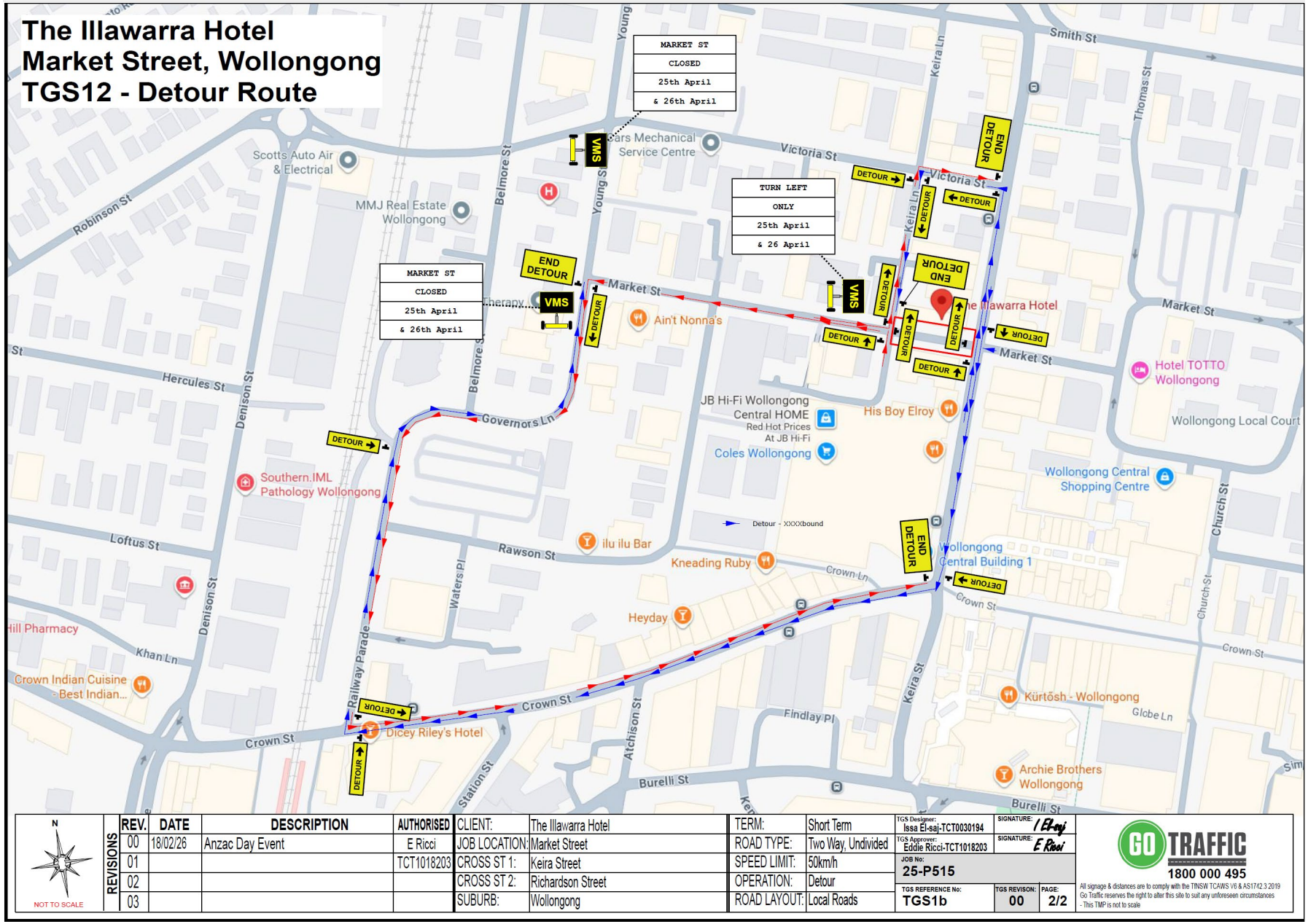
- The Event Organiser has acknowledged that a Road Occupancy License (ROL) is required. This will form part of any approval conditions.
- NSW Police (Wollongong Local Area Command) and Emergency Services will be formally notified of the road closure and event details prior to commencement.
- Public transport operators will be notified of the temporary road closure to allow for route planning and service adjustments where necessary.
- Community consultation will occur prior to the event, including advance notification to residents and businesses. Adjacent businesses will be consulted regarding access arrangements, including delivery coordination where required.
- A contact point (phone/email) will be provided for complaints during and after the event. Real-time noise monitoring will be undertaken in accordance with Noise Management Plan (NMP) limits, with immediate adjustments made if required.

PROPOSAL

The proposed road closure be approved subject to:

1. Council's Standard Conditions for Road Closures.
2. The Event Organiser consulting with affected residents and businesses at least 7 days prior to the event.
3. The Event Organiser ensuring ROLs are obtained and approved prior to the event taking place.
4. The Event Organiser consulting with NSW Police prior to the event (including approval of proposed heavy vehicle mitigation).


The Illawarra Hotel
Market Street, Wollongong
TGS1a - Road Closure with Detour
Keira Lane
Keira Street
Thomas Street
Market Street
Richardson Street
ILLAWARA HOTEL
ROAD CLOSED AHEAD
DETOUR AHEAD
DETOUR
SIDE ROAD CLOSED
USE OTHER FOOTPATH
FOOTPATH CLOSED
PEDESTRIANS
ROAD CLOSED
50 m
25 m
30 m
50m
Locality Map
LEGEND
ACCREDITED TRAFFIC CONTROLLER with Approved Stop / Slow Bat
LATERAL HAZARD MARKER
TRAFFIC CONES
PROPOSED WORK AREA as advised by Client
PROPOSED EXCLUSION ZONE (includes lane closures)
Traffic Controllers (Used as required)
N
NOT TO SCALE
REVISIONS
REV. DATE DESCRIPTION AUTHORISED
00 18/02/26 Anzac Day Event E Ricci
01 TCT1018203
02
03
CLIENT: The Illawarra Hotel
JOB LOCATION: Market Street
CROSS ST 1: Keira Street
CROSS ST 2: Richardson Street
SUBURB: Wollongong
TERM: Short Term
ROAD TYPE: Two Way, Undivided
SPEED LIMIT: 50km/h
OPERATION: Road Closure
ROAD LAYOUT: Local Roads
TGS Designer: Issa El-saj-TCT0030194
TGS Approver: Eddie Ricci-TCT1018203
SIGNATURE:
JOB No: 25-P515
TGS REFERENCE No: TGS1a
TGS REVISON: 00
PAGE: 1/2
GO TRAFFIC
1800 000 495
All signage & distances are to comply with the TINSW TCAWS V6 & AS1742.3 2019
Go Traffic reserves the right to alter this site to suit any unforeseen circumstances
- This TMP is not to scale


The Illawarra Hotel
Market Street, Wollongong
TGS12 - Detour Route
MARKET ST
CLOSED
25th April
& 26th April
TURN LEFT
ONLY
25th April
& 26 April
VMS
DETOUR
END DETOUR
Market St
Victoria St
Keira Ln
Smith St
Thomas St
Belmore St
Young St
Robinson St
Hercules St
Denison St
Governors Ln
Rawson St
Loftus St
Waters Pl
Railway Parade
Crown St
Crown Ln
Keira St
Church St
Atchison St
Findlay Pl
Burelli St
Station St
Khan Ln
Globe Ln
Scotts Auto Air & Electrical
MMJ Real Estate Wollongong
Ain't Nonna's
JB Hi-Fi Wollongong Central HOME
Red Hot Prices At JB Hi-Fi
Coles Wollongong
His Boy Elroy
Hotel TOTTO Wollongong
Wollongong Local Court
Wollongong Central Shopping Centre
Wollongong Central Building 1
Southern.IML Pathology Wollongong
ilu ilu Bar
Kneading Ruby
Heyday
Dicey Riley's Hotel
Crown Indian Cuisine - Best Indian...
Kürtösh - Wollongong
Archie Brothers Wollongong
Detour - XXXXbound
N
NOT TO SCALE
REVISIONS
REV. DATE DESCRIPTION AUTHORISED
00 18/02/26 Anzac Day Event E Ricci
01 TCT1018203
02
03
CLIENT: The Illawarra Hotel
JOB LOCATION: Market Street
CROSS ST 1: Keira Street
CROSS ST 2: Richardson Street
SUBURB: Wollongong
TERM: Short Term
ROAD TYPE: Two Way, Undivided
SPEED LIMIT: 50km/h
OPERATION: Detour
ROAD LAYOUT: Local Roads
TGS Designer: Issa El-saj-TCT0030194
TGS Approver: Eddie Ricci-TCT1018203
SIGNATURE:
JOB No: 25-P515
TGS REFERENCE No: TGS1b
TGS REVISON: 00
PAGE: 2/2
GO TRAFFIC
1800 000 495
All signage & distances are to comply with the TINSW TCAWS V6 & AS1742.3 2019
Go Traffic reserves the right to alter this site to suit any unforeseen circumstances
- This TMP is not to scale

3.7 WOLLONGONG – Multiple Streets – Ward 2 – Wollongong Electorate – Keira Laneway Live Event

BACKGROUND

The Keira Laneway Live Event was submitted to the Local Transport Forum on 10 February 2026 under Item 3.3. The item was approved with conditions. Since this meeting, the TGS and TMP plans have been revised to reduce event impacts.

The event is an outdoor community event in the Wollongong CBD is proposed on Sunday, 22 March 2026. The event will be held on Keira Lane and nearby Carpark which will require a full road closure from 7am till 11pm on Keira Lane between Victoria Street and Smith Street (no changes from last month's approval).

The event, which is a free and family friendly with food stalls, music, roving entertainment and games and activities in the lane, will run from 12pm till 8pm with road closure times either side of this time allowing for set-up and pack-up.

Expected attendance is 500 at one time. The long nature and style of the event will see the crowd ebb and flow throughout the day particularly around times when people will eat. Ie lunch time and evening crowds.

CONSULTATION

- Directly affected Businesses have been consulted (ongoing since January 2026).
- Directly affected apartment block Strata Manager has been met with and discussed impacts.
- Residential and Business general notification has commenced from 23 February 2026

PROPOSAL

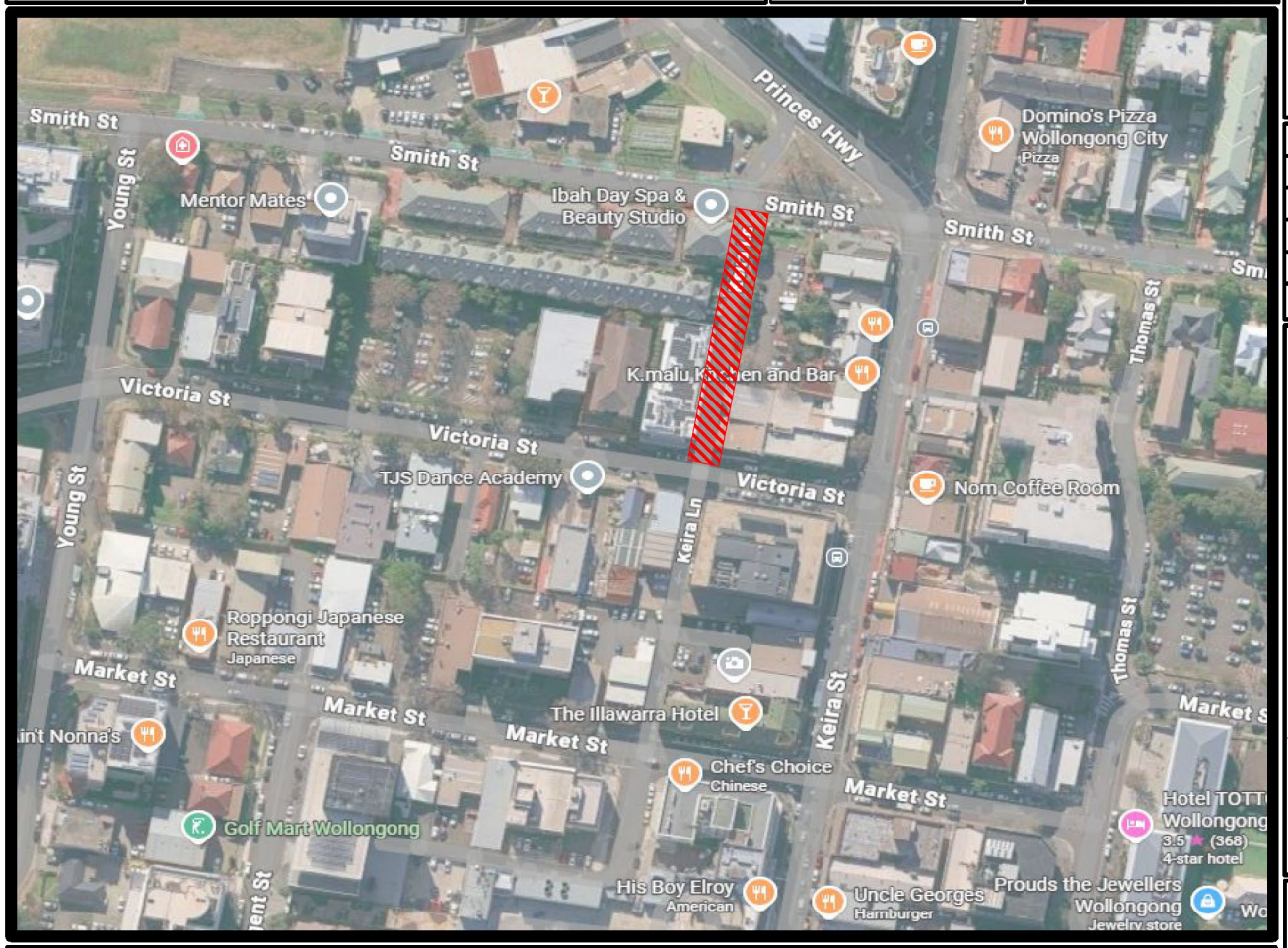
The proposed road closure be approved subject to:

1. Council's Standard Conditions for Road Closures.
2. Consultation and relevant approvals with NSW Police on matters such as Hostile Vehicle Mitigation (HVM).
3. Consultation with building owners and/or managers for any complex with blocked access during the event to discuss access arrangements.
4. Notification to residents and/or strata operators regarding any impacted residential complex connected to the laneway.
5. Notification of emergency services regarding access to the laneway during the event.

TRAFFIC GUIDANCE SCHEME - COVER PAGE
(Keira Lane, Wollongong)

DRAFTED BY
Name: Thomas McNair
NSW PWZTMP :TCT 0072729
Date: 27/01/2026
TGS Title: Keira Lane, Wollongong
TGS #: WCC-3JS-26010203
TGS VALID FOR 12 MONTHS FROM THIS DATE

APPROVED BY
David Stevens
QLD: TMD OP293
NSW: PWZ - TCT1043731
Date: 27/01/2026
TGS TITLE: Keira Lane, Wollongong
TGS #: WCC-3JS-26010203
TGS Valid for 12 months from this date



TGS REQUIREMENTS FOR TGS - (WCC-3JS-26010203):							
Team Leader:	1	**Traffic Lights:**	0	**Operation:**	Road Closure	**Lane Width:**	3.0m
Controllers:	2	**TMA:**	0	**Road Type:**	Two way	**Posted Speed:**	50 kph
Signs:	14	**VMS Utes:**	0	**Travel Path:**	Past	**Direction:**	NB/SB
TC Utes:	2	**Additional:**	HVM Stop	**Road Category:**	1	**Road Authority:**	Wollongong City Council

AVADA TRAFFIC
69 Percival Road, Smithfield, NSW 2164
Telephone: 1300 282 328
Email: bookingsnsw@avadatraffic.com.au

Client: Wollongong City Council

Client reference number/PO : 26010203

Site Contact : Natalie Nardo

Phone Number: 02 4227 7676

TMC Contact: Ben Brereton

TMC Phone Number: 0488 533 644

Proposed start of event: 22/03/2026

Completion Date: 22/03/2026

Hours of Event: 07:00 to 23:00

Induction Site: Toolbox prior to works

Scope of works / client brief

- Event along Keira Lane
- Road closure to conduct the event

wollongong
city of innovation

Rev	Details	Date	By
0	Initial Release	27/01/2026	TMc
1	Amended event area per email	18/02/2026	TMc
2	Amended Work Area	20/02/2026	TMc

TGS TITLE:

Wollongong City Council - Keira Lane, Wollongong - Road Closure - WCC-3JS-26010203.2

TGS REQUIREMENTS:	
Signs:	14
Controllers:	2
Traffic Lights:	0
TC Utes:	2
VMS Utes:	0
TMA:	0
Safety Buffer:	N/A
Taper Length:	N/A
Work Zone Speed:	40 kph
Additional:	HVM Stop

WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Road Closure
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

SITE DESCRIPTION:	
Road Category:	1
Road Type:	Two way
Road Authority:	Wollongong City Council
Travel Path:	Past
Direction:	NB/SB
Pedestrians:	Around & Through
Cyclists:	Not Affected
Posted Speed:	50 kph

Drafted By:
Thomas McNair - TCT 0072729

Approved By:
David Stevens - TCT 1043731

SCALE OF PLAN (1 : 1000)

Rev	Details	Date	By
0	Initial Release	27/01/2026	TMc
1	Amended event area per email	18/02/2026	TMc
2	Amended Work Area	20/02/2026	TMc

TGS TITLE:

Wollongong City Council - Keira Lane, Wollongong - Road Closure - WCC-3JS-26010203.3

TGS REQUIREMENTS:	
Signs:	14
Controllers:	2
Traffic Lights:	0
TC Utes:	2
VMS Utes:	0
TMA:	0
Safety Buffer:	N/A
Taper Length:	N/A
Work Zone Speed:	40 kph
Additional:	HVM Stop

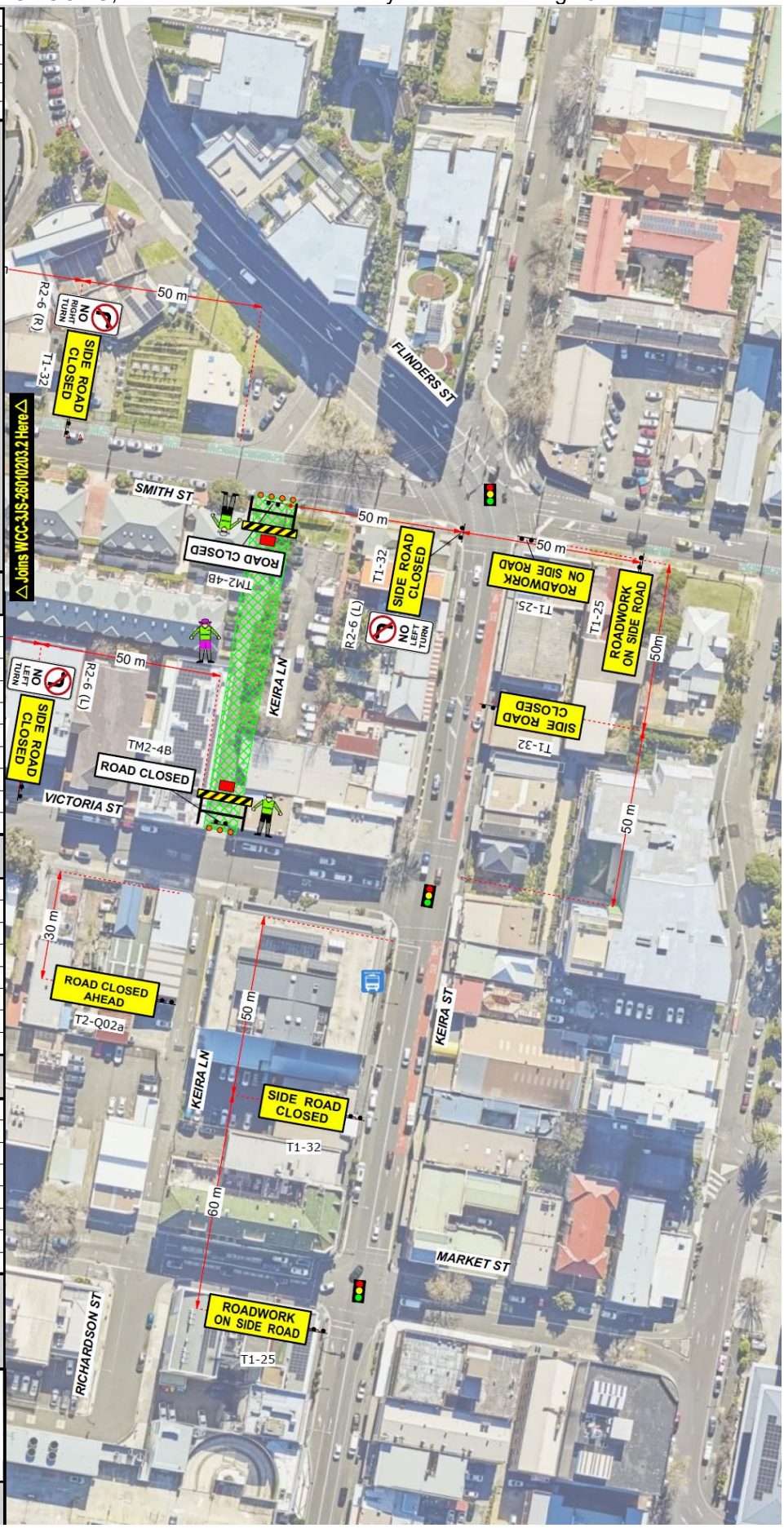
WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Road Closure
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

SITE DESCRIPTION:	
Road Category:	1
Road Type:	Two way
Road Authority:	Wollongong City Council
Travel Path:	Past
Direction:	NB/SB
Pedestrians:	Around & Through
Cyclists:	Not Affected
Posted Speed:	50 kph

Drafted By:
Thomas McNair - TCT 0072729

Approved By:
David Stevens - TCT 1043731

SCALE OF PLAN (1 : 1000)



TGS TITLE:

Wollongong City Council - Keira Lane, Wollongong - WCC-3JS-26010203

Rev	Details	Date	By
0	Initial Release	27/01/2026	TMc
1	Amended event area per email	18/02/2026	TMc
2	Amended Work Area	20/02/2026	TMc

TGS REQUIREMENTS:			
Signs:	14	TMA:	0
Controllers:	2	Additional:	HVM Stop
Traffic Lights:	0	Safety Buffer:	N/A
TC Utes:	2	Taper Length:	N/A
VMS Utes:	0	Operation:	Road Closure

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 15m	Road Category:	1	Direction:	NB/SB
Travel Path:	Past	Traffic Clearance to Objects :	0.5m <65	Road Type:	Two way	Pedestrians:	Around & Through
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	Wollongong City Council	Cyclists:	Not Affected
Posted Speed:	50 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: Thomas McNair - TCT 0072729 Approved By: David Stevens - TCT 1043731			
Work Zone Speed:	40 kph	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)

3.8 YALLAH – Marshall Mount Road & Yallah Road – Ward 3 – Shellharbour Electorate – Sydney Water Road Closure

BACKGROUND

D4C are proposing two full road closures on separate occasions to construct a watermain for future developments and road updates on behalf of Sydney Water.

The construction of the works is to concrete encase our watermain for the future Wollongong City Council road upgrade. This involves excavation, placing shoring boxes, laying pipe, steel reinforcement and concrete pouring. There are 3 encasements in total, about 1 week each (2 will be completed in the 1 closure). 1 one of the encasements has a HP Gas main to be crossed under.

1. Marshall Mount Road Closure –
   - Night of Monday the 13th of April 2026 till the morning of Friday the 24th of April 2026
   - Road closures in place from 7pm till 6am each shift (night shift works)
   - Close access on Marshall Mount Rd, at the Marshall Mount and Yallah Intersection to Yallah Rd. Traffic will still be able to travel down Yallah Rd and turn right onto Marshall mount Rd, but no left turn. Traffic will still be able to drive from Huntly Rd and down Marshal Mount Rd but will need to turn left onto Yallah Rd. Traffic from Calderwood Road will need to be restricted to residents only access.
   - No Kerb side Parking in area
2. Yallah Road Closure
   - Night of Tuesday the 28th of April 2026 till the morning of Friday the 8th of May 2026
   - Road closures in place from 7pm till 6am each shift (night shift works)
   - Close access from Yallah Rd to Marshall Mount Rd. Residents and business access will be permitted via Yallah Rd from the Princes Hwy towards Larkins Lane, Kennedy Ave and residents beyond Kennedy Ave.
   - No access from Marshall Mount Rd permitted,
   - No Kerb side Parking in area

For both closures, roads will be opened back up to traffic outside the road closure times (i.e. roads will be open to traffic between 6am and 7pm). D4C plan on completing construction within 1-week at each site however an additional week has been requested at each site to allow for ground and weather conditions impacting delivery.

There are 3 road crossings to complete, with the narrowness of the existing roads (no shoulder) and a single lane closure, traffic will be too close to our work zone and open excavations. A complete road closure eliminates any safety risks to our pipelaying crews due to moving traffic. Eliminating the risk is always priority, especially on night shift.

CONSULTATION

- D4C, in partnership with Sydney Water, has undertaken ongoing community consultation for the Yallah Project over the past two years. This has included regular notification letters, stakeholder briefings and direct engagement with impacted residents and road users. Any changes to construction activities that impact nearby residents or road users are communicated via written notification at least seven (7) days in advance. This approach will continue for the proposed road closures, with all work changes triggering a minimum 7-day notification.
- Variable Message Signs (VMS) will be installed on key approach roads to notify commuters of upcoming traffic changes. These VMS boards will be installed 14 days prior to the closures and will clearly display closure dates.
- There are no bus stops along Yallah Rd or Marshall Mount Rd - no consultation with Premier Buses has taken place.
- Consultation has been led by Sydney Water's South Region Delivery Partner, D4C, and has encompassed its Community, Safety and Environment teams.
- Targeted consultation will be undertaken with taxi operators, waste collection services and affected businesses where loading zones may be impacted. Impacts will be actively managed through temporary traffic and access arrangements, with outcomes of this consultation provided as part of the submission.
- Given that the works are occurring at night, impacts to taxis, waste collection and loading zones are expected to be minimal; however, contingency arrangements will be implemented where required.

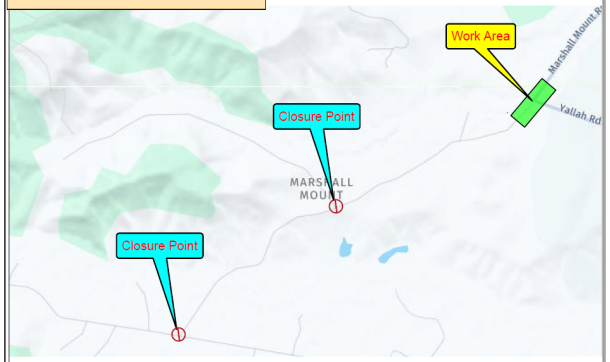
PROPOSAL

The proposed road closures at Marshall Mount Road and Yallah Road be approved subject to:

1. Council's Standard Conditions for Road Closures.
2. The Applicant deploying VMS boards and consulting with affected residents and businesses as committed to in the submission.

TABLE OF CONTENTS

LOCATION OVERVIEW



SIGNS MANIFEST

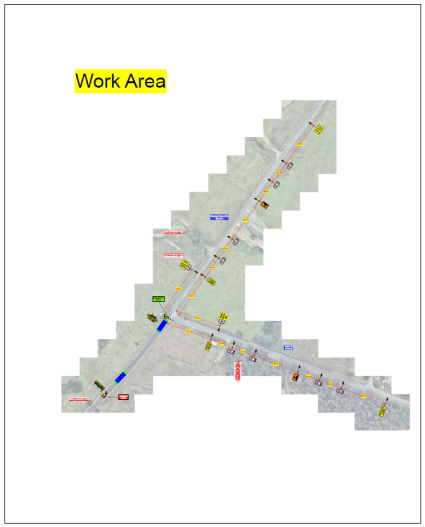
- 10 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
- 8 x T5-1 (R) DETOUR LEFT
- 6 x T1-5 WORKERS AHEAD
- 5 x T1-6 DETOUR AHEAD
- 4 x T5-1 (L) DETOUR LEFT
- 2 x R4-1 (80) SPEED LIMIT 80
- 2 x T2-23 END DETOUR
- 1 x T1-31 ROAD WORK AHEAD
- 10 x R4-212 (60) SPEED LIMIT 60 ROAD WORK
- 7 x Traffic Cones
- 5 x Barrier Board
- 4 x T2-4 ROAD CLOSED
- 3 x T1-32 SIDE ROAD CLOSED
- 2 x T2-17 END ROAD WORK
- 1 x T1-25

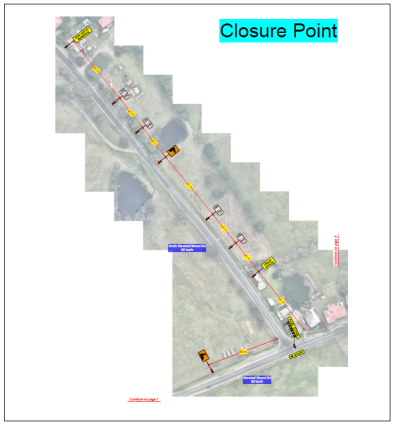
TRAFFIC CONTROL RESOURCE REQUIREMENTS

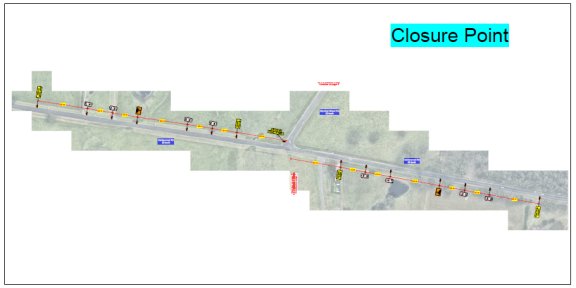
PERSONNEL		EQUIPMENT		VEHICLE	
JOB TITLE	QUANTITY	TYPE	QUANTITY	TYPE	QUANTITY
TEAM LEADER	-	*PTCD*	-	*TC UTE*	1
TRAFFIC CONTROLLER	2	*ARROW BOARD*	-	*VMS UTE*	-
TC SPOTTER	-	*VMS*	-	*DROPDECK*	-
TMA OPERATOR	-	*LIGHT TOWER*	-	*TMA*	-

Disclaimer: The resource requirements listed above are for guidance only and may be adjusted due to unforeseen circumstances. We reserve the right to modify personnel and equipment allocations as needed to ensure operational safety, efficiency, and effectiveness.

TGS OVERVIEW







DURATION OF WORKS : Short Term Works
SCOPE OF WORKS : Utility Maintencne
TTM CONTROL: Road Closure
PERMITS REQUIRED: Yes
TINSW ROAD OCCUPANCY LICENCE: ☐ COUNCIL: ☒ MOTORWAY: ☐

N

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PD	PI	19/02/26	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 94 102 769 081

SITE & CLIENT DETAILS			
ALTUS GROUP DESIGN NUMBER :26-02-162822-01	CLIENT COMPANY :D4C		
WORKS LOCATION :Marshall Mount Rd, Marshall Mount	CLIENT CONTACT :Jackson Micallef		
CROSS STREET :Calderwood Rd & Yallah Rd	CLIENT REFERENCE NUMBER :50738360		
ESTIMATED JOB DATE :TBC - TBC	WORKSITE ROAD AUTHORITY :Council		
ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ARS 3/5

TGS PREPARED / DESIGNED BY:	
DESIGNED BY :	Phil Deliorefice
PWZTMP #:	TCT0059108
ISSUED DATE:	13/04/2020
JOB TITLE :	Senior Planner
TGS REVIEWED / APPROVED BY:	
DESIGNED BY :	Peter Ingram
PWZTMP #:	TCT0056356
ISSUED DATE:	05/04/2016
JOB TITLE :	Planning Manager

PAGE - 1 / 10

Sydney WATER

wollongong city of innovation

SITE MARKER COMMON LEGEND

- WORK AREA
- SAFETY BUFFER
- VEHICLE TRAVEL PATHS
- ESTIMATED QUE LENGTH (EQL)
- ISOLATION/NO GO ZONE
- PLANT/ EQUIPMENT LAYDOWN
- TEMPORARY BUS STOP ZONE
- PEDESTRIAN PATH

DEVICE COMMON LEGEND

- TRAFFIC CONTROLLER
- POLICE OFFICER
- WORKER / SPOTTER / MARSHALL
- CONES - 700MM OR HIGHER
- BARRIER BOARD
- THM - TEMPORARY HAZARD MARKER OR CHEVRONS
- BOX EDGE / MMS - SIGN FRAME/STAND
- VMS TRAILER / PTAB - PORATABLE TRAILER ARROW BOARD
- PTCD- PORTABLE TRAFFIC CONTROL DEVICE

COMMON VEHICLE LEGEND

- UTE (SIGNAGE VEHICLE)
- VMS UTE (VARIABLE MESSAGING SYSTEM VEHICLE)
- POLICE SERVICES (POLICE VEHICLE)
- DDV (DROP DECK VEHICLE)
- TMA/IPV (TRUCK MOUNTED ATTENUATOR/ IMPACT PROTECTION VEHICLE)

CLIENT VEHICLES

- WV UTE (WORK VEHICLE)
- (ELEVATED WORKING PLATFORM)

ALTUS GROUP GENERAL NOTES - LIMITED TO NECESSARY NOTATIONS

GENERAL

- TTM MEASURES SHALL BE INSTALLED, MAINTAINED AND REMOVED IN A PLANNED AND SAFE MANNER, BEFORE COMMENCING, THE IMPLEMENTER SHALL CHECK AND REVIEW THE APPROVED TMP/TGS, THE WORKSITE AND THE PROPOSED ACTIVITIES TO ENSURE THEY ARE COMPLEMENTARY AND ARE APPROPRIATE.
- THE ITCP SHALL CHECK THE ROAD ENVIRONMENT, ESPECIALLY THE "ON THE DAY" TRAFFIC FLOWS, TO ENSURE THAT IT IS AT AN APPROPRIATE LEVEL FOR THE TTM INTENDED.
- A 5-MINUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VALUES RECORDED IN THE TMP/TGS.
- IF THE WORKSITE AND THE APPROVED TMP ARE NOT COMPLEMENTARY, BEFORE OCCUPYING THE WORKSITE, THE IMPLEMENTER SHALL DETERMINE WHETHER THEY CAN:
  - * MAKE COMPLIANT ADJUSTMENTS (E.G., LENGTHEN TAPER WITHIN TOLERANCES) TO THE TMP/TGS
  - * CONTACT PERSONS WITH THE RELEVANT ACCREDITATION TO APPROVE MODIFICATIONS TO THE TMP/TGS (E.G., ADDITIONAL SIGNS OR DISTANCES OUTSIDE OF TOLERANCES)
  - * CONTACT THE RELEVANT ROAD INFRASTRUCTURE MANAGER TRAFFIC CONTROL FACILITY TO INITIATE ACTIONS IDENTIFIED ON THE TMP/TGS TO BE TAKEN (E.G., CHANGE IN THE VMS, VARIABLE SPEED LIMIT SIGNS OR LANE USAGE SIGNAGE).
- WHERE THE TMP/TGS CANNOT BE SUITABLY ADJUSTED OR MODIFIED, THE IMPLEMENTER SHOULD ADVISE D4C THAT THEY ARE NOT APPROPRIATE, AND THE WORKS SHOULD BE POSTPONED.
- ALL SITE INFORMATION WORK HOURS, INSTALLATIONS, ADJUSTMENTS AND AUTHORISED MODIFICATIONS ARE TO BE DOCUMENTED ON THE TMP AND TGS AS WELL AS AN APPROVED ON-SITE/WORKS RECORD.
- A COPY OF THE APPROVED TMP/TGS SHALL BE KEPT ON-SITE AT ALL TIMES.

PRE-START REQUIREMENT/S

- ALL PERSONS INVOLVED WITH TTM ACTIVITIES SHALL BE BRIEFED/INDUCTED BY THE ITCP AND HAVE THIS DOCUMENTED ON THE SITE RECORDS.
- THE TOOLBOX TALK FOR TTM STAFF IS USED TO EXPLAIN THE:
  - *KEY ASPECTS OF THE TGS/TMP
  - *IDENTIFIED HAZARDS
  - *TTM REQUIREMENTS FOR THE WORKSITE
  - *SAFETY ZONE REQUIREMENTS AND LIMITS
  - *COMMUNICATION PROCESSES

INCIDENT MANAGEMENT

- IF A DRIVER DISOBEYS A TRAFFIC CONTROL INSTRUCTION:
  - * PRIORITISE PERSONAL SAFETY
  - * USE THE PREDETERMINED ESCAPE ROUTE, IF NECESSARY.
  - * WARN OTHER MEMBERS OF THE CREW AS EARLY AS POSSIBLE. A WARNING SYSTEM MUST BE AGREED UPON BEFOREHAND, SUCH AS RADIOS, WHISTLES, SHOUTING ETC.
- THE FIRST PREFERENCE IS TO USE THE TWO-WAY RADIO TO COMMUNICATE WHERE AVAILABLE.

- TAKE THE FOLLOWING ACTIONS IF AN INCIDENT OCCURS WITHIN THE TRAFFIC CONTROLLER'S DESIGNATED WORKSITE OR TRAFFIC CONTROL OPERATIONAL AREA:
  - * FIRST AID RESPONSE (WHERE POSSIBLE).
  - * CALL FOR ASSISTANCE (IF NEEDED).
  - * EMERGENCY SERVICES CONTACT (IF REQUIRED)
  - * NOTIFY THE WORKSITE SUPERVISOR OR TEAM LEADER AND ALTUS GROUP OFFICE/SUPERVISOR
  - * MAINTAIN EFFECTIVE TRAFFIC CONTROL
  - * MOVE THE TRAFFIC CONTROL STATION TO A SUITABLE LOCATION THAT INCLUDES THE ACCIDENT SITE WITHIN THE TRAFFIC CONTROL (IF NECESSARY)
  - * OPERATIONAL AREA.
  - * RECORD SUFFICIENT NOTES OF THE INCIDENT, INCLUDING THEIR OBSERVATIONS, TO COMPLETE AN INCIDENT REPORT.
  - * CLEAR THE INCIDENT AREA OF ANY ITEMS NOT PRESENT PRIOR TO WORKS INSTALLATION

DUTY OF CARE

- D4C ENSURES A COMMITMENT TO RESPONSIBILITY OF IMPLEMENTATION AND EXERCISING A DUTY OF CARE TO THE WORKS AND ALL ROAD USERS.
- ALTUS GROUP COMMITMENT AND OHS PROCEESES CONTAINED WITHIN THIS LINK : HSEQ-SODC LINK AND SWMS
- RESPONSIBILITIES SHALL BE HELD IN ACCORDANCE WITH THE AS1742.3 & TCAWS v6.1

TRAFFIC CONTROLLERS

- ONLY COMPETENT PERSONS WITH APPROPRIATE CERTIFICATION SHALL BE APPOINTED AS TRAFFIC CONTROLLERS.
- SPEED SHALL BE 60 KM/H MAXIMUM. PROVIDE A TEMPORARY SPEED LIMIT OF 60 KM/H OR LESS ON THE APPROACH TO A TRAFFIC CONTROLLER IF THE SPEED IS HIGHER (SEE SECTION 5.4.3 FROM TCAWS V6.1).
- AN ESCAPE ROUTE SHALL BE IDENTIFIED FOR EACH TRAFFIC CONTROLLER FROM THEIR TRAFFIC CONTROL POSITION.
- TRAFFIC CONTROLLERS SHALL CONDUCT DUTIES WITH A CLEAR SIGHT DISTANCE FROM APPROACHING ROAD USERS.
- ENSURE A WORK VEHICLE IS NOT PARKED IN A WAY THAT IMPACTS THE VISIBILITY OF THE SITE OR TRAFFIC CONTROLLER OR LIMITS THE TRAFFIC CONTROLLER'S ESCAPE ROUTE.
- ENSURE THAT TRAFFIC CONTROLLERS ARE VISIBLE AT ALL TIMES OF THE DAY, PARTICULARLY AT DAWN, DUSK, AGAINST LOW MORNING OR EVENING SUN, WHEN IN THE SHADE ON A SUNNY DAY OR WORKING IN DUSTY CONDITIONS.
- ENSURE THAT TRAFFIC CONTROLLERS ARE WELL ILLUMINATED AT NIGHT. WHERE CONTROL POINTS IDENTIFY LIMITED VISIBILITY, PCBU IS TO BE ENGAGED TO PROVIDE ADDITIONAL LIGHTING.
- RELIEVE TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES.
- WHERE CONE TAPERS ARE USED DURING SHUTTLE FLOW OPERATIONS, POSITION THE TRAFFIC CONTROLLER 6 M IN FRONT OF THE TAPER ON THE LEFT-HAND SHOULDER OR EDGE OF THE ROAD AND FACING APPROACHING TRAFFIC.
- PLACE FOUR TRAFFIC CONES SPACED 4 M APART, ON THE CENTER-LINE 6 M IN FRONT OF THE TRAFFIC CONTROLLER POSITION WHERE RISK MANAGEMENT ALLOWS INSTALLATION TO OCCUR.
- IF THERE IS A QUEUE OF 2 OR MORE VEHICLES, WHEN SAFE TO DO SO, TRAFFIC CONTROLLERS CAN MOVE INTO THE CENTER OF THE ROAD AND INLINE WITH THE DRIVER'S SIDE OF THE FIRST VEHICLE TO REMAIN VISIBLE TO ALL ROAD USERS AND AVOID OVERTAKING MANEUVERS OCCURRING IN ONCOMING TRAFFIC.
- UNDER NO CIRCUMSTANCES ARE TRAFFIC CONTROLLERS TO STAND OR OPERATE UNPROTECTED IN A LANE CARRYING TRAFFIC.
- TRAFFIC CONTROLLERS ARE TO ONLY COMMUNICATE WITH A ROAD USER ONCE THE VEHICLE HAS STOPPED AND IS SAFE TO DO SO.
- ENSURE A SINGLE TRAFFIC CONTROLLER NEVER CONTROLS MORE THAN ONE LANE OF TRAFFIC OR MORE THAN ONE APPROACH. A SINGLE TRAFFIC CONTROLLER CAN OPERATE TWO PTSS AT ONE TIME WHERE TRAINED TO DO SO, AND TGS IDENTIFIES THE REQUIREMENT TO OCCUR.
- SOME INTERSECTIONS REQUIRE THREE OR MORE TRAFFIC CONTROLLERS. WHERE MULTIPLE TRAFFIC CONTROLLERS ARE USED, THEY ARE REQUIRED TO:
  - *ENSURE THAT ROAD USERS DO NOT SEE CONFLICTING MESSAGES
  - *BE IN CONTINUOUS RADIO CONTACT WITH EACH OTHER WHEN THEY ARE NOT VISIBLE TO EACH OTHER.
- TRAFFIC CONTROLLERS ARE TO MONITOR END OF QUE SUITABILITY BY PLACING TRAFFIC CONES AT THE ESTIMATED END OF QUE SHOWN ON THE PLAN; WHERE QUES EXCEED THIS PLACEMENT, THEY ARE THEN REQUIRED TO CONTACT PWZTMP TO RE-EVALUATE SIGNAGE POSITIONS.

VULNERABLE ROAD USERS

- SITE-SPECIFIC RISK ASSESSMENT SHALL BE PERFORMED ON SITE BEFORE IMPLEMENTATION TO HELP IDENTIFY TGS COMPLIANCE AND VALUE TO THE PROTECTION OF WORKS, CONTROLLERS AND VULNERABLE ROAD USERS.
- SPECIFIC CONTROLS IDENTIFIED FOR PEDESTRIANS AND CYCLISTS AT THE DESIGN STAGE AND SHOWN ON ATP ANALYSIS.

- MOTORCYCLISTS POSE A UNIQUE PROBLEM TO THE DESIGN PHASE OF WORKS AS THERE IS NO IDENTIFIABLE DIFFERENCE IN FREQUENCY OF USE ON ROAD NETWORKS.
- VULNERABLE ROAD USER CONFIRMATION OF INSTALLATION ISSUES TO CONSIDER REGARDING THE IMPACT OF WORKS ON MOTORCYCLISTS AND THEIR SAFETY INCLUDE:
  - *HAS THE LOCATION OF TRAFFIC CONTROL DEVICES THAT MIGHT DESTABILISE A MOTORCYCLE BEEN AVOIDED ON THEIR TRAVEL PATH?
  - *IS THERE SUFFICIENT CLEARANCE OF OBSTRUCTIONS (E.G., SIGNS, DELINEATION) SO THAT MOTORCYCLISTS CAN LEAN INTO CURVES?
  - *IS THE ADVANCE WARNING AND DELINEATION ADEQUATE FOR MOTORCYCLISTS?
  - *IS THE ROAD SURFACE SAFE FOR MOTORCYCLISTS?

ORIENTATION OF SIGNS AND DEVICES

- SIGNS ARE TO FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER.
- AT CURVED RIGHT ALIGNMENTS, THE SIGN SHOULD BE PLACED APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT OF A MOTORIST 50M IN ADVANCE OF THE SIGN

PURPOSE:

THE PURPOSE OF THIS DOCUMENT IS TO OUTLINE A DESIRABLE TEMPORARY TRAFFIC MANAGEMENT ARRANGEMENT APPLICABLE TO THE FOLLOWING SCOPE, ENSURING ALL IDENTIFIED VULNERABLE ROAD USERS ARE CONSIDERED AND THE HIGHEST POSSIBLE LEVEL OF SAFETY OUTCOMES FOR ALL INVOLVED ARE ACHIEVED.

POSITIONING OF SIGNS AND DEVICES

- SIGNS AND DEVICES ARE TO BE POSITIONED AND ERECTED SO THAT:
  - *THEY ARE PROPERLY DISPLAYED AND SECURELY MOUNTED.
  - *THEY ARE WITHIN THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY CAN NOT BE OBSCURED FROM VIEW (E.G., BY VEGETATION OR PARKED CARS).
  - *THEY DO NOT OBSCURE OTHER DEVICES FROM THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY DO NOT BECOME A POSSIBLE HAZARD TO WORKERS, PEDESTRIANS, CYCLISTS OR VEHICLES.
  - *THEY DO NOT DEFLECT TRAFFIC OR VULNERABLE ROAD USERS INTO AN UNDESIRABLE PATH.
  - *THEY DO NOT RESTRICT SIGHT DISTANCE FOR DRIVERS ENTERING FROM SIDE ROADS, STREETS OR PRIVATE DRIVEWAYS.
  - *THEY ARE NOT INSTALLED USING SUPPORTS THAT COULD BE A HAZARD IF STRUCK BY A VEHICLE.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE FITTED WITH RETRO-REFLECTIVE BANDS BE STABLE TO REDUCE THE RISK OF DISPLACEMENT FROM AIR TURBULENCE FROM PASSING TRAFFIC OR MINOR IMPACT.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE SECURELY FIXED OR WEIGHED DOWN WHEN ROAD WORKERS ARE NOT PRESENT ON SITE.
  - *STANDARD TRAFFIC CONES/BOLLARDS (700 MM OR HIGHER) SHALL BE USED FOR ALL OTHER ROAD APPLICATIONS WHERE THE SPEED IS MORE THAN 70 KM/H.
- EDGE OF TRAFFIC LANE TO LINE OF TRAFFIC CONES, BOLLARDS OR LONGITUDINAL CHANNELISING DEVICES:
  - *0.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS UP TO AND INCLUDING 60 KM/H.
  - *1.0M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS OVER 60 KM/H.
- EDGE OF TRAFFIC LANE TO ROAD WORK DELINEATORS OR TEMPORARY HAZARD MARKERS – 1.0m

EMERGENCY ARRANGEMENTS

- ALL EMERGENCY SERVICES VEHICLES SHALL BE GIVEN PRIORITY ACCESS.
- * CEASE ALL WORK IMMEDIATELY, TURN MACHINERY AND VEHICLES OFF AND CLEAR THE AREA OF PERSONNEL.
- * NOTIFY EMERGENCY SERVICES OF THE PROPOSED WORKS NATURE, LOCATION, DATE AND TIMES, AS WELL AS CONTACT DETAILS FOR THE SITE SUPERVISOR.
- * ITCP TO INSTALL A SITE-SPECIFIC DETOUR ROUTE AND/OR ROAD CLOSURE POINT, IN A MANNER WHICH CATERS FOR ALL TYPES OF VEHICLES REQUIRED TO USE THEM (WHERE INCIDENTS ARE SERIOUS ENOUGH TO WARRANT CLOSURE AND DIVERSION OF ROADWAYS)

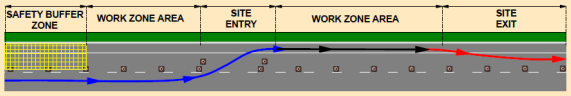
TOLERANCES

- IF SIGNS AND DEVICES ARE REQUIRED TO BE MOVED DUE TO OBSTRUCTIONS AND RELOCATION EXCEEDS TOLERANCES, THE INSTALLER SHALL CONTACT THE DESIGNER FOR INSTRUCTION ON ALTERNATE INSTALLATION METHODS OR OPTIONS.
- JUDGEMENT WILL BE NECESSARY TO PLACE SIGNS AND DEVICES AS CLOSE AS POSSIBLE TO THE LOCATIONS / SPACINGS INDICATED.
- SHOULD VARIATIONS TO THE RECOMMENDED SPACING BE REQUIRED, THEN IT IS GENERALLY PREFERABLE TO INCREASE THE SPACING WITHIN TOLERANCES.
- TOLERANCES FOR PLACEMENT OF SIGNS AND DEVICES (SECTION 7.10.3 FROM TCAWS V6.1) ARE:
  - * UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ BOLLARD INSTALLATION.
  - * UP TO 25% MORE THAN THE DISTANCES GIVEN.
- ADJUSTMENTS TO A TTM INSTALLATION:
  - * ANY CHANGES THAT EXCEED TOLERANCES ARE CLASSED AS A MODIFICATION/VERIATION AND SHALL BE AUTHORISED AND ENDORSED BY AN APPROPRIATELY QUALIFIED INDIVIDUAL.

DESIGN FACTORS/OUTCOMES

- NATIONAL COMPLIANCE: AS1742.3
- LOCAL COMPLIANCE: TCAWS v6.1
- LOCAL ROAD INFRASTRUCTURE REQUIREMENTS: Council
- SITE IMPACT / TRAVEL TIME:
- INNOVATIVE TREATMENTS:
- REVIEW PERFORMED: 19/02/2026 14:00
- OH&S ITEMS ARE HELD IN THE ALTUS GROUP SWMS.
- REGISTERS: KEY PERSONNEL - HELD ON TITLEBLOCK, INCIDENTS/VARIATIONS/COMPLIANCE/DAILY INSPECTIONS REGISTERS - HELD IN ALTUS GROUP DAILY RECORDS AND INCIDENT MANAGEMENT PROCESSES.
- CONSULTATION REGISTER - CONTAINS PRIVATE CONTACT DETAILS AND IS HELD SEPARATE FROM GENERAL-USE DOCUMENTS.
- CONTINGENCY PLANNING: RESTORATION OF THE ROUTE IN EXISTENCE BEFORE IMPLEMENTATION OF THE TEMPORARY TRAFFIC ROUTE ALTERATION UNTIL SUCH TIME THAT ALTERNATIVE ARRANGEMENTS CAN BE DEVELOPED/DESIGNED.

PREFERRED SITE ENTRY AND EXIT PROCESS



= Personnel ingress path = Site personnel path = Personnel exit path

1. **Site Ingress and Egress**
   - Site ingress and egress points must be clearly marked using double cones or other prominent indicators.
   - As the site develops, the Traffic Control Supervisor must reposition these markers to appropriate locations.
   - Any changes to ingress and egress points must be communicated to all staff via UHF radio.
2. **Vehicle Entry and Exit Procedures**
   - Before any vehicle enters or exits the worksite, the rotating beacon must be activated.
   - Drivers must notify the Traffic Control Marshal or Supervisor via UHF radio least 100m in advance or out of the site.
   - If the above procedures are missed or not followed, traffic controllers must direct the vehicle to loop around and attempt re-entry.
3. **On-Site Vehicle Movements**
   - All vehicle movements within the site must be conducted under a full stop.
   - Public vehicles must be stopped and cleared from the roadway before worksite vehicles proceed.
   - The Traffic Control Marshal or Supervisor must communicate via UHF radio when it is safe for vehicles to move.

SIGN COVERS

SIGN COVER - ALL PERMANENT SPEED SIGNS SHOULD BE SHOWN ON TGS WITH NOTE COVERING WHEN REQUIRED

EXISTING AND PERMANENT SIGNS

- ALL EXISTING AND PERMANENT SIGNS ON THE TGS ARE DISPLAYED IN BLACK AND WHITE, THIS IS TO HIGHLIGHT EFFECTIVE SIGNS THAT WILL IMPACT THE TRAFFIC CONTROL SETUP.

TOLERANCES IN DISTANCES - (ALL VALUES ARE IN METERS)

MEASUREMENT	- 10%	+ 25%
15	13	18
20	18	25
30	27	37
45	41	56
60	54	75
90	81	112

GENERAL DISCLAIMER:

- TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS.
- D4C IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE 'ON-SITE APPLICATION CONSTRAINTS' OUTLINED WITHIN THE TGS/TMP. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUAL/S SHALL BE SOUGHT PRIOR TO IMPLEMENTATION.
- THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.

N

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PD	PI	19/02/26	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Cal Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 94 102 769 061

SITE & CLIENT DETAILS

ALTUS GROUP DESIGN NUMBER :26-02-162822-01	CLIENT COMPANY :D4C
WORKS LOCATION :Marshall Mount Rd, Marshall Mount	CLIENT CONTACT :Jackson Micallef
CROSS STREET :Calderwood Rd & Yallah Rd	CLIENT REFERENCE NUMBER :50736360
ESTIMATED JOB DATE :TBC - TBC	WORKSITE ROAD AUTHORITY :Council
ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT NSU01-SS ARS: 3/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Phil Delloretice
PWZTMP #: TCT0059108
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0056356
ISSUED DATE: 09/04/2016
JOB TITLE : Planning Manager

PAGE : 2 / 19

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PD	PI	19/02/26	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABN 94 102 769 081

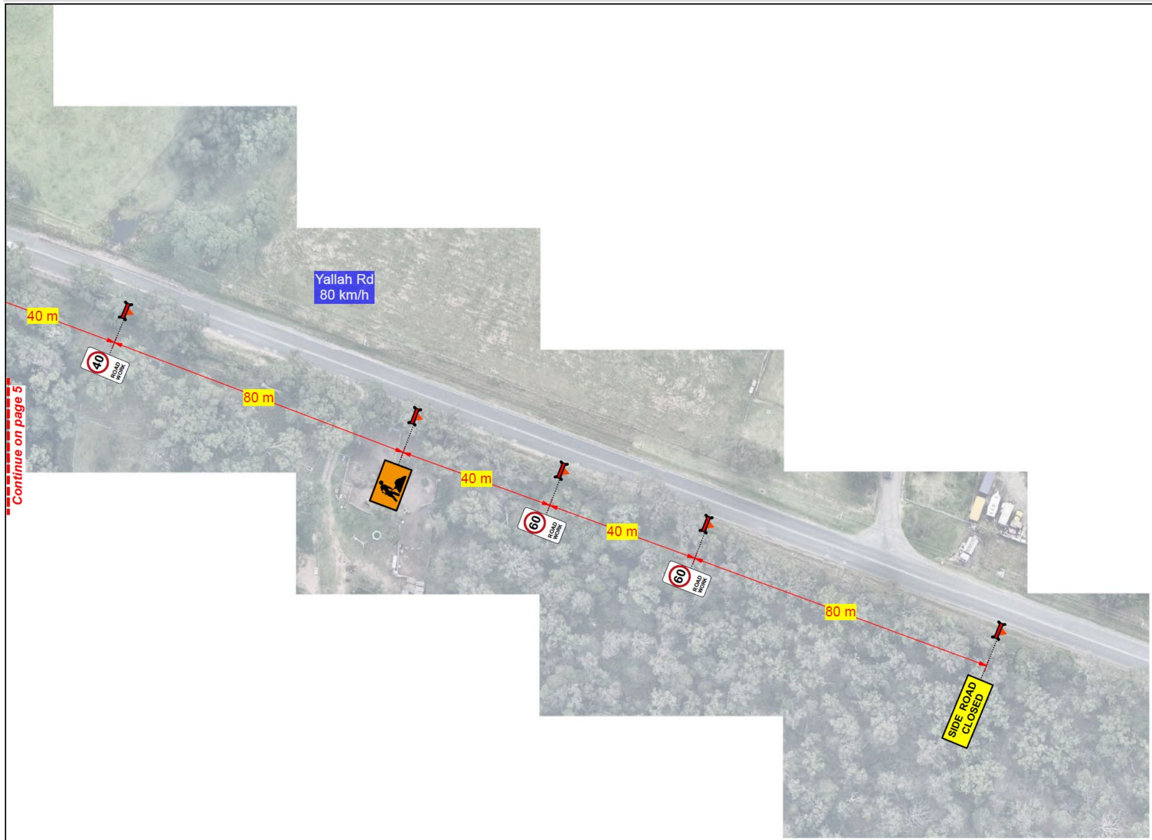
SITE & CLIENT DETAILS

ALTUS GROUP DESIGN NUMBER :26-02-162822-01	CLIENT COMPANY :D4C
WORKS LOCATION :Marshall Mount Rd, Marshall Mount	CLIENT CONTACT :Jackson Micallef
CROSS STREET :Calderwood Rd & Yallah Rd	CLIENT REFERENCE NUMBER :50738360
ESTIMATED JOB DATE :TBC - TBC	WORKSITE ROAD AUTHORITY :Council
ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT NSUD1-SS ARS: 3/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Phil Dellorefice
PWZTMP #: TCT0059108
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

PAGE - 3 / 10



ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PD	PI	19/02/26	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au ALTUS GROUP WEBSITE: www.altusgroup.com.au ALTUS GROUP CONTACT: 1300 872 334 BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABN 84 102 768 061

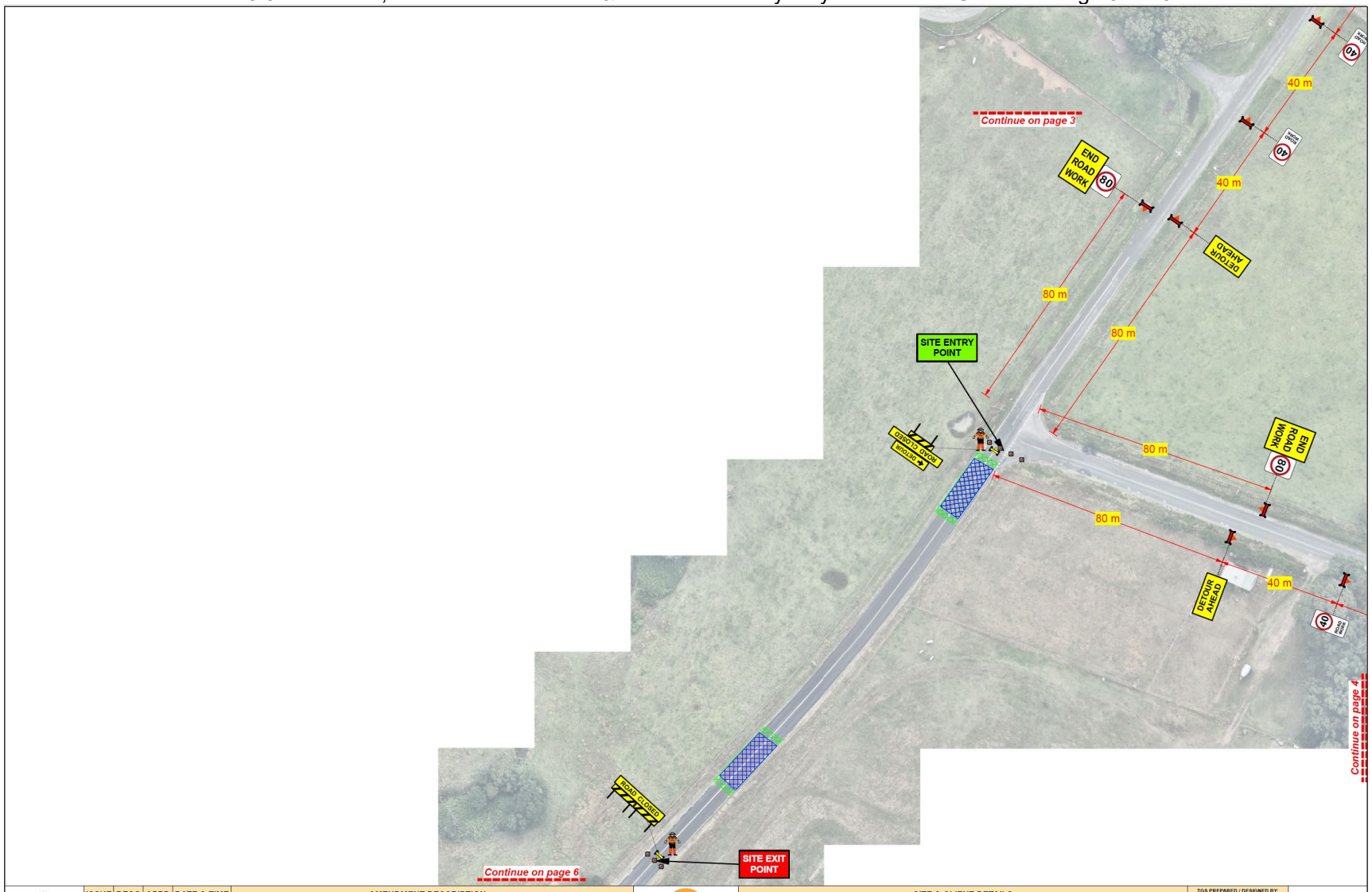
SITE & CLIENT DETAILS			
ALTUS GROUP DESIGN NUMBER :26-02-162822-01	CLIENT COMPANY :D4C		
WORKS LOCATION :Marshall Mount Rd, Marshall Mount	CLIENT CONTACT :Jackson Micallef		
CROSS STREET :Calderwood Rd & Yallah Rd	CLIENT REFERENCE NUMBER :50738360		
ESTIMATED JOB DATE :TBC - TBC	WORKSITE ROAD AUTHORITY :Council		
ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ARS: 3/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Phil Delloreficе
PWZTMP #: TCT0059108
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

Sydney WATER | D4C

PAGE : 4 / 10



ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PD	PI	19/02/26	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

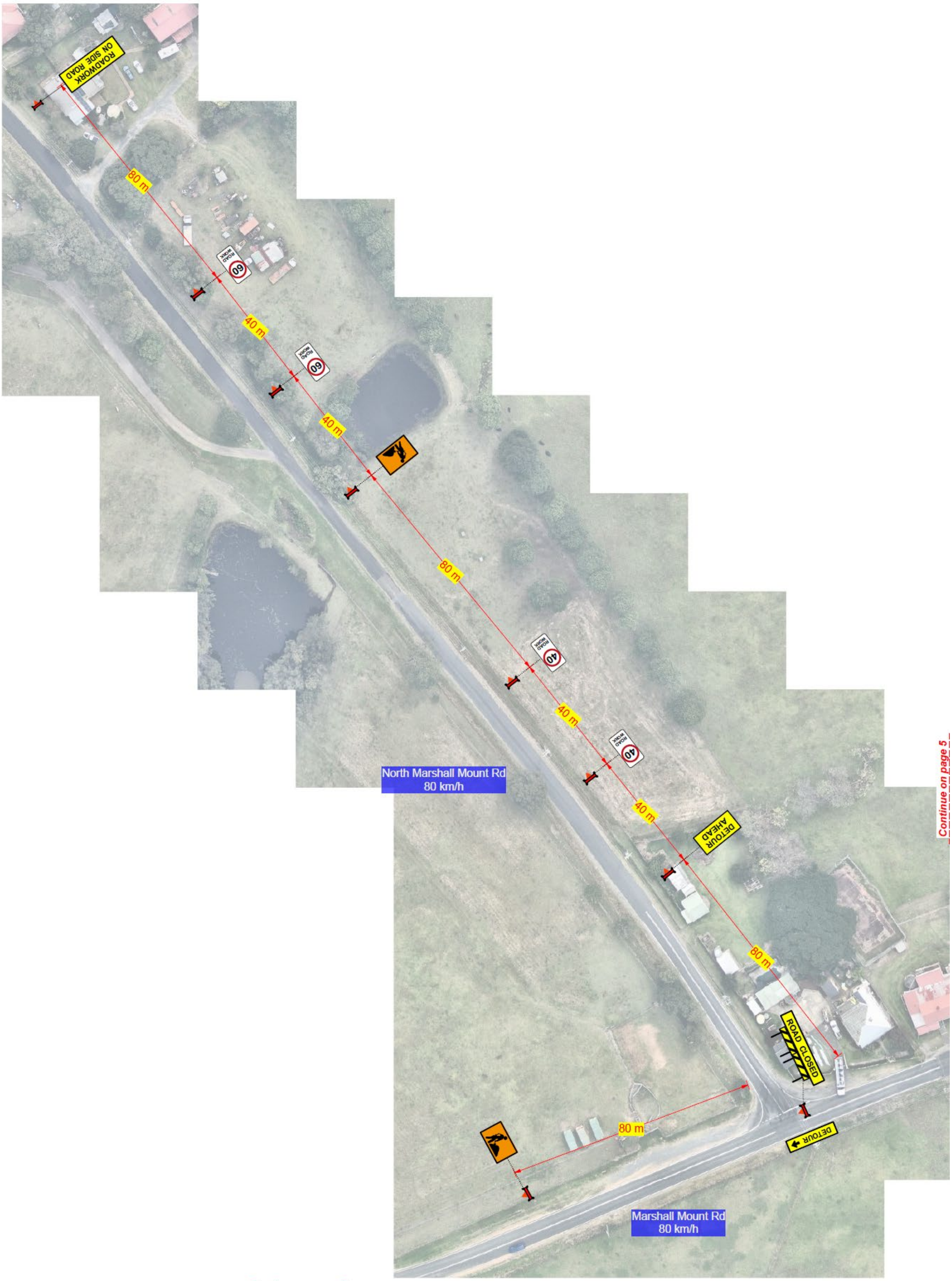
ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABN 84 102 799 061

SITE & CLIENT DETAILS			
ALTUS GROUP DESIGN NUMBER :26-02-162822-01	CLIENT COMPANY :D4C		
WORKS LOCATION :Marshall Mount Rd, Marshall Mount	CLIENT CONTACT :Jackson Micallef		
CROSS STREET :Calderwood Rd & Yallah Rd	CLIENT REFERENCE NUMBER :50738360		
ESTIMATED JOB DATE :TBC - TBC	WORKSITE ROAD AUTHORITY :Council		
ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ARS: 3/5

TGS PREPARED / DESIGNED BY:	
DESIGNED BY :	Phil Dellorefice
PWZTMP #:	TCT0059108
ISSUED DATE:	13/04/2020
JOB TITLE :	Senior Planner
TGS REVIEWED / APPROVED BY:	
DESIGNED BY :	Peter Ingram
PWZTMP #:	TCT0058356
ISSUED DATE:	05/04/2016
JOB TITLE :	Planning Manager

PAGE - 5 / 10



Continue on page 7

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PD	PI	19/02/26	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP

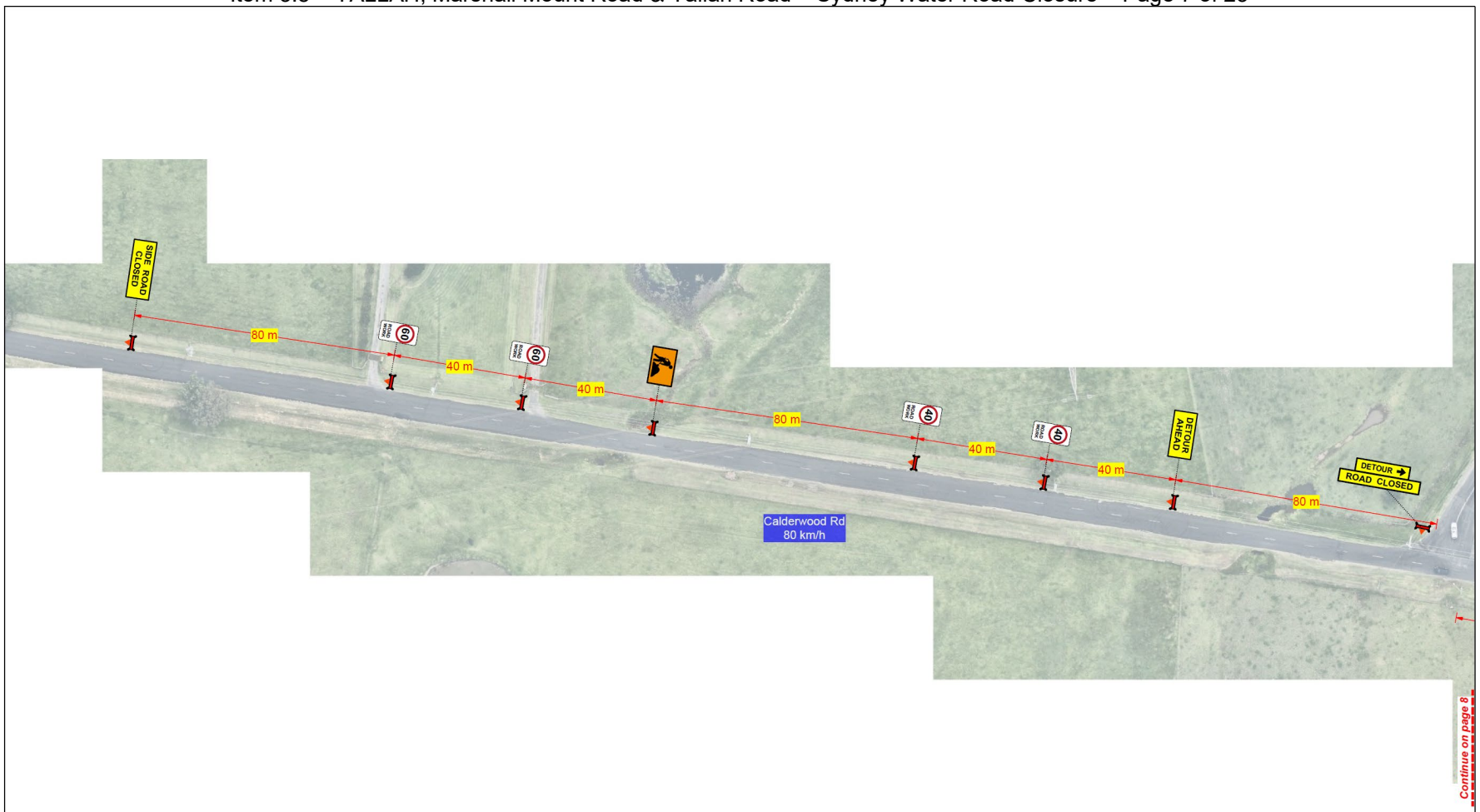
SITE & CLIENT DETAILS	
ALTUS GROUP DESIGN NUMBER :26-02-162822-01	CLIENT COMPANY :D4C
WORKS LOCATION :Marshall Mount Rd, Marshall Mount	CLIENT CONTACT :Jackson Micallef
CROSS STREET :Calderwood Rd & Yallah Rd	CLIENT REFERENCE NUMBER :50738380
ESTIMATED JOB DATE :TBC - TBC	WORKSITE ROAD AUTHORITY :Council
ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT NSU01-SS ARS: 3/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Phil Dellorefice
PWZTMP #: TCT0058108
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058358
ISSUED DATE: 05/04/2018
JOB TITLE : Planning Manager

PAGE : 6 / 10

wollongong
city of innovation



ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PD	PI	19/02/26	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABN 94 102 768 061

SITE & CLIENT DETAILS			
ALTUS GROUP DESIGN NUMBER :26-02-162822-01	CLIENT COMPANY :D4C		
WORKS LOCATION :Marshall Mount Rd, Marshall Mount	CLIENT CONTACT :Jackson Micallef		
CROSS STREET :Calderwood Rd & Yallah Rd	CLIENT REFERENCE NUMBER :50738360		
ESTIMATED JOB DATE :TBC - TBC	WORKSITE ROAD AUTHORITY :Council		
ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ARS: 3/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Phil Dellorefice
PWZTMP #: TCT0059109
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0056356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

PAGE : 7 / 10

N

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PD	PI	19/02/26	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABN 94 102 768 061

SITE & CLIENT DETAILS				
ALTUS GROUP DESIGN NUMBER :26-02-162822-01	CLIENT COMPANY :D4C			
WORKS LOCATION :Marshall Mount Rd, Marshall Mount	CLIENT CONTACT :Jackson Micallef			
CROSS STREET :Calderwood Rd & Yallah Rd	CLIENT REFERENCE NUMBER :50738300			
ESTIMATED JOB DATE :TBC - TBC	WORKSITE ROAD AUTHORITY :Council			
ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ARS	3/5

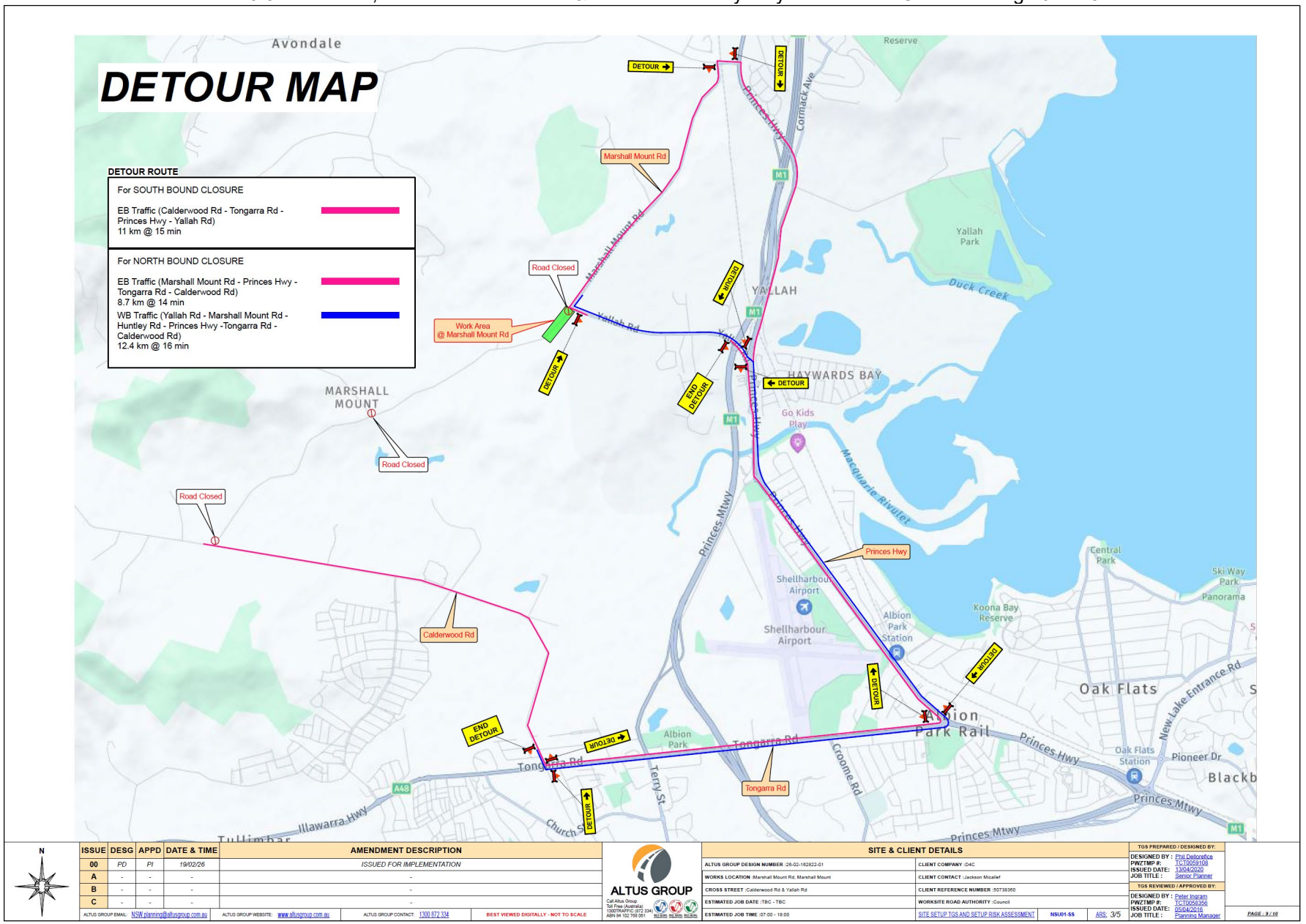
TGS PREPARED / DESIGNED BY:
DESIGNED BY : Phil Dellorefice
PWZTMP #: TCT0059109
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 06/04/2016
JOB TITLE : Planning Manager

Sydney WATER

PAGE : 8 / 10

wollongong city of innovation



ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PD	PI	19/02/26	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABN 94 102 760 061

SITE & CLIENT DETAILS	
ALTUS GROUP DESIGN NUMBER :26-02-182822-01	CLIENT COMPANY :D4C
WORKS LOCATION :Marshall Mount Rd, Marshall Mount	CLIENT CONTACT :Jackson Micallef
CROSS STREET :Calderwood Rd & Yallah Rd	CLIENT REFERENCE NUMBER :50738360
ESTIMATED JOB DATE :TBC - TBC	WORKSITE ROAD AUTHORITY :Council
ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT NSU01-SS ARS: 3/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Phil Dellorefice
PWZTMP #: TCT0059108
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

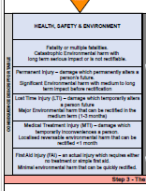
PAGE : 9 / 10

ALTUS GROUP

AROUND THROUGH PAST ANALYSIS & RISK ASSESSMENT
TGS NUMBER - 26-02-162822-01

TRAFFIC LOGISTICS

RATING OF CONTROLS



RISK MATRIX

LIKELIHOOD DESCRIPTOR TABLE

Probability	<5% probability	5-20% probability	20-50% probability	50-80% probability	>80% probability
Frequency	One event > 50 years	One event every 10-50 years	One event every 5-10 years	One event every 3-05 months	One or more events in next 3 months
Description	The threat is unavailable but only in exceptional circumstances.	The threat is improbable	The threat could occur sometime, or "I've heard of it happening"	The threat is known to occur, or "I've happened from time to time."	The threat is a common or frequent occurrence

LIKELIHOOD

Index	E. Rare	D. Unlikely	C. Possible	B. Likely	A. Almost Certain
5. Catastrophic	High (5E)	High (5D)	Extreme (5C)	Extreme (5B)	Extreme (5A)
4. Severe	Medium (4E)	Medium (4D)	High (4C)	High (4B)	Extreme (4A)
3. Major	Low (3E)	Medium (3D)	Medium (3C)	High (3B)	High (3A)
2. Minor	Low (2E)	Low (2D)	Medium (2C)	Medium (2B)	High (2A)
1. Insignificant	Low (1E)	Low (1D)	Low (1C)	Medium (1B)	Medium (1A)

Step 3 = The risk rating is where the LIKELIHOOD and the IMPACT intersect

HEALTH, SAFETY & ENVIRONMENT

Fatality or multiple fatalities. Catastrophic Environmental harm with long term serious impact or is not rectifiable.

Permanent Injury – damage which permanently affects a person's future. Significant Environmental harm with medium to long term impact before rectification

Lost Time Injury (LTI) – damage which temporarily affects a person's future. Major Environmental harm that can be rectified in the medium term (1-3 months)

Medical Treatment Injury (MTI) – damage which temporarily affects a person's future. Localised reversible environmental harm that can be rectified < 1 month

First Aid Injury (FAI) – an actual injury which requires either no treatment or simple first aid. Minimal environmental harm that can be quickly rectified.

TRAFFIC MANAGEMENT METHOD

TRAFFIC MANAGEMENT METHOD	DESCRIPTION	METHOD TYPE	ADOPTION METHOD ROAD TRAFFIC	ADOPTION METHOD PEDESTRIAN	ADOPTION METHOD CYCLIST
AROUND (elimination)	An around method is where traffic is completely separated from the work area. An around method is the preferred TTM method where achievable, as a majority of risks associated with TTM are eliminated and it generally provides the lowest overall net risk option. This method must be considered as the first option, however if it cannot be achieved, justification must be provided in the TMP.	• A road closure requiring a detour of all traffic. • Construction of a sidetrack. • Contraflow of traffic via a separated median.	SELECTED		
PAST (isolation or engineering)	A past method is where substitution, isolation and engineering controls are used to guide traffic along an adjacent path to the work area. A past method includes the use of a barrier or shifting of traffic to provide complete separation of workers and traffic.	• Contraflow without a separated median. • A lateral shift taper. • Use of an accepted temporary barrier system. • A shoulder Closure. • A lane Closure. • One lane alternate flow.	SELECTED		
THROUGH (administration and PPE)	A through method relies on administrative, training and PPE controls only. A through method does not provide separation of traffic to the work area and requires the passage of traffic through the work area. A through method must only be considered when around and past strategies are not achievable or the risk generated by installing those options outweigh the safety benefit.	• Directing road users immediately over the work area. • Separation only achieved by use of cones or bollards. • Pilot vehicle used to platoon road users.			

Risk Assessment - Acceptance & Departures

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
TGS implemented by unqualified person or organization	- Unaware members of public - TTM set up non compliant - NSW requirements & standards not met	- MOP confused and unaware creating frustration or collision - Motor vehicle incident, end of queue collision - Non conformance reports, restriction on approvals	Medium (3D)	- Undertake license inspection pre implementation. - Check qualifications in design stages. - Design to comply with TCAWs technical manual.	Low (3E)
Stop bat used instead of PTCD	- Traffic Controller struck by motorist - Line of site - Reduced area of escape route	- TC required to stand closer to live lane making a higher chance of of being struck by MOP vehicle - TC visibility restricted due to positioning required to use stop/slow bat	High (4C)	- Design TGS for the use of PTCD. - Undertake prestart checks on PTCD. - Implement road closures and lane closures where possible. - Maintain suitable escape routes. - Stay clear of live lane when using stop/slow bat.	Medium (3D)
Speed Zones extend past the Min or Max lengths	- Driver Compliance - Adverse road user behaviour	- MOP may increase speed if they see no reason to slow down - Driver frustration due to extended travel time	High (3B)	- Use of pilot vehicles - Duplication or repeated of speed signage - Use of variable message signage - Electronic speed display signs - Chicanes or lateral shift tapers	Medium (2C)
Variations at the design stage required that fall outside of the standards?	- Changes in design that deviate from established standards.	- Non-standard changes made to address non-standard situations, deviating from established standards.	High (3B)	Variations to standards must be discussed with and approved by the relevant authorities and clearly highlighted on the Traffic Guidance Scheme (TGS). The state-standard departure process must be completed as part of the design.	Medium (3D)

Risk Assessment - Environment

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Environmental or manufactured hazards that could potentially impact the works?	- Vehicle interaction - Restricted visibility - Noise & distractions	- Collision with Workers, plant, or road users - Workers obstructed by vegetation or structures - Impaired situational awareness for workers or drivers	High (3B)	- Implement TGS devices to cater for environmental & manufactured hazards. - Stage TGS design to suit vegetation & structures. - Prestart meetings to highlight noise and distraction items. - Use of warning lights, sirens, airhorns to signal approaching hazards. - Adjust TGS to suit local restraints within TCAWS tolerances and guidelines.	Medium (3C)
Road shoulders and work site surroundings free of flora	- Restricted visibility to workers - Slips, Trips and Falls - Water Hazards - Visibility of TTM devices	- Workers obstructed by vegetation - Worker injury - Vehicles getting bogged - TTM devices obstructed by overgrown flora	High (3B)	- Remove vegetation prior to works. - Implement TGS devices to cater for environmental & manufactured hazards. - Stage TGS design to suit vegetation. - Position additional signage at strategic locations.	Medium (2C)
Wind, Rain & Fog present	- Reduced visibility - Reduced stopping capabilities - falling/moving objects	- Public Traffic unaware of traffic impacts ahead - End of queue collisions due to wet / slippery roadways - TTM signage blowing over reduction advanced warning signage - Failing objects causing injury	Extreme (5C)	- Implement VMS vehicle for digital messaging for advanced warning signage.. - Extend Advanced warning signage - repeated or duplicated. - End of Queue monitors with VMS messages. - Prestart meetings to highlight overhead hazards within the surroundings.	High (3B)
Works undertaken at night	- Poor visibility of the work area - Driver Fatigue - Reduced response time for motorists	- Motorist not seeing control points or TTM set up/advanced warning - Lapse in concentration causing collision - Motorist not stopping at control points	Medium (3C)	- Ensure sufficient illumination at control points and work zone. - Use of light towers. - Retro reflective signage and PPE.	Medium (2C)

Risk Assessment - Members of Public

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works impact existing public transport services or infrastructure including bus stops & taxi ranks?	- Delays - Queuing - Road user visibility - Bus & taxi Accessibility	- Public transport delays - Queuing onto main roads - Queuing into live lane from bus stop or taxi rank - Collision due to blocked access	Medium (2C)	- Notification to bus companies that operate in the area. - Provide adequate provision for public transport companies, or carry out work outside of operation hours. - Where temporary bus stops are created, ensure buses are able to meet the curb. - Ensure TGS clearly shows affected stops and controls in place. - Traffic controllers to manage and assist where safe and possible.	Low (2E)
Works impact existing footpaths, pedestrian crossings, cycle lanes or principle shared paths ?	- Exposure to traffic or work zone - enter road way or work zone - Pedestrian movements - Crossing points - Dedicated bike paths	- Struck by a vehicle - Verbal or physical abuse - Pedestrian or cyclist slip, trip or fall - Elderly or disability access restricted	Medium (3C)	- Ensure TGS caters for all road users including pedestrians and cyclists. - Always clearly delineate the work area. - Do not obstruct pedestrian and cyclists travel paths with traffic control signs and devices. - Consider the use of additional warning and guidance signage for pedestrians, cyclists and motorists. - Consider the use of additional traffic control to monitor and assist pedestrian and cyclist movements where required.	Medium (3D)
Works affect any driveways, including residential, commercial, or public access points?	- Collisions - Visibility - Incursions - Accessibility	- Poor line of sight - Restricted access to MOP - Restricted access in event of emergency - Verbal or physical abuse - Collision due to blocked access	Medium (3C)	- Consider staging work outside of business hours. - Create physical barrier to prevent traffic entering site & driveways. - Notification to residents & businesses. - have contingency plan in place for emergency services access.	Medium (3D)
Works affecting any existing parking spaces or restricted areas?	- Conflicting movements - Impacts on local businesses & Residents	- Vulnerable road user (VRU) confusion and increased site movements - Site incursions caused by VRUs attempting to access parking areas within control points - Collision due to blocked access	Medium (3C)	- Always check adequate parking is available for workers. - Relocation of parking spaces and advanced warning signage. - Create physical barrier for restricted access. - Notification to stakeholders	Low (3E)

Risk Assessment - Speed Zones

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works being conducted on roads with speed limits of 70 km/h or higher?	- Exposure to traffic - Challenges during signage installation - Reduced response times	- Reduced response time to erratic or distracted motorists - Risk of being struck by a vehicle or plant, or ceasing a vehicle incident - High-speed road networks typically involve risks such as driver error or poor visibility	High (4B)	- Implementation of shadow vehicle. - Driver remains in vehicle and spots for erratic or distracted motor vehicles. - Truck mounted attenuator to be used where applicable. - Buffer zones to be set pre set up of TTM.	Medium (4E)
Temporary speed zones below 70 km/h be required during the works operations?	- Offset speed zones - Proximity to workers - Exposure to traffic - Workers on foot within 1.5 to 3 m	- Unusual travel speeds for motorists along work zones. - Vehicles travelling in opposite directions at conflicting speeds. - Slower speeds give motorists a false sense of how much room they have. - Slower speeds increase the time each vehicle spends adjacent to the work area.	Medium (2B)	- Speed reduction signage to be duplicated or repeated and clearly visible. - Conflicting speed signage to be covered. - Exclusion zones of 1.5m to 3m of live traffic to be implemented. - Comply with MIn & Max speed zone lengths. - Variable speed compliance signage or variable message boards.	Medium (2C)
Workers on foot within 1.5m of live traffic?	- Offset speed zones - Proximity to workers - Increased exposure to traffic - Workers on foot within 1.5 m	- Unusual travel speeds for motorists along work zones. - Vehicles travelling in opposite directions at conflicting speeds - Slower speeds give false belief to motorists of how much room they have. - Slower speeds increases time traffic spends adjacent to the work area per vehicle.	High (4C)	- Ensure speed zones are designed in accordance with TCAWS, AS1742.3 and AGTTM. - Ensure speed zoning is consistent with the work activity and road environment. - Consider the use of speed radar VMS to monitor traffic speeds and advise	Medium (3D)

Risk Assessment - Works

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Excavated areas exceeding a depth of 500mm?	- Presence of excavation - Workers in close proximity - Exposure to traffic - Driver incursions into the work area - Collapse of adjacent ground/pavement	- Vulnerable road user (VRU) access to excavations An engineered barrier design is required to proceed	High (4C)	- Excavations under 0.5m and within 3m of the edge of traffic lane, physical delineation placed perpendicular to the traffic flow or cones/bollards. (eg: ATF, Mesh fence, barriers) - Excavations over 0.5m and within 3m of the edge of traffic lane, a temporary safety barrier must be installed. - Where the excavation is deeper than 200mm, is open for more than 2 weeks and the distance from the edge of traffic lane is less than 3m for 60kmh, 6m for 80kmh, plates and secured ATP is to be used to restrict access of MOP.	Medium (3D)
Works involve overhead operations?	- Drop and swing hazards - Bounce and roll zones - Exposure to road users	- Lifting overhead objects, creating potential drop & crush hazards. - Swing radius and exposure to members of public - Collision of boom arms overhanging roadway	Medium (3C)	- TGS to show exclusion zones or hold point for lifting operations. - Separation of traffic and pedestrians while overhead works are undertaken. - Signage, delineation devices & Spotters to be used to prevent unauthorized access to restricted area.	Medium (3D)
Works be completed in a single shift?	- Traffic/Pedestrians exposure to danger - Impact to road users - Visibility of Site	- Worksite presence and post works road network changes - Pedestrian/Motorist confusion with long term alterations to verge or road networks.	Medium (2C)	- Aftercare TGS must be designed and installed afterhours or between shifts. - RMA IT1-1) to be installed on long term road work sites. - Variable message signage to be used for long term or after hours works.	Low (2D)
Heavy vehicles or plant enter or exit the worksite?	- Visibility - Collisions - Road user confusion	- Motorists following work vehicles into the site. - Site vehicles unable to gain access due to interventions by other road users (e.g., queuing, blockages, or incidents). - Abruptly slowing/stopping of vehicles during ingress & egress	Medium (3D)	- TGS to illustrate permitted ingress and egress points, as well as vehicle movements. - TGS to be designed with hold and release of traffic where applicable. - Site ingress & egress points to be highlighted by bollards, double traffic cones or other applicable devices. - UHF radio to be used as communication for site ingress & egress. - Flashing beacons to be initialized prior to ingress of egress.	Low (2E)
Traffic Controllers required to hold traffic continuously?	- End of Queue Collision - Work vehicle entering/exiting work zone - Congestion of road network - Traffic controller fatigue	- Extended queues past advanced warning signage - MOP following work vehicles - Negative driver behavior - Extended trip time of road network - Lapse in traffic control concentration	High (3B)	- Repeater advanced warning signage. - Calling and flagging work vehicles and stopping of MOP behind them. - Releasing traffic from key directions to limit queueing traffic. - Advanced Warning variable message signage. - End of queue management.	Medium (2B)

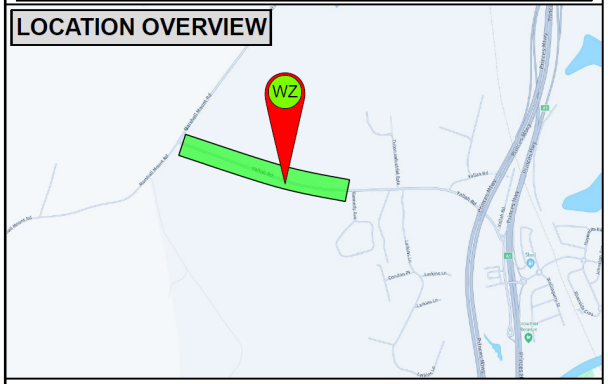
Risk Assessment - Road Use

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works require changed traffic conditions, such as closures or detours, or changes in alignment, including surface conditions, road widths, traffic delays, or congestion?	- Motorist loses control - Motorist confusion - Motorist attempts a banned manoeuvre - Emergency Agency access through and past site - Loose surfaces	- Motorists unaware of disruptions and become confused. - Emergency service not aware of road impacts. - Heavy vehicle movements on unconfirmed routes. - Surface works reduces tire adhesion and flying objects. - Changes to the work area may include partial or full excavation of the roadway.	High (3A)	- Installation of directions signage. - Community and stake holder notification. - Clear delineation of travel paths. - Regular clean up of road surfaces. - Pavement markers.	Medium (3D)
Works impact heavy vehicle networks?	- HV cannot travel past work site - Queuing and delays - Collisions - Abnormal movements	- HV making contact with delineation or barriers - Extended queue lengths resulting in collision - HV & OSOM vehicle causing congestion for manoeuvers	High (4B)	- Comply with shoulder and lane width criteria in the design of the TGS. - During the design of the TGS, check vehicle swept path where necessary to ensure the largest known vehicle travelling through the work site can negotiate the changed traffic conditions. - Traffic controllers to communicate with heavy vehicle and OSOM drivers to warn and guide them through the work site as required. - Traffic control to monitor heavy vehicle movements and if required, make adjustments to the signs and devices within approved tolerances. If more significant	Medium (3D)
Works are performed on high-speed and/or high-volume roads, causing delays, requiring stopping or merging, or creating non-standard road operations?	- Non-standard road user movements - Road environments unsuited for non-standard movements - Limited visibility or the presence of obstructions - High-speed or high-volume road environments - Abrupt stopping or unusual vehicle movements	- Road users may become confused and perform illegal or contradictory vehicle movements. - Pedestrian movements are at higher risk of occurring within areas of motorist confusion. - Works are located in higher-than-usual risk environments.	High (4B)	-Additional signage requirements, in accordance with state-specific standards (e.g., "Two Way," "Look Both Ways," and designated crossing points), must be reviewed and clearly included in the Traffic Guidance Scheme. -Consider utilizing Variable Message Signs (VMS) to inform and educate drivers about potential hazards or required movements. -For long-term, high-volume, high-speed works, incorporate Variable Message Signs. -TGS to show all signage and delineation clearly.	Medium (2C)
Works are likely to negatively impact other parts of the road network, such as side roads, ramps, or crossings?	- Queuing and delays - Collisions - Increased traffic volume	- Vehicles enters work site from a side road/ramp and collides with workers - Adverse impact on the road network due to queuing or limited visibility	Medium (2C)	- TGS to outline clear delineation and signage in side roads, ramps and crossings - Continual monitoring of road network via TC inspections.	Low (2D)
General Traffic	- Motorists speeding - Motorists not concentrating - Motorists tired - Motorists distracted.	- Motorists colliding with TTM - Motorists entering work zone - Motorists causing congestions on road network	High (4B)	- Consider use of TMA on higher speed roads >60km - Use speed reduction best suited to work activity and road environment - Use applicable AAV signage displayed on AAV. - Ensure sight distances between AAV, shadow vehicles are clearly labelled on TGS - Ensure 20-40m buffer zone between shadow vehicle and work vehicle. No less than 40m when using a TMA as a shadow vehicle	Medium (3C)

wollongong city of innovation

TABLE OF CONTENTS

LOCATION OVERVIEW

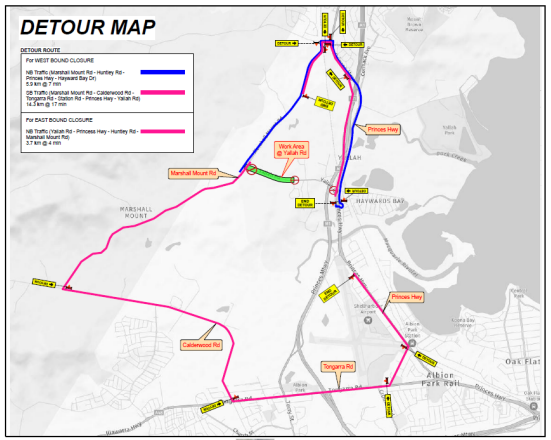


SIGNS MANIFEST

- 3 x T2-4 ROAD CLOSED
- 10 x T5-1 (L) DETOUR LEFT
- 4 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
- 4 x R4-212 (60) SPEED LIMIT 60 ROAD WORK
- 3 x T2-23 END DETOUR
- 7 x T5-1 (R) DETOUR LEFT
- 7 x T1-6 DETOUR AHEAD
- 7 x T1-5 WORKERS AHEAD
- 7 x T1-32 SIDE ROAD CLOSED

WHEN PRINTING ENSURE SITE SETUP & RISK ASSESSMENT IS PRINTED WITH THIS TGS

TGS OVERVIEW



DURATION: SHORT TERM WORKS
TYPE OF CONTROL: ROAD CLOSURE
REQUIRED WORK: ROAD CROSSING

TRAFFIC LOGISTICS

Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

DATE OF DESIGN:		SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS
01/07/2025			
ESTIMATED JOB DATE :	01/08/2025 to 15/08/2025		
ESTIMATED JOB TIME :	18:00 to 06:00		

ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A	PD	19/02/26	ROAD CLOSURE MOVED ON YALLAH RD
B			
C			

ALTUS DESIGN NUMBER:	25-07-117444-02 ARS: 3/5
CLIENT REFERENCE NUMBER:	YALLAH RD, MARSHALL MOUNT
WORKS LOCATION :	YALLAH RD, MARSHALL MOUNT
BETWEEN ROADS :	MARSHALL MOUTN RD & CALDERWOOD RD
GARBAGE COLLECTION DAY :	THURSDAY
WORKSITE ROAD AUTHORITY :	WOLLONGONG CITY COUNCIL

BEST VIEWED DIGITALLY

NOT TO SCALE
PRINT A3

People Requirements:
TRAFFIC CONTROLLERS : 2
TRAFFIC CONTROLLERS - BREAKS : 1
SPOTTERS : 0
TMA DRIVERS : 0

Vehicle Requirements:
TRAFFIC CONTROL UTE : 2
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

Equipment/Device Requirements
TOTAL CONES : 11
TOTAL SIGNS : 42
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 4
CHEVRONS : 0

CLIENT CONTACT :
DELIVERING FOR CUSTOMERS (DfC)
JACKSON MICALLEF

Sydney WATER — In partnership with D4C

APPROVAL DATE: 19/02/2026
APPROVED BY - DESIGNER :
Mark Hayward TCT 0046634

REVIEW OR DEPATURE APPROVED BY:
A Kelly TCT0006840

ALTUS NOMINATED CONTACT :
24HR CONTACT - 1300 872 334

SHEET NO : 1 OF 14

wollongong city of innovation

SITE MARKER COMMON LEGEND

- WORK AREA
- SPECIFIC WORKS LOCATION
- SAFETY BUFFER
- ESTIMATED QUE LENGTH (EQL)
- ISOLATION/NO GO ZONE
- PLANT/ EQUIPMENT LAYDOWN
- TEMPORARY BUS STOP ZONE
- PEDESTRIAN PATH

DEVICE COMMON LEGEND

- TRAFFIC CONTROLLER
- POLICE OFFICER
- WORKER / SPOTTER / MARSHALL
- CONES - 700MM OR HIGHER
- BARRIER BOARD
- PORTABLE TRAFFIC LIGHT
- BOX EDGE / MMS - SIGN FRAME/STAND
- VMS TRAILER / PTAB - PORATABLE TRAILER ARROW BOARD
- THM - TEMPORARY HAZARD MARKER

COMMON VEHICLE LEGEND

- UTE (SIGNAGE VEHICLE)
- VMS UTE (VARIABLE MESSAGING SYSTEM VEHICLE)
- POLICE SERVICES (POLICE VEHICLE)
- DDV (DROP DECK VEHICLE)
- TMA/IPV (TRUCK MOUNTED ATTENUATOR/ IMPACT PROTECTION VEHICLE)

CLIENT VEHICLES

- WV UTE (WORK VEHICLE)
- (ELEVATED WORKING PLATFORM)

ALTUS GENERAL NOTES - LIMITED TO NECESSARY NOTATIONS

GENERAL

- TTM MEASURES SHALL BE INSTALLED, MAINTAINED AND REMOVED IN A PLANNED AND SAFE MANNER. BEFORE COMMENCING, THE IMPLEMENTER SHALL CHECK AND REVIEW THE APPROVED TMP/TGS, THE WORKSITE AND THE PROPOSED ACTIVITIES TO ENSURE THEY ARE COMPLEMENTARY AND ARE APPROPRIATE.
- THE TMI SHALL CHECK THE ROAD ENVIRONMENT, ESPECIALLY THE "ON THE DAY" TRAFFIC FLOWS, TO ENSURE THAT IT IS AT AN APPROPRIATE LEVEL FOR THE TTM INTENDED.
- A 5-MINUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VALUES RECORDED IN THE TMP/TGS.
- IF THE WORKSITE AND THE APPROVED TMP ARE NOT COMPLEMENTARY, BEFORE OCCUPYING THE WORKSITE, THE IMPLEMENTER SHALL DETERMINE WHETHER THEY CAN:
  - MAKE COMPLIANT ADJUSTMENTS (E.G., LENGTHEN TAPER WITHIN TOLERANCES) TO THE TMP/TGS
  - CONTACT PERSONS WITH THE RELEVANT ACCREDITATION TO APPROVE MODIFICATIONS TO THE TMP/TGS (E.G., ADDITIONAL SIGNS OR DISTANCES OUTSIDE OF TOLERANCES).
  - CONTACT THE RELEVANT ROAD INFRASTRUCTURE MANAGER TRAFFIC CONTROL FACILITY TO INITIATE ACTIONS IDENTIFIED ON THE TMP/TGS TO BE TAKEN (E.G., CHANGE IN THE VMS, VARIABLE SPEED LIMIT SIGNS OR LANE USAGE SIGNAGE).
- WHERE THE TMP/TGS CANNOT BE SUITABLY ADJUSTED OR MODIFIED, THE IMPLEMENTER SHOULD ADVISE $1.4Contractor_Company$ THAT THEY ARE NOT APPROPRIATE, AND THE WORKS SHOULD BE POSTPONED.
- ALL SITE INFORMATION WORK HOURS, INSTALLATIONS, ADJUSTMENTS AND AUTHORISED MODIFICATIONS ARE TO BE DOCUMENTED ON THE TMP AND TGS AS WELL AS AN APPROVED ON-SITE/WORKS RECORD.
- A COPY OF THE APPROVED TMP/TGS SHALL BE KEPT ON-SITE AT ALL TIMES.

PRE-START REQUIREMENT/S

- ALL PERSONS INVOLVED WITH TTM ACTIVITIES SHALL BE BRIEFED/INDUCTED BY THE TMI AND HAVE THIS DOCUMENTED ON THE SITE RECORDS.
- THE TOOLBOX TALK FOR TTM STAFF IS USED TO EXPLAIN THE:
  - *KEY ASPECTS OF THE TGS/TMP
  - *IDENTIFIED HAZARDS
  - *TTM REQUIREMENTS FOR THE WORKSITE
  - *SAFETY ZONE REQUIREMENTS AND LIMITS
  - *COMMUNICATION PROCESSES

INCIDENT MANAGEMENT

- IF A DRIVER DISOBEYS A TRAFFIC CONTROL INSTRUCTION:
  - * PRIORITISE PERSONAL SAFETY.
  - * USE THE PREDETERMINED ESCAPE ROUTE, IF NECESSARY.
  - * WARN OTHER MEMBERS OF THE CREW AS EARLY AS POSSIBLE. A WARNING SYSTEM MUST BE AGREED UPON BEFOREHAND, SUCH AS RADIOS, WHISTLES, SHOUTING ETC.
- THE FIRST PREFERENCE IS TO USE THE TWO-WAY RADIO TO COMMUNICATE WHERE AVAILABLE.

- TAKE THE FOLLOWING ACTIONS IF AN INCIDENT OCCURS WITHIN THE TRAFFIC CONTROLLER'S DESIGNATED WORKSITE OR TRAFFIC CONTROL OPERATIONAL AREA:
  - * FIRST AID RESPONSE (WHERE POSSIBLE).
  - * CALL FOR ASSISTANCE (IF NEEDED).
  - * EMERGENCY SERVICES CONTACT (IF REQUIRED)
  - * NOTIFY THE WORKSITE SUPERVISOR OR TEAM LEADER AND ALTUS OFFICE/SUPERVISOR
  - * MAINTAIN EFFECTIVE TRAFFIC CONTROL.
  - * MOVE THE TRAFFIC CONTROL STATION TO A SUITABLE LOCATION THAT INCLUDES THE ACCIDENT SITE WITHIN THE TRAFFIC CONTROL (IF NECESSARY)
  - * OPERATIONAL AREA.
  - * RECORD SUFFICIENT NOTES OF THE INCIDENT, INCLUDING THEIR OBSERVATIONS, TO COMPLETE AN INCIDENT REPORT.
  - * CLEAR THE INCIDENT AREA OF ANY ITEMS NOT PRESENT PRIOR TO WORKS INSTALLATION

DUTY OF CARE

- DELIVERING FOR CUSTOMERS (D4C) ENSURES A COMMITMENT TO RESPONSIBILITY OF IMPLEMENTATION AND EXERCISING A DUTY OF CARE TO THE WORKS AND ALL ROAD USERS.
- ALTUS COMMITMENT AND OHS PROCEESES CONTAINED WITHIN THIS LINK : HSEQ-SODC LINK AND SWMS

TRAFFIC CONTROLLERS

- ONLY COMPETENT PERSONS WITH APPROPRIATE CERTIFICATION SHALL BE APPOINTED AS TRAFFIC CONTROLLERS.
- SPEED SHALL BE 60 KM/H MAXIMUM. PROVIDE A TEMPORARY SPEED LIMIT OF 60 KM/H OR LESS ON THE APPROACH TO A TRAFFIC CONTROLLER IF THE SPEED IS HIGHER (SEE SECTION 5.5.1).
- AN ESCAPE ROUTE SHALL BE IDENTIFIED FOR EACH TRAFFIC CONTROLLER FROM THEIR TRAFFIC CONTROL POSITION.
- TRAFFIC CONTROLLERS SHALL CONDUCT DUTIES WITH A CLEAR SIGHT DISTANCE FROM APPROACHING ROAD USERS.
- ENSURE A WORK VEHICLE IS NOT PARKED IN A WAY THAT IMPACTS THE VISIBILITY OF THE SITE OR TRAFFIC CONTROLLER OR LIMITS THE TRAFFIC CONTROLLER'S ESCAPE ROUTE.
- ENSURE THAT TRAFFIC CONTROLLERS ARE VISIBLE AT ALL TIMES OF THE DAY, PARTICULARLY AT DAWN, DUSK, AGAINST LOW MORNING OR EVENING SUN, WHEN IN THE SHADE ON A SUNNY DAY OR WORKING IN DUSTY CONDITIONS.
- ENSURE THAT TRAFFIC CONTROLLERS ARE WELL ILLUMINATED AT NIGHT. WHERE CONTROL POINTS IDENTIFY LIMITED VISIBILITY, PCBU IS TO BE ENGAGED TO PROVIDE ADDITIONAL LIGHTING.
- RELIEVE TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES.
- WHERE CONE TAPERS ARE USED DURING SHUTTLE FLOW OPERATIONS, POSITION THE TRAFFIC CONTROLLER 6 M IN FRONT OF THE TAPER ON THE LEFT-HAND SHOULDER OR EDGE OF THE ROAD AND FACING APPROACHING TRAFFIC.
- PLACE FOUR TRAFFIC CONES SPACED 4 M APART, ON THE CENTER-LINE 6 M IN FRONT OF THE TRAFFIC CONTROLLER POSITION WHERE RISK MANAGEMENT ALLOWS INSTALLATION TO OCCUR.
- IF THERE IS A QUEUE OF 2 OR MORE VEHICLES, WHEN SAFE TO DO SO, TRAFFIC CONTROLLERS CAN MOVE INTO THE CENTER OF THE ROAD AND INLINE WITH THE DRIVER'S SIDE OF THE FIRST VEHICLE TO REMAIN VISIBLE TO ALL ROAD USERS AND AVOID OVERTAKING MANEUVERS OCCURRING IN ONCOMING TRAFFIC.
- UNDER NO CIRCUMSTANCES ARE TRAFFIC CONTROLLERS TO STAND OR OPERATE UNPROTECTED IN A LANE CARRYING TRAFFIC.
- TRAFFIC CONTROLLERS ARE TO ONLY COMMUNICATE WITH A ROAD USER ONCE THE VEHICLE HAS STOPPED AND IS SAFE TO DO SO.
- ENSURE A SINGLE TRAFFIC CONTROLLER NEVER CONTROLS MORE THAN ONE LANE OF TRAFFIC OR MORE THAN ONE APPROACH. A SINGLE TRAFFIC CONTROLLER CAN OPERATE TWO PTSS AT ONE TIME WHERE TRAINED TO DO SO, AND TGS IDENTIFIES THE REQUIREMENT TO OCCUR.
- SOME INTERSECTIONS REQUIRE THREE OR MORE TRAFFIC CONTROLLERS. WHERE MULTIPLE TRAFFIC CONTROLLERS ARE USED, THEY ARE REQUIRED TO:
  *ENSURING THAT ROAD USERS DO NOT SEE CONFLICTING MESSAGES
  *BE IN CONTINUOUS RADIO CONTACT WITH EACH OTHER WHEN THEY ARE NOT VISIBLE TO EACH OTHER.
- TRAFFIC CONTROLLERS ARE TO MONITOR END OF QUE SUITABILITY BY PLACING TRAFFIC CONES AT THE ESTIMATED END OF QUE SHOWN ON THE PLAN; WHERE QUES EXCEED THIS PLACEMENT, THEY ARE THEN REQUIRED TO CONTACT TMD TO RE-EVALUATE SIGNAGE POSITIONS.

VULNERABLE ROAD USERS

- SITE-SPECIFIC RISK ASSESSMENT SHALL BE PERFORMED ON SITE BEFORE IMPLEMENTATION TO HELP IDENTIFY TGS COMPLIANCE AND VALUE TO THE PROTECTION OF WORKS, CONTROLLERS AND VULNERABLE ROAD USERS.
- SPECIFIC CONTROLS IDENTIFIED FOR PEDESTRIANS AND CYCLISTS AT THE DESIGN STAGE AND SHOWN ON ATP ANALYSIS.

- MOTORCYCLISTS POSE A UNIQUE PROBLEM TO THE DESIGN PHASE OF WORKS AS THERE IS NO IDENTIFIABLE DIFFERENCE IN FREQUENCY OF USE ON ROAD NETWORKS.
- VULNERABLE ROAD USER CONFIRMATION OF INSTALLATION ISSUES TO CONSIDER REGARDING THE IMPACT OF WORKS ON MOTORCYCLISTS AND THEIR SAFETY INCLUDE:
  - *HAS THE LOCATION OF TRAFFIC CONTROL DEVICES THAT MIGHT DESTABILISE A MOTORCYCLE BEEN AVOIDED ON THEIR TRAVEL PATH?
  - *IS THERE SUFFICIENT CLEARANCE OF OBSTRUCTIONS (E.G., SIGNS, DELINEATION) SO THAT MOTORCYCLISTS CAN LEAN INTO CURVES?
  - *IS THE ADVANCE WARNING AND DELINEATION ADEQUATE FOR MOTORCYCLISTS?
  - *IS THE ROAD SURFACE SAFE FOR MOTORCYCLISTS?

ORIENTATION OF SIGNS AND DEVICES

- SIGNS ARE TO FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER.
- AT CURVED RIGHT ALIGNMENTS, THE SIGN SHOULD BE PLACED APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT OF A MOTORIST 50M IN ADVANCE OF THE SIGN

PURPOSE:

THE PURPOSE OF THIS DOCUMENT IS TO OUTLINE A DESIRABLE TEMPORARY TRAFFIC MANAGEMENT ARRANGEMENT APPLICABLE TO THE FOLLOWING SCOPE, ENSURING ALL IDENTIFIED VULNERABLE ROAD USERS ARE CONSIDERED AND THE HIGHEST POSSIBLE LEVEL OF SAFETY OUTCOMES FOR ALL INVOLVED ARE ACHIEVED.

POSITIONING OF SIGNS AND DEVICES

- SIGNS AND DEVICES ARE TO BE POSITIONED AND ERECTED SO THAT:
  - *THEY ARE PROPERLY DISPLAYED AND SECURELY MOUNTED.
  - *THEY ARE WITHIN THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY CAN NOT BE OBSCURED FROM VIEW (E.G., BY VEGETATION OR PARKED CARS).
  - *THEY DO NOT OBSCURE OTHER DEVICES FROM THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY DO NOT BECOME A POSSIBLE HAZARD TO WORKERS, PEDESTRIANS, CYCLISTS OR VEHICLES.
  - *THEY DO NOT DEFLECT TRAFFIC OR VULNERABLE ROAD USERS INTO AN UNDESIRABLE PATH.
  - *THEY DO NOT RESTRICT SIGHT DISTANCE FOR DRIVERS ENTERING FROM SIDE ROADS, STREETS OR PRIVATE DRIVEWAYS.
  - *THEY ARE NOT INSTALLED USING SUPPORTS THAT COULD BE A HAZARD IF STRUCK BY A VEHICLE.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE FITTED WITH RETRO-REFLECTIVE BANDS BE STABLE TO REDUCE THE RISK OF DISPLACEMENT FROM AIR TURBULENCE FROM PASSING TRAFFIC OR MINOR IMPACT
  - *TRAFFIC CONES AND BOLLARDS SHALL BE SECURELY FIXED OR WEIGHED DOWN WHEN ROAD WORKERS ARE NOT PRESENT ON SITE.
  - *STANDARD TRAFFIC CONES/BOLLARDS (700 MM OR HIGHER) SHALL BE USED FOR ALL OTHER ROAD APPLICATIONS WHERE THE SPEED IS MORE THAN 70 KM/H.
- EDGE OF TRAFFIC LANE TO LINE OF TRAFFIC CONES, BOLLARDS OR LONGITUDINAL CHANNELISING DEVICES:
  - *0.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS UP TO AND INCLUDING 60 KM/H.
  - *1.0M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS OVER 60 KM/H.
- EDGE OF TRAFFIC LANE TO ROAD WORK DELINEATORS OR TEMPORARY HAZARD MARKERS – 1.0m

EMERGENCY ARRANGEMENTS

- ALL EMERGENCY SERVICES VEHICLES SHALL BE GIVEN PRIORITY ACCESS.
- * CEASE ALL WORK IMMEDIATELY, TURN MACHINERY AND VEHICLES OFF AND CLEAR THE AREA OF PERSONNEL.
- * NOTIFY EMERGENCY SERVICES OF THE PROPOSED WORKS NATURE, LOCATION, DATE AND TIMES, AS WELL AS CONTACT DETAILS FOR THE SITE SUPERVISOR
- * TMI TO INSTALL A SITE-SPECIFIC DETOUR ROUTE AND/OR ROAD CLOSURE POINT, IN A MANNER WHICH CATERS FOR ALL TYPES OF VEHICLES REQUIRED TO USE THEM (WHERE INCIDENTS ARE SERIOUS ENOUGH TO WARRANT CLOSURE AND DIVERSION OF ROADWAYS)

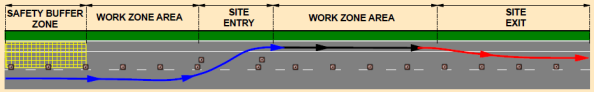
TOLERANCES

- IF SIGNS AND DEVICES ARE REQUIRED TO BE MOVED DUE TO OBSTRUCTIONS AND RELOCATION EXCEEDS TOLERANCES, THE INSTALLER SHALL CONTACT THE DESIGNER FOR INSTRUCTION ON ALTERNATE INSTALLATION METHODS OR OPTIONS.
- JUDGEMENT WILL BE NECESSARY TO PLACE SIGNS AND DEVICES AS CLOSE AS POSSIBLE TO THE LOCATIONS / SPACINGS INDICATED.
- SHOULD VARIATIONS TO THE RECOMMENDED SPACING BE REQUIRED, THEN IT IS GENERALLY PREFERABLE TO INCREASE THE SPACING WITHIN TOLERANCES.
- TOLERANCES FOR PLACEMENT OF SIGNS AND DEVICES ARE:
  - * UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ BOLLARD INSTALLATION.
  - * UP TO 25% MORE THAN THE DISTANCES GIVEN.
- ADJUSTMENTS TO A TTM INSTALLATION:
  - * ANY CHANGES THAT EXCEED TOLERANCES ARE CLASSED AS A MODIFICATION/VERIATION AND SHALL BE AUTHORISED AND ENDORSED BY AN APPROPRIATELY QUALIFIED INDIVIDUAL.

DESIGN FACTORS/OUTCOMES

- NATIONAL COMPLIANCE: $3.2NationalCompliance$
- LOCAL COMPLIANCE: $3.1LocalCompliance$
- LOCAL ROAD INFRASTRUCTURE REQUIREMENTS: $3.3_RoadAuthor$
- SITE IMPACT / TRAVEL TIME:
- INNOVATIVE TREATMENTS:
- REVIEW PERFORMED: 8_Design_review
- OH&S ITEMS ARE HELD IN THE ALTUS SWMS.
- REGISTERS: KEY PERSONNEL - HELD ON TITLEBLOCK, INCIDENTS/VARIATIONS/COMPLIANCE/DAILY INSPECTIONS REGISTERS - HELD IN ALTUS DAILY RECORDS AND INCIDENT MANAGEMENT PROCESSES.
- CONSULTATION REGISTER - CONTAINS PRIVATE CONTACT DETAILS AND IS HELD SEPARATE FROM GENERAL-USE DOCUMENTS.
- CONTINGENCY PLANNING: RESTORATION OF THE ROUTE IN EXISTENCE BEFORE IMPLEMENTATION OF THE TEMPORARY TRAFFIC ROUTE ALTERATION UNTIL SUCH TIME THAT ALTERNATIVE ARRANGEMENTS CAN BE DEVELOPED/DESIGNED.

PREFERRED SITE ENTRY AND EXIT PROCESS



- HIGHLIGHT SITE ENTRY POINT WITH DOUBLE CONES AND LEAVING A SMALL BREAK TO PULL IN SAFELY.
- PRIOR ENTERING WORKSITE:
  - TURN ON THE FLASHING LIGHTS
  - RADIO THE TRAFFIC CONTROLLER A MINIMUM 100M PRIOR.
- IF MISS OR FAIL ABOVE PROCEDURES, TRAFFIC CONTROLLERS ARE TO DIRECT THE VEHICLE TO LOOP AROUND AND ATTEMPT REENTRY.
- TRAFFIC CONTROLLERS ARE TO ENSURE THAT NO LOCAL TRAFFIC FOLLOWS WORK VEHICLES IN THE WORK AREA
- FLIP THE SETUP FOR FAST LANE CLOSURES

SIGN COVERS

ALTUS TRAFFIC

- ALL PERMENANT SPEED SIGNS SHOULD BE SHOWN ON TGS WITH NOTE COVERING WHEN REQUIRED

TOLERANCES IN DISTANCES - (ALL VALUES ARE IN METERS)

MEASUREMENT	- 10%	+ 25%
15	13	18
20	18	25
30	27	37
45	41	56
60	54	75
90	81	112

GENERAL DISCLAIMER:

- TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS.
- DELIVERING FOR CUSTOMERS (D4C) IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE 'ON-SITE APPLICATION CONSTRAINTS' OUTLINED WITHIN THE TGS/TMP. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUAL/S SHALL BE SOUGHT PRIOR TO IMPLEMENTATION.
- THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.

TRAFFIC LOGISTICS

Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

SCI QUAL SCI QUAL SCI QUAL

DATE OF DESIGN:		SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS
01/07/2025			
ESTIMATED JOB DATE :	01/08/2025 to 15/08/2025		
ESTIMATED JOB TIME :	18:00 to 06:00		

ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A	PD	19/02/26	ROAD CLOSURE MOVED ON YALLAH RD
B			
C			

ALTUS DESIGN NUMBER:	25-07-117444-02 ARS: 3/5
CLIENT REFERENCE NUMBER:	YALLAH RD, MARSHALL MOUNT
WORKS LOCATION :	YALLAH RD, MARSHALL MOUNT
BETWEEN ROADS :	MARSHALL MOUTN RD & CALDERWOOD RD
GARBAGE COLLECTION DAY :	THURSDAY
WORKSITE ROAD AUTHORITY :	WOLLONGONG CITY COUNCIL

BEST VIEWED DIGITALLY

NOT TO SCALE PRINT A3

People Requirements:

TRAFFIC CONTROLLERS : 2
TRAFFIC CONTROLLERS - BREAKS : 1
SPOTTERS : 0
TMA DRIVERS : 0

Vehicle Requirements:

TRAFFIC CONTROL UTE : 2
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

Equipment/Device Requirements

TOTAL CONES : 11
TOTAL SIGNS : 42
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 4
CHEVRONS : 0

APPROVAL DATE: 19/02/2026
APPROVED BY - DESIGNER :
Mark Hayward TCT 0046634

REVIEW OR DEPATURE APPROVED BY:
A Kelly TCT0006840

ALTUS NOMINATED CONTACT :
24HR CONTACT - 1300 872 334

CLIENT CONTACT :
DELIVERING FOR CUSTOMERS (D4C)
JACKSON MICALLEF

Sydney WATER — In partnership with D4C

SHEET NO : 2 OF 14

CLIENT CONTACT:
DELIVERING FOR CUSTOMERS (D4C)
JACKSON MICALLEF
+61 429 839 110

Sydney WATER — In partnership with D4C

DATE OF DESIGN:	ARS:
01/07/2025	3/5

CLIENT REFERENCE NUMBER:
YALLAH RD, MARSHALL

ALTUS DESIGN NUMBER:
25-07-117444-02

APPROVED FOR IMPLEMENTATION
WHEN USED WITH ROAD AUTHORITY APPROVAL

APPROVED BY - DESIGNER :
Mark Hayward TCT 0046634

REVIEW OR DEPARTURE APPROVED BY:
A Kelly TCT0006840

APPROVAL DATE:
19/02/2026

ALTUS NOMINATED CONTACT:
24Hr Contact - 1800 872 334

SHEET NO: 3 OF 14

WORKS LOCATION :
YALLAH RD, MARSHALL MOUNT

BETWEEN ROADS :
MARSHALL MOUTN RD &

GARBAGE COLLECTION DAY :
THURSDAY

WORKSITE ROAD AUTHORITY :
WOLLONGONG CITY COUNCIL

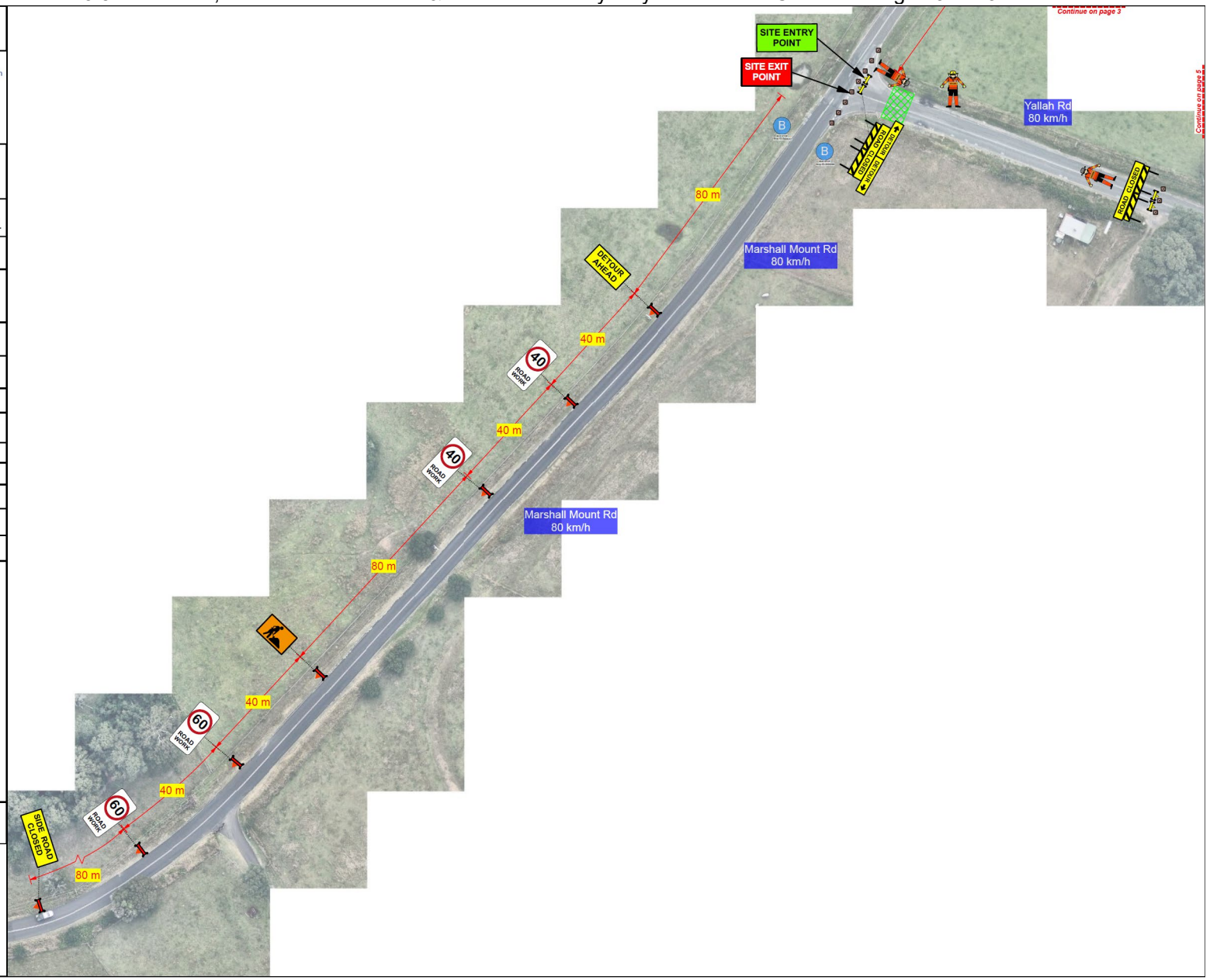
People Requirements:
TRAFFIC CONTROLLERS : 2
TRAFFIC CONTROLLERS - BREAKS : 1
SPOTTERS : 0
TMA DRIVERS : 0

Vehicle Requirements:
TRAFFIC CONTROL UTE : 2
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

Equipment/Device Requirements
TOTAL CONES : 11
TOTAL SIGNS : 42
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 4
CHEVRONS : 0

BEST VIEWED DIGITALLY
NOT TO SCALE
PRINT A3

TRAFFIC LOGISTICS
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061



wollongong city of innovation

CLIENT CONTACT:
DELIVERING FOR CUSTOMERS (D4C)
JACKSON MICALLEF
+61 429 839 110

Sydney WATER — In partnership with D4C

DATE OF DESIGN:	ARS:
01/07/2025	3/5

CLIENT REFERENCE NUMBER:
YALLAH RD, MARSHALL

ALTUS DESIGN NUMBER:
25-07-117444-02

APPROVED FOR IMPLEMENTATION
WHEN USED WITH ROAD AUTHORITY APPROVAL

APPROVED BY - DESIGNER :
Mark Hayward TCT 0046634

REVIEW OR DEPARTURE APPROVED BY:
A Kelly TCT0006840

APPROVAL DATE:
19/02/2026

ALTUS NOMINATED CONTACT:
24Hr Contact - 1800 872 334

SHEET NO: 4 OF 14

WORKS LOCATION :
YALLAH RD, MARSHALL MOUNT

BETWEEN ROADS :
MARSHALL MOUTN RD &

GARBAGE COLLECTION DAY :
THURSDAY

WORKSITE ROAD AUTHORITY :
WOLLONGONG CITY COUNCIL

People Requirements:
TRAFFIC CONTROLLERS : 2
TRAFFIC CONTROLLERS - BREAKS : 1
SPOTTERS : 0
TMA DRIVERS : 0

Vehicle Requirements:
TRAFFIC CONTROL UTE : 2
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

Equipment/Device Requirements
TOTAL CONES : 11
TOTAL SIGNS : 42
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 4
CHEVRONS : 0

BEST VIEWED DIGITALLY
NOT TO SCALE
PRINT A3

TRAFFIC LOGISTICS
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

wollongong city of innovation

TRAFFIC LOGISTICS
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

DATE OF DESIGN:		SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS
01/07/2025			
ESTIMATED JOB DATE :	01/08/2025 to 15/08/2025		
ESTIMATED JOB TIME :	18:00 to 06:00		

ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A	PD	19/02/26	ROAD CLOSURE MOVED ON YALLAH RD
B			
C			

ALTUS DESIGN NUMBER:	25-07-117444-02	ARS:	3/5
CLIENT REFERENCE NUMBER:	YALLAH RD, MARSHALL MOUNT		
WORKS LOCATION :	YALLAH RD, MARSHALL MOUNT		
BETWEEN ROADS :	MARSHALL MOUTN RD & CALDERWOOD RD		
GARBAGE COLLECTION DAY :	THURSDAY		
WORKSITE ROAD AUTHORITY :	WOLLONGONG CITY COUNCIL		
BEST VIEWED DIGITALLY	NOT TO SCALE PRINT A3		

People Requirements:
TRAFFIC CONTROLLERS : 2
TRAFFIC CONTROLLERS - BREAKS : 1
SPOTTERS : 0
TMA DRIVERS : 0

Vehicle Requirements:
TRAFFIC CONTROL UTE : 2
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

Equipment/Device Requirements
TOTAL CONES : 11
TOTAL SIGNS : 42
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 4
CHEVRONS : 0

CLIENT CONTACT :
DELIVERING FOR CUSTOMERS (D4C)
JACKSON MICALLEF

Sydney WATER | In partnership with D4C

APPROVAL DATE: 19/02/2026	REVIEW OR DEPATURE APPROVED BY:	ALTUS NOMINATED CONTACT :
APPROVED BY - DESIGNER :		
Mark Hayward TCT 0046634	A Kelly TCT0006840	24HR CONTACT - 1300 872 334

SHEET NO : 5 OF 14

TRAFFIC LOGISTICS

Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

SCI QUAL INTERNATIONAL · SCI QUAL INTERNATIONAL · SCI QUAL INTERNATIONAL

DATE OF DESIGN: 01/07/2025

SITE SETUP TGS AND SETUP RISK ASSESSMENT

NSU01-SS

ESTIMATED JOB DATE : 01/08/2025 to 15/08/2025

ESTIMATED JOB TIME : 18:00 to 06:00

ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A	PD	19/02/26	ROAD CLOSURE MOVED ON YALLAH RD
B			
C			

ALTUS DESIGN NUMBER: 25-07-117444-02 ARS: 3/5

CLIENT REFERENCE NUMBER: YALLAH RD, MARSHALL MOUNT

WORKS LOCATION : YALLAH RD, MARSHALL MOUNT

BETWEEN ROADS : MARSHALL MOUTN RD & CALDERWOOD RD

GARBAGE COLLECTION DAY : THURSDAY

WORKSITE ROAD AUTHORITY : WOLLONGONG CITY COUNCIL

BEST VIEWED DIGITALLY

NOT TO SCALE
PRINT A3

People Requirements:
TRAFFIC CONTROLLERS : 2
TRAFFIC CONTROLLERS - BREAKS : 1
SPOTTERS : 0
TMA DRIVERS : 0

Vehicle Requirements:
TRAFFIC CONTROL UTE : 2
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

Equipment/Device Requirements
TOTAL CONES : 11
TOTAL SIGNS : 42
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 4
CHEVRONS : 0

APPROVAL DATE: 19/02/2026
APPROVED BY - DESIGNER :
Mark Hayward TCT 0046634

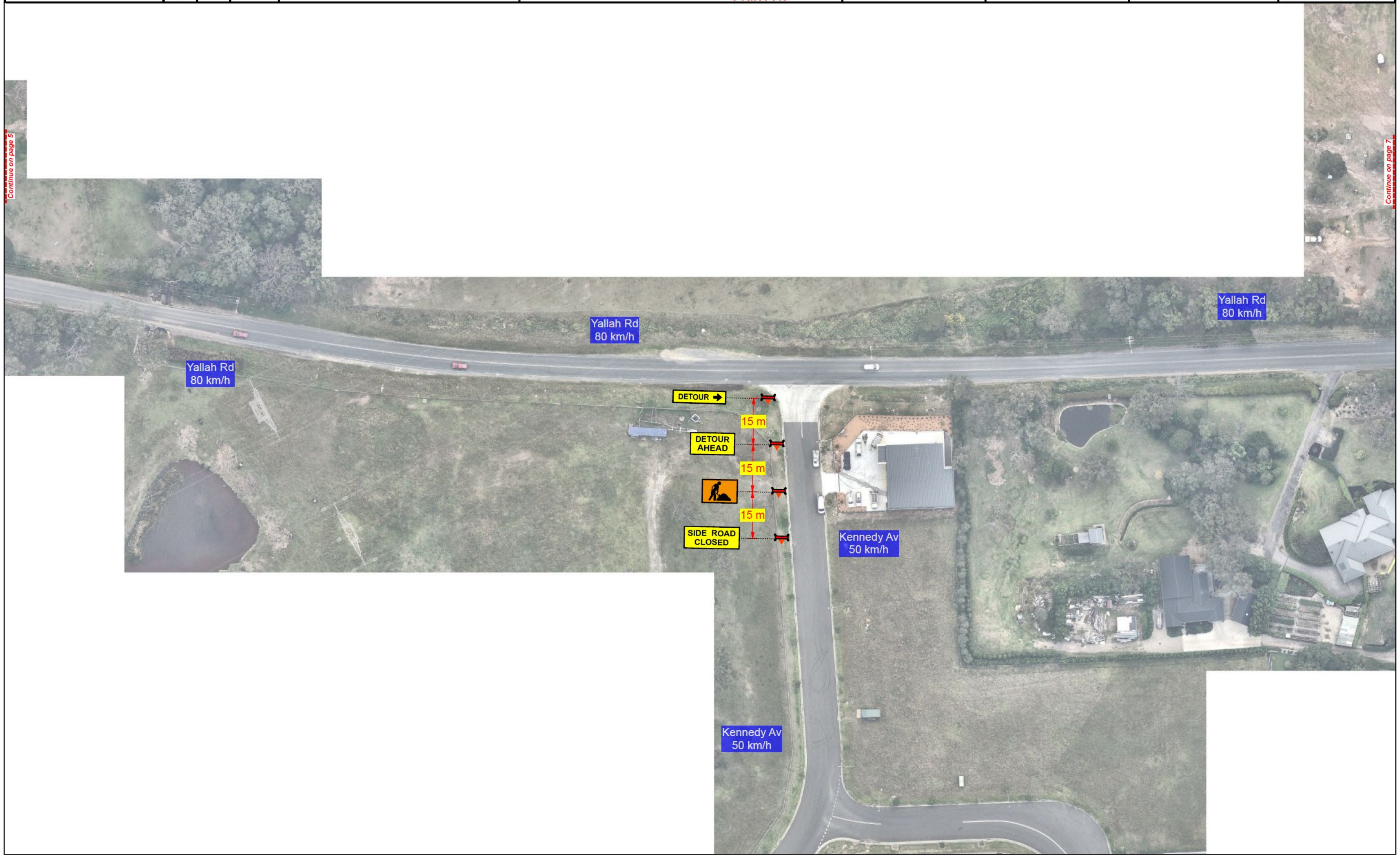
REVIEW OR DEPATURE APPROVED BY:
A Kelly TCT0006840

ALTUS NOMINATED CONTACT :
24HR CONTACT - 1300 872 334

CLIENT CONTACT :
DELIVERING FOR CUSTOMERS (D4C)
JACKSON MICALLEF

Sydney WATER In partnership with D4C

SHEET NO : 6 OF 14



wollongong
city of innovation

TRAFFIC LOGISTICS

Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

DATE OF DESIGN: 01/07/2025	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	
ESTIMATED JOB DATE :	01/08/2025 to 15/08/2025		
ESTIMATED JOB TIME :	18:00 to 06:00		

ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A	PD	19/02/26	ROAD CLOSURE MOVED ON YALLAH RD
B			
C			

ALTUS DESIGN NUMBER:	25-07-117444-02 ARS: 3/5
CLIENT REFERENCE NUMBER:	YALLAH RD, MARSHALL MOUNT
WORKS LOCATION :	YALLAH RD, MARSHALL MOUNT
BETWEEN ROADS :	MARSHALL MOUTN RD & CALDERWOOD RD
GARBAGE COLLECTION DAY :	THURSDAY
WORKSITE ROAD AUTHORITY :	WOLLONGONG CITY COUNCIL

BEST VIEWED DIGITALLY

NOT TO SCALE
PRINT A3

People Requirements:
TRAFFIC CONTROLLERS : 2
TRAFFIC CONTROLLERS - BREAKS : 1
SPOTTERS : 0
TMA DRIVERS : 0

Vehicle Requirements:
TRAFFIC CONTROL UTE : 2
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

Equipment/Device Requirements
TOTAL CONES : 11
TOTAL SIGNS : 42
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 4
CHEVRONS : 0

CLIENT CONTACT :
DELIVERING FOR CUSTOMERS (D4C)
JACKSON MICALLEF

Sydney WATER — In partnership with D4C

APPROVAL DATE: 19/02/2026
APPROVED BY - DESIGNER :
Mark Hayward TCT 0046634

REVIEW OR DEPATURE APPROVED BY:
A Kelly TCT0006840

ALTUS NOMINATED CONTACT :
24HR CONTACT - 1300 872 334

SHEET NO : 7 OF 14

wollongong
city of innovation

CLIENT CONTACT:
DELIVERING FOR CUSTOMERS (D4C)
JACKSON MICALLEF
+61 429 839 110

Sydney WATER — In partnership with D4C

DATE OF DESIGN:	ARS:
01/07/2025	3/5

CLIENT REFERENCE NUMBER: YALLAH RD, MARSHALL

ALTUS DESIGN NUMBER: 25-07-117444-02

APPROVED FOR IMPLEMENTATION
WHEN USED WITH ROAD AUTHORITY APPROVAL

APPROVED BY - DESIGNER : Mark Hayward TCT 0046634

REVIEW OR DEPARTURE APPROVED BY: A Kelly TCT0006840

APPROVAL DATE: 19/02/2026

ALTUS NOMINATED CONTACT: 24Hr Contact - 1800 872 334

SHEET NO: 8 OF 14

WORKS LOCATION : YALLAH RD, MARSHALL MOUNT

BETWEEN ROADS : MARSHALL MOUTN RD &

GARBAGE COLLECTION DAY : THURSDAY

WORKSITE ROAD AUTHORITY : WOLLONGONG CITY COUNCIL

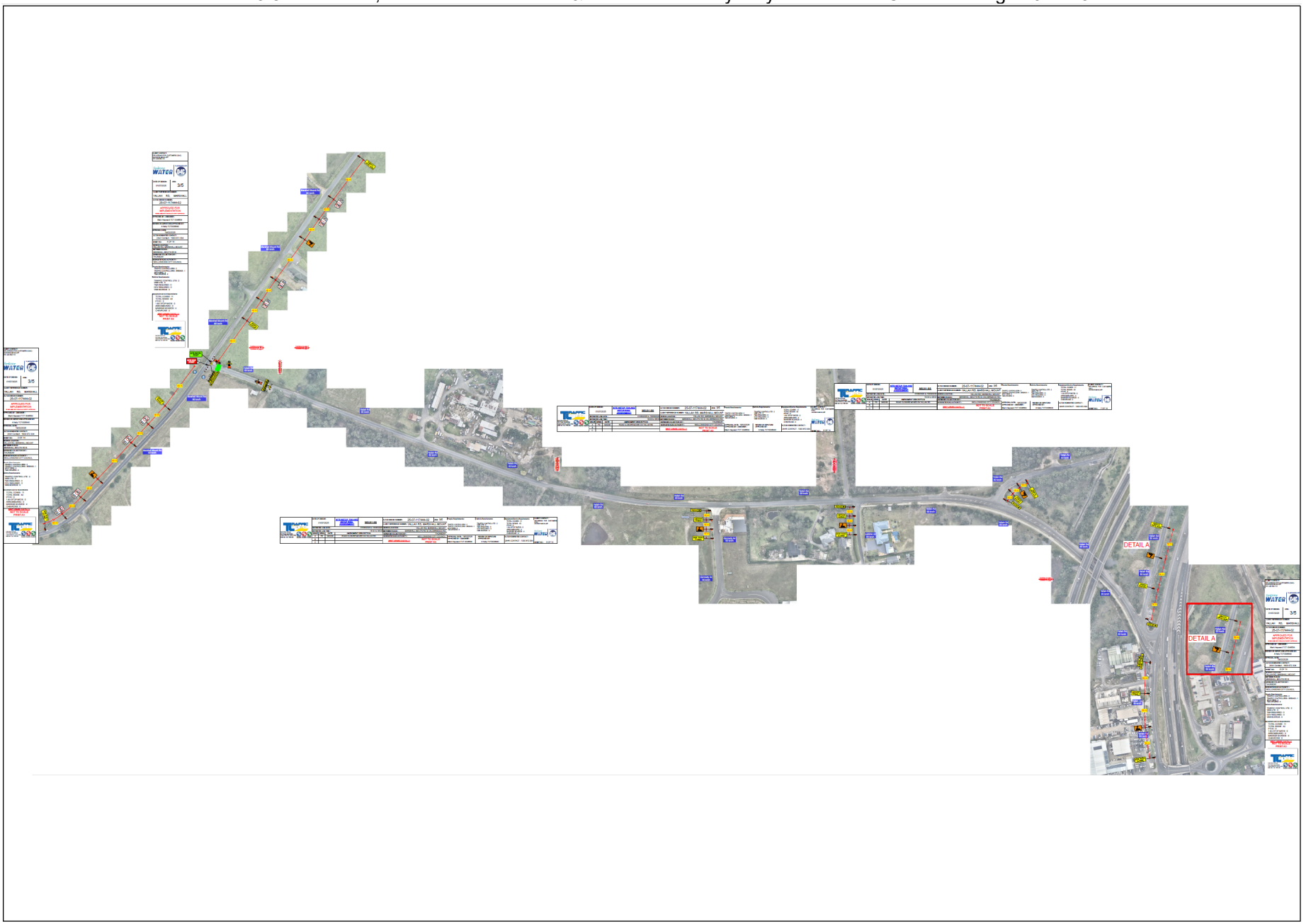
People Requirements:
TRAFFIC CONTROLLERS : 2
TRAFFIC CONTROLLERS - BREAKS : 1
SPOTTERS : 0
TMA DRIVERS : 0

Vehicle Requirements:
TRAFFIC CONTROL UTE : 2
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

Equipment/Device Requirements
TOTAL CONES : 11
TOTAL SIGNS : 42
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 4
CHEVRONS : 0

BEST VIEWED DIGITALLY
NOT TO SCALE
PRINT A3

TRAFFIC LOGISTICS
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061


DETAIL A
DETAIL A

DETOUR MAP

DETOUR ROUTE

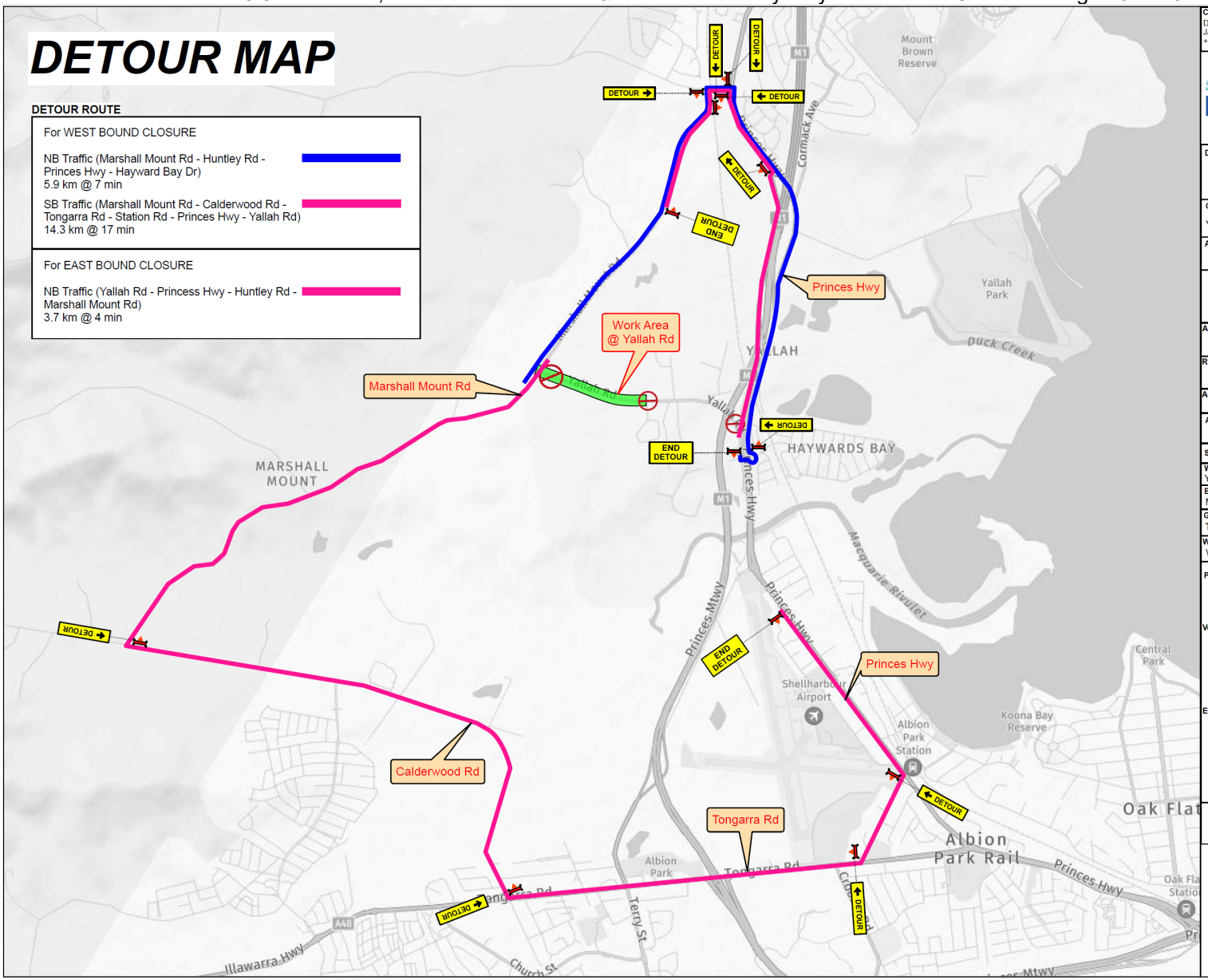
For WEST BOUND CLOSURE

NB Traffic (Marshall Mount Rd - Huntley Rd - Princes Hwy - Hayward Bay Dr)
5.9 km @ 7 min

SB Traffic (Marshall Mount Rd - Calderwood Rd - Tongarra Rd - Station Rd - Princes Hwy - Yallah Rd)
14.3 km @ 17 min

For EAST BOUND CLOSURE

NB Traffic (Yallah Rd - Princess Hwy - Huntley Rd - Marshall Mount Rd)
3.7 km @ 4 min



CLIENT CONTACT:
DELIVERING FOR CUSTOMERS (D4C)
JACKSON MICALLEF
+61 429 839 110

In partnership with Sydney WATER D4C

DATE OF DESIGN:	ARS:
01/07/2025	3/5

CLIENT REFERENCE NUMBER:
YALLAH RD, MARSHALL

ALTUS DESIGN NUMBER:
25-07-117444-02

APPROVED FOR IMPLEMENTATION
WHEN USED WITH ROAD AUTHORITY APPROVAL

APPROVED BY - DESIGNER :
Mark Hayward TCT 0046634

REVIEW OR DEPARTURE APPROVED BY:
A Kelly TCT0006840

APPROVAL DATE:
19/02/2026

ALTUS NOMINATED CONTACT:
24Hr Contact - 1800 872 334

SHEET NO: 10 OF 14

WORKS LOCATION :
YALLAH RD, MARSHALL MOUNT

BETWEEN ROADS :
MARSHALL MOUTN RD &

GARBAGE COLLECTION DAY :
THURSDAY

WORKSITE ROAD AUTHORITY :
WOLLONGONG CITY COUNCIL

People Requirements:
TRAFFIC CONTROLLERS : 2
TRAFFIC CONTROLLERS - BREAKS : 1
SPOTTERS : 0
TMA DRIVERS : 0

Vehicle Requirements:
TRAFFIC CONTROL UTE : 2
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

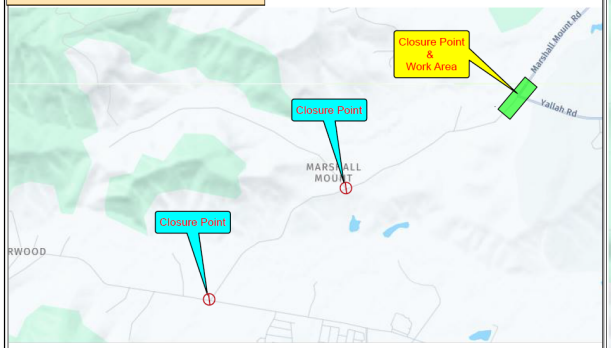
Equipment/Device Requirements
TOTAL CONES : 11
TOTAL SIGNS : 42
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 4
CHEVRONS : 0

BEST VIEWED DIGITALLY
NOT TO SCALE
PRINT A3

TRAFFIC LOGISTICS
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

TABLE OF CONTENTS

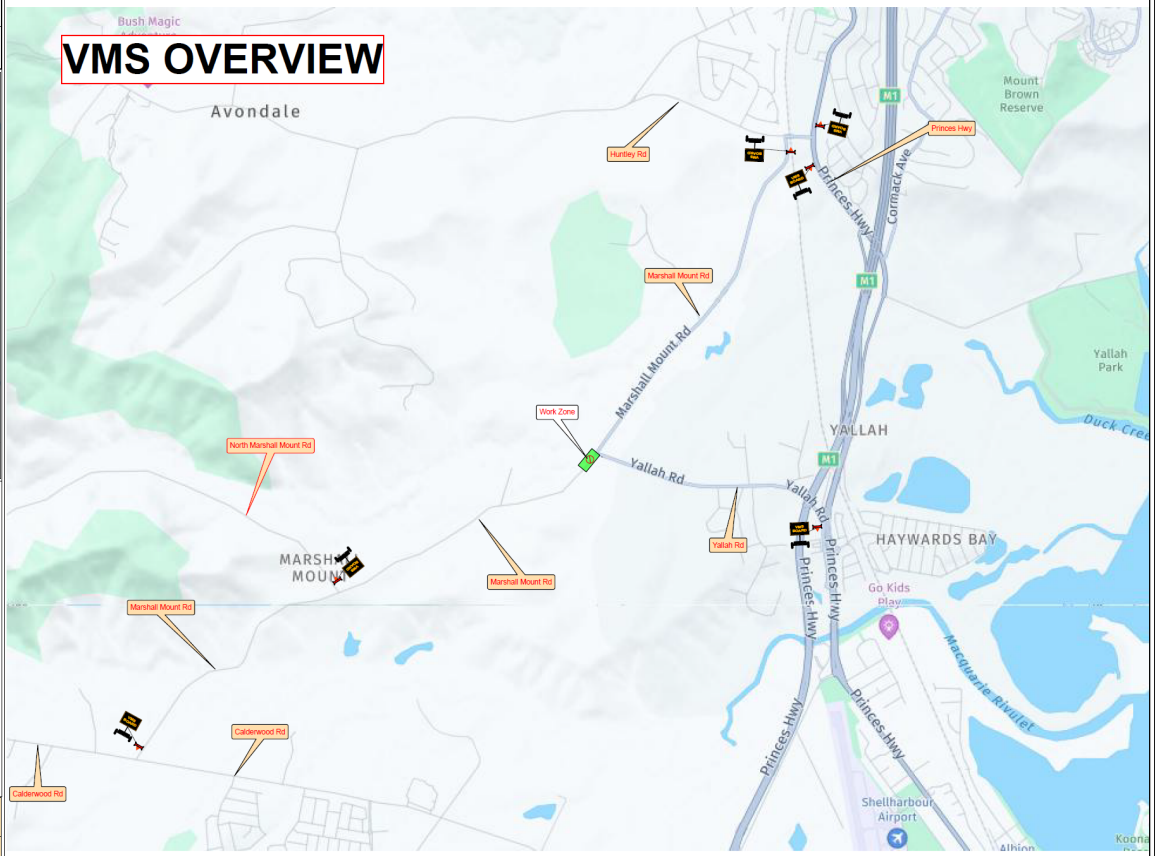
LOCATION OVERVIEW



SIGNS MANIFEST

6 x VMS TRAILER

TGS OVERVIEW



TRAFFIC CONTROL RESOURCE REQUIREMENTS

PERSONNEL		EQUIPMENT		VEHICLE	
JOB TITLE	QUANTITY	TYPE	QUANTITY	TYPE	QUANTITY
TEAM LEADER	-	*PTCD*	-	*TC UTE*	-
TRAFFIC CONTROLLER	-	*ARROW BOARD*	-	*VMS UTE*	-
TC SPOTTER	-	*VMS*	-	*DROPDECK*	-
TMA OPERATOR	-	*LIGHT TOWER*	-	*TMA*	-

Disclaimer: The resource requirements listed above are for guidance only and may be adjusted due to unforeseen circumstances. We reserve the right to modify personnel and equipment allocations as needed to ensure operational safety, efficiency, and effectiveness.

DURATION OF WORKS : Short Term Works
SCOPE OF WORKS : Utility Maintencne
TTM CONTROL: Road Closure
PERMITS REQUIRED: Yes
TINSW ROAD OCCUPANCY LICENCE: ☐ COUNCIL: ☒ MOTORWAY: ☐

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PD	PI	19/02/26	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABN 94 102 768 061

SITE & CLIENT DETAILS

ALTUS GROUP DESIGN NUMBER :26-02-162822-02	CLIENT COMPANY :D4C
WORKS LOCATION :Marshall Mount Rd, Marshall Mount	CLIENT CONTACT :;Jackson Micallef
CROSS STREET :Calderwood Rd & Yallah Rd	CLIENT REFERENCE NUMBER :50738360
ESTIMATED JOB DATE :TBC - TBC	WORKSITE ROAD AUTHORITY :Council
ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT

NSUD1-SS | ARS: 3/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Phil Delloreface
PWCTMP #: TCT0059108
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

PAGE - 1 / 3

SITE MARKER COMMON LEGEND

- WORK AREA
- SAFETY BUFFER
- VEHICLE TRAVEL PATHS
- ESTIMATED QUE LENGTH (EQL)
- ISOLATION/NO GO ZONE
- PLANT/ EQUIPMENT LAYDOWN
- TEMPORARY BUS STOP ZONE (B)
- PEDESTRIAN PATH

DEVICE COMMON LEGEND

- TRAFFIC CONTROLLER
- POLICE OFFICER
- WORKER / SPOTTER / MARSHALL
- CONES - 700MM OR HIGHER
- BARRIER BOARD
- THM - TEMPORARY HAZARD MARKER OR CHEVRONS
- BOX EDGE / MMS - SIGN FRAME/STAND
- VMS TRAILER / PTAB - PORATABLE TRAILER ARROW BOARD
- PTCD- PORTABLE TRAFFIC CONTROL DEVICE

COMMON VEHICLE LEGEND

- UTE (SIGNAGE VEHICLE)
- VMS UTE (VARIABLE MESSAGING SYSTEM VEHICLE)
- POLICE SERVICES (POLICE VEHICLE)
- DDV (DROP DECK VEHICLE)
- TMA/IPV (TRUCK MOUNTED ATTENUATOR/ IMPACT PROTECTION VEHICLE)

CLIENT VEHICLES

- WV UTE (WORK VEHICLE)
- (ELEVATED WORKING PLATFORM)

ALTUS GROUP GENERAL NOTES - LIMITED TO NECESSARY NOTATIONS

GENERAL

- TTM MEASURES SHALL BE INSTALLED, MAINTAINED AND REMOVED IN A PLANNED AND SAFE MANNER. BEFORE COMMENCING, THE IMPLEMENTER SHALL CHECK AND REVIEW THE APPROVED TMP/TGS, THE WORKSITE AND THE PROPOSED ACTIVITIES TO ENSURE THEY ARE COMPLEMENTARY AND ARE APPROPRIATE.
- THE ITCP SHALL CHECK THE ROAD ENVIRONMENT, ESPECIALLY THE "ON THE DAY" TRAFFIC FLOWS, TO ENSURE THAT IT IS AT AN APPROPRIATE LEVEL FOR THE TTM INTENDED.
- A 5-MINUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VALUES RECORDED IN THE TMP/TGS.
- IF THE WORKSITE AND THE APPROVED TMP ARE NOT COMPLEMENTARY, BEFORE OCCUPYING THE WORKSITE, THE IMPLEMENTER SHALL DETERMINE WHETHER THEY CAN:
  - * MAKE COMPLIANT ADJUSTMENTS (E.G., LENGTHEN TAPER WITHIN TOLERANCES) TO THE TMP/TGS
  - * CONTACT PERSONS WITH THE RELEVANT ACCREDITATION TO APPROVE MODIFICATIONS TO THE TMP/TGS (E.G., ADDITIONAL SIGNS OR DISTANCES OUTSIDE OF TOLERANCES).
  - * CONTACT THE RELEVANT ROAD INFRASTRUCTURE MANAGER TRAFFIC CONTROL FACILITY TO INITIATE ACTIONS IDENTIFIED ON THE TMP/TGS TO BE TAKEN (E.G., CHANGE IN THE VMS, VARIABLE SPEED LIMIT SIGNS OR LANE USAGE SIGNAGE).
- WHERE THE TMP/TGS CANNOT BE SUITABLY ADJUSTED OR MODIFIED, THE IMPLEMENTER SHOULD ADVISE D4C THAT THEY ARE NOT APPROPRIATE, AND THE WORKS SHOULD BE POSTPONED.
- ALL SITE INFORMATION, WORKS, INSTALLATIONS, ADJUSTMENTS AND AUTHORISED MODIFICATIONS ARE TO BE DOCUMENTED ON THE TMP AND TGS AS WELL AS AN APPROVED ON-SITE/WORKS RECORD.
- A COPY OF THE APPROVED TMP/TGS SHALL BE KEPT ON-SITE AT ALL TIMES.

PRE-START REQUIREMENT/S

- ALL PERSONS INVOLVED WITH TTM ACTIVITIES SHALL BE BRIEFED/INDUCTED BY THE ITCP AND HAVE THIS DOCUMENTED ON THE SITE RECORDS.
- THE TOOLBOX TALK FOR TTM STAFF IS USED TO EXPLAIN THE:
  - *KEY ASPECTS OF THE TGS/TMP
  - *IDENTIFIED HAZARDS
  - *TTM REQUIREMENTS FOR THE WORKSITE
  - *SAFETY ZONE REQUIREMENTS AND LIMITS
  - *COMMUNICATION PROCESSES

INCIDENT MANAGEMENT

- IF A DRIVER DISOBEYS A TRAFFIC CONTROL INSTRUCTION:
  - * PRIORITISE PERSONAL SAFETY.
  - * USE THE PREDETERMINED ESCAPE ROUTE, IF NECESSARY.
  - * WARN OTHER MEMBERS OF THE CREW AS EARLY AS POSSIBLE. A WARNING SYSTEM MUST BE AGREED UPON BEFOREHAND, SUCH AS RADIOS, WHISTLES, SHOUTING ETC.
- THE FIRST PREFERENCE IS TO USE THE TWO-WAY RADIO TO COMMUNICATE WHERE AVAILABLE.

- TAKE THE FOLLOWING ACTIONS IF AN INCIDENT OCCURS WITHIN THE TRAFFIC CONTROLLER'S DESIGNATED WORKSITE OR TRAFFIC CONTROL OPERATIONAL AREA:
  - * FIRST AID RESPONSE (WHERE POSSIBLE).
  - * CALL FOR ASSISTANCE (IF NEEDED).
  - * EMERGENCY SERVICES CONTACT (IF REQUIRED)
  - * NOTIFY THE WORKSITE SUPERVISOR OR TEAM LEADER AND ALTUS GROUP OFFICE/SUPERVISOR
  - * MAINTAIN EFFECTIVE TRAFFIC CONTROL.
  - * MOVE THE TRAFFIC CONTROL STATION TO A SUITABLE LOCATION THAT INCLUDES THE ACCIDENT SITE WITHIN THE TRAFFIC CONTROL (IF NECESSARY)
  - * OPERATIONAL AREA.
  - * RECORD SUFFICIENT NOTES OF THE INCIDENT, INCLUDING THEIR OBSERVATIONS, TO COMPLETE AN INCIDENT REPORT.
  - * CLEAR THE INCIDENT AREA OF ANY ITEMS NOT PRESENT PRIOR TO WORKS INSTALLATION

DUTY OF CARE

- D4C ENSURES A COMMITMENT TO RESPONSIBILITY OF IMPLEMENTATION AND EXERCISING A DUTY OF CARE TO THE WORKS AND ALL ROAD USERS.
- ALTUS GROUP COMMITMENT AND OHS PROCEESES CONTAINED WITHIN THIS LINK : HSEQ-SODC LINK AND SWMS
- RESPONSIBILITIES SHALL BE HELD IN ACCORDANCE WITH THE AS1742.3 & TCAWS v6.1

TRAFFIC CONTROLLERS

- ONLY COMPETENT PERSONS WITH APPROPRIATE CERTIFICATION SHALL BE APPOINTED AS TRAFFIC CONTROLLERS.
- SPEED SHALL BE 60 KM/H MAXIMUM. PROVIDE A TEMPORARY SPEED LIMIT OF 60 KM/H OR LESS ON THE APPROACH TO A TRAFFIC CONTROLLER IF THE SPEED IS HIGHER (SEE SECTION 5.4.3 FROM TCAWS V6.1).
- AN ESCAPE ROUTE SHALL BE IDENTIFIED FOR EACH TRAFFIC CONTROLLER FROM THEIR TRAFFIC CONTROL POSITION.
- TRAFFIC CONTROLLERS SHALL CONDUCT DUTIES WITH A CLEAR SIGHT DISTANCE FROM APPROACHING ROAD USERS.
- ENSURE A WORK VEHICLE IS NOT PARKED IN A WAY THAT IMPACTS THE VISIBILITY OF THE SITE OR TRAFFIC CONTROLLER OR LIMITS THE TRAFFIC CONTROLLER'S ESCAPE ROUTE.
- ENSURE THAT TRAFFIC CONTROLLERS ARE VISIBLE AT ALL TIMES OF THE DAY, PARTICULARLY AT DAWN, DUSK, AGAINST LOW MORNING OR EVENING SUN, WHEN IN THE SHADE ON A SUNNY DAY OR WORKING IN DUSTY CONDITIONS.
- ENSURE THAT TRAFFIC CONTROLLERS ARE WELL ILLUMINATED AT NIGHT. WHERE CONTROL POINTS IDENTIFY LIMITED VISIBILITY, PCBU IS TO BE ENGAGED TO PROVIDE ADDITIONAL LIGHTING.
- RELIEVE TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES.
- WHERE CONE TAPERS ARE USED DURING SHUTTLE FLOW OPERATIONS, POSITION THE TRAFFIC CONTROLLER 6 M IN FRONT OF THE TAPER ON THE LEFT-HAND SHOULDER OR EDGE OF THE ROAD AND FACING APPROACHING TRAFFIC.
- PLACE FOUR TRAFFIC CONES SPACED 4 M APART, ON THE CENTER-LINE 6 M IN FRONT OF THE TRAFFIC CONTROLLER POSITION WHERE RISK MANAGEMENT ALLOWS INSTALLATION TO OCCUR.
- IF THERE IS A QUEUE OF 2 OR MORE VEHICLES, WHEN SAFE TO DO SO, TRAFFIC CONTROLLERS CAN MOVE INTO THE CENTER OF THE ROAD AND INLINE WITH THE DRIVER'S SIDE OF THE FIRST VEHICLE TO REMAIN VISIBLE TO ALL ROAD USERS AND AVOID OVERTAKING MANEUVERS OCCURRING IN ONCOMING TRAFFIC.
- UNDER NO CIRCUMSTANCES ARE TRAFFIC CONTROLLERS TO STAND OR OPERATE UNPROTECTED IN A LANE CARRYING TRAFFIC.
- TRAFFIC CONTROLLERS ARE TO ONLY COMMUNICATE WITH A ROAD USER ONCE THE VEHICLE HAS STOPPED AND IS SAFE TO DO SO.
- ENSURE A SINGLE TRAFFIC CONTROLLER NEVER CONTROLS MORE THAN ONE LANE OF TRAFFIC OR MORE THAN ONE APPROACH. A SINGLE TRAFFIC CONTROLLER CAN OPERATE TWO PTSS AT ONE TIME WHERE TRAINED TO DO SO, AND TGS IDENTIFIES THE REQUIREMENT TO OCCUR.
- SOME INTERSECTIONS REQUIRE THREE OR MORE TRAFFIC CONTROLLERS. WHERE MULTIPLE TRAFFIC CONTROLLERS ARE USED, THEY ARE REQUIRED TO:
  - *ENSURE THAT ROAD USERS DO NOT SEE CONFLICTING MESSAGES
  - *BE IN CONTINUOUS RADIO CONTACT WITH EACH OTHER WHEN THEY ARE NOT VISIBLE TO EACH OTHER.
- TRAFFIC CONTROLLERS ARE TO MONITOR END OF QUE SUITABILITY BY PLACING TRAFFIC CONES AT THE ESTIMATED END OF QUE SHOWN ON THE PLAN, WHERE QUES EXCEED THIS PLACEMENT, THEY ARE THEN REQUIRED TO CONTACT PWZTMP TO RE-EVALUATE SIGNAGE POSITIONS.

VULNERABLE ROAD USERS

- SITE-SPECIFIC RISK ASSESSMENT SHALL BE PERFORMED ON SITE BEFORE IMPLEMENTATION TO HELP IDENTIFY TGS COMPLIANCE AND VALUE TO THE PROTECTION OF WORKS, CONTROLLERS AND VULNERABLE ROAD USERS.
- SPECIFIC CONTROLS IDENTIFIED FOR PEDESTRIANS AND CYCLISTS AT THE DESIGN STAGE AND SHOWN ON ATP ANALYSIS.

- MOTORCYCLISTS POSE A UNIQUE PROBLEM TO THE DESIGN PHASE OF WORKS AS THERE IS NO IDENTIFIABLE DIFFERENCE IN FREQUENCY OF USE ON ROAD NETWORKS.
- VULNERABLE ROAD USER CONFIRMATION OF INSTALLATION ISSUES TO CONSIDER REGARDING THE IMPACT OF WORKS ON MOTORCYCLISTS AND THEIR SAFETY INCLUDE:
  - *HAS THE LOCATION OF TRAFFIC CONTROL DEVICES THAT MIGHT DESTABILISE A MOTORCYCLE BEEN AVOIDED ON THEIR TRAVEL PATH?
  - *IS THERE SUFFICIENT CLEARANCE OF OBSTRUCTIONS (E.G., SIGNS, DELINEATION) SO THAT MOTORCYCLISTS CAN LEAN INTO CURVES?
  - *IS THE ADVANCE WARNING AND DELINEATION ADEQUATE FOR MOTORCYCLISTS?
  - *IS THE ROAD SURFACE SAFE FOR MOTORCYCLISTS?

ORIENTATION OF SIGNS AND DEVICES

- SIGNS ARE TO FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER.
- AT CURVED RIGHT ALIGNMENTS, THE SIGN SHOULD BE PLACED APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT OF A MOTORIST 50M IN ADVANCE OF THE SIGN

PURPOSE:

THE PURPOSE OF THIS DOCUMENT IS TO OUTLINE A DESIRABLE TEMPORARY TRAFFIC MANAGEMENT ARRANGEMENT APPLICABLE TO THE FOLLOWING SCOPE, ENSURING ALL IDENTIFIED VULNERABLE ROAD USERS ARE CONSIDERED AND THE HIGHEST POSSIBLE LEVEL OF SAFETY OUTCOMES FOR ALL INVOLVED ARE ACHIEVED.

POSITIONING OF SIGNS AND DEVICES

- SIGNS AND DEVICES ARE TO BE POSITIONED AND ERECTED SO THAT:
  - *THEY ARE PROPERLY DISPLAYED AND SECURELY MOUNTED.
  - *THEY ARE WITHIN THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY CAN NOT BE OBSCURED FROM VIEW (E.G., BY VEGETATION OR PARKED CARS).
  - *THEY DO NOT OBSCURE OTHER DEVICES FROM THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY DO NOT BECOME A POSSIBLE HAZARD TO WORKERS, PEDESTRIANS, CYCLISTS OR VEHICLES.
  - *THEY DO NOT DEFLECT TRAFFIC OR VULNERABLE ROAD USERS INTO AN UNDESIRABLE PATH.
  - *THEY DO NOT RESTRICT SIGHT DISTANCE FOR DRIVERS ENTERING FROM SIDE ROADS, STREETS OR PRIVATE DRIVEWAYS.
  - *THEY ARE NOT INSTALLED USING SUPPORTS THAT COULD BE A HAZARD IF STRUCK BY A VEHICLE.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE FITTED WITH RETRO-REFLECTIVE BANDS BE STABLE TO REDUCE THE RISK OF DISPLACEMENT FROM AIR TURBULENCE FROM PASSING TRAFFIC OR MINOR IMPACT.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE SECURELY FIXED OR WEIGHED DOWN WHEN ROAD WORKERS ARE NOT PRESENT ON SITE.
  - *STANDARD TRAFFIC CONES/BOLLARDS (700 MM OR HIGHER) SHALL BE USED FOR ALL OTHER ROAD APPLICATIONS WHERE THE SPEED IS MORE THAN 70 KM/H.
- EDGE OF TRAFFIC LANE TO LINE OF TRAFFIC CONES, BOLLARDS OR LONGITUDINAL CHANNELISING DEVICES:
  - *0.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS UP TO AND INCLUDING 60 KM/H.
  - *1.0M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS OVER 60 KM/H.
- EDGE OF TRAFFIC LANE TO ROAD WORK DELINEATORS OR TEMPORARY HAZARD MARKERS – 1.0m

EMERGENCY ARRANGEMENTS

- ALL EMERGENCY SERVICES VEHICLES SHALL BE GIVEN PRIORITY ACCESS.
- * CEASE ALL WORK IMMEDIATELY, TURN MACHINERY AND VEHICLES OFF AND CLEAR THE AREA OF PERSONNEL.
- * NOTIFY EMERGENCY SERVICES OF THE PROPOSED WORKS NATURE, LOCATION, DATE AND TIMES, AS WELL AS CONTACT DETAILS FOR THE SITE SUPERVISOR
- * ITCP TO INSTALL A SITE-SPECIFIC DETOUR ROUTE AND/OR ROAD CLOSURE POINT, IN A MANNER WHICH CATERS FOR ALL TYPES OF VEHICLES REQUIRED TO USE THEM (WHERE INCIDENTS ARE SERIOUS ENOUGH TO WARRANT CLOSURE AND DIVERSION OF ROADWAYS)

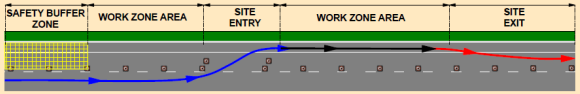
TOLERANCES

- IF SIGNS AND DEVICES ARE REQUIRED TO BE MOVED DUE TO OBSTRUCTIONS AND RELOCATION EXCEEDS TOLERANCES, THE INSTALLER SHALL CONTACT THE DESIGNER FOR INSTRUCTION ON ALTERNATE INSTALLATION METHODS OR OPTIONS.
- JUDGEMENT WILL BE NECESSARY TO PLACE SIGNS AND DEVICES AS CLOSE AS POSSIBLE TO THE LOCATIONS / SPACINGS INDICATED.
- SHOULD VARIATIONS TO THE RECOMMENDED SPACING BE REQUIRED, THEN IT IS GENERALLY PREFERABLE TO INCREASE THE SPACING WITHIN TOLERANCES.
- TOLERANCES FOR PLACEMENT OF SIGNS AND DEVICES (SECTION 7.10.3 FROM TCAWS V6.1) ARE:
  - * UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ BOLLARD INSTALLATION.
  - * UP TO 25% MORE THAN THE DISTANCES GIVEN.
- ADJUSTMENTS TO A TTM INSTALLATION:
  - * ANY CHANGES THAT EXCEED TOLERANCES ARE CLASSED AS A MODIFICATION/VERIATION AND SHALL BE AUTHORISED AND ENDORSED BY AN APPROPRIATELY QUALIFIED INDIVIDUAL.

DESIGN FACTORS/OUTCOMES

- NATIONAL COMPLIANCE: AS1742.3
- LOCAL COMPLIANCE: TCAWS v6.1
- LOCAL ROAD INFRASTRUCTURE REQUIREMENTS: Council
- SITE IMPACT / TRAVEL TIME:
- INNOVATIVE TREATMENTS:
- REVIEW PERFORMED: 19/02/2026 14:33
- OH&S ITEMS ARE HELD IN THE ALTUS GROUP SWMS.
- REGISTERS: KEY PERSONNEL - HELD ON TITLEBLOCK, INCIDENTS/VARIATIONS/COMPLIANCE/DAILY INSPECTIONS REGISTERS - HELD IN ALTUS GROUP DAILY RECORDS AND INCIDENT MANAGEMENT PROCESSES.
- CONSULTATION REGISTER - CONTAINS PRIVATE CONTACT DETAILS AND IS HELD SEPARATE FROM GENERAL-USE DOCUMENTS.
- CONTINGENCY PLANNING: RESTORATION OF THE ROUTE IN EXISTENCE BEFORE IMPLEMENTATION OF THE TEMPORARY TRAFFIC ROUTE ALTERATION UNTIL SUCH TIME THAT ALTERNATIVE ARRANGEMENTS CAN BE DEVELOPED/DESIGNED.

PREFERRED SITE ENTRY AND EXIT PROCESS



1. **Site Ingress and Egress**
   - Site ingress and egress points must be clearly marked using double cones or other prominent indicators.
   - As the site develops, the Traffic Control Supervisor must reposition these markers to appropriate locations.
   - Any changes to ingress and egress points must be communicated to all staff via UHF radio.
2. **Vehicle Entry and Exit Procedures**
   - Before any vehicle enters or exits the worksite, the rotating beacon must be activated.
   - Drivers must notify the Traffic Control Marshal or Supervisor via UHF radio least 100m in advance or out of the site.
   - If the above procedures are missed or not followed, traffic controllers must direct the vehicle to loop around and attempt re-entry.
3. **On-Site Vehicle Movements**
   - All vehicle movements within the site must be conducted under a full stop.
   - Public vehicles must be stopped and cleared from the roadway before worksite vehicles proceed.
   - The Traffic Control Marshal or Supervisor must communicate via UHF radio when it is safe for vehicles to move.

SIGN COVERS

SIGN COVER - ALL PERMANENT SPEED SIGNS SHOULD BE SHOWN ON TGS WITH NOTE COVERING WHEN REQUIRED

EXISTING AND PERMANENT SIGNS

- ALL EXISTING AND PERMANENT SIGNS ON THE TGS ARE DISPLAYED IN BLACK AND WHITE, THIS IS TO HIGHLIGHT EFFECTIVE SIGNS THAT WILL IMPACT THE TRAFFIC CONTROL SETUP.

TOLERANCES IN DISTANCES - (ALL VALUES ARE IN METERS)

MEASUREMENT	- 10%	+ 25%
15	13	18
20	18	25
30	27	37
45	41	56
60	54	75
90	81	112

GENERAL DISCLAIMER:

- TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS.
- D4C IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE 'ON-SITE APPLICATION CONSTRAINTS' OUTLINED WITHIN THE TGS/TMP. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUAL/S SHALL BE SOUGHT PRIOR TO IMPLEMENTATION.
- THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.

N

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PD	PI	19/02/26	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABN 94 102 788 081

SITE & CLIENT DETAILS			
ALTUS GROUP DESIGN NUMBER :26-02-162822-02	CLIENT COMPANY :D4C		
WORKS LOCATION :Marshall Mount Rd, Marshall Mount	CLIENT CONTACT :Jackson Micallef		
CROSS STREET :Calderwood Rd & Yallah Rd	CLIENT REFERENCE NUMBER :50738360		
ESTIMATED JOB DATE :TBC - TBC	WORKSITE ROAD AUTHORITY :Council		
ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ARS: 3/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Phil Dellorefice
PWZTMP #: TCT0059108
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

PAGE - 2 / 3

ALTUS GROUP

AROUND THROUGH PAST ANALYSIS & RISK ASSESSMENT
TGS NUMBER - 26-02-162822-02

TRAFFIC LOGISTICS

RATING OF CONTROLS

RISK MATRIX

LIKELIHOOD DESCRIPTION TABLE

Probability	<5% probability	5-25% probability	25-50% probability	50-95% probability	>95% probability
Frequency	One event > 10 years	One event every 5-10 years	One event every 1-5 years	One event every 6 mth-1 year	One or more events in next 6 months
Description	The threat is unachievable but only in exceptional circumstances.	The threat is improbable.	The threat could occur sometime as "the hand of G happening."	The threat is known to occur, or "it has happened from time to time."	The threat is a common or frequent occurrence.

LIKELIHOOD

Index	E. Rare	D. Unlikely	C. Possible	B. Likely	A. Almost Certain
E. Catastrophic	High (5E)	High (5D)	Extreme (5C)	Extreme (5B)	Extreme (5A)
4. Severe	Medium (4E)	Medium (4D)	High (4C)	High (4B)	Extreme (4A)
3. Major	Low (3E)	Medium (3D)	Medium (3C)	High (3B)	High (3A)
2. Minor	Low (2E)	Low (2D)	Medium (2C)	Medium (2B)	High (2A)
1. Insignificant	Low (1E)	Low (1D)	Low (1C)	Medium (1B)	Medium (1A)

HEALTH, SAFETY & ENVIRONMENT

Fatality or multiple fatalities. Catastrophic Environmental harm with long term serious impact or is not rectifiable.

Permanent injury – damage which permanently alters a person's future. Significant Environmental harm with medium to long term impact before rectification

Lost Time Injury (LTI) – damage which temporarily alters a person future. Major Environmental harm that can be rectified in the medium term (1-3 months)

Medical Treatment Injury (MTI) – damage which temporarily inconveniences a person. Localised reversible environmental harm that can be rectified <1 month

First Aid Injury (FAI) – an actual injury which requires either no treatment or simple first aid. Minimal environmental harm that can be quickly rectified.

Step 3 - The risk rating is where the LIKELIHOOD and the IMPACT intersect

TRAFFIC MANAGEMENT METHOD

TRAFFIC MANAGEMENT METHOD	DESCRIPTION	METHOD TYPE	ADOPTION METHOD ROAD TRAFFIC	ADOPTION METHOD PEDESTRIAN	ADOPTION METHOD CYCLIST
AROUND (elimination)	An around method is where traffic is completely separated from the work area. An around method is the preferred TTM method where achievable, as a majority of risks associated with TTM are eliminated and it generally provides the lowest overall net risk option. This method must be considered as the first option, however if it cannot be achieved, justification must be provided in the TMP.	• A road closure requiring a detour of all traffic. • Construction of a sidetrack. • Contraflow of traffic via a separated median.			
PAST (isolation or engineering)	A past method is where substitution, isolation and engineering controls are used to guide traffic along an adjacent path to the work area. A past method includes the use of a barrier or shifting of traffic to provide complete separation of workers and traffic.	• Contraflow without a separated median. • A lateral shift taper. • Use of an accepted temporary barrier system. • A shoulder Closure. • A lane Closure. • One lane alternate flow.	SELECTED	SELECTED	
THROUGH (administration and PPE)	A through method relies on administrative, training and PPE controls only. A through method does not provide separation of traffic to the work area and requires the passage of traffic through the work area. A through method must only be considered when around and past strategies are not achievable or the risk generated by installing those options outweigh the safety benefit.	• Directing road users immediately over the work area. • Separation only achieved by use of cones or bollards. • Pilot vehicle used to platoon road users.			

Risk Assessment - Acceptance & Departures

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
TGS implemented by unqualified person or organization	- Unaware members of public - TTM set up non compliant - NSW requirements & standards not met	- MOP confused and unaware creating frustration or collision - Motor vehicle incident, end of queue collision - Non conformance reports, restriction on approvals	Medium (3D)	- Undertake license inspection pre implementation. - Check qualifications in design stages. - Design to comply with TCAWs technical manual.	Low (3E)
Stop bat used instead of PTCD	- Traffic Controller struck by motorist - Line of site - Reduced area of escape route	- TC required to stand closer to live lane making a higher chance of of being struck by MOP vehicle - TC visibility restricted due to positioning required to use stop/slow bat	High (4C)	- Design TGS for the use of PTCD. - Undertake prestart checks on PTCD. - Implement road closures and lane closures where possible. - Maintain suitable escape routes. - Stay clear of live lane when using stop/slow bat.	Medium (3D)
Speed Zones extend past the Min or Max lengths	- Driver Compliance - Adverse road user behaviour	- MOP may increase speed if they see no reason to slow down - Driver frustration due to extended travel time	High (3B)	- Use of pilot vehicles - Duplication or repeated of speed signage - Use of variable message signage - Electronic speed display signs - Chicanes or lateral shift tapers	Medium (2C)
Variations at the design stage required that fall outside of the standards?	- Changes in design that deviate from established standards.	- Non-standard changes made to address non-standard situations, deviating from established standards.	High (3B)	Variations to standards must be discussed with and approved by the relevant authorities and clearly highlighted on the Traffic Guidance Scheme (TGS). The state-standard departure process must be completed as part of the design.	Medium (3D)

Risk Assessment - Environment

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Environmental or manufactured hazards that could potentially impact the works?	- Vehicle interaction - Restricted visibility - Noise & distractions	- Collision with Workers, plant, or road users - Workers obstructed by vegetation or structures - Impaired situational awareness for workers or drivers	High (3B)	- Implement TGS devices to cater for environmental & manufactured hazards. - Stage TGS design to suit vegetation & structures. - Prestart meetings to highlight noise and distraction items. - Use of warning lights, sirens, airhorns to signal approaching hazards. - Adjust TGS to suit local restraints within TCAWS tolerances and guidelines.	Medium (3C)
Road shoulders and work site surroundings free of flora	- Restricted visibility to workers - Slips, Trips and Falls - Water Hazards - Visibility of TTM devices	- Workers obstructed by vegetation - Worker injury - Vehicles getting bogged - TTM devices obstructed by overgrown flora	High (3B)	- Remove vegetation prior to works - Implement TGS devices to cater for environmental & manufactured hazards. - Stage TGS design to suit vegetation. - Position additional signage at strategic locations.	Medium (2C)
Wind, Rain & Fog present	- Reduced visibility - Reduced stopping capabilities - falling/moving objects	- Public Traffic unaware of traffic impacts ahead - End of queue collisions due to wet / slippery roadways - TTM signage blowing over reduction advanced warning signage - Failing objects causing injury	Extreme (5C)	- Implement VMS vehicle for digital messaging for advanced warning signage.. - Extend Advanced warning signage - repeated or duplicated. - End of Queue monitors with VMS messages. - Prestart meetings to highlight overhead hazards within the surroundings.	High (3B)
Works undertaken at night	- Poor visibility of the work area - Driver Fatigue - Reduced response time for motorists	- Motorist not seeing control points or TTM set up/advanced warning - Lapse in concentration causing collision - Motorist not stopping at control points	Medium (3C)	- Ensure sufficient illumination at control points and work zone. - Use of light towers. - Retro reflective signage and PPE.	Medium (2C)

Risk Assessment - Members of Public

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works impact existing public transport services or infrastructure including bus stops & taxi ranks?	- Delays - Queuing - Road user visibility - Bus & taxi Accessibility	- Public transport delays - Queuing onto main roads - Queuing into live lane from bus stop or taxi rank - Collision due to blocked access	Medium (2C)	- Notification to bus companies that operate in the area. - Provide adequate provision for public transport companies, or carry out work outside of operation hours. - Where temporary bus stops are created, ensure buses are able to meet the curb. - Ensure TGS clearly shows affected stops and controls in place. - Traffic controllers to manage and assist where safe and possible.	Low (2E)
Works impact existing footpaths, pedestrian crossings, cycle lanes or principle shared paths ?	- Exposure to traffic or work zone - enter road way or work zone - Pedestrian movements - Crossing points - Dedicated bike paths	- Struck by a vehicle - Verbal or physical abuse - Pedestrian or cyclist slip, trip or fall - Elderly or disability access restricted	Medium (3C)	- Ensure TGS caters for all road users including pedestrians and cyclists. - Always clearly delineate the work area. - Do not obstruct pedestrian and cyclists travel paths with traffic control signs and devices. - Consider the use of additional warning and guidance signage for pedestrians, cyclists and motorists. - Consider the use of additional traffic control to monitor and assist pedestrian and cyclist movements where required.	Medium (3D)
Works affect any driveways, including residential, commercial, or public access points?	- Collisions - Visibility - Incursions - Accessibility	- Poor line of sight - Restricted access to MOP - Restricted access in event of emergency - Verbal or physical abuse - Collision due to blocked access	Medium (3C)	- Consider staging work outside of business hours. - Create physical barrier to prevent traffic entering site & driveways. - Notification to residents & businesses. - have contingency plan in place for emergency services access.	Medium (3D)
Works affecting any existing parking spaces or restricted areas?	- Conflicting movements - Impacts on local businesses & Residents	- Vulnerable road user (VRU) confusion and increased site movements - Site incursions caused by VRUs attempting to access parking areas within control points - Collision due to blocked access	Medium (3C)	- Always check adequate parking is available for workers. - Relocation of parking spaces and advanced warning signage. - Create physical barrier for restricted access. - Notification to stakeholders	Low (3E)

Risk Assessment - Speed Zones

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works being conducted on roads with speed limits of 70 km/h or higher?	- Exposure to traffic - Challenges during signage installation - Reduced response times	- Reduced response time to erratic or distracted motorists - Risk of being struck by a vehicle or plant, or creating a vehicle incident - High-speed road networks typically involve risks such as driver error or poor visibility	High (4B)	- Implementation of shadow vehicle. - Driver remains in vehicle and spots for erratic or distracted motor vehicles. - Truck mounted attenuator to be used where applicable. - Buffer zones to be set pre set up of TTM.	Medium (4E)
Temporary speed zones below 70 km/h be required during the works operations?	- Offset speed zones - Proximity to workers - Exposure to traffic - Workers on foot within 1.5 to 3 m	- Unusual travel speeds for motorists along work zones. - Vehicles travelling in opposite directions at conflicting speeds. - Slower speeds give motorists a false sense of how much room they have. - Slower speeds increase the time each vehicle spends adjacent to the work area.	Medium (2B)	- Speed reduction signage to be duplicated or repeated and clearly visible. - Conflicting speed signage to be covered. - Exclusion zones of 1.5m to 3m of live traffic to be implemented. - Comply with Min & Max speed zone lengths. - Variable speed compliance signage or variable message boards.	Medium (2C)
Workers on foot within 1.5m of live traffic?	- Offset speed zones - Proximity to workers - Increased exposure to traffic - Workers on foot within 1.5 m	- Unusual travel speeds for motorists along work zones. - Vehicles travelling in opposite directions at conflicting speeds - Slower speeds give false belief to motorists of how much room they have. - Slower speeds increases time traffic spends adjacent to the work area per vehicle.	High (4C)	- Ensure speed zones are designed in accordance with TCAWS, AS1742.3 and AUSTTM. - Ensure speed zoning is consistent with the work activity and road environment. - Consider the use of speed radar VMS to monitor traffic speeds and advise	Medium (3D)

Risk Assessment - Works

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Excavated areas exceeding a depth of 500mm?	- Presence of excavation - Workers in close proximity - Exposure to traffic - Driver incursions into the work area - Collapse of adjacent ground/pavement	- Vulnerable road user (VRU) access to excavations An engineered barrier design is required to proceed	High (4C)	- Excavations under 0.5m and within 3m of the edge of traffic lane, physical delineation placed perpendicular to the traffic flow or cones/bollards. (eg: ATF, Mesh fence, barriers) - Excavations over 0.5m and within 3m of the edge of traffic lane, a temporary safety barrier must be installed. - Where the excavation is deeper than 200mm, is open for more than 2 weeks and the distance from the edge of traffic lane is less than 3m for 60km/h, 6m for 80km/h, plates and secured ATF is to be used to restrict access of MOP.	Medium (3D)
Works involve overhead operations?	- Drop and swing hazards - Bounce and roll zones - Exposure to road users	- Lifting overhead objects, creating potential drop & crush hazards. - Swing radius and exposure to members of public - Collision of boom arms overhanging roadway	Medium (3C)	- TGS to show exclusion zones or hold point for lifting operations. - Separation of traffic and pedestrians while overhead works are undertaken. - Signage, delineation devices & Spotters to be used to prevent unauthorized access to restricted area.	Medium (3D)
Works be completed in a single shift?	- Traffic/Pedestrians exposure to danger - Impact to road users - Visibility of Site	- Worksite presence and post works road network changes - Pedestrian/Motorist confusion with long term alterations to verge or road networks.	Medium (2C)	- Aftercare TGS must be designed and installed afterhours or between shifts. - RWA (T1-1) to be installed on long term road work sites. - Variable message signage to be used for long term or after hours works.	Low (2D)
Heavy vehicles or plant enter or exit the worksite?	- Visibility - Collisions - Road user confusion	- Motorists following work vehicles into the site. - Site vehicles unable to gain access due to interventions by other road users (e.g., queuing, blockages, or incidents). - Abruptly slowing/stopping of vehicles during ingress & egress	Medium (3D)	- TGS to illustrate permitted ingress and egress points, as well as vehicle movements. - TGS to be designed with hold and release of traffic where applicable. - Site ingress & egress points to be highlighted by bollards, double traffic cones or other applicable devices. - UHF radio to be used as communication for site ingress & egress. - Flashing beacons to be installed prior to ingress of egress.	Low (2E)
Traffic Controllers required to hold traffic continuously?	- End of Queue Collision - Work vehicle entering/exiting work zone - Congestion of road network - Traffic controller fatigue	- Extended queues past advanced warning signage - MOP following work vehicles - Negative driver behavior - Extended trip time of road network - Lapse in traffic control concentration	High (3B)	- Reiterate advanced warning signage. - Calling and flagging work vehicles and stopping of MOP behind them. - Releasing traffic from key directions to limit queueing traffic. - Advanced Warning variable message signage. - End of queue management.	Medium (2B)

Risk Assessment - Road Use

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works require changed traffic conditions, such as closures or detours, or changes in alignment, including surface conditions, road widths, traffic delays, or congestion?	- Motorist loses control - Motorist confusion - Motorist attempts a banned manoeuvre - Emergency Agency access through and past site - Loose surfaces	- Motorists unaware of disruptions and become confused. - Emergency service not aware of road impacts. - Heavy vehicle movements on unconfirmed routes. - Surface works reduces tire adhesion and flying objects. - Changes to the work area may include partial or full excavation of the roadway.	High (3A)	- Installation of directions signage. - Community and stake holder notification. - Clear delineation of travel paths. - Regular clean up of road surfaces. - Pavement markers.	Medium (3D)
Works impact heavy vehicle networks?	- HV cannot travel past work site - Queuing and delays - Collisions - Abnormal movements	- HV making contact with delineation or barriers - Extended queue lengths resulting in collision - HV & OSOM vehicle causing congestion for maneuvers	High (4B)	- Comply with shoulder and lane width criteria in the design of the TGS. - During the design of the TGS, check vehicle swept path where necessary to ensure the largest known vehicle travelling through the work site can negotiate the changed traffic conditions. - Traffic controllers to communicate with heavy vehicle and OSOM drivers to warn and guide them through the work site as required. - Traffic control to monitor heavy vehicle movements and if required, make adjustments to the signs and devices within approved tolerances. If more significant	Medium (3D)
Works are performed on high-speed and/or high-volume roads, causing delays, requiring stopping or merging, or creating non-standard road operations?	- Non-standard road user movements - Road environments unsuited for non-standard movements - Limited visibility or the presence of obstructions - High-speed or high-volume road environments - Abrupt stopping or unusual vehicle movements	- Road users may become confused and perform illegal or contradictory vehicle movements. - Pedestrian movements are at higher risk of occurring within areas of motorist confusion. - Works are located in higher-than-usual risk environments.	High (4B)	-Additional signage requirements, in accordance with state-specific standards (e.g., "Two Way," "Look Both Ways," and designated crossing points), must be reviewed and clearly included in the Traffic Guidance Scheme. -Consider utilizing Variable Message Signs (VMS) to inform and educate drivers about potential hazards or required movements. -For long-term, high-volume, high-speed works, incorporate Variable Message Signs. -TGS to show all signage and delineation clearly.	Medium (2C)
Works are likely to negatively impact other parts of the road network, such as side roads, ramps, or crossings?	- Queuing and delays - Collisions - Increased traffic volume	- Vehicles enters work site from a side road/ramp and collides with workers - Adverse impact on the road network due to queuing or limited visibility	Medium (2C)	- TGS to outline clear delineation and signage in side roads, ramps and crossings - Continual monitoring of road network via TC inspections.	Low (2D)
General Traffic	- Motorists speeding - Motorists not concentrating - Motorists tired - Motorists distracted.	- Motorists colliding with TTM - Motorists entering work zone - Motorists causing congestions on road network	High (4B)	- Consider use of TMA on higher speed roads >60km - Use speed reduction best suited to work activity and road environment - Use applicable AW signage displayed on AWV - Ensure sight distances between AWV, shadow vehicles are clearly labelled on TGS - Ensure 20-40m buffer zone between shadow vehicle and work vehicle. No less than 40m when using a TMA as a shadow vehicle	Medium (3C)

wollongong city of innovation

4 DESIGN ITEMS - NO ITEMS

5 DEVELOPMENT ITEMS - NO ITEMS

6 NOTIFICATION UNDER TEMPORARY DELEGATIONS (FOR INFORMATION ONLY) - NO ITEMS

7 DOB IN A HOON (POLICE MATTERS)

Items for NSW Police to acknowledge for appropriate monitoring and enforcement action.

STREET	SUBURB	CONCERN	TIMES RAISED THIS YEAR
Redman Avenue	Thirroul	Reports of this street being used as a 'rat-run,' including speeding and dangerous driving.	1
Forest Reach Drive	Huntley	reports of illegal right hand turn on Forest Reach Drive and Foundation Avenue Huntley.	2
Robsons Road	Keiraville	Reports of speeding and excessive noise between 11pm and 2am near the roundabout of Robsons Road and Murphys Avenue.	2
Bong Bong Road, Sierra Drive and Parkdale Ave	Horsley	Reports of speeding and hooning at night as well as unsafe/illegal e-bike use regularly.	1
Intersection of Collins Street and Underwood Street	Corrimal	Reports of regular disobeying of Stop sign leading to recent crashes.	1
Blue Mile	Wollongong	E-bike sighting travelling at very high speeds (customer suggesting close to 60km/h) on the Blue Mile.	1
Shared path connecting Black Diamond Place and Park Road	Bulli	E-bikes and motorbikes.	1
Central Road	Unanderra	Speeding and hooning.	1
Military Road and Hill 60	Port Kembla	Noise and speeding by vehicles and motorbikes.	1
Wollongong Mall	Wollongong	bike riding in the mall	1
Cachia Blvd	Horsley	speeding and cutting the corner turning right into Cachia Blvd	1
Auburn Street	Wollongong	speeding on the southern end near the roundabout	1
Avondale Road	Avondale	Speeding vehicles	1