WOLLONGONG CITY COUNCIL

Local Transport Forum
Minutes

10 March 2026

wollongong
city of innovation

MINUTES CITY OF WOLLONGONG LOCAL TRANSPORT FORUM

at 9am

10 March 2026

RECOMMENDATION

In accordance with the powers delegated to Council by the Road Transport Act 2013 and the Roads Act 1993:

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

2 Appropriate persons and Departments be advised of Council's decisions.

Author's Name	Author's Title	Date
Tyson Perry	Transport Services Coordinator	Date: 12/03/2026
Jerah Fox	Transport Manager	Date: 16/03/2026
Nathan McBriarty	Manager Infrastructure Strategy and Planning	Date: 18/03/2026
Jo Page	Director – Infrastructure and Works	Date: 23/03/2026
Name	**Title**	**Date**
Greg Doyle	General Manager	Date:24/03/2026

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 has been revoked and replaced by the *(2025) Authorisation and Delegation Instrument*.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.

PRESENT (E-MEETING)	
Tyson Perry - Chair	Wollongong City Council
Jerah Fox	Wollongong City Council
Lisa Campbell	Wollongong City Council
Nicole Brodie	Transport for NSW
Donna Binns	Transport for NSW
Senior Constable Vanessa Menzies	NSW Police
Les Dion	Dion's Bus Service
Kerrie Delliquanti	Representing Member for Heathcote
Letitia Dawson	Representing Member for Heathcote
John Burns	Representing the Member for Keira and Member for Wollongong

ACRONYMS USED IN REPORT

Abbreviation	Meaning
CBD	Central Business District
CPO	Charge Point Operator
D4C	Sydney Water's South Region Delivery Partner
DELEGATION (S138)	Approval Required Under the NSW Roads Act for Works in a Public Road
EV	Electric Vehicle
EVCI	Electric Vehicle Charging Infrastructure Policy
HP GAS MAIN	High-Pressure Underground Gas Pipeline
HVM	Hostile Vehicle Mitigation
IDP	Infrastructure Delivery Program
LGA	Local Government Area.
MP	Member Of Parliament
NMP	Noise Management Plan
RMS	Former NSW Roads and Maritime Services (now TfNSW).
ROL	Road Occupancy Licence
SLSC	Surf Life Saving Club
TCAWS	Traffic Control at Worksites Guidelines
TFNSW	Transport for NSW.
TGS	Traffic Guidance Scheme
TIP	Transport Integration and Placemaking
TMP	Traffic Management Plan
VMS	Variable Message Sign

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.

1.5 Apologies

Lake Illawarra Police - Chief Inspector Darren Brown
Representing the Member for Shellharbour - Jack Rankin
Premier Illawarra - Jarrod Thompson

2 GENERAL ITEMS

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

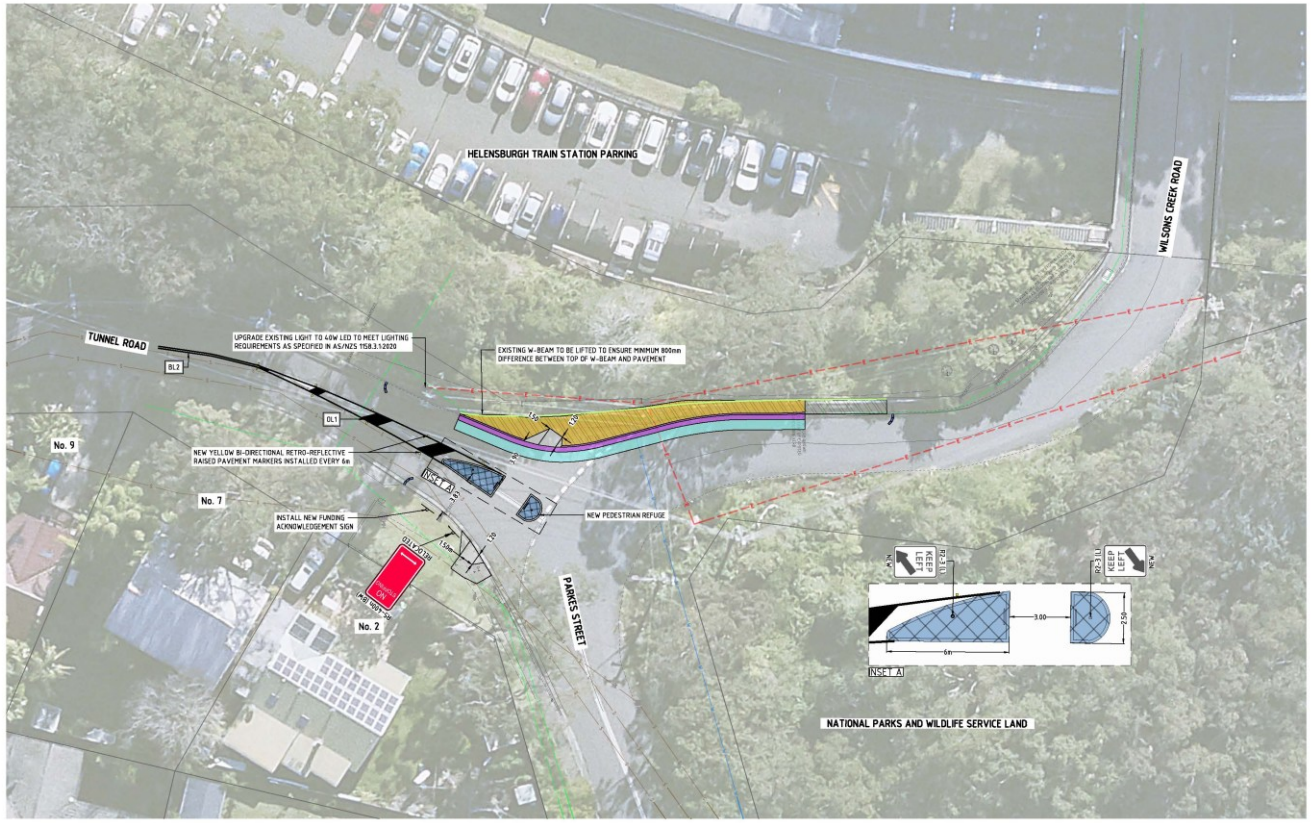
- Initial consultation on concept plans took place in August of 2024. Consultation on detailed designs took place in February 2026.
- Consultation was via a letter drop to directly affected residents, an update to Council's engagement page for this project. Additionally, a 'Let's Talk' session was held 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.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
TfNSW	Supported as is. TfNSW has been involved in this project	N/A

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

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

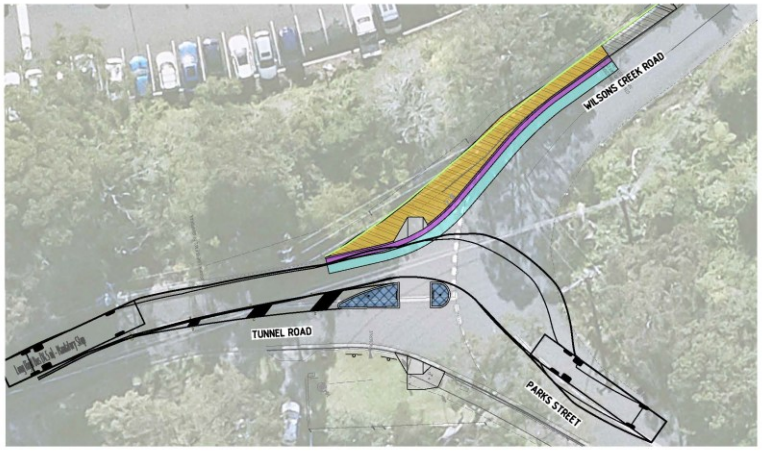
NORTH POINT

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

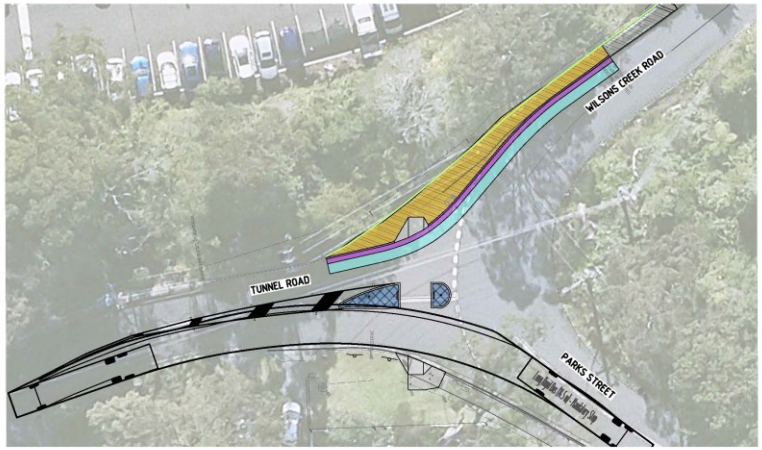
CITY OF WOLLONGONG
REFUGE AND FOOTPATH UPGRADE
TUNNEL ROAD
HELENSBURGH
TRAFFIC COMMITTEE PLAN

wollongong city of innovation
DESIGN & TECHNICAL SERVICES Ph 02 42777111

P.J/OCPN or TR No. 129860
SHEET 1 OF 2 SHEETS
DRAWING No. 7617
SHEET No. SK00
ISSUE 1
A1 ORIGINAL



LONG RIDIG BUS – 14.5m LENGTH – TURNING CHECK 1 (5km/h)
SCALE 1:200



LONG RIGID BUS – 14.5m LENGTH – TURNING CHECK 2 (5km/h)
SCALE 1:200

LEGEND
BODY LINE
WHEEL LINE

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

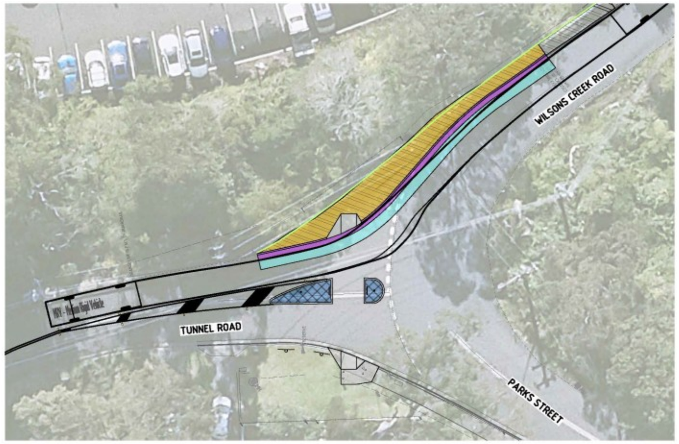
ISO 9001 Quality Management Systems CERTIFIED

SCALES: AS NOTED
NORTH POINT

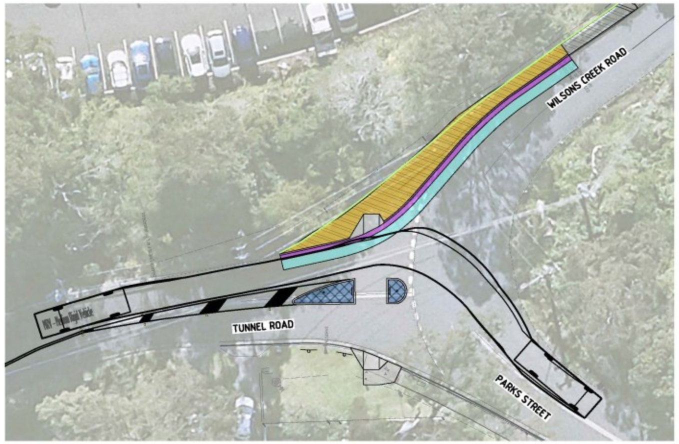
CITY OF WOLLONGONG
REFUGE AND FOOTPATH UPGRADE
TUNNEL ROAD
HELENSBURGH
TRAFFIC COMMITTEE – HEAVY RIDIG VECHILE

wollongong city of innovation
DESIGN & TECHNICAL SERVICES Ph 02 4227 7111

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



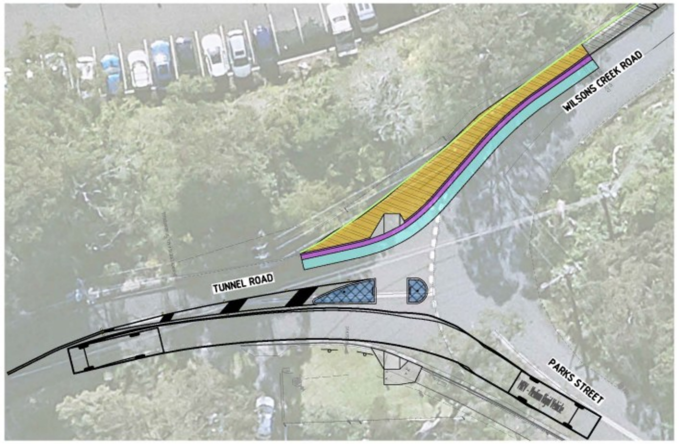
MEDIUM RIGID VEHICLE – 8.8m LENGTH – TURNING CHECK 1 (5km/h)
SCALE 1:200



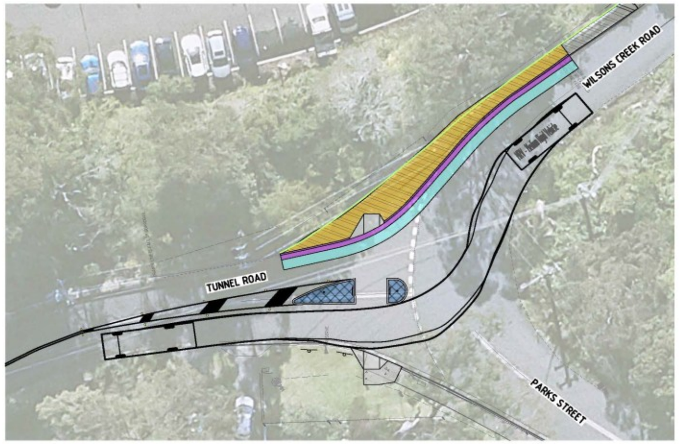
MEDIUM RIGID VEHICLE – 8.8m LENGTH – TURNING CHECK 2 (5km/h)
SCALE 1:200

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

bsi ISO 9001 Quality Management Systems CERTIFIED

SCALES: AS NOTED

NORTH POINT: NORTH

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

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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.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
TfNSW	Supported for each location, noting the increasing need for these facilities.	N/A

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

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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

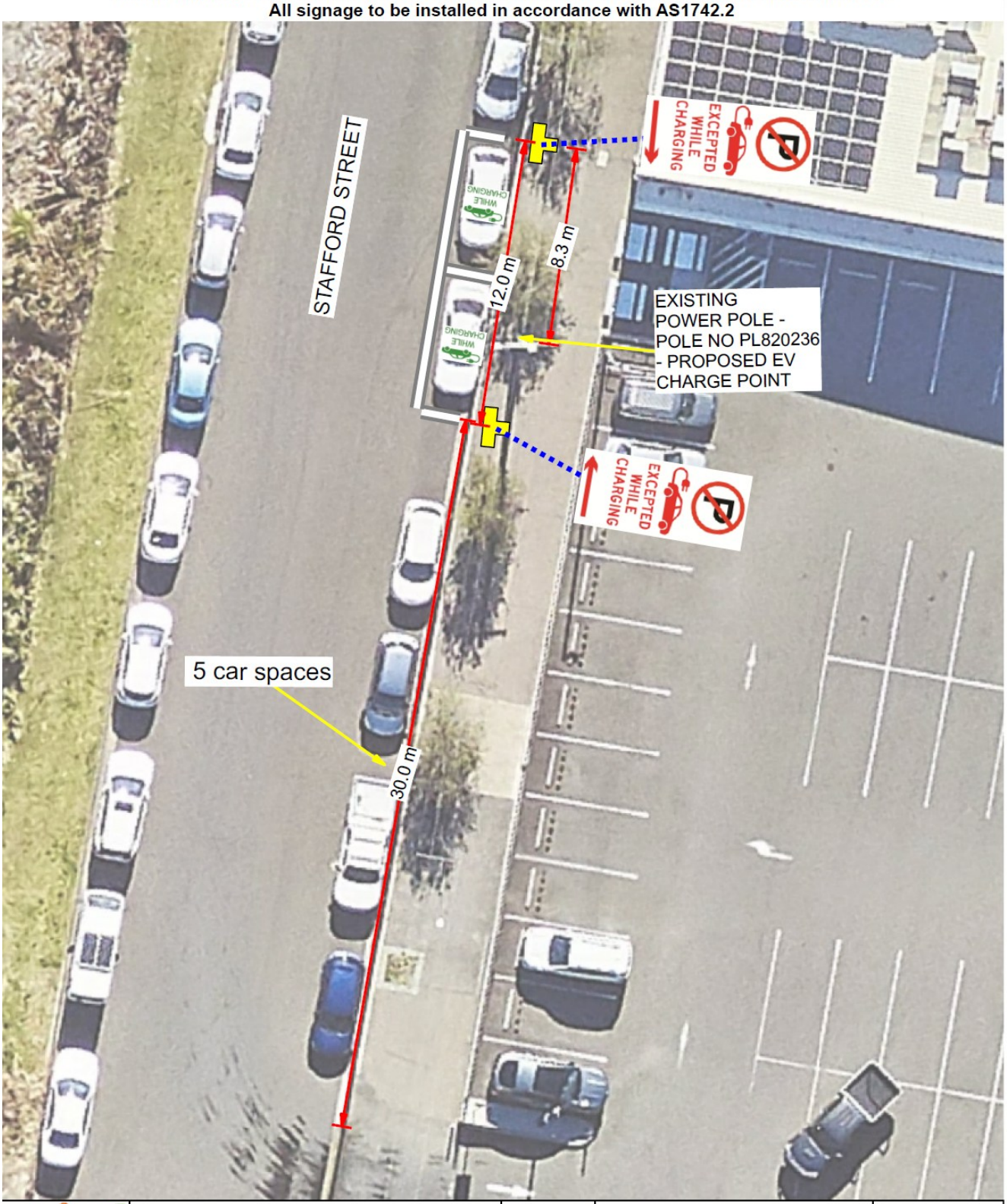
Parking Lane Edge Line (E3)

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



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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

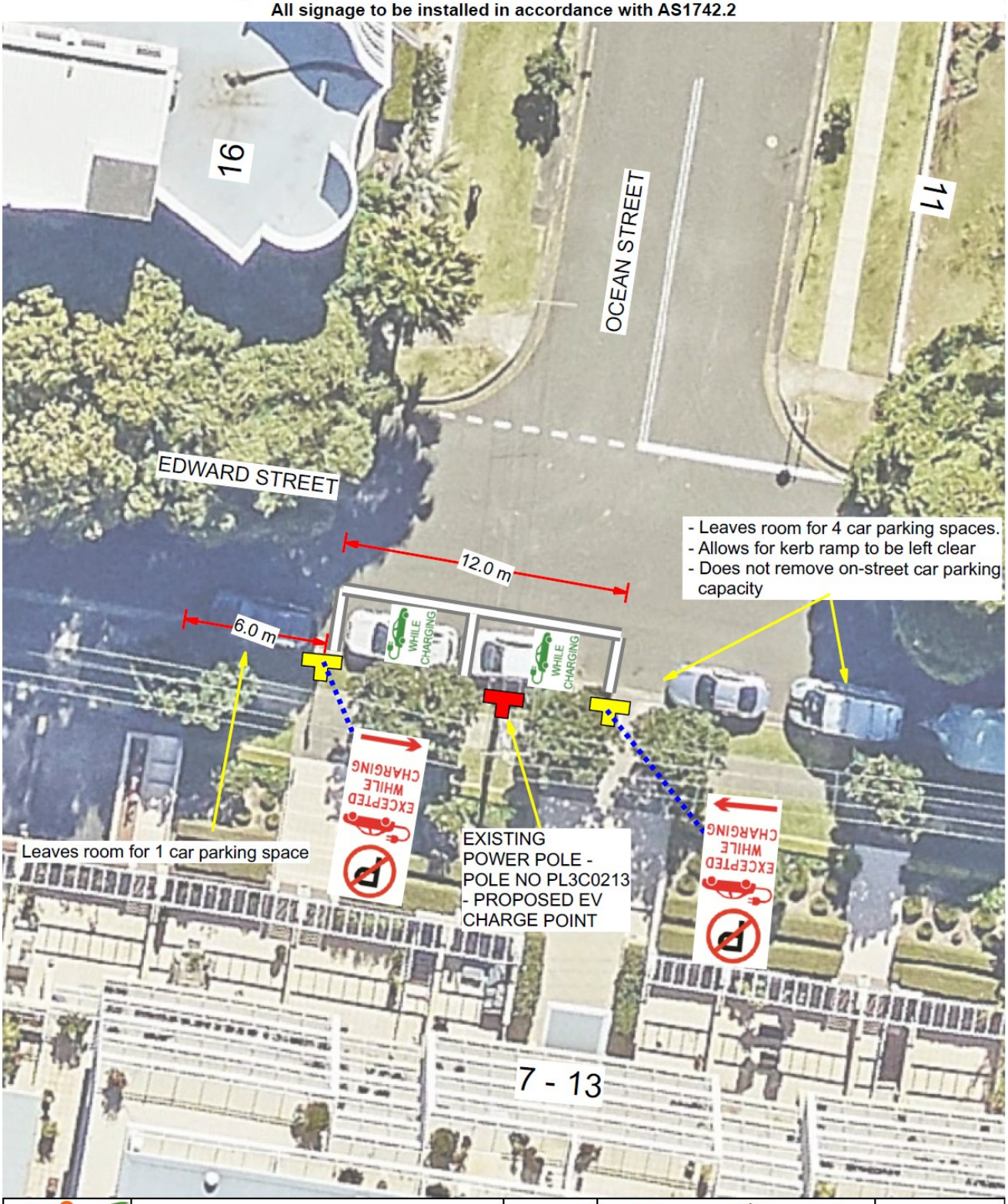
Proposed Pole

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



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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

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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

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

Proposed Parking Lane Edge Line (E3)

WHILE CHARGING Electric Vehicle Pavement Marking

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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

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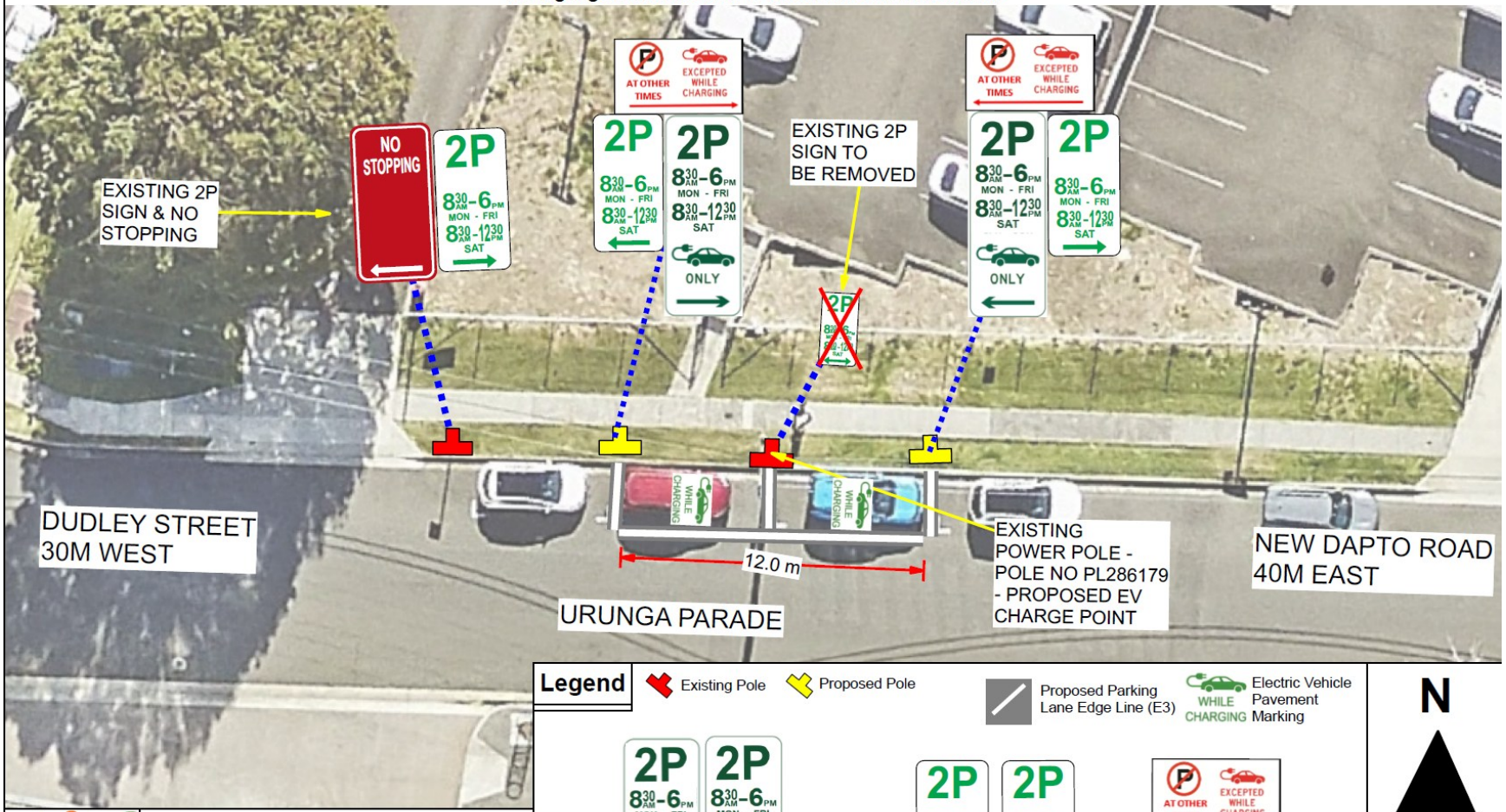
All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2



Legend

Existing Pole

Proposed Pole

Proposed Parking Lane Edge Line (E3)

WHILE CHARGING Electric Vehicle Pavement Marking

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

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

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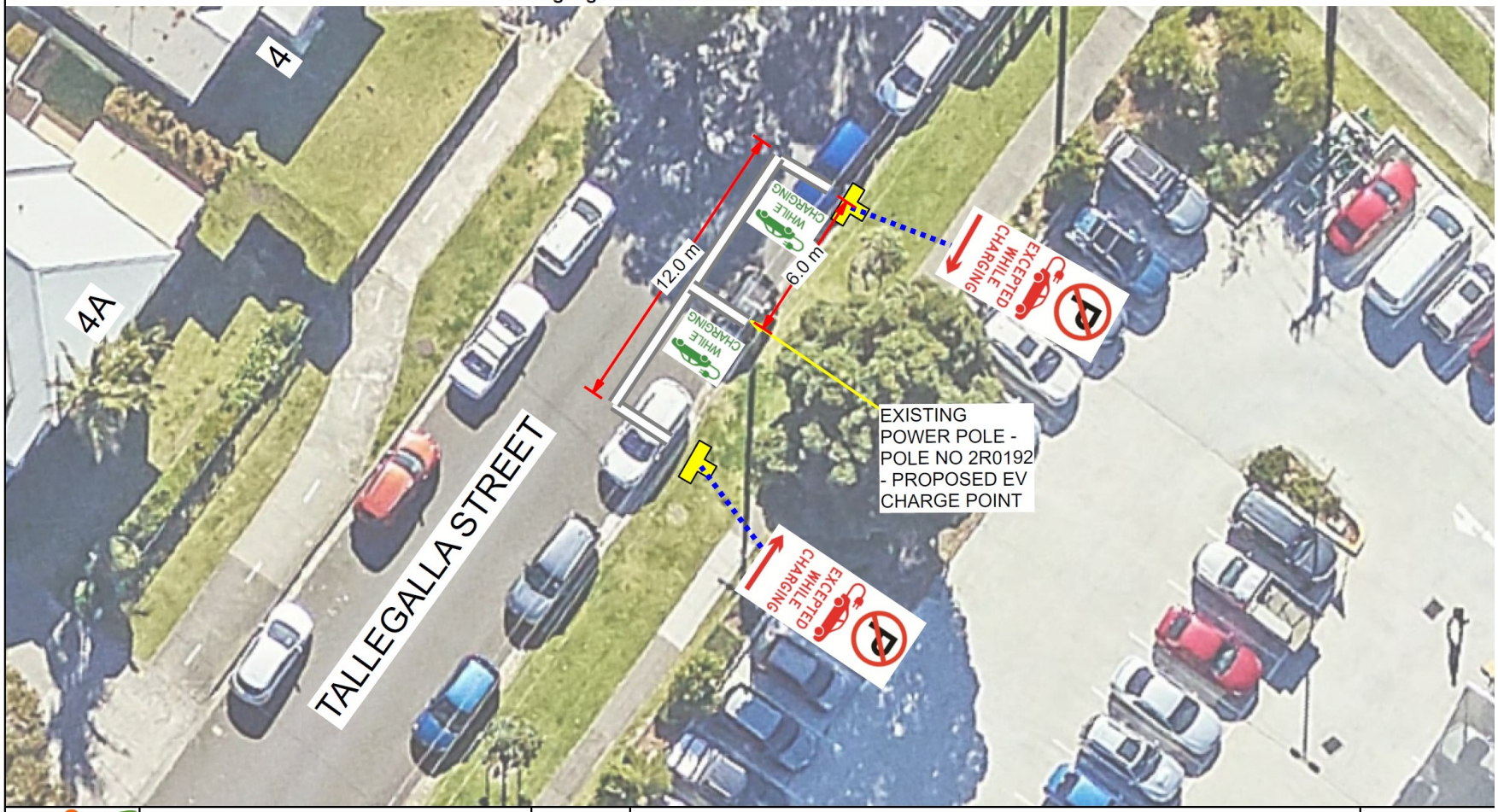
Signage & Linemarking Plan
EV Power Pole Charge Point

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



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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

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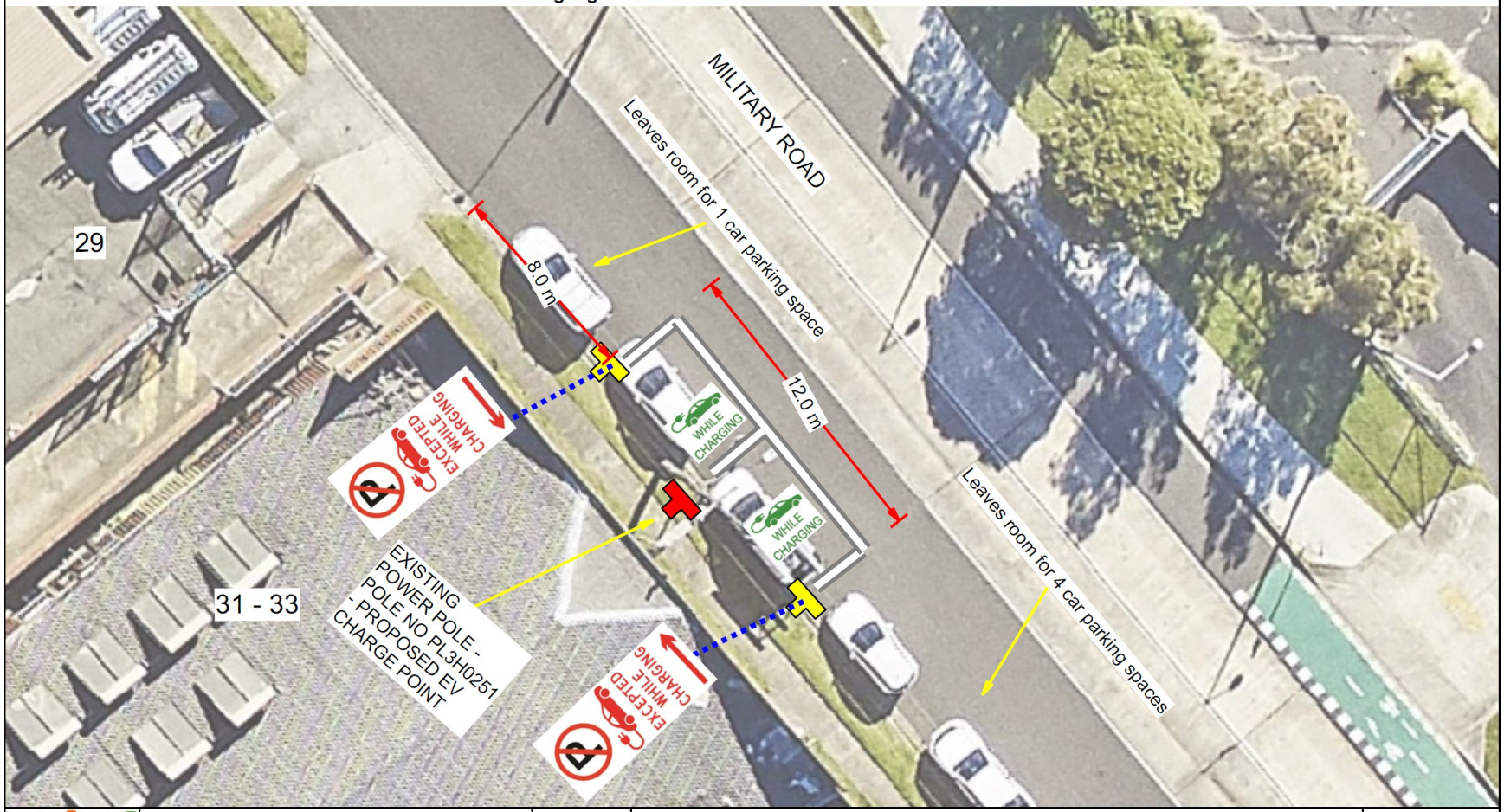
All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2



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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

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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.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
TfNSW	Supported noting it is a minor change, and parking is not in high demand.	N/A

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

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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

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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.

LOCAL TRANSPORT FORUM ADVICE

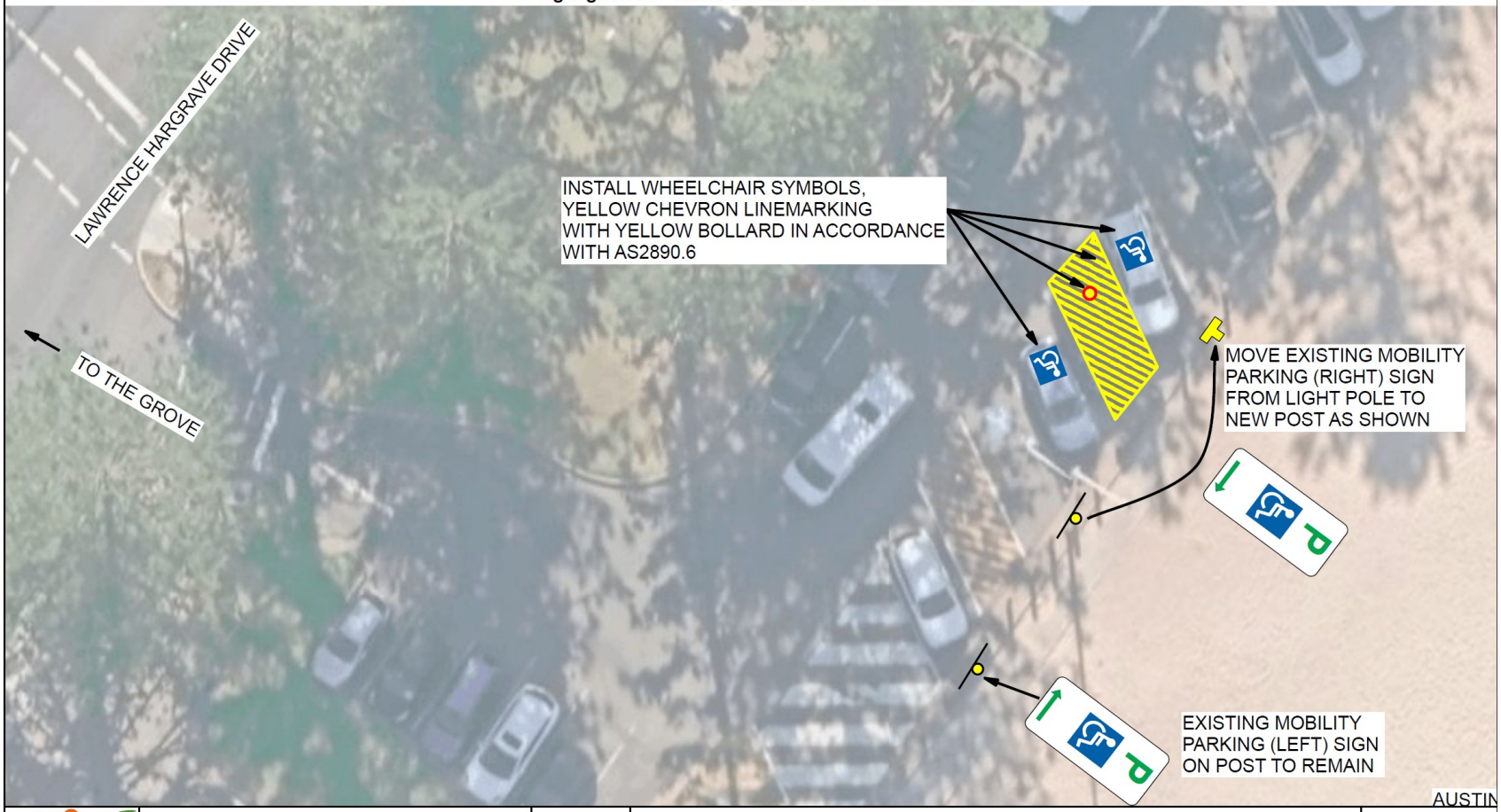
Forum Member/Guest	Advice	Council Comment
TfNSW	Supported noting overall removal of 1 parking space from within carpark.	N/A

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



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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

Existing mobility parking sign to remain

R5-10 (L) sign

Existing mobility parking sign to be relocated to new post

R5-10 (R) sign

N

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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.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
Lake Police	No issues, Police will be in attendance and event is authorised.	N/A
TfNSW	Supported. Yearly event for this location, with no previous issues noted.	N/A

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.

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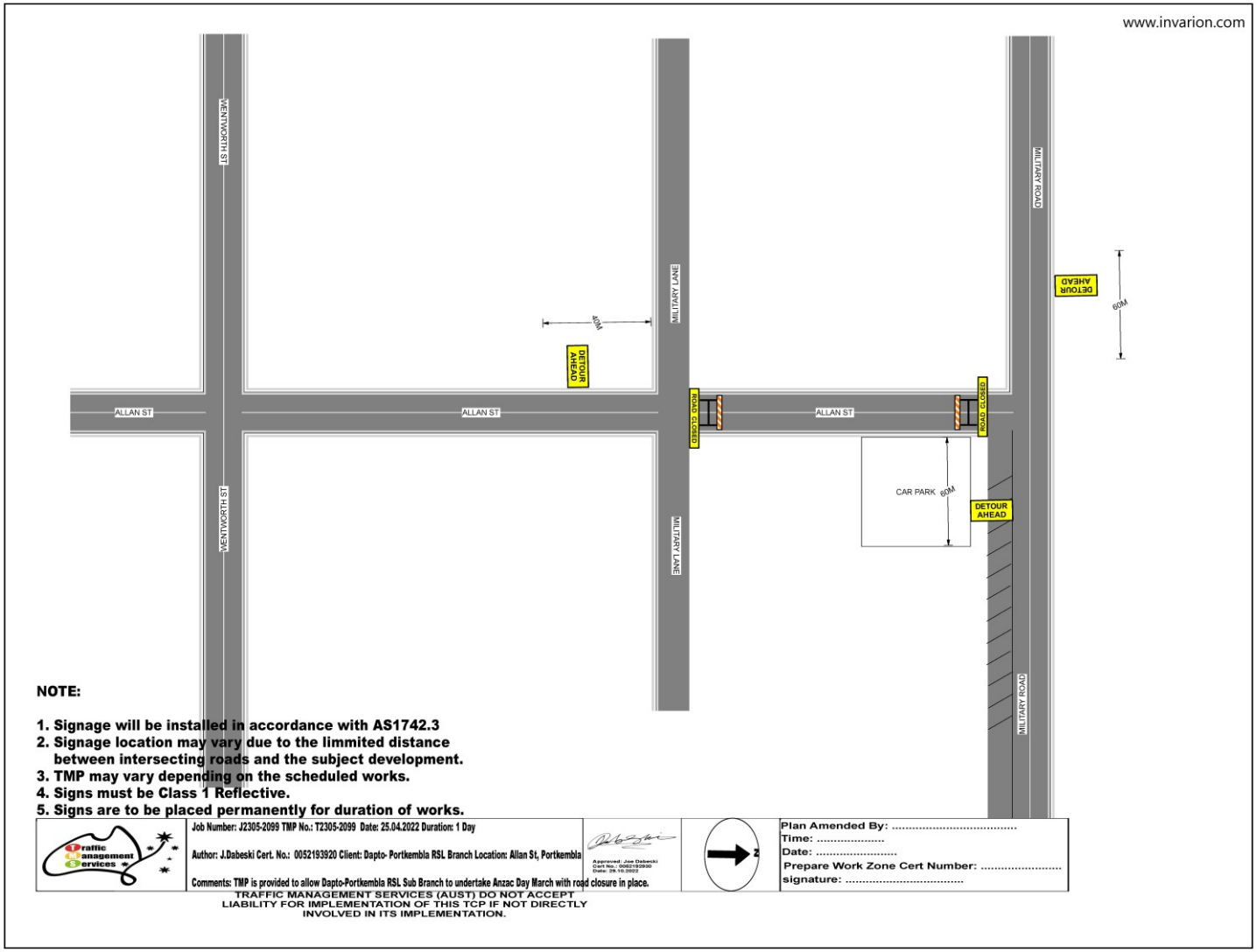
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KENTWORTH ST
MILITARY LANE
MILITARY ROAD
ALLAN ST
ALLAN ST
ALLAN ST
ROAD CLOSED
ROAD CLOSED
DETOUR AHEAD
DETOUR AHEAD
40M
60M
CAR PARK
60M
NOTE:
1. Signage will be installed in accordance with AS1742.3
2. Signage location may vary due to the limmited 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
Approval No: 0052193920
Date: 28.10.2022
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 Transport 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.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
TfNSW	Supported. Event held regularly and detour routes available around event.	N/A

PROPOSAL

The proposed road closures be approved subject to:

1. Council's Standard Conditions for Road Closures.

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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.
- PRINCIPAL/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 BATS : 0 VMS TRAILER OPTIONAL : 0
PTAD : 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

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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 vehicles, walking to event precinct, bike/scooter, 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.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
TfNSW	Supported, noting this is a similar arrangement to previous years. Event appears to work well for bus operators with no notable issues. Happy for 3-year approval with strict conditions including subject to no changes to existing road environment or to bus routes/timetables from previous year.	A 3-year approval, to reduce the need for annual resubmission for the event, was requested by the Event Organiser. This was communicated verbally to LTF members who had no objections noting the history of the event success provided suitable conditions be placed on the event.

PROPOSAL

The proposed road closures be approved for 25 April 2026 and for the next two (2027 and 2028) ANZAC Day events subject to:

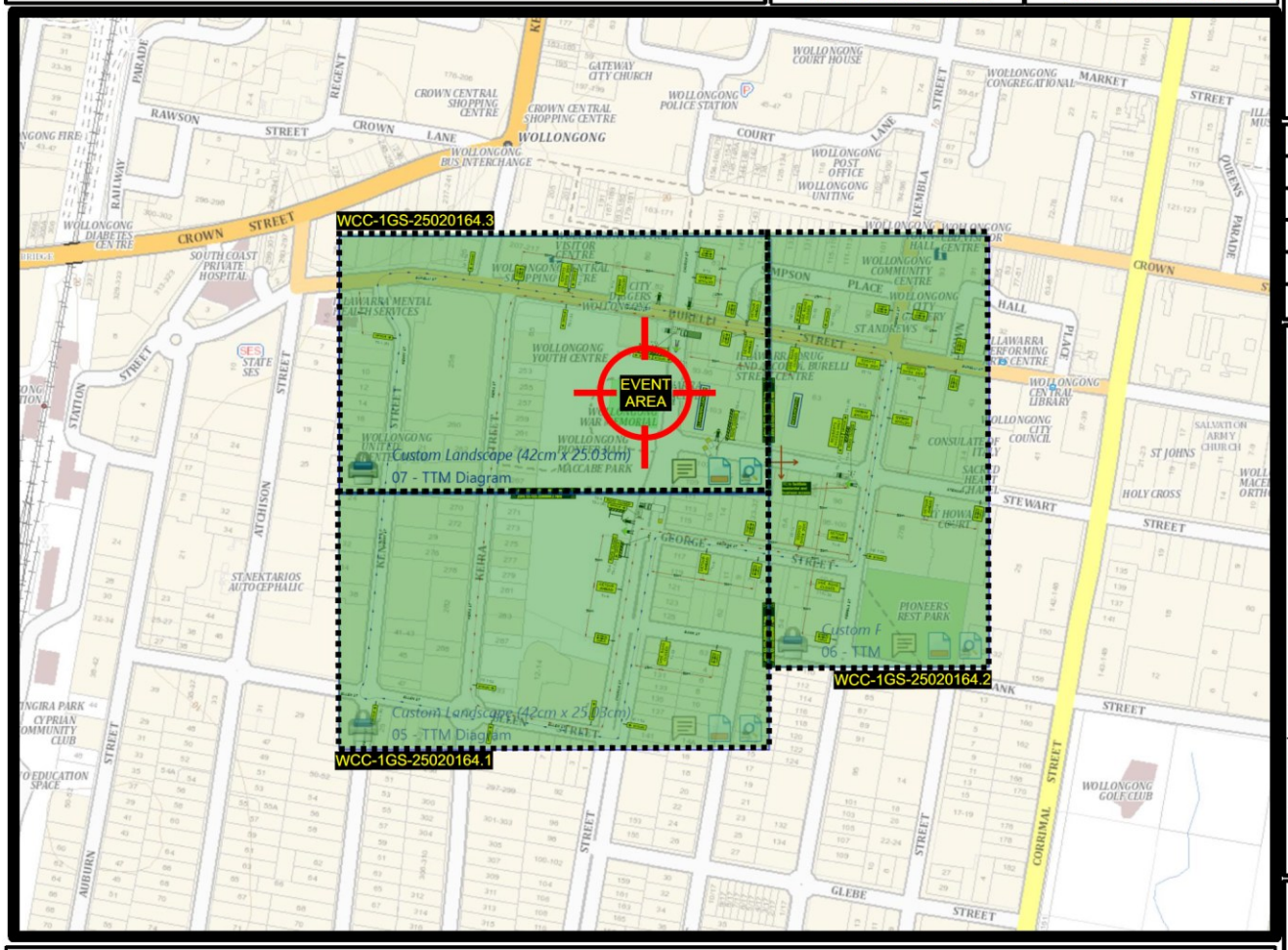
1. Council's Standard Conditions for Road Closures.
2. The event organiser consulting with affected businesses prior to the event.
3. The event organiser consulting with bus operators prior to the event to discuss the impact on bus routes and the need to detour around Burelli Street.
4. The event organiser 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.
7. The Event Organiser ensuring that conditions 1-6 above are actioned prior to the 2027 and 2028 events. The 2027 and 2028s event can proceed without additional Local Transport Forum submission provided that:
    a. No changes to the road environment, that would alter a TMP and TGS take place since the original date of this approval.
    b. Bus routes/timetables remain unchanged from previous years.
    c. The proposed TGS and TMP remains consistent with the 2026 versions.

    Should any of the above (a, b and c) be altered, resubmission to the Local Transport Forum will be required.

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



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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

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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

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.

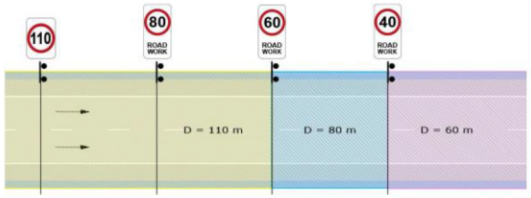


Figure 7-1. Example calculation of Dimension D

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 6-13. 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

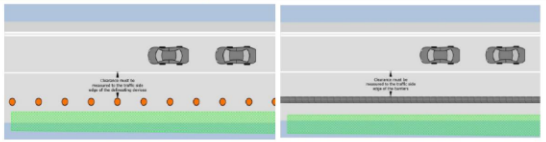


Table 6-18. Size requirements for G6-317n and G6-317-1n signs.

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.

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

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: Y / N Time:	
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

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.

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

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	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-25020164.2

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

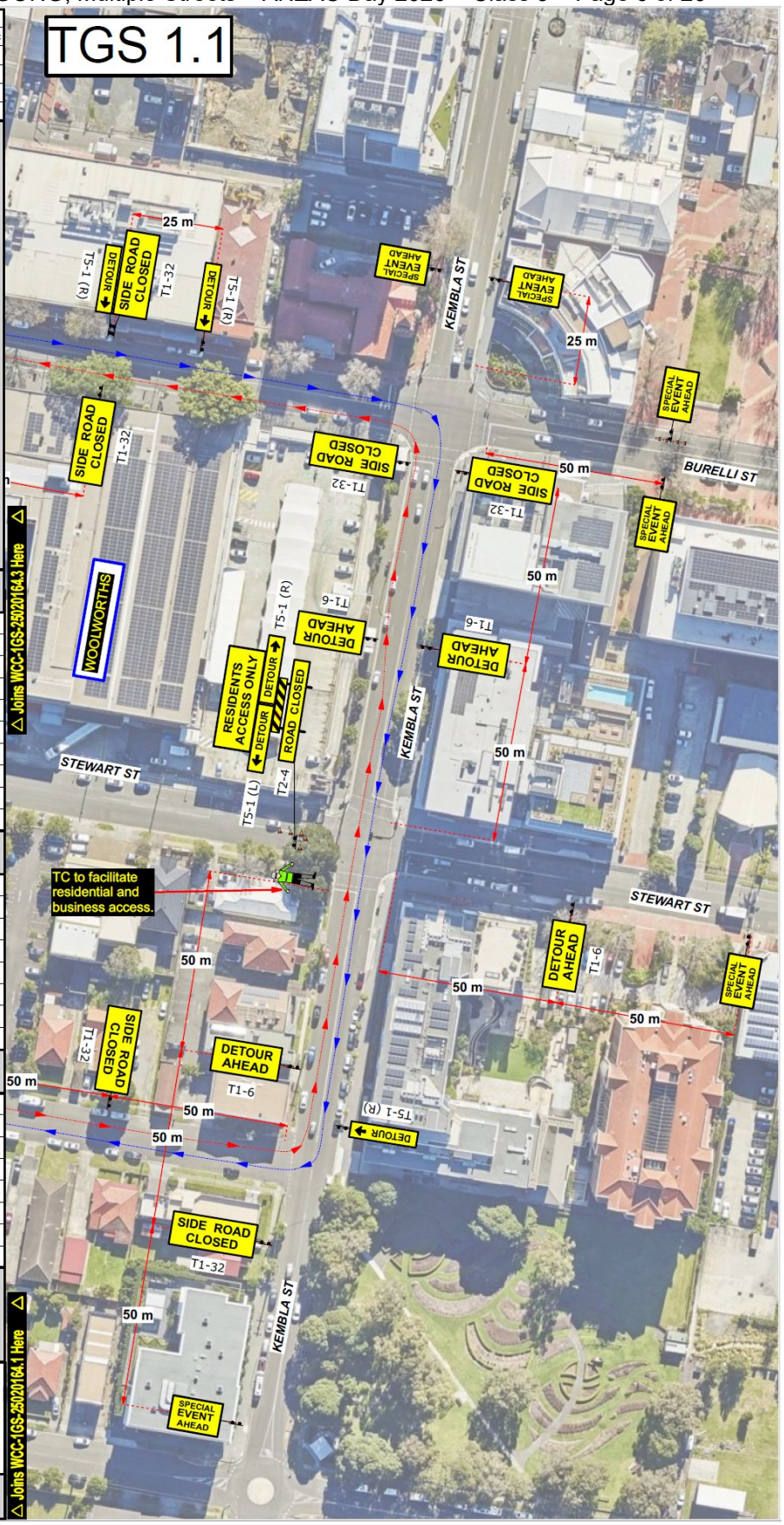
WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Full Closure+Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

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:

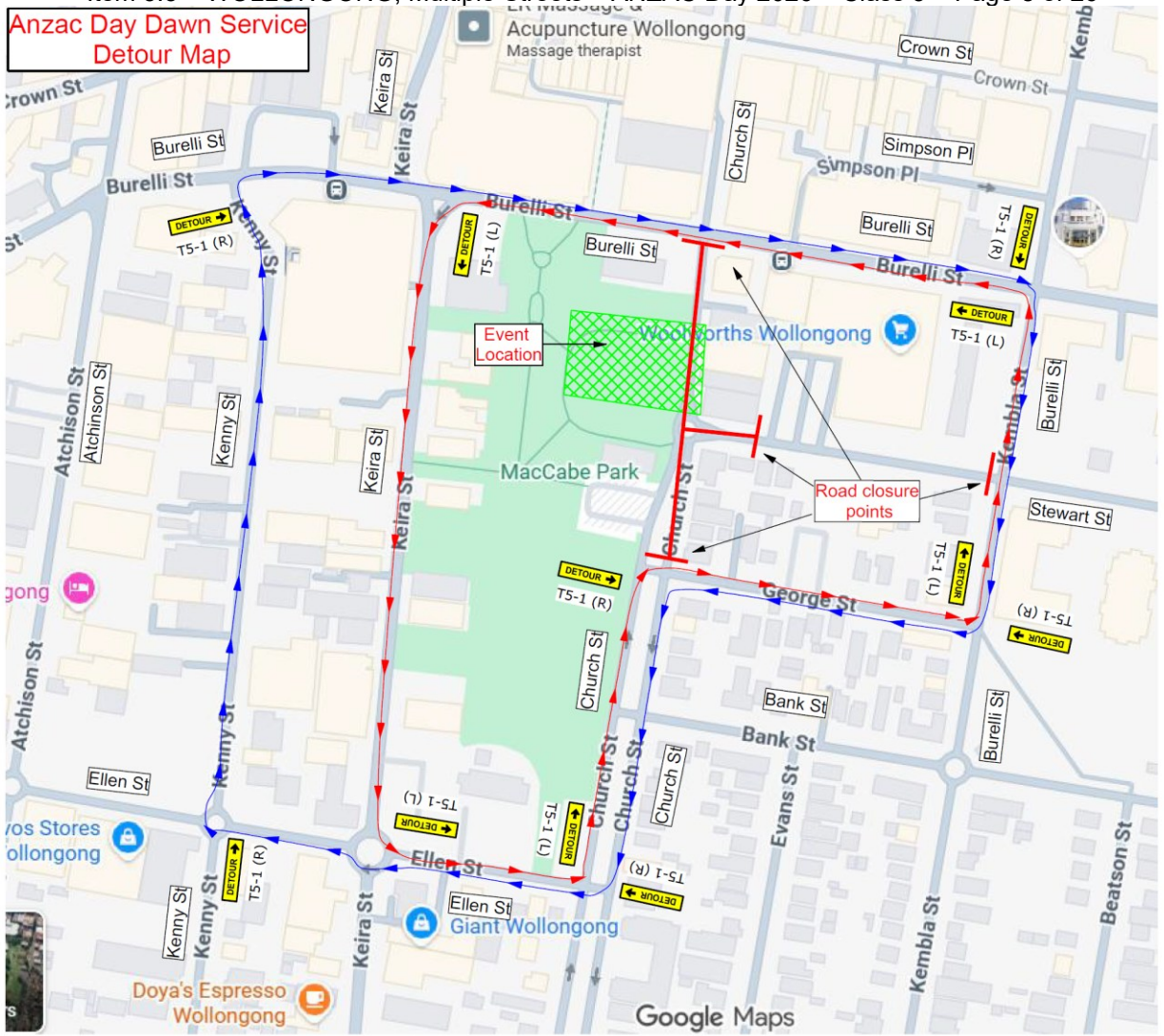
Wollongong City Council - TGS 01 Anzac Day Dawn Service 2026, Wollongong CBD - Full Closure+Detour - WCC-1GS-25020164.3

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

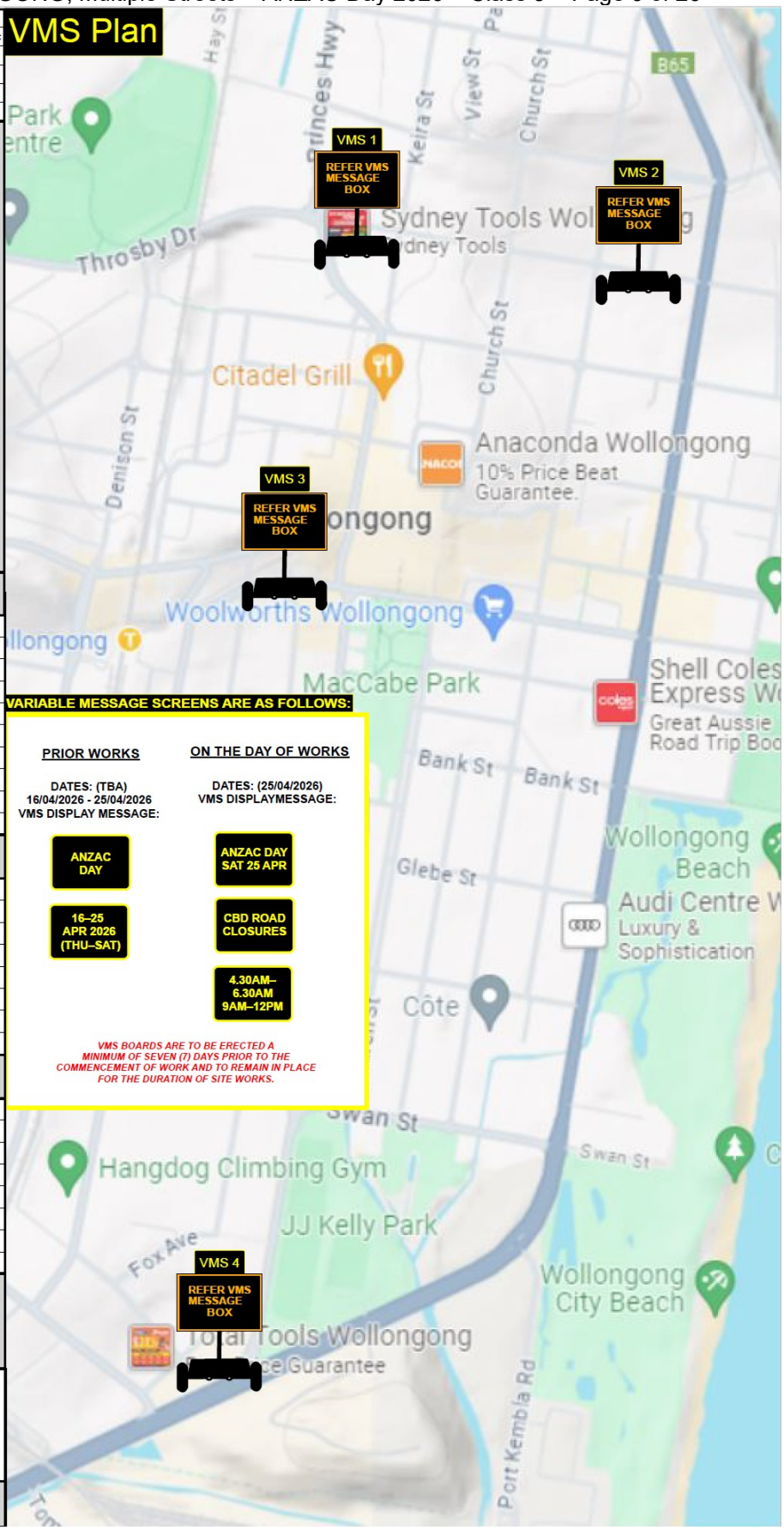
SITE DESCRIPTION:	
Road Category:	2
Road Type:	2 way, 2 lane
Road Authority:	WCC
Travel Path:	Around
Direction:	NB/SB/EB/WB
Pedestrians:	Unaffected
Cyclists:	Unaffected
Posted Speed:	50 kph

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

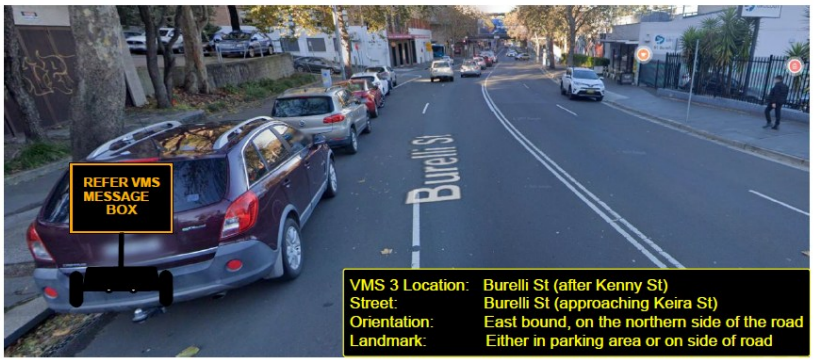
SITE DESCRIPTION:	
Road Category:	2
Road Type:	2 way, 2 lane
Road Authority:	WCC
Travel Path:	Around
Direction:	NB/SB/EB/WB
Pedestrians:	Unaffected
Cyclists:	Unaffected
Posted Speed:	50 kph

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

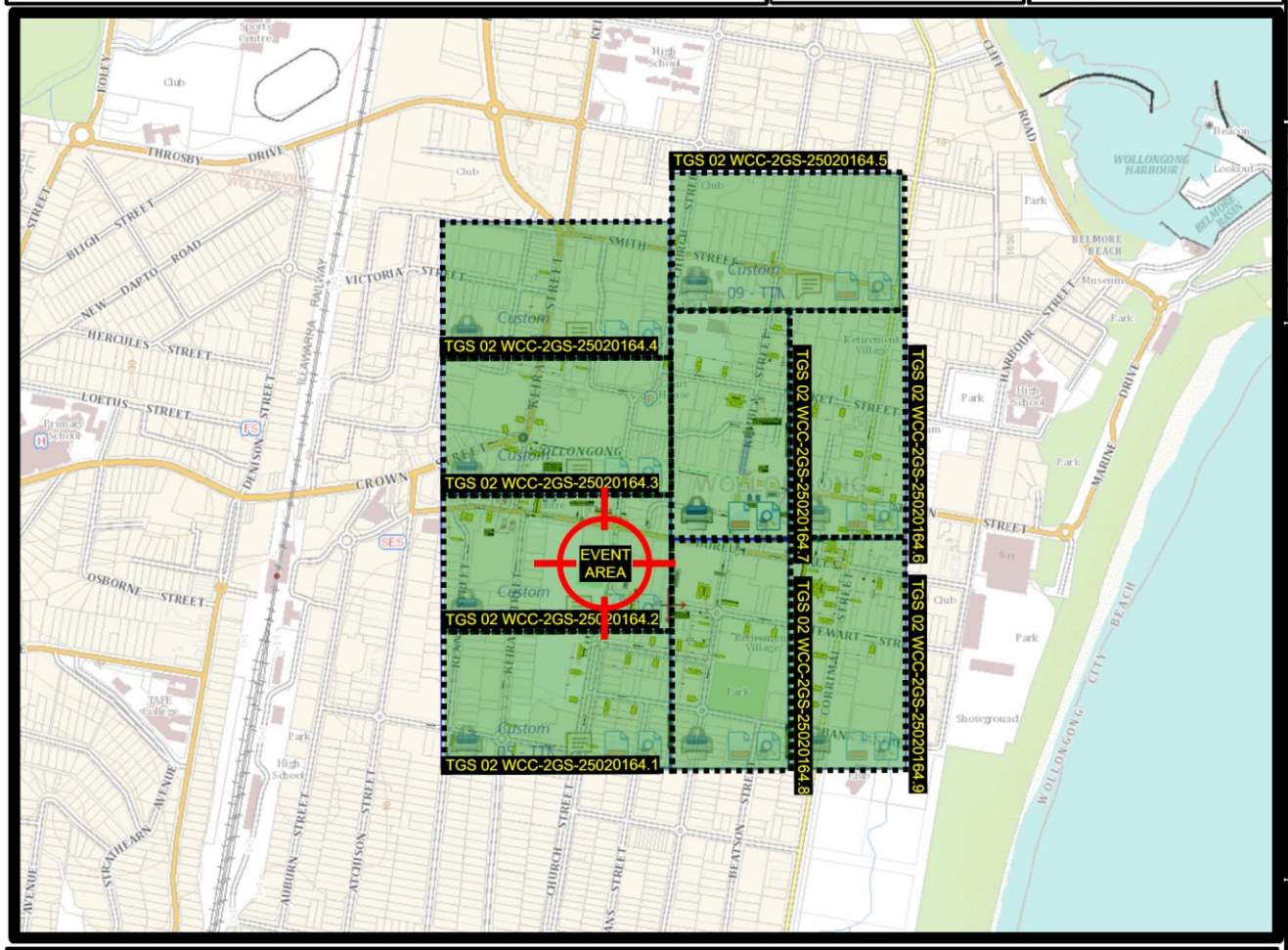
WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	2	Direction:	NB/SB/EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected
Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	WCC	Cyclists:	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



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

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 : 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

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.

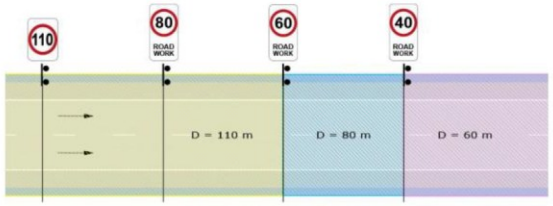


Figure 7-1. Example calculation of Dimension D

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 and recommended controls			
	Mandatory/ recommended	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

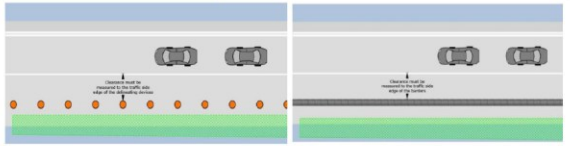


Table 6-18. Size requirements for G6-317n and G6-317-1n signs.

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:

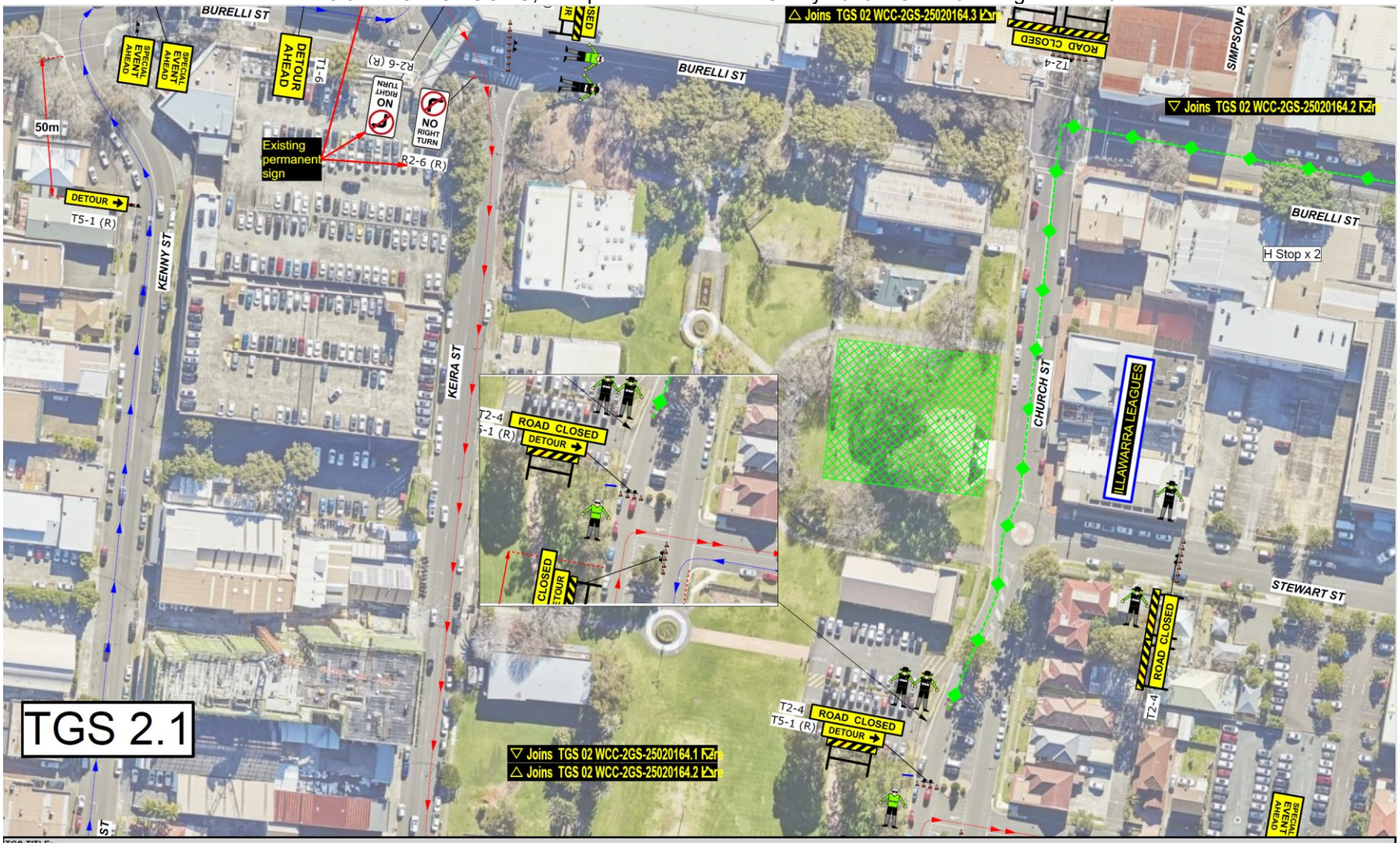
Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.1

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:

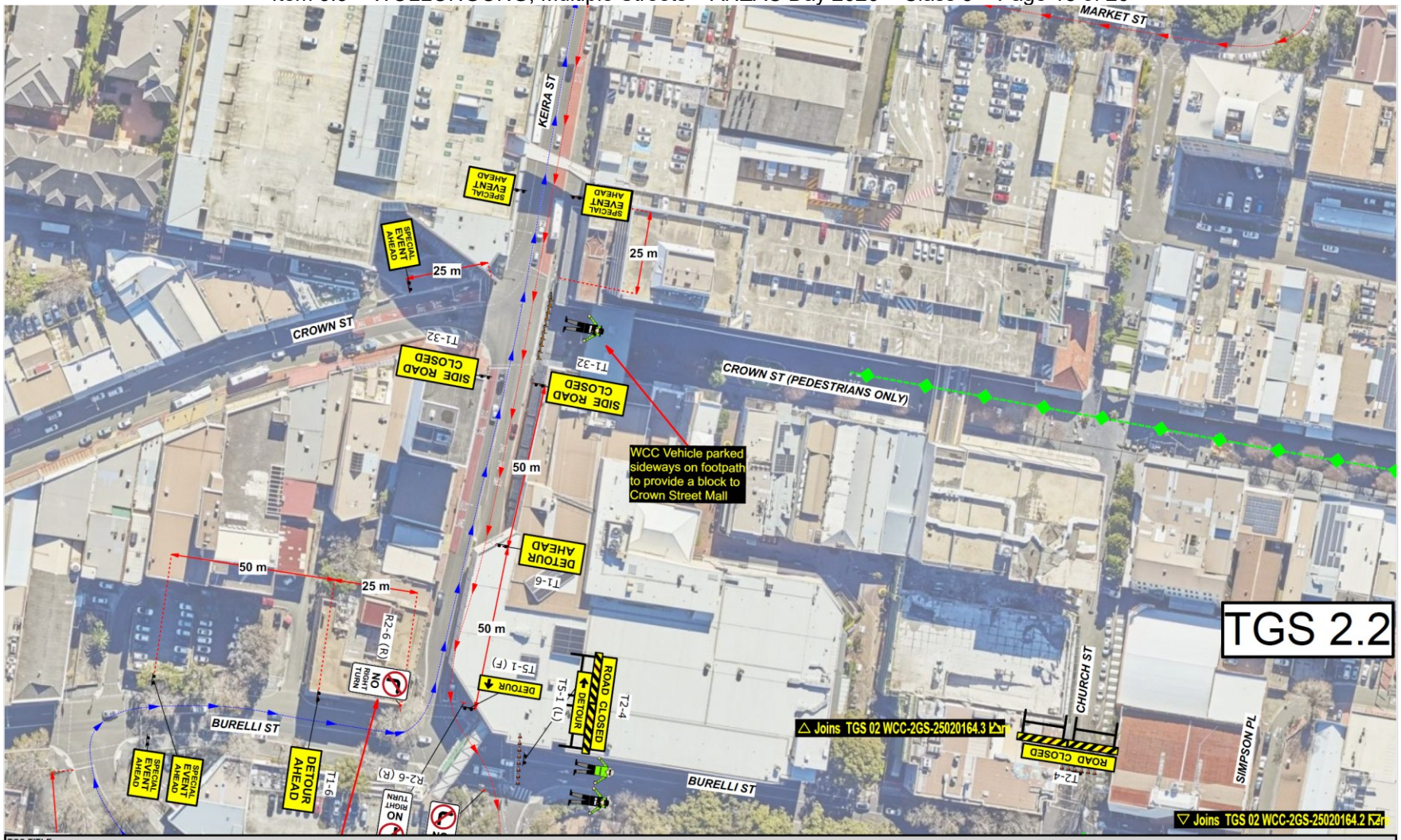
Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.2

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			
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-25020164.5

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

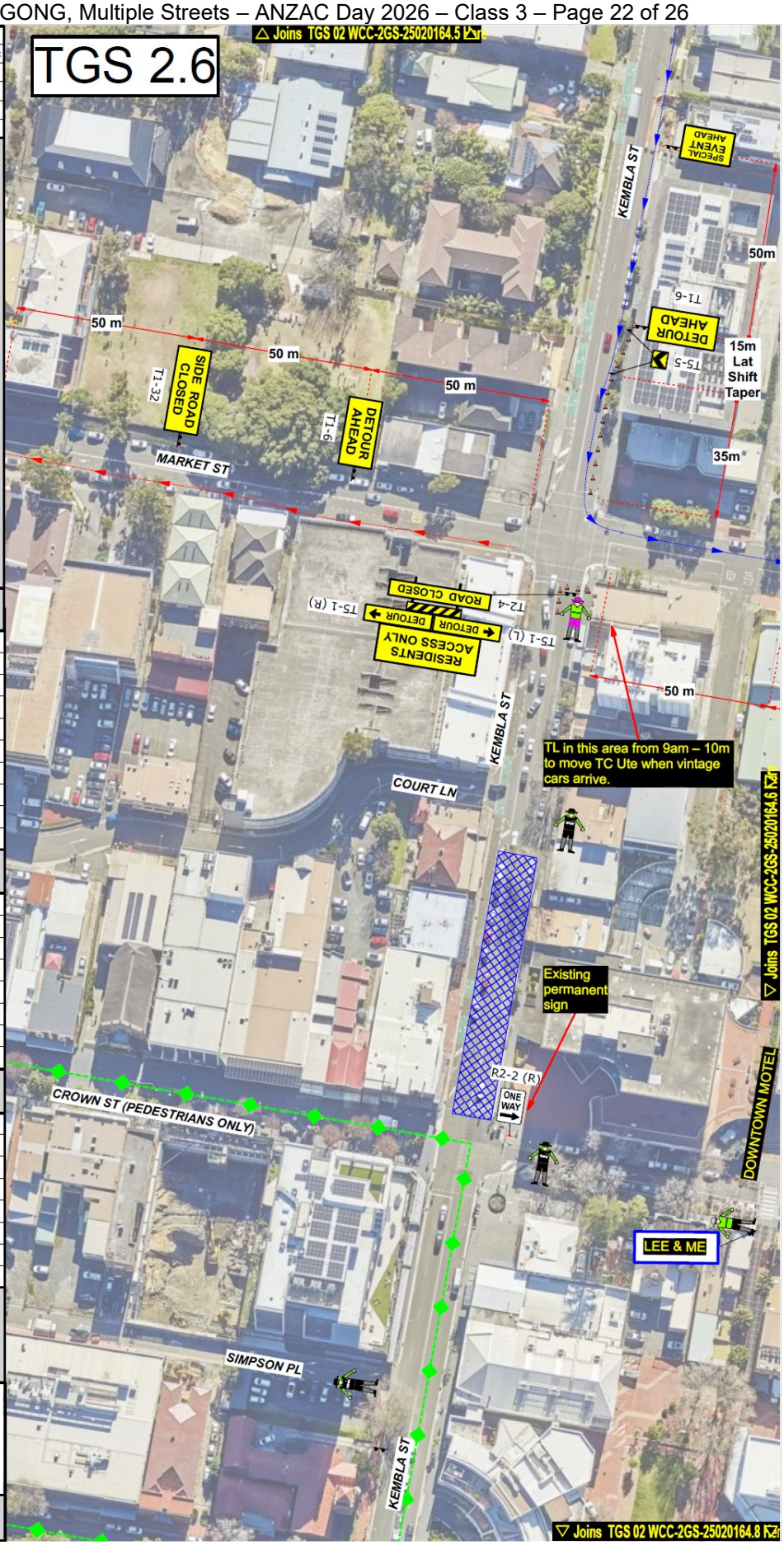
WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Full Closure+Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

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

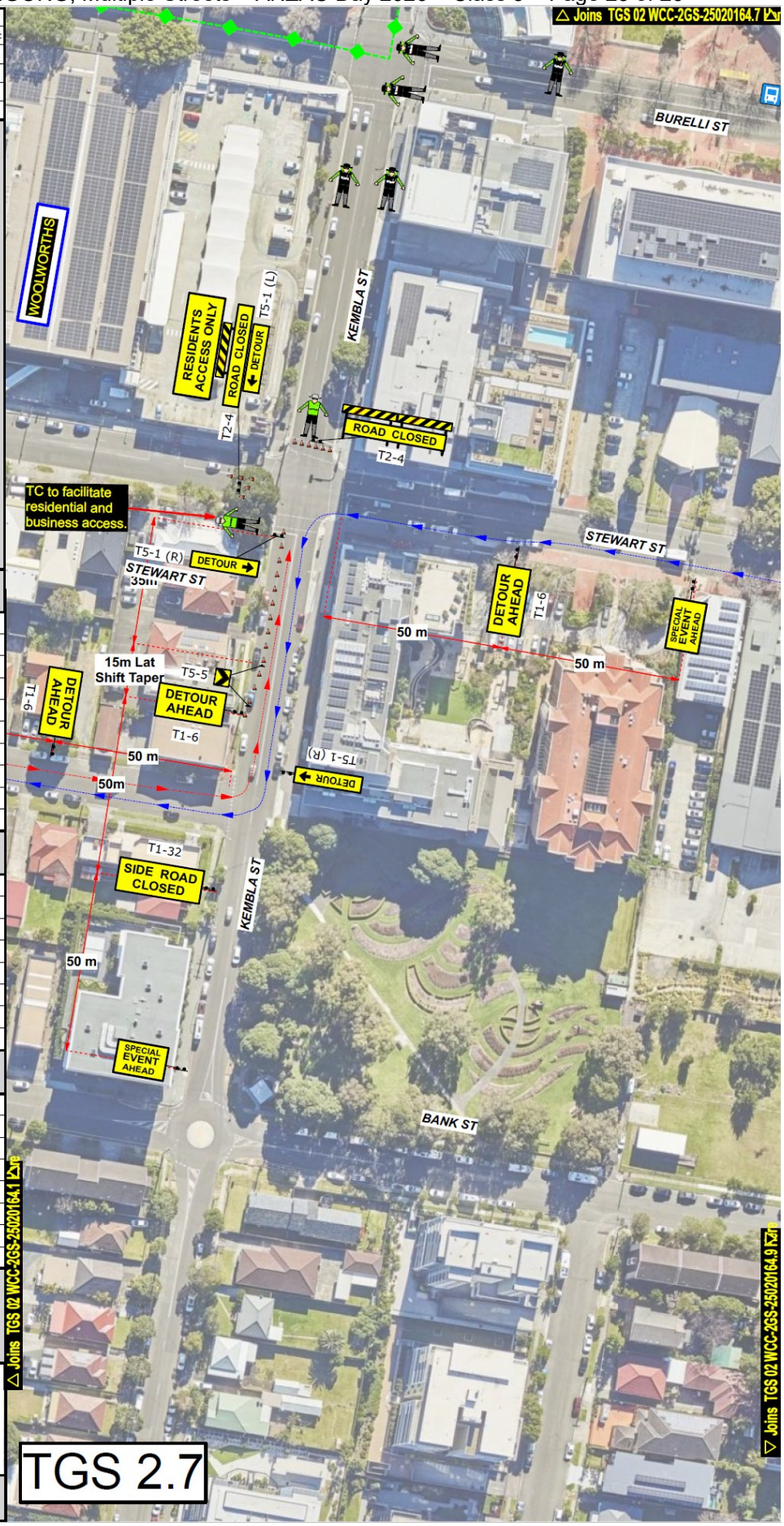
WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Full Closure+Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

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

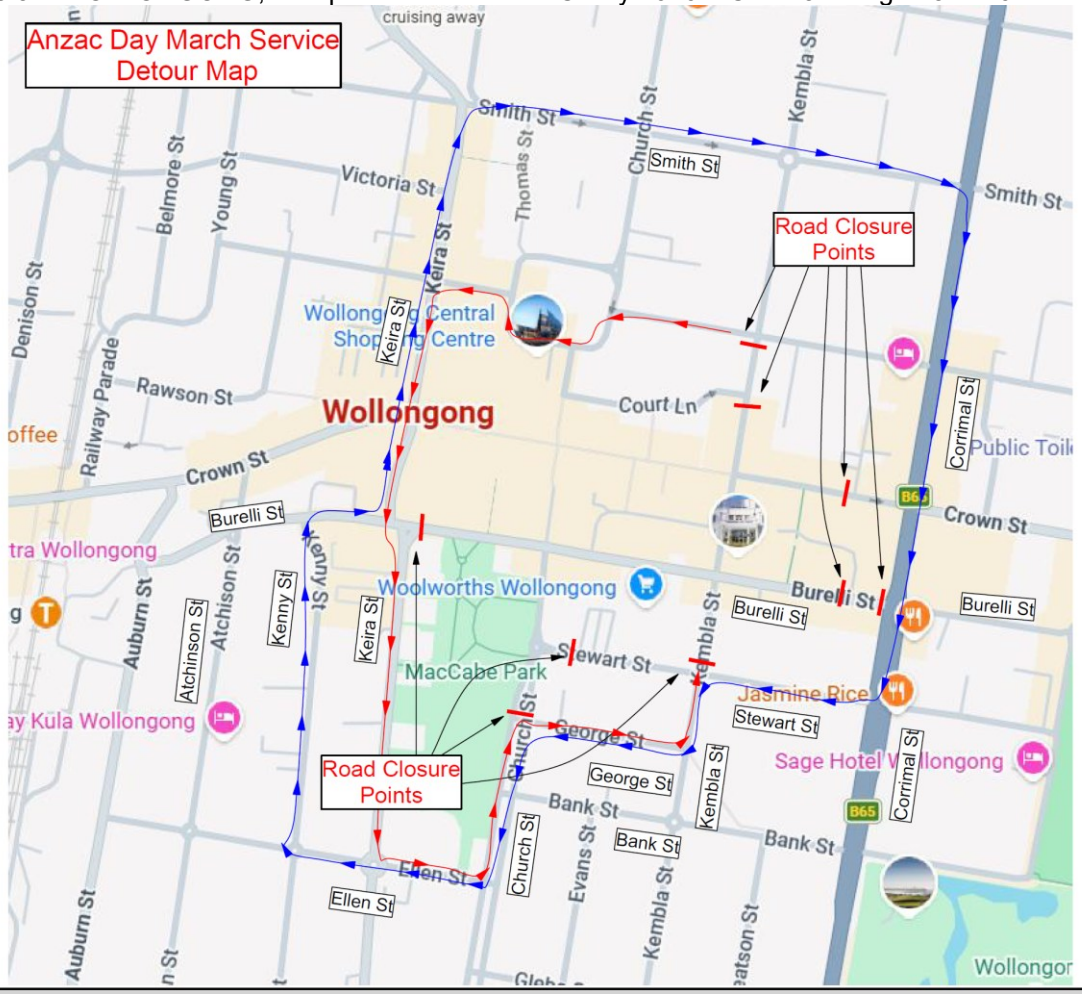
WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Full Closure+Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

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:

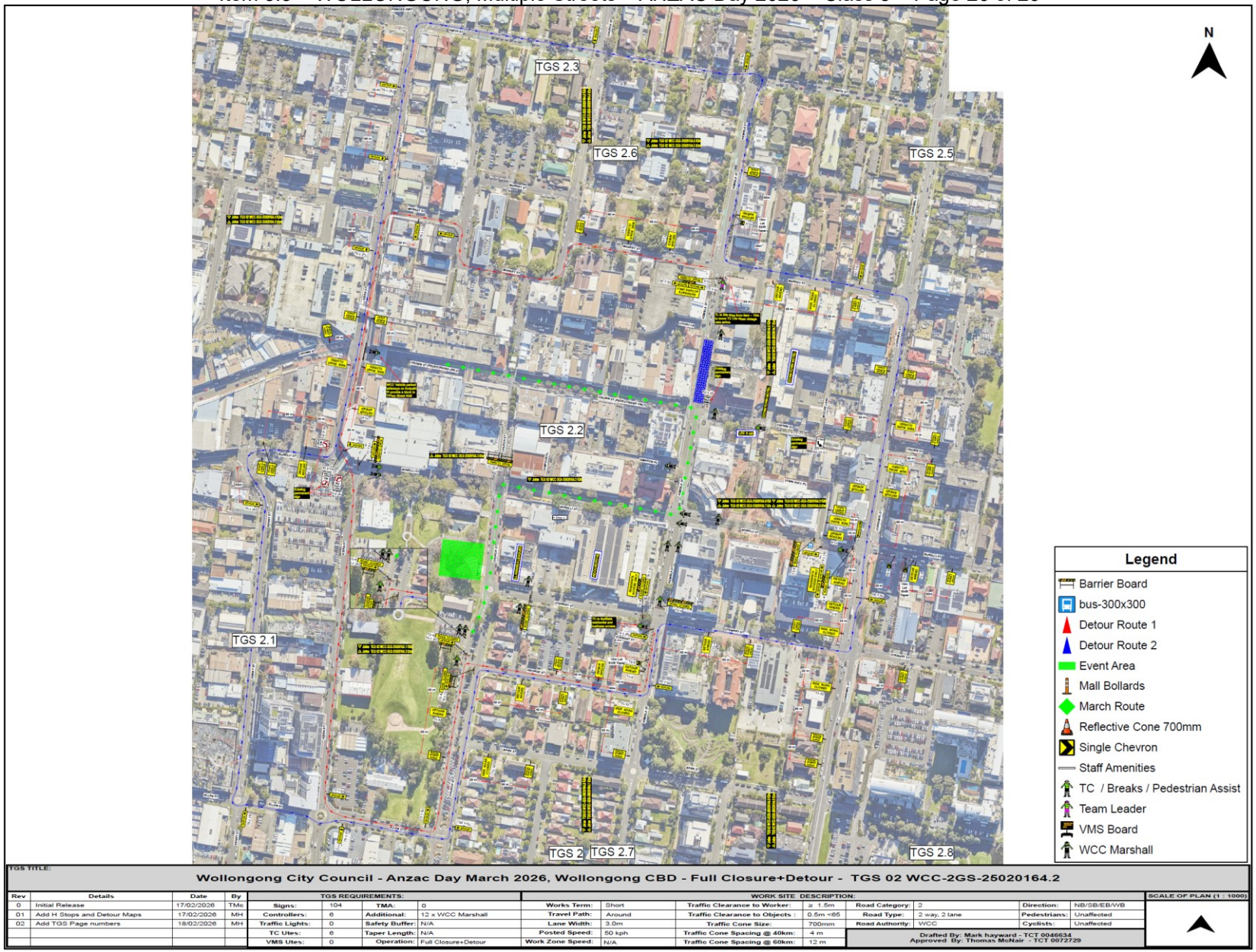
Wollongong City Council - Anzac Day March 2026, Wollongong CBD - Full Closure+Detour - TGS 02 WCC-2GS-25020164.2

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			
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-25020164.2

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
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 Street (top priority) and Burelli Street
- 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.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
TfNSW	Supported, subject to separate TfNSW event approval. Major events team has been involved extensively in this event, together with bus operators, as the event is right after the NRL game impacting the same location.	Condition 7 added to approval to address advice.

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).
7. Separate TfNSW event approvals being obtained.

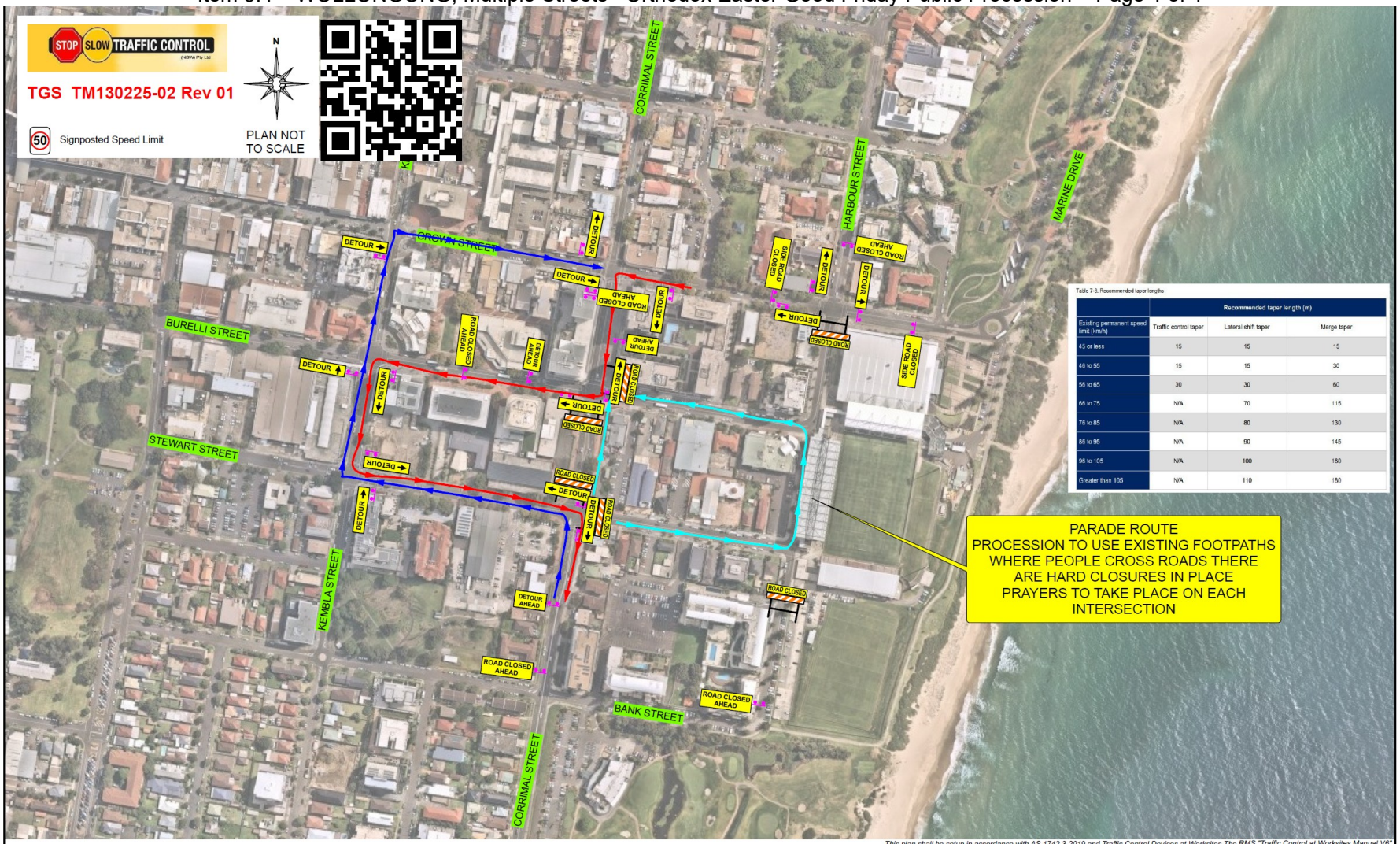


Table 7-3. Recommended taper lengths

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

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.

Update from Agenda:
Council were notified prior to the Local Transport Forum that the timing of the road closure proposed on plan 14 of 38 of the agenda (Crown Street, east of Harbour Street) has changed to be closed from 10am to 11am. This is due to a schedule change for the event. The Plans have been updated in the Minutes accordingly. An additional condition (14) has been added to ensure the Event Organiser manages the risk of vehicles being 'blocked-in' the closure area.

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 Drive, 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 2026 (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 the Crown Street 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.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/ Guest	Advice	Council Comment
TfNSW	Event Organiser: has proposed different arrangements for buses compared to last year's event, with closure at Harbour/Crown Street rather than at Parkside Avenue with bus stops relocated to Harbour Street. Event Organiser must ensure that the TGS is properly implemented for relocation of bus stops, with areas not just signposted, but properly cleared first. Several issues were noted during the event last year with bus stops having vehicles parked within them and relied heavily on onsite resource from TfNSW. TfNSW request that the event complies with the request from Bus Operators, with written agreement provided on this from Transport for NSW, that the following arrangements are made to the TGS and managing the bus layover: **Harbour Street (south of Crown Street, in front of WEC):** Three bus spaces, consistent with TGS V5. **Steelers Club (Burelli Street):** Extend the existing bus zone to the end of the current taxi zone to provide three to four bus spaces. In addition, relocate the taxi zone to Harbour Street, south of Burelli Street.	Condition 15 has been added to address concerns. The relocation of the Taxi Zone is not deemed necessary noting the short duration (1-hour) and time of day the occupation of the Taxi Zone is proposed for. The relocation of the Taxi Zone will not form part of the requirements but focused notification to Illawarra Taxis is required.

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 Street/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. Further 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.

14. Event Organiser ensures No Parking signs and carpark closures are in place well before 10am (time suggested in plan comments) to ensure vehicle do not park or are ‘blocked within’ the closure area which commences at 10am. Event Organiser must manage these risks particularly on Marine Drive, Endeavour Drive and the harbour areas. This is noting the Saturday Road Closure time on Crown Street is proposed later in the day.
15. The Event Organiser:
    a. Provide three bus spaces on Harbour Street (south of Crown Street, in front of the WIN Entertainment Centre) in accordance with the TGS plans
    b. Extend the existing bus zone fronting the Steelers Club (Burelli Street) to the end of the current Taxi Zone to provide three to four bus spaces. The Event Organiser must complete focused notification for the occupation of this Taxi Zone and specify the exact times the Taxi Zone will be occupied as a bus zone. Evidence of receipt of this notification from Illawarra Taxis must be provided to Wollongong City Councils Events team. The Event Organiser must ensure the bus zone is installed close to the proposed road closure times, and that the Taxi Zone is reinstated (in accordance with conditions 7 and 8) immediately after the proposed road closure is reopened. This is to reduce the impacts to Taxi operations.

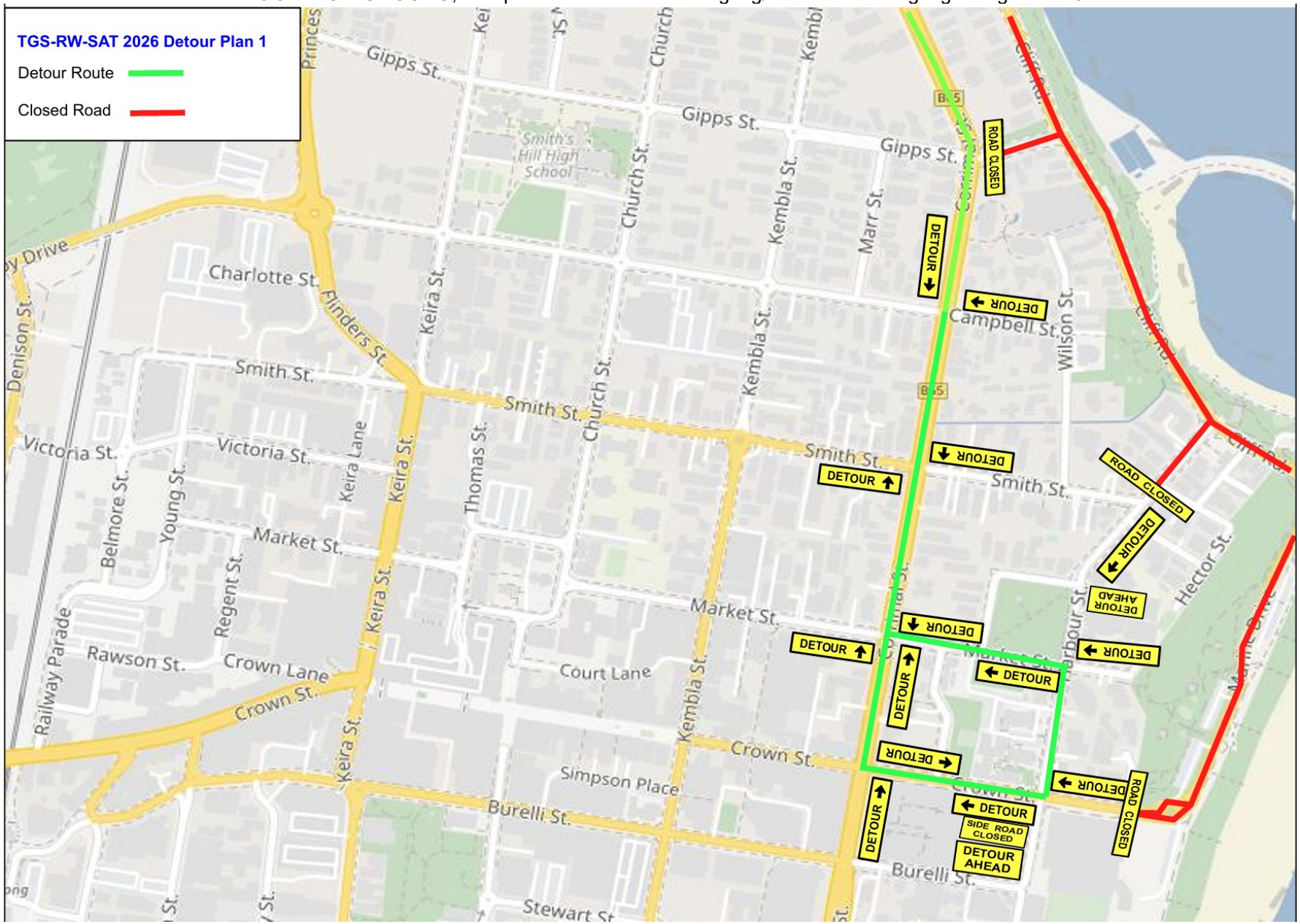
    Alternatively, the Event Organiser change the run course on Saturday to enable the roundabout at Crown Street/Marine Drive to be in used for buses to avoid moving Taxi and Bus zones. This would need to be to the satisfaction of TfNSW and Bus Operators.

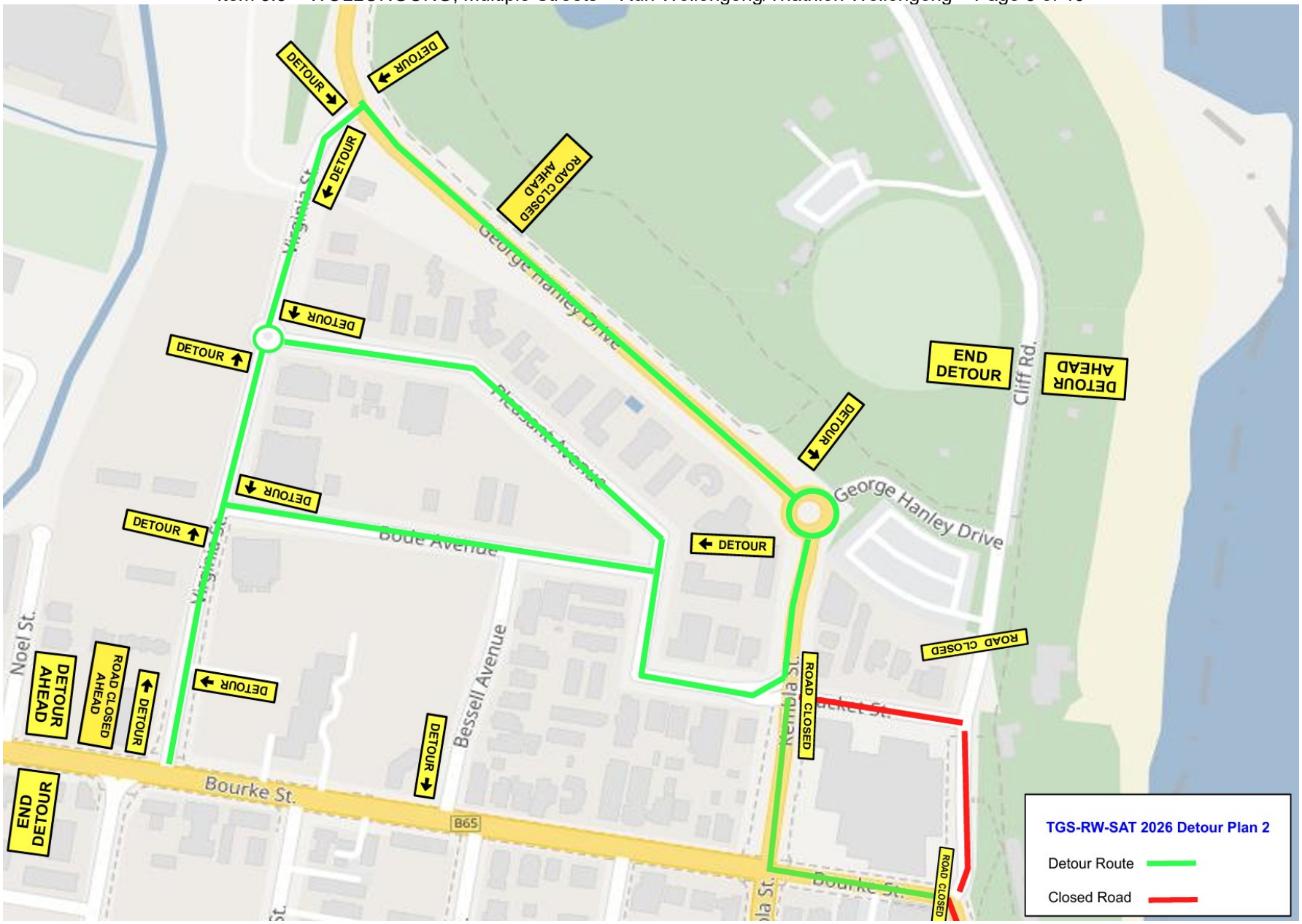
RUN WOLLONGONG

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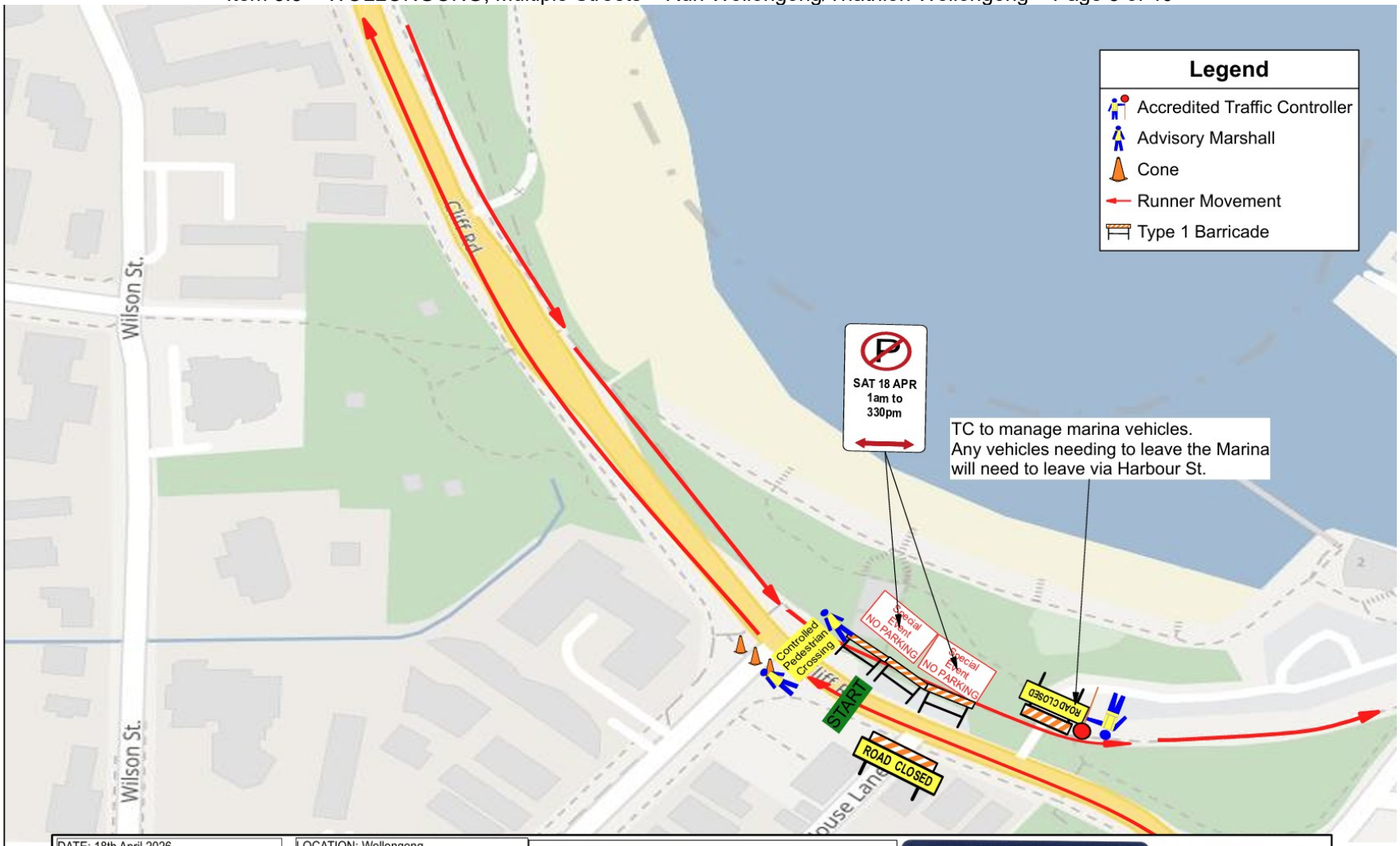
ROAD CLOSED
ROAD CLOSED
DETOUR AHEAD
ROAD CLOSED AHEAD
DETOUR
END DETOUR
George Hanley Drive
Cliff Rd.
Bourke St.
B65
Bessell Avenue
Noel St.
TGS-RW-SAT 2026 Detour Plan 2
Detour Route
Closed Road

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

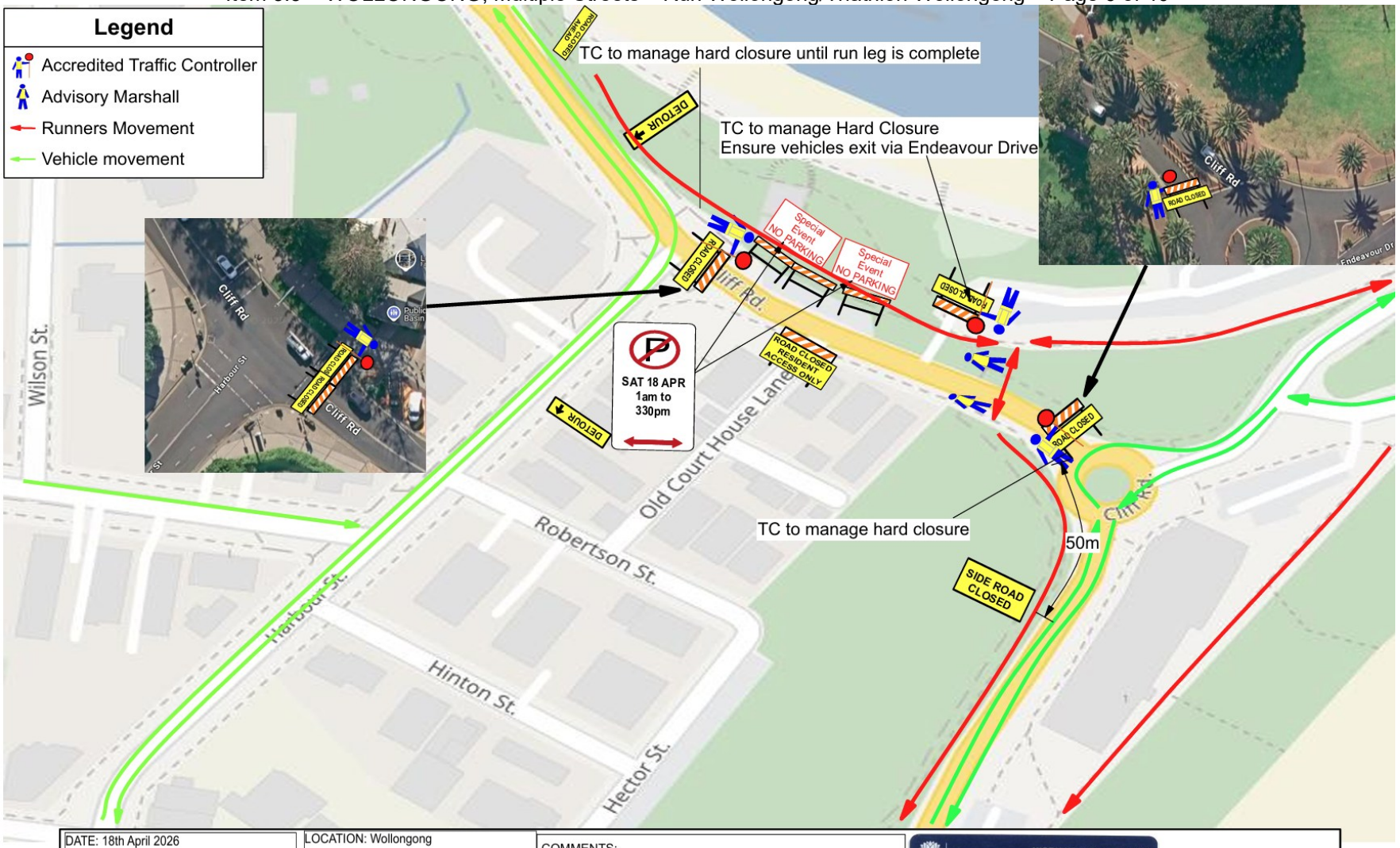


DATE: 18th April 2026	LOCATION: Wollongong
ROAD TYPE: 2L,2W	CLIENT: Elite Energy
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event
TGS NUMBER: TGS-RW-SAT-2026 Plan 1	SCOPE OF WORKS: Running
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam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

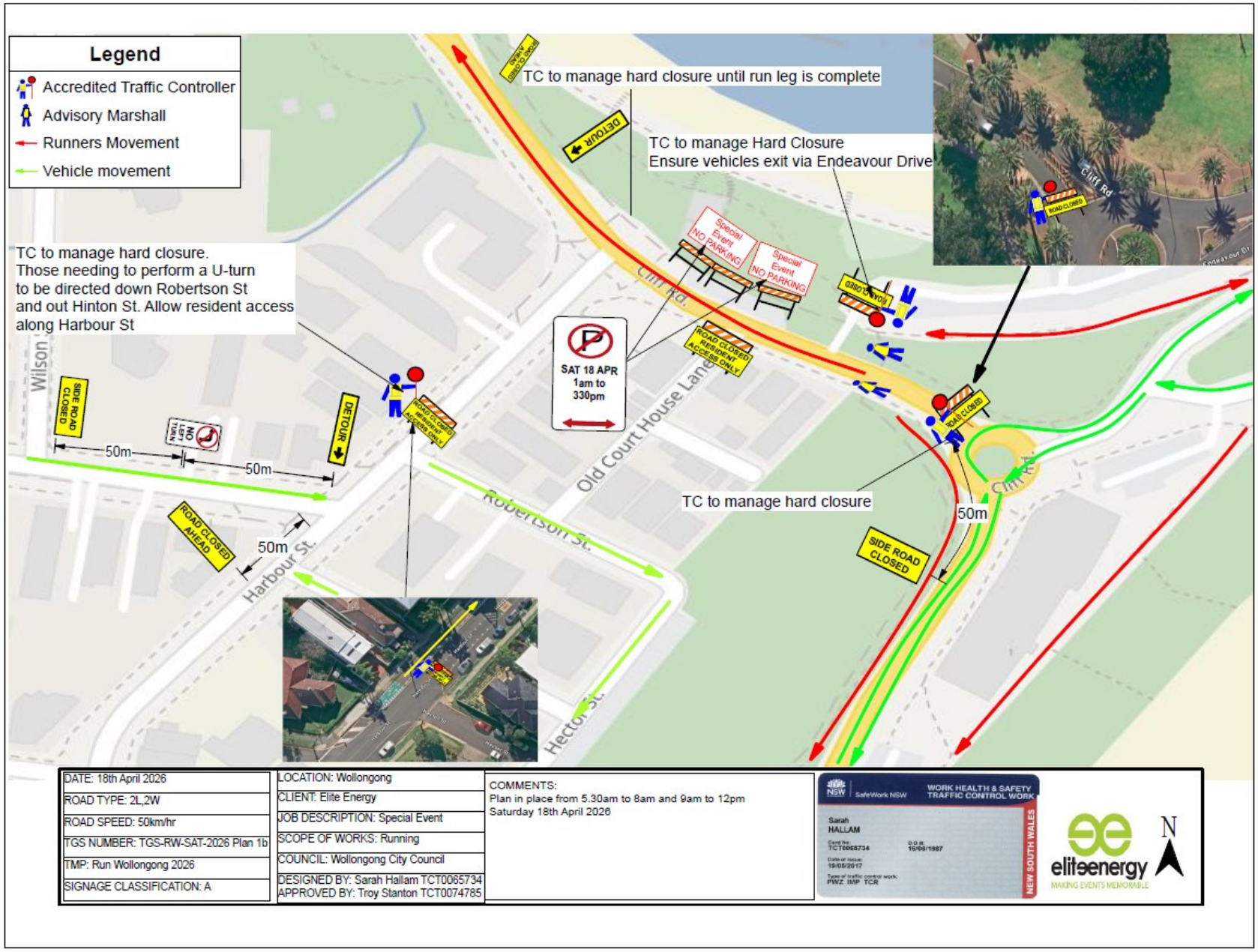
elitenergy
MAKING EVENTS MEMORABLE



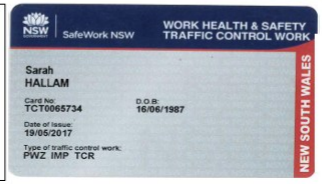
DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Plan in place from 12pm to 330pm Saturday 18th April 2026
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 1a	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong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

elitsenergy
MAKING EVENTS MEMORABLE

N


Legend
Accredited Traffic Controller
Advisory Marshall
Runners Movement
Vehicle movement
TC to manage hard closure until run leg is complete
DETOUR
TC to manage Hard Closure
Ensure vehicles exit via Endeavour Drive
Special Event NO PARKING
Special Event NO PARKING
TC to manage hard closure.
Those needing to perform a U-turn
to be directed down Robertson St
and out Hinton St. Allow resident access
along Harbour St
SAT 18 APR
1am to
330pm
ROAD CLOSED RESIDENT ACCESS ONLY
ROAD CLOSED
SIDE ROAD CLOSED
NO LEFT TURN
DETOUR
50m
50m
ROAD CLOSED AHEAD
50m
TC to manage hard closure
50m
SIDE ROAD CLOSED
Wilson
Cliff Rd
Old Court House Lane
Robertson St
Harbour St
Hector St
Cliff Rd
Endeavour Dr
DATE: 18th April 2026
ROAD TYPE: 2L,2W
ROAD SPEED: 50km/hr
TGS NUMBER: TGS-RW-SAT-2026 Plan 1b
TMP: Run Wollongong 2026
SIGNAGE CLASSIFICATION: A
LOCATION: Wollongong
CLIENT: Elite Energy
JOB DESCRIPTION: Special Event
SCOPE OF WORKS: Running
COUNCIL: Wollongong City Council
DESIGNED BY: Sarah Hallam TCT0065734
APPROVED BY: Troy Stanton TCT0074785
COMMENTS:
Plan in place from 5.30am to 8am and 9am to 12pm
Saturday 18th April 2026
NSW SafeWork NSW
WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK
Sarah
HALLAM
NEW SOUTH WALES
eliteenergy
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

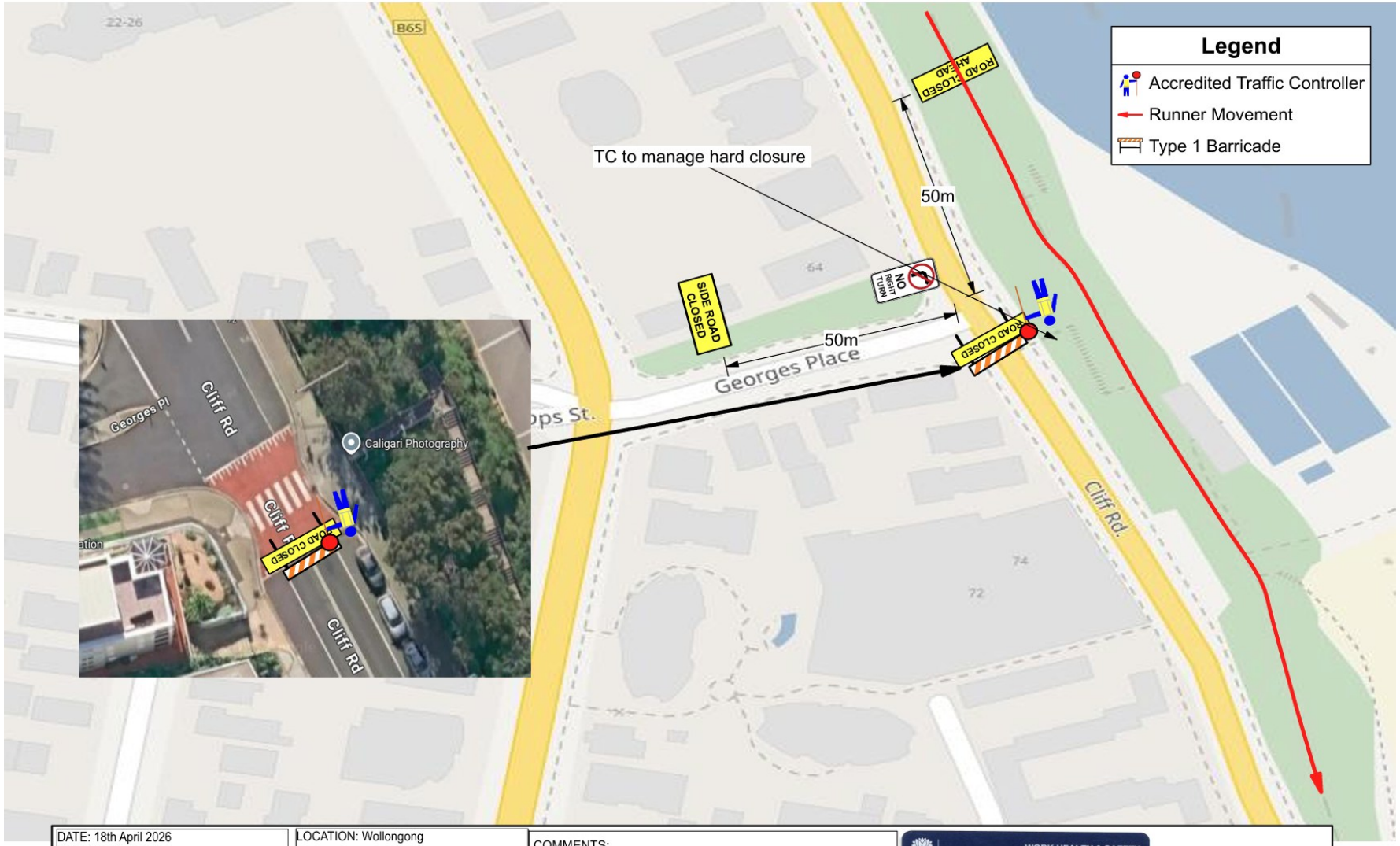
N

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

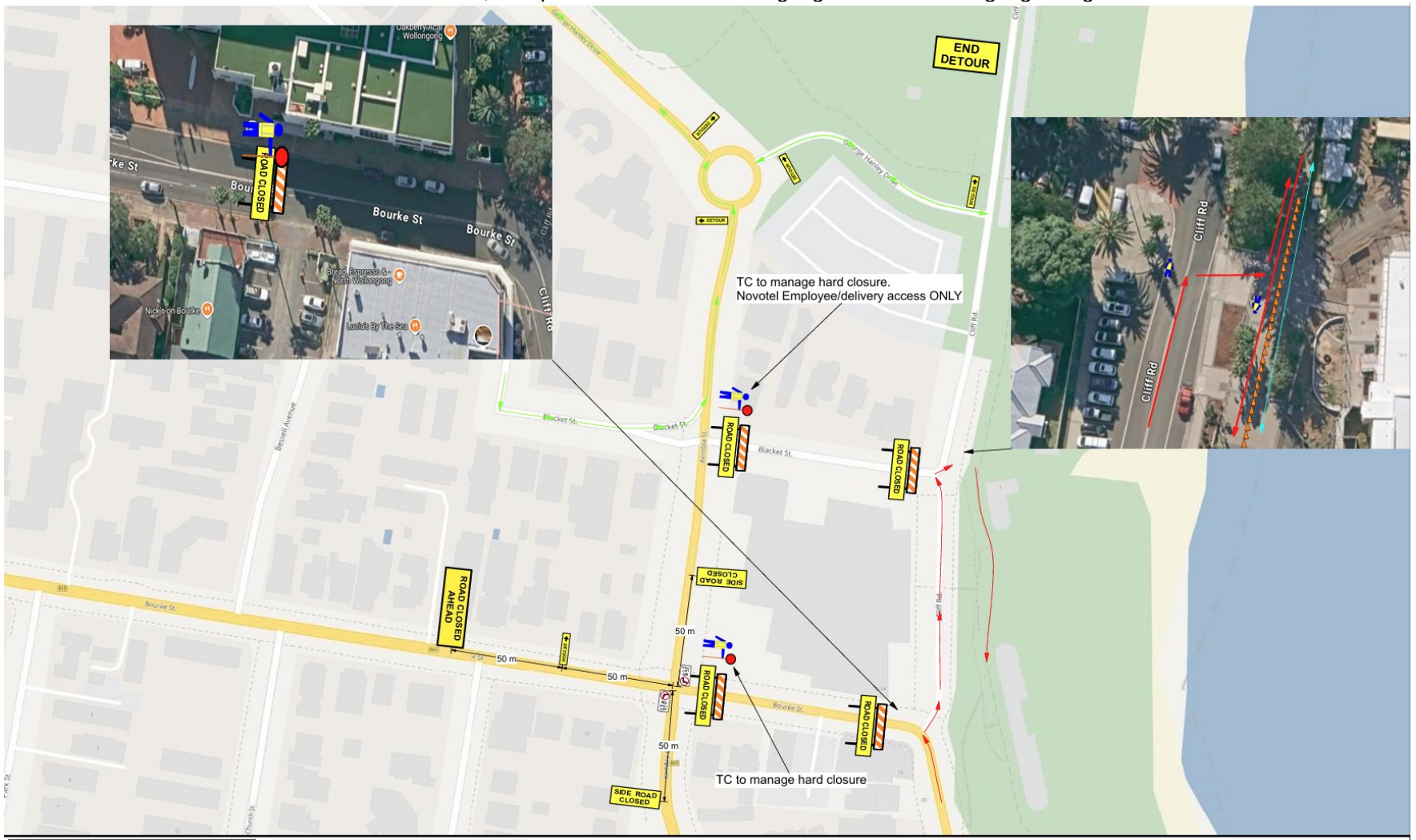


DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Plan in place from 11am to 12.00pm Saturday 18th April 2026 for the 2km Race ONLY
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 3a	SCOPE OF WORKS: Running	
TMP: Run Wollongong 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

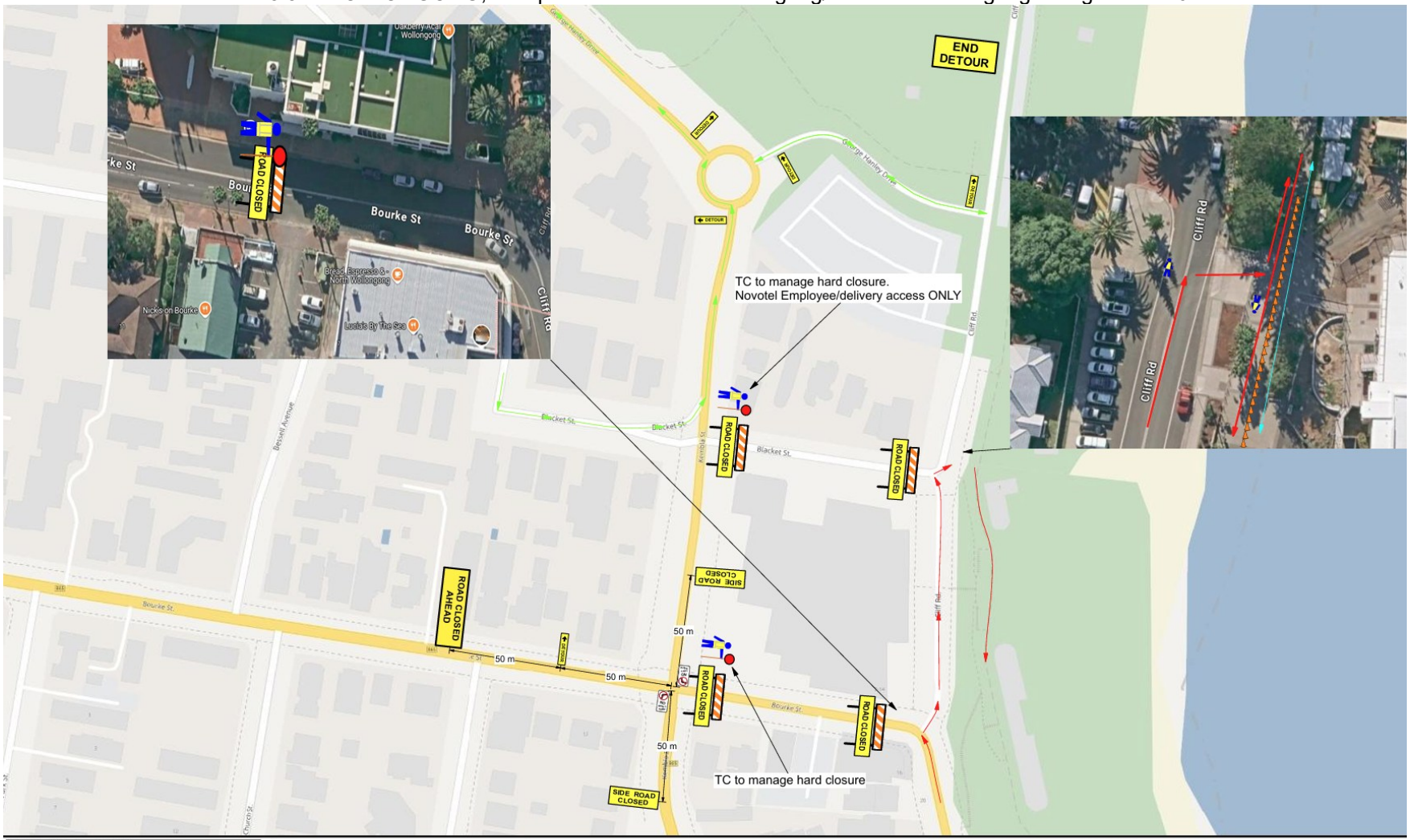


DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Plan in place from 530am to 945am Saturday 18th April 2026 Return runners and 42.2km second lap will be using the Blue Mile ONLY.	
ROAD TYPE: 2L,2W	CLIENT: Elite Energy		
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event		
TGS NUMBER: TGS-RW-SAT-2026 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		

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 9.45am to 11.00am Saturday 18th April 2026 This plan in place for the 5km distance ONLY	
ROAD TYPE: 2L,2W	CLIENT: Elite Energy		
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event		
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

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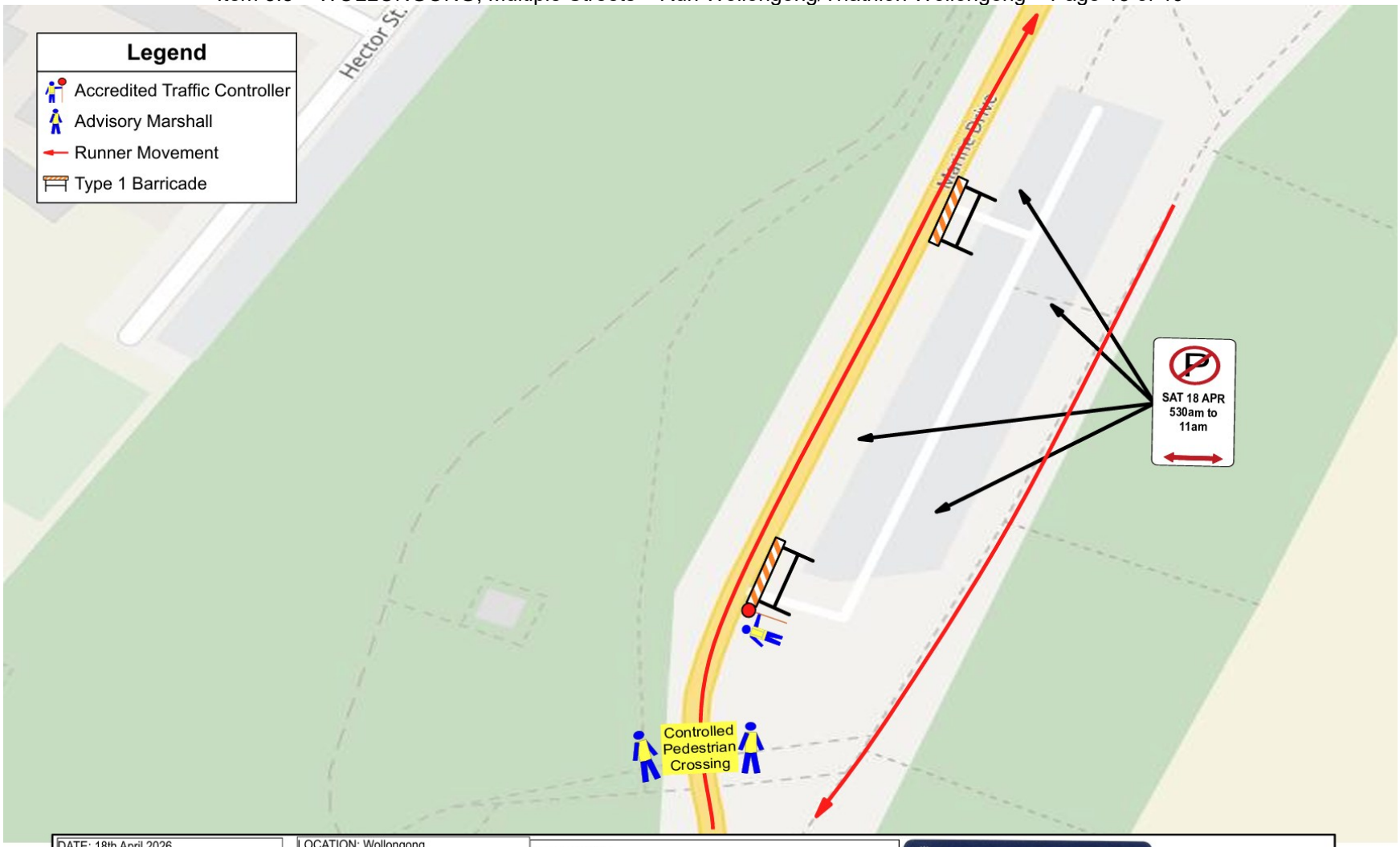
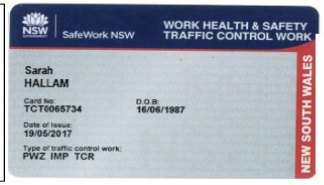


DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Parking signs to be in place from 30th March 2026 Marshalls to assist at Pedestrian Crossing ONLY TC to manage Carpark Exit from 530am to 11am
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 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	



elitəenergy
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	

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

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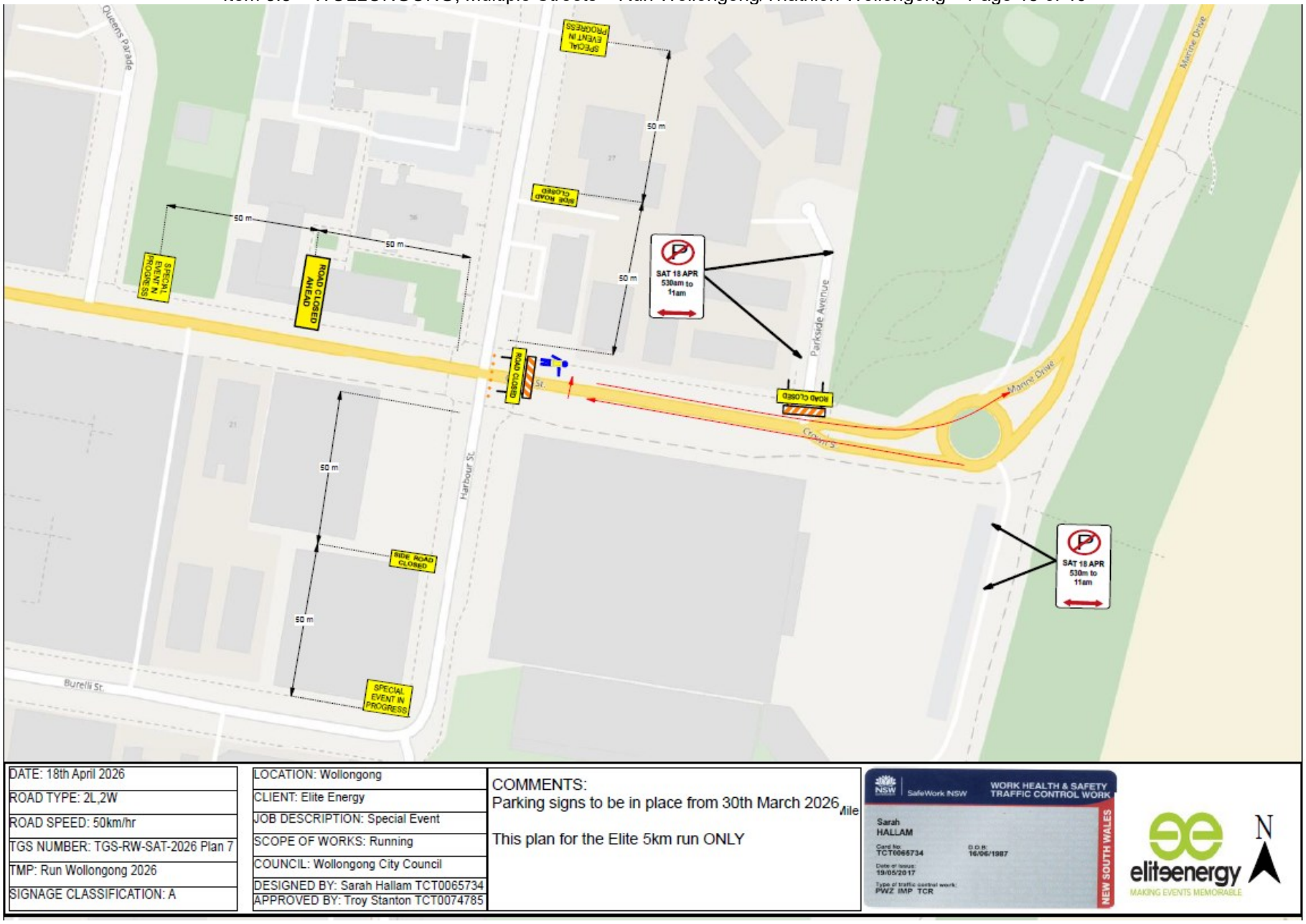


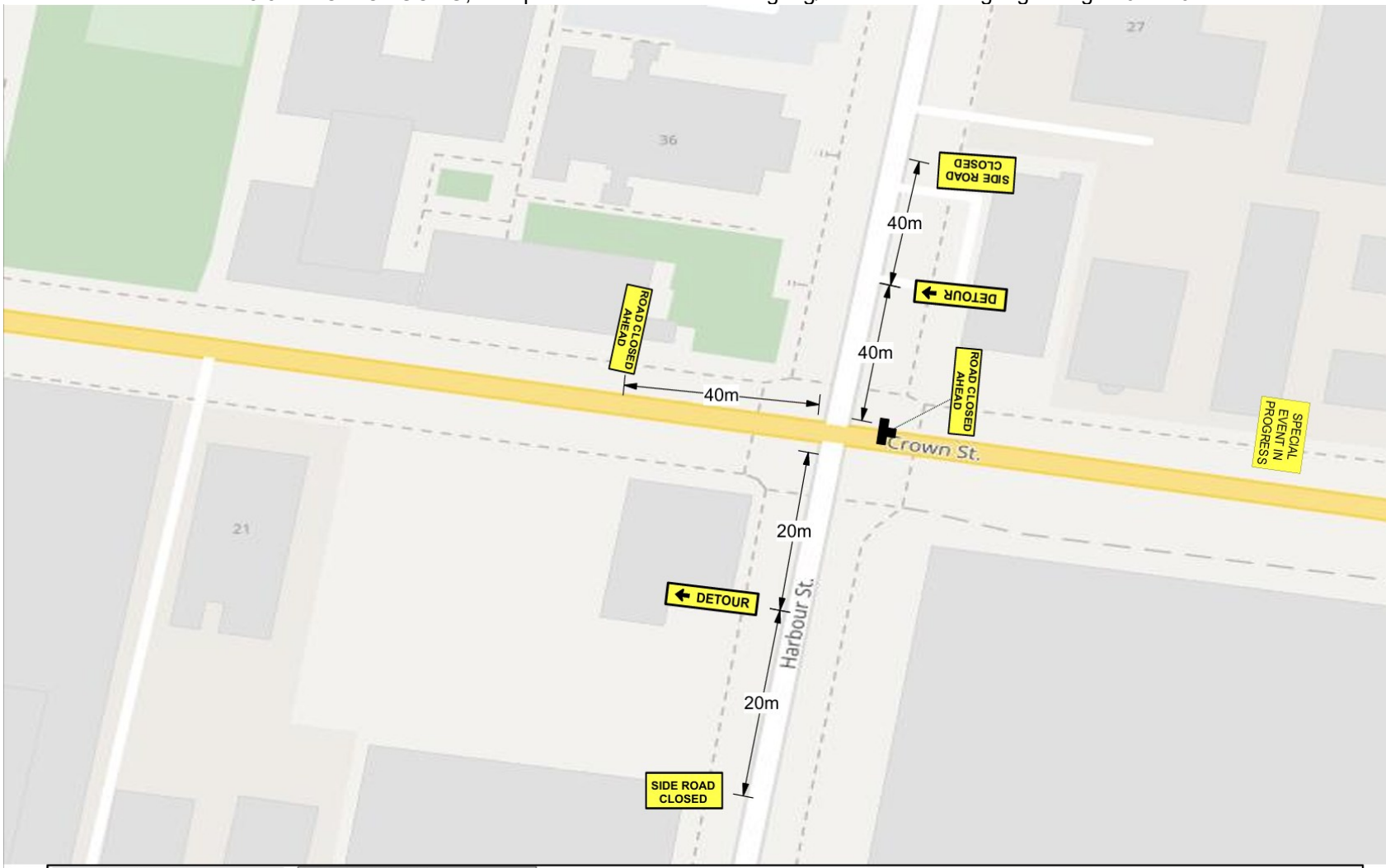
DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: Parking signs to be in place from 30th March 2026
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	This plan for the Elite 5km run ONLY
TGS NUMBER: TGS-RW-SAT-2026 Plan 7	SCOPE OF WORKS: Running	
TMP: Run Wollongong 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

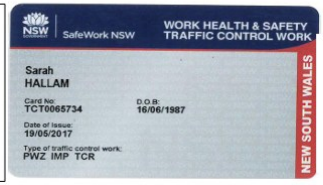
elitenergy
MAKING EVENTS MEMORABLE

N

wollongong
city of innovation



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	



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	WORK HEALTH & SAFETY TRAFFIC CONTROL WORK SafeWork NSW 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
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

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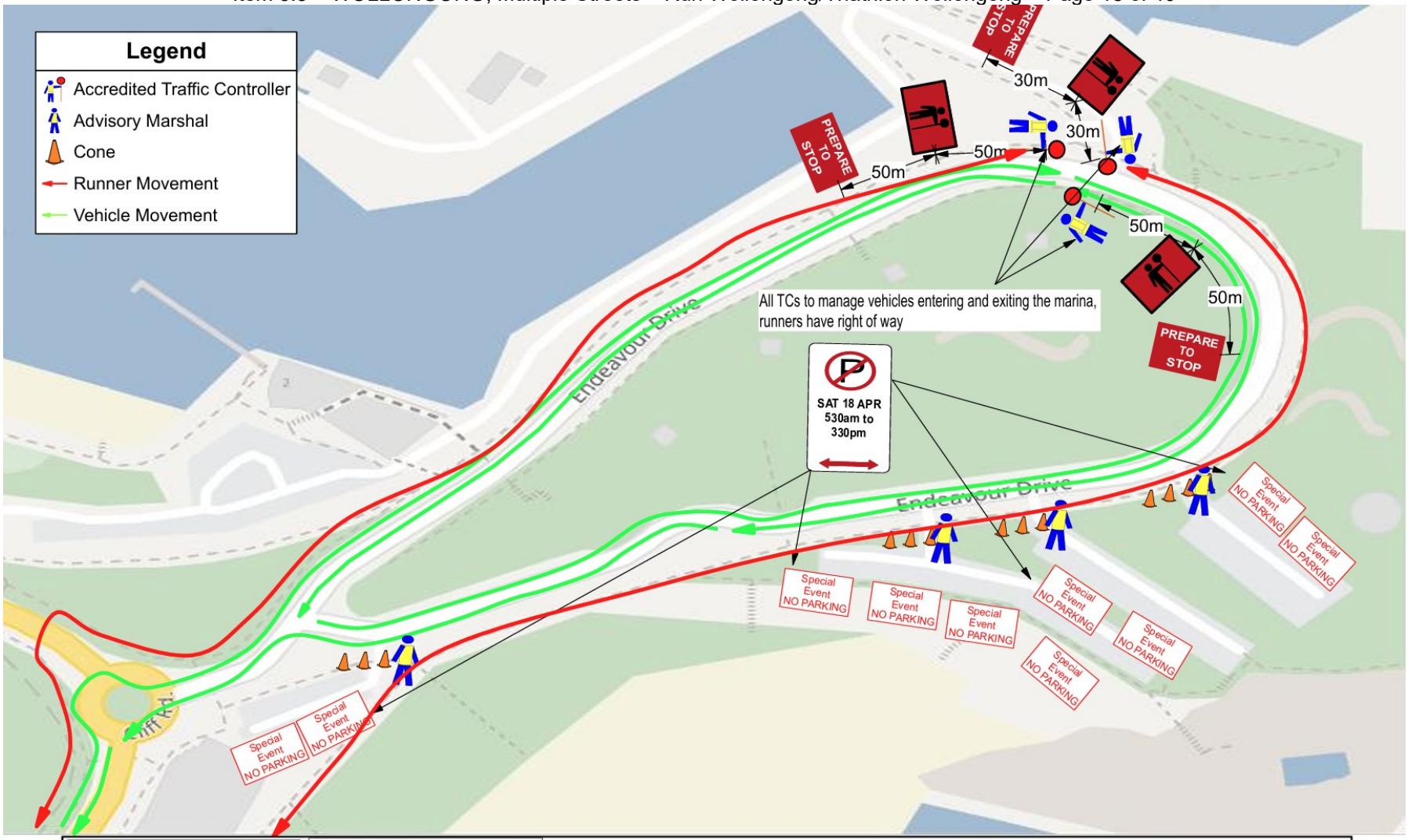
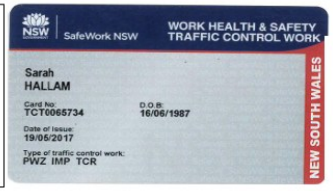


DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: This plan in place from 11am - 330pm Saturday 18th April 2026 Parking signs to be in place from 30th March 2026
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-RW-SAT-2026 Plan 9a	SCOPE OF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



elitenergy
MAKING EVENTS MEMORABLE

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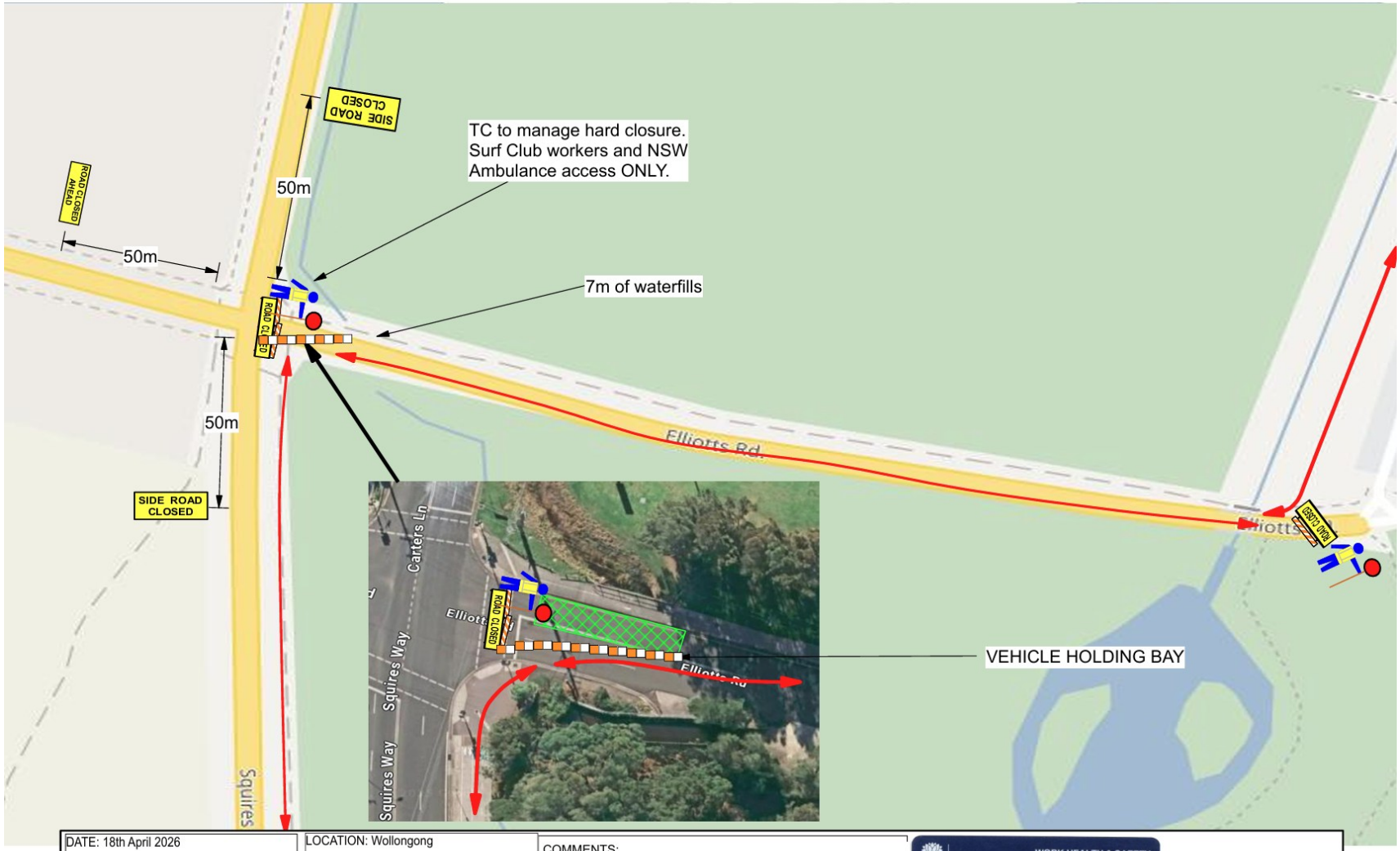


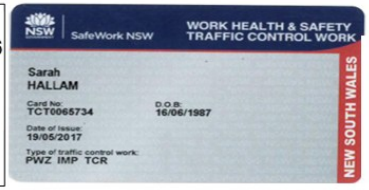
DATE: 18th April 2026	LOCATION: Wollongong	COMMENTS: This plan in place from 630am - 3pm Saturday 18th April 2026 Surf Club workers and NSW Ambulance access will be maintained Vehicle holding bay to be in place from 630am to eliminate vehicles blocking intersection.
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
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	



elitəenergy
MAKING EVENTS MEMORABLE

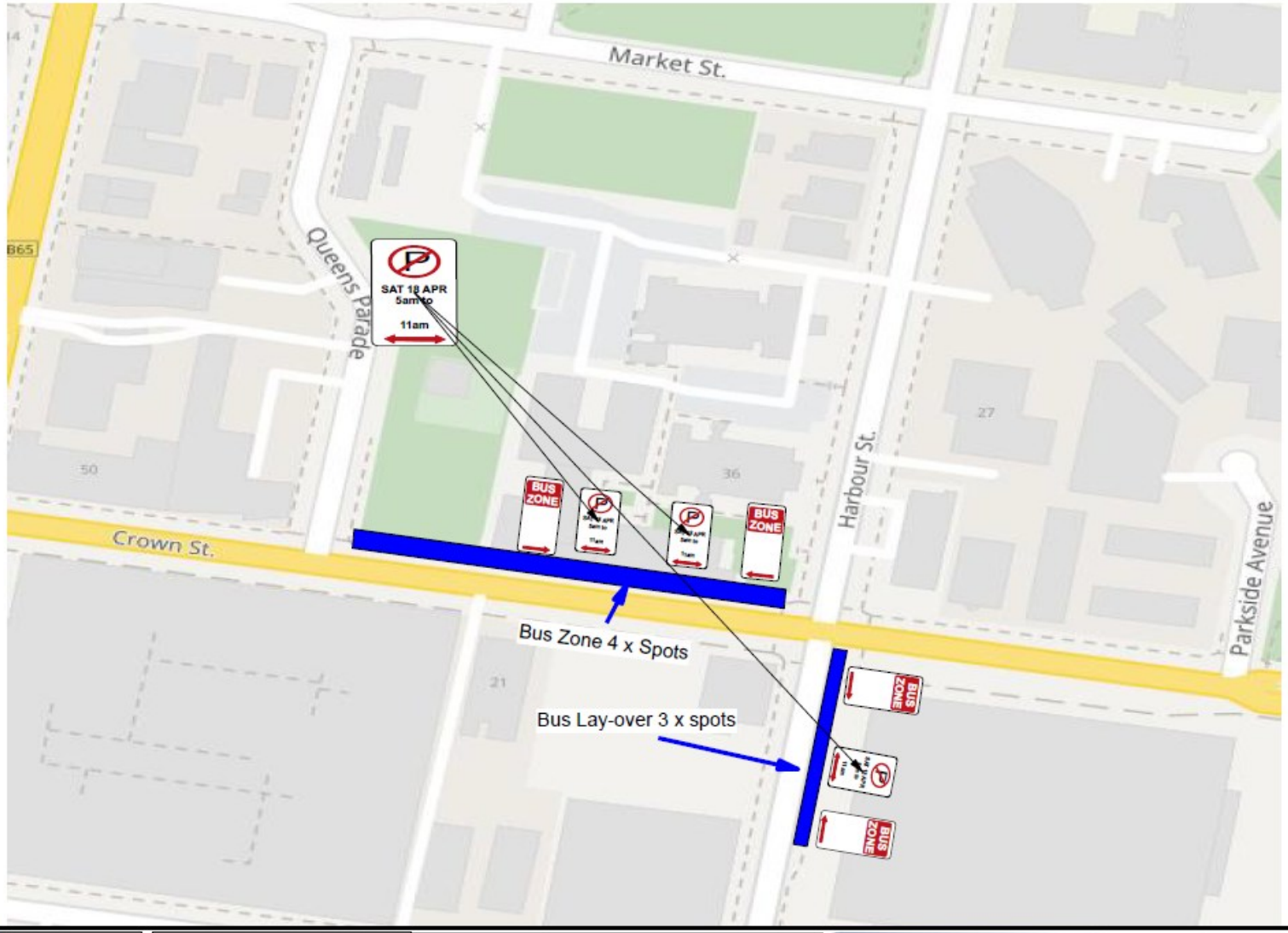
N

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	

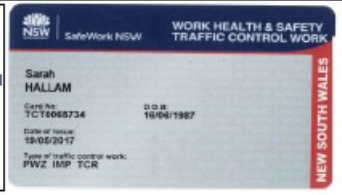
NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of Issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

elitenergy
MAKING EVENTS MEMORABLE

N



DATE: 18th April 2025	LOCATION: Wollongong	COMMENTS: Parking signs in place from 30th March 2026 Bus Zone signs in place from 8am Friday 17th April 2026 Bus interchange in place from 500am to 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 13	SCOPE OF WORKS: Running	
TMP: Run Wollongong 2026	COUNCIL: Wollongong City Council	
SIGNAGE CLASSIFICATION: A	DESIGNED BY: Sarah Hallam TCT0065734 REVIEWED BY: Troy Stanton TCT0074785	



elitenergy
MAKING EVENTS MEMORABLE

TRIATHLON WOLLONGONG

Sunday 19th April 2026

VERSION 2

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

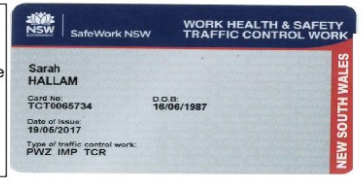
DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Plan in place from 7.00am to 1pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	84 Cliff Rd parking area closed from 1am Sunday 19th April 2026
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	Marshalls to assist at Controlled Pedestrian Crossing
TGS NUMBER: 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	

SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No TCT0066734 D.O.B 16/06/1987
Date of issue: 19/06/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

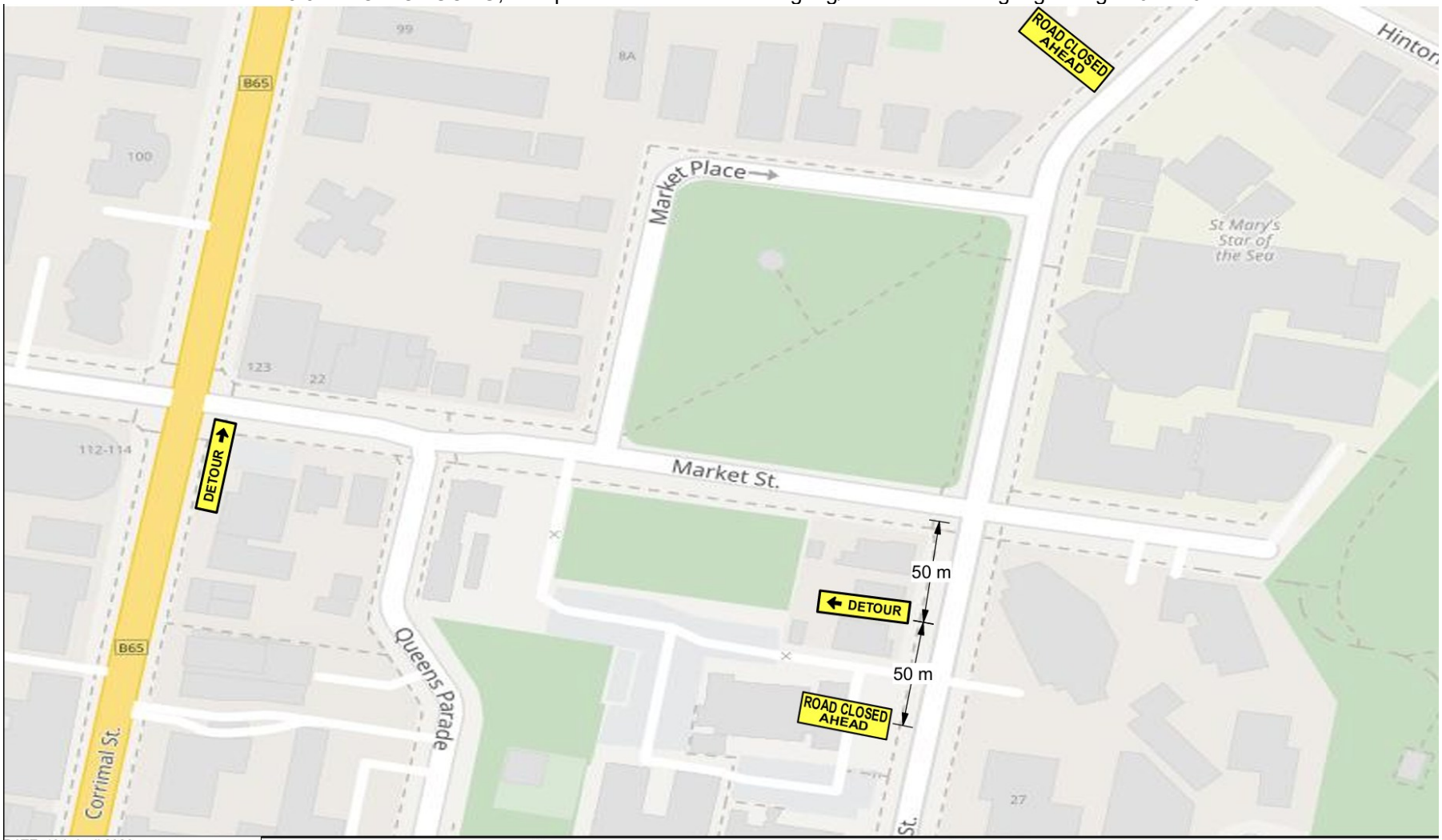
elitenergy
MAKING EVENTS MEMORABLE

N

DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS:	
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	



elitenergy
MAKING EVENTS MEMORABLE



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

elitenergy MAKING EVENTS MEMORABLE

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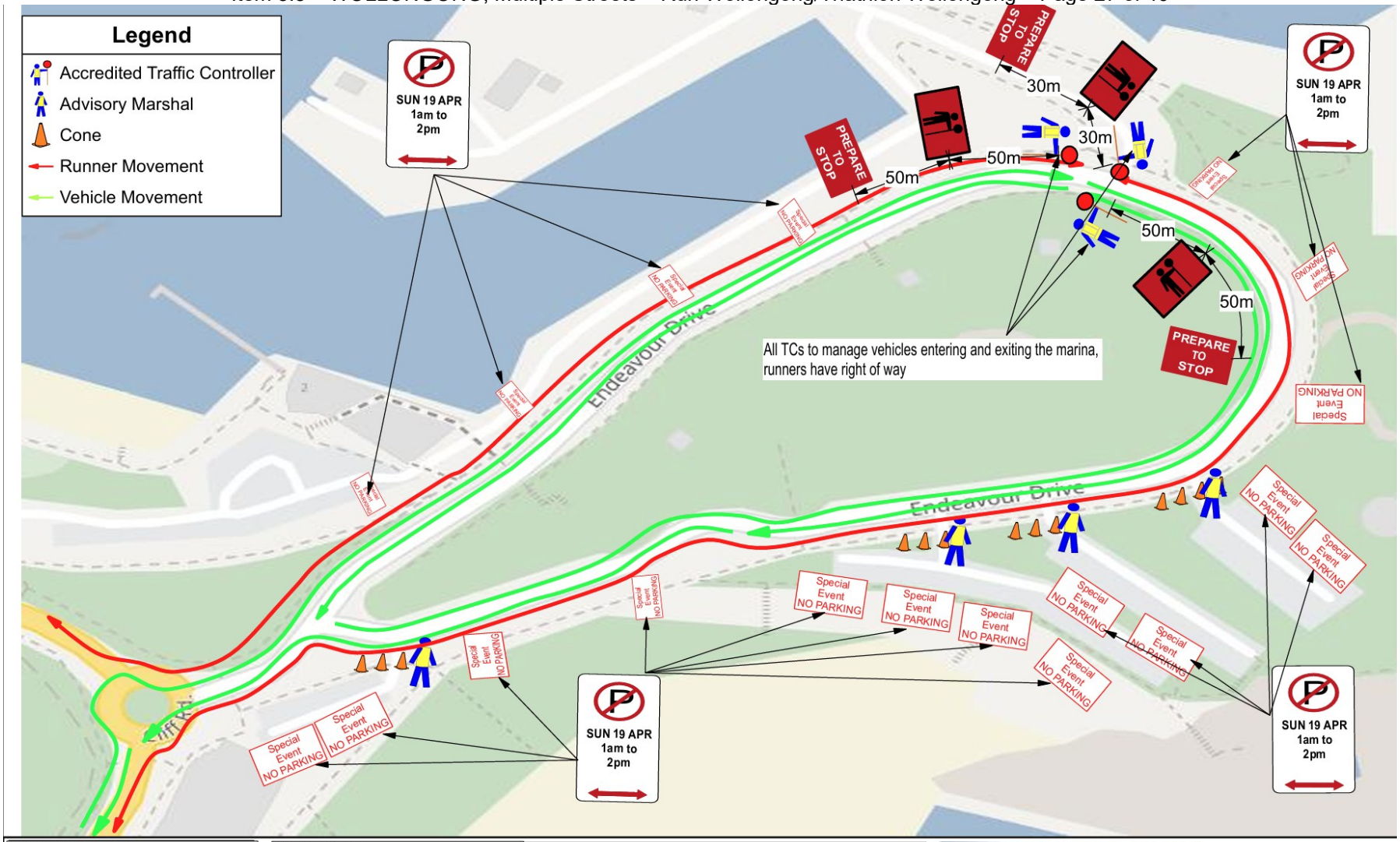
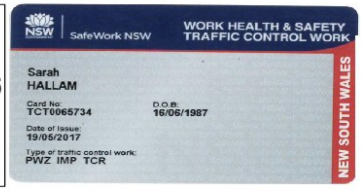


DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS:
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	Marshals to direct runners ONLY
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	Special Event No Parking Signs in place from 30th March 2026
TGS NUMBER: TGS-TW-SUN-2026 Plan 4	SCOPE OF WORKS: Triathlon	Carpark 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

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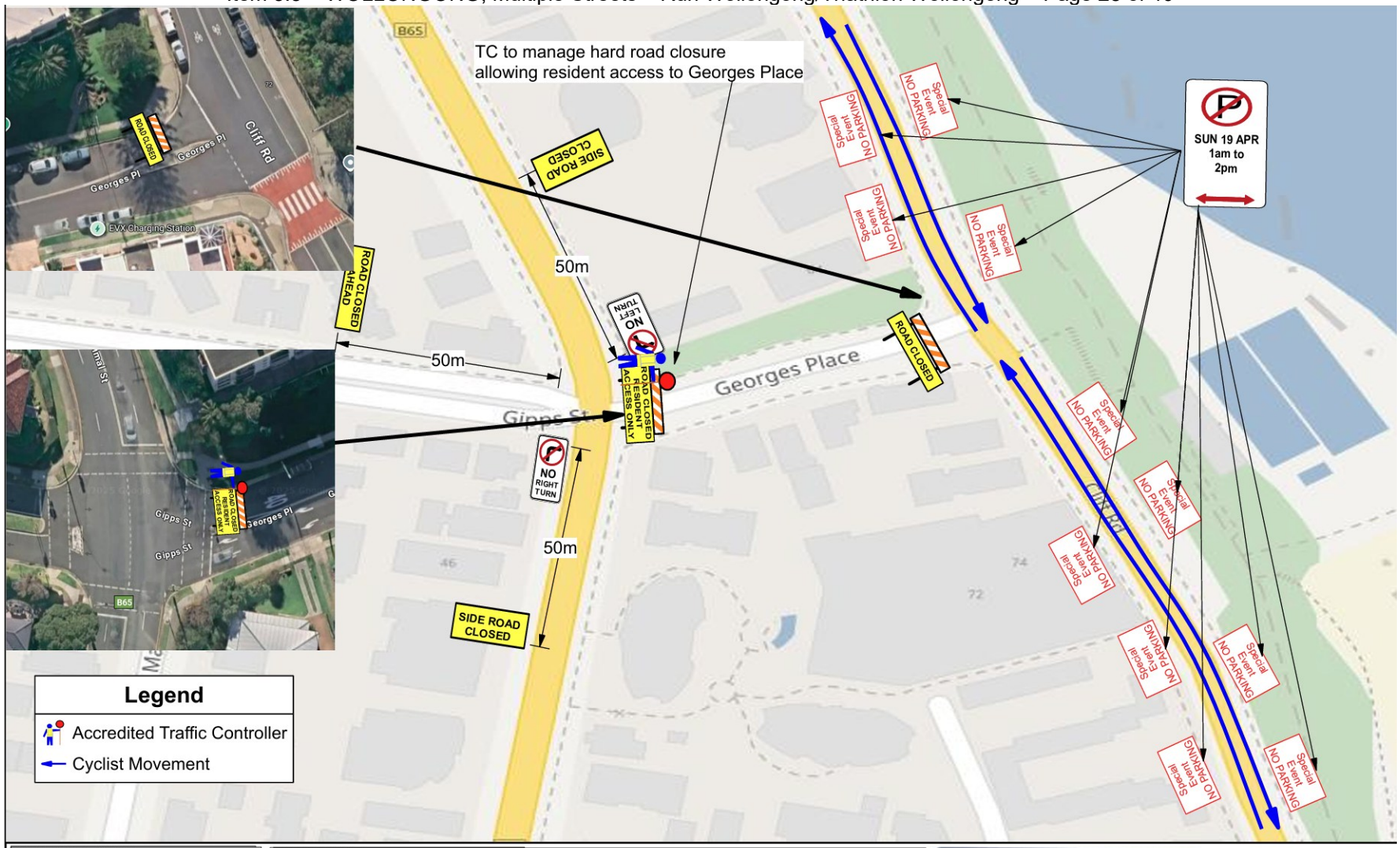


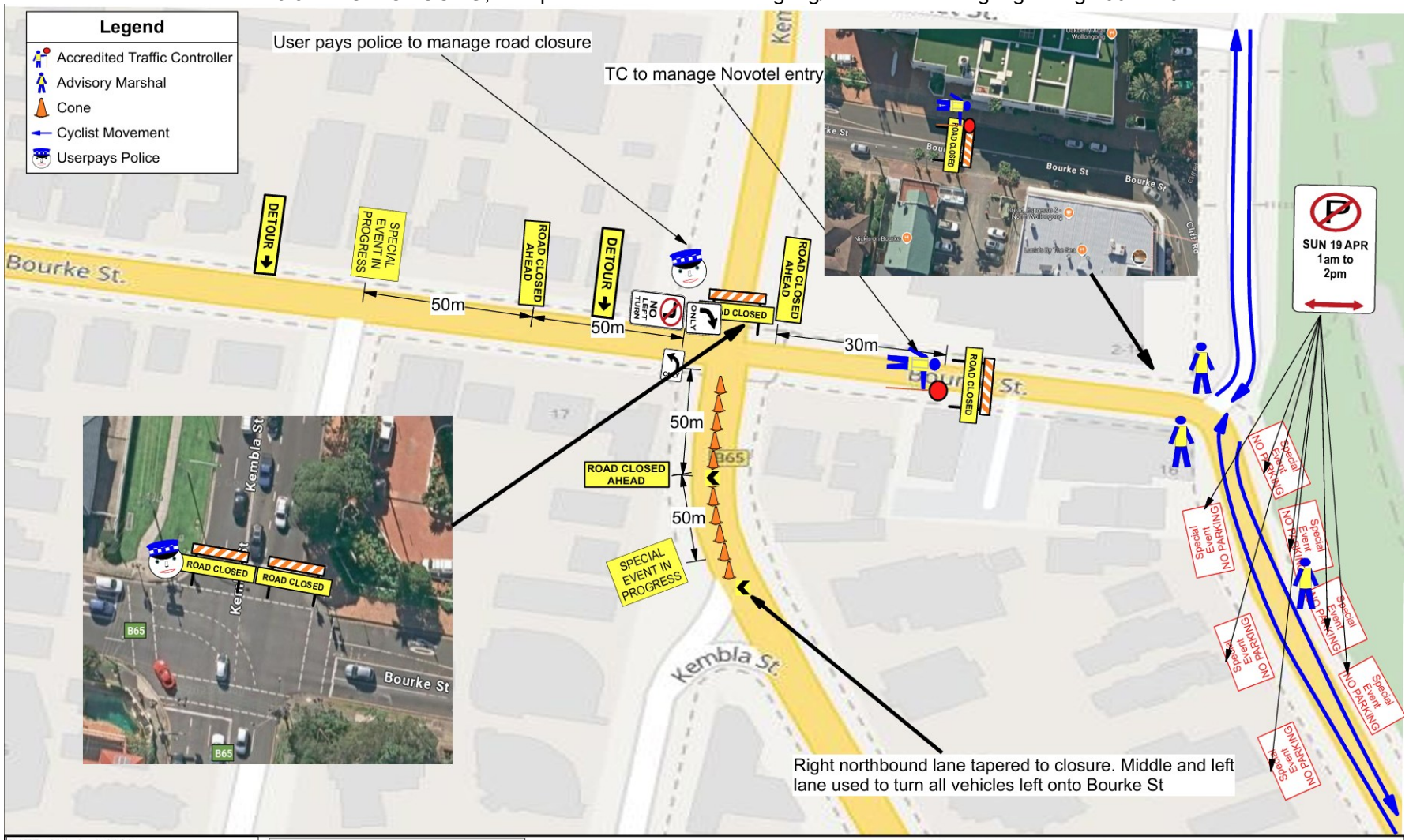
DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS:
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	Special Event No Parking to be in place from 30th March 2026
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	Road Closed from 7.00am to 1.00pm
TGS NUMBER: TGS-TW-SUN-2026 Plan 5	SCOPE OF WORKS: Triathlon	
TMP: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

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


Legend
Accredited Traffic Controller
Vehicle Movement
Bode Avenue
Virginia St.
Noel St.
Bessell Avenue
Bourke St.
B65
LAGOON AND SKYDIVE ACCESS
50m
TC to manage hard closure
RESIDENT ACCESS ONLY BESSELL AVE
SIDE ROAD CLOSED
50m
NO LEFT TURN
ROAD CLOSED RESIDENT ACCESS ONLY
SIDE ROAD CLOSED
50m
RESIDENT ACCESS ONLY BESSELL AVE
50m
ROAD CLOSED RESIDENT ACCESS ONLY
SIDE ROAD CLOSED
50m
SIDE ROAD CLOSED
Bessell Ave
Bourke St
Kerra St
Telstra Payphone
Lucky 7 convenience store
TC to manage resident, lagoon and Skydive entry and exit only
DATE: 19th April 2026
ROAD TYPE: 2L,2W
ROAD SPEED: 50km/hr
TGS NUMBER: TGS-TW-SUN-2026 Plan 6
TMP: Triathlon Wollongong 2026
SIGNAGE CLASSIFICATION: A
LOCATION: Wollongong
CLIENT: Elite Energy
JOB DESCRIPTION: Special Event
SCOPE OF WORKS: Triathlon
COUNCIL: Wollongong City Council
DESIGNED BY: Sarah Hallam TCT0065734
APPROVED BY: Troy Stanton TCT 0074785
COMMENTS:
Resident, Skydive and Lagoon Access ONLY via Bessell Ave
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.	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
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		

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MAKING EVENTS MEMORABLE

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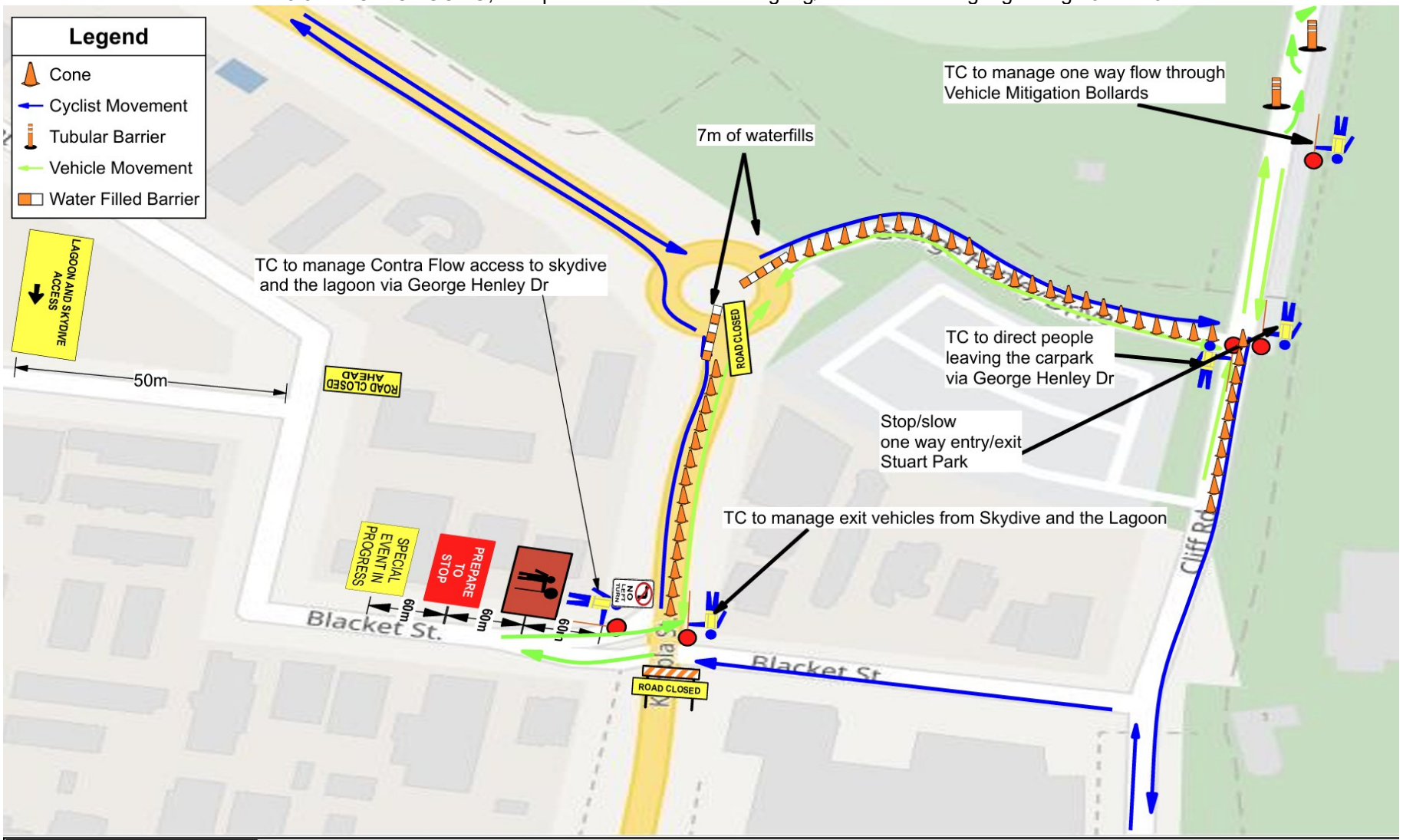
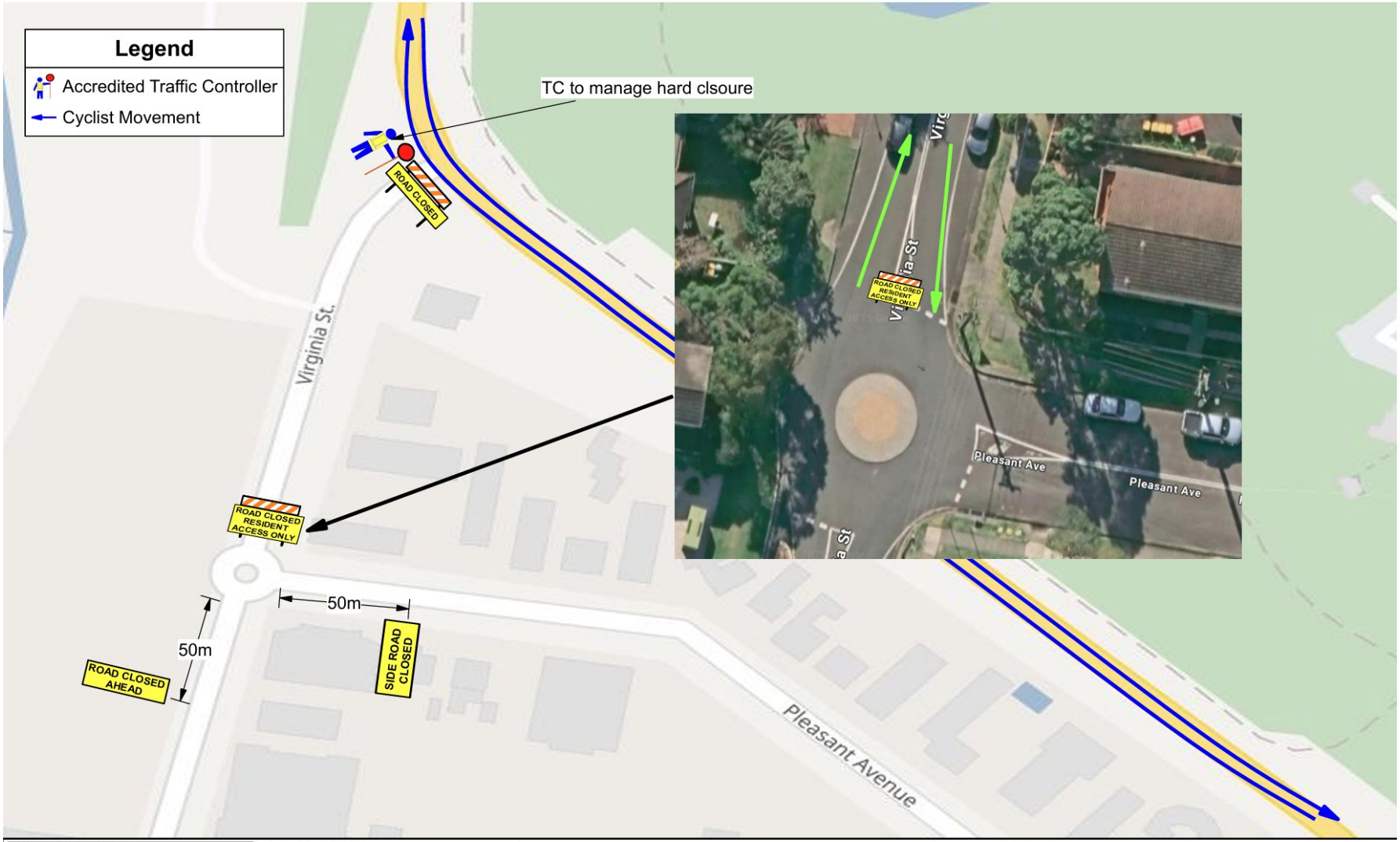


DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road closures in place from 7.00am to 1.00pm Contra flow for access to Skydive and the Lagoon between Blacket St and George Henley Dr when safe to do so	
ROAD TYPE: 2L,2W	CLIENT: Elite Energy		
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event		
TGS 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



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	

elitеenergy
MAKING EVENTS MEMORABLE

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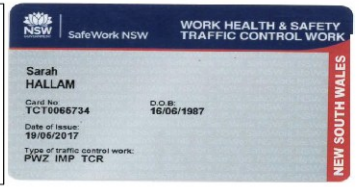
DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road Closures in place from 7.00am to 1.00pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 10	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong 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

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	



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MAKING EVENTS MEMORABLE

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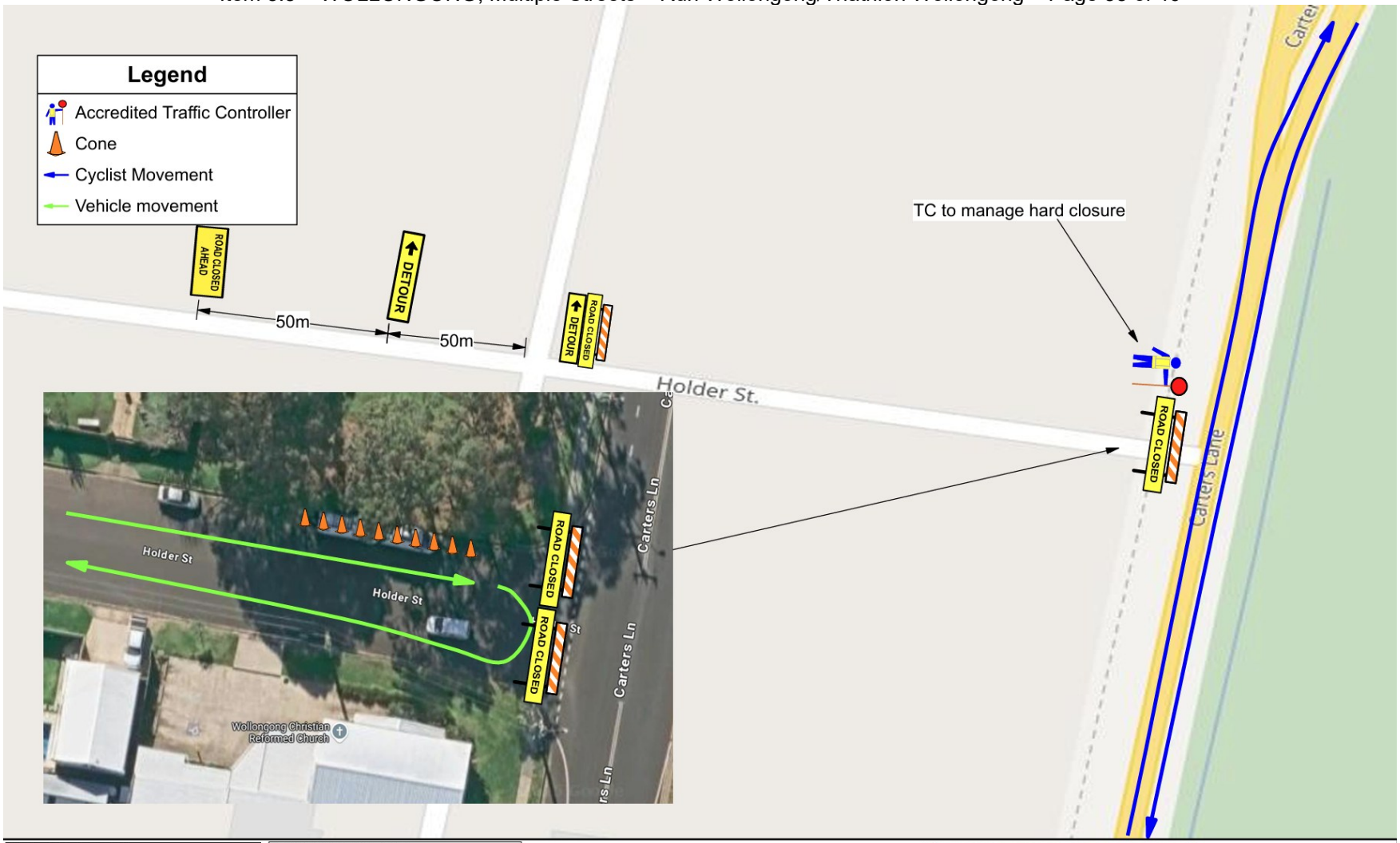
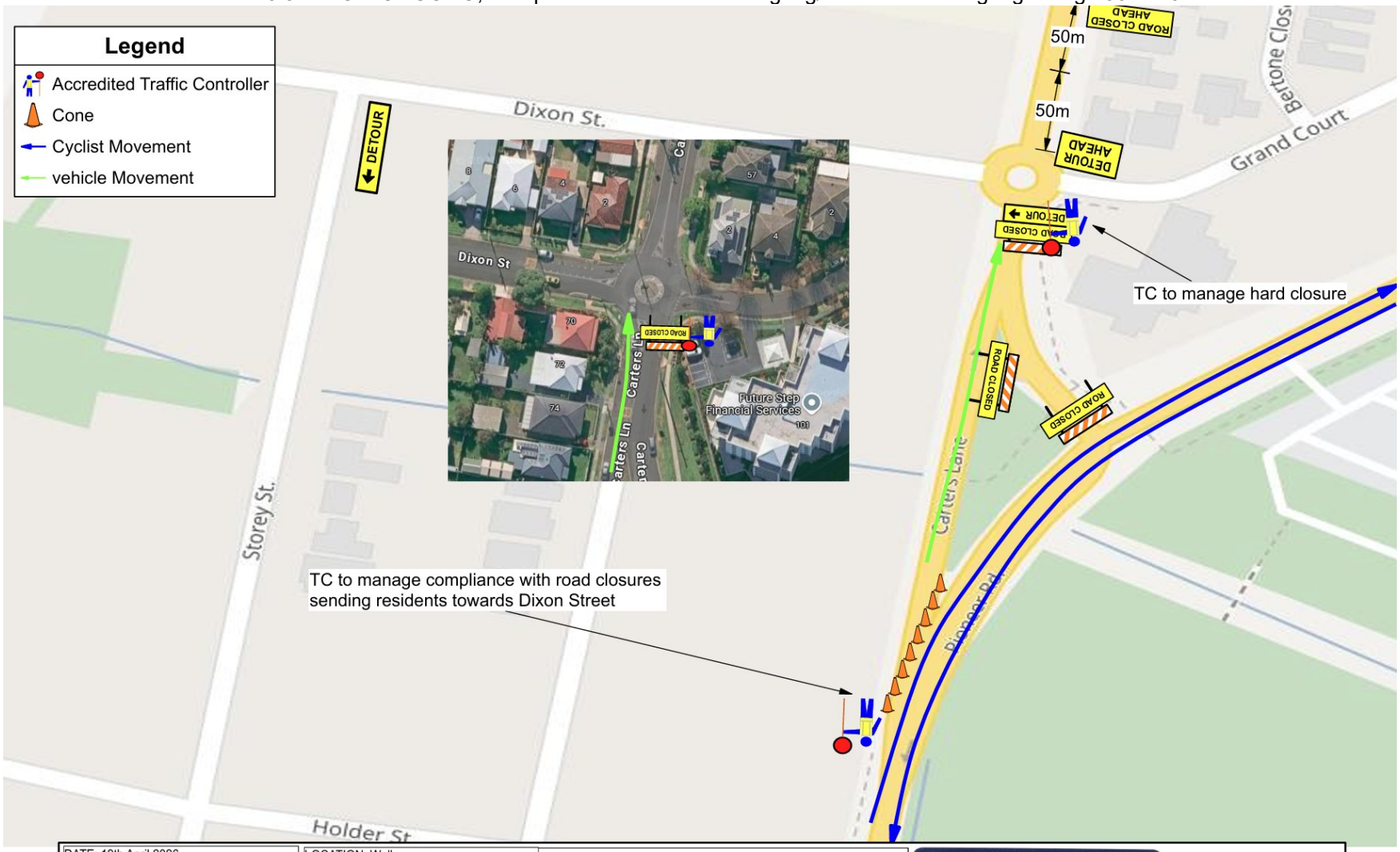


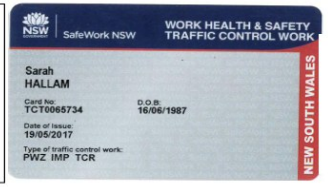
DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road closed from 7.00am to 1.00pm Cones to stop vehicles parking for safe u-turn
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 12	SCOPE OF WORKS: Triathlon	
TMP: Triathlon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

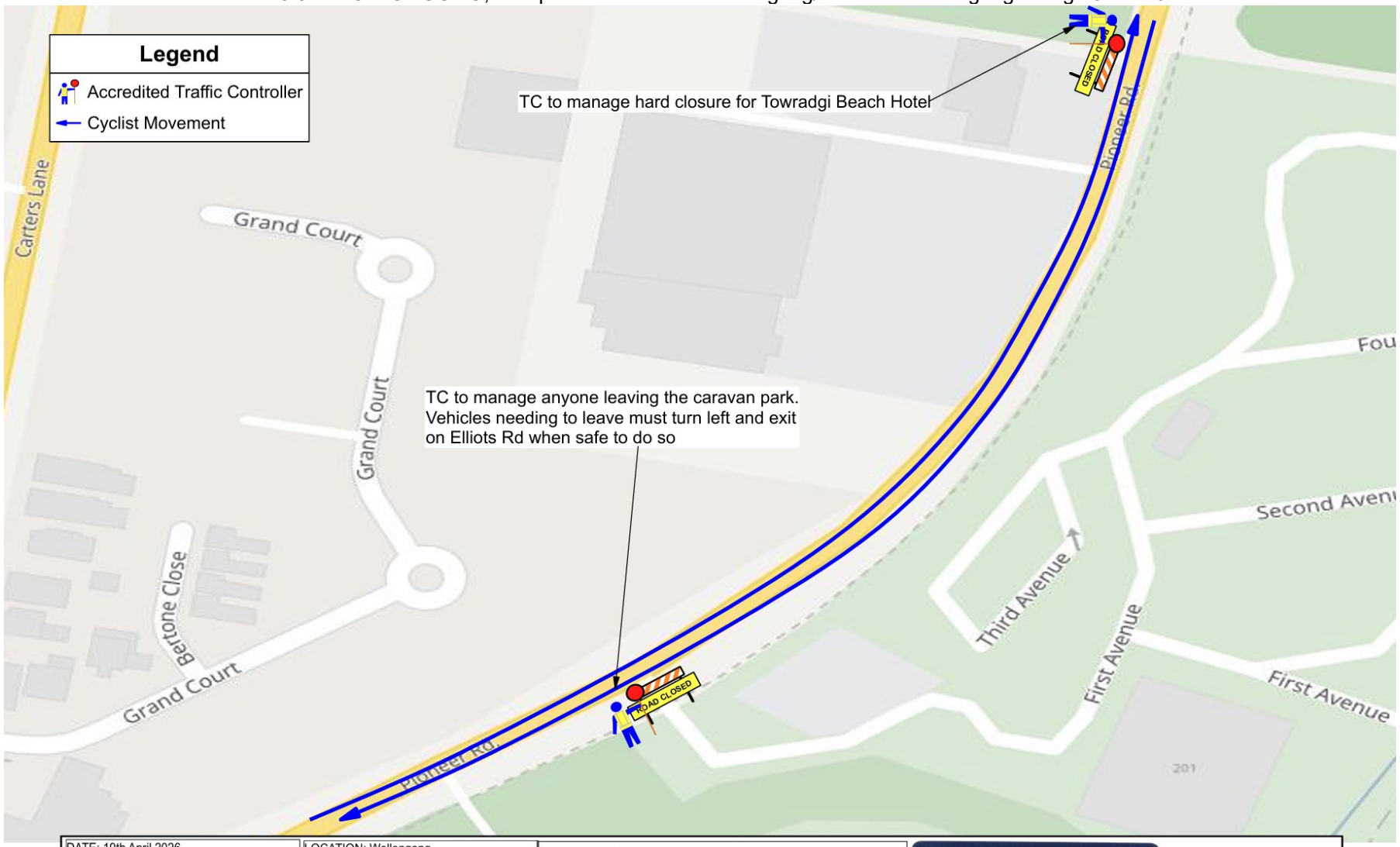
NSW SafeWork NSW — WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Sarah HALLAM
Card No: TCT0065734
D.O.B: 16/06/1987
Date of issue: 19/05/2017
Type of traffic control work: PWZ IMP TCR
NEW SOUTH WALES

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	





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

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MAKING EVENTS MEMORABLE

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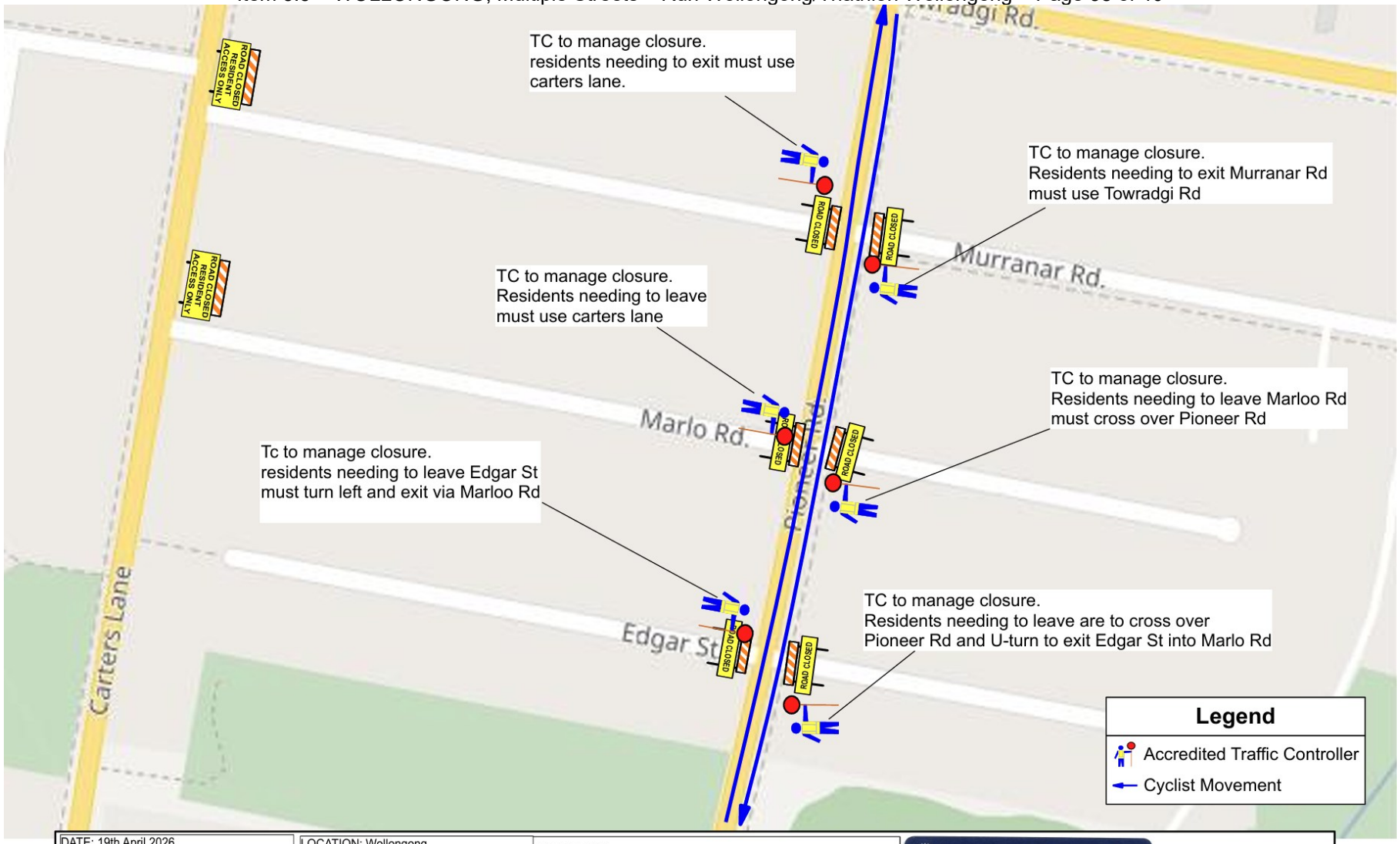

DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Road to be closed from 7am to 1pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 15	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City Council	
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

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MAKING EVENTS MEMORABLE

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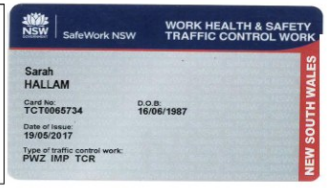
DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS:
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	Road to be closed 7am to 1pm
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	Police to follow last rider to Marine Drive
TGS NUMBER: TGS-TW-SUN-2026 Plan 18	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong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



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MAKING EVENTS MEMORABLE

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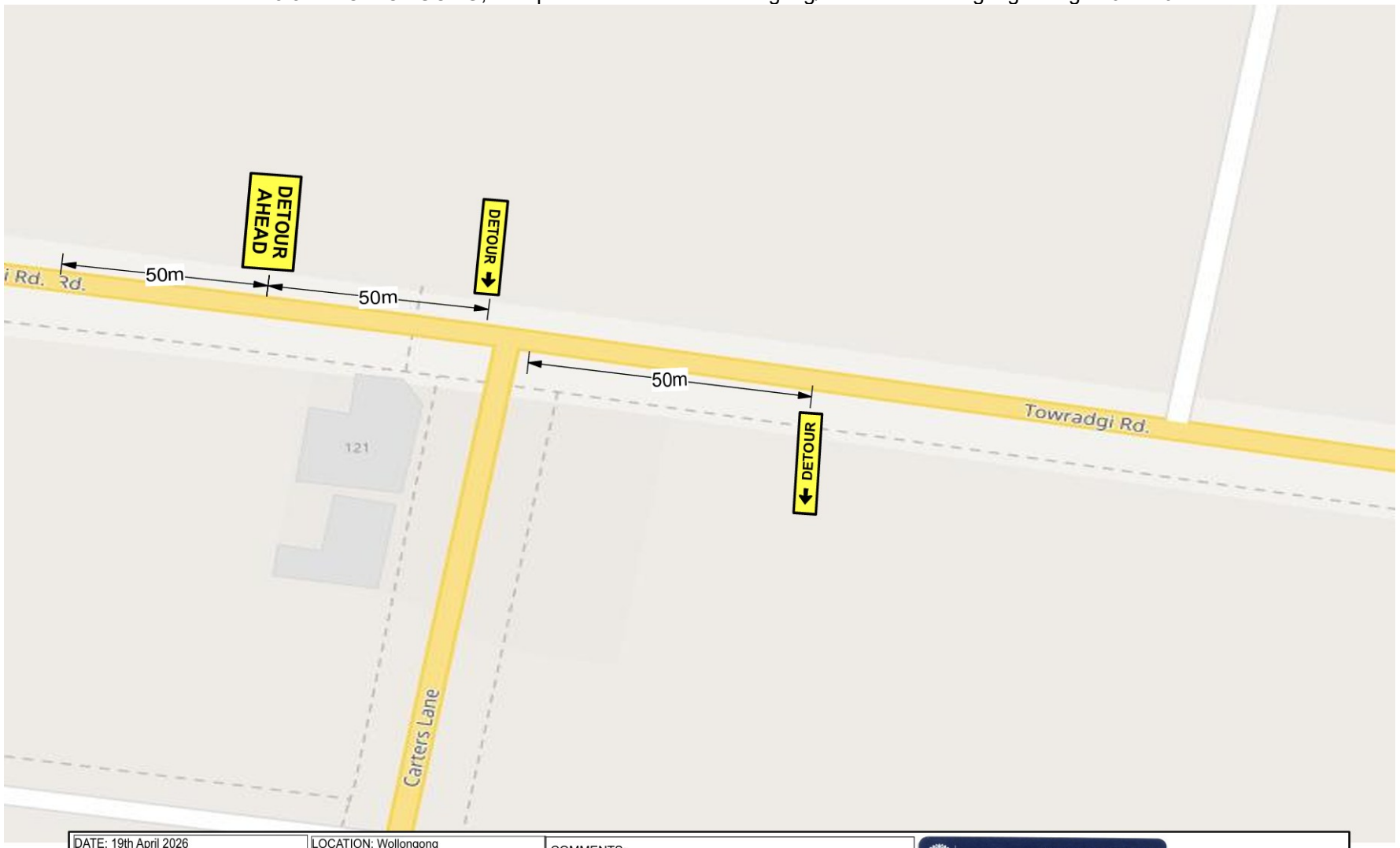

DATE: 19th April 2026	LOCATION: Wollongong	COMMENTS: Detour in place from 7.00am to 1.00pm
ROAD TYPE: 2L,2W	CLIENT: Elite Energy	
ROAD SPEED: 50km/hr	JOB DESCRIPTION: Special Event	
TGS NUMBER: TGS-TW-SUN-2026 Plan 17	SCOPE OF WORKS: Triathlon	
TMP: Triathlon Wollongong 2026	COUNCIL: Wollongong City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

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

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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.

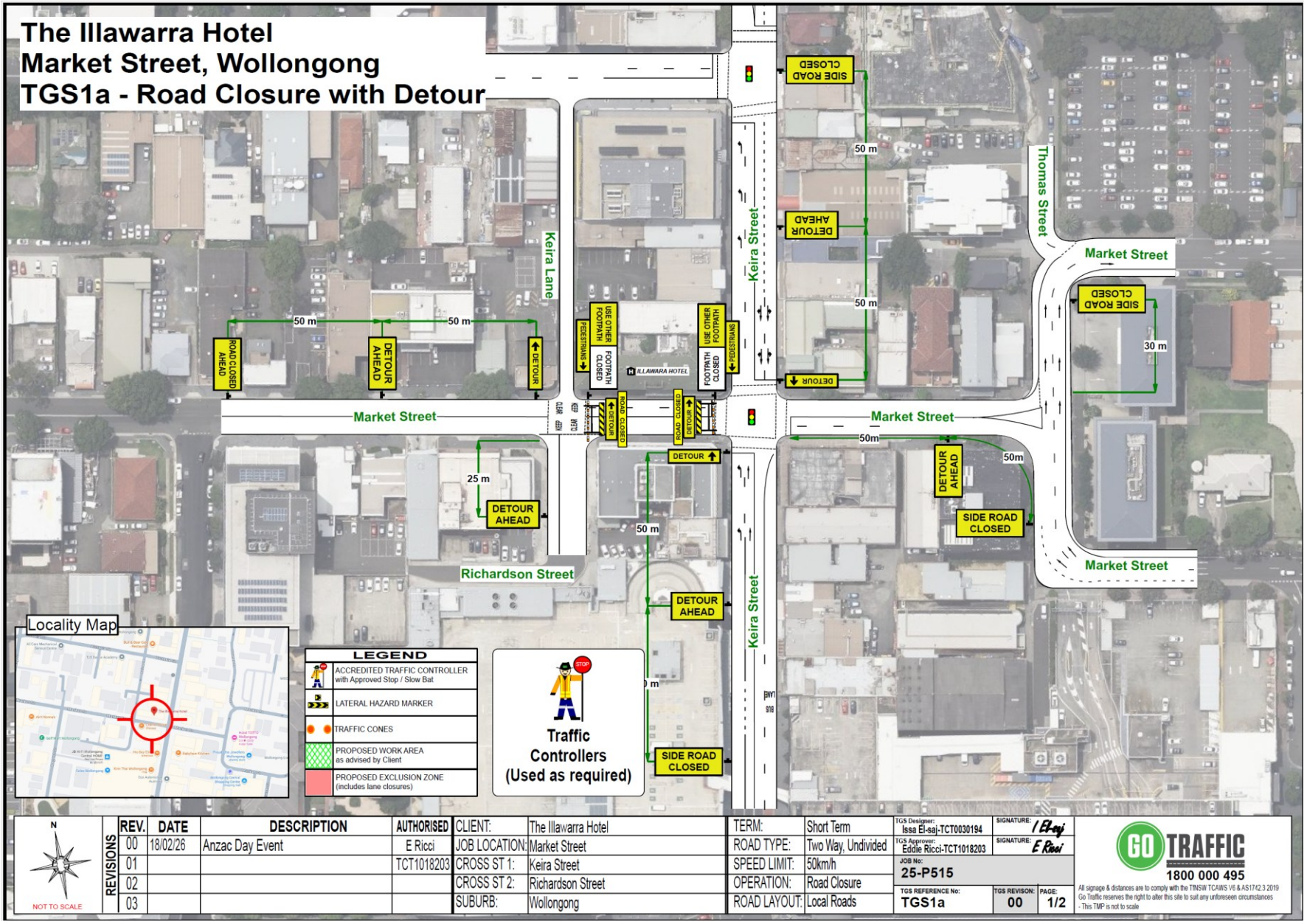
LOCAL TRANSPORT FORUM ADVICE

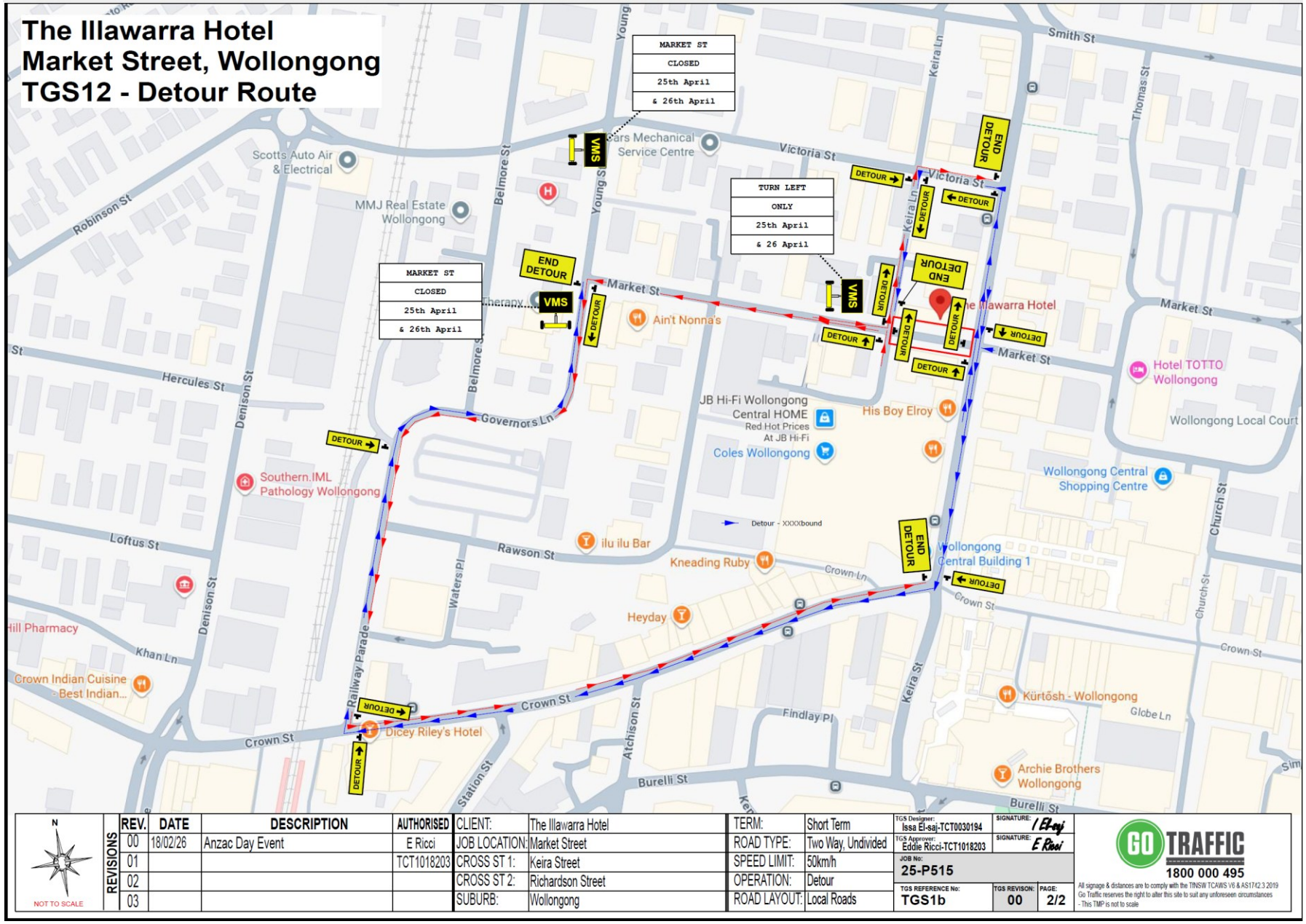
Forum Member/Guest	Advice	Council Comment
TfNSW	Supported, subject to ROL approval from TfNSW. No notable issues for buses raised.	ROL condition forms part of Councils standard conditions or Road Closures.

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 seven (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
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



REVISIONS	REV.	DATE	DESCRIPTION	AUTHORISED
	00	18/02/26	Anzac Day Event	E Ricci
	01			TCT1018203
	02			
	03			

CLIENT:	The Illawarra Hotel	TERM:	Short Term
JOB LOCATION:	Market Street	ROAD TYPE:	Two Way, Undivided
CROSS ST 1:	Keira Street	SPEED LIMIT:	50km/h
CROSS ST 2:	Richardson Street	OPERATION:	Detour
SUBURB:	Wollongong	ROAD LAYOUT:	Local Roads

TGS Designer: Issa El-saj-TCT0030194 SIGNATURE: El-saj
TGS Approver: Eddie Ricci-TCT1018203 SIGNATURE: E Ricci
JOB No: 25-P515
TGS REFERENCE No: TGS1b
TGS REVISION: 00
PAGE: 2/2

NOT TO SCALE

GO TRAFFIC 1800 000 495

All signage & distances are to comply with the TfNSW 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.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
Wollongong Police	Will the carparks be cleared prior to event or have TMP notifying them for no parking prior?	Yes, carparks will be closed and kept clear ahead of the event. Resident notification also taking place.
TfNSW	Supported, noting this is a revised version of a previously submitted event from Feb 2026.	N/A

PROPOSAL

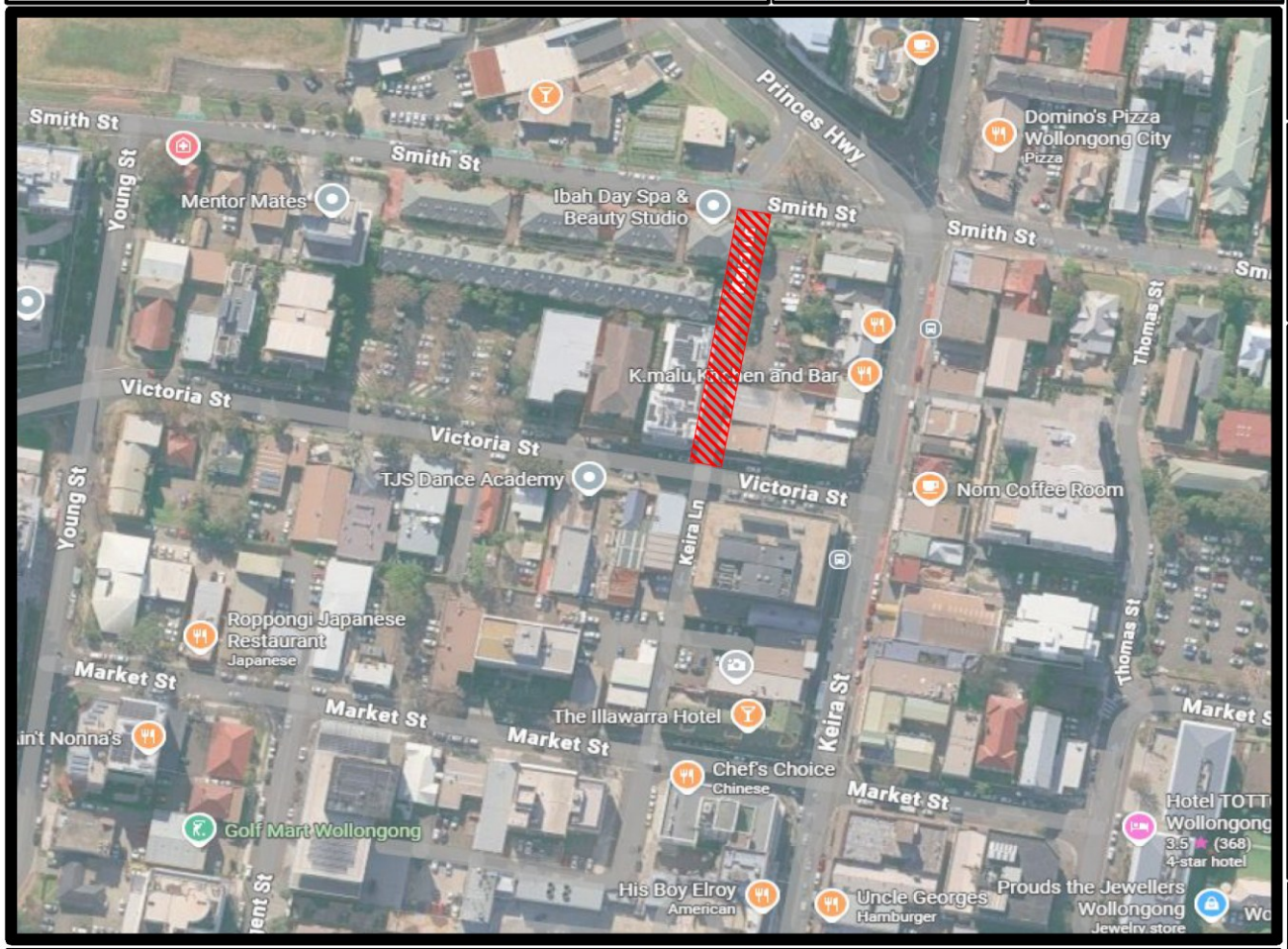
The proposed road closure be approved subject to:

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 to 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



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 : 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

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

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

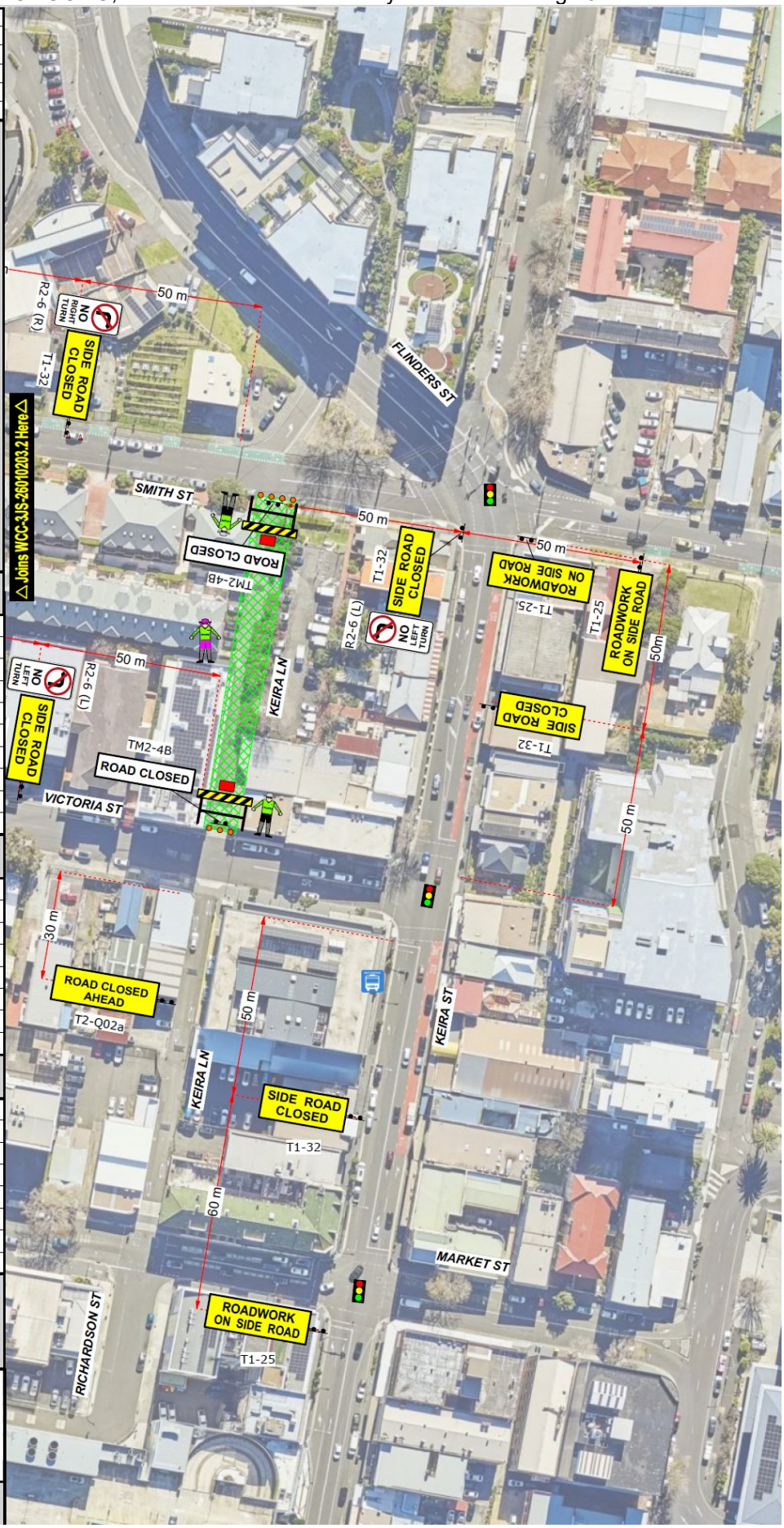
WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Road Closure
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <65
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

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.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
TfNSW	Impacts noted (longer detour routes) for period of days/weeks, but only overnight each night, 7pm - 6am to minimise impact. Works are necessary for these locations, rather than optional. Understand prioritising worker safety rather than allowing traffic close. -	Noted and condition placed.

	Supported, subject to appropriate community notifications beforehand and VMS as proposed. Please ensure applicant notifies residents whether they will be able to enter or exit the road during these time.	

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 deploy VMS boards and consult with affected residents and businesses as committed to in the submission. Applicant must be clear with residents/landowners as to whether they will be able to enter or exit the road during this time to access property.
3. Emergency access to all properties in some form must be maintained and clear communication to residents, businesses and landowners as to who they can contact for access/egress questions/concerns during closures must be provided to these residents.

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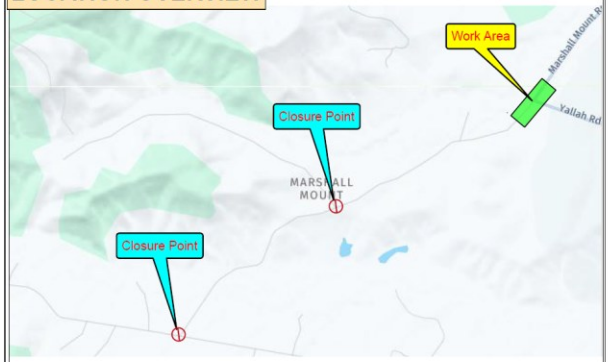
LOCATION OVERVIEW



SIGNS MANIFEST

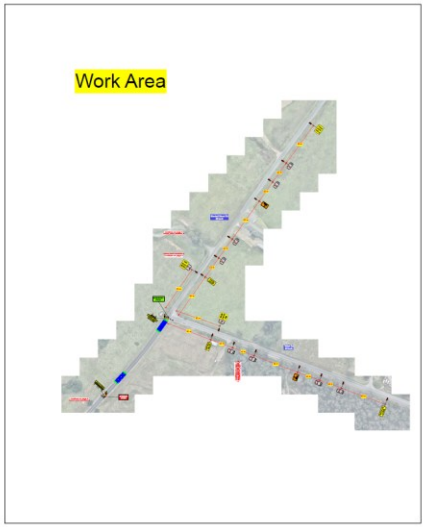
- 10 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
- 8 x T5-1 (R) DETOUR LEFT
- 6 x T1-5 WORKERS AHEAD
- 5 x T1-6 DETOUR AHEAD
- 4 x T5-1 (L) DETOUR LEFT
- 2 x R4-1 (80) SPEED LIMIT 80
- 2 x T2-23 END DETOUR
- 1 x T1-31 ROAD WORK AHEAD
- 10 x R4-212 (60) SPEED LIMIT 60 ROAD WORK
- 7 x Traffic Cones
- 5 x Barrier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

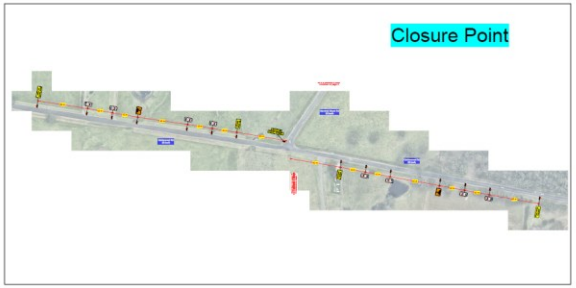
TRAFFIC CONTROL RESOURCE REQUIREMENTS

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: ☐

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 94 102 769 051

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 Delloreffice
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

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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-SQDC 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 3 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)

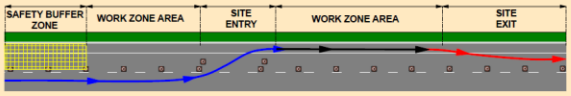
TOLERANCES

- 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.

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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 Dellorefice
PWZTMP #: TC10059108
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TC10056356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

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ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

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

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JOB TITLE : Senior Planner

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PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

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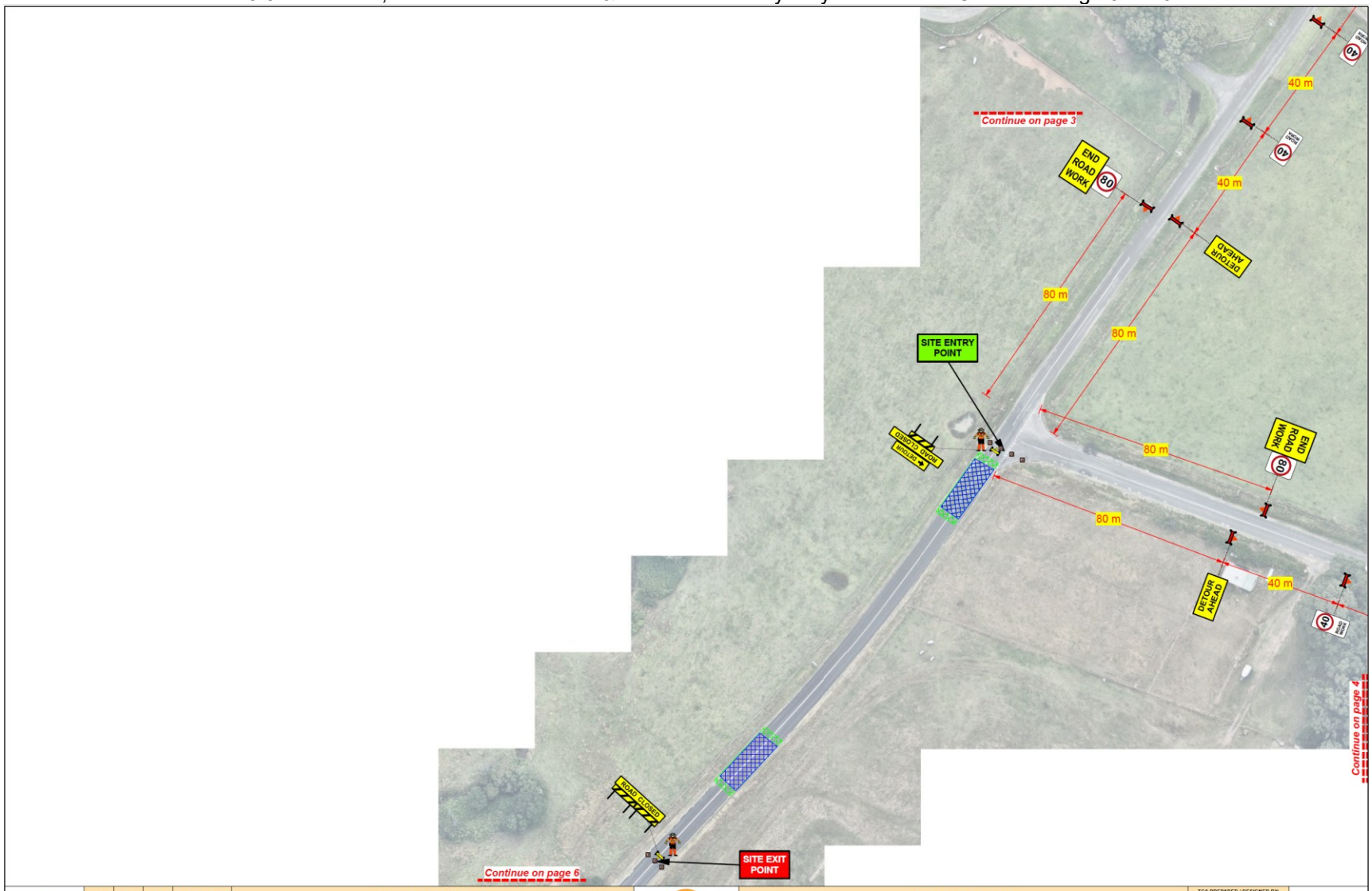

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ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT NSU01-SS ARS: 3/5

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

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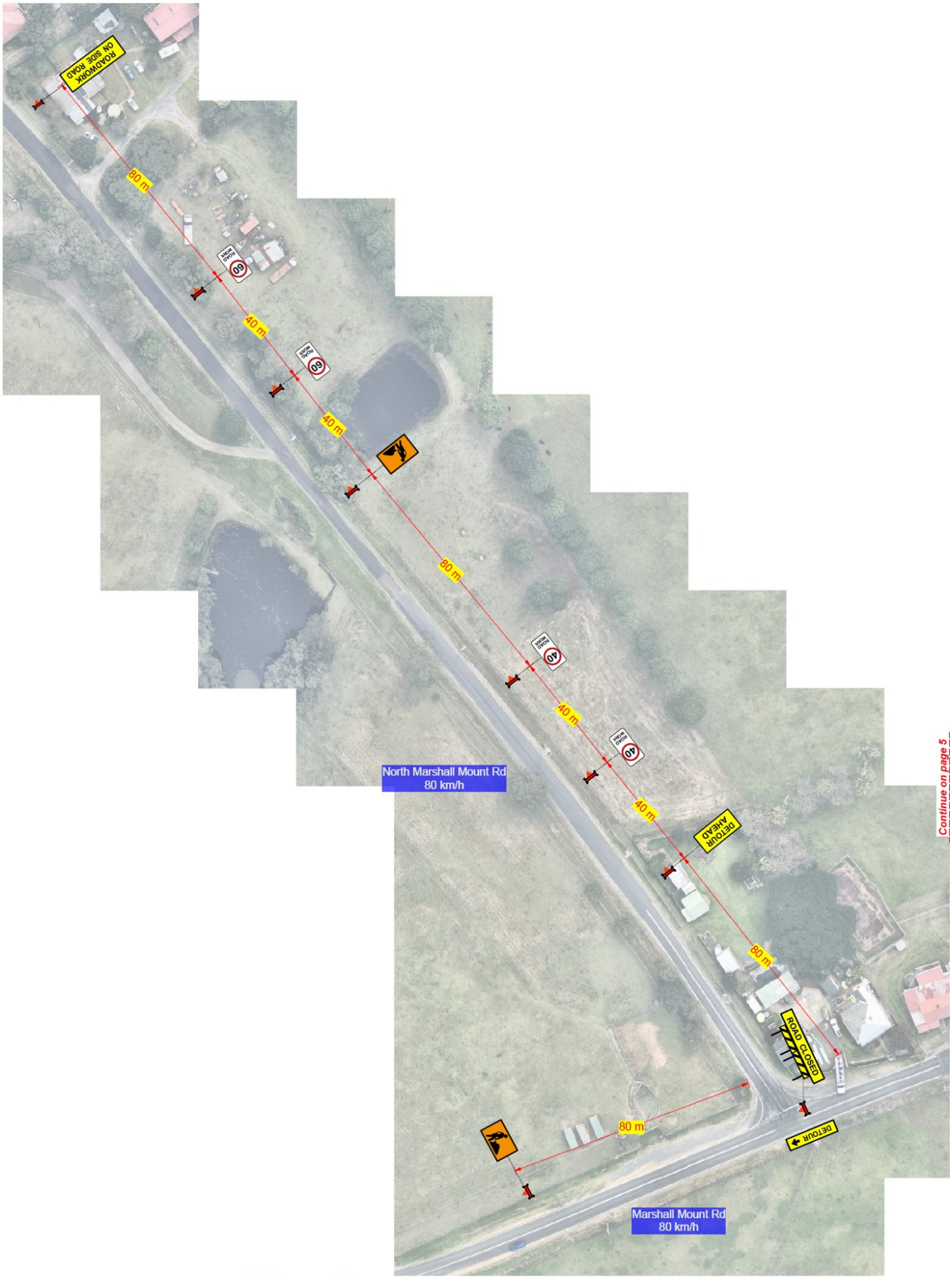

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SITE & CLIENT DETAILS

ALTUS GROUP DESIGN NUMBER: 26-02-183023-01 | CLIENT COMPANY: D4C
WORKS LOCATION: Marshall Mount Rd, Marshall Mount | CLIENT CONTACT: Jackson Micallef
CROSS STREET: Calderwood Rd & Yallah Rd | CLIENT REFERENCE NUMBER: 5073680
ESTIMATED JOB DATE: TBC - TBC | WORKSITE ROAD AUTHORITY: Council
ESTIMATED JOB TIME: 07:00 - 16:00 | SITE SETUP TSS AND SETUP RISK ASSESSMENT | NSW01-SS | ARC: 3/5

TSS PREPARED / DESIGNED BY:
DESIGNED BY: Elliot Dallenoffio
PWZTMP #: TTP0000108
ISSUED DATE: 13/04/2026
JOB TITLE: Jackson Micallef

TSS REVIEWED / APPROVED BY:
DESIGNED BY: Parker Ingram
PWZTMP #: TTP0000108
ISSUED DATE: 19/02/2026
JOB TITLE: Planning Manager

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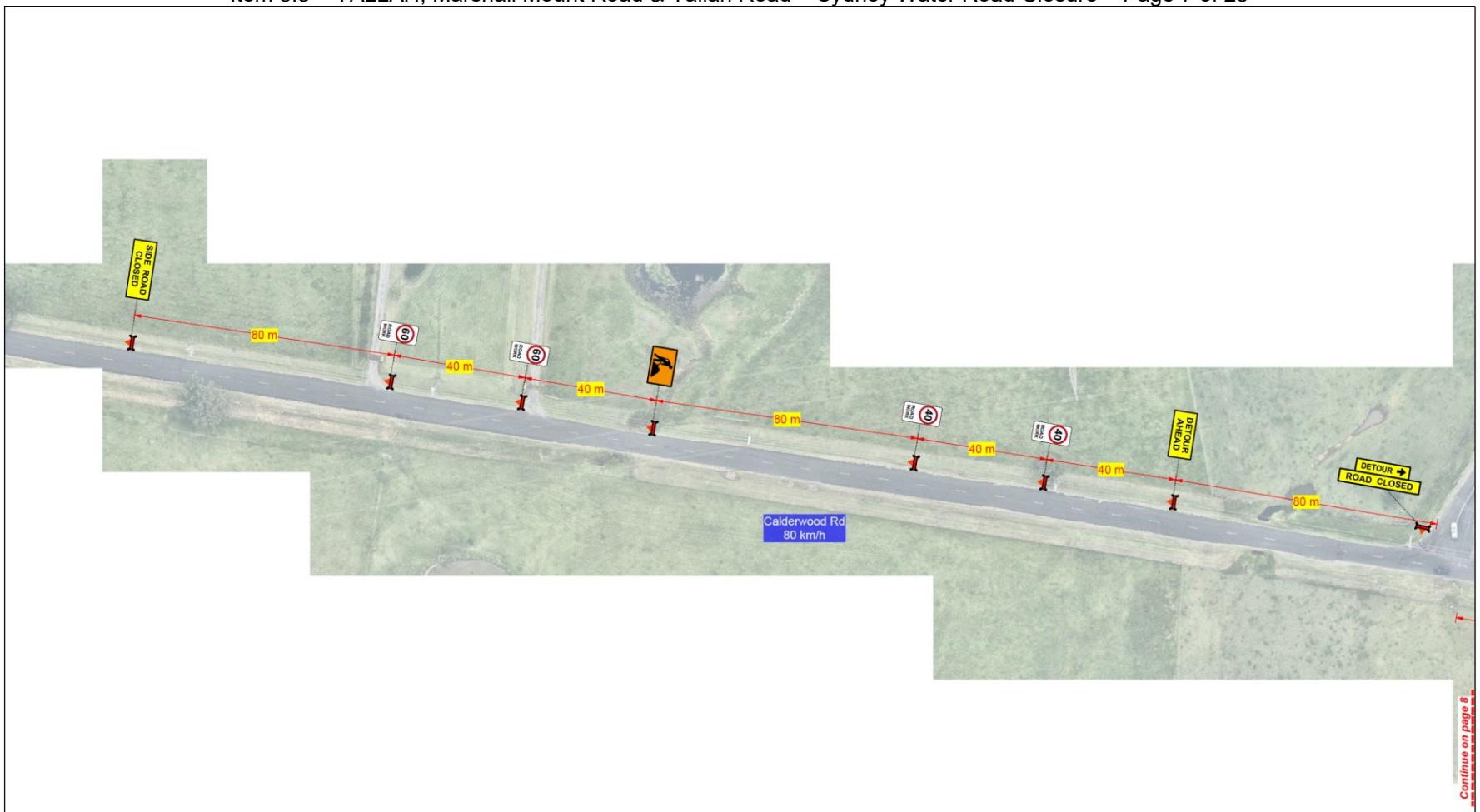

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ESTIMATED JOB TIME :07:00 - 18:00	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ARS: 3/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Phil Dellorrefice
PWZTMP #: TCT0059159
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

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

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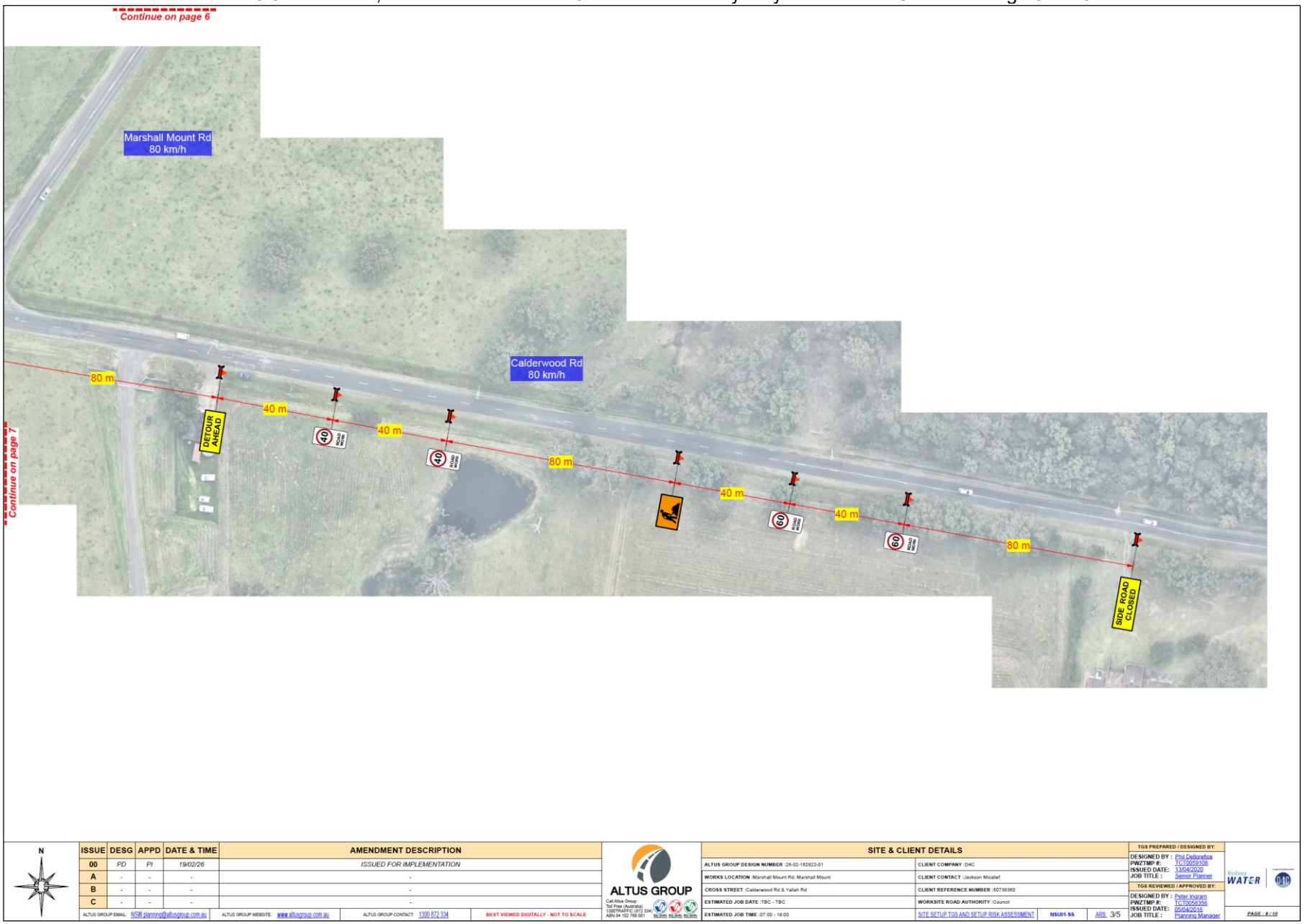

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TGS PREPARED / DESIGNED BY:
DESIGNED BY : Phil Dellorefice
PWZTMP #: TCT0P/9108
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JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
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PWZTMP #: TCT0P/56356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

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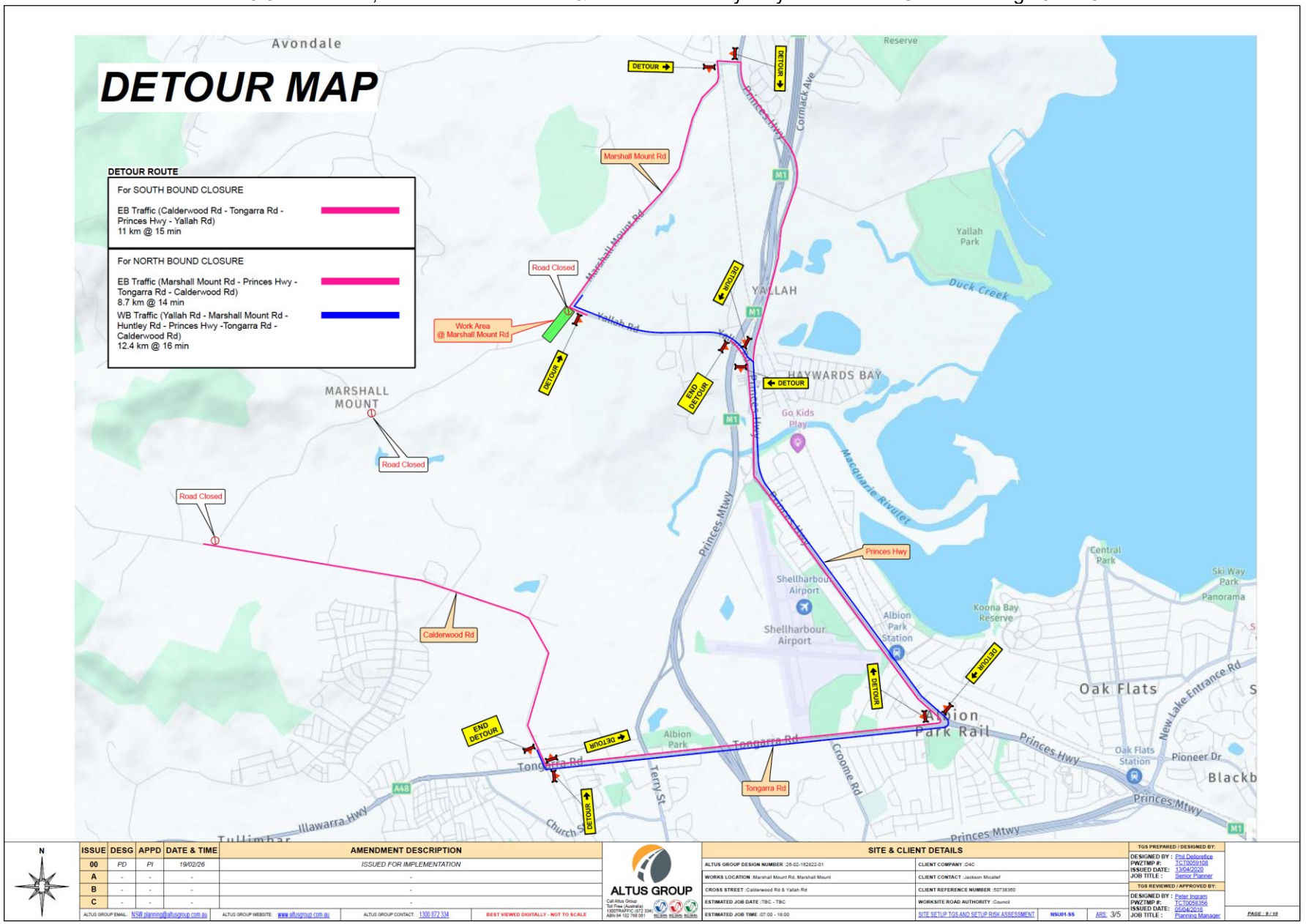

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DESIGNED BY : Phil Dellorefice
PWZTMP #: TC-T0059108
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

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PWZTMP #: TC-T0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

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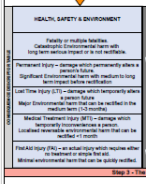
AROUND THROUGH PAST ANALYSIS & RISK ASSESSMENT
TGS NUMBER - 26-02-162822-01

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 conceivable 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 "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
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)

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.

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.	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 AUTTM. - 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 traveling 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

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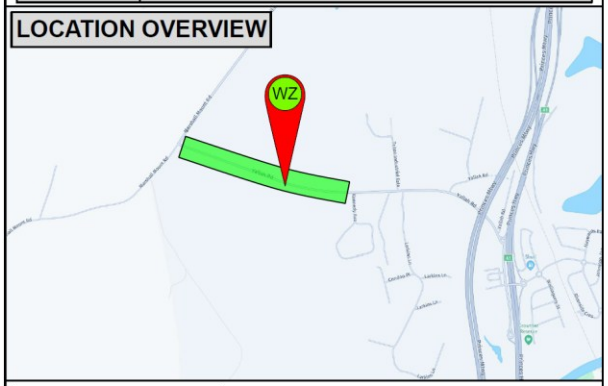
LOCATION OVERVIEW

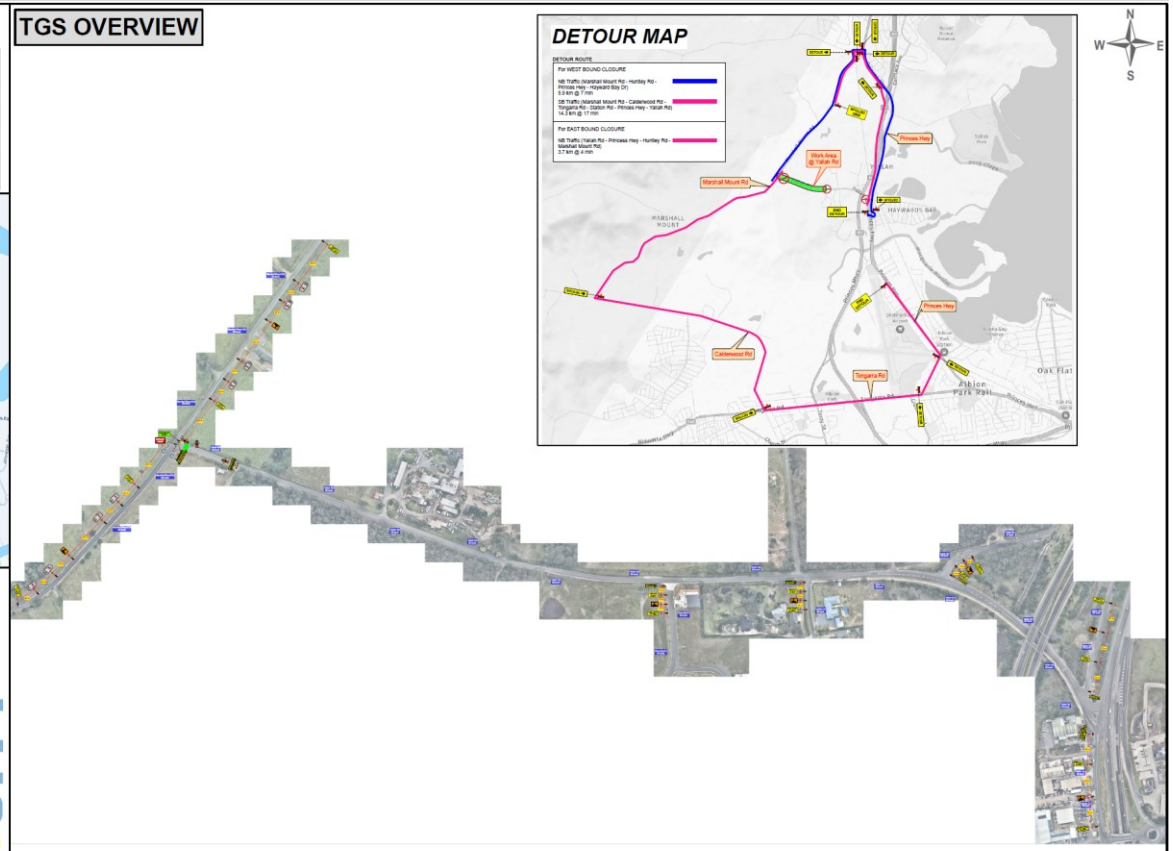


SIGNS MANIFEST

- 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

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

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

SITE MARKER COMMON LEGEND

WORK AREA
SPECIFIC WORKS LOCATION
SAFETY BUFFER
ESTIMATED QUE LENGTH
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:
*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 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)

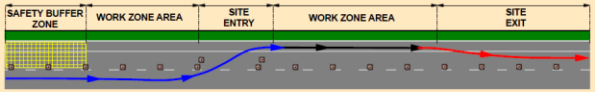
TOLERANCES

- 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

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:
01/07/2025
ARS:
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
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TRAFFIC LOGISTICS
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061
SITE ENTRY POINT
SITE EXIT POINT
Yallah Rd
80 km/h
Marshall Mount Rd
80 km/h
Marshall Mount Rd
80 km/h
DETOUR AHEAD
ROAD CLOSED
ROAD CLOSED
ROAD CLOSED
SIDE ROAD CLOSED
ROAD WORK
80 m
40 m
40 m
80 m
40 m
40 m
80 m
Continue on page 3
Continue on page 5

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
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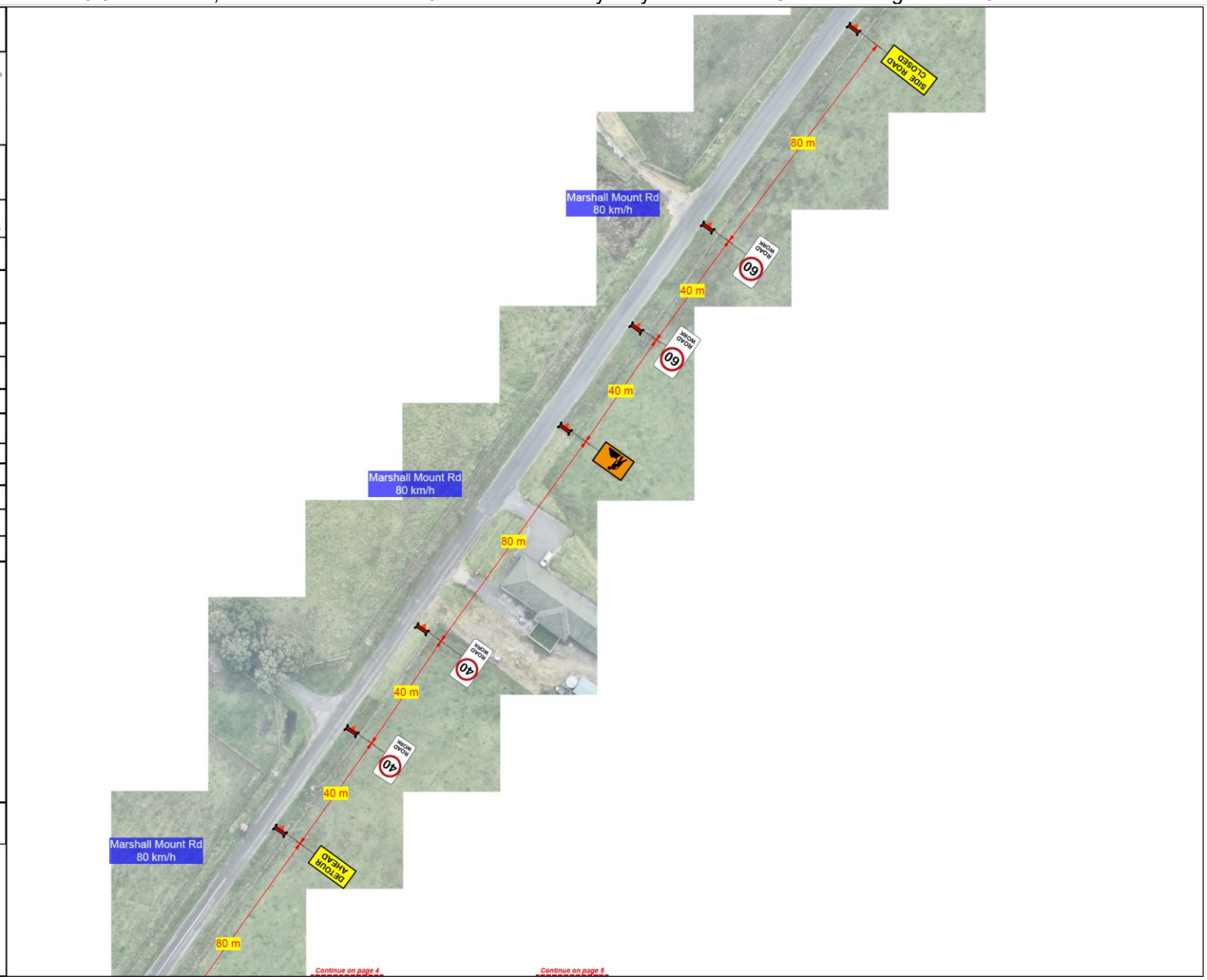
ABN 84 102 768 061



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 | 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

DATE OF DESIGN: 01/07/2025	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ALTUS DESIGN NUMBER: 25-07-117444-02	ARS: 3/5	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
ESTIMATED JOB DATE : 01/08/2025 to 15/08/2025			CLIENT REFERENCE NUMBER: YALLAH RD, MARSHALL MOUNT					
ESTIMATED JOB TIME : 18:00 to 06:00			WORKS LOCATION : YALLAH RD, MARSHALL MOUNT					
			BETWEEN ROADS : MARSHALL MOUTN RD & CALDERWOOD RD					
			GARBAGE COLLECTION DAY : THURSDAY					
			WORKSITE ROAD AUTHORITY : WOLLONGONG CITY COUNCIL		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 : 6 OF 14

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

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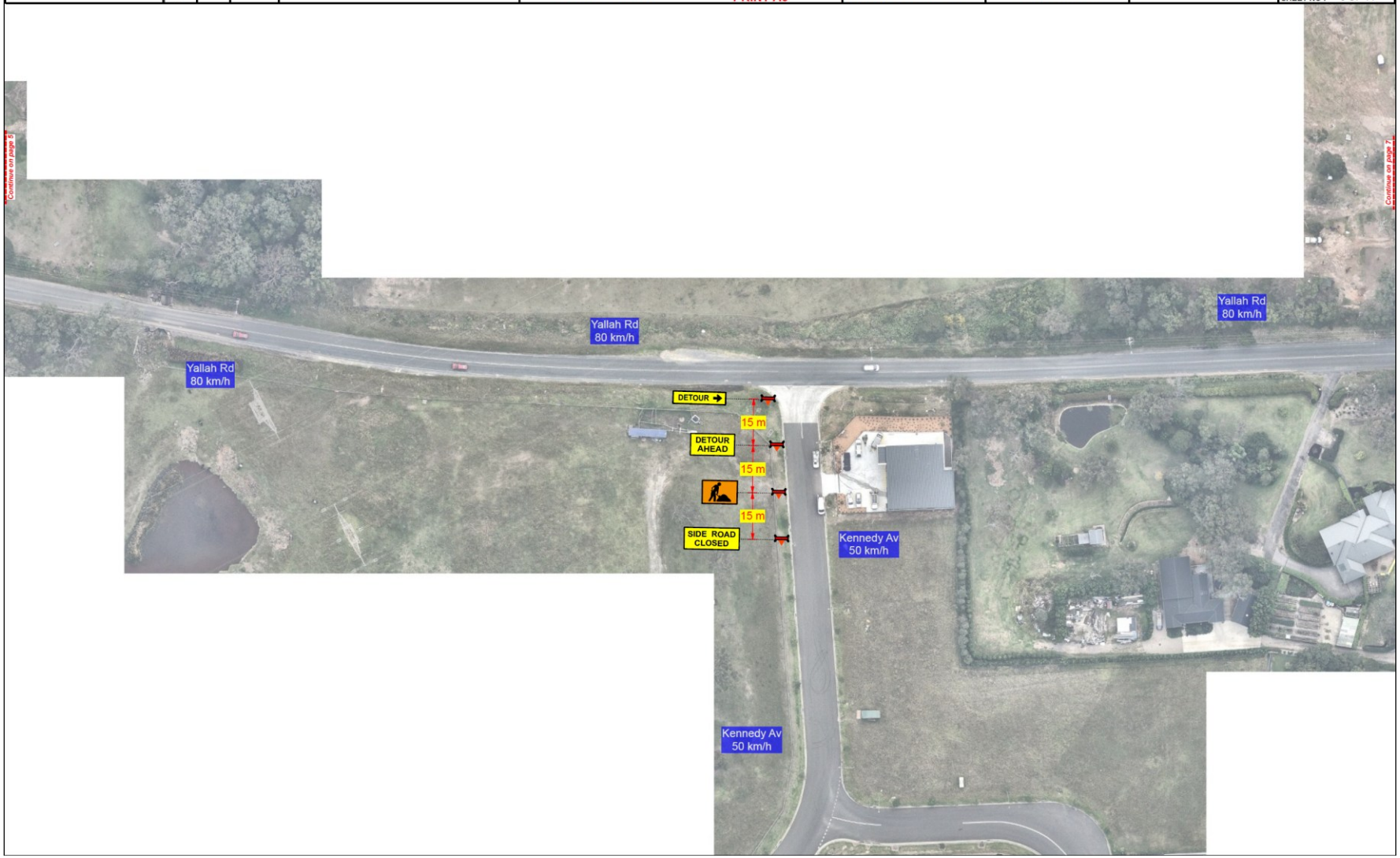

Continue on page 7

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DATE OF DESIGN: 01/07/2025	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	
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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
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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 : 7 OF 14

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CLIENT CONTACT:
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JACKSON MICALLEF
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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
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TOTAL CONES : 11
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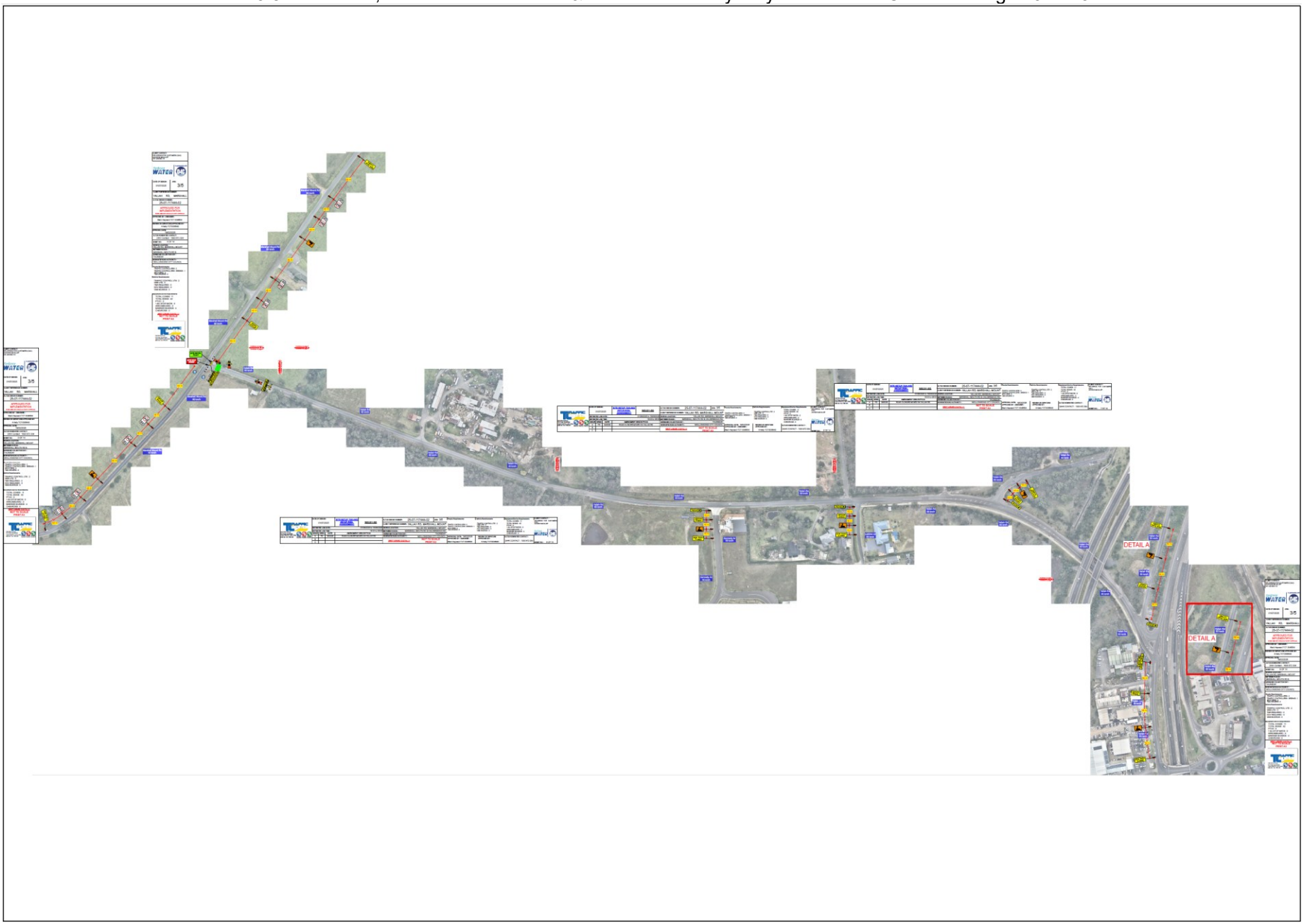
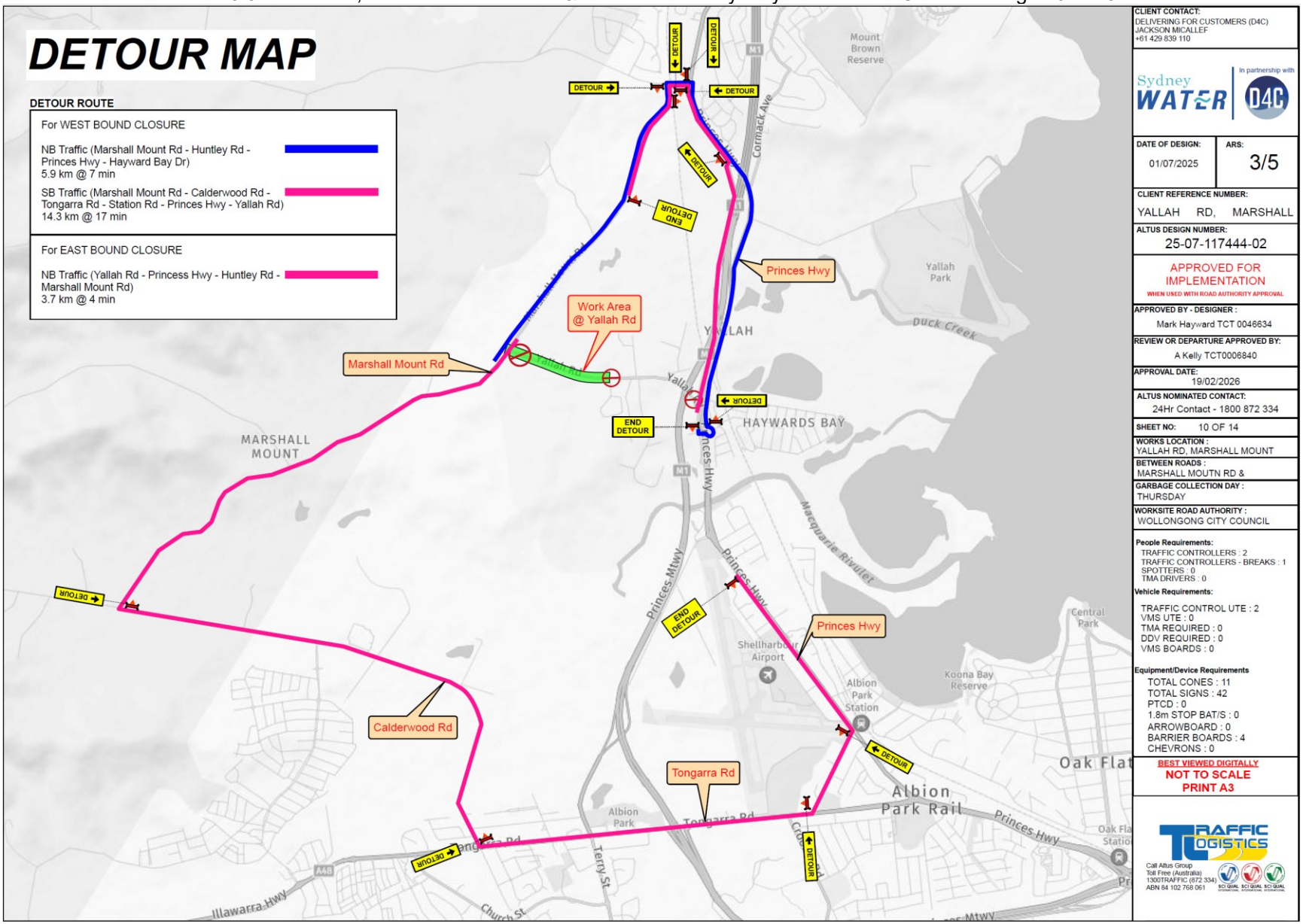

DETAIL A
DETAIL A


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
Work Area @ Yallah Rd
Marshall Mount Rd
Princes Hwy
Calderwood Rd
Tongarra Rd
DETOUR
END DETOUR
MARSHALL MOUNT
HAYWARDS BAY
YALLAH
Mount Brown Reserve
Yallah Park
Duck Creek
Cormack Ave
Macquarie Rivulet
Shellharbour Airport
Albion Park Station
Albion Park Rail
Koona Bay Reserve
Central Park
Oak Flat
Albion Park
Terry St
Illawarra Hwy
Church St
CLIENT CONTACT:
DELIVERING FOR CUSTOMERS (D4C)
JACKSON MICALLEF
+61 429 839 110
Sydney WATER
In partnership with D4C
DATE OF DESIGN: 01/07/2025
ARS: 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
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TOTAL CONES : 11
TOTAL SIGNS : 42
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
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CHEVRONS : 0
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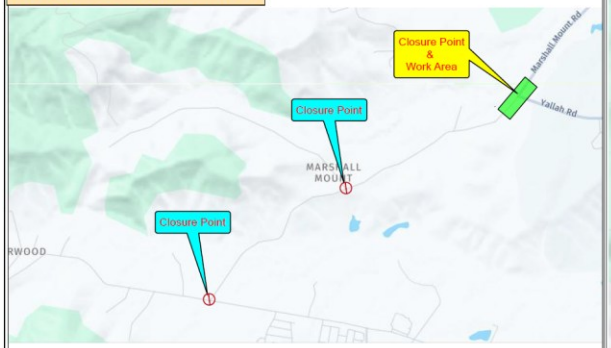
ABN 84 102 768 061

TABLE OF CONTENTS

LOCATION OVERVIEW



SIGNS MANIFEST

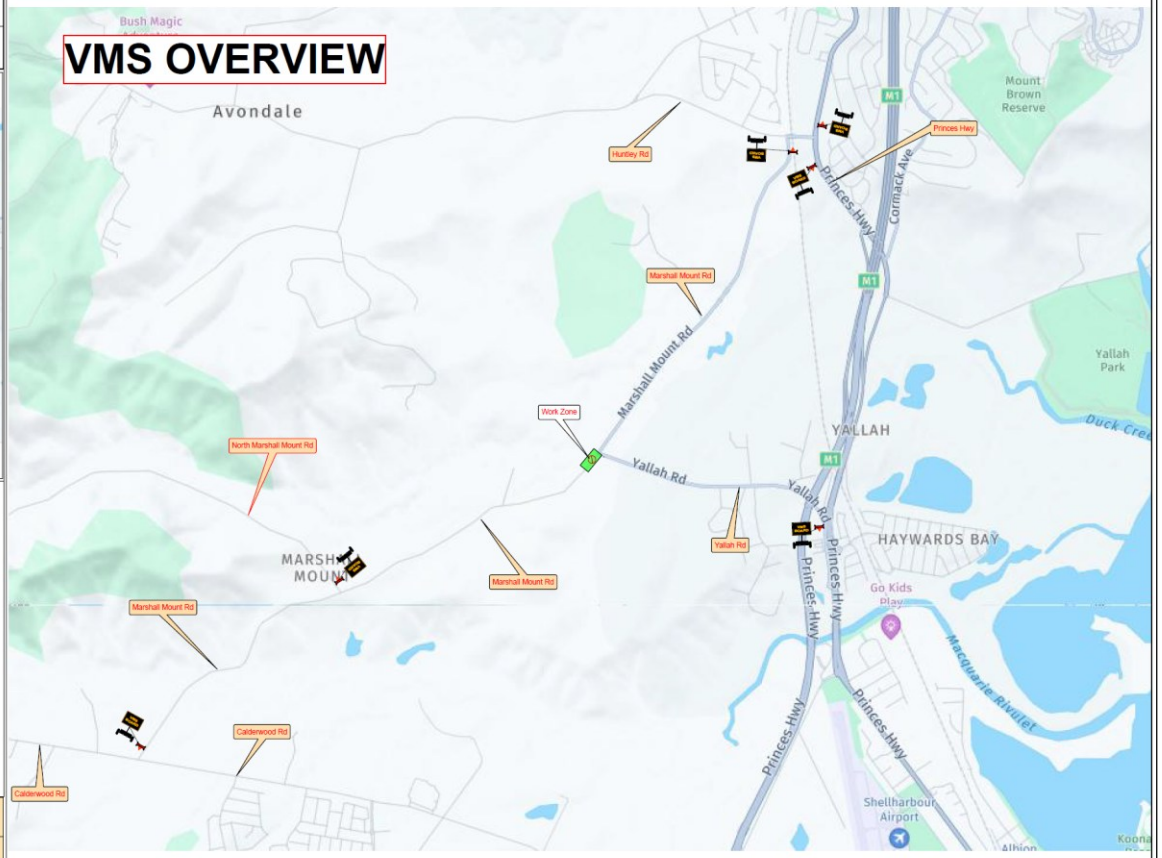
6 x VMS TRAILER

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.

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 ☐

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 94 102 799 061

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 Dellorefice
PWZTMP #: TC10059188
ISSUED DATE: 13/04/2020
JOB TITLE : Senior Planner

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TC10058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

Sydney WATER

PAGE : 1 / 3

SITE MARKER COMMON LEGEND

WORK AREA
SAFETY BUFFER
VEHICLE TRAVEL PATHS
ESTIMATED QUE LENGTH
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)

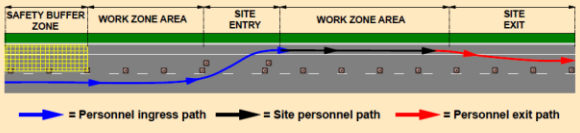
TOLERANCES

- 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 14:33
- 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 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 94 102 799 081

SITE & CLIENT DETAILS			
ALTUS GROUP DESIGN NUMBER :26-02-182822-02	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

Sydney WATER | D4C

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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	5-20% probability	20-50% probability	50-80% probability	>80% 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 conceivable but only in exceptional circumstances.	The threat is improbable.	The threat could occur sometime as "the hand of G is 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
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)

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)	- Reinstate 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 mailing 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 >80km - 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)

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4 DESIGN ITEMS - NO ITEMS

5 DEVELOPMENT ITEMS - NO ITEMS

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

7 LATE ITEMS

7.1 CORRIMAL, Princes Highway and Railway Street – Ward 1 – Keira Electorate – Corrimal RSL ANZAC Day

BACKGROUND

Stop Slow Traffic Control (SSTC) on behalf of Corrimal RSL Club has applied for a road closure of the Princes Highway and Railway Street on ANZAC Day, Friday, 25 April 2026 from 4am until 7.50am. The Traffic Management Plan submitted by the applicant shows the same arrangements as previous years and will include Hostile Vehicle Mitigation measures. The timeline for the day is below:

- 4.00am: set up
- 4.45am: close the road and bring heavy's in
- 5.15am: they line up on street
- 5.30am: they march down to Anzac Grove ready for 6am service then approximately 7am everyone walks back
- 7.45am: we do a drive through and make sure no one is on street
- 7.50am: open up and heavy vehicles pack up
- By 9:00am: all signs collected and vehicles off the road

CONSULTATION

- Residents and businesses will be letterboxed along Railway Street and the Princes Highway 14 days prior to the event.
- SSTC has confirmed that bus operators have been notified of the closures and road will be opened prior to bus servicing in the area to ensure bus operations are not impacted.
- Transport for NSW (TfNSW) have been notified via a Road Occupancy License (ROL) submission.
- SSTC has consulted with NSW Police and been provided a copy of the latest plans including HVM.
- Bus Operators (Dions and Premier Illawarra) consultation has taken place.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
Dions Bus Service	Road will be re-opened prior to our first service passing through.	Covered in Condition 2.
TfNSW	Supported, noting this was indicated to be the same as previous years' events, with notifications already given to the relevant bus operators, and that an ROL application has already been submitted to Transport for NSW.	N/A
Wollongong Police	Nil objections to plans.	N/A

PROPOSAL

The proposed road closure be approved subject to:

1. Council's Standard Conditions for Road Closures.
2. Princes Highway to be re-opened by 7:30am, for first passenger service to minimise bus operation impacts.
3. Appropriate detour signs beaded (as per previous years) for motorists to navigate around the closure via Rothery Street, Corrimal.

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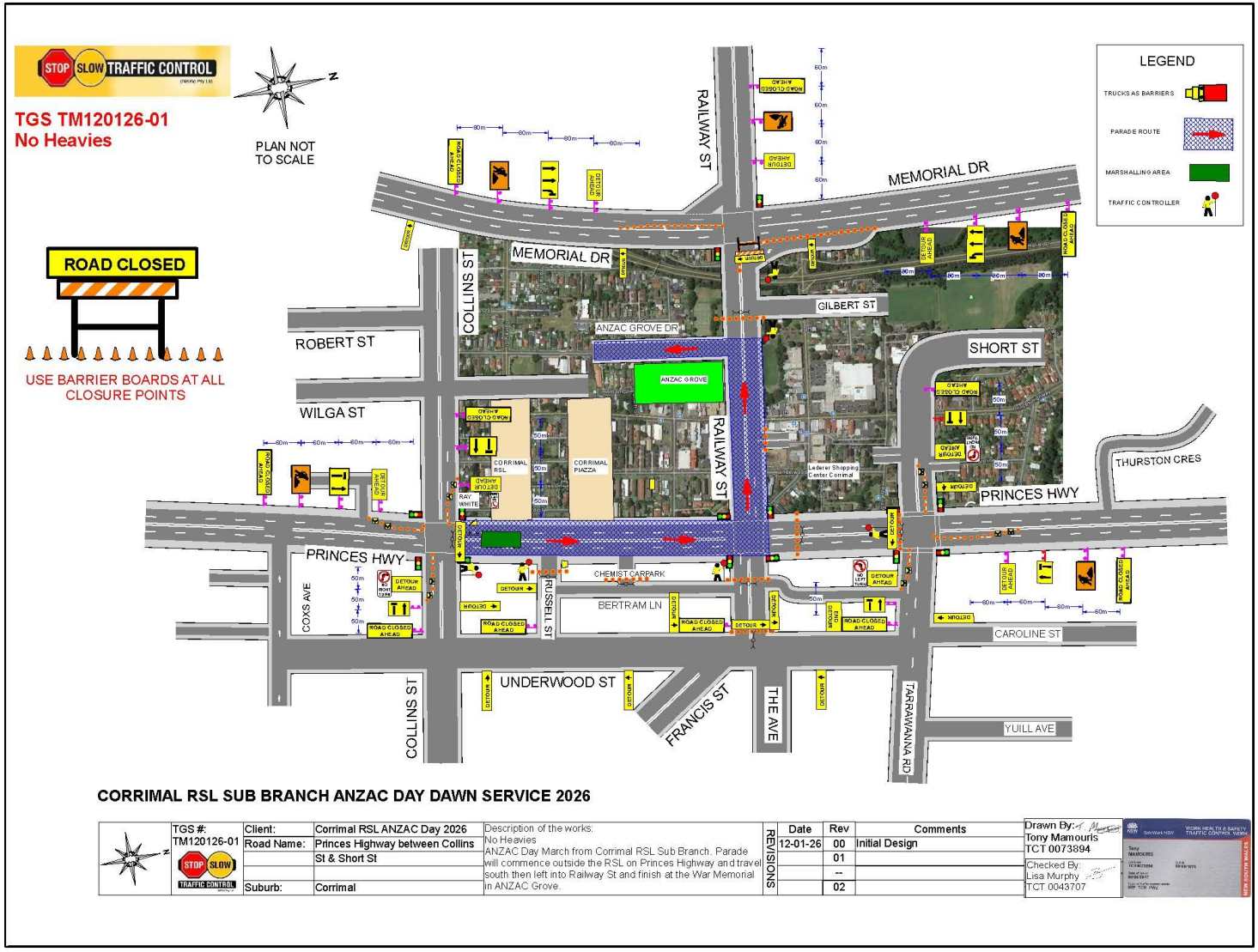


7.2 EAST CORRIMAL, Railway Street – Ward 1 – Wollongong Electorate – Road Closure for Railway Track Works

BACKGROUND

Sydney Trains have a scheduled track closures for the Easter Long Weekend. During this time, track recondition work will take place through the platform near Corrimal Station which will require a road closure of Railway Street (between Duff Parade and Ruddock Street) from Tuesday 31 March 2026 till Wednesday 8 April 2026. The specific times of these closures include:

- Tuesday 31 March 2026 to Thursday 1 April 2026 (day shift from 6am to 6pm)
- Friday 3 April 2026 to Tuesday 7 April 2026 (24h shifts from 2am till 2am)
- Tuesday 7 April 2026 to Wednesday 8 April 2026 (day shifts from 6am till 6pm)

The work includes excavation of the railway track to 1000mm below rail. Sydney Trains require full access of the level crossing due to machine and plant movements due to track reconditioning works.

Detours will be in place as per attached plans. Emergency access will be given priority through Stop/Slow Traffic Control.

CONSULTATION

Sydney Trains has stated that consultation will be completed by the traffic control companies and a community notice will be provided.
Council have included standard consultation conditions to ensure appropriate notification.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
TfNSW	Dions Bus Service will be diverting via Memorial Drive (both directions). Supported, noting that track work is necessary and care is taken to minimise impacts on passengers through choosing appropriate times for track closures. While the Easter long weekend is a particularly busy time on our state road network, it is assumed that there is significantly less train travel at this time on the South Coast Line, when train services would already be operating under reduced public holiday timetables. Noted that there is available detour routes proposed, and that signposting of these on state roads such as Memorial Drive will require a Road Occupancy License Understand that this may be a big one for impacting some bus routes – support prioritisation of bus services at this time too, noting that detour routes will have significant impacts on bus services. It is noted that emergency vehicles will be given priority access within stop/slow control is there any option of this being extended to bus services?	Noted - Road Occupancy License part of standard conditions. Request for priority bus access/egress through Stop/Slow traffic control added to conditions.

PROPOSAL

The proposed road closure be approved subject to.

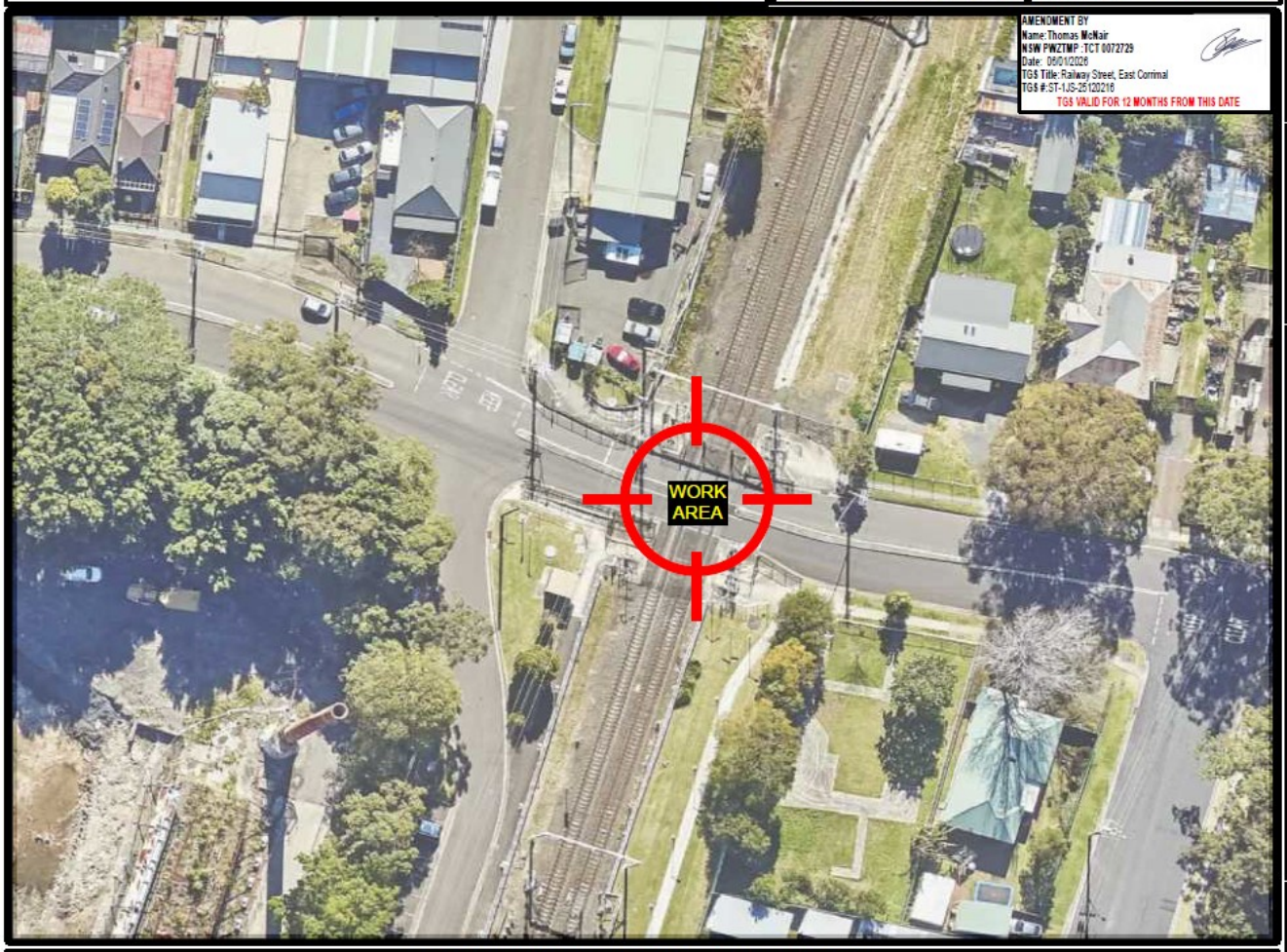
1. Council's Standard Conditions for Road Closures.
2. Resident (direct) access and egress to properties be maintained through the road closure. Contact details of key traffic control personnel must be provided to residents directly impacted by the closure to enable reports or requests for assistance to be made.
3. Focused consultation with Transport for NSW and Bus Operators take place as soon as possible prior to the closure. This is to ensure bus operation impacts are minimised as far as reasonably practicable. Transport for NSW has requested bus priority be accommodated through the Stop/Slow Traffic Control, if possible.
4. Focused consultation with surrounding construction companies (incl the Coke Works Development) to ensure the proposed road closure impacts to approved works are minimised.
5. Notification to nearby Schools taking place at least 14 days prior to the closure to ensure parents are aware of detours for the last week of school term.
6. Broader community notification to residents and businesses taking place at least 7 days prior to the closure.

TRAFFIC GUIDANCE SCHEME - COVER PAGE
(Railway Street, East Corrimal)

DRAFTED BY
David Stevens
QLD: TMD OP283
NSW: PWZ - TCT1043731
Date: 06/01/2026
TGS TITLE: Railway Street, East Corrimal
TGS #: ST-1JS-25120216
TGS Valid for 12 months from this date

APPROVED BY
Name: Chris Teardakis
VIC Qualification: 61014
VIC Qualification : TMD1-71739
NSW Qualification: TCT1056378
Date: 06/01/2026
TGS Title: Railway Street, East Corrimal
TGS #: ST-1JS-25120216
TGS VALID FOR 12 MONTHS FROM THIS DATE

AMENDMENT BY
Name: Thomas McNair
NSW PWZTMP : TCT 0072729
Date: 06/01/2026
TGS Title: Railway Street, East Corrimal
TGS #: ST-1JS-25120216
TGS VALID FOR 12 MONTHS FROM THIS DATE



TGS REQUIREMENTS FOR TGS - (ST-1JS-25120216):							
Team Leader:	1	**Traffic Lights:**	0	**Operation:**	Road Closure + Detour	**Lane Width:**	3.0m
Controllers:	2	**TMA:**	0	**Road Type:**	Two way	**Posted Speed:**	50 kph
Signs:	66	**VMS Utes:**	0	**Travel Path:**	Around	**Direction:**	EB/WB
TC Utes:	3	**Additional:**	N/A	**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

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

Client: Sydney Trains

Client reference number/PO : 25120216

Site Contact : Bill Beazley

Phone Number: 0428 246 579

TMC Contact: Ben Brereton

TMC Phone Number: 0488 533 644

Proposed start of works: 31/03/2026

Completion Date: 08/04/2026

Hours of Works: Various

Induction Site: Toolbox prior to works

Scope of works / client brief

- Track Remediation Works
- Road Closure with Detour to conduct works

Transport Sydney Trains

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N

TGS TITLE:

Sydney Trains - Railway Street, East Corrimal - Road Closure + Detour - ST-1JS-25120216.1

Rev	Details	Date	By
0	Initial Release	06/01/2026	DS
1	Updated commencement date	04/03/2026	TMc

TGS REQUIREMENTS:			
Signs:	66	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:	Road Closure + Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	1	Direction:	EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	Two way	Pedestrians:	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: David Stevens - TCT1043731 Approved By: Chris Tsardakis - TCT1056378			
Work Zone Speed:	40 kph	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)

TGS TITLE:

Sydney Trains - Railway Street, East Corrimal - Road Closure + Detour - ST-1JS-25120216.2

Rev	Details	Date	By
0	Initial Release	06/01/2026	DS
1	Updated commencement date	04/03/2026	TMc

TGS REQUIREMENTS:			
Signs:	66	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:	Road Closure + Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	1	Direction:	EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	Two way	Pedestrians:	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: David Stevens - TCT1043731 Approved By: Chris Teardakis - TCT1056378			
Work Zone Speed:	40 kph	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)

TGS TITLE:

Sydney Trains - Railway Street, East Corrimal - Road Closure + Detour - ST-1JS-25120216.3

Rev	Details	Date	By
0	Initial Release	06/01/2026	DS
1	Updated commencement date	04/03/2026	TMc

TGS REQUIREMENTS:			
Signs:	66	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:	Road Closure + Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	1	Direction:	EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	Two way	Pedestrians:	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: David Stevens - TCT1043731 Approved By: Chris Tsardakis - TCT1056378			
Work Zone Speed:	40 kph	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)

TGS TITLE:

Sydney Trains - Railway Street, East Corrimal - Road Closure + Detour - ST-1JS-25120216.4

Rev	Details	Date	By
0	Initial Release	06/01/2026	DS
1	Updated commencement date	04/03/2026	TMc

TGS REQUIREMENTS:			
Signs:	66	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:	Road Closure + Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	1	Direction:	EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	Two way	Pedestrians:	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: David Stevens - TCT1043731 Approved By: Chris Teardakis - TCT1056378			
Work Zone Speed:	40 kph	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)

TGS TITLE:

Sydney Trains - Railway Street, East Corrimal - Road Closure + Detour - ST-1JS-25120216.5

Rev	Details	Date	By
0	Initial Release	06/01/2026	DS
1	Updated commencement date	04/03/2026	TMc

TGS REQUIREMENTS:			
Signs:	66	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:	Road Closure + Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	1	Direction:	EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <65	Road Type:	Two way	Pedestrians:	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: David Stevens - TCT1043731 Approved By: Chris Tsardakis - TCT1056378			
Work Zone Speed:	40 kph	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)

Rev	Details	Date	By
0	Initial Release	08/01/2026	DS
1	Updated commencement date	04/03/2026	TMc

TGS TITLE:

Sydney Trains -
Railway Street, East Corrimal -
Road Closure + Detour -
ST-1JS-25120216.6

TGS REQUIREMENTS:	
Signs:	88
Controllers:	2
Traffic Lights:	0
TC Utes:	3
VMS Utes:	0
TMA:	0
Safety Buffer:	N/A
Taper Length:	N/A
Work Zone Speed:	40 kph
Additional:	N/A

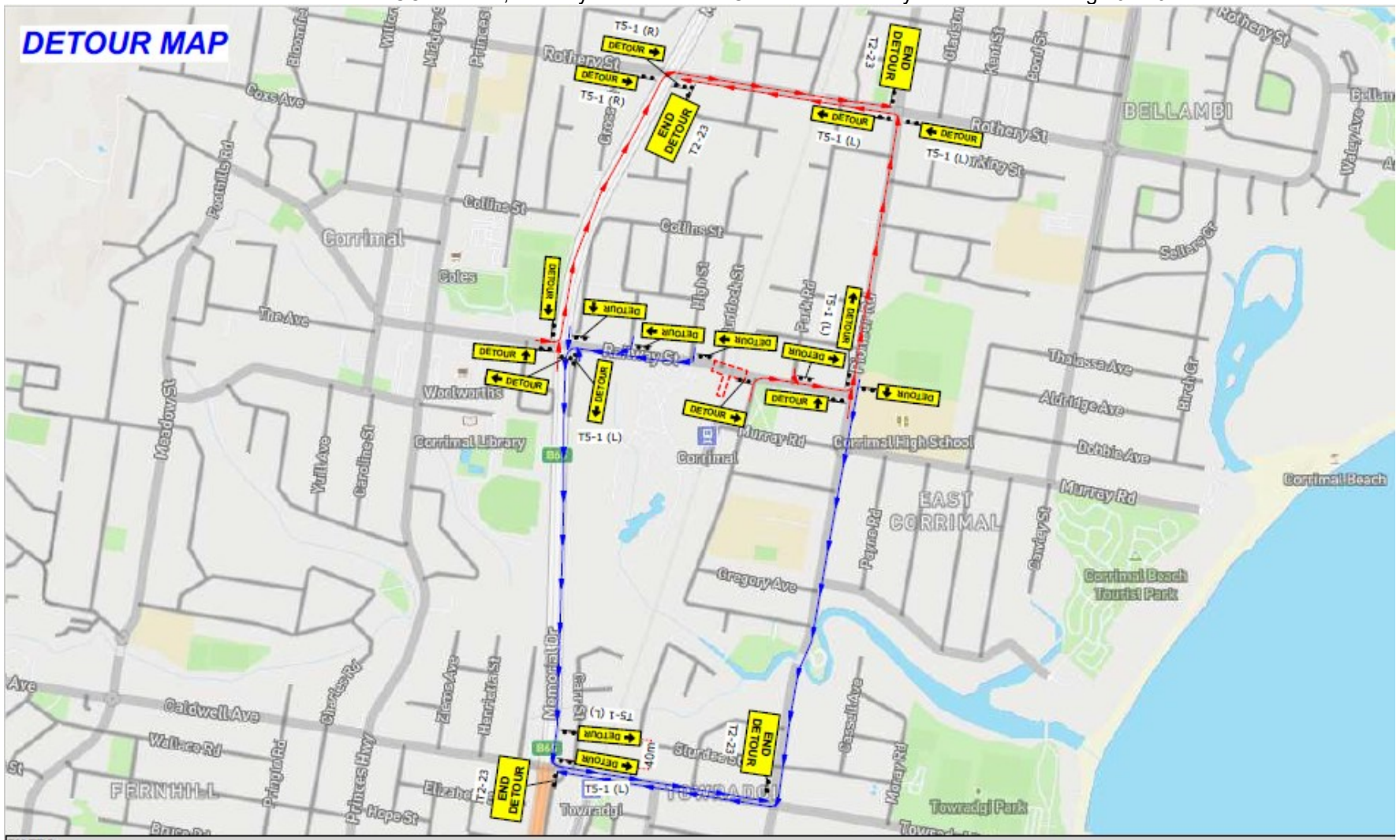
WORKS DESCRIPTION:	
Works Term:	Short
Operation:	Road Closure + Detour
Lane Width:	3.0m
Traffic Clearance to Worker:	≥ 1.5m
Traffic Clearance to Objects :	0.5m <85
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Traffic Cone Size:	700mm

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

Drafted By:
David Stevens - TCT1043731

Approved By:
Chris Tsardakis - TCT1056378

SCALE OF PLAN (1 : 1000)



TGS TITLE:

Sydney Trains - Railway Street, East Corrimal - Road Closure + Detour - ST-1JS-25120216.7

Rev	Details	Date	By
0	Initial Release	06/01/2026	DS
1	Updated commencement date	04/03/2026	TMc

TGS REQUIREMENTS:			
Signs:	88	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:	Road Closure + Detour

WORK SITE DESCRIPTION:							
Works Term:	Short	Traffic Clearance to Worker:	≥ 1.5m	Road Category:	1	Direction:	EB/WB
Travel Path:	Around	Traffic Clearance to Objects :	0.5m <85	Road Type:	Two way	Pedestrians:	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: David Stevens - TCT1043731 Approved By: Chris Tsardakis - TCT1066378			
Work Zone Speed:	40 kph	Traffic Cone Spacing @ 60km:	12 m				

SCALE OF PLAN (1 : 1000)

7.3 EAST CORRIMAL, Murray Road and Surrounding Streets – Ward 1 – Wollongong Electorate - Murray Road Transport Integration & Placemaking (TIP) Project

BACKGROUND

Shared path and crossing improvements are proposed for Murray Road, East Corrimal. The project is being constructed to improve pedestrian safety, active travel opportunities and connect attractions including Corrimal station, Corrimal East Primary School, Corrimal High School, East Corrimal Shops, the coastal shared path and the Foreshore area.

The project is mostly funded by TfNSW through the Transport Integration and Placemaking (TIP) Program, which forms part of TfNSW Rail Service Improvement Program. Additionally, a portion of the scope (two pedestrian refuges) are being funded through TfNSW Safe Roads Program. The Project is scheduled for completion by December 2026.

The project includes:

1. A 1km shared path link between Railway Street, Corrimal Station and the existing coastal shared path (grand pacific walk)
2. New Refuge Crossings (4x)
3. New Pedestrian and Cyclist priority crossings (5x)
4. Crossing improvements at the Pioneer / Murray Rd Roundabout
5. A speed zone reduction to a 40km/h HPAA
6. Traffic calming to support the speed zone reduction
7. Kerb and gutter improvement along Cawley Street
8. Bus Stop upgrades on Carrol Road to DSAPT Compliance (2x)

Lighting of the proposed speed cushions and crossings will be done in accordance with Australian Standards. 25 on-street parking spaces will be removed to facilitate this project. Of these:

- 19 spaces have been removed to facilitate crossing infrastructure (raised priority crossings, pedestrian refuges and to achieve minimum sight distance requirements)
- 6spaces have been removed outside the shops to reduce sideswiping incidents that the community reported on during consultation (safety concerns)

Note: 1-2 Motorcycle parking spaces will be installed in a small kerbside area where vehicles could not legally park. The net parking loss for this project is 23 spaces.

A non-standard roadside barrier on the north-east corner of the intersection of Murray Road and Pioneer Road will be removed as part of this project.• Retaining a barrier system that is not compliant with best practice design principles can provide an expectation among pedestrians and drivers that road infrastructure is designed to adequately perform in line with the intended design functions of the infrastructure, which is not the case in this instance.

There are three reported crashes at the intersection in the past 5-years but none of these are run-off road crashes linked to the barrier, the speed limit will be reduced to 40km/h, and the approach to the roundabout (northbound direction) will have traffic calming installed as part of this project. Council considered the installation of redirective kerb to retain a level of ‘protection’ for pedestrians however such an installation would require a partial fence to be installed in accordance with Austroads Guidelines/Australian Standards. Due to the potential increased sight obstructions this fence could create at the intersection, Council has not proceeded with this installation.

The intersection of Pioneer Drive and Murray Road features on Councils Infrastructure Delivery Program (IDP) request list for potential intersection upgrade in the future. This full upgrade was considered outside the scope for the TIP project however Council and Transport for NSW agreed that some splitter island upgrade works (increased storage for cyclists and pedestrians) could be added to the original scope to improve intersection safety. The intersection upgrade of Pioneer Drive and Murray Road (to improve road safety and pedestrian/cyclist amenity even further) will be prioritised in the future against other potential projects across the Wollongong LGA as part of Councils Infrastructure Delivery Program (IDP) process.

CONSULTATION

- Two phases of consultation were completed. Phase 1 consultation conducted in August 2024 at concept design phase, and Phase 2 consultation conducted in February 2026 at detailed design phase.
- Residents, Businesses, TfNSW. Bus Companies, Illawarra Taxis, Australia Post, and user groups including the Illawarra Bicycle Users Group (IBUG) were all invited to participate in consultation phases.

- Each consultation phase included a Let's Talk page on council's website, project updates through social media, letter drop to residents directly adjacent to the project extents, and roll-out of core flute signs along Murray Road.
- Both rounds of feedback had largely positive sentiment from the community supporting the road safety improvements.
- Council has reviewed all feedback received and revised the design (where appropriate) to address feedback. In some circumstances, feedback provided was outside the scope of the project. A close the loop process will occur separate to this LTF item.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/ Guest	Advice	Council Comment
TfNSW	Support subject to changes at the Carroll Road/Murray Road raised priority crossing being relocated further north to allow sufficient space for a bus to store while stopped for pedestrians at this crossing, without overhanging onto Murray Road. Transport for NSW notes that they are surprised that this potential crash risk was not identified in the Road Safety Audit but support Premier Illawarra raising this as being a significant concern. TfNSW consider that whilst the likelihood may not be common, the potential severity is high with a bus involved. The required distance to shift the crossing further north may be less if there is a parking lane marked on Murray Road, with only vehicles in the through travel lane closest to the centre line of Murray Road then able to collide with the overhang of a bus stopped at the crossing. Dions Buses expect minimal impact to school services once implemented.	While Council does not consider the severity of the risks to be high - particularly with the implementation of a 40 km/h speed limit- Council will consider TfNSW's request. Council has confirmed with TfNSW that this outcome will result in a sight distance reduction for all road and path users (30m to 25m) and further offsets may result in lower use of the crossing due to existing desire lines. TfNSW noted these outcomes however maintained the request to offset the crossing. Request added as Condition 2.
Police	Multiple crossings – Vegetation on crossing / garden bed – Although states low lying, concerns relating to visibility if not maintained. CO16 – Heading Northbound out of Cawley and onto Murray Road, will this be a stop line? Will Southbound also have a stop line? CO53 – Is there a pickup/drop off area for the school? CO54 – Will there be timed parking / parking signage on the northern side of Murray Road at the shops?	Crossings will be designed in accordance with best practice standards (including vegetation height and maintenance). C016 comment - Added as Condition 3. C053 comment – Not proposed. Existing conditions to be maintained. C054 comment – Not proposed, existing conditions to be maintained.

PROPOSAL

The attached plans be approved subject to:

1. All proposed signs and lines being designed and installed in accordance with relevant standards
2. Carroll Road crossing (north of Murray Road) being shifted north to accommodate bus storage. Parking lane lines may be used to accommodate this (as per suggestion by TfNSW).
3. A review on plan C016 of hold-lines at the intersection of Murray Road and Cawley Street. South hold-line is a Stop line whilst the northern side being a Give-Way line. Check to consider whether both hold-lines should be Stop Lines in accordance with best practice.

LOCALITY PLAN

SCALE: 1:2000

DRAWING SCHEDULE

SHEET No.		DESCRIPTION
C001_1	1 OF 49	COVER SHEET
C002_1	2 OF 49	NOTES SHEET
C003_1	3 OF 49	TYPICAL CROSS SECTIONS SHEET
C004_1	4 OF 49	TYPICAL DETAILS - SHEET 1
C005_1	5 OF 49	TYPICAL DETAILS - SHEET 2
C006_1	6 OF 49	TYPICAL DETAILS - SHEET 3
C007_1	7 OF 49	TYPICAL DETAILS - SHEET 4
C011_1	8 OF 49	GENERAL ARRANGEMENT PLAN – SHEET 1
C012_1	9 OF 49	GENERAL ARRANGEMENT PLAN – SHEET 2
C013_1	10 OF 49	GENERAL ARRANGEMENT PLAN – SHEET 3
C014_1	11 OF 49	GENERAL ARRANGEMENT PLAN – SHEET 4
C015_1	12 OF 49	GENERAL ARRANGEMENT PLAN – SHEET 5
C016_1	13 OF 49	GENERAL ARRANGEMENT PLAN – SHEET 6
C017_1	14 OF 49	GENERAL ARRANGEMENT PLAN – SHEET 7
C018_1	15 OF 49	GENERAL ARRANGEMENT PLAN – SHEET 8
C021_1	16 OF 49	BLISTERS AND REFUGE ISLANDS PLAN – SHEET 1
C022_1	17 OF 49	BLISTERS AND REFUGE ISLANDS PLAN – SHEET 2
C031_1	18 OF 49	LONGITUDINAL SECTIONS - SHEET 1
C032_1	19 OF 49	LONGITUDINAL SECTIONS - SHEET 2
C033_1	20 OF 49	LONGITUDINAL SECTIONS - SHEET 3
C034_1	21 OF 49	LONGITUDINAL SECTIONS - SHEET 4
C035_1	22 OF 49	LONGITUDINAL SECTIONS - SHEET 5
C036_1	23 OF 49	LONGITUDINAL SECTIONS - SHEET 6
C037_1	24 OF 49	LONGITUDINAL SECTIONS - SHEET 7
C038_1	25 OF 49	LONGITUDINAL SECTIONS - SHEET 8

SHEET No.		DESCRIPTION
C039_1	26 OF 49	LONGITUDINAL SECTIONS - SHEET 9
C041_1	27 OF 49	CROSS SECTIONS – SHEET 1
C042_1	28 OF 49	CROSS SECTIONS – SHEET 2
C043_1	29 OF 49	CROSS SECTIONS – SHEET 3
C044_1	30 OF 49	CROSS SECTIONS – SHEET 4
C045_1	31 OF 49	CROSS SECTIONS – SHEET 5
C046_1	32 OF 49	CROSS SECTIONS – SHEET 6
C047_1	33 OF 49	CROSS SECTIONS – SHEET 7
C051_1	34 OF 49	SIGNAGE AND LINEMARKING PLAN - SHEET 1
C052_1	35 OF 49	SIGNAGE AND LINEMARKING PLAN - SHEET 2
C053_1	36 OF 49	SIGNAGE AND LINEMARKING PLAN - SHEET 3
C054_1	37 OF 49	SIGNAGE AND LINEMARKING PLAN - SHEET 4
C055_1	38 OF 49	SIGNAGE AND LINEMARKING PLAN - SHEET 5
C056_1	39 OF 49	SIGNAGE AND LINEMARKING PLAN - SHEET 6
C057_1	40 OF 49	SIGNAGE AND LINEMARKING PLAN - SHEET 7
C058_1	41 OF 49	SIGNAGE AND LINEMARKING PLAN - SHEET 8
C061_1	42 OF 49	SWEPT PATHS ANALYSIS SHEET 1
C062_1	43 OF 49	SWEPT PATHS ANALYSIS SHEET 2
C063_1	44 OF 49	SWEPT PATHS ANALYSIS SHEET 3
C064_1	45 OF 49	SWEPT PATHS ANALYSIS SHEET 4
C071_1	46 OF 49	EROSION CONTROL PLAN - SHEET 1
C072_1	47 OF 49	EROSION CONTROL PLAN - SHEET 2
C073_1	48 OF 49	EROSION CONTROL PLAN - SHEET 3
C074_1	49 OF 49	EROSION CONTROL PLAN - SHEET 4

Shared Path and Raised Priority Crossings

Murray Road, East Corrimal

OCPN - 127515 PLAN No. 7618

wollongong
city of innovation

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR 100% DETAILED DESIGN	JH	SN	04.03.26

DATUM / SURVEYOR / AZIMUTH / FIELD BOOK / RELATED PLANS

DRAWN JH — DATE -
DESIGNED JH — DATE -
CHECKED SN — DATE 04.03.26

APPROVED — SENIOR DESIGN ENGINEER - DML — DATE

SCALES — NORTH POINT

CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
COVER SHEET

PJ/OCPN or TR No. 127515 — A1 ORIGINAL
SHEET 1 OF 49 SHEETS
DRAWING No. 7618 — SHEET No. C001 — ISSUE 1

wollongong
city of innovation

GENERAL WORK NOTES

1. ALL WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH THE WOLLONGONG CITY COUNCIL DCP2009, TECHNICAL POLICIES IN THE ABSENCE OF RELEVANT DETAILS, THE RELEVANT AUSTRALIAN STANDARDS AND RMS SPECIFICATIONS.
2. THE CONTRACTOR SHALL ARRANGE A PRECONSTRUCTION MEETING WITH SERVICE AUTHORITIES TO ESTABLISH THE LOCATION OF UTILITY SERVICES AND SPECIAL REQUIREMENTS.
3. FENCES REMOVED OR DAMAGED DURING CONSTRUCTION TO BE REINSTATED IMMEDIATELY UPON COMPLETION.
4. NO WORK TO BE UNDERTAKEN ON ADJOINING LAND WITHOUT THE WRITTEN PERMISSION OF THE AFFECTED OWNERS.
5. ALL RUBBISH AND STRUCTURES TO BE REMOVED BY THE CONTRACTOR AND DISPOSED AS ADVISED BY THE SUPERINTENDENT.
6. ALL NEW WORKS TO MAKE SMOOTH WITH EXISTING.
7. ANY ROCK EXCAVATION TO BE REPORTED TO THE SUPERINTENDENT PRIOR TO UNDERTAKING SUCH EXCAVATION.
8. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING REPORTS:
   REF REPORT PREPARED BY WCC – REF04020
   WHS SAFETY IN DESIGN REPORT
   ARBORIST REPORT AND RECOMMENDATIONS
9. ALL DIMENSIONS SHOWN SHALL BE VERIFIED BY THE BUILDER ON SITE. ENGINEERS' DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS.

SURVEY

1. THE CONTRACTOR SHALL UNDERTAKE THE NECESSARY SURVEY SETOUT FOR THE WORKS.
2. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ANY UTILITY SERVICES OVER THE SITE.
3. ALL SURVEY MARKS TO BE RETAINED UNLESS ADVISED OTHERWISE BY THE SUPERINTENDENT.
4. THE CONTRACTOR WILL SURVEY ALL AREAS OF OVER STRIPPING, AND ADVISE THE SUPERINTENDENT BEFORE PLACING FILL OVER SUCH AREAS.
5. THE CONTRACTOR SHALL SURVEY THE LOCATION AND LEVEL OF BURIED ENDS AND JUNCTIONS OF PIPES AND CONDUITS FOR FUTURE WORKS AS EXECUTED PLANS.
6. SETOUT POINT ALIGNMENT SHOWS BEST DESIGN ALIGNMENT FROM INFORMATION AVALIBLE BUT IF DURING CONSTRUCTION CHANGES TO ALIGNMENT/LEVELS NEED TO BE MADE, CONSULT WITH DESIGN TEAM TO CONFIRM ANY FLOW ON EFFECT CHANGES MAY CAUSE BEFORE CONSTRUCTING CHANGES.

JOINTING NOTES

1. CONTRACTION JOINTS/KEY JOINTS TO BE PLACED LATERALLY AT INTERVALS NOT EXCEEDING 1 x PATH WIDTH (MAX 4m)
2. EXPANSION JOINTS TO BE PLACED LATERALLY AT INTERVALS NOT EXCEEDING 3 x PATH WIDTH (MAX 12m)
3. "TRIP STOP" OR APPROVED EQUIVALENT JOINTS TO BE USED AROUND BOTH NEW AND OLD TREES. AN AQF5 ARBORIST IS TO DETERMINE THE EXTENTS AND DETAILS OF "TRIP STOP" PAVEMENT. REFER TO WCC STANDARD PLAN 7000_LD03 FOR FURTHER DETAILS

KERB NOTES

1. ROAD SUB BASE SHALL EXTEND BENEATH KERBS, GUTTERS AND DISH CROSSING 150mm BEHIND BACK OF KERB, MIN DEPTH OF 115mm AND SUBJECT TO SUB-SOIL DRAINAGE REQUIREMENTS
2. CONCRETE SHALL BE OF 20MPa COMPRESSIVE STRENGTH (F'c) AT 28 DAYS FOR KERB AND GUTTERS, DISH CROSSING, MISCELLANEOUS KERBS AND EDGE STRIPS
3. REINFORCING FABRIC SHALL BE TO AS 4671 2001 "STEEL WIRE REINFORCING FABRIC" WITH MINIMUM 40 COVER IN ALL DIRECTIONS
4. CONDUIT LOCATIONS SHALL BE MARKED ON KERB WITH A APPROVED TOOL OR AS OTHERWISE DIRECTED

SEDIMENT CONTROL GENERAL NOTES

1. ALL SURFACE WATER AND EROSION AND SEDIMENT CONTROL MEASURES AS DETAILED ON THE APPROVED MANAGEMENT PLANS MUST BE IN PLACE BEFORE THE COMMENCEMENT OF CONSTRUCTION AND CONTINUE TO OPERATE AFTER COMPLETION OF THE CONSTRUCTION UNTIL THE VEGETATION IS ESTABLISHED FOR SUPERINTENDENT'S ACCEPTANCE.
2. SILT FENCES SHOULD BE INSTALLED ON THE DOWNSLOPE SIDE OF ALL STOCKPILES.
3. MEASURES SHALL BE TAKEN TO MINIMISE THE RISK OF EROSION TO DISTURBED AREAS. BARE AREAS SHOULD BE STABILISED WITHIN 14 DAYS OF THE COMPLETION OF CONSTRUCTION ACTIVITIES. TEMPORARY STABILISATION TECHNIQUES SUCH AS EROSION MATTING, SEDIMENT SCREENS, HAY BALE ENERGY DISSIPATERS, MULCHING, HYDROSEEDING AND GRASS SPECIES ESTABLISHMENT SHOULD BE IMPLEMENTED ON DISTURBED AREAS AS REQUIRED.
4. WEEKLY INSPECTION AND MAINTENANCE OF ALL WORKS AND REHABILITATED AREAS SHALL BE UNDERTAKEN, INSPECTION RECORDS TO BE KEPT ON SITE.
5. FOLLOWING SUCCESSFUL RE-VEGETATION AND AFTER INSPECTION, TEMPORARY EROSION CONTROL MEASURES ARE TO BE REMOVED. THIS MAY INVOLVE CLEANING AND REMOVAL OF DIVERSION WORKS, SEDIMENT TRAPS AND CHECK DAMS.
6. EROSION AND SEDIMENT CONTROL STRUCTURES TO BE INSPECTED WEEKLY AND IMMEDIATELY AFTER EVERY STORM AND RUNOFF EVENT TO CHECK THEY ARE OPERATING SATISFACTORILY AND TO SCHEDULE ANY MAINTENANCE WORK AND REPAIRS THAT MAY BE REQUIRED. WEEKLY MAINTENANCE WILL INCLUDE
   a. SEDIMENT REMOVAL FROM DRAINS AND CHECK DAMS.
   b. REPLACEMENT AS REQUIRED.
7. DUST SUPPRESSION EQUIPMENT TO BE AVAILABLE AT ALL TIMES (INCLUDING WEEKENDS, ROSTER DAYS AND PUBLIC HOLIDAYS) TO REDUCE THE EMISSION OF DUST FROM SITE.
8. ANY INCIDENTS ON SITE LIKELY TO CAUSE POLLUTION (FUEL, CHEMICALS, STORM WATER ETC) MUST BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT.
9. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH "MANAGING STORM WATER, SOIL & CONSTRUCTION" PRODUCED BY THE NSW DEPARTMENT OF HOUSING ("THE BLUE BOOK").
10. THIS PLAN SHOWS TYPICAL SOIL & WATER MANAGEMENT MEASURES THAT WILL BE REQUIRED BUT IS NOT INTENDED TO LIMIT THE CONTRACTOR TO ANY PARTICULAR CONSTRUCTION METHODOLOGY. ANY CHANGES ARE TO BE APPROVED BY COUNCIL OR PCA.
14. PUBLIC ROADS TO BE KEPT CLEAR OF DEBRIS AT ALL TIMES. CONSTRUCTOR TO PROVIDE SHAKE DOWN PAD FOR VEHICLES ENTERING/LEAVING SITE.
15. HAULAGE VEHICLES TO REMAIN ON SEALED ROADS OR DEFINED TRACKS AT ALL TIMES WITHIN THE SITE.
16. SEDIMENT TRAPS ARE TO BE PROVIDED AROUND ALL PITS DURING THE FOLLOWING CONSTRUCTION. BARRIERS AND TRAPS CAN BE REMOVED UPON SUCCESSFUL RE-VEGETATION UPSTREAM AS DIRECTED BY THE SUPERINTENDENT.

CONCRETE

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 AND AS 3610 CURRENT EDITIONS WITH AMENDMENTS, EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
2. CONCRETE QUALITY
   2.1. ALL CEMENT TO BE TYPE GP, GENERAL PURPOSE CEMENT IN ACCORDANCE WITH AS3972.
3. CLEAR CONCRETE COVER TO ALL REINFORCEMENT SHALL BE AS FOLLOWS UNLESS SHOWN OTHERWISE.

ELEMENT	STRENGTH GRADE (MPa)	SLUMP (mm)	MAXIMUM AGGREG. SIZE (mm)	COVER MIN (mm)
PATHS	25	80	20	40

4. PROJECT CONTROL TESTING SHALL BE CARRIED OUT IN ACCORDANCE WITH AS 3600.
5. CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF COUNCIL'S REPRESENTATIVE.
6. THE FINISHED CONCRETE SHALL BE MECHANICALLY VIBRATED TO ACHIEVE A DENSE HOMOGENEOUS MASS, COMPLETELY FILLING THE FORMWORK THOROUGHLY EMBEDDING THE REINFORCEMENT AND FREE OF STONE POCKETS. ALL CONCRETE INCLUDING SLABS ON GROUND AND FOOTINGS SHALL BE COMPACTED WITH MECHANICAL VIBRATORS.
7. CURING OF ALL CONCRETE IS TO BE ACHIEVED BY KEEPING SURFACES CONTINUOUSLY WET FOR A PERIOD OF THREE DAYS, AND THE PREVENTION OF LOSS OF MOISTURE FOR A TOTAL OF 7 DAYS FOLLOWED BY A GRADUAL DRYING OUT. APPROVED SPRAYED ON CURING COMPOUNDS MAY BE USED WHERE NO FLOOR FINISHES ARE PROPOSED. POLYTHENE SHEETING OR WET HESSIAN MAY BE USED IF PROTECTED FROM WIND AND TRAFFIC.
8. REPAIRS TO CONCRETE SHALL NOT BE ATTEMPTED WITHOUT THE PERMISSION OF COUNCIL'S REPRESENTATIVE.
9. THE CONCRETE SHALL BE PLACED IN SUCH A MANNER TO AVOID SEGREGATION OR LOSS OF MATERIALS. MAXIMUM FALL OF CONCRETE = 1500mm OR USE ENCLOSED CHUTES OR SIMILAR.

CONCRETE SURFACE FINISHES

1. FORMED:
   REFER AS 3610.1 TABLE 3.3.2 ADOPT SURFACE FINISH CLASS 2 (U4)
2. UNFORMED:
   FINISH CLASS

CLASS	MEASUREMENT	MAXIMUM DEVIATION (mm)
B	3m STRAIGHT EDGE	6

   ADOPT CLASS B FINISH (U4)
   FINISH TYPE
   U2 FINISH SURFACE TO BE SCREEDED AND BROOMED
3. ALL EXTERNAL HORIZONTAL SURFACES TO HAVE A NOMINAL SURFACE FALL TO PREVENT WATER COLLECTION AND PONDING.
4. ALL FINISHES TO BE BROOM FINISH.

TREE PLANTING NOTES:

1. CONTACT WCC ARBORIST REGARDING REPLACEMENT TREE PLANTING LOCATIONS AND SPECIES.

TREE PROTECTION NOTES:

TREE PROTECTION ZONE (TPZ)
STRUCTURAL ROOT ZONE (SRZ)

1. EXCAVATION ADJACENT TREES

1.1. THE EXCAVATION WORKS WITHIN THE SRZ AREA SHALL HAVE TO BE UNDERTAKEN WITH A FLAT BUCKET EXCAVATOR IN ORDER TO NOT DAMAGE ROOTS WITHIN THE AREA MARKED IN PLATE C. SOIL TO BE REMOVED IN SMALL INCREMENTS. IF ROOTS GREATER THAN 50mm ARE UNCOVERED THESE SHALL BE RETAINED TO ALLOW THE PROJECT ARBORIST TO INSPECT THEM, WITH A HIGH LIKELIHOOD THAT THEY WILL BE RETAINED. CONSIDERATION OF WRAPPING THE ROOTS TO BE RETAINED IN FOAM MAY HAVE TO OCCUR IN THIS SITUATION.

2. DEMOLITION OF EXISTING CONCRETE SURFACES

2.1. THE REMOVAL OF THE EXISTING SURFACES, DIRECTLY SURROUNDING THE TREES SHOULD BE REMOVED BY HAND OR FLAT BUCKET EXCAVATOR IN SMALL INCREMENTS. ONCE THE EXISTING SURFACES ARE REMOVED, THE EXPOSED WOODY SURFACE ROOTS FOR THE TREES MAY REQUIRE INSPECTION BY THE PROJECT ARBORIST.
2.2. SURFACE ROOTS TO BE CLEANED AND EXPOSED TO THE EXTENT OF THE NEW PATH. THE PROJECT ARBORIST WILL MARK ANY ROOTS THAT MAY BE SEVERED, IF REQUIRED, BUT ONLY IF THE TREE HEALTH AND STRUCTURE WILL NOT BE IMPACTED.
2.3. THE TRAVERSING OF EXCAVATION MACHINERY OVER TPZ AREA SHALL NOT OCCUR.

3. TRUNK PROTECTION

3.1. INDIVIDUAL TRUNK PROTECTION: TREES 27, 30 AND 34 WILL REQUIRE TRUNK PROTECTION. THIS IS ACHIEVED BY ATTACHING LENGTHS OF TIMBER (75mm x 50mm x 2000mm) FASTENED AROUND THE TRUNK. GEOTEXTILE FABRIC OR CARPET UNDERLAY SHALL BE WRAPPED AROUND THE TRUNK PRIOR TO THE TIMBERS BEING ATTACHED. THESE TIMBERS ARE TO BE FASTENED WITH HOOP IRON STRAPPING AND NOT ATTACHED DIRECTLY INTO THE BARK OF THE TREE. THESE TIMBERS ARE ONLY TO BE REMOVED WHEN ALL CONSTRUCTION IS COMPLETE. SEE PLATE A FOR AN EXAMPLE OF TRUNK PROTECTION.

4. TREE PROTECTION FENCING

4.1. FENCE TO CREATE TREE PROTECTION ZONE (TPZ). DUE TO SITE CONSTRAINTS A FENCE CONSISTING OF PLASTIC MESH ATTACHED TO STAR PICKETS IS RECOMMENDED. YELLOW SAFETY CAP SHOULD BE ATTACHED TO THE TOPS OF THE STAR PICKETS.

GEOTECHNICAL

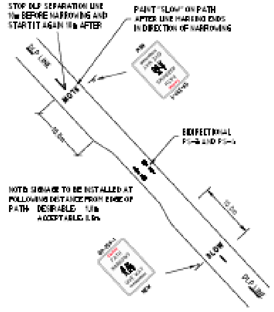
1. STRIPPED FILL AREAS TO BE PROOF ROLLED AND APPROVED BY GEOTECHNICAL CONSULTANT PRIOR TO PLACEMENT OF FILL.
2. UNSUITABLE MATERIAL TO BE TREATED AS RECOMMENDED BY GEOTECHNICAL CONSULTANT.
3. ABRUPT CHANGES IN SUBSURFACE CONDITIONS TO BE REPORTED IMMEDIATELY TO THE GEOTECHNICAL CONSULTANT.
4. ALL FILLING WORKS TO BE CARRIED OUT IN ACCORDANCE WITH WOLLONGONG COUNCIL'S TECHNICAL POLICY 4.71 "USE OF FILL MATERIAL IN CONSTRUCTION SITES – IMPACT ON WATER AND AIR QUALITY".
5. 100mm DIAMETER PERFORATED SUBSOIL DRAIN TO BE CONSTRUCTED ON UPHILL SIDE OF ALL ROAD PAVEMENTS AND AS DIRECTED BY THE SUPERINTENDENT.
6. PAVEMENT DESIGN TO BE FINALISED BY GEOTECHNICAL CONSULTANT AFTER DETAILED SUBGRADE INVESTIGATION.
7. ALL FILL WORKS WITHIN LOTS TO BE UNDER LEVEL 1 GEOTECHNICAL SUPERVISION IN ACCORDANCE WITH AS3798 – 1996 OR AS OTHERWISE DIRECTED BY THE SUPERINTENDENT.
8. THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE GEOTECHNICAL CONSULTANT FOR THE USE OF VIBRATORY ROLLERS NEAR PERMANENT STRUCTURES DURING CONSTRUCTION.

SIGNAGE AND LINE MARKING

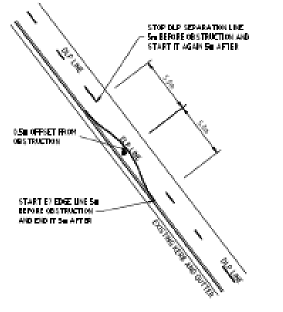
1. ALL SIGN POST FOOTINGS ARE TO BE:
   1.1. FOR USE IN CONCRETE JAYBRO LOCSOC OR 10-VLOCK OR EQUIVALENT
   1.2. FOR USE IN SOIL JAYBRO 10-455PS OR 10-485PS OR EQUIVALENT
2. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARDS / RMS STANDARDS AND SPECIFICATIONS
3. LINE MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS2700 / AS2719 AND RMS STANDARDS
4. LINE MARKING SHALL BE SPOTTED OUT AND APPROVED PRIOR TO SPRAYING
5. PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm AND 0.40mm

KERB RAMP NOTES

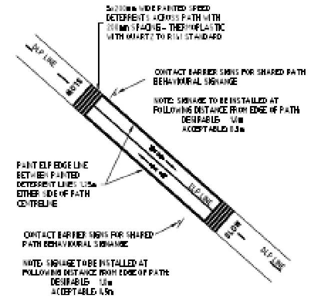
1. ALL KERB RAMPS ARE TO BE CONSTRUCTED IN CONCRETE (MINIMUM 25 MPa) OF A CONTRASTING COLOUR TO ADJACENT PAVEMENT:
   1.1. FOOTPATH IS PLAIN CONCRETE. THE RAMP SHALL BE COLOURED (SAHARA) YELLOW.
   1.2. THE GUTTER SECTION OF KERB RAMP IS TO REMAIN PLAIN CONCRETE AND IS NOT TO BE COLOURED UNDER ANY CIRCUMSTANCES.
2. THE RAMP SHALL BE DEFINED BY SHARP TRANSITION JOINTS/CHANGES IN GRADE THAT WILL DIRECT PEDESTRIANS ALONG THE LINE OF THE CROSSING TOWARDS THE RAMP ON THE OPPOSITE KERB. THE CHANGE IN GRADE BETWEEN THE WINGS AND RAMP SHALL BE DEFINED BY A TOOLED JOINT ONLY.
3. ISOLATION JOINTS TO BE PROVIDED WHERE ENDS OF KERB RAMP ABUTS KERB AND GUTTER.
4. FOR DETAILS OF KERB AND GUTTER PROFILES REFER TO 7000_C10



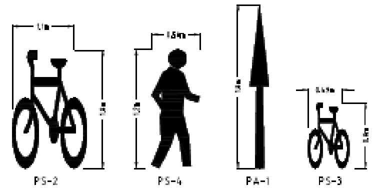
H TYPICAL PATH NARROWING
N.T.S



I TYPICAL OBSTRUCTION ON PATH
N.T.S



O HIGH PEDESTRIAN AREAS (RESTRICTED SIGHT)
N.T.S



D1 PAVEMENT SYMBOL DETAILS
SCALE 1:10

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR 100% DETAILED DESIGN	JH	SN	04.05.26

DATUM | SURVEYOR | AZIMUTH | FIELD BOOK | RELATED PLANS

DRAWN JH | DESIGNED JH | CHECKED SN

APPROVED — DESIGN ENGINEER – DHL

SCALES | NORTH POINT

CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
NOTES SHEET

wollongong city of innovation
DESIGN & TECHNICAL SERVICES Ph 02 42277111

PJ/OCPN or TR No. 127515
A1 ORIGINAL
DRAWING No. 7618
SHEET No. C002
ISSUE 1

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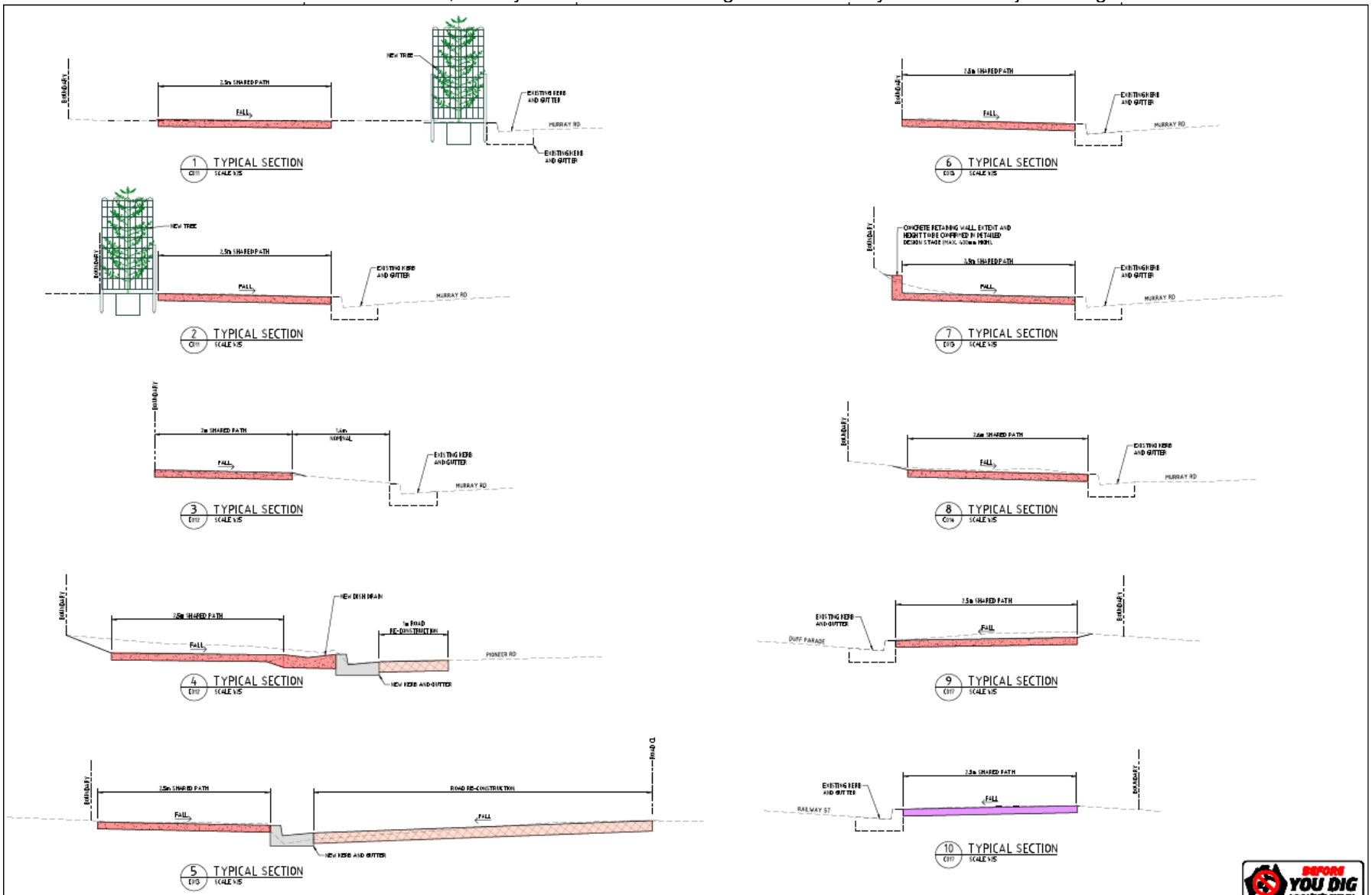
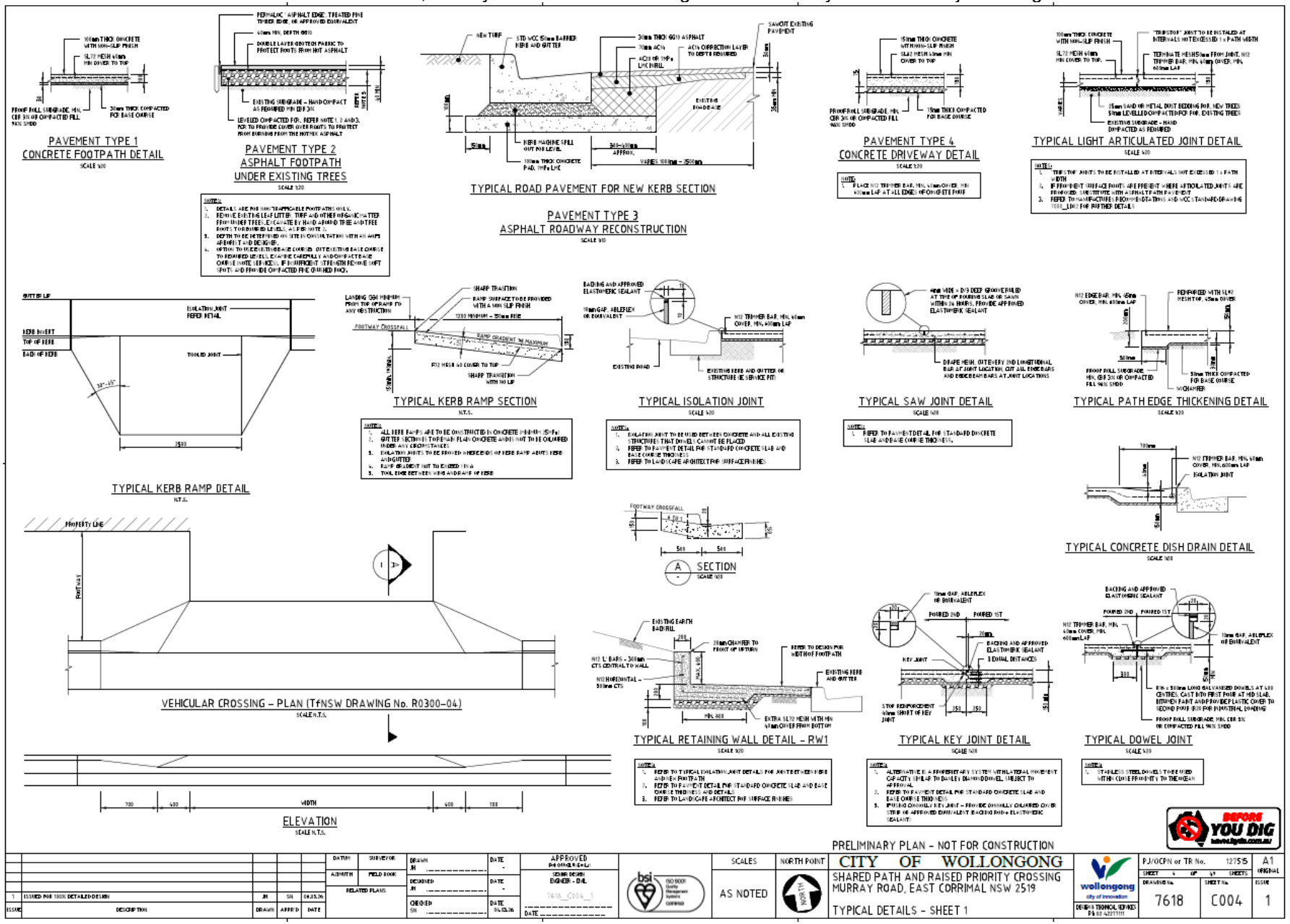
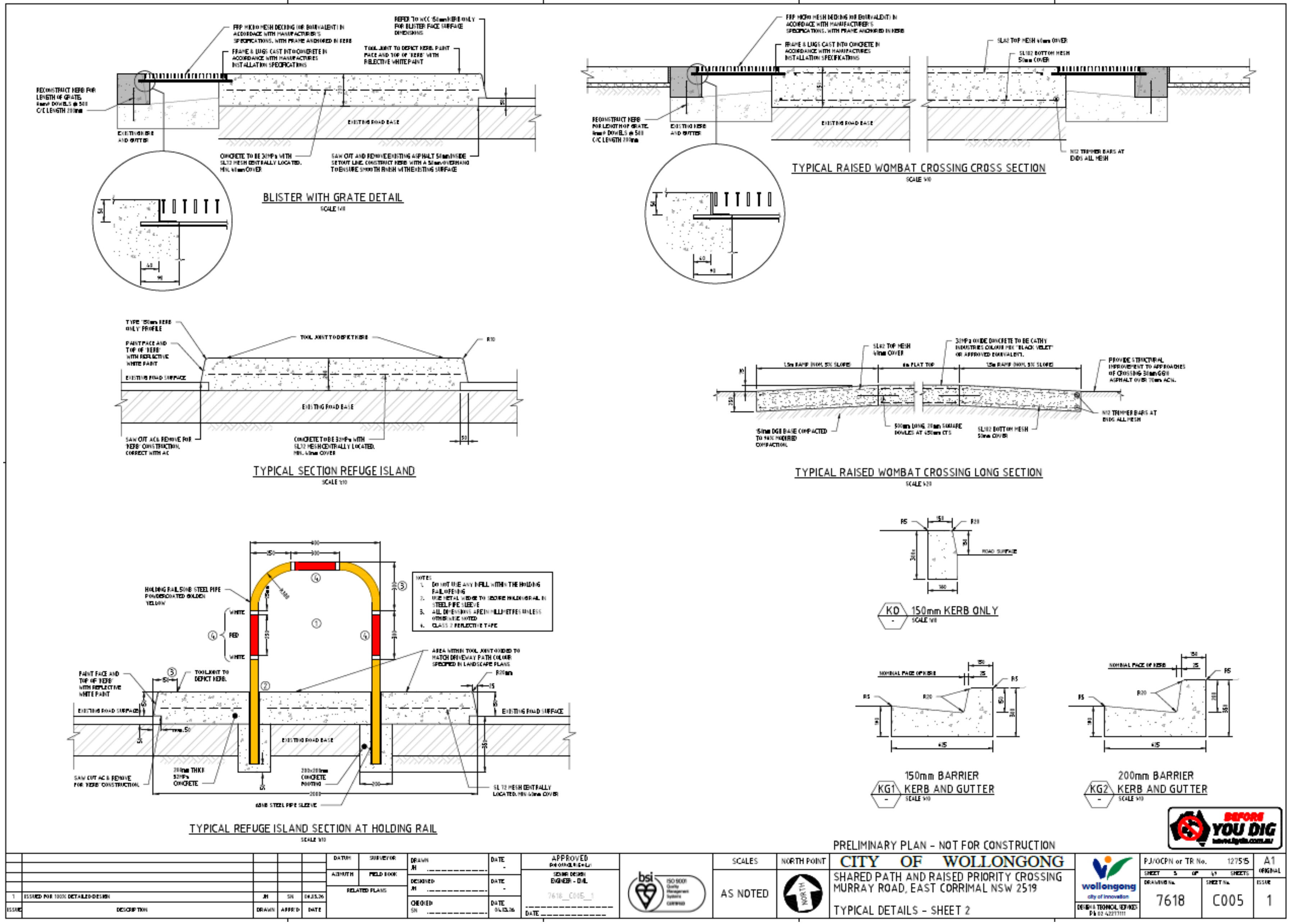
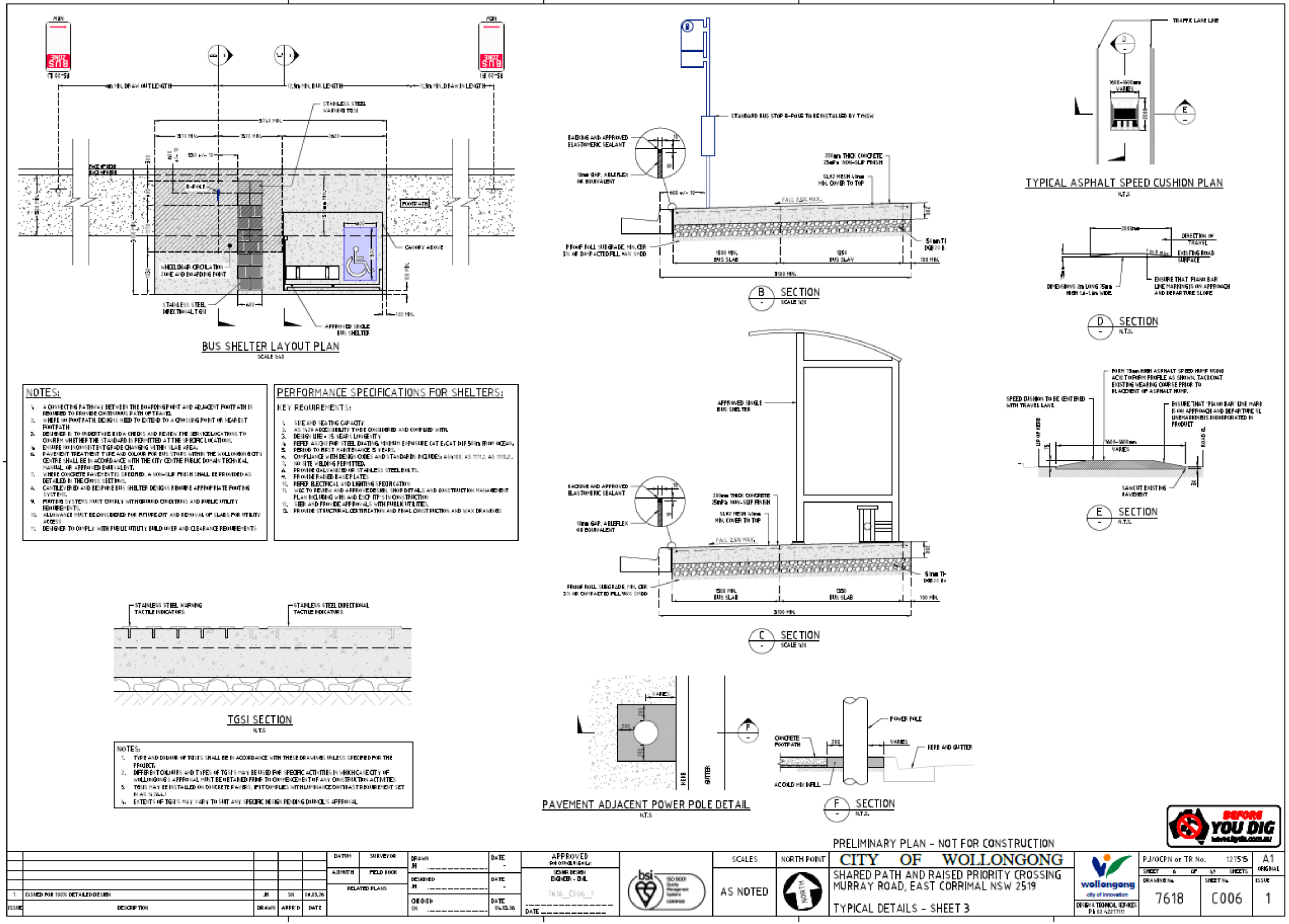
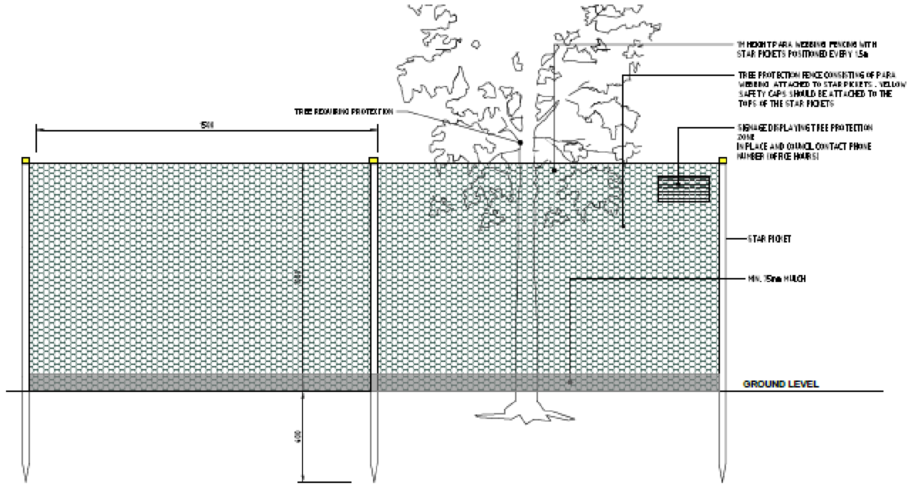

1 TYPICAL SECTION
2 TYPICAL SECTION
3 TYPICAL SECTION
4 TYPICAL SECTION
5 TYPICAL SECTION
6 TYPICAL SECTION
7 TYPICAL SECTION
8 TYPICAL SECTION
9 TYPICAL SECTION
10 TYPICAL SECTION
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
TYPICAL CROSS SECTIONS SHEET
AS NOTED
7618
C003
1


PAVEMENT TYPE 1
CONCRETE FOOTPATH DETAIL
PAVEMENT TYPE 2
ASPHALT FOOTPATH
UNDER EXISTING TREES
TYPICAL ROAD PAVEMENT FOR NEW KERB SECTION
PAVEMENT TYPE 3
ASPHALT ROADWAY RECONSTRUCTION
PAVEMENT TYPE 4
CONCRETE DRIVEWAY DETAIL
TYPICAL LIGHT ARTICULATED JOINT DETAIL
TYPICAL KERB RAMP DETAIL
TYPICAL KERB RAMP SECTION
TYPICAL ISOLATION JOINT
TYPICAL SAW JOINT DETAIL
TYPICAL PATH EDGE THICKENING DETAIL
VEHICULAR CROSSING – PLAN (TfNSW DRAWING No. R0300–04)
ELEVATION
A SECTION
TYPICAL CONCRETE DISH DRAIN DETAIL
TYPICAL RETAINING WALL DETAIL – RW1
TYPICAL KEY JOINT DETAIL
TYPICAL DOWEL JOINT
PRELIMINARY PLAN – NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
TYPICAL DETAILS – SHEET 1
AS NOTED
7618
C004
1


BLISTER WITH GRATE DETAIL
TYPICAL RAISED WOMBAT CROSSING CROSS SECTION
TYPICAL SECTION REFUGE ISLAND
TYPICAL RAISED WOMBAT CROSSING LONG SECTION
KD 150mm KERB ONLY
TYPICAL REFUGE ISLAND SECTION AT HOLDING RAIL
150mm BARRIER
KG1 KERB AND GUTTER
200mm BARRIER
KG2 KERB AND GUTTER
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
ISSUED FOR 100% DETAILED DESIGN
SCALES
AS NOTED
NORTH POINT
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
TYPICAL DETAILS - SHEET 2
7618
C005
1


BUS SHELTER LAYOUT PLAN
NOTES:
PERFORMANCE SPECIFICATIONS FOR SHELTERS:
KEY REQUIREMENTS:
TGSI SECTION
B SECTION
C SECTION
TYPICAL ASPHALT SPEED CUSHION PLAN
D SECTION
E SECTION
PAVEMENT ADJACENT POWER POLE DETAIL
F SECTION
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
TYPICAL DETAILS - SHEET 3
AS NOTED
7618
C006
1



TREE PROTECTION – FENCING DETAIL

NOTES:

A1. PRIOR TO THE COMMENCEMENT OF ANY WORK ON SITE, EXISTING TREES TO BE RETAINED ARE TO BE PROTECTED FROM DAMAGE BY FENCING AS PER DETAIL PROVIDED. FENCING SHALL BE MAINTAINED IN GOOD AND EFFECTIVE ORDER UNTIL THE WORK IS COMPLETED. REFER PLAN THIS SHEET FOR LOCATION OF TREE PROTECTION FENCING.

A2. FENCING TO ALIGN WITH OUTER EXTENT OF TREES BRANCHES (DRIP LINE). ANY VARIATION TO HAVE APPROVAL OF SUPERVISING ARBORIST.

A3. ALL CARE TO BE TAKEN TO ENSURE TREES HEALTH IS PROTECTED INCLUDING NOT RESTRICTED TO:

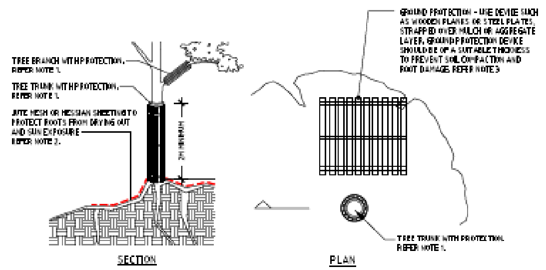
A3.1 NO STORAGE OF MATERIALS WITHIN TREE PROTECTION ZONE (TPZ): NO OIL, TAR, BITUMEN, CEMENT, PAINT, OR OTHER MATERIALS BE ALLOWED TO CONTAMINATE TREE PROTECTION ZONE. NO MIXING OF CONCRETE, MORTAR OR WASHING PAINTING EQUIPMENT TO OCCUR WITHIN TPZ OR AREA DRAINING TOWARDS TPZ.

A3.2 NO LEVEL CHANGES WITHIN TREE PROTECTION ZONE

A3.3 NO LIGHTING OF FIRES BENEATH OR IN PROXIMITY TO TREE CANOPY

A3.4 NO ATTACHMENTS OF ROPES, GUYS, CABLES OR NOTICE BOARDS TO TREE

A3.5 PROVISION OF MIN. 75mm DEPTH WEED FREE, RECYCLED HARDWOOD CHIP/LEAF LITTER MULCH FROM AN APPROVED SOURCE



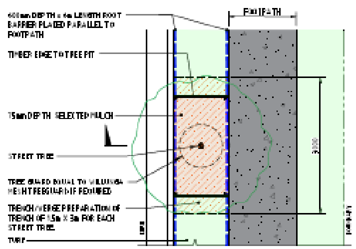
TREE PROTECTION
TREE TRUNK
BRANCH AND ROOT DETAIL

NOTES:

1. TRUNK AND BRANCH PROTECTION – USE BOARDS AND PADDING TO PREVENT DAMAGE TO BARK. BOARDS ARE TO BE STRAPPED, NOT SCREWED OR NAILED TO THE TRUNK OR BRANCH. TRUNK PROTECTION IS TO EXTEND MINIMUM 2m. BRANCH PROTECTION TO ALL LOW HANGING BRANCHES THAT COULD BE DAMAGED DURING CONSTRUCTION.

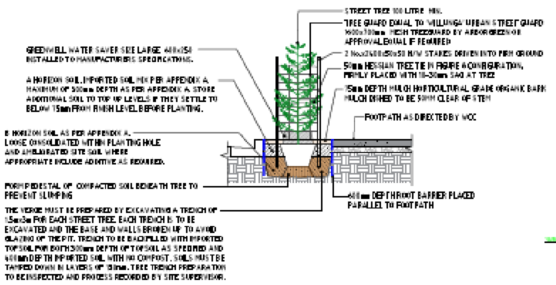
2. ALL EXPOSED ROOTS AND ROOT MASS MUST BE COVERED AND KEPT MOIST IMMEDIATELY TO REDUCE DRYING AND PROTECT THEM FROM DIRECT SUNLIGHT EXPOSURE, BY USING MATERIALS SUCH AS JUTE MESH OR HESSIAN SHEETING AS PER AS 4970-2009 INCORPORATING AMMENDMENT No.1 (PROTECTION OF TREES ON DEVELOPMENT SITES, PAGE 18 SECTION 4.5.4, ROOT PROTECTION DURING WORKS WITHIN THE TPZ, PARAGRAPH 5.

3. EXPOSED ROOTS MUST NOT BE TRAVERSED OVER BY MECHANISED HEAVY EQUIPMENT. CONSULTATION BETWEEN CONSTRUCTION LEADING HAND/COORDINATOR AND LEVEL 5 ARBORIST TO PROVIDE ADVICE OF REQUIRED ROOT PROTECTION MEASURES TO BE IMPLEMENTED WHERE THERE IS A REQUIREMENT TO USE MECHANISED HEAVY EQUIPMENT WITHIN THE TPZ.



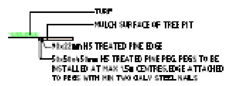
TREE PLANTING –MIXED USE/RESIDENTIAL

SCALE: N.T.S.



G SECTION

SCALE: N.T.S.



TREE PIT EDGING

SCALE: N.T.S.

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR 100% DETAILED DESIGN	JH	SN	04.03.26

CITY OF WOLLONGONG

SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519

TYPICAL DETAILS - SHEET 4

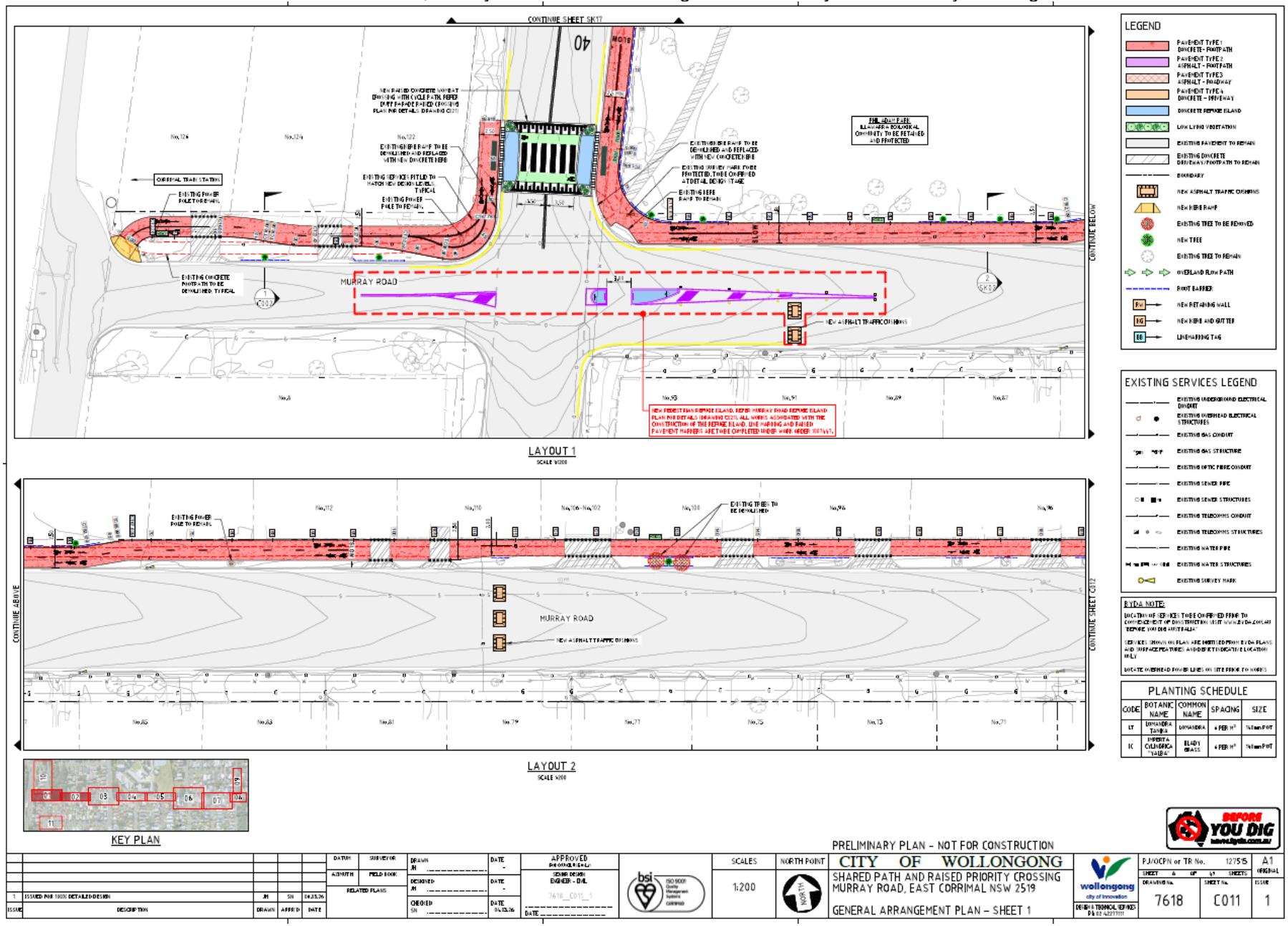
SCALES: AS NOTED

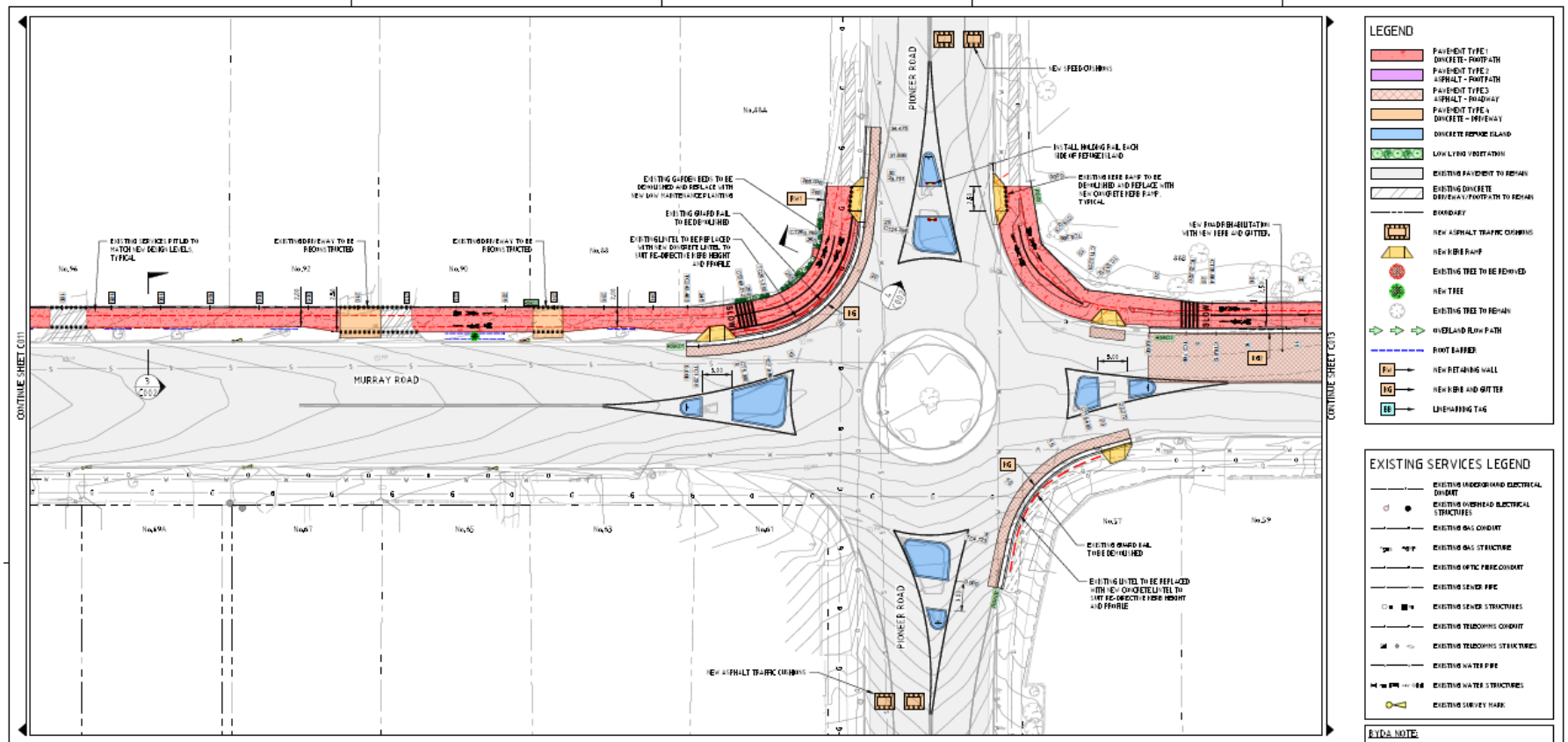
DRAWN: JH | DESIGNED: JH | CHECKED: SN

PJ/OCPN or TR No. 127515 | A1 ORIGINAL

SHEET 7 OF 19 SHEETS

DRAWING No. 7618 | SHEET No. C007 | ISSUE 1


CONTINUE SHEET SK17
MURRAY ROAD
LAYOUT 1
SCALE 1:200
CONTINUE ABOVE
CONTINUE SHEET C012
MURRAY ROAD
LAYOUT 2
SCALE 1:200
KEY PLAN
LEGEND
EXISTING SERVICES LEGEND
BYDA NOTE:
PLANTING SCHEDULE
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
GENERAL ARRANGEMENT PLAN – SHEET 1
SCALES
1:200
7618
C011
1



LAYOUT 3

SCALE 1:200

LEGEND

- PAVEMENT TYPE 1 CONCRETE - FOOTPATH
- PAVEMENT TYPE 2 ASPHALT - FOOTPATH
- PAVEMENT TYPE 3 ASPHALT - ROADWAY
- PAVEMENT TYPE 4 CONCRETE - DRIVEWAY
- CONCRETE REFUGE ISLAND
- LOW LYING VEGETATION
- EXISTING PAVEMENT TO REMAIN
- EXISTING CONCRETE DRIVEWAY/FOOTPATH TO REMAIN
- BOUNDARY
- NEW ASPHALT TRAFFIC CUSHIONS
- NEW KERB RAMP
- EXISTING TREE TO BE REMOVED
- NEW TREE
- EXISTING TREE TO REMAIN
- OVERLAND FLOW PATH
- ROOT BARRIER
- NEW RETAINING WALL
- NEW KERB AND GUTTER
- LINEMARKING TAG

EXISTING SERVICES LEGEND

- EXISTING UNDERGROUND ELECTRICAL CONDUIT
- EXISTING OVERHEAD ELECTRICAL STRUCTURES
- EXISTING GAS CONDUIT
- EXISTING GAS STRUCTURE
- EXISTING OPTIC FIBRE CONDUIT
- EXISTING SEWER PIPE
- EXISTING SEWER STRUCTURES
- EXISTING TELECOMMS CONDUIT
- EXISTING TELECOMMS STRUCTURES
- EXISTING WATER PIPE
- EXISTING WATER STRUCTURES
- EXISTING SURVEY MARK

DIAL BEFORE YOU DIG

PLANTING SCHEDULE

CODE	BOTANIC NAME	COMMON NAME	SPACING	SIZE
LT	LOMANDRA TANIKA	LOMANDRA	4 PER M²	140mm POT
IC	IMPERATA CYLINDRICA 'RUBRA'	BLADY GRASS	4 PER M²	140mm POT

KEY PLAN

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPRD	DATE
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DATUM: SURVEYOR: AZIMUTH: FIELD BOOK: RELATED PLANS

DRAWN JH DATE -
DESIGNED JH DATE -
CHECKED SN DATE 04.05.26

APPROVED FOR CONSTRUCTION USING DESIGN ENGINEER - DWL
7618_C012_1
DATE

SCALES 1:200

NORTH POINT

CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING MURRAY ROAD, EAST CORRIMAL NSW 2519
GENERAL ARRANGEMENT PLAN – SHEET 2

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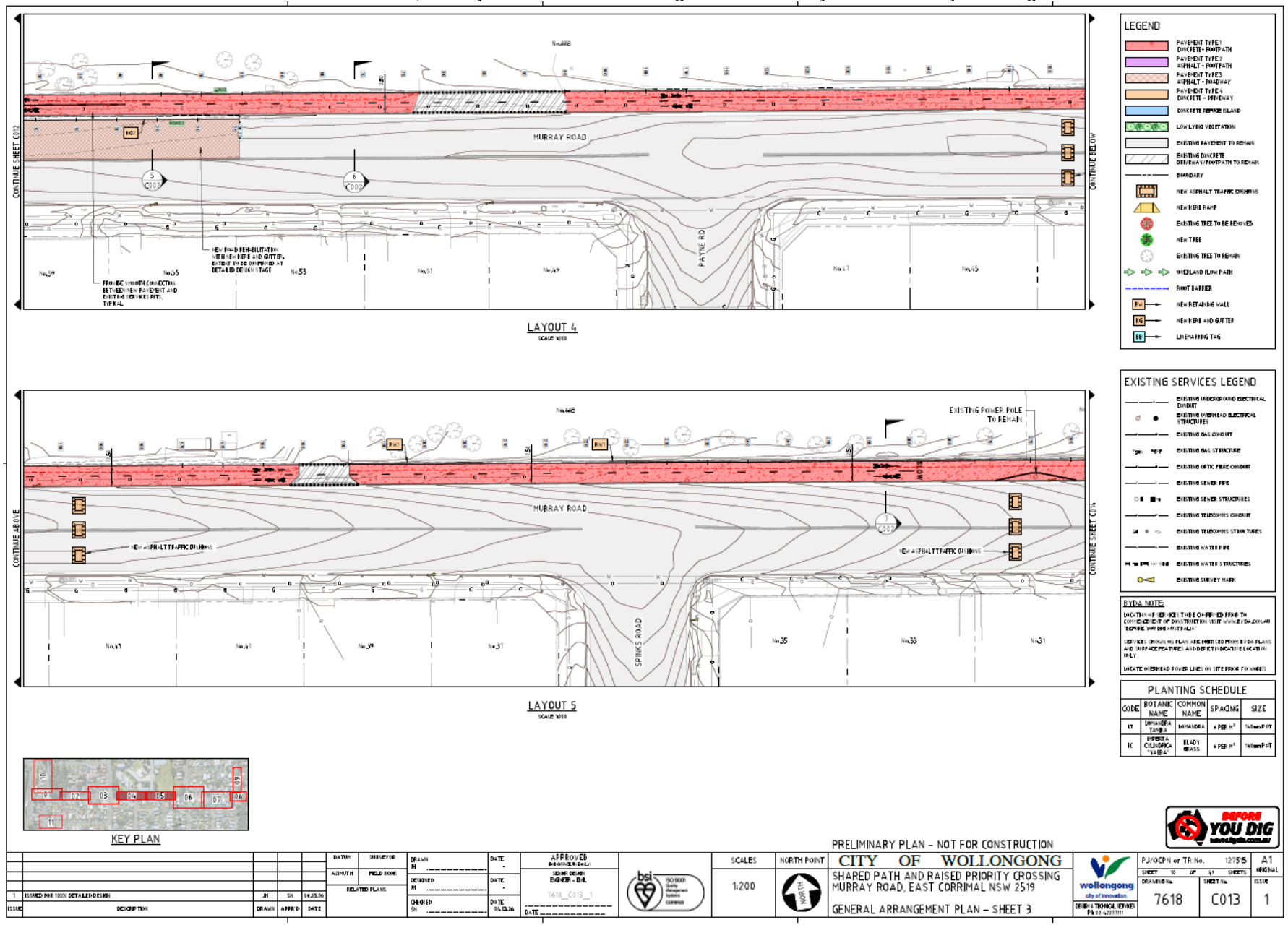
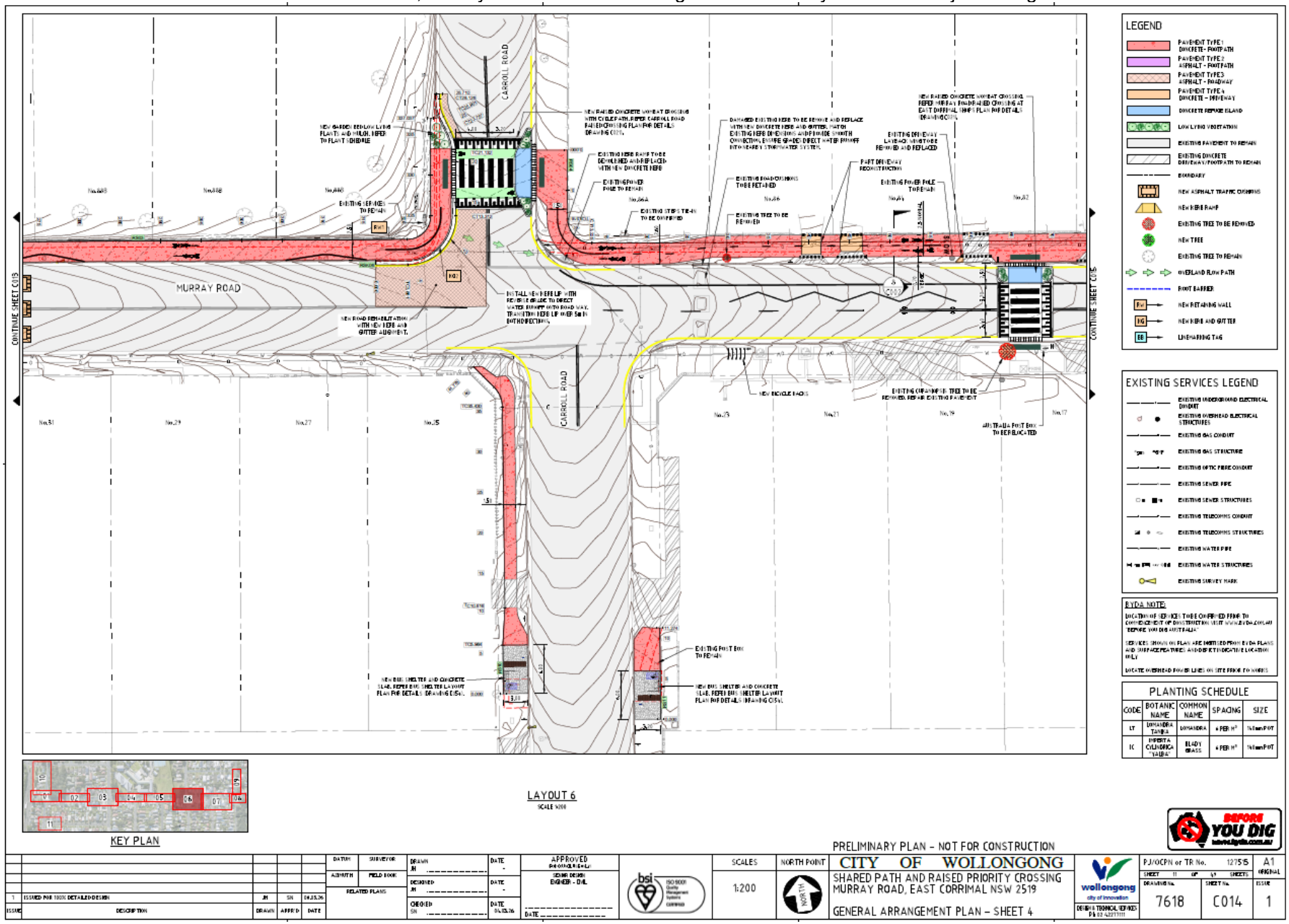
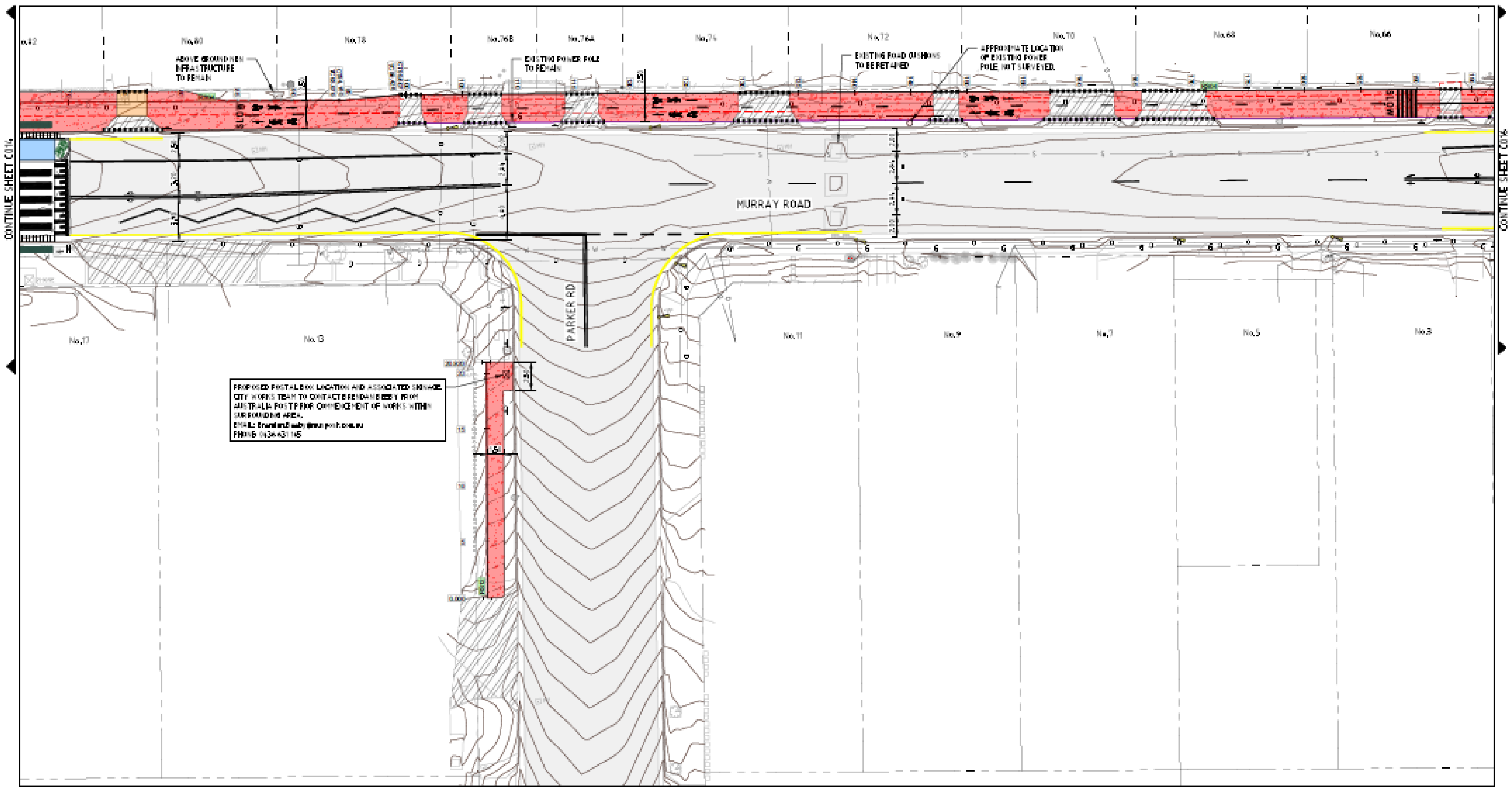
PJ/OCPN or TR No. 127515 A1 ORIGINAL
SHEET 9 OF 43 SHEETS
DRAWING No. 7618
SHEET No. C012
ISSUE 1


MURRAY ROAD
PAYNE RD
LAYOUT 4
LEGEND
EXISTING SERVICES LEGEND
MURRAY ROAD
EXISTING POWER POLE TO REMAIN
SPINKS ROAD
LAYOUT 5
PLANTING SCHEDULE
KEY PLAN
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING MURRAY ROAD, EAST CORRIMAL NSW 2519
GENERAL ARRANGEMENT PLAN – SHEET 3
1:200
7618
C013
1


MURRAY ROAD
CARROLL ROAD
CONTINUE SHEET C013
LEGEND
EXISTING SERVICES LEGEND
PLANTING SCHEDULE
KEY PLAN
LAYOUT 6
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
GENERAL ARRANGEMENT PLAN – SHEET 4
SCALES 1:200
7618
C014



LAYOUT 7
SCALE 1:200

LEGEND

- PAVEMENT TYPE 1 CONCRETE - FOOTPATH
- PAVEMENT TYPE 2 ASPHALT - FOOTPATH
- PAVEMENT TYPE 3 ASPHALT - ROADWAY
- PAVEMENT TYPE 4 CONCRETE – DRIVEWAY
- CONCRETE REFUGE ISLAND
- LOW LYING VEGETATION
- EXISTING PAVEMENT TO REMAIN
- EXISTING CONCRETE DRIVEWAY/FOOTPATH TO REMAIN
- BOUNDARY
- NEW ASPHALT TRAFFIC CUSHIONS
- NEW KERB RAMP
- EXISTING TREE TO BE REMOVED
- NEW TREE
- EXISTING TREE TO REMAIN
- OVERLAND FLOW PATH
- ROOT BARRIER
- RW NEW RETAINING WALL
- KG NEW KERB AND GUTTER
- EB LINEMARKING TAG

EXISTING SERVICES LEGEND

- EXISTING UNDERGROUND ELECTRICAL CONDUIT
- EXISTING OVERHEAD ELECTRICAL STRUCTURES
- EXISTING GAS CONDUIT
- EXISTING GAS STRUCTURE
- EXISTING OPTIC FIBRE CONDUIT
- EXISTING SEWER PIPE
- EXISTING SEWER STRUCTURES
- EXISTING TELECOMMS CONDUIT
- EXISTING TELECOMMS STRUCTURES
- EXISTING WATER PIPE
- EXISTING WATER STRUCTURES
- EXISTING SURVEY MARK

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 OBTAINED FROM BYDA PLANS AND SURFACE FEATURES AND DEPICT INDICATIVE LOCATION ONLY
LOCATE OVERHEAD POWER LINES ON SITE PRIOR TO WORKS

PLANTING SCHEDULE

CODE	BOTANIC NAME	COMMON NAME	SPACING	SIZE
LT	LOMANDRA TANIKA	LOMANDRA	4 PER M^2	140mm POT
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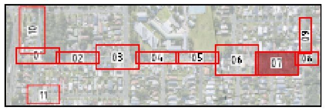


KEY PLAN

BEFORE YOU DIG

PRELIMINARY PLAN – NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR 100% DETAILED DESIGN	JH	SN	04.03.26

DATUM | SURVEYOR | AZIMUTH | FIELD BOOK | RELATED PLANS

DRAWN JH — DATE -
DESIGNED JH — DATE -
CHECKED SN — DATE 04.03.26

APPROVED — SENIOR DESIGN ENGINEER - CIVIL — DATE

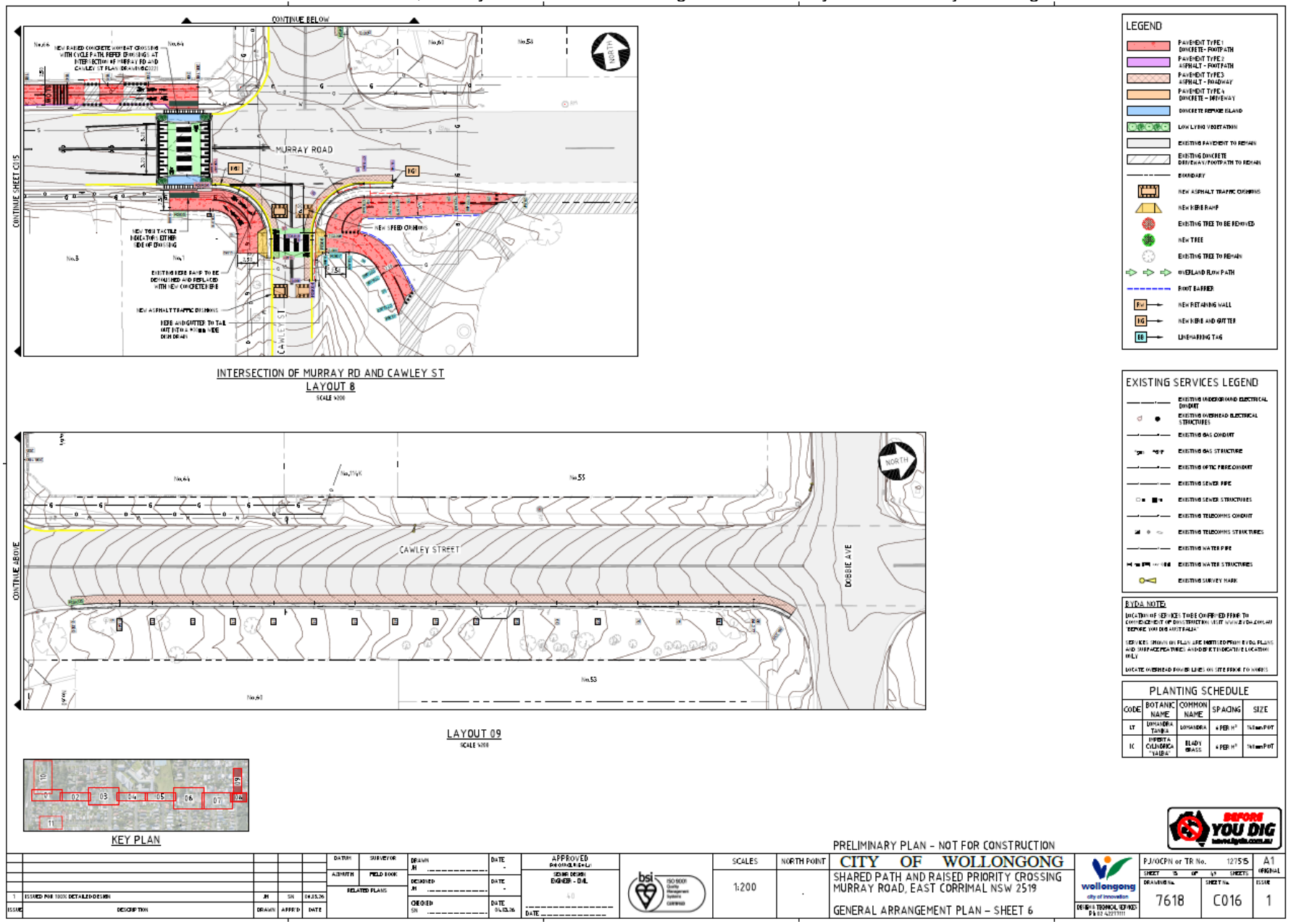
SCALES 1:200 — NORTH POINT

CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
GENERAL ARRANGEMENT PLAN – SHEET 5

wollongong city of innovation — DESIGN & TECHNICAL SERVICES

PJ/OCPN or TR No. 127515 — A1 ORIGINAL
SHEET 12 OF 49 SHEETS
DRAWING No. 7618 — SHEET No. C015 — ISSUE 1

wollongong city of innovation



CODE	BOTANIC NAME	COMMON NAME	SPACING	SIZE
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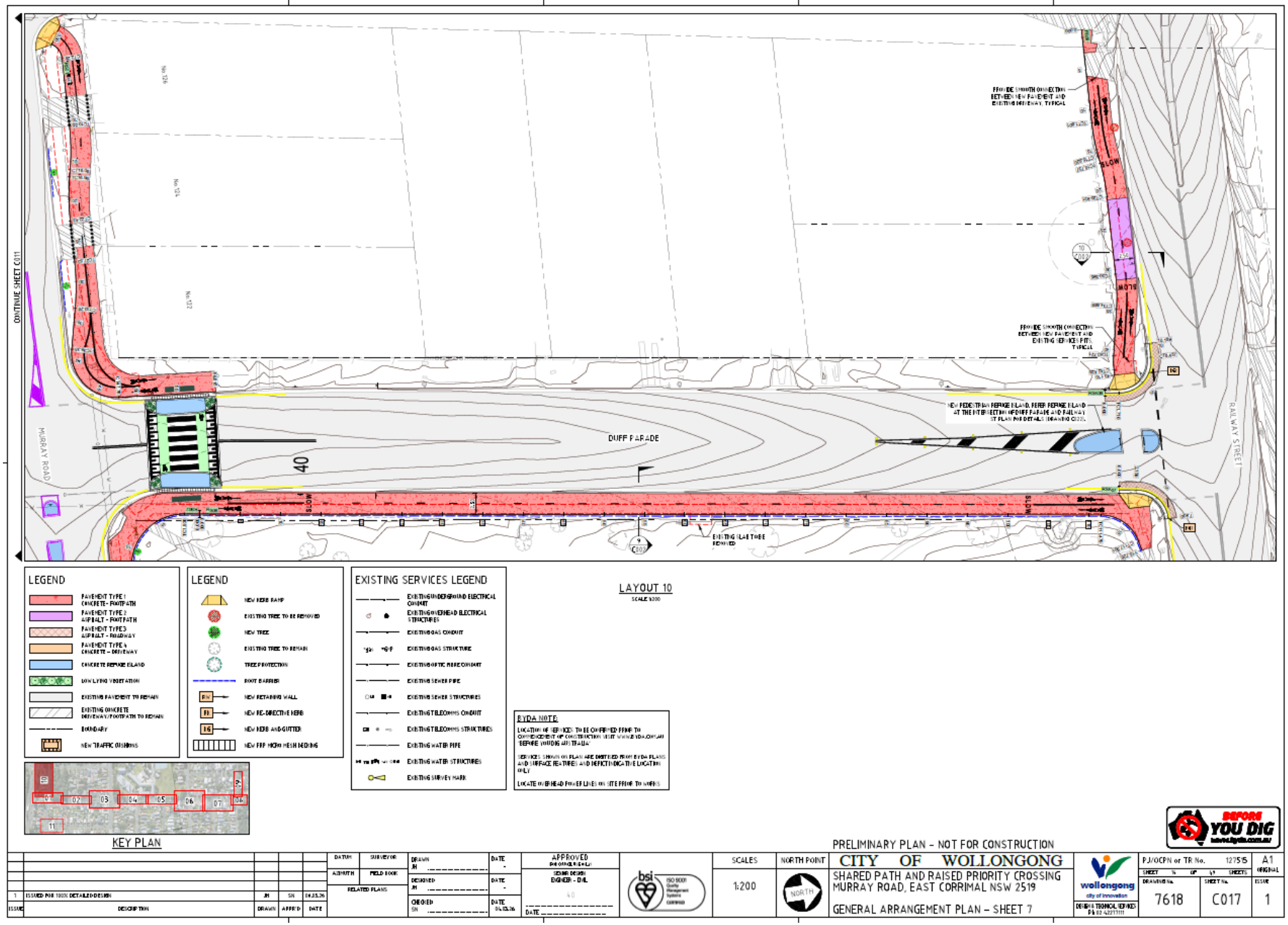
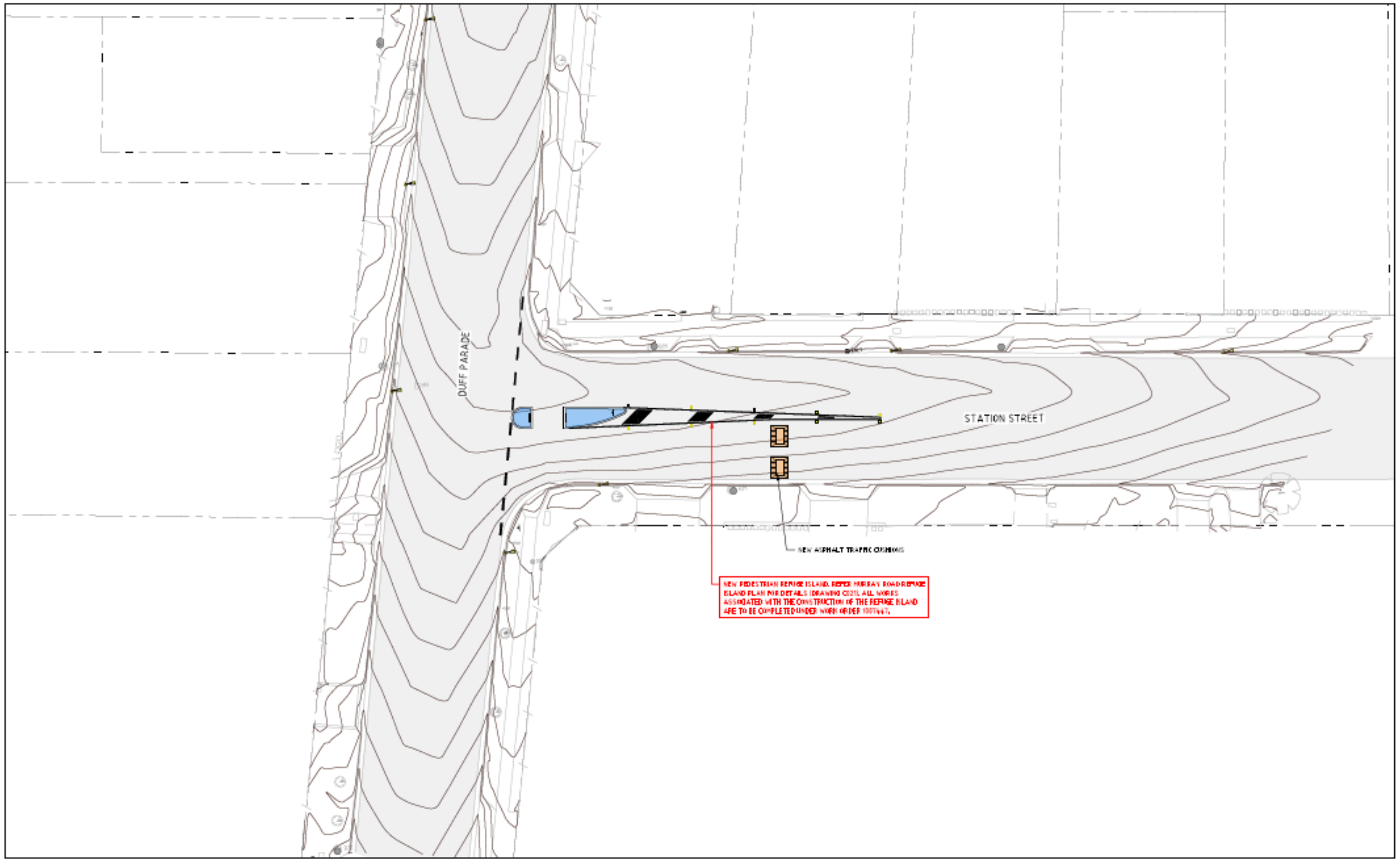
IC	IMPERATA CYLINDRICA 'RUBRA'	BLADY GRASS	4 PER M²	140mm POT


CONTINUE SHEET C011
MURRAY ROAD
DUFF PARADE
RAILWAY STREET
40
SLOW
PROVIDE SMOOTH CONNECTION BETWEEN NEW PAVEMENT AND EXISTING DRIVEWAY, TYPICAL
PROVIDE SMOOTH CONNECTION BETWEEN NEW PAVEMENT AND EXISTING SERVICE PITS, TYPICAL
NEW PEDESTRIAN REFUGE ISLAND, REFER REFUGE ISLAND AT THE INTERSECTION OF DUFF PARADE AND RAILWAY ST PLAN FOR DETAILS (DRAWING C020).
EXISTING PALM TREE REMOVED
LEGEND
PAVEMENT TYPE 1 CONCRETE - FOOTPATH
PAVEMENT TYPE 2 ASPHALT - FOOTPATH
PAVEMENT TYPE3 ASPHALT - ROADWAY
PAVEMENT TYPE 4 CONCRETE - DRIVEWAY
CONCRETE REFUGE ISLAND
LOW LYING VEGETATION
EXISTING PAVEMENT TO REMAIN
EXISTING CONCRETE DRIVEWAY/FOOTPATH TO REMAIN
BOUNDARY
NEW TRAFFIC CUSHIONS
LEGEND
NEW KERB RAMP
EXISTING TREE TO BE REMOVED
NEW TREE
EXISTING TREE TO REMAIN
TREE PROTECTION
ROOT BARRIER
NEW RETAINING WALL
NEW RE-DIRECTIVE KERB
NEW KERB AND GUTTER
NEW FRP HDPE MESH BEDDING
EXISTING SERVICES LEGEND
EXISTING UNDERGROUND ELECTRICAL CONDUIT
EXISTING OVERHEAD ELECTRICAL STRUCTURES
EXISTING GAS CONDUIT
EXISTING GAS STRUCTURE
EXISTING OPTIC FIBRE CONDUIT
EXISTING SEWER PIPE
EXISTING SEWER STRUCTURES
EXISTING TELECOMMS CONDUIT
EXISTING TELECOMMS STRUCTURES
EXISTING WATER PIPE
EXISTING WATER STRUCTURES
EXISTING SURVEY MARK
LAYOUT 10
SCALE 1:200
DBYDA NOTE:
LOCATION OF SERVICES TO BE CONFIRMED PRIOR TO COMMENCEMENT OF CONSTRUCTION VISIT WWW.1100.COM.AU BEFORE YOU DIG AUSTRALIA
SERVICES SHOWN ON PLAN ARE DIGITISED FROM DBYDA PLANS AND SURFACE FEATURES AND DEPICTING APPROXIMATE LOCATION ONLY
LOCATE OVERHEAD POWER LINES ON SITE PRIOR TO WORKS
KEY PLAN
01 02 03 04 05 06 07 08 09 10 11
BEFORE YOU DIG
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING MURRAY ROAD, EAST CORRIMAL NSW 2519
GENERAL ARRANGEMENT PLAN – SHEET 7
SCALES 1:200
NORTH POINT
APPROVED
DATUM
AZIMUTH
SURVEYOR
FIELD BOOK
RELATED PLANS
DRAWN
DESIGNED
CHECKED
ISSUE
DESCRIPTION
DRAWN
APPRD
DATE
1 ISSUED FOR 100% DETAILED DESIGN JH SN 04.03.26
PJ/OCPN or TR No. 127515
A1 ORIGINAL
DRAWING No. 7618
SHEET No. C017
ISSUE 1
wollongong city of innovation



LAYOUT 11

LEGEND

- PAVEMENT TYPE 1 CONCRETE - FOOTPATH
- PAVEMENT TYPE 2 ASPHALT - FOOTPATH
- PAVEMENT TYPE 3 ASPHALT - ROADWAY
- PAVEMENT TYPE 4 CONCRETE - DRIVEWAY
- CONCRETE REFUGE ISLAND
- LOW LYING VEGETATION
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- BOUNDARY
- NEW ASPHALT TRAFFIC CUSHIONS
- NEW KERB RAMP
- EXISTING TREE TO BE REMOVED
- NEW TREE
- EXISTING TREE TO REMAIN
- OVERLAND FLOW PATH
- ROOT BARRIER
- RW NEW RETAINING WALL
- KG NEW KERB AND GUTTER
- BB LINEMARKING TAG

EXISTING SERVICES LEGEND

- EXISTING UNDERGROUND ELECTRICAL CONDUIT
- EXISTING OVERHEAD ELECTRICAL STRUCTURES
- EXISTING GAS CONDUIT
- EXISTING GAS STRUCTURE
- EXISTING OPTIC FIBRE CONDUIT
- EXISTING SEWER PIPE
- EXISTING SEWER STRUCTURES
- EXISTING TELECOMMS CONDUIT
- EXISTING TELECOMMS STRUCTURES
- EXISTING WATER PIPE
- EXISTING WATER STRUCTURES
- EXISTING SURVEY MARK

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LOCATE OVERHEAD POWER LINES ON SITE PRIOR TO WORKS

PLANTING SCHEDULE

CODE	BOTANIC NAME	COMMON NAME	SPACING	SIZE
LT	LOMANDRA TANIKA	LOMANDRA	4 PER M²	140mm POT
IC	IMPERATA CYLINDRICA "YALBA"	BLADY GRASS	4 PER M²	140mm POT

KEY PLAN

PRELIMINARY PLAN – NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR 100% DETAILED DESIGN	JH	SN	04.05.26

DATUM | SURVEYOR | AZIMUTH | FIELD BOOK | RELATED PLANS

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

SCALES 1:200

NORTH POINT

CITY OF WOLLONGONG

SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519

GENERAL ARRANGEMENT PLAN – SHEET 8

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PJ/OCPN or TR No. 12755 | A1 ORIGINAL
SHEET 15 OF 49 SHEETS
DRAWING No. 7618 | SHEET No. C018 | ISSUE 1

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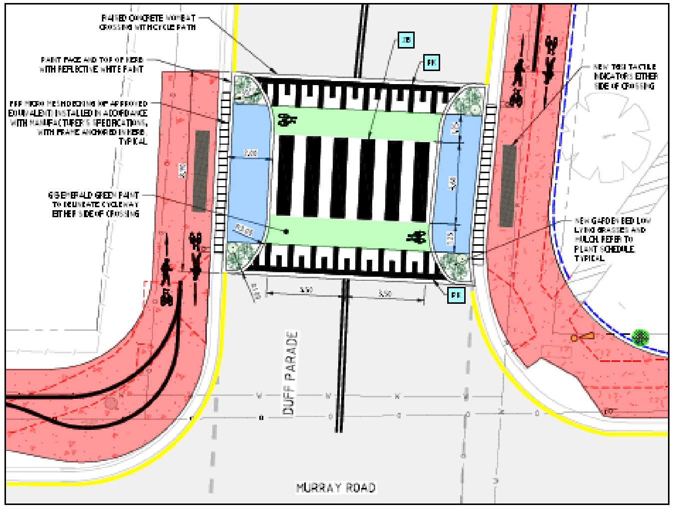
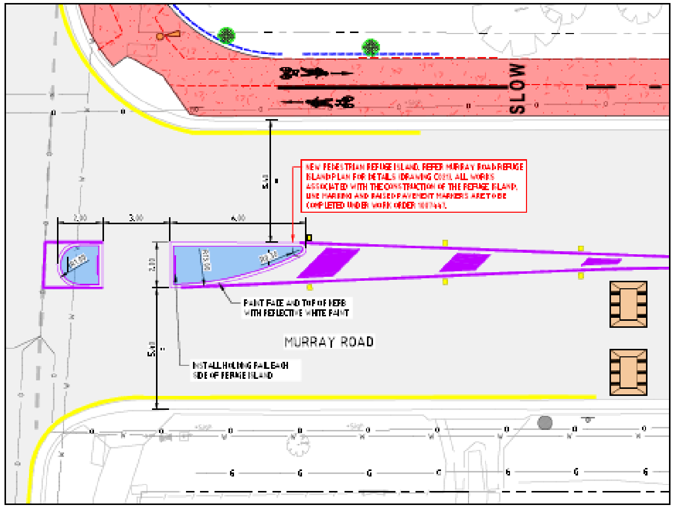
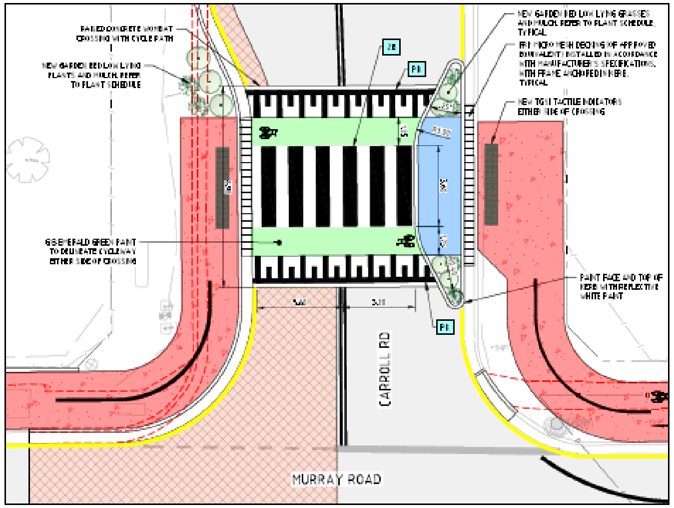


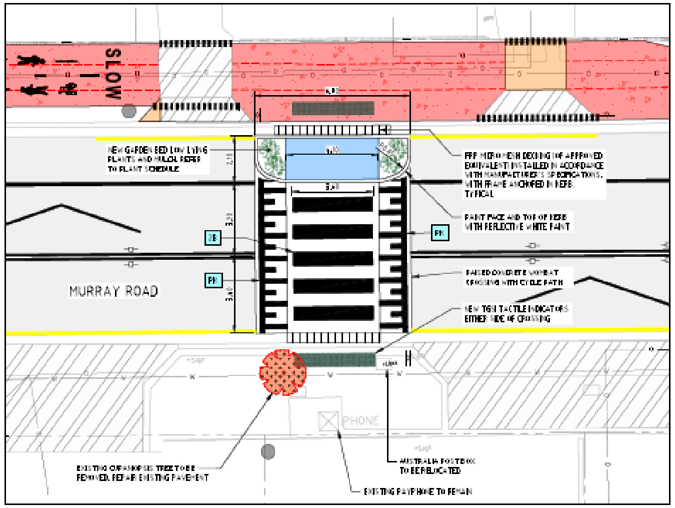
DUFF PARADE RAISED CROSSING
SCALE 1:100



REFUGE ISLAND AT THE INTERSECTION OF MURRAY RD AND DUFF PARADE
SCALE 1:100



CARROLL ROAD RAISED CROSSING
SCALE 1:100



MURRAY ROAD RAISED CROSSING AT EAST CORRIMAL SHOPS
SCALE 1:100

LEGEND

- PAVEMENT TYPE 1 CONCRETE - FOOTPATH
- PAVEMENT TYPE 2 ASPHALT - FOOTPATH
- PAVEMENT TYPE 3 ASPHALT - ROADWAY
- PAVEMENT TYPE 4 CONCRETE - DRIVEWAY
- CONCRETE REFUGE ISLAND
- LOW LYING VEGETATION
- EXISTING PAVEMENT TO REMAIN
- EXISTING CONCRETE DRIVEWAY/FOOTPATH TO REMAIN
- BOUNDARY
- NEW ASPHALT TRAFFIC CUSHIONS
- NEW KERB RAMP
- EXISTING TREE TO BE REMOVED
- NEW TREE
- EXISTING TREE TO REMAIN
- OVERLAND FLOW PATH
- ROOT BARRIER
- NEW RETAINING WALL
- NEW KERB AND GUTTER
- LINEMARKING TAG

EXISTING SERVICES LEGEND

- EXISTING UNDERGROUND ELECTRICAL CONDUIT
- EXISTING OVERHEAD ELECTRICAL STRUCTURES
- EXISTING GAS CONDUIT
- EXISTING GAS STRUCTURE
- EXISTING OPTIC FIBRE CONDUIT
- EXISTING SEWER PIPE
- EXISTING SEWER STRUCTURES
- EXISTING TELECOMMS CONDUIT
- EXISTING TELECOMMS STRUCTURES
- EXISTING WATER PIPE
- EXISTING WATER STRUCTURES
- EXISTING SURVEY MARK

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 PLOTTED FROM BYDA PLANS AND SURFACE FEATURES AND DEPICT INDICATIVE LOCATION ONLY.
LOCATE OVERHEAD POWER LINES ON SITE PRIOR TO WORKS.

PLANTING SCHEDULE

CODE	BOTANIC NAME	COMMON NAME	SPACING	SIZE
LT	LOMANDRA TANIKA	LOMANDRA	4 PER M²	140mm POT
IC	IMPERATA CYLINDRICA "YALBA"	BLADY GRASS	4 PER M²	140mm POT

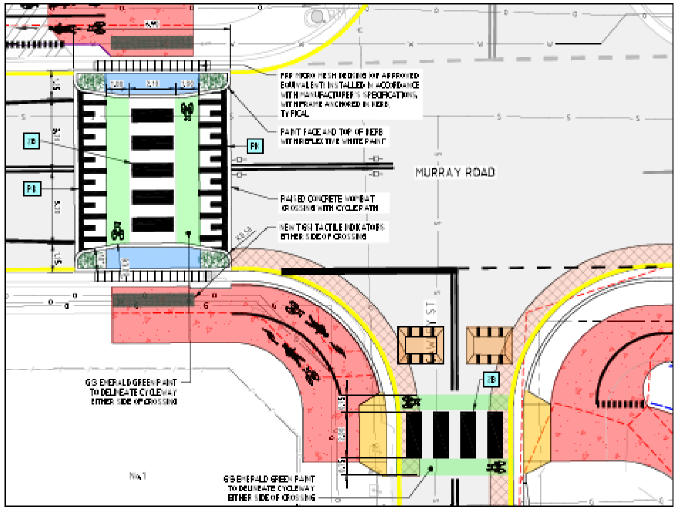
PRELIMINARY PLAN - NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APP'D	DATE
1	ISSUED FOR 100% DETAILED DESIGN	JH	SN	04.03.26

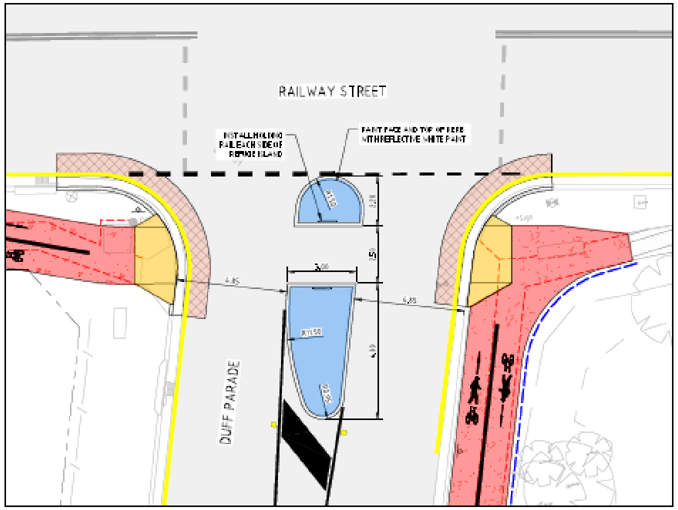
DATUM | SURVEYOR | AZIMUTH | FIELD BOOK | RELATED PLANS
DRAWN JH | DESIGNED JH | CHECKED SN | DATE 04.03.26
APPROVED
SCALES: AS NOTED
NORTH POINT

CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
BLISTERS AND REFUGE ISLANDS PLAN - SHEET 1

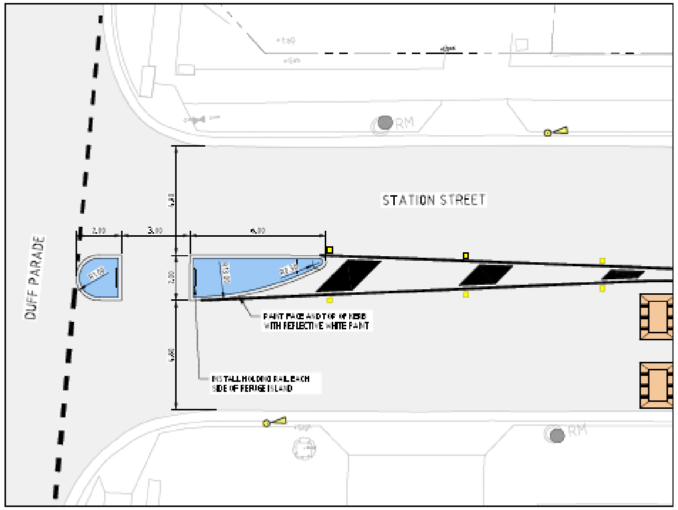
PJ/OCPN or TR No. 12755 | A1 ORIGINAL
DRAWING No. 7618 | SHEET No. C021 | ISSUE 1



CROSSINGS AT THE INTERSECTION OF MURRAY RD AND CAWLEY ST
SCALE 1:100



REFUGE ISLAND AT THE INTERSECTION OF DUFF PARADE AND RAILWAY ST
SCALE 1:100



REFUGE ISLAND AT THE INTERSECTION OF DUFF PARADE AND STATION ST
SCALE 1:100

LEGEND

- PAVEMENT TYPE 1 CONCRETE - FOOTPATH
- PAVEMENT TYPE 2 ASPHALT - FOOTPATH
- PAVEMENT TYPE 3 ASPHALT - ROADWAY
- PAVEMENT TYPE 4 CONCRETE – DRIVEWAY
- CONCRETE REFUGE ISLAND
- LOW LYING VEGETATION
- EXISTING PAVEMENT TO REMAIN
- EXISTING CONCRETE DRIVEWAY/FOOTPATH TO REMAIN
- BOUNDARY
- NEW ASPHALT TRAFFIC CUSHIONS
- NEW KERB RAMP
- EXISTING TREE TO BE REMOVED
- NEW TREE
- EXISTING TREE TO REMAIN
- OVERLAND FLOW PATH
- ROOT BARRIER
- RW NEW RETAINING WALL
- KG NEW KERB AND GUTTER
- BB LINEMARKING TAG

EXISTING SERVICES LEGEND

- EXISTING UNDERGROUND ELECTRICAL CONDUIT
- EXISTING OVERHEAD ELECTRICAL STRUCTURES
- EXISTING GAS CONDUIT
- EXISTING GAS STRUCTURE
- EXISTING OPTIC FIBRE CONDUIT
- EXISTING SEWER PIPE
- EXISTING SEWER STRUCTURES
- EXISTING TELECOMMS CONDUIT
- EXISTING TELECOMMS STRUCTURES
- EXISTING WATER PIPE
- EXISTING WATER STRUCTURES
- EXISTING SURVEY MARK

BYDA NOTE:

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PLANTING SCHEDULE

CODE	BOTANIC NAME	COMMON NAME	SPACING	SIZE
LT	LOMANDRA TANIKA	LOMANDRA	4 PER M²	140mm POT
IC	IMPERTA CYLINDRICA "YALBA"	BLADY GRASS	4 PER M²	140mm POT

BEFORE YOU DIG

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR 100% DETAILED DESIGN	JH	SN	04.03.26

DATUM | SURVEYOR | AZIMUTH | FIELD BOOK | RELATED PLANS

DRAWN JH | DATE -
DESIGNED JH | DATE -
CHECKED SN | DATE 04.03.26

APPROVED
SENIOR DESIGN ENGINEER - CIVIL
DATE

SCALES: AS NOTED | NORTH POINT

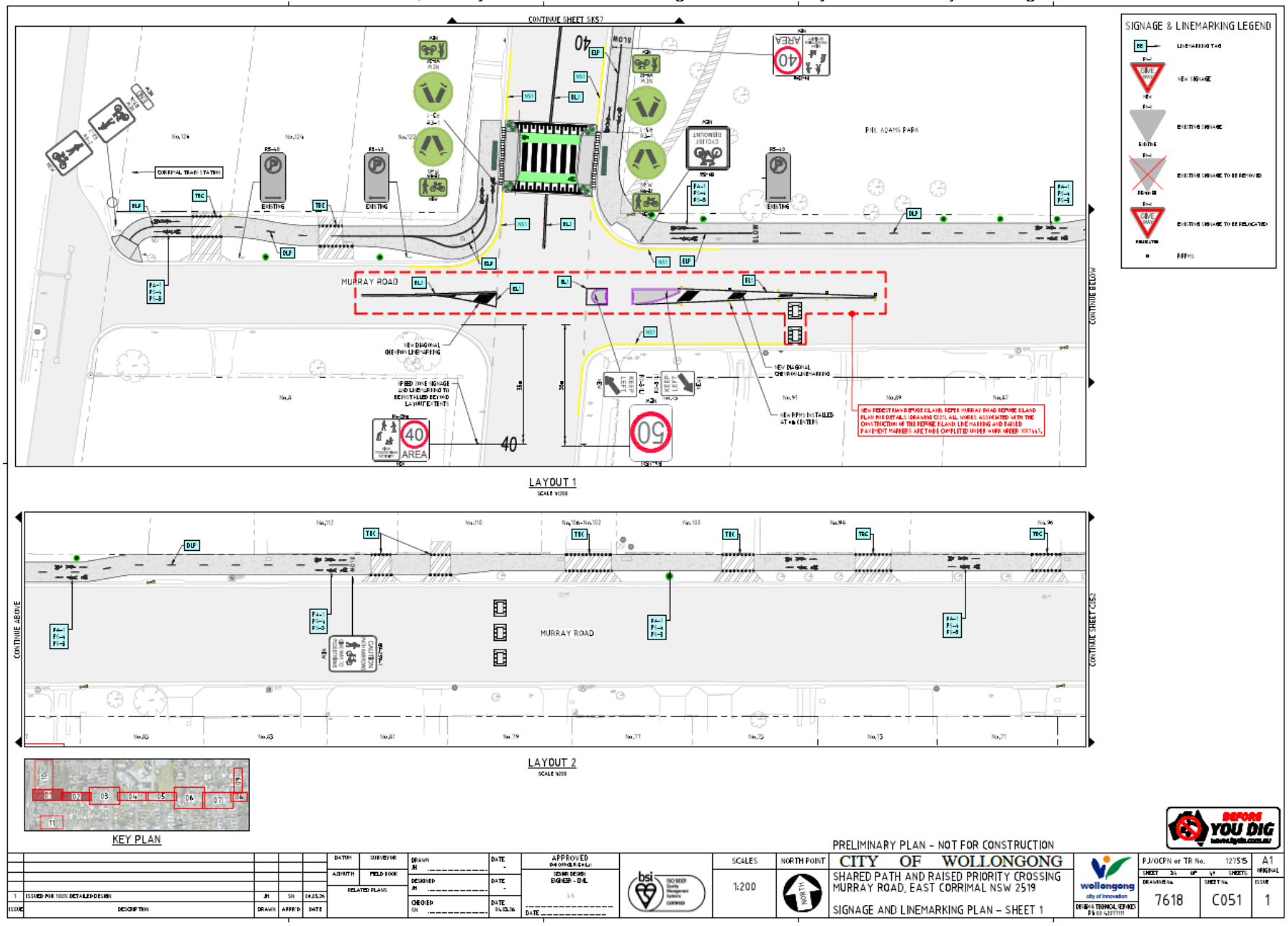
CITY OF WOLLONGONG

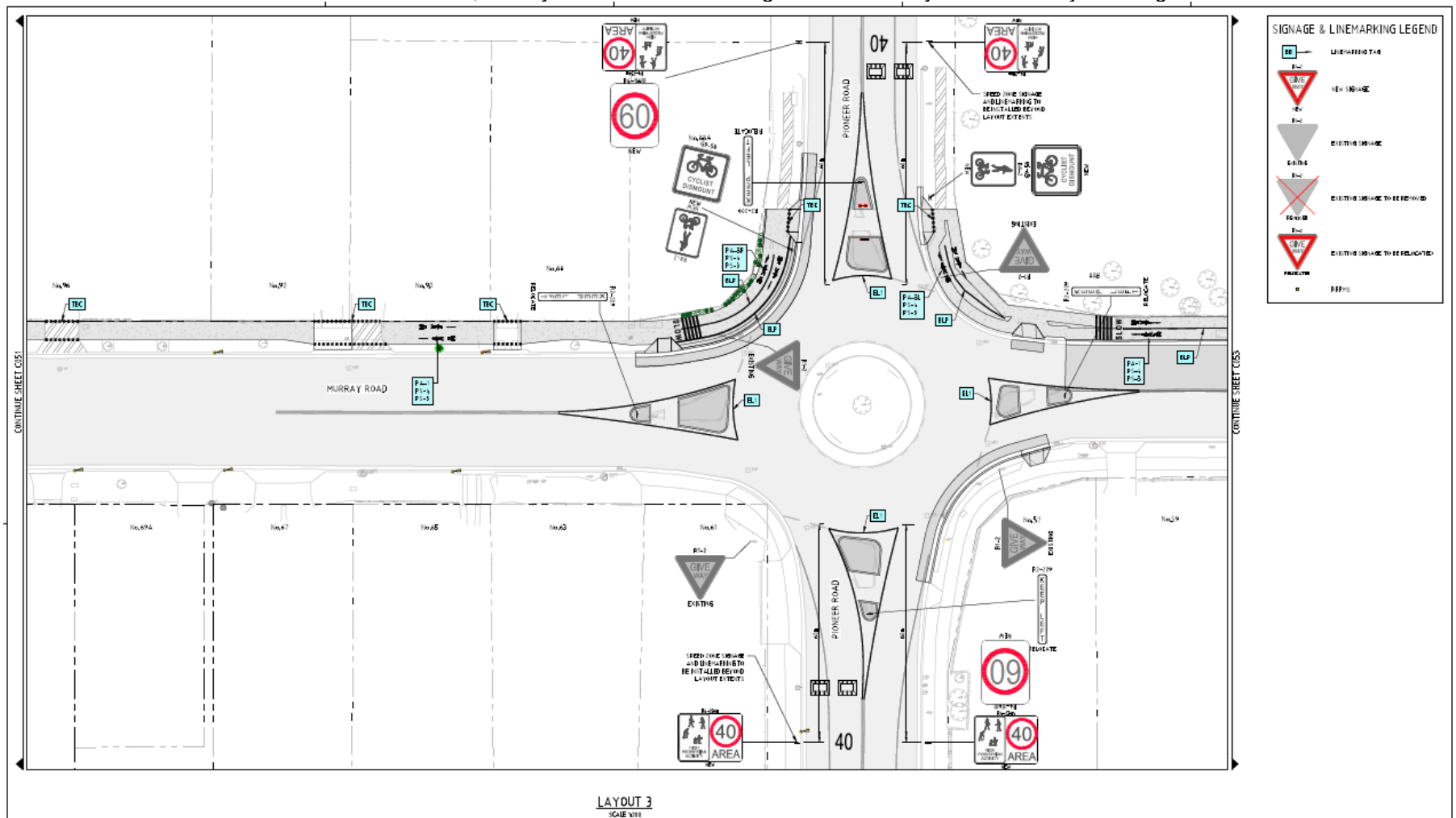
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
BLISTERS AND REFUGE ISLANDS PLAN - SHEET 2

DESIGN & TECHNICAL SERVICES

PJ/OCPN or TR No. 127515 | A1 ORIGINAL
DRAWING No. 7618 | SHEET No. C022 | ISSUE 1

wollongong
city of innovation


CONTINUE SHEET SK57
SIGNAGE & LINEMARKING LEGEND
PHIL ADAMS PARK
MURRAY ROAD
ORIGINAL TRAIN STATION
NEW DIAGONAL CHEVRON LINEMARKING
NEW RPMS INSTALLED AT ±8m CENTERS
CONTINUE BELOW
LAYOUT 1
CONTINUE ABOVE
CONTINUE SHEET C052
MURRAY ROAD
LAYOUT 2
KEY PLAN
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
SIGNAGE AND LINEMARKING PLAN – SHEET 1
1:200
7618
C051
1
ISSUED FOR 100% DETAILED DESIGN



PRELIMINARY PLAN - NOT FOR CONSTRUCTION

CITY OF WOLLONGONG

SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519

SIGNAGE AND LINEMARKING PLAN – SHEET 2

SCALES 1:200

NORTH POINT

PJ/OCPN or TR No. 12715

A1 ORIGINAL

DRAWING No. 7618

SHEET No. C052

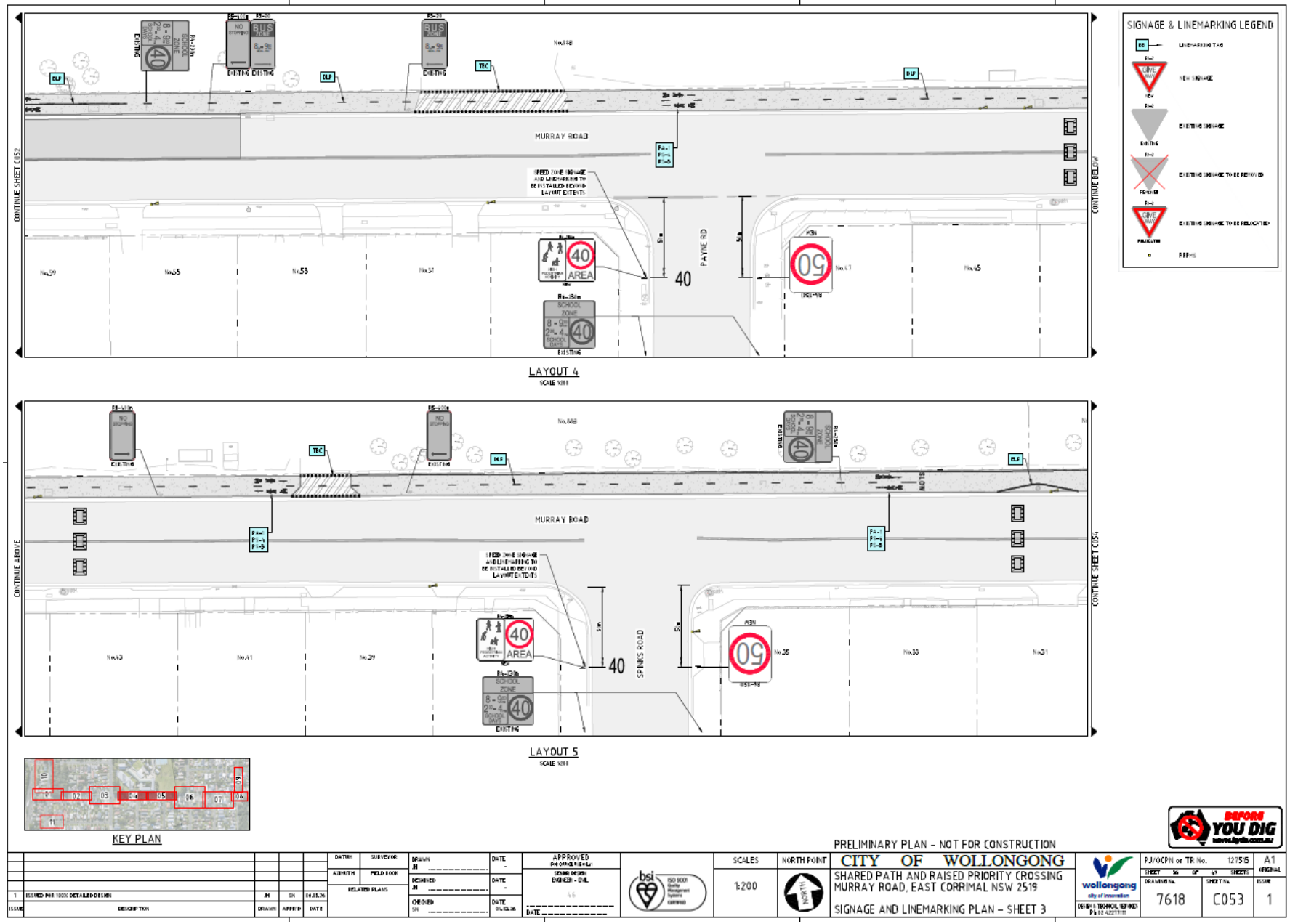
ISSUE 1

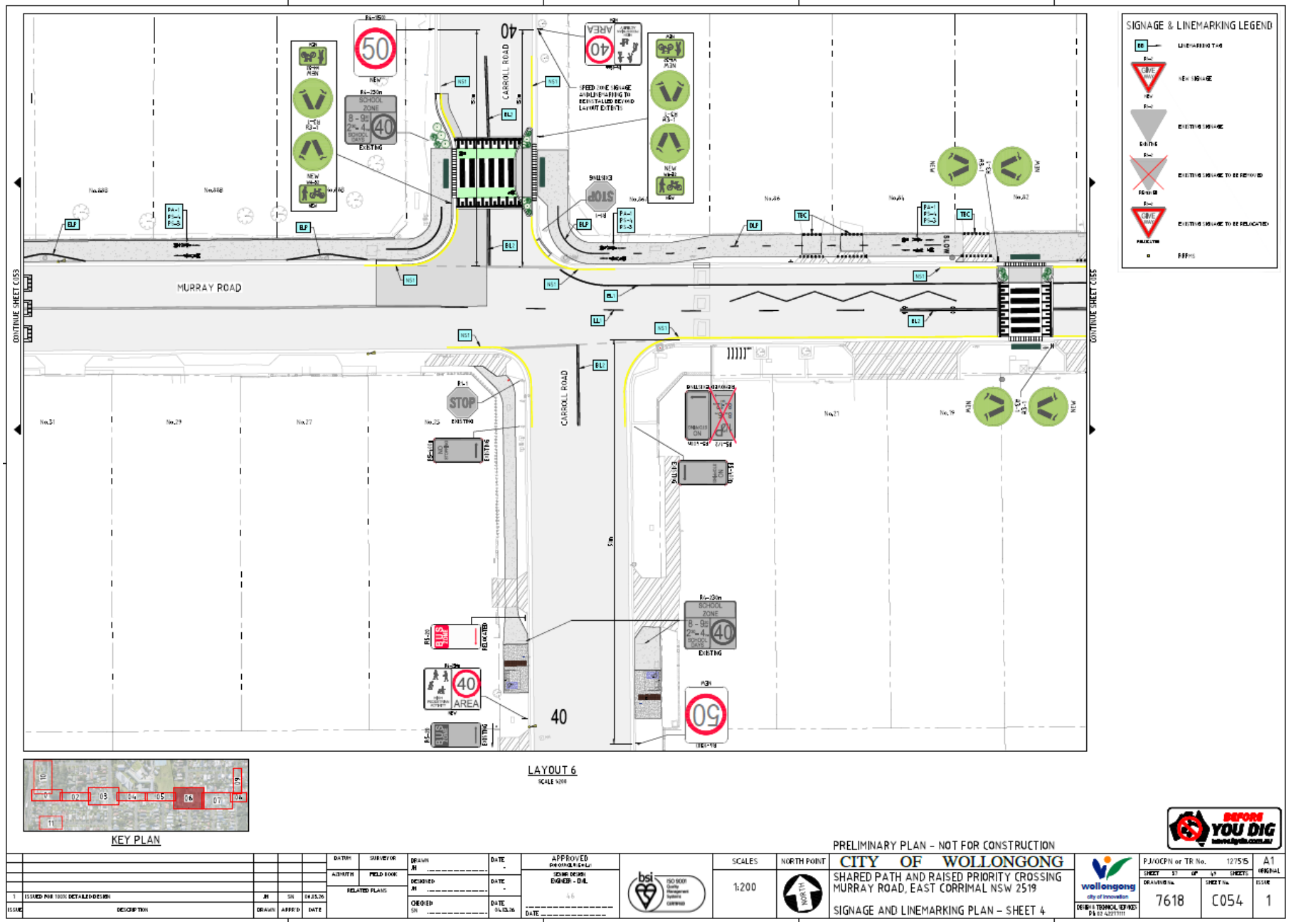
1 ISSUED FOR 100% DETAILED DESIGN JH SN 04.03.26

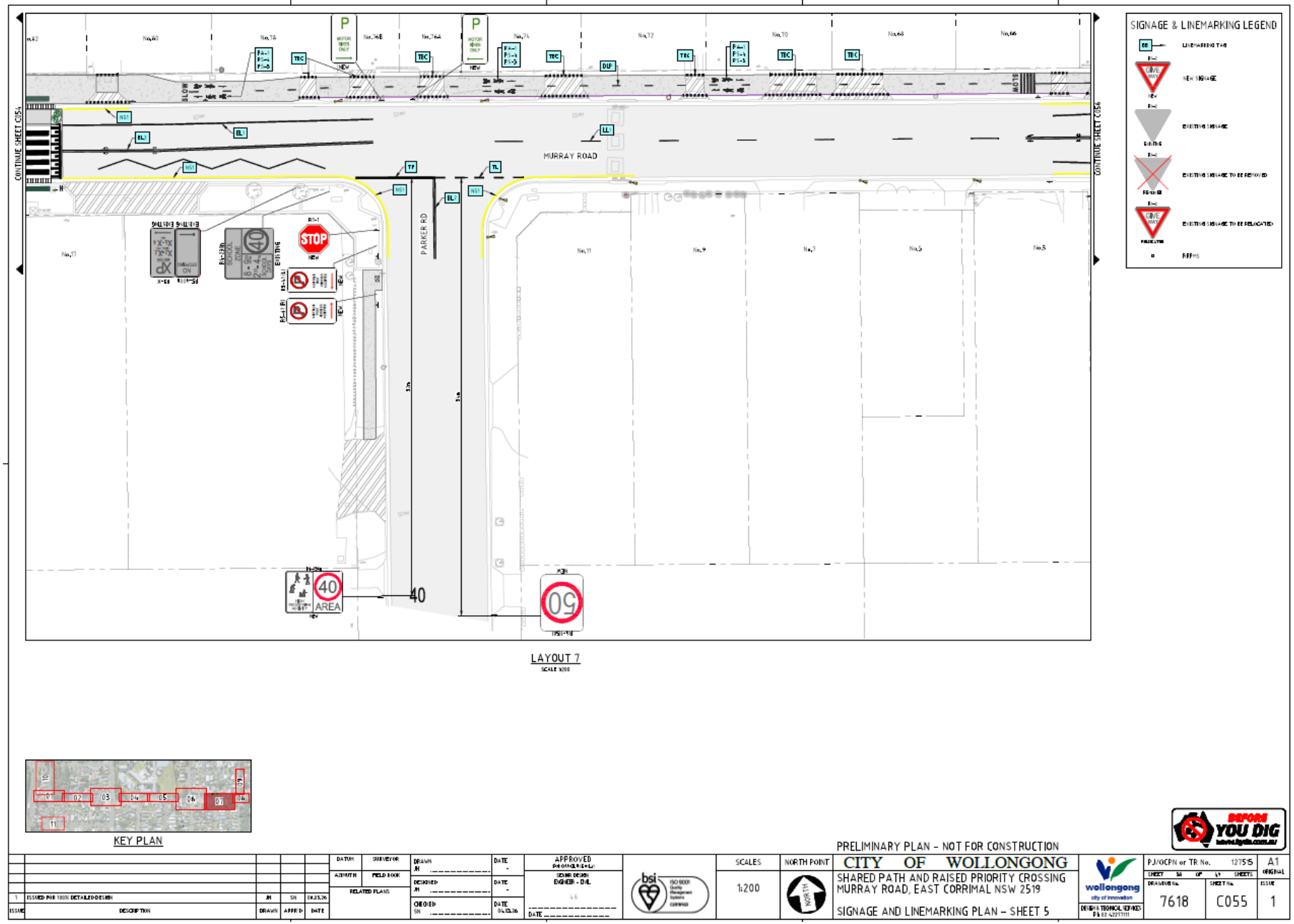
DATUM SURVEYOR AZIMUTH FIELD BOOK RELATED PLANS

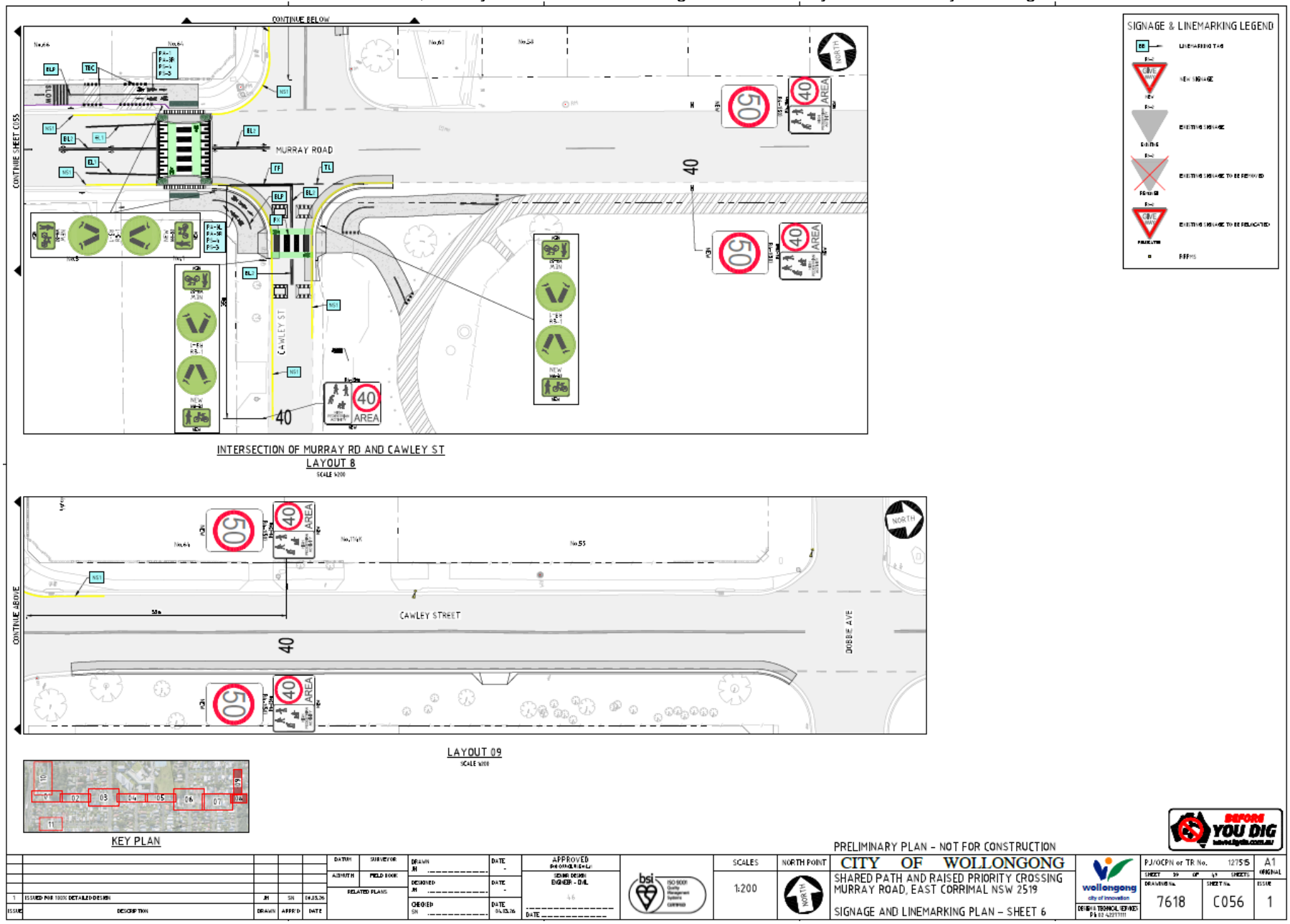
DRAWN JH DESIGNED JH CHECKED SN DATE

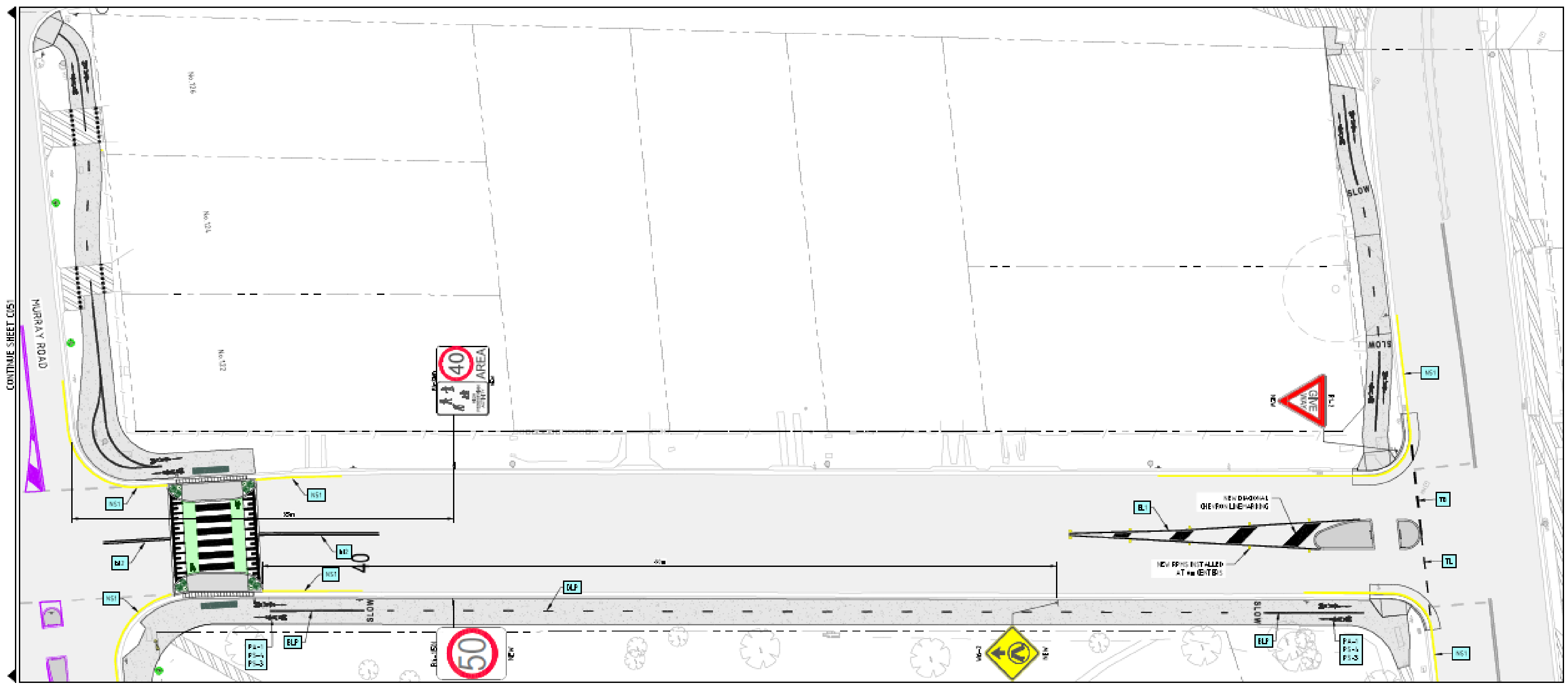
APPROVED DESIGN ENGINEER - DML DATE


SIGNAGE & LINEMARKING LEGEND
MURRAY ROAD
PAYNE RD
SPINKS ROAD
40
AREA
LAYOUT 4
LAYOUT 5
KEY PLAN
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
SIGNAGE AND LINEMARKING PLAN – SHEET 3
1:200
7618
C053
1


SIGNAGE & LINEMARKING LEGEND
MURRAY ROAD
CARROLL ROAD
CONTINUE SHEET C055
CONTINUE SHEET C055
LAYOUT 6
KEY PLAN
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
SIGNAGE AND LINEMARKING PLAN – SHEET 4
1:200
7618
C054
1


SIGNAGE & LINEMARKING LEGEND
MURRAY ROAD
PARKER RD
CONTINUE SHEET C054
CONTINUE SHEET C056
STOP
40
AREA
50
LAYOUT 7
KEY PLAN
PRELIMINARY PLAN – NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
SIGNAGE AND LINEMARKING PLAN – SHEET 5
SCALES
1:200
NORTH POINT
PJ/OCPN or TR No. 12755
DRAWING No. 7618
SHEET No. C055
ISSUE 1
ISSUED FOR 100% DETAILED DESIGN
BEFORE YOU DIG

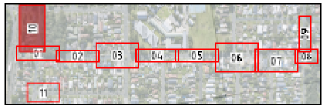

CONTINUE BELOW
CONTINUE SHEET C055
MURRAY ROAD
CAWLEY ST
40
50
AREA
INTERSECTION OF MURRAY RD AND CAWLEY ST
LAYOUT 8
SCALE 1:200
SIGNAGE & LINEMARKING LEGEND
CONTINUE ABOVE
CAWLEY STREET
DOBBIE AVE
NORTH
LAYOUT 09
SCALE 1:200
KEY PLAN
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
SIGNAGE AND LINEMARKING PLAN – SHEET 6
1:200
7618
C056
1



LAYOUT 10
SCALE 1:200

SIGNAGE & LINEMARKING LEGEND

	LINEMARKING TAG
	NEW SIGNAGE
	EXISTING SIGNAGE
	EXISTING SIGNAGE TO BE REMOVED
	EXISTING SIGNAGE TO BE RELOCATED
	RRPMS



KEY PLAN

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR 100% DETAILED DESIGN	JH	SN	06.05.26

DRAWN JH | DESIGNED JH | CHECKED SN | DATE 06.05.26

SCALES 1:200

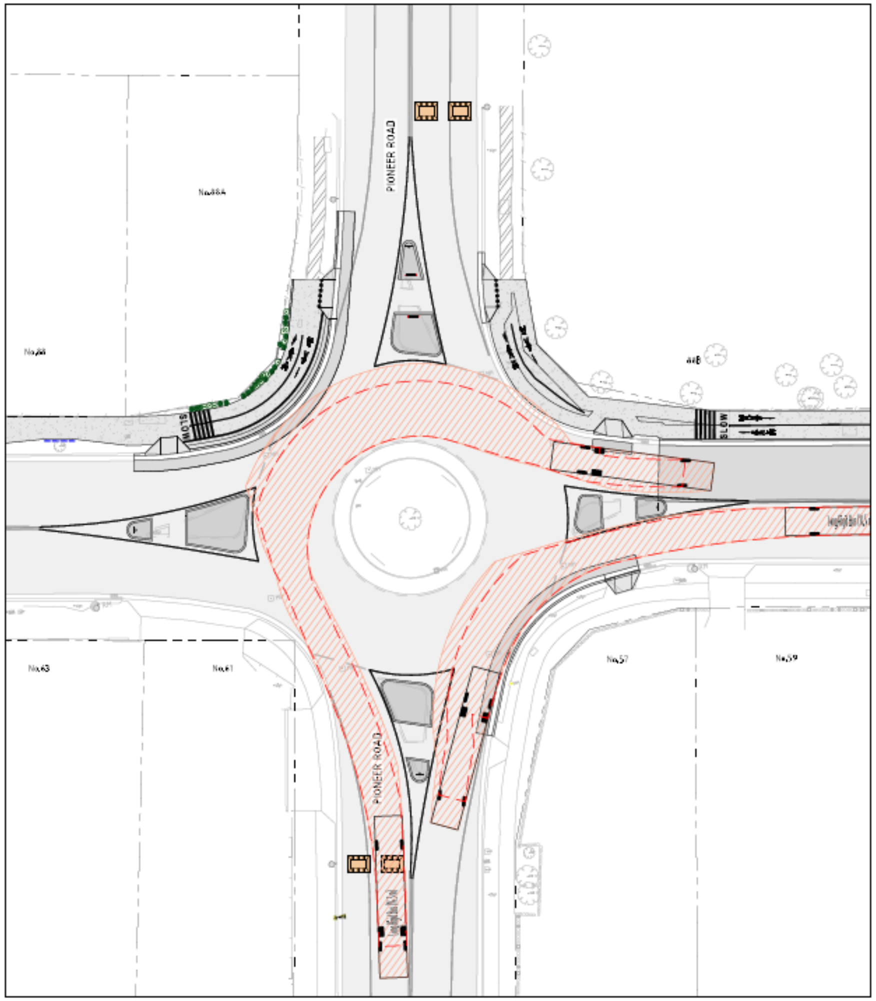
CITY OF WOLLONGONG

SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519

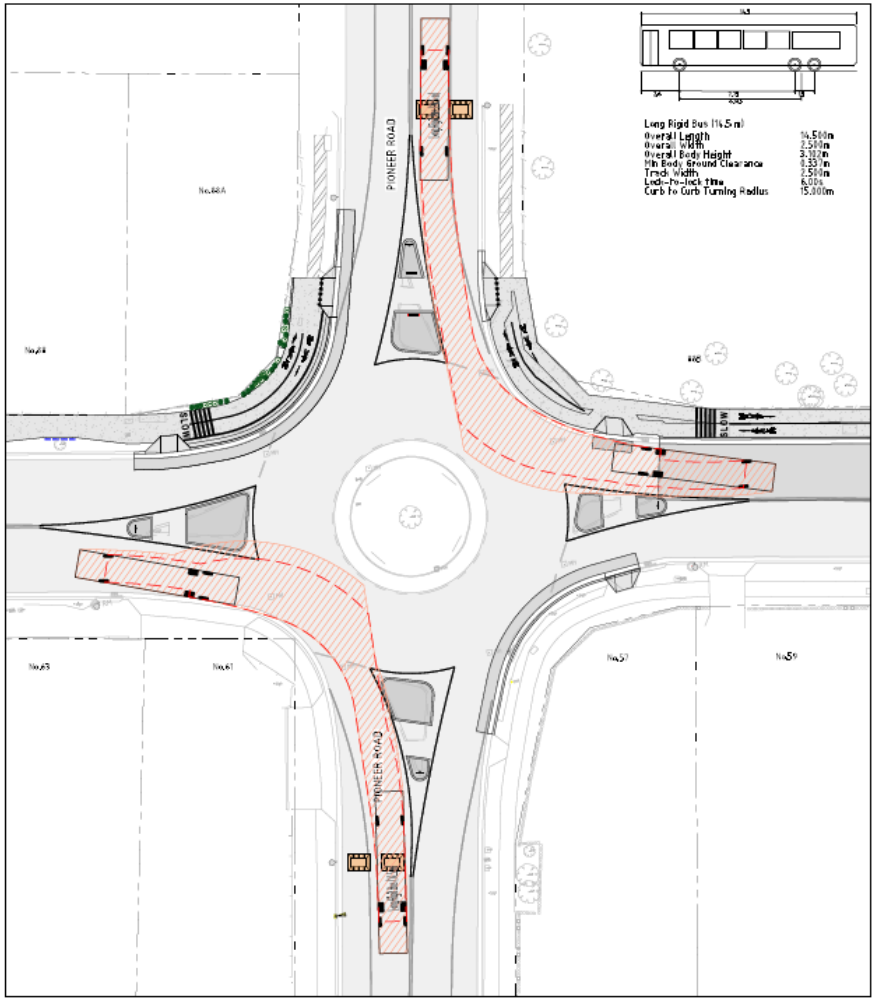
SIGNAGE AND LINEMARKING PLAN – SHEET 7

PJ/OCPN or TR No. 127515 | A1 ORIGINAL

DRAWING No. 7618 | SHEET No. C057 | ISSUE 1



LAYOUT 4
SWEPT PATH ANALYSIS 14.5m BUS
SCALE 1:150



LAYOUT 4
SWEPT PATH ANALYSIS 14.5m BUS
SCALE 1:150

PRELIMINARY PLAN – NOT FOR CONSTRUCTION

BEFORE YOU DIG

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR 100% DETAILED DESIGN	JH	SN	04.03.26

DATUM | SURVEYOR | AZIMUTH | FIELD BOOK | RELATED PLANS

DRAWN JH | DESIGNED JH | CHECKED SN | DATE 04.03.26

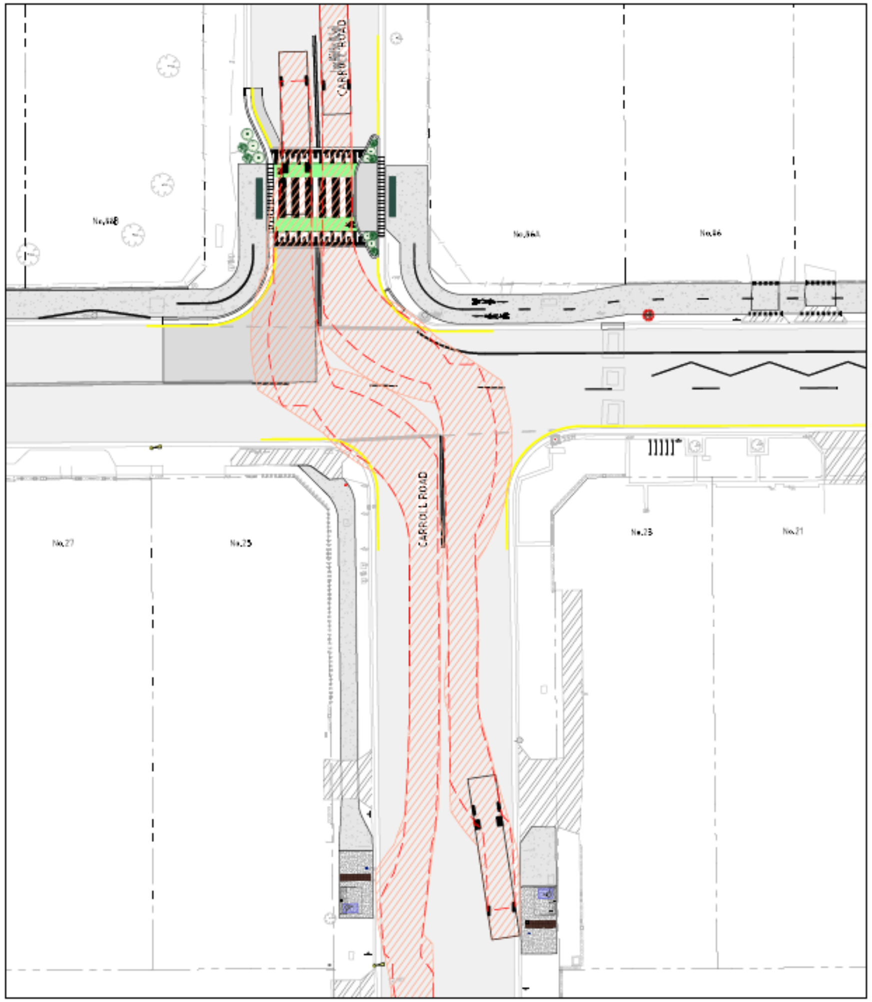
APPROVED | SENIOR DESIGN ENGINEER - DML

SCALES 1:150 | NORTH POINT

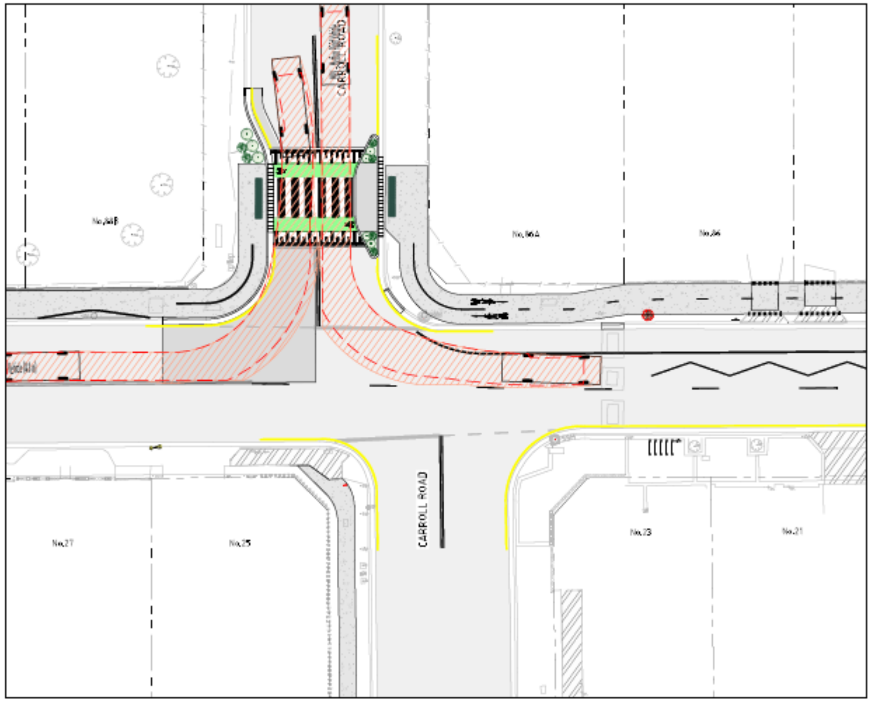
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
SWEPT PATHS ANALYSIS SHEET 1

PJ/OCPN or TR No. 12755 | A1 ORIGINAL
DRAWING No. 7618 | SHEET No. C061 | ISSUE 1

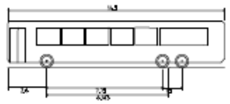
wollongong
city of innovation



LAYOUT 6
SWEPT PATH ANALYSIS 14.5m BUS

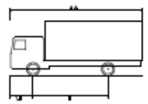


LAYOUT 6
SWEPT PATH ANALYSIS 8.8m MEDIUM RIGID VEHICLE



Long Rigid Bus (14.5m)

Overall Length	14.500m
Overall Width	2.500m
Overall Body Height	3.102m
Min Body Ground Clearance	0.337m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
1	ISSUED FOR 100% DETAILED DESIGN	JH	SN	04.03.26

DATUM | SURVEYOR | AZIMUTH | FIELD BOOK | RELATED PLANS

DRAWN JH | DATE -
DESIGNED JH | DATE -
CHECKED SN | DATE 04.03.26

APPROVED
SENIOR DESIGN ENGINEER - CIVIL
DATE

SCALES 1:150

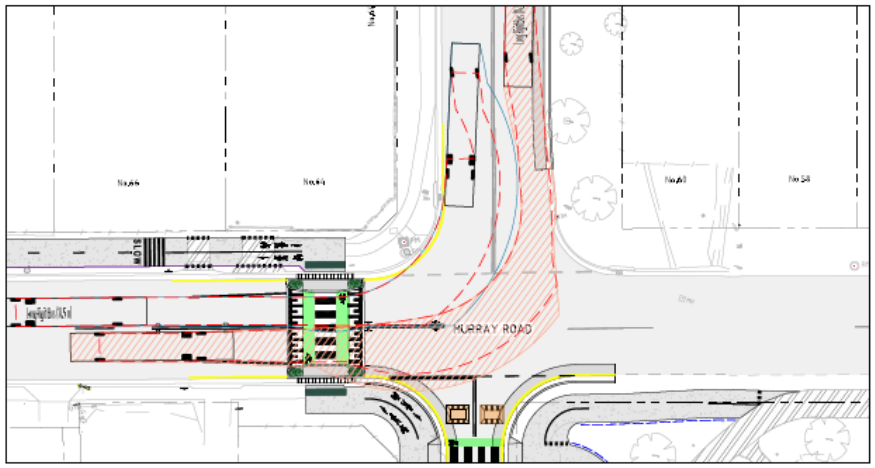
NORTH POINT

CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519

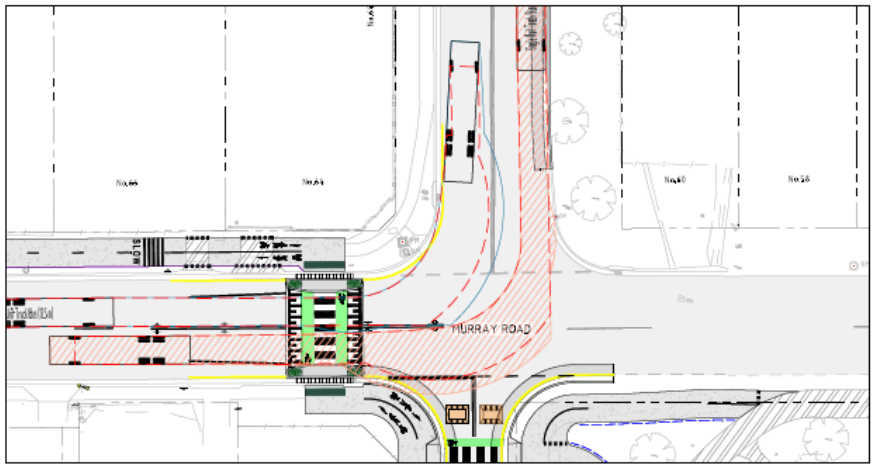
SWEPT PATHS ANALYSIS SHEET 2

wollongong city of innovation
DESIGN & TECHNICAL SERVICES Ph 02 42277111

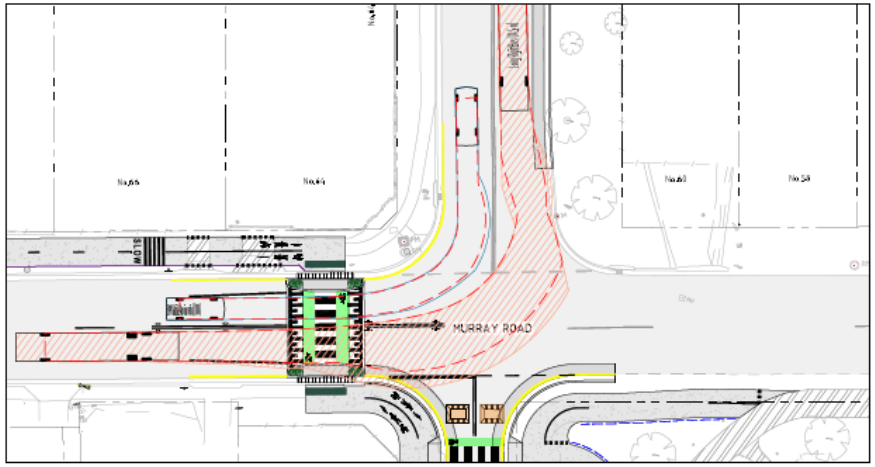
PJ/OCPN or TR No. 127515
SHEET 45 OF 49 SHEETS
A1 ORIGINAL
DRAWING No. 7618
SHEET No. C062
ISSUE 1



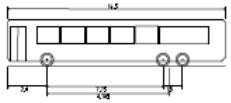
OPTION 1 – LAYOUT 10
SWEPT PATH ANALYSIS 14.5m BUS
SCALE 1:200



OPTION 1 – LAYOUT 10
SWEPT PATH ANALYSIS 12.5m BUS
SCALE 1:200

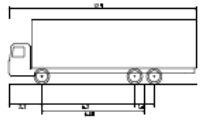


OPTION 1 – LAYOUT 10
SWEPT PATH ANALYSIS 14.5m BUS
SCALE 1:200



Long Rigid Bus (14.5 m)

Overall Length	14.500m
Overall Width	2.500m
Overall Body Height	3.700m
Min Body Ground Clearance	0.257m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m



Single Unit Truck/Bus (12.5 m)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPRD	DATE
1	ISSUED FOR 100% DETAILED DESIGN	JH	SN	04.03.26

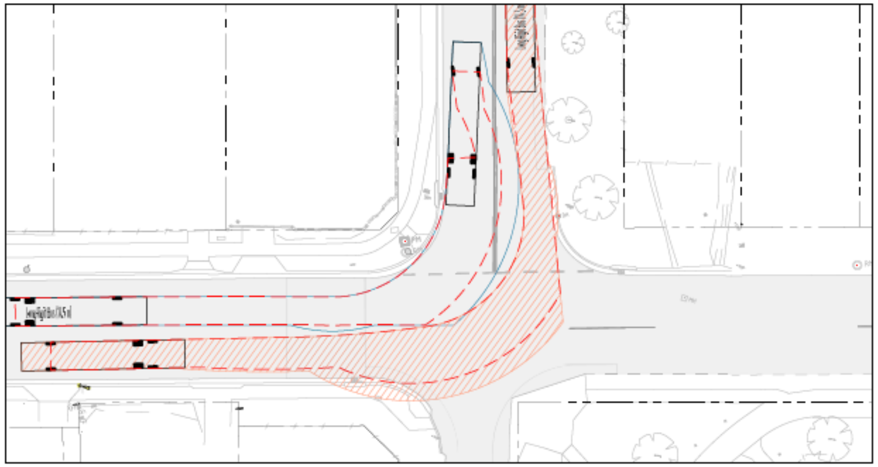
DATUM | SURVEYOR | AZIMUTH | FIELD BOOK | RELATED PLANS
DRAWN JH — DATE -
DESIGNED JH — DATE -
CHECKED SN — DATE 04.03.26
APPROVED FOR PUBLIC RELEASE
USING WORK ENGINEER - DML
DATE

SCALES 1:150
NORTH POINT

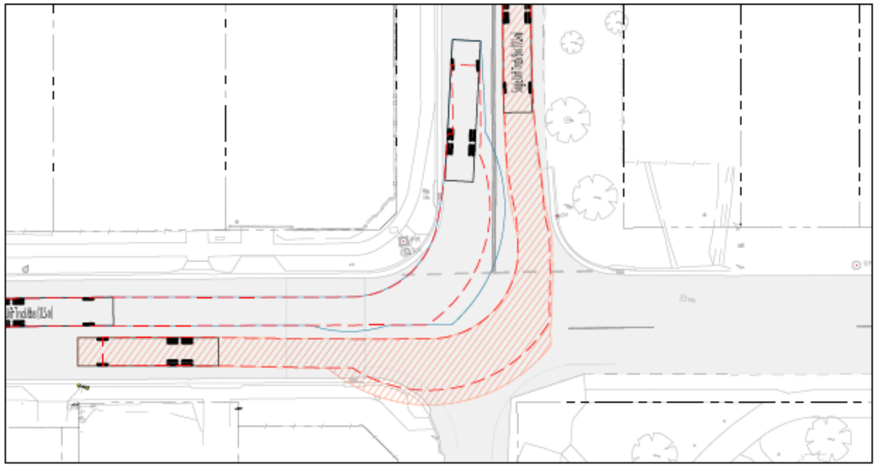
CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
SWEPT PATHS ANALYSIS SHEET 3

wollongong city of innovation
DESIGN & TECHNICAL SERVICES

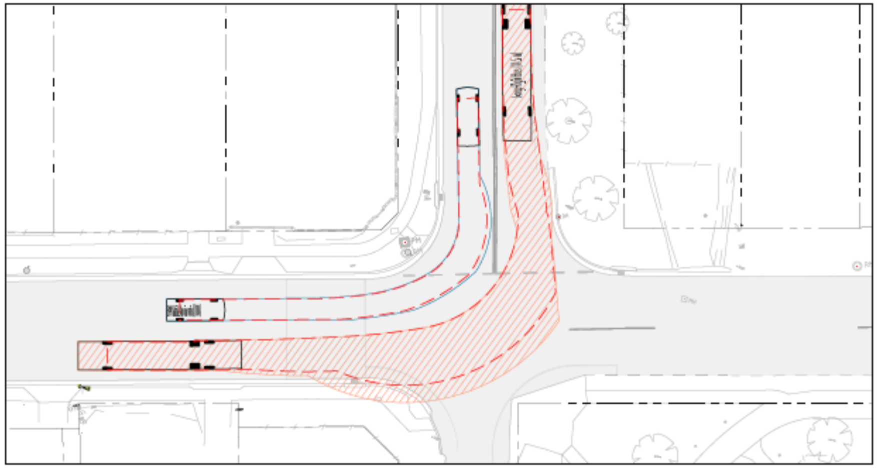
PJ/OCPN or TR No. 127515 | A1 ORIGINAL
SHEET 44 OF 47 SHEETS
DRAWING No. 7618 | SHEET No. C063 | ISSUE 1



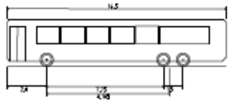
EXISTING - LAYOUT 10
SWEPT PATH ANALYSIS 14.5m BUS
SCALE 1:200



EXISTING - LAYOUT 10
SWEPT PATH ANALYSIS 12.5m BUS
SCALE 1:200

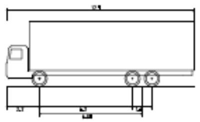


EXISTING - LAYOUT 10
SWEPT PATH ANALYSIS 14.5m BUS
SCALE 1:200



Long Rigid Bus (14.5 m)

Overall Length	14.500m
Overall Width	2.500m
Overall Body Height	3.102m
Min Body Ground Clearance	0.337m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m



Single Unit Truck/Bus (12.5 m)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.690m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

ISSUE	1
DESCRIPTION	ISSUED FOR 100% DETAILED DESIGN
DRAWN	JH
APPR'D	SN
DATE	04.03.26
DRAWN	JH
DESIGNED	JH
CHECKED	SN
APPROVED	SENIOR DESIGN ENGINEER - CIVIL
SCALES	1:150
NORTH POINT	NORTH

CITY OF WOLLONGONG
SHARED PATH AND RAISED PRIORITY CROSSING
MURRAY ROAD, EAST CORRIMAL NSW 2519
SWEPT PATHS ANALYSIS SHEET 4

PJ/OCPN or TR No.	127515
SHEET	45 OF 49 SHEETS
DRAWING No.	7618
SHEET No.	C064
ISSUE	1
A1	ORIGINAL

wollongong
city of innovation

REFUGE CROSSING

RAILWAY STREET, CORRIMAL.

PLM - 129859 PLAN No. 7620

DRAWING SCHEDULE

SHEET No.	DESCRIPTION
SK00	COVER LOCALITY AND DRAWING SCHEDULE
SK01	NOTES
SK02	EROSION AND SEDIMENT CONTROL
SK03	SURVEY AND SERVICES PLAN
SK04	GENERAL ARRANGEMENT PLAN
SK05	SIGNS AND LINEMARKING PLAN
SK06	DETAILS
SK07	SWEPT PATHS PLAN

LOCALITY PLAN
SCALE 1:500

PRELIMINARY PLAN – NOT FOR CONSTRUCTION

ISSUE	DESCRIPTION	DRAWN	APPR'D	DATE
4	REVISED REFUGE – 2M NEAR INTERSECTION - BUS STOP MOVED 3M WEST	TW	PH	9/5/2024
3	REVISED REFUGE – 2M NEAR INTERSECTION	TW	PH	5/5/2024
2	REVISED REFUGE WITH ROAD WIDENING	TW	PH	4/5/2024
1	ISSUED FOR REVIEW	TW	SN	10/2025

DATUM AHD | SURVEYOR HE | AZIMUTH GDA2020 | FIELD BOOK | RELATED PLANS

DRAWN TW | DATE 4/2025
DESIGNED TW | DATE 4/2025
CHECKED SN | DATE 10/2025

APPROVED
SENIOR DESIGN ENGINEER - CIVIL
7620_SK00_4
DATE

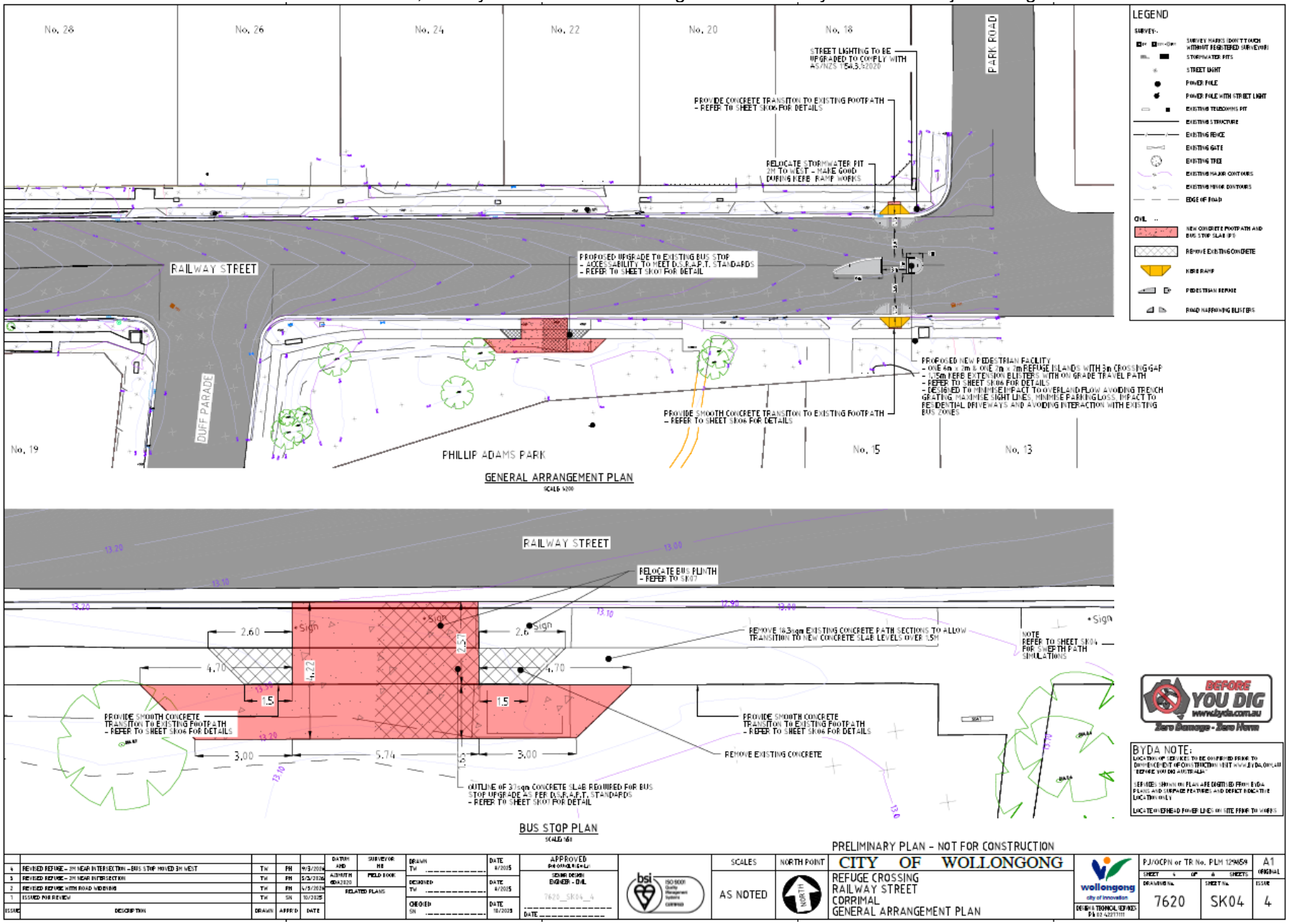
SCALES: AS NOTED
NORTH POINT: NORTH

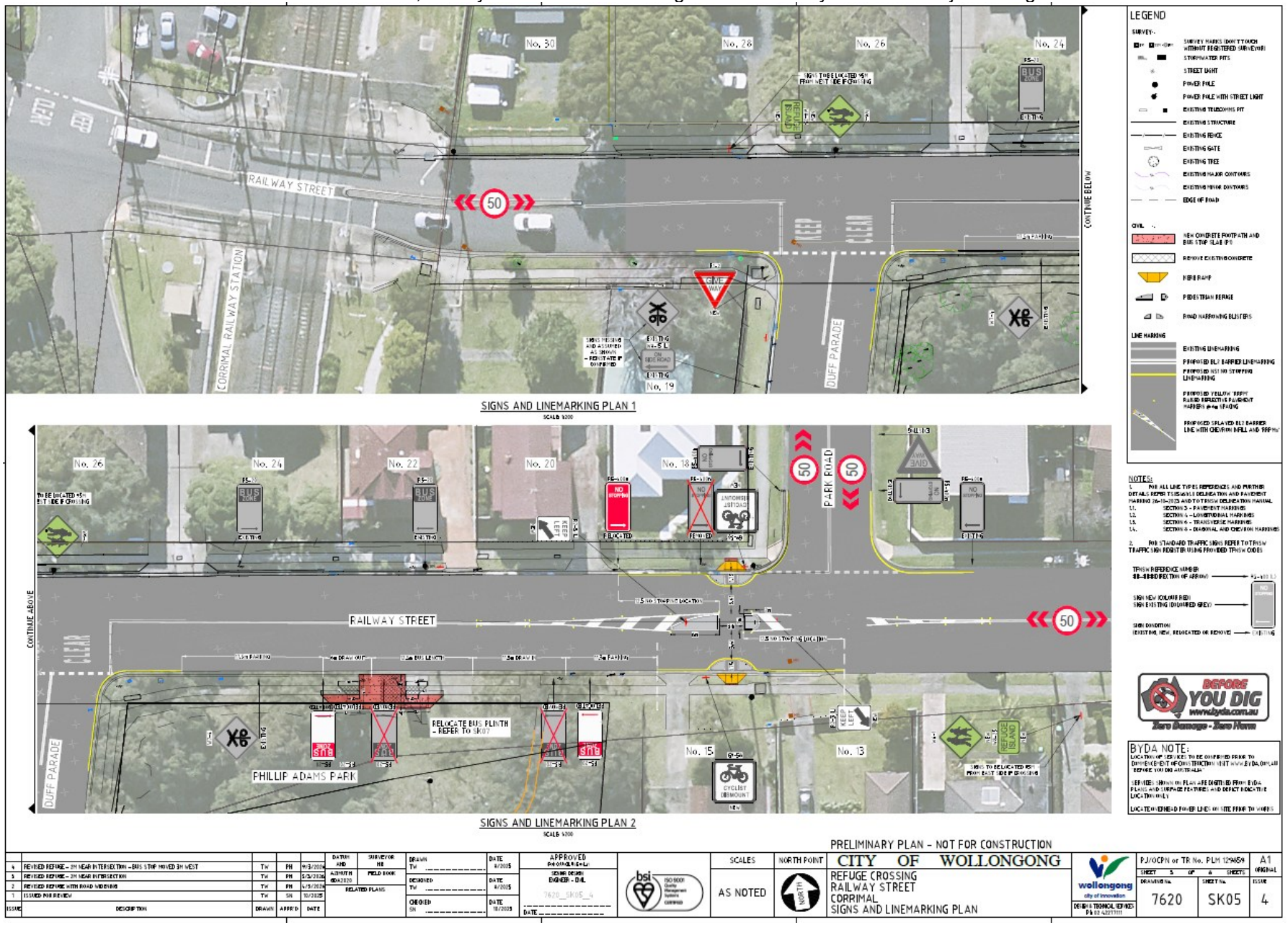
CITY OF WOLLONGONG
REFUGE CROSSING
RAILWAY STREET
CORRIMAL
COVER LOCALITY PLAN AND DRAWING SCHEDULE

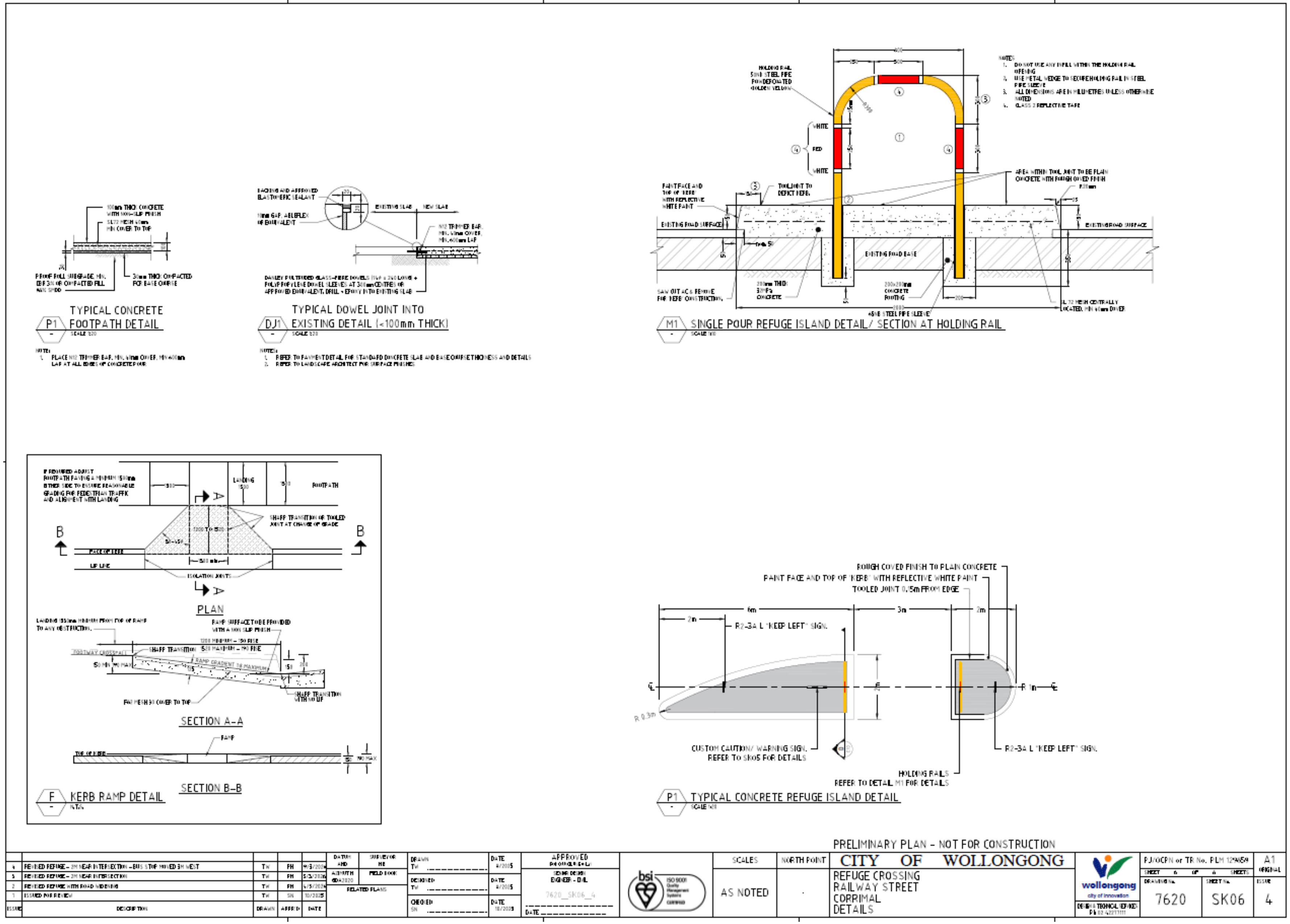
wollongong city of innovation
DESIGN & TECHNICAL SERVICES Ph 02 42277111

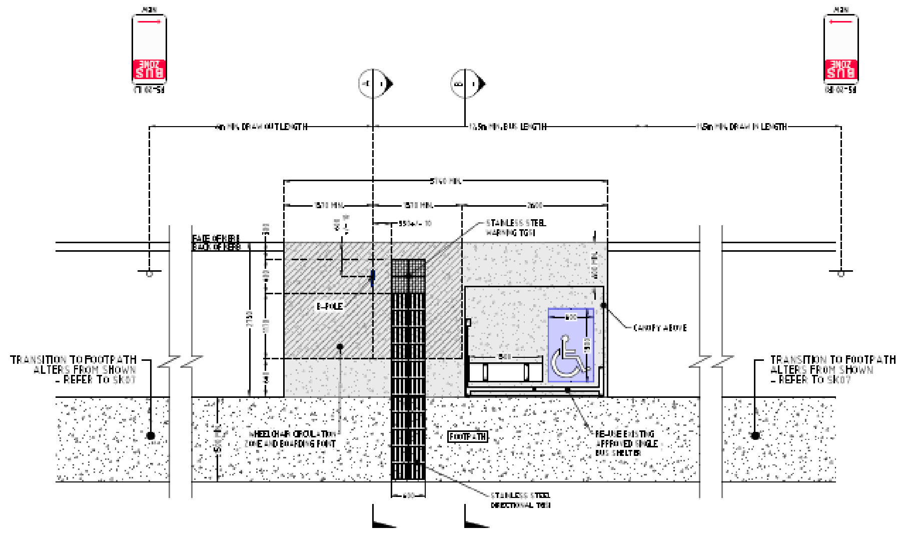
PJ/OCPN or TR No. PLM 129859 | A1 ORIGINAL
SHEET 0 OF 4 SHEETS
DRAWING No. 7620 | SHEET No. SK00 | ISSUE 4

wollongong
city of innovation

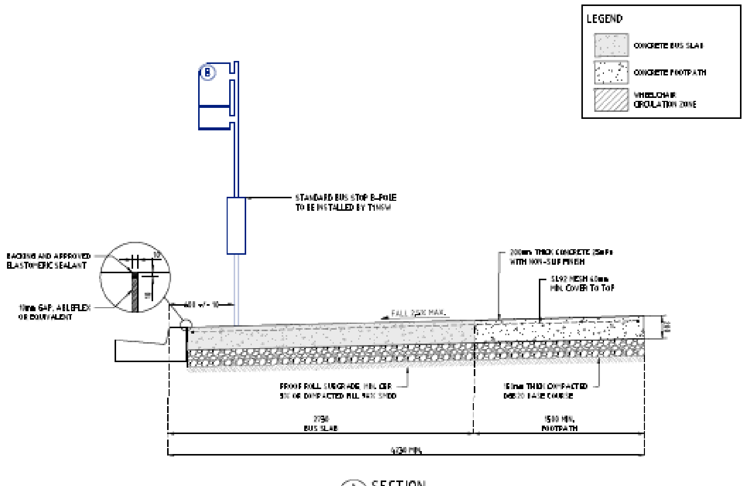

No. 28
No. 26
No. 24
No. 22
No. 20
No. 18
PARK ROAD
STREET LIGHTING TO BE UPGRADED TO COMPLY WITH AS/NZS 1158.3:2020
PROVIDE CONCRETE TRANSITION TO EXISTING FOOTPATH - REFER TO SHEET SK06 FOR DETAILS
RELOCATE STORMWATER PIT 2M TO WEST - MAKE GOOD DURING KERB RAMP WORKS
RAILWAY STREET
PROPOSED UPGRADE TO EXISTING BUS STOP - ACCESSIBILITY TO MEET D.S.R.A.P.T. STANDARDS - REFER TO SHEET SK07 FOR DETAIL
BUFF PARADE
PROPOSED NEW PEDESTRIAN FACILITY - ONE 6m x 2m & ONE 7m x 2m REFUGE ISLANDS WITH 3m CROSSING GAP - 1.15m KERB EXTENSION BLISTERS WITH ON GRADE TRAVEL PATH - REFER TO SHEET SK06 FOR DETAILS - DESIGNED TO MINIMISE IMPACT TO OVERLAND FLOW AVOIDING TRENCH GRATING MAXIMISE SIGHT LINES, MINIMISE PARKING LOSS, IMPACT TO RESIDENTIAL DRIVEWAYS AND AVOIDING INTERACTION WITH EXISTING BUS ZONES
PROVIDE SMOOTH CONCRETE TRANSITION TO EXISTING FOOTPATH - REFER TO SHEET SK06 FOR DETAILS
No. 19
PHILLIP ADAMS PARK
No. 15
No. 13
GENERAL ARRANGEMENT PLAN
SCALE 1:200
LEGEND
SURVEY -
STORMWATER PITS
STREET LIGHT
POWER POLE
POWER POLE WITH STREET LIGHT
EXISTING TELECOMMS PIT
EXISTING STRUCTURE
EXISTING FENCE
EXISTING GATE
EXISTING TREE
EXISTING MAJOR CONTOURS
EXISTING MINOR CONTOURS
EDGE OF ROAD
CIVIL -
NEW CONCRETE FOOTPATH AND BUS STOP SLAB OFF
REMOVE EXISTING CONCRETE
KERB RAMP
PEDESTRIAN REFUGE
ROAD NARROWING BLISTERS
RAILWAY STREET
RELOCATE BUS PLINTH - REFER TO SK07
2.60
4.70
4.22
1.5
3.00
5.74
PROVIDE SMOOTH CONCRETE TRANSITION TO EXISTING FOOTPATH - REFER TO SHEET SK06 FOR DETAILS
REMOVE 183sqm EXISTING CONCRETE PATH SECTIONS TO ALLOW TRANSITION TO NEW CONCRETE SLAB LEVELS OVER 1.5M
REMOVE EXISTING CONCRETE
OUTLINE OF 31sqm CONCRETE SLAB REQUIRED FOR BUS STOP UPGRADE AS PER D.S.R.A.P.T. STANDARDS - REFER TO SHEET SK07 FOR DETAIL
NOTE REFER TO SHEET SK04 FOR SWEPTH PATH SIMULATIONS
BUS STOP PLAN
SCALE 1:50
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
BEFORE YOU DIG www.byda.com.au
BYDA NOTE:
AS NOTED
CITY OF WOLLONGONG
REFUGE CROSSING
RAILWAY STREET
CORRIMAL
GENERAL ARRANGEMENT PLAN
PJ/OCPN or TR No. PLM 129859
A1
7620
SK04
4


SIGNS AND LINEMARKING PLAN 1
SIGNS AND LINEMARKING PLAN 2
RAILWAY STREET
CORRIMAL RAILWAY STATION
DUFF PARADE
PARK ROAD
PHILLIP ADAMS PARK
RELOCATE BUS PLINTH - REFER TO SK07
CONTINUE BELOW
CONTINUE ABOVE
LEGEND
NOTES:
BYDA NOTE:
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
REFUGE CROSSING
RAILWAY STREET
CORRIMAL
SIGNS AND LINEMARKING PLAN
AS NOTED
7620
SK05
4

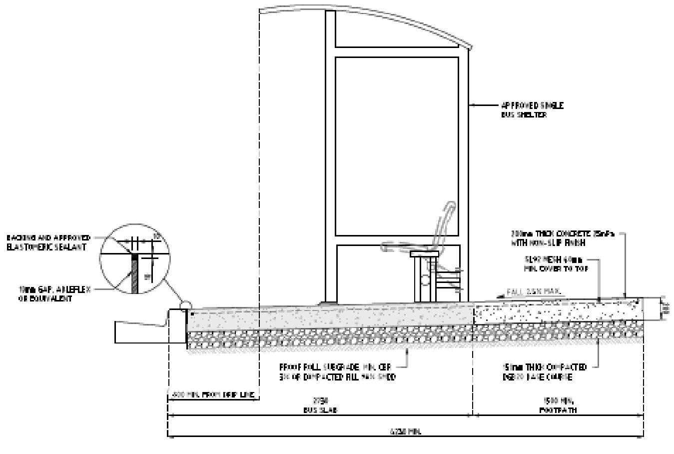

P1 TYPICAL CONCRETE FOOTPATH DETAIL
DJ1 TYPICAL DOWEL JOINT INTO EXISTING DETAIL (<100mm THICK)
M1 SINGLE POUR REFUGE ISLAND DETAIL/ SECTION AT HOLDING RAIL
F KERB RAMP DETAIL
PLAN
SECTION A-A
SECTION B-B
ROUGH COVED FINISH TO PLAIN CONCRETE
PAINT FACE AND TOP OF 'KERB' WITH REFLECTIVE WHITE PAINT
TOOLED JOINT 0.5m FROM EDGE
R2-3A L 'KEEP LEFT' SIGN.
CUSTOM CAUTION/ WARNING SIGN. REFER TO SK05 FOR DETAILS
HOLDING RAILS REFER TO DETAIL M1 FOR DETAILS
P1 TYPICAL CONCRETE REFUGE ISLAND DETAIL
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
SCALES AS NOTED
CITY OF WOLLONGONG
REFUGE CROSSING
RAILWAY STREET
CORRIMAL
DETAILS
7620
SK06
4



MINIMUM STANDARD WITH SHELTER DESIGN



A SECTION



B SECTION

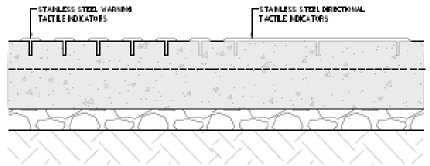
NOTES:

1. A CONNECTING PATHWAY BETWEEN THE BOARDING POINT AND ADJACENT FOOTPATH IS REQUIRED TO PROVIDE CONTINUOUS PATH OF TRAVEL
2. WHERE NO FOOTPATH, DESIGNS NEED TO EXTEND TO A CROSSING POINT OR NEAREST FOOTPATH
3. DESIGNER IS TO UNDERTAKE BYDA CHECKS AND REVIEW THE SERVICE LOCATIONS TO CONFIRM WHETHER THE STANDARD IS PERMITTED AT THE SPECIFIC LOCATIONS.
4. ENSURE NO INCONSISTENT GRADE CHANGING WITHIN SLAB AREA.
6. PAVEMENT TREATMENT TYPE AND COLOUR FOR BUS STOPS WITHIN THE WOLLONGONG CITY CENTRE SHALL BE IN ACCORDANCE WITH THE CITY CENTRE PUBLIC DOMAIN TECHNICAL MANUAL, OR APPROVED EQUIVALENT.
7. WHERE CONCRETE PAVEMENT IS SPECIFIED, A NON-SLIP FINISH SHALL BE PROVIDED AS DETAILED IN THE CROSS SECTIONS.
8. CANTILEVERED AND BESPOKE BUS SHELTER DESIGNS REQUIRE APPROPRIATE FOOTING SYSTEMS.
9. FOOTING SYSTEMS MUST COMPLY WITH GROUND CONDITIONS AND PUBLIC UTILITY REQUIREMENTS.
10. ALLOWANCE MUST BE CONSIDERED FOR FUTURE CUT AND REMOVAL OF SLABS FOR UTILITY ACCESS
11. DESIGNER TO COMPLY WITH PUBLIC UTILITY BUILD-OVER AND CLEARANCE REQUIREMENTS

PERFORMANCE SPECIFICATIONS FOR SHELTERS:

KEY REQUIREMENTS:

1. SIZE AND SEATING CAPACITY
2. AS 1428 ACCESSIBILITY TO BE CONSIDERED AND COMPLIED WITH.
3. DESIGN LIFE = 25 YEARS LONGEVITY
4. REFER AS2312 FOR STEEL COATING. MINIMUM EXPOSURE CAT C. CAT D IF 500m FROM OCEAN.
5. PERIOD TO FIRST MAINTENANCE 15 YEARS.
6. COMPLIANCE WITH DESIGN CODES AND STANDARDS INCLUDES: AS4100, AS 1170.1, AS 1170.2 .
7. NO SITE WELDING PERMITTED.
8. PROVIDE GALVANISED OR STAINLESS STEEL BOLTS.
9. PROVIDE RAISED BASE PLATES
10. REFER ELECTRICAL AND LIGHTING SPECIFICATION
11. WCC TO REVIEW AND APPROVE DESIGN, SHOP DETAILS AND CONSTRUCTION MANAGEMENT PLAN INCLUDING WHS AND ESCP ITP'S IN CONSTRUCTION
12. SEEK AND PROVIDE APPROVALS WITH PUBLIC UTILITIES.
13. PROVIDE STRUCTURAL CERTIFICATION AND FINAL CONSTRUCTION AND WAX DRAWINGS



NOTES:
1. TYPE AND COLOUR OF TGSI'S SHALL BE IN ACCORDANCE WITH THESE DRAWINGS UNLESS SPECIFIED FOR THE PROJECT.
2. DIFFERENT COLOURS AND TYPES OF TGSI'S MAY BE USED FOR SPECIFIC ACTIVITIES IN WHICH CASE CITY OF WOLLONGONG'S APPROVAL MUST BE OBTAINED PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES
3. TGSIS MAY BE INSTALLED ON CONCRETE PAVERS, IF IT COMPLIES WITH LUMINANCE CONTRAST REQUIREMENT SET IN AS 1428.4.1
4. EXTENTS OF TGSI'S MAY VARY TO SUIT ANY SPECIFIC DESIGN PENDING COUNCIL'S APPROVAL

TGSI SECTION
N.T.S

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
4	REVISED REFUGE - 3M NEAR INTERSECTION - BUS STOP MOVED 3M WEST	TW	PH	9/3/2026
3	REVISED REFUGE - 3M NEAR INTERSECTION	TW	PH	5/3/2026
2	REVISED REFUGE WITH ROAD WIDENING	TW	PH	4/3/2026
1	ISSUED FOR REVIEW	TW	SN	10/2025

DATUM AHD | SURVEYOR HB | AZIMUTH GDA2020 | FIELD BOOK | RELATED PLANS

DRAWN TW — DATE 8/2025
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CHECKED SN — DATE 10/2025

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SENIOR DESIGN ENGINEER - CIVIL
7620_SK07_4
DATE

SCALES: AS NOTED
NORTH POINT

CITY OF WOLLONGONG
REFUGE CROSSING
RAILWAY STREET
CORRIMAL
BUS STOP DETAILS

PJ/OCPN or TR No. PLM 129659 | A1 ORIGINAL
SHEET 7 OF 8 SHEETS
DRAWING No. 7620 | SHEET No. SK07 | ISSUE 4

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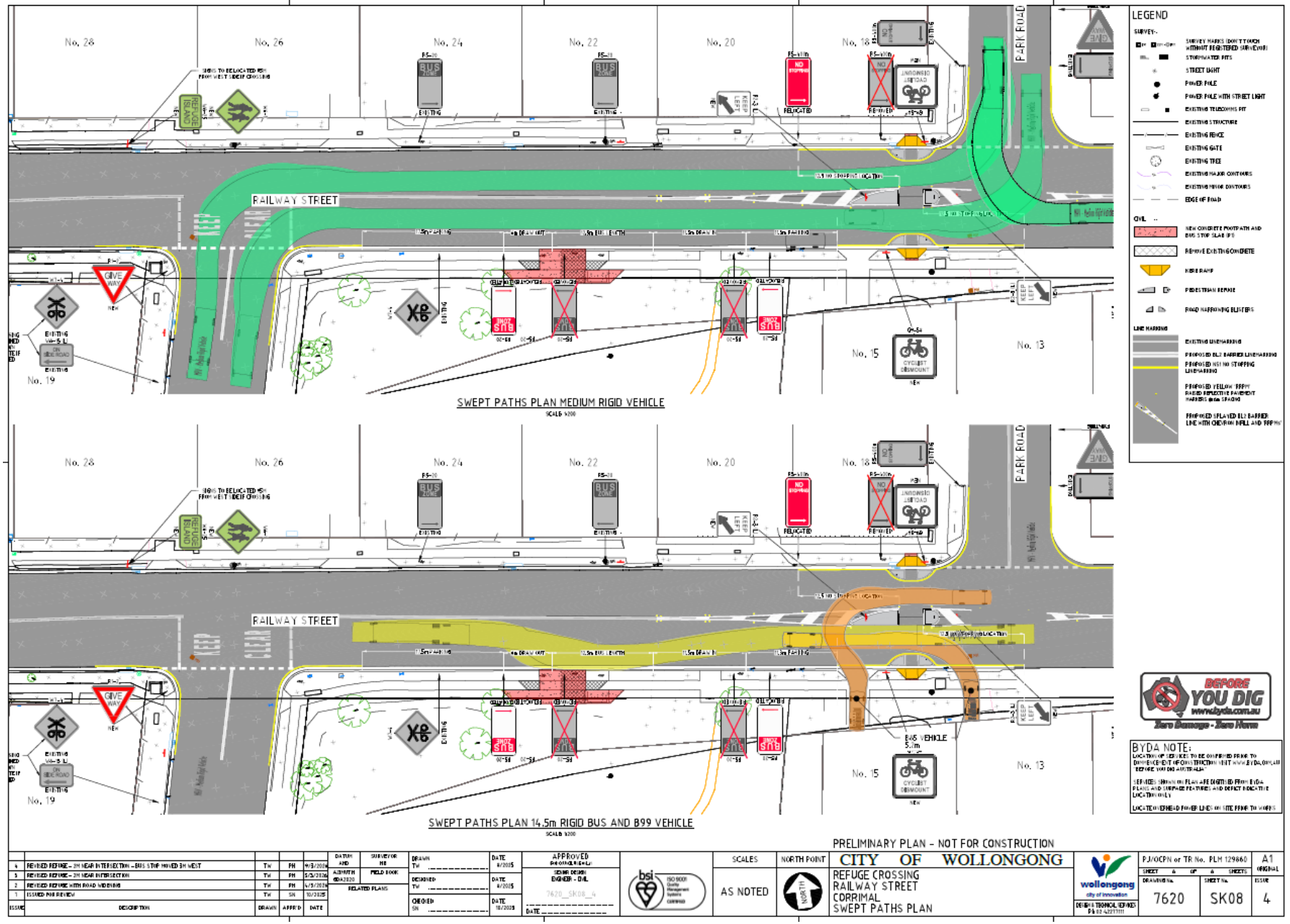
No. 28
No. 26
No. 24
No. 22
No. 20
No. 18
No. 19
No. 15
No. 13
PARK ROAD
RAILWAY STREET
GIVE WAY
BUS ZONE
NO STOPPING
REFUGE ISLAND
RELOCATED
REMOVED
EXISTING
NEW
KEEP LEFT
CYCLIST DISMOUNT
SWEPT PATHS PLAN MEDIUM RIGID VEHICLE
SCALE 1:200
SWEPT PATHS PLAN 14.5m RIGID BUS AND B99 VEHICLE
SCALE 1:200
LEGEND
SURVEY
STORMWATER PITS
STREET LIGHT
POWER POLE
POWER POLE WITH STREET LIGHT
EXISTING STRUCTURE
EXISTING FENCE
EXISTING GATE
EXISTING TREE
EXISTING MAJOR CONTOURS
EXISTING MINOR CONTOURS
EDGE OF ROAD
CIVIL
NEW CONCRETE FOOTPATH AND BUS STOP SLAB (FP)
REMOVE EXISTING CONCRETE
KERB RAMP
PEDESTRIAN REFUGE
ROAD HARDENING BLISTERS
LINE MARKING
EXISTING LINEMARKING
PROPOSED BUS BARRIER LINEMARKING
PROPOSED NO STOPPING LINEMARKING
PROPOSED YELLOW RRPM RAISED REFLECTIVE PAVEMENT MARKERS @ 8m SPACING
PROPOSED SPLAYED BUS BARRIER LINE WITH CHEVRON INFILL AND RRPMs
BEFORE YOU DIG
www.byda.com.au
Zero Damage - Zero Harm
BYDA NOTE:
EAS VEHICLE 5.2m
PRELIMINARY PLAN - NOT FOR CONSTRUCTION
CITY OF WOLLONGONG
REFUGE CROSSING
RAILWAY STREET
CORRIMAL
SWEPT PATHS PLAN
AS NOTED
NORTH
wollongong city of innovation
PJ/OCPN or TR No. PLN 129860
A1 ORIGINAL
DRAWING No. 7620
SHEET No. SK08
ISSUE 4
REVISED REFUGE – 3m NEAR INTERSECTION – BUS STOP MOVED 3m WEST
REVISED REFUGE – 3m NEAR INTERSECTION
REVISED REFUGE WITH ROAD WIDENING
ISSUED FOR REVIEW
DESCRIPTION
DRAWN
APPRD
DATE
SURVEYOR
FIELD BOOK
RELATED PLANS
DESIGNED
CHECKED
APPROVED
DESIGN DRAWN ENGINEER - DHL
7620_SK08_4

8 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	Street being used as a 'rat-run,' including speeding and dangerous driving.	1
Forest Reach Drive	Huntley	Illegal right hand turn on Forest Reach Drive and Foundation Avenue Huntley.	2
Robsons Road	Keiraville	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	Speeding and hooning at night as well as unsafe/illegal e-bike use regularly.	1
Intersection of Collins Street and Underwood Street	Corrimal	Disobeying of Stop sign leading to recent crashes.	1
Blue Mile Shared Path	Wollongong	E-bike travelling at very high speeds on the Blue Mile.	1
Shared path connecting Black Diamond Place and Park Road	Bulli	E-bikes and motorbikes speeding and interactions with vehicles in shared zone	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	E-bike and bike riding in the Crown Street Mall	1
Cachia Boulevard	Horsley	Speeding and cutting the corner turning right into Cachia Boulevard	1
Auburn Street	Wollongong	Speeding on the southern end near the roundabout	1
Avondale Road	Avondale	Speeding vehicles	1
Stuart Park	Wollongong	Hooning vehicles and damage to crash	1

Police acknowledged the 'dob in a hoon' items for future monitoring and appropriate action.