

FREEDOM OF INFORMATION COVERSHEET

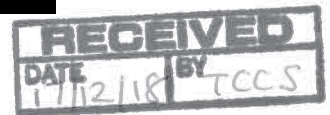
The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: TCCSFOI 2018-116

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	No
5. Fees	n/a
6. Processing time (in working days)	40 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a

18-116

From: [REDACTED]
Sent: Friday, 14 December 2018 3:56 PM
To: TCCS_FreedomOfInformation
Cc: [REDACTED]
Subject: [CM 180599] Freedom of Information Request
Attachments: Freedom of Information Request - Signed.pdf



Dear Sir/Madam,

Please find **attached** a Freedom of Information Request.

Should you have any questions, please do not hesitate to contact us.

Kind regards,



ACT
Government

Transport Canberra
and City Services

Freedom of Information – Access Application Form

PRIVACY NOTICE

The personal information you supply on this form will only be used for the purpose of processing your request. Your application must include an email or postal address to which the respondent can send notices under the Act. If all or some of this information is not collected, Transport Canberra and City Services may not be able to communicate with you, inhibiting their obligations under the Act. This could mean the request cannot be dealt with. Your personal information will not be disclosed to a third party without your consent unless statutory obligations require otherwise.

The Transport Canberra and City Services Privacy Policy contains information on how you can access or seek to correct any of your personal information that is held by the Transport Canberra and City Services, as well as the process for lodging a complaint about an alleged breach of the *Information Privacy Act 2014*. The Privacy Policy can be found on the Transport Canberra and City Services website at www.tccs.act.gov.au.

Applicant details

I wish to make an access application to Transport Canberra and City Services under the *Freedom of Information Act 2016*.

Name

Address

(where notices relating to this request
can be sent – either postal or electronic)

Telephone Contact (Business Hours)

Telephone Contact (Mobile)

Email Contact

What documents are you requesting under the Act?

- Records of all roadworks undertaken and road closures occurring on and around Ashley Drive, Johnson Drive, Clift Crescent, Richardson ACT from 2015 to present.
- Any documents relating to all roadworks undertaken and road closures occurring on and around Ashley Drive, Johnson Drive, Clift Crescent, Richardson ACT from 2015 to present, including but not limited to:
 - the reasons that the works and/or closures were undertaken; and
 - records of any complaints received in respect of the works and/or closures.
- Traffic managements plans in respect of any roadworks or road closures above
- Records of consultations with local businesses/residents in respect of any roadworks or road closures above

Fee Waiver

If you wish to apply for a fee waiver, the Act sets out a number of provisions to do so:

- The information being requested was previously publicly available but no longer is.
- The information being requested is of special benefit to the public (Ombudsman guidelines see Section 66).
- The applicant is a concession card holder and demonstrates a material connection with the information requested (concession cards include a current health care or pensioner card issued under the Social Security Act 1991; a current pensioner concession card issued in relation to a pension under the Veterans' Entitlements Act 1986 or the Military Rehabilitation and Compensation Act 2004; a current gold card; or a card prescribed by regulation).
- The applicant is a not-for-profit organisation and the application relates to the activities or purposes of the organisation.
- The applicant is a member of the Legislative Assembly.

Transport Canberra and City Services must waive any fees for providing information if the information was not publicly available and the agency makes the information publicly available before or within 3 working days after giving it to the applicant.

Fee waiver application (fill in if applicable. Otherwise leave blank)

I would like to apply for a fee waiver because the information being requested was previously publicly available but no longer is.

I would like

A copy of these documents sent to the above address and/or provided by email

APPLICANTS SIGNATURE

DATE OF REQUEST

14 December 2018



ACT
Government

Transport Canberra and
City Services



Dear Ms [REDACTED]

Freedom of information request: Reference - 18-116

I refer to your application made under the *Freedom of Information Act 2016* (the Act), received by Transport Canberra and City Services Directorate (TCCS) on 17 December 2018, in which you sought access to:

- Records of all roadworks undertaken and road closures occurring on and around Ashley Drive, Johnson Drive, Clift Crescent, Richardson ACT from 2015 to present;
- Any documents relating to all roadworks and road closures occurring on and around Ashley Drive, Johnson Drive, Clift Crescent, Richardson ACT from 2015 to present, including but not limited to:
 - the reasons that the works and /or closures were undertaken; and
 - records of any complaints received in respect of the works and /or closures.
- Traffic management plans in respect of any roadworks or road closures above; and
- Records of consultations with local businesses/residents in respect of any roadworks or road closures above.

I note that you clarified the scope of your application on 6 February 2019 to all documents relating to records of all roadworks undertaken and road closures occurring on and around Ashley Drive, Clift Crescent, Richardson from 2015 to present, in particular:

- Temporary Traffic management Plans
- Consultation; and
- Complaints.

I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the Act.

TCCS is required to provide a decision on your access application by 22 January 2019. I note you agreed to an extension until 21 February 2019.

Decision on access

Searches were completed for relevant documents and 134 documents (526 pages) were identified that fall within the scope of your request.

I have included at Attachment A to this decision the schedule of relevant documents. This provides a description of each document that falls within the scope of your request and the access decision for each of the documents.

Documents identified as relevant to your request contain information that I consider to be, on balance, contrary to the public interest to disclose under the test set out in section 17 of the Act.

I have decided to grant access, under section 50 of the Act, to copies of documents (Attachment B) with deletions applied to information that I consider would be contrary to the public interest to disclose.

Statement of Reasons

In reaching my access decision, I have taken the following into account:

- the FOI Act in particular Schedule 2; and
- the content of the documents that fall within the scope your request.

Factors favouring disclosure (Schedule 2)

- Section 2.1 (a)(iii) – inform the community of the government’s operations, including the policies, guidelines and codes of conduct followed by the government in its dealings with members of the community; and
- Section 2.1 (a)(viii) – reveal the reason for a government decision and any background or contextual information that informed the decision.

Factors favouring non-disclosure (Schedule 2)

- Section 2.2 (a)(ii) – prejudice the protection of an individual’s right to privacy or any other right under the *Human Rights Act 2004*.

As an Information Officer, I am required to decide where, on balance, public interest lies. As part of this process I must consider factors favouring disclosure and non-disclosure.

I consider that it is in the public interest to release most of the information identified as falling within the scope of your request.

Most of the documents within your request can be characterised into a number of types of documents being: documents previously publicly released; road traffic management plans and works approvals; and feedback and reports on consultation.

There is no public interest reason that favours non-disclosure where the documents have been produced and published for public consumption and, but for the removal from the public realm, would be available. I note that removal was because the notices regarding the infrastructure development are no longer current however this does not affect the public interest in releasing to you.

Road traffic management plans and works approval applications identified under the request relate to events that have already occurred. Release of the information is in the public interest as it informs the community of the government’s operations which can affect members of the community and the process followed by government when

managing road infrastructure projects and works. It also improves the Directorate's accountability for the work it undertakes by being transparent in releasing the information.

I note however that these documents do contain personal information regarding private company contact officers and certification. This information also includes signatures. It is not in the public interest to disclose information that could prejudice a person's right to privacy and in this case I have decided to redact such information.

The final type of document are those that relate to consultation on the works.

I consider that the evidentiary basis for decisions, provided in the outcomes of public consultation, have distinct public interest value.

I have decided people's names and contact details should not be released where it would amount to a release of personal information because the release could identify an individual's personal circumstances or personal opinion and would prejudice their right to privacy. I have therefore redacted information that has these characteristics or would otherwise be sensitive when seeking to protect the anonymity of individuals.

Considering the type of information I propose to withhold from release, I am satisfied that the factors in favour of release can still be met while protecting the personal information of individuals involved. I find the protection of this information outweighs disclosure in this instance. As a result, I have decided that release of this information could prejudice their right to privacy under the *Human Rights Act 2004*.

Charges

Fees and charges have been calculated at \$166.60. I have decided not to charge a fee in this case.

Online publishing – disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents will be released in response to your access application will be published in the TCCS disclosure log from 3 days after the date of this decision.

Your personal contact details will not be published. You may view the TCCS' disclosure log at http://www.tccs.act.gov.au/about-us/freedom_of_information.

Ombudsman review

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log, or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision you may write to the Ombudsman at:

The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601
Via email: ombudsman@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from the ACAT at:

ACT Civil and Administrative Tribunal
Level 4, 1 Moore Street
GPO Box 370
Canberra City ACT 2601
Telephone: (02) 6207 1740
www.acat.act.gov.au

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the directorate's FOI Coordinator on 6205 5408 or email tccs.foi@act.gov.au.

Yours sincerely



Cherie Hughes
Information Officer

20 February 2019

\$24.6 Million to ease traffic pressure for Tuggeranong

Released 27/05/2015

Minister for Roads and Parking, Mick Gentleman, today announced that Ashley Drive from Erindale Drive to Ellerston Avenue will be duplicated with \$24.6 million to be invested in the next three years as part of the 2015-16 ACT Budget.

“This Budget is good news for Tuggeranong. It will see the ACT Government deliver an upgrade to almost the full length of Ashley Drive into a dual carriageway, meeting the increasing traffic demands in this area, particularly by commuters in peak periods.

“The upgrade will cater to all modes of transport, with north and southbound on-road cycle lanes, additional footpaths to link with existing off-road paths and the duplication of existing underpasses near Statton Street and Bugden Avenue.

“This is another investment in our plan to build an integrated transport network, focused on roads, public transport and active travel to deliver great walking and cycling connections – all of which will connect people transport hubs, town centres and other communities.

“The upcoming Budget will be for Canberra – renewing our city suburbs and delivering on the resources our community needs. This Budget will ensure Canberra remains the world’s most liveable city – and a place all Canberrans can be proud of,” Minister Gentleman said.

A six week community consultation was held late last year and over 150 pieces of feedback were received. A number of themes from the feedback have been included in the upgrade, such as a pedestrian bridge over Monks Creek connecting Monash with the facilities along Ashley Drive and noise walls extended to the eastern side of Ashley Drive near Gowrie.

“Today’s announcement of nearly \$25 million follows an extensive community consultation on the preliminary designs for the duplication of Ashley Drive in late-2014, and now we will get on with delivering it for the Tuggeranong community,” Minister Gentleman said.

A number of other improvements will be investigated to complement the duplication and include:

- Improvements to address the queuing from the Isabella Drive roundabout in the morning peak;
- Investigation of use of ramp metering traffic signals;
- New traffic signals where Ashley Drive intersects with Bugden Avenue, Statton Street and Clift Crescent to improve the efficiency and safety of these intersections.

Ashley Drive, from Ellerston Avenue to Johnson Drive, is not currently at capacity and the duplication of this section of road can be completed as future funding becomes available.

"Ashley Drive from Erindale Drive to Johnson Drive is currently a single carriageway and carries over 20,000 vehicles a day.

As it acts as a major thoroughfare for traffic travelling from Tuggeranong suburbs such as Calwell and Gordon to Woden and the City, so I am really pleased with the work being done by Roads ACT to help ease this pressure," Minister Gentleman concluded.

- Statement ends -

Section: Mick Gentleman, MLA

(https://www.cmtedd.act.gov.au/open_government/inform/act_government_media_releases/gentleman) | Media Releases

Media Contacts

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Work to upgrade Ashley Drive gets underway

Released 16/03/2016

Works will start today on the \$24.6 million duplication of Ashley Drive with the first stage of works involving construction of a noise wall and pedestrian bridge.

Minister for Transport and Municipal Services Meegan Fitzharris said when consultation on the Ashley Drive duplication project was held in late 2014, the local community wanted to see a noise wall constructed before the duplication got underway.

"We had a period of consultation on the Ashley Drive project, with community input incorporated into the final plans for the upgrade," Minister Fitzharris said.

"One of the most common themes in the feedback was the provision of a noise wall. In response to this feedback, a noise wall will be the first feature built to mitigate noise during construction as well as traffic noise when the upgraded road is operational.

"The ACT Government has allocated \$800,000 for the noise wall which will run along the eastern side of the corridor between Statton Street and Isabella Drive.

"I am pleased to announce that Simeonov Civil Engineering (ACT) Pty Ltd was successful in winning the contract to construct the noise wall, which is expected to be completed in mid-2016.

"Another common piece of feedback we received was to construct a pedestrian bridge over Monks Creek, which was included in the final designs.

"The \$1.1 million pedestrian bridge will provide a connection between Richardson and Isabella Plains, linking residents with key public transport routes and the active travel network north of Monks Creek.

"The tenders for the construction of the Monks Creek pedestrian bridge are currently being evaluated and a contractor is expected to be appointed in coming weeks.

"An open tender process for the major construction works to duplicate Ashley Drive between Erindale Drive and Ellerston Avenue will also be advertised in coming weeks.

"The upgrade will cater to all modes of transport, with north and southbound on-road cycle lanes, additional footpaths to link with existing off-road paths and the duplication of existing underpasses near Statton Street and Bugden Avenue.

“This is another investment in our plan to build an integrated transport network with better roads, an integrated public transport system and active travel connections,” Minister Fitzharris concluded.

- Statement ends -

Section: Meegan Fitzharris, MLA

(https://www.cmtedd.act.gov.au/open_government/inform/act_government_media_releases/meegan-fitzharris-mla-media-releases) | Media Releases

Media Contacts

Name	Phone	Mobile	Email
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Ashley Drive duplication begins to improve Tuggeranong commute

Released 08/08/2016

The first sod was turned today on the \$28.1 million duplication of Ashley Drive between Erindale Drive and Johnson Drive to help save time and ease congestion for thousands of Tuggeranong commuters.

"The duplication of Ashley Drive will ease congestion and help save commuters time every day. It will also improve the experience for cyclists and pedestrians and make the road safer and easier to use for everyone," said Minister Fitzharris.

"The ACT Government is committed to easing congestion across Canberra and keeping Canberrans moving, whether it's on our road network or through integrated transport services, including better buses, light rail and more walking and cycling choices for Canberrans. Canberrans want to move easily, quickly and comfortably around Canberra and that is exactly what the government is delivering.

"The upgrade will significantly increase the capacity of the road and improve access for Theodore, Calwell and Lanyon residents connecting to the northern areas of the Tuggeranong Valley and Woden Valley through to the city centre.

"A three kilometre section of Ashley Drive between Erindale Drive and Johnson Drive will be duplicated to a dual carriageway with improvements made to the Statton Street, Bugden Avenue, Clift Crescent, Ellerston Avenue and Johnson Drive intersections. A new carriageway will be constructed on the eastern side of the existing road and the north and southbound carriageways will have two 3.5 metre lanes and a two metre on-road cycle lane.

"Additional footpaths linking with existing off-road paths, the duplication of existing underpasses near Statton Street and Bugden Avenue, and signalised pedestrian crossings at the Statton Street and Bugden Avenue intersections will also improve the experience for those who walk or cycle on this route.

"These improvements will accommodate the high levels of traffic in the area and address the excessive delays experienced during peak periods, particularly where Ashley Drive intersects with Statton Street, Clive Steele Avenue and Bugden Avenue.

"I'd also like to particularly acknowledge previous Minister for Roads and local MLA Mick Gentleman and local MLA Joy Burch for their strong advocacy for this project, which they know is important to the people of Tuggeranong."

Minister Fitzharris said the project not only duplicates Ashley Drive between Erindale Drive and Johnson Drive, but also provides additional features such as the pedestrian bridge and an extended noise wall, which were requested by the community as part of a consultation in late 2014.

"The noise wall along the eastern side of the corridor between Statton Street and Isabella Drive has been constructed to help mitigate noise during construction and traffic noise when the upgraded road is operational.

"Works are also progressing well on the pedestrian bridge that will provide a connection between Richardson and Isabella Plains. The pedestrian bridge is expected to open to the public in October 2016," said Minister Fitzharris.

A range of construction activities will now commence, starting with the set up of the site offices, the removal and stockpiling of topsoil and road excavation. The local community will be kept up-to-date on construction activities as the project progresses to completion in early 2018.

- Statement ends -

Section: Meegan Fitzharris, MLA

(https://www.cmtedd.act.gov.au/open_government/inform/act_government_media_releases/meegan-fitzharris-mla-media-releases) | Media Releases

Media Contacts

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Temporary closure on Ashley Drive and Johnson Drive

Released 31/10/2017

Transport Canberra and City Services would like to advise road users of a temporary closure on Ashley Drive and Johnson Drive in Calwell and Richardson.

The closure is due to damage to gas line infrastructure.

Location of road closure

Ashley Drive is closed in both directions between Ellerston Avenue and Johnson Drive.

Johnson Drive is closed in both directions between Were Street and Outtrim Avenue.

Timing of road closure

The road closure will be in place until further notice.

Effects on traffic

Diversions are in place via Outtrim Avenue, Ellerston Avenue and Clift Crescent. These are likely to remain in place during the peak period until the closure is lifted.

Minor diversions are also in place for bus Routes 71 and 66.

- Statement ends -

Section: ACT Transport Canberra and City Services Directorate

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Media Contacts

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Renee Gallo	6207 5743		

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Ashley Drive and Johnson Drive reopens

Released 31/10/2017

Transport Canberra and City Services would like to advise road users that Ashley Drive and Johnson Drive in Calwell and Richardson has reopened following the earlier damage to gas line infrastructure.

We thank motorists for their patience whilst crews conducted repair work.

Statement ends

Media contact: Dylan Jones T (02) 6207 5596 E Dylan.Jones@act.gov.au

- Statement ends -

Section: [ACT Transport Canberra and City Services Directorate](#)

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Traffic switch on Ashley Drive duplication

Released 10/11/2017

The duplication of Ashley Drive between Erindale Drive and Johnson Drive is progressing towards completion in early 2018, reaching a key milestone today with the first stage of a traffic switch to the new section of road.

"The duplication of Ashley Drive has been underway for just over 12 months now and a number of key milestones have been reached in that time. The noise walls and works on the underground services have been completed and new infrastructure including the Statton Street and Bugden Avenue underpasses and Monks Creek Bridge has been constructed," said Ben McHugh, Director of Capital Works and Development Support at Transport Canberra and City Services.

"Installation of streetlights and traffic lights is also nearing completion and today's traffic switch will allow works to be undertaken on the median including completion of the stormwater and construction of traffic and pedestrian islands.

"This upgrade to Ashley Drive will significantly increase the capacity of the road and improve access for Theodore, Calwell and Lanyon residents connecting to the northern areas of the Tuggeranong Valley and Woden Valley through to the city centre."

The first stage of the traffic switch which has been completed today, has moved southbound traffic between Isabella Drive and Johnson Drive onto the new road. This will give access to the construction team to complete their works in the median.

Milestones the project has to look forward to include:

- Southbound traffic switch from Erindale Drive to Isabella Drive – December 2017
- Traffic lights operational – planned for February 2018
- Project completion – planned for March 2018 (weather permitting).

"Ashley Drive is Tuggeranong's largest road and transport infrastructure project underway at the moment and we are working to deliver it as quickly as possible," Mr McHugh said.

Roadside signage will alert road users to the changed traffic arrangements. A speed limit of 60km/h will remain in place until works have been finalised.

- Statement ends -

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Upcoming temporary road closures on Ashley Drive

Released 23/11/2017

There will be temporary road closures over the coming weeks as the duplication of Ashley Drive between Erindale Drive and Johnson Drive progresses towards completion.

Upcoming road closures are required for water main works and intersection improvements as part of the duplication works. The Ashley Drive duplication is Tuggeranong's largest road and transport infrastructure project currently underway and the ACT Government is working to deliver it as quickly as possible.

Location and timing of temporary road closures

- Ashley Drive will be closed in both directions between Bugden Avenue and Clive Steel Avenue from 7 pm Friday 24 November until 7 am Saturday 25 November 2017. Detours will be in place via Clive Steel Avenue from the north and Bugden Avenue, Castleton Crescent and Statton Street from the south.
- Clive Steel Avenue will be closed at Ashley Drive from 7 am Saturday 25 November until 3 pm Saturday 2 December 2017. Detours will be in place via Barraclough Crescent for the duration of the closure. Traffic will be maintained in both directions on Ashley Drive.

Effects on traffic

- Minor delays are expected.
- Barriers as well as warning and diversion signs will be erected to alert people to the closure.

Transport Canberra and City Services thanks the public for their understanding and patience during these interruptions.

In the coming months Canberrans can look forward to the following project milestones:

- Southbound traffic switch from Erindale Drive to Isabella Drive – December 2017
- Traffic lights operational – planned for February 2018
- Project Completion – planned for March 2018 (weather permitting).

For up-to-date information on road closures please call Access Canberra on 13 22 81 or visit www.tccs.act.gov.au (<http://www.tccs.act.gov.au>)

For more information on Transport Canberra services visit www.transport.act.gov.au (<http://www.transport.act.gov.au>) or call 13 17 10.

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Southbound traffic switch on Ashley Drive as duplication progresses

Released 23/02/2018

The duplication of Ashley Drive is one step closer to completion with the second stage of the traffic switch to be completed today. Southbound traffic between Erindale Drive and Isabella Drive will today be moved onto the new section of road following the first stage of the traffic switch in late 2017 between Isabella Drive and Johnson Drive.

This traffic switch will provide better access for the construction team to complete their final months of work, particularly in the median strip.

"Following this traffic switch we only have a further two milestones before we'll be announcing the project's completion. We expect the traffic lights to be operational in April 2018, with the project to be completed soon after that," Ben McHugh, Director of Capital Works, Transport Canberra and City Services said.

"A priority of this project was that it was delivered as quickly as possible to minimise the impact on the community, and I am pleased to say that we have met all major milestones within expected timeframes thus far. Road users can look forward to the completion of the duplication and a less congested commute soon.

"This upgrade to Ashley Drive will not only significantly increase the capacity of the road and save commuters time each day, it will also improve road conditions for cyclists and pedestrians providing benefits for all road users."

The Ashley Drive duplication project has already reached a number of key milestones including:

- completion of the noise walls and works on the underground services
- completion of the Statton Street and Bugden Avenue underpasses
- construction of the Monks Creek Bridge
- installation of streetlights and completion of work on the stormwater infrastructure, and traffic and pedestrian islands.

Roadside signage will alert road users to the changed traffic arrangements. A speed limit of 60km/h will remain in place until works have been finalised.

- Statement ends -

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Upcoming lane closures as Ashley Drive duplication nears completion

Released 13/03/2018

Lane closures will be in place at the intersection of Ashley Drive and Erindale Drive over the coming weeks to complete median works as the duplication of Ashley Drive between Erindale Drive and Johnson Drive nears closer to completion.

Following the traffic switch which occurred in February, temporary lane closures are now required to complete upgrades in the median.

Location and timing of temporary lane closures

The median side lane on Ashley Drive either side of Erindale Drive will be closed after the morning peak on Wednesday 14 March, reopening on Saturday 24 March 2018.

Effects on traffic

There are no detours required for these works. Minor delays are expected, particularly on Ashley Drive during peak periods. Barriers as well as warning and diversion signs will be erected to alert people to the closure. Motorists should take additional care and follow the signage to ensure they are in the correct lanes. The current speed limit of 60km/h will remain in place.

Transport Canberra and City Services thanks the public for their understanding and patience during these interruptions.

The Ashley Drive duplication project has already reached a number of key milestones including:

- Completion of the noise walls and works on the underground services
- Completion of the Statton Street and Bugden Avenue underpasses
- Construction of the Monks Creek Bridge
- Installation of streetlights and completion of work on the stormwater infrastructure, and traffic and pedestrian islands.

The traffic lights are expected to be operational in April 2018 with the announcement of project completion to follow.

For more information on this project and other projects in the area, visit tccs.act.gov.au or call Access Canberra on 13 22 81.

- Statement ends -

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Road resurfacing works on new-look Ashley Drive from Thursday

Released 24/04/2018

Motorists and other road users are advised that the final layer of road resurfacing works will take place on Ashley Drive between Isabella Drive and Erindale Drive as the duplication of Ashley Drive approaches its completion.

Following the road resurfacing works, the new traffic lights at Statton Street and Bugden Avenue will become operational in the week commencing 7 May 2018, improving safety for motorists and pedestrians at these intersections.

Works will take place on the northbound and southbound carriageways of Ashley Drive and will occur in two stages.

Location and timing of works

Work will be carried out between 6 am and 6 pm from Thursday 26 to Monday 30 April 2018.

Stage 1: Thursday 26 April 2018 to Friday 27 April 2018

- Ashley Drive northbound between Isabella Drive and Erindale Drive.

Stage 2: Saturday 28 April 2018 to Monday 30 April 2018

- Ashley Drive southbound between Isabella Drive and Erindale Drive.

Location and timing of road closures

- One lane of traffic in each direction will be maintained on Thursday 26, Friday 27 and Monday 30 April 2018.
- Access to and from Ashley Drive at the following intersections will be temporarily closed whilst road resurfacing work occurs at the intersection:
 - Statton Street
 - Clive Steele Avenue
 - Bugden Avenue
 - Barraclough Crescent

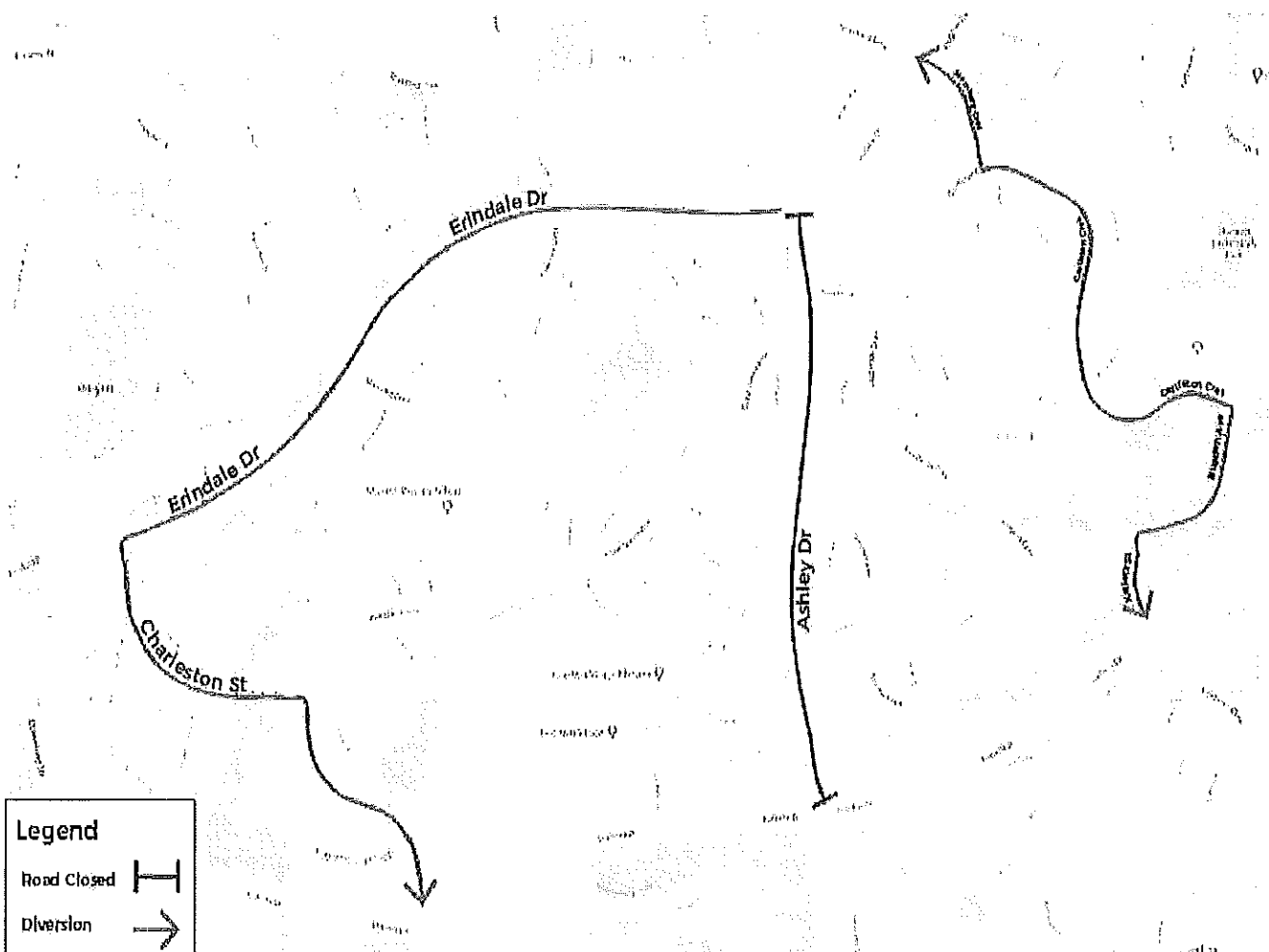
- Southbound lanes will be closed on Ashley Drive between Isabella Drive and Erindale Drive from 6 am to 6 pm on Saturday 28 and Sunday 29 April 2018.

Effects on traffic

- Minor delays are expected.
- Barriers as well as warning signs will be erected to alert people to the closures.
- Traffic controllers will be on site to guide motorists through the area.
- Drivers are asked to be mindful of the changed traffic arrangements and adhere to the work zone speed limits of 40 km/h.

The ACT Government thanks everyone for their patience whilst this important work takes place.

For more information on the duplication of Ashley Drive and other projects in the area, visit www.tccs.act.gov.au (<http://www.tccs.act.gov.au>) or contact Access Canberra on 13 22 81.



Ashley Drive southbound closures Sat 28 – Sun 29 April

- Statement ends -

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Ashley Drive approaching completion with final layers of asphaltting

Released 18/05/2018

Motorists and other road users are advised that the final layer of road resurfacing works will take place on Ashley Drive southbound between Isabella Drive and Johnson Drive as the duplication of Ashley Drive approaches its completion.

These road resurfacing works complete all major works on the project, following the new traffic lights at Statton Street and Bugden Avenue becoming operational earlier this month. Minor patching and landscaping will be completed in the coming weeks, with an announcement of project completion to follow.

Location and timing of works

Work will be carried out between 6 am and 6 pm from Saturday 19 May to Tuesday 22 May 2018 on the southbound lanes of Ashley Drive between Isabella Drive and Johnson Drive.

Location and timing of road closures

- Southbound lanes, including the Clift Crescent intersection, will be closed on Ashley Drive between Isabella Drive and Johnson Drive from 6 am to 6 pm on Saturday 19 May 2018.
- There will be no works on Sunday 20 May, all southbound lanes will be open.
- One lane of traffic southbound will be maintained on Monday 21 May and Tuesday 22 May 2018.

Effects on traffic

- Minor delays are expected.
- Barriers as well as warning signs will be erected to alert people to the closures.
- Detours will be in place on Saturday 19 May 2018, with motorists encouraged to detour via Drumston Street, Ellerston Avenue, Goldstein Crescent, Heagney Crescent and Clift Crescent.
- Traffic controllers will be on site to guide motorists through the area.
- Drivers are asked to be mindful of the changed traffic arrangements and adhere to the work zone speed limits of 40 km/h.

The ACT Government thanks everyone for their patience whilst this important work takes place.

For more information on the duplication of Ashley Drive and other projects in the area, visit www.tccs.act.gov.au (<http://www.tccs.act.gov.au>) or contact Access Canberra on 13 22 81.

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Existing lanes on Ashley Drive to be resurfaced over the coming days

Released 13/06/2018

Motorists and other road users are advised that road resurfacing will take place on the existing lanes of Ashley Drive both northbound and southbound between Johnson Drive and Isabella Drive from tomorrow, 14 June 2018.

All major construction work on Ashley Drive is now complete, with the traffic lights at Statton Street and Bugden Avenue operational and work on the new carriageway also complete. The new traffic lights at Clift Crescent will be operational by the end of the month. In the coming weeks there will be minor asphaltting and landscaping works completed on the old carriageway to improve the condition of the existing pavement, bringing them up to the same standard as the new lanes.

Location and timing of works

Asphaltting work will be carried out between 6 am and 6 pm from Thursday 14 June to Tuesday 19 June 2018 on the northbound and southbound lanes of Ashley Drive between Johnson Drive and Isabella Drive.

Location and timing of road closures

- Southbound lanes will be closed on Ashley Drive from Ellerston Avenue to Johnson Drive from 10 am to 3.30 pm on Thursday 14 and Friday 15 June 2018, there will be no right turn from Ellerston Avenue onto Ashley Drive southbound.
- Northbound lanes will be restricted to one lane from 7 am to 5 pm from Thursday 14 June to Saturday 16 June 2018.
- There will be restricted right turn access in and out of Clift Crescent from 9:30am to 3:30pm on Thursday 14 June, Friday 15 June and Monday 18 June 2018.
- Southbound lanes will be restricted by traffic controllers under stop and slow arrangement from Isabella Drive to Clift Crescent from 7 am to 5 pm on Monday 18 and Tuesday 19 June 2018.

Effects on traffic

- Minor delays are expected.
- Barriers as well as warning signs will be erected to alert people to the closures.
- Traffic controllers will be on site to guide motorists through the area.

- Drivers are asked to be mindful of the changed traffic arrangements and adhere to the work zone speed limits of 40 km/h.

Following this work, both duplicated lanes on southbound will be opened on Ashley Drive between Johnson Drive and Isabella Drive. The community will be notified of further road maintenance on the existing lanes of Ashley Drive northbound between Johnson Drive and Erindale Drive in the coming weeks. Following this, all four duplicated lanes of Ashley Drive between Johnson Drive and Erindale Drive will be opened to traffic.

The ACT Government thanks everyone for their patience whilst this important work takes place.

For more information on the duplication of Ashley Drive and other projects in the area, visit www.tccs.act.gov.au (<http://www.tccs.act.gov.au>) or contact Access Canberra on 13 22 81.

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Road resurfacing on Ashley Drive northbound this weekend

Released 19/09/2018

Motorists and other road users are advised that road resurfacing will take place on the northbound carriageway of Ashley Drive between Johnson Drive and Isabella Drive this weekend.

This work is part of the Australian Government's Roads to Recovery Program which supports the maintenance of the nation's local road infrastructure, and facilitates greater access for Australians and improved safety, economic and social outcomes.

Transport Canberra and City Services received approximately \$51 million from the Australian Government's Roads to Recovery Program for the period from the 2014-15 Financial Year to the 2018-19 Financial Year.

Location and timing of works

Asphalting work will be carried out between 6 am and 6 pm from Saturday 22 September to Sunday 23 September on the following roads:

- Ashley Drive northbound between Johnson Drive and Isabella Drive
- Ellerston Avenue in both directions between Groveland Crescent and Ashley Drive.

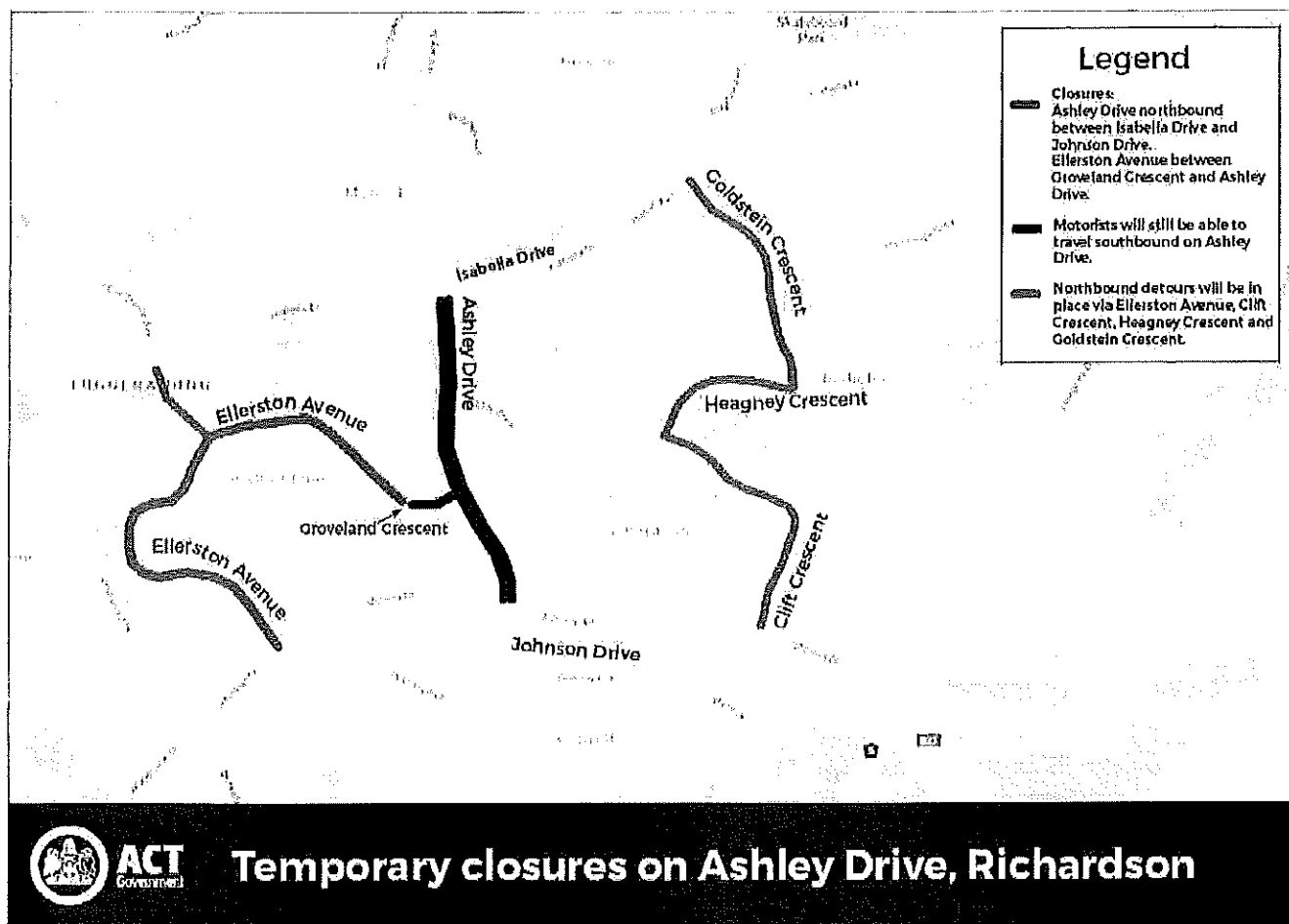
Location and timing of road closures

- Northbound lanes will be closed on Ashley Drive between Johnson Drive and Isabella Drive from 6 am to 6 pm on Saturday 22 and Sunday 23 September 2018.
- Ellerston Avenue will be closed in both directions between Groveland Crescent and Ashley Drive from 6 am to 6 pm on Saturday 22 and Sunday 23 September 2018.
- There will be no access to Ashley Drive from Ellerston Avenue and Johnson Drive.
- There will be no right turn from Clift Crescent onto Ashley Drive northbound.
- There will be no right turn from Groveland Crescent onto Ellerston Avenue eastbound.

Effects on traffic

- Minor delays are expected.
- Barriers as well as warning signs will be erected to alert people to the closures.

- Detours will be in place (map attached).
- Traffic controllers will be on site to guide motorists through the area.
- Drivers are asked to be mindful of the changed traffic arrangements and adhere to the work zone speed limits of 40 km/h.



- Statement ends -

Section: ACT Transport Canberra and City Services Directorate

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Ashley Drive upgrade drop-in information session

Released 02/11/2012

Southside residents and other interested stakeholders are invited to attend a drop-in information session about the upgrade of Ashley Drive and surrounding roads and intersections between 4 pm and 7 pm on Friday 9 November 2012 at Erindale Shopping Centre.

"Carrying over 20,000 vehicles a day, Ashley Drive is located in south Canberra and provides an important link between Johnson Drive in Richardson and Sternberg Crescent in Wanniassa," Director, Roads ACT, Tony Gill, said today.

"Increasing levels of traffic in the area has resulted in significant queuing and delays experienced by drivers at key intersections during the morning and afternoon peak periods.

"Canberrans are invited to come along to a drop-in information session between 4 pm and 7 pm at Erindale Shopping Centre to learn about the proposed upgrade work. The project team will also be available to answer questions about the project."

Mr Gill said the project aims to address traffic issues at key intersections with a particular focus on Erindale Drive, Sternberg Crescent and Ashley Drive.

"In 2011, the ACT Government commissioned a Traffic Analysis and Feasibility Study to identify improvements for the area. Recommendations from this study have formed the development of a preliminary design for the upgrade of Ashley Drive and surrounding roads.

"The preliminary design identifies six packages of work:

1. duplication of Erindale Drive between Ashley Drive and Sternberg Crescent;
2. upgrade of the McBryde Crescent and Ashley Drive intersection;
3. new line-marking on Ashley Drive between McBryde Crescent and Sternberg Crescent;
4. widening of Sternberg Crescent from Ashley Drive to Erindale Drive;
5. addition of dedicated left-turn lanes for Erindale Drive southbound traffic turning into Sternberg Crescent and Ashley Drive; and
6. upgrading of the Sternberg Crescent and Ashley Drive intersection including the installation of traffic signals.

"Following the community drop-in information session the final design will be prepared. Upgrade work on package one is expected to commence in mid-2013 and be complete by the end of 2014, with the remaining packages of work to be undertaken in subsequent years.

"I encourage residents and interested stakeholders to visit the project team on Friday to learn more about this important project," Mr Gill said.

- Statement ends -

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Reminder for residents: Ashley Drive upgrade drop-in information session

Released 08/11/2012

Southside residents and other interested stakeholders are reminded about the drop-in information session regarding the upgrade of Ashley Drive and surrounding roads and intersections between 4 pm and 7 pm tomorrow, Friday 9 November 2012, at Erindale Shopping Centre.

"Carrying over 20,000 vehicles a day, Ashley Drive is located in south Canberra and provides an important link between Johnson Drive in Richardson and Sternberg Crescent in Wanniasa," Director, Roads ACT, Tony Gill, said today.

"Increasing levels of traffic in the area has resulted in significant queuing and delays experienced by drivers at key intersections during the morning and afternoon peak periods.

"Canberrans are invited to come along to a drop-in information session between 4 pm and 7 pm at Erindale Shopping Centre to learn about the proposed upgrade work. The project team will also be available to answer questions about the project."

Mr Gill said the project aims to address traffic issues at key intersections with a particular focus on Erindale Drive, Sternberg Crescent and Ashley Drive.

"In 2011, the ACT Government commissioned a Traffic Analysis and Feasibility Study to identify improvements for the area. Recommendations from this study have formed the development of a preliminary design for the upgrade of Ashley Drive and surrounding roads.

"The preliminary design identifies six packages of work:

1. duplication of Erindale Drive between Ashley Drive and Sternberg Crescent;
2. upgrade of the McBryde Crescent and Ashley Drive intersection;
3. new line-marking on Ashley Drive between McBryde Crescent and Sternberg Crescent;
4. widening of Sternberg Crescent from Ashley Drive to Erindale Drive;
5. addition of dedicated left-turn lanes for Erindale Drive southbound traffic turning into Sternberg Crescent and Ashley Drive; and
6. upgrading of the Sternberg Crescent and Ashley Drive intersection including the installation of traffic signals.

"Following the community drop-in information session the final design will be prepared. Upgrade work on package one is expected to commence in mid-2013 and be complete by the end of 2014, with the remaining packages of work to be undertaken in subsequent years.

"I encourage residents and interested stakeholders to visit the project team on Friday to learn more about this important project," Mr Gill said.

- Statement ends -

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Ashley Drive duplication to be completed to Johnson Drive

Released 25/05/2014

Minister for Transport and Municipal Services Meegan Fitzharris today announced that \$3.5 million over two years will be committed in the 2016-17 ACT Budget to complete the duplication of Ashley Drive from Erindale Drive to Johnson Drive.

"The ACT Government has already invested \$24.6 million for an upgrade of Ashley Drive between Erindale Drive and Ellerston Avenue which is currently out for tender and this upgrade will now be continued to the south with the additional funding committed in this year's Budget," Minister Fitzharris said.

"An additional 550 metres of Ashley Drive between Ellerston Avenue and Johnson Drive will be upgraded to a dual carriageway.

"Ashley Drive is a key access road for the Tuggeranong region which is currently used by around 22,000 vehicles each day. Heavy traffic congestion is currently experienced on the road in the morning and evening peak periods and these duplication works will be welcomed by local residents.

"This funding commitment follows an extensive community consultation on the preliminary designs for the duplication of Ashley Drive in late-2014, and now we will get on with delivering its full duplication for the Tuggeranong community.

"The duplication works will include intersection upgrades where Ashley Drive intersects with Ellerston Avenue and Johnson Drive.

"The upgrade will also cater to active travel, with north and southbound on-road cycle lanes and additional footpaths to link with existing off-road paths."

Minister Fitzharris said works are already underway to deliver the upgrade between Erindale Drive and Ellerston Avenue.

"Construction is progressing well on the noise wall along the eastern side of the corridor between Statton Street and Isabella Drive as well as the pedestrian bridge over Monks Creek which will provide a connection between Richardson and Isabella Plains.

“This upgrade will significantly increase traffic capacity on this section of road and improve access for Theodore, Calwell and Lanyon residents connecting to the northern areas of the Tuggeranong Valley and Woden Valley through to the city centre. “New road infrastructure in Tuggeranong is another investment in the ACT Government’s plan to build an integrated transport network, focused on roads, public transport and active travel,” Minister Fitzharris said.

- Statement ends -

Section: Meegan Fitzharris, MLA

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New part-time lights to reduce traffic congestion on busy southside roads

Released 20/10/2014

New part-time traffic signals have been installed on the eastern approach to the Sternberg Crescent and Erindale Drive roundabout to complete stage 1 of upgrades to Ashley and Erindale Drive, said Minister for Territory and Municipal Services, Shane Rattenbury.

"The lights will improve the flow of traffic at the roundabout in the morning peak period and will be switched on from Friday 3 October at 7:45am," said Mr Rattenbury.

"The lights will typically operate from 7.45 am to 9 am Monday to Friday however these timings may be tweaked over time to ensure the lights are working harmoniously with traffic conditions. Supportive signage has been installed to make sure motorists know when the traffic lights are active. This signage will flash when the traffic lights are red or yellow."

"The lights are part of a \$7million upgrade to address congestion and delays that drivers experience at key intersections on Ashley Drive and Erindale Drive during the morning and afternoon peak.

"Stage one work has included duplication of Erindale Drive between Sternberg Crescent and Ashley Drive; introduction of left slip turn lanes on Erindale Drive (southbound) at the approaches to both Sternberg Crescent and Ashley Drive; and installation of traffic signals at the intersection of Ashley Drive and McBryde Crescent.

Mr Rattenbury said with stage 1 upgrade work now complete, the ACT Government was now designing a second phase of work.

"Stage 2 design is currently being completed and construction work is subject to future funding. The project will involve the duplication of Ashley Drive with additional off-road shared paths adjacent to Ashley Drive and Isabella Drive," Mr Rattenbury said.

The design phase will include opportunities for feedback from the community. More details on consultation opportunities will be released in October 2014 with comments sought over a six week period throughout November and December.

- Statement ends -

Section: Shane Rattenbury, MLA

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Feedback sought on designs for stage 2 of Ashley Drive

Released 29/10/2014

Following the completion of stage 1 of upgrades to Ashley Drive, the ACT Government is now seeking feedback from the community on preliminary designs for stage 2, said Minister for Territory and Municipal Services, Shane Rattenbury.

"Stage 2 of the upgrade will focus on the southern section of Ashley Drive from Erindale Drive to Johnson Drive and would build on stage 1 works to the northern section of the road which were completed last month," Mr Rattenbury said.

"Ashley Drive from Erindale Drive to Johnson Drive is currently a single carriageway and carries over 20,000 vehicles a day. It acts as a major thoroughfare for traffic travelling from Tuggeranong suburbs such as Calwell, Isabella Plains and Gordon to Woden and the city.

"Construction work is subject to future funding with the proposed designs intended to complement recent measures including the part times lights that were installed on Sternberg Crescent and Erindale Drive.

"The transition of the road from a single carriageway to a dual carriageway is proposed as part of the stage 2 upgrade to accommodate increasing levels of traffic in the area which has resulted in significant queuing and delays. This will also benefit bus services that use the corridor as part of the Tuggeranong to Woden routes.

"The designs also include north and southbound on-road cycle lanes, additional footpaths to link with existing off road paths and upgrades to street lighting.

"Traffic issues at key intersections will also be addressed including the extended queuing from the Isabella Drive roundabout in the morning peak. Ramp metering traffic signals are proposed for this intersection to make it easier for vehicles travelling from the south to enter the roundabout.

"New traffic signals are also proposed for where Ashley Drive intersects with Bugden Avenue, Statton Street and Clift Crescent to improve the efficiency and safety of these intersections.

"Other stage 2 works will include the duplication of existing underpasses near Statton Street and Bugden Avenue and noise mitigation measures to manage impacts of traffic noise on adjacent residences

"The community are invited to view the preliminary designs for Ashley Drive stage 2 and complete an online feedback form at www.timetotalk.act.gov.au (<http://www.timetotalk.act.gov.au>). Hardcopy feedback forms and preliminary design plans for viewing are also available at the Erindale Library throughout the duration of the consultation and at the Erindale Shopping Centre from Monday 3 to Sunday 16 November 2014.

"Alternatively, if you would like to meet the project team, drop-in to an information session at the Erindale Shopping Centre on Thursday 6 November 2014 from 3.30 pm to 5.30 pm or Friday 14 November from

5 pm to 7 pm. Consultation closes 5 pm Wednesday 10 December 2014," Mr Rattenbury concluded.

- Statement ends -

Section: Shane Rattenbury, MLA

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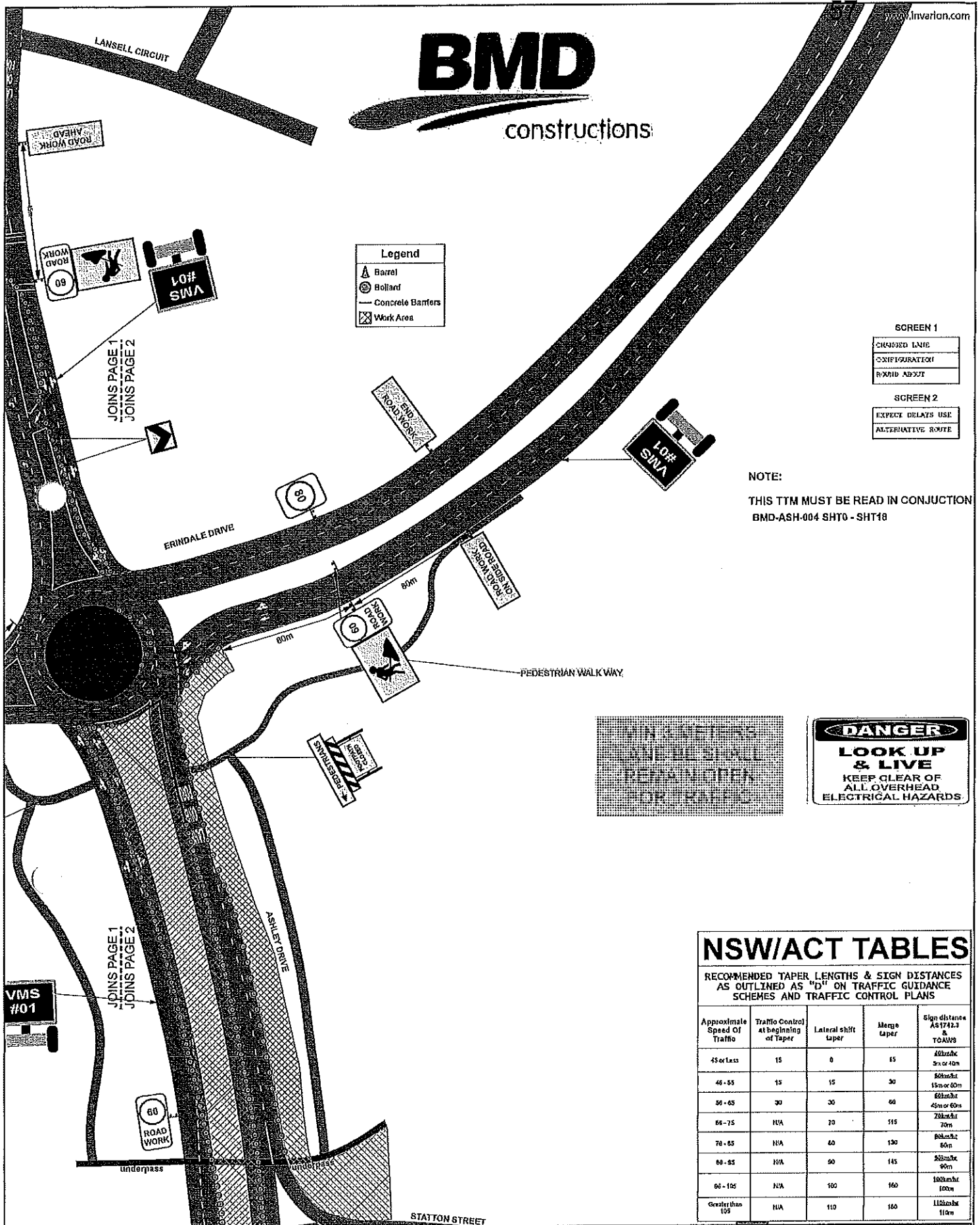


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THIS TTM MUST BE READ IN CONJUNCTION
BMD-ASH-004 SHT0 - SHT18

DANGER
LOOK UP
& LIVE
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS

NSW/ACT TABLES

RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

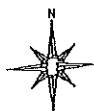
Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Lateral shift taper	Merge taper	Sign distance AS1742.3 TOAWS
45 or less	15	0	15	40km/hr 2m or 40m
46 - 55	15	15	30	60km/hr 15m or 60m
56 - 65	30	30	60	80km/hr 45m or 60m
66 - 75	N/A	70	115	70km/hr 70m
76 - 85	N/A	60	130	80km/hr 80m
86 - 95	N/A	90	145	90km/hr 90m
96 - 105	N/A	100	160	100km/hr 100m
Greater than 105	N/A	110	165	110km/hr 110m



**Lack Group Pty
K & D Traffic Management
2/13 Stanton Rd,
Seven Hills NSW 2147
P: 02-96627113
email: lgp@lackgroup.com.au**

Traffic control signs shall be installed & maintained in accordance with Australian Standard 1742-3 (Traffic Control Signs and Devices to Work on Roads) & RACTA Traffic Control at Work Signs Manual Version 4 June 2010.
 Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
 Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed further from the side streets.
 Signs are to be Class 1 retro-reflective (daylight), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lanes or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
 At the end of the work, or when traffic controllers are absent for an extended period, the T1-100 and T1-200 signs must be removed.
 When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site ceases.

NOT TO SCALE

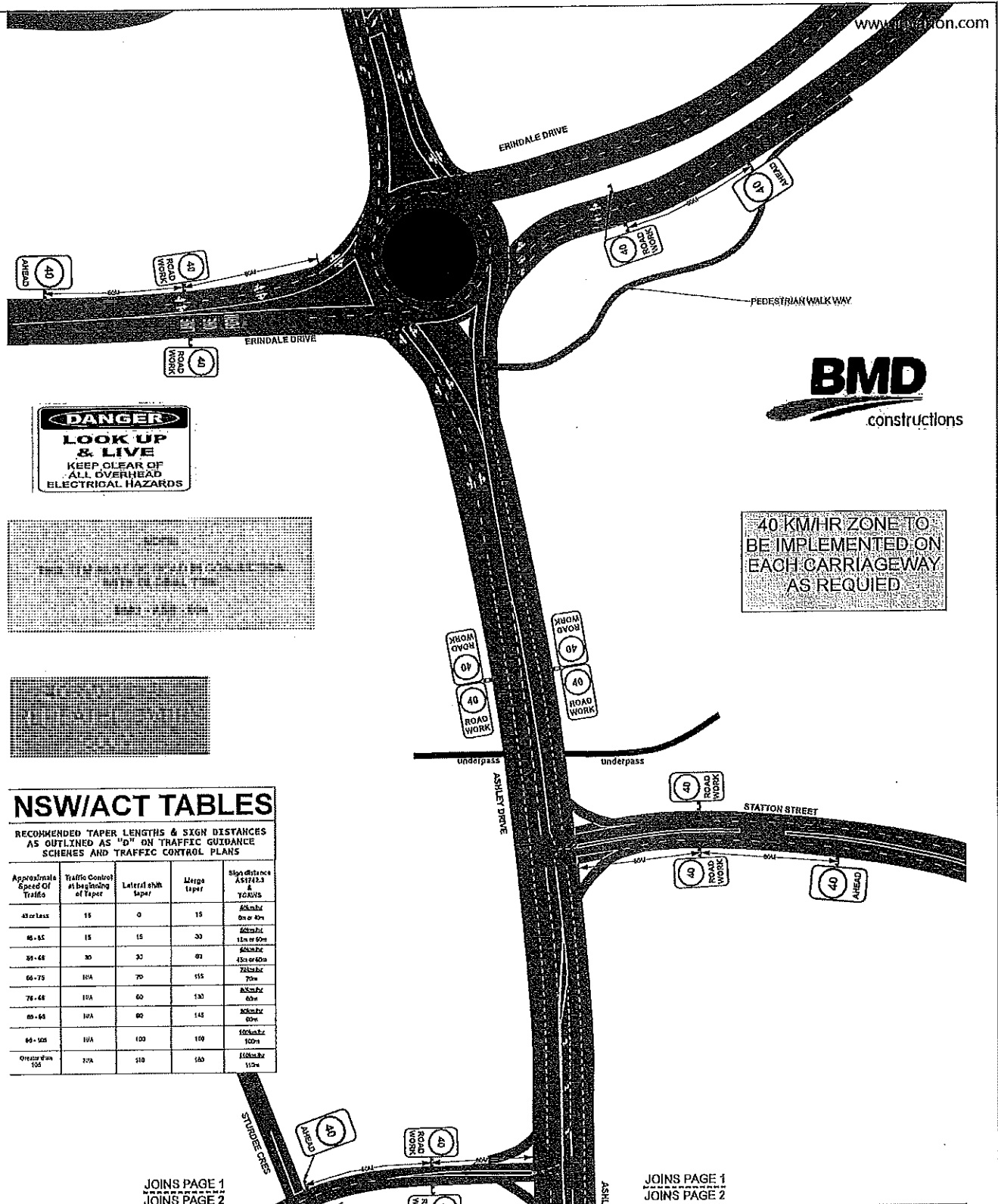


TCP BEST VIEWED
WHEN PRINTED IN
A2

Client:	BMD CONSTRUCTIONS		
Location:	ERINDALE LANE CLOSURE SWAFTER SWITCH		
UBD Number:			
Plan Number:	2018-0244 STAGE 2 - PAGE 2		
Date drawn:	28/02/2018		
Authorised by:		Signature:	
Drawn by:	[Redacted]		
Check by:	[Redacted]		
Drawn by:	[Redacted]		
Check by:	[Redacted]		

Revision 1:	08/03/18
Revision 2:	
Revision 3:	
Revision 4:	
Revision 5:	





DANGER
LOOK UP & LIVE
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS

BMD
constructions

40 KM/HR ZONE TO
BE IMPLEMENTED ON
EACH CARRIAGEWAY
AS REQUIRED

NSW/ACT TABLES

RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Letter shift Sign	Merge Taper	Sign distance AS1742.3 & TCRHS
40 or less	15	0	15	40km/hr 0m or 40m
45 - 55	15	15	30	40km/hr 15m or 60m
55 - 65	30	30	60	40km/hr 30m or 120m
65 - 75	100	70	115	40km/hr 70m
75 - 85	100	60	130	40km/hr 60m
85 - 95	100	60	145	40km/hr 60m
95 - 105	100	100	100	100km/hr 100m
Greater than 105	100	110	160	110km/hr 110m

Lack
K & D Traffic Management
2/13 Stanton Rd
Seven Hills NSW 2147
P: 02-96627113
email: ltp@lackgroup.com.au

JOINS PAGE 1
JOINS PAGE 2

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & for RTA Traffic Control at Work Sites Manual Version 4, June 2010. Local constraints may not allow signs and devices to be placed exactly in accordance with the TCP judgement, therefore it may be necessary to place signs and devices as close as possible to the spacing indicated. Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets. Signs should generally be placed 1 metre clear of the kerb edge. Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking line or elevated on posts. They must be positioned so that they are in clear view of passing motorists. At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T2-200 signs shall be removed. When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work is completed.

NOT TO SCALE



TOP BEST VIEWED
WHEN PRINTED IN
A1

Client: BMD
Location: ASHLEY DR - 40 KM - ISABELLA - ERINDALE
UBD Number:
Plan Number: 2018-0206 PAGE 1
Date drawn: 20/02/2018
Authorised by:
Qualification:
Signature: _____
Date: _____
DRAWN BY: PREPARE WORK ZONE TMP #3132017165
CHECKED BY: PREPARE WORK ZONE TMP #33802240

Revision 1: _____
Revision 2: _____
Revision 3: _____
Revision 4: _____
Revision 5: _____





40 KM/HR ZONE TO
BE IMPLEMENTED ON
EACH CARRIAGEWAY
AS REQUIRED

NOTE:
THIS TTM MUST BE READ IN CONJUNCTION
WITH GLOBAL TTM.
BMD - ASH - 004

RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed of Traffic	Traffic Control at beginning of taper	Lateral shift taper	Merge taper	Sign distance ASHTO & TCAGWS
45 or less	15	0	15	100 ft 200 or 300
45-55	15	15	30	100 ft 150 or 200
60-60	30	30	60	100 ft 150 or 200
65-75	150	70	115	100 ft 150
70-85	600	60	130	100 ft 150
90-90	N/A	90	145	100 ft 150
100-105	N/A	100	160	100 ft 150
Over 105	N/A	110	180	100 ft 150

DANGER
LOOK UP
& LIVE
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS

JOINS PAGE 2
JOINS PAGE 3

JOINS PAGE 2
JOINS PAGE 3

HOT TO SCALE



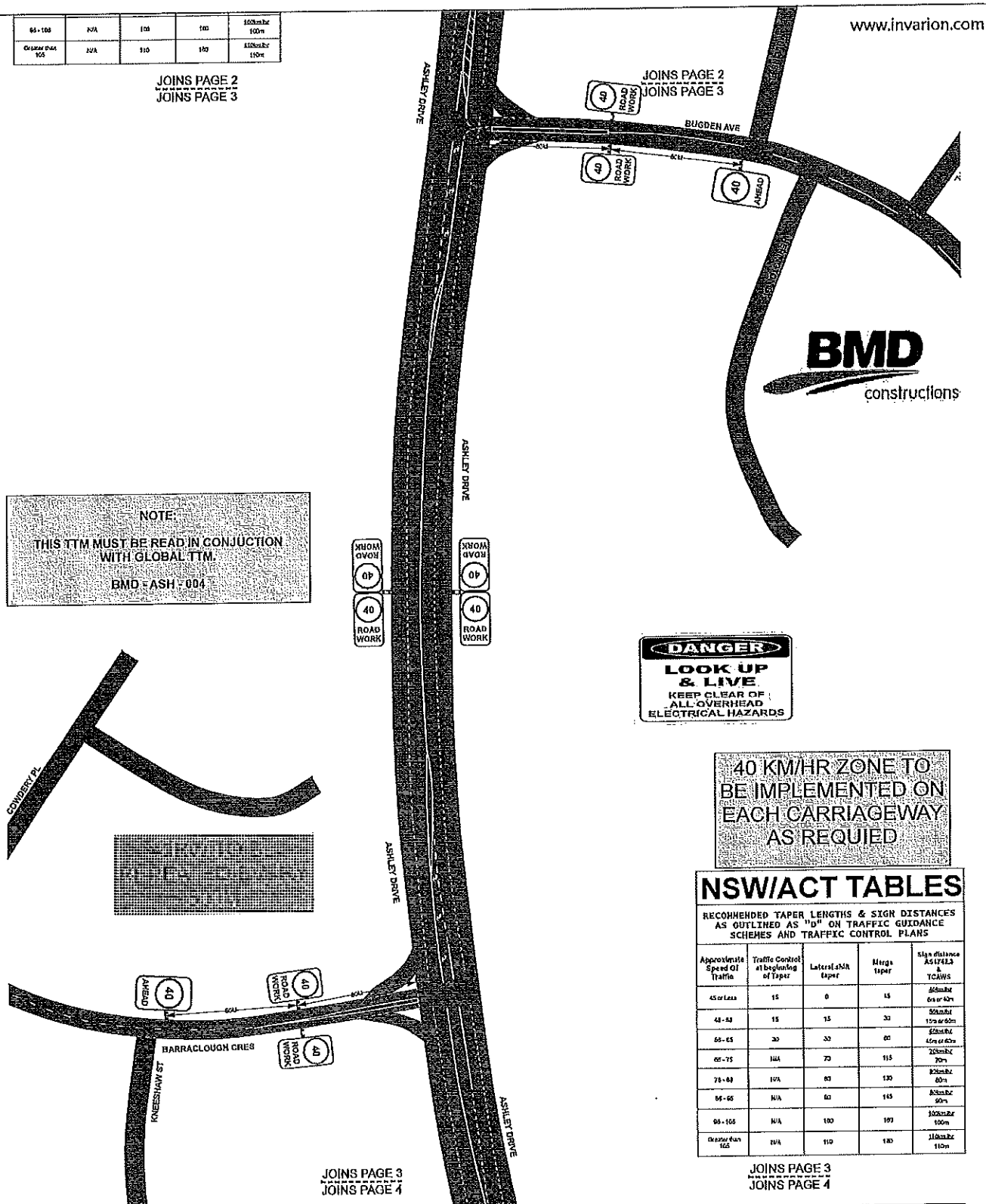
TOP BEST VIEWED
WHEEL PRINTED BY
A1

Client:	BYD	Revision 1:
Location:	ASHLEY DR - 40 KM - ISABELLA - ERINDALE	Revision 2:
UBD Number:		Revision 3:
Plan Number:	2018-0208 PAGE 2	Revision 4:
Date drawn:	20/02/2018	Revision 5:
Authorised by:		
Qualification:	Signature:	Date:
00451516 PREPARE YOUR SIGNATURE HERE CHECKED BY:		

65-100	N/A	100	100	100m/hr 100m
Greater than 100	N/A	110	110	110m/hr 110m

JOINS PAGE 2
JOINS PAGE 3

NOTE:
THIS TTM MUST BE READ IN CONJUNCTION
WITH GLOBAL TTM.
BMD - ASH - 004



DANGER
LOOK UP & LIVE
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS

40 KM/HR ZONE TO
BE IMPLEMENTED ON
EACH CARRIAGEWAY
AS REQUIRED

NSW/ACT TABLES

RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

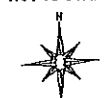
Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Lateral shift Taper	Wings Taper	Sign distance AS 1911.3 & TCAMS
45 or Less	15	0	15	40m/hr 65 or 80m
48-49	15	15	30	50m/hr 100 or 120m
50-55	30	30	60	60m/hr 120 or 150m
60-75	100	70	115	70m/hr 140m
75-80	100	80	130	80m/hr 160m
80-90	N/A	90	145	90m/hr 180m
90-100	N/A	100	170	100m/hr 200m
Greater than 100	N/A	110	180	110m/hr 210m

JOINS PAGE 3
JOINS PAGE 4

Lack
K & D Traffic Management
2113 Stanton Rd
Savan Hills NSW 2147
P: 02 96627113
email: lgp@lackgroup.com.au

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & 1814 (Traffic Control of Work Sites Manual) Version 4 June 2010.
Local constraints may not allow sign and devices to be placed exactly in accordance with the TTP judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs shall generally be placed 1 metre clear of the travelled path.
Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or reserved on points. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-202 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site ceases.

NOT TO SCALE



TOP BEST VIEWED
WHEN PRINTED IN
A1

Client:	BMD	Revision 1:	
Location:	ASHLEY DR - 40 KM - ISABELLA - ERINDALE	Revision 2:	
UBD Number:		Revision 3:	
Plan Number:	2018-0206 PAGE 3	Revision 4:	
Date drawn:	20/02/2018	Revision 5:	
Authorised by:		Signature:	
Qualification:		Date:	
DRAWN BY:	PREPARE WORK ZONE TMP #3133017105		
CHECKED BY:	PREPARE WORK ZONE TMP #33000240		

61 - 104	10A	100	100	100m
Greater than 105	10A	110	100	110m

JOINS PAGE 2
JOINS PAGE 3

BMD
constructions

NOTE:

THIS TTM MUST BE READ IN CONJUNCTION
WITH GLOBAL TTM

BMD - ASH - 004

DANGER
**LOOK UP
& LIVE**
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS

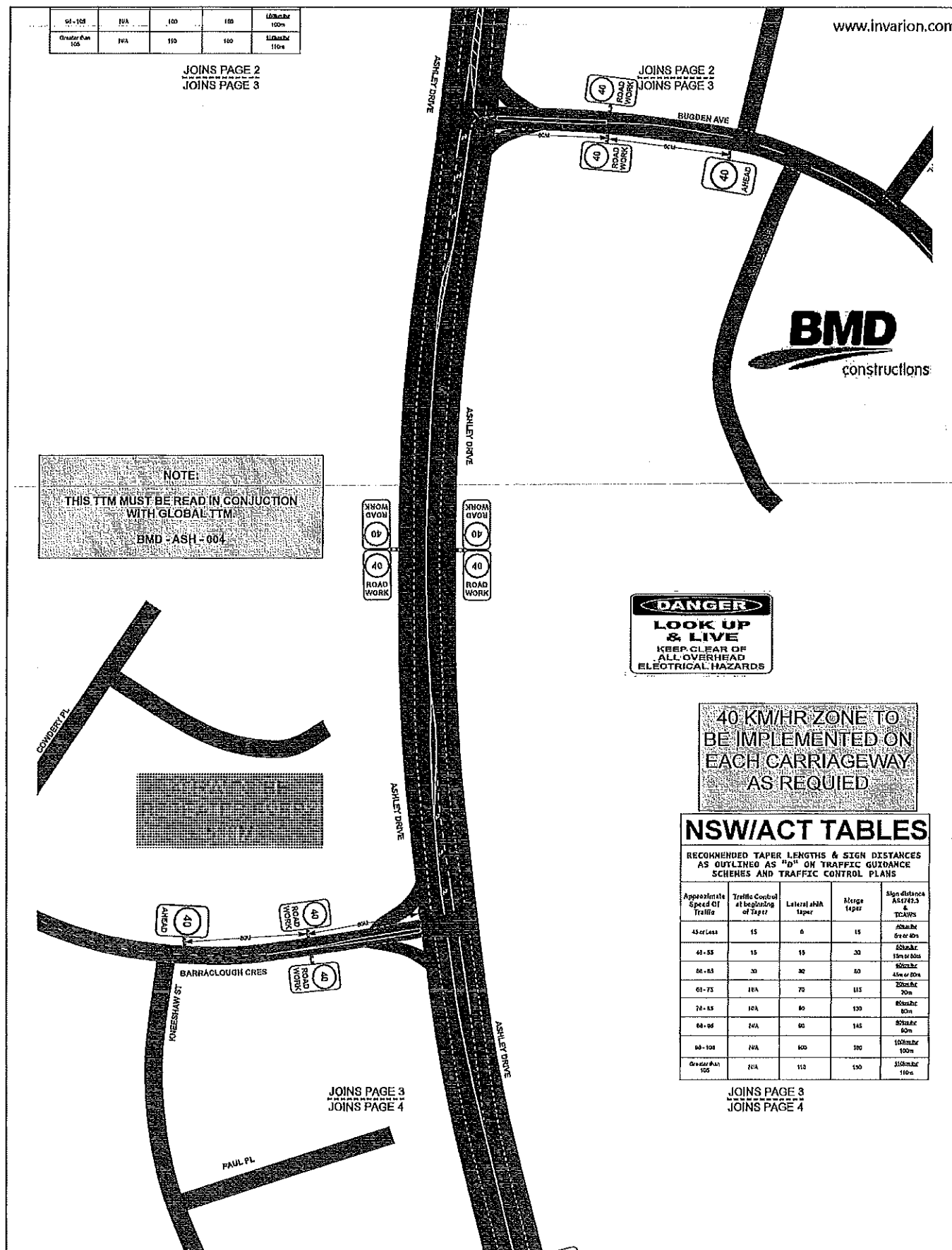
40 KM/HR ZONE TO
BE IMPLEMENTED ON
EACH CARRIAGEWAY
AS REQUIRED

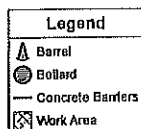
NSW/ACT TABLES

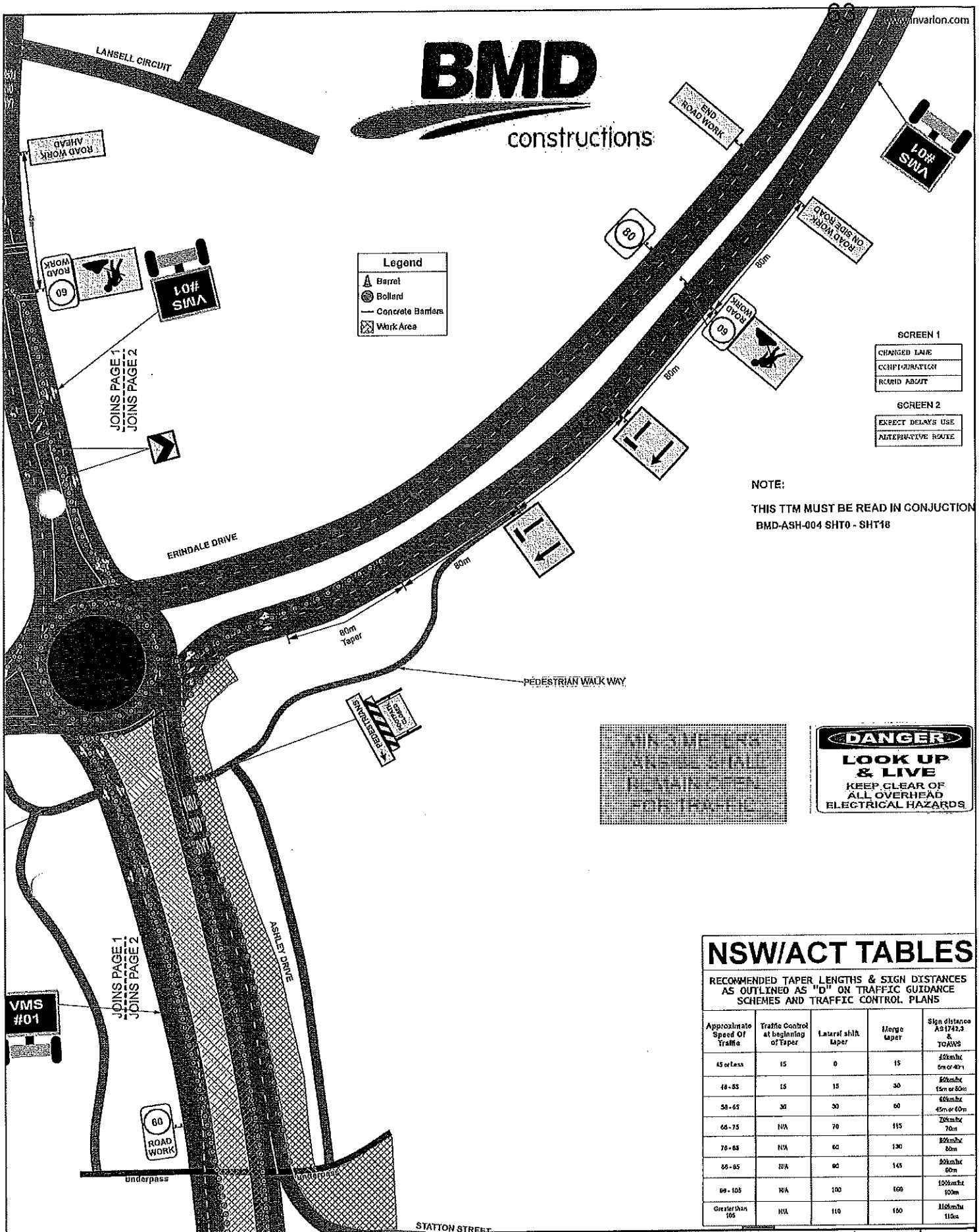
RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed of Traffic	Traffic Control at beginning of Taper	Lateral shift taper	Merge taper	Sign distance AS 1742.3 & TC-NPS
45 or Less	15	0	15	AS 1742.3 5m or 40m
46 - 55	15	15	30	50m or 15m or 40m
56 - 65	30	30	50	50m or 15m or 40m
66 - 75	10A	70	115	50m or 20m
76 - 85	10A	80	130	50m or 20m
86 - 95	10A	90	145	50m or 20m
96 - 105	10A	100	160	100m or 100m
Greater than 105	10A	110	180	110m or 110m

JOINS PAGE 3
JOINS PAGE 4







NSW/ACT TABLES

RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

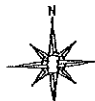
Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Lateral shift Taper	Merge Taper	Sign distance A31743.3 & T04WS
45 or less	15	0	15	45km/hr 5m or 40m
46 - 55	15	15	30	55km/hr 15m or 60m
56 - 65	30	30	60	65km/hr 45m or 60m
66 - 75	N/A	70	115	75km/hr 70m
76 - 85	N/A	60	130	85km/hr 80m
86 - 95	N/A	60	145	95km/hr 60m
96 - 105	N/A	100	160	105km/hr 100m
Greater than 105	N/A	110	160	110km/hr 110m



Lack Group Ua
K & D Traffic Management
2/13 Stanton Rd,
Seven Hills NSW 2147
P: 02-95927113
email: tgo@lackgroup.com.au

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & for RTA Traffic Control at Work Sites Manual Version 4 June 2010.
Local constraints may not allow sign and devices to be placed exactly in accordance with the TGP judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should generally be placed 1 metre clear of the travelled path.
Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controllers are absent for an extended period, the T1-16 and T1-200 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.

NOT TO SCALE



TOP BEST VIEWED
WHEN PRINTED IN
A3

Client:	BMD CONSTRUCTIONS		Revision 1:	
Location:	ERINDALE LANE CLOSURE SWAFER SWITCH		Revision 2:	
UBD Number:			Revision 3:	
Plan Number:	2018-0244 STAGE 2 - PAGE 2		Revision 4:	
Date drawn:	28/02/2018		Revision 5:	
Authorised by:		Signature:		Date:
Qualification:				
DRAWN BY: [redacted]				
CHECKED BY: [redacted]				
PREPARE WORK ZONE TMP #33017105				
PREPARE WORK ZONE TMP #3300240				



BMD

constructions

64

www.bmdconstructions.com

Legend	
	Barrel
	Bollard
	Concrete Barriers
	Work Area

SCREEN 1	
CHANGED LANE	
CONFIGURATION	
ROAD AHEAD	
SCREEN 2	
EXPECT DELAYS USE	
ALTERNATIVE ROUTE	

USE APPROPRIATE
RETURN TO SPEED
AND
SIGN SPACING
AS REQUIRED

WARNING
LANE CLOSURE
AHEAD
FOR TRAFFIC

DANGER
LOOK UP & LIVE
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS

VMS
#01

NOTE:

THIS TTM MUST BE READ IN CONJUNCTION
BMD-ASH-004 SHT0 - SHT18

NSW/ACT TABLES

RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Lateral shift taper	Wedge taper	Sign distance AS1742.3 & TOA/Ws
45 or less	15	0	15	40m 5m or 60m
45-55	15	15	30	60m 15m or 60m
55-65	30	30	60	80m 45m or 60m
65-75	N/A	70	115	100m 70m
75-85	N/A	80	130	120m 80m
85-95	N/A	90	145	140m 90m
95-105	N/A	100	160	160m 100m
Greater than 105	N/A	110	180	180m 110m

SCREEN 1	
CHANGED LANE	
CONFIGURATION	
ROAD AHEAD	
SCREEN 2	
EXPECT DELAYS USE	
ALTERNATIVE ROUTE	

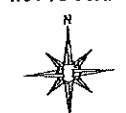
VMS
#01

ROAD
WORK

underpass

08/03/18

NOT TO SCALE



TOP BEST VIEWED
WHEN PRINTED IN
A3

Client:	BMD CONSTRUCTIONS
Location:	ERINDALE LANE CLOSURE SWAFTER SWITCH
UBD Number:	
Plan Number:	2018-0244 STAGE 2 - PAGE 1
Date drawn:	28/02/2018
Authorised by:	
Qualification:	
Signature:	
Date:	
DRAWN BY:	PREPARE WORKZONE TMP #3133017105
CHECKED BY:	
PREPARE WORKZONE TMP #33800240	

Revision 1:	
Revision 2:	
Revision 3:	
Revision 4:	
Revision 5:	

www.bmdconstructions.com



Lack Group Ltd
K & D Traffic Management
2113 Stanton Rd,
Seven Hills NSW 2147
P: 02-96627113
email: lgp@lackgroup.com.au

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) &/or RTA Traffic Control at Work Sites Manual Version 4 June 2010.
Local constraints may not allow signs and devices to be placed exactly in accordance with the TCP judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
Sign spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should generally be placed 1 metre clear of the travelled path.
Signs are to be Class 1 retro-reflective (daylight), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-200 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.

**ACT**

Government

Territory and Municipal Services

65

Reference number TM:

Date: 9/5/18

Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: BMD Construction

(individual or organisation)

Name of contact person*:

Telephone number*:

Mobile number*:

Email:

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?

Yes

☐

No

☒

Is the person to be authorised a not-for-profit organisation?

Yes

☐

No

☒

Is the work for Roads ACT?

Yes

☒

No

☐

Signature of applicant:

Date: 12/06/18

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Ashley drive southbound closure (Isabella to Johnson)

Street: Ashley Drive Road Reserve

Block:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions

(individual or organisation)

Name of contact person*:

Telephone number*:

Mobile number*:

**ACT**

Government

Territory and Municipal Services

66

Reference number TM:

Email:

*The person is to be contactable at all times (including public holidays).

ACT Government project details

Only required if any ACT Government project.

Superintendent:

PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207-7194

Mobile number:

Email:

Period of authorisation

Date from and time from

16 / 06 / 18

: 06:00

am

Date to and time to

16 / 06 / 18

: 06:00

pm

Proposed daily working hours

Day	Start time	Finish time
Saturday	6 AM	6 PM
	-	

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2018-760 P1(Closures)	2018-760 P3(Closures)
2018-760 P2(Closures)	2018-767 (Detour)

Certification by TTM designer or TTM plan selector



I,

[REDACTED]

certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:

[REDACTED]

Date:

12.6.18

Qualification: PWZTMP

Certificate No:

0051168527

Issued by:

NSW-RMS

Expiry date:

21.3.21

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.

Work Approval



A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: BMD Construction

(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?

Yes

☐

No

☒

Is the person to be authorised a not-for-profit organisation?

Yes

☐

No

☒

Is the work for Roads ACT?

Yes

☒

No

☐

Signature of applicant: [REDACTED]

Date: 12/06/18

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Ashley drive northbound closure (Isabella to Johnson)

Street: Ashley Drive Road Reserve

Block:

Suburb: Isabella Plains

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions

(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).



ACT
Government

Territory and Municipal Services

70

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

16 / 06 / 18

: 06:00

am

Date to and time to

16 / 06 / 18

: 06:00

pm

Proposed daily working hours

Day	Start time	Finish time
Saturday	6 AM	6 PM

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2018-760 P1(Closures)	2018-760 P3(Closures)
2018-760 P2(Closures)	2018-767 (Detour)

Certification by TTM designer or TTM plan selector

I,

certify that:



Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions

(individual or organisation)

Organisation contact name:

Address:

U7/189 Flemington Rd, Mitchell

Postcode: 2911

Telephone number:

Mobile number:

Email address:

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive North Bound – From Isabella Dr to Johnson Dr	Isabella Plains
Right turn to and from Ashley Dr NB to Clift Cres intersection at Ashley Drive	Isabella Plains
Ellerston Intersection on to Ashley Drive NB/SB	Isabella Plains

Date and time of use

Date from and time from

16 / 06 / 2018

: 06:00

am

Date to and time to

16 / 06 / 2018

: 06:00

pm

Signature of applicant:

Date: 12/06/2018

**ACT**

Government

Transport Canberra
and City Services

Reference number TM 20181222

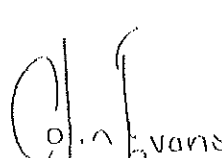
Public Unleased Land Act 2013 Closed Road Approval

Section 12 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

BMD Constructions

is approved to use the following public roads on the dates and between the times specified:

Public Road:	Suburb	Date from	Date to	Time from	Time to
ASHLEY DRIVE NORTHBOUND DIRECTION From Johnson Drive to Isabella Drive.	Isabella Plains Richardson	16/06/2018	16/06/2018	6 am	6 pm
ELLERSTON AVENUE BOTH DIRECTIONS: From Groveland Crescent to Ashley Drive.					
TIME: 6 am – 6 pm Saturday 16 June 2018.					

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	14/6/2018
	(Delegate of the director-general)		



ACT
Government

Transport Canberra
and City Services

Reference number	TM	20181222

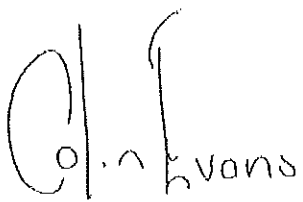
Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

BMD Constructions

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley Drive Ellerston Avenue Johnson Drive Clift Crescent Groveland Crescent	Isabella Plains Richardson	16/06/2018	16/06/2018	10 am	3.30 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	14/6/2018
	(Delegate of the director-general)		

Conditions of Approval:

This work approval is granted for the following work activities only:

- Installation, modification and removal of traffic control devices in accord with an authorised temporary traffic management plan.
- Excavation and construction on public unleased land

Note: All other land use requirements, such as material storage, site compounds and parking bay use, that require the use of public unleased land are likely to attract additional land use permits and associated fees. For further information please contact the Public Land Use Unit on 6205 8794 for further information.



Traffic control works shall be installed & maintained in accordance with Australian Standard 1769 (Traffic Signs for Work on Roads) (600 R14 Traffic Control) at Work Sites Manual Version 4, June 2010.

Local conditions may not allow sign and devices to be placed exactly in accordance with the TCR judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.

Signs spacing measurements may extend across some intersections, therefore warning signs should generally be placed 1 metre clear of the travelled path.

Signs should be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

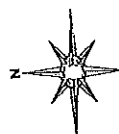
At the end of the work, or when traffic controllers are absent for an extended period, the signs should be removed.

When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.



Lack Group t/a
K & D Traffic Management
2113 Stanton Rd,
Seven Hills NSW 2147
P: 02-96627113
email: lgp@lackgroup.com.au

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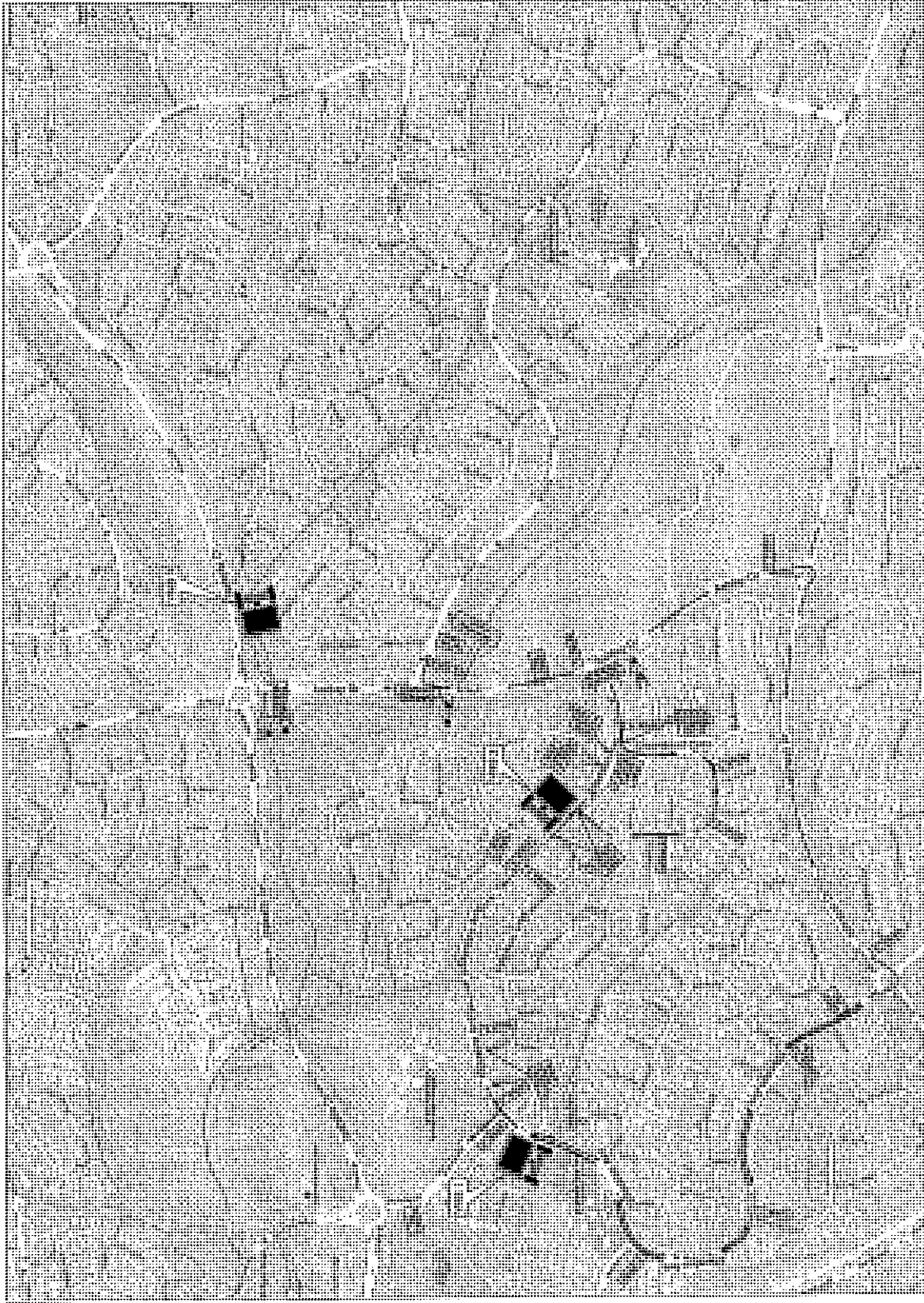
Client:		BMD	Revision 1:	
Location:		Ashley Dr - Ellerson Ave - Johnson Dr	Revision 2:	
Description:		Road Closure	Revision 3:	
Plan Number:		2018-0763	Revision 4:	
Date drawn:		07.06.18	Revision 5:	
Authorised by:			Signature:	
Qualification:			Date:	

DRAWN BY: [REDACTED]

PREPARE WORKZONE TMP #0051168627



NORTH BOUND ASHLEY DRIVE DETOUR



VMS 1&2

ASHLEY DR
CLOSED
DETOUR

VMS 3

SCREEN 1
NO RIGHT
TURN

VMS 3

SCREEN 2
ELLERS 'N
AVE

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) &/or RTA Traffic Control at Work Sites Manual Version 4 June 2010. Signs shall be placed in accordance with the TCP judgement; therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs should generally be placed 1 metre clear of the travelled path.

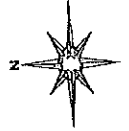
Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or verge.

Signs must be positioned so that they are in clear view of passing motorists.

At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-200 signs shall be removed.

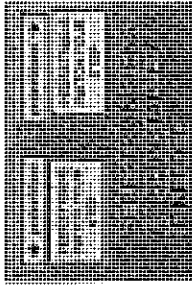
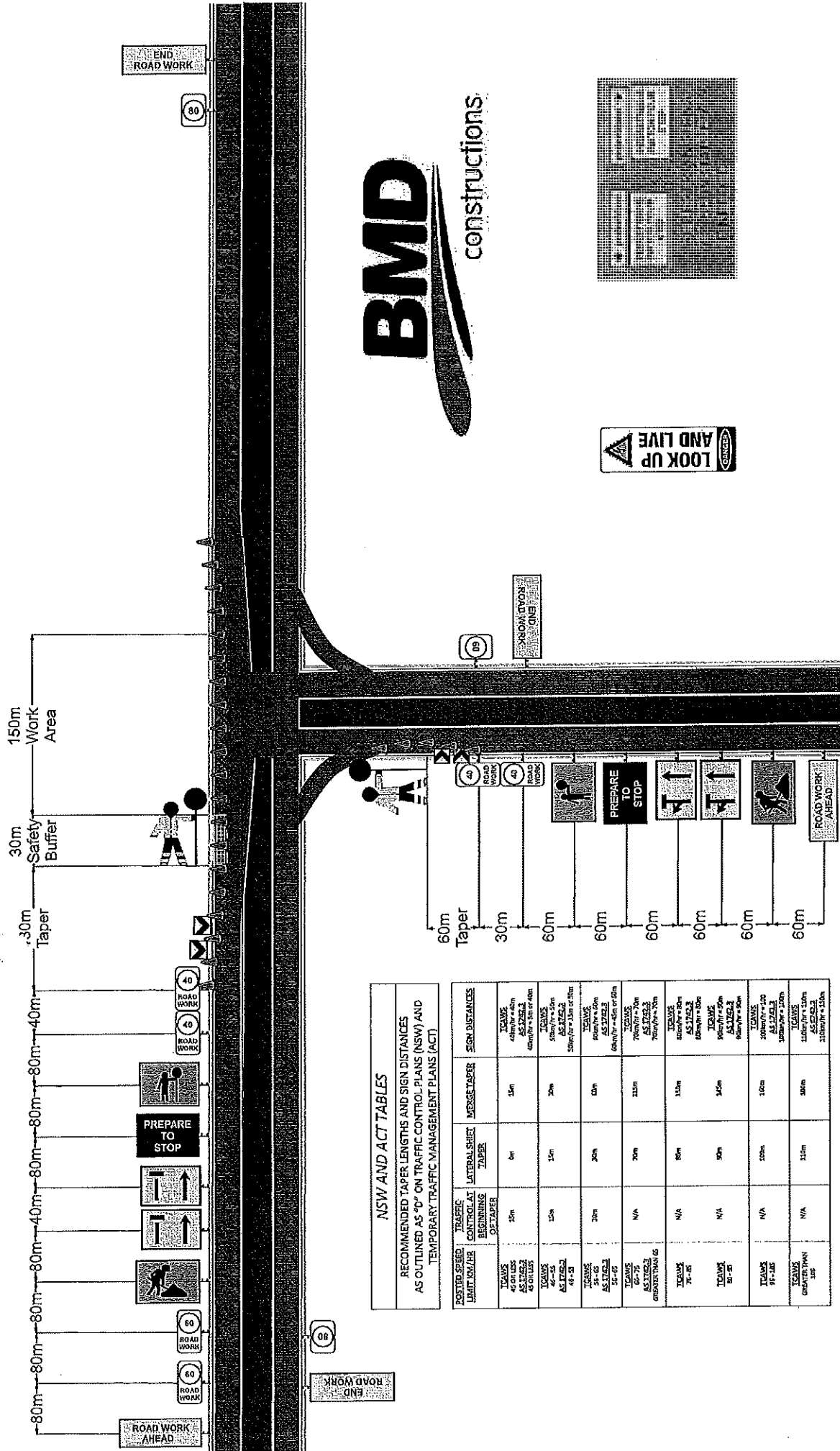
When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.

NOT TO SCALE



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WHEN PRINTED IN
A3

Client:	BMD	Revision 1:	7
Location:	Ashley Dr - Ellerson Ave - Johnson Dr	Revision 2:	8
Description:	Road Closure	Revision 3:	
Plan Number:	2018-0767	Revision 4:	
Date drawn:	07.06.18	Revision 5:	
Authorised by:		Date:	
Qualification:		Signature:	
DRAWN BY: [Redacted]		PREPARE WORKZONE TMP #0051166527	



NSW AND ACT TABLES			
RECOMMENDED TAPER LENGTHS AND SIGN DISTANCES AS OUTLINED AS "G" ON TRAFFIC CONTROL PLANS (NSW) AND TEMPORARY TRAFFIC MANAGEMENT PLANS (ACT)			
POSTED SPEED LIMIT (km/hr)	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHEET TAPER	SIGN DISTANCES
40	10m	5m	15m
45	10m	5m	15m
50	10m	5m	15m
60	10m	5m	15m
70	10m	5m	15m
80	10m	5m	15m
90	10m	5m	15m
100	10m	5m	15m
110	10m	5m	15m
120	10m	5m	15m
130	10m	5m	15m
140	10m	5m	15m
150	10m	5m	15m

POSTED SPEED LIMIT (km/hr)	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHEET TAPER	SIGN DISTANCES
40	10m	5m	15m
45	10m	5m	15m
50	10m	5m	15m
60	10m	5m	15m
70	10m	5m	15m
80	10m	5m	15m
90	10m	5m	15m
100	10m	5m	15m
110	10m	5m	15m
120	10m	5m	15m
130	10m	5m	15m
140	10m	5m	15m
150	10m	5m	15m

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) for RTA Traffic Control at Work Sites Manual Version 4 June 2010.

Signs and devices to be placed in accordance with the Traffic Control at Work Sites Manual. It may be necessary to place signs and devices as close as possible to the spacing indicated.

Signs spacing measurements may extend across some intersections, therefore warning signs should generally be placed 1 metre clear of the travelled path.

Signs are to be Class 1, retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-200 signs shall be removed.

When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.

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 K & D Traffic Management
 2/13 Stanton Rd,
 Seven Hills NSW 2147
 P: 02-96627113
 email: lgp@lackgroup.com.au

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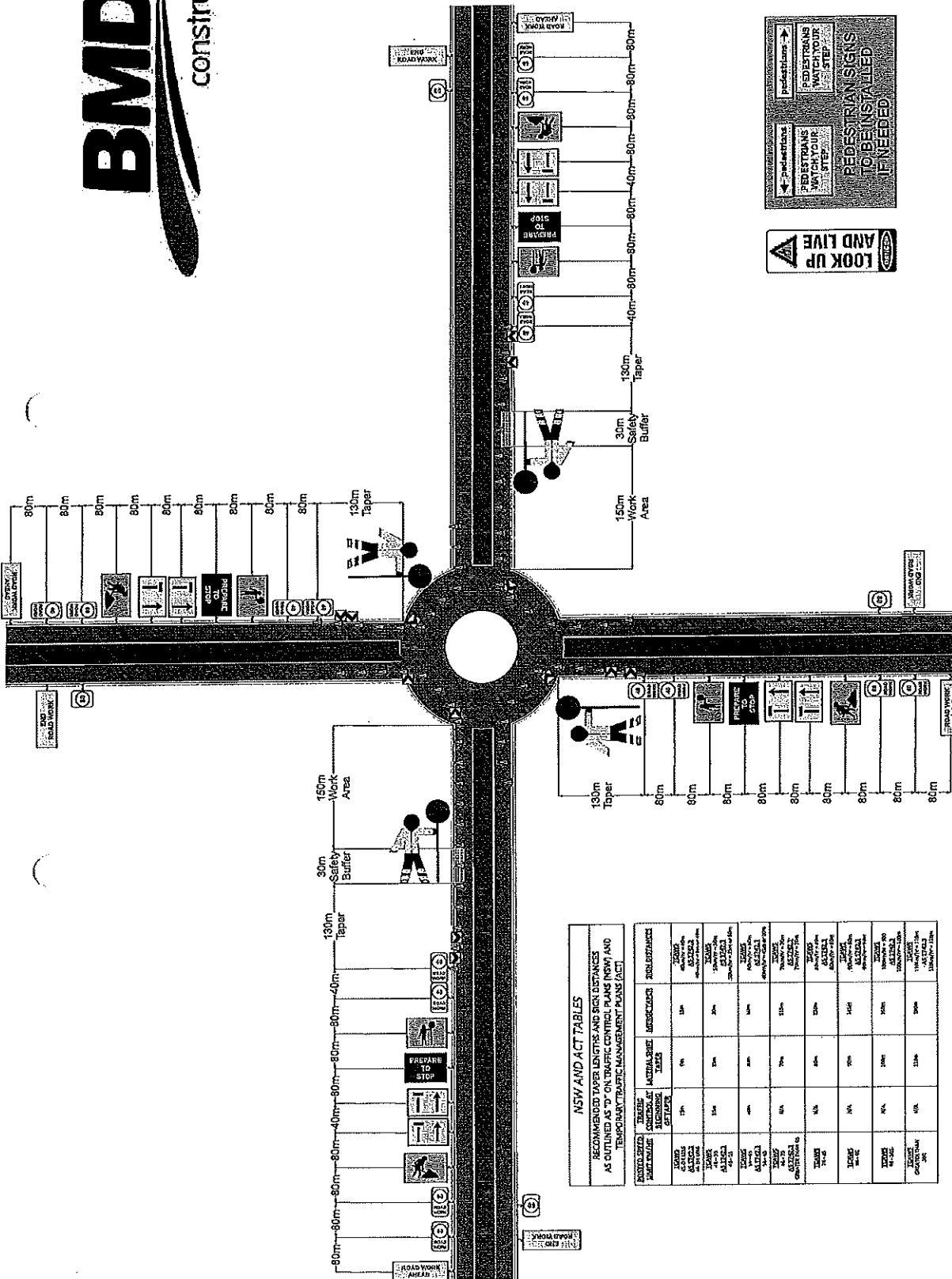
Client: BMD
 Location: Ashley Dr, Canberra
 Works: Intersection Slow Lane Closure
 Plan Number: 2018-0868
 Date drawn: 25/06/2018
 Authorised by: [Signature]
 Qualification: PREPARE WORK ZONE TMP 0036128415
 Date: [Date]

Revision 1: []
 Revision 2: []
 Revision 3: []
 Revision 4: []
 Revision 5: []

DRAWN BY: [Signature]
 PREPARE WORK ZONE
 TMP# 0051168527

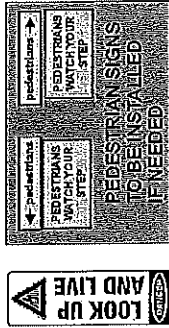
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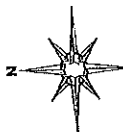


NSW AND ACT TABLES
RECOMMENDED TAPER LENGTHS AND SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC CONTROL PLANS (NSW) AND
TEMPORARY TRAFFIC MANAGEMENT PLANS (ACT)

TRAFFIC CONTROL PLAN NUMBER	TRAFFIC CONTROL PLAN DESCRIPTION	TRAFFIC CONTROL PLAN DATE	TRAFFIC CONTROL PLAN STATUS	TRAFFIC CONTROL PLAN COMMENTS
1000	ACTUAL	1/1/10	1/1/10	1/1/10
1001	ACTUAL	1/1/10	1/1/10	1/1/10
1002	ACTUAL	1/1/10	1/1/10	1/1/10
1003	ACTUAL	1/1/10	1/1/10	1/1/10
1004	ACTUAL	1/1/10	1/1/10	1/1/10
1005	ACTUAL	1/1/10	1/1/10	1/1/10
1006	ACTUAL	1/1/10	1/1/10	1/1/10
1007	ACTUAL	1/1/10	1/1/10	1/1/10
1008	ACTUAL	1/1/10	1/1/10	1/1/10
1009	ACTUAL	1/1/10	1/1/10	1/1/10
1010	ACTUAL	1/1/10	1/1/10	1/1/10
1011	ACTUAL	1/1/10	1/1/10	1/1/10
1012	ACTUAL	1/1/10	1/1/10	1/1/10
1013	ACTUAL	1/1/10	1/1/10	1/1/10
1014	ACTUAL	1/1/10	1/1/10	1/1/10
1015	ACTUAL	1/1/10	1/1/10	1/1/10
1016	ACTUAL	1/1/10	1/1/10	1/1/10
1017	ACTUAL	1/1/10	1/1/10	1/1/10
1018	ACTUAL	1/1/10	1/1/10	1/1/10
1019	ACTUAL	1/1/10	1/1/10	1/1/10
1020	ACTUAL	1/1/10	1/1/10	1/1/10
1021	ACTUAL	1/1/10	1/1/10	1/1/10
1022	ACTUAL	1/1/10	1/1/10	1/1/10
1023	ACTUAL	1/1/10	1/1/10	1/1/10
1024	ACTUAL	1/1/10	1/1/10	1/1/10
1025	ACTUAL	1/1/10	1/1/10	1/1/10
1026	ACTUAL	1/1/10	1/1/10	1/1/10
1027	ACTUAL	1/1/10	1/1/10	1/1/10
1028	ACTUAL	1/1/10	1/1/10	1/1/10
1029	ACTUAL	1/1/10	1/1/10	1/1/10
1030	ACTUAL	1/1/10	1/1/10	1/1/10
1031	ACTUAL	1/1/10	1/1/10	1/1/10
1032	ACTUAL	1/1/10	1/1/10	1/1/10
1033	ACTUAL	1/1/10	1/1/10	1/1/10
1034	ACTUAL	1/1/10	1/1/10	1/1/10
1035	ACTUAL	1/1/10	1/1/10	1/1/10
1036	ACTUAL	1/1/10	1/1/10	1/1/10
1037	ACTUAL	1/1/10	1/1/10	1/1/10
1038	ACTUAL	1/1/10	1/1/10	1/1/10
1039	ACTUAL	1/1/10	1/1/10	1/1/10
1040	ACTUAL	1/1/10	1/1/10	1/1/10
1041	ACTUAL	1/1/10	1/1/10	1/1/10
1042	ACTUAL	1/1/10	1/1/10	1/1/10
1043	ACTUAL	1/1/10	1/1/10	1/1/10
1044	ACTUAL	1/1/10	1/1/10	1/1/10
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1047	ACTUAL	1/1/10	1/1/10	1/1/10
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1066	ACTUAL	1/1/10	1/1/10	1/1/10
1067	ACTUAL	1/1/10	1/1/10	1/1/10
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1097	ACTUAL	1/1/10	1/1/10	1/1/10
1098	ACTUAL	1/1/10	1/1/10	1/1/10
1099	ACTUAL	1/1/10	1/1/10	1/1/10
1100	ACTUAL	1/1/10	1/1/10	1/1/10



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Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) &/or RTA Traffic Control at Work Sites Manual (Revision 4 June 2010).
Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should generally be placed 1 metre clear of the travelled path.
Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controllers are absent for an extended period, the T1-T18 and T1-T20 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a hand and release basis as work on site dictates.



Lack Group t/a
K & D Traffic Management
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email: lgp@lackgroup.com.au

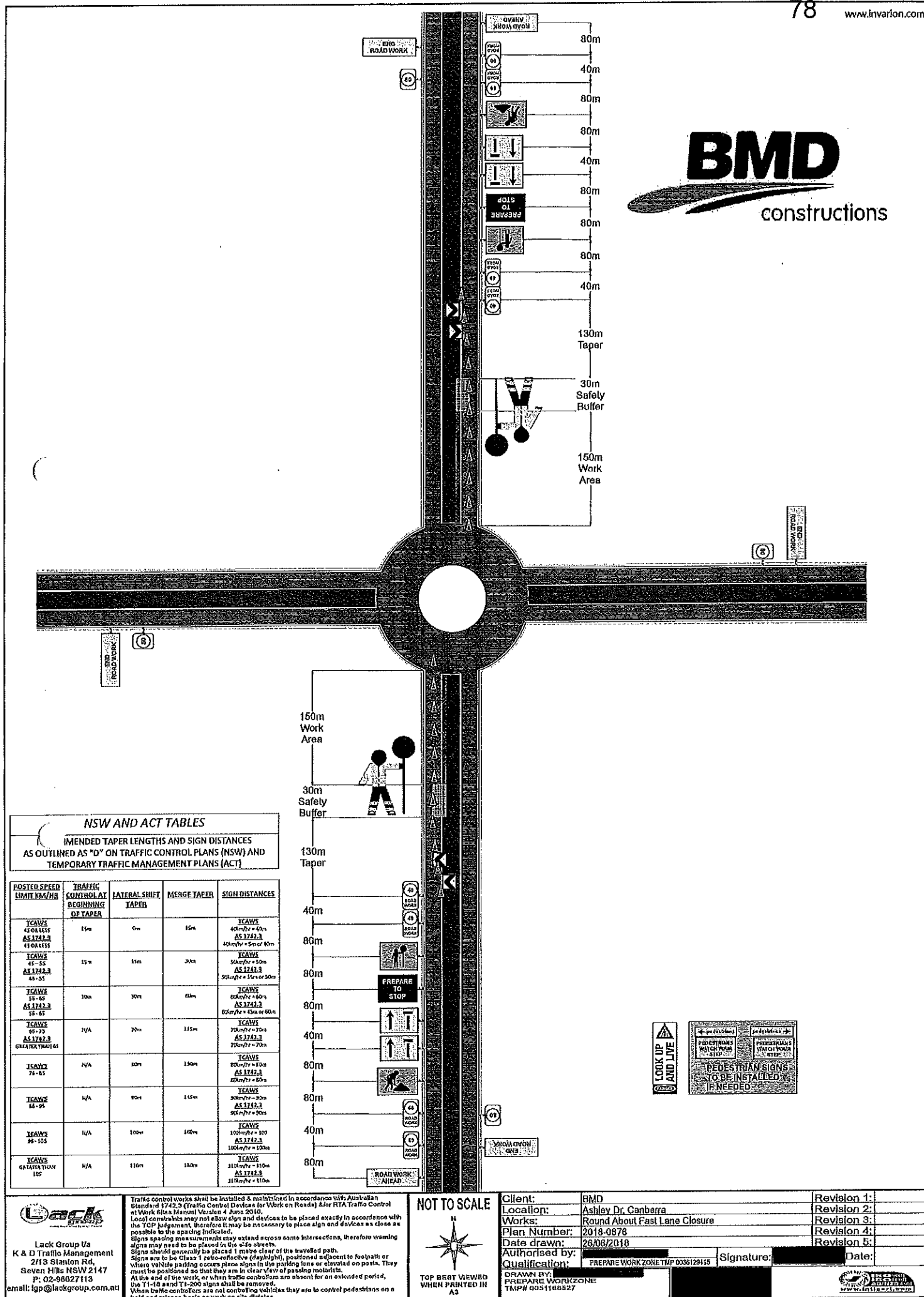
Client: BMD
Location: Ashley Dr, Canberra
Works: Round About Slow Dual Lane Closure
Plan Number: 2018-0870
Date drawn: 26/06/2018
Authorised by: [Signature]
Qualification: PREPARE WORK ZONE TMP 0036/29415
Signature: [Signature]
Date: [Date]



DRAWN BY:
PREPARE WORK ZONE
TMP# 0051168527

BMD

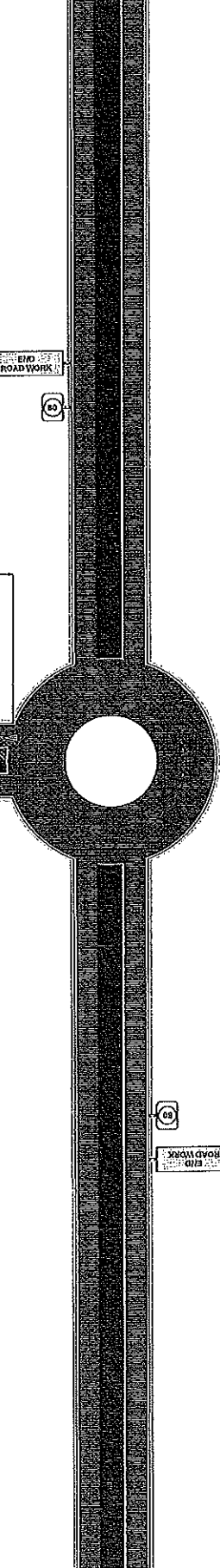
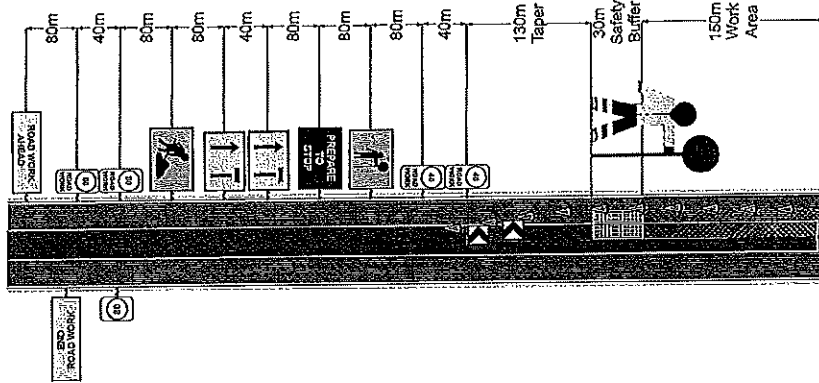
constructions



NSW AND ACT TABLES

RECOMMENDED TAPER LENGTHS AND SIGN DISTANCES
OUTLINED AS "D" ON TRAFFIC CONTROL PLANS (NSW) AND
TEMPORARY TRAFFIC MANAGEMENT PLANS (ACT)

POSTED SPEED LIMIT (MI/HR)	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER	SIGN DISTANCES
TRAFFIC 45 OR 110S AS 1242.3 45 ON 110S	15m	0m	14m	TRAFFIC 40m/hr = 40m AS 1242.3 45m/hr = 40m 40m/hr = 40m
TRAFFIC 45-55 AS 1242.3 45-55	25m	13m	30m	TRAFFIC 30m/hr = 30m AS 1242.3 30m/hr = 30m or 50m
TRAFFIC 55-65 AS 1242.3 55-65	35m	52m	60m	TRAFFIC 60m/hr = 60m AS 1242.3 60m/hr = 60m
TRAFFIC 65-75 AS 1242.3 65-75 OR GREATER THAN 65	N/A	70m	115m	TRAFFIC 70m/hr = 70m AS 1242.3 70m/hr = 70m
TRAFFIC 75-85	N/A	82m	120m	TRAFFIC 80m/hr = 80m AS 1242.3 80m/hr = 80m
TRAFFIC 85-95	N/A	90m	145m	TRAFFIC 90m/hr = 90m AS 1242.3 90m/hr = 90m
TRAFFIC 95-100	N/A	110m	180m	TRAFFIC 100m/hr = 100 AS 1242.3 100m/hr = 100m
TRAFFIC 100-110N 100	N/A	110m	180m	TRAFFIC 110m/hr = 110m AS 1242.3 110m/hr = 110m



Traffic control signs shall be installed & maintained in accordance with Australian Standard 1742.2.3 (Traffic Control Devices for Work on Roads) &/or RTA Traffic Control at Work Sites Manual Version 4 June 2010.

Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs should generally be placed 1 metre clear of the travelled path.

Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs places signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

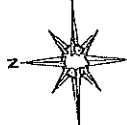
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NOT TO SCALE



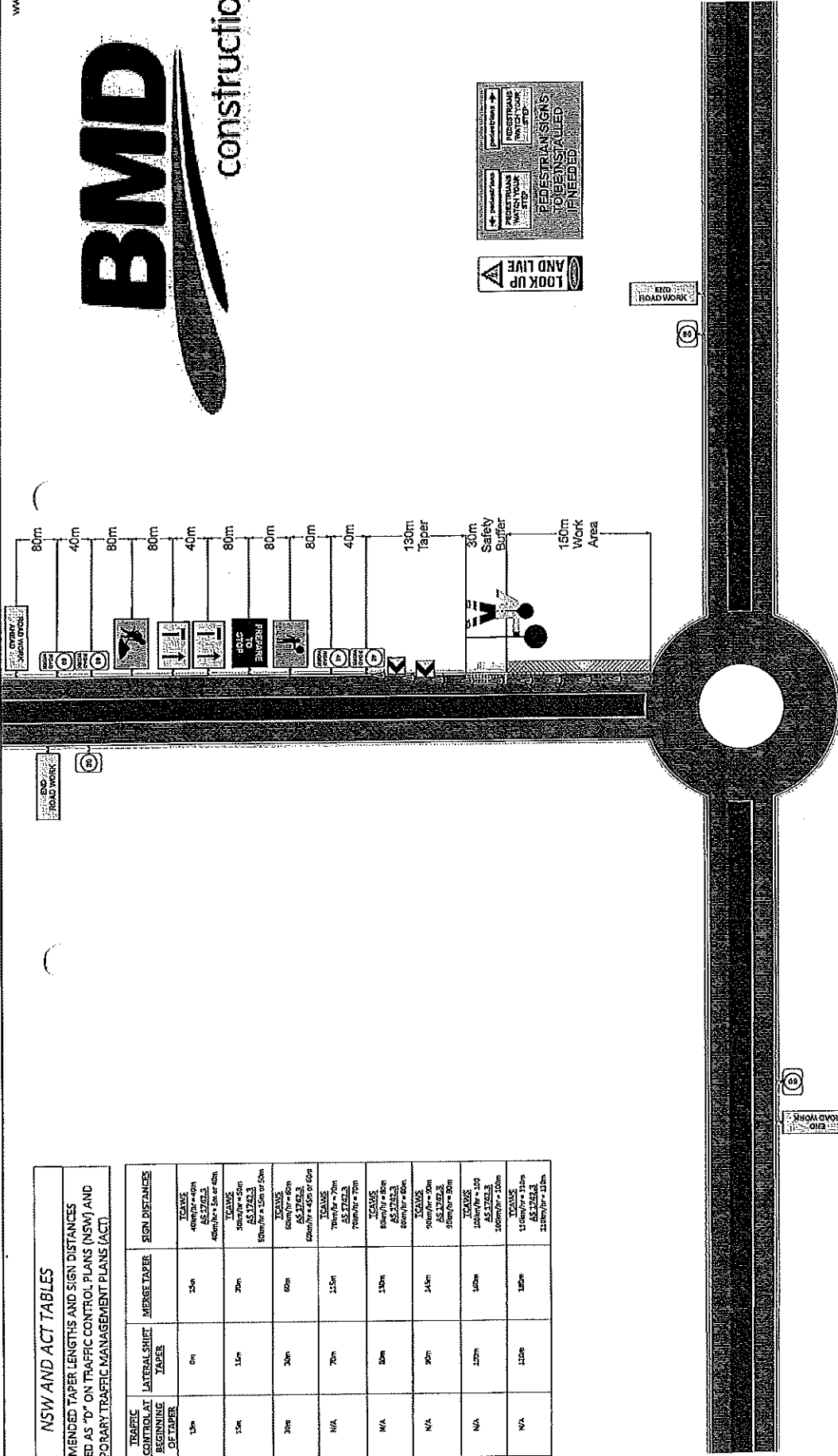
TCP BEST VIEWED
WHEN PRINTED IN
A3

Client:	BMD	Revision 1:	
Location:	Ashley Dr, Canberra	Revision 2:	
Works:	Round About Fast Three Way Lane Closure	Revision 3:	
Plan Number:	2018-0878	Revision 4:	
Date drawn:	26/06/2018	Revision 5:	
Authorised by:		Date:	
Qualification:	PREPARE WORK ZONE TMP 0038129415	Signature:	
DRAWN BY:			
PREPARE WORK ZONE			
TEMP# 0051168627			

NSW AND ACT TABLES

RECOMMENDED TAPER LENGTHS AND SIGN DISTANCES AS OUTLINED AS "D" ON TRAFFIC CONTROL PLANS (NSW) AND TEMPORARY TRAFFIC MANAGEMENT PLANS (ACT)

POSTED SPEED LIMIT KM/HR	TRAFFIC CONTROLLING BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER	SIGN DISTANCES
ICAMS 40-100 AS 1742.3 45 ON 125	15m	0m	15m	ICAMS 40m/hr = 40m AS 1742.3 40m/hr = 40m or 60m
ICAMS 45-100 AS 1742.3 45-55	15m	15m	20m	ICAMS 50m/hr = 50m AS 1742.3 50m/hr = 50m or 60m
ICAMS 50-100 AS 1742.3 50-55	20m	30m	60m	ICAMS 60m/hr = 60m AS 1742.3 60m/hr = 60m or 60m
ICAMS 55-100 AS 1742.3 55-75 GREATER THAN 65	N/A	70m	15m	ICAMS 70m/hr = 70m AS 1742.3 70m/hr = 70m
ICAMS 75-100 AS 1742.3 75-55	N/A	10m	15m	ICAMS 80m/hr = 80m AS 1742.3 80m/hr = 80m
ICAMS 80-100 AS 1742.3 80-55	N/A	90m	14m	ICAMS 90m/hr = 90m AS 1742.3 90m/hr = 90m
ICAMS 90-100 AS 1742.3 90-55	N/A	120m	16m	ICAMS 100m/hr = 100m AS 1742.3 100m/hr = 100m
ICAMS GREATER THAN 100	N/A	110m	18m	ICAMS 110m/hr = 110m AS 1742.3 110m/hr = 110m



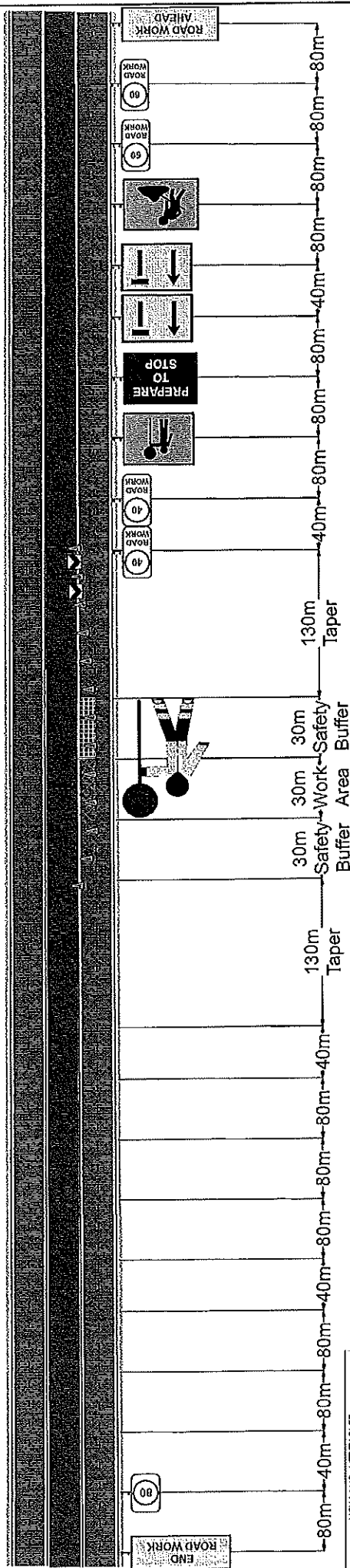
Lack
K & D Traffic Management
2/13 Stanton Rd,
Seven Hills NSW 2147
P: 02-95627113
email: tgp@lackgroup.com.au

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) for R1A Traffic Control at Work Sites Manual Version 4 June 2010.
Locusts may not allow sign and devices to be placed exactly in accordance with the TCM. Where necessary, it may be necessary to place sign and devices as close as possible to the recommended locations.
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should generally be placed 1 metre clear of the travelled path.
Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-200 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.

NOT TO SCALE
N
TOP BEST VIEWED
WHEN PRINTED IN
A3

Client: BMD
Location: Ashley Dr, Canberra
Works: Round About Slow Three Way Lane Closure
Plan Number: 2018-0877
Date drawn: 26/06/2018
Authorised by: [Signature]
Qualification: PREPARE WORK ZONE TMP 0036129415
Signature: [Signature]
Date: [Date]
Revision 1: [Date]
Revision 2: [Date]
Revision 3: [Date]
Revision 4: [Date]
Revision 5: [Date]
Drawn by: [Signature]
Check by: [Signature]
Approved by: [Signature]
TMPS: 0031168527

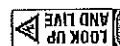


[illegible]

PEDESTRIANS
WATCH YOUR
STEP

PEDESTRIANS
WATCH YOUR
STEP

PEDESTRIAN SIGNS
TO BE INSTALLED
NEEDED

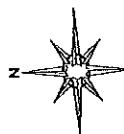


Client:	BMD	Revision 1:
Location:	Ashley Dr. Canberra	Revision 2:
Works:	Fast Lane Dual Lane Closure	Revision 3:
Plan Number:	2018-0864	Revision 4:
Date drawn:	25/06/2018	Revision 5:
Authorised by:		Date:
Qualification:	PREPARE WORKZONE TMP 0035129415	Signature:
DRAWN BY: [Redacted] PREPARE WORKZONE TMP# 0051168527		



DAVID J. WILSON
 PROFESSIONAL ENGINEER
 No. 12345
 State of NSW
www.intertec.com.au

NOT TO SCALE



TCP BEST VIEWED
WHEN PRINTED IN
A3

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742-3 (Traffic Control Devices for Work on Roads) &/or RTA Traffic Control at Work Signs Manual Version 4 June 2010.

Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP Regulations, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.

Signs spacing measurement may extend across some intersections, therefore warning signs may need to be placed on both side streets.

Signs are to be placed 1.6m clear of the travelled path.

Signs are to be placed 1.6m retro-reflective (day/night), positioned adjacent to footpath or verge.

Signs are to be placed 1.6m clear of the travelled path.

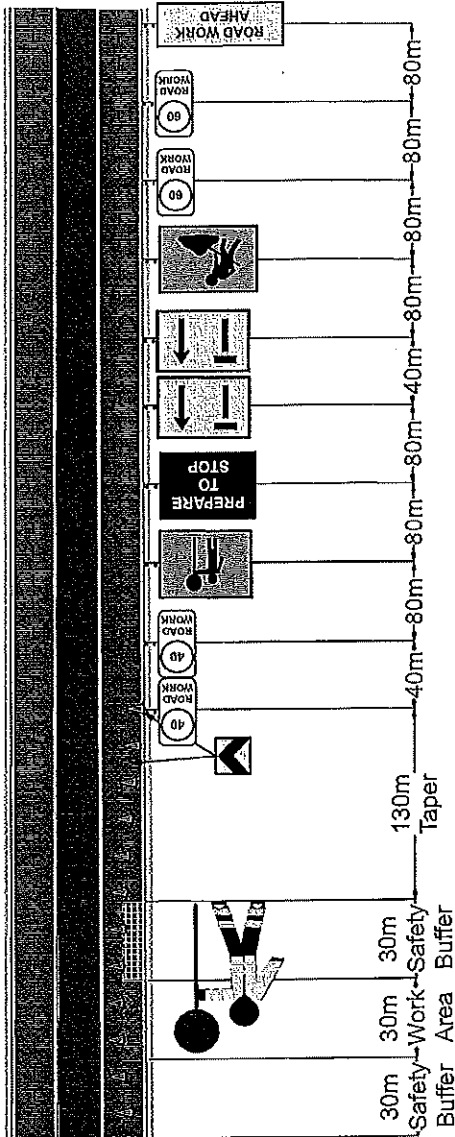
Signs must be positioned so that they are in clear view of passing motorists.

At the end of the work or when traffic controllers are absent for an extended period, the T1-18 and T1-203 signs shall be removed.

When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site ceases.



Lack Group t/a
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Email: lgp@lackgroup.com.au



NSW AND ACT TABLES			
RECOMMENDED TAPER LENGTHS AND SIGN DISTANCES AS OUTLINED AS TO ON TRAFFIC CONTROL PLANS (NSM) AND TEMPORARY TRAFFIC MANAGEMENT PLANS (ACT)			
POSTED SPEED LIMIT (km/h)	TRAFFIC CONTROL BEGINNING OF TAPER	LATERAL CLEARANCE TAPER	MARKET TAPER SIGN DISTANCE
10KMS 40 km/h	30m	0m	15m
20KMS 80 km/h	30m	25m	30m
30KMS 120 km/h	30m	30m	30m
40KMS 160 km/h	30m	30m	30m
50KMS 200 km/h	30m	30m	30m
60KMS 240 km/h	30m	30m	30m
70KMS 280 km/h	30m	30m	30m
80KMS 320 km/h	30m	30m	30m
90KMS 360 km/h	30m	30m	30m
100KMS 400 km/h	30m	30m	30m
110KMS 440 km/h	30m	30m	30m
120KMS 480 km/h	30m	30m	30m
130KMS 520 km/h	30m	30m	30m
140KMS 560 km/h	30m	30m	30m
150KMS 600 km/h	30m	30m	30m
160KMS 640 km/h	30m	30m	30m
170KMS 680 km/h	30m	30m	30m
180KMS 720 km/h	30m	30m	30m
190KMS 760 km/h	30m	30m	30m
200KMS 800 km/h	30m	30m	30m
210KMS 840 km/h	30m	30m	30m
220KMS 880 km/h	30m	30m	30m
230KMS 920 km/h	30m	30m	30m
240KMS 960 km/h	30m	30m	30m
250KMS 1000 km/h	30m	30m	30m
260KMS 1040 km/h	30m	30m	30m
270KMS 1080 km/h	30m	30m	30m
280KMS 1120 km/h	30m	30m	30m
290KMS 1160 km/h	30m	30m	30m
300KMS 1200 km/h	30m	30m	30m
310KMS 1240 km/h	30m	30m	30m
320KMS 1280 km/h	30m	30m	30m
330KMS 1320 km/h	30m	30m	30m
340KMS 1360 km/h	30m	30m	30m
350KMS 1400 km/h	30m	30m	30m
360KMS 1440 km/h	30m	30m	30m
370KMS 1480 km/h	30m	30m	30m
380KMS 1520 km/h	30m	30m	30m
390KMS 1560 km/h	30m	30m	30m
400KMS 1600 km/h	30m	30m	30m
410KMS 1640 km/h	30m	30m	30m
420KMS 1680 km/h	30m	30m	30m
430KMS 1720 km/h	30m	30m	30m
440KMS 1760 km/h	30m	30m	30m
450KMS 1800 km/h	30m	30m	30m
460KMS 1840 km/h	30m	30m	30m
470KMS 1880 km/h	30m	30m	30m
480KMS 1920 km/h	30m	30m	30m
490KMS 1960 km/h	30m	30m	30m
500KMS 2000 km/h	30m	30m	30m
510KMS 2040 km/h	30m	30m	30m
520KMS 2080 km/h	30m	30m	30m
530KMS 2120 km/h	30m	30m	30m
540KMS 2160 km/h	30m	30m	30m
550KMS 2200 km/h	30m	30m	30m
560KMS 2240 km/h	30m	30m	30m
570KMS 2280 km/h	30m	30m	30m
580KMS 2320 km/h	30m	30m	30m
590KMS 2360 km/h	30m	30m	30m
600KMS 2400 km/h	30m	30m	30m
610KMS 2440 km/h	30m	30m	30m
620KMS 2480 km/h	30m	30m	30m
630KMS 2520 km/h	30m	30m	30m
640KMS 2560 km/h	30m	30m	30m
650KMS 2600 km/h	30m	30m	30m
660KMS 2640 km/h	30m	30m	30m
670KMS 2680 km/h	30m	30m	30m
680KMS 2720 km/h	30m	30m	30m
690KMS 2760 km/h	30m	30m	30m
700KMS 2800 km/h	30m	30m	30m
710KMS 2840 km/h	30m	30m	30m
720KMS 2880 km/h	30m	30m	30m
730KMS 2920 km/h	30m	30m	30m
740KMS 2960 km/h	30m	30m	30m
750KMS 3000 km/h	30m	30m	30m
760KMS 3040 km/h	30m	30m	30m
770KMS 3080 km/h	30m	30m	30m
780KMS 3120 km/h	30m	30m	30m
790KMS 3160 km/h	30m	30m	30m
800KMS 3200 km/h	30m	30m	30m
810KMS 3240 km/h	30m	30m	30m
820KMS 3280 km/h	30m	30m	30m
830KMS 3320 km/h	30m	30m	30m
840KMS 3360 km/h	30m	30m	30m
850KMS 3400 km/h	30m	30m	30m
860KMS 3440 km/h	30m	30m	30m
870KMS 3480 km/h	30m	30m	30m
880KMS 3520 km/h	30m	30m	30m
890KMS 3560 km/h	30m	30m	30m
900KMS 3600 km/h	30m	30m	30m
910KMS 3640 km/h	30m	30m	30m
920KMS 3680 km/h	30m	30m	30m
930KMS 3720 km/h	30m	30m	30m
940KMS 3760 km/h	30m	30m	30m
950KMS 3800 km/h	30m	30m	30m
960KMS 3840 km/h	30m	30m	30m
970KMS 3880 km/h	30m	30m	30m
980KMS 3920 km/h	30m	30m	30m
990KMS 3960 km/h	30m	30m	30m
1000KMS 4000 km/h	30m	30m	30m

POSTED SPEED LIMIT (km/h)	TRAFFIC CONTROL BEGINNING OF TAPER	LATERAL CLEARANCE TAPER	MARKET TAPER SIGN DISTANCE
10KMS 40 km/h	30m	0m	15m
20KMS 80 km/h	30m	25m	30m
30KMS 120 km/h	30m	30m	30m
40KMS 160 km/h	30m	30m	30m
50KMS 200 km/h	30m	30m	30m
60KMS 240 km/h	30m	30m	30m
70KMS 280 km/h	30m	30m	30m
80KMS 320 km/h	30m	30m	30m
90KMS 360 km/h	30m	30m	30m
100KMS 400 km/h	30m	30m	30m
110KMS 440 km/h	30m	30m	30m
120KMS 480 km/h	30m	30m	30m
130KMS 520 km/h	30m	30m	30m
140KMS 560 km/h	30m	30m	30m
150KMS 600 km/h	30m	30m	30m
160KMS 640 km/h	30m	30m	30m
170KMS 680 km/h	30m	30m	30m
180KMS 720 km/h	30m	30m	30m
190KMS 760 km/h	30m	30m	30m
200KMS 800 km/h	30m	30m	30m
210KMS 840 km/h	30m	30m	30m
220KMS 880 km/h	30m	30m	30m
230KMS 920 km/h	30m	30m	30m
240KMS 960 km/h	30m	30m	30m
250KMS 1000 km/h	30m	30m	30m
260KMS 1040 km/h	30m	30m	30m
270KMS 1080 km/h	30m	30m	30m
280KMS 1120 km/h	30m	30m	30m
290KMS 1160 km/h	30m	30m	30m
300KMS 1200 km/h	30m	30m	30m
310KMS 1240 km/h	30m	30m	30m
320KMS 1280 km/h	30m	30m	30m
330KMS 1320 km/h	30m	30m	30m
340KMS 1360 km/h	30m	30m	30m
350KMS 1400 km/h	30m	30m	30m
360KMS 1440 km/h	30m	30m	30m
370KMS 1480 km/h	30m	30m	30m
380KMS 1520 km/h	30m	30m	30m
390KMS 1560 km/h	30m	30m	30m
400KMS 1600 km/h	30m	30m	30m
410KMS 1640 km/h	30m	30m	30m
420KMS 1680 km/h	30m	30m	30m
430KMS 1720 km/h	30m	30m	30m
440KMS 1760 km/h	30m	30m	30m
450KMS 1800 km/h	30m	30m	30m
460KMS 1840 km/h	30m	30m	30m
470KMS 1880 km/h	30m	30m	30m
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490KMS 1960 km/h	30m	30m	30m
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520KMS 2080 km/h	30m	30m	30m
530KMS 2120 km/h	30m	30m	30m
540KMS 2160 km/h	30m	30m	30m
550KMS 2200 km/h	30m	30m	30m
560KMS 2240 km/h	30m	30m	30m
570KMS 2280 km/h	30m	30m	30m
580KMS 2320 km/h	30m	30m	30m
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600KMS 2400 km/h	30m	30m	30m
610KMS 2440 km/h	30m	30m	30m
620KMS 2480 km/h	30m	30m	30m
630KMS 2520 km/h	30m	30m	30m
640KMS 2560 km/h	30m	30m	30m
650KMS 2600 km/h	30m	30m	30m
660KMS 2640 km/h	30m	30m	30m
670KMS 2680 km/h	30m	30m	30m
680KMS 2720 km/h	30m	30m	30m
690KMS 2760 km/h	30m	30m	30m
700KMS 2800 km/h	30m	30m	30m
710KMS 2840 km/h	30m	30m	30m
720KMS 2880 km/h	30m	30m	30m
730KMS 2920 km/h	30m	30m	30m
740KMS 2960 km/h	30m	30m	30m
750KMS 3000 km/h	30m	30m	30m
760KMS 3040 km/h	30m	30m	30m
770KMS 3080 km/h	30m	30m	30m
780KMS 3120 km/h	30m	30m	30m
790KMS 3160 km/h	30m	30m	30m
800KMS 3200 km/h	30m	30m	30m
810KMS 3240 km/h	30m	30m	30m
820KMS 3280 km/h	30m	30m	30m
830KMS 3320 km/h	30m	30m	30m
840KMS 3360 km/h	30m	30m	30m
850KMS 3400 km/h	30m	30m	30m
860KMS 3440 km/h	30m	30m	30m
870KMS 3480 km/h	30m	30m	30m
880KMS 3520 km/h	30m	30m	30m
890KMS 3560 km/h	30m	30m	30m
900KMS 3600 km/h	30m	30m	30m
910KMS 3640 km/h	30m	30m	30m
920KMS 3680 km/h	30m	30m	30m
930KMS 3720 km/h	30m	30m	30m
940KMS 3760 km/h	30m	30m	30m
950KMS 3800 km/h	30m	30m	30m
960KMS 3840 km/h	30m	30m	30m
970KMS 3880 km/h	30m	30m	30m
980KMS 3920 km/h	30m	30m	30m
990KMS 3960 km/h	30m	30m	30m
1000KMS 4000 km/h	30m	30m	30m

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) &/or RTA Traffic Control at Work Sites Manual Version 4 June 2010.

Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs should generally be placed 1 metre clear of the travelled path.

Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing traffic.

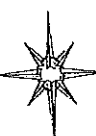
In the event of a traffic accident, the signs shall be removed.

When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.



Lack Group t/a
K & D Traffic Management
2/13 Stanton Rd,
Seven Hills NSW 2147
P: 02-96627113
email: lgp@lackgroup.com.au

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WHEN PRINTED IN
A3

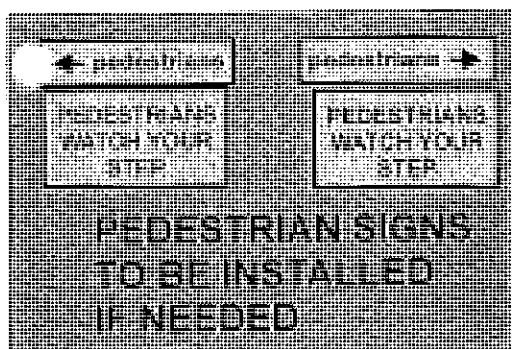
Client: BMD
Location: Ashley Dr. Canberra
Works: Slow Lane Dual Lane Closure
Plan Number: 2018-0867
Date drawn: 25/06/2018
Authorised by: [Signature]
Qualification: PREPARE WORK ZONE TMP 008:129415
Signature: [Signature]
Date: [Date]
DRAWN BY: [Signature]
PREPARE WORK ZONE
TMP# 0051169527



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JOINS PAGE 1
JOINS PAGE 2JOINS PAGE 1
JOINS PAGE 2**BMD**

constructions

**NSW/ACT TABLES**RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Lateral shift taper	Merge taper	Sign distance AS1742.3 & TCAWS
45 or Less	15	0	15	40km/hr 5m or 40m
45 - 55	15	15	30	50km/hr 15m or 50m
56 - 65	30	30	60	60km/hr 45m or 60m
66 - 75	N/A	70	115	70km/hr 70m
76 - 85	N/A	80	130	80km/hr 80m
86 - 95	N/A	90	145	90km/hr 90m
96 - 105	N/A	100	160	100km/hr 100m
Greater than 105	N/A	110	180	110km/hr 110m

THIS TTM IS TO BE USED IN
CONJUNCTION
WITH TTM DETOUR 2018-0763

Lack Group Ua
K & D Traffic Management
2/13 Stanton Rd,
Seven Hills NSW 2147
P: 02-95827113
email: lgp@lackgroup.com.au

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) 4 for RYA Traffic Control at Work Sites Manual Version 4 June 2010.
Local constraints may not allow signs and devices to be placed exactly in accordance with the TCAWS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should generally be placed 1 metre clear of the travelled path.
Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controllers are absent for an extended period, the T1-10 and T1-200 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.

NOT TO SCALE

TOP BEST VIEWED
WHEN PRINTED IN
A3

Client: BMD
Location: Ashley Dr - Ellerslie Ave - Johnson Dr
Description: Road Closure
Plan Number: 2018-0769 P2
Date drawn: 07.05.18
Authorised by: [Signature]
Qualification: [Signature]

DRAWN BY: [Signature]
PREPARE WORKZONE TMP #0051165527

Revision 1:
Revision 2:
Revision 3:
Revision 4:
Revision 5:

Date:





Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: BMD Construction
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] **Date:** 12/06/18

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Ashley drive southbound closure (Ellerston to Johnson)

Street: Ashley Drive Road Reserve **Block:** [REDACTED]

Suburb: Isabella Plains

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).

**ACT**

Government

Territory and Municipal Services

87

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

14 / 06 / 18

: 09:30

am

Date to and time to

14 / 06 / 18

: 03:30

pm

Proposed daily working hours

Day	Start time	Finish time
Thursday	9:30 AM	3:30 PM
	-	

TTM plans to be authorised**Please note:** Each plan must have a unique number.

Plan number	Plan number
2018-759 P1(Closures)	2018-763 (Detour)
2018-759 P2(Closures)	

Certification by TTM designer or TTM plan selector

I,

certify that:



- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:		Date:	12.6.18
Qualification:	PWZTMP	Certificate No:	0051168527
Issued by:	NSW-RMS	Expiry date:	21.3.21

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager () or Northside Field Operations Manager () if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

**ACT**
Government

Territory and Municipal Services

Reference number TM:

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name:

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number:

Mobile number:

Email address:

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive South Bound – From Ellerston Ave to Johnson Dr	Isabella Plains
Right turn from Ellerston Ave to Ashley Dr SB @ intersection of Ashley Dr -Ellerston Ave	Isabella Plains

Date and time of use

Date from and time from

14 / 06 / 2018 : 09:30 am

Date to and time to

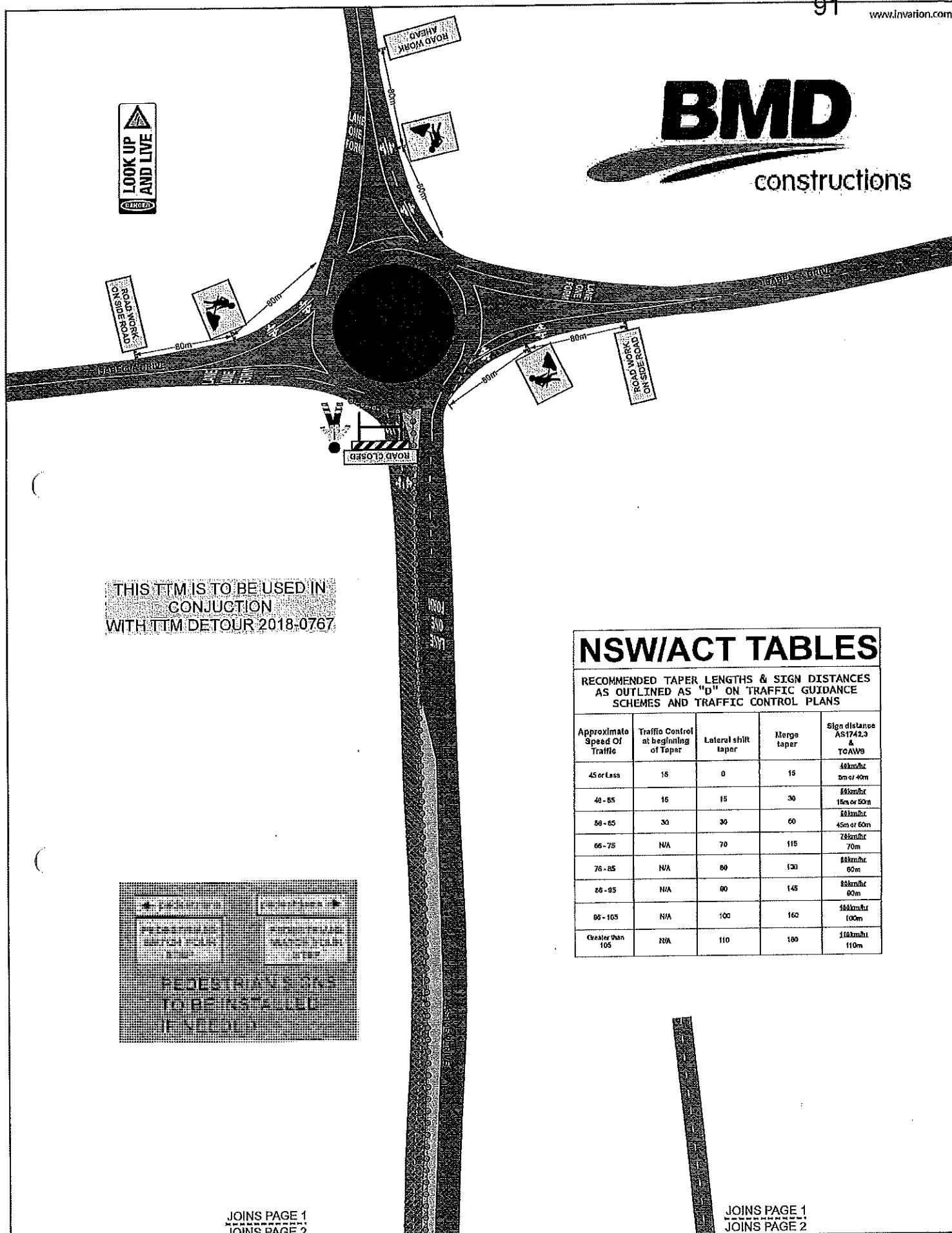
14 / 06 / 2018 : 03:30 pm

Signature of applicant:

Date: 12/06/2018

BMD

constructions

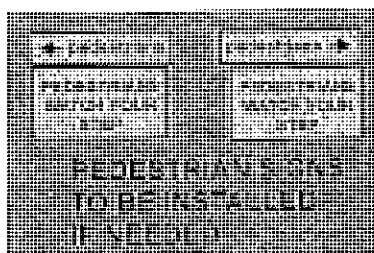


THIS TTM IS TO BE USED IN
CONJUNCTION
WITH TTM DETOUR 2018-0767

NSW/ACT TABLES

RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Lateral shift taper	Header taper	Sign distances AS1742.3 & TOAWB
45 or Less	15	0	15	45km/hr 5m or 40m
46 - 55	15	15	30	45km/hr 15m or 50m
56 - 65	30	30	60	45km/hr 45m or 60m
66 - 75	N/A	70	115	45km/hr 70m
76 - 85	N/A	80	130	45km/hr 80m
86 - 95	N/A	80	145	45km/hr 80m
96 - 105	N/A	100	160	45km/hr 100m
Greater than 105	N/A	110	180	45km/hr 110m



JOINS PAGE 1
JOINS PAGE 2

JOINS PAGE 1
JOINS PAGE 2



Lack Group t/a
K & D Traffic Management
2/13 Stanlon Rd,
Seven Hills NSW 2147
P: 02-96827113
email: lgp@lackgroup.com.au

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & for RTA Traffic Control at Work Sites Manual Version 4 June 2010.
Local constraints may not allow sign and devices to be placed exactly in accordance with the TCM judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
Sign spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should generally be placed 1 metre clear of the travelled path, positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lanes or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controllers are absent for an extended period, the T1-16 and T1-200 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.

NOT TO SCALE



TOP BEST VIEWED
WHEN PRINTED IN
A3

Client:	BMD	Revision 1:	
Location:	Ashley Dr Northbound Road Closure	Revision 2:	
Description:	Road Closure	Revision 3:	
Plan Number:	2018-0760 P1	Revision 4:	
Date drawn:	07.06.18	Revision 5:	
Authorised by:		Signature:	
Qualification:		Date:	
DRAWN BY:			
PREPARE WORKZONE TMP #005168527			

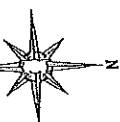


Lack Group
K & D Traffic Management
2/13 Stanton Rd,
Seven Hills NSW 2147
P: 02-96627113
email: lgp@lackgroup.com.au



Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 Traffic Control Devices for Work on Roads & for RTA Traffic Control at Work Sites Manual Version 4 June 2010.
Local constraints may not allow sign and devices to be placed exactly in accordance with the TCM judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controls are absent for an extended period, the T1-18 and T1-20 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.

NOT TO SCALE



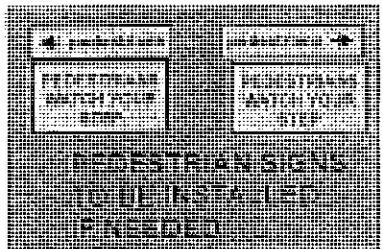
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WHEN PRINTED IN
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CLIENT TO SUPPLY SIGN

BMD
constructions

THIS TTM IS TO BE USED IN
CONJUNCTION
WITH TTM DETOUR 2018-0767



NSW/ACT TABLES

RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Lateral shift taper	Merge taper	Sign distance AS1742.3 & TOAWS
45 or Less	15	0	15	40km/hr 5m or 40m
46 - 55	15	15	30	60km/hr 15m or 60m
56 - 65	30	30	60	80km/hr 45m or 60m
66 - 75	N/A	70	115	70km/hr 70m
76 - 85	N/A	80	130	80km/hr 80m
86 - 95	N/A	90	145	80km/hr 80m
96 - 105	N/A	100	160	100km/hr 100m
Greater than 105	N/A	110	180	110km/hr 110m

JOINS PAGE 2
JOINS PAGE 3

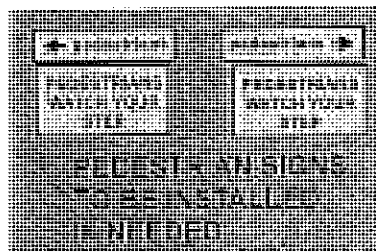
Client:	BMD	Revision 1:	
Location:	Ashley Dr Northbound Road Closure	Revision 2:	
Description:	Road Closure	Revision 3:	
Plan Number:	2018-0760 P2	Revision 4:	
Date drawn:	07.06.18	Revision 5:	
Authorised by:		Signature:	
Qualification:		Date:	

DRAWN BY: [Redacted]
PREPARE WORKZONE TTM #0051165527



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JOINS PAGE 3**BMD**

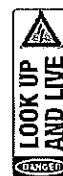
constructions

THIS TTM IS TO BE USED IN
CONJUNCTION
WITH TTM DETOUR 2018-0767

NSW/ACT TABLES

RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Lateral shift taper	Merge taper	Sign distance AS1742.3 & TCAWS
45 or Less	15	0	15	40km/hr 5m or 40m
46 - 55	15	15	30	50km/hr 15m or 50m
56 - 65	30	30	60	60km/hr 45m or 60m
66 - 75	N/A	70	115	70km/hr 70m
76 - 85	N/A	80	130	80km/hr 80m
86 - 95	N/A	90	145	90km/hr 90m
96 - 105	N/A	100	160	100km/hr 100m
Greater than 105	N/A	110	180	110km/hr 110m



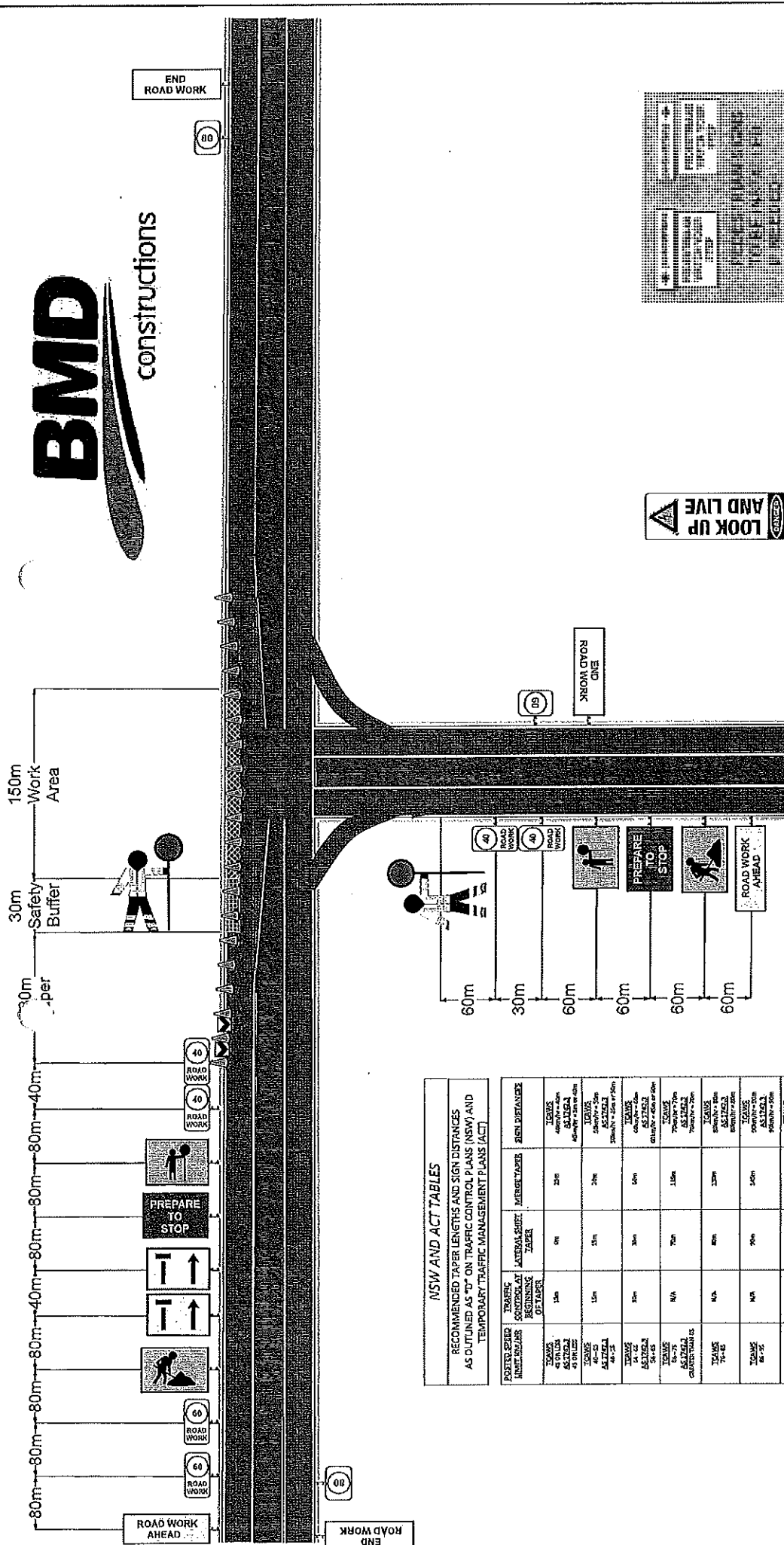
Lack Group
K & D Traffic Management
2/13 Stanton Rd,
Seven Hills NSW 2147
P: 02-96627113
email: lgp@lackgroup.com.au

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 Traffic Control Devices for Work on Roads & for RTA Traffic Control. Local constraints may not allow sign and devices to be placed exactly in accordance with the TCM judgement, therefore it may be necessary to place sign and devices as close as possible to the speed indicated. Signs may need to be placed in the side streets. Signs are to be Class 1 'Traffic' (day/night), positioned adjacent to footpath or road edge, and must be visible to motorists. At the end of the work, or when controllers are absent for an extended period, the T1-18 and T1-20 signs shall be removed. Road signs are to control pedestrians on a hold and release basis as work on site differs.

NOT TO SCALE
N
TOP BEST VIEWED
WHEN PRINTED IN
A3

Client: BMD
Location: Ashley Dr Northbound Road Closure
Description: Road Closure
Plan Number: 2018-0760 P3
Date drawn: 07.06.18
Auto-drawn by: [Signature]
Qual: [Signature]
Signature: [Signature]
Date: [Signature]
Revision 1: [Signature]
Revision 2: [Signature]
Revision 3: [Signature]
Revision 4: [Signature]
Revision 5: [Signature]
DRAWN BY: [Signature]
PREPARE WORKZONE TTM #00311 86527





NSW AND ACT TABLES				
RECOMMENDED TAPER LENGTHS AND SIGN DISTANCES AS OUTLINED AS "D" ON TRAFFIC CONTROL PLANS (NSW) AND TEMPORARY TRAFFIC MANAGEMENT PLANS (ACT)				
POSTING SPEED LIMIT (km/h)	TRAFFIC CONTROL SITUATION (DURATION)	MINIMUM SIGN TAPER LENGTH	MINIMUM TAPER LENGTH	SIGN DISTANCES
10km/h 40-100 km/h AS 1726.2 AS 1726.3 AS 1726.4	15m	0m	25m	10km/h 40m/h - 100m AS 1726.2 AS 1726.3 AS 1726.4
20km/h 40-50 AS 1726.2 40-50	15m	15m	20m	10km/h 20m/h - 50m AS 1726.2 AS 1726.3 AS 1726.4
30km/h 50-75 AS 1726.2 50-75	15m	30m	50m	10km/h 30m/h - 75m AS 1726.2 AS 1726.3 AS 1726.4
40km/h 75-100 AS 1726.2 75-100 GREATER THAN 25	N/A	75m	110m	10km/h 75m/h - 100m AS 1726.2 AS 1726.3 AS 1726.4
50km/h 75-100 AS 1726.2 75-100	N/A	80m	130m	10km/h 80m/h - 100m AS 1726.2 AS 1726.3 AS 1726.4
60km/h 80-100 AS 1726.2 80-100	N/A	90m	140m	10km/h 90m/h - 100m AS 1726.2 AS 1726.3 AS 1726.4
70km/h 90-100 AS 1726.2 90-100	N/A	100m	160m	10km/h 100m/h - 100m AS 1726.2 AS 1726.3 AS 1726.4
80km/h 90-100 AS 1726.2 90-100	N/A	110m	180m	10km/h 110m/h - 100m AS 1726.2 AS 1726.3 AS 1726.4

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742-83 (Traffic Control Devices for Work on Roads) &/or RTA Traffic Control at Work Sites Manual Version 4, June 2010.

Signs & signals must not allow sign and devices to be placed *exactly* in accordance with the standard where there are no gaps in the traffic flow. It may be necessary to place sign and devices as close as possible to the work area.

Signs & signals spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

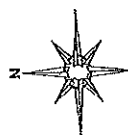
Signs should be placed 1 metre clear of the travelled path.

Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or kerb, where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-200 signs shall be removed.

When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.

NOT TO SCALE



TCP BEST VIEWED
WHEN PRINTED IN
A3

Client:	BMD	Revision 1:	
Location:	Ashley Dr. Canberra	Revision 2:	
Works:	Intersection Slow Dual Lane Closure	Revision 3:	
Plan Number:	2018-0873	Revision 4:	
Date drawn:	25/06/2018	Revision 5:	
Authorised by:		Signature:	
Qualification:	PREPARE WORKZONE TMP 0065129415	Date:	
DRAWN BY: PREPARE WORKZONE TMP# 0051168527			



TTM registered number:	TM/	20181222

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Construction

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	16/06/2018	Time:	6 am	Date:	16/06/2018	Time:	6 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2018-760 P1(Closures) 2018-760 P2(Closures) 2018-760 P3(Closures) 2018-767 (Detour)	All temporary signs, lines and devices	Sat	6 am – 6 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] **ACTION Southside Field Operations** [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

The contractor shall ensure that all directly affected residents have been advised of these works and the traffic management arrangements which will be in place while the works are undertaken.

Access to businesses and residential properties shall be maintained at all times unless agreed to otherwise with the property owners prior to works commencing.

The contractor shall ensure that the VMS boards are located outside of the clear zone in accordance with the requirements of the **Austroads Guide To Road Design – Part 6: Roadside Design, Safety and Barriers**.

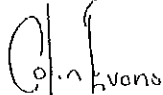
Delegate:

Colin Evans

Pos. No.

23592

Signature:



Date:

14/6/2018

(Delegate of the road transport authority)

**ACT**

Government

Transport Canberra
and City Services

Reference number TM 20181222

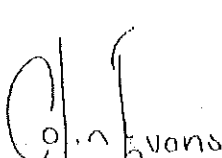
Public Unleased Land Act 2013 Closed Road Approval

Section 12 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

BMD Constructions

is approved to use the following public roads on the dates and between the times specified:

Public Road:	Suburb	Date from	Date to	Time from	Time to
ASHLEY DRIVE NORTHBOUND DIRECTION From Johnson Drive to Isabella Drive.	Isabella Plains Richardson	16/06/2018	16/06/2018	6 am	6 pm
ELLERSTON AVENUE BOTH DIRECTIONS: From Groveland Crescent to Ashley Drive.					
TIME: 6 am – 6 pm Saturday 16 June 2018.					

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	14/6/2018
	(Delegate of the director-general)		



ACT
Government

Transport Canberra
and City Services

Reference number	TM	20181222

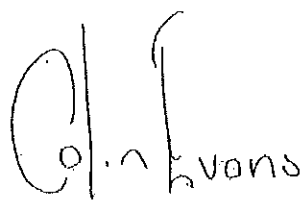
Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

BMD Constructions

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley Drive Ellerston Avenue Johnson Drive Cliff Crescent Groveland Crescent	Isabella Plains Richardson	16/06/2018	16/06/2018	10 am	3.30 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	14/6/2018
	(Delegate of the director-general)		

Conditions of Approval:

This work approval is granted for the following work activities only:

- Installation, modification and removal of traffic control devices in accord with an authorised temporary traffic management plan.
- Excavation and construction on public unleased land

Note: All other land use requirements, such as material storage, site compounds and parking bay use, that require the use of public unleased land are likely to attract additional land use permits and associated fees. For further information please contact the Public Land Use Unit on 6205 8794 for further information.



TTM registered number:	TM/	20181210

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Construction

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	14/06/2018	Time:	10 am	Date:	15/06/2018	Time:	3.30 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2018-759 P1(Closures) 2018-759 P2(Closures) 2018-763 (Detour)	All temporary signs, lines and devices	Thu – Fri (daily)	10 am – 3.30 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] **ACTION Southside Field Operations** [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

The contractor shall ensure that all directly affected residents have been advised of these works and the traffic management arrangements which will be in place while the works are undertaken.

Access to businesses and residential properties shall be maintained at all times unless agreed to otherwise with the property owners prior to works commencing.

The contractor shall ensure that the VMS boards are located outside of the clear zone in accordance with the requirements of the **Austroads Guide To Road Design – Part 6: Roadside Design, Safety and Barriers**.

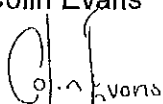
Delegate:

Colin Evans

Pos. No.

23592

Signature:



Date:

13/6/2018

(Delegate of the road transport authority)



ACT
Government

Transport Canberra
and City Services

Reference number	TM	20181210

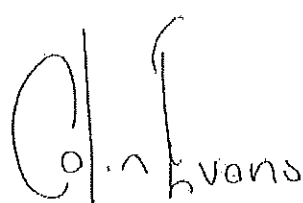
Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – a **work approval**.

BMD Constructions

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley Drive Ellerston Avenue Johnson Drive Cliff Crescent Bandulla Street Galloway Street	Isabella Plains Richardson	14/06/2018	15/06/2018	10 am	3.30 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	13/6/2018
	(Delegate of the director-general)		

Conditions of Approval:

This work approval is granted for the following work activities only:

- Installation, modification and removal of traffic control devices in accord with an authorised temporary traffic management plan.
- Excavation and construction on public unleased land

Note: All other land use requirements, such as material storage, site compounds and parking bay use, that require the use of public unleased land are likely to attract additional land use permits and associated fees. For further information please contact the Public Land Use Unit on 6205 8794 for further information.

**ACT**

Government

Transport Canberra
and City Services

Reference number | TM | 20181210

Public Unleased Land Act 2013 Closed Road Approval

Section 12 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

BMD Constructions

is approved to use the following public roads on the dates and between the times specified:

Public Road:	Suburb	Date from	Date to	Time from	Time to
ASHLEY DRIVE SOUTHBOUND DIRECTION From Ellerston Avenue to Johnson Drive. ELLERSTON AVENUE: Right turn onto Ashley Drive southbound will be closed. TIME: 10 am – 3.30 pm (daily) Thursday 14 Friday 15 June 2018	Isabella Plains Richardson	14/06/2018	15/06/2018	10 am	3.30 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	13/6/2018
	(Delegate of the director-general)		



TTM registered number:	TM/	20181065

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From			To		
Date:	01/06/2018	Time:	9.30 am	Date:	30/06/2018
				Time:	6 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2018-577	All temporary signs, lines and devices except T1-5	Mon – Sun (24 hours)	9.30 am 1 June 2018 to 6 pm 30 June 2018
2018-577	T1-5, W5-22, W8-207	Mon – Sun	6 am – 6 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices which are authorised to only be installed /displayed during the authorised working times are fully covered or removed outside of the authorised working times.

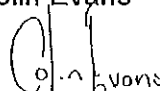
The contractor shall ensure that all temporary signs and devices are removed at the completion of these works.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] **ACTION Southside Field Operations** [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

All road safety barrier products used under this TTM application shall have a current acceptance status by Transport NSW, Roads and Maritime Services for use on classified roads.

Road safety barrier system shall be set up in accordance with the manufacturer's specifications.

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	1/6/2018
(Delegate of the road transport authority)			

**ACT**

Government

Territory and Municipal Services

105

Reference number TM:

Public Unleased Land Act 2013
**Request to temporarily close a public road and
application to use a closed public road**

Sections 11 and 12 of the *Public Unleased Land Act 2013* permit the Director-General, Territory and Municipal Services, to close a public road and to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

A fee is payable for each application. Each application may include multiple road closures provided they relate to the one event.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Public road/s to be temporarily closed and used

Public road	Suburb
Ashley Drive south bound – Ellerston to Johnson	Isabella Plains, ACT 2905
Ellerston Ave right turn to Ashley Dr SB close	Isabella Plains, ACT 2905

Reason for closure/s

Final Wearing course works on northbound Ashley Drive.

Date and time of closure/s

Date from and time from

14 / 06 / 18

09 : 30

(am) or pm (please circle)

Date to and time to

14 / 06 / 18

03 : 30

am or (pm) (please circle)

Signature of applicant:

[REDACTED]Date: 12/6/18



ACT
Government

Transport Canberra
and City Services

Reference number	TM	20181064

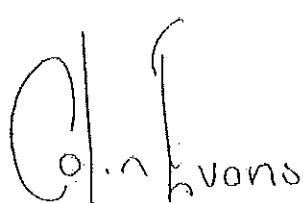
Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

BMD Construction

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley Drive Isabella Drive	Richardson Monash Isabella Plains Gowrie	01/06/2018	30/06/2018	9.30 am	6 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	1/6/2018
	(Delegate of the director-general)		

Conditions of Approval:

This work approval is granted for the following work activities only:

- Installation, modification and removal of traffic control devices in accord with an authorised temporary traffic management plan.
- Excavation and construction on public unleased land

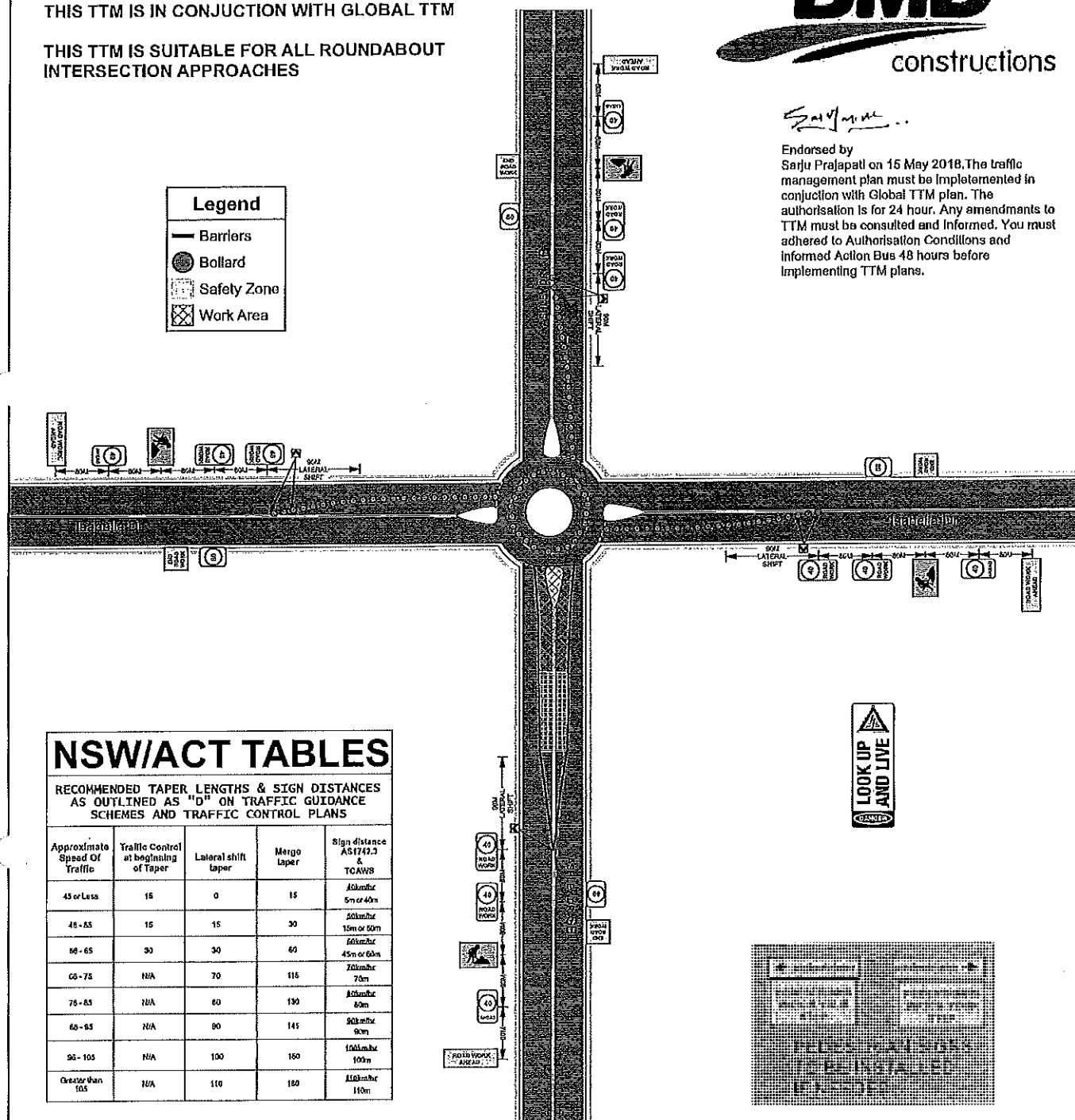
Note: All other land use requirements, such as material storage, site compounds and parking bay use, that require the use of public unleased land are likely to attract additional land use permits and associated fees. For further information please contact the Public Land Use Unit on 6205 8794 for further information.

**THIS TTM IS SUITABLE FOR ALL ROUNDABOUT
INTERSECTION APPROACHES**



Singapore.

Endorsed by
Sarlju Prępałł on 15 May 2018. The traffic
management plan must be implemented in
conjunction with Global TTM plan. The
authorisation is for 24 hour. Any amendments to
TTM must be consulted and informed. You must
adhered to Authorisation Conditions and
informed Action Bus 48 hours before
implementing TTM plans.



NSW/ACT TABLES

RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Lateral shift taper	Merge Laper	Sign distance AS1742.3 TCASVS
45 or Less	15	0	15	100m/hr 5m or 40m
46 - 65	15	15	30	100m/hr 15m or 50m
66 - 65	30	30	60	100m/hr 45m or 60m
66 - 75	N/A	70	115	100m/hr 70m
76 - 85	N/A	60	130	100m/hr 80m
86 - 95	N/A	90	145	100m/hr 90m
96 - 105	N/A	100	160	100m/hr 100m
Greater than 105	N/A	110	180	100m/hr 110m

Lack Group
The Road to Success

Lack Group t/a
K & D Traffic Management
2113 Stanton Rd,
Seven Hills NSW 2147
P: 02-96627113
email: lgp@lackgroup.com.au

Traffic control signs shall be installed & maintained in accordance with Australian Standard 1742-3 (Traffic Control Devices for Work on Roads) after RTA Traffic Control at Work Sites Manual Version 4, June 2010.

Local contractors may not allow signs & devices to be placed exactly in accordance with the TCR placement as they may be necessary to place signs & devices as close as possible to the spacing indicated.

Signs spacing measurements may extend across some lane intersections, therefore warning signs may need to be placed in the intersection.

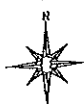
Signs should generally be placed 10 m ahead of the start of the travelled path.

Signs are to be Class 1 retro-reflective (daylight), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. The signs should be placed in the direction of travel.

At the end of the work, or when traffic controllers are absent for an extended period, the T116 and A121-200 signs shall be removed.

When traffic controllers are not present, signs shall be used to control pedestrians on a road and refer to the back of the sign.

NOT TO SCALE



TCP BEST VIEWED
WHEN PRINTED IN
A3

Client:	BMD
Location:	Ashley Drive
Description:	Gate 8 Median Island Work
Plan Number:	2018-0577
Date drawn:	07.05.18
Authorised by:	
Qualification:	

DRAWN BY: [REDACTED]
PREPARE WORKZONE TMP #COC 0051169527
CHECKED BY: [REDACTED]
PREPARE WORKZONE TMP # 0032700780

Revision 1:
Revision 2:
Revision 3:
Revision 4:
Revision 5:

Date:

DATE: _____

www.cai




ACT
 Government

Territory and Municipal Services

Reference number TM: I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	17/4/2018
Qualification:	PWZTMP	Certificate No:	117723
Issued by:	NSW-RMS	Expiry date:	16/05/18

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.

Work Approval



ACT

Government

Territory and Municipal Services

109

Reference number TM:

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



ACT

Government

Territory and Municipal Services

110

Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	8/3/2018
Qualification:	PWZTMP	Certificate No:	117723
Issued by:	NSW-RMS	Expiry date:	16/05/18

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

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Work Approval



A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(Individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Lane closure at Isabella Roundabout on Ashley Drive and Isabella drive	Monash

Date and time of use

Date from and time from

22 / 05 / 2018 : 06:00 am

Date to and time to

30 / 06 / 2018 : 06:00 pm

Signature of applicant:

[REDACTED]

Date: 9/05/18



ACT
Government

Territory and Municipal Services

113

Reference number TM:

Date: 9/5/18

**Application for authorisation of
Temporary Traffic Management (TTM) plans**

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: BMD Construction

(individual or organisation)

Name of contact person*:

Telephone number*:

Mobile number*:

Email:

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?

Yes

☐

No

☒

Is the person to be authorised a not-for-profit organisation?

Yes

☐

No

☒

Is the work for Roads ACT?

Yes

☒

No

☐

Signature of applicant:

Date: 9/05/18

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – South median island of Isabella roundabout works

Street: Ashley Drive Road Reserve

Block:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions

(individual or organisation)

Name of contact person*:

Telephone number*:

Mobile number*:

**ACT**

Government

Territory and Municipal Services

114

Reference number TM:

Email:

*The person is to be contactable at all times (including public holidays).

ACT Government project details

Only required if any ACT Government project.

Superintendent:

PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

22 / 05 / 18

: 06:00

am

Date to and time to

30 / 06 / 18

: 06:00

pm

Proposed daily working hours

Day	Start time	Finish time
Monday - Sunday	24 hrs	
	-	

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2018-577 (Stop slow and barrier install)	

Certification by TTM designer or TTM plan selector



I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	9.5.18
Qualification:	PWZTMP	Certificate No:	0051168527
Issued by:	NSW-RMS	Expiry date:	21.3.21

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.

Work Approval



ACT
Government

Territory and Municipal Services

116

Reference number TM:

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



ACT
Government

Territory and Municipal Services

117

Reference number TM:

Date: 14/3/18

**Application for authorisation of
Temporary Traffic Management (TTM) plans**

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: BMD Construction

(individual or organisation)

Name of contact person*:

Telephone number*:

Mobile number*:

Email:

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?

Yes	☐	No	☒
Yes	☐	No	☒
Yes	☒	No	☐

Is the person to be authorised a not-for-profit organisation?

Is the work for Roads ACT?

Signature of applicant:

Date: 17/4/18

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Ashley drive southbound closure (Isabella to Erindale)

Street: Ashley Drive Road Reserve

Block:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions

(individual or organisation)

Name of contact person*:

Telephone number*:

Mobile number*:

**ACT**

Government

Territory and Municipal Services

118

Reference number TM:

Email:

*The person is to be contactable at all times (including public holidays).

ACT Government project details

Only required if any ACT Government project.

Superintendent:

PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

17 / 04 / 18

: 06:00

am

Date to and time to

13 / 05 / 18

: 06:00

pm

Proposed daily working hours

Day	Start time	Finish time
Saturday	6 AM	-
Sunday and public holidays	-	6 PM

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2018-462 Page 1 to 4 (Closure and Detour)	

Certification by TTM designer or TTM plan selector


ACT
 Government

Territory and Municipal Services

Reference number TM:

Date: 14/3/18

Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: BMD Construction
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] Date: 17/4/18

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Barraclough Intersection Closure

Street: Ashley Drive Road Reserve Block:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]



ACT
Government

Territory and Municipal Services

Reference number TM:

Email:

*The person is to be contactable at all times (including public holidays).

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number: 6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

17 / 04 / 18 : 06:00 am

Date to and time to

16 / 05 / 18 : 06:00 pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	09:00	18:00
Saturday	None	None
Sunday and public holidays	None	None
Note: TTM is a 24hr closure however works will be within the projects approved working hours		

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2018-463 (Closure and Detour)	



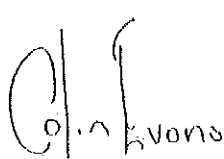
Public Unleased Land Act 2013 Closed Road Approval

Section 12 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

BMD Construction

is approved to use the following public roads on the dates and between the times specified:

Public Road:	Suburb	Date from	Date to	Time from	Time to
ASHLEY DRIVE SOUTHBOUND DIRECTION From Erindale Drive to Isabella Drive. STATTON STREET BOTH DIRECTIONS: From Ashley Drive to the Statton Street Service Road. BUGDEN AVENUE BOTH DIRECTIONS: From Ashley Drive to Mullins Place. CLIVE STEELE AVENUE: Right turn onto Ashley Drive southbound will be closed. BARRACLOUGH CRESCENT: Right turn onto Ashley Drive southbound will be closed. TIME: 6 am – 6 pm (daily) on Saturday 28 and Sunday 29 April 2018 Saturday 5 and Sunday 6 May 2018 Saturday 12 and Sunday 13 May 2018 REASON:	Monash Gowrie	28/04/2018	13/05/2018	6 am	6 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	26/4/2018
	(Delegate of the director-general)		



Reference number	TM	20180847

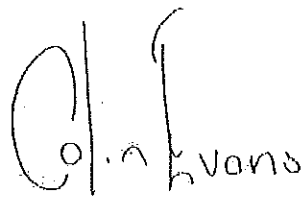
Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

BMD Construction

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley Drive Statton Street Erindale Drive Bugden avenue Barraclough Crescent Clive Steele Avenue Isabella Drive	Gowrie Monash	28/04/2018	13/05/2018	6 am	6 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	26/4/2018
	(Delegate of the director-general)		

Conditions of Approval:

This work approval is granted for the following work activities only:

- Installation, modification and removal of traffic control devices in accord with an authorised temporary traffic management plan.
- Excavation and construction on public unleased land

Note: All other land use requirements, such as material storage, site compounds and parking bay use, that require the use of public unleased land are likely to attract additional land use permits and associated fees. For further information please contact the Public Land Use Unit on 6205 8794 for further information.



TTM registered number:	TM/	20180847

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Construction

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From			To		
Date:	28/04/2018	Time:	9.30 am	Date:	13/05/2018
				Time:	6 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2018-462 Page 1 to 4 (Closure and Detour)	All temporary signs, lines and devices	Sat - Sun (daily)	6 am – 6 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] **ACTION Southside Field Operations** [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

The contractor shall ensure that all directly affected residents have been advised of these works and the traffic management arrangements which will be in place while the works are undertaken.

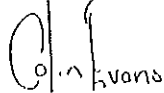
Access to businesses and residential properties shall be maintained at all times unless agreed to otherwise with the property owners prior to works commencing.

The contractor shall ensure that the VMS boards are located outside of the clear zone in accordance with the requirements of the **Austrroads Guide To Road Design – Part 6: Roadside Design, Safety and Barriers.**

Delegate: Colin Evans

Pos. No. 23592

Signature:



Date: 26/4/2018

(Delegate of the road transport authority)



TTM registered number:	TM/	20180829

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Construction

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	26/04/2018	Time:	9.30 am	Date:	30/04/2018	Time:	4 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2018-463 Barracrough Crescent (Closure and Detour)	All temporary signs, lines and devices	Thu – Mon (daily)	9.30 am -4 pm

Conditions of Authorisation:

Barracrough Crescent road closures shall not be implemented until after 9.30 am and shall be removed by 4 pm each day.

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] **ACTION Southside Field Operations** [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

The contractor shall ensure that all directly affected residents have been advised of these works and the traffic management arrangements which will be in place while the works are undertaken.

Access to businesses and residential properties shall be maintained at all times unless agreed to otherwise with the property owners prior to works commencing.

Delegate:

Colin Evans

Pos. No.

23592

Signature:


Colin Evans

Date:

24/4/2018

(Delegate of the road transport authority)


ACT
 Government

 Transport Canberra
 and City Services

Reference number	TM	20180829

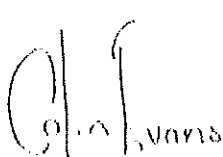
Public Unleased Land Act 2013 Closed Road Approval

Section 12 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

BMD Construction

is approved to use the following public roads on the dates and between the times specified:

Public Road:	Suburb	Date from	Date to	Time from	Time to
BARRACLOUGH CRESCENT BOTH DIRECTIONS: From Ashley Drive to Kneeshaw Street. TIME: 9.30 am – 4 pm (daily) on Thursday 26, Friday 27 and Monday 30 April 2018	Monash	26/04/2018	30/04/2018	9.30 am	4 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	24/4/2018
	(Delegate of the director-general)		



ACT
Government
Transport Canberra
and City Services

TTM registered number: TTM/ 20180828

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Construction

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	26/04/2018	Time:	9.30 am	Date:	30/04/2018	Time:	4 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2018-478 Clive Steele Closure and detour	All temporary signs, lines and devices	Thu – Mon (daily)	9.30 am - 4 pm

Conditions of Authorisation:

Clive Steele Avenue road closures shall not be implemented until after 9.30 am and shall be removed by 4 pm each day.

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] **ACTION Southside Field Operations** [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

The contractor shall ensure that all directly affected residents have been advised of these works and the traffic management arrangements which will be in place while the works are undertaken.

Access to businesses and residential properties shall be maintained at all times unless agreed to otherwise with the property owners prior to works commencing.

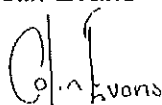
Delegate:

Colin Evans

Pos. No.

23592

Signature:

Handwritten signature of Colin Evans in black ink, written over a horizontal line.

Date:

24/4/2018

(Delegate of the road transport authority)


ACT
 Government

 Transport Canberra
 and City Services

Reference number	TM	20180828

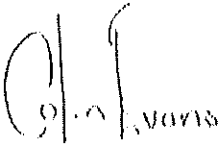
Public Unleased Land Act 2013 Closed Road Approval

Section 12 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

BMD Construction

is approved to use the following public roads on the dates and between the times specified:

Public Road:	Suburb	Date from	Date to	Time from	Time to
CLIVE STEELE AVENUE BOTH DIRECTIONS: From Ashley Drive to Sturdee Crescent. TIME: 9.30 am – 4 pm (daily) on Thursday 26, Friday 27 and Monday 30 April 2018	Monash	26/04/2018	30/04/2018	9.30 am	4 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	24/4/2018
	(Delegate of the director-general)		

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

(individual or organisation)

[REDACTED]

☒

X

1

17/4/18

Suburb: Gowrie

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

(individual or organisation)

[REDACTED]

1

*The person is to be contactable at all times (including public holidays).



ACT
Government

Territory and Municipal Services

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number: 6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

17 / 04 / 18 : 06:00 am

Date to and time to

16 / 05 / 18 : 06:00 pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:00	06:00
Saturday	None	None
Sunday and public holidays	None	None

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2018-478 Clive Steele Closure and detour	

Certification by TTM designer or TTM plan selector



Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – a **work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(Individual or organisation)

Organisation contact name:

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number:

Mobile number:

Email address:

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive south bound – From Isabella to Erindale	Monash
Bugden Intersection	Monash
Statton Intersection	Monash

Date and time of use

Date from and time from

28 / 04 / 2018 : 06:00 am

Date to and time to

29 / 04 / 2018 : 06:00 pm

Signature of applicant:

Date: 17/4/18



TTM registered number:	TM/	20180642

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	10/04/2018	Time:	9.30 am	Date:	30/05/2018	Time:	4 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2018-0206- Sheet 1 to 4	All temporary signs, lines and devices	Mon – Fri	9.30 am – 4 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

R4-212 (40) signs shall only be displayed when workers on foot are working within 1.2 metres of traffic with no intervening physical protection.

All temporary roadwork speed zones shall be terminated with an appropriate speed value sign.

Delegate: Colin Evans Pos. No. 23592

Signature: _____ Date: 10/4/2018
(Delegate of the road transport authority)



ACT
Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: _____

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Intersection of Barraclough Crescent and Ashely Drive	Monash

Date and time of use

Date from and time from

26 / 04 / 2018 : 06:00 am

Date to and time to

30 / 04 / 2018 : 06:00 pm

Signature of applicant: _____

Date: 17/4/18

BMD

constructions

NOTE:

THIS TTM MUST BE READ IN CONJUNCTION

NSW/ACT TABLESRECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Lateral shift taper	Merge taper	Sign distance AS1742.3 & TCAWS
45 or Less	15	0	15	40km/hr 5m or 40m
46 - 65	15	15	30	40km/hr 15m or 50m
66 - 85	30	30	60	60km/hr 45m or 60m
86 - 75	N/A	70	115	80km/hr 70m
76 - 85	N/A	80	130	80km/hr 80m
86 - 85	N/A	80	145	80km/hr 90m
96 - 105	N/A	100	160	100km/hr 100m
Greater than 105	N/A	110	180	110km/hr 110m



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A3

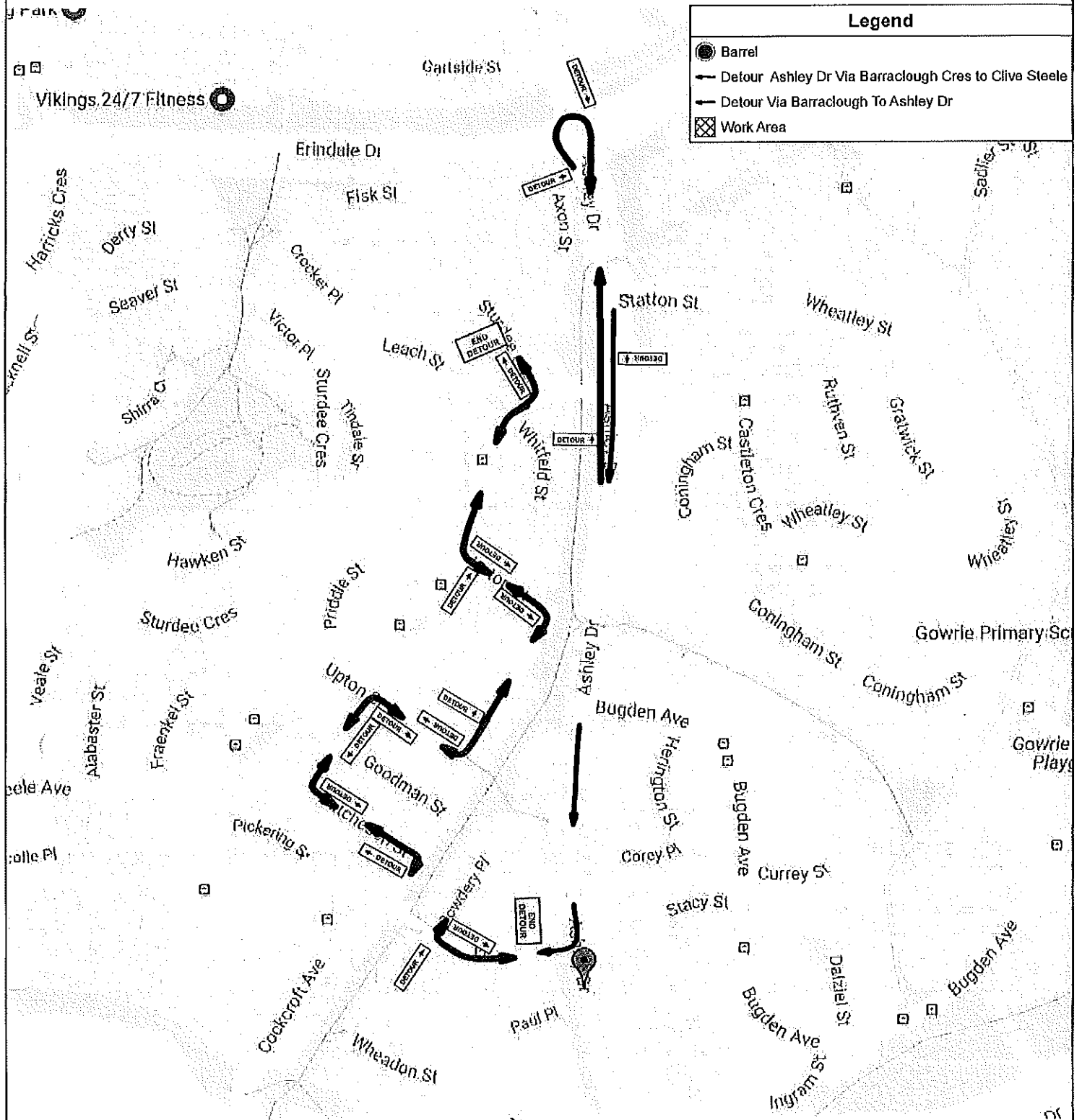
Client:	BMD	Revision 1:	
Location:	Clive Steele Cres, ACT	Revision 2:	
Job Description:	Clive Steele - Detour	Revision 3:	
Plan Number:	2010-0478	Revision 4:	
Date drawn:	17.04.18	Revision 5:	
Authorised by:		Signature:	
Qualification:		Date:	
DRAWN BY:			
CHECKED BY:			
PREPARE WORK ZONE TMP # 0032700760			



Lack Group Pty
K & D Traffic Management
2/13 Stanton Rd,
Soven Hills NSW 2147
P: 02-96827113
email: lgp@lackgroup.com.au

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & for NTA Traffic Control at Work 6th Edition Version 4 June 2010.
Local circumstances may not allow sign and devices to be placed exactly in accordance with the TTP judgment, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
Sign spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should generally be placed 1 metre clear of the travelled path.
Signs are to be Class 1 reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controllers are absent for an extended period, the T1-10 and T1-200 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a held and release basis as work on site dictates.

CLIVE STEELE CRES DETOUR - TO BE USE IN CONJUNCTION - TTM 2018-0478

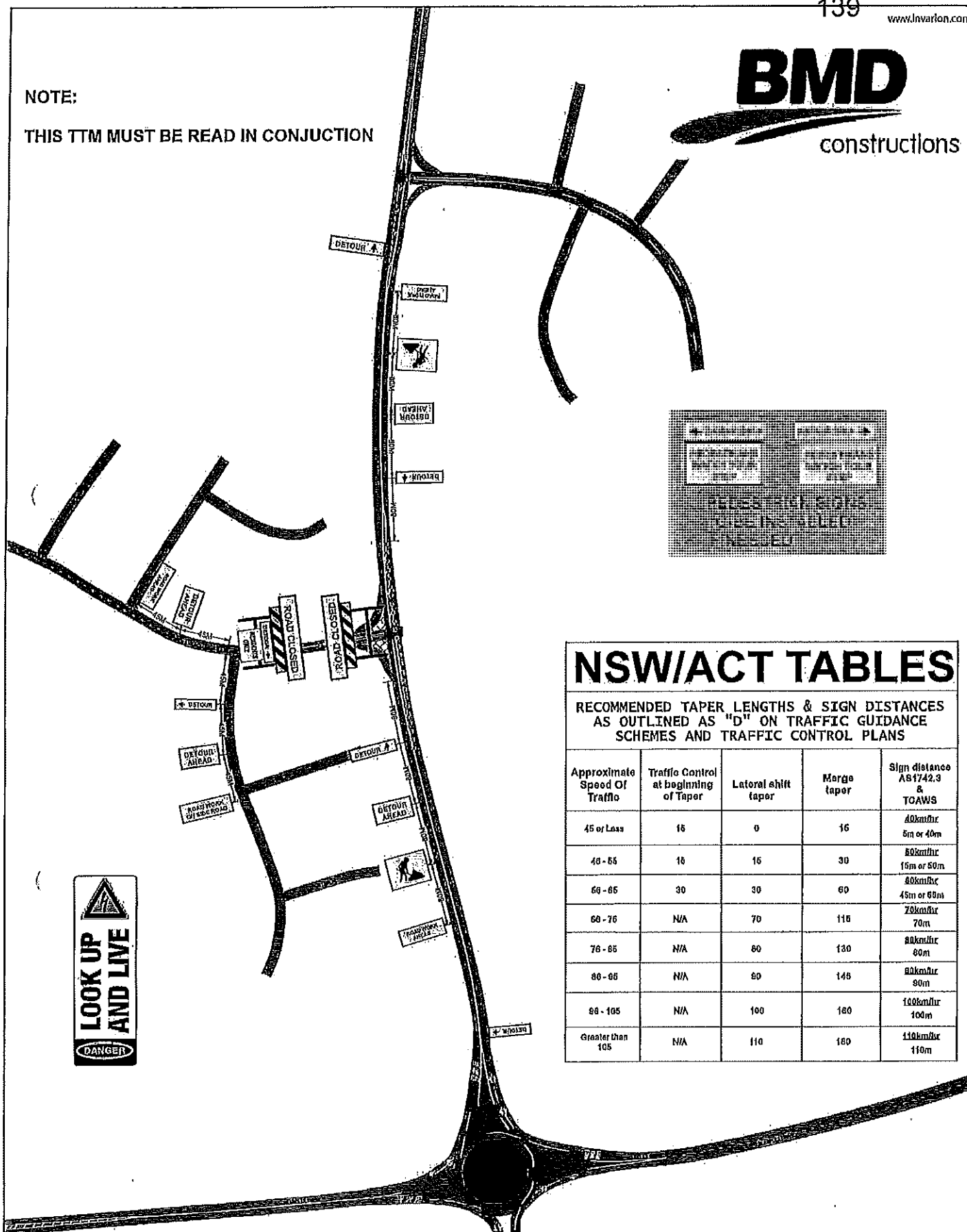


NOTE:

THIS TTM MUST BE READ IN CONJUNCTION

BMD

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**NSW/ACT TABLES**RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

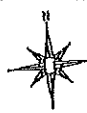
Approximate Speed Of Traffic	Traffic Control at beginning of Taper	Lateral shift taper	Merge taper	Sign distance A81742.3 & TCASWS
45 or Less	15	0	15	40km/hr 5m or 40m
45 - 65	15	15	30	60km/hr 15m or 50m
65 - 85	30	30	60	80km/hr 45m or 60m
85 - 105	N/A	70	115	100km/hr 70m
105 - 125	N/A	80	130	120km/hr 80m
125 - 145	N/A	90	145	140km/hr 90m
145 - 165	N/A	100	160	160km/hr 100m
Greater than 165	N/A	110	180	180km/hr 110m



Lack Group Ltd
K & D Traffic Management
2/13 Stanton Rd,
Seven Hills NSW 2147
P: 02-98827113
email: lgp@lackgroup.com.au

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & the TTA Traffic Control at Work Sites Manual Version 4 June 2010.
Local constraints may not allow signs and devices to be placed exactly in accordance with the TTP judgement. Therefore it may be necessary to place signs and devices as close as possible to the spacing indicated.
Sign spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should generally be placed 1 metre clear of the travelled path.
Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpaths or where vehicles parking occur place signs in the parking line or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controllers are absent for an extended period, the T1-19 and T1-200 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.

NOT TO SCALE

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WHEN PRINTED IN
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Client:	BMD	Revision 1:	
Location:	Barracough Cres, ACT	Revision 2:	
Job Description:	Barracough Detour	Revision 3:	
Plan Number:	2018-0463	Revision 4:	
Date drawn:	16.04.18	Revision 5:	
Authorised by:		Signature:	
Qualification:		Date:	
DRAWN BY:			
CHECKED BY:			
PREPARE WORKZONE TAMP #000 117723			
PREPARE WORKZONE TAMP #0032700760			



BMD

constructions

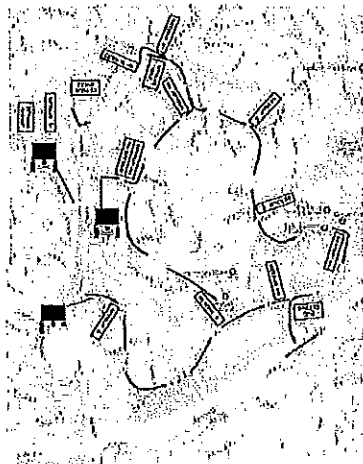
THIS TTM IS IN CONJUNCTION
WITH GLOBAL TTM**Legend**

- Bollard
- Detour Erindale Dr to Isabella Dr
- Detour Station St & Bugden Ave

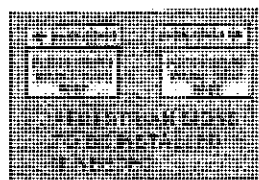
**LOOK UP
AND LIVE**

DANGER

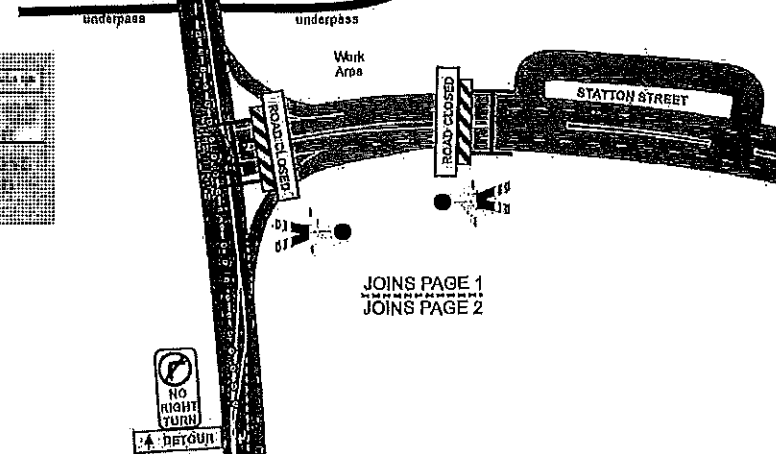
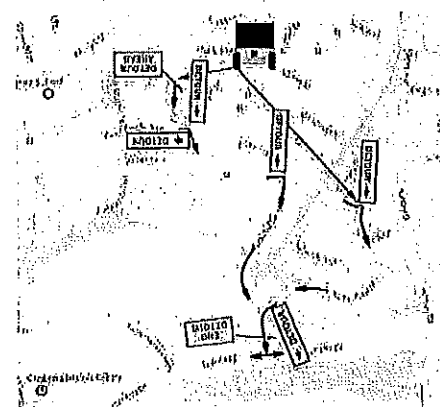
Detour Erindale Dr, Sallion St, Bugden Ave to Isabella Dr

**NSW/ACT TABLES**RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed of Traffic	Traffic Control at Beginning of Taper	Initial taper length	Warning taper	Sign distance AS OUTLINED TABLE
40-45	15	0	15	15m 8m or 40m
45-50	15	15	30	30m 15m or 60m
50-55	30	30	60	60m 30m or 80m
55-60	30	30	90	90m 45m or 100m
60-65	30	60	120	120m 60m or 100m
65-70	30	60	150	150m 75m or 100m
70-75	30	60	180	180m 90m or 100m
75-80	30	60	210	210m 105m or 100m
80-85	30	60	240	240m 120m or 100m
85-90	30	60	270	270m 135m or 100m
90-95	30	60	300	300m 150m or 100m
95-100	30	60	330	330m 165m or 100m

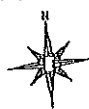
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Detour to Isabella Dr



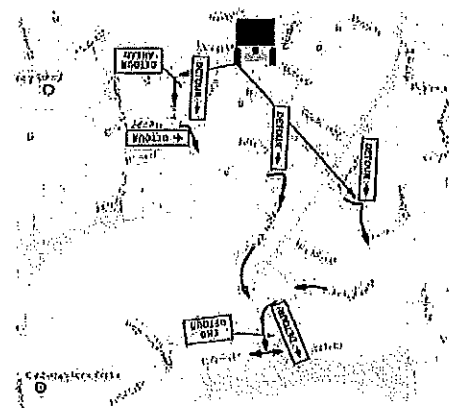
Lack Group Pty
K & D Traffic Management
2/13 Glenlon Rd,
Govan Hills NSW 2147
P: 02-98627113
email: tgm@lackgroup.com.au

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) and RITA Traffic Control at Work Sites Manual Version 4 June 2010.
Local constraints may not allow signs and devices to be placed exactly in accordance with the TCP judgement, therefore it may be necessary to place signs and devices as close as possible to the spacing indicated.
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should generally be placed 1 metre clear of the travelled path.
Signs are to be Class 1 reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when the control signs are absent for an extended period, the T1-10 and T1-200 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.

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WHEN PRINTED IN
A3

Client:	BMD	Revision 1:	
Location:	Ashley Dr - Isabella to Emdale SB Closure	Revision 2:	
Job Description:	Road Closure and Detour	Revision 3:	
Plan Number:	2018-0462 P1	Revision 4:	
Date drawn:	13.04.18	Revision 5:	
Authorised by:		Signature:	
Qualification:		Date:	
DRAWN BY:			
PREPARE WORKZONE TMP RCOG 117723			
CHECKED BY:			
PREPARE WORKZONE TMP # 0932700760			





FIRST NAME	SURNAME
DATE OF BIRTH	PLACE OF BIRTH
CITY	STATE
ZIP CODE	PHONE NUMBER
STREET ADDRESS	
CITY	
STATE	
ZIP CODE	



Approximate Spread (%)	Trille Central Abundance of Insect	Lateral Abundance of Insect	Range Insect	Significance A121213 TCMVA
45-100%	15	0	15	100% A121213
45-85%	15	15	20	100% A121213
60-85%	10	30	60	100% A121213
60-75%	10%	70	110	100% A121213
75-85%	10%	85	100	100% A121213
85-95%	10%	95	110	100% A121213
95-100%	11%	100	160	100% A121213
Outside 100%	10%	110	160	100% A121213

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JOINS PAGE 3



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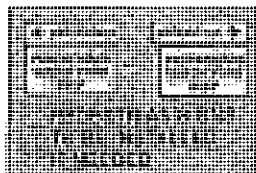
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JOINS PAGE 3



THIS TTM IS IN CONJUNCTION
WITH GLOBAL TTM

Legend

- Bollard
- ← Detour Erindale Dr to Isabella Dr
- ← Detour Station St & Bugden Ave



SCREEN 1

NO RIGHT TURN
AT ASHLEY
DRIVE

SCREEN 2

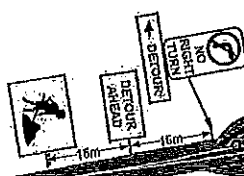
FORWARD
DETOUR

NSW/ACT TABLES

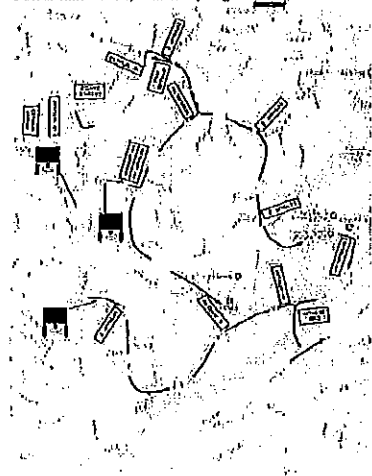
RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed of Traffic	Traffic Control at beginning of taper	Lateral shift (m)	Min/Max (m)	Sign distance at 100m
40 or less	15	8	15	15m/30m
41-45	15	11	20	15m/30m
46-50	20	13	25	15m/30m
51-55	25	15	30	15m/30m
56-60	30	17	35	15m/30m
61-65	35	19	40	15m/30m
66-70	40	21	45	15m/30m
71-75	45	23	50	15m/30m
76-80	50	25	55	15m/30m
81-85	55	27	60	15m/30m
86-90	60	29	65	15m/30m
91-95	65	31	70	15m/30m
96-100	70	33	75	15m/30m

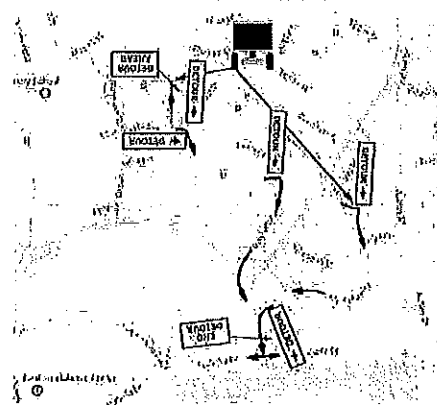
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JOINS PAGE 4



Detour Erindale Dr, Setton St, Bugden Ave to Isabella Dr



Detour to Isabella Dr



JOINS PAGE 3
JOINS PAGE 4



Lack Group Pty Ltd
IC & D Traffic Management
2713 Stanlen Rd,
Seven Hills NSW 2147
P: 02-98027113
email: lgp@lackgroup.com.au

Traffic control systems shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & for RTA Traffic Control at Work Rules Manual Version 4 June 2010.
Local constraints may not allow signs and devices to be placed exactly in accordance with the TCP judgement. Therefore it may be necessary to place signs and devices as close as possible to the spacing indicated.
Sign spacing measurements may extend across some infrastructure, therefore warning signs may need to be placed in the side streets.
Signs should generally be placed 1 metre clear of the travelled path.
Signs are to be Class 1 reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-200 signs shall be removed.
When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site continues.

NOT TO SCALE



TCP BEST VIEWED
WHEN PRINTED IN
A3

Client:	BMD	Revision 1:	
Location:	Ashley Dr - Isabella Dr Erindale St Closure	Revision 2:	
Job Description:	Road Closure and Detour	Revision 3:	
Plan Number:	2018-0462 P3	Revision 4:	
Date drawn:	13.04.18	Revision 5:	
Authorised by:		Signature:	
Qualification:		Date:	
DRAWN BY:			
CHECKED BY:			
PREPARE WORKZONE TYP #COC 117723			
PREPARE WORKZONE TYP # 0632700760			

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JOINS PAGE 4**BMD**

constructions

THIS TTM IS IN CONJUNCTION
WITH GLOBAL TTM

Legend

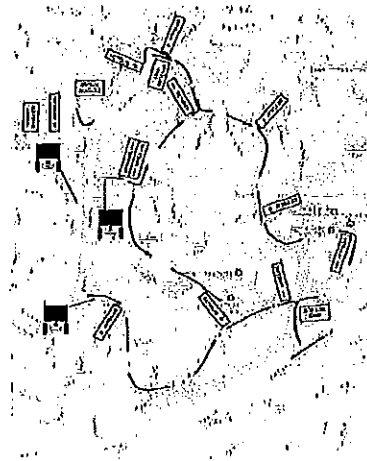
-  Bollard
-  Detour Erindale Dr to Isabella Dr
-  Detour Station St & Bugden Ave

NSW/ACT TABLES

RECOMMENDED TAPER LENGTHS & SIGN DISTANCES
AS OUTLINED AS "D" ON TRAFFIC GUIDANCE
SCHEMES AND TRAFFIC CONTROL PLANS

Approximate Speed of Traffic	Traffic Control at beginning of taper	Lateral shift taper	Major taper	Sign distance AS1192.2 Tables
40-60km	15	0	15	Minimum 100m
60-80	15	15	30	Minimum 100m
80-100	30	30	60	Minimum 100m
100-120	100	70	115	Minimum 100m
120-140	100	80	130	Minimum 100m
140-160	160	80	145	Minimum 100m
160-200	200	100	160	Minimum 100m
Over 200km	200	100	180	Minimum 100m

Detour Erindale Dr, Station St, Bugden Ave to Isabella Dr

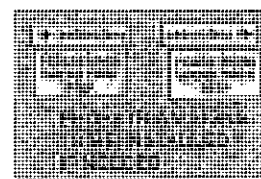
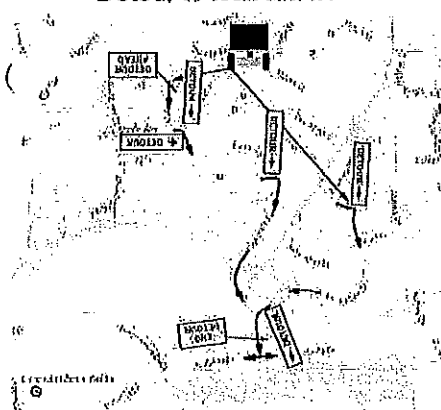


SCREEN 1

SCREEN 2

NO RIGHT	FOLLOW
AT ASHLEY	BEFORE
DRIVE	

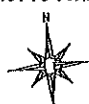
Detour to Isabella Dr



Lack Group Pty Ltd
K & D Traffic Management
2/13 Stanton Rd,
Seven Hills NSW 2147
P: 02-96627113
email: lgp@lackgroup.com.au

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & the RTA Traffic Control at Work Sites Manual Version 4 June 2010.
Local authorities may not allow sign and devices to be placed exactly in accordance with the TOP judgement, therefore it may be necessary to place signs and devices as close as possible to the spacing indicated.
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should generally be placed 1 metre clear of the travelled path.
Signs are to be Class 1 retro-reflective (daylight), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
At the end of the work, or when traffic controllers are absent for an extended period, the T1-10 and T1-200 signs shall be removed.
When by the controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site details.

NOT TO SCALE

TOP BEAT VIEWED
WHEN PRINTED IN
A3

Client:	BMD	Revision 1:	
Location:	Ashley Dr - Isabella to Erindale SB Closure	Revision 2:	
Job Description:	Road Closure and Detour	Revision 3:	
Plan Number:	2018-0462 P4	Revision 4:	
Date drawn:	13.04.18	Revision 5:	
Authorised by:		Signature:	
Qualification:		Date:	
DRAWN BY:	PREPARE WORKZONE TMP #000 117723		
CHECKED BY:	PREPARE WORKZONE TMP #0032700760		





TTM registered number:	TM/	20180519

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	14/03/2018	Time:	9.30 am	Date:	16/05/2018	Time:	4 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2016-2307 (Roundabout Stop Slow)	All temporary signs, lines and devices	Mon – Fri Sat - Sun	9.30 am – 4 pm 6 am – 6 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] ACTION Southside Field Operations [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

Delegate:

Colin Evans

Pos. No. 23592

Signature:

Date: 13/3/2018

(Delegate of the road transport authority)



TTM registered number:	TM/	20180515

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	14/03/2018	Time:	9.30am	Date:	23/03/2018	Time:	6 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2018-0244 Stage 2- Page 1 2018-0244 Stage 2- Page 2	All temporary signs, lines and devices except T1-5	Mon – Sun (24 hours)	6 am 21 February 2018 to 6 pm 1 July 2018
2018-0244 Stage 2- Page 1 2018-0244 Stage 2- Page 2	T1-5	Mon – Sun	6 am – 6pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices which are authorised to only be installed /displayed during the authorised working times are fully covered or removed outside of the authorised working times.

The contractor shall ensure that all temporary signs and devices are removed at the completion of these works.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

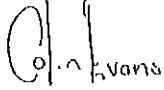
The contractor shall liaise with [REDACTED] ACTION Southside Field Operations [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

Temporary linemarking shall be installed in accordance with TCCSD Specifications For Urban Infrastructure Works.

All road safety barrier products used under this TTM application shall have a current acceptance status by Transport NSW, Roads and Maritime Services for use on classified roads.

Road safety barrier system shall be set up in accordance with the manufacturer's specifications.

The contractor shall ensure that the VMS boards are located outside of the clear zone in accordance with the requirements of the **Austroads Guide To Road Design – Part 6: Roadside Design, Safety and Barriers**.

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	13/3/2018
(Delegate of the road transport authority)			



TTM registered number:	TM/	20180593

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	23/03/2018	Time:	9.30 am	Date:	01/07/2018	Time:	6 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
BMD-ASH-015 SHT 1 Rev A	All temporary signs, lines and devices except T1-5	Mon – Sun (24 hours)	9.30 am 23 March 2018 to 6 pm 1 July 2018
BMD-ASH-015 SHT 1 Rev A	T1-5	Mon – Sun	6 am – 6pm
BMD-ASH-014 SHT 1 Rev A BMD-ASH-014 SHT 2 Rev A BMD-ASH-014 SHT 18 Rev A	All temporary signs, lines and devices	Mon – Fri Sat	9.30 am – 4 pm 7 am – 1 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices which are authorised to only be installed /displayed during the authorised working times are fully covered or removed outside of the authorised working times.

The contractor shall ensure that all temporary signs and devices are removed at the completion of these works.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] ACTION Southside Field Operations [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

Temporary linemarking shall be installed in accordance with TCCSD Specifications For Urban Infrastructure Works.

All road safety barrier products used under this TTM application shall have a current acceptance status by Transport NSW, Roads and Maritime Services for use on classified roads.

Road safety barrier system shall be set up in accordance with the manufacturer's specifications.

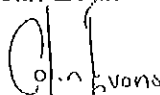
Delegate:

Colin Evans

Pos. No.

23592

Signature:



Date:

22/3/2018

(Delegate of the road transport authority)



TTM registered number:	TM/	20180595

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	23/03/2018	Time:	9.30 am	Date:	01/07/2018	Time:	6 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
BMD-ASH-017 SHT 1 & 2 Rev A	All temporary signs, lines and devices except T1-5	Mon – Sun (24 hours)	9.30 am 23 March 2018 to 6 pm 1 July 2018
BMD-ASH-017 SHT 1 & 2 Rev A	T1-5	Mon – Sun	6 am – 6pm
BMD-ASH-016 SHT 1 Rev A BMD-ASH-016 SHT 2 Rev A BMD-ASH-016 SHT 18 Rev A	All temporary signs, lines and devices	Mon – Fri Sat	9.30 am – 4 pm 7 am – 1 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices which are authorised to only be installed /displayed during the authorised working times are fully covered or removed outside of the authorised working times.

The contractor shall ensure that all temporary signs and devices are removed at the completion of these works.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] ACTION Southside Field Operations [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

Temporary linemarking shall be installed in accordance with TCCSD Specifications For Urban Infrastructure Works.

All road safety barrier products used under this TTM application shall have a current acceptance status by Transport NSW, Roads and Maritime Services for use on classified roads.

Road safety barrier system shall be set up in accordance with the manufacturer's specifications.

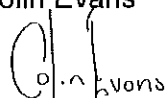
Delegate:

Colin Evans

Pos. No.

23592

Signature:



Date:

22/3/2018

(Delegate of the road transport authority)



Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: BMD Construction
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] **Date:** 8/3/18

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Statton Street Closure

Street: Ashley Drive Road Reserve **Block:** [REDACTED]

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).



ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

08 / 03 / 18 : 06:00 am

Date to and time to

16 / 05 / 18 : 06:00 pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	09:00	16:00
Saturday	N/A	N/A
Sunday and public holidays	N/A	N/A
Note: 2016-2307 Generic for Roundabouts		

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016-2307 (Roundabout Stop Slow)	



ACT
Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013 **Application for a work approval**

Section 19 of the *Public Unleased Land Act 2013* permits the Director-General, Territory and Municipal Services, to approve a person to carry out **work** on public unleased land – a **work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Construction
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell **Postcode:** 2911

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive Road Reserve between Erindale Drive and Isabella	Gowrie
Ashley Drive Road between Erindale and Isabella	Gowrie

Date and time of use

Date from and time from

5 / 3 / 18 : am (please circle)

Date to and time to

30 / 5 / 18 : pm (please circle)

/Signature of applicant: [REDACTED]

Date: 2/3/18



ACT
Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013 **Application for a work approval**

Section 19 of the *Public Unleased Land Act 2013* permits the Director-General, Territory and Municipal Services, to approve a person to carry out **work** on public unleased land – a **work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Construction
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell **Postcode:** 2911

Telephone number: _____

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive Road Reserve between Erindale Drive and Statton Underpass	Gowrie
Ashley Drive Road between McBryde cres and Erindale Roundabout	Gowrie
Ashley Drive Road between Erindale Drive and Statton Underpass	Gowrie
Erindale drive and Roundabout	Gowrie

Date and time of use

Date from and time from

13 / 3 / 18 : _____ am (please circle)

Date to and time to

30 / 3 / 18 : _____ pm (please circle)

/Signature of applicant: [REDACTED]

Date: 2/3/18



ACT
Government

Territory and Municipal Services

Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:

[REDACTED]

Date:

2.3.18

Qualification:

PWZTMP

Certificate No:

117723

Issued by:

Rms

Expiry date:

16.5.18

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** – Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** – Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75 metres of a set of traffic lights.
- **Leasing of public unleased land** – Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact Canberra Connect on 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** – Contact Parks and City Services on 13 22 81.
- **Loading zones** – Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** – Contact Canberra Cabs administration on telephone 02 6126 1500 or fax 02 6126 1549.

Public Liability Insurance

A \$20 million public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



ACT
Government

Territory and Municipal Services

Reference number TM:

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTIM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



TTM registered number:	TM/	20180370

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

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A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	23/02/2018	Time:	9.30 am	Date:	23/02/2018	Time:	3 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
BMD-ASH-011 Sheet 1, Sheet11 and Sheet 12 – Rev A	All temporary signs, lines and devices	Fri	9.30 am – 3 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] **ACTION Southside Field Operations** [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

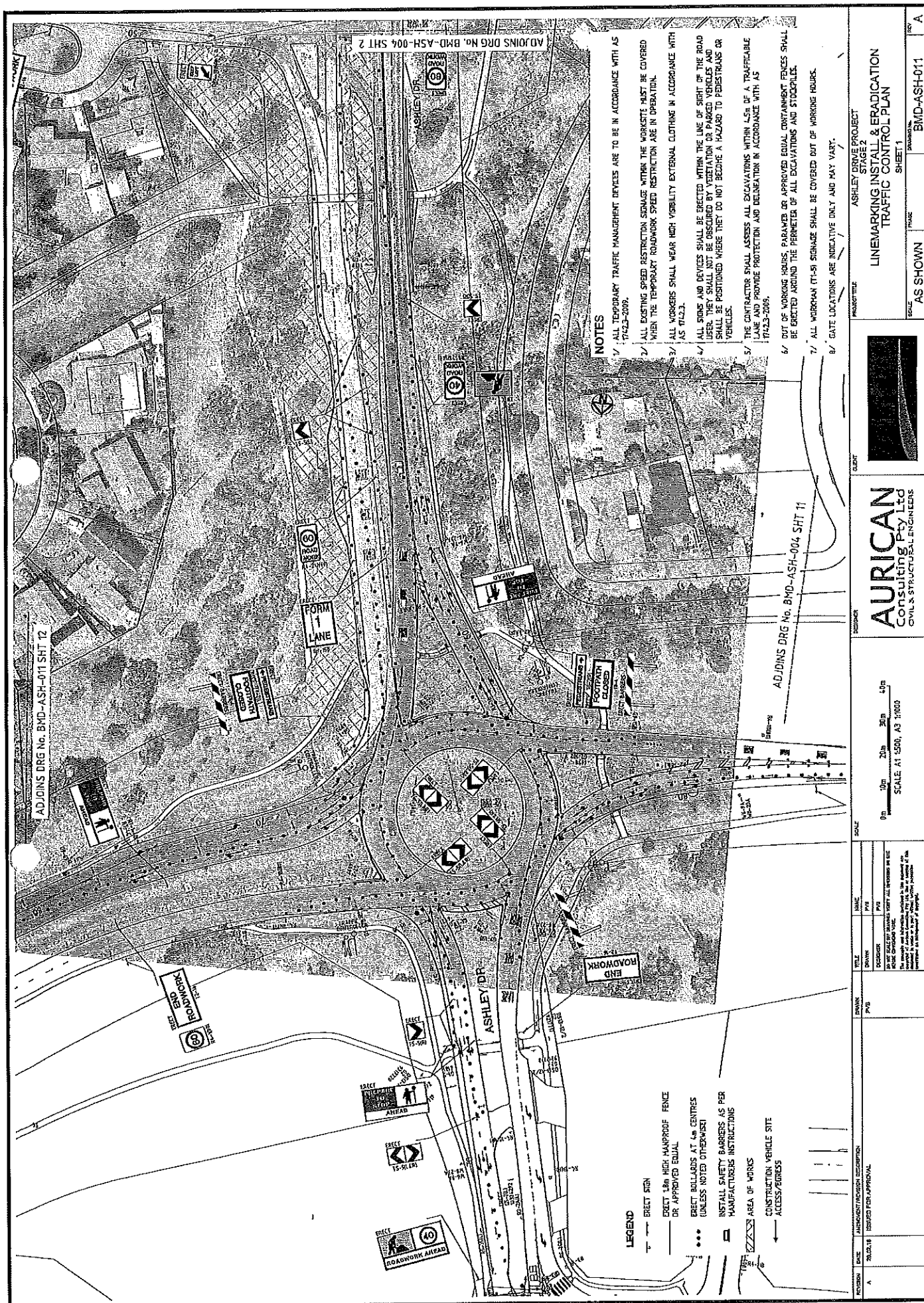
Delegate: Colin Evans

Pos. No. 23592

Signature:

Date: 21/2/2018

(Delegate of the road transport authority)



NOTES

- 1/ ALL TEMPORARY TRAFFIC MANAGEMENT DEVICES ARE TO BE IN ACCORDANCE WITH AS 17423-2009.
- 2/ ALL EXISTING SPEED RESTRICTION SIGNS WITHIN THE WORKSITE MUST BE COVERED WHEN THE TEMPORARY ROADWORK SPEED RESTRICTION ARE IN OPERATION.
- 3/ ALL WORKERS SHALL WEAR HIGH VISIBILITY EXTERNAL CLOTHING IN ACCORDANCE WITH AS 17423.
- 4/ ALL SIGNS AND DEVICES SHALL BE ERECTED WITHIN THE LINE OF SIGHT OF THE ROAD USER. THEY SHALL NOT BE OBLSCURED BY VEGETATION OR PARKED VEHICLES OR SHALL BE POSITIONED WHERE THEY DO NOT BECOME A HAZARD TO PEDESTRIANS OR VEHICLES.
- 5/ THE CONTRACTOR SHALL ASSESS ALL EXCAVATIONS WITHIN 1.5m OF A TRAFFICABLE LANE AND PROVIDE PROTECTION AND DELINEATION IN ACCORDANCE WITH AS 17423-2009.
- 6/ OUT OF WORKING HOURS, PARAMETER OR APPROVED EQUAL CONTAINMENT FENCES SHALL BE ERECTED AROUND THE PERIMETER OF ALL EXCAVATIONS AND STOCKPILES.
- 7/ ALL WORKMAN (T-1-S) SIGNAGE SHALL BE COVERED OUT OF WORKING HOURS.
- 8/ GATE LOCATIONS ARE INDICATIVE ONLY AND MAY VARY.

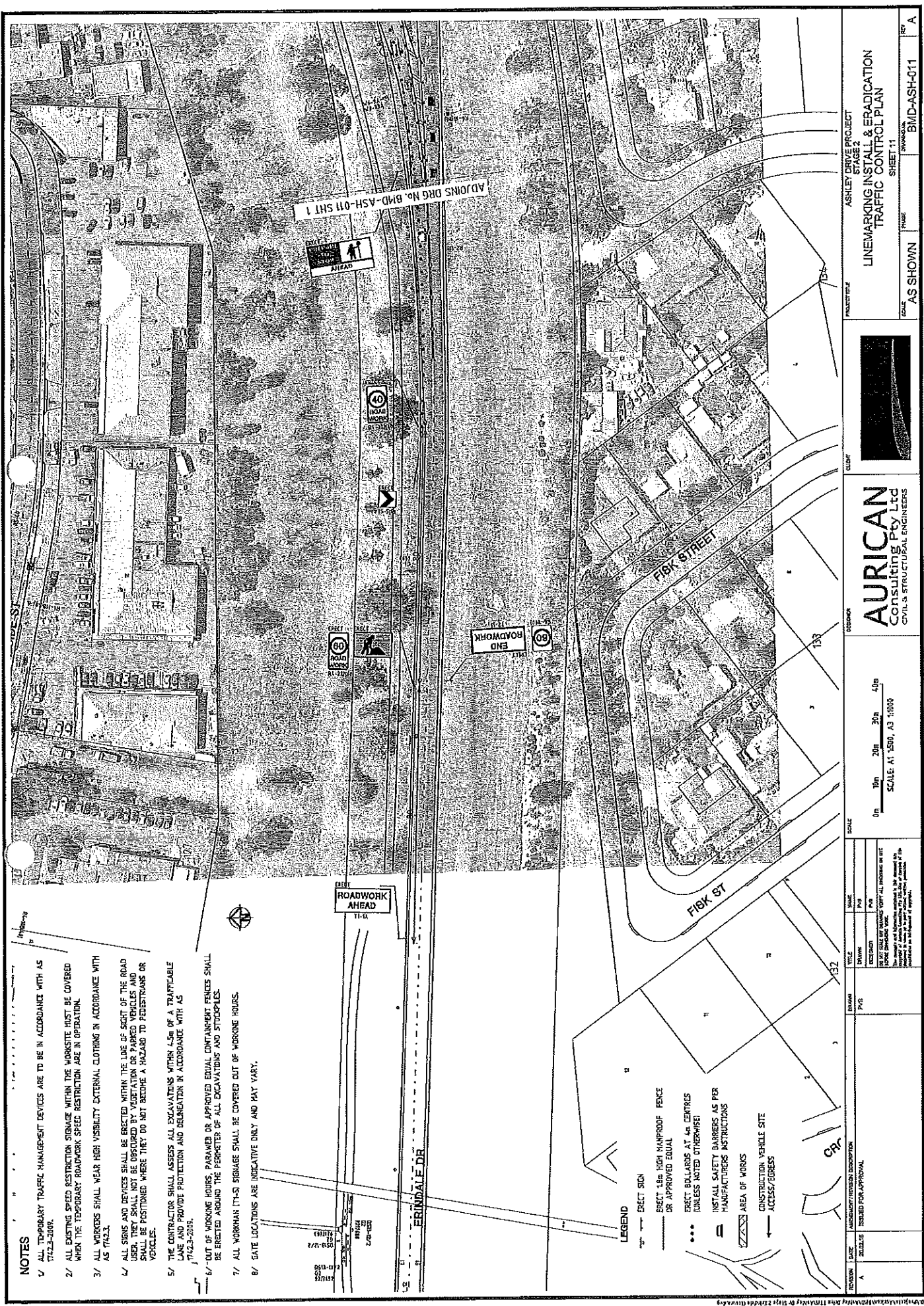
AURICAN
Consulting Pty Ltd
CIVIL & STRUCTURAL ENGINEERS

PROJECT TITLE
LINEMARKING INSTALL & ERADICATION
TRAFFIC CONTROL PLAN
SHEET 11
AS SHOWN
BMD-ASH-011
A

SCALE 1:500, A3 31600
0m 10m 20m 30m 40m

DATE 28.02.18
DRAWN PVS
CHECKED PVS
DESIGNED PVS
VERIFIED PVS
APPROVED PVS

REVISION
A
DATE 28.02.18
DESCRIPTION
ISSUED FOR APPROVAL



- NOTES**
- 1/ ALL TEMPORARY TRAFFIC MANAGEMENT DEVICES ARE TO BE IN ACCORDANCE WITH AS 1742.3-2005.
 - 2/ ALL EXISTING SPEED RESTRICTION SIGNAGE WITHIN THE WORKSITE MUST BE COVERED WHEN THE TEMPORARY ROADWORK SPEED RESTRICTION ARE IN OPERATION.
 - 3/ ALL WORKERS SHALL WEAR HIGH VISIBILITY EXTERNAL CLOTHING IN ACCORDANCE WITH AS 1742.3.
 - 4/ ALL SIGNS AND DEVICES SHALL BE ERECTED WITHIN THE LINE OF SIGHT OF THE ROAD USED. THEY SHALL NOT BE OBSCURED BY VIBRATION OR PARKED VEHICLES AND SHALL BE POSITIONED WHERE THEY DO NOT BECOME A HAZARD TO PEDESTRIANS OR VEHICLES.
 - 5/ THE CONTRACTOR SHALL ASSESS ALL EXCAVATIONS WITHIN 4.5m OF A TRAFFICABLE LANE AND PROVIDE PROTECTION AND DELINEATION IN ACCORDANCE WITH AS 1742.3-2005.
 - 6/ OUT OF WORKING HOURS, PARAMETER OR APPROVED EQUAL CONTAINMENT FENCES SHALL BE ERECTED AROUND THE PERIMETER OF ALL EXCAVATIONS AND STOCKPILES.
 - 7/ ALL WORKMAN (T)S SIGNAGE SHALL BE COVERED OUT OF WORKING HOURS.
 - 8/ GATE LOCATIONS ARE INDICATIVE ONLY AND MAY VARY.

- LEGEND**
- ERECT SIGN
 - ERECT 1.8m HIGH HANDBOOK FENCE OR APPROVED EQUAL
 - ERECT BOLLARDS AT 4m CENTRES (UNLESS NOTED OTHERWISE)
 - INSTALL SAFETY BARRIERS AS PER MANUFACTURERS INSTRUCTIONS
 - AREA OF WORKS
 - CONSTRUCTION VEHICLE SITE ACCESS/EGRESS

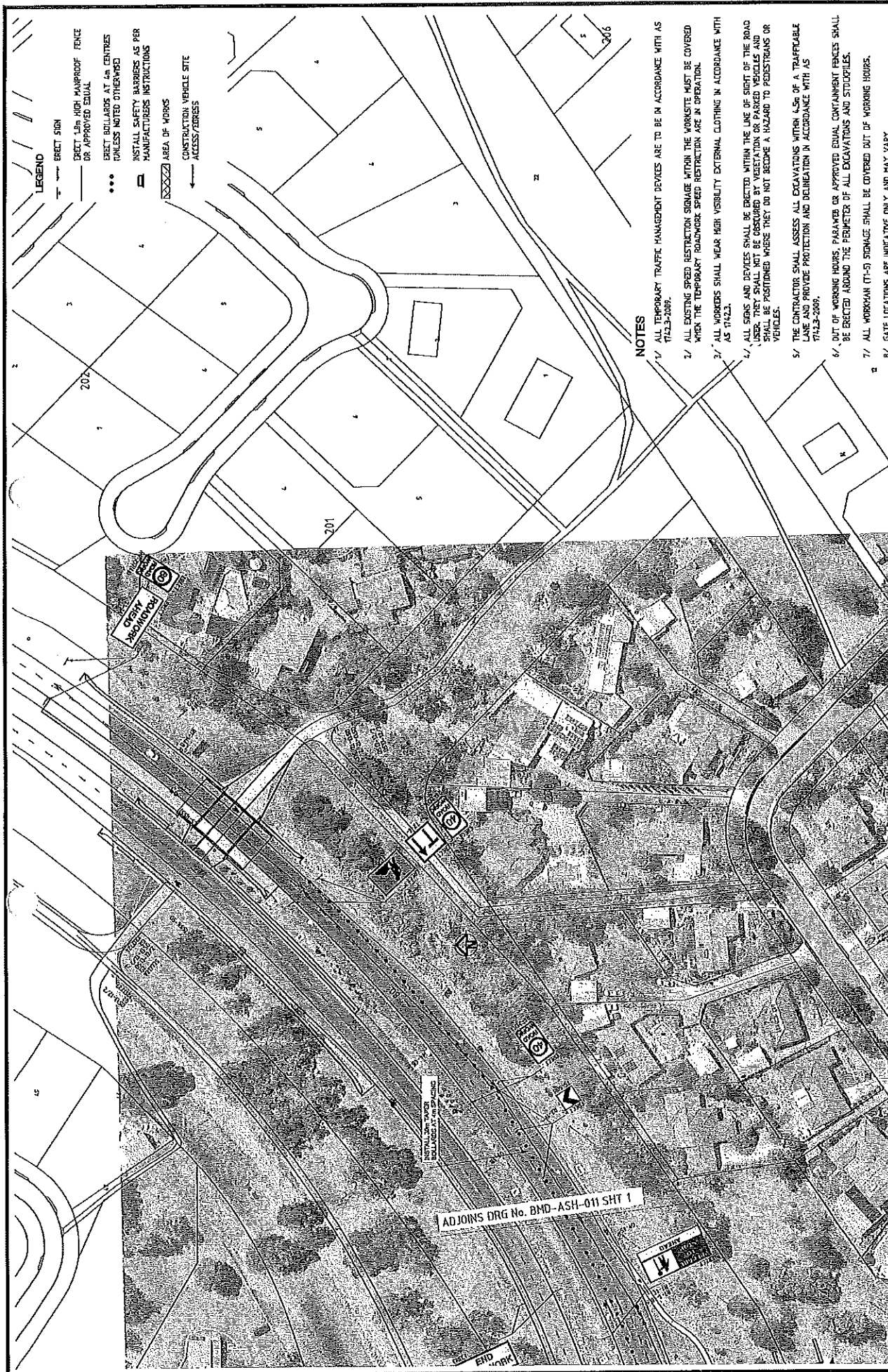
REVISION	DATE	REASON	DESIGNED	DRAWN	CHECKED	APPROVED
1						

SCALE
0m 10m 20m 30m 40m
SCALE AT 1:500, AS 1:1000

AURICAN
Consulting Pty Ltd
CIVIL & STRUCTURAL ENGINEERS



PROJECT TITLE
ASHLEY DRIVE PROJECT
STAGE 2
LINEMARKING INSTALL & ERADICATION
TRAFFIC CONTROL PLAN
SHEET 11
SCALE
AS SHOWN
DRAWING NO.
BMD-ASH-011
REV
A



AURICAN
Consulting Pty Ltd
CIVIL & STRUCTURAL ENGINEERS

PROJECT TITLE
ASHLEY DRIVE PROJECT

PROJECT NO.
BMD-ASH-011

PROJECT SHEET
SHEET 12

PROJECT SCALE
AS SHOWN

PROJECT DRAWN BY
PVE

PROJECT CHECKED BY
PVE

PROJECT DATE
2022/05/10

PROJECT STATUS
ISSUED FOR APPROVAL

PROJECT LOCATION
ASHLEY DRIVE PROJECT

PROJECT SHEET
SHEET 12

PROJECT SCALE
AS SHOWN

PROJECT DRAWN BY
PVE

PROJECT CHECKED BY
PVE

PROJECT DATE
2022/05/10

PROJECT STATUS
ISSUED FOR APPROVAL

PROJECT LOCATION
ASHLEY DRIVE PROJECT

2000

1994: 125-136

[illegible][illegible][illegible][illegible][illegible][illegible]

Abstract

Abstract

[illegible]

THE

[illegible][illegible]

1. 關於「社會主義」的定義，本書第一章已作詳細說明。

[illegible][illegible][illegible][illegible]

1. 凡在本市行政区域内从事经营活动的个体工商户、企业法人、其他经济组织（以下简称“经营者”）均应当遵守本办法。
 2. 经营者应当遵守国家和本市有关价格管理的法律法规，不得有下列行为：
 （一）不执行政府指导价、政府定价；
 （二）哄抬价格；
 （三）价格欺诈；
 （四）价格歧视；
 （五）不正当价格竞争；
 （六）牟取暴利；
 （七）其他扰乱市场秩序的行为。
 3. 经营者应当明码标价，不得在标价之外加价出售商品，不得收取任何未予标明的费用。
 4. 经营者应当建立健全价格管理制度，加强价格诚信建设，自觉接受社会监督。
 5. 经营者应当依法履行价格社会责任，在自然灾害、突发事件等特殊时期，应当服从政府价格干预，不得囤积居奇、哄抬价格。
 6. 经营者违反本办法规定的，将依法予以查处，构成犯罪的，依法追究刑事责任。
 7. 本办法自发布之日起施行。

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姓名	性别	年龄	民族	籍贯	职业	文化程度	政治面貌	婚姻状况	子女情况	健康状况	其他
王德胜	男	45	汉族	山东	教师	高中	党员	已婚	2子1女	良好	
李小红	女	38	汉族	河南	护士	初中	群众	已婚	1子1女	良好	
张国强	男	52	汉族	江苏	工人	小学	党员	已婚	3子2女	一般	
刘小芳	女	41	汉族	四川	医生	大学	党员	已婚	2子1女	良好	
陈为民	男	35	汉族	广东	工程师	高中	党员	已婚	1子1女	良好	
赵大刚	男	48	汉族	湖南	农民	初中	群众	已婚	3子2女	一般	
周小梅	女	32	汉族	湖北	会计	高中	群众	已婚	2子1女	良好	
吴国强	男	55	汉族	浙江	工人	小学	党员	已婚	4子3女	一般	
孙小华	女	43	汉族	安徽	教师	大学	党员	已婚	2子1女	良好	
郑为民	男	37	汉族	江西	医生	高中	党员	已婚	1子1女	良好	
冯大刚	男	49	汉族	福建	工人	初中	群众	已婚	3子2女	一般	
周小芳	女	39	汉族	广西	护士	高中	群众	已婚	2子1女	良好	
吴国强	男	51	汉族	云南	农民	小学	党员	已婚	4子3女	一般	
孙小梅	女	42	汉族	贵州	教师	大学	党员	已婚	2子1女	良好	
郑为民	男	36	汉族	海南	医生	高中	党员	已婚	1子1女	良好	
冯大刚	男	47	汉族	重庆	工人	初中	群众	已婚	3子2女	一般	
周小芳	女	38	汉族	四川	会计	高中	群众	已婚	2子1女	良好	
吴国强	男	53	汉族	湖南	工人	小学	党员	已婚	4子3女	一般	
孙小华	女	44	汉族	湖北	教师	大学	党员	已婚	2子1女	良好	
郑为民	男	38	汉族	江西	医生	高中	党员	已婚	1子1女	良好	
冯大刚	男	46	汉族	福建	工人	初中	群众	已婚	3子2女	一般	
周小芳	女	40	汉族	广西	护士	高中	群众	已婚	2子1女	良好	
吴国强	男	54	汉族	云南	农民	小学	党员	已婚	4子3女	一般	
孙小梅	女	45	汉族	贵州	教师	大学	党员	已婚	2子1女	良好	
郑为民	男	39	汉族	海南	医生	高中	党员	已婚	1子1女	良好	
冯大刚	男	48	汉族	重庆	工人	初中	群众	已婚	3子2女	一般	
周小芳	女	41	汉族	四川	会计	高中	群众	已婚	2子1女	良好	
吴国强	男	56	汉族	湖南	工人	小学	党员	已婚	4子3女	一般	
孙小华	女	46	汉族	湖北	教师	大学	党员	已婚	2子1女	良好	
郑为民	男	40	汉族	江西	医生	高中	党员	已婚	1子1女	良好	
冯大刚	男	49	汉族	福建	工人	初中	群众	已婚	3子2女	一般	
周小芳	女	43	汉族	广西	护士	高中	群众	已婚	2子1女	良好	
吴国强	男	57	汉族	云南	农民	小学	党员	已婚	4子3女	一般	
孙小梅	女	47	汉族	贵州	教师	大学	党员	已婚	2子1女	良好	
郑为民	男	41	汉族	海南	医生	高中	党员	已婚	1子1女	良好	
冯大刚	男	50	汉族	重庆	工人	初中	群众	已婚	3子2女	一般	
周小芳	女	44	汉族	四川	会计	高中	群众	已婚	2子1女	良好	
吴国强	男	58	汉族	湖南	工人	小学	党员	已婚	4子3女	一般	
孙小华	女	48	汉族	湖北	教师	大学	党员	已婚	2子1女	良好	
郑为民	男	42	汉族	江西	医生	高中	党员	已婚	1子1女	良好	
冯大刚	男	51	汉族	福建	工人	初中	群众	已婚	3子2女	一般	
周小芳	女	45	汉族	广西	护士	高中	群众	已婚	2子1女	良好	
吴国强	男	59	汉族	云南	农民	小学	党员	已婚	4子3女	一般	
孙小梅	女	49	汉族	贵州	教师	大学	党员	已婚	2子1女	良好	
郑为民	男	43	汉族	海南	医生	高中	党员	已婚	1子1女	良好	
冯大刚	男	52	汉族	重庆	工人	初中	群众	已婚	3子2女	一般	
周小芳	女	46	汉族	四川	会计	高中	群众	已婚	2子1女	良好	
吴国强	男	60	汉族	湖南	工人	小学	党员	已婚	4子3女	一般	
孙小华	女	50	汉族	湖北	教师	大学	党员	已婚	2子1女	良好	
郑为民	男	44	汉族	江西							

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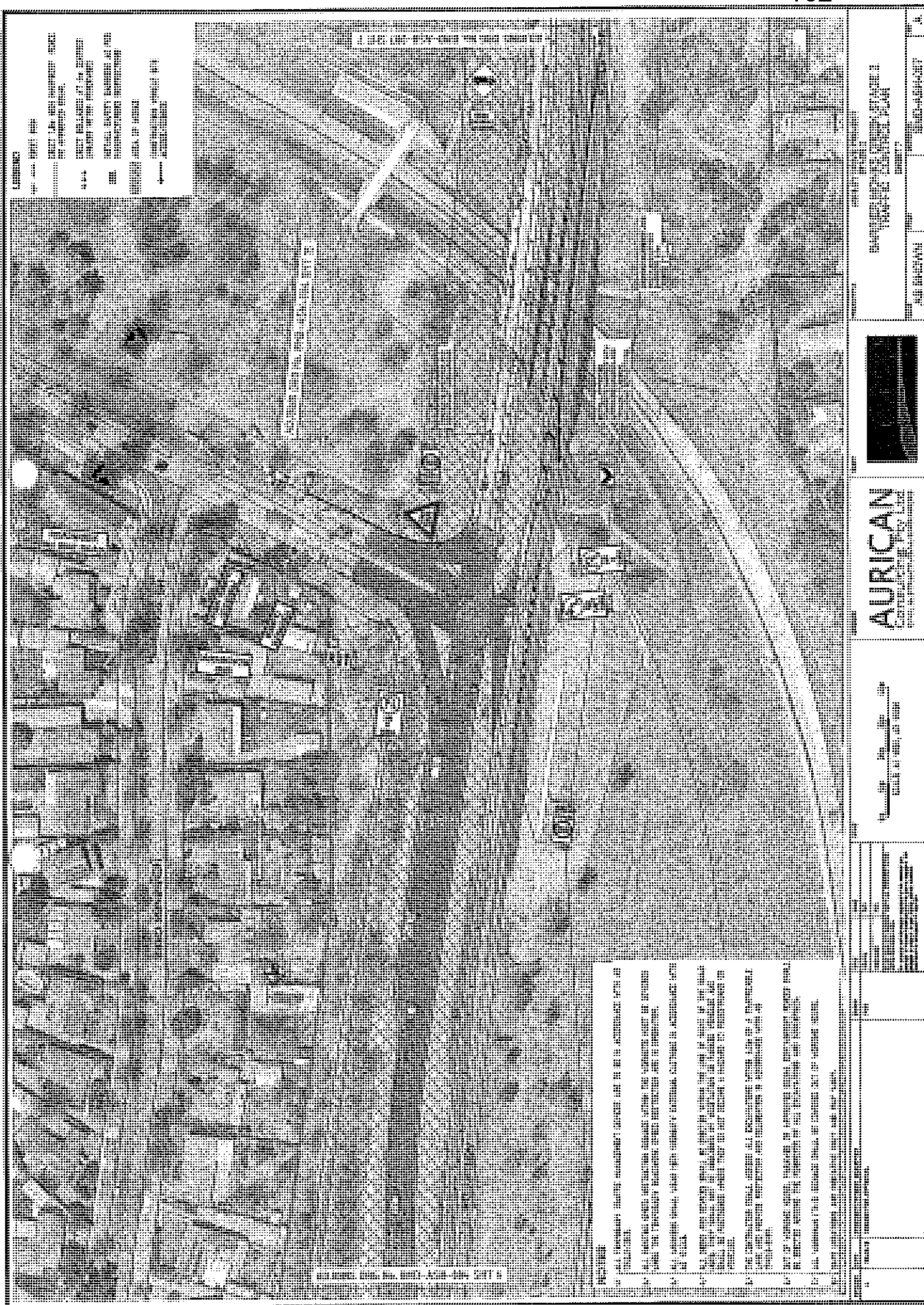
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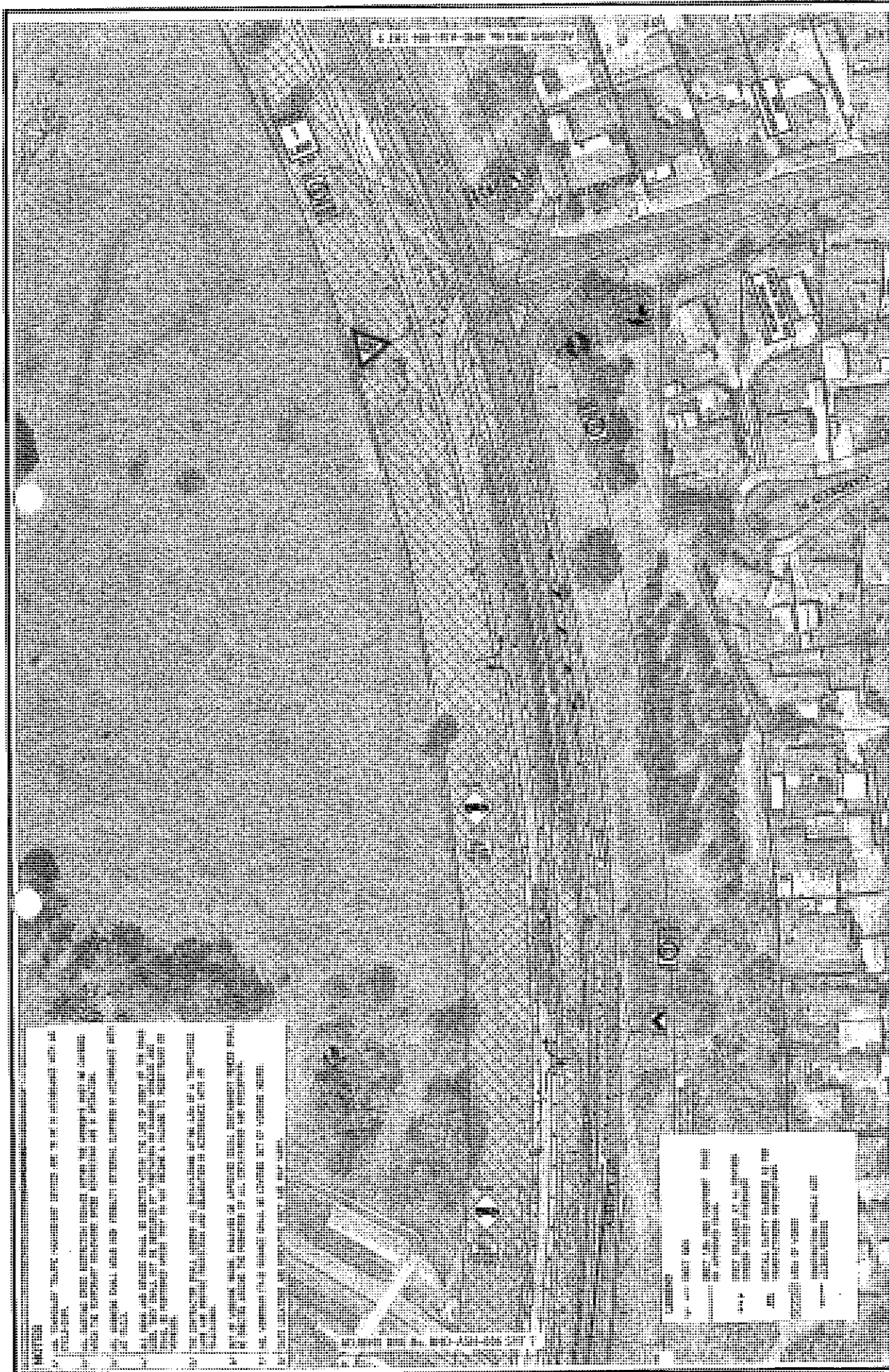
品名	规格	单位	数量	单价	金额
1. 水泥	42.5	m ³	100	120.00	12000.00
2. 砂	中砂	m ³	200	30.00	6000.00
3. 石子	20mm	m ³	150	40.00	6000.00
4. 钢筋	Φ12	kg	5000	4.00	20000.00
5. 木材	杉木	m ³	50	100.00	5000.00
6. 砖	标准砖	m ³	1000	10.00	10000.00
7. 石灰	生石灰	t	10	100.00	1000.00
8. 卵石	20mm	m ³	100	30.00	3000.00
9. 碎石	20mm	m ³	100	30.00	3000.00
10. 卵石	20mm	m ³	100	30.00	3000.00
11. 碎石	20mm	m ³	100	30.00	3000.00
12. 卵石	20mm	m ³	100	30.00	3000.00
13. 碎石	20mm	m ³	100	30.00	3000.00
14. 卵石	20mm	m ³	100	30.00	3000.00
15. 碎石	20mm	m ³	100	30.00	3000.00
16. 卵石	20mm	m ³	100	30.00	3000.00
17. 碎石	20mm	m ³	100	30.00	3000.00
18. 卵石	20mm	m ³	100	30.00	3000.00
19. 碎石	20mm	m ³	100	30.00	3000.00
20. 卵石	20mm	m ³	100	30.00	3000.00
21. 碎石	20mm	m ³	100	30.00	3000.00
22. 卵石	20mm	m ³	100	30.00	3000.00
23. 碎石	20mm	m ³	100	30.00	3000.00
24. 卵石	20mm	m ³	100	30.00	3000.00
25. 碎石	20mm	m ³	100	30.00	3000.00
26. 卵石	20mm	m ³	100	30.00	3000.00
27. 碎石	20mm	m ³	100	30.00	3000.00
28. 卵石	20mm	m ³	100	30.00	3000.00
29. 碎石	20mm	m ³	100	30.00	3000.00
30. 卵石	20mm	m ³	100	30.00	3000.00
31. 碎石	20mm	m ³	100	30.00	3000.00
32. 卵石	20mm	m ³	100	30.00	3000.00
33. 碎石	20mm	m ³	100	30.00	3000.00
34. 卵石	20mm	m ³	100	30.00	3000.00
35. 碎石	20mm	m ³	100	30.00	3000.00
36. 卵石	20mm	m ³	100	30.00	3000.00
37. 碎石	20mm	m ³	100	30.00	3000.00
38. 卵石	20mm	m ³	100	30.00	3000.00
39. 碎石	20mm	m ³	100	30.00	3000.00
40. 卵石	20mm	m ³	100	30.00	3000.00
41. 碎石	20mm	m ³	100	30.00	3000.00
42. 卵石	20mm	m ³	100	30.00	3000.00
43. 碎石	20mm	m ³	100	30.00	3000.00
44. 卵石	20mm	m ³	100	30.00	3000.00
45. 碎石	20mm	m ³	100	30.00	3000.00
46. 卵石	20mm	m ³	100	30.00	3000.00
47. 碎石	20mm	m ³	100	30.00	3000.00
48. 卵石	20mm	m ³	100	30.00	3000.00
49. 碎石	20mm	m ³	100	30.00	3000.00
50. 卵石	20mm	m ³	100	30.00	3000.00
51. 碎石	20mm	m ³	100	30.00	3000.00
52. 卵石	20mm	m ³	100	30.00	3000.00
53. 碎石	20mm	m ³	100	30.00	3000.00
54. 卵石	20mm	m ³	100	30.00	3000.00
55. 碎石	20mm	m ³	100	30.00	3000.00
56. 卵石	20mm	m ³	100	30.00	3000.00
57. 碎石					

項目	単位	数値	単位	数値
1. 総人口	人	1,234,567	1. 総人口	人
2. 男性人口	人	612,345	2. 男性人口	人
3. 女性人口	人	622,222	3. 女性人口	人
4. 0歳人口	人	12,345	4. 0歳人口	人
5. 1歳人口	人	11,234	5. 1歳人口	人
6. 2歳人口	人	10,123	6. 2歳人口	人
7. 3歳人口	人	9,012	7. 3歳人口	人
8. 4歳人口	人	8,901	8. 4歳人口	人
9. 5歳人口	人	7,890	9. 5歳人口	人
10. 6歳人口	人	6,789	10. 6歳人口	人
11. 7歳人口	人	5,678	11. 7歳人口	人
12. 8歳人口	人	4,567	12. 8歳人口	人
13. 9歳人口	人	3,456	13. 9歳人口	人
14. 10歳人口	人	2,345	14. 10歳人口	人
15. 11歳人口	人	1,234	15. 11歳人口	人
16. 12歳人口	人	1,123	16. 12歳人口	人
17. 13歳人口	人	1,012	17. 13歳人口	人
18. 14歳人口	人	901	18. 14歳人口	人
19. 15歳人口	人	890	19. 15歳人口	人
20. 16歳人口	人	789	20. 16歳人口	人
21. 17歳人口	人	678	21. 17歳人口	人
22. 18歳人口	人	567	22. 18歳人口	人
23. 19歳人口	人	456	23. 19歳人口	人
24. 20歳人口	人	345	24. 20歳人口	人
25. 21歳人口	人	234	25. 21歳人口	人
26. 22歳人口	人	123	26. 22歳人口	人
27. 23歳人口	人	112	27. 23歳人口	人
28. 24歳人口	人	101	28. 24歳人口	人
29. 25歳人口	人	90	29. 25歳人口	人
30. 26歳人口	人	89	30. 26歳人口	人
31. 27歳人口	人	78	31. 27歳人口	人
32. 28歳人口	人	67	32. 28歳人口	人
33. 29歳人口	人	56	33. 29歳人口	人
34. 30歳人口	人	45	34. 30歳人口	人
35. 31歳人口	人	34	35. 31歳人口	人
36. 32歳人口	人	23	36. 32歳人口	人
37. 33歳人口	人	12	37. 33歳人口	人
38. 34歳人口	人	11	38. 34歳人口	人
39. 35歳人口	人	10	39. 35歳人口	人
40. 36歳人口	人	9	40. 36歳人口	人
41. 37歳人口	人	8	41. 37歳人口	人
42. 38歳人口	人	7	42. 38歳人口	人
43. 39歳人口	人	6	43. 39歳人口	人
44. 40歳人口	人	5	44. 40歳人口	人
45. 41歳人口	人	4	45. 41歳人口	人
46. 42歳人口	人	3	46. 42歳人口	人
47. 43歳人口	人	2	47. 43歳人口	人
48. 44歳人口	人	1	48. 44歳人口	人
49. 45歳人口	人	1	49. 45歳人口	人
50. 46歳人口	人	0	50. 46歳人口	人
51. 47歳人口	人	0	51. 47歳人口	人
52. 48歳人口	人	0	52. 48歳人口	人
53. 49歳人口	人	0	53. 49歳人口	人
54. 50歳人口	人	0	54. 50歳人口	人
55. 51歳人口	人	0	55. 51歳人口	人
56. 52歳人口	人	0	56. 52歳人口	人
57. 53歳人口	人	0	57. 53歳人口	人
58. 54歳人口	人	0	58. 54歳人口	人
59. 55歳人口	人	0	59. 55歳人口	人
60. 56歳人口	人	0	60. 56歳人口	人
61. 57歳人口	人	0	61. 57歳人口	人
62. 58歳人口	人	0	62. 58歳人口	人
63. 59歳人口	人	0	63. 59歳人口	人
64. 60歳人口	人	0	64. 60歳人口	人
65. 61歳人口	人	0	65. 61歳人口	人
66. 62歳人口	人	0	66. 62歳人口	人
67. 63歳人口	人	0	67. 63歳人口	人
68. 64歳人口	人	0	68. 64歳人口	人
69. 65歳人口	人	0	69. 65歳人口	人
70. 66歳人口	人	0	70. 66歳人口	人
71. 67歳人口	人	0	71. 67歳人口	人

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 104

[illegible]



[illegible]



TTM registered number:	TM/	20180370

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From		To	
Date:	23/02/2018	Date:	23/02/2018
Time:	9.30 am	Time:	3 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
BMD-ASH-011 Sheet 1, Sheet 11 and Sheet 12 – Rev A	All temporary signs, lines and devices	Fri	9.30 am – 3 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] **ACTION Southside Field Operations** [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

Delegate:

Colin Evans

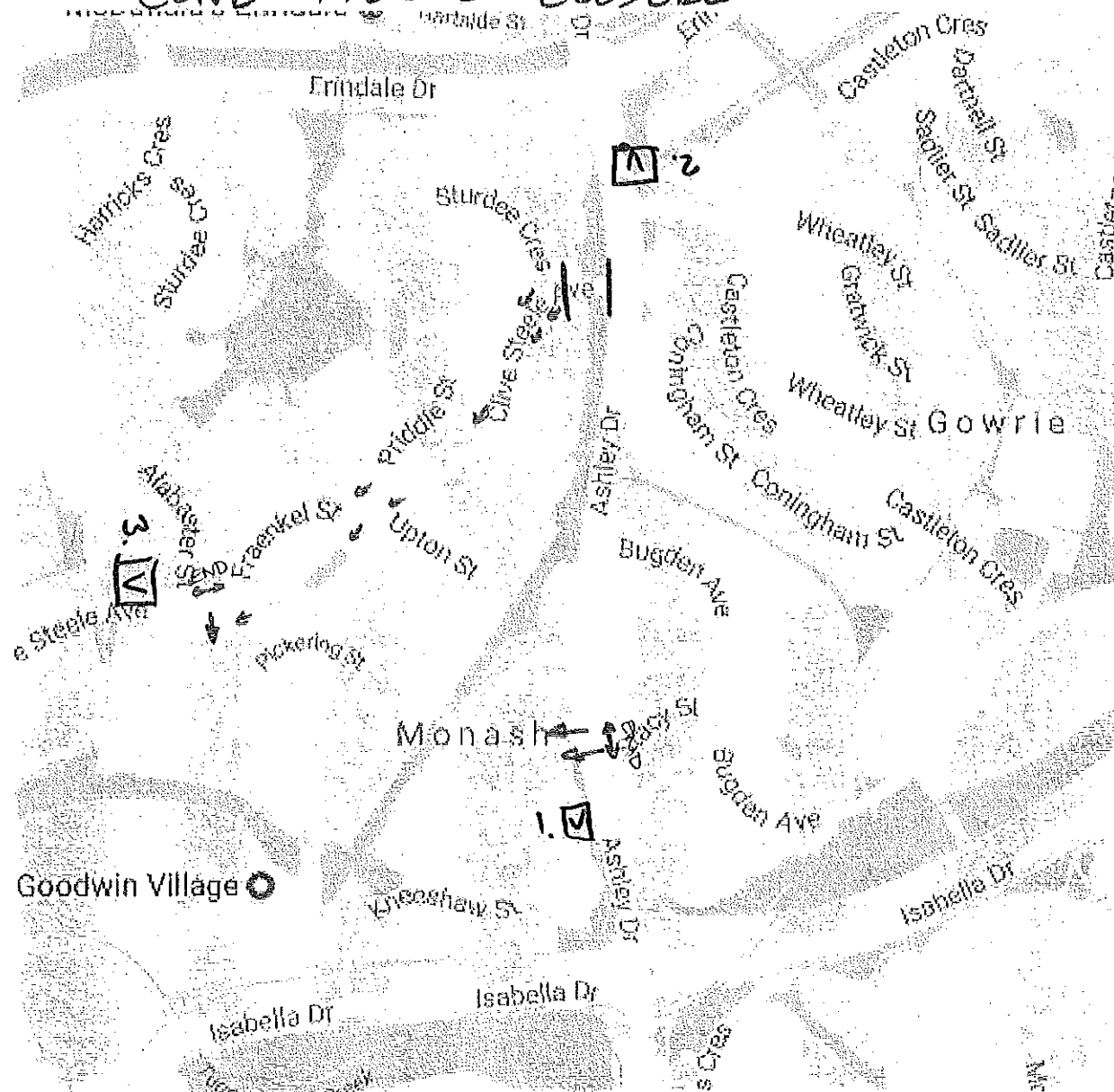
Pos. No. 23592

Signature:

Date: 21/2/2018

(Delegate of the road transport authority)

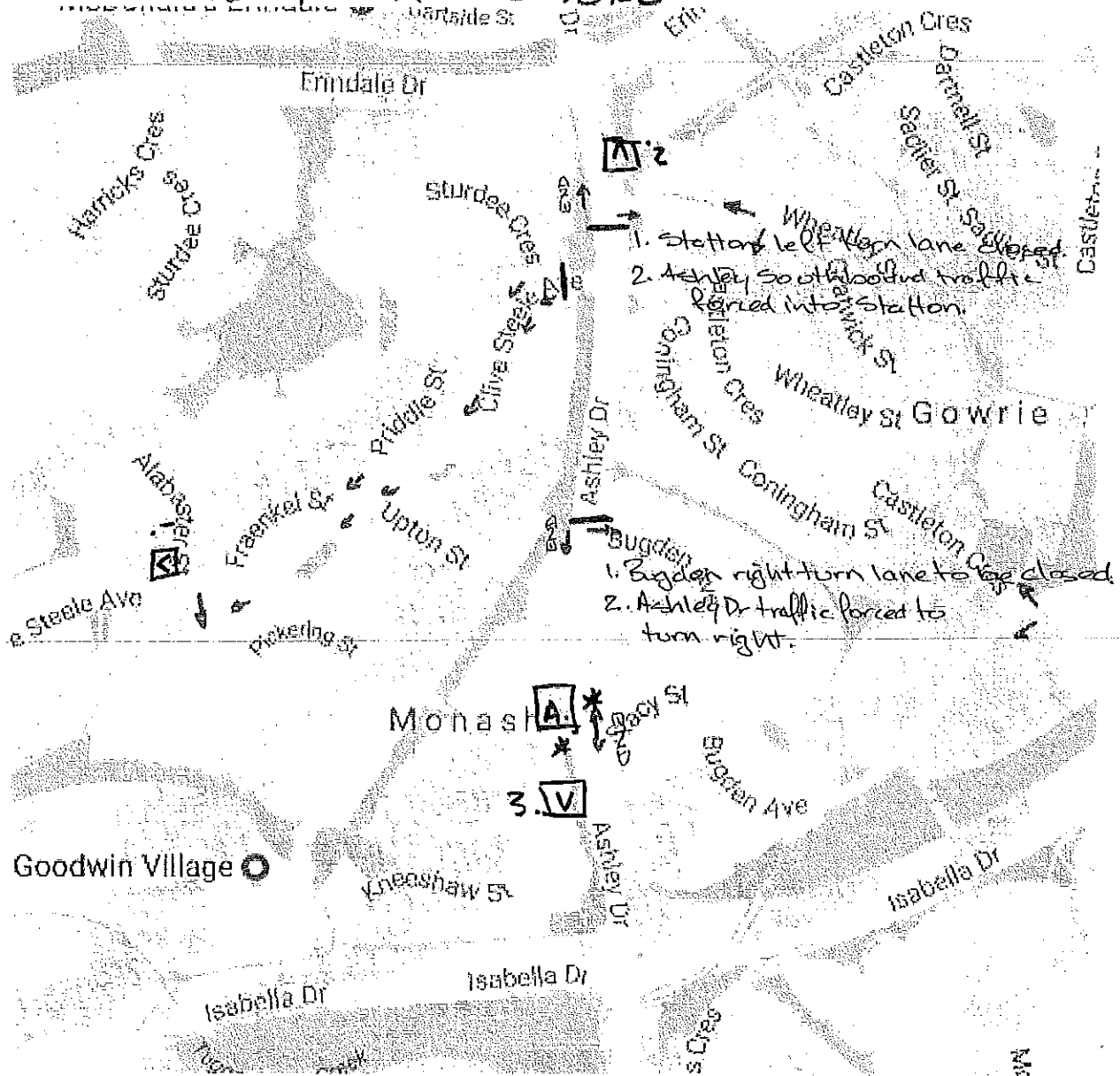
14-00000



VMS BOARDS

1. Chive State Ave closed. @ Ashley Dr
Mon 9am - Sat 3pm
Detour via Barrackbough
2. Same as 1.
3. Same as 1.

Ashley Dr Closure



VMS Boards

Ashley Dr Closed
 A. Corflute sign, both directions
 Access to Monash
 1x right arrow
 1x left arrow

1. Ashley Dr & Clive Steele closed
 Fri 7am to Sat 7am
 Detour via Barroclough
2. Ashley Dr Closed Fri 7pm to Sat 7am
 Detour ahead.
- 3a. Same as 2.
- 3b. (during closure): Clive Steele Intersection
 closed, Access via Barroclough
 to Monash



Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: _____

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive Road and Erindale Drive at the roundabout	Gowrie

Date and time of use

Date from and time from

23 / 02 / 2018 : 09:00 am

Date to and time to

23 / 02 / 2018 : 03:00 pm

Signature of applicant: [REDACTED]

Date: 23/02/18



Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name:

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number:

Mobile number:

Email address:

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive Road and Erindale Drive at the roundabout	Gowrie

Date and time of use

Date from and time from

23 / 02 / 2018 : 09:00 am

Date to and time to

23 / 02 / 2018 : 03:00 pm

Signature of applicant:

Date: 23/02/18



ACT
Government
Transport Canberra
and City Services

Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 2009 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	<u>20/02/2018</u>
Qualification:	<u>Prepare Workzone TMP</u>	Certificate No:	<u>0036047782</u>
Issued by:	<u>Roads & Maritime Services</u>	Expiry date:	<u>25/10/2019</u>

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and Territory Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Reference number TM:

Fees

A fee may be payable for the processing of this application. The fee is payable through Access Canberra and must be paid before the authorisation will be issued. The fee is not payable for an application submitted by or on behalf of a registered Australian charity or a not-for-profit organisation or an ACT Government agency.

Work Approval

A separate application for a **work approval** must be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road must be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road must be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



ACT
Government
Transport Canberra
and City Services

Reference number TM:

Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name:

[REDACTED]

(individual or organisation)

Name of contact person*:

[REDACTED]

Telephone number*:

Mobile number*:

[REDACTED]

Email:

[REDACTED]

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?

Yes	☐	No	☒
Yes	☐	No	☒
Yes	☒	No	☐

Is the person to be authorised a not-for-profit organisation?

Is the work for an ACT Government agency?

Signature of applicant:

[REDACTED]

Date: 20/02/2018

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive

Street: Ashley Drive Road Reserve

Block:

Section:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name:

BMD Constructions

(individual or organisation)

Name of contact person*:

[REDACTED]

Telephone number*:

Mobile number*:

[REDACTED]


ACT
 Government

 Transport Canberra
 and City Services

Reference number TM:

Email:

*The person is to be contactable at all times (including public holidays).

ACT Government project details

Only required if an ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

Mobile number:

Email:

Period of authorisation

Date from and time from

23 / 02 / 18 09 : 00 am

Date to and time to

23 / 2 / 18 3 : 00 pm

Proposed daily working hours

Day	Start time	Finish time
Friday inclusive (excluding public holidays)	09:00am	03:00pm

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
BMD-ASH-011 SHT1, SHT11 and SHT 12	



ACT
Government
Transport Canberra
and City Services

Reference number TM:

Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: [REDACTED]

(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?

Yes

☐

No

☒

Is the person to be authorised a not-for-profit organisation?

Yes

☐

No

☒

Is the work for an ACT Government agency?

Yes

☒

No

☐

Signature of applicant: [REDACTED]

Date: 06/02/2018

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive

Street: Ashley Drive Road Reserve

Block: [REDACTED]

Section: [REDACTED]

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: [REDACTED]

BMD Constructions

(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Reference number TM: Email:

*The person is to be contactable at all times (including public holidays).

ACT Government project details

Only required if an ACT Government project.

Superintendent: PES

Contact name*: Telephone number: Mobile number: Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number: 6207 7194

Mobile number: Email: **Period of authorisation**

Date from and time from

06 / 02 / 18

06 : 00

am or pm (please circle)

Date to and time to

01 / 07 / 18

18 : 00

am or pm (please circle)

Proposed daily working hours

Day	Start time	Finish time
Friday inclusive (excluding public holidays)	07:00	17:00
Saturday	07:00am	17:00
Sunday and public holidays	-	-

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
BMD-ASH-005 SHT 7 Rev A	

Reference number TM:

BMD-ASH-005 SHT 8 Rev A	

Certification by TTM designer or TTM plan selectorI, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 2009 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:[REDACTED]**Date:**

06/02/2018

Qualification:

Prepare Workzone TMP

Certificate No:

0036047782

Issued by:

Roads & Maritime Services

Expiry date:

25/10/2019

Third Party Endorsements

The TTM plans must be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and Territory Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance



Reference number TM:

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.



Reference number TM:

Fees

A fee may be payable for the processing of this application. The fee is payable through Access Canberra and must be paid before the authorisation will be issued. The fee is not payable for an application submitted by or on behalf of a registered Australian charity or a not-for-profit organisation or an ACT Government agency.

Work Approval

A separate application for a **work approval** must be submitted with this application. A separate fee is payable.

Public Road Closure

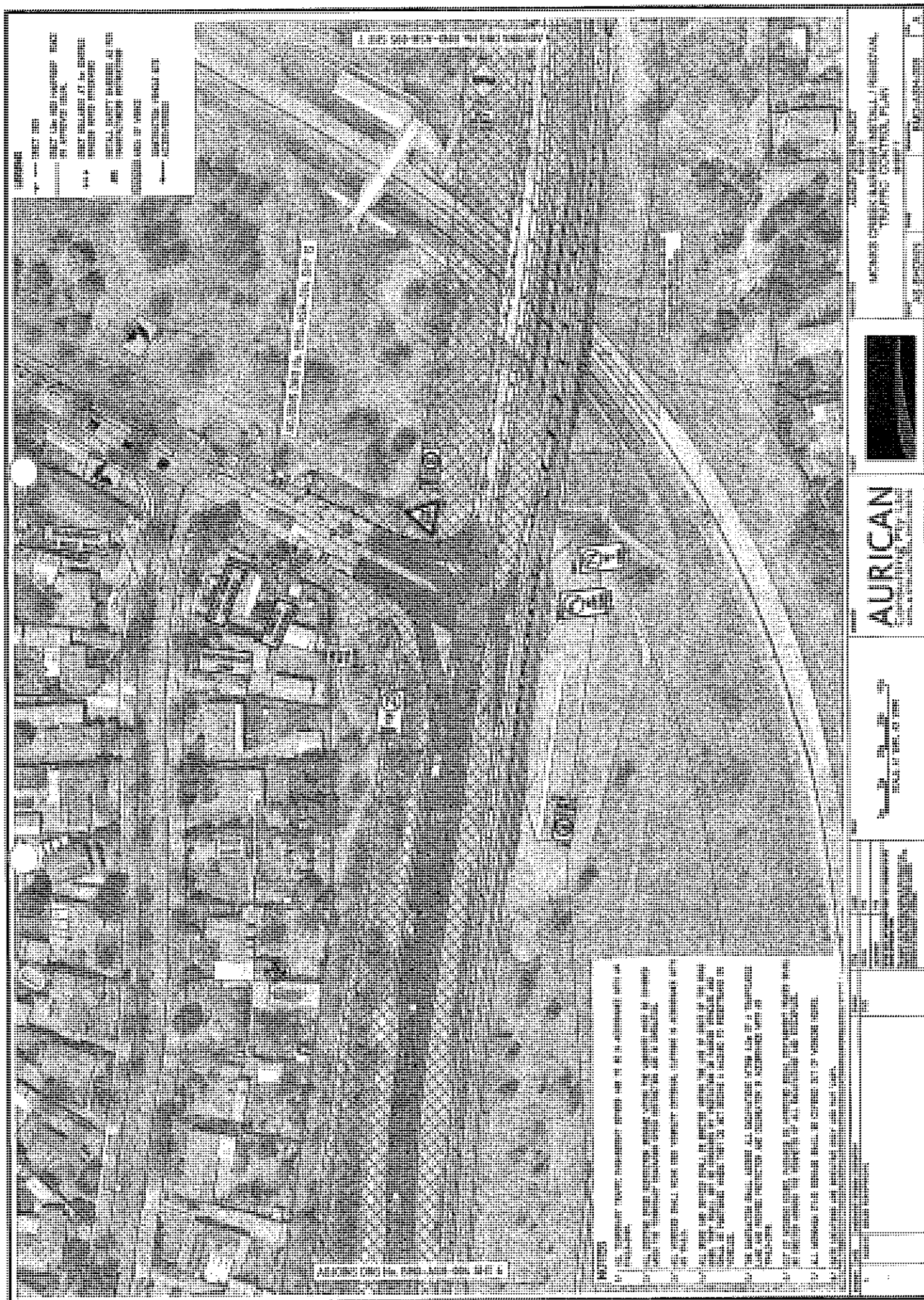
If a public road closure is required, an application to close a public road must be submitted with this application. A separate fee is payable.

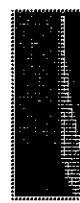
Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road must be submitted with this application. A separate fee is payable.

Application Submission

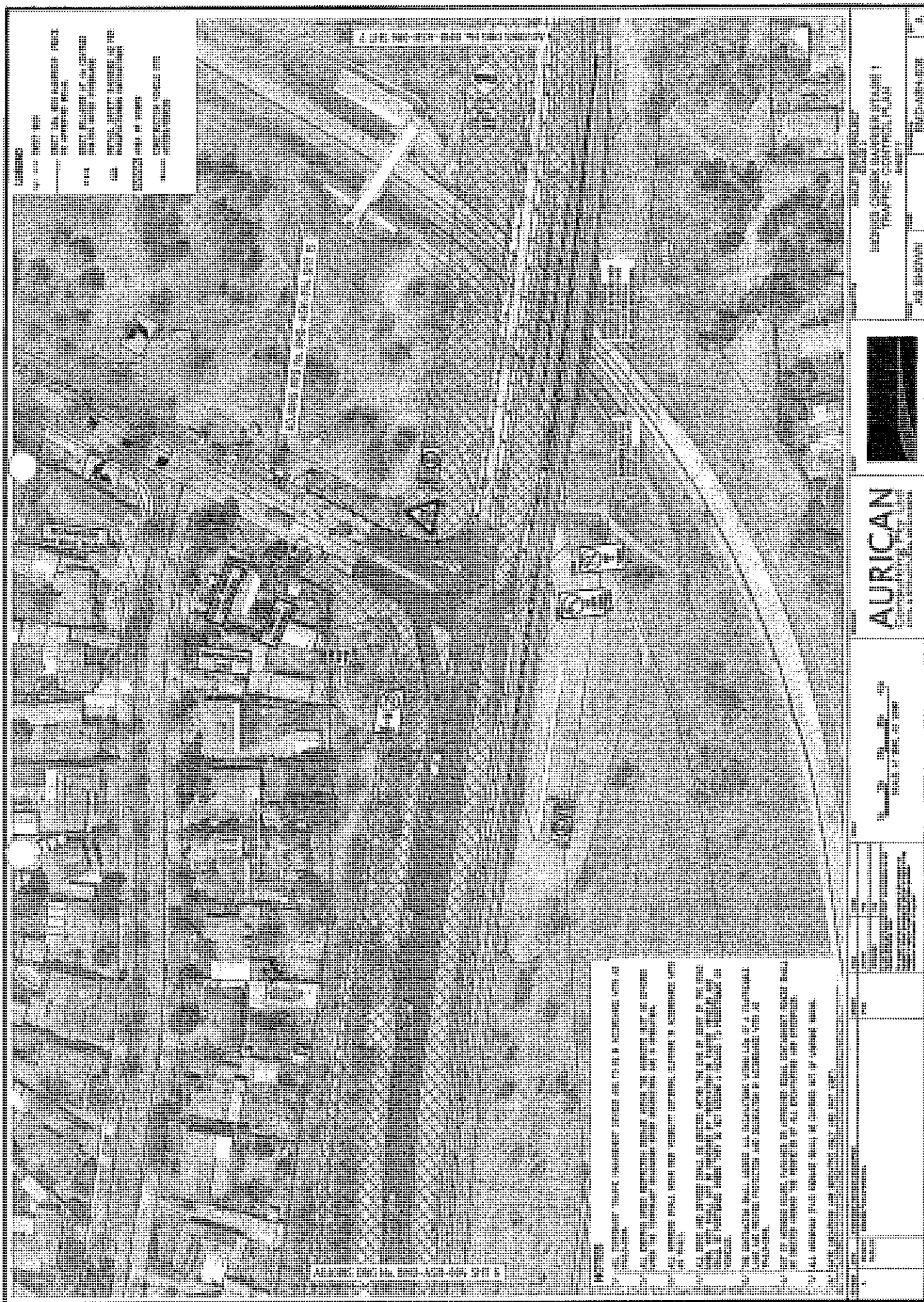
The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



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ACT
Government
Transport Canberra
and City Services

TTM registered number:	TM/	20172460

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	10/11/2017	Time:	6 am	Date:	01/07/2018	Time:	6 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
BMD-ASH-001- Sheet 1 to 9 – Rev B	All temporary signs, lines and devices except T1-5, W5-22, W8-207	Mon – Sun (24 hours)	6 am 10 November 2017 to 6 pm 1 July 2018
BMD-ASH-001- Sheet 1 to 9 – Rev B	T1-5, W5-22, W8-207	Mon – Sun	6 am – 6pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices which are authorised to only be installed /displayed during the authorised working times are fully covered or removed outside of the authorised working times.

The contractor shall ensure that all temporary signs and devices are removed at the completion of these works.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.

The contractor shall liaise with [REDACTED] ACTION Southside Field Operations [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

Temporary linemarking shall be installed in accordance with TCCSD Specifications For Urban Infrastructure Works.

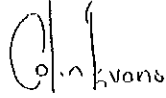
Delegate:

Colin Evans

Pos. No.

23592

Signature:

Handwritten signature of Colin Evans in black ink.

Date:

9/11/2017

(Delegate of the road transport authority)



Reference number	TM	20172460

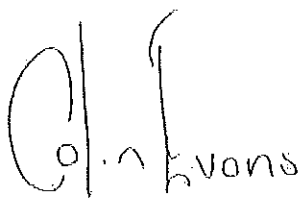
Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

BMD Constructions

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley Drive Isabella Drive Johnson Drive Erindale Drive Ellerston Avenue Cliff Crescent Barracough Street Bugden Avenue Clive Steele Avenue Statton Street	Isabella Plains Richardson Gowrie Monash Wanniassa	10/11/2017	01/07/2018	6 am	6 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	9/11/2017
	(Delegate of the director-general)		

Conditions of Approval:

This work approval is granted for the following work activities only:

- Installation, modification and removal of traffic control devices in accord with an authorised temporary traffic management plan.
- Excavation and construction on public unleased land

Note: All other land use requirements, such as material storage, site compounds and parking bay use, that require the use of public unleased land are likely to attract additional land use permits and associated fees. For further information please contact the Public Land Use Unit on 6205 8794 for further information.



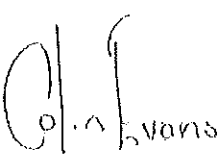
Public Unleased Land Act 2013 Closed Road Approval

Section 12 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

BMD Constructions

is approved to use the following public roads on the dates and between the times specified:

Public Road:	Suburb	Date from	Date to	Time from	Time to
ASHLEY DRIVE BOTH DIRECTIONS: From Bugden Avenue to Statton Street. CLIVE STEELE AVENUE BOTH DIRECTIONS: From Sturdee Crescent to Ashley Drive. TIME: 7 pm Friday 24 November 2017 to 7 am Saturday 25 November 2017.	Monash Gowrie	24/11/2017	25/11/2017	7 pm	7 am
CLIVE STEELE AVENUE BOTH DIRECTIONS: From Sturdee Crescent to Ashley Drive. TIME: 7 am Saturday 25 November 2017 to 3 pm Saturday 2 December 2017.	Monash Gowrie	25/11/2017	02/12/2017	7 am	3 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	23/11/2017
	(Delegate of the director-general)		



ACT
Government

Transport Canberra
and City Services

TTM registered number:	TM/	20172555

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	24/11/2017	Time:	7 pm	Date:	02/12/2017	Time:	3 pm

Authorised prescribed traffic control devices and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2016-2782 - Page 1-2 2016-2766 - Page 1-2	All temporary lines, signs and devices	Fri (night)	7 pm 24 November 2017 to 7 am 25 November 2017
2016-2782 - Page 1-2	All temporary lines, signs and devices	Sat – Sat (24 hours)	7 am 25 November 2017 to 3 pm 2 December 2017

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are removed at the completion of these works.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall ensure that night time works are undertaken in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.6 Night Provisions**

The contractor shall ensure that the VMS boards are located outside of the clear zone in accordance with the requirements of the **Austroads Guide To Road Design – Part 6: Roadside Design, Safety and Barriers.**

The contractor shall ensure that all directly affected residents have been advised of these works and the traffic management arrangements which will be in place while the works are undertaken.

The contractor shall liaise with [REDACTED] **ACTION Southside Field Operations** [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

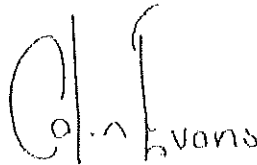
Delegate:

Colin Evans

Pos. No.

23592

Signature:

Handwritten signature of Colin Evans in black ink.

Date:

23/11/2017

(Delegate of the road transport authority)



ACT
Government

Transport Canberra
and City Services

Reference number

TM:

20172555

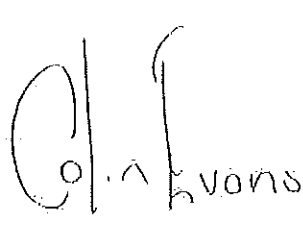
Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

BMD Constructions

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley Drive Clive Steele Avenue Erindale Drive Sturdee Crescent Whitfeld Street Priddle Street Barraclough Crescent Kneeshaw Street Budgen Avenue Statton Street	Monash Gowrie	24/11/2017	02/12/2017	7 pm	3 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	23/11/2017
	(Delegate of the director-general)		

Conditions of Approval:

This work approval is granted for the following work activities only:

- Installation, modification and removal of traffic control devices in accord with an authorised temporary traffic management plan.
- Excavation and construction on public unleased land

Note: All other land use requirements, such as material storage, site compounds and parking bay use, that require the use of public unleased land are likely to attract additional land use permits and associated fees. For further information please contact the Public Land Use Unit on 6205 8794 for further information.


ACT
Government

 Transport Canberra
and City Services

TTM registered number: TM/ 1089

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Construction

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	27/11/2018	Time:	09:30 AM	Date:	21/12/2018	Time:	05:00 PM

Authorised prescribed traffic control devices and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2018-864	All temporary lines, signs and devices	Mon - Fri Sat	09:30 AM – 05:00 PM 07:00 AM - 05:00 PM 27/11/2018 - 21/12/2018
2018-867	All temporary lines, signs and devices	Mon - Fri Sat	09:30 AM – 05:00 PM 07:00 AM - 05:00 PM 27/11/2018 - 21/12/2018
2018-868	All temporary lines, signs and devices	Mon - Fri Sat	09:30 AM – 05:00 PM 07:00 AM - 05:00 PM 27/11/2018 - 21/12/2018
2018-870	All temporary lines, signs and devices	Mon - Fri Sat	09:30 AM – 05:00 PM 07:00 AM - 05:00 PM 27/11/2018 - 21/12/2018
2018-871	All temporary lines, signs and devices	Mon - Fri Sat	09:30 AM – 05:00 PM 07:00 AM - 05:00 PM 27/11/2018 - 21/12/2018
2018-873	All temporary lines, signs and devices	Mon - Fri Sat	09:30 AM – 05:00 PM 07:00 AM - 05:00 PM 27/11/2018 - 21/12/2018
2018-876	All temporary lines, signs and devices	Mon - Fri Sat	09:30 AM – 05:00 PM 07:00 AM - 05:00 PM 27/11/2018 - 21/12/2018
2018-877	All temporary lines, signs and devices	Mon - Fri Sat	09:30 AM – 05:00 PM 07:00 AM - 05:00 PM 27/11/2018 - 21/12/2018
2018-878	All temporary lines, signs and devices	Mon - Fri Sat	09:30 AM – 05:00 PM 07:00 AM - 05:00 PM 27/11/2018 - 21/12/2018

Conditions of Authorisation:

Lane closures and traffic controller operations shall not be installed before 9:30 am and shall be removed by no later than 5 pm Monday to Friday.

The contractor shall only install or display (or to interfere with, change or remove) a prescribed traffic control device during the authorised working times. Prescribed traffic control devices shall be fully covered or removed at all other times.

Prescribed traffic control devices authorised under this TTM application shall be installed or displayed (changed or removed) by a competent person who holds the NSW Roads and Maritime Services **Apply Traffic Control plans** certificate or other State based Road Transport Authority equivalent training.

The contractor shall liaise with ACTION Field Operations at least 24 hours prior to installing any lane closures or traffic controller operations on any ACTION service delivery route.

Les Gallagher, ACTION Northside Field Operations [REDACTED] or [REDACTED]

Michael Scott, ACTION Southside Field Operations [REDACTED] or [REDACTED]

Where pedestrians including people with disabilities or visual impairment have to move through, past or around a work site or to cross the road within a work site they shall be provided with and directed to suitably constructed and protected temporary footpaths and crossing points or formal pedestrian crossings or refuges if warranted.

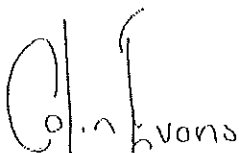
Delegate:

Colin Evans

Pos. No.

23592

Signature:



Date:

21/11/2018

(Delegate of the road transport authority)

THE AUTHORISATIONS

TTM plan authorisation	
Public unleased land Act work approval	
Approval to use a road closure and Temporary public road closure	Yes

Area of Works

ASHLEY_DRIVE - Northbound_and_Southbound: from ERINDALE_DRIVE to JOHNSON_DRIVE.

Additional streets and suburbs or blocks and sections where works are approved

Ashley Drive - Barracrough Cres Intersection Ashley Drive - Clive Steele Ave Intersection
Ashley Drive - Bugden Ave Intersection Ashley Drive- Statton St Intersection
Ashley Drive - Clift Cres Intersection

Applicant details

Organisation: [REDACTED]
Pty Ltd
Contact: [REDACTED]
email: [REDACTED]
Contact number: [REDACTED]

Contractor details

Organisation: BMD Construction
Contact: [REDACTED]
email: [REDACTED]
Contact number: [REDACTED]



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Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 2009 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	<u>07/11/2017</u>
Qualification:	<u>Prepare Workzone TMP</u>	Certificate No:	<u>0036047782</u>
Issued by:	<u>Roads & Maritime Services</u>	Expiry date:	<u>25/10/2019</u>

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and Territory Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance



Reference number TM:

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Reference number TM:

Fees

A fee may be payable for the processing of this application. The fee is payable through Access Canberra and must be paid before the authorisation will be issued. The fee is not payable for an application submitted by or on behalf of a registered Australian charity or a not-for-profit organisation or an ACT Government agency.

Work Approval

A separate application for a **work approval** must be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road must be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road must be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



ACT
Government
Transport Canberra
and City Services

Reference number TM:

Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name:

[REDACTED]

(individual or organisation)

Name of contact person*:

[REDACTED]

Telephone number*:

Mobile number*:

[REDACTED]

Email:

[REDACTED]

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?

Yes

☐

No

☒

Is the person to be authorised a not-for-profit organisation?

Yes

☐

No

☒

Is the work for an ACT Government agency?

Yes

☒

No

☐

Signature of applicant:

[REDACTED]

Date: 07/11/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive

Street: Ashley Drive Road Reserve

Block:

Section:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name:

BMD Constructions

(individual or organisation)

Name of contact person*:

[REDACTED]

Telephone number*:

Mobile number*:

[REDACTED]


ACT
 Government

 Transport Canberra
 and City Services

Reference number TM:

Email:

*The person is to be contactable at all times (including public holidays).

ACT Government project details

Only required if an ACT Government project.

Superintendent:

PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

10 / 11 / 17

06 : 00

am or pm (please circle)

Date to and time to

1 / 7 / 18

18 : 00

am or pm (please circle)

Proposed daily working hours

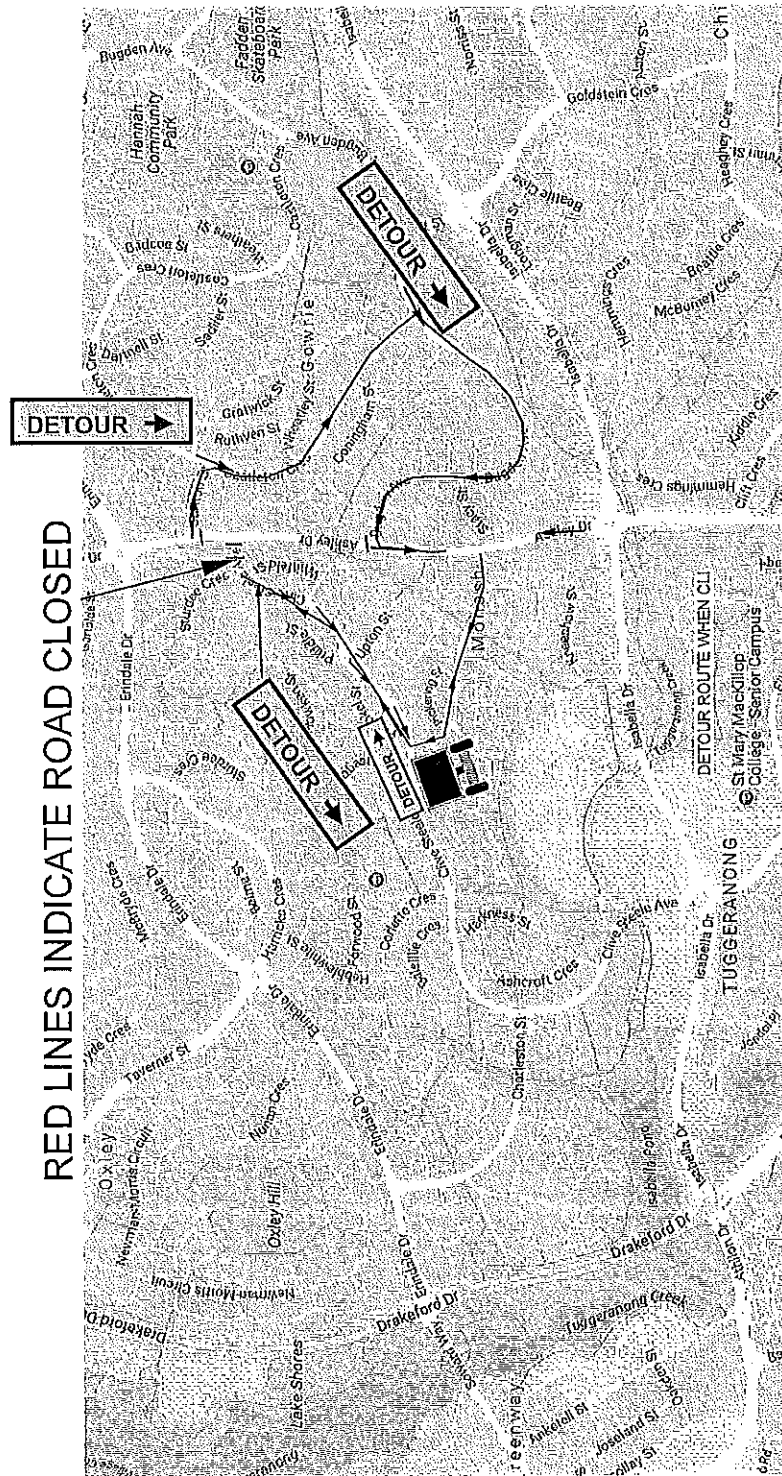
Day	Start time	Finish time
Friday inclusive (excluding public holidays)	06:00	18:00
Saturday	06:00	18:00
Sunday and public holidays	06:00	18:00

TTM plans to be authorised

Please note: Each plan must have a unique number.

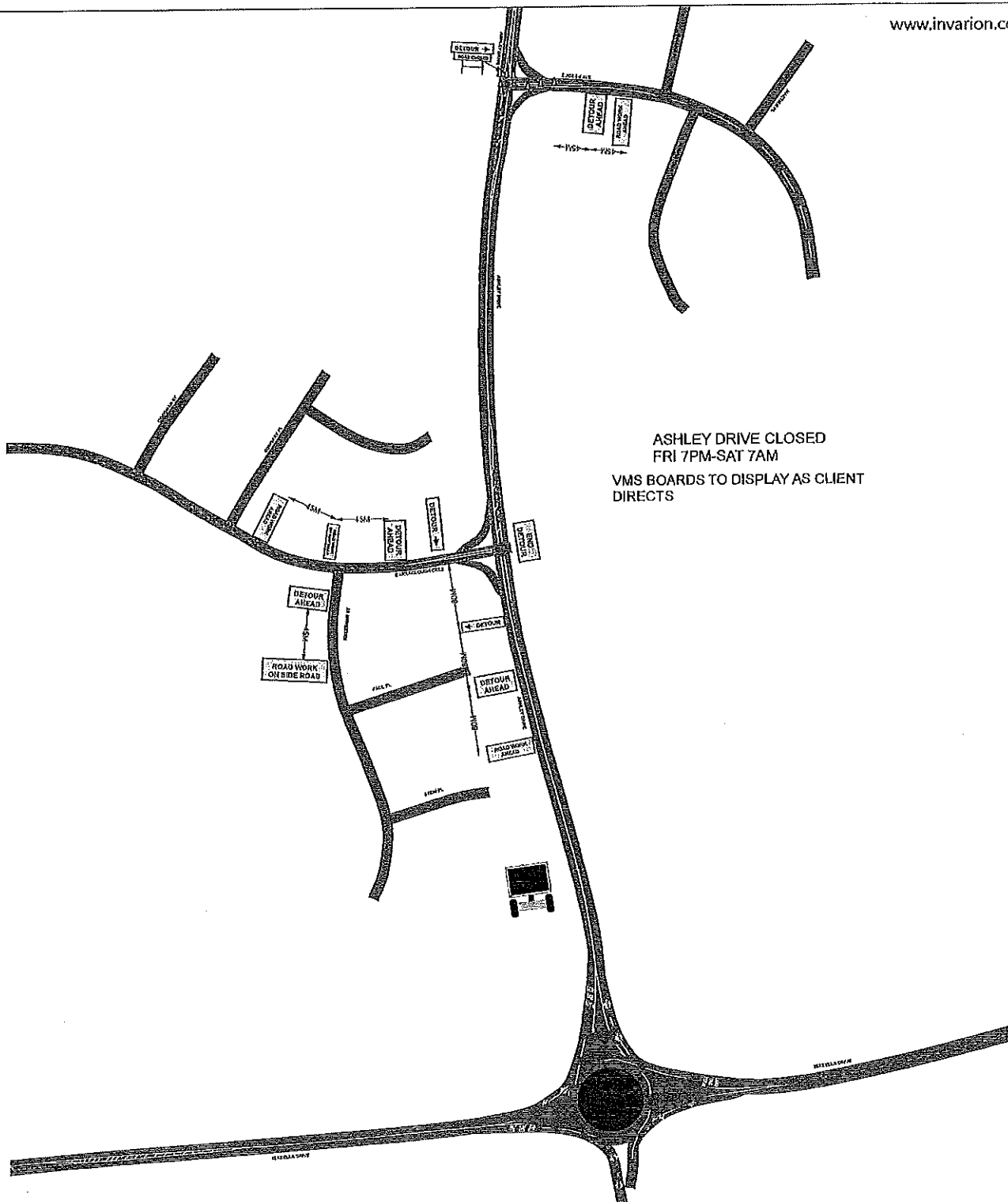
Plan number	Plan number
BMD-ASH-001	

RED LINES INDICATE ROAD CLOSED



2016- 2766 PAGE 2 OF 3

 Lack Group K & D Traffic Management 2/43 Stanton Rd, Seven Hills NSW 2147 P: 02-96627113 email: lgp@lackgroup.com.au	Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & for RTA Traffic Control at Work Sites Manual Version 4 June 2013. Signs and devices shall be placed in accordance with the TCP indicated, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated. Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets. Signs should generally be placed 1.0m clear of the travelled path. Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or verge, and must be positioned so that they are in clear view of passing motorists. At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-220 signs shall be removed. When traffic controllers are not controlling vehicles they are to control pedestrians on a half and release basis as work on site dictates.		Client: BMD Location: ASHLEY DRIVE ROAD CLOSURE UBD Number: 2016-2762 Date drawn: 20.11.17 Authorised by: [Signature] Qualification: [Signature] Drawn by: [Signature] Checked by: [Signature] Prepared by: [Signature] Work Zone T1P #38800240	Revision 1: Revision 2: Revision 3: Revision 4: Revision 5: Date:
	NOT TO SCALE N TCP BEST VIEWED WHEN PRINTED IN A3		Signature: Date:	



2016- 2766 PAGE 2 OF 3

 Lack Group t/a K & D Traffic Management 2113 Station Rd Seven Hills NSW 2147 P: 02-96627113 email: lpp@lackgroup.com.au	Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & AS/NZS Traffic Control at Work Sites Manual Version 4 June 2010. Local constraints may not allow signs and devices to be placed exactly in accordance with the TCP's alignment, therefore it may be necessary to place signs and devices as close as possible to the spacing indicated. Signs spanning over a road may only extend across some intersections, therefore warning signs may need to be placed in the side streets. Signs should generally be placed 1 metre clear of the painted footpath. Signs are to be Class 1 retro-reflective (daylight), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists. At the end of the work, or when the traffic controllers are absent for an extended period, the T11.8 and T120.3 signs shall be removed. When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release back to work on site duties.		NOT TO SCALE  TCP BEST VIEWED WHEN PRINTED IN A3	Client: BMD Location: ASHLEY DRIVE ROAD CLOSURE UBD Number: Plan Number: 2016-2766 Date drawn: 20.11.17 Authorised by: Qualification: Signature: _____ Date: _____	Revision 1: Revision 2: Revision 3: Revision 4: Revision 5:
	DRAWN BY: PREPARE WORKZONE TNP #4563081 CHECKED BY: _____ PREPARE WORKZONE TNP #33500240		 www.invarion.com		

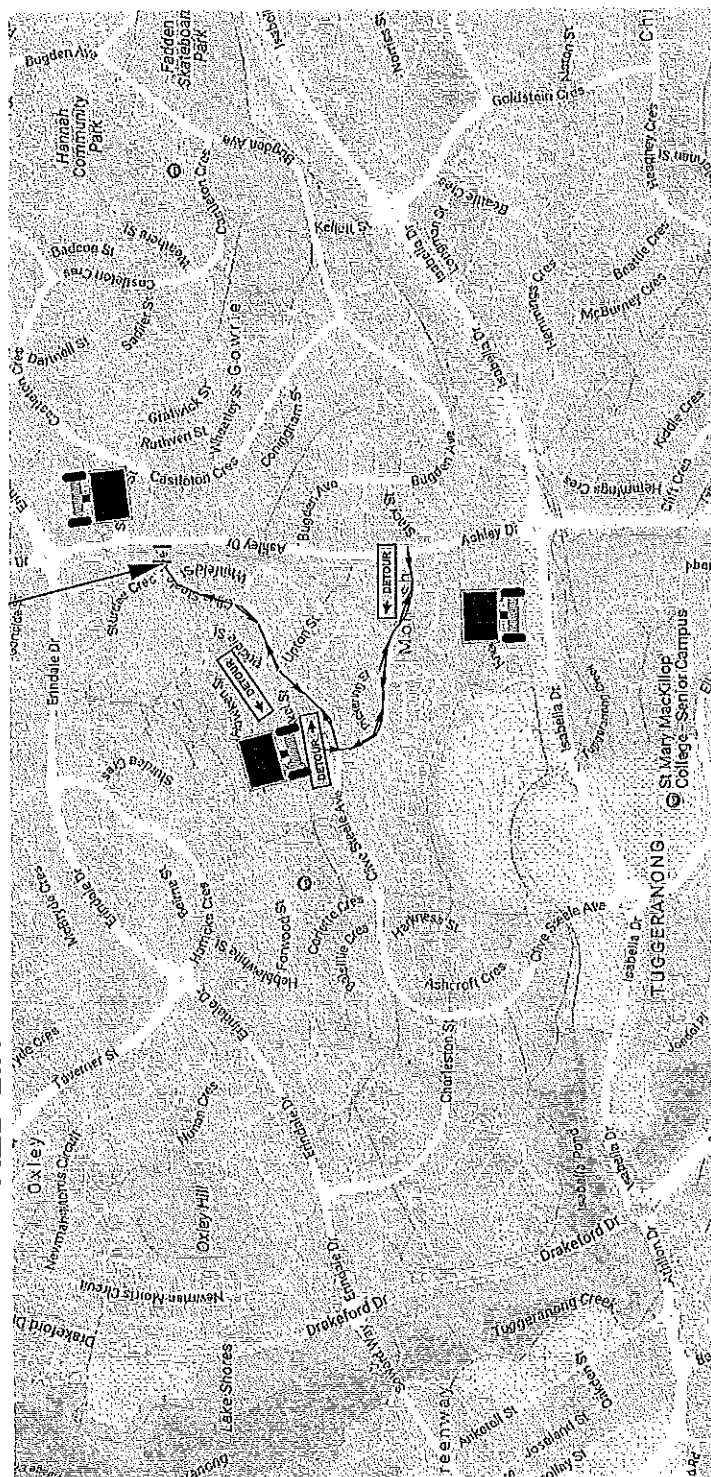


 Lack Group Pty Ltd K & D Traffic Management 213 Station Rd, Seven Hills NSW 2147 P: 02-96627113 Email: f.p@lackgroup.com.au	Traffic control works shall be undertaken in accordance with Australian Standard 1742-2 (Traffic Control Devices for Work on Roads) After RTA Traffic Control 11 Work 624 (Manual Version 4 June 2010). Local conditions may require additional signs and devices to be placed in accordance with the TPC judgement, therefore it may be necessary to place signs and devices as close as possible in the spacing indicated. Sign spacing must always be maintained at some intersections, therefore warning signs may need to be placed in the side roads. Signs should generally be placed 11m away clear of the paved path. Signs are to be Class 1 reflective (day/night), positioned a foot or so to the right of the paved path in the yellow line or at the shoulder on the left. Signs must be positioned so that they are clear of any overhead power lines. At road ends or work, or when both directions are absent for an extended period, the 11m and 11.00m signs shall be removed. When the controllers are not controlling vehicles they are to control pedestrians on a 11m and 11.00m sign.		NOT TO SCALE  TOP BEST VIEWED FROM NORTH	Client: Location: BUID Number: Plan Number: Date drawn: GLIVE STEEL DRIVE 20.11.2782 20.11.17	Revision 1: Revision 2: Revision 3: Revision 4: Revision 5:	Signature: _____ Date: _____	PREPARE WORK ORDER TPC 6566 001 CHECKED BY: DATE: 20.11.2782 20.11.17 TPC 6566 001 20.11.2782 20.11.17

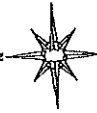


 Latex Group Pty K & D Traffic Management 2113 Shannon Rd Beverly Hills NSW 2147 Tel: 02-96627113 Email: lpm@kdg.com.au	Traffic control works shall be installed & maintained in accordance with Australian Standard 1742-3 (Traffic Management) and/or R194 Traffic Control for Road Construction for Urban Circumstances, dated 1994. Traffic Control Work Signs (See Manual Version 4 June 2010). Latex controls may not allow signs and devices to be placed easily in accordance with the TCF requirement, therefore it may be necessary to place signs and devices as close as possible to the working indicated. Signs spacing measurements may be stated across some lane intersections, therefore warning signs may need to be placed in these lane straight. Signs should generally be placed in the following order: - Signs are to be placed 100m in advance of the start of the work placed. - Signs are to be placed 10m in advance (daylight), positioned 4m above the footpath or where vehicle parking occurs place signs in the parking bay or driveway on points. They must be positioned so that they are in clear view of passing motorists. - At the end of the work, or when traffic constraints are absent for an extended period, all signs and TCF signs must be removed. - When in the work zone are not controlling vehicles they are to control pedestrians also.	NOT TO SCALE  TCF BEST VIEWED WHEN PRINTED IN A3	Client: RMD Location: CLIVE STP3, DRIVE ROAD CLOSURE UOM Number: Plan Number: 2016-2782 Date drawn: 20.11.17 Authorised by: Qualification: PREPARE WORK ZONE TYP 243653081 CHECKED BY: TRADE WORK ZONE TYP 313000240	Revision 1: Revision 2: Revision 3: Revision 4: Revision 5:	Signature: _____ Date: _____	 www.kdg.com.au www.mpsa.com.au

RED LINES INDICATE ROAD CLOSED



2016-2782 PAGE 2 OF 3

 K & D Traffic Management 2/13 Stanton Rd, Seven Hills NSW 2147 P: 02-56627113 email: lgp@jackgroup.com.au	Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) &/or RTA Traffic Control at Work Sites Manual Version 4 June 2016. Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP judgement, therefore it may be necessary to place sign and devices as close as possible to the TCP judgement. Sign spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets. Signs should generally be placed 1 metre clear of the travelled path. Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or related on foot. They should be placed in the side streets. At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-300 signs shall be removed. When traffic controllers are not controlling vehicles they are to control pedestrians on a hold and release basis as work on site dictates.		Client: BMD Location: CLIVE STEEL DRIVE ROAD CLOSURE UBD Number: Plan Number: 2016-2782 Date drawn: 20.11.17 Authorised by: Qualification: Signature: Drawn by: [Redacted] Checked by: [Redacted] Prepared Workzone TMP #40663081 Prepared Workzone TMP #33800240	Revision 1: Revision 2: Revision 3: Revision 4: Revision 5: Date:
	NOT TO SCALE  TCP BEST VIEWED WHEN PRINTED IN A3			



Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: Lack group (K&D Traffic Management)
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: LPG@LACKGROUP.COM.AU

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] Date: 20/11/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Ashley Drive and Clive Steele Closure

Street: Ashley Drive Road Reserve Block:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).



ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

24 / 11 / 17

: 07:00

pm

Date to and time to

02 / 12 / 17

: 03:00

pm

Proposed daily working hours

Day	Start time	Finish time
Friday 24-11-17 - Saturday 25-11-17 (Ashley Drive Closure)	19:00	7:00
Monday to Friday inclusive (excluding public holidays)	06:00	06:00
Saturday	06:00	06:00
Sunday and public holidays	06:00	06:00

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016-2782 Clive Steele Closure	



ACT
Government

Territory and Municipal Services

Reference number TM:

2016-2766 Ashley Drive Closure

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	20/11/17
Qualification:	Prepare work zone	Certificate No:	45663081
Issued by:	NSW-RMS	Expiry date:	03/10/2020

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees



ACT

Government

Territory and Municipal Services

205

Reference number TM:

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – a **work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name:

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number:

Mobile number:

Email address:

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive Closure between Statton and Bugden	Monash
Clive steel Closure	Monash

Date and time of use

Date from and time from

24 / 11 / 2017 : 07:00 pm

Date to and time to

02 / 12 / 2017 : 03:00 pm

Signature of applicant:

Date: 20/11/17



Public Unleased Land Act 2013
**Request to temporarily close a public road and
application to use a closed public road**

Sections 11 and 12 of the *Public Unleased Land Act 2013* permit the Director-General, Territory and Municipal Services, to close a public road and to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

A fee is payable for each application. Each application may include multiple road closures provided they relate to the one event.

Applicant details

Name: BMD Construction
(individual or organisation)

Organisation contact name:

Telephone number:

Mobile number:

Email address:

Public road/s to be temporarily closed and used

Public road	Suburb
Clive Steel Closures at Ashley Drive intersection to Sturdee Crescent	Gowrie

Reason for closure/s

Installation of new watermain works and median island construction associated with Ashley Drive Upgrade Stage 2.

Date and time of closure/s

Date from and time from

25 / 11 / 17 7 : 00 am or pm (please circle)

Date to and time to

02 / 12 / 17 03 : 00 am or pm (please circle)

Signature of applicant:

Date: 20/11/2017

**ACT**

Government

Territory and Municipal Services

208

Reference number TM:

Public Unleased Land Act 2013
**Request to temporarily close a public road and
application to use a closed public road**

Sections 11 and 12 of the *Public Unleased Land Act 2013* permit the Director-General, Territory and Municipal Services, to close a public road and to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

A fee is payable for each application. Each application may include multiple road closures provided they relate to the one event.

Applicant details

Name: BMD Construction
(individual or organisation)

Organisation contact name: [REDACTED]

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Public road/s to be temporarily closed and used

Public road	Suburb
Ashley Drive Closure from Bugden Ave to Statton St	Gowrie

Reason for closure/s

Installation of new watermain works associated with Ashley Drive Upgrade Stage 2.

Date and time of closure/s

Date from and time from

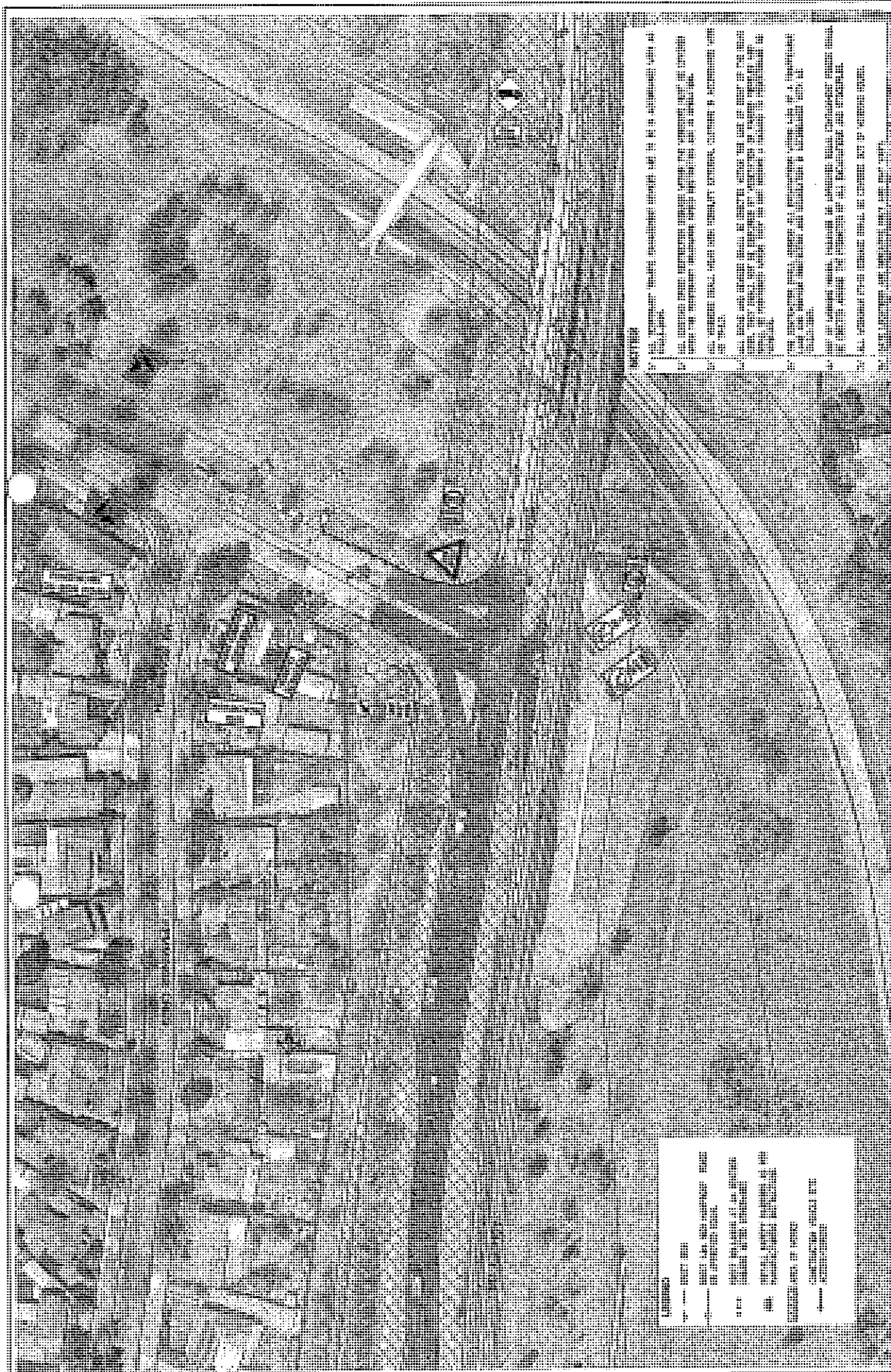
24 / 11 / 177 : 00am or pm (please circle)

Date to and time to

25 / 11 / 1707 : 00am or pm (please circle)

Signature of applicant:

[REDACTED]Date: 20/11/2017



1. The Government of the United States of America, hereinafter referred to as the "Government," and the Government of the State of New York, hereinafter referred to as the "State," do hereby certify that the following is a true and correct copy of the original document on file in the State Department of the State of New York:

2. The original document is a copy of the report of the Commission on the Administration of Justice, dated and captioned as above, and is a true and correct copy of the original document on file in the State Department of the State of New York.

3. The original document is a copy of the report of the Commission on the Administration of Justice, dated and captioned as above, and is a true and correct copy of the original document on file in the State Department of the State of New York.

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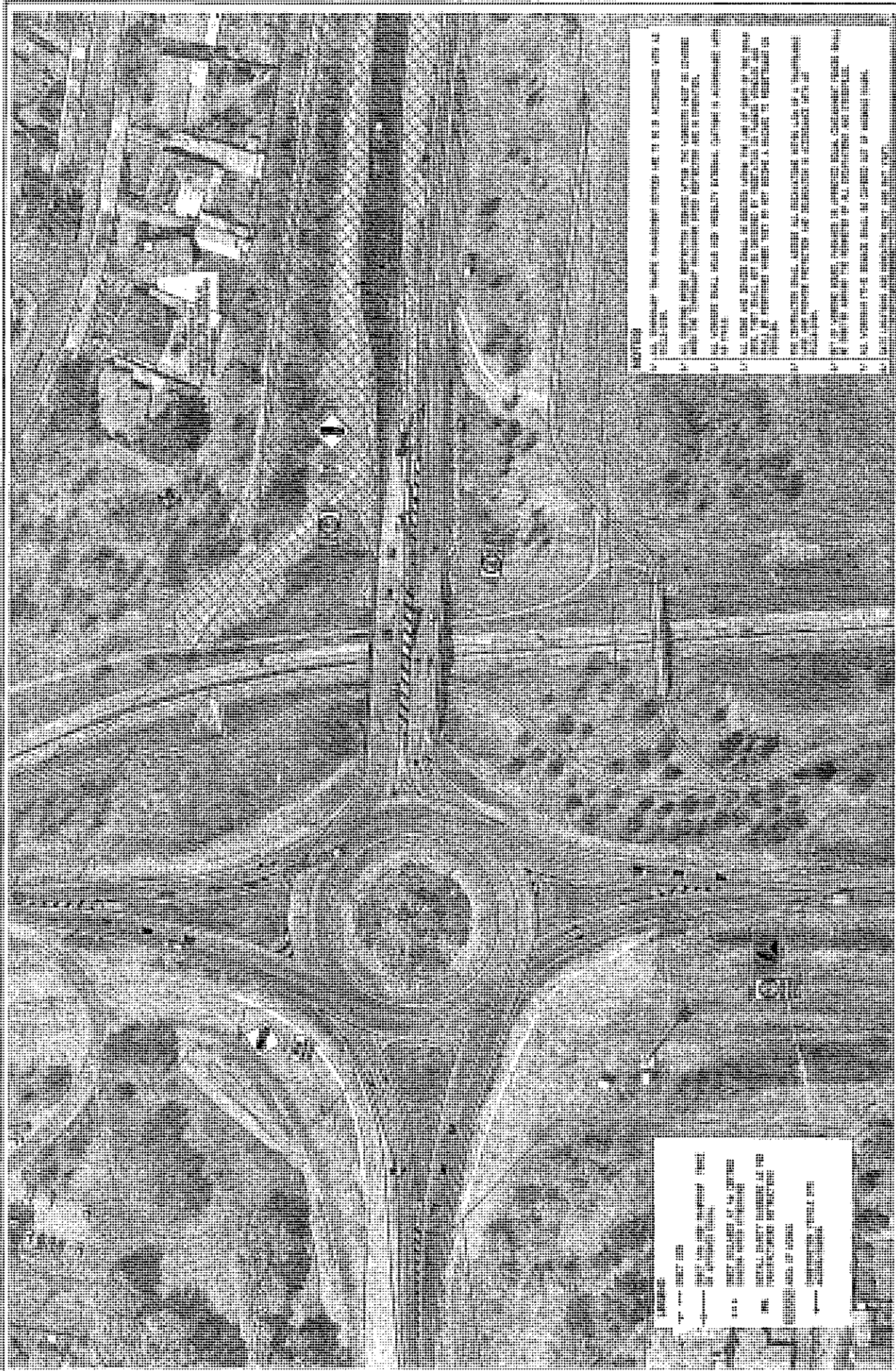
8. The original document is a copy of the report of the Commission on the Administration of Justice, dated and captioned as above, and is a true and correct copy of the original document on file in the State Department of the State of New York.

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NOTES

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REFERENCE

1. U.S. GOVERNMENT PRINTING OFFICE: 1967 O 345-722

2. U.S. GOVERNMENT PRINTING OFFICE: 1967 O 345-722

3. U.S. GOVERNMENT PRINTING OFFICE: 1967 O 345-722

4. U.S. GOVERNMENT PRINTING OFFICE: 1967 O 345-722

5. U.S. GOVERNMENT PRINTING OFFICE: 1967 O 345-722

6. U.S. GOVERNMENT PRINTING OFFICE: 1967 O 345-722

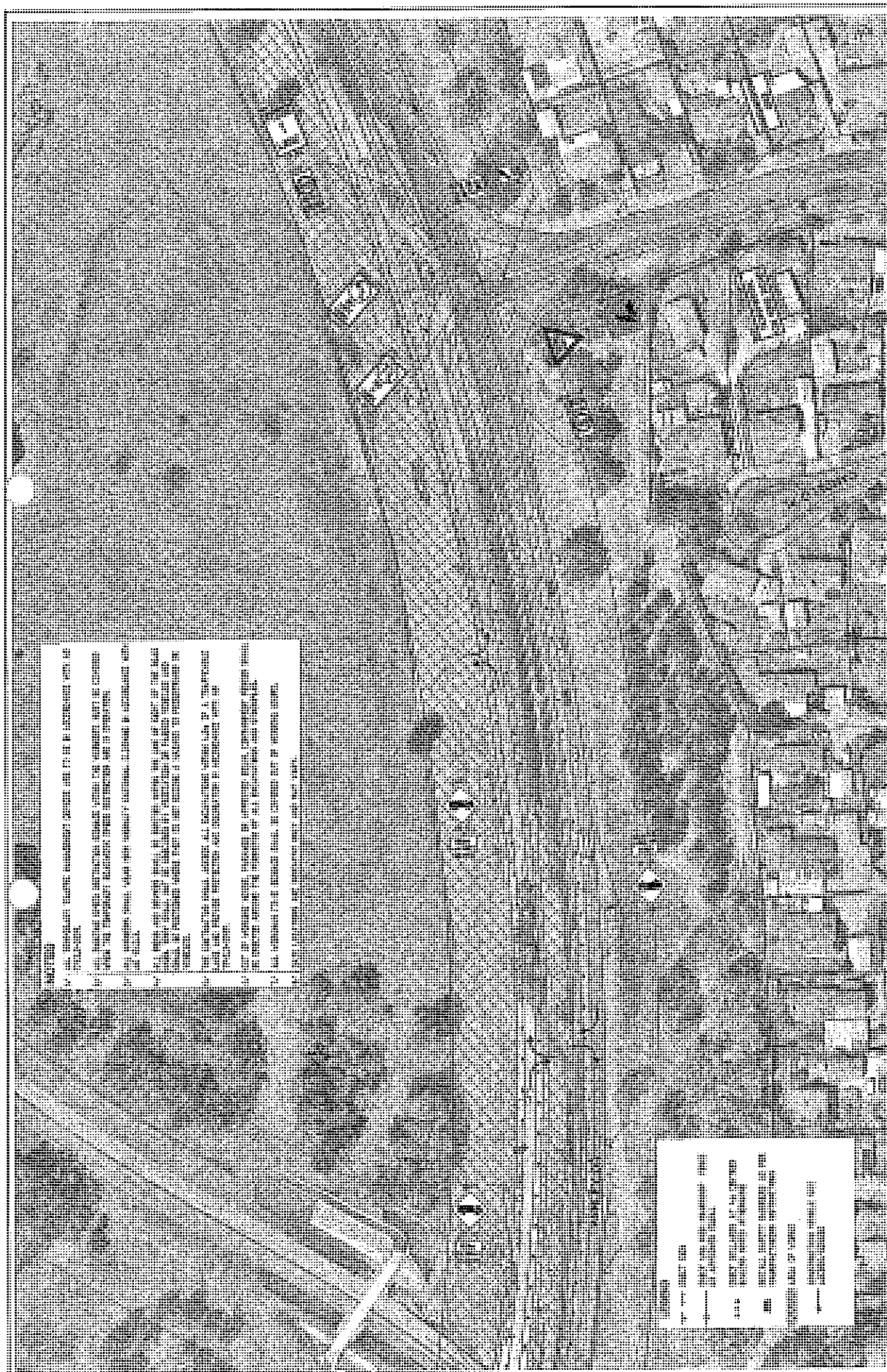
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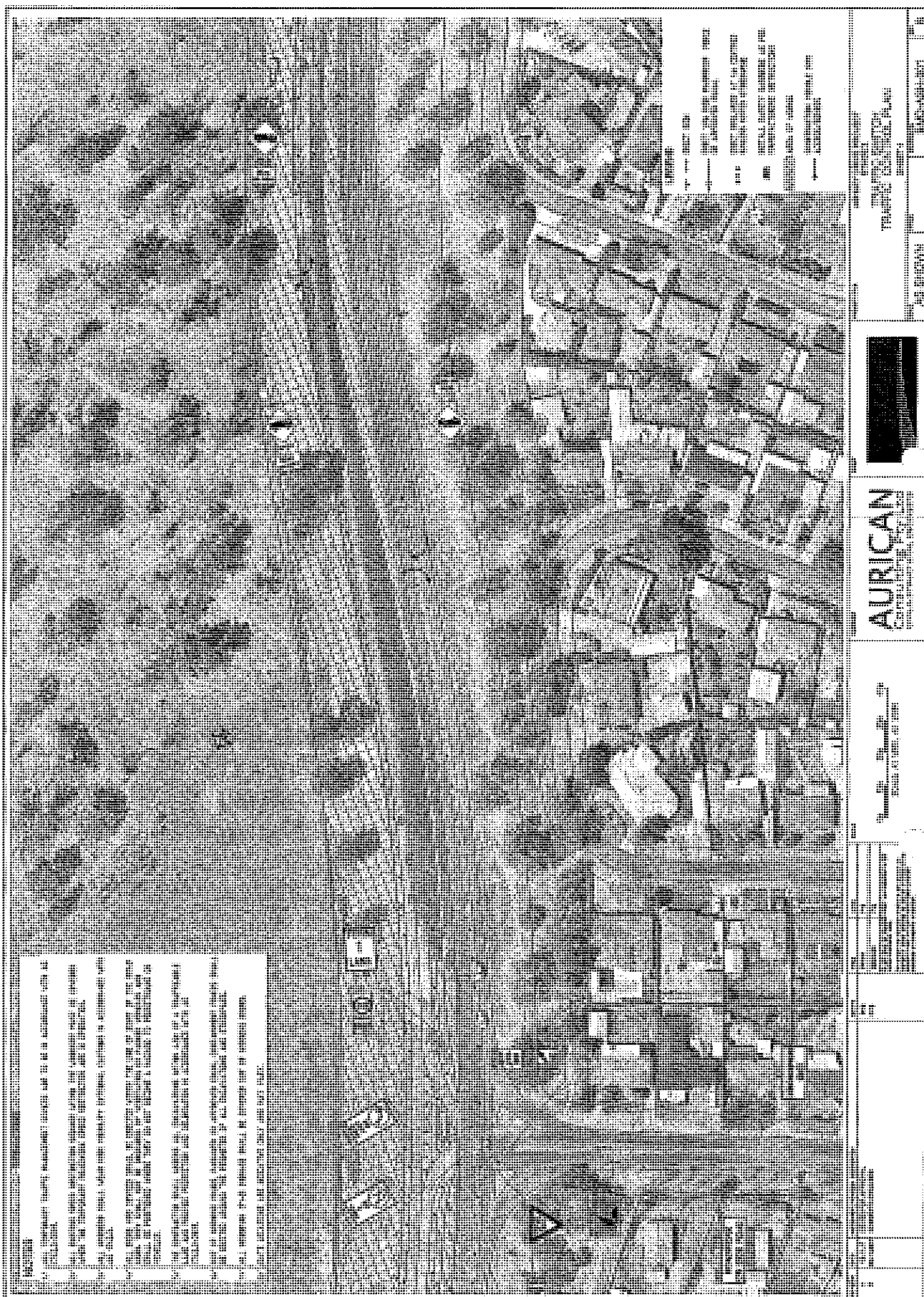
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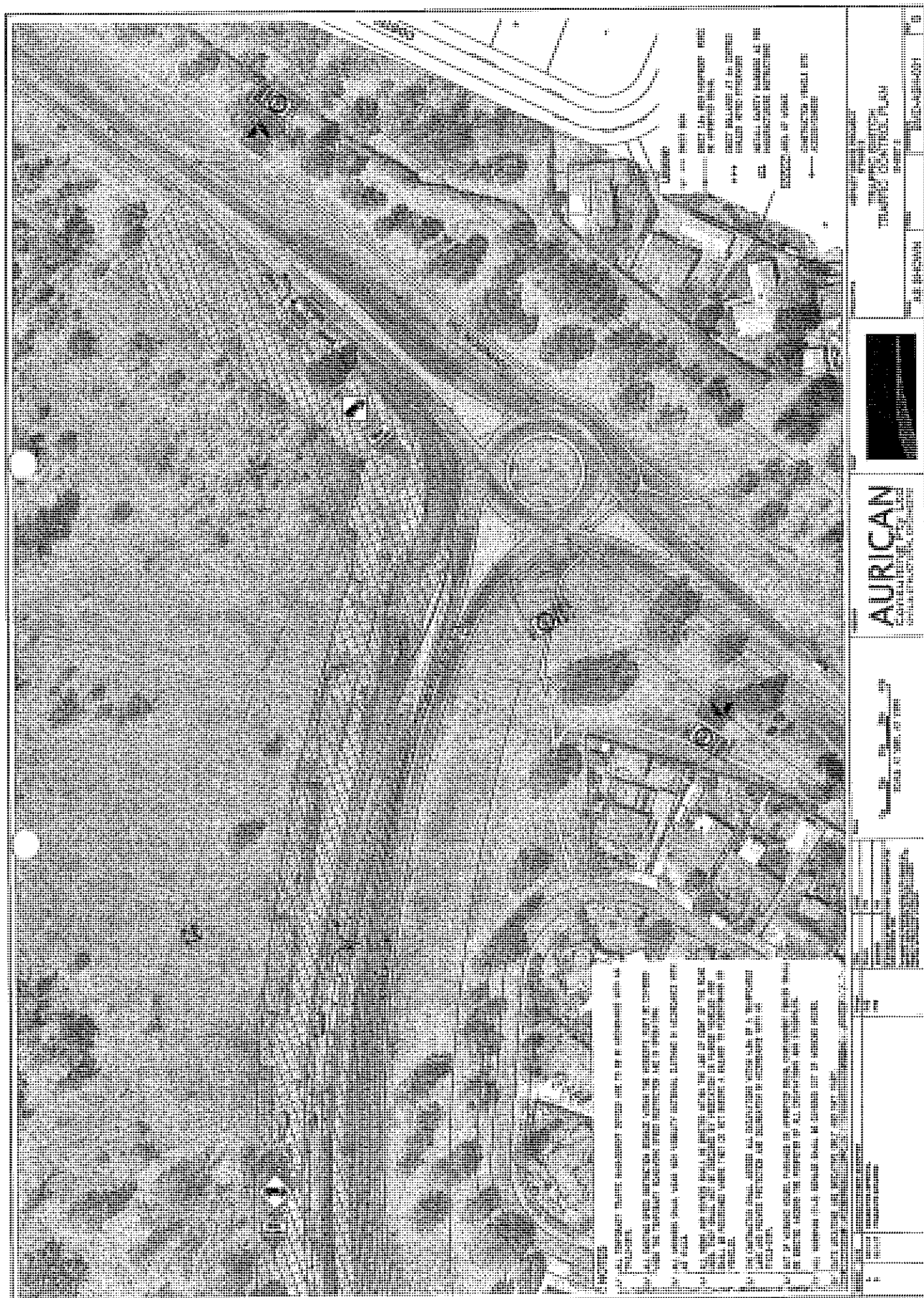
9. U.S. GOVERNMENT PRINTING OFFICE: 1967 O 345-722

10. U.S. GOVERNMENT PRINTING OFFICE: 1967 O 345-722

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TITLE: NOTES	REFERENCE:	DISTRIBUTION:
AUTHOR:	PERFORMING ORGANIZATION:	FUNDING NUMBER:
REPORT NUMBER:	CONTRACT NUMBER:	PROJECT NUMBER:
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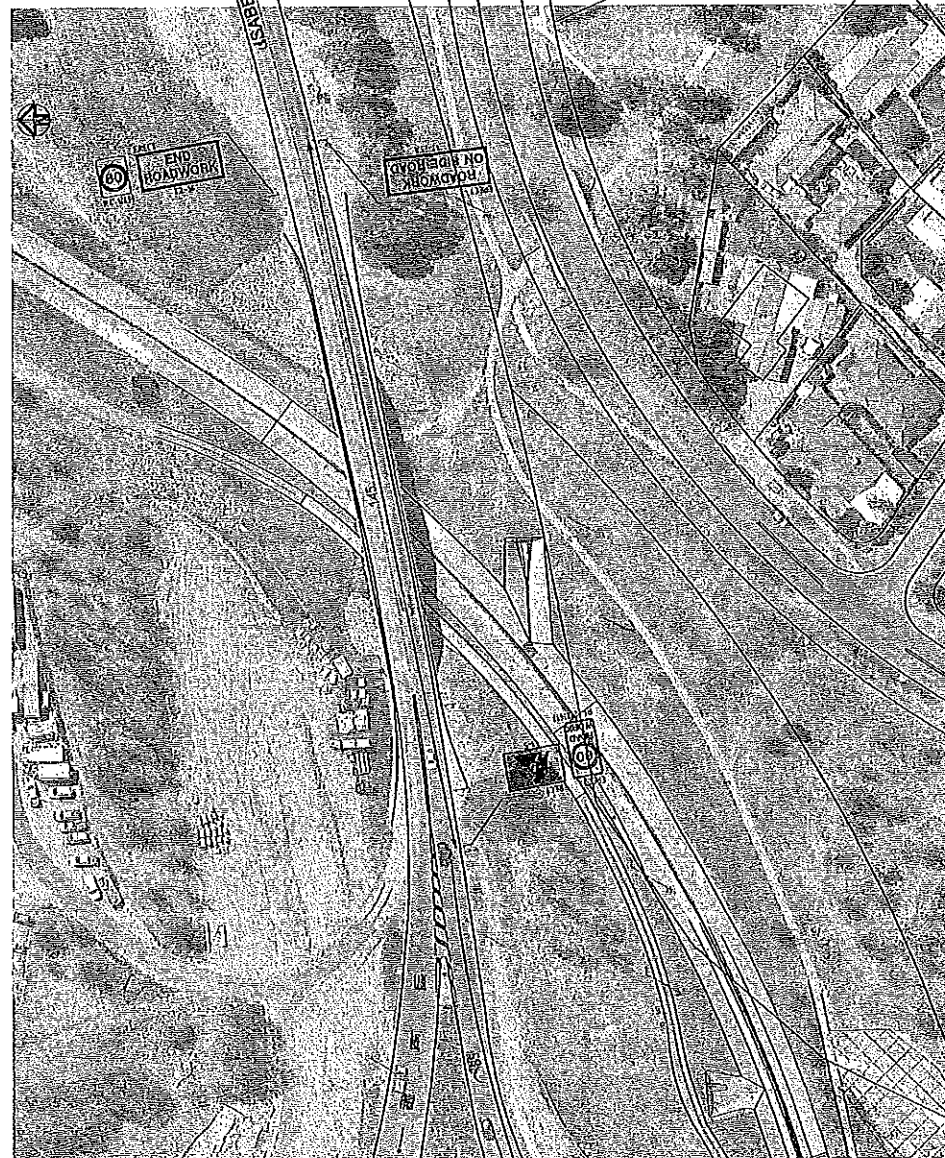
NOTES

- 1/ ALL TEMPORARY TRAFFIC MANAGEMENT DEVICES ARE TO BE IN ACCORDANCE WITH AS 1742.3-2009.
- 2/ ALL EXISTING SPEED RESTRICTION SIGNS WITHIN THE WORKSITE MUST BE COVERED WHEN THE TEMPORARY ROADWORK SPEED RESTRICTION ARE IN OPERATION.
- 3/ ALL WORKERS SHALL WEAR HIGH VISIBILITY EXTERNAL CLOTHING IN ACCORDANCE WITH AS 1742.3.
- 4/ ALL SIGNS AND DEVICES SHALL BE ERECTED WITHIN THE LINE OF SIGHT OF THE ROAD USER. THEY SHALL NOT BE OBSCURED BY VEGETATION OR PARKED VEHICLES AND SHALL BE POSITIONED WHERE THEY DO NOT BECOME A HAZARD TO PEDESTRIANS OR VEHICLES.
- 5/ THE CONTRACTOR SHALL ASSESS ALL EXCAVATIONS WITHIN 4.5M OF A TRAFFICABLE "LANE AND PROVIDE PROTECTION AND DELINEATION IN ACCORDANCE WITH AS 1742.3-2009.
- 6/ OUT OF WORKING HOURS, PARAWALL OR APPROVED EQUAL CONTAINMENT FENCES SHALL BE ERECTED AROUND THE PERIMETER OF ALL EXCAVATIONS AND STOCKPILES.
- 7/ ALL WORKMAN (T+D) SIGNAGE SHALL BE COVERED OUT OF WORKING HOURS.
- 8/ GATE LOCATIONS ARE INDICATIVE ONLY AND MAY VARY.

LEGEND ERECT SIGN ERECT 1.5m HIGH MAINPROOF FENCE OR APPROVED EQUAL ERECT BOLLARDS AT 4m CENTRES (UNLESS NOTED OTHERWISE) INSTALL SAFETY BARRIERS AS PER MANUFACTURERS INSTRUCTIONS CONSTRUCTION VEHICLE SITE ACCESS FENCES		SCALE 0m 10m 20m 30m 40m SCALE AT 1:500 AS 1:800		DESIGNER AURICAN Consulting Pty Ltd CIVIL & STRUCTURAL ENGINEERS		PROJECT TITLE ASHLEY DRIVE PROJECT STAGE 2 TRAFFIC SWITCH TRAFFIC CONTROL PLAN SHEET 6		SCALE AS SHOWN		DRAWING NO. BMD-ASH-001		REV B	
REVISIONS A. ERECT SIGN B. ERECT SIGN		DATE 15/11/17		DESIGNED BY PMS		CHECKED BY PMS		DATE 15/11/17		PROJECT NO. BMD-ASH-001		REV B	

NOTES

- 1/ ALL TEMPORARY TRAFFIC MANAGEMENT DEVICES ARE TO BE IN ACCORDANCE WITH AS 1742.3-2006.
- 2/ ALL EXISTING SPEED RESTRICTION SIGNAGE WITHIN THE WORKSITE MUST BE COVERED WHEN THE TEMPORARY ROADWORK SPEED RESTRICTION ARE IN OPERATION.
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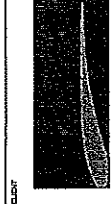
- ERECT SIGN
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- INSTALL SAFETY BARRIERS AS PER MANUFACTURERS INSTRUCTIONS
- AREA OF WORKS
- CONSTRUCTION VEHICLE SITE ACCESS/EGRESS

REVISED	DATE	REVISION/REASON FOR REVISION	BY	DATE	BY	DATE	BY	DATE	BY
A	28.11.17	ISSUED FOR APPROVAL							
B	28.11.17	COMMENTS INCLUDED							

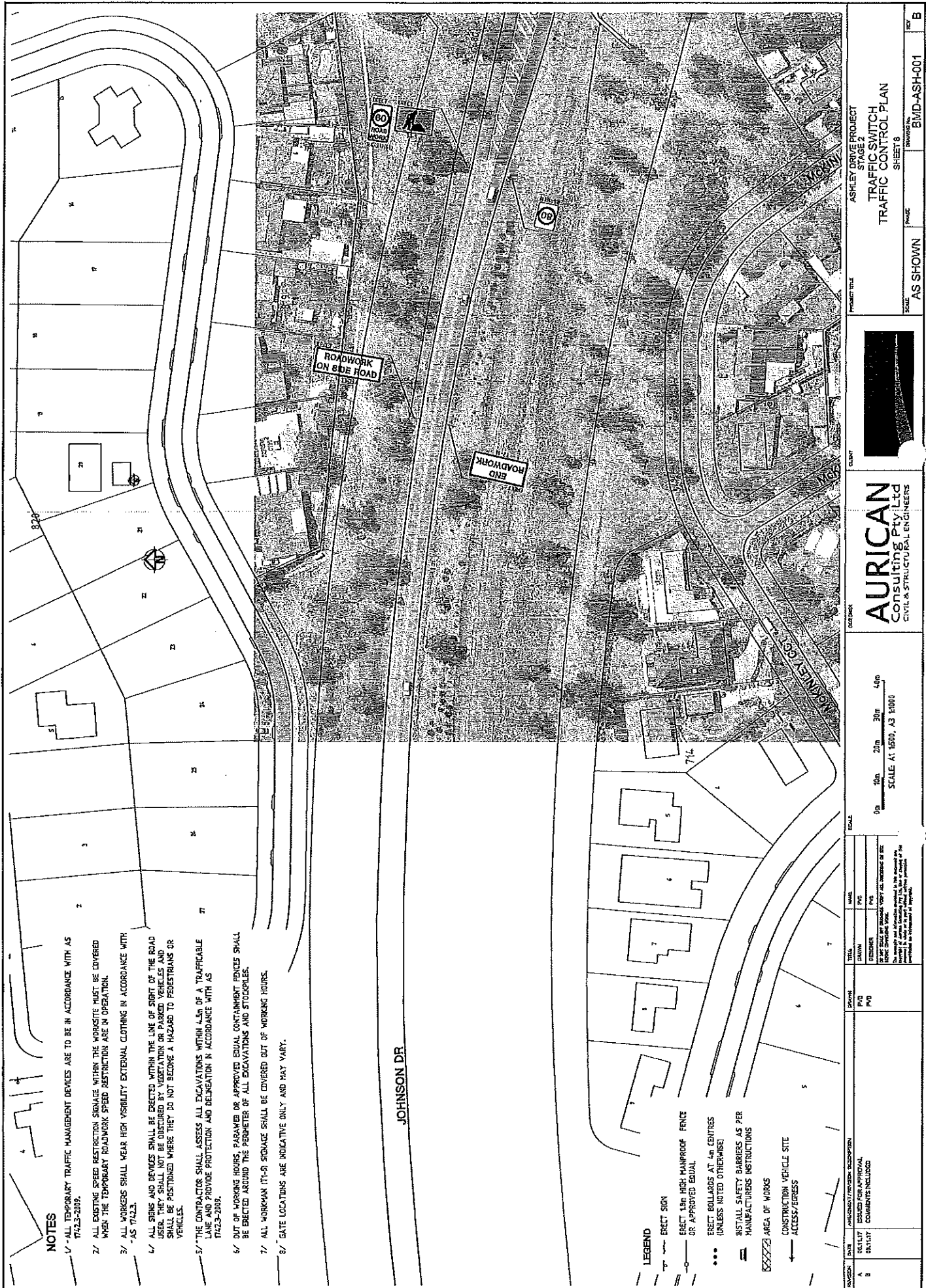
REVISION	DATE	REVISION/REASON FOR REVISION	BY	DATE	BY	DATE	BY	DATE	BY
A	28.11.17	ISSUED FOR APPROVAL							
B	28.11.17	COMMENTS INCLUDED							

SCALE	0m	10m	20m	30m	40m
SCALE A1 150m, A3 300m					

AURICAN
Consulting Pty Ltd
CIVIL & STRUCTURAL ENGINEERS

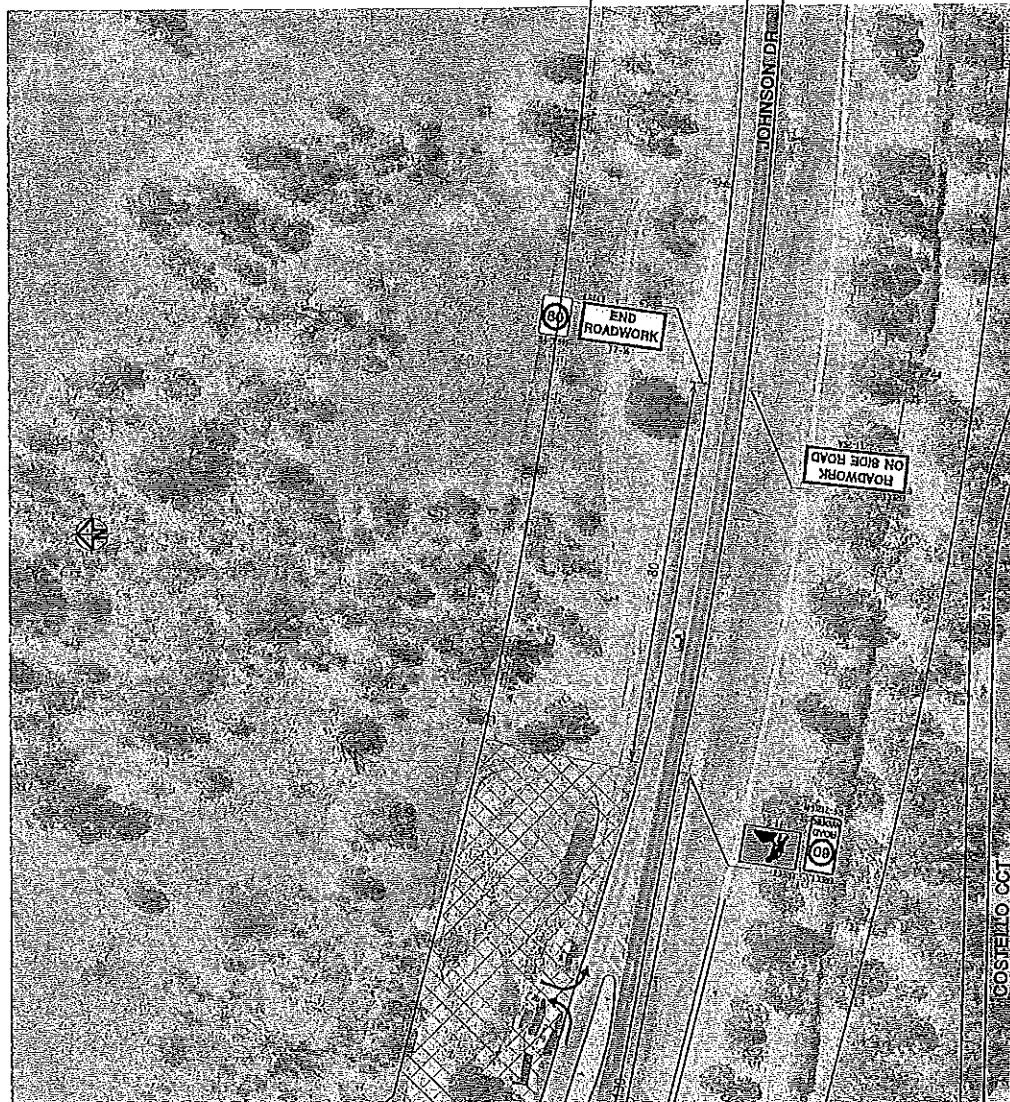


PROJECT TITLE
ASHLEY DRIVE PROJECT
STAGE 2
TRAFFIC SWITCH
TRAFFIC CONTROL PLAN
SHEET 7
AS SHOWN
DRAWN BY
BMD-ASH-001
REV
B



NOTES

- 1/ ALL TEMPORARY TRAFFIC MANAGEMENT DEVICES ARE TO BE IN ACCORDANCE WITH AS 1742.3-2009.
- 2/ ALL EXISTING SPEED RESTRICTION SIGNAGE WITHIN THE WORKSITE MUST BE COVERED WHEN THE TEMPORARY ROADWORK SPEED RESTRICTION ARE IN OPERATION.
- 3/ ALL WORKERS SHALL WEAR HIGH VISIBILITY EXTERNAL CLOTHING IN ACCORDANCE WITH AS 1742.3.
- 4/ ALL SIGNS AND DEVICES SHALL BE ERECTED WITHIN THE LINE OF SIGHT OF THE ROAD USER. THEY SHALL NOT BE OBLSCURED BY VEGETATION OR PARKED VEHICLES AND SHALL BE POSITIONED WHERE THEY DO NOT BECOME A HAZARD TO PEDESTRIANS OR VEHICLES.
- 5/ THE CONTRACTOR SHALL ASSESS ALL EXCAVATIONS WITHIN 4.5m OF A TRAFFICABLE DRIVE AND PROVIDE PROTECTION AND DELINEATION IN ACCORDANCE WITH AS 1742.3-2009.
- 6/ OUT OF WORKING HOURS, PARAMETER OR APPROVED EQUAL CONTAINMENT FENCES SHALL BE ERECTED AROUND THE PERIMETER OF ALL EXCAVATIONS AND STOCKPILES.
- 7/ ALL WORKMAN (T-S) SIGNAGE SHALL BE COVERED OUT OF WORKING HOURS.
- 8/ GATE LOCATIONS ARE INDICATIVE ONLY AND MAY VARY.



- LEGEND**
- ERECT SIGN
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 - INSTALL SAFETY BARRIERS AS PER MANUFACTURERS INSTRUCTIONS
 - AREA OF WORKS
 - CONSTRUCTION VEHICLE SITE ACCESS/EGRESS

PROJECT TITLE ASHLEY DRIVE PROJECT STAGE 2 TRAFFIC SWITCH TRAFFIC CONTROL PLAN SHEET 9		SCALE AS SHOWN	DATE BMD-ASH-001
CLIENT AURICAN Consulting Pty Ltd CIVIL & STRUCTURAL ENGINEERS		SCALE 0m 10m 20m 30m 40m SCALE A1 1500, A3 1:1000	DATE 01/11/17
DESIGNER NAME PUB DATE 01/11/17		REVISION DATE 01/11/17 DESCRIPTION SUBMITTAL FOR APPROVAL COMMENTS INCLUDED	



TTM registered number:	TM/	20171632

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From		To	
Date:	09/08/2017	Date:	25/08/2017
Time:	9.30 am	Time:	6 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2016-2315 (Stage 2) 2016-2016 (Stage 3)	All temporary signs, lines and devices	Mon – Fri Sat - Sun	9.30 am – 4 pm 6 am – 6 pm
2016-2311 (Stage 1)	All temporary signs, lines and devices except T1-5	Mon – Sun (24 hours)	9.30 am 9 August 2017 to 6 pm 25 August 2017
2016-2311 (Stage 1)	T1-5	Mon - Sun	6 am – 6 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices which are authorised to only be installed /displayed during the authorised working times are fully covered or removed outside of the authorised working times.

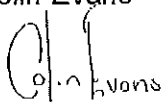
The contractor shall ensure that all temporary signs and devices are removed at the completion of these works.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with **Michael Scott, ACTION Southside Field Operations** or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

All road safety barrier products used under this TTM application shall have a current acceptance status by Transport NSW, Roads and Maritime Services for use on classified roads.

Road safety barrier system shall be set up in accordance with the manufacturer's specifications.

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	8/8/2017
(Delegate of the road transport authority)			



ACT
Government

Territory and Municipal Services

Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	11/07/2017
Qualification:	SELECT/MODIFY TRAFFIC CONTROL PLANS	Certificate No:	2252057357
Issued by:	NSW-RMS	Expiry date:	18/08/2017

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager ([REDACTED]) or Northside Field Operations Manager ([REDACTED]) if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



ACT
Government

Territory and Municipal Services

221

Reference number TM:

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



ACT
Government

Territory and Municipal Services

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Signed:	[REDACTED]	Date:	<u>16/11/2016</u>
Qualification:	<u>Select/Modify traffic control plans</u>	Certificate No:	<u>2252057357</u>
Issued by:	<u>NSW Transport RMS</u>	Expiry date:	<u>16/08/2017</u>

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Qualification:	<u>Select/Modify traffic control plans</u>	Certificate No:	<u>2252057357</u>
Issued by:	<u>NSW Transport RMS</u>	Expiry date:	<u>16/08/2017</u>

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**ACT**
Government

Territory and Municipal Services

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ACT
Government

Transport Canberra
and City Services

Reference number	TM	20171632

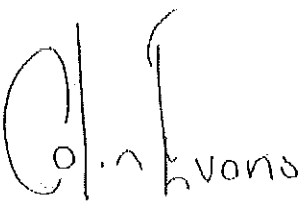
Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

BMD Constructions

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley Drive Isabella Drive	Monash Gowrie Isabella Plains Richardson	09/08/2017	25/08/2017	9.30 am	6 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	8/8/2017
	(Delegate of the director-general)		

Conditions of Approval:

This work approval is granted for the following work activities only:

- Installation, modification and removal of traffic control devices in accord with an authorised temporary traffic management plan.
- Excavation and construction on public unleased land

Note: All other land use requirements, such as material storage, site compounds and parking bay use, that require the use of public unleased land are likely to attract additional land use permits and associated fees. For further information please contact the Public Land Use Unit on 6205 8794 for further information.



CLOSURE OF CLIFT CRESCENT INTERSECTION WITH ASHLEY DRIVE

INTERSECTION WORKS TO COMMENCE SOON

JULY 2017

Dear resident,

The duplication of Ashley Drive is progressing well. Substantial works have been completed below ground and the asphalt is approximately 40% complete. Works are continuing on the new road bridge over Monks Creek and the pedestrian underpasses near Statton Street and Bugden Avenue.

Major works will also get underway soon at the Clift Crescent intersection to install underground services, new traffic islands and road pavement. These works will require Clift Crescent to be closed at Ashley Drive.

Closure and proposed timing of works

Clift Crescent will be closed where it intersects with Ashley Drive for approximately six weeks from Monday 31 July 2017 to allow works to be conducted safely. Northbound and southbound traffic movements on Ashley Drive will be maintained.

Traffic and bus detour

A detour will be in place for access to Clift Crescent using Isabella Drive, Goldstein Crescent and Heagney Crescent if you are approaching from the north or Johnson Drive if you are approaching from the south.

Please see the map of the detour route over the page.

Bus stops on Clift Crescent Between Ashley Drive and Heagney Crescent will be closed during construction.

School, weekday and weekend bus routes will be diverted via Ashley Drive and Johnson Drive.

For details visit the Transport Canberra website at www.transport.act.gov.au.

While road users will experience traffic disruptions and minor delays, the closure of Clift Crescent at Ashley Drive will allow us to reduce the construction period by significantly. The closure will also eliminate the need to constantly change traffic conditions within the intersection.

The ACT Government apologises for any inconvenience caused as a result of these works.

For further information regarding the above scheduled works please contact Alvaro Amorim, Project Manager, on 6205 3902.

**No access to
Cliff Cres Via
Isabella Drive**

[illegible]



Construction Method Statement

Ashley Drive Upgrade Stage 2 – Installation of Super T Girders





Document Version Control

Revision No.	Revision Date	Details of Revision	Approved By
1	July 2017	Initial Issue	ST
2	July 2017	Review by PES, BMD, NATHANS	ST



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BMD **BMD** **Empower** **JMAC** **urbex**



1. Introduction

This Construction Method Statement (CMS) governs the process and procedure for the installation of the Super T girders on the Ashley Drive Upgrade Project.

The CMS will document and describe the applicable contract specifications, drawings, and project specific BMD management plans that are to be referenced in undertaking this site activity. The CMS will also detail the responsibilities of the management personnel, the construction sequence, the construction methodology, the resources to be utilised and the associated risks for this site activity.

The CMS has been developed by the site Senior Project Engineer in conjunction with members of the project management team and site personnel. This document will be authorised for use by the BMD Project Manager.

2. References

2.1. Specifications

Number	Description
Q6	Quality Management System
G10	Control of Traffic
G22	Occupational Health and Safety
G36	Environmental Protection
B110	Supply of Pretensioned Precast Concrete Members
B150	Erection of Pretensioned Precast Concrete Members

2.2. Legislation

Act	Year	Government
Work Health and Safety Act 2011		
Environmental Protection Act 1994		
Plant Code of practice 2004		
Managing risks of plant in the workplace – code of practice 2012		
How to manage work health and safety risks – code of practice 2011		

2.3. Drawings

Drawing Number	Revision	Description
S001	9	General Notes and Drawing Index



<u>S101</u>	<u>9</u>	<u>Bridge 5314 General Arrangement</u>
<u>S102</u>	<u>9</u>	<u>Bridge 5314 Cast in Place Piles Layout and Details</u>
<u>S103</u>	<u>9</u>	<u>Bridge 5314 Abutments and Pile Caps</u>
<u>S104</u>	13	<u>Bridge 5314 Abutments</u>
<u>S105</u>	11	<u>Bridge 5314 Abutment details and reinforcement</u>
<u>S106</u>	14	<u>Bridge 5314 Headstock and Piers</u>
<u>S107</u>	<u>9</u>	<u>Bridge 5314 Bearings</u>
<u>S108</u>	<u>9</u>	<u>Bridge 5314 Deck and Approach Slab Details</u>
<u>S109</u>	11	<u>Bridge 5314 Super T Sheet 1</u>
<u>S110</u>	11	<u>Bridge 5314 Super T Girders Sheet 1</u>
<u>S111</u>	<u>9</u>	<u>Bridge 5314 Barriers, Stone Pitching</u>
<u>S112</u>	<u>9</u>	<u>Bridge 5314 Barriers</u>

2.4. Project Management Plans and Documents

Plan / Document
Integrated Project Management Plan
Project Quality Plan
Occupational Health Safety and Rehabilitation Management Plan
Environmental Management Plan
Safe Work Method Statements
Inspection and Test Plan
Plant Risk Assessments
Vehicle Movement Plans
Traffic Management Plans
Lift Plans



3. Staff Responsibilities

3.1. Project Manager

██████████ is responsible for the following:

- Review and authorisation of project documents including Project Plans, CMS, WMS and ESCP
- Appointment of suitably qualified and experienced personnel to perform the work
- Overall responsibility for the completion of the activity to the requirements of the governing specification and the satisfaction of the Client
- Programming and sequencing of the works within the construction program
- Sourcing and assessment of personnel and resources to perform the works
- Pre-planning of work activity to be performed

3.2. Senior Project Engineer

██████████ is responsible for the following:

- Generation of project documents including Project Plans, CMS, WMS and ESCP
- Evaluating the activity in terms of quality, safety and environmental issues
- Arranging for, accumulating and submitting the identified records as listed in the specification
- Pre-planning of work activity to be performed
- Submission of relevant Hold/Witness Points

3.3. Foreman

██████████ is responsible for the following:

- Review and initiate project documents including Project Plans, CMS, WMS and ESCP
- Pre-planning of work activity to be performed
- Evaluation of site personnel and resources to perform the activity
- Monitoring the activity in terms of quality, safety and environmental issues
- Inducting personnel onto the WMS for the activity
- Conducting daily pre-start meeting with personnel involved in the activity
- Daily management of personnel and resources required for the activity



4. Permits, Approvals and Requirements

4.1. Project Approvals and Requirements

Approval / Permits

Approvals/Permits
BMD Permit To Work (note that this is used for works near underground/overhead services, and includes carrying out a "Dial Before You Dig" – DBYD)
Traffic Control Plans

Hold / Witness Points

Specification	Clause	H/W	Description
B150	4.1	H	Certification of Erection Method
B150	4.3	H	Survey report for permanent and temporary supports for girder bridges
B150	8	H	Submission of a profile diagram

Schedule of Identified Records

Specification	Clause	Description
B150	4.3	Certificate verifying that the location and levels of all supports are in accordance with the Drawings
B150	6	Diagram setting out profile of completed members in relation to profile specified in the Drawings

Pre-Start Requirements

The following are to be carried out prior to starting/commencement of works:

Requirement
Project Site Induction
CMS induction
WMS induction
BMD Permit to Work induction (i.e. for working near underground/overhead services)
Client approval of Hold Points and Witness Points required before starting works
Submission and Client approval of relevant Identified records required before starting works



Daily toolbox talks
Plant inspection checklists

5. Construction Sequence

5.1. Previous Works

- Completion of bridge substructure
- Completion of abutment mortar pads and installation of bearings
- Construction of Crane pad
- Prepared access for girder delivery

5.2. Works to be completed

The main works to be completed as part of this CMS are:

- Mobilisation of the heavy lift crane
- Delivery of girders to the lift zone
- Installation of girder onto supporting elements
- Temporary bracing of girders
- Demobilisation of heavy lift crane



6. Detailed Construction Methods

6.1. Survey Set Out

BMD's surveyor is to use typical survey equipment such as GPS, theodolite and prism for survey set out (as well as pick up and checks).

The surveyor will mark centrelines of each girder position on both the abutment and headstocks prior to the installation works. The surveyor will also mark out the fill heights from the abutment and pier concrete surface to the underside of the girder flange. This will allow the beam to be lifted into position with the installation team able to check position and cross fall before final adjustments and checks by the surveyor are completed. Once position is confirmed, the girder will be propped and released from the crane hook.

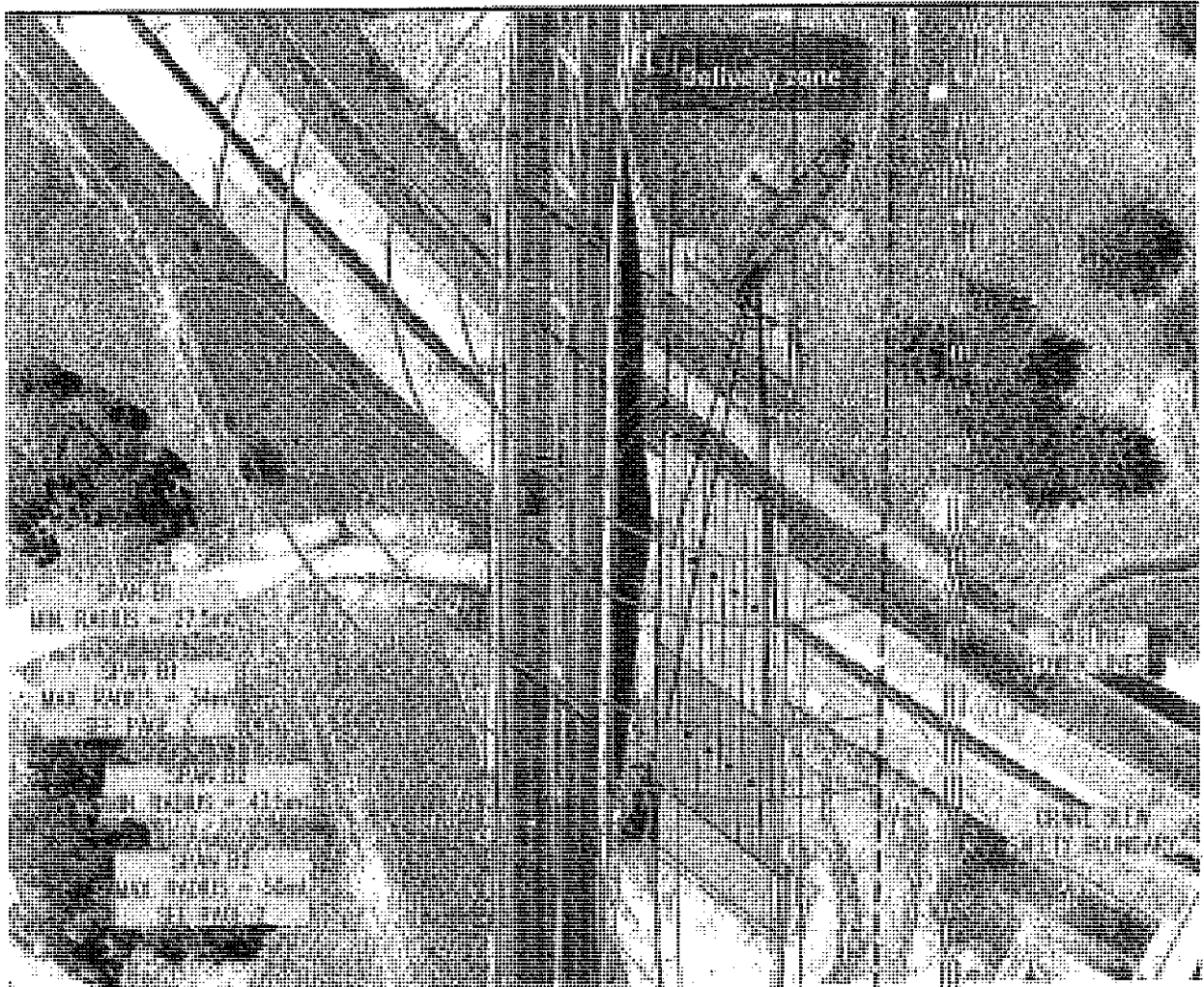
6.2. Material conformance

- Certificate of conformance for each plank is to be submitted by Nelmac
- The concrete in the supporting members (Piers and abutments) have reached 26 MPa (80% of specified strength)

6.3. Site Preparation

To enable lifting operation to commence, the following shall be completed:

- The heavy lift crane will be set up at the Northern abutment. From this location we can perform a single lift to all spans of the bridge. The lift zone is immediately behind (North) of the crane position. The crane pad will be constructed in accordance with the crane pad design and abutment structural analysis under crane load. Crane pad certificate issued to Heavy Lift Crane Subcontractor.



Crane position relative to the abutment

- Provision of access system at abutments and headstocks to facilitate beam landing:
 - Access to the abutments will be via scaffolding at the face of the abutment
 - Access to the pier headstocks will be via falsework detailed in F2202-04-11E ~ 15C to F2202-04-21D ~ 24E (refer Appendix)
- Access from gate 8 through to the lift zone checked for suitability. Access tracks to be graded for a smooth and even line to ensure grade does not induce twisting into the girder during delivery (B1 only)

6.4. Traffic Management

The scope of works for traffic management falls under 3 areas:

1. Mobilisation and Demobilisation of the Heavy Lift Crane. Mobilisation of the heavy lift crane requires the construction of 49mts of luffing fly. From the location of the crane pad, the only accessible way to



construct the luffer safely is to lay it back North and across the westbound lane of Clift Crescent. The operation to erect the luffing fly will take approximately 20mins during which traffic will be controlled with a three man TC set up. This process will be repeated for demobilisation. Refer TTM Plan 2016/2308, T-Intersection Stop /Slow (refer Appendix). All other elements of the mob and demob can be completed within the bounds of the crane pad.

2. Delivery of the Heavy Lift Girders. Girders will enter the site via gate 8 on UHF #26. Refer VMP in Appendix. A BMD traffic marshal will be located in this zone and will control the safe movement of the delivery vehicle in the waiting zone. Delivery vehicles will be held in the waiting zone until called through to the lift zone. Access to the lift zone requires the girders to cross Clift Crescent under the guidance of the Traffic Controllers set up using TTM 2016/2038.
3. Installation of the Heavy lift Girders. During the installation of the girders, the heavy lift crane will slew from the lift zone anti-clockwise and into position. Girders will be delivered so the southern end of each girder is at the prime mover end of the delivery vehicle. This will eliminate any requirement to rotate the beam whilst on the hook. During the slew into position, Traffic Control will temporary stop traffic on Ashley Drive using the above mentioned 2016/2038 as the girder passes over.

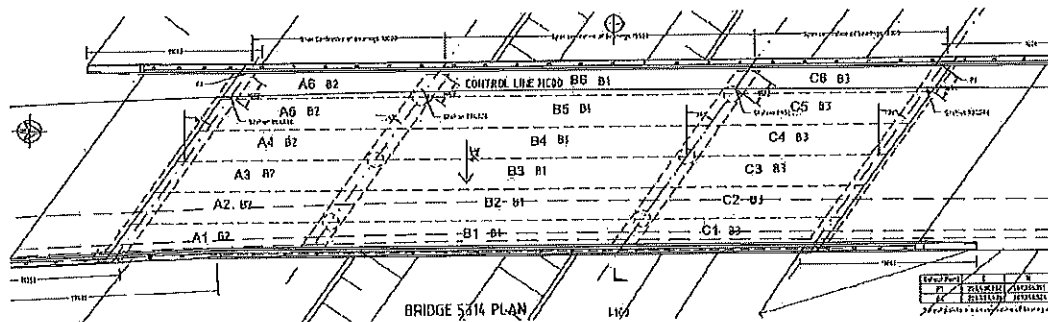
6.5. Beam Delivery and Installation Sequence

Beams will be delivered in the following sequence:

Day 1: 6 Beams (A1 to A6)

Day2 : 6 Beams (B1 to B6)

Day3 : 6 Beams (C1 to C6)



DELIVERY SEQUENCE						
Date	Time	Beam	Time on site	Time unloaded	Checked (Y/N)	Time installed
Tuesday, 25/07/2017	8am	A1				
	9:30am	A2				
	10:30am	A3				
	11:30am	A4				
	12:30pm	A5				
	1:30pm	A6				
Wednesday, 26/07/2017	8am	B1				
	9:30am	B2				
	10:30am	B3				
	11:30am	B4				
	12:30pm	B5				
	1:30pm	B6				
Thursday, 27/07/2017	8am	C1				
	9:30am	C2				
	10:30am	C3				
	11:30am	C4				
	12:30pm	C5				
	1:30pm	C6				

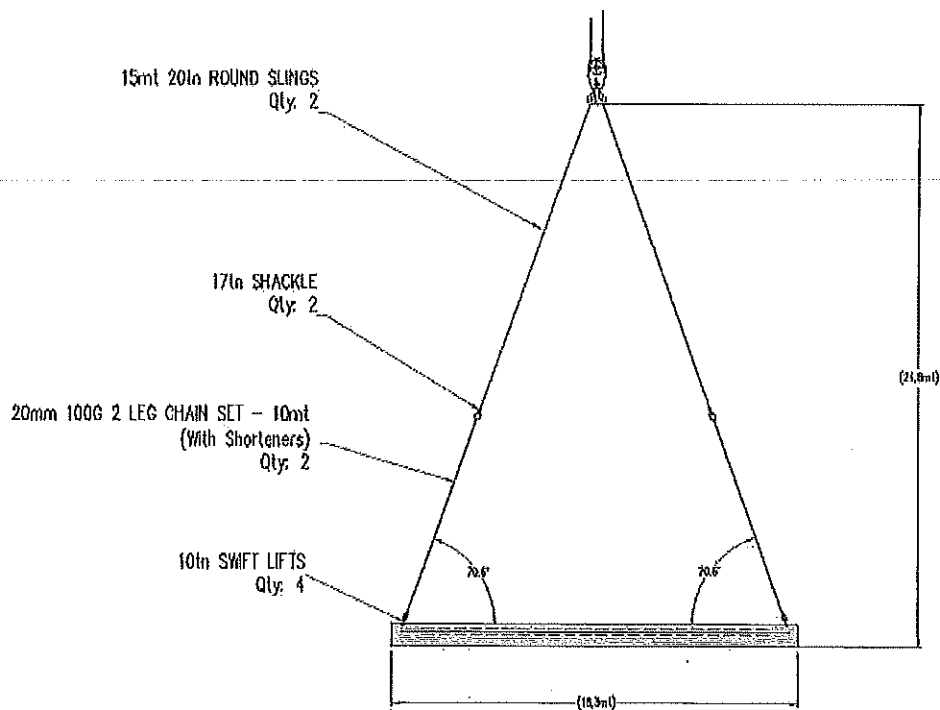
Upon arrival of the beams Foreman and Site Engineer will carry out a visual inspection of each beam condition for in transit damage and confirm beam number to ensure beams with penetrations are delivered in position A1, A6, B1, B6, C1, C6.



6.6. Beam Installation Methodology

1. Rigging the Girders. Girders will be rigged to the crane via the 4 x10t reid swift lifts. Access to the girder will be via 2 mobile scaffolds pushed into the side of the delivery truck for access. The Boom rigger will climb the scaffold and connect via harness and short line to one of the girder GB1 bars protruding through the girder flange. At this point, the rigger can then step onto the girder and connect the swift lifts.

The rigging design uses 15m 20t round slings connecting o 17t shackles and then into twin 20mm leg chains at 10m long. The beam will be lifted at 70.6 degrees from horizontal.

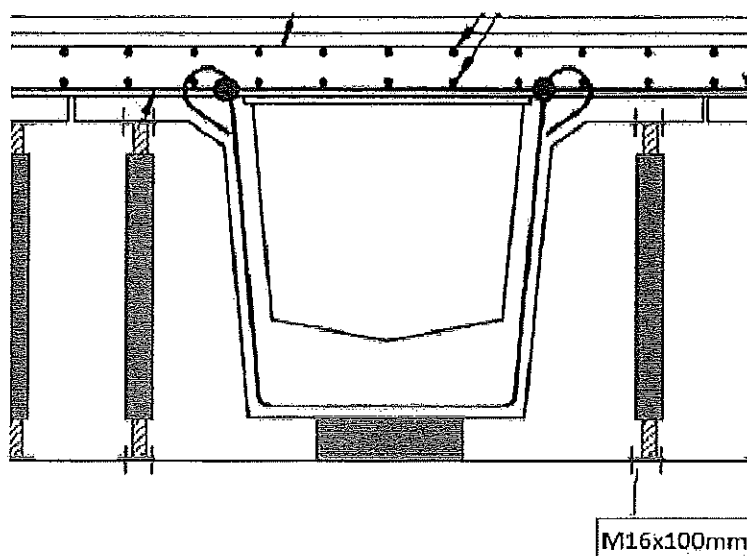


Beam Rigging diagram



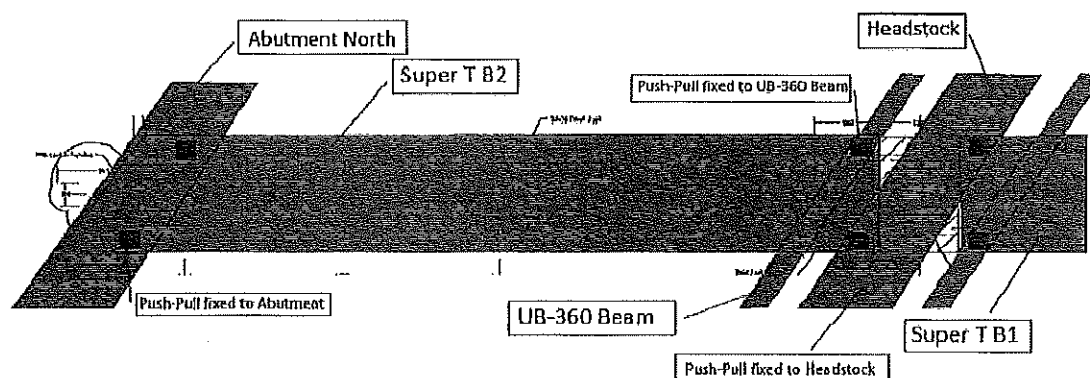
Once the girder is rigged up and checked okay for lift, the following steps are taken in the listed order:

- a. The mobile scaffold is removed
 - b. Traffic control is notified that we are ready for lift.
 - c. Traffic is stopped and all clear is given from traffic control
 - d. Girder is lifted and slewed into position.
 - e. Once beam is clear of traffic and within 5m of its final position, the BMD foreman will notify the traffic control that it is safe to release traffic. Traffic shall not be released until the foreman has made this contact.
2. Lifting Girders. The crane performing the girder lift is Boom Logistics Liebherr LTM 1400 Mobile Hydraulic. For Spans 1 and 2 (South and Mid) the crane will be set up in Luffing fly configuration and at the maximum planed radius of 50m the crane will be operating at 86.5% of its chart rated capacity. For span 3 (North) the crane will be set up in main boom configuration and at the maximum planed radius of 18m the crane will be operating at 73.4% of its chart rated capacity.
 3. Positioning and Supporting Girders. During the positioning of the girders, Nathan Contractors and Boom Logistics will provide 2 men at each end of the beam. The Nathan Contractors personnel will control the positioning of the girder, liaising with the Boom Riggers who convey movements to the crane operator. Nathan workers will be using UHF 20 for communication between each other. Boom personnel will be operating on a closed channel. As the girder is positioned, the Nathan Contractors personnel will use the centreline survey marks and the fill points under flange to assist with setting the location and cross fall of the girder. Final adjustments to position can be made under direction of the surveyor to ensure the girder is within 20mm of its design positon prior to propping and release. Once the girder has been set, it will be propped using 2 push-pull props under each flange at each end (4 per beam). At the abutment ends, the props will be fixed between the abutment shelf and the underside of the flange using M16x100mm blue-tip Excalibur bolts.
Should there be incoming wet weather or wind speeds of greater than the allowable 10.0m/s, lifting will cease until it is deemed safe to recommence by the BMD Engineers and General Foreman.



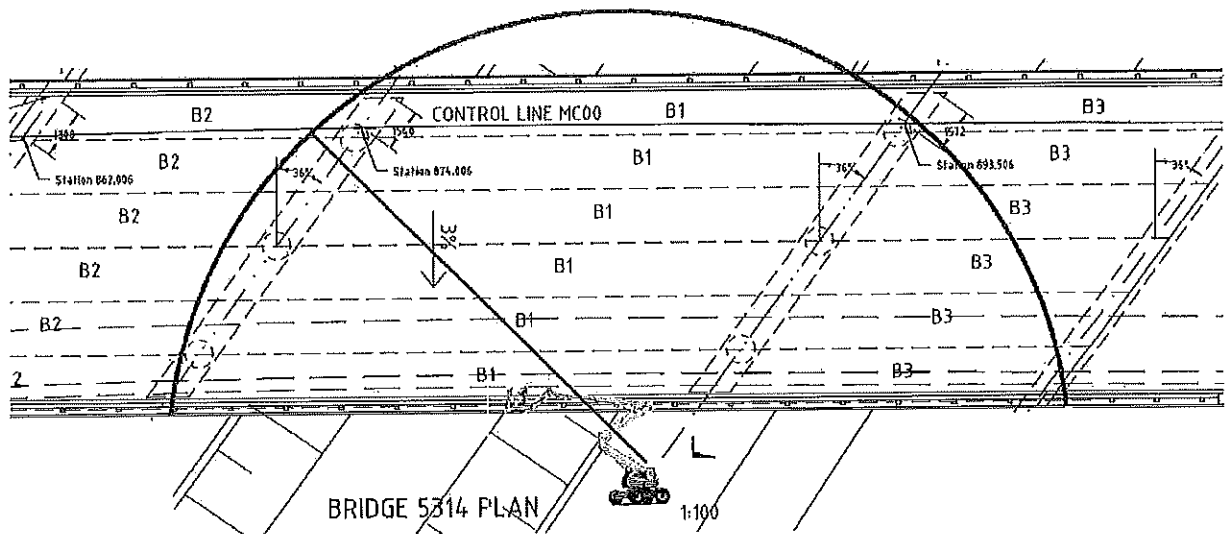
Abutment push-pull fixing

At the headstock ends, the eastern push-pull prop for each girder will be fixed to the girder flange and headstock in the same way as for the abutments as the girder overhangs the headstock on this side. The western prop will be fixed to the girder via M16x100mm blue tip Excalibur bolts and to the supporting UB-360 via UNI-SPAN girder clamps.



Typical Push-Pull Arrangement

On completion of installing the 4 x push-pull props to the girder, the slings will be released. Access to the girder to remove the swift lifts will be via a knuckle boom set up opposite Pier 2.



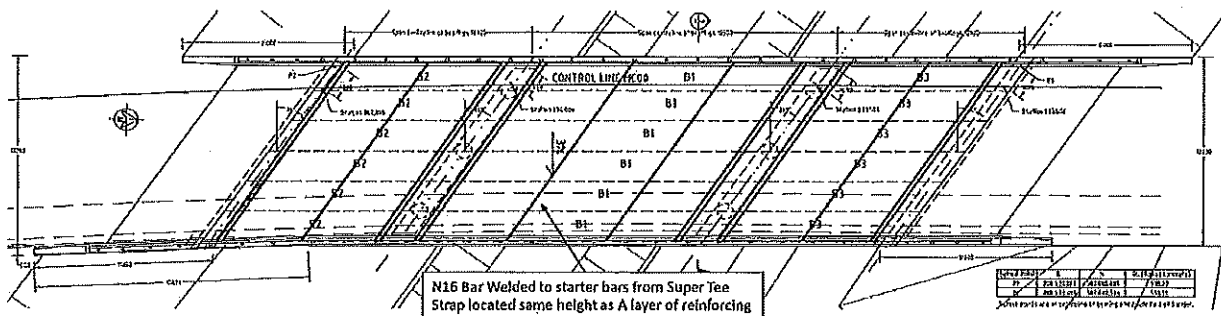
The process of point 1, 2 and 3 are repeated for the remainder of the beams.



6.7. Post Completion of Beam Installation

On Completion of installing the super t girder, Nathan Contractors will have stitch bars welded across the top of the beams by a competent and qualified welder as per the following:

Lateral Bracing Strap Locations



Plan View of Bridge 5314 – Ashley Drive Upgrade

Extract from Drawing 14018-S101 Rev9

Chris O'Brien & Company Pty Ltd

Proof Engineer

Project: Ashley Drive Upgrade
 Project No.: 14018
 Prepared By: [Redacted]
 Sketch: 115068-S1003
 Page No. 1
 Revision: 0
 Date: 18/04/17

Welders will be required to be connected to a fall arrest system while carrying out the works. Details of the fall arrest system, the weld procedures and qualifications are not included in this CMS.

Once welding is completed, the formwork walkway system will be installed in the east and west edges of the girders. A Chartered Engineer will be engaged to certify the erected walkways prior to use. The installation methodology of the walkways are not included in this CMS.



7. Plant, Equipment and Materials

7.1. Plant and Equipment

- Liebherr LTM 1400
- 20t Franna
- Flatbed Trucks, Jinkers
- Knuckle Boom
- Scaffold, falsework
- Survey equipment
- Site Vehicles

7.2. Materials

- 6 Type B2 Girder
- 6 Type B1 Girder
- 6 Type B3 Girders

8. Particular Hazards/Risks

8.1 Safety and Health

- Working around plant – BMD Risk Register item R9
- Working near live traffic – BMD Risk Register item R8
- Live services – BMD Risk Register item R11
- Working at heights – BMD Risk Register item R15
- Lifting materials – BMD Risk Register item R14

Refer to relevant BMD WMS and subcontractor WMS.

8.2 Environment

- Petrol, oils, dirty water etc. entering waterways– BMD Risk Register item R17
- Mud tracking onto public access roads – BMD Risk Register item R21

8.3 Community

- Noise from plant and equipment – BMD Risk Register item R23
- Disruption to traffic – BMD Risk Register item R2



8.4 Public Protection

- Prevent flying materials damaging cars, wind screens, pedestrians and cyclists – BMD Risk Register item R2
- Prevent unauthorised pedestrian access onto site – BMD Risk Register item R2

We, the undersigned, confirm that this CMS has been explained, its contents are clearly understood, and that we have been given the opportunity to make comments. We also confirm that our required qualifications to undertake this activity are current. We also clearly understand that the controls in this CMS must be applied as documented, otherwise work is to cease immediately.

Date	Name	Employer	Signature

**APPENDIX**

- Dreise Tuck Pad Certification – 2016-090_DT-E_ENG_TEC_002
- Vehicle Movement Plan
- TTM 2016/2308 T-Intersection Stop/Slow
- UNI-SPAN Headstock/Super T/Shoring for Bridge 5314
- BOOM Lift Study NPD-E-A0697-2017
- Lateral Bracing Strap Locations, Propping, and Walkway details

A

**Comments:**

DELIVERY SEQUENCE						
Date	Time	Beam	Time on site	Time unloaded	Checked (Y/N)	Time installed
Tuesday, 25/07/2017	8am	A1				
	9:30am	A2				
	10:30am	A3				
	11:30am	A4				
	12:30pm	A5				
	1:30pm	A6				
Wednesday, 26/07/2017	8am	B1				
	9:30am	B2				
	10:30am	B3				
	11:30am	B4				
	12:30pm	B5				
	1:30pm	B6				
Thursday, 27/07/2017	8am	C1				
	9:30am	C2				
	10:30am	C3				
	11:30am	C4				
	12:30pm	C5				
	1:30pm	C6				



ACT
Government

Territory and Municipal Services

TTM registered number:	TM/	20171565

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From			To		
Date:	31/07/2017	Time:	6 am	Date:	09/09/2017
				Time:	6 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2016-2329 (ROAD CLOSURE) 2016-2330 (DETOUR PLAN) 2016-2331 (VMS PLAN)	All temporary signs, lines and devices	Mon – Sun (24 hours)	6 am 31 July 2017 to 6 pm 9 September 2017
2016-23312 (LATERAL SHIFT)	All temporary signs, lines and devices	Mon – Fri Sat - Sun	9.30 am – 4 pm 6 am – 6 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are removed at the completion of these works.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] **ACTION Southside Field Operations** [REDACTED] or [REDACTED] **@act.gov.au** at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

The contractor shall ensure that all directly affected residents have been advised of these works and the traffic management arrangements which will be in place while the works are undertaken.

All road safety barrier products used under this TTM application shall have a current acceptance status by Transport NSW, Roads and Maritime Services for use on classified roads.

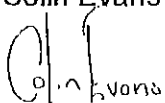
Road safety barrier system shall be set up in accordance with the manufacturer's specifications.

The contractor shall ensure that the VMS boards are located outside of the clear zone in accordance with the requirements of the **Austroads Guide To Road Design – Part 6: Roadside Design, Safety and Barriers**.

Delegate: Colin Evans

Pos. No. 23592

Signature:



Date: 25/7/2017

(Delegate of the road transport authority)



ACT
Government

Territory and Municipal Services

Reference number	TM	20171565

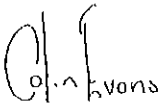
Public Unleased Land Act 2013 Closed Road Approval

Section 12 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

BMD Constructions

is approved to use the following public roads on the dates and between the times specified:

Public Road:	Suburb	Date from	Date to	Time from	Time to
CLIFT CRESCENT BOTH DIRECTIONS: Between Ashley Drive and Hemmings Crescent. TIME: 6 am Monday 31 July 2017 to 6 pm Saturday 9 September 2017.	Richardson	31/07/2017	09/09/2017	6 am	6 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	25/7/2017
	(Delegate of the director-general)		



ACT
Government

Territory and Municipal Services

TTM registered number:	TM/	20171605

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From			To		
Date:	24/07/2017	Time:	9.30 am	Date:	28/07/2017
				Time:	4 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2016-2246 (INTERMEDIATE STPPAGES)	All temporary signs, lines and devices	Mon – Fri	9.30 am – 4 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] **ACTION Southside Field Operations** [REDACTED] or [REDACTED] [@act.gov.au](mailto:[REDACTED]@act.gov.au) at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

Delegate:

Colin Evans

Pos. No. 23592

Signature:

Date: 21/7/2017

(Delegate of the road transport authority)



ACT
Government

Territory and Municipal Services

TTM registered number:	TM/	201716057

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	24/07/2017	Time:	9.30 am	Date:	29/09/2017	Time:	4 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2016-2307 (Roundabout Stop Slow) 2016-2308 (T Intersection Stop Slow)	All temporary signs, lines and devices	Mon – Fri	9.30 am – 4 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.

The contractor shall liaise with [REDACTED] ACTION Southside Field Operations [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

Delegate:

Colin Evans

Pos. No. 23592

Signature:

Date: 21/7/2017

(Delegate of the road transport authority)



ACT
Government

Territory and Municipal Services

Reference number	TM	20171565

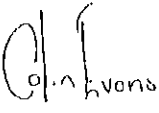
Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – a **work approval**.

BMD Constructions

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley drive Clift Crescent Hemming Crescent Heagney Crescent Johnson drive Goldstein Crescent Beattie Crescent	Richardson	31/07/2017	09/09/2017	6 am	6 pm

Delegate:	Colin Evans	Pos. No.	23563
Signature:		Date:	25/7/2017
	(Delegate of the director-general)		


ACT
 Government

Territory and Municipal Services

Reference number TM:

Certification by TTM designer or TTM plan selector

 I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	18/07/2017
Qualification:	SELECT/MODIFY TRAFFIC CONTROL PLANS	Certificate No:	2252057357
Issued by:	NSW-RMS	Expiry date:	18/08/2017

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



ACT
Government

Territory and Municipal Services

261

Reference number TM:

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: Lack group (K&D Traffic Management)
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: LPG@LACKGROUP.COM.AU

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] **Date:** 18/07/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Statton Street Closure

Street: Ashley Drive Road Reserve **Block:**

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).



ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

28 / 07 / 17

: 06:00

am

Date to and time to

25 / 08 / 17

: 06:00

pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:00	18:00
Saturday	06:00	06:00
Sunday and public holidays	06:00	06:00
Note: 2016-2316 is a one day operation 2016-2311 Barriers will be in place for the duration. 2016-2315 is a one day operation		

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016-2311 (Stage 1)	2016-2016 (Stage 3)
2016-2315 (Stage 2)	



Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Johnson Drive Roundabout	Monash
Ellerston Avenue	Monash
Isabella Drive Roundabout	Monash
Barraclough Crescent	Monash
Clive Steele Avenue	Monash
Erindale Drive Roundabout	Monash

Date and time of use

Date from and time from

24 / 07 / 2017 : 06:00 am

Date to and time to

29 / 09 / 2017 : 06:00 pm

Signature of applicant:

[REDACTED]

Date: 18/07/17



ACT
Government

Territory and Municipal Services

Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	11/07/2017
Qualification:	SELECT/MODIFY TRAFFIC CONTROL PLANS	Certificate No:	2252057357
Issued by:	NSW-RMS	Expiry date:	18/08/2017

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager ([REDACTED]) or Northside Field Operations Manager ([REDACTED]) if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
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Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



Sections 11 and 12 of the *Public Unleased Land Act 2013* permit the Director-General, Territory and Municipal Services, to close a public road and to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

A fee is payable for each application. Each application may include multiple road closures provided they relate to the one event.

Applicant details

Name: BMD Constructions

(individual or organisation)

Organisation contact name:

Telephone number:

Mobile number:

Email address:

Public road/s to be temporarily closed and used

[illegible]

Reason for closure/s

Intersection closure for construction activities.

Date and time of closure/s

Date from and time from

31 / 07 / 17

06 : 00

☒ am or pm (please circle)

Date to and time to

09 / 09 / 17

06 : 00

am or pm (please circle)

Signature of applicant:

Date: 19/07/17



ACT
Government

Territory and Municipal Services

Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
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- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	18/07/2017
Qualification:	SELECT/MODIFY TRAFFIC CONTROL PLANS	Certificate No:	2252057357
Issued by:	NSW-RMS	Expiry date:	18/08/2017

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- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



ACT
Government

Territory and Municipal Services

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Reference number TM:

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

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Approval to Use a Closed Road

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An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Intersection of Clift Crescent and Ashely Drive over Bridge 5072.	Monash

Date and time of use

Date from and time from

24 / 07 / 2017 : 06:00 am

Date to and time to

28 / 07 / 2017 : 06:00 pm

Signature of applicant:

[REDACTED]

Date: 18/07/17



2016-2262 (Stop/Slow)

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	03/07/2017
Qualification:	SELECT/MODIFY TRAFFIC CONTROL PLANS	Certificate No:	2252057357
Issued by:	NSW-RMS	Expiry date:	18/08/2017

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

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Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees



A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: Lack group (K&D Traffic Management)
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: LPG@LACKGROUP.COM.AU

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] **Date:** 18/07/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Statton Street Closure

Street: Ashley Drive Road Reserve **Block:**

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).

**ACT Government project details**

Only required if any ACT Government project.

Superintendent: PES**Contact name*:****Telephone number:****Mobile number:****Email:**

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:**Telephone number:****Mobile number:****Email:****Period of authorisation**

Date from and time from

 : 06:00 am

Date to and time to

 : 06:00 pm**Proposed daily working hours**

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	07:00	17:00
Saturday	None	None
Sunday and public holidays	None	None
Note: TTM is a 24hr closure however works will be within the projects approved working hours		

TTM plans to be authorised**Please note:** Each plan must have a unique number.

Plan number	Plan number
2016-2246 (Intermediate Stop)	



Public Unleased Land Act 2013
Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Clift Crescent (Intersection of Clift Cres and Ashley Dr)	Gowrie

Date and time of use

Date from and time from

31 / 07 / 2017 : 06:00 am

Date to and time to

09 / 09 / 2017 : 06:00 pm

Signature of applicant: [REDACTED]

Date: 19/07/17

**ACT**

Government

Territory and Municipal Services

Reference number TM:

276

Public Unleased Land Act 2013
**Request to temporarily close a public road and
application to use a closed public road**

Sections 11 and 12 of the *Public Unleased Land Act 2013* permit the Director-General, Territory and Municipal Services, to close a public road and to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

A fee is payable for each application. Each application may include multiple road closures provided they relate to the one event.

Applicant details**Name:**

BMD Constructions

(Individual or organisation)

Organisation contact name:**Telephone number:****Mobile number:****Email address:****Public road/s to be temporarily closed and used**

Public road	Suburb
Clift Crescent Intersection	Gowrie, ACT 2904

Reason for closure/s

Intersection closure for construction activities.

Date and time of closure/s

Date from and time from

24 / 07 / 17

06 : 00

am or pm (please circle)

Date to and time to

02 / 09 / 17

06 : 00

am or pm (please circle)

Signature of applicant:**Date:** 12/07/17



Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(Individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Clift Crescent (Intersection of Clift Cres and Ashley Dr)	Gowrie

Date and time of use

Date from and time from

24 / 07 / 2017 : 06:00 am

Date to and time to

02 / 09 / 2017 : 06:00 pm

Signature of applicant:

Date: 11/07/17



ACT
Government

Territory and Municipal Services

278

Reference number TM:

Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: Lack group (K&D Traffic Management)
(individual or organisation)
Name of contact person*: [REDACTED]
Telephone number*: 02 8319 4876
Mobile number*: [REDACTED]
Email: LPG@LACKGROUP.COM.AU

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] **Date:** 11/07/2017

Project details

Project title: Ashley Drive Upgrade Stage 2
Description: Duplication of Ashley Drive – Statton Street Closure
Street: Ashley Drive Road Reserve **Block:**
Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)
Name of contact person*: [REDACTED]
Telephone number*: [REDACTED]
Mobile number*: [REDACTED]
Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).



ACT
Government

Territory and Municipal Services

279

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

[REDACTED]

Telephone number:

[REDACTED]

Mobile number:

[REDACTED]

Email:

[REDACTED]

*This person is to be contactable by phone at all times (Including public holidays).

ACT Government project officer:

[REDACTED]

Telephone number:

6207 7194

Mobile number:

[REDACTED]

Email:

[REDACTED]

Period of authorisation

Date from and time from

24 / 07 / 17

: 06:00

am

Date to and time to

02 / 09 / 17

: 06:00

pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:00	06:00
Saturday	06:00	06:00
Sunday and public holidays	06:00	06:00
Note: TTM is a 24hr closure however works will be within the projects approved working hours		

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016-2329 (ROAD CLOSURE)	2016-2032 (LATERAL SHIFT)
2016-2330 (DETOUR PLAN)	
2016-2331 (VMS PLAN)	



Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Intersection of Ellerston Avenue and Ashely Drive	Monash

Date and time of use

Date from and time from

17 / 07 / 2017 : 06:00 am

Date to and time to

21 / 07 / 2017 : 06:00 pm

Signature of applicant: [REDACTED]

Date: 03/07/17



Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: Lack group (K&D Traffic Management)
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: LPG@LACKGROUP.COM.AU

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] Date: 03/07/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Statton Street Closure

Street: Ashley Drive Road Reserve Block:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).



ACT
Government

Territory and Municipal Services

282

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

[REDACTED]

Telephone number:

[REDACTED]

Mobile number:

[REDACTED]

Email:

[REDACTED]

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

[REDACTED]

Telephone number:

6207 7194

Mobile number:

[REDACTED]

Email:

[REDACTED]

Period of authorisation

Date from and time from

17 / 07 / 17

: 06:00

am

Date to and time to

06 / 09 / 17

: 06:00

pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday Inclusive (excluding public holidays)	06:00	18:00
Saturday	06:00	06:00
Sunday and public holidays	06:00	06:00
	Note: 2016-2262 is only used to place and remove the barriers during off peak time 09:30 to 15:30. 2016-2261 Barriers will remain in place for the duration 24hours	

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016-2261 (Barrier Setup)	



**THIS TTM MUST BE READ IN CONJUNCTION
WITH GLOBAL TTM**

NORTH BOUND TRAFFIC: _____

SOUTH BOUND TRAFFIC:

ALLOW FREE FLOW
TRAFFIC FLOW
ON BOTH NORTH & SOUTH
BOUND DIRECTIONS

ASHLEY DRIVE

CLIFT CRES

HEMMINGS CRES

MONK'S CREEK



1. ALAN

DANGER
LOOK UP
& LIVE
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS

PLAN KEY

	HOUSE/OWNERS HOUSE
	DISPOSABLE TO
	TO/AVAILABLE
	TO/AVAILABLE
	TO/AVAILABLE
	TO/AVAILABLE
	TO/AVAILABLE
	TO/AVAILABLE
	TO/AVAILABLE
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	TO/AVAILABLE



Lock Group Va
K & D Traffic Management
 2113 Stanton Rd, Seven Hills
 P: 02-96627113
 email: kyd@lockgroup.com.au

Client:	BMD CONSTRUCTIONS		Revision 1:
Location:	ASHLEY DRIVE/LIFT CRES, ACT		Revision 2:
UBD Number:			Revision 3:
Plan Number:	2016/2332 (LATERAL SHIFT)		Revision 4:
Date drawn:	11/07/2017		Revision 5:
Authorised by:		Signature:	Date:
Qualification:			

THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON

Traffic control devices may be installed & maintained in accordance with the Australian Standard 1742-81 (Traffic Control Devices for Urban on Road) after RITA Traffic Control Workshop 2004, Handed Version 1, June 2005.

Control devices may not be set up and devices to be placed exactly in accordance with the Australian Standard 1742-81, but it may be necessary to place signs and devices in a position that is not specified by the standard.

Signs specifying maximum speeds may extend across one lane of travel, the clear warning signs may also be placed in the side streets.

Signs should normally be placed in a clear view of the travelled path.

Signs are to be in RITA recommended (day/night), post/road or electronic to be kept up and the lighting controls place signs in the lighting lines or electronic on poles. They may not be positioned so that they are in the direct or indirect lighting controls.

Signs may be placed in the side streets or in the side streets for extended poles.

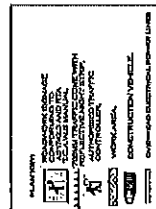
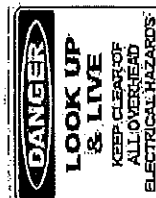
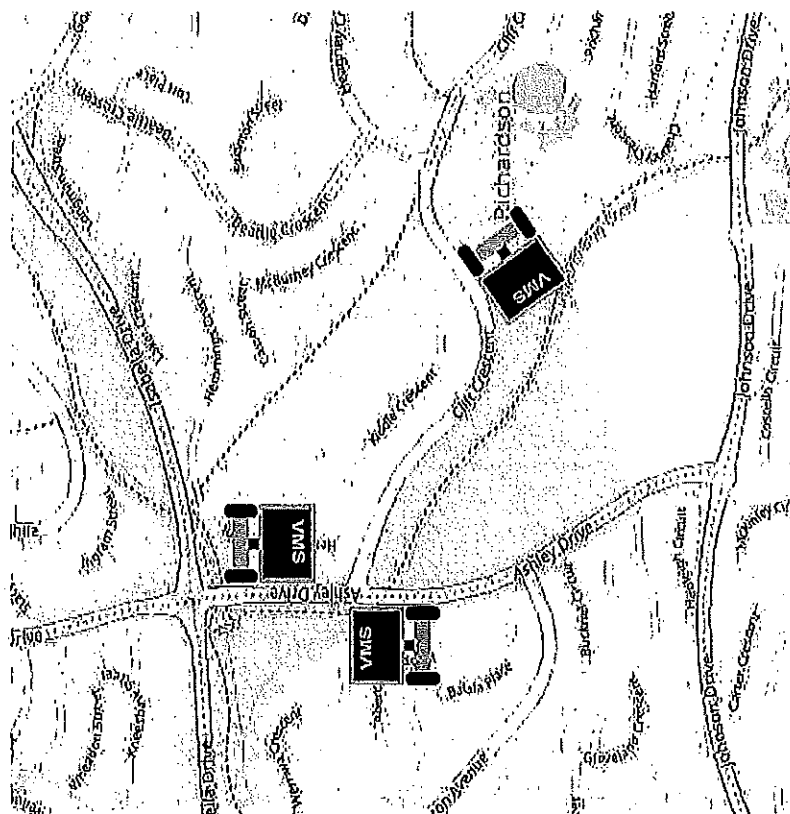
On 11.11.18 and 12.01.20 signs had been installed.

On 11.11.18 the workmen are not working on the signs but on the control panels and on the side streets and on the side streets.

NOT TO SCALE

TOP BEST VIEWED
WATCH PRINTED IN
AS





Lack Group K & D Traffic Management 2/13 Stanton Rd, Seven Hills P: 02-96527113 email: lgp@lackgroup.com.au		ISO 9001 REGISTERED www.lackgroup.com.au	
Client: [REDACTED]	EIMD CONSTRUCTIONS	Revision 1:	NOT TO SCALE
Location: [REDACTED]	ASHLEY DRIVE/CLIFT CREEK ACT	Revision 2:	Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.2 (Traffic Control Devices for Work on Road) & for RTK Traffic Control.
USD Number: [REDACTED]	Plan Number: 201612330 DETOUR PLAN	Revision 3:	Local construction may require signs and devices to be placed early in accordance with the 'Top' judgement. Therefore it may be necessary to place signs and devices to close as possible to the existing situation.
Date drawn: 11/07/2017	Authorised by: [REDACTED]	Revision 4:	Signs may need to be placed 1 mile clear of the 'travelled' path.
Signature: [REDACTED]	Date: [REDACTED]	Revision 5:	Signs are to be Class 1 retro-reflective (daylight), positioned adjacent to the work area or the 'travelled' path. They must be positioned to ensure that the work area is clearly visible to the 'travelled' path. At the end of the work, or when traffic conditions are sufficient for an extended period, the T-16 and T-120 signs shall be removed.
Qualification: [REDACTED]		THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON	



DETOUR PLAN:
ASHLEY DR/CLIFT CRES:

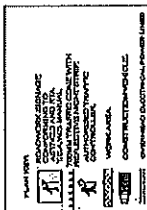
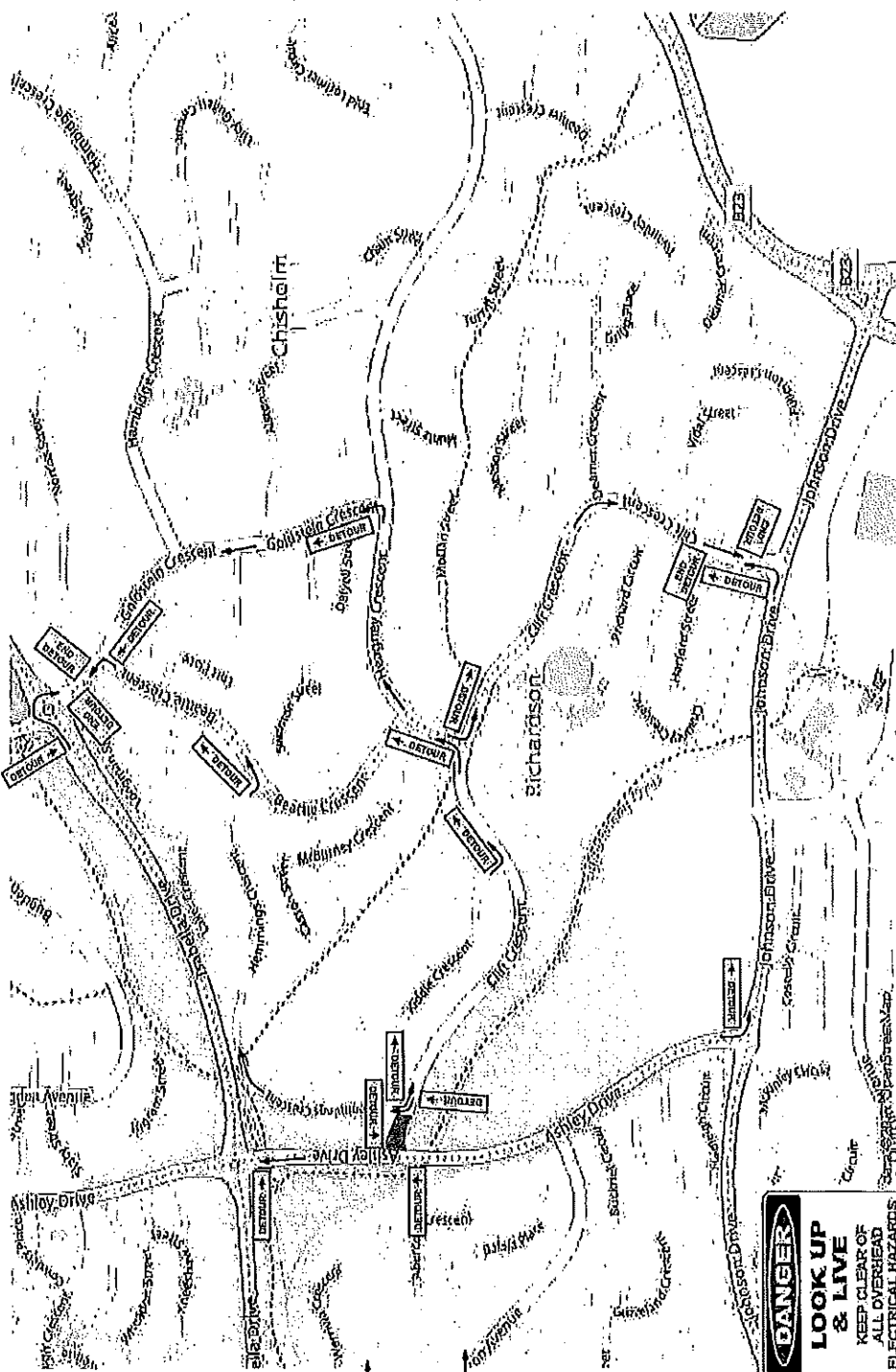
NORTH BOUND: →
RIGHT ON TO ISABELLA DR
RIGHT ON TO GOLDSTEIN CRES

SOUTH BOUND: →
LEFT ON TO JOHNSON DR
LEFT ON TO CLIFT CRES

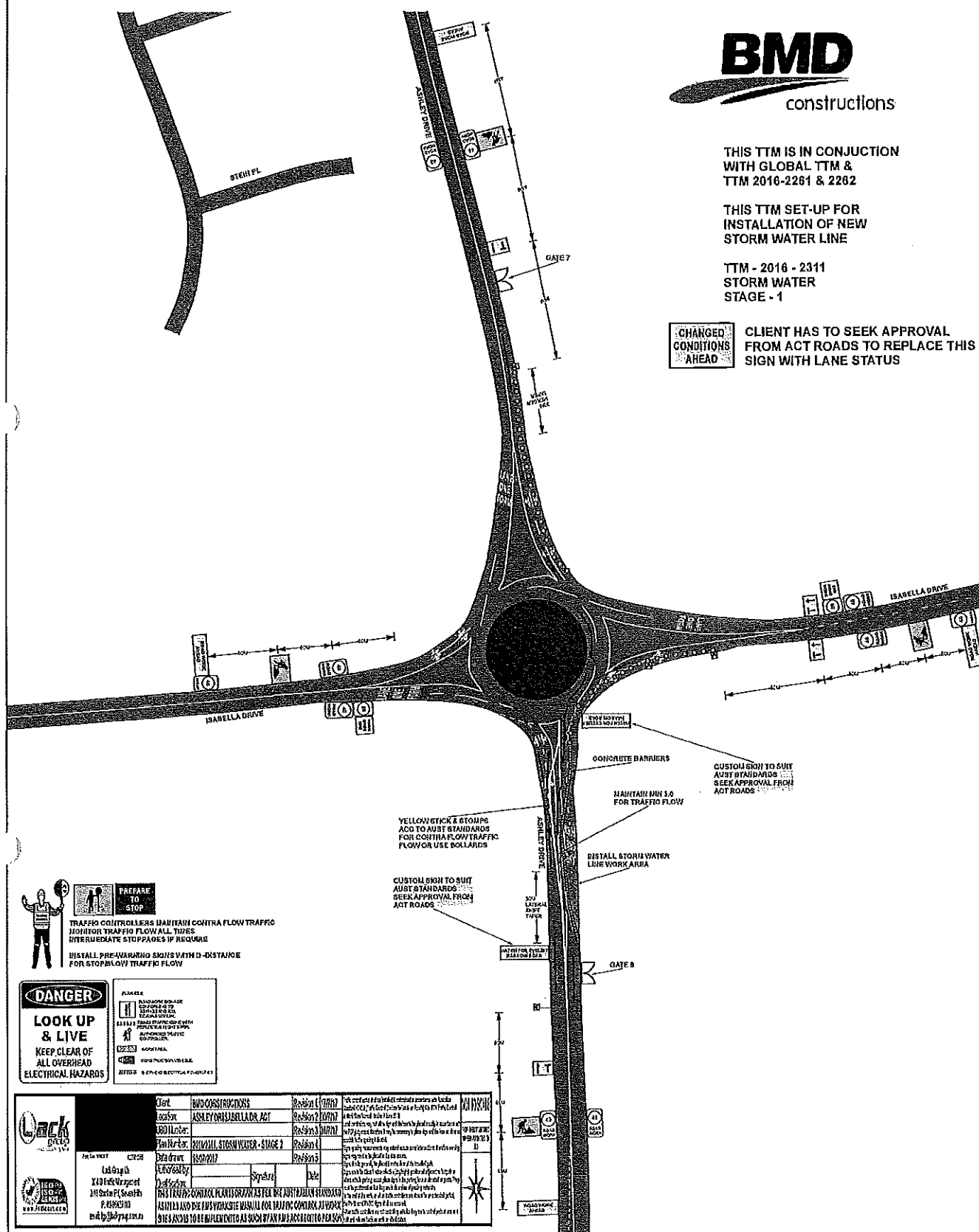
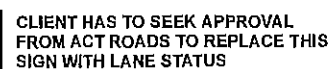
CLIFT CRES EAST BOUND: →
RIGHT ON TO HEMMINGS CRES
LEFT ON TO BEATTIE CRES
LEFT ON TO GOLDSTEIN CRES

CLIFT CRES WEST BOUND: →
LEFT ON TO CLIFT CRES
LEFT ON TO HEAGNEY CRES
LEFT ON TO GOLDSTEIN CRES

FROM HEAGNEY CRES: →
LEFT ON TO CLIFT CRES
END DETOUR ON JOHNSON DR



		Client: BMD CONSTRUCTIONS Location: ASHLEY DR/CLIFT CRES, ACT UBD Number: Plan Number: 2016/2330, DETOUR PLAN Date drawn: 11/07/2017 Authorised by: [Signature] Qualification: THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON		NOT TO SCALE TCP BEST VIEWED WHEN PRINTED IN COLOUR
Revision 1: Revision 2: Revision 3: Revision 4: Revision 5:		Signature: Date:		



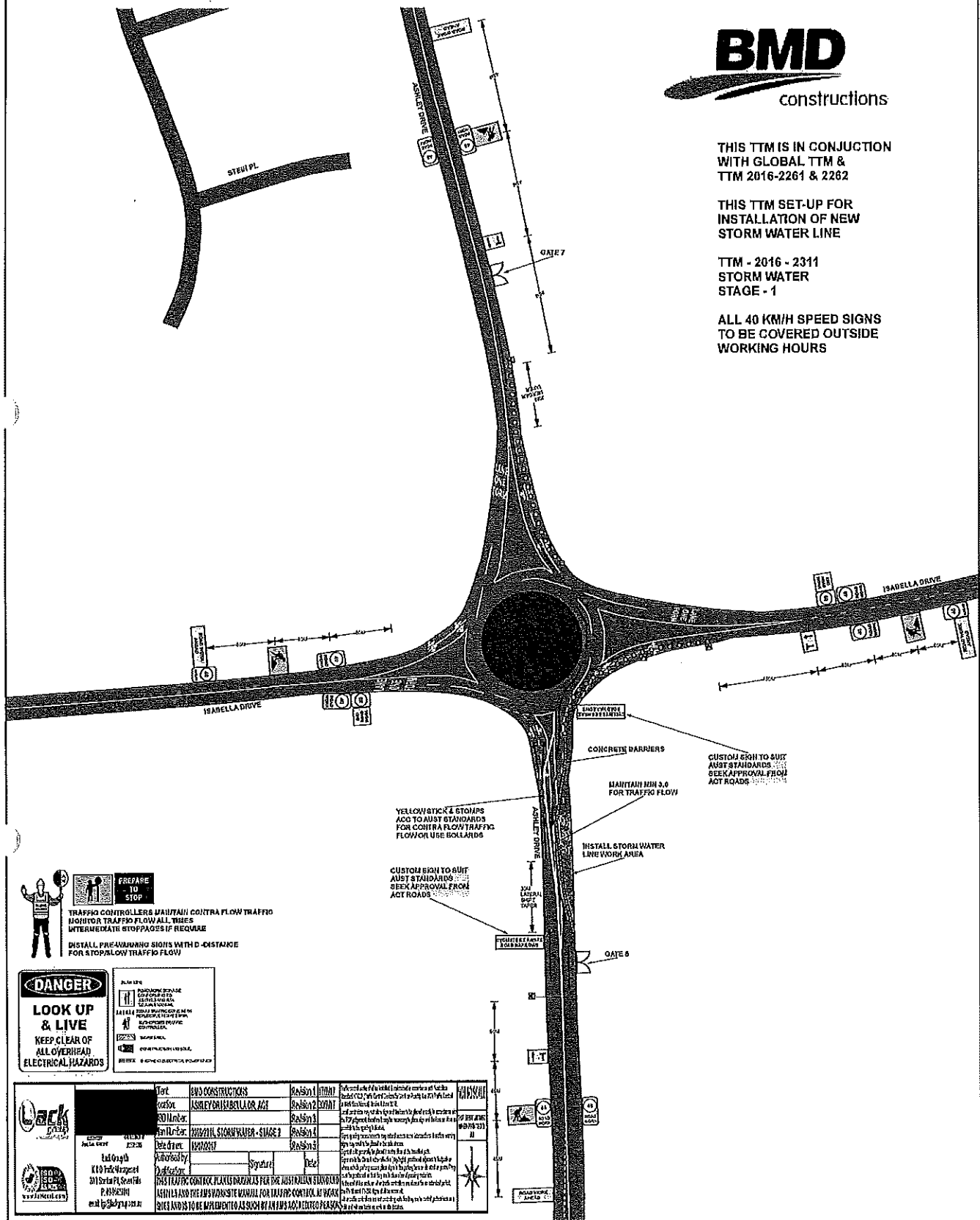


THIS TTM IS IN CONJUNCTION
WITH GLOBAL TTM &
TTM 2016-2261 & 2262

THIS TTM SET-UP FOR
INSTALLATION OF NEW
STORM WATER LINE

TTM - 2016 - 2311
STORM WATER
STAGE - 1

ALL 40 KM/H SPEED SIGNS
TO BE COVERED OUTSIDE
WORKING HOURS

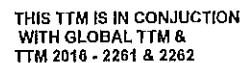


PREPARE TO STOP
TRAFFIC CONTROLLERS MAINTAIN CONTRA FLOW TRAFFIC
NOT FOR TRAFFIC FLOW ALL TIMES
INTERMEDIATE STOPPAGES IF REQUIRE
INSTALL PRE-WARNING SIGNS WITH D-45 STAKE
FOR STOP/LOW TRAFFIC FLOW

DANGER
LOOK UP & LIVE
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS

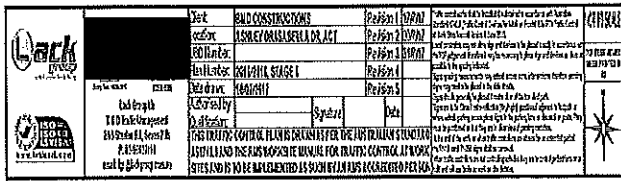
ALWAYS USE
WORKING SPACE
OF 1.5M TO 2.0M
ALL WORKERS
TO BE IN THE
WORKING SPACE
AT ALL TIMES
ALL WORKERS
TO BE IN THE
WORKING SPACE
AT ALL TIMES

DATE	BY	FOR	REVISION	DESCRIPTION
2016/01/20	BMD CONSTRUCTIONS	ASBURY DRIVE BOLLARD ACT	Revision 1	Initial design
2016/01/20	BMD CONSTRUCTIONS	ASBURY DRIVE BOLLARD ACT	Revision 2	Revised design
2016/01/20	BMD CONSTRUCTIONS	ASBURY DRIVE BOLLARD ACT	Revision 3	Revised design
2016/01/20	BMD CONSTRUCTIONS	ASBURY DRIVE BOLLARD ACT	Revision 4	Revised design
2016/01/20	BMD CONSTRUCTIONS	ASBURY DRIVE BOLLARD ACT	Revision 5	Revised design
2016/01/20	BMD CONSTRUCTIONS	ASBURY DRIVE BOLLARD ACT	Revision 6	Revised design
2016/01/20	BMD CONSTRUCTIONS	ASBURY DRIVE BOLLARD ACT	Revision 7	Revised design
2016/01/20	BMD CONSTRUCTIONS	ASBURY DRIVE BOLLARD ACT	Revision 8	Revised design
2016/01/20	BMD CONSTRUCTIONS	ASBURY DRIVE BOLLARD ACT	Revision 9	Revised design
2016/01/20	BMD CONSTRUCTIONS	ASBURY DRIVE BOLLARD ACT	Revision 10	Revised design



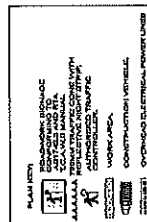
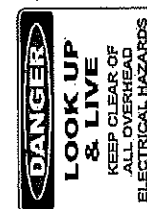
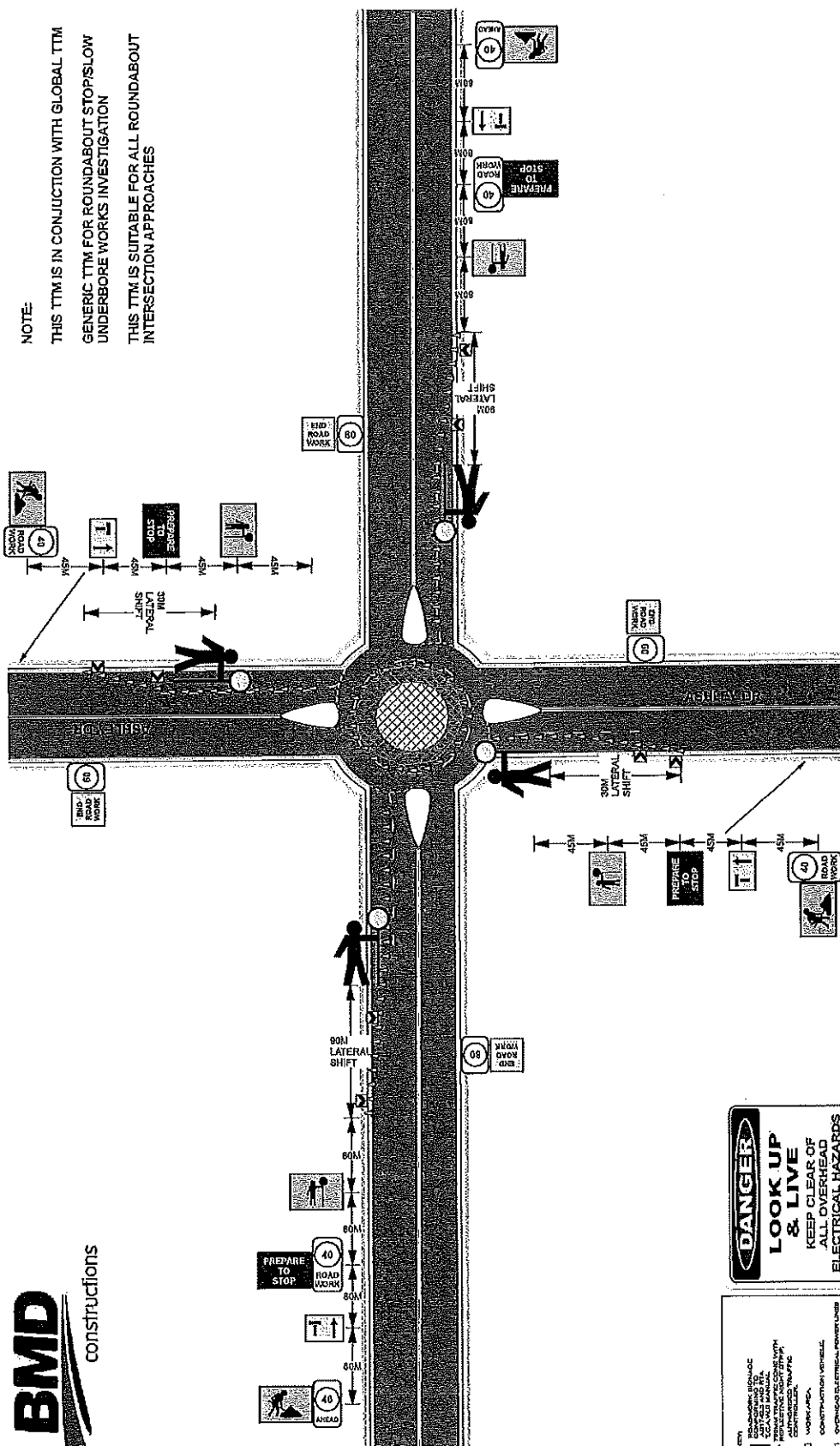
THIS TTM SET-UP FOR
REMOVAL OF RAISED ISLAND

**CHANGED
CONDITIONS
AHEAD** CLIENT HAS TO SEEK APPROVAL
FROM ACT ROADS TO REPLACE THIS
SIGN WITH LANE STATUS



NOTE:

THIS TTM IS IN CONJUNCTION WITH GLOBAL TTM
 GENERIC TTM FOR ROUNDABOUT STOP/SLOW
 UNDERBORE WORKS INVESTIGATION
 THIS TTM IS SUITABLE FOR ALL ROUNDABOUT
 INTERSECTION APPROACHES

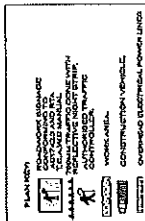
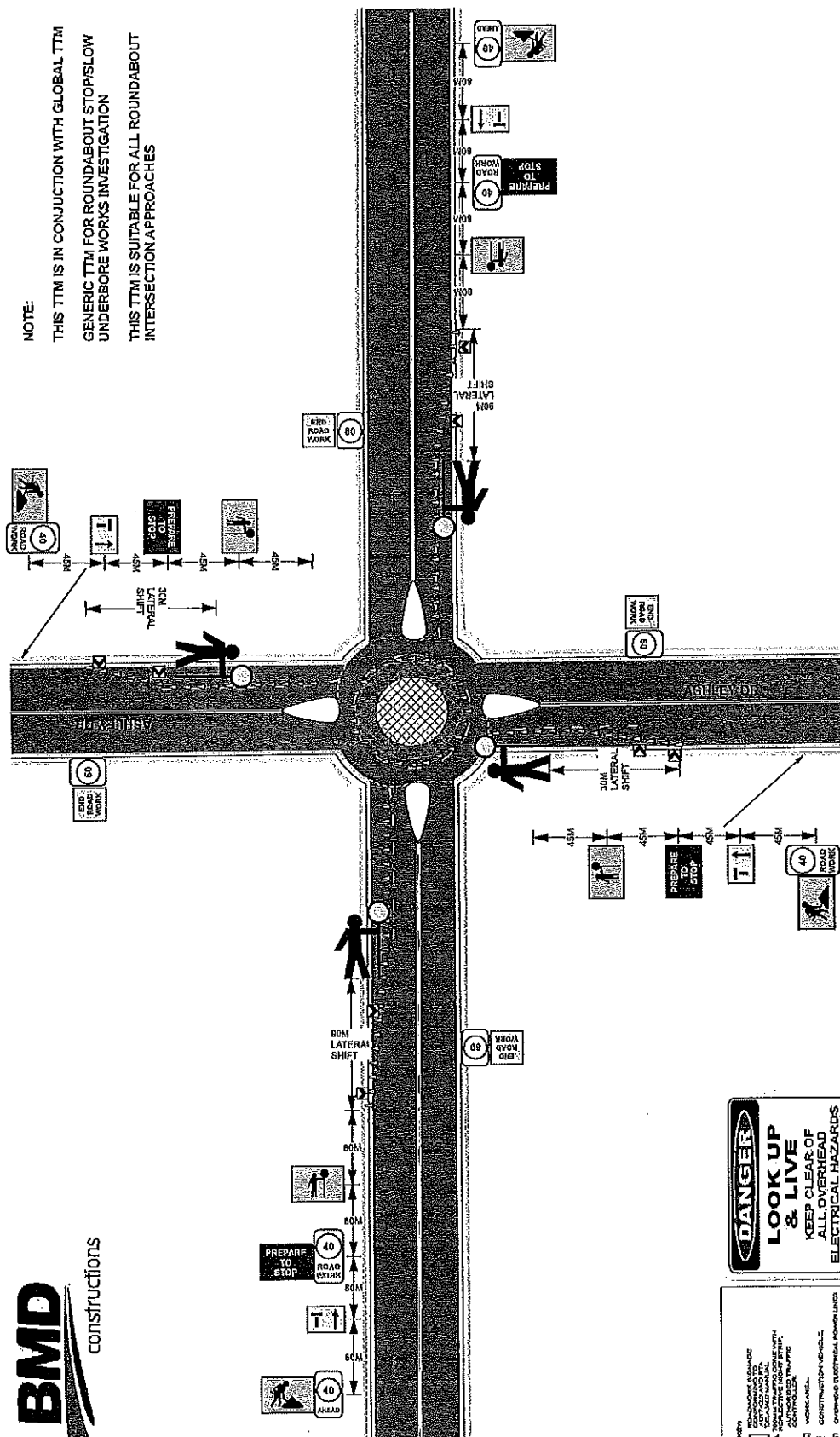


Traffic control devices shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & for RTA Traffic Control at Work Sites Manual Version 4 June 2013. Location: ASHLEY DR. ACT		Revision 1:	NOT TO SCALE
UJD Number: 2016/2307, ROUNDABOUT STOP/SLOW		Revision 2:	TOP BEST VIEWED WHEN PRINTED IN A3
Date drawn: 10/07/2017		Revision 3:	N
Authorised by: Lack Group t/a K & D Traffic Management		Revision 4:	
Qualification: THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON		Revision 5:	
Signature: _____ Date: _____			



NOTE:

THIS TTM IS IN CONJUNCTION WITH GLOBAL TTM
 GENERIC TTM FOR ROUNDABOUT STOP/SLOW
 UNDERBORE WORKS INVESTIGATION
 THIS TTM IS SUITABLE FOR ALL ROUNDABOUT
 INTERSECTION APPROACHES

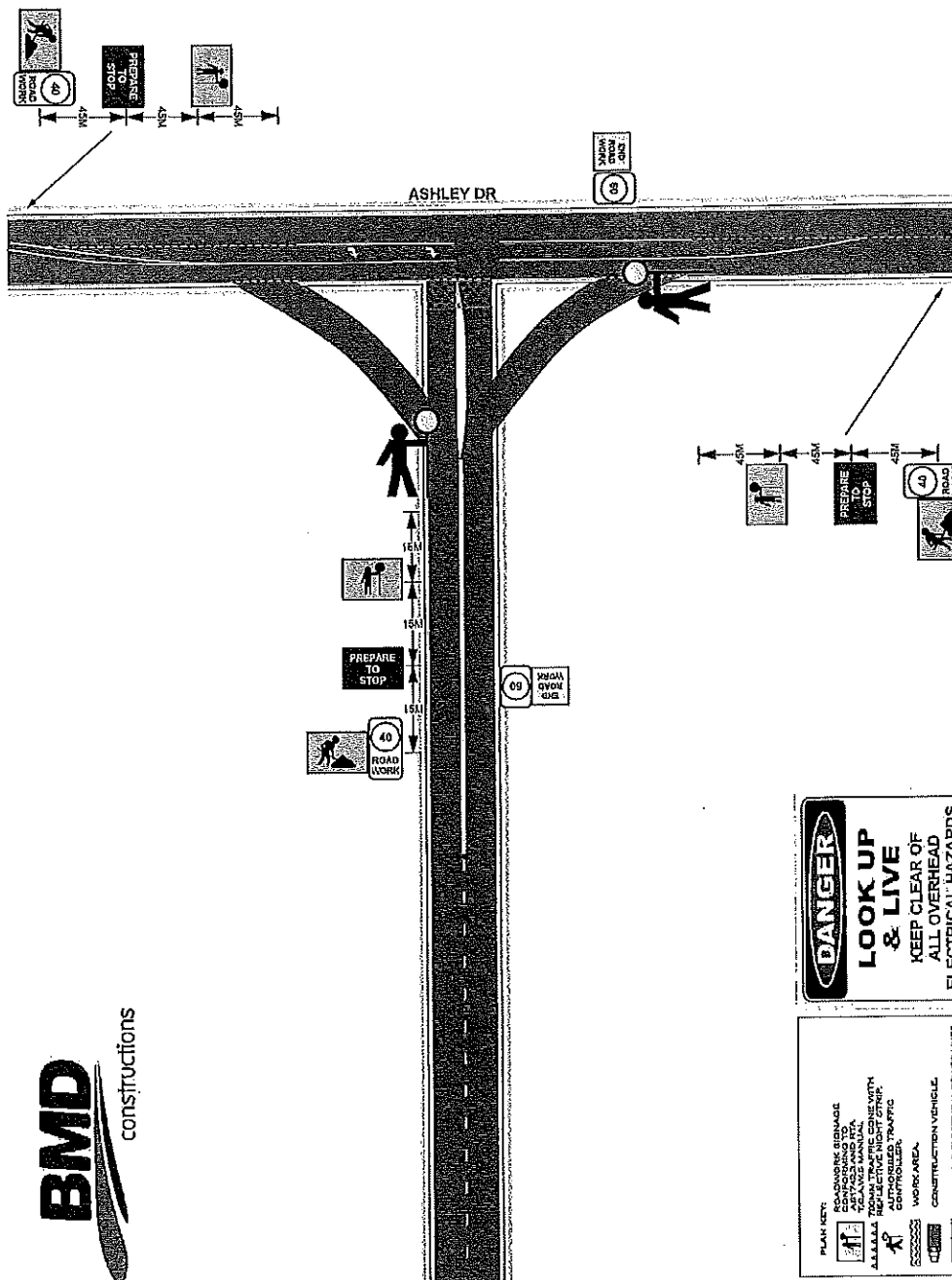


Client: BMD CONSTRUCTIONS Location: ASHLEY DR. ACT		Revision 1: Revision 2: Revision 3: Revision 4: Revision 5:	NOT TO SCALE TCP BEST VIEWED WHEN PRINTED IN A3
UBD Number: Plan Number: 2016/2307, ROUNDABOUT STOP/SLOW Date drawn: 10/07/2017 Authorised by: Signature: Qualification: THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON.		NOT TO SCALE TCP BEST VIEWED WHEN PRINTED IN A3	
Expert Panel: 10/06/2017 Expert Panel: 22/06/2015 Lack Group t/a K & D Traffic Management 2/13 Stanton Rd, Seven Hills P: 02-96627113 email: lap@lackgroup.com.au		NOT TO SCALE TCP BEST VIEWED WHEN PRINTED IN A3	

NOTE:

THIS TTM IS IN CONJUNCTION WITH GLOBAL TTM
GENERIC TTM FOR T-INTERSECTION STOP/SLOW
UNDERBORE WORKS INVESTIGATION

THIS TTM IS SUITABLE FOR ALL
T-INTERSECTION APPROACHES



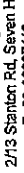
BANGER

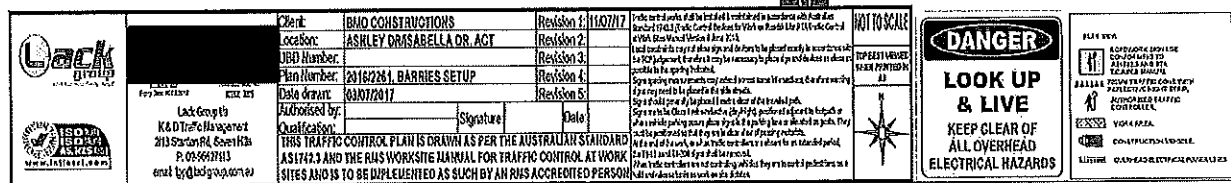
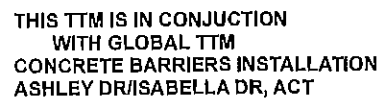
**LOOK UP
& LIVE**

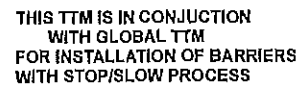
**KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS**

PLAN KEY:

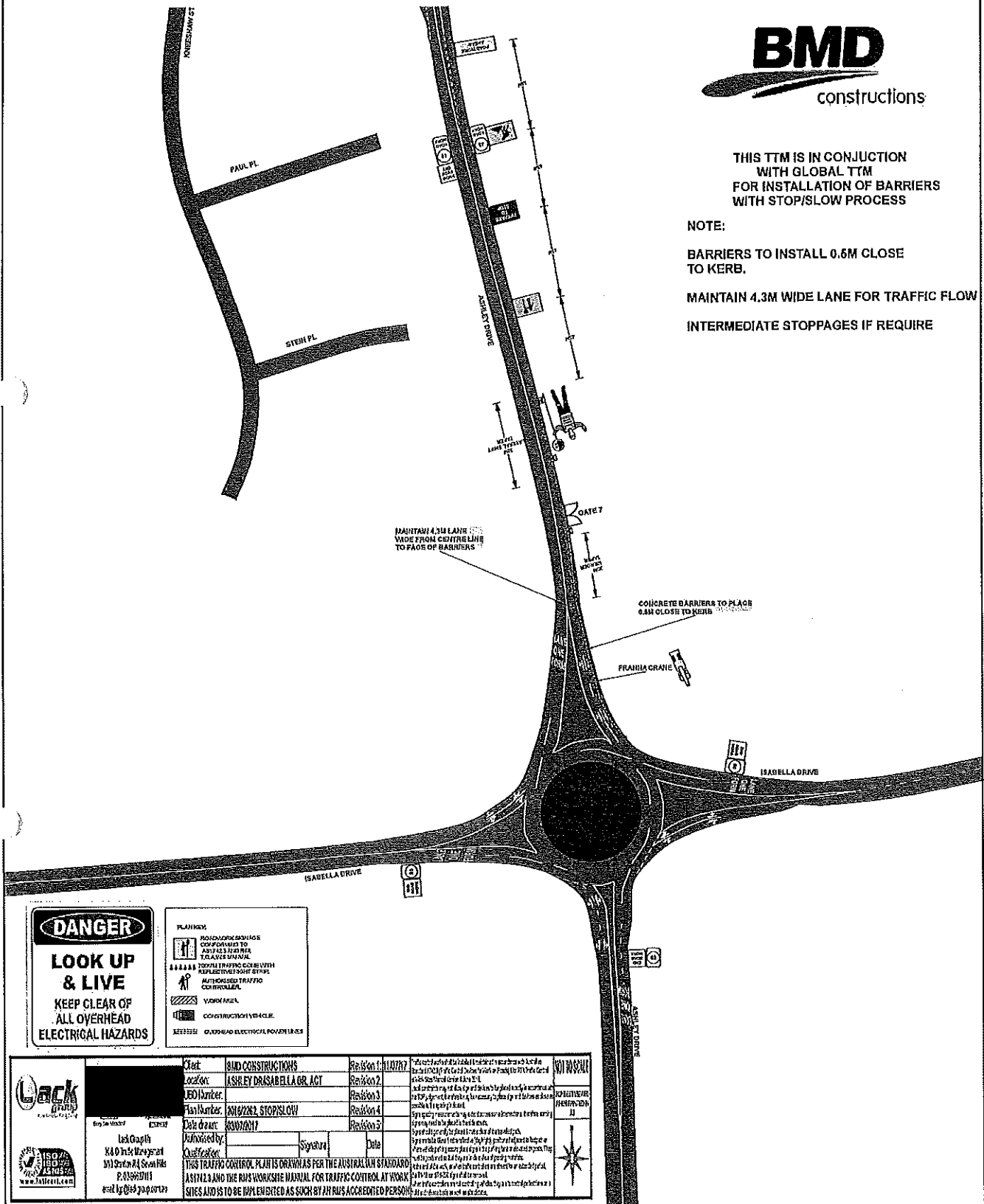
-  READING SIGNAGE
CONFORMING TO
ASTM A23 AND A74
FEASIBILITY MANUAL
-  TRAFFIC WITH
REFLECTIVE NIGHT STRIP
-  AUTHORISED TRAFFIC
CONTROLLER
-  WORK AREA
-  CONSTRUCTION VEHICLE
-  OVERHEAD ELECTRICAL POWER LINES

 120m Anti-Collision Barrier System		 www.lackcert.com	
Early Date: 10/05/2017 LACK 2017/03/05		email: ipg@lackgroup.com.au 2/13 Santon Rd, Seven Hills K & D Traffic Management Lack Group Va 02-86627113	
Client	BMD CONSTRUCTIONS	Revision 1:	
Location:	ASHLEY DR, ACT	Revision 2:	
UBD Number:		Revision 3:	
Plan Number:	2016/2308. T-INTERSECTION STOP/SLOW	Revision 4:	
Date drawn:	10/07/2017	Revision 5:	
Authorised by:	Signature:	Date:	
THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON			
Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) &/or RTA Traffic Control at Work Sites Manual, Version 4, June 2010. Local constraints may not allow sign and devices to be placed easily in accordance with the TCD judgement, therefore it may be necessary to place sign and devices at close proximity to the stopping location. Signs should generally be placed 1 metre clear of the travelled path. Signs are to be Class 1, retro-reflective (daylight), positioned adjacent to footpath or where vehicles parking occur, plate signs in the parking lane or elevated on posts. They must be positioned so that any line of sight of a vehicle is not obstructed for an extended period, the T1-v16 and T1-v20 signs shall be removed. When traffic controllers are not controlling vehicles they are to control pedestrians on a valid and release, based on work on site distances.			
NOT TO SCALE TOP LEFT VIEWS WHEN PRINTED IN A3		 N	





MAINTAIN 4.3M WIDE LANE FOR TRAFFIC FLOW
INTERMEDIATE STOPPAGES IF REQUIRE





Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Intersection of Isabella Roundabout and Ashely Drive	Monash

Date and time of use

Date from and time from

17 / 07 / 2017 : 06:00 am

Date to and time to

06 / 09 / 2017 : 06:00 pm

Signature of applicant:

[REDACTED]

Date: 03/07/17



Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: Lack group (K&D Traffic Management)
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: LPG@LACKGROUP.COM.AU

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] Date: 03/07/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Statton Street Closure

Street: Ashley Drive Road Reserve Block:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).



ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

[REDACTED]

Telephone number:

[REDACTED]

Mobile number:

[REDACTED]

Email:

[REDACTED]

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

[REDACTED]

Telephone number:

6207 7194

Mobile number:

Email:

[REDACTED]

Period of authorisation

Date from and time from

17 / 07 / 17

: 06:00

am

Date to and time to

21 / 07 / 17

: 06:00

pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:00	18:00
Saturday	None	None
Sunday and public holidays	None	None
Note: TTM is a 24hr closure however works will be within the projects approved working hours		

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016-2011 (ROAD CLOSURE)	2016-2221 (LATERAL SHIFT)
2016-2012 (DETOUR PLAN)	
2016-2013 (VMS PLAN)	

**ACT**

Government

Territory and Municipal Services

300

Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	03/07/2017
Qualification:	SELECT/MODIFY TRAFFIC CONTROL PLANS	Certificate No:	2252057357
Issued by:	NSW-RMS	Expiry date:	18/08/2017

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



Work Approval

A separate application for a ***work approval*** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.

**Public Unleased Land Act 2013**
Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive	Gowrie

Date and time of use

Date from and time from

13 / 6 / 2017 : 06:00 am

Date to and time to

1 / 1 / 2018 : 06:00 pm

Signature of applicant: [REDACTED]

Date: 5/06/17



Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Bugden Avenue (Intersection of Bugden Ave and Ashley Dr)	Gowrie

Date and time of use

Date from and time from

13 / 6 / 2017 : 06:00 am

Date to and time to

28 / 7 / 2017 : 06:00 pm

Signature of applicant: [REDACTED]

Date: 1/06/17



Public Unleased Land Act 2013
**Request to temporarily close a public road and
application to use a closed public road**

Sections 11 and 12 of the *Public Unleased Land Act 2013* permit the Director-General, Territory and Municipal Services, to close a public road and to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

A fee is payable for each application. Each application may include multiple road closures provided they relate to the one event.

Applicant details

Name: BMD Construction
(individual or organisation)

Organisation contact name: [REDACTED]

Telephone number: _____

Mobile number: [REDACTED]

Email address: [REDACTED]

Public road/s to be temporarily closed and used

Public road	Suburb
Bugden Avenue (Intersection of Bugden Ave and Ashley Dr)	Gowrie

Reason for closure/s

Road closure for construction activities.

Date and time of closure/s

Date from and time from

13 / 06 / 17 6 : 00 am or pm (please circle)

Date to and time to

28 / 07 / 17 06 : 00 am or pm (please circle)

Signature of applicant: _____

Date: 01/06/2017

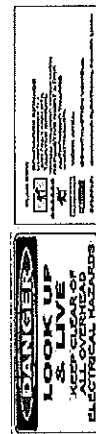
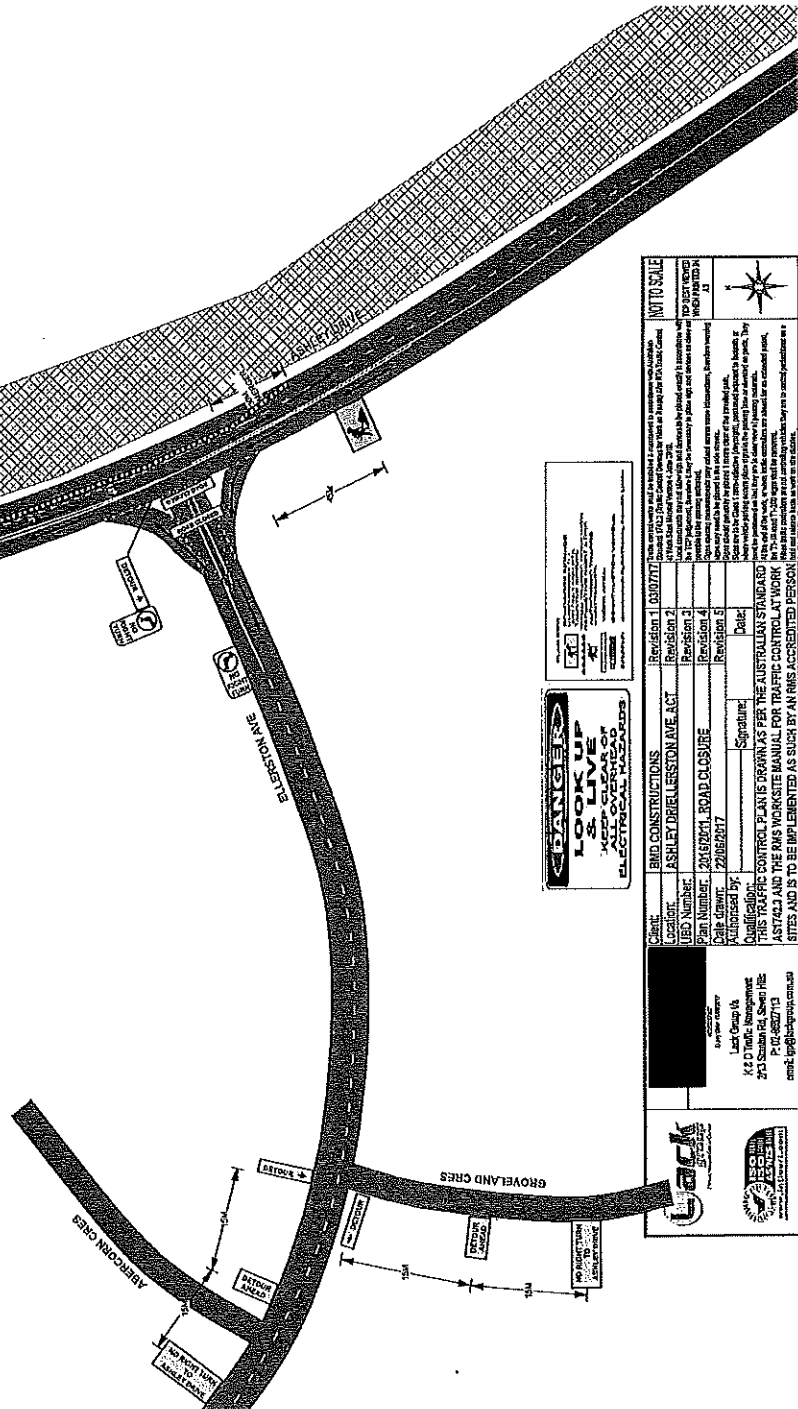


NOTE:

THIS TTM MUST BE READ IN CONJUNCTION
WITH GLOBAL TTM.
PLEASE FOLLOW DETOUR ROUTE PLAN
IN TTM 2016-2012

SAFETY BARRIER

CONFLICTING LINE MARKINGS TO BE REMOVED AND
REPLACED WITH THE FOLLOWING LINE MARKINGS
SELECTED AS PER RELEVANT AUSTRALIAN STANDARD



BMD CONSTRUCTIONS		Revision 1 03/07/17	
Location: ASHLEY DRIELERSTON AVE ACT		Revision 2	
Plan Number: 2016/2017		Revision 3	
Date: 2016/2017		Revision 4	
Authorised by: [Signature]		Revision 5	
Qualification: [Signature]		Date: [Signature]	
THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS 1742-2012 AND THE NATIONAL STANDARD FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN ACCREDITED PERSON.			
Laack 122 D'Arcy Street 253 South West Hill Perth WA 6000 08 9438 1234 www.laack.com.au		NO STOPPING 122 D'Arcy Street 253 South West Hill Perth WA 6000 08 9438 1234 www.laack.com.au	



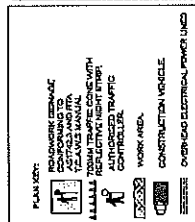
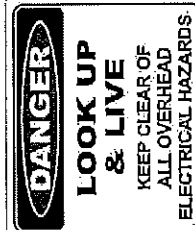
DETOUR SOUTHBOUND ASHLEY DR

RIGHT ON TO JOHNSON DR
RIGHT ON TO ELLERSTON AVE
CONTINUE THE ROUTE

DETOUR EASTBOUND ON ELLERS
RIGHT ON TO GROVELAND CRES
LEFT ON TO BANDULLA ST
LEFT ON TO GALLOWAY ST
LEFT ON TO ELLERSTON AVE
END ON JOHNSON DR

DETOUR NORTHBOUND ON GROVELAND CRES TOWARDS ELLERSTON AVE

LEFT ON TO ELLERSTON AVE
LEFT ON TO GROVELAND CRES
RIGHT ON TO BANDULLA ST
LEFT ON TO GALLOWAY ST
LEFT ON TO ELLERSTON AVE
END ON JOHNSON DR



Order 16062017 #22537015005
Lack Group t/a
K & D Traffic Management
2/13 Stanton Rd, Seven Hills
P: 02-96627113
email: lgp@lackgroup.com.au

Client:	BMD CONSTRUCTIONS	Revision 1	03/07/17
Location:	ASHLEY DR-ELLERSTON AVE, ACT	Revision 2	
UBD Number:		Revision 3	
Plan Number:	2016-2012, DETOUR PLAN	Revision 4	
Date drawn:	22/06/2017	Revision 5	
Authorised by:		Date:	
Signature:			
Qualification:	THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON		

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) &/or RMS Traffic Control Manual.

Local companies may not allow signs and devices to be placed easily in accordance with the TCF judgement, therefore it may be necessary to place signs and devices as close as possible to the spacing indicated.

Signage spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signage should be placed in the correct position on the road to ensure the correct path.

Signs are to be Class 1 retro-reflective (daylight), positioned adjacent to forgoth or where vehicle parking occurs place signs in the parking zone or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

At the end of the work, or when traffic controllers are absent for an extended period, the TCF should be removed and signs and devices removed.

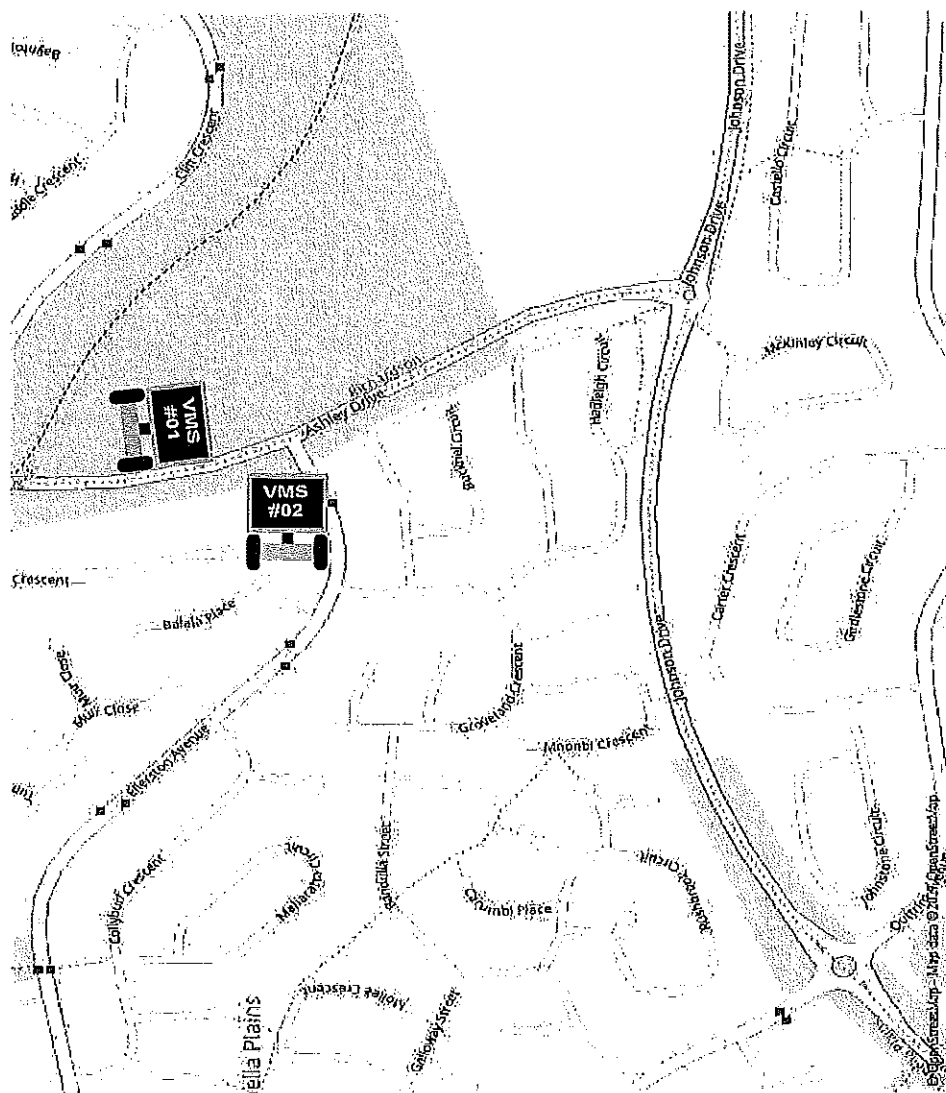
When the TCF is removed, the signs and devices should be removed and the road should be held and release back to work on site signs.



N

NOT TO SCALE

TOP BEST VIEWED WHEN PRINTED IN A3



DANGER

**LOOK UP
& LIVE**

**KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS**

PLAN KEY:

	ROADWORK SIGNAGE CONFORMING TO AS1742.3 AND RTA TCAVLS MANUAL
	700MM TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP
	AUTHORISED TRAFFIC CONTROLLER
	WORK AREA
	CONSTRUCTION VEHICLE
	CONSTRUCTION VEHICLE

BMD CONSTRUCTIONS		Revision 1:	03/07/17
ASHLEY D/RELLERSTON AVE. ACT		Revision 2:	
Location:		Revision 3:	
LUBD Number:		Revision 4:	
Plan Number:		Revision 5:	
Date drawn:		22/06/2017	
Date authorised by:			
Signature:			
Qualification:		Date:	
THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS 1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON			

NOT TO SCALE

Standard traffic control vehicles shall be installed & maintained in accordance with Australian Traffic Control 1742.3 (Traffic Control Devices for Work on Roads), for RFA Traffic Control at Work Sites Manual, Version 4 June 2010.

Use of computers may not allow sign and devices to be placed manually. In accordance with the Traffic Control 1742.3, the sign and devices may be placed manually or by computer in proportion to the spacing indicated.

Signs spacing measurements may extend across one site/roadway, therefore warning signs should be placed at the start of the site/roadway.

Signs should generally be placed 1 metre clear of the travelled path.

Signs are to be Class 1, retro-reflective (daylight), positioned adjacent to kerb or where vehicle parking occurs place the sign in the parking lane or elevated on posts. They should be placed in the direction of travel.

At the end of the work, or when traffic controllers are absent for an extended period, the T1+18 and T1+200 signs shall be removed.

When traffic controllers are not controlling vehicles they are to control pedestrians on the



N

TYP BEST VIEWED WHEN PRINTED IN A3

1650 JESSIE BOULEVARD
 #225015015
 LACK GROUP V/A
 K & D Traffic Management
 2713 Stanton Rd. Seven Hills
 email: lgo@lackgroup.com.au
 P: 02-96627113
 20/05/2017
 Entry Date: 16/06/2017

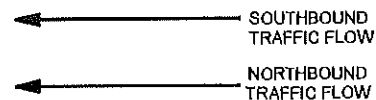




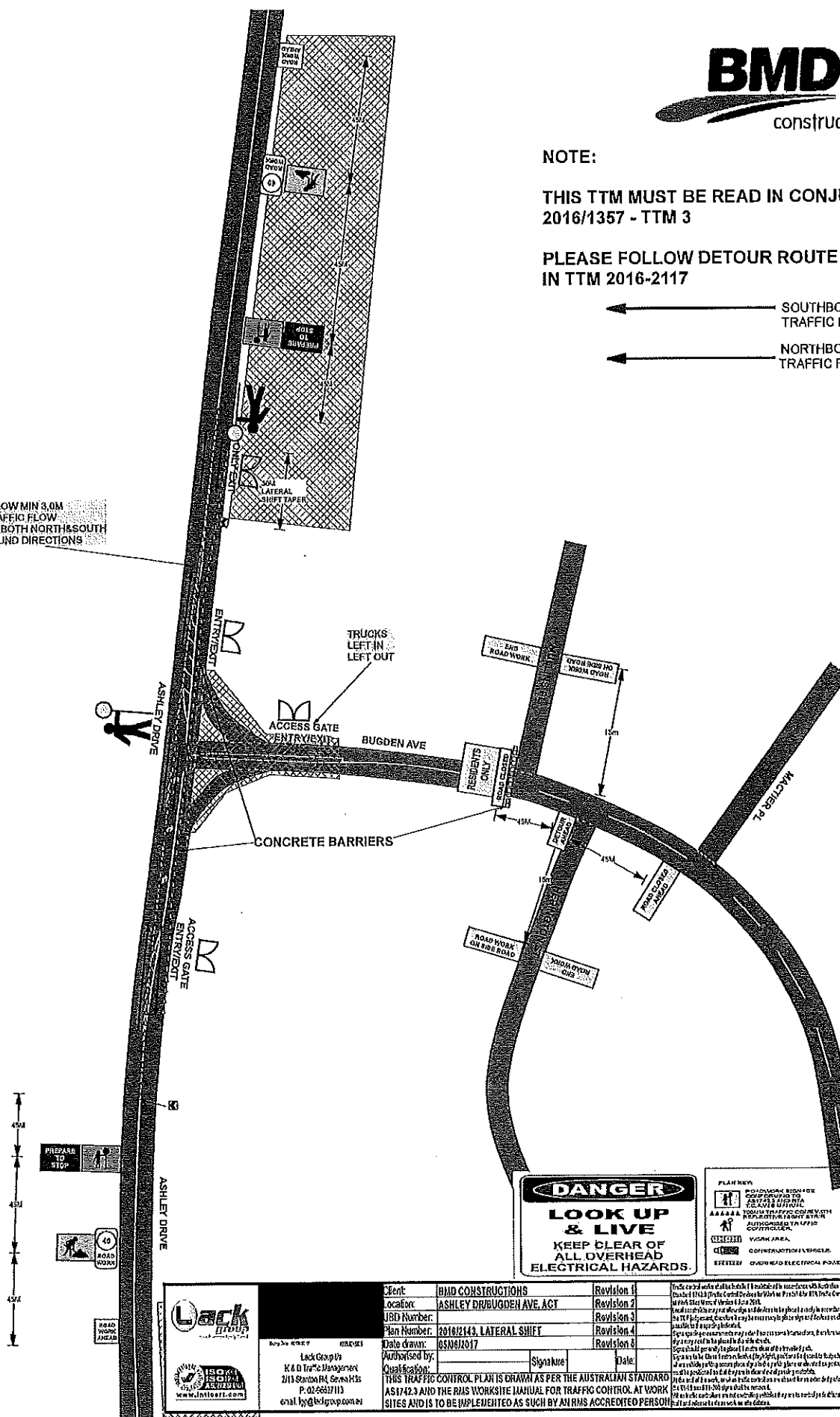
NOTE:

THIS TTM MUST BE READ IN CONJUNCTION
2016/1357 - TTM 3

PLEASE FOLLOW DETOUR ROUTE PLAN
IN TTM 2016-2117



ALLOW MIN 3.0M
TRAFFIC FLOW
ON BOTH NORTH & SOUTH
BOUND DIRECTIONS



DANGER
LOOK UP & LIVE
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS.

PLAN KEY
1. ROADWORK SIGNAGE
2. CONSTRUCTION VEHICLE
3. CONSTRUCTION ELECTRICAL HAZARDS
4. CONSTRUCTION VEHICLE
5. CONSTRUCTION ELECTRICAL HAZARDS

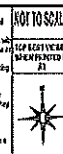


Lack Group
K&D Traffic Management
2113 Southern Crossway
P.O. Box 11111
Glenfield NSW 1511
enquiries@lackgroup.com.au

Client: BMD CONSTRUCTIONS
Location: ASHLEY DRIVE/BUGDEN AVE ACT
Job Number: 2016/2143, LATERAL SHIFT
Date drawn: 05/06/2017
Authorised by: [Signature]
Qualification: [Signature]
THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RAS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON

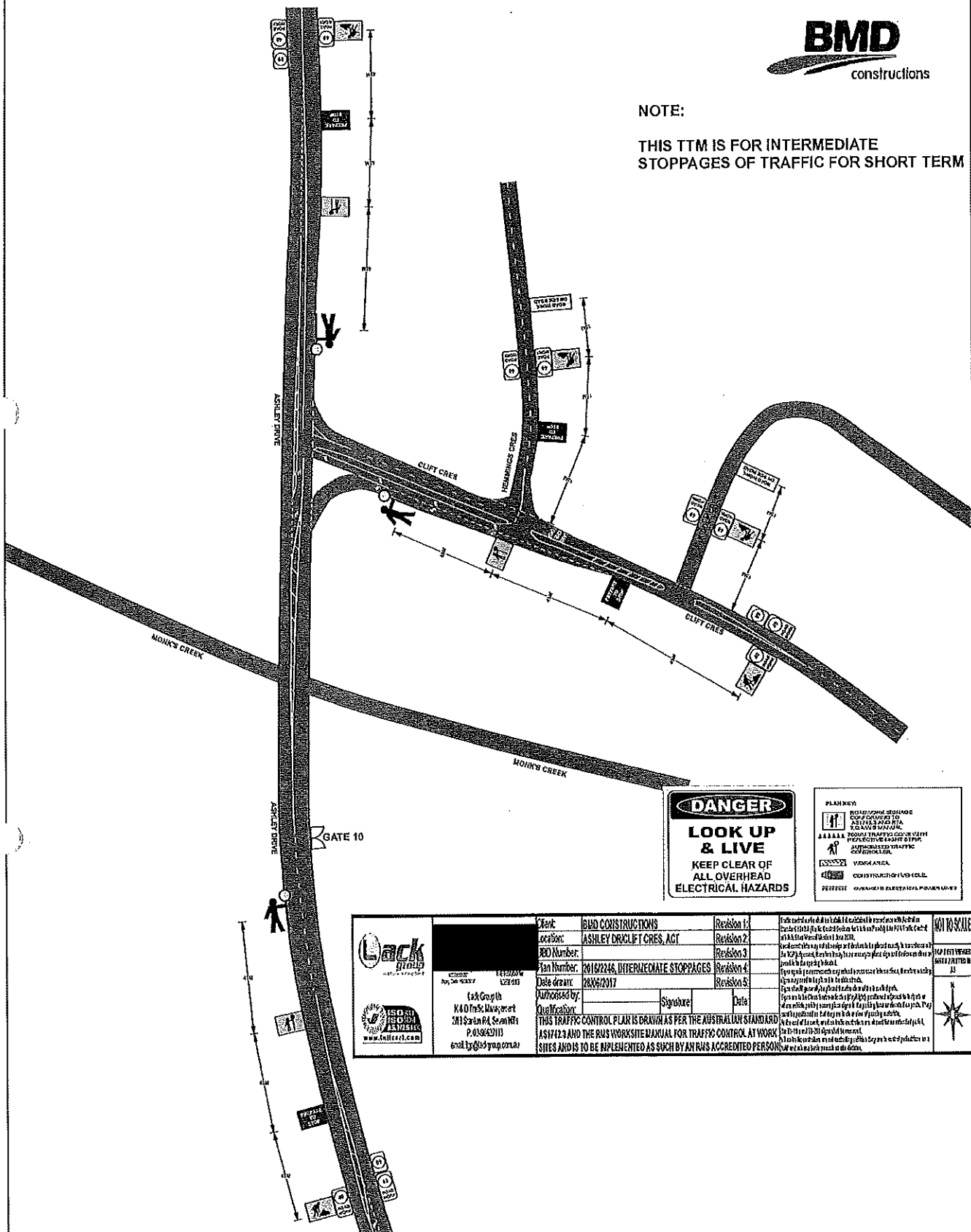
Revision 1
Revision 2
Revision 3
Revision 4
Revision 5

NOT TO SCALE
TOP BEST VIEWED
DATE: 05/06/2017
BY: [Signature]





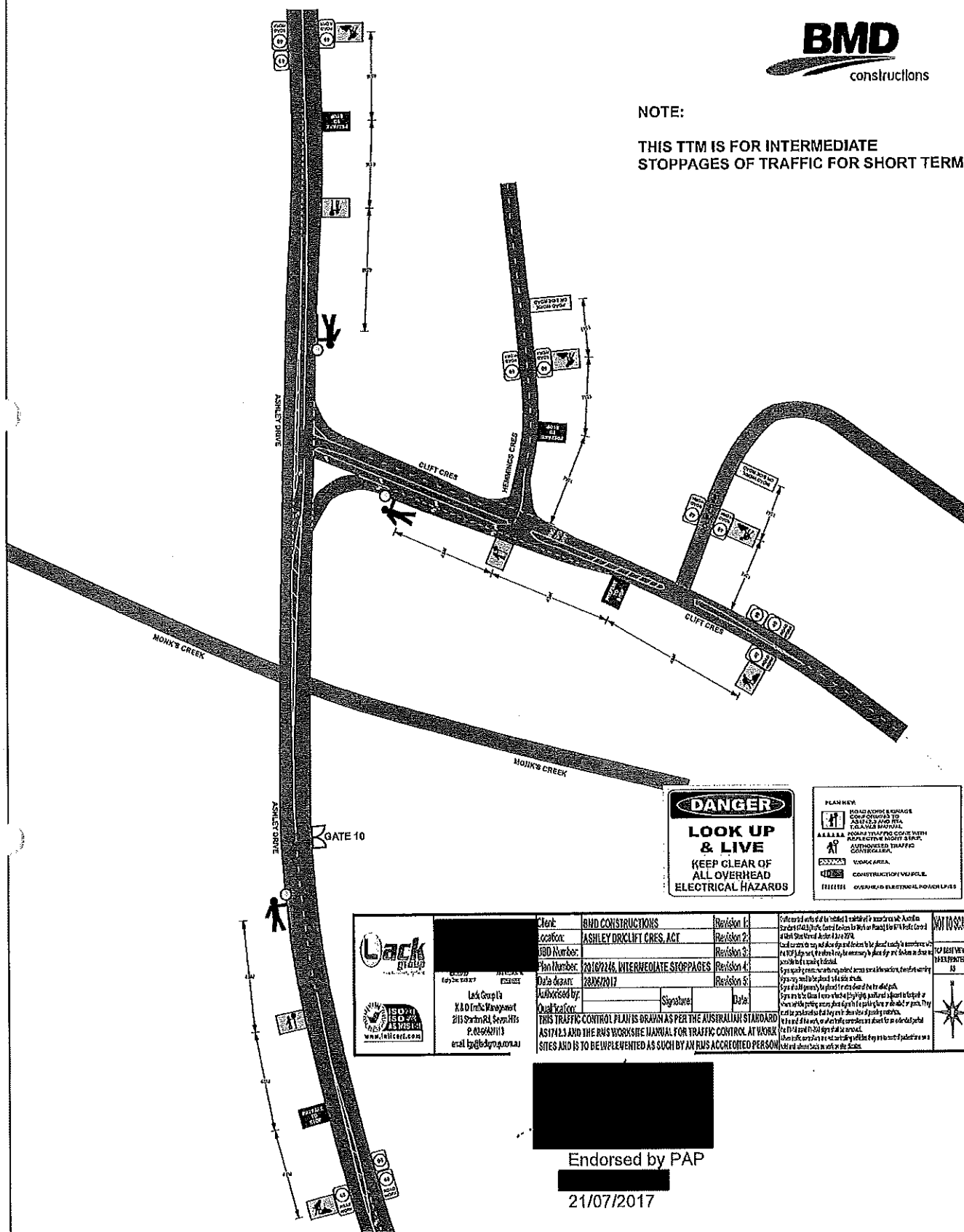
THIS TTM IS FOR INTERMEDIATE
STOPPAGES OF TRAFFIC FOR SHORT TERM

[illegible]



NOTE:

**THIS TTM IS FOR INTERMEDIATE
STOPPAGES OF TRAFFIC FOR SHORT TERM**



Endorsed by PAP

21/07/2017

Temporary Road Closure

Notice is hereby given pursuant to Section 11 of the *Public Unleased Land Act 2013*, of the intention to close the following roads in the ACT.

GOWRIE**STATTON STREET
BOTH DIRECTIONS:**

Will be closed between Ashley Drive and Castleton Crescent.

TIME:

6 am Monday 8 May 2017 to 6 pm Saturday 10 June 2017.

REASON:

Roadworks associated with the Ashley Drive upgrade
– Stage 2.

Barriers, warning and diversion signs will be erected on site.
Any person wishing to comment on this notice may contact
Alvaro Amorim 13 22 81.

**Robyn Hawkins
Delegated Officer
Roads ACT
Locked Bag 2000
Civic Square ACT 2608**



Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: Lack group (K&D Traffic Management)
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: LPG@LACKGROUP.COM.AU

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] Date: 31/05/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Statton Street Closure

Street: Ashley Drive Road Reserve Block:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).



ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

13 / 6 / 17

: 06:00

am

Date to and time to

28 / 7 / 17

: 06:00

pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:00	06:00
Saturday	06:00	06:00
Sunday and public holidays	06:00	06:00
Note: TTM is a 24hr closure however works will be within the projects approved working hours		

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016-2116 (ROAD CLOSURE)	
2016-2117 (DETOUR PLAN)	
2016-2118 (VMS PLAN)	

**ACT**

Government

Territory and Municipal Services

315

Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	31/05/2017
Qualification:	SELECT/MODIFY TRAFFIC CONTROL PLANS	Certificate No:	2252057357
Issued by:	NSW-RMS	Expiry date:	18/08/2017

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.



ACT

Government

Territory and Municipal Services

316

Reference number TM:

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



ACT

Government

Territory and Municipal Services

317

Reference number TM:

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.

**ACT**

Government

Territory and Municipal Services

318

Reference number TM:

Public Unleased Land Act 2013
**Request to temporarily close a public road and
application to use a closed public road**

Sections 11 and 12 of the *Public Unleased Land Act 2013* permit the Director-General, Territory and Municipal Services, to close a public road and to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

A fee is payable for each application. Each application may include multiple road closures provided they relate to the one event.

Applicant details

Name: BMD Construction
(individual or organisation)

Organisation contact name:

Telephone number:

Mobile number:

Email address:

Public road/s to be temporarily closed and used

Public road	Suburb
Ashley Drive – Erindale Dr Roundabout left turn slip lane closure	Gowrie

Reason for closure/s

Slip lane closure for stormwater works and other construction activities

Date and time of closure/s

Date from and time from

13 / 06 / 17 7 : 00 am or pm (please circle)

Date to and time to

21 / 07 / 17 5 : 00 am or pm (please circle)

Signature of applicant:

Date: 25/05/17



Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	1/05/2017
Qualification:	SELECT/MODIFY TRAFFIC CONTROL PLANS	Certificate No:	2252057357
Issued by:	NSW-RMS	Expiry date:	18/08/2017

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
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- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.



ACT
Government

Territory and Municipal Services

320

Reference number TM:

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



ACT

Government

Territory and Municipal Services

321

Reference number TM:

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: Lack group (K&D Traffic Management)
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: LPG@LACKGROUP.COM.AU

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] **Date:** 1/05/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Statton Street Closure

Street: Ashley Drive Road Reserve **Block:**

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).

**ACT Government project details**

Only required if any ACT Government project.

Superintendent: PES**Contact name*:****Telephone number:****Mobile number:****Email:**

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:**Telephone number:**

6207 7194

Mobile number:**Email:****Period of authorisation**

Date from and time from

8 / 5 / 17

: 06:00

am or pm (please circle)

Date to and time to

30 / 6 / 17

: 06:00

am or pm (please circle)

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:00	06:00
Saturday	06:00	06:00
Sunday and public holidays	06:00	06:00
Note: TTM is a 24hr closure however works will be within the projects approved working hours		

TTM plans to be authorised**Please note:** Each plan must have a unique number.

Plan number	Plan number
2016-1958	
2016-1960	



Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	1/05/2017
Qualification:	SELECT/MODIFY TRAFFIC CONTROL PLANS	Certificate No:	2252057357
Issued by:	NSW-RMS	Expiry date:	18/08/2017

Third Party Endorsements

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- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
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- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.



ACT
Government

Territory and Municipal Services

325

Reference number TM:

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



ACT
Government

Territory and Municipal Services

326

Reference number TM:

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

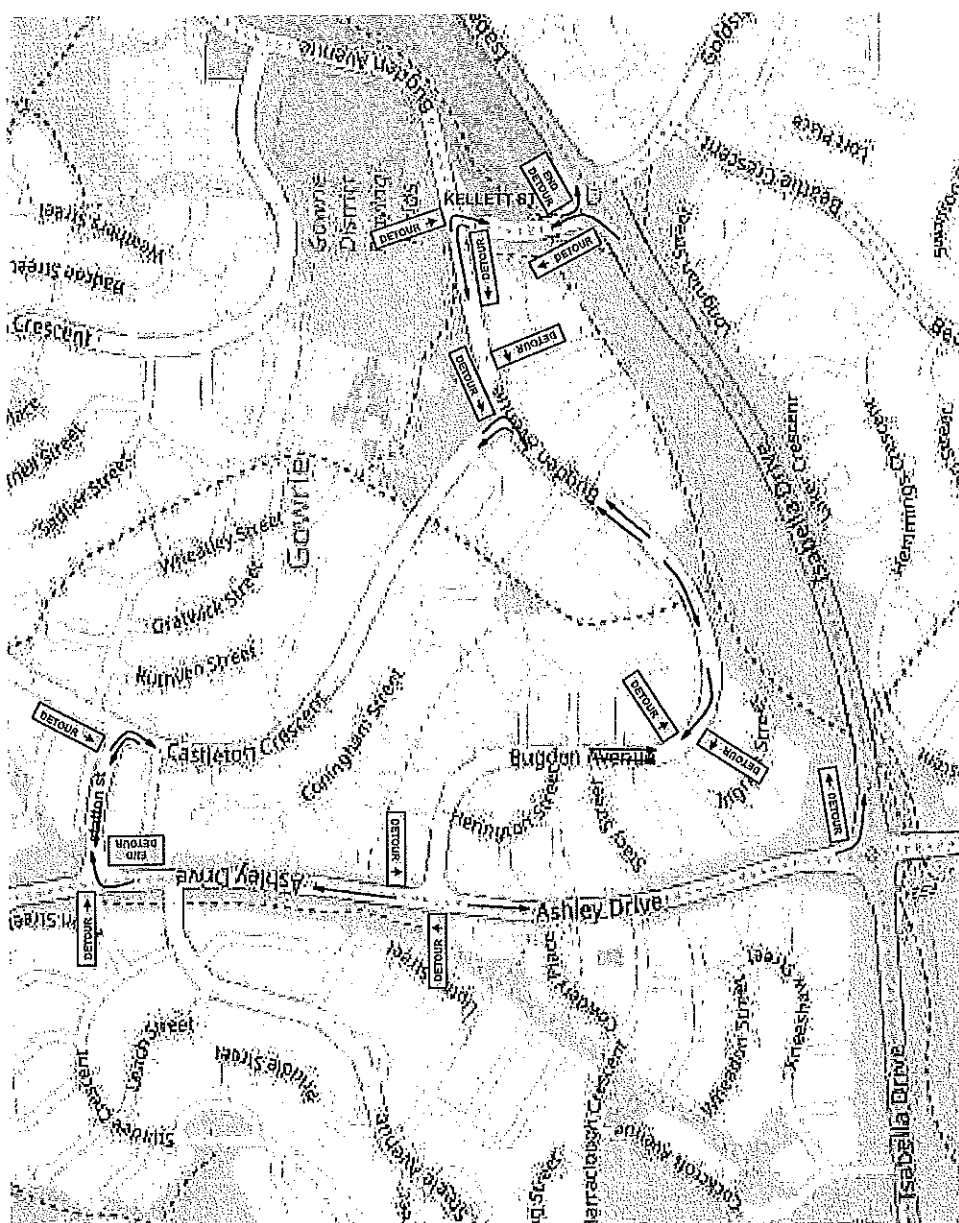
If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



"DETOUR PLAN ASHLEY DR/BUGDEN AVE INTERSECTION CLOSURE"

DETOUR ROUTE

NORTHBOUND:

RIGHT ON TO STATTON ST
RIGHT ON TO CASTLETON CRES
RIGHT ON TO BUGDEN AVE

DETOUR ROUTE

SOUTHBOUND:

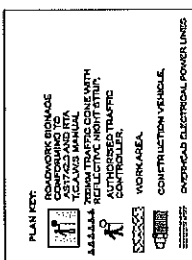
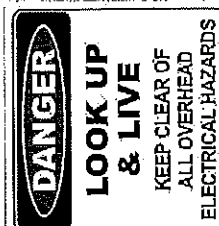
LEFT ON TO ISABELLA DRIVE
LEFT ON TO KELLETT ST
LEFT ON TO BUGDEN AVE

DETOUR ROUTE

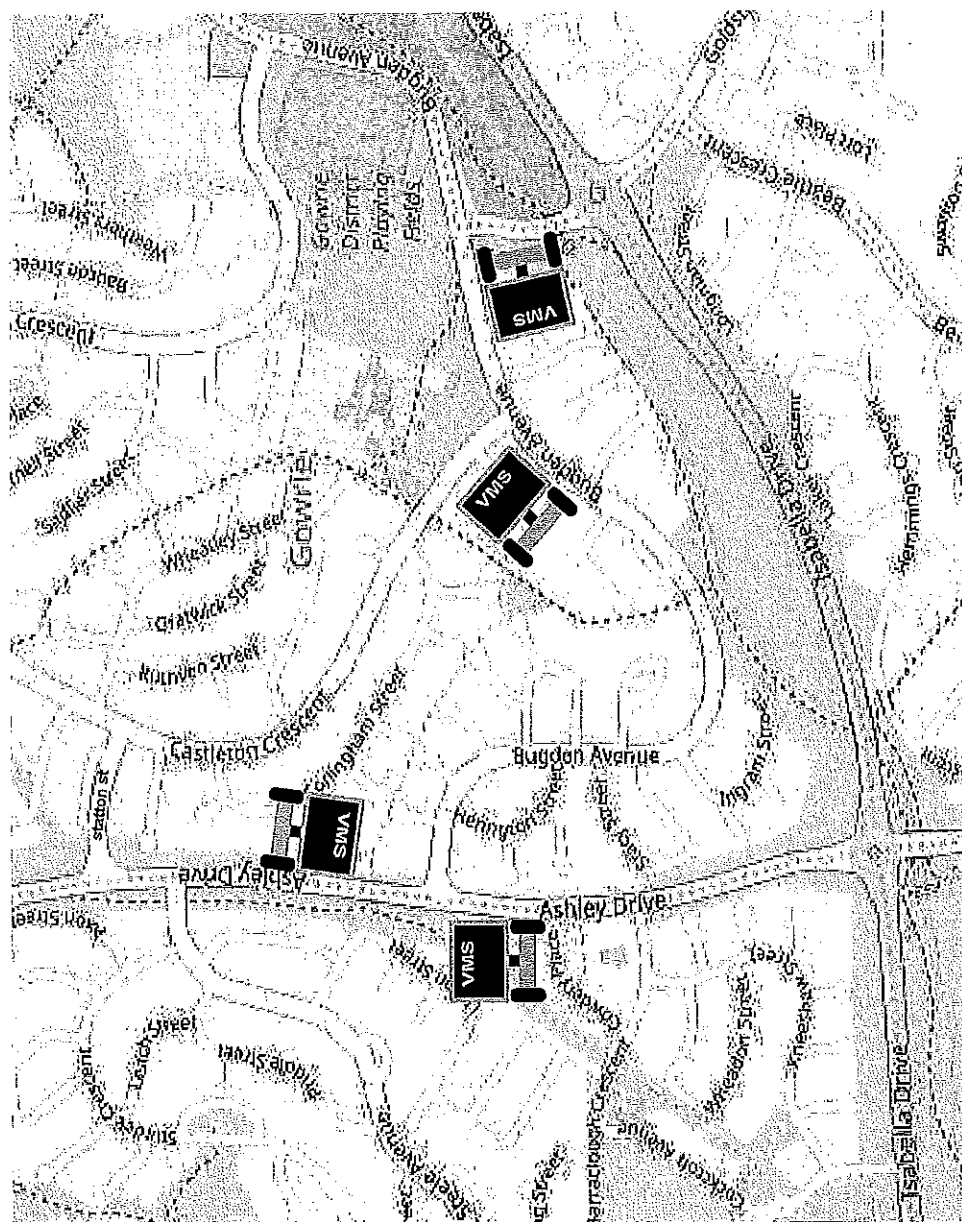
BUGDEN AVE TO ASHLEY DR
LEFT ON TO CASTLETON CRES
LEFT ON TO STATTON STREET
END DETOUR ON ASHLEY DR

DETOUR ROUTE

BUGDEN AVE TO ISABELLA DRIVE
FOLLOW ON BUGDEN AVE
RIGHT ON KELLETT ST
END DETOUR ON ISABELLA DR



 	Client: BMD CONSTRUCTIONS Location: ASHLEY DR-BUGDEN AVE, ACT UBD Number: 2016-2117, DETOUR PLAN Plan Number: 2016-2117, DETOUR PLAN Date drawn: 30/05/2017 Authorised by: [Signature] Qualification: THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON	Revision 1: Revision 2: Revision 3: Revision 4: Revision 5: Date:	NOT TO SCALE Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) for RTA Traffic Control at Work Sites Manual Version 4 June 2010. Local constraints may not allow sign and devices to be placed exactly in accordance with the TPC judgement, therefore it may be necessary to place sign and devices as close as possible to the judgement. Sign spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets. Signs should generally be placed 1 metre clear of the travelled path. Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to the path of travel and to be clearly visible to all road users. They must be maintained so that they are in clear view of passing motorists. At the end of the work, or when traffic controllers are absent for an extended period, the T-18 and T-200 signs shall be removed. When traffic controllers are not controlling vehicles they are to control pedestrians on a footpath and release vehicles to work on the road.
	Signature: [Signature] Date:		
	Authorised by: [Signature] Qualification: THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON		
	Plan Number: 2016-2117, DETOUR PLAN Date drawn: 30/05/2017 Authorised by: [Signature] Qualification: THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON		
	Revision 1: Revision 2: Revision 3: Revision 4: Revision 5: Date:		



DANGER

**LOOK UP
& LIVE**

**KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS**

PLAN KEY:

 ROADWORK SIGNAGE
CONFORMING TO
SECTION 6A.02, PART 1
OF THE MANUAL

 TRAFFIC CONTROL
CONFORMING TO
SECTION 6A.02, PART 2
OF THE MANUAL

 AUTHORIZED TRAFFIC
CONTROLLER

 WORK AREA

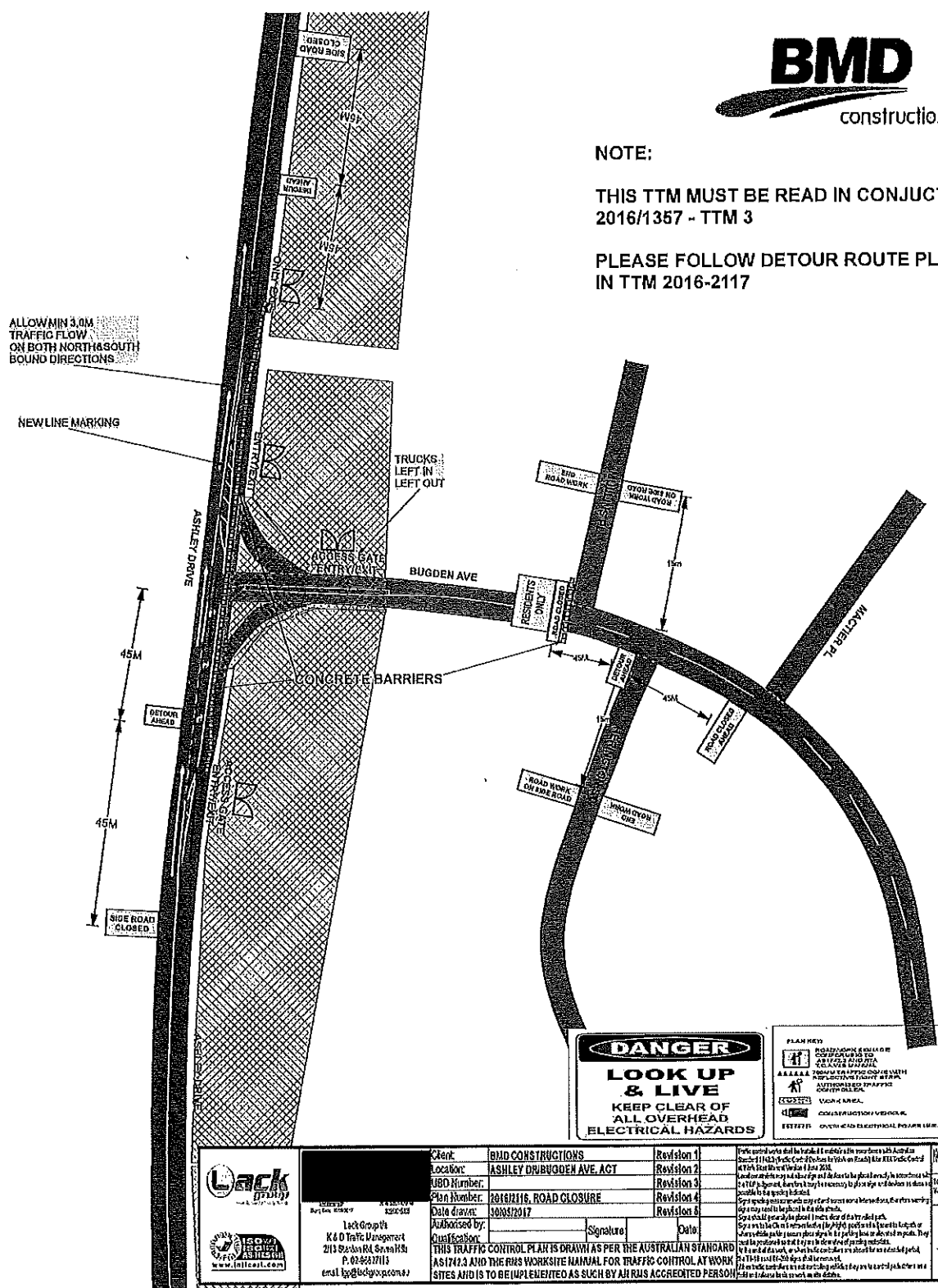
 CONSTRUCTION VEHICLE

[illegible]



**THIS TTM MUST BE READ IN CONJUNCTION
2016/1357 - TTM 3**

**PLEASE FOLLOW DETOUR ROUTE PLAN
IN TTM 2016-2117**





NOTE:

**THIS TTM MUST BE READ IN CONJUNCTION
2016/1355 - TTM 1 (GLOBAL TTM) &
2016/1356 - TTM 2 (GLOBAL TTM)**

**PLEASE FOLLOW DETOUR ROUTE PLAN
IN TTM 2016-1878**

NOTE:
THESE PRE-WARNINGS ARE AS PER
2018/1958 - TTM 2 (GLOBAL TTM)

DANGER
**LOOK UP
& LIVE**
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS

PLAN NET	HEADPHONE REPLACES CONNECTION TO SYSTEMS AND DATA TELETYPE HANDLING
	REPLACES THE POWER LINE WITH AUXILIARY POWER SUPPLY
	POWER LINE
	CONNECTION WITH THE LINE
	OVERHEAD LINE WITH POWER SUPPLY

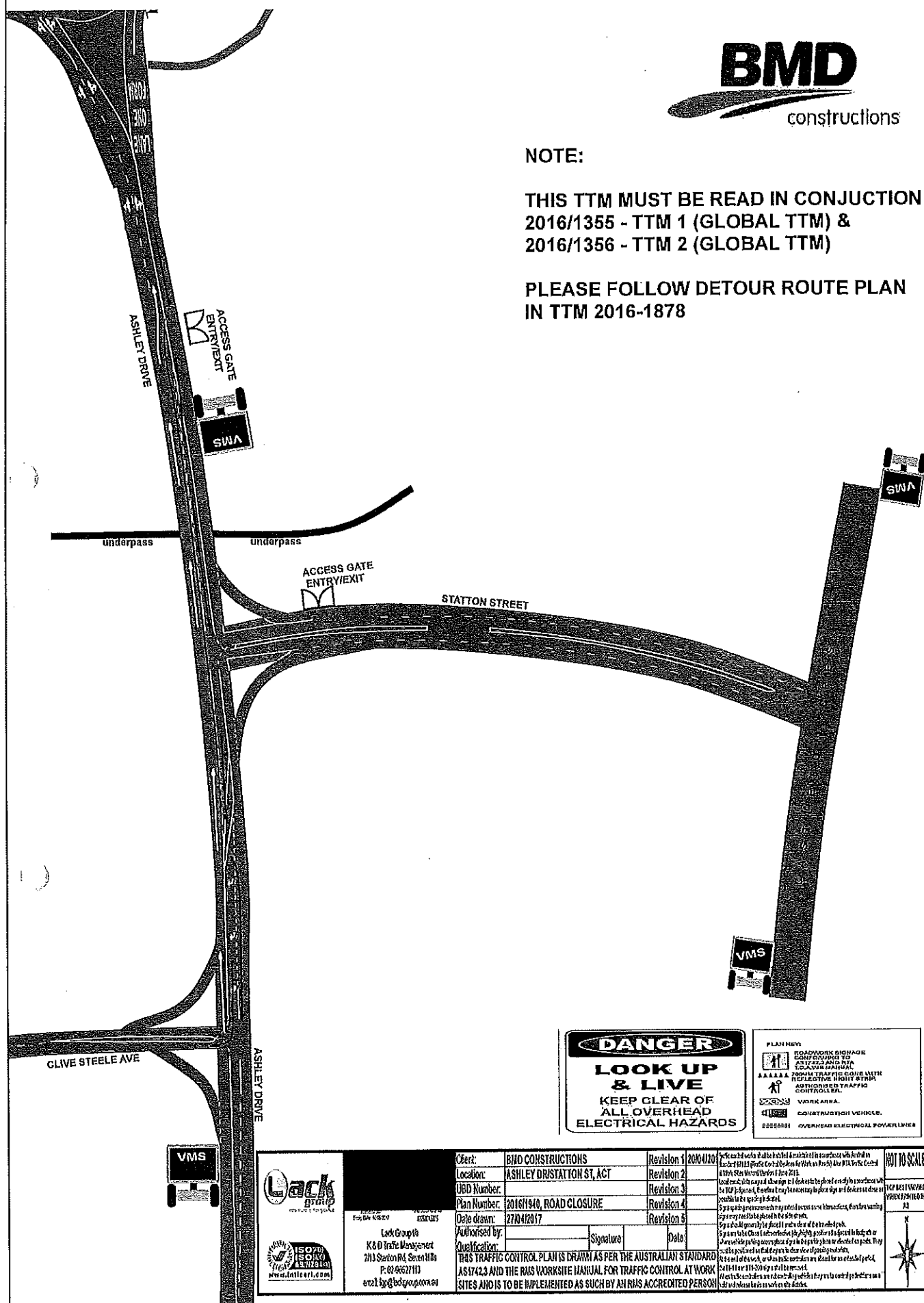
Lack

Lead Graph
K&T Traffic Management
201 S. State St. Ste. 1115
P.O. Box 1115
St. Paul, MN 55101

Client	BLVD CONSTRUCTIONS	Revision 1	12/04/2017
Location	ASHLEY DRIVE/STATION ST/ACT	Revision 2	
Job Number		Revision 3	
Plan Number	1016/1958, ROAD CLOSURE/STOP SLOW	Revision 4	
Date drawn	01/05/2017	Revision 5	
Authorised by		Signature	Date
Qualification			

THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742 AND THE WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORKSITES AND IS TO BE IMPLEMENTED AS SUCH BY AN AS ACCREDITED PERSON

[illegible]




ACT

Government

Territory and Municipal Services

Reference number TM:

Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: Lack group (K&D Traffic Management)
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: LPG@LACKGROUP.COM.AU

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: SJADALA Date: 27/4/17

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive – Statton Street Closure

Street: Ashley Drive Road Reserve

Suburb: Gowrie

2017
MPLC

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: [REDACTED]

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).


ACT
 Government

Territory and Municipal Services

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

 : am

Date to and time to

 : pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:00	06:00
Saturday	06:00	06:00
Sunday and public holidays	06:00	06:00
Note: TTM is a 24hr closure however works will be within the projects approved working hours		

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016-1941(VMS Plan)	



ACT
Government

Territory and Municipal Services

Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed: [REDACTED] Qualification: SELECT/MODIFY TRAFFIC CONTROL PLANS Issued by: NSW-RMS	Date: 27/04/2017 Certificate No: 2252057357 Expiry date: 18/08/2017

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
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- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

**ACT**
Government

Territory and Municipal Services

Reference number TM:

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



ACT
Government

Territory and Municipal Services

Reference number TM:

Work Approval

A separate application for a *work approval* shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



ACT
Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: _____

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive Road Reserve between Erindale Drive and Johnson Drive	Gowrie

Date and time of use

Date from and time from

28 / 04 / 2017 : 06:00 am

Date to and time to

30 / 6 / 2017 : 06:00 pm

Signature of applicant: [REDACTED]

Date: 27/04/17



ACT
Government

Territory and Municipal Services

Reference number TM:

Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: K & D Traffic Management
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: lgp@lackgroup.com.au

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] Date: 23/03/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive

Street: Ashely Drive Road Reserve Block: Section:

Suburb: Monash, Gowrie, Richardson

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 6123 8500

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).


ACT
 Government

Territory and Municipal Services

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer: Thasan Muthurajah

Telephone number:

02 6207 7194

Mobile number:

N/A

Email:

Period of authorisation

Date from and time from

17 / 04 / 2017

: 07:00

am or pm (please circle)

Date to and time to

1 / 12 / 2017

: 05:00

am or pm (please circle)

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	07:00	17:00
Saturday	07:00	13:00
Sunday and public holidays	N/A	N/A

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016/1734, STOP/SLOW	
2016/1735, STOP/SLOW	
2016/1748, BARRIERS	


ACT
 Government

Territory and Municipal Services

Reference number TM:

Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

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(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: lgp@lackgroup.com.au

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] **Date:** 23/03/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive

Street: Ashely Drive Road Reserve **Block:** **Section:**

Suburb: Monash, Gowrie, Richardson

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 6123 8500

Mobile number*: [REDACTED]

Email: [REDACTED]

*The person is to be contactable at all times (including public holidays).



ACT
Government

Territory and Municipal Services

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:



Telephone number:

Mobile number:

Email:



*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer: Thasan Muthurajah

Telephone number:

02 6207 7194

Mobile number:

N/A

Email:



Period of authorisation

Date from and time from

13 / 06 / 2017 : 07:00 am or pm (please circle)

Date to and time to

21 / 07 / 2017 : 05:00 am or pm (please circle)

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	24hr	
Saturday	24hr	
Sunday and public holidays	24hr	

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016/1736	
2016/1737	



ACT
Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: 02 6123 8500

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Roundabout At Ashley Drive and Erindale Drive	Gowrie

Date and time of use

Date from and time from

13 / 06 / 2017 : 07:00 am or pm (please circle)

Date to and time to

21 / 07 / 2017 : 05:00 am or pm (please circle)

Signature of applicant:

[REDACTED SIGNATURE]

Date: 23/03/2017



ACT
Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name:

Address: U7/189 Flemington Rd, Mitchell **Postcode:** 2911

Telephone number: 02 6123 8500

Mobile number:

Email address:

Location of work on public unleased land

Public road or block and section	Suburb
Roundabout Reserve at Ashley Drive and Isabella Drive	Gowrie

Date and time of use

Date from and time from

17 / 04 / 2017 : 07:00 am or pm (please circle)

Date to and time to

1 / 12 / 2017 : 05:00 am or pm (please circle)

Signature of applicant:

Date: 23/03/2017


ACT
 Government

Territory and Municipal Services

Reference number TM:

Certification by TTM designer or TTM plan selector

 I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	23/03/2017
Qualification:	Select/Modify control plans	Certificate No:	2252057357
Issued by:	NSW Transport RMS	Expiry date:	16/08/2017

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager (0419 691 278) or Northside Field Operations Manager (0419 403 494) if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.

**ACT**
Government

Territory and Municipal Services

Reference number TM:

Work Approval

A separate application for a *work approval* shall be submitted with this application. A separate fee is payable.

Public Road Closure

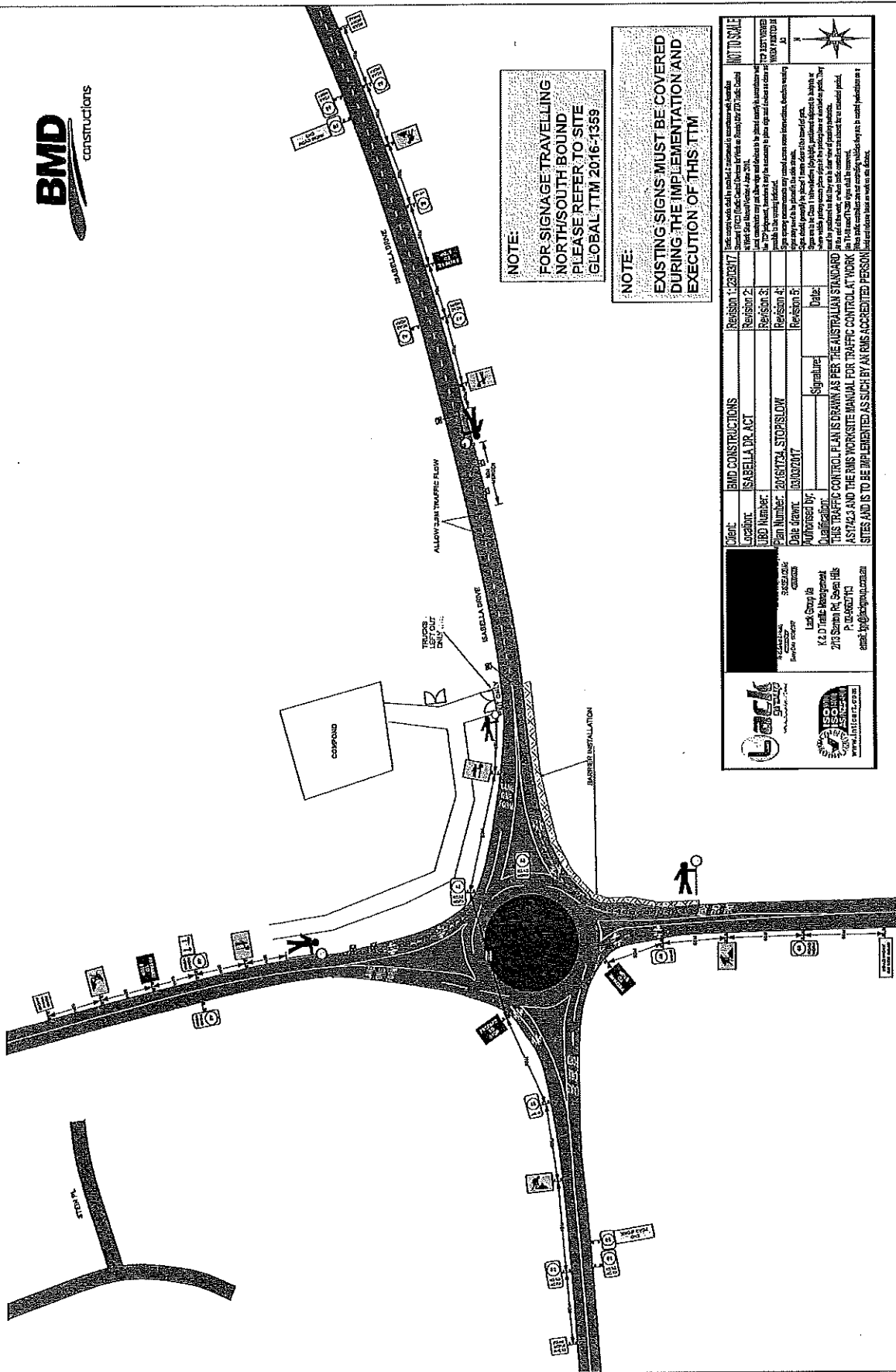
If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



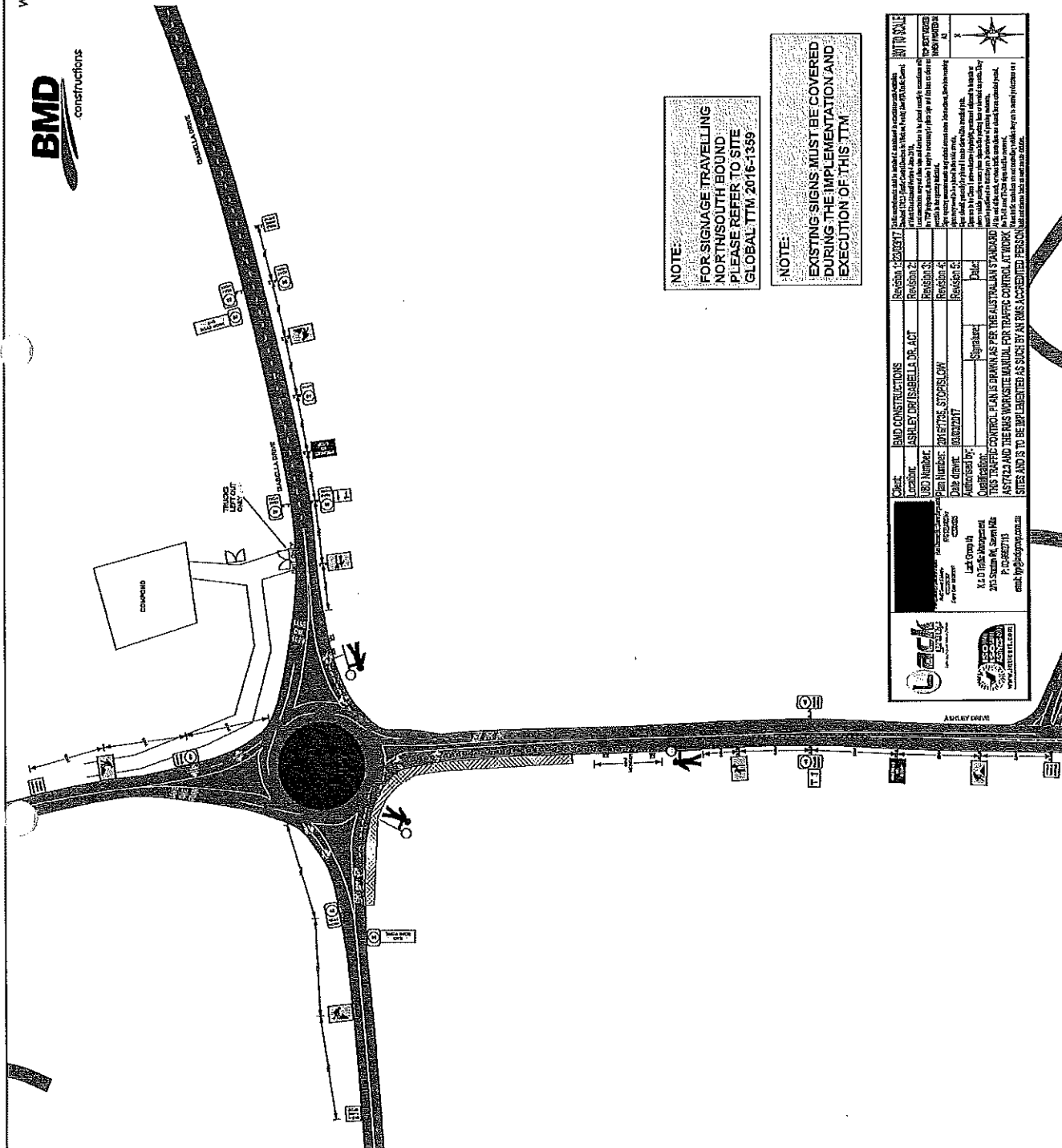
NOTE:
FOR SIGNAGE TRAVELLING
NORTH/SOUTH BOUND
PLEASE REFER TO SITE
GLOBAL TTM 2016-1359

NOTE:
EXISTING SIGNS MUST BE COVERED
DURING THE IMPLEMENTATION AND
EXECUTION OF THIS TTM

Client	BMD CONSTRUCTIONS	Revision 1: 20/03/17	Revision 2:	Revision 3:	Revision 4:	Revision 5:	NOT TO SCALE
Location	ISABELLA DR ACT						
UPO Number	2016/1724 STOP/SLOW						
Plan Number	2016/1724 STOP/SLOW						
Date Drawn	10/03/2017						
Authorised by							
Signature							
Date							
THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON							

Lock Group
K2-D Traffic Management
270 Smeaton Rd, Smeaton Pk
P. 08000010
email: info@lockgroup.com.au

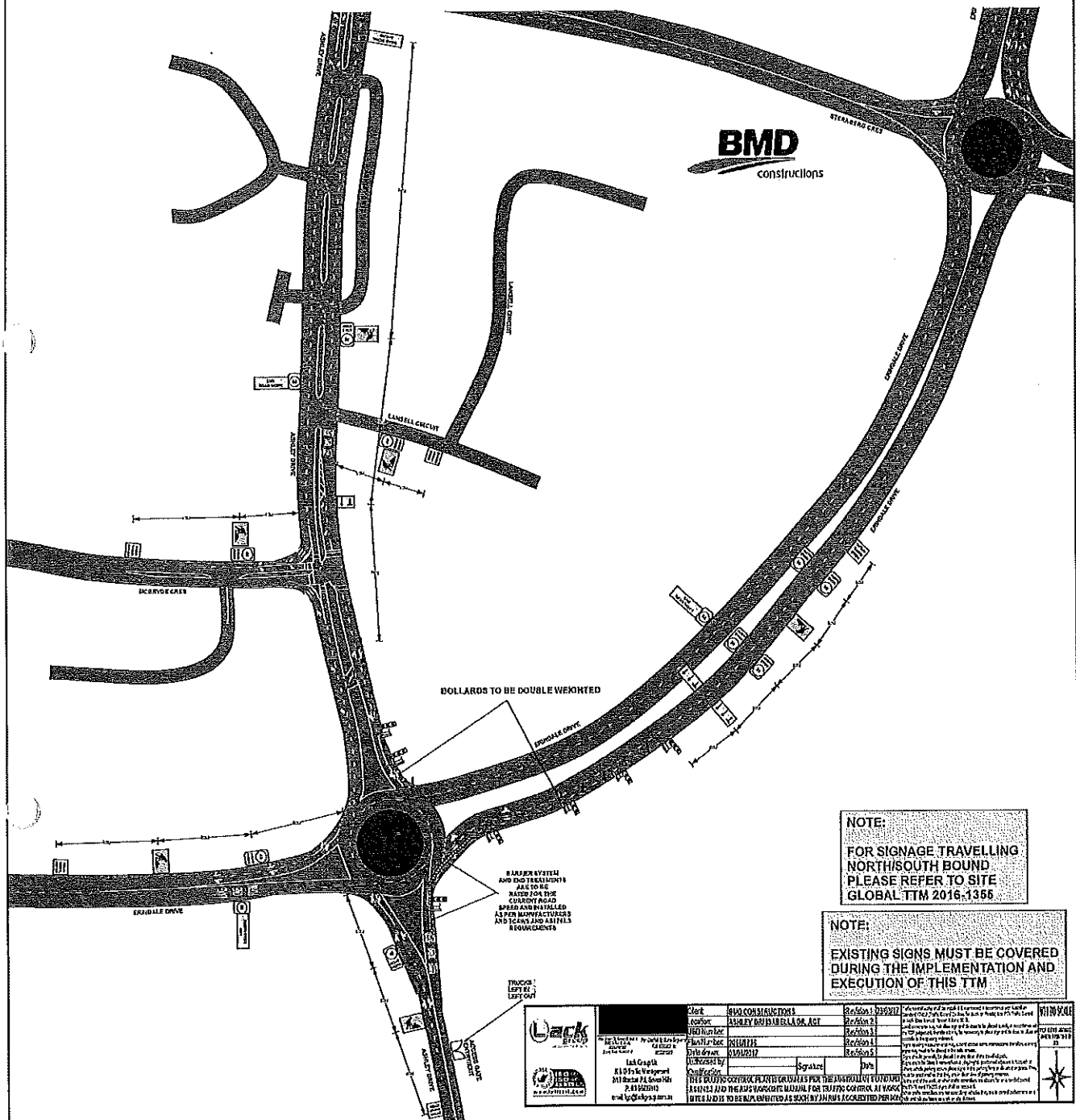
ISO 9001
CERTIFIED
www.intertec.com



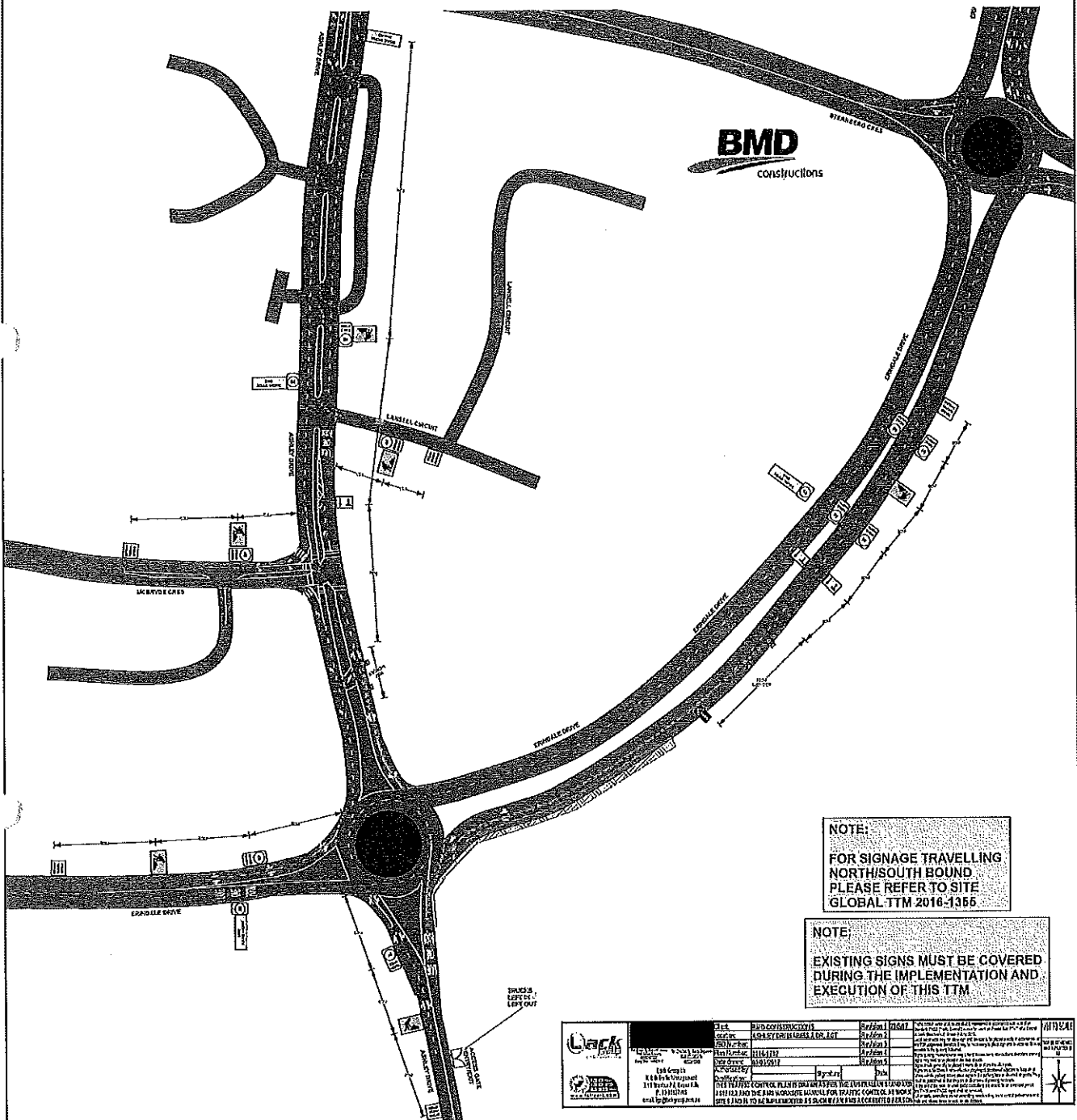
NOTE:
FOR SIGNAGE TRAVELLING
NORTHSOUTH BOUND
PLEASE REFER TO SITE
GLOBAL TTM 2016-1359

NOTE:
EXISTING SIGNS MUST BE COVERED
DURING THE IMPLEMENTATION AND
EXECUTION OF THIS TTM

		BMD CONSTRUCTIONS ASHLEY DRIVE/ BASELLA DR. ACT		Revision 1.000007	
Project Number: 1001000000 Project Name: 1001000000 Project Location: 1001000000		Revision 2 Revision 3 Revision 4 Revision 5		Date: 10/01/2016 By: 1001000000	
Authorised By: 1001000000 Signature: 1001000000 Date: 10/01/2016		Revision 6 Revision 7 Revision 8 Revision 9		Date: 10/01/2016 By: 1001000000	
THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS 1742.2 AND THE TTM WORKSHEET MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON		Revision 10 Revision 11 Revision 12 Revision 13		Date: 10/01/2016 By: 1001000000	



BMD
constructions



NOTE:
FOR SIGNAGE TRAVELLING
NORTH/SOUTH BOUND
PLEASE REFER TO SITE
GLOBAL TTM 2016-1355

NOTE
EXISTING SIGNS MUST BE COVERED
DURING THE IMPLEMENTATION AND
EXECUTION OF THIS TTM

	Client: BMD CONSTRUCTIONS Project: LAKEVIEW INDUSTRIAL PARK Location: 1111/1113 Site: 1111/1113 Drawn: 11/11/11 Checked: 11/11/11 Approved: 11/11/11	Revision: 1 2 3 4 5 6 7 8 9 10	Notes: 1. This drawing is a technical drawing and should be used as a guide only. It is not a contract document. 2. The client is responsible for providing accurate information and for any errors or omissions. 3. The contractor is responsible for the execution of the work and for any errors or omissions. 4. The drawing is subject to change without notice. 5. The drawing is not to be used for any other purpose without the written consent of the client.	Scale: 1:100 North Arrow: 
	Legend: 1. 1111/1113 2. 1111/1113 3. 1111/1113 4. 1111/1113 5. 1111/1113 6. 1111/1113 7. 1111/1113 8. 1111/1113 9. 1111/1113 10. 1111/1113			
	Client: BMD CONSTRUCTIONS Project: LAKEVIEW INDUSTRIAL PARK Location: 1111/1113 Site: 1111/1113 Drawn: 11/11/11 Checked: 11/11/11 Approved: 11/11/11			
	Legend: 1. 1111/1113 2. 1111/1113 3. 1111/1113 4. 1111/1113 5. 1111/1113 6. 1111/1113 7. 1111/1113 8. 1111/1113 9. 1111/1113 10. 1111/1113			
	Client: BMD CONSTRUCTIONS Project: LAKEVIEW INDUSTRIAL PARK Location: 1111/1113 Site: 1111/1113 Drawn: 11/11/11 Checked: 11/11/11 Approved: 11/11/11			



ACT
Government

Territory and Municipal Services

TTM registered number: TM/ 20170184

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From		To	
Date:	25/01/2017	Date:	22/12/2017
Time:	6 am	Time:	6 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2017-1367 2017-1368 2017-1470	All temporary signs, lines and devices	Mon – Sun (24 hours)	6 am 25 January 2017 to 6 pm 22 December 2017

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are removed at the completion of these works.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall provide advice to Pedal Power ACT regarding the public road closures and the temporary traffic management measures which will be in place for cyclists during these works.

Delegate:

Colin Evans

Pos. No. 23592

Signature:

Date: 24/1/2017

(Delegate of the road transport authority)



ACT
Government

Territory and Municipal Services

Reference number TM: 20170184

Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: K&D Traffic Management
(Individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: LPG@lackgroup.com.au

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☐	No	☒

Signature of applicant: [REDACTED] Date: 23/01/2017

Project details

Project title: Ashely Drive Upgrade

Description: _____

Street:	<u>Ashely Drive</u>	Block:	<u>Spans multiple blocks</u>	Section:	<u>Spans multiple sections</u>
Suburb:	<u>Erindale to Gowrie to Richardson</u>				

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD Constructions
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: _____

Mobile number*: [REDACTED]



ACT
Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name:

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: 0408 765 850

Email address:

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive Road Reserve between Erindale Drive and Johnson Drive	Gowrie

Date and time of use

Date from and time from

25 / 01 / 2017 : 06:00 am

Date to and time to

22 / 12 / 2017 : 06:00 pm

Signature of applicant:

Date: 23/01/2017



ACT
Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013
**Request to temporarily close a public road and
application to use a closed public road**

Sections 11 and 12 of the *Public Unleased Land Act 2013* permit the Director-General, Territory and Municipal Services, to close a public road and to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

A fee is payable for each application. Each application may include multiple road closures provided they relate to the one event.

Applicant details

Name: K & D TRAFFIC MANAGEMENT
(Individual or organisation)

Organisation contact name: [REDACTED]

Telephone number: 02 8319 4876

Mobile number: [REDACTED]

Email address: LGP@lackgroup.com.au

Public road/s to be temporarily closed and used

Public road	Suburb
Ashley Drive Pedestrian Route Ref to TTM's: 2016-1367,1368,1470	Gowrie

Reason for closure/s

BMD CONSTRUCTIONS ASHLEY DRIVE UPGRADE WORKS

Date and time of closure/s

Date from and time from

25 / 01 / 2017 06 00 ☒ am or pm (please circle)

Date to and time to

22 / 12 / 2017 06 00 am or ☒ pm (please circle)

Signature of applicant:

[REDACTED]

Date: 23/01/2017


ACT
 Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013

Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell **Postcode:** 2911

Telephone number:
 0408 765 850 [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive Road Reserve between Erindale Drive and Johnson Drive	Gowrie

Date and time of use

Date from and time from

06 / 01 / 2017 : 06:30 am

Date to and time to

06 / 04 / 2017 : 06:30 pm

Signature of applicant:

[REDACTED]

Date: 06/01/17



ACT
Government

Territory and Municipal Services

Reference number TM:

20170184

Email:

*The person is to be contactable at all times (including public holidays).

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

25 / 01 / 2017

06 : 00 am

Date to and time to

22 / 12 / 2017

06:00 pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	24hr	
Saturday	24hr	24hr
Sunday and public holidays	24hr	24hr

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016 - 1367	



ACT
Government

Territory and Municipal Services

Reference number TM: 20170184

2016 - 1368	
2016 - 1470	

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	<u>[REDACTED]</u>	Date:	<u>23/01/2017</u>
Qualification:	<u>Select/modify traffic control plans</u>	Certificate No:	<u>22520573357</u>
Issued by:	<u>Transport Roads & Maritime Services</u>	Expiry date:	<u>16/08/2017</u>

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** - Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** - Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75m of a set of traffic lights.
- **Leasing of public unleased land** - Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** - Contact Parks and City Services on 13 22 81.
- **Loading zones** - Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** - Contact Canberra Cabs administration on telephone 02 6126 1500 or fax: 02 6126 1549.

Public Liability Insurance



ACT
Government

Territory and Municipal Services

Reference number TM:

20170184

A \$20m public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



ACT
Government

Territory and Municipal Services

Reference number TM:

20170184

Work Approval

A separate application for a *work approval* shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



ACT
Government

Territory and Municipal Services

Reference number	TM	20170184

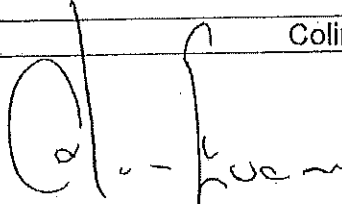
Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – a **work approval**.

BMD Constructions

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley Drive Clift Crescent	Gowrie Monash	25/01/2017	22/12/2017	6 am	6 pm

Delegate:	Colin Evans	Pos. No.	23563
Signature:		Date:	24/1/2017
	(Delegate of the director-general)		



ACT
Government

Territory and Municipal Services

Reference number TM:

20170184

Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – a **work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell Postcode: 2911

Telephone number: 0408 765 850 [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive Road Reserve between Erindale Drive and Johnson Drive	Gowrie

Date and time of use

Date from and time from

25 / 01 / 2017 : 06:00 am

Date to and time to

22 / 12 / 2017 : 06:00 pm

Signature of applicant: [REDACTED]

Date: 23/01/2017



ACT
Government

Territory and Municipal Services

Reference number | TM | 20170184

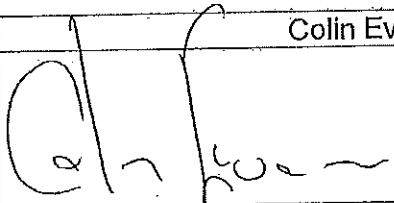
Public Unleased Land Act 2013 Closed Road Approval

Section 12 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

BMD Constructions

is approved to use the following public roads on the dates and between the times specified:

Public Road:	Suburb	Date from	Date to	Time from	Time to
ASHLEY DRIVE PEDESTRIAN UNDERPASS: Located on the northern side of Statton Street from the shared use path approximately 25 metres on the western of Ashley Drive to the shared path connection approximately 35 metres on the eastern of Ashley Drive. Located on the northern side of Bugden Avenue from the shared use path approximately 25 metres on the western of Ashley Drive to approximately 55 metres on the eastern of Ashley Drive. SHARED USE PATH: Ashley Drive southern side of Clift Crescent from approximately 95 metres on the western of Ashley Drive to approximately 75 metres on the eastern of Ashley Drive. 6 am 25 January 2017 to 6 pm 22 December 2017.	Gowrie Monash	25/01/2017	22/12/2017	6 am	6 pm

Delegate:	Colin Evans	Pos. No.	23592
Signature:		Date:	24/1/2017
	(Delegate of the director-general)		



ACT
Government

Territory and Municipal Services

Reference number TM:

20170184

Public Unleased Land Act 2013
**Request to temporarily close a public road and
application to use a closed public road**

Sections 11 and 12 of the *Public Unleased Land Act 2013* permit the Director-General, Territory and Municipal Services, to close a public road and to approve a person to use a closed road. A **public road** is any street, road, lane, thoroughfare, footpath or place that is territory land and open to or used by the public.

A fee is payable for each application. Each application may include multiple road closures provided they relate to the one event.

Applicant details

Name: K & D TRAFFIC MANAGEMENT
(individual or organisation)

Organisation contact name: [REDACTED]

Telephone number: 02 8319 4876

Mobile number: [REDACTED]

Email address: LGP@lackgroup.com.au

Public road/s to be temporarily closed and used

Public road	Suburb
Ashley Drive Pedestrian Route Ref to TTM's: 2016-1367,1368,1470	Gowrie

Reason for closure/s

BMD CONSTRUCTIONS ASHLEY DRIVE UPGRADE WORKS

Date and time of closure/s

Date from and time from

25 / 01 / 2017

08 00

am or pm (please circle)

Date to and time to

22 / 12 / 2017

06 00

am or pm (please circle)

Signature of applicant:

[REDACTED]

Date:

23/01/2017

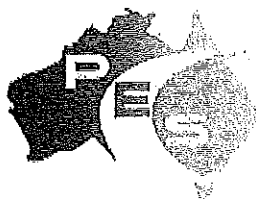
From: [REDACTED]
Sent: Monday, 23 January 2017 5:51 PM
To: TCCS_RA TTM
Cc: Evans, Collin
Subject: RE: Ashley Drive Upgrade - TTM for Pedestrian Detour Hold / Witness Point - HP-000022
 [SEC=UNCLASSIFIED]
Attachments: FW: Ashley Drive, Canberra-ACT

Hi Collin,

Following to our discussion Lack Group on behalf of BMD has sent update application forms with TTM for pedestrian detour. Would you please advise once you authorise TTM so the PAP can endorsed?

Thanks

[REDACTED]
 Principal's Authorised Delegate (PAPD)
 Professional Engineering Service Pty Limited ACN 057 633 897
 Mobile - [REDACTED]



From: TCCS_RA TTM [mailto:TCCS.TTM@act.gov.au]
Sent: Monday, 23 January 2017 1:20 PM
To: [REDACTED]
Subject: RE: Ashley Drive Upgrade - TTM for Pedestrian Detour Hold / Witness Point - HP-000022
 [SEC=UNCLASSIFIED]

[REDACTED]
 Can you please arrange for Lack Group to submit a revised TTM application with the correct dates and times for this closure. I understand this closure will now take place commencing Monday 30 January 2017 is this the case?

Regards

Collin

From: [REDACTED]
Sent: Monday, 16 January 2017 10:52 AM
To: TCCS_RA TTM; Evans, Collin
Cc: [REDACTED]
Subject: Ashley Drive Upgrade - TTM for Pedestrian Detour Hold / Witness Point - HP-000022

Hi Collin,

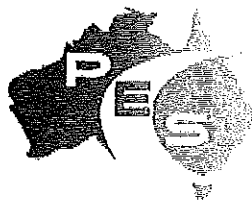
Attached are temporary traffic management plans for pedestrian detours at south and north of existing Monks Creek bridge near Clift Crescent; and at underpass north of Bugden Ave. The temporary detours are planned to implement from 23rd Jan 2017. Alvaro and I will make sure letter drop is organised by early this week. The temporary

pedestrian detour will continue until full construction of Bridge and underpass are completed which is currently anticipated Sep 2017 weather dependent.

Please let me know if you have any queries.

Thanks

Principal's Authorised Delegate (PAPD)
Professional Engineering Service Pty Limited ACN 057 633 897
Mobile [REDACTED]



From: [REDACTED]
Sent: Friday, 13 January 2017 6:22 PM
To: [REDACTED]
Subject: Hold / Witness Point - HP-000022 Not Released

BMD SharePoint

Hold / Witness Point - HP-000022 Not Released

Replies

[REDACTED] added note at 13/01/2017 5:19 PM

Hi [REDACTED]

Please see the revised temporary traffic management plans for the pedestrian detour attached.

Note: that the signs leading up to the refuge islands have not been included because they are designed by RD Gossip's engineer and are detailed in the set of drawings provided (RG16092 - 202 & RG16092 - 302).

Regards,

Hold / Witness Point Number HP-000022

Description Submission of TTMs for Pedestrian detour

Status Not Released

Lot Number G-DS-ES-0001 - Ashley Drive Document Submission

Control line / Structure MC00

Site Entry All of site

Site Contact [REDACTED]

ITP Traffic Management

ITP Line Number Submission of TCP - cl2.8.3

Start Date and Time 7/01/2017 12:00 AM

Finish Date and Time 7/01/2017 12:00 AM

Released By [REDACTED]

Released Date 10/01/2017

H [REDACTED]

Released Comments

As discussed the TTM does not cover existing signs details, not adequately temporary sign posted for refuge island and pedestrian crossing ahead sign , does not shown sign post for refuge island, does not shown locality of pedestrian footpath coming from where and leading to where etc.

Can you please correct TTMs and resubmit?

Thanks

Recipients:

[Click here to download / upload attachments](#)

Please contact the sender if you're having issues viewing the email or any related links.

 This email, and any attachments, may be confidential and also privileged. If you are not the intended recipient, please notify the sender and delete all copies of this transmission along with any attachments immediately. You should not copy or use it for any purpose, nor disclose its contents to any other person.



ACT
Government

Territory and Municipal Services

Reference number TM:

Application for authorisation of Temporary Traffic Management (TTM) plans

The *Road Transport (Safety and Traffic Management) Act 1999* requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: K & D Traffic Management
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: lgp@lackgroup.com.au

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] Date: 6/01/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive

Street: Ashley Drive Road Reserve Block: Section:

Suburb: Monash, Gowrie, Richardson

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD CONSTRUCTIONS
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 6123 8500

Mobile number*: [REDACTED]

Email: [REDACTED]

*This person is to be contactable at all times (including public holidays).



ACT
Government

Territory and Municipal Services

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

[REDACTED]

Telephone number:

[REDACTED]

Mobile number:

[REDACTED]

Email:

[REDACTED]

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

[REDACTED]

Telephone number:

6207 7194

Mobile number:

[REDACTED]

Email:

Period of authorisation

Date from and time from

06 / 01 / 2017

: 6:30

am

Date to and time to

06 / 4 / 2017

: 6:30

pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:30	18:00
Saturday	06:30	15:00
Sunday and public holidays	N/A	N/A

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016- 1367	
2016- 1368	
2016- 1470	



ACT
Government

Territory and Municipal Services

Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	06/01/2017
Qualification:	Select/Modify traffic control plans	Certificate No:	2252057357
Issued by:	NSW Transport RMS	Expiry date:	16/08/2017

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** – Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** – Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75 metres of a set of traffic lights.
- **Leasing of public unleased land** – Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact Canberra Connect on 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** – Contact Parks and City Services on 13 22 81.
- **Loading zones** – Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** – Contact Canberra Cabs administration on telephone 02 6126 1500 or fax 02 6126 1549.

Public Liability Insurance

A \$20 million public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



ACT
Government

Territory and Municipal Services

Reference number TM:

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

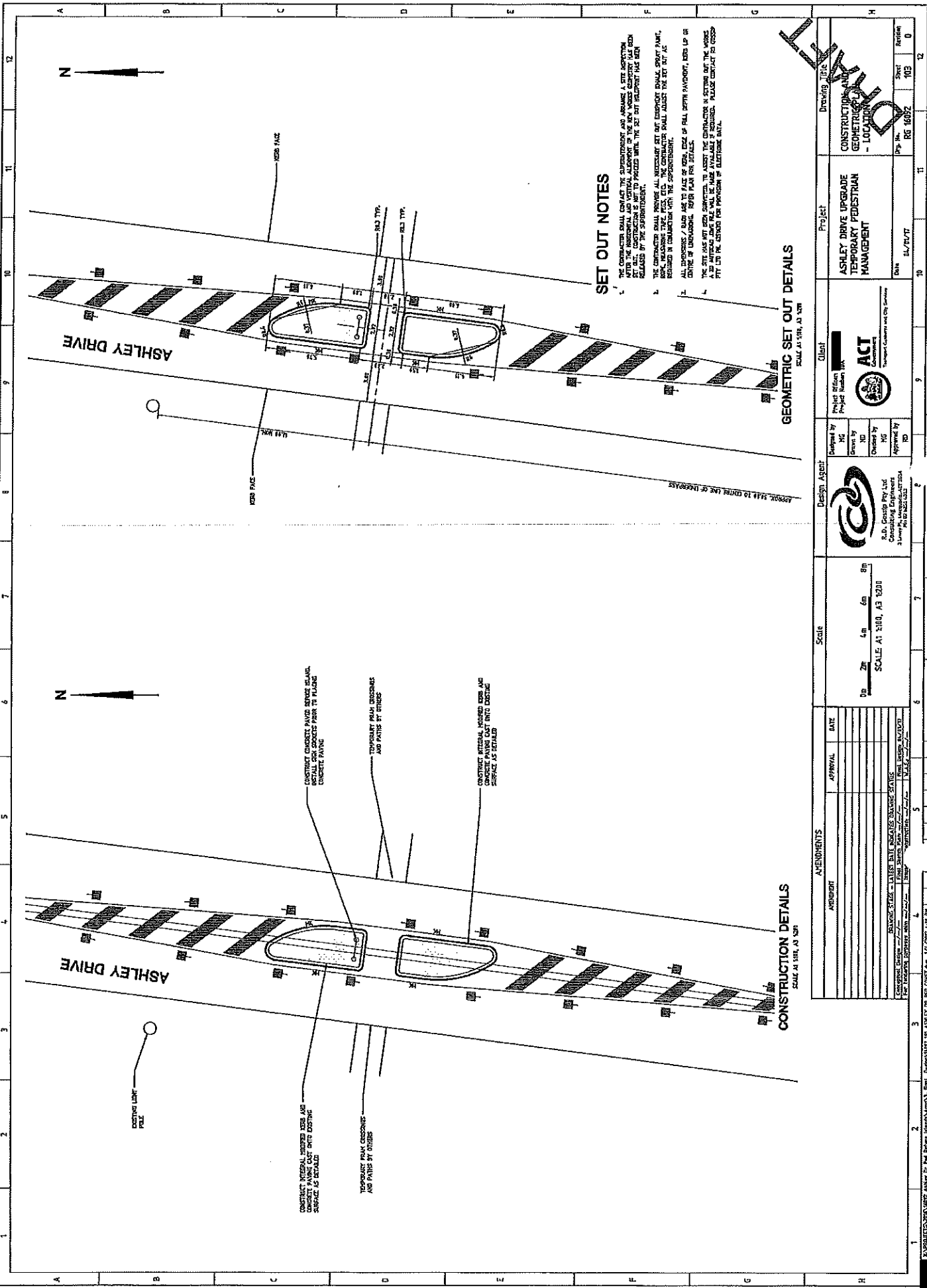
If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

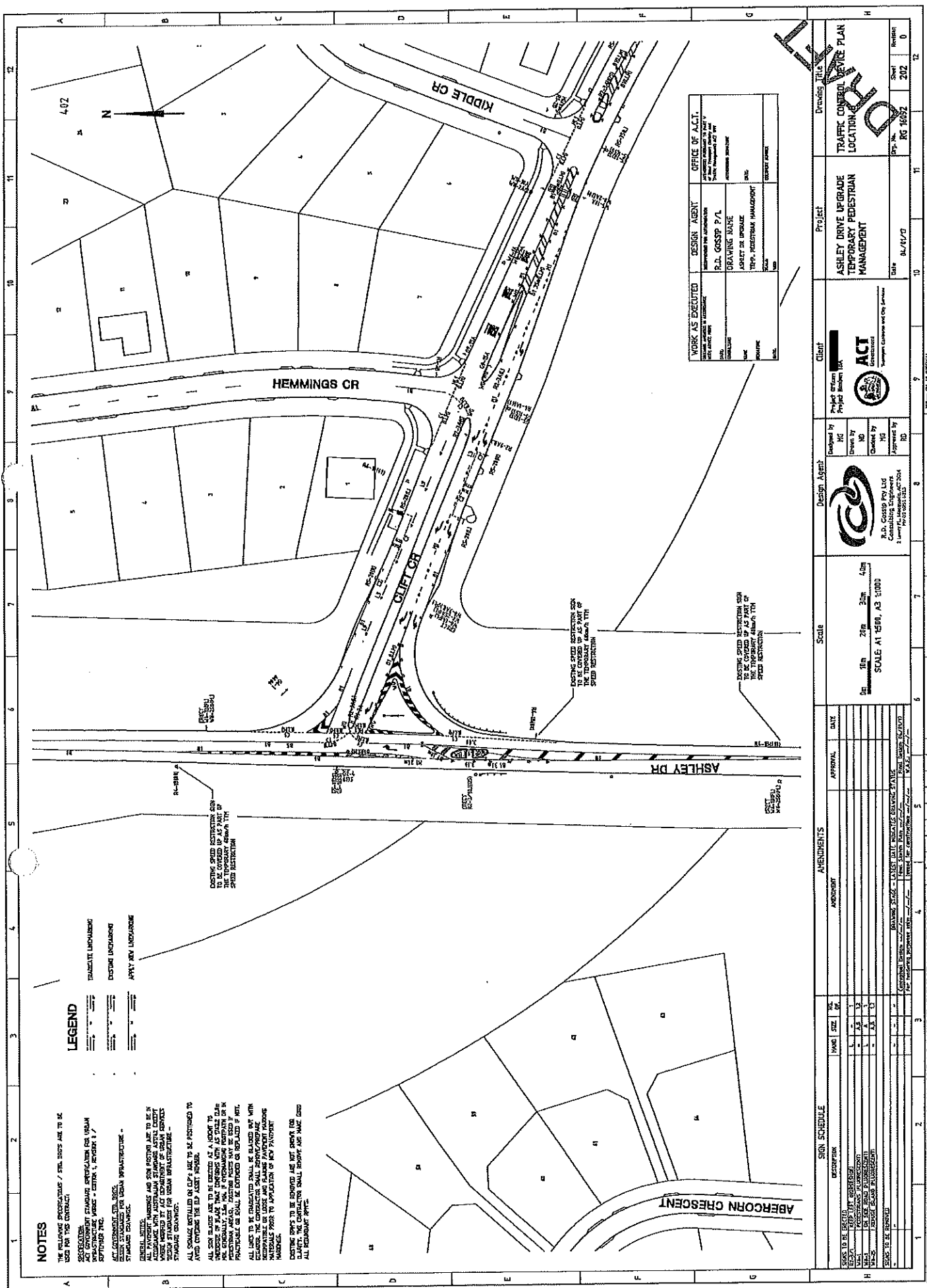
Approval to Use a Closed Road

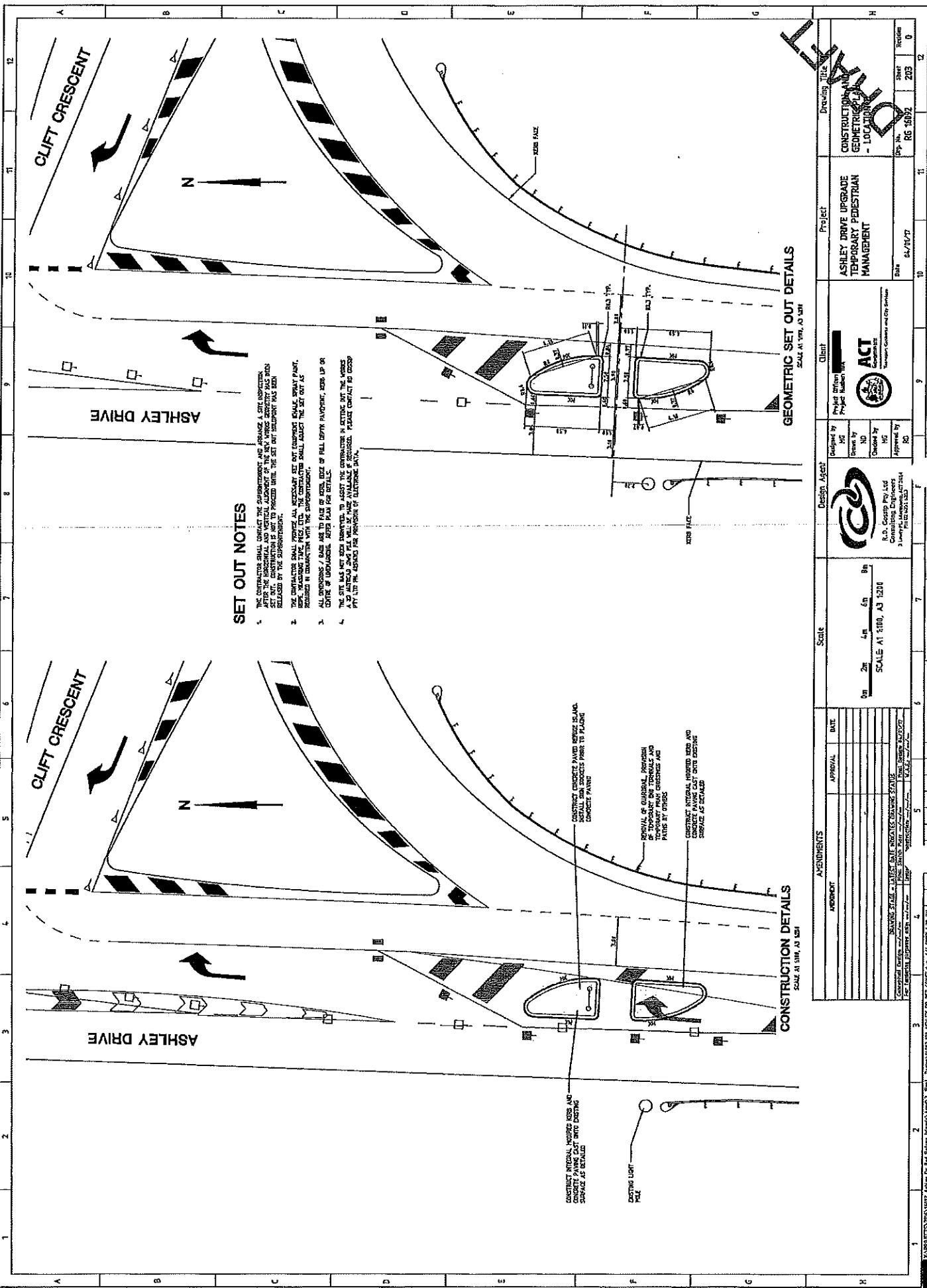
If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



[illegible]



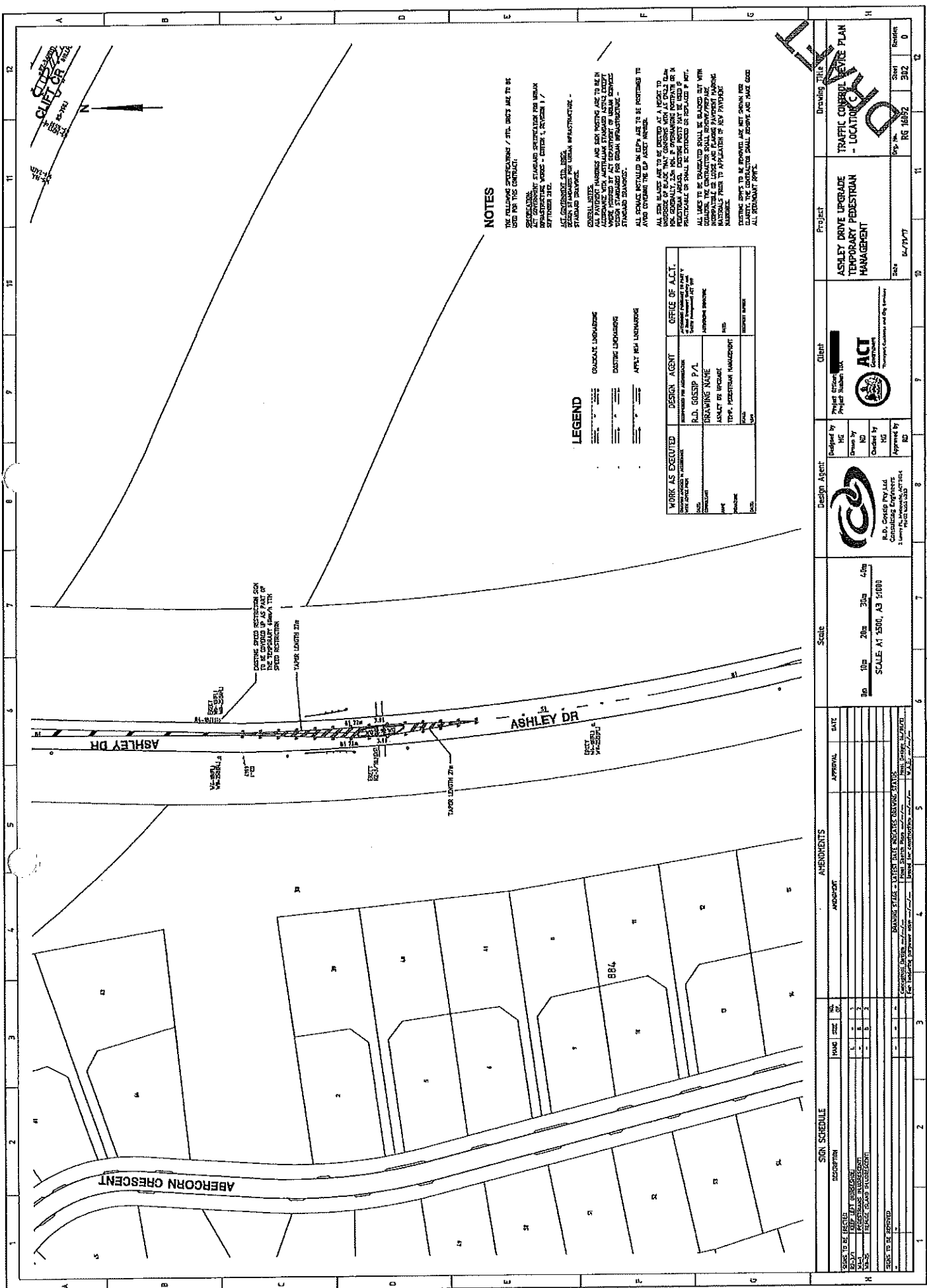
SET OUT NOTES

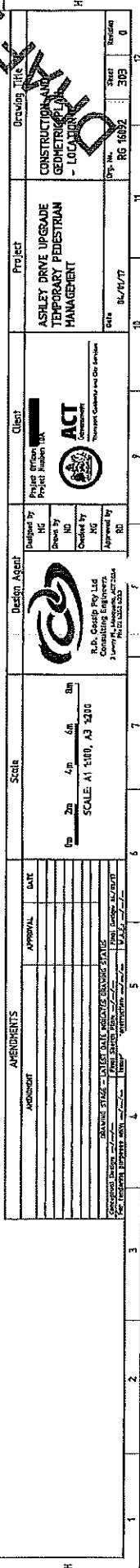
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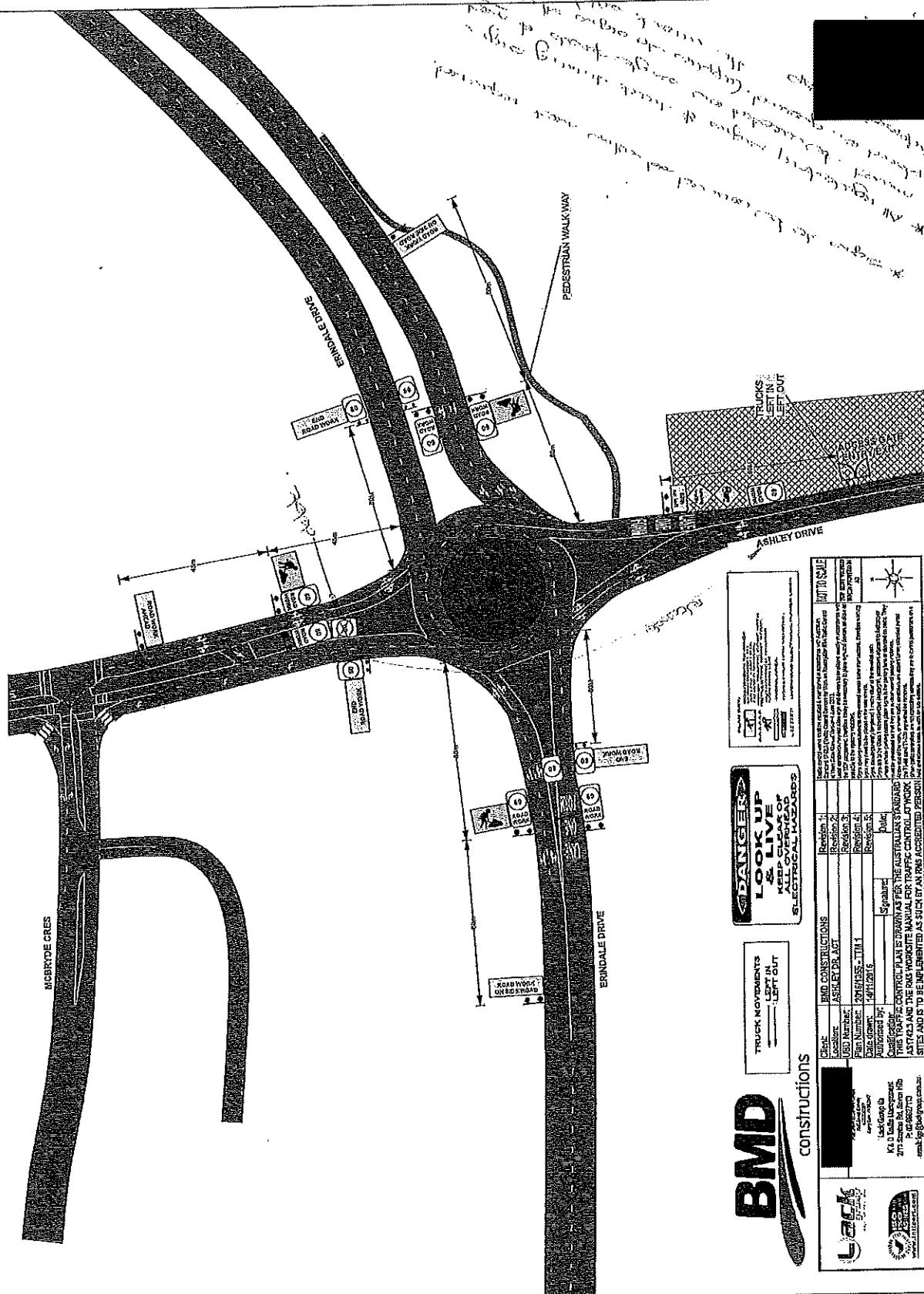
GEOMETRIC SET OUT DETAILS

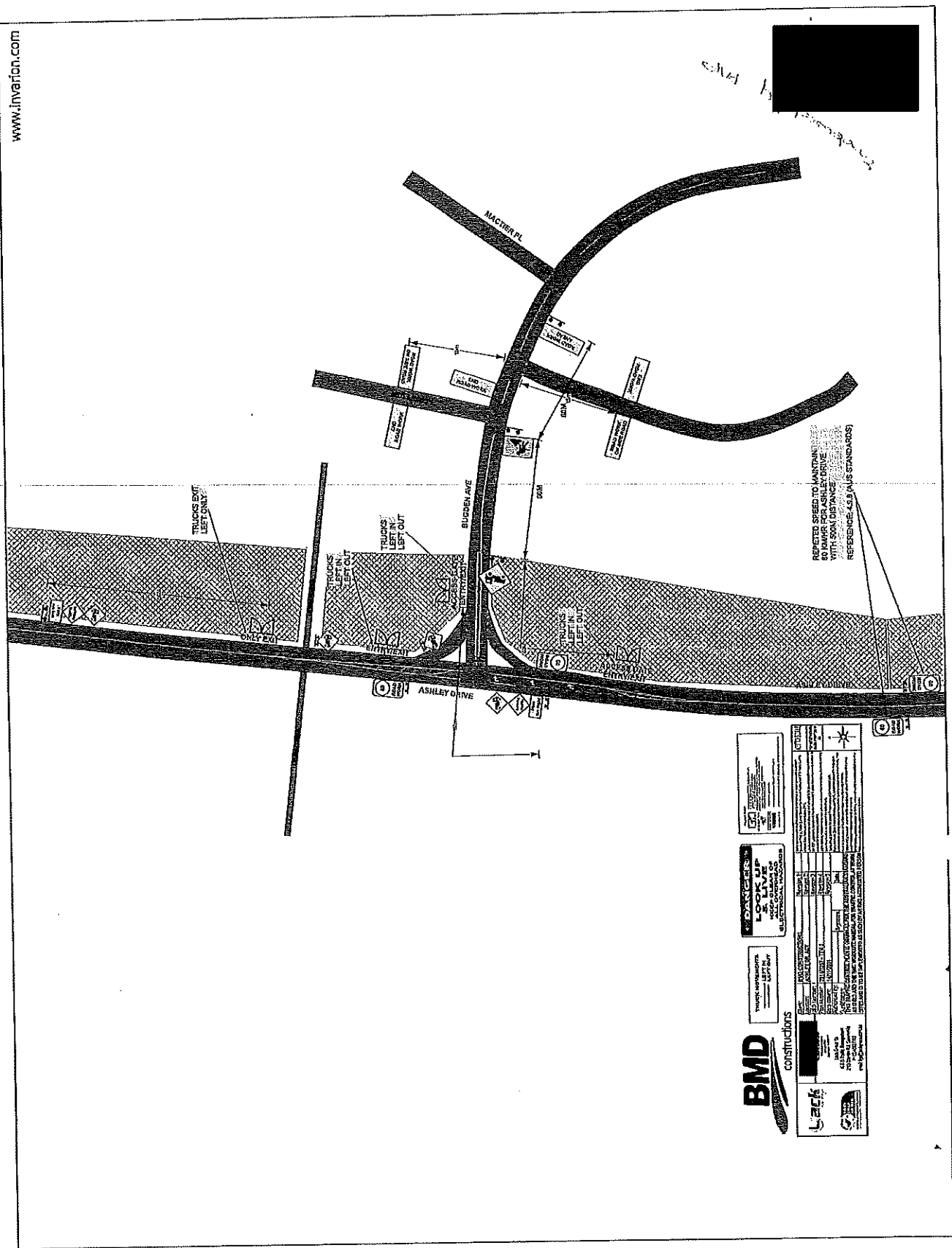
100% COTTON
MADE IN USA

[illegible]





[illegible]



BMD constructions

LOOK UP & LIVE

TRUCK MOVEMENTS

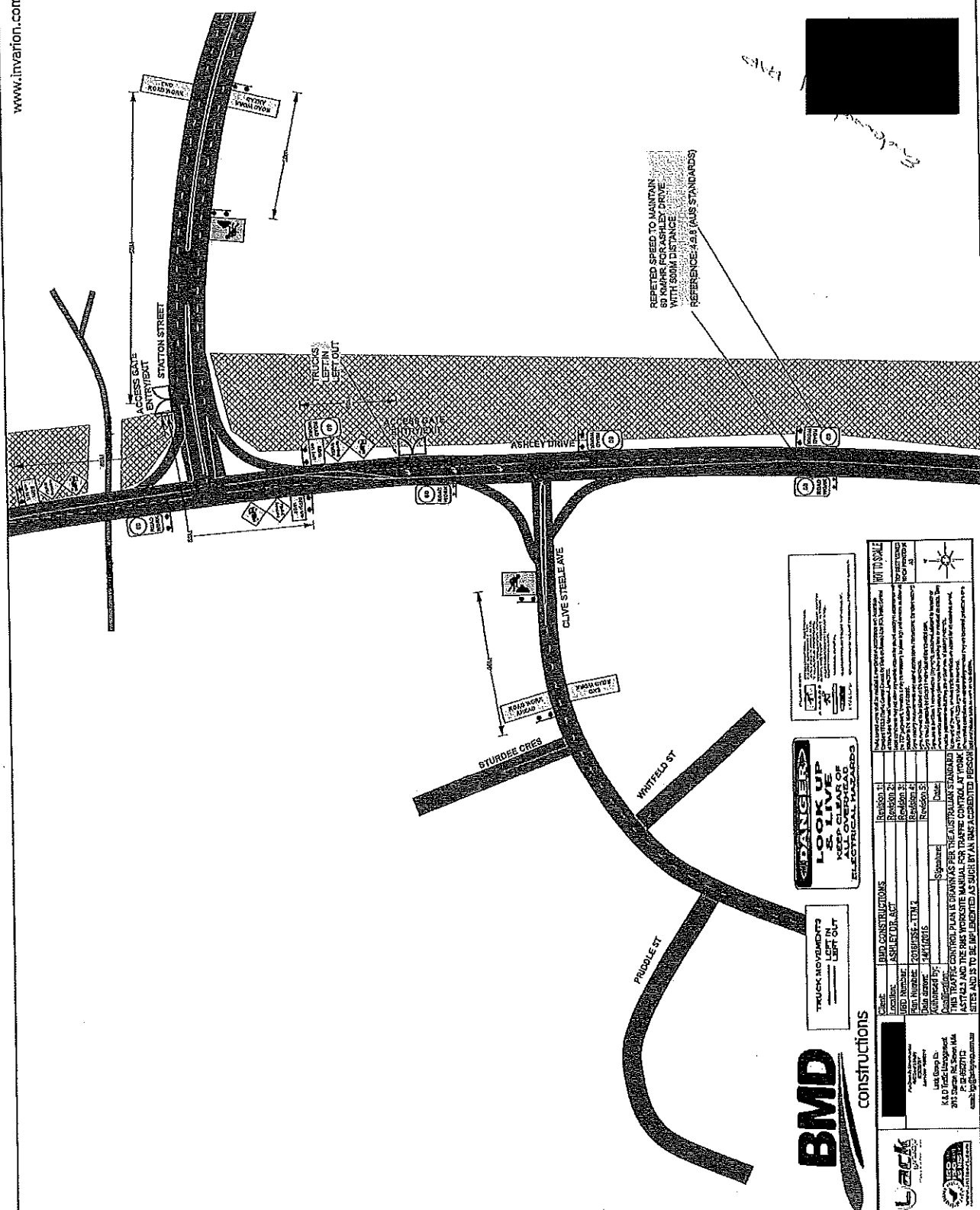
LEFT TURN

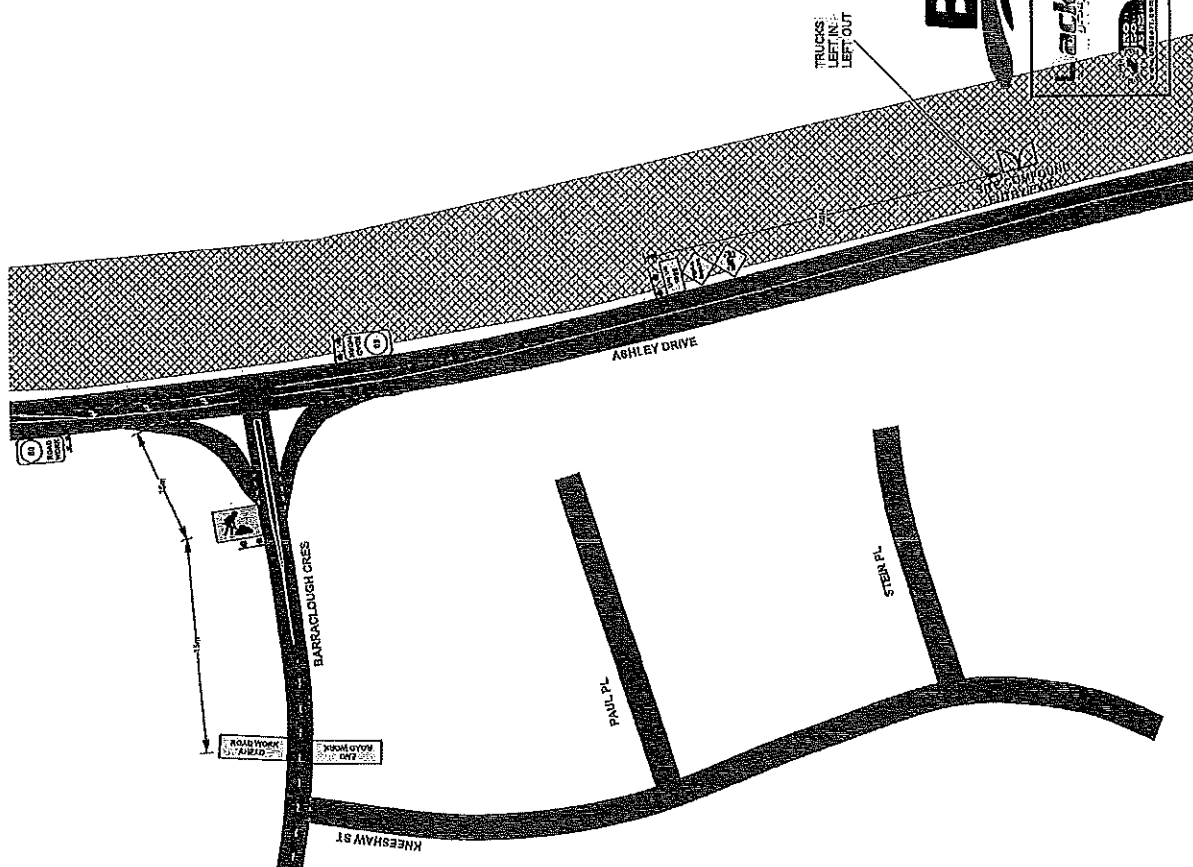
RIGHT TURN

PROJECT INFORMATION		CLIENT INFORMATION	
Project Name	Project Number	Client Name	Client Address
Project Location	Project Date	Client Phone	Client Email
Project Manager	Project Engineer	Client Website	Client Logo

NOTES:

1. ALL TRUCK MOVEMENTS MUST BE MAINTAINED AT ALL TIMES.
2. ALL TRUCK MOVEMENTS MUST BE MAINTAINED AT ALL TIMES.
3. ALL TRUCK MOVEMENTS MUST BE MAINTAINED AT ALL TIMES.





TRUCKS:
LEFT IN
LEFT OUT



constructions

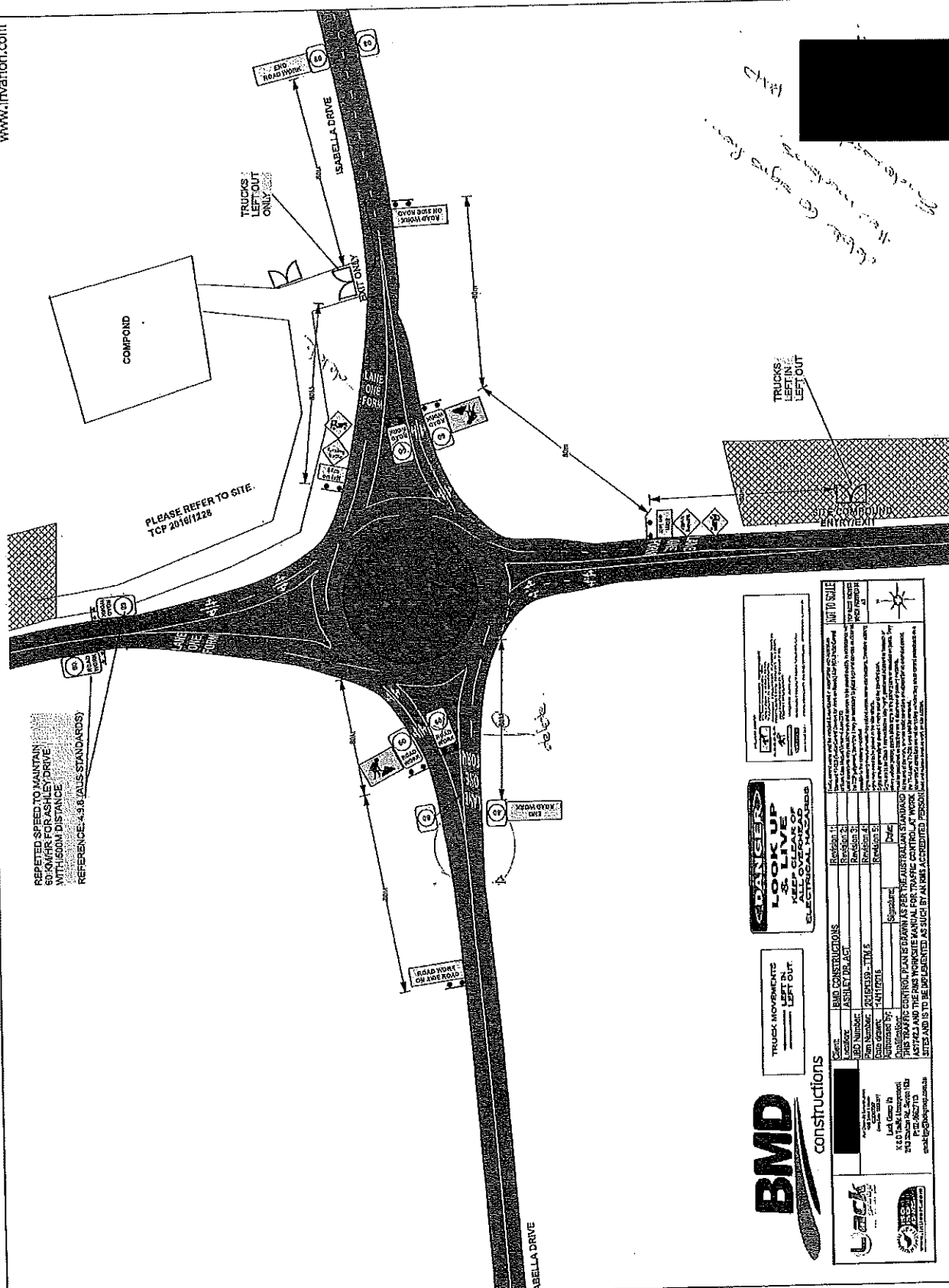
TRUCK MOVEMENTS
LEFT IN
LEFT OUT

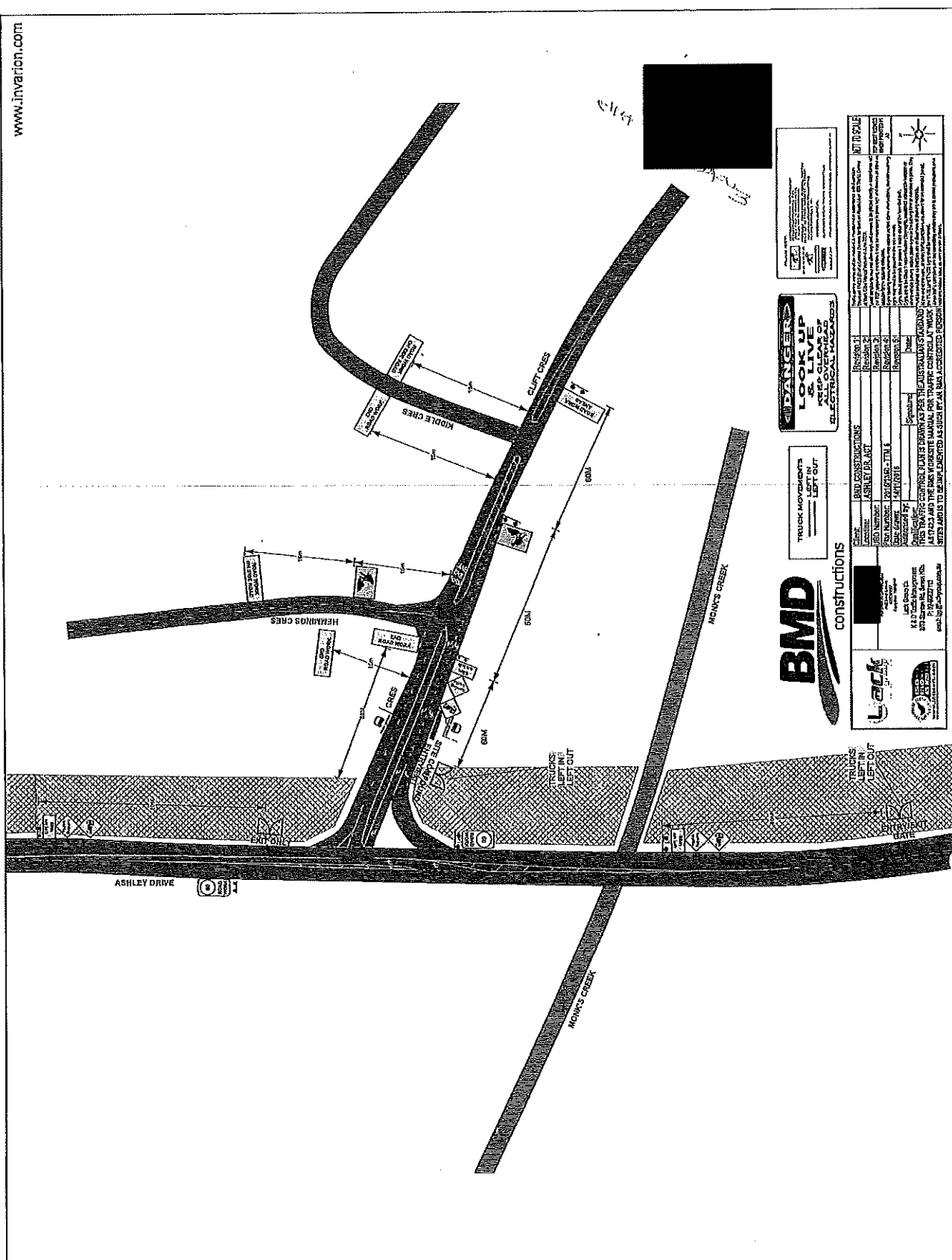
DANGER
LOOK UP
& LIVE
KEEP CLEAR OF
ALL OVERHEAD
POWER LINES

[illegible]

1. BMD CONSTRUCTIONS Class: <u>ASST. ENR. AGT.</u> Job Name: <u>ASST. ENR. AGT.</u> Unit Name: <u>ASST. ENR. AGT.</u> Plan Number: <u>201-003438 - T1H 4</u> Date drawn: <u>12/17/2015</u> Drawn by: <u>[Signature]</u> Checked by: <u>[Signature]</u> Approved by: <u>[Signature]</u> Date: <u>12/17/2015</u>		Revision 1: Revision 2: Revision 3: Revision 4: Revision 5:	NOT TO SCALE Legend: 1. BMD CONSTRUCTIONS 2. BMD CONSTRUCTIONS 3. BMD CONSTRUCTIONS 4. BMD CONSTRUCTIONS 5. BMD CONSTRUCTIONS 6. BMD CONSTRUCTIONS 7. BMD CONSTRUCTIONS 8. BMD CONSTRUCTIONS 9. BMD CONSTRUCTIONS 10. BMD CONSTRUCTIONS 11. BMD CONSTRUCTIONS 12. BMD CONSTRUCTIONS 13. BMD CONSTRUCTIONS 14. BMD CONSTRUCTIONS 15. BMD CONSTRUCTIONS 16. BMD CONSTRUCTIONS 17. BMD CONSTRUCTIONS 18. BMD CONSTRUCTIONS 19. BMD CONSTRUCTIONS 20. BMD CONSTRUCTIONS 21. BMD CONSTRUCTIONS 22. BMD CONSTRUCTIONS 23. BMD CONSTRUCTIONS 24. BMD CONSTRUCTIONS 25. BMD CONSTRUCTIONS 26. BMD CONSTRUCTIONS 27. BMD CONSTRUCTIONS 28. BMD CONSTRUCTIONS 29. 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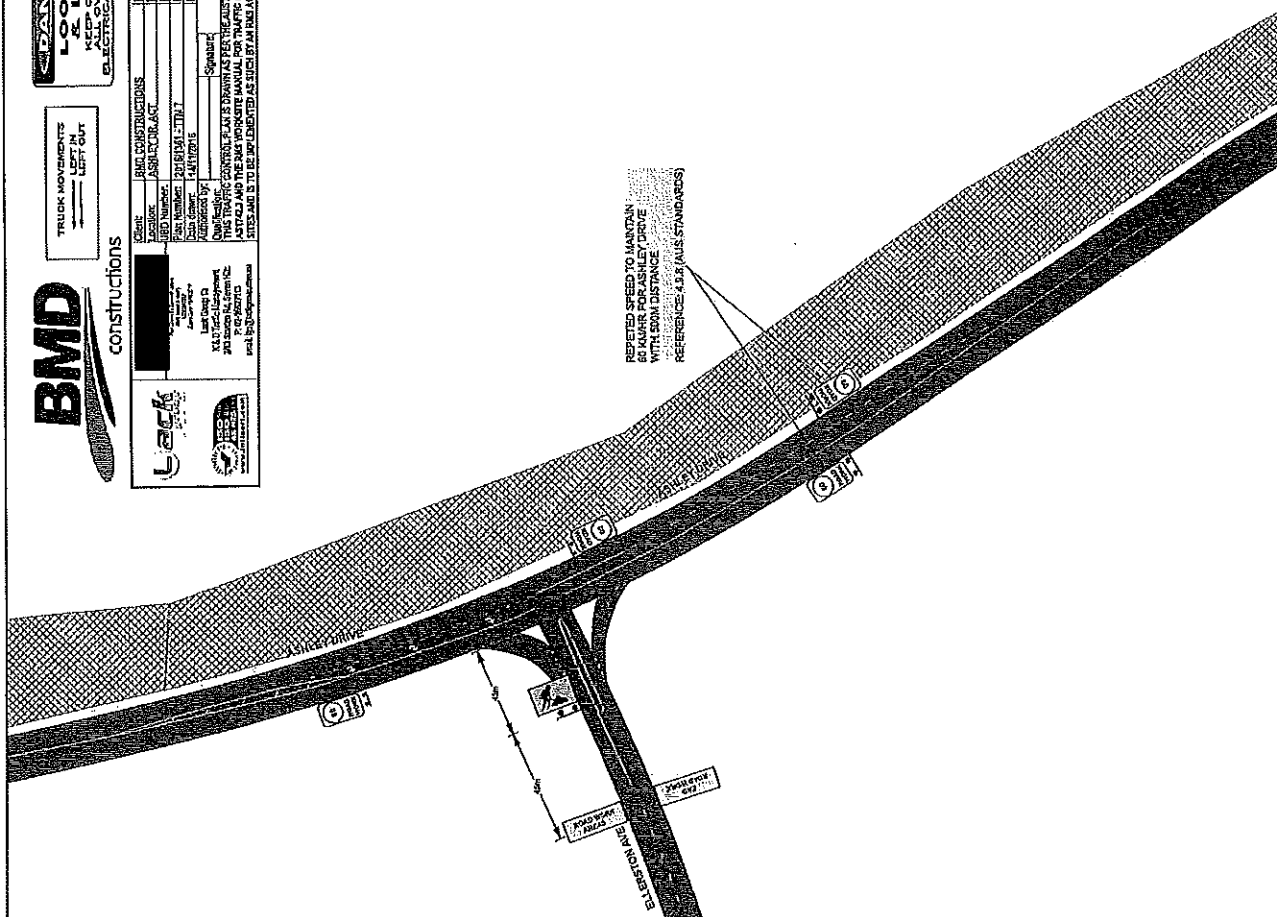
constructions

TRUCK MOVEMENTS
 LEFT IN
 LEFT OUT

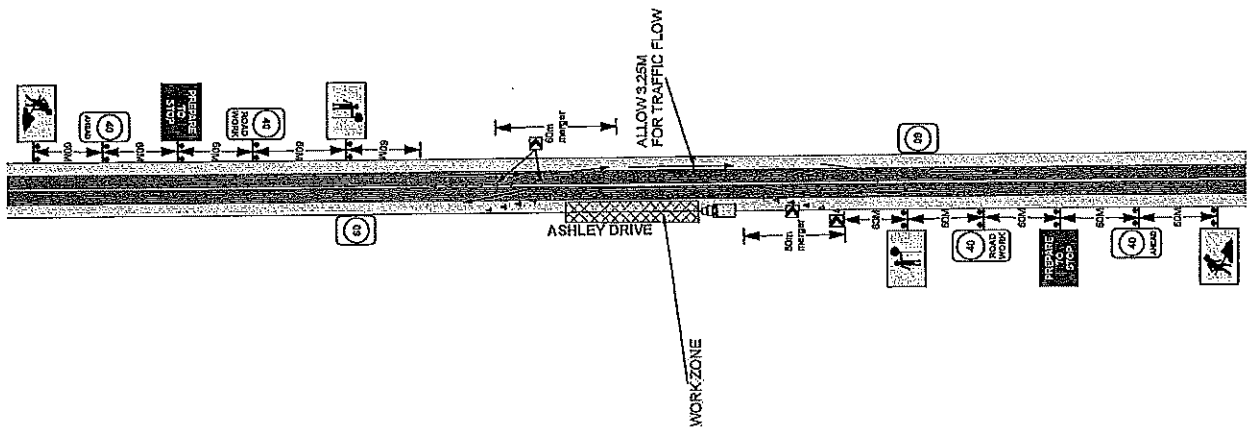
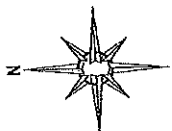
DANGER
**LOOK UP
& LIVE**
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS

[illegible][illegible]

REPEATED SPEED TO MAINTAIN
60 KWHR FOR ASHLEY DRIVE
WITH 500M DISTANCE
REFERENCE: 4.9.8 (AUS STANDARDS)







PLAN KEY

CONSTRUCTION SIGNAGE TO BE PLACED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD FOR TRAFFIC CONTROLS.

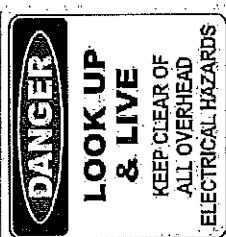
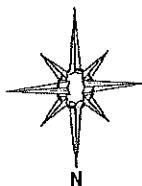
CONSTRUCTION VEHICLE

OVERHEAD ELECTRICAL POWER LINES

DANGER
LOOK UP & LIVE
KEEP CLEAR OF ALL OVERHEAD ELECTRICAL HAZARDS

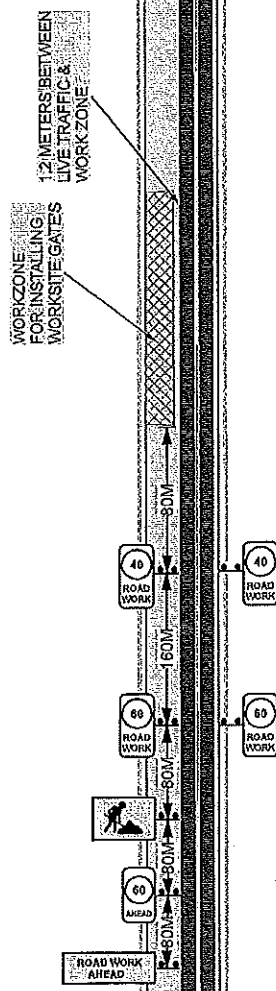
PROJECT PROJECT NAME PROJECT NO. PROJECT LOCATION PROJECT DESCRIPTION	DESIGNER DESIGNER NAME DESIGNER NO. DESIGNER ADDRESS DESIGNER PHONE DESIGNER FAX DESIGNER EMAIL	DATE DATE OF ISSUE DATE OF REVIEW DATE OF CANCELLATION	REVISION REVISION NO. REVISION DESCRIPTION REVISION DATE
APPROVED BY NAME POSITION SIGNATURE DATE		APPROVED BY NAME POSITION SIGNATURE DATE	

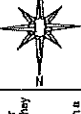
THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD FOR TRAFFIC CONTROLS (AS 1742) AND THE AUSTRALIAN STANDARD FOR TRAFFIC CONTROLS (AS 1742). IT IS TO BE USED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD FOR TRAFFIC CONTROLS (AS 1742) AND THE AUSTRALIAN STANDARD FOR TRAFFIC CONTROLS (AS 1742).



PLAN KEY:

- ROADWORK SIGNAGE CONFORMING TO AS1742.3 AND R14 T.C.A.W.S. MANUAL
- 700MM TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP
- AUTHORISED TRAFFIC CONTROLLER
- WORK AREA
- CONSTRUCTION VEHICLE
- OVERHEAD ELECTRICAL POWER LINES



 		Client: BMD CONSTRUCTION Location: ASHLEY DR. CANBERRA-ACT UBD Number: 2016/1485 Date drawn: 13/12/2016 Authorised by: _____ Signature: _____ Date: _____ Qualification: THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON		NOT TO SCALE TCP BEST VIEWED WHEN PRINTED IN A3 
Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & for R14 Traffic Control at Work Sites Manual Version 4 June 2010. Live traffic controllers may not allow sign and devices to be placed directly in accordance with the standard if it is necessary to place sign and devices as close as possible to the working area. Sign spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side street. Signs should generally be placed 1 metre clear of the travelled path. Signs are to be placed 1 metre clear of the travelled path. Signs are to be placed 1 metre clear of the travelled path. At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-200 signs shall be removed. When traffic controllers are not controlling vehicles they are to control pedestrians on a road and ensure that no work is done on the road.				



ACT
Government

Territory and Municipal Services

Reference number TM:

Application for authorisation of Temporary Traffic Management (TTM) plans

The *Road Transport (Safety and Traffic Management) Act 1999* requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: K & D Traffic Management
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: lgp@lackgroup.com.au

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] **Date:** 6/12/2016

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive

Street: Ashley Drive Road Reserve **Block:** **Section:**

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD CONSTRUCTIONS
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 6123 8500

Mobile number*: [REDACTED]

Email: [REDACTED]

*This person is to be contactable at all times (including public holidays).


ACT
Government

Territory and Municipal Services

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:
Telephone number:
Mobile number:
Email:

net.au

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:
Telephone number:

6207 7194

Mobile number:
Email:
Period of authorisation

Date from and time from

6 / 12 / 2016

: 6:30

am

Date to and time to

15 / 2 / 2018

: 6:30

am

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:30	18:00
Saturday	06:30	15:00
Sunday and public holidays	N/A	N/A

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016- 1355,1356,1357,1358,1359,1360,1361,1362, 1367, 1368	



ACT
Government

Territory and Municipal Services

Reference number TM:

2016/2607

Application for authorisation of Temporary Traffic Management (TTM) plans

The *Road Transport (Safety and Traffic Management) Act 1999* requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: K & D Traffic Management
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: lgp@lackgroup.com.au

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] Date: 16/11/2016

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive

Street: Ashley Drive Road Reserve Block: Section:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD CONSTRUCTIONS
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 6123 8500

Mobile number*: [REDACTED]

Email: [REDACTED]

*This person is to be contactable at all times (including public holidays).



ACT
Government

Territory and Municipal Services

TTM registered number: TM/ 20162607

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From		To	
Date:	22/11/2016	Date:	01/02/2017
Time:	6.30 am	Time:	6.30 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2016/1392 Site Entry	All temporary signs, lines and devices except W5-22, W5-205 & W8-207	Mon – Sun (24 hours)	6.30am 22 November 2016 to 6.30 pm 1 February 2017
2016/1392 Site Entry	W5-22, W5-205 & W8-207	Mon – Fri Sat	6.30 am – 6.30 pm 6.30 am – 3.00 pm

Conditions of Authorisation:

The contractor shall ensure that all **W5-22, W5-205 & W8-207** signs are fully covered or removed at the end of each working day.

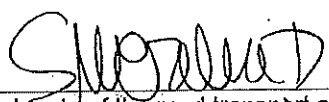
Works may be undertaken on Ashley Drive between the hours of 6.30 am – 6.30 pm Monday to Friday and 6.30 am – 3.00 pm Saturdays provided that

1. All workers, plant and equipment are more than 3 metres clear of moving traffic at all times.
2. There is no disruption to traffic lanes or on road cycle facility during the peak am /pm travel times.

Delegate: Snezana Dimitrovska

Pos. No. 23597

Signature:


(Delegate of the road transport authority)

Date: 21/11/2016


ACT
 Government

Territory and Municipal Services

Reference number TM:

Application for authorisation of Temporary Traffic Management (TTM) plans

The *Road Transport (Safety and Traffic Management) Act 1999* requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: K & D Traffic Management
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: lgp@lackgroup.com.au

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] **Date:** 16/11/2016

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive

Street: Ashley Drive Road Reserve **Block:** **Section:**

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD CONSTRUCTIONS
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 6123 8500

Mobile number*: [REDACTED]

Email: [REDACTED]

*This person is to be contactable at all times (including public holidays).


ACT
 Government

Territory and Municipal Services

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

18 / 11 / 2016

: 6:30

am

Date to and time to

1 / 2 / 2016

: 6:30

pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:30	18:00
Saturday	06:30	15:00
Sunday and public holidays	N/A	N/A

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016- 1355,1356,1357,1358,1359,1360,1361,1362, 1367, 1368	



ACT
Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013 Application for a work approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: BMD Constructions
(individual or organisation)

Organisation contact name: [REDACTED]

Address: U7/189 Flemington Rd, Mitchell **Postcode:** 2911

Telephone number: [REDACTED]

Mobile number: [REDACTED]

Email address: [REDACTED]

Location of work on public unleased land

Public road or block and section	Suburb
Ashley Drive Road Reserve between Erindale Drive and Johnson Drive	Gowrie

Date and time of use

Date from and time from

12 / 2 / 2018 : 06:30 am

Date to and time to

1 / 6 / 2018 : 06:30 pm

Signature of applicant:

[REDACTED]

Date: 16/11/16



ACT
Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013

Application for a work approval

Section 19 of the *Public Unleased Land Act 2013* permits the Director-General, Territory and Municipal Services, to approve a person to carry out **work** on public unleased land – a **work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: K & D Traffic Management
(individual or organisation)

Organisation contact name: [REDACTED]

Address: 2/13 Stanton Rd, Seven Hills, NSW Postcode: 2147

Telephone number: 02 8319 4876

Mobile number: [REDACTED]

Email address: lgp@lackgroup.com.au

Location of work on public unleased land

Public road or block and section	Suburb
ASHLEY DRIVE FROM JOHNSON DR TO ERINDALE DR	ACT

Date and time of use

Date from and time from

18 / 11 / 2016 : 06:30 am

Date to and time to

1 / 2 / 2016 : 06:30 pm

/Signature of applicant: [REDACTED]

Date: 16/11/2016



ACT
Government

Territory and Municipal Services

Reference number	TM	20162607

Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – **a work approval**.

BMD Constructions

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley Drive From Johnson Dr to Erindale Dr	Gowrie Monash Isabella Plains	22/11/2016	01/02/2017	6.30 am	6.30 pm

Delegate:	Snezana Dimitrovska	Pos. No.	23597
Signature:		Date:	21/11/2016
	(Delegate of the director-general)		



ACT
Government

Territory and Municipal Services

Reference number TM:

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



ACT
Government

Territory and Municipal Services

Reference number TM:

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.



ACT
Government

Territory and Municipal Services

Reference number TM:

Certification by TTM designer or TTM plan selector

I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	<u>16/11/2016</u>
Qualification:	<u>Select/Modify traffic control plans</u>	Certificate No:	<u>2252057357</u>
Issued by:	<u>NSW Transport RMS</u>	Expiry date:	<u>16/08/2017</u>

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** – Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** – Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75 metres of a set of traffic lights.
- **Leasing of public unleased land** – Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact Canberra Connect on 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** – Contact Parks and City Services on 13 22 81.
- **Loading zones** – Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** – Contact Canberra Cabs administration on telephone 02 6126 1500 or fax 02 6126 1549.

Public Liability Insurance

A \$20 million public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees



ACT
Government

Territory and Municipal Services

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES
 Contact name*:
 Telephone number:
 Mobile number:
 Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:
 Telephone number: 6207 7194
 Mobile number:
 Email:

Period of authorisation

Date from and time from

18 / 11 / 2016 : 6:30 am

Date to and time to

1 / 2 / 2016 : 6:30 pm

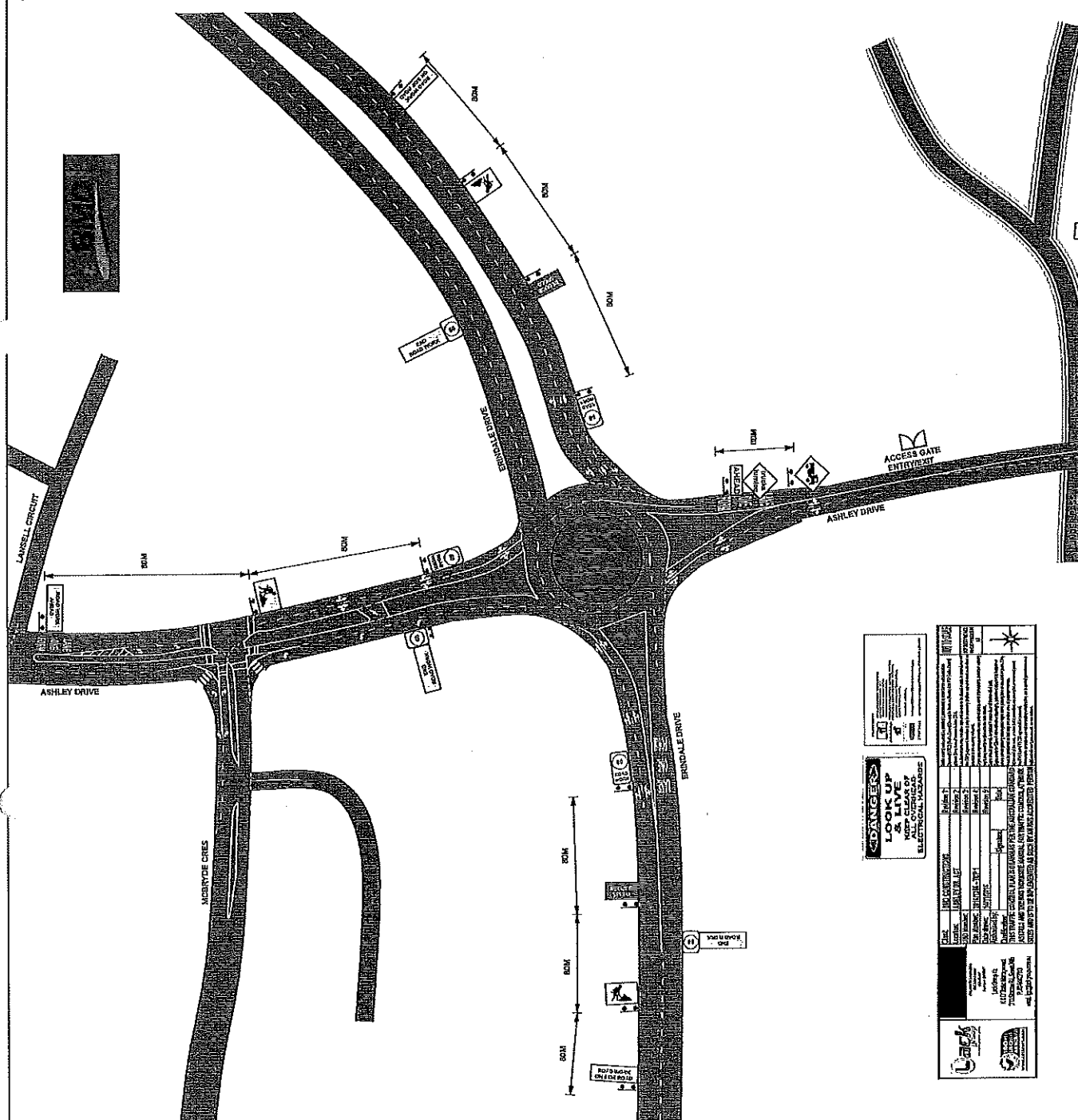
Proposed daily working hours

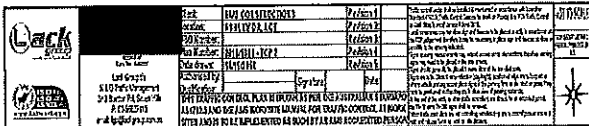
Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:30	18:00
Saturday	06:30	15:00
Sunday and public holidays	N/A	N/A

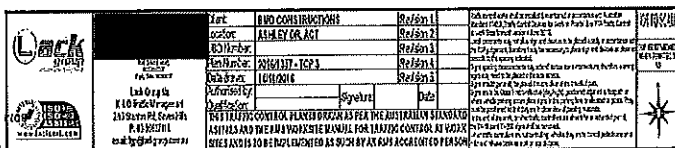
TTM plans to be authorised

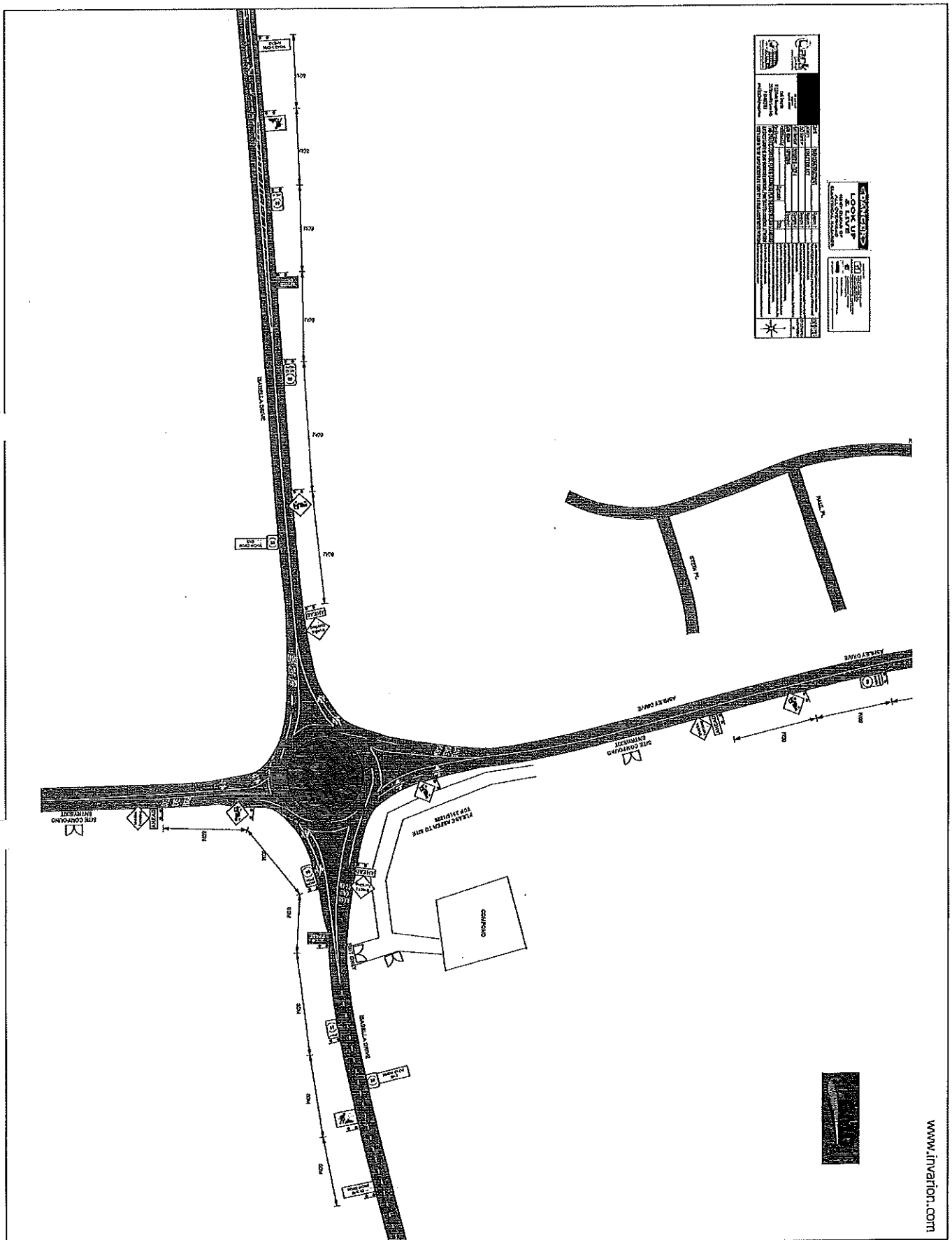
Please note: Each plan must have a unique number.

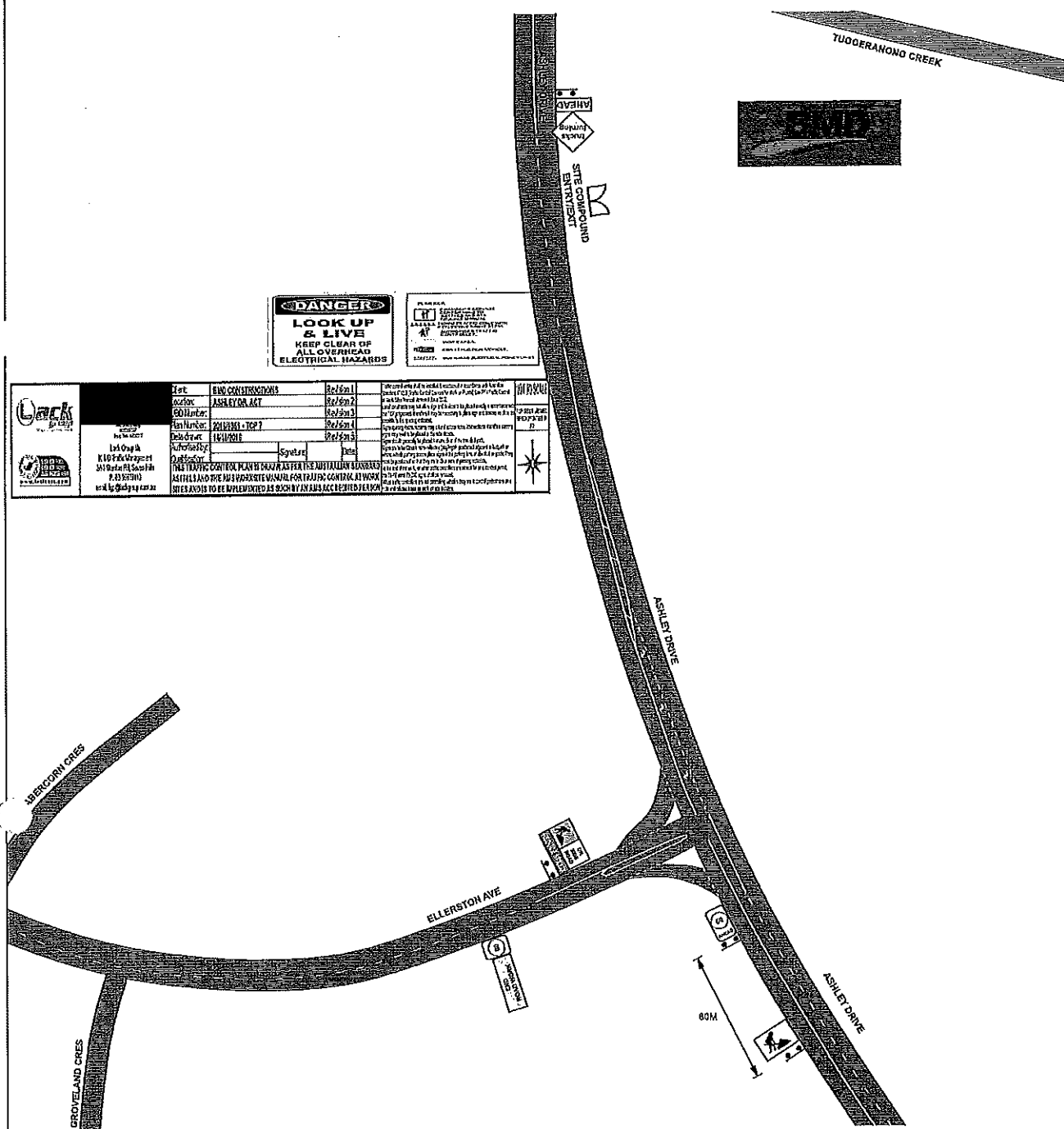
Plan number	Plan number
2016-1392	

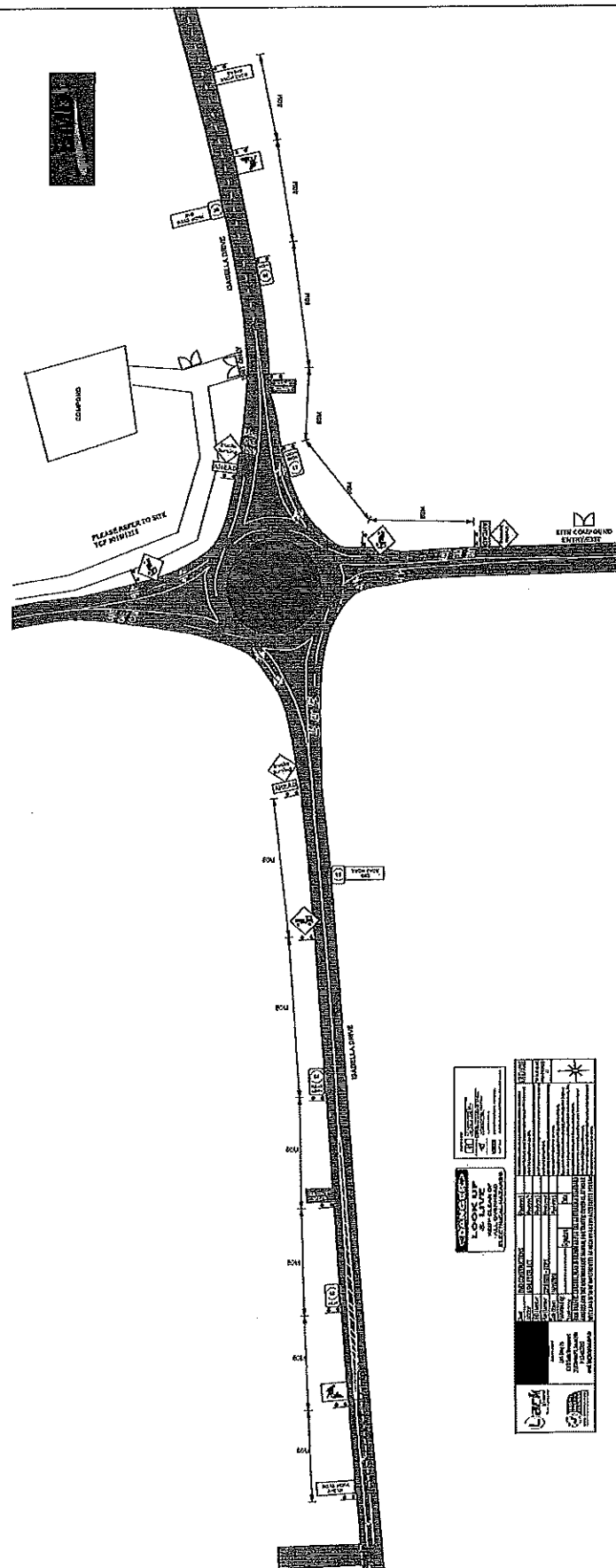






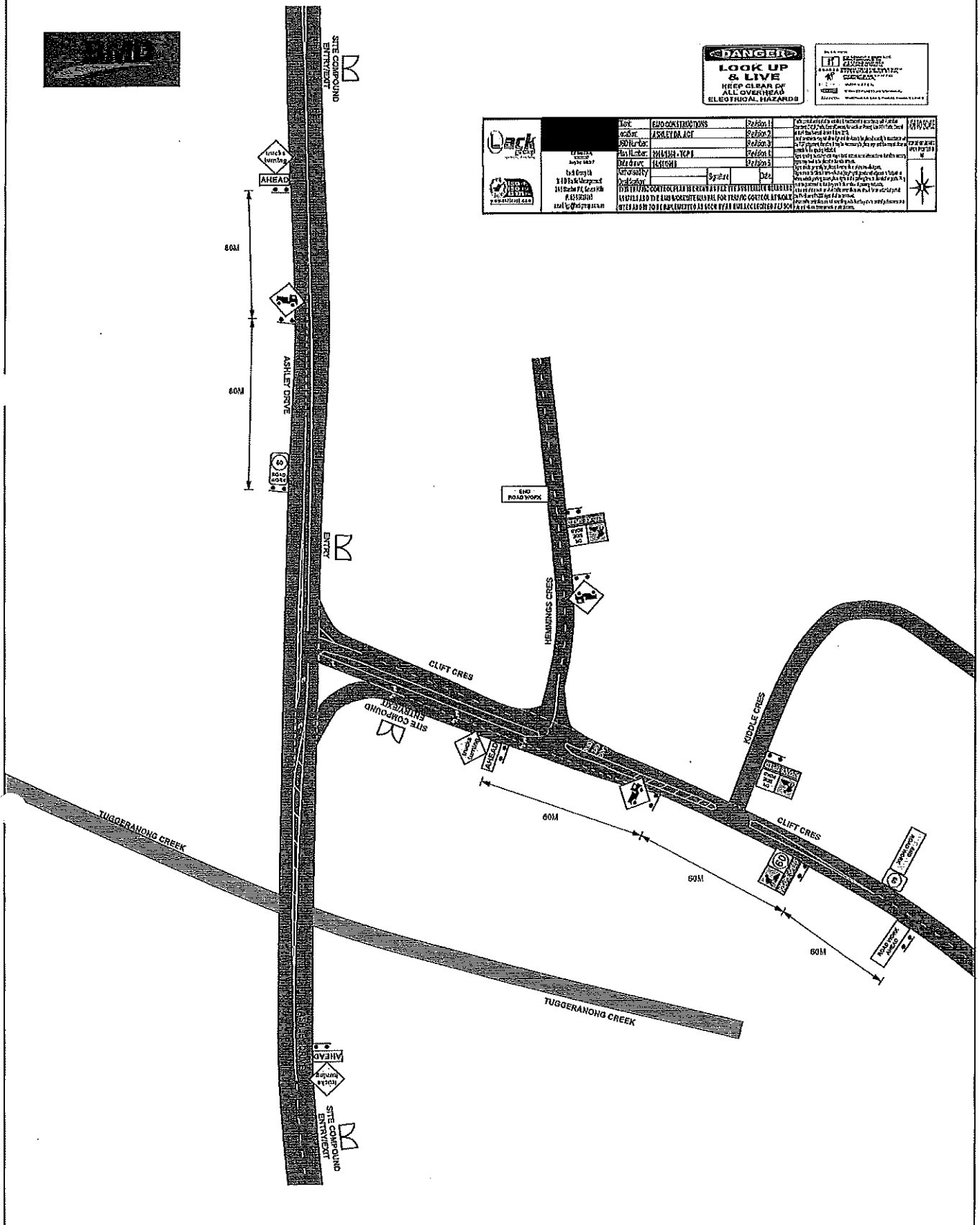


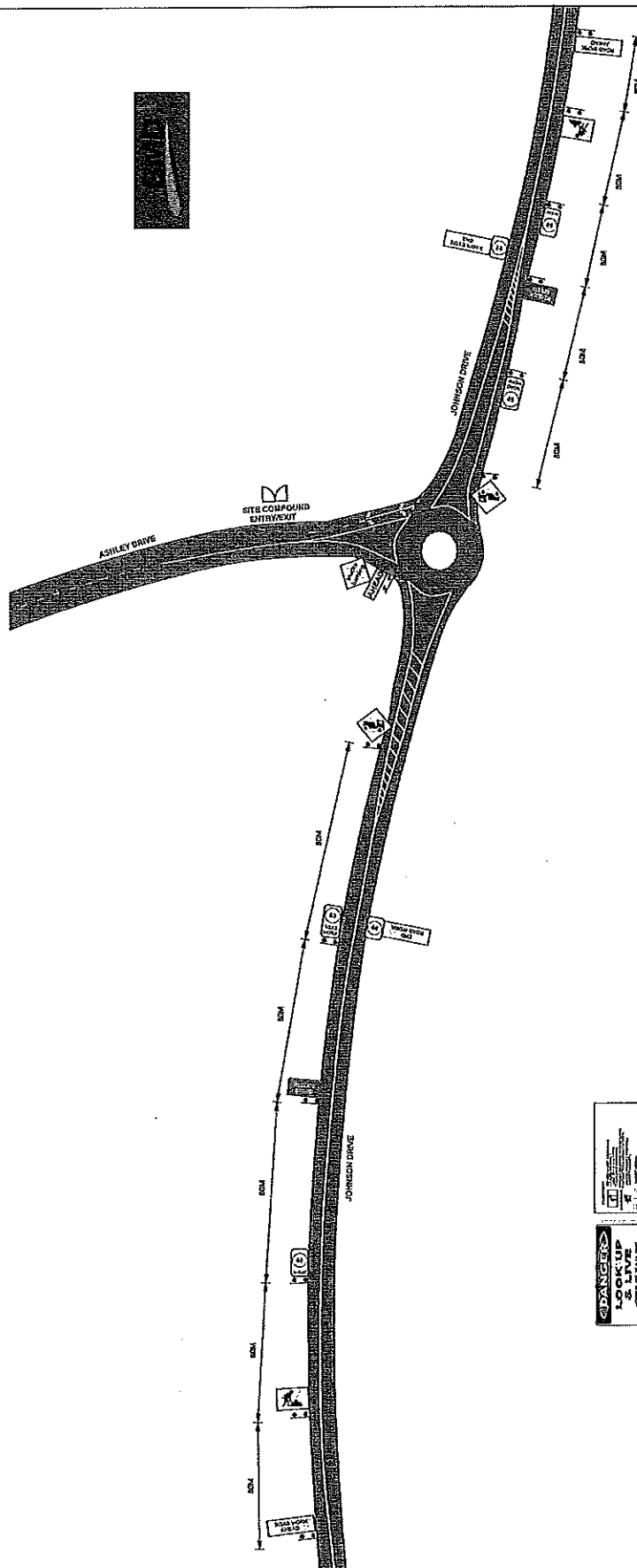




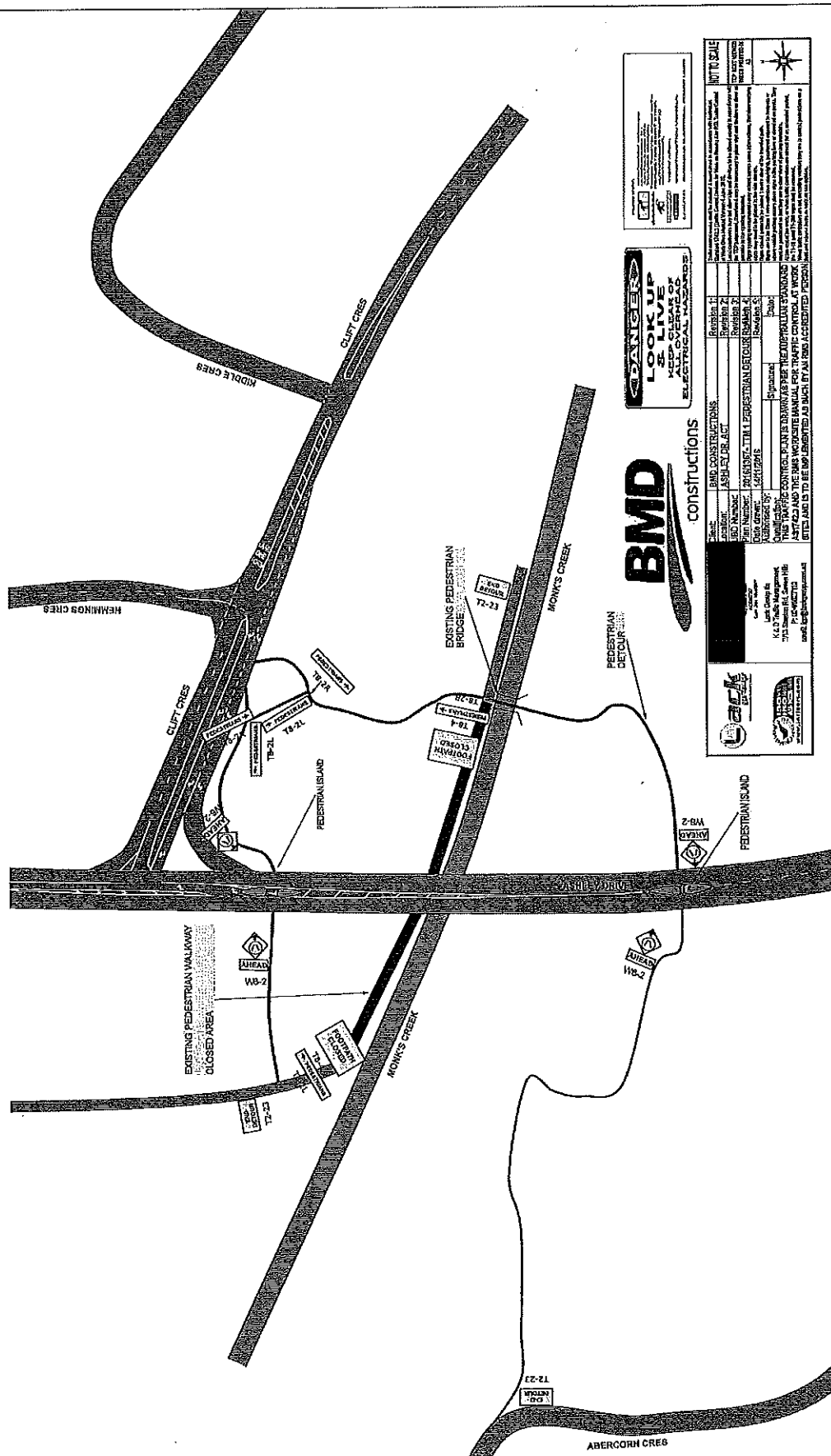


LOG	DESCRIPTIONS	STATUS
01/01/2011	ASBESTOS	01/01/2011
02/01/2011	ASBESTOS	02/01/2011
03/01/2011	ASBESTOS	03/01/2011
04/01/2011	ASBESTOS	04/01/2011
05/01/2011	ASBESTOS	05/01/2011
06/01/2011	ASBESTOS	06/01/2011
07/01/2011	ASBESTOS	07/01/2011
08/01/2011	ASBESTOS	08/01/2011
09/01/2011	ASBESTOS	09/01/2011
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11/01/2011	ASBESTOS	11/01/2011
12/01/2011	ASBESTOS	12/01/2011



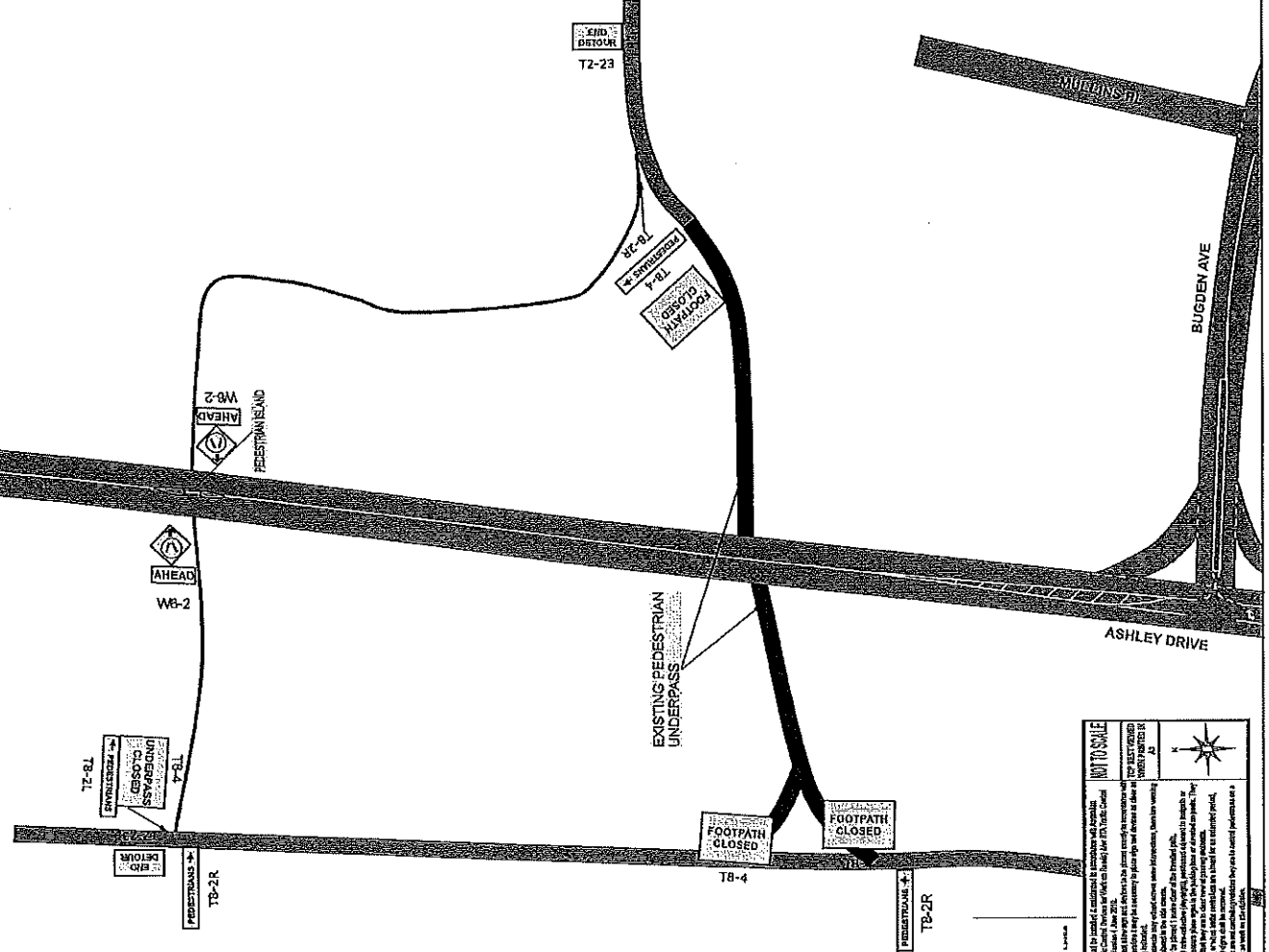


DANGER LOOK UP & LIVE ALL VEHICLES STOP		ROAD WORK AHEAD	
PROJECT INFORMATION Project Name: [REDACTED] Client: [REDACTED] Location: [REDACTED] Scale: 1:1000 North Arrow: [REDACTED] Drawn by: [REDACTED] Checked by: [REDACTED] Date: [REDACTED]			
CONSTRUCTION INFORMATION Contract No: [REDACTED] Contract Value: [REDACTED] Contract Start Date: [REDACTED] Contract End Date: [REDACTED] Contract Status: [REDACTED] Contract Description: [REDACTED] Contract Documents: [REDACTED] Contract Conditions: [REDACTED] Contract Disputes: [REDACTED] Contract Termination: [REDACTED] Contract Assignment: [REDACTED] Contract Variation: [REDACTED] Contract Amendment: [REDACTED] Contract Extension: [REDACTED] Contract Renewal: [REDACTED] Contract Cancellation: [REDACTED] Contract Completion: [REDACTED] Contract Finalization: [REDACTED] Contract Archiving: [REDACTED] Contract Deletion: [REDACTED] Contract Backup: [REDACTED] Contract Restore: [REDACTED] Contract Migration: [REDACTED] Contract Conversion: [REDACTED] Contract Integration: [REDACTED] Contract Interfacing: [REDACTED] Contract Interoperability: [REDACTED] Contract Compatibility: [REDACTED] Contract Portability: [REDACTED] Contract Scalability: [REDACTED] Contract Flexibility: [REDACTED] Contract Adaptability: [REDACTED] Contract Extensibility: [REDACTED] Contract Modifiability: [REDACTED] Contract Configurability: [REDACTED] Contract Customizability: [REDACTED] Contract Personalizability: [REDACTED] Contract Adaptability: [REDACTED] Contract Extensibility: [REDACTED] Contract Modifiability: [REDACTED] Contract Configurability: [REDACTED] Contract Customizability: [REDACTED] Contract Personalizability: [REDACTED]			



PEDESTRIAN DETOUR PLAN NEAR BUGDEN AVENUE, ASHLEY DRIVE-ACT

www.invarion.com



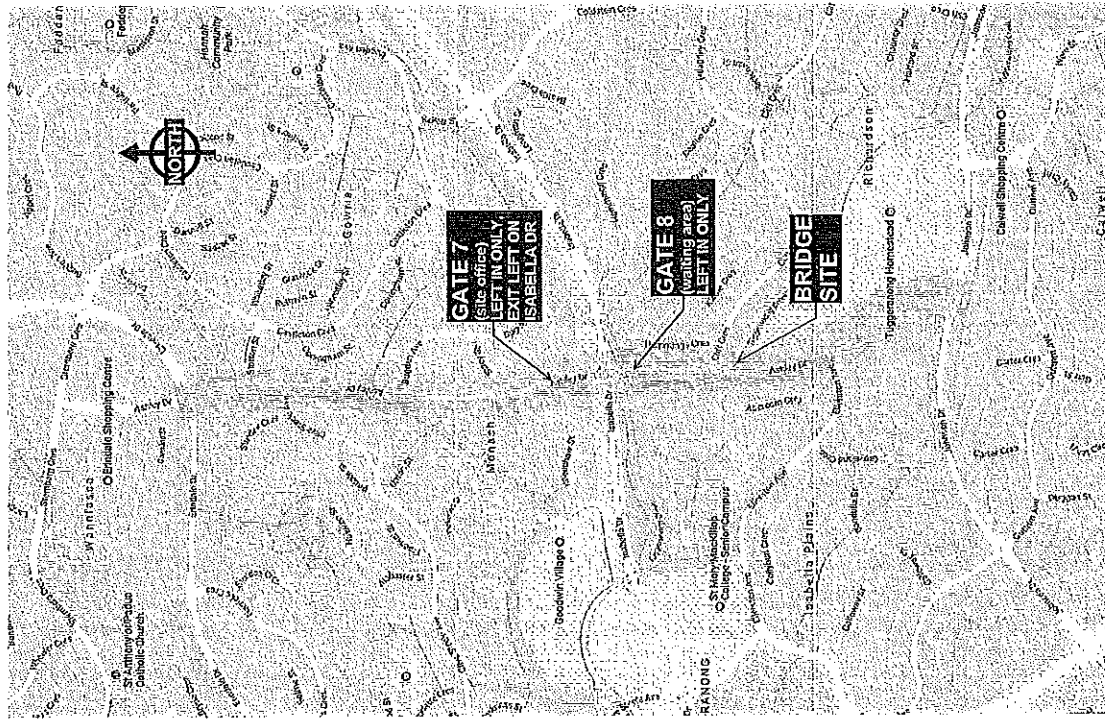
DANGER
LOOK UP
& LIVE
KEEP CLEAR OF
ALL OVERHEAD
ELECTRICAL HAZARDS

NOT TO SCALE	
THIS DETOUR PLAN IS TO BE USED IN CONJUNCTION WITH THE AUSTRALIAN STANDARD AS 1742-2011 (Traffic Control Signs and Signals) AND THE BMD WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN BMD ACCREDITED PERSON.	
DATE: 20/01/2016 LOCATION: ASHLEY DR, ACT LED NUMBER: 20/01/2016 PLAN NUMBER: 20/01/2016 DATE: 20/01/2016 DATE: 20/01/2016 DATE: 20/01/2016	REVISION 1: REVISION 2: REVISION 3: REVISION 4: REVISION 5: DATE: SIGNATURE: QUALIFICATION: THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS 1742-2011 (Traffic Control Signs and Signals) AND THE BMD WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN BMD ACCREDITED PERSON.



Lead Group 16
K10 Traffic Management
273 Sturtess Rd, Seven Hills
P: 02 9627 1113
email: info@bmdgroup.com.au

ASHLEY DRIVE UPGRADE - JOB SITE OVERVIEW



Job Site

UHF CHANNEL 26

Girder Delivery Vehicle Movement Plan

1. Enter via gate #5
2. Wait for Traffic Marshal in standing area
3. Guided by the Traffic Marshal, deliver the girder to the work area & reconnect daily
4. Reverse and onto Cliff Crescent & exit via Ashley Drive

UHF #26

CLIFF CRESCENT
Access to Ashley Drive
closed to the public

ASHLEY DRIVE

Gate #5

North

Loaded Truck

Unloader Truck

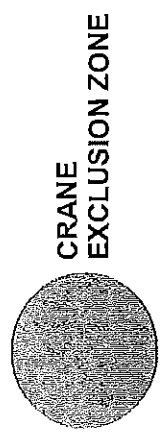
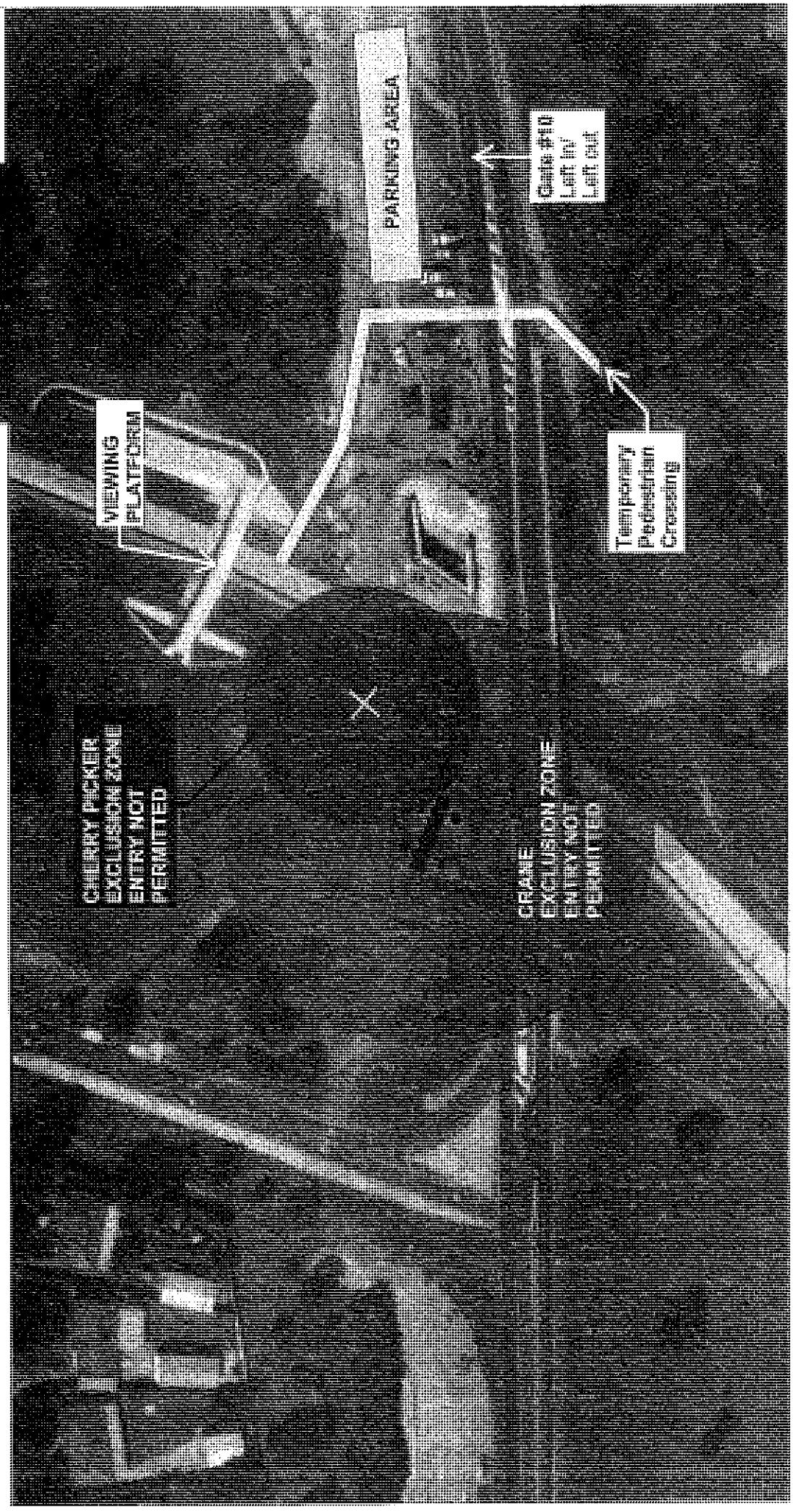
Crane

Work Area Captured

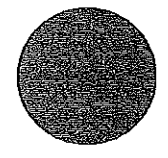
Google earth

GIRDER DELIVERY - LIGHT VEHICLE & PEDESTRIAN MOVEMENT PLAN

UHF #26



CRANE
EXCLUSION ZONE



CHERRY PICKER
EXCLUSION ZONE

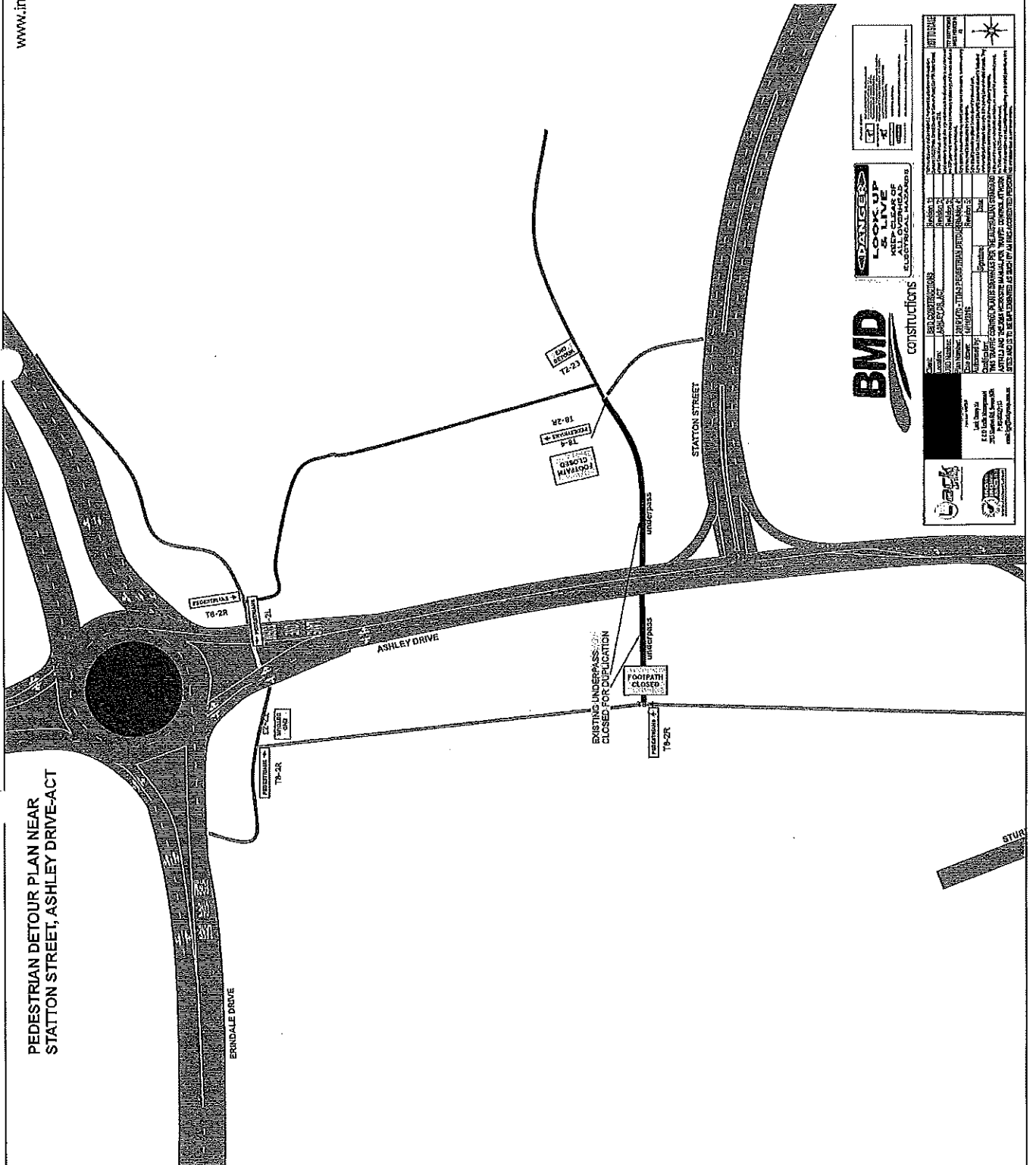


JOB SITE



PARKING
AREA

PEDESTRIAN DETOUR PLAN NEAR STATTON STREET, ASHLEY DRIVE-ACT



BMD
construction

PEDESTRIAN DETOUR PLAN

CONSTRUCTION SITE

LOOK AHEAD

ROAD CLOSED

PEDESTRIAN DETOUR

DATE	BY	REVISION	DESCRIPTION
10/1/2011	J. B. BROWN	1	INITIAL DESIGN
10/1/2011	J. B. BROWN	2	REVISIONS
10/1/2011	J. B. BROWN	3	REVISIONS
10/1/2011	J. B. BROWN	4	REVISIONS
10/1/2011	J. B. BROWN	5	REVISIONS
10/1/2011	J. B. BROWN	6	REVISIONS
10/1/2011	J. B. BROWN	7	REVISIONS
10/1/2011	J. B. BROWN	8	REVISIONS
10/1/2011	J. B. BROWN	9	REVISIONS
10/1/2011	J. B. BROWN	10	REVISIONS

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**ACT**

Government

Territory and Municipal Services

413

Reference number TM:

Public Unleased Land Act 2013

Application for a work approval

Section 19 of the *Public Unleased Land Act 2013* permits the Director-General, Territory and Municipal Services, to approve a person to carry out **work** on public unleased land – a **work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: K & D Traffic Management
(individual or organisation)

Organisation contact name: [REDACTED]

Address: 2/13 Stanton Rd, Seven Hills, NSW Postcode: 2147

Telephone number: 02 8319 4876

Mobile number: [REDACTED]

Email address: lgp@lackgroup.com.au

Location of work on public unleased land

Public road or block and section	Suburb
ASHLEY DRIVE FROM JOHNSON DR TO ERINDALE DR	ACT

Date and time of use

Date from and time from

18 / 11 / 2016 : 06:30 am

Date to and time to

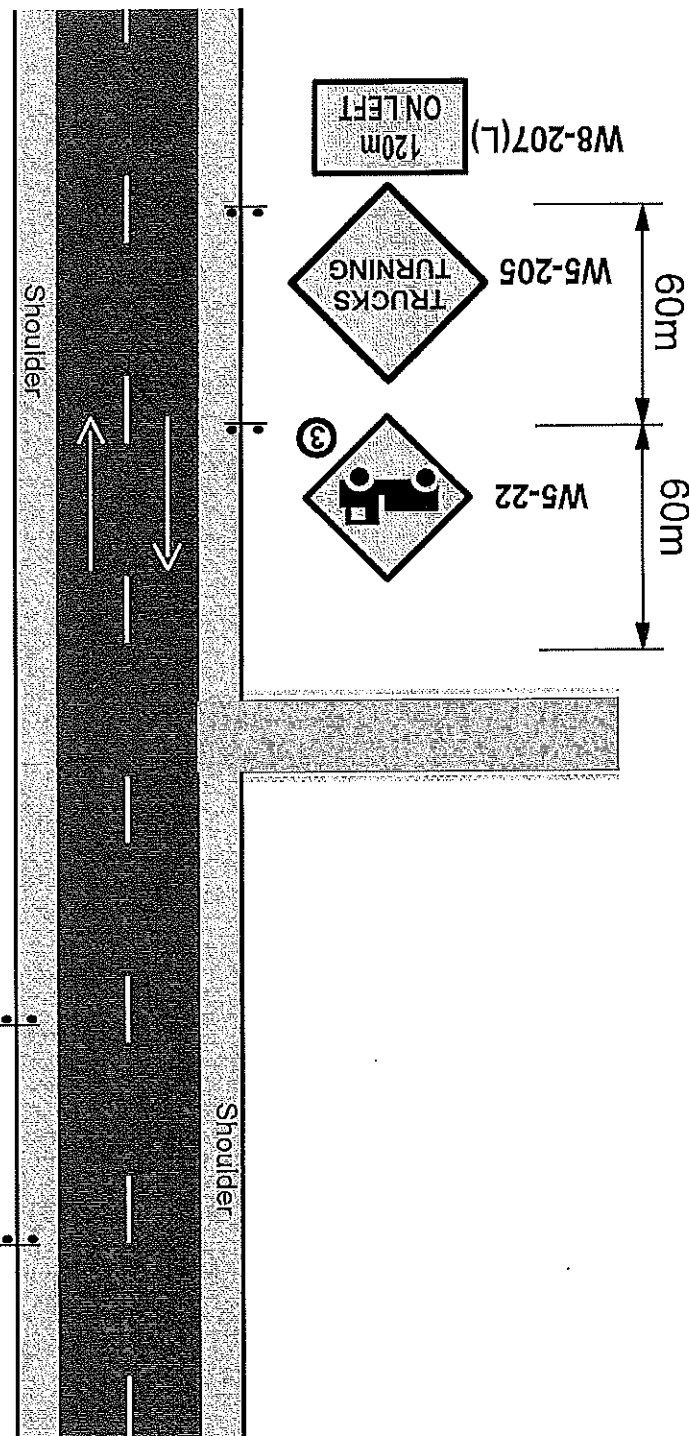
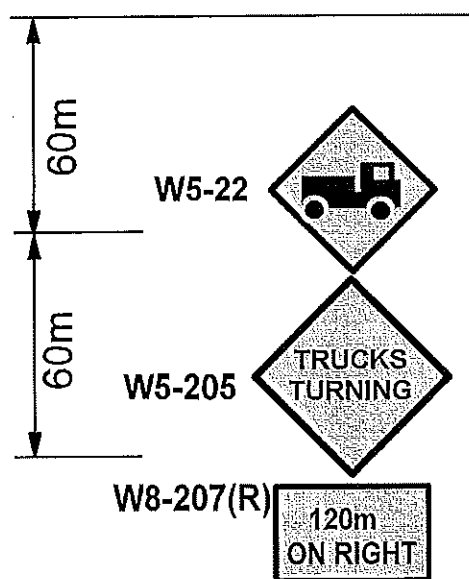
1 / 7 / 2018 : 06:30 pm

/Signature of applicant: [REDACTED]

Date: 16/11/2016

PLAN KEY:

- ROADWORK SIGNAGE
CONFORMING TO
AS1742.3 AND RTA
T.C.A.W.S. MANUAL
- 700MM TRAFFIC CONE WITH
REFLECTIVE NIGHT STRIP.
- AUTHORISED TRAFFIC
CONTROLLER.
- WORK AREA.
- CONSTRUCTION VEHICLE.
- OVERHEAD ELECTRICAL POWER LINES



- ① For use where roadside is generally undeveloped, ADT is more than 1,500 vehicles per day, sight distance is restricted and there are more than 20 truck movements per shift.
- ② See Traffic control at work sites, Section 7.7, Signs for depots, stockpiles, quarries, gravel pits etc.
- ③ For short term works use T2-25.

	AS/NZS 1927:2015 ISO 9001:2015 ISO 14001:2015 ISO 45001:2018 Lack Group Pty Ltd K & D Traffic Management 2/13 Stanton Rd, Seven Hills P: 02-96527113 email: lgp@lackgroup.com.au	Client:	BMD	Revision 1:		Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) & for RTA Traffic Control at Work Sites Manual Version 4 June 2010. Local constraints may not allow sign and devices to be placed in accordance with the TCP judgement, therefore it may be necessary to place signs and devices as close as possible to the spacing indicated. Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets. Signs should generally be placed 1 metre clear of the travel path. Signs are to be Class 1 retro-reflective (daylight), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or adjacent on points. They must be positioned so that they are in clear view of passing motorists. At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-200 signs shall be removed. When traffic controllers are not controlling vehicles they are to control pedestrians on a foot and release basis as work on site dictates.	NOT TO SCALE TOP BEST VIEWED WHEN PRINTED IN A3
		Location:	Site Entry Generic	Revision 2:			
		UJD Number:	2016/1392 Site Entry	Revision 3:			
		Date drawn:	18th November 2016	Revision 4:			
		Authorised by:		Revision 5:			
		Qualification:		Signature:			
				Date:			

THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON



Application for authorisation of Temporary Traffic Management (TTM) plans

The *Road Transport (Safety and Traffic Management) Act 1999* requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: K & D Traffic Management
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: lgp@lackgroup.com.au

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] Date: 16/11/2016

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive

Street: Ashley Drive Road Reserve Block: Section:

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD CONSTRUCTIONS
(individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 6123 8500

Mobile number*: [REDACTED]

Email: [REDACTED]

*This person is to be contactable at all times (including public holidays).



ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number:

Mobile number:

Email:

Period of authorisation

Date from and time from

18 / 11 / 2016

: 6:30

am

Date to and time to

1 / 7 / 2018

: 6:30

pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:30	18:00
Saturday	06:30	15:00
Sunday and public holidays	N/A	N/A

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016-1392	


Certification by TTM designer or TTM plan selector

 I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	<u>16/11/2016</u>
Qualification:	<u>Select/Modify traffic control plans</u>	Certificate No:	<u>2252057357</u>
Issued by:	<u>NSW Transport RMS</u>	Expiry date:	<u>16/08/2017</u>

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

- **Bus routes and bus stops** – Contact ACTION's Southside Field Operations Manager [REDACTED] or Northside Field Operations Manager [REDACTED] if the works or TTM arrangement is on a regular or school bus route.
- **Traffic lights** – Contact the Manager Traffic Lights, Roads ACT, on telephone 02 6207 5223 if the work or the temporary traffic management arrangement associated with the work affects the operation of a set of traffic lights or is within 75 metres of a set of traffic lights.
- **Leasing of public unleased land** – Exclusive use of public unleased land for construction related purposes such as material handling and storage, and site office accommodation will require a formal agreement with the Land Use Unit, Parks and City Services. Contact Canberra Connect on 13 22 81. A separate fee is payable for the leasing of the land.
- **Trees and landscaped areas on public unleased land** – Contact Parks and City Services on 13 22 81.
- **Loading zones** – Contact the Transport Workers Union Canberra Branch on telephone 02 6280 9353.
- **Taxi zones** – Contact Canberra Cabs administration on telephone 02 6126 1500 or fax 02 6126 1549.

Public Liability Insurance

A \$20 million public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.

Fees



ACT
Government

Territory and Municipal Services

418

Reference number TM:

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.

**Work Approval**

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

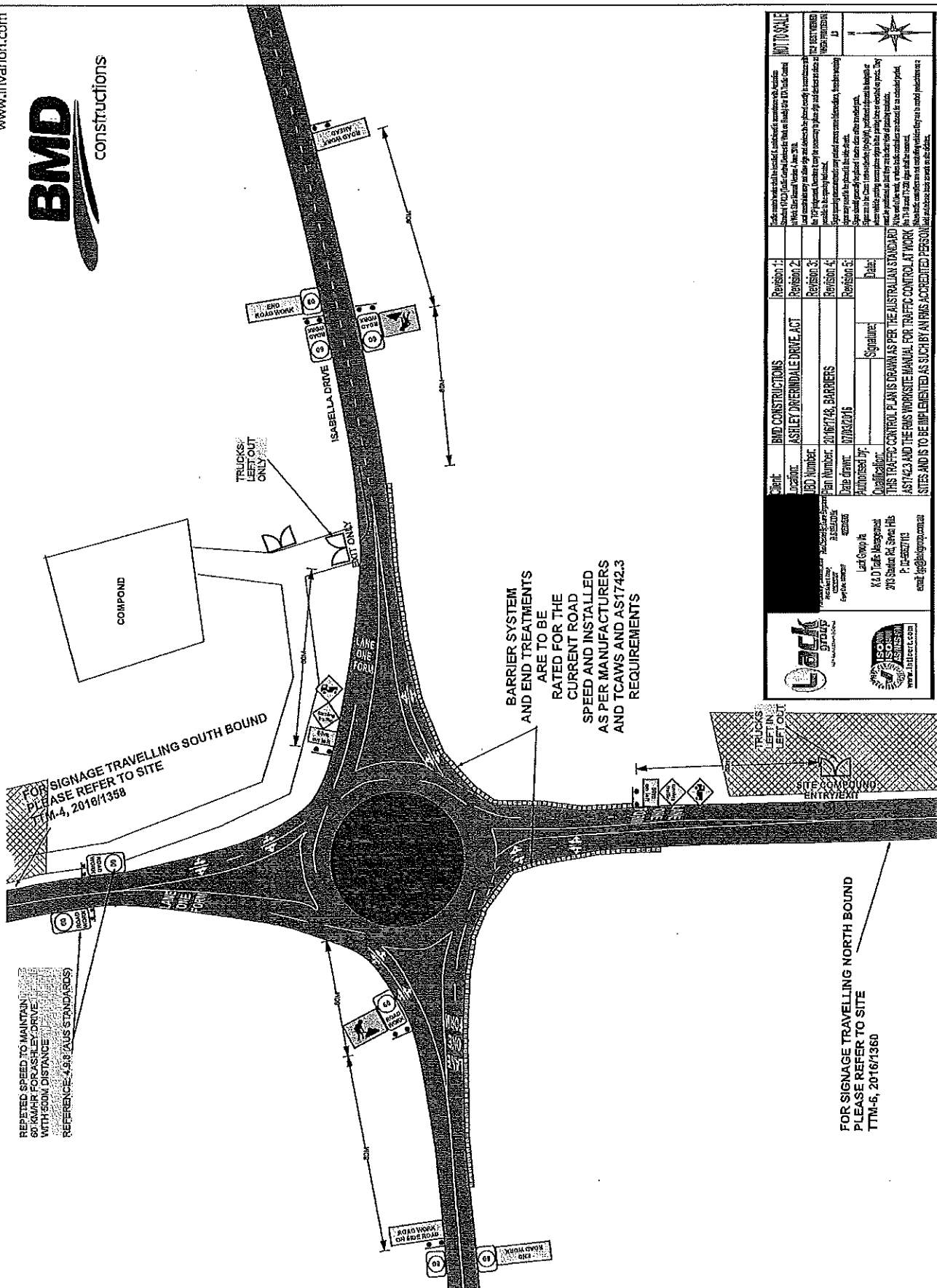
If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



NOT TO SCALE	
Client: BMD CONSTRUCTIONS	Revision 1:
Location: ASHLEY DRIVE/DALE DRIVE ACT	Revision 2:
BO Number:	Revision 3:
Pen Number: 2016/748, BARBERS	Revision 4:
Date drawn: 10/10/2016	Revision 5:
Authorised by: [Signature]	Date:
Qualification:	Signature:
THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK.	
SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSONNEL.	

Lack group
AN INVARION COMPANY

Lead Group: [Name]
K110 Traffic Management
270 Sturt St, Sydney NSW
P: 02 55271113
email: log@lackgroup.com.au

ECOM
CONSTRUCTION
www.ecom.com.au



ACT
Government

Territory and Municipal Services

Reference number TM:

Application for authorisation of Temporary Traffic Management (TTM) plans

The Road Transport (Safety and Traffic Management) Act 1999 requires a person to be authorised by the road transport authority to install or display (or to interfere with, change or remove) prescribed traffic control devices on a road or road related area.

Applicant details

This can be the person who will be authorised by the road transport authority or the person acting as an agent to submit the application.

Name: K & D Traffic Management
(Individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 8319 4876

Mobile number*: [REDACTED]

Email: ljp@lackgroup.com.au

*This person is to be contactable at all times (including public holidays) if it is the person to be authorised.

Is the person to be authorised a charitable organisation?	Yes	☐	No	☒
Is the person to be authorised a not-for-profit organisation?	Yes	☐	No	☒
Is the work for Roads ACT?	Yes	☒	No	☐

Signature of applicant: [REDACTED] **Date:** 10/01/2017

Project details

Project title: Ashley Drive Upgrade Stage 2

Description: Duplication of Ashley Drive

Street: Ashley Drive Road Reserve **Block:** **Section:**

Suburb: Gowrie

Contractor details

This will be the person authorised if the applicant is not the person to be authorised by the road transport authority.

Name: BMD CONSTRUCTIONS
(Individual or organisation)

Name of contact person*: [REDACTED]

Telephone number*: 02 6123 8500

Mobile number*: [REDACTED]

Email: [REDACTED]

*This person is to be contactable at all times (including public holidays).



ACT
Government

Territory and Municipal Services

TTM registered number:	TM/	

Authorisation of Temporary Traffic Management (TTM) Plans

BMD Constructions

is authorised pursuant to Part 5 of Road Transport (Safety and Traffic Management) Act 1999 to install or display (or to interfere with, change or remove) the prescribed traffic control devices shown on the authorised TTM plans for the period of authorisation and for the daily authorised times for each TTM plan and in accordance with the attached conditions of authorisation.

A copy of this authorisation together with the plans authorised, the conditions of authorisation and the risk assessment must be available at the work site during working hours.

Period of authorisation

From				To			
Date:	12/01/2017	Time:	9.30 am	Date:	11/04/2017	Time:	4 pm

Authorised TTM Plans and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
2016-1485	All temporary signs, lines and devices	Mon Fri Sat	9.30 am – 4 pm 6.30 am – 3 pm

Conditions of Authorisation:

The contractor shall ensure that all temporary signs and devices are fully covered or removed outside of the authorised working times.

The contractor shall ensure that safe pedestrian / cyclist access is maintained at all times in accordance with the requirements of **Australian Standard AS 1742.3 (2009) – Section 2.3.7 Provision for pedestrians and bicycles.**

The contractor shall liaise with [REDACTED] ACTION Southside Field Operations [REDACTED] or [REDACTED] at least 24 hours prior to implementing any lane closures or traffic controller operations on any ACTION service delivery route.

Delegate:

Colin Evans

Pos. No. 23592

Signature:

Date: 11/1/2017

(Delegate of the road transport authority)


ACT
 Government

Territory and Municipal Services

Reference number TM:

Public Unleased Land Act 2013

Application for a work approval

Section 19 of the *Public Unleased Land Act 2013* permits the Director-General, Territory and Municipal Services, to approve a person to carry out work on public unleased land – a **work approval**.

Work, on public unleased land, includes any interference with Territory property on the public unleased land; and construction work, including building and maintenance work carried out on the public unleased land.

An application for a **work approval** shall be submitted with each temporary traffic management plan authorisation application.

A fee is payable for each application.

Applicant details

Name: K & D Traffic Management
(individual or organisation)

Organisation contact name: [REDACTED]

Address: 2/13 Stanton Rd, Seven Hills, NSW **Postcode:** 2147

Telephone number: 02 8319 4876

Mobile number: [REDACTED]

Email address: lgp@lackgroup.com.au

Location of work on public unleased land

Public road or block and section	Suburb
ASHLEY DRIVE FROM JOHNSON DR TO ERINDALE DR	ACT

Date and time of use

Date from and time from

11 / 01 / 2017 : 06:30 am

Date to and time to

11 / 04 / 2017 : 06:30 pm

/Signature of applicant: [REDACTED]

Date: 10/01/2016



ACT
Government

Territory and Municipal Services

Reference number	TM	

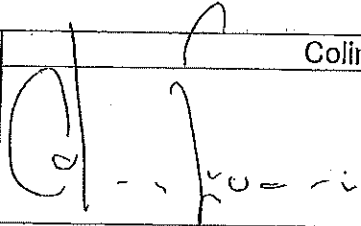
Public Unleased Land Act 2013 Work Approval

Section 19 of the Public Unleased Land Act 2013 permits the director-general, Territory and Municipal Services Directorate, to approve a person to carry out **work** on public unleased land – a **work approval**.

BMD Constructions

is approved to carry out **work** on public unleased land on the dates and between the times specified:

Public Road or Block and Section	Suburb	Date from	Date to	Time from	Time to
Ashley Drive	Gowrie Monash Isabella Plains	12/01/2017	11/04/2017	9.30 am	4 pm

Delegate:	Colin Evans	Pos. No.	23563
Signature:		Date:	11/1/2017
	(Delegate of the director-general)		



ACT
Government

Territory and Municipal Services

Reference number TM:

Work Approval

A separate application for a **work approval** shall be submitted with this application. A separate fee is payable.

Public Road Closure

If a public road closure is required, an application to close a public road shall be submitted with this application. A separate fee is payable.

Approval to Use a Closed Road

If a public road closure is required, an application to use a closed road shall be submitted with this application. A separate fee is payable.

Application Submission

The completed application may be submitted by either email (preferred method of submission) to TAMSTTM@act.gov.au or delivery to reception, level 2 Macarthur House, 12 Wattle Street Lyneham.



ACT
Government

Territory and Municipal Services

Reference number TM:

Fees

A fee is payable for the processing of this application. The fee is payable through Canberra Connect and must be paid before the authorisation will be issued.


ACT
 Government

Territory and Municipal Services

 Reference number TM:

Certification by TTM designer or TTM plan selector

 I, [REDACTED] certify that:

- a risk assessment was prepared to guide the design or selection of the TTM plans submitted for authorisation; and
- the TTM plans comply with Australian Standard AS1742.3: 1999 and all other relevant standards, legislation and statutory requirements; and
- the plans are suitable and appropriate for their intended purpose.

Signed:	[REDACTED]	Date:	<u>10/01/2017</u>
Qualification:	<u>SELECT/MODIFY TRAFFIC CONTROL PLANS</u>	Certificate No:	<u>2252057357</u>
Issued by:	<u>TRANSPORT ROADS & MARITIME SERVICES</u>	Expiry date:	<u>18/08/2017</u>

Third Party Endorsements

The TTM plans **must** be endorsed by each of the following entities if the works are likely to affect their assets, services, zones or facilities. Endorsement may be achieved by the entity either endorsing each plan, or writing a letter or email stating that the plans are endorsed (all plans submitted for authorisation must be listed in the letter or email).

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- **Taxi zones** – Contact Canberra Cabs administration on telephone 02 6126 1500 or fax 02 6126 1549.

Public Liability Insurance

A \$20 million public liability insurance policy is required to indemnify the ACT. A copy of your current policy must be submitted with this application. The policy shall be maintained for the duration of the period of authorisation.



ACT
Government

Territory and Municipal Services

Reference number TM:

ACT Government project details

Only required if any ACT Government project.

Superintendent: PES

Contact name*:

Telephone number:

Mobile number:

Email:

*This person is to be contactable by phone at all times (including public holidays).

ACT Government project officer:

Telephone number: 6207 7194

Mobile number:

Email:

Period of authorisation

Date from and time from

11 / 01 / 2017 : 6:30 am

Date to and time to

11 / 4 / 2017 : 6:30 pm

Proposed daily working hours

Day	Start time	Finish time
Monday to Friday inclusive (excluding public holidays)	06:30	18:00
Saturday	06:30	15:00
Sunday and public holidays	N/A	N/A

TTM plans to be authorised

Please note: Each plan must have a unique number.

Plan number	Plan number
2016-1485	



Procurement and Capital Works

Ashley Drive Upgrade Stage 2 Community Consultation Report

April 2015

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Appendices

Appendix A	– Consultation Materials
Appendix B	– Feedback Comments

1. Introduction

1.1 Background

GHD Pty Ltd is engaged by Procurement and Capital Works (PCW) on behalf of Roads ACT to undertake the Forward Design for the Ashley Drive Upgrade Stage 2 project which consists of the duplication of the existing Ashley Drive to provide a four lane dual carriageway road between Erindale Drive and Johnson Drive. Included in the duplication works are the upgrade of seven existing intersections providing access into the adjacent suburbs of Gowrie, Monash, Richardson and Isabella Plains.

During the design development activities conducted to date, a number of supporting investigations have been undertaken by the project team including traffic, environmental and noise assessments to determine the impacts of the proposed works to the surrounding areas.

1.2 Purpose

GHD have assisted PCW and Roads ACT in conducting community consultation activities for the Project to gain feedback from the community on the preliminary design.

The community consultation undertaken to date has consisted of the following activities:

- Notification letters and fact sheets were letterbox dropped to the suburbs of Wanniasa, Monash, Gowrie, Fadden, Calwell, Isabella Plains and Richardson as well as to shops at the Erindale Shopping Centre, Monash Shops and Gowrie Shops
- A public information display was installed at the Erindale Shopping Centre for a period of two weeks followed by Erindale Library for a further four weeks
- A Time to Talk website was established providing a summary of the key project information for the public to view and provide feedback
- Two public drop-in sessions were conducted at the Erindale Shopping Centre on Thursday 6 and Friday 14 November 2014, attended by representatives of PCW, Roads ACT and GHD.

Members of the public were invited to provide formal feedback online via the Time to Talk website or via feedback forms provided at the public information display.

This report has been prepared to provide a summary of the consultation outcomes and the feedback received and in particular to identify any major areas of community concern that may require further attention in the subsequent design development for the Project.

2. Community consultation overview

2.1 Study area and scope of works

The study area included in this project is the Ashley Drive road corridor between Erindale Drive and Johnson Drive, comprising a total length of approximately three kilometres. Along the length of the site there are several adjoining roads including:

1. Statton Street
2. Clive Steele Avenue
3. Bugden Avenue
4. Barraclough Crescent
5. Isabella Drive
6. Clift Crescent
7. Ellerston Avenue.

In addition to the above adjoining streets, there are four major structures along the route consisting of two box culvert pedestrian underpasses and two multiple span bridges crossing Tuggeranong Creek and Monks Creek. It is noted that three of the four structures will require duplication as part of the proposed Ashley Drive Stage 2 works with the exception being the existing four-lane bridge that forms the southern approach to the Isabella Drive roundabout.

Figure 2-1 illustrates the study area for the project and identifies some of the key features along the route.

Figure 2-1 Project Study Area



2.2 Consultation activities overview

A summary of the community consultation activities undertaken is provided in Table 2-1 below. Copies of the consultation materials presented are provided at Appendix A.

Table 2-1 Community consultation activities

Activity	Information Provided	Location	Dates
Letterbox drop	Notification letter advising residents of consultation activities including drop-in sessions. Project fact sheet was included provided summary of key project information.	Wanniassa, Monash, Gowrie, Fadden, Calwell, Isabella Plains and Richardson as well as to shops at the Erindale Shopping Centre, Monash Shops and Gowrie Shops	25 and 26 October 2014
Time to talk website	A project summary was provided consistent with the fact sheets plus high level plans illustrating the proposed works.	Online	3 November to 16 December 2014
Public information display	A large size print of the project concept design was presented along with project fact sheets and feedback forms.	Erindale Shopping Centre	3 November to 16 November 2014
Public drop-in Session No 1	Representatives of PCW, Roads ACT and GHD were in attendance to answer questions raised by members of the public.	Erindale Shopping Centre	6 November 2014, 3:30pm to 5:30pm
Public drop-in Session No 2	Representatives of PCW, Roads ACT and GHD were in attendance to answer questions raised by members of the public.	Erindale Shopping Centre	14 November 2014, 5:00pm to 7:00pm
Public information display	A large size print of the project concept design was presented along with project fact sheets and feedback forms.	Erindale Library	17 November to 15 December 2014

3. Community feedback

Formal feedback was obtained from the community either via online forms submitted through the Time to Talk website or via written forms submitted at the public information displays. Table 3-1 below provides a summary of the questions contained in the feedback forms along with the number of responses received to each question.

Table 3-1 Consultation questions responses

Question	Responses
Q1 Please provide your comments below on the proposed works for the Ashley Drive Stage 2 upgrade.	161
Q2 In what suburb do you live?	158
Q3 In what suburb do you work?	150
Q4 Have you viewed the preliminary designs for Ashley Drive stage 2?	161
Q5 Please provide your name and email address if you would like to be updated on the Ashley Drive upgrade.	107
Q6 Are you satisfied with this opportunity to provide feedback on Ashley Drive Stage 2?	161

3.1 Demographics

In total, 161 feedback forms were submitted at the completion of the consultation period. These were subsequently compiled and collated. The feedback forms asked respondents the suburbs in which they live and work to which 98% and 93% respectively provided answers.

Figure 3-1 below provides a breakdown of the suburbs in which respondents live with the highest number of respondents coming from the suburbs immediately adjacent to the proposed works of Isabella Plains, Gowrie, Monash and Richardson. Calwell and Wanniasa, which are located at the southern and northern ends of the proposed routes, were also well represented.

Figure 3-2 provides a breakdown of the suburbs in which the respondents work. It is noted that for the purposes of legibility, the suburbs specified have been grouped into broader Canberra regions, indicated in the chart. The responses provided showed a reasonable distribution of respondents' work areas with the dominant region being the Inner North including Civic, accounting for 21% of respondents.

In what suburb do you live?

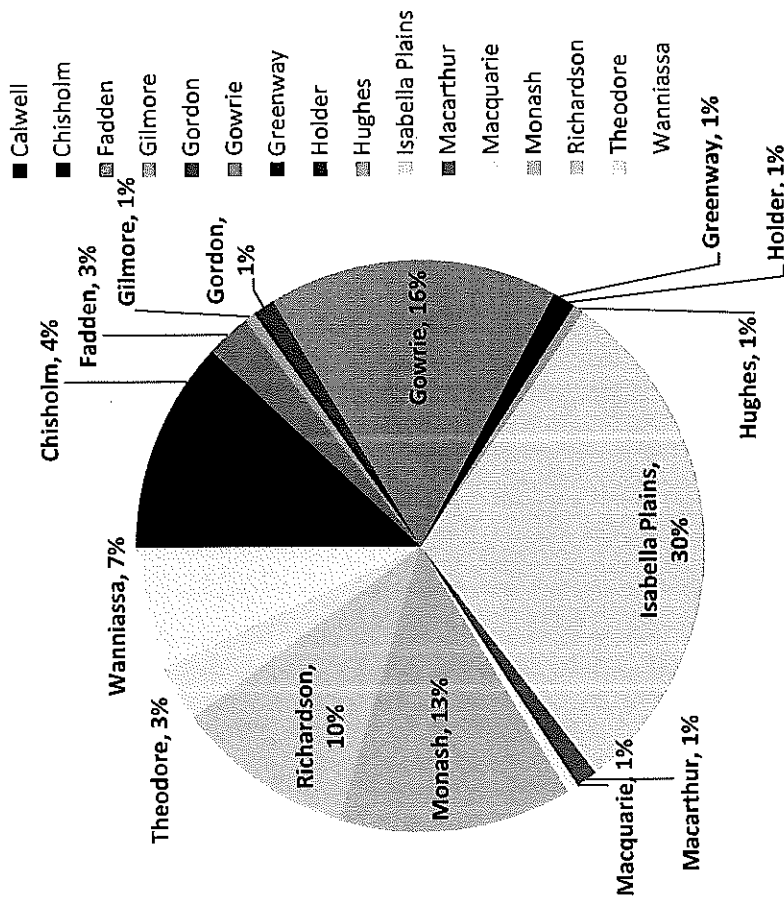


Figure 3-1 In what suburb do you live?

In what suburb do you work?

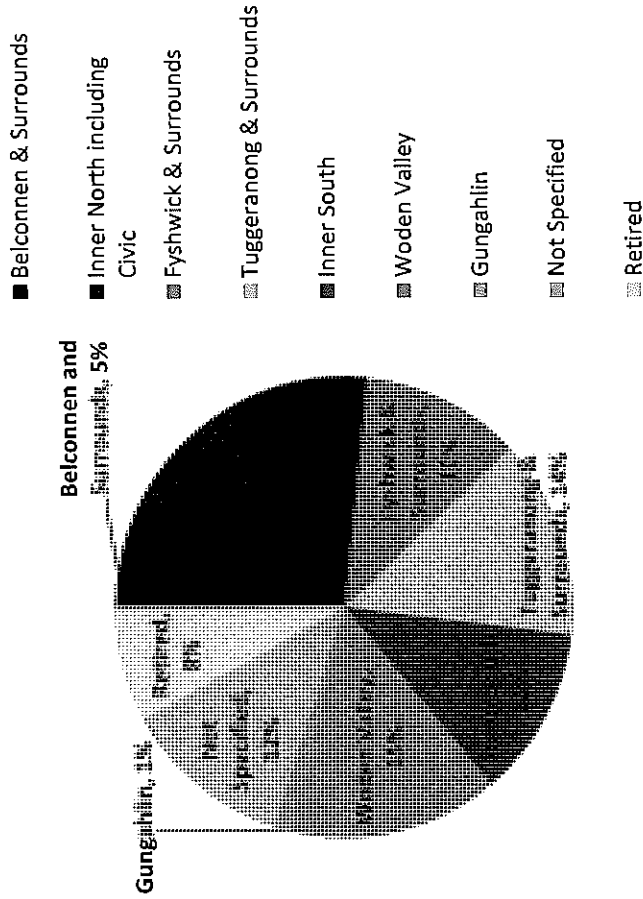


Figure 3-2 In what suburb do you work?

3.2 Key issues and comments

A total of 161 responses were received providing a wide range of views and comments on the design and the proposed works as a whole. The comments received were compiled and reviewed to identify the key themes and issues raised by the public. The most common issues raised are summarised in Table 3-2.

The comments received via the feedback forms was generally reflective of the issued raised with the project team at the public drop-in sessions, especially in regard to the issues of noise and pedestrian access across Monks Creek.

Further discussion on each of these issues is provided in the following sections.

Table 3-2 Common Issues raised

Issue	Comments Received	% of Respondents
Traffic signals	51	32%
Monks Creek pedestrian access	35	22%
Noise impacts	25	16%
On-road Cycling	17	11%
Clift Crescent intersection safety	16	10%
Tree planting / removals	11	7%
Crime / vandalism	6	4%
Clift Crescent northbound merge	6	4%
Reduced traffic from Stage 1 works	5	3%
Property values	4	2%

3.2.1 Traffic signals

The issue that was most commonly raised in the feedback forms was the installation of traffic signals along the route. The comments ranged between those who were supportive of their installation to those who were strongly opposed. Included within these comments were frequent requests to consider roundabouts rather than traffic signals to control traffic flows at the t-intersections along the route. Another common request was for the traffic signals to operate during peak periods only.

Noting the range of comments, these were further broken down into sub groups as follows:

- Supportive – comments that were clearly supporting of the installation of traffic signals
- Conditional Support – comments that were not opposed but expressed some reservations and concerns. Typical of these comments was a request to ensure that the phasing be coordinated along Ashley Drive at all times of the day
- Opposed – comments that were clearly opposed to the installation of traffic signals
- Roundabout – comments requesting a preference for roundabouts rather than traffic signals
- Peak Hour Operation Only – comments requesting that traffic signals operate during peak times only to avoid unnecessary delays during quieter traffic periods.

Table 3-3 provides a selection of comments that were considered to be representative of each of the sub groups identified above.

Table 3-3 Traffic signals comments

Supportive
"I think the provision of traffic signals on the roads that enter and exit Gowrie, Monash and Isabella Plains will benefit people trying to get out of those suburbs at peak times."
"Looks like just what is needed; turning right from Statton / Bugden/Cliff has been a very risky business for years!"
"I welcome the signalisation of suburban entry/exit points to Ashley drive as these intersections are otherwise mostly not useable for residents to exit their suburbs during peak traffic."
"I very reluctantly agree with the proposal to install traffic on Ashley Drive at Statton Street, Bugden Avenue and Cliff Street (partial lights)."
"Traffic Lights at Statton Street are most welcome. It is very difficult to turn right onto Ashley Drive."

Conditional support

"I think one set of lights at Statton intersection would be sufficient. "

"I would like to be assured that the new traffic signals on Ashley Drive will be coordinated - and not just in the morning and evening peaks "

"The traffic lights at Statton and Bugden MUST be co-ordinated and must centre on Ashley Drive: if the situation arises where getting a green light at Bugden (travelling north) results in getting a red light at Statton, this will not be a 'good thing' "

"I do have concerns though with regards to the traffic lights on Statton St. Whilst I, and other family members and also friends do use this intersection it isn't as bad as Clive Steele Ave (especially in the mornings and afternoons) trying to turn onto Ashley Drive from Clive Steele Ave is insane at times. I believe that placement of lights at Clive Steele would better serve the traffic flow, or even extend the lights to incorporate Clive Steele Ave"

"Ensure any traffic lights are synchronised. Don't install red turn arrows - green ones are OK but red ones are a waste of time. Consider by-pass roundabouts instead of lights - through traffic is not impeded but still allows traffic integration."

Opposed

"Can this work be done without the additional traffic lights at Ashley Drive intersection with Bugden Avenue, Statton Street and Cliff Crescent? If no, the idea of additional traffic lights along this road is enough for me to say DO NOT proceed. "

"Get rid of the idea of putting in more traffic lights they are choking the city"

"Duplication makes sense, lights at just about every intersection don't. NO LIGHTS, NO LIGHTS!!!!!! "

"From my understanding, the proposed traffic lights are to provide a safe way for residents to exit the suburbs and enter the main flow of traffic going 80km an hour along Ashley. A traffic light in an 80km zone is not a safe option." (This comment was submitted by four separate individuals)

"Lights at both Statton and Bugden may slow traffic considerably, maybe even create a worse situation than currently exists? This section of road is relatively short. It would be better to close off Statton and converting it into a cul de sac and redirect traffic around Bugden."

"I realise that it is necessary to duplicate this road, but why so many traffic lights? Isn't there any other way to regulate the traffic? All these lights in a short distance will make it a dreadful route."

Roundabouts

"The intersection (T-type) on this section should be roundabouts, not traffic lights. If traffic lights are placed in this section the travelling time and associated carbon emissions from stationary cars will be dramatically increased."

"I believe traffic lights on Ashley Drive will create more delays than it is worth and a roundabout would be able to assist drivers trying to enter into the traffic."

"I do not agree with all of the traffic lights, roundabouts would be much better. I live in Isabella Plains which would mean several sets of traffic lights where now I have none."

"Instead of traffic lights on the intersections with Bugden Avenue, Statton Street and Clift Crescent why can't a series of roundabouts - dual lane - be installed?"

"As a professional driver I can't fathom why you are putting in traffic lights when roundabouts would do"

"I would like to indicate a preference for more roundabouts, rather than traffic signals at Stratton St, Bugden Ave and Clift Cres. Traffic signals slow down the traffic flow considerably compared to roundabouts."

Peak Hour Operation Only

"Traffic lights are good but will they be full time traffic lights or will there be some part-time traffic lights?"

"All proposed traffic lights along the upgrade should only operate during rush-hour periods. Outside those periods the lights will not expedite traffic flow but, rather, will cause unnecessary delays."

"If there are traffic signals to be installed they should only be switched on during peak periods, Ashley drive is quiet during normal hours and it would only slow the journey if there were constant traffic signals."

"My only comment is that traffic signals at Statton Street, Bugden Avenue and Clift Crescent seem excessive unless they are intended to function at peak times only."

3.2.2 Monks Creek pedestrian access

The second most frequently raised issue in the comments received was the lack of safe pedestrian access across Monks Creek, between Richardson and Isabella Plains. It is noted that, in addition to the written comments submitted, this was also one of the more prominent issues raised by individuals during the public drop-in sessions and is a particular emotive issue for those people affected. The core concern for people affected by this issue is that to walk or cycle off-road between Richardson and Isabella Plains, people are faced with the choice of:

- Risking crossing the approximately 1.5m deep concrete channel;
- Risking high speed, high volume traffic to cross Ashley Drive; or
- Travelling up to an additional 1.5km to use the nearest safe crossing.

Some of the strongest concerns raised related to the safety of school children who frequently travel along this route. A selection of the comments received in relation to this issue is provided in Table 3-4 below.

Table 3-4 Monks Creek pedestrian access comments

"Road funding for this project should be able to ensure that all users, either in cars, bikes, trucks, and those on foot are equally safe on any journey taken... PLEASE BUILD A FOOT BRIDGE ACROSS MONKS CREEK ON ASHLEY DRIVE FOR ISABELLA RESIDENTS."

"There is no pedestrian bridge across Monks Creek for Isabella Plains residents who choose to walk, jog, shop, ride bikes with their children in safety. ... Many people cross this creek, and some fall over. ... The bridge is a missing link on the existing footpath network. Please build it."

"I would like to see a pedestrian access bridge from Abercorn Cres crossing Monks Creek. I use this area often to walk my dog, ride my bike. Plus my children would utilise this bridge to ride their bikes to and from school [redacted] each day."

"As a resident of Isabella Plains, I find it inconceivable that the upgrade will not include a footbridge over Monks Creek (drain). As a dog owner, the only way that I and other residents can cross to the footpath is by entering the drain/creek. This is clearly an unsafe option. It is also discriminatory against those with disabilities who are unable to clamber across. Please reconsider a footbridge."

"There is a need for a foot bridge over the water way near Cliff Cres so that children can walk safely from Isabella to Richardson (especially Richardson Primary School) and vice versa."

"I think a priority as part of the Ashley Drive Stage 2, if not before, should be a foot/cycle bridge over Monks Creek of Abercorn Cres. Currently there are a number of people every day crossing the creek which is unsafe and puts people at risk of injury or drowning. ... I believe it is too unsafe for my children to cross Monks Creek so when I am riding with my children to their school we ride all the way to the bridge over Monks Creek near Isabella Drive which significantly increases the ride making it difficult for young children."

"I feel strongly that there needs to be either a pedestrian footbridge or a path linking homes near the drain and Isabella Plains to the cycle path on the other side of the storm water drain system as there is currently no access apart from crossing the drain which has proved dangerous with children and adults slipping into the water trying to cross."

"It would be great to have a pedestrian walk bridge across the water course channels near Abercorn Crescent in Isabella Plains. [REDACTED] has accidentally slipped in the canal and we would love to see her and others get back into walking and riding again."

"I'd like a safe crossing over Monk's Creek so I can safely ride my bike."

"It's dangerous to expect people to negotiate the channel crossing when the nearest safe crossing is at either Calwell shops or many McKillop High School. Bridges at Richardson and Monash have channel crossings. 'Healthy active and productive community' with fitness stations for healthy lifestyle choices."

"It's very dangerous cause my [REDACTED] got swept into the drain when he was younger. People get injured so a bridge or footpath is needed for people to get across the storm water drain safely."

"We would like to see a footbridge across the drain running under Ashley Drive. Many children have slipped and fallen into the storm water drain trying to access the bike path leading to schools in either Richardson or Calwell. ... My son who attends [REDACTED] was once washed into a torrent of water after slipping while trying to cross"

As a resident of [REDACTED] I would request that consideration be given to a footbridge be put across Monks Creek. This is an issue of community safety as people have been injured crossing the storm water drains.

"Disappointed there is no footbridge in design that goes over Monks creek, currently there is no access to cross drains into Isabella Plains."

3.2.3 Noise impacts

Similar to the aforementioned issue of pedestrian access across Monks Creek, noise was another emotive issue for local residents reflected in the comments received as well as discussions with individuals during the drop-in sessions. Many people consider that existing traffic noise is at an unacceptable level and raised concerns that the development would further increase noise levels. It is noted that the results of the noise modelling undertaken were not available to the public however the project representatives present at the drop-in sessions were able to explain that the modelling indicated only marginal changes to noise levels. These explanations were however generally received with scepticism by the individuals spoken with. A selection of the comments received in relation to this issue is provided in Table 3-5 below.

Table 3-5 Noise impact comments

"Our house backs onto [redacted] and it's already noisy. As you have stated in your survey, the volume of traffic continues to increase. I would want the noise barrier to run the whole of [redacted]. It is not enough or fair that it ceases at Bugden Avenue. I am an unhappy tax payer. Please help!"

"I am living in [redacted] that is close to Ashley Drive. I am living with my family with small children. This new expansion of Ashley Drive creates more noise in my house. I strongly suggest that please put noise reducing structure for the whole of Ashley Drive."

"Our standard of living will indeed be compromised as the stage 2 roadworks will have the new road much closer to our home resulting in higher noise levels."

"The noise from Ashley Drive is already considerable. I wear earplugs every night to sleep. I dread to think what the noise will be like when Ashley Drive stage 2 is complete. I propose, again, the noise barrier be extended along the second half of Ashley Drive, on the Gowrie side."

"The upgrade will bring traffic unacceptably closer to my boundary and importantly our main bedroom and living areas. I have been a resident since 1981 and accepted that traffic flow would be an issue but the latest upgrade is an unconscionable decision by the ACT Government."

"The sound barriers that have been identified in the preliminary plan are not adequate. The volume we currently experience is only just manageable and if you are moving the road closer it is only going to make the noise louder."

"I do not see any clear details of what noise abatement measures are being introduced along both sides of Ashley Drive. In this time of health and safety, the ACT Government should be demonstrating the action it is taking to ensure there are no adverse impacts on the health of the local residents who face onto or are in close proximity to Ashley Drive."

"I am also deeply concerned that the project will facilitate a substantial increase in noise pollution to residents in the area, impacting the quality of peace at home and ambience while walking along the streets and walking tracks in the area." (This comment was submitted by four separate individuals)

"Noise mitigation! Nothing being proposed. Residents of [redacted] St in the main are outraged that the planners say there is no noise mitigation! Your planners must be joking. Noisy air braked trucks 24/7. Get real please! Comment with regards to satisfaction is that it depends on noise mitigation. Legal challenge is proposed by residents of [redacted] Street."

3.2.4 On-road cycling

On-road cycling was the fourth most common issue, being raised by 12% of respondents. These comments were almost universally opposed to the provision of on-road cycle lanes within the scope with only one clearly supportive comment. The comments provided however could generally be considered as comments relating to on-road cycling as a broad policy rather than being an issue specific to the Ashley Drive upgrade. A selection of the comments received in relation to this issue is provided in Table 3-6 below.

Table 3-6 On-road cycling comments

<i>"I have lived and driven up and down [redacted] for 26 years and it is very rare that I have seen cyclists on this road. I personally think that they belong on cycle paths and if the paths were upgraded would be a better opinion, but they should also be made to use their bells or call out as the majority of them do not follow these rules.... I also believe if you are a member of Pedal Power in Canberra you can get whatever you want from the ACT government."</i>
<i>"Everything looks fine except any suggestion that the work includes a cycle lane on the carriageways. That would be a very silly idea. Indeed it would be inane and asinine. It has been done elsewhere in Canberra and only serves to make it more dangerous for drivers of motor vehicles, by unnecessarily narrowing lanes. It is also obvious that they are rarely used. Maybe most cyclists don't want to be gassed as they ride. A cycleway network exists already and needs to be upgraded and improved. Cycle lanes have no place at all on arterial roadways. Cycle lanes in inner city precincts make sense and absolutely not on arterial roadways."</i>
<i>"Regarding the proposed on road cycle paths I suggest a better approach may be to have off road cycle path running parallel to Ashley Drive. For almost all of its length there is green space adjacent to Ashley drive which would accommodate this."</i>
<i>"About time this section was upgraded but I am not in favour of on road cycle lanes unless they pay for the rights to do so (Rego)"</i>
<i>"Cycle lane should be physically separated."</i>
<i>"Don't support on-road cycle lanes - too dangerous for riders/drivers"</i>
<i>"I do not like the idea of north and southbound on-road cycle lanes ... I would rather bikes be completely off the road. Drivers do not watch out for bikes. They will be safer with off- road bike paths."</i>
<i>"I feel the bicycle lanes are important for safety reasons, as many people (including myself) are opting to ride the push bike to get from A to B."</i>
<i>"The combination of existing and new shared paths should be sufficient to service the needs of cyclists, and I believe that on-road cycle paths are much less safe, both for cyclists and drivers. Therefore, I don't support the installation of on-road cycle paths."</i>
<i>"One of the gripes of pushbike riders is that off road lanes are not direct - they meander about. They are also not of road standard. Ashley Drive is near-on a straight road. Why not create a road quality off-road lane for cyclists to use, rather than push them into general traffic? This would save a lot of grievance all types of road users."</i>

"As a long term resident of Richardson I know that the number of cyclists using this road is insignificant and almost nil. Please do not waste our money on constructing cycle lanes. The money would be better spent on wider lanes for cars and trucks after all it is these users which pay for the roads. A huge amount of money has been wasted on cycle lanes on Erindale drive, Monaro Highway and others and they all receive almost no use. Can you justify spending money on the proposed cycle lanes?"

"Multi-lane roundabouts are a significant barrier and hazard to on-road cyclists. Given this opportunity and major capital expenditure it would be good to consider the intersections on Isabella Drive, Erindale Drive and Johnson Drive. The intersection of Isabella Drive is particularly inconvenient to cyclists due to the lack of suitable crossing options over the stormwater channel and the tight proximity of the w-beam barriers to the edge of the traffic lanes on the Ashley Drive bridge."

"I am very pleased with the proposed works apart from one aspect. I strongly disagree with on-road cycle lanes. In my opinion they are a traffic hazard. As a parent I would not allow my child/teenager to ride on the roads. Why can't you spend the money doing up the kilometres of bike paths we already have? I object also to road users that don't pay their way. As a motorist I must pay registration fees and insurance costs to use the road. Even bus passengers pay to use the road so why bicycle riders exempt? I find bicycle riders do not know or use the road rules. Is there a licensing system for bicycle riders? Everyone who drives a car, bus, motor bike or truck must go through a licensing process so why are bicycle riders exempt. By putting cycle lanes on our road you are creating yet another hazard for motorists."

"As a part-time cyclist, I am not convinced of the merits of on-road cycling - perhaps a preferred alternative for motorists and cyclists alike is to have a dedicated cycling lane away from the road, or some barrier between the two."

"I am also a cyclist, but never tend to use of on-road cycle lanes. I don't like how they cross in front of non-signalled seagull intersections."

"Bicycles must be kept off the new roadway when it is completed. Physically separated bicycle paths and roadways must be implemented. Forcing traffic at 70-80 km/h to stop to avoid the insistent bicycle users will create a dangerous environment. This is 2014 and 2014 engineering and planning should be used to physically separate bicycles from vehicles replicating 1950's engineering consisting of a painted white line and green paving paint is not suitable for 2014."

"The designs look great, but it would be good to see cycle lanes given separation from the lanes. I believe it would encourage greater amounts of people to ride if cyclists were given a dedicated right of way rather than as a secondary consideration to vehicular traffic."

3.2.5 Clift Crescent intersection safety

One of the more targeted issues raised, along with the Monks Creek pedestrian access, was the safety of the existing Clift Crescent / Ashley Drive intersection. This was consistently raised as a concern amongst road users with the proposed upgrade almost universally welcomed. There were some commenters who expressed a preference for a roundabout at this location, also there appeared to be some confusion around how the partial signalisation would work. It was consistently acknowledged however that the proposed upgrade would alleviate existing safety concerns.

A selection of the comments received in relation to this issue is provided in Table 3-7 below.

Table 3-7 Clift Crescent intersection comments

<i>"Turning into Clift Cres is a nightmare intersection is so unsafe, yay traffic light signals way overdue."</i>
<i>"The intersection of Ashley Drive and Clift Cres would have to be one of the most dangerous ones in the ACT for accidents."</i>
<i>"I live on [REDACTED] and I am sure when traffic lights are installed it will make it a lot safer to exit Clift onto Ashley Drive."</i>
<i>"At the Clift Crescent Ashley Drive intersection putting in traffic lights are a very good idea as this is a common vehicle accident intersection. Also since significant roadworks are proposed at this intersection, the opportunity should be taken to at the same time to create a raised roadway at this entry point to Clift crescent consistent with the traffic calming initiative that TAMS is in the middle of undertaking for Clift Crescent"</i>
<i>"The Ashley/Clift Cres intersection is a black spot and understandably should be better managed."</i>
<i>"I think that traffic signals at the intersection of Clift and Ashley are a good idea. I have seen the aftermath of many crashes at this intersection."</i>
<i>"The current turns out of Clift Cres onto Ashley Drive are a shocker at most times. And a nightmare during peaks. Very much looking forward to seeing signals here."</i>
<i>"I think the traffic lights at the Clift Crescent intersection are particularly necessary. In fact, I would even recommend installing a temporary set of traffic lights there as soon as possible, irrespective of the staging of the project. That intersection is well-known for being particularly dangerous."</i>
<i>"I think this will greatly improve safety along this road. There are many accidents on the intersection with Clift Cres, which this upgrade should prevent. Many family and friends have also commented on how scary this intersection currently is, so this upgrade would be much welcomed."</i>
<i>"PLEASE PROVIDE THE TRAFFIC SIGNALS AT CLIFT/ASHLEY AS A MATTER OF PRIORITY. THIS IS A VERY DANGEROUS INTERSECTION!"</i>

3.2.6 Tree planting / Removals

A number of commenters raised concerns regarding the impact of the proposed works to the existing vegetation along the Ashley Drive corridor. In particular the comments indicated concerns that the proposed tree removals would not be adequately offset with new plantings. It is considered that the current design addresses many of the concerns raised however it is evident that the material made available to the public did not provide adequate information in this respect to demonstrate the landscape works proposed.

A selection of the comments received in relation to this issue is provided in Table 3-8 below.

Table 3-8 Tree planting / Removals comments

<i>"I am unable to determine any individual tree planting that has been planned along this area, only the removal of some trees is evident."</i>
<i>"Screens of trees and shrubs, together with noise abatement structures, are frequently used to reduce noise. However, I note very few trees are being planted near residences and in fact a significant number are being removed where they might have assisted in noise reduction. Given trees are being removed and a small screen being included, what measures the ACT Government are taking along the route to replace and introduce trees specifically to reduce noise."</i>
<i>"I am also concerned the project does not include any detail about revegetation. Given that ACT has poor quality soil, as short growing season with harsh condition, it can be expected that the construction area will not revegetate on its own, resulting in erosion and sediment runoff polluting waterways. I have also noticed over the last couple of decades, that erosion has dwindled away many drainages swales and raised earth noise barriers in Tuggeranong. One of the reasons residents love living in ACT is that when you drive along main through fares you have pleasant vegetated scenery that provides habitat for little critters. Please plant trees and shrubs along Ashley Drive to control sediment runoff and erosion in the short term, and provide visually pleasing landscape in the future." (This comment was submitted by four separate individuals).</i>
<i>"I strongly object to the complete removal of the wonderful tree line that provides valuable protection to my west facing home and frames a perfect evening sunset. Surely it is possible to leave just one line of trees."</i>
<i>"Proposed removal of trees in front of my house that faces West on Ashley Drive will impact shade and protection from direct sunlight they provide along with diminishing the aesthetic."</i>
<i>"Is there a plan to replace the trees/bushes removed to allow the proposed upgrade?"</i>

3.2.7 Crime / Vandalism

Another common concern amongst the respondents was the potential for increased crime and vandalism as a result of the proposed works. These concerns were typically arose in relation to either the construction of noise barriers reducing passive surveillance from the roadway or the possibility of increased pedestrian traffic in front of properties associated with some the of the footpath extensions.

A selection of the comments received in relation to this issue is provided in Table 3-9 below.

Table 3-9 Crime / Vandalism Comments

<i>"For the past many years, our house has been targeted by burglars and vandals who have burgled the house (now we have back to base alarm), smashed the letter boxes, smashed the car windows, stolen the car number plates, damaged the fence and also painted graffiti on the fence. All this without a proper walking path now. If there is a walking path, will there be increase in the vandalism and criminal activity directly affecting the residents? Will there be cameras installed on walking paths and cycle paths to detect or deter the criminals?"</i>	<i>"I live in a [redacted] which backs directly on to Ashley Drive [redacted] I appreciate the fact that sound-barrier walls have been included in the preliminary plans. This was an initial concern of ours with respect to noise levels. I do have another concern though with respect to security between the houses and the sound-barrier walls. Our back fence is currently in full view of Ashley drive and it has already been graffitied. I'm curious what initiatives have been considered to avoid any increase in crime once the sound- barrier walls are in place and the walkway is not in plain sight. We had considered extra lighting, but then we would have bright lights shining through our windows. Perhaps low level lighting is an option here? Graffiti is of course at the lower end of the scale in terms of crime. Quite a few people walk along that pathway behind our house and if it is blocked off by the sound-barrier walls the overall safety of the area may become an issue (especially at night-time)."</i>
<i>"The opportunity for vandalism to increase as it the wall will offer protection to would-be criminals. Already we experience many issues from people who use the underpass adjacent to our house to carry on all sorts of activities such as drinking, gathering, burning of items, eg last year a car was stolen and set alight in the tunnel. With the duplication of another tunnel this will only exacerbate the situation."</i>	<i>"Pedestrian traffic which can be frequent late evenings when clients from the nearby Vikings club use this side of the road to walk home in a drunken state. They will no doubt use the security offered by the erection of a high fence to walk within metres of our boundary."</i>
<i>"The wall when erected will offer graffiti artists a great canvas to display their artistic talents, facing our property."</i>	<i>"With the addition of the proposed pathway at [redacted] my house [redacted] the potential for vandalism / burglary to my unfenced home will substantially increase. Therefore I like to request the provision of fencing, ideally the type used on schools (black vertical bar) that would both deter vandalism and provide security."</i>
<i>"Concerned about amount of people that will walk in front of my house - greater risk of crime/graffiti. My house faces [redacted] on [redacted]"</i>	

3.2.8 **Cliff Crescent northbound merge**

One element of the road design that attracted a modest number of criticisms was the FORM ONE LANE treatment that is proposed on the northbound approach to the Cliff Crescent intersection. The comments typically question the design logic behind this treatment and raised regarding a potential traffic bottleneck.

A selection of the comments received in relation to this issue is provided in Table 3-10 below.

Table 3-10 Cliff Crescent Northbound merge comments

<i>"Please do not force the two lanes from Calwell to have to merge into one to make way for a turning lane. This will be a bottleneck at a known black spot."</i>
<i>"Note that dual carriageway is not proposed for full length eg at Cliff Crescent need to reduce single lane to dual lane merging as this is most dangerous in heavy traffic"</i>
<i>I am concerned about the plan for the section between Johnson Drive and Cliff Cres. Coming off the roundabout at Johnson Drive into Ashley Drive, two lanes are formed but then before the intersection of Ashley Drive and Cliff Crescent, the plan shows the road going back into one lane!! This plan seems to defeat the purpose of duplicating the road! I understand the need for a right-turn lane at this point, but there must be a way to plan it so that there are still two "straight-ahead" lanes.</i>
<i>"It is not clear whether northbound between Ellerston Ave and Monks Creek actually becomes one lane for some reason. If it does, this surely defeats the purpose of the upgrade, at least for vehicles from Ellerston Ave and further south."</i>
<i>"The only concern I have with the design is the change to a single lane after Johnston and before the Richardson entrance road. This will cause a bottle neck for the traffic coming from Calwell; create a hazard for traffic coming out of Isabella Plains (much like the merge/turn near the Weston oval). Is there really enough traffic coming out of Richardson to warrant a dedicated lane to the round about?"</i>
<i>"The form-one-lane going into Cliff Crescent is the main thing I have an issue with. What is the use of having a dual carriageway when you introduce a bottleneck? There should be a slip lane for the right-hand turn instead of removing a through-traffic lane."</i>

3.2.9 Reduced traffic from Stage 1 works

A number of comments submitted related to the Ashley Drive Upgrade Stage 1 works which have recently completed construction. Amongst these comments, some people questioned the need to undertake the Stage 2 works noting that they have observed noticeable improvements to traffic flows on Ashley Drive following the Stage 1 works. Comments received in relation to this issue are provided in Table 3-11 below.

Table 3-11 Reduced traffic from Stage 1 comments

"Extension to Erindale Drive has relieved pressure on Ashley so upgrades may no longer be necessary."
"Is stage 2 necessary as we believe traffic flow is now much better after the completion of stage 1?"
"I believe that the stage 1 works have made a huge difference to the traffic congestion. I live in [REDACTED] and used to go all the way through to Castleton Crescent to get onto Erindale/Yamba Drive to get to work in the morning. The traffic congestion has now decreased on Ashley Drive that I am able to use the direct route of Ashley Drive to get onto Erindale Drive/Yamba Drive to get to work in the morning with minimal delay."
"I note the proposal is heavily focused toward reducing the traffic congestion during peak times. From my home I could see the traffic banking all along Ashley Drive in both the morning and evening. However, since the upgrade to Erindale Drive I rarely see this occurrence. I would be interested to see the outcomes of the surveys that have been undertaken since the Erindale Upgrade that demonstrate the need for the Ashley Drive upgrade."
"We have lived [REDACTED] to Ashley Drive for almost 30 years now and have noted that the recent improvements to Erindale Drive have significantly improved traffic flow and congestion along Ashley Drive. We are therefore querying the immediate need for such a major expansion of the current road structures."

3.2.10 Property values

Some concerns were raised by local residents regarding the potential for the upgrade works to impact their property values. These concerns centred on an expected loss of amenity both through increased noise levels as well as the visual impacts of the upgraded roadway.

A selection of the comments received in relation to this issue is provided in Table 3-12 below.

Table 3-12 Property values comments

"What happens to the property value of our house because of the issues associated with the duplication?"

"The other fact that concerns me about the upgrade is the lowering of our home values along this section, hence making it more unlikely to attract future buyers in the area, which is why a noise barrier will at least make it a bit more liveable along this section and to attract possible future buyers."

"Consideration will also need to be given to the property values for mine and several others impacted."

"Our main reason for purchasing the property that we live in is the "rural view" that we have that looks onto Tuggeranong Homestead (a heritage listed rural property). I am concerned that this development will impact on not only my view but the overall ambience of the entire region. This development would then severely impact on my properties value."

"Consideration will also need to be given to the property values for mine and several others impacted."

4. Conclusions and recommendations

The community consultation process was considered to be quite successful with a strong response from the community and a wide range of feedback received. While there were several concerns and criticisms raised, in general the feedback received was supportive of the proposed upgrade as a whole.

While respondents weren't directly asked whether they were in favour of the project or opposed, an analysis of the comments received was undertaken to assign each response to one of the following categories:

- For – the comments were clearly supportive of the project
- Neutral – The comments typically raised particular issues relating to the project but did not express a clear view for or against the overall project.
- Concerned – the comments expressed concerns and/or doubts about the project but did not object to the project
- Against – the comments were clearly opposed to the project.

Figure 4-1 provides a breakdown of the responses against the above categories with only 4% of respondents being classified as either "concerned" or against" the project while 42% expressed were considered to be clearly supportive of the project. Noting this, many who were supportive and/or neutral still raised concerns with elements of the design such as noise mitigation and the installation of traffic signals.

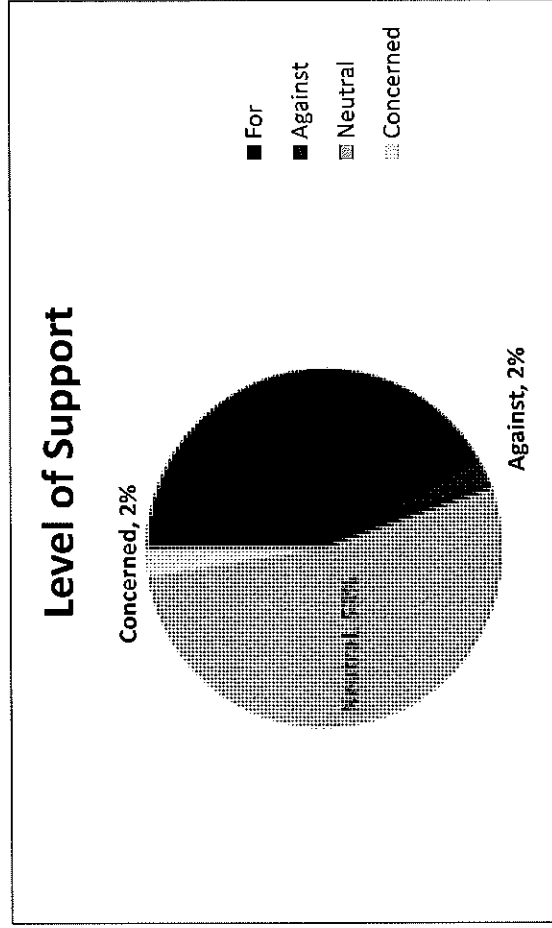


Figure 4-1 Perceived community support

4.1 Recommendations

In regard to the key issues identified in Section 3.2, Table 4-1 below provides recommended actions to be undertaken in response to the community feedback received.

Table 4-1 Recommendations for response to community feedback

Issue	Design response
Traffic signals	The operation of intersections as roundabouts has been assessed and while it is acknowledged that they appear to operate efficiently in regard to traffic flows, this configuration is not considered to adequately address the overall objectives of the road upgrade. In particular: • Traffic signals provide an improved priority to side road traffic, helping to alleviate rat-running through local streets. • Traffic signals provide improved pedestrian safety and crossing opportunities. • Signal controlled intersections are known to reduce the rate of crashes by up to 50% compared to uncontrolled intersections. As such, the current design configuration consisting of a mix of traffic signals and seagull intersections is on balance, considered to better meet the combined project objectives in comparison to roundabouts.
Monks Creek pedestrian access	The provision of a new footbridge over Monks Creek is currently in design and will be delivered as a separate project to the road upgrade.
Noise impacts	Additional data logging has been undertaken with noise modelling currently under review. The assessment of noise mitigation requirements is still under review however the final decision should take into account concerns raised by local residents.
On-road cycling	The provision of on-road cycle lanes is consistent with ACT Government policy and will be retained in the design.
Cliff Crescent intersection safety	The current design addresses the concerns raised by residents and no further action is required.
Tree planting / Removals	The landscape design is still under development. This will be reviewed as part of the FSP submission to ensure adequate new plantings are provided to offset losses and provide additional screening where required.
Crime / Vandalism	The roadworks and noise wall are not considered to significantly impact the likelihood of crime within the road corridor as the passive surveillance of the adjacent properties from traffic on Ashley Drive is currently considered to be minimal in many places because of the relatively high speed of the traffic, and the existing landscaping screening between the road and the houses. It is noted however that the design of any noise walls should incorporate regular gaps in the form of overlapping fence lines to prevent the creation of a continuous 'tunnel' effect. CPTED principals will be adopted in the detailed design to ensure that opportunities for crime or vandalism are not increased by the new works.

Issue	Design response
Clift Crescent northbound merge	Traffic modelling (VISSIM) has been undertaken to demonstrate that the proposed arrangement can accommodate anticipated traffic flows to 2031. The design is constrained by the existing two lane Monks Creek road bridge and the proximity to the bridge of the Clift Crescent intersection. Widening of the existing Monks Creek bridge to accommodate an additional lane would significantly increase the cost of the project.
Reduced traffic from Stage 1 works	The PSP design layout has been developed in accordance with traffic modelling which has incorporated the Stage 1 roadworks and associated improvements to traffic flow.
Property Values	The Ashley Drive corridor was clearly established with the intention that the road would be duplicated at some point in the future. House buyers would have been aware of this when purchasing. The main issues raised in the public consultation which owners believed would result in a decrease in property values were: - Increases in noise levels - Noise modelling has been undertaken indicating that the impacts to noise levels as a result of the upgrade are negligible and typically below the level that would be perceptible to the human ear. Noise mitigation will be provided in areas where it is deemed that noise impacts exceed acceptable levels. - Increased traffic attracted to the new road - Strategic traffic modelling undertaken by the Territory indicates that traffic volumes will decline over the next 20 years in line with an expected decline in the Tuggeranong population. - Impacts to existing views to the mountains and/or Tuggeranong Homestead - The works will not have a significant impact on the existing topography. The new pavement level will be at approximately the existing ground level and will thus not impact existing views. In general, views will therefore not be impacted. However, it is possible that some views may be impacted by the construction of noise walls. After finalisation of the noise wall configuration, the impact of the works on views will be reviewed to confirm that they have been minimised. - Increased crime/vandalism - CPTED principals will be adopted in the detailed design to ensure that opportunities for crime or vandalism are not increased by the new works (e.g. low planting adjacent to noise walls to discourage graffiti). See above. It is considered that impacts on house values will not be significant and could have reasonably been foreseen by home buyers. What impacts there are will be mitigated as far as possible (see above).

Appendices

Appendix A – Consultation Materials

Dear resident

Ashley Drive stage 2 community consultation

Preliminary designs for the Ashley Drive stage 2 upgrade have been finalised and the ACT Government would like the community to provide their feedback on the proposed works.

Ashley Drive stage 2 will build on the stage 1 upgrade which was completed in October 2014. Construction work is subject to future funding.

Proposed works for the stage 2 upgrade include the duplication of Ashley Drive between Erindale Drive and Johnson Drive; north and southbound on-road cycle lanes; additional off-road shared paths; and the installation of new traffic signals where Ashley Drive intersects with Statton Street, Bugden Avenue and Clift Crescent.

The upgrade will help accommodate increasing traffic volumes on this arterial road which carries over 20,000 vehicles a day, reducing the significant queuing and delays experienced by drivers at key intersections during the morning and afternoon peak periods.

Have your say

You are invited to view the preliminary designs for Ashley Drive stage 2 and complete an online feedback form at www.timetotalk.act.gov.au. Hardcopy feedback forms and preliminary design plans for viewing are also available at the Erindale Library throughout the duration of the consultation and at the Erindale Shopping Centre from Monday 3 to Sunday 16 November 2014.

Alternatively, if you would like to meet the project team, drop-in to one of the following information sessions at the Erindale Shopping Centre:

- Thursday 6 November 2014, 3.30 pm to 5.30 pm
- Friday 14 November 2014, 5 pm to 7 pm.

Thank you for taking the time to share your thoughts with us on the preliminary design of the Ashley Drive stage 2 upgrade.

This consultation closes 5 pm Thursday 11 December 2014.

Yours sincerely



November 2014



ACT
Government

Territory and Municipal Services

Ashley Drive stage 2 upgrade

Ashley Drive is an arterial road located in Canberra's south and provides an important link between Sternberg Crescent in Wanniassa and Johnson Drive in Richardson.

Stage 2 of the Ashley Drive upgrade will focus on the southern section of the road from Erindale Drive to Johnson Drive and will build on stage 1 works to the northern section of the road which were completed in October 2014.

Ashley Drive from Erindale Drive to Johnson Drive is currently a single carriageway and carries over 20,000 vehicles a day. It acts as a major thoroughfare for traffic travelling from Tuggeranong suburbs such as Calwell and Isabella Plains to Woden and the city. The transition of the road from a single carriageway to a dual carriageway is proposed as part of the stage 2 upgrade to accommodate increasing levels of traffic in the area.

Proposed works as part of the stage 2 upgrade also include:

- ramp metering traffic signals at the Ashley Drive/Isabella Drive roundabout
- new traffic signals where Ashley Drive intersects with Bugden Avenue, Statton Street and Clift Crescent
- duplication of existing underpasses near Statton Street and Bugden Avenue
- north and southbound on-road cycle lanes
- additional footpaths to link with existing paths.

These works aim to address the following issues along Ashley Drive:

- excessive delays during peak periods where Ashley Drive intersects with Statton Street, Clive Steele Avenue and Bugden Avenue



- excessive queuing and delays on the northbound approach to Isabella Drive during the morning peak
- missing links in the existing footpath network.

Have your say

The consultation for stage 2 is now underway and we are seeking feedback on the proposed works.

Please view the preliminary designs and complete an online feedback form at www.timetotalk.act.gov.au. Hardcopy feedback forms and preliminary design plans for viewing are also available at the Erindale Library.

Alternatively, drop-in to one of the following information sessions at the Erindale Shopping Centre:

- Thursday 6 November 2014, 3.30 pm – 5.30 pm
- Friday 14 November 2014, 5 pm – 7 pm.

Consultation closes 5 pm Thursday 11 December 2014.

For more information

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ACT
Government
Territory and Municipal Services

Ashley Drive stage 2

Section 1

Erindale Drive to Isabella Drive

Duplication of the northern part of Ashley Drive from Erindale Drive to Isabella Drive. Traffic signals at the Ashley Drive/Bugden Avenue and Ashley Drive/Statton Street intersections are proposed. Section 1 would also include the implementation of metering signals at the Ashley Drive/Isabella Drive roundabout to address congestion on the northbound approach during the morning peak period. Pedestrians and cyclists would be able to take advantage of on-road cycle lanes and the duplication of the Bugden Avenue and Statton Street pedestrian underpasses. This scope of work addresses the majority of Ashley Drive's congestion issues and will provide significant safety improvements, particularly for the Bugden Avenue and Statton Street intersections.

Section 2

Isabella Drive to Clift Crescent

Duplication of Ashley Drive from Isabella Drive to Clift Crescent, stopping short of Monks Creek. In addition to addressing core congestion issues in the central section of Ashley Drive, this would provide safety improvements to the Ashley Drive/Clift Crescent intersection.

Section 3

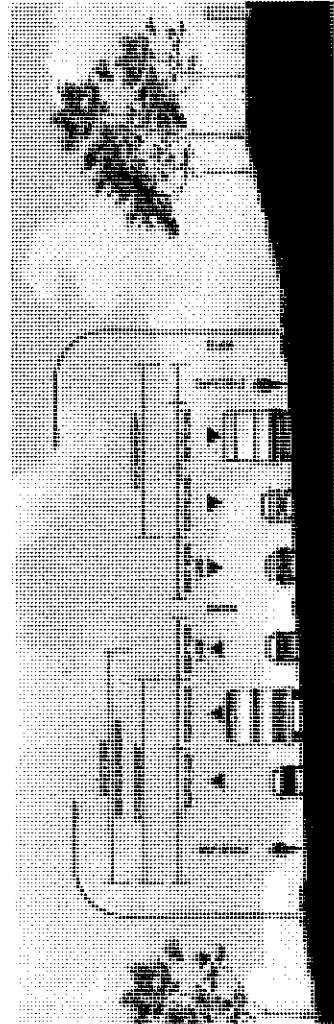
Clift Crescent to Ellerston Avenue

Duplication of Ashley Drive from Clift Crescent to Ellerston Avenue, including duplication of the existing bridge over Monks Creek and traffic signals at Clift Crescent. Section 3 would include work on the geometry of the Ellerston Avenue intersection, improving the safety of the intersection and reducing traffic delays.

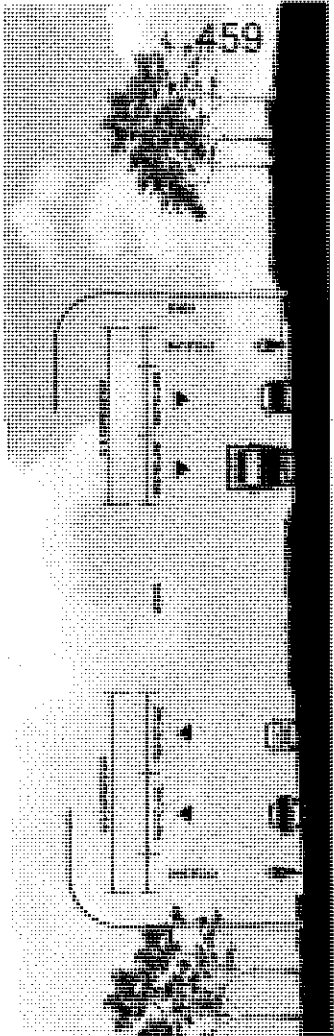
Section 4

Ellerston Avenue to Johnson Drive

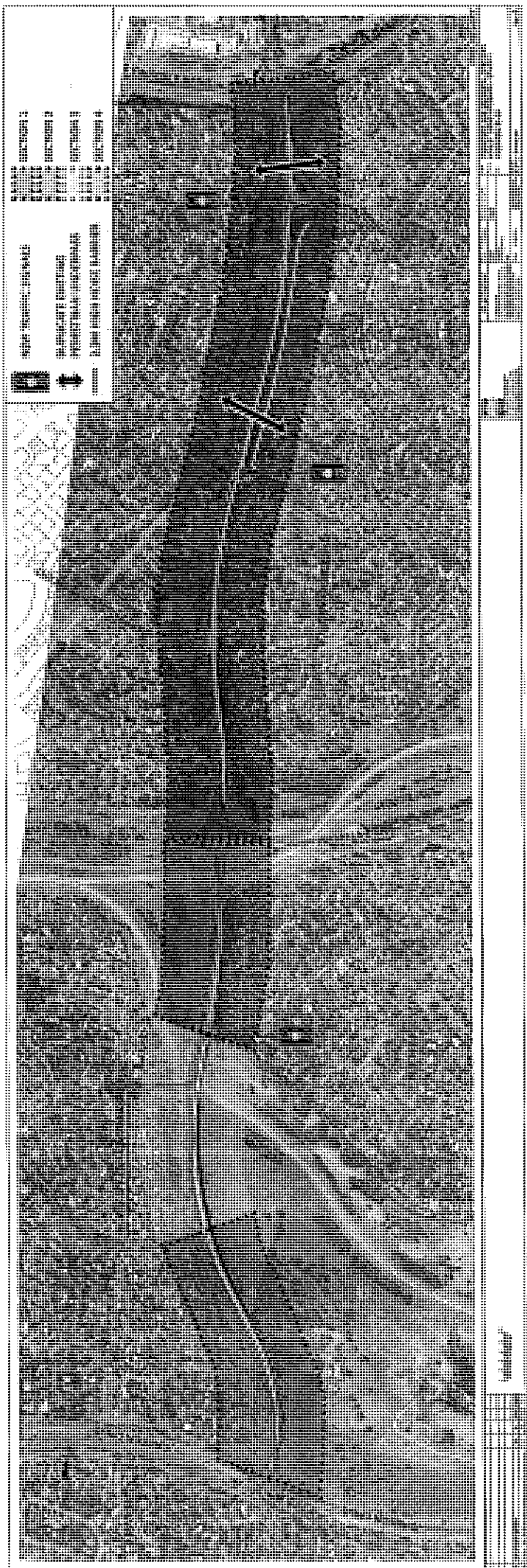
Duplication of Ashley Drive from Ellerston Avenue to Johnson Drive. Works would not be conducted on the Ashley Drive/Johnson Drive roundabout. These works to the southern section of Ashley Drive would complete the transition of this arterial road from a single carriageway to a dual carriageway and would complete the provision of on-road cycle lanes for the full length of Ashley Drive.



STATTON STREET
TYPICAL SECTION 1 AT INTERSECTION WITH RIGHT TURN LANES



CLIFT CRESCENT
ELLERSTON AVENUE
TYPICAL SECTION 2 MID BLOCK WITH 2 TIMES THROUGH LANES IN EACH DIRECTION



Appendix B – Feedback Comments

**Q1 Please provide your comments below
on the proposed works for the Ashley Drive
stage 2 upgrade.**

Answered: 161 Skipped: 0

#	Responses	Date
1	There is no provision for a foot bridge to cross Monks Creek in any of the plans for Ashley Drive. Road funding for this project should be able to ensure that all users, either in cars, bikes, trucks, and those on foot are equally safe on any journey taken. Ashley Drive is an 80kph road, and no pedestrian should have to compete with a vehicle where there is an alternative to cross Ashley Drive, or join the existing walking path. PLEASE BUILD A FOOT BRIDGE ACROSS MONKS CREEK ON ASHLEY DRIVE FOR ISABELLA RESIDENTS.	12/16/2014 12:26 PM
2	The plan has included an extension of an underpass for Monash residents underneath Ashley Drive. There are on/off ramps for bike riders to and from Ashley Drive. But there is no pedestrian bridge across Monks Creek for Isabella Plains residents who choose to walk, jog, shop, ride bikes with their children in safety. Or even for residents to walk their dogs in the unleashed area. As well the Bridge across Monks Creek has no footpath and then to go to a road 4 lanes speeds of 80km/h and in excess of 20,000 cars appears to either be a very poor oversight or just plain ridiculous on the part of dept heads. Many people cross this creek, and some fall over. Why can't Isabella Plains' residents be safe. Other residents in surrounding areas have paths. Isabella Plains residents have 1 access point in the N.E. corner which has no concrete, no guttering. This is also not safe access. Give us a bridge. What was the reason for failing to provide a bridge. Monash, Richardson, Calwell, Chisholm can all access this area that has been built for safety and easy access for all but Isabella Plains residents. It is not a Green Party/Labor Govt initiative who want residents to be healthy. Then what happens to residents that fall while crossing the creek/channel/drain. They become a burden on the govt. The bridge is a missing link on the existing footpath network. Please build it.	12/16/2014 12:18 PM
3	I walk daily and would like to safely walk over a pedestrian crossing to gain access to Monks Creek.	12/16/2014 11:36 AM
4	When need a footbridge over Ashley Drive near Isabella Plains Clift Cres Richardson.	12/16/2014 11:33 AM
5	A footbridge across Monks Bridge	12/16/2014 11:33 AM
6	Pedestrian access across Monks Creek between Tug Homestead, Isabella and Richardson.	12/16/2014 11:31 AM
7	On my daily walks it would be nice to have a safe pedestrian bridge over Monks Creek.	12/16/2014 11:30 AM
8	"We need a bridge to cross Monks Creek safely" "Its too far to walk to cross"	12/16/2014 11:27 AM
9	Turning into Clift Cres is a nightmare intersection is so unsafe, yay traffic light signals way overdue.	12/16/2014 11:25 AM
10	As a resident of [REDACTED] Isabella Plains. We request a bridge path to link Abercorn Crescent to the walking track across Monks Creek.	12/16/2014 11:23 AM
11	Monks Creek needs a foot crossing to the walking/bike track. Being a resident of Isabella Plains a footbridge at this spot would be greatly beneficial to the area.	12/16/2014 11:21 AM
12	Please do not force the two lanes from Calwell to have to merge into one to make way for a turning lane. This will be a bottleneck at a known black spot. There should be an extra lane for turning with 2 lanes for continuing traffic all the way. I use this road to travel to my daughter's place in Conder a lot. Also please now remove speed humps off Clift!	12/16/2014 10:41 AM
13	I would like to see a pedestrian access bridge from Abercorn Cres crossing Monks Creek. I use this area often to walk my dog, ride my bike. Plus my children would utilise this bridge to ride their bikes to and from school [REDACTED] each day. At the moment they ride on the grassed side as crossing the floodway is discouraged due to often dangerous rise in water in bad weather. My boys would also use this bridge to head up to Gowrie Ovals for football training. Walking down to the other bridge adds a considerable amount of time to their trip.	12/16/2014 10:35 AM
14	As a resident of Isabella Plains, I find it inconceivable that the upgrade will not include a footbridge over Monks Creek (drain). As a dog owner, the only way that I and other residents can cross to the footpath is by entering the drain/creek. This is clearly an unsafe option. It is also discriminatory against those with disabilities who are unable to clamber across. Please reconsider a footbridge.	12/16/2014 10:28 AM

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15	There is a need for a foot bridge over the water way near Clift Cres so that children can walk safely from Isabella to Richardson (especially Richardson Primary School) and visa versa. There would be a need for another bridge if the road is to be duplicated. I feel it would be good to include a foot path (wide enough for a double pram) on the Isabella side, so that one can cross the road at the proposed traffic lights. Alternatively, a foot path under the bridge on the residential side of Isabella Plains and a foot bridge on the Richardson side. See over for diagrams	12/16/2014 10:25 AM
16	I think a priority as part of the Ashley Drive Stage 2, if not before, should be a foot/cycle bridge over Monks Creek of Abercorn Cres. Currently there are a number of people every day crossing the creek which is unsafe and puts people at risk of injury or drowning. Isabella Plains does not have a Primary School beyond year 2, so residents must send children to schools outside the suburb. I believe it is too unsafe for my children to cross Monks Creek so when I am riding with my children to their school we ride all the way to the bridge over Monks Creek near Isabella Drive which significantly increases the ride making it difficult for young children. I think a foot/cycle bridge over Monks Creek off Abercorn Cres should be completed in parallel if not before the upgrade as it would provide better options for cycling or walking as an alternative to driving, which would provide health and environmental benefits as well as easing the traffic on Ashley Drive.	12/16/2014 10:15 AM
17	I feel strongly that there needs to be either a pedestrian footbridge or a path linking homes near the drain and Isabella Plains to the cycle path on the other side of the storm water drain system as there is currently no access apart from crossing the drain which has proved dangerous with children and adults slipping into the water trying to cross. At present people can't get across the drain as there is no room or path for pedestrians on Ashley Drive and cars are travelling at speed.	12/16/2014 10:09 AM
18	It would be great to have a pedestrian walk bridge across the water course channels near Abercorn Crescent in Isabella Plains. [REDACTED] has accidently slipped in the canal and we would love to see her and others get back into walking and riding again.	12/16/2014 10:05 AM
19	I live in [REDACTED] Gowrie. Our house [REDACTED] Ashley Drive and its already noisy. As you have stated in your survey, the volume of traffic continues to increase. I would want the noise barrier to run the whole of Ashley Drive. It is not enough or fair that it ceases at Bugden Avenue. I am an unhappy tax payer. Please help!	12/16/2014 10:01 AM
20	Its dangerous to have to cross Monks Creek channel. A pedestrian bridge for people with bikes, prams, pets and school kids and older people.	12/15/2014 4:22 PM
21	I'd like a safe crossing over Monk's Creek so I can safely ride my bike.	12/15/2014 4:21 PM
22	A bridge over Monks Creek would make my morning jogs a lot safer for me and my dog.	12/15/2014 4:20 PM
23	Building a bridge would help us when the storm drains are full of water to cross without getting wet.	12/15/2014 4:19 PM
24	A pedestrian bridge path to link Abercorn Crescent to the walking track across Monks Creek. Its dangerous to expect people to negotiate the channel crossing when the nearest safe crossing is at either Calwell shops or many McKillop High School. Bridges at Richardson and Monash have channel crossings. 'Healthy active and productive community' with fitness stations for healthy lifestyle choices'.	12/15/2014 4:18 PM
25	We need a footpath and bike path crossing over Monk's Creek and Ashley Drive. It is very dangerous trying to cross over the current bridge an try to cross the creek itself.	12/15/2014 4:12 PM
26	Having kids and dogs it would be a good idea to have a pedestrian bridge over Monks Creek.	12/15/2014 4:09 PM
27	I walk that way all the time and I think its needed.	12/15/2014 4:08 PM
28	We need a bridge across the channel. It's dangerous to cross the drain.	12/15/2014 4:06 PM
29	Would be handy to have a bridge accross channel to Ashley Drive.	12/15/2014 4:04 PM
30	Do the people of Red Hill have to walk through a storm water drain or a bridge with no pedestrian access to get to the next suburbs. The intersection of Ashley Drive and Clift Cres would have to be one of the most dangerous ones in the ACT for accidents.	12/15/2014 4:02 PM
31	It's very dangerous cause my [REDACTED] got swept into the drain when he was younger. People get injured so a bridge or footpath is needed for people to get across the storm water drain safely.	12/15/2014 3:59 PM
32	We would like to see a footbridge across the drain running under Ashley Drive. Many children have slipped and fallen into the storm water drain trying to access the bike path leading to schools in either Richardson or Calwell. Currently there is no path for pedestrians on the section of Ashley Drive that crosses the storm water drain. At the moment the situation is very risky for both pedestrians and cyclists. My son who attends Calwell High School was once washed into a torrent of water after slipping while trying to cross.	12/15/2014 3:58 PM

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33	As a resident of [REDACTED] I would request that consideration be given to a footbridge be put across Monks Creek. This is an issue of community safety as people have been injured crossing the storm water drains.	12/15/2014 3:55 PM
34	It would be good. I take my kids for a bike ride and its dangerous to have to cross Monks Creek by the channel. To take the dog i have gone along the road. Otherwise i have to ride along the ground where the snakes.	12/15/2014 3:53 PM
35	Twenty years too late. Most of the upgrade is not required due to the drop in the population of Tuggeranong (see ABS - statistics on the demography of Canberra). At the most the only extension which should be considered is the section between Erindale Drive and Isabella Drive. Traffic flows could be improved by doubling this section. The intersection (T-type) on this section should be roundabouts, not traffic lights. If traffic lights are placed in this section the travelling time and associated carbon emissions from stationary cars will be dramatically increased. This is an unsustainable action which is counter intuitive. The benefits would be a greater reduction in the cost as only 2 bridges over cycle paths would be required where as the other extensions require 2 major bridges over the drains of the ex-creeks.	12/11/2014 4:49 PM
36	I have viewed the Ashley Drive stage 2 and I have one major complaint and that is a cycle lane on both sides of the road. I have lived and driven up and down Ashley Drive for 26 years and it is very rare that I have seen cyclists on this road. I personally think that they belong on cycle paths and if the paths very upgraded would be a better opinion, but they should also be made to use there bells or call out as the majority of them do not follow these rules. I live on Clift Cres and I am sure when traffic lights are installed it will make it a lot safer to exit Clift onto Ashley Drive. I also believe if you are a member of Pedal Power in Canberra you can get whatever you want from the ACT government. Hope you take note of the issues I have raised. Regards, [REDACTED]. On Friday 14th November I told a member of your staff at the Erindale Centre that a tree branch at the Ashley Drive end of Clift Cres Richardson needed to be trimmed back as you are unable to see the speed hump sign and it is now 8 Dec.	12/11/2014 4:41 PM
37	I am living in [REDACTED], that is close to Ashley Drive. I am living with my family with small children. This new expansion of Ashley Drive create more noise in my house. I strongly suggest that please put noise reducing structure for the whole of Ashley Drive.	12/11/2014 4:29 PM
38	Everything looks fine except any suggestion that the work includes a cycle lane on the carriageways. That would be a very silly idea. Indeed it would be inane and asinine. It has been done elsewhere in Canberra and only serves to make it more dangerous for drivers of motor vehicles, by unnecessarily narrowing lanes. It is also obvious that they are rarely used. Maybe most cyclists don't want to be gassed as they ride. A cycleway network exists already and needs to be upgraded and improved. Cycle lanes have no place at all on arterial roadways. Cycle lanes in inner city precincts make sense and absolutely not on arterial roadways.	12/10/2014 11:19 AM
39	The following are the comments, questions and concerns. It is good that the duplication is happening to reduce traffic congestion. However this may have following impact on the houses near the new pavement on Gowrie side. I also notice that there will be 2.3m high noise reduction barriers shown on the image. Will this barrier be throughout the length of the proposed duplication? Will the proximity to the houses (our house is [REDACTED]) affect the soil stability of the houses. Has there been any studies or any previous experiences that can shed more light on the issues of vibrations and soil movements? For the past many years, our house has been targeted by burglars and vandals who have burgled the house (now we have back to base alarm), smashed the letter boxes, smashed the car windows, stolen the car number plates, damaged the fence and also painted graffiti on the fence. All this without a proper walking path now. If there is a walking path, will there be increase in the vandalism and criminal activity directly affecting the residents? Will there be cameras installed on walking paths and cycle paths to detect or deter the criminals? Traffic lights are good but will they be full time traffic lights or will there be some part-time traffic lights? What happens to the property value of our house because of the issues associated with the duplication? Hope these concerns can be addressed by the professionals. Thanks for the opportunity to comment. [REDACTED]	12/10/2014 9:06 AM
40	Hi there, I live [REDACTED] which [REDACTED] on to Ashley Drive [REDACTED] I appreciate the fact that sound-barrier walls have been included in the preliminary plans. This was an initial concern of ours with respect to noise levels. I do have another concern though with respect to security between the houses and the sound-barrier walls. Our back fence is currently in full view of Ashley drive and it has already been graffitied. I'm curious what initiatives have been considered to avoid any increase in crime once the sound-barrier walls are in place and the walkway is not in plain sight. We had considered extra lighting, but then we would have bright lights shining through our windows. Perhaps low level lighting is an option here? Graffiti is of course at the lower end of the scale in terms of crime. Quite a few people walk along that pathway behind our house and if it is blocked off by the sound-barrier walls the overall safety of the area may become an issue (especially at night-time). Cheers [REDACTED]	12/9/2014 7:52 PM

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41	additional sound proofing would be required. current sound levels already seem excessive for the roadside properties. streets of Gowrie will be used to "rat run" the additional traffic measures. extension to erindale drive has relieved pressure on Ashley so upgrades may no longer be necessary. bike path is on the monash side of the road so no road bike path required. island not required with a couple of underpasses providing crossing and traffic not so high outside of peak times. perhaps adding additional lanes to both the Gowrie and Monash side would be a fairer alternative.	12/9/2014 5:38 PM
42	I have reviewed the proposed plans for Ashley Drive stage 2. 1) I welcome the dual carriageway for the whole length of the proposed upgrade. 2) I also agree with the installation of the 3 traffic light intersections. 3) I have strong objection to adding on-road cycle lanes for the full length of Ashley Drive. The reason for the objections are as follows: a) Section 2 and 3 already have existing cycle network under the bridges that follow along the water causeways. b) Isabella Drive and Ashley Drive roundabout is very busy and congested roadway. This I believe is very dangerous for slow cyclist against fast moving traffic. c) Barraclough Crescent intersection is also a busy traffic area, with much turning traffic that again I think is dangerous for cycle traffic. d) The proposed cycle lane I think are too narrow for safe distance between cars and cyclist. There are many instance where I have observed a car avoiding other vehicles getting into the current service lane when avoiding distracted drivers. e) Having bridges with rails is also a danger to cyclist as there is no room for a cyclist to avoid being involved in a collision with a vehicle that strays from their lane. Which I believe happens often as drivers prepare to turn to the roads serviced by Ashley Drive. For these reasons I think it is too dangerous to have cyclist on such a fast moving drive. I would not recommend my children ride along these cycle lanes.	12/8/2014 11:10 PM
43	I have serious concerns regarding the proposed roadworks taking place on one side of Ashley Drive. This wouldn't be as much of a problem if there wasn't a medium strip included in the plans and if a proper noise barrier was constructed. Is stage 2 necessary as we believe traffic flow is now much better after the completion of stage 1? Our standard of living will indeed be compromised as the stage 2 roadworks will have the new road much closer to our home resulting in higher noise levels.	12/8/2014 4:36 PM
44	I travel to work and home outside peak periods specifically to avoid the congestion along Ashley Drive. I always thought that to build Ashley Dr. as a single carriageway in the early 1980s was very short-sighted, considering the whole of southern Tuggeranong and the Lanyon Valley was gazetted and about to be built. The duplication and creation of a dual carriageway will assist there. I think the provision of traffic signals on the roads that enter and exit Gowrie, Monash and Isabella Plains will benefit people trying to get out of those suburbs at peak times. It can be appallingly and frustratingly difficult and there are also many rear-ender accidents along that stretch of road. I'm yet to be convinced that metered traffic lights work on roundabouts. As far as I can see, the metered lights on the Isabella/Athillon/ Drakeford Drive roundabout, just allow for the Athillon people to get out of Tuggeranong town center, but the queues persist on the southbound lane of Drakeford Dr. between 5:15 and 6:15pm every weeknight. However, they may stop the west bound drivers on Isabella Dr thinking they have right of way at any time of day, as they speed up on their approach to the roundabout of Isabella / Ashley Drives and charging straight through. Please, please , please do NOT use the big aggregate bitumen on the new surface. That is appalling stuff. It increases in-car road noise, increases general road noise (bad for nearby houses), increases tyre wear, chips off in lumps, and develops holes far more quickly than the smaller aggravate smoother bitumen. Since the large chip stuff has been used, the number of potholes that develop overnight especially after rain, is ridiculous. Please do not design the roundabouts to allow drivers to enter a roundabout and go 270 degrees to the right or a 360 from the LEFT hand lane. Since road markings have apparently changed at the roundabout Sternberg Cres/ Erindale Dr -Gowrie, drivers leaving Gowrie to go east UP Erindale drive, often do so from the left hand lane, thereby swinging across in front of cars in the left hand lane going up Erindale Dr towards Woden. I have seen many near misses there. They should only be able to use the right lane for that, and the left lane for going straight across Sternberg Cres to Wanniasa or to go left (west) down Erindale Drive.	12/8/2014 4:12 PM
45	Yes, the road gets busy. Yes, additional lane would be good. Use of part time lights (peak hour) as busy intersections is a great idea (eg Athillon drive / Drakeford drive) - assuming someone rechecks traffic flows regularly to check that the timing is still valid. Can this work be done without the additional traffic lights at Ashley Drive intersects with Bugden Avenue, Statton Street and Clift Crescent? If no, the idea of additional traffic lights along this road is enough for me to say DO NOT proceed. Traffic lights in these sorts of area work well when sequenced for morning (to city) and afternoon (from city) peaks but are a significant problem at other times. (PS not sure that anyone actually reads these - but am so energised by this that I have written anyway.)	12/7/2014 6:49 AM
46	Get rid of the idea of putting in more traffic lights they are choking the city	12/5/2014 11:18 AM
47	Looks like just what is needed, turning right from Statton/Bugden/Clift has been a very risky business for years!	12/5/2014 10:00 AM

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48	- I propose the noise barrier be extended along the second half of Ashley Drive. - I live [REDACTED], Gowrie. I noticed there is a noise barrier proposed for the first half of this section but not for the second half. I live along the second half and our three bedroom windows actually face Ashley Drive. - The noise from Ashley Drive is already considerable. I wear earplugs every night to sleep. I dread to think what the noise will be like when Ashley Drive stage 2 is complete. - I propose, again, the noise barrier be extended along the second half of Ashley Drive, on the Gowrie side. - The other fact that concerns me about the upgrade is the lowering of our home values along this section, hence making it more unlikely to attract future buyers in the area, which is why a noise barrier will at least make it a bit more liveable along this section and to attract possible future buyers. - I was told some "data collection" and "number crunching" were undertaken with regards to the noise along the whole of Ashley Drive and only the first half was considered to be a problem. How is that possible when: *most vehicles travel along this whole section not just part of it, and *no people in the area affected have been surveyed yet to get the supposed data and numbers? - Once again, I propose the noise barrier to be extended along the second half of Ashley Drive on the Gowrie side. - Thank you. Could you keep me informed, via email, of changes in the proposal.	12/5/2014 9:57 AM
49	Can't wait. hopefully fixes the traffic issues.	12/5/2014 8:06 AM
50	I support the updating the existing Ashley Drive road to dual carriageway as it will make Ashley Drive safer and increase safe travel speed during the morning and afternoon 'rush hour' during which Ashley drive currently becomes very congested. Regarding the proposed on road cycle paths I suggest a better approach may be to have off road cycle path running parallel to Ashley Drive. For almost all of its length there is green space adjacent to Ashley drive which would accommodate this. At the Clift Crescent Ashley Drive intersection putting in traffic lights are a very good idea as this is a common vehicle accident intersection. Also since significant roadworks are proposed at this intersection, the opportunity should be taken at the same time to create a raised roadway at this entry point to Clift Crescent consistent with the traffic calming initiative that TAMS is in the middle of undertaking for Clift Crescent (and elsewhere in the Chisholm Richardson area), this should then reduce the need for the small dangerous 20km speed bumps that have been put every about 300 metres along Clift Crescent and, as supported by residents of the area, some of these small dangerous speed bumps can be removed.	12/4/2014 1:37 PM
51	I am one of the residents who will be impacted on the Ashley Drive upgrades. As I have [REDACTED] the upgrade will bring traffic unacceptably closer to my boundary and importantly our main bedroom and living areas. I have been a resident since 1981 and accepted that traffic flow would be an issue but the latest upgrade is an unconscionable decision by the ACT Government. While I accept there is provision for the erection of a 2.3 metre high fence this only deflects lights and not the noise, which will be increased significantly closer to our residence. Do you really appreciate the other impact this will have: 1. devalued property prices 2. the opportunity for vandalism to increase as it the wall will offer protection to would-be criminals. Already we experience many issues from people who use the underpass adjacent to our house to carry on all sorts of activities such as drinking, gathering, burning of items, eg last year a car was stolen and set alight in the tunnel. With the duplication of another tunnel this will only exacerbate the situation. 3. pedestrian traffic which can be frequent late evenings when clients from the nearby Vikings club use this side of the road to walk home in a drunken state. They will no doubt use the security offered by the erection of a high fence to walk within metres of our boundary. 4. The wall when erected will offer graffiti artists a great canvas to display their artistic talents, facing our property. 5. The additional noise particularly from semi trucks, motor cycles and noisy cars cannot be appreciated by someone who does not live in the area. With dual carriageways it will be exacerbated, again particularly the evening. At present the situation is at best like the burn out track at Summernats. The appointed individuals who carried out the assessment would not be aware of what occurs after hours! I have already observed a major problem with the First Stage Upgrade. The introduction of traffic lights at the Fadden roundabout has caused major traffic congestion during peak hours. Due to the fact Fadden and Gowrie residents are now required to wait for light changes means that both lanes in the roundabout is full where in the past traffic generally flowed smoothly in both directions as invariably the Fadden/Gowrie traffic were turning right heading up the hill. Now due to the delays both lanes turn right causing delays along Ashley drive. I am about to contact the Canberra Chronicle to express my concerns and that of three neighbours adversely affected however will give you the opportunity to respond. I am requesting that the ACT Government provide me with an allowance to upgrade my windows to double glazed (especially on the Ashley Drive boundary). I also request provision to be made to improve fencing along my boundary to further restrict noise and access from the pedestrian traffic. Consideration will also need to be given to the property values for mine and several others impacted. Also I am unable to determine any individual tree planting that has been planned along this area, only the removal of some trees is evident. Your timely response would be appreciated.	12/4/2014 12:41 PM

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52	Thank you for the opportunity to comment on the Ashley Drive upgrade. I believe that the stage 1 works have made a huge difference to the traffic congestion. I live in [REDACTED] and used to go all the way through to Castleton Crescent to get onto Erindale/Yamba Dr to get to work in the morning. The traffic congestion has now decreased on Ashley Dr that I am able to use the direct route of Ashley Dr to get onto Erindale/Yamba Dr to get to work in the morning with minimal delay. I do believe that Ashley Dr does still require some work which would include extended slip lanes so that you have enough space to be able to slow down to turn the corner at a safer speed and also extend the slip lane to enter onto Ashley Dr so that you can get to the speed and merge without causing and disruption to the traffic flow. I believe traffic lights on Ashley Drive will create more delays then it is worth and a roundabout would be able to assist drivers trying to enter into the traffic. My other concern with dual lane is that the sound barriers that have been identified in the preliminary plan are not adequate. The volume we currently experience is only just manageable and if you are moving the road closure it is only going to make the noise loader. It also is not just peak hours trucks are starting to use this road more and more and I believe when it does become dual lane it will become a main link. Also the emergency vehicle sirens are only going to get louder as they become closer. I would like another traffic survey needs to be done now that Stage 1 is complete as I do not believe that it will save enough travel time to allow for this amount of funding on. There is much bigger delays when you are going to down Johnson Dr onto Drakeford Dr in the afternoon. Thank you again for your time.	12/4/2014 11:04 AM
53	About time this section was upgraded but I am not in favour of on road cycle lanes unless they pay for the rights to do so (Rego)	12/4/2014 10:45 AM
54	1. Traffic Movement - a) I note the proposal is heavily focused toward reducing the traffic congestion during peak times. From my home I could see the traffic banking all along Ashley Drive in both the morning and evening. However, since the upgrade to Erindale Drive I rarely see this occurrence. I would be interested to see the outcomes of the surveys that have been undertaken since the Erindale Upgrade that demonstrate the need for the Ashley Drive upgrade. b) Should these surveys demonstrate the need for the upgrade I would appreciate advice as to how the introduction of three sets of lights in such a short distance would improve traffic flow. To my mind these hold ups to traffic movement would cause the traffic to slow and bank up. This would lead to frustrated drivers looking for alternative routes through the adjoining residential areas to avoid the lights. I live very close to one of the intersections where the lights are proposed and consider people would chose to avoid them. 2. Noise Abatement/Removal of trees. a) From the drawing it is not clear how close the roads/ cycle lanes will be to the residences. However, it can be assumed that should it proceed the noise levels will increase significantly. I do not see any clear details of what noise abatement measures are being introduced along both sides of Ashley Drive. In this time of health and safety, the ACT Government should be demonstrating the action it is taking to ensure there are no adverse impacts on the health of the local residents who face onto or are in close proximity to Ashley Drive. b) Screens of trees and shrubs, together with noise abatement structures, are frequently used to reduce noise. However, I note very few trees are being planted near residences and in fact a significant number are being removed where they might have assisted in noise reduction. Given trees are being removed and a small screen being included, what measures is the ACT Government taking along the route to replace and introduce trees specifically to reduce noise. 3. Pedestrian Access to the Monash shop. a) The closest shops to a number of these homes in Gowrie is actually the Monash shop. Is there no consideration being given to assist people cross to Barraclough - or is it presumed no one actually walks across Ashley Drive. Or will we no longer be able to walk cross the Ashley Drive. 4. Safety concerns. a) Noting a number of Places and Streets come extremely close to what would be a significant roadway, should the up-grade proceed, what safety measures are being introduced to ensure people and children don't inadvertently go on to the road. This is of particular concern to residents on the Gowrie side. These homes would appear to be much closer to a road with a 80km speed limit than is usual eg. Drakeford Drive, Johnson Drive. How is this aspect being addressed to protect the local residents. 5) Response to concerns. I note you ask for contact details with regard to being updated. Could you please provide me advice on how the ACT Government intends to respond to the matters that have been raised by myself and other concerned residents. An opportunity to comment is fine - however one can only comment on satisfaction of an opportunity when a response is received. You may not like or agree with a response however if a full and rational response is received at least it has been considered. If all you do is take comments with no response - that to say the least, is disappointing. Only time can tell I suppose. I therefore await your response. Regards	12/4/2014 12:06 AM
55	Cycle lane should be physically separated.	12/2/2014 9:09 PM
56	Brilliant. Very much needed	12/2/2014 12:04 PM

57

Hi, Thank you for the opportunity to comment on the proposed upgrade. In short I am in support of the duplication of Ashley Drive, however I strongly oppose the installation of traffic lights on what is essentially a suburban through fare. Here are my comments: 1. My first concern is that the traffic lights are unnecessary, as Isabella Plains, Richardson, Gowrie and Monash have multiple existing exit points that can be used that do not slow down traffic. As a resident of Monash who lives close to Ashley drive, I will continue to choose to take a slight detour to use the roundabout at the intersection of Clive Steel Avenue and Isabella Drive to ensure that my daily commute to the city is low stress, safe and reliable. Please remove the traffic lights from the design. 2. My second concern is that the proposed traffic lights are not a safe option and are not value for money. From my understanding, the proposed traffic lights are to provide a safe way for residents to exit the suburbs and enter the main flow of traffic going 80km an hour along Ashley. A traffic light in an 80km zone is not a safe option. Given that there are multiple exits for residents to choose from, a far better option would be for the intersections to be upgraded, increasing the length and soften the curve of the shoulder for entering and exiting the main thoroughfare of Ashley Drive, and prevent turning lanes that cross traffic to improve safety. Ideally, this would be similar to the existing intersection of Drakeford drive and Barr-Smith Ave in Bonython. In the event that residents make a wrong turn, they can always do a u-turn at the roundabout a couple of hundred meters up the road. Please remove the traffic lights from the design and replace them with an intersection similar to Drakeford drive and Barr-Smith Ave in Bonython. 3. I am also deeply concerned that the project will facilitate a substantial increase in noise pollution to residents in the area, impacting the quality of peace at home and ambience while walking along the streets and walking tracks in the area. For example the project will facilitate an immediate increase in the volume of traffic which is likely to increase further Tuggeranong expands over the next decade. I am also concerned the project will change the sound 'profile' of the traffic from a background hum to a harsh and more noticeable stop-start revving as a result of the traffic lights. I note that the duplication will result in Ashley Drive being closer to Monash residents, however the current design only includes one noise buffering device near Gowrie residents. I consider it a vital component of this development to incorporate natural looking sound barriers into the design of the project. My preference is for a raised earth embankments at least as high as a car, in keeping with the look and feel of the rest of Tuggeranong. For example, see the barriers along Athlon Drive near Kambah and Johnson Drive near Isabella plains. Please install more noise barriers, in particular along the length of Ashley Drive on the Monash side of the duplication. 4. I am also concerned the project does not include any detail about revegetation. Given that ACT has poor quality soil, as short growing season with harsh condition, it can be expected that the construction area will not revegetate on its own, resulting in erosion and sediment runoff polluting waterways. I have also noticed over the last couple of decades, that erosion has dwindled away many drainages swales and raised earth noise barriers in Tuggeranong. One of the reasons residents love living in ACT is that when you drive along main through fares you have pleasant vegetated scenery that provides habitat for little critters. Please plant trees and shrubs along Ashley Drive to control sediment runoff and erosion in the short term, and provide visually pleasing landscape in the future. Thank you for considering my comments. [REDACTED]

[REDACTED] resident of Monash

12/1/2014 7:02 PM

58

12/1/2014 7:00 PM

Hi, Thank you for the opportunity to comment on the proposed upgrade. In short I am in support of the duplication of Ashley Drive, however I strongly oppose the installation of traffic lights on what is essentially a suburban through fare. Here are my comments: 1. My first concern is that the traffic lights are unnecessary, as Isabella Plains, Richardson, Gowrie and Monash have multiple existing exit points that can be used that do not slow down traffic. As a resident of Monash who lives close to Ashley drive, I will continue to choose to take a slight detour to use the roundabout at the intersection of Clive Steel Avenue and Isabella Drive to ensure that my daily commute to the city is low stress, safe and reliable. Please remove the traffic lights from the design. 2. My second concern is that the proposed traffic lights are not a safe option and are not value for money. From my understanding, the proposed traffic lights are to provide a safe way for residents to exit the suburbs and enter the main flow of traffic going 80km an hour along Ashley. A traffic light in an 80km zone is not a safe option. Given that there are multiple exits for residents to choose from, a far better option would be for the intersections to be upgraded, increasing the length and soften the curve of the shoulder for entering and exiting the main thoroughfare of Ashley Drive, and prevent turning lanes that cross traffic to improve safety. Ideally, this would be similar to the existing intersection of Drakeford drive and Barr-Smith Ave in Bonython. In the event that residents make a wrong turn, they can always do a u-turn at the roundabout a couple of hundred meters up the road. Please remove the traffic lights from the design and replace them with an intersection similar to Drakeford drive and Barr-Smith Ave in Bonython. 3. I am also deeply concerned that the project will facilitate a substantial increase in noise pollution to residents in the area, impacting the quality of peace at home and ambience while walking along the streets and walking tracks in the area. For example the project will facilitate an immediate increase in the volume of traffic which is likely to increase further Tuggeranong expands over the next decade. I am also concerned the project will change the sound 'profile' of the traffic from a background hum to a harsh and more noticeable stop-start revving as a result of the traffic lights. I note that the duplication will result in Ashley Drive being closer to Monash residents, however the current design only includes one noise buffering device near Gowrie residents. I consider it a vital component of this development to incorporate natural looking sound barriers into the design of the project. My preference is for a raised earth embankments at least as high as a car, in keeping with the look and feel of the rest of Tuggeranong. For example, see the barriers along Athllon Drive near Kambah and Johnson Drive near Isabella plains. Please install more noise barriers, in particular along the length of Ashley Drive on the Monash side of the duplication. 4. I am also concerned the project does not include any detail about revegetation. Given that ACT has poor quality soil, as short growing season with harsh condition, it can be expected that the construction area will not revegetate on its own, resulting in erosion and sediment runoff polluting waterways. I have also noticed over the last couple of decades, that erosion has dwindled away many drainages swales and raised earth noise barriers in Tuggeranong. One of the reasons residents love living in ACT is that when you drive along main through fares you have pleasant vegetated scenery that provides habitat for little critters. Please plant trees and shrubs along Ashley Drive to control sediment runoff and erosion in the short term, and provide visually pleasing landscape in the future. 5. I have two young teenage children who walk or ride to school most days, so I'm glad the underpasses are included in the design. I'm a bit worried the underpass will create the perfect place for someone to lay in wait to corner and attack someone. There is an underpass near St John's church that goes under Parks Way which makes me so anxious as I'm always worried that there will be a gang of thugs in the light well in the middle. Please make sure that the underpasses are well lit and safe. Please make sure that there is a big gap in-between the two underpasses that has a sloped retaining wall that can be run up in an emergency so that I don't have to worry about someone laying in wait to corner my babies. Thank you for considering my comments. [REDACTED] resident of Macarthur

59

Thank you for the opportunity to comment on the proposed upgrade. In short I am in support of the duplication of Ashley Drive, however I strongly oppose the installation of traffic lights on what is essentially a suburban through fare. Here are my comments: 1. My first concern is that the traffic lights are unnecessary, as Isabella Plains, Richardson, Gowrie and Monash have multiple existing exit points that can be used that do not slow down traffic. As a resident of Monash who lives close to Ashley drive, I will continue to choose to take a slight detour to use the roundabout at the intersection of Clive Steel Avenue and Isabella Drive to ensure that my daily commute to the city is low stress, safe and reliable. Please remove the traffic lights from the design. 2. My second concern is that the proposed traffic lights are not a safe option and are not value for money. From my understanding, the proposed traffic lights are to provide a safe way for residents to exit the suburbs and enter the main flow of traffic going 80km an hour along Ashley. A traffic light in an 80km zone is not a safe option. Given that there are multiple exits for residents to choose from, a far better option would be for the intersections to be upgraded, increasing the length and soften the curve of the shoulder for entering and exiting the main thoroughfare of Ashley Drive, and prevent turning lanes that cross traffic to improve safety. Ideally, this would be similar to the existing intersection of Drakeford drive and Barr-Smith Ave in Bonython. In the event that residents make a wrong turn, they can always do a u-turn at the roundabout a couple of hundred meters up the road. Please remove the traffic lights from the design and replace them with an intersection similar to Drakeford drive and Barr-Smith Ave in Bonython. 3. I am also deeply concerned that the project will facilitate a substantial increase in noise pollution to residents in the area, impacting the quality of peace at home and ambience while walking along the streets and walking tracks in the area. For example the project will facilitate an immediate increase in the volume of traffic which is likely to increase further Tuggeranong expands over the next decade. I am also concerned the project will change the sound 'profile' of the traffic from a background hum to a harsh and more noticeable stop-start revving as a result of the traffic lights. I note that the duplication will result in Ashley Drive being closer to Monash residents, however the current design only includes one noise buffering device near Gowrie residents. I consider it a vital component of this development to incorporate natural looking sound barriers into the design of the project. My preference is for a raised earth embankments at least as high as a car, in keeping with the look and feel of the rest of Tuggeranong. For example, see the barriers along Athllon Drive near Kambah and Johnson Drive near Isabella plains. Please install more noise barriers, in particular along the length of Ashley Drive on the Monash side of the duplication. 4. I am also concerned the project does not include any detail about revegetation. Given that ACT has poor quality soil, as short growing season with harsh condition, it can be expected that the construction area will not revegetate on its own, resulting in erosion and sediment runoff polluting waterways. I have also noticed over the last couple of decades, that erosion has dwindled away many drainages swales and raised earth noise barriers in Tuggeranong. One of the reasons residents love living in ACT is that when you drive along main through fares you have pleasant vegetated scenery that provides habitat for little critters. Please plant trees and shrubs along Ashley Drive to control sediment runoff and erosion in the short term, and provide visually pleasing landscape in the future. 5. I have two young teenage children who walk or ride to school most days, so I'm glad the underpasses are included in the design. I'm a bit worried the underpass will create the perfect place for someone to lay in wait to corner and attack someone. There is an underpass near St John's church that goes under Parks Way which makes me so anxious as I'm always worried that there will be a gang of thugs in the light well in the middle. Please make sure that the underpasses are well lit and safe. Please make sure that there is a big gap in-between the two underpasses that has a sloped retaining wall that can be run up in an emergency so that I don't have to worry about someone laying in wait to corner my babies. Thank you for considering my comments. [REDACTED] of Monash

12/1/2014 12:12 PM

60

I do not agree with all of the traffic lights, roundabouts would be much better. I live in Isabella Plains which would mean several sets of traffic lights where now I have none. The traffic flows really well now but I do understand it is hard for those trying to turn right on to Ashley Drive so I think roundabouts would be a better idea. Also are there going to be footpaths along the bridge near Isabella Plains, if there isn't there really needs to be.

12/1/2014 12:11 PM

Ashley Drive stage 2

471

61

Thank you for the opportunity to comment on the proposed upgrade. In short I am in support of the duplication of Ashley Drive, however I strongly oppose the installation of traffic lights on what is essentially a suburban through fare. Here are my comments: 1. My first concern is that the traffic lights are unnecessary, as Isabella Plains, Richardson, Gowrie and Monash have multiple existing exit points that can be used that do not slow down traffic. As a resident of Monash who lives close to Ashley drive, I will continue to choose to take a slight detour to use the roundabout at the intersection of Clive Steel Avenue and Isabella Drive to ensure that my daily commute to the city is low stress, safe and reliable. Please remove the traffic lights from the design. 2. My second concern is that the proposed traffic lights are not a safe option and are not value for money. From my understanding, the proposed traffic lights are to provide a safe way for residents to exit the suburbs and enter the main flow of traffic going 80km an hour along Ashley. A traffic light in an 80km zone is not a safe option. Given that there are multiple exits for residents to choose from, a far better option would be for the intersections to be upgraded, increasing the length and soften the curve of the shoulder for entering and exiting the main thoroughfare of Ashley Drive, and prevent turning lanes that cross traffic to improve safety. Ideally, this would be similar to the existing intersection of Drakeford drive and Barr-Smith Ave in Bonython. In the event that residents make a wrong turn, they can always do a U-turn at the roundabout a couple of hundred meters up the road. Please remove the traffic lights from the design and replace them with an intersection similar to Drakeford drive and Barr-Smith Ave in Bonython. 3. I am also deeply concerned that the project will facilitate a substantial increase in noise pollution to residents in the area, impacting the quality of peace at home and ambience while walking along the streets and walking tracks in the area. For example the project will facilitate an immediate increase in the volume of traffic which is likely to increase further Tuggeranong expands over the next decade. I am also concerned the project will change the sound 'profile' of the traffic from a background hum to a harsh and more noticeable stop-start revving as a result of the traffic lights. I note that the duplication will result in Ashley Drive being closer to Monash residents, however the current design only includes one noise buffering device near Gowrie residents. I consider it a vital component of this development to incorporate natural looking sound barriers into the design of the project. My preference is for a raised earth embankments at least as high as a car, in keeping with the look and feel of the rest of Tuggeranong. For example, see the barriers along Athlon Drive near Kambah and Johnson Drive near Isabella plains. Please install more noise barriers, in particular along the length of Ashley Drive on the Monash side of the duplication. 4. I am also concerned the project does not include any detail about revegetation. Given that ACT has poor quality soil, as short growing season with harsh condition, it can be expected that the construction area will not revegetate on its own, resulting in erosion and sediment runoff polluting waterways. I have also noticed over the last couple of decades, that erosion has dwindled away many drainages swales and raised earth noise barriers in Tuggeranong. One of the reasons residents love living in ACT is that when you drive along main through fares you have pleasant vegetated scenery that provides habitat for little critters. Please plant trees and shrubs along Ashley Drive to control sediment runoff and erosion in the short term, and provide visually pleasing landscape in the future. Thank you for considering my comments. [REDACTED], resident of Monash

12/1/2014 11:29 AM

62

We have concerns about the expansion proposed for Ashley Drive stage 2. The proposed six lanes plus a median strip appear to be beyond capacity for the space available. It appears those of us who live along Ashley Drive will have the new expanded road system less than 30 metres from our fence lines which will also result in a significant increase in road and traffic noise. We have lived adjacent to Ashley Drive for almost 30 years now and have noted that the recent improvements to Erindale drive have significantly improved traffic flow and congestion along Ashley Drive. We are therefore querying the immediate need for such a major expansion of the current road structures. In addition we note that the properties between Erindale Drive and Bugden Ave will benefit from some noise attenuation structures - we find it disappointing in the extreme that this benefit is not being extended to those of us who live between Bugden Ave and Isabella Drive. Has there been any research to determine the potential noise increase for properties along Ashley Drive? We assume that bike paths currently in the area will not suffer from lack of attention due to the new 'road' bike paths being constructed so those of us who utilise these paths daily will still enjoy our 'rural' settings along these paths? The other issue we see is that the road is being expanded at vast expense to further improve traffic flow and yet within a space of two kilometres there will be three new sets of traffic lights. Surely this will negate potential benefits. A second concern about so many traffic lights in such a short distance is there must be some expectation that traffic will soon determine that its faster to enter suburbs to bypass these proposed traffic lights. We will then be dealing with increased traffic through our streets too. Your response to our concerns would be greatly appreciated. Thank you for your time. [REDACTED]

11/29/2014 8:33 AM

63

About time it was duplicated

11/27/2014 9:25 PM

Ashley Drive stage 2

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64	Hi, I am the owner and occupier [REDACTED] GOWRIE which is amongst those [REDACTED] to the planned roadworks. I appreciate the opportunity to again raise several requests re: the upgrade. I also look forward to discussing these issues with a representative as I don't believe I have been given a fair opportunity to do so thus far. I strongly object to the complete removal of the wonderful tree line that provides valuable protection to my [REDACTED] home and frames a perfect evening sunset. Surely it is possible to leave just one line of trees. With the addition of the proposed pathway at the back of my house [REDACTED]) the potential for vandalism / burglary to my unfenced home will substantially increase. Therefore I like to request the provision of fencing, ideally the type used on schools (black vertical bar) that would both deter vandalism and provide security. kindest regards [REDACTED]	11/26/2014 7:53 PM
65	I have read the papers online and support the proposed works. They are overdue and will provide enhanced amenity for the residents of Tuggeranong.	11/25/2014 9:38 PM
66	The additional road works are not required. There are already 2 main arterial roads in this area, Monaro Highway and Tuggeranong parkway. The Erindale road works are sufficient.	11/25/2014 3:36 PM
67	Environmental Impacts and concerns: Proposed removal of trees in front of my house that faces West on Ashley Drive [REDACTED] will impact shade and protection from direct sunlight they provide along with diminishing the aesthetic. New walls/fences will be targeted by vandals with graffiti as has already occurred in phase 1 works. Increase in traffic noise, pollution and litter (a constant problem). Possible improvement suggestions: Planting of new trees and plants and landscaping Repainting of vandalised fences/ garages along Ashley Drive New bus stop(s) on Ashley Drive I also attended an advertised public information session one Friday evening at Erindale however no one was there when I arrived with more than half an hour to go. Very frustrating!	11/25/2014 10:59 AM
68	I would like to provide feedback on the Ashley Drive Stage 2 upgrade, in particular the following: *ramp metering traffic signals at the Ashley Drive/Isabella Drive roundabout *traffic signals where Ashley Drive intersects with Bugden Avenue, Statton Street and Clift Crescent Firstly, ramp metering or part time signals on the Ashley Drive/Isabella Drive roundabout will create back up flow issue along Isabella drive. Secondly, instead of traffic lights on the intersections with Bugden Avenue, Statton Street and Clift Crescent why can't a series of roundabouts - dual lane - be installed? These work successfully on Tharwa Drive and considering the extensive work already undertaken on Ashley Drive Stage 1 (including the work around Erindale) the installation of more traffic lights will only compound the peak traffic issues.	11/24/2014 8:42 PM
69	These road works are long overdue. The intersections of Ashley Drive with Statton Street, Bugden Ave and Clive Steel Ave are dangerous and often unnavigable in peak times. Each of these intersections experiences significant delays causing drivers to make rash and often dangerous decisions. Traffic calming measures should also be considered for the "rat runners" that use Castleton Cres and Statton Street. Statton Street often experiences vehicles driving at excessive speeds. Traffic pillows similar to the ones recently installed on Coyne Street could be considered. In addition consideration should be given to creating a formed footpath on the eastern side of Ashley Drive. At present there is an unsealed dirt path that runs down this eastern (Gowrie) edge, just back from the road in the trees.. This well worn path indicates that residents already traffic this area heavily and a formed footpath would ensure safer all weather access.	11/24/2014 9:53 AM
70	Very supportive of the proposed upgrades.	11/23/2014 6:44 AM
71	I support the proposed roadworks and on the whole don't perceive any major issues with what is proposed from the perspective of drivers, pedestrians or cyclists. I welcome the signalisation of suburban entry/exit points to Ashley drive as these intersections are otherwise mostly not useable for residents to exit their suburbs during peak traffic. The proposed works will work well to supplement those undertaken in stage 1 and appear to strike a fair balance between the local residents' needs to be able to move in and out of their suburbs while facilitating North South commuter traffic flows in peak times..	11/22/2014 5:20 PM
72	1. As indicated below I travel from Wanniasa to Gordon to work (at peak time) along the route of the proposed roadworks. Getting across Erindale drive is often difficult now and I expect will be made more so with the dual carriageway unless the proposed traffic lights for Gowrie residents give breaks in the traffic. 2. The stretch between Erindale drive and Isabella drive. I think one set of lights at Statton intersection would be sufficient. Most traffic in the morning is going North so those residents of Gowrie wanting to get out easily could use the Statton lights. I would not consider it much of an imposition to go that way but then I am not a Gowrie resident. 3. Ramp lights on the Isabella / Ashley roundabout. (I could not work out from the drawings where you were putting the lights) I expect you are wanting to put them on the entry coming from the hyperdome direction. In the morning I do not have to wait long here. There is not a lot of traffic coming from that direction. The bottle neck (when there is one) is usually all the way from Erindale drive as far as Clift Cres or maybe even further towards Johnson drive. The Isabella traffic does not seem that heavy and so not have much of an impact. If you are wanting to put the ramp lights on the section of Isabella coming from Chisholm, I can't really comment as I don't notice the traffic coming from that direction. 4. Clift Crescent A roundabout would be far better at this intersection. There is room to do one. In relation to the recent lights in Wanniasa on Ashley drive, I find they work well, & are timed well.	11/21/2014 9:47 AM

Ashley Drive stage 2

473

73	I have has a good look at the Ashley Drive Stage 2 info on the web and also went up to Erindale last Friday afternoon to talk with the team there. Overall, I am really pleased to see it all laid out at last. I just wished it had happened 10 years ago. I will not be submitting a formal input as my concerns are very minor in the scale of things and reside only with the Barraclough Avenue/Ashley Drive intersection as follows: The declaration lane northbound from Isabella Drive seems to be the shortest one in the area at 90m. Could it not be the same as the others of approx. 120 - 150m, and Could/should there be an acceleration lane when turning left out of Barraclough Avenue into Ashley Drive of 150m or more to flow into the 80km/h duplicated lanes of traffic. No big deal just an observation that may help entry and exit to/from Barraclough Avenue (while fully appreciating the proximity of the traffic lights at Bugden Avenue intersection being very close to Barraclough Avenue).	11/20/2014 9:42 AM
74	As a professional driver I can't fathom why you are putting in traffic lights when roundabouts would do with temporary traffic lights at the end of Athlon Drive and Drakeford Drive. Keep the traffic moving at all costs. Don't stop it every 20 metres like on Northbourne Avenue. Please supply more feedback forms.	11/20/2014 9:35 AM
75	This upgrade should have been done 20 years ago. Traffic lights will not assist in delays now, rather they will introduce significant additional delays for through traffic. Where is the proposed ramp metering traffic signal on Isabella Drive? Not shown on map; haven't worked @ Athlon Dr/Drakeford Drive. Don't support on-road cycle lanes - too dangerous for riders/drivers Note that dual carriageway is not proposed for full length eg at Clift Crescent need to reduce single lane to dual lane merging as this is most dangerous in heavy traffic Ashley Drive is used so much because Drakeford Drive is infested with traffic lights - significant delays. Ashley Drive is good (outside peak hours) now, because it is a through road without traffic lights. Ashley Drive stage 1 should have been a flyover, not just an extra lane + dual carriageway for 100 metres. Duplication of Erindale, Isabella, Johnson and Tharwa Drives also needed. Comment with regards to satisfaction - "Feedback will have no effect on decisions already made to insert traffic lights."	11/20/2014 9:33 AM
76	All proposed traffic lights along the upgrade should only operate during rush-hour periods. Outside those periods the lights will not expedite traffic flow but, rather, will cause unnecessary delays. During duplication of the bridge over Tuggeranong Creek a foot-bridge should also be built over the creek. This should connect to the existing cycle/foot-path on the Richardson side but will require an additional path to be constructed on the Isabella Plains side.	11/20/2014 9:12 AM
77	What does "proposed signalised sea gull intersection" mean? With a left turn declaration lane for traffic from WANNIASSA turning into CLIFT during peak hours there will be a lot less let up in traffic from WANNIASSA going to JOHNSON. This will result in longer waiting time for traffic in CLIFT turning right into ASHLEY. Dangerous situation? When traffic moves from CLIFT to right turn into ASHLEY it also has to take into account traffic in the declaration lane from JOHNSON turning right into CLIFT. Is there enough holding space for traffic coming from CLIFT to stop before entering ASHLEY towards WANNIASSA. Great to have carriageway on ASHLEY to WANNIASSA once traffic has turned right out of CLIFT. How/where does traffic to WANNIASSA on ASHLEY merge to turn left out of the ASHLEY/ISABELLA DRIVE roundabout to go to TUGGERANONG. With all crossovers coming along ASHLEY from JOHNSON and from WANNIASSA is there sufficient holding space for cars turning from the cross streets to safely negotiate across two lanes of traffic coming and going on ASHLEY.	11/20/2014 9:08 AM
78	Footbridge over monks creek. Footpath connecting Isabella to Richardson. Safer walking apths for children. Do all construction all at once. Traffic lights at Clift Crescent to have pedestrian access. Make survey have an interactive map for accurate depiction of what the concern is.	11/20/2014 8:57 AM
79	Concerned about: tree removal on plans graffiti on noise walls (see stage 1 fencing) landscaping No one was here to talk to at 6.40!!! Fri. Also concerned about amount of people that will walk in front of my house - greater risk of crime/graffiti. My house [REDACTED] Ashley Drive on side of new road works.	11/20/2014 8:54 AM
80	Re-consider, the not installing, the Noise Barrier on Ashley Drive. And, installing Traffic Lights, where Barraclough intersects Ellerston Avenue, run into Ashley Drive. Both these AVENUES mentioned, provide access to schools, in these Suburbs.	11/20/2014 8:44 AM
81	The traffic lights at Statton Street and Bugden Avenue appear too close. This will slow down through traffic on Ashley Drive. The traffic lights at Statton Street also seem very close to the major roundabout at Erindale Drive. I foresee traffic bank-ups. Could a different option be found for Statton Street e.g. overpass; reroute traffic.	11/20/2014 8:41 AM
82	The proposed traffic lights should ONLY operate in peak traffic periods ie 7-9am and 4-6 pm (MON-FRI). Outside these times the current traffic control is more than sufficient.	11/20/2014 8:38 AM
83	Noise mitigation! Nothing being proposed. Residents of [REDACTED] St in the main are outraged that the planners say there is no noise mitigation! Your planners must be joking. Noisy air brated trucks 24/7. Get real please! Comment with regards to satisfaction is that it depends on noise mitigation. Legal challenge is proposed by residents of [REDACTED] St.	11/20/2014 8:31 AM
84	I think the proposal as outlined and drawn is a very good one.	11/19/2014 1:53 PM

Ashley Drive stage 2

474

85	I love the idea of : * dual carriageway *additional footpaths to link with existing off-road paths *ramp metering traffic signals at the Ashley Drive/Isabella Drive roundabout *duplication of existing underpasses near Statton Street and Bugden Avenue *upgraded street lighting including existing pedestrian underpasses near Statton Street and Bugden Avenue *noise mitigation measures to manage impacts of traffic noise on adjacent residences. This will improve traffic congestion, bike and walking paths. I do not like the idea of: *traffic signals where Ashley Drive intersects with Bugden Avenue, Statton Street and Clift Crescent *north and southbound on-road cycle lanes I think there will be too much traffic lights in a small area. The traffic lights on corner of Ashley and McBryde Crescent causes more traffic to stop and not flow through. I think a round-about are a better way to go. I would rather bikes be completely off the road. Drivers do not watch out for bikes. They will be safer with off-road bike paths.	11/19/2014 7:08 AM
86	If it is done quickly it will be a great asset. In the meantime could we please have temporary lights at Clift and Ashley? So many accidents there in the years I have been in Richardson. Hope it is not back to front like Clift - speed humps then resealing!!!!?	11/17/2014 1:13 PM
87	Disappointed there is no footbridge in design that goes over Monks creek, currently there is no access to cross drains into Isabella Plains. While happy with the new dual carriage way and safer intersection at Clift and Ashley. I am not happy at the explanation of any offset to having the road closer to the back of the houses. Along Hemmings Crescent, when we spoke to consultant at Erindale they said they had no evidence of sound increasing especially due to the tree line. These trees are deciduous for most part of the bank and only provide any sound barrier options during Spring and Summer. I am most concerned about the decreased privacy once these tree lose their leaves and the road is up close to the bank. Trucks, buses and high cars will be able to see right into our backyard when there is no tree cover, while I understand that people have issues with the view of the Brindabillas being block I am more concerned that the privacy of our house will be compromised. I would be happy with planting evergreens, maybe increasing the bank size? or a fence.	11/17/2014 9:26 AM
88	Firstly thank you for providing the opportunity to comment. Secondly thank you for the recent improvements to Erindale Drive and these upcoming improvements (both long overdue). I have two concerns with this upcoming work that I would like to bring to your attention: 1. I would like to be assured that the new traffic signals on Ashley Drive will be coordinated - and not just in the morning and evening peaks - currently traveling along Drakeford Drive outside these peaks is a nightmare. You have to allow an extra 10 minutes to get to your destination - because if you get every light red it takes an extra 10 minutes. 2. That these roadworks will be protracted and inconvenient (like the recent upgrades to Cotter Road). Can I suggest that you build the new southbound lanes without interrupting the flow of traffic on the current road for as long as possible?	11/16/2014 10:05 PM
89	I attended the consultation session at Erindale on 14 November: thanks to the officers who attended. [Note: The traffic lights at the Drakeford/Isabella/Athlton Drive intersection were removed in 1995]. I travel Ashley Drive regularly day and night and have done so for 30 years. As a result of my discussions at this session, I very reluctantly agree with the proposal to install traffic on Ashley Drive at Statton Street, Bugden Avenue and Clift Street (partial lights). I say reluctantly, because for most of each day, traffic volumes along Ashley are generally minimal. I make this statement despite the claim in the notes to the consultation page that there are 20,000 vehicles a day travelling along Ashley: most of these movements would in 'peak' times. For the greater part of each day, traffic currently flows very well along Ashley without the need for traffic lights. I do accept that there are considerable issues for buses seeking to turn right from Bugden and that traffic lights will assist these bus movements. I also note that the Statton Street intersection is and will probably remain a disaster [Statton Street should be abandoned although that is probably not a winning strategy!]. The installation of traffic lights here has the potential to cause serious issues with the considerable volume of relatively high speed traffic travelling west on Erindale and turning right in Ashley. It is not difficult to imagine two concerns: first, traffic having to slow down very quickly for an amber or red light at Statton; second, traffic moving south on Ashley from Erindale building up and potentially clogging both Erindale and the Erindale/Ashley roundabout. Time will tell how realistic these concerns are in practice. Moreover, the traffic lights at Statton and Bugden MUST be co-ordinated and must centre on Ashley Drive: if the situation arises where getting a green light at Bugden (travelling north) results in getting a red light at Statton, this will not be a 'good thing' (with apologies to "1066 and all that". I will be frustrated in the extreme if I am driving home at 10.30 pm and meet a green light at Statton and a red light at Bugden. My concerns (and, I'm sure the concerns of others) will be made known. I want to question two further statements in the consultation notes: first, there is the comment that the upgrade to Ashley Drive is needed to accommodate 'increasing levels of traffic'. I question this statement, as the population of Tuggeranong (except for the vicinity of the town centre is either static or declining. This seems a very weak basis for claiming increasing traffic volumes. Second, there is the claim of 'excessive queuing and delays' at the Isabella roundabout for traffic going north along Ashley in the morning 'peak' period. Really! This traffic almost always is moving and the delays are not particularly long - let's say up to a minute or two. Compared to other major intersections, there is no delay - and compared to Sydney: what's the problem!	11/15/2014 3:26 PM

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90	I live on [REDACTED] Isabella Plains. Our main reason for purchasing the property that we live in is the "rural view" that we have that looks onto Tuggeranong Homestead (a heritage listed rural property). I am concerned that this development will impact on not only my view but the overall ambience of the entire region. This development would then severely impact on my properties value. Secondly, I am a shift worker that performs 12 hour night shifts every week. My [REDACTED] [REDACTED] from Ashley Drive. I am concerned that the noise created in the building or development of the works will make it near impossible for me to sleep during the day. That would like me going to a public servants house and starting my chain saw up at 1 am. You would not be very happy, especially if it happened every night for months on end. As stage 1 seemed to take a long time to complete, I would expect noise levels to be elevated for a lengthy period. I notice that the ACT Territory and Municipal Services web site states there will be "noise mitigation measures to manage impacts of traffic noise on adjacent residences". Will this be extended to my residence for the construction period? If not, and I am not able to sleep during the day, this will impact on my ability to work, or even attend and I can guarantee that my employer will not tolerate me taking personal leave on a regular basis due to not being able to sleep. I look forward to your response. [REDACTED] Isabella Plains ACT 2905	11/15/2014 6:36 AM
91	I am concerned about the plan for the section between Johnson Drive and Clift Cres. Coming off the roundabout at Johnson Dr into Ashley Dr two lanes are formed but then before the intersection of Ashley Dr and Clift Cres the plan shows the road going back into one lane!! This plan seems to defeat the purpose of duplicating the road!! I understand the need for a right-turn lane at this point, but there must be a way to plan it so that there are still two "straight-ahead" lanes.	11/14/2014 3:01 PM
92	Instead of traffic lights, I suggest that you extend the turn off lane into Bugden Av, Stratton street etc. this will allow the vehicle to pull into that lane & slow down to the right speed instead of slowing the main road's traffic as the vehicle makes a sharp turn. I also suggest that you put a turn left traffic light on Erindale Drive X Sternberg crescent roundabout so cars that queue on Bugden Avenue can get through the roundabout.	11/14/2014 9:55 AM
93	I think this plan is a step in the right direction. I've experienced many peak hour mornings and afternoons being stuck in traffic along this road due to an increase in the local population and it being a single carriage way. Also, I feel the bicycle lanes are important for safety reasons, as many people (including myself) are opting to ride the push bike to get from A to B. The only part I'm not particularly for is the proposal of the traffic lights, as it tends to stop traffic and reduce the flow.	11/14/2014 7:53 AM
94	As a Gowrie resident for over 20 years the area has changed a lot but what has not changed is the peak hour drama of a morning and evening the traffic on Ashley drive is ridiculous with only one lane on each side on a main entry and exit for the suburbs of Tuggeranong it is not good enough having two lanes from the service station to the calwell shops would make such an easier travel time for the good residence of Tuggeranong I am all thumbs up for the second stage stage one looks amazing It would be great to have this finished by June 2016	11/14/2014 5:23 AM
95	At Last ! This is well over due. But why is Gowrie to have two signaled intersections at Statton and Bugden Avenues - both in close proximity, while Monash at Barraclough and Clive Steele Avenues and Richardson at Clift Crescent and Isabella Plains at Ellerston Avenue are not having any ? according to you plan. I note the letter we received said Clift Cres was to have traffic signals and I agree with that as over the years there have been many accidents there. I am concerned with all these traffic signals in close proximity traffic flow will be slow - one hopes that Ashley Drive traffic will get more priority ?	11/12/2014 7:28 PM
96	I am delighted to hear that there are proposals to upgrade Ashley drive. In particular, I am pleased to see that there are plans to install traffic signals at the intersections with Clift Crescent, Bugden Avenue and Statton Street. While this will cause some delays to traffic travelling along Ashley Drive, I believe it will greatly improve the safety of these intersections. I welcome this proposed change. I am also pleased with proposals to create a dual carriageway; improve footpaths, underpasses and lighting; and install noise mitigation measures. The combination of existing and new shared paths should be sufficient to service the needs of cyclists, and I believe that on-road cycle paths are much less safe, both for cyclists and drivers. Therefore, I don't support the installation of on-road cycle paths. My preference would be that you don't install the 'ramp metering' controls at the intersection of Ashley Drive and Isabella Drive! I would also ask that you retain the 'standard' line markings for the existing two lane roundabouts (The changes to the intersection at Erindale Drive and Sternberg are, frankly, quite dangerous and I would hate to see this arrangement repeated anywhere else). Thank you for the opportunity to provide feedback. Overall, I am very supportive of the proposed changes to Ashley Drive.	11/12/2014 8:31 AM
97	What kind of sound barriers does this have for the houses near by? Because traffic is really loud already. It should be better than what was provided on Erindale drive as that paddle pop stick one there will not do any difference to the traffic noise. Why cant one lane be put on both sides rather than it being closer to Gowrie side? I am not happy with these changes as they will only make traffic noise so much worse.	11/12/2014 7:38 AM
98	This is a much needed piece of work and will greatly improve traffic flow and safety, particularly at peak periods and for entering and exiting the smaller roads connecting to Ashley Drive. I trust the experts on how best to make it happen.	11/10/2014 6:37 PM

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99	Peak hour traffic is nightmare, particularly if you need to turn across Ashley during that period. So, Yes I'm in favour of the duplication. I am however concerned about some issues: Lights at both Statton and Bugden may slow traffic considerably, maybe even create a worse situation than currently exists? This section of road is relatively short. It would be better to close off Statton and converting it into a cul de sac and redirect traffic around Bugden. One of the gripes of pushbike riders is that off road lanes are not direct - they meander about. They are also not of road standard. Ashley Drive is near-on a straight road. Why not create a road quality off-road lane for cyclers to use, rather than push them into general traffic? This would save a lot of grieve all types of road users.	11/10/2014 1:19 PM
100	I would like answers to the following questions: 1) How long will the construction take for section 1? 2) There has now been a noise barrier added to the plan for section 1, what is this to be constructed of & what level of noise reduction will it provide at 2.3meters high? 3) Why are the new lanes to be created on the Gowrie side of Ashley Drive only? Why not one either side, there is the same amount of vacant land both sides? Please do not use the lame excuse about the expense of moving telegraph poles. I have lived at my address since 1986. The upgrade is absolutely unnecessary. Congestion at peak times on Ashley Drive in the last 5 years has significantly decreased but the noise hasn't. I should know as I live [REDACTED] from the road. Neither I nor any of my immediate neighbours have been consulted in relation to this upgrade. Nor has there been any discussion about the possible impact on the value of our properties, the increased noise & dust as a result of & during the upgrade. The information session are never held at suitable times or with enough notice. I did manage to get to one of the earlier information sessions & did question about the increase in noise to be told we have done testing, well no one came & sat in my lounge room or my backyard & took noise level reading. I use Statton Street every work day to travel to work & yes the intersection needs to be improved so it is easier to turn right onto Ashley but traffic lights are a bit extreme. The lights will increase the congestion on Ashley drive as will the lights to be installed at the Bugdon Ave intersection & therefore increase the noise levels. .	11/9/2014 12:51 PM
101	The plan generally is positive where dividing the road will promote a safer travelling environment. However can I suggest the following changes to your plan. There should be an alignment of Statton street to Clive steel so that one set of lights covers entry into both suburbs. Introduction of longer slip lanes for entry and departure of side roads. If you retain your current plan, please note that During morning peak hour cars exiting Clive steel will be caught up in the lights at Statton street leading to major delays in Clive steel avenue. Perhaps adding a long slip lane from Clive steel into Ashley will prevent a build up of traffic in Clive Steele and allow for the merging of traffic to work better. The current plan does not appear to consider slip lanes for the exit and entry of these streets. Allowing vehicles to depart from the through lanes will allow for better traffic flow.	11/8/2014 1:09 PM
102	I would like to indicate a preference for more roundabouts, rather than traffic signals at Stratton St, Bugden Ave and Clift Cres. Traffic signals slow down the traffic flow considerably compared to roundabouts.	11/8/2014 6:18 AM
103	Better to spend the money on an alternative route from the Monaro highway into Conder or Banks to access the outer suburbs. Has there been any feasibility study on that? Might have more impact on traffic flow - a lot of that traffic is forced to go down Ashley Drive or Tharwa drive to access Gordon, Banks and Conder. Feel sorry for the residents along Ashley Drive - traffic lights are a backwards step. Statton Street should be made into a cul de sac.	11/7/2014 6:18 PM
104	Can we please have the traffic light synchronised such that the priority traffic along Ashley drive flows and you dont have to stop at each set of lights?	11/6/2014 8:09 PM
105	I've seen nothing on the materials that will be used to construct the noise abatement wall. Also, on the northern end it seems to end very close to an existing fence and cut through a mound already growing mature trees. Are these trees and the mound to be removed? Would not like to see them go.	11/6/2014 10:51 AM
106	Duplication makes sense, lights at just about every intersection don't, NO LIGHTS, NO LIGHTS!!!!!! ACT planning doing its best to stuff everything up! The average kindergarten class could do a better job.	11/5/2014 7:26 PM
107	Please focus alot of attention on the slip lane you'll presumably be building coming off Clive Steele Avenue onto Ashley drive. A lot of cars, especially at peak times in the morning will want to enter Ashley Drive off Clive Steele and immediately get into the right hand lane to turn right up onto Erindale Drive. If the road controls / markings aren't set up exactly right it could be a pretty nesty situation for cars already on Ashly drive and those trying to get off Clive Steele Avenue and turn right up onto Erindale drive. It'll be like what happens for cars turning off Scollay Street into Athllon Drive at peak times who want to turn right on to Drakeford Drive. That one's a nightmare! One possible solution may be to have a speed hump on Ahsley Drive between Barraclough Drive and Clive Steele Drive to slow traffic down so cars from Clive Steele Avenue have a better chance of getting onto Ashley Drive and into the right hand lane to turn up onto Erindale Drive. Please don't just right off this feedback. Get someone to have a look at what happens at this Intersection at peak times currently and imagine what it will be like with two lanes of traffic heading at speed up Ashley Drive in the mornings to get onto Erindale Drive.	11/5/2014 7:14 PM

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108	It would have been nice if the flier placed in my mail box which led me to this subject had included the full internet address - www.limetotalk.act.gov.au/consultations/ I resent spending the time exploring the ACT government website looking for the Ashley Drive connection. Having noted the above, is there a plan to replace the trees/bushes removed to allow the proposed upgrade?	11/5/2014 5:51 PM
109	Generally, I think these works are overdue and I agree with them. My only concern is with the proposed signals at the Ashley Dve/Statton St Intersection. The recently modified roundabout at Ashley/Erindale has done much to free the traffic flow both north and and southbound on Ashley Dve. However, these lights have the potential to undo that good work by causing northbound traffic to bank up past Clive Steel (as used to happen) and southbound traffic to bank up to the roundabout (as used to happen).	11/5/2014 1:55 PM
110	I am in favour of duplicating Ashley Drive - it should have been done years ago. However I am concerned about the number of traffic lights proposed along that short stretch. The Ashley/Clift Cres intersection is a black spot and understandably should be better managed. However it seems overkill to have traffic lights at both Statton and Bugden intersections. I think this will make people prefer the 'rat runs' you are trying to stop people using. If you really, really think three sets of traffic lights are essential along that short stretch, great care in coordinating the traffic lights will be required or people will take other routes (despite attempts to 'calm' and 'divert' traffic).	11/5/2014 7:13 AM
111	Traffic Lights at statton street are most welcome. It is very difficult to turn right onto Ashley drive. Changes must be bike and pedestrian friendly please! Not so keen on the duplication of Ashley drive given the stage 1 changes. Will mean more noise for houses close by.	11/4/2014 7:20 PM
112	Thank you - it is great that there is finally going to be something done about Ashley Drive intersection with Cliff Crescent. There has been a lot of accidents. I hope I am understanding correctly - there will be a four lane road along Ashley Drive. That will make an incredible difference.	11/4/2014 6:27 PM
113	Even at the worst times of the day, worst days of the year the traffic delays are very minor and only during a tiny time period around 8am. At best you will be saving a few people a few seconds of time a few days a year and the number of users of the road is not going to increase as there are no developments being considered or urban infill planned. I take the road regularly driving from Wanniasa to Conder to drop my children off for daycare and then go past the hospital to drop my wife off for work. I can use the road 4 - 6 times a day including going to and from footy training and there is no reason to upgrade it and anyone who disagrees is dopey and shouldn't be making decisions on where public money is spent. If the upgrade is to address the very minor delays on some mornings, it should only be for Northbound traffic as there are absolutely no delays on afternoons and would be a white elephant. We already have a three laner a few hundred metres away on Drakeford drive. The upgrade is a waste of money and should not proceed at all. Funds should be transferred to other projects such as addressing climate change instead of encouraging more Canberrans to drive cars. Please do not waste this money. I would rather see it invested smartly than stupidly on a complete waste of a project.	11/4/2014 2:05 PM
114	At intersections without traffic lights, there should be a ling slip lane of sufficient length for traffic queueing up for leaving Ashley Drive. Similarly, there should also be a slip lane of sufficient length for traffic to speed up before merging with traffic along Ashley Drive.	11/4/2014 12:06 PM
115	You estimate that 20,000 vehicles per day use Ashley Drive but do not give any figures for cycles. As a long term resident of Richardson I know that the number of cyclists using this road is insignificant and almost nil. Please do not waste our money on constructing cycle lanes. The money would be better spent on wider lanes for cars and trucks after all it is these users which pay for the roads. A huge amount of money has been wasted on cycle lanes on Erindale drive, Monaro Highway and others and they all receive almost no use. Can you justify spending money on the proposed cycle lanes??	11/4/2014 10:37 AM
116	1 . Proposed traffic signals for Statton Street / Ashley Drive intersection. I think that the installation of lights at this intersection will be counter-productive in terms of managing traffic flows during the morning and afternoon peak. In the morning, and subject to programming of the signalling (duration) red lights to allow traffic to exit Statton Street will cause Ashley Drive traffic to build quickly such that it may result in traffic heading from Isabella to Erindale Drive along Ashley will be back-logged back through both sets of lights (Statton and Bugden) and back to the Isabella round-a-bout. This will cause motorists to rat-run through Gowrie or Monash to get back onto Erindale Drive via another outlet. In the afternoons the installation of lights at Statton Street will cause backlogs into and back up Erindale Drive potentially thru and beyond the round-a-bout at Sternberg Crescent. For example, a red light at Statton Street on the south bound lanes will quickly result in a build up of traffic into the Erindale Drive / Ashley Drive round-a-bout given its close proximity to Statton Street. This could render one lane of the newly opened Erindale Drive (west bound) duplication useless for traffic heading towards Oxely. I think that traffic signals at the intersection of Clift and Ashley are a good idea. I have seen the aftermath of many crashes at this intersection. Please make acceleration lanes as long as possible for all lanes joining Ashely Drive from terminating suburban roads. On a related matter, allowing traffic exiting Fadden to turn right from the left-hand lane at the intersection of Erindale Drive and Sternberg Crescent has upset the northbound flow of traffic on Erindale Drive (such is my experience each day at approx 7.30 am)..	11/4/2014 9:43 AM

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117	Given the amount of accidents at the Ellerston Avenue intersection with motorists trying to cross one lane of traffic, think of the how this will increase with motorists having to cross two lanes of traffic. I think the Government should consider a roundabout at the intersection of Ellerston Avenue and Ashley Drive.	11/4/2014 8:28 AM
118	Excellent - long overdue. I have lived in this area for over 30 years and the land has always been available and is still waiting for this work to be done. Sooner the better.	11/4/2014 7:46 AM
119	Ensure any traffic lights are synchronised. Don't install red turn arrows - green ones are OK but red ones are a waste of time. Consider by-pass roundabouts instead of lights - through traffic is not impeded but still allows traffic integration. Ensure the road surface is fit for purpose unlike north-bound stage one. Ensure works are completed on time and in a timely manner. Whatever happened to the "fix" for Erindale Centre - Gartside Street? Promised to be fixed years ago and still waiting to get a car park on a Friday night! Spend some money on Tuggeranong rather than the tram track....	11/3/2014 8:49 PM
120	I am very concerned about the proposal to put traffic lights along Ashley Drive. Traffic will be stopping and starting all the way along rather than a set of roundabouts instead.	11/3/2014 8:42 PM
121	Multi-lane roundabouts are a significant barrier and hazard to on-road cyclists. Given this opportunity and major capital expenditure it would be good to consider the intersections on Isabella Drive, Erindale Drive and Johnson Drive. The intersection of Isabella Drive is particularly inconvenient to cyclists due to the lack of suitable crossing options over the stormwater channel and the tight proximity of the w-beam barriers to the edge of the traffic lanes on the Ashley Drive bridge. Notably there is also no dedicated off-road community path facility along the alignment (whether one is required is the strategic context), acknowledging that the proposal connects to existing paths as appropriate.	11/3/2014 3:00 PM
122	It is not clear whether northbound between Ellerston Ave and Monks Ck actually becomes one lane for some reason. If it does, this surely defeats the purpose of the upgrade, at least for vehicles from Ellerston Ave and further south.	11/3/2014 1:33 PM
123	The roundabout at the Ashley Drive/Erindale Drive intersection is hazardous for both drivers and pedestrians, and is likely to become more so with increased traffic volume following completion of the planned upgrade. Drivers proceeding south on Ashley Drive are unable to see until a late point traffic that is coming north on Ashley Drive, and turning right at the roundabout into Erindale Drive. Their view of this turning traffic is obscured by the high earthen embankment in the centre of the roundabout. Conflicting traffic that travels too fast through the roundabout can come quite suddenly on traffic proceeding south on Ashley Drive. Pedestrians crossing Erindale Drive on the western side of the roundabout are similarly endangered by traffic proceeding west on Erindale Drive, especially by traffic that travels through the roundabout at too high a speed. The roundabout is hazardous now, and likely to become much more so with heavier traffic volumes.	11/3/2014 1:31 PM
124	I agree with lights or a WAY better intersection at Clift Cres. That is a disaster! I detest the plan to put any further lights anywhere else on Ashley Drive!!!!!!!!!! PLEASE do not put anymore in! I use this road everyday to get to and from work! I travel along this road in peak time and never see anymore than 1 or 2 cars ever waiting to enter this road from the side streets. Surely by duplicating this road and making adequate options to enter or cross this road would surely be sufficient! Putting in traffic lights will add a further 20 mins to travel time each time you stop and have to wait for idiots to sort themselves out and get going again! CBR roads and their below speed limits already infuriate me enough! I would like to think that the whole run from Calwell to where Yamba Drv meets the intersection near the hospital could be 100kms. Despite what you all think NO ONE does 80kms. Do not put traffic lights on at Statton and Bugden ... Build it like the Nooroma/ Drakeford Drv intersection as an example! And why we're at it I'd like to complain about the round about at Erindale / Sternberg. At no time on this earth should anyone be allowed to turn right from the left lane. Every single day I see someone get caught out there and cause chaos. Please remove that option. Traffic flow is unpredictable and no one heading north on Erindale Drv can go, negating the benefit that the duplicated lanes should have provided. Now you have both lanes unable to go as everyone turns right there to head up the hill. No one smart thought that through did they????	11/3/2014 1:11 PM
125	I am very pleased with the proposed works apart from one aspect. I strongly disagree with on-road cycle lanes. In my opinion they are a traffic hazard. As a parent I would not allow my child/teenager to ride on the roads. Why can't you spend the money doing up the kilometres of bike paths we already have? I object also to road users that don't pay their way. As a motorist I must pay registration fees and insurance costs to use the road. Even bus passengers pay to use the road so why are bicycle riders exempt? I find bicycle riders do not know or use the road rules. Is there a licensing system for bicycle riders? Everyone who drives a car, bus, motor bike or truck must go through a licensing process so why are bicycle riders exempt. By putting cycle lanes on our road you are creating yet another hazard for motorists.	11/3/2014 9:40 AM

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126	An excellent idea, obviously needs to be completed when money is available. Does seem to have a lot of traffic lights, but to eliminate these is very expensive. The name of the road works is unusual, calling it the Ashley Drive stage 2 upgrade. Should be called Ashley Drive stage 1 upgrade. The road that has been duplicated is Erindale Drive, not Ashley Drive. These road works (Erindale Drive upgrade) are excellent, however the new traffic lights at Sternberg Cres are a little perplexing.	11/3/2014 9:35 AM
127	I would support the upgrade of Ashley Drive. I especially support traffic lights at Clift Cres, Budgen Ave and Statton Street. I am just cautious that the traffic lights may cause a back up of traffic flow all the way up to Johnson drive. Also do you think the intersection of Ellerston Ave and Ashley Dr will start to bank up? I don't actually have any solutions, just some thoughts that popped into my mind. Cheers	11/3/2014 7:54 AM
128	If there are traffic signals to be installed they should only be switched on during peak periods, Ashley drive is quiet during normal hours and it would only slow the journey if they were constant traffic signals.	11/2/2014 5:07 PM
129	Thanks for the opportunity ... a few comments: Accessing Ashley Drive from Clift Cres (Richardson) is currently very treacherous and probably a high accident spot in Tuggeranong. This should be addressed. I read that construction work is subject to future funding - please tell me that Tuggeranong residents won't have the money diverted again to northside projects (like the duplication coming out of Lanyon which was delayed due to the GDE funding). As a part-time cyclist, I am not convinced of the merits of on-road cycling - perhaps a preferred alternative for motorists and cyclists alike, is to have a dedicated cycling lane away from the road, or some barrier between the two. Concur with the need to fix missing links in existing footpath network - try walking a pram along there currently! Again, thanks for the opportunity.	11/2/2014 2:55 PM
130	At first viewing, I my wife and I think it is a significant piece of work with a noticeable impact for Tuggeranong residents. We live [REDACTED] Ashley Drive where it is very close to our local intersection and the increased traffic over the years has had major impact on enjoying our lifestyle at home because of the noise levels, the dust that is raised and exhaust fumes, which irritates eyes and lungs some mornings as the fumes just sit in the area. The road is at the level of a standing persons head, so the fumes flow into the houses, and there is no sound break/barrier as at other areas of Ashley Drive. We have had to insulate the walls of the house and double glaze some newer windows, to manage the traffic noise. We cannot use our outdoor settings as they are constantly covered with dust and the atmosphere is always noisy from the traffic. We have lived here for over twenty five years; early on, the traffic was light and the noise and dust pollution was tolerable, however, nowadays the level of pollution from increased traffic and noisier road surfaces keeps us indoors. We would like to see the inclusion of sound barriers (as a minimum) included in our area where they are needed. I note that houses next to Stage 1 were provided with sound barriers. I also note that traffic noise concerns have been tested in Aranda during the GDE work and traffic noise tests were undertaken in Campbell and Duntroon in establishing impact from the Monaro Highway extension currently underway. My wife and I would like to see the same courtesy for noise and dust testing and the introduction of noise pollution controls in the final plan, extended to Isabella Plains residents. Thank you for the opportunity to provide this feedback.	11/2/2014 12:42 PM
131	First of all, I think it is a great idea to duplicate Ashley Drive from Erindale Drive to Johnson Drive. I am sure the planners have done their homework in estimating the number of cars using that road on a daily basis (20,000). My comments refer to the need to move these cars efficiently, especially during peak hours. I cannot see the benefit towards that end if three new traffic lights are installed. They will only create more traffic jams, waste petrol and of course pollute the environment more than if the Ashley Drive traffic simply flowed. I would ask you to reconsider the need for these traffic lights. On a similar matter, the recently installed traffic lights on Ashley Drive, just before Sternberg, is proving to be a problem. More cars are spending time waiting for the lights to change, even when NO cars are available to go on the green light. I would ask you to further reconsider the need for this traffic light and instead consider the use of a round-a-bout as a more reasonable alternative. Sincerely [REDACTED] [REDACTED] Wanniasa ACT	11/2/2014 12:14 PM
132	I realise that it is necessary to duplicate this road, but why so many traffic lights? Isn't there any other way to regulate the traffic? All these lights in a short distance will make it a dreadful route. Maybe this is the object of the exercise - to discourage people from driving it. On top of the additional lights at Erindale, it will result in people from Calwell/Richardson/Isabella etc avoiding shopping at Erindale at all. It will also increase "rat-running" through Gowrie to avoid all the lights. Maybe most of the lights could be 'part-time' lights for peak periods only.	11/1/2014 6:38 PM
133	Long overdue and welcome. Good plan.	11/1/2014 6:31 PM
134	I am impressed by the thoroughness of the presentation. My only comment is that traffic signals at Statton Street, Budgen Avenue and Clift Crescent seem excessive unless they are intended to function at peak times only. I often use Ashley Drive en route to Calwell out of peak hours and never experienced delays. I have never seen cyclists in numbers but presume they are more likely to be seen at peak times?	11/1/2014 4:13 PM

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135	The good news is that the silly proposals from GTA Consultants (which would have made Ashley Drive a traffic light disaster) have been abandoned [although I do note that the ALP adopted the GAT proposals as proposed on 13 October 2013]. I don't know how that decision will affect proposals for stage 2 works. The considerably revised proposals in the preliminary designs are a much better approach to the issues with Ashley Drive south from Erindale Drive. There are still some concerns, however, such as the proposal for traffic lights at the intersection with Statton Street and the adverse implications these will have for traffic turning left from Erindale Drive into Ashley Drive and the apparent complete overlooking of the traffic flows along Ashley Drive at any times apart from the relatively short peak hour times on week days. I would suggest that the three sets of proposed traffic lights will cause considerable dissatisfaction with people travelling along Ashley Drive at virtually any time outside peak hours. I can only think that all those involved in this project either don't live in Tuggeranong or, if they do, they only drive along Ashley Drive when traffic has built up in the brief peak hour periods.	11/1/2014 2:51 PM
136	We would like more detailed information about the noise mitigation barriers between the western end of Neville place and Ashley drive. There doesn't seem to be much detail in any of the plans we can access on-line. My concern is how to walk our dogs along the unofficial path between the houses on the east side of Ashley drive and Ashley drive.	11/1/2014 12:49 AM
137	Looks great. The current turns out of Clift Cres onto Ashley Drive are a shocker at most times. And a nightmare during peaks. Very much looking forward to seeing signals here. I didn't notice anything in the diagrams that indicated the "ramp metering traffic signals at the Ashley Drive/Isabella Drive roundabout". This should be clarified. I am also a cyclist, but never tend to use of on-road cycle lanes. I don't like how they cross in front of non-signalled seagull intersections.	10/31/2014 8:21 PM
138	I wholeheartedly support the project. The preliminary designs all look sensible, and I think the traffic lights at the Clift Crescent Intersection are particularly necessary. In fact, I would even recommend installing a temporary set of traffic lights there as soon as possible, irrespective of the staging of the project. That intersection is well-known for being particularly dangerous.	10/31/2014 6:32 PM
139	this will be a great improvement to assist with traffic flow in peak times and also assist with current slow and turning traffic at times southbound from Erindale to Isabella drive that becomes a hazard. the only concern I have with the design is the change to a single lane after Johnston and before the Richardson entrance road. this will cause a bottle neck for the traffic coming from Calwell, create a hazard for traffic coming out of Isabella Plains (much like the merge/turn near the Weston oval). is there really enough traffic coming out of Richardson to warrant a dedicated lane to the round about?	10/31/2014 6:07 PM
140	I think this will greatly improve safety along this road. There are many accidents on the intersection with clift cres, which this upgrade should prevent. Many family and friends have also commented on how scary this intersection currently is, so this upgrade would be much welcomed.	10/31/2014 5:00 PM
141	The plans to make Ashley Drive dual lanes for both north and southbound traffic is fantastic, the addition of deceleration lanes along the carriageway at major intersections, such as Bugden Ave, Clift Cres and Clive Steele Ave should hopefully lead to smoother traffic flow during peak times. The design of this upgrade is simple yet elegant, but the impact of the changes should be seen almost immediately after the completion.	10/31/2014 3:40 PM
142	Love it!! Safe turning into Statton Street will be brilliant after 20 years of getting tailgated southbound off the roundabout. Get on with it :-)	10/31/2014 3:35 PM
143	This road already flows a lot better in the mornings and afternoons since the stage 1 works on Erindale drive - great job on this by the way. I agree that the intersections into and out of the suburbs are still a problem, especially Clift Crescent and Bugden Avenue. My only real concern with the proposal for the two lanes both ways is that many cars may need to change lanes when it is busy - eg I travel daily along the full length of the proposed works and in the morning turn right at Erindale Drive. Most of the traffic on the road in the morning turns right. There may be quite a number of cars changing lanes along the road which could pose a risk I am not sure if I am reading the plans correctly, but if there are several traffic lights, this might slow traffic, unless they are only on at peak times. I think having 4 lanes is a great idea, should have been done years ago	10/31/2014 2:21 PM
144	Sounds great, hoping it will help with the amount of crashes at the cliff crescent/ashley drive intersection.	10/31/2014 2:20 PM
145	Bicycles must be kept off the new roadway when it is completed. Physically separated bicycle paths and roadways must be implemented. Forcing traffic at 70-80kmh to stop to avoid the insistent bicycle users will create a dangerous environment. This is 2014 and 2014 engineering and planning should be used to physically separate bicycles from vehicles. replicating 1950s engineering consisting of a painted white line and green paving paint is not suitable for 2014.	10/31/2014 1:59 PM

Ashley Drive stage 2

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146	As a resident [REDACTED] Ashley Drive (and will experience the upgrade - which i think is brilliant by the way) I do have concerns though with regards to the traffic lights on Statton St. Whilst I, and other family members and also friends do use this intersection it isn't as bad as Clive Steele Ave (especially in the mornings and afternoons) trying to turn onto ashley drive from clive steele ave is insane at times. I believe that placement of lights at Clive steele would better serve the traffic flow, or even extend the lights to incorporate clive steele ave	10/31/2014 1:22 PM
147	Excellent idea, however the use of traffic lights at the 3 intersections could actually make traffic flow worse than current unless strict co-ordination is applied. Perhaps these entrances (or at least some to reduce the number of lights) should be left turn only and traffic could use the existing roundabouts to change direction. Also there is a complete lack of bus stops between Calwell and Erindale. At least one bust stop (with Slip lane) should be incorporated into the design approx halfway along the proposed section. This may alleviate the need for some people to catch local services and change at Erindale or Calwell.	10/31/2014 12:45 PM
148	I am very happy with the new upgrade, the flow of traffic is much better. Sometime I would pull out of Ellerston Ave on to Ashley Drive and stop, and then once you got past the roundabout on Sternburg or the traffic would start to flow again. Thank you	10/31/2014 12:34 PM
149	well overdue for an upgrade! I avoid it every morning on the way to work as it is always full right back to Isabella Drive from Erindale drive. Some afternoons it is very busy and congested at the Erindale end also.	10/31/2014 12:28 PM
150	sounds good. However, The urgent need to demolish the roundabout blackspot at drakeford and isabella should be part of this, as there is every likelihood that this upgrade will feed into that intersection a higher volume of traffic. The traffic lights should be re instated at that intersection. Why they were replaced by a roundabout in the first place is beyond comprehension. That intersection has a huge traffic volume (that also feeds into ashley drive) and is the scene of many accidents. The main cause of delay at isabella and ashley is traffic moving to and from drakeford and isabella	10/31/2014 11:55 AM
151	The duplication is critical to dealing with the traffic issues in the area, the sooner this is progressed the better. Any work which can be incorporated to make it easier to cycle along ashley drive either on cycle paths or by making a safe cycling lane would be of benefit.	10/31/2014 11:48 AM
152	Thank you, should of happened 10 years ago. I have seen many accidents over the years. The delays in the mornings are horrid.	10/31/2014 11:46 AM
153	PLEASE PROVIDE THE TRAFFIC SIGNALS AT CLIFT/ASHLEY AS A MATTER OF PRIORITY. THIS IS A VERY DANGEROUS INTERSECTION!	10/31/2014 11:42 AM
154	I would like to see part time lights on the isabella drive crossing Ashley drive traveling west as traffic builds up in the morning on Isabella drive head north.	10/31/2014 11:21 AM
155	I have concerns around the number of signalised intersections that are to be added. I am assuming that these are going to be traffic lights that are going to interfere with traffic flow along Ashley drive. Are my assumptions correct? There are better ways to improve traffic flow than to introduce traffic lights.	10/31/2014 11:08 AM
156	The form-one-lane going into Clift Crescent is the main thing I have an issue with. What is the use of having a dual carriageway when you introduce a bottleneck? There should be a slip lane for the right-hand turn instead of removing a through-traffic lane. Apart from that it is mostly ok. I don't like the proposed High Entry Channelised turnoffs, but I have seen it a lot lately where slip lanes have been changed to these. Overall I feel they make joining traffic far unsafer as you can't see traffic you are about to merge with due to the entry angles	10/31/2014 11:02 AM
157	This looks fantastic, please make it happen.	10/31/2014 9:24 AM
158	Acknowledging the work is subject to future funding, I implore the ACT government to fast track this project.	10/30/2014 6:45 PM
159	Plans are fine, commence the works as soon as possible.	10/30/2014 6:20 PM
160	The proposed developments look good, except the number of signals seems excessive for such a short length of road and given there are 2 additional lanes to accommodate Ashley-inbound flow. While unrelated to Ashley Drive proposed upgrade, what is the best forum for raising concerns over traffic safety on Lawrence Wackett Crescent in Theodore? It has been raised so many times but nothing yet has been proposed. I notice new speed humps on arterial roads in other southern suburbs and Residents in Theodore are keen to see improvements here too (before good \$ are spent on less important facilities such as proposed new fitness stations).	10/30/2014 3:29 PM
161	The designs look great, but it would be good to see cycle lanes given separation from the lanes. I believe it would encourage greater amounts of people to ride if cyclists were given a dedicated right of way rather than as a secondary consideration to vehicular traffic.	10/30/2014 10:18 AM

Q2 In what suburb do you live?

Answered: 158 Skipped: 3

#	Responses	Date
1	Isabella Plains	12/16/2014 12:26 PM
2	Isabella Plains	12/16/2014 12:18 PM
3	Isabella	12/16/2014 11:36 AM
4	Chisholm	12/16/2014 11:33 AM
5	Isabella Plains	12/16/2014 11:33 AM
6	Isabella	12/16/2014 11:31 AM
7	Isabella Plains	12/16/2014 11:30 AM
8	Richardson	12/16/2014 11:27 AM
9	Calwell	12/16/2014 11:25 AM
10	Isabella Plains	12/16/2014 11:23 AM
11	Isabella Plains	12/16/2014 11:21 AM
12	Chisholm	12/16/2014 10:41 AM
13	Isabella Plains	12/16/2014 10:35 AM
14	Isabella Plains	12/16/2014 10:28 AM
15	Isabella Plains	12/16/2014 10:25 AM
16	Isabella Plains	12/16/2014 10:15 AM
17	Isabella Plains	12/16/2014 10:09 AM
18	Isabella Plains	12/16/2014 10:05 AM
19	Gowrie	12/16/2014 10:01 AM
20	Isabella Plains	12/15/2014 4:22 PM
21	Isabella Plains	12/15/2014 4:21 PM
22	Monash	12/15/2014 4:20 PM
23	Isabella Plains	12/15/2014 4:19 PM
24	Isabella Plains	12/15/2014 4:18 PM
25	Isabella Plains	12/15/2014 4:12 PM
26	Isabella Plains	12/15/2014 4:09 PM
27	Isabella Plains	12/15/2014 4:08 PM
28	Isabella Plains	12/15/2014 4:06 PM
29	Isabella Plains	12/15/2014 4:04 PM
30	Isabella Plains	12/15/2014 4:02 PM
31	Isabella Plains	12/15/2014 3:59 PM
32	Isabella Plains	12/15/2014 3:58 PM
33	Isabella Plains	12/15/2014 3:55 PM

Ashley Drive stage 2

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34	Isabella Plains	12/15/2014 3:53 PM
35	Isabella Plains	12/11/2014 4:49 PM
36	Richardson	12/11/2014 4:41 PM
37	Gowrie	12/11/2014 4:29 PM
38	Isabella Plains	12/10/2014 11:19 AM
39	GOWRIE	12/10/2014 9:06 AM
40	Gowrie	12/9/2014 7:52 PM
41	Gowrie	12/9/2014 5:38 PM
42	Richardson	12/8/2014 11:10 PM
43	Gowrie	12/8/2014 4:36 PM
44	Theodore	12/8/2014 4:12 PM
45	Gordon	12/7/2014 6:49 AM
46	Holder	12/5/2014 11:18 AM
47	Chisholm	12/5/2014 10:00 AM
48	Gowrie	12/5/2014 9:57 AM
49	Monash	12/5/2014 8:06 AM
50	Chisholm	12/4/2014 1:37 PM
51	GOWRIE	12/4/2014 12:41 PM
52	Gowrie	12/4/2014 11:04 AM
53	Wanniasa	12/4/2014 10:45 AM
54	Gowrie	12/4/2014 12:06 AM
55	Hughes	12/2/2014 9:09 PM
56	Wanniasa	12/2/2014 12:04 PM
57	Monash	12/1/2014 7:02 PM
58	Macarthur	12/1/2014 7:00 PM
59	Monash	12/1/2014 12:12 PM
60	Isabella Plains	12/1/2014 12:11 PM
61	Monash	12/1/2014 11:29 AM
62	Gowrie	11/29/2014 8:33 AM
63	Calwell	11/27/2014 9:25 PM
64	gowrie	11/26/2014 7:53 PM
65	Wanniasa	11/25/2014 9:38 PM
66	Fadden	11/25/2014 3:36 PM
67	GOWRIE	11/25/2014 10:59 AM
68	Gilmore	11/24/2014 8:42 PM
69	Gowrie	11/24/2014 9:53 AM
70	Gowrie	11/23/2014 6:44 AM
71	Fadden	11/22/2014 5:20 PM

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72	Wanniassa	11/21/2014 9:47 AM
73	Calwell	11/20/2014 9:33 AM
74	Richardson	11/20/2014 9:12 AM
75	Isabella Plains	11/20/2014 8:57 AM
76	Gowrie	11/20/2014 8:54 AM
77	Monash	11/20/2014 8:44 AM
78	Calwell	11/20/2014 8:41 AM
79	Monash	11/20/2014 8:38 AM
80	Monash	11/20/2014 8:31 AM
81	Gowrie	11/19/2014 1:53 PM
82	Monash	11/19/2014 7:08 AM
83	Richardson	11/17/2014 1:13 PM
84	Richardson	11/17/2014 9:26 AM
85	Calwell	11/16/2014 10:05 PM
86	Isabella Plains	11/15/2014 3:26 PM
87	Isabella Plains	11/15/2014 6:36 AM
88	Richardson	11/14/2014 3:01 PM
89	Fadden	11/14/2014 9:55 AM
90	Gordon	11/14/2014 7:53 AM
91	Gowrie	11/14/2014 5:23 AM
92	Isabella Plains	11/12/2014 7:28 PM
93	Wanniassa	11/12/2014 8:31 AM
94	Gowri	11/12/2014 7:38 AM
95	Wanniassa	11/10/2014 6:37 PM
96	Monash	11/10/2014 1:19 PM
97	Gowrie	11/9/2014 12:51 PM
98	Monash	11/8/2014 1:09 PM
99	Calwell	11/8/2014 6:18 AM
100	Calwell	11/7/2014 6:18 PM
101	Wanniassa	11/6/2014 8:09 PM
102	Gowrie	11/6/2014 10:51 AM
103	Calwell	11/5/2014 7:26 PM
104	Monash	11/5/2014 7:14 PM
105	Gowrie	11/5/2014 5:51 PM
106	Monash	11/5/2014 1:55 PM
107	Chisholm	11/5/2014 7:13 AM
108	Gowrie	11/4/2014 7:20 PM
109	Richardson	11/4/2014 6:27 PM

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110	Wanniassa but drop off and pick up my children from daycare in Conder	11/4/2014 2:05 PM
111	Greenway	11/4/2014 12:06 PM
112	Richardson	11/4/2014 10:37 AM
113	Isbaila Plains	11/4/2014 9:43 AM
114	Isabella Plains	11/4/2014 8:28 AM
115	Isabella Plains	11/4/2014 7:46 AM
116	MONASH	11/3/2014 8:49 PM
117	Isabella Plains	11/3/2014 8:42 PM
118	Macquarie	11/3/2014 3:00 PM
119	Calwell	11/3/2014 1:33 PM
120	Monash	11/3/2014 1:31 PM
121	Isabella Plains	11/3/2014 1:11 PM
122	Richardson	11/3/2014 9:40 AM
123	Fadden	11/3/2014 9:35 AM
124	Isabella Plains	11/3/2014 7:54 AM
125	Richardson	11/2/2014 5:07 PM
126	Calwell	11/2/2014 2:55 PM
127	Isabella Plains	11/2/2014 12:42 PM
128	Wanniassa	11/2/2014 12:14 PM
129	Calwell	11/1/2014 6:38 PM
130	Macarthur	11/1/2014 6:31 PM
131	Wanniassa	11/1/2014 4:13 PM
132	Isabella Plains (a suburb with a close interest in Ashley Drive but which was ignored by GTA consultants in their report)	11/1/2014 2:51 PM
133	Gowrie	11/1/2014 12:49 AM
134	Richardson	10/31/2014 8:21 PM
135	Monash	10/31/2014 6:32 PM
136	Isabella Plains	10/31/2014 6:07 PM
137	Richardson	10/31/2014 5:00 PM
138	Gowrie	10/31/2014 3:40 PM
139	Gowrie	10/31/2014 3:35 PM
140	Theodore	10/31/2014 2:21 PM
141	Richardson	10/31/2014 2:20 PM
142	Wanniassa	10/31/2014 1:59 PM
143	Monash	10/31/2014 1:22 PM
144	Calwell	10/31/2014 12:45 PM
145	Isabella Plains	10/31/2014 12:34 PM
146	Chisholm	10/31/2014 12:28 PM

Ashley Drive stage 2

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147	isabella plains	10/31/2014 11:55 AM
148	Isabella Plains	10/31/2014 11:48 AM
149	Theodore	10/31/2014 11:46 AM
150	RICHARDSON	10/31/2014 11:42 AM
151	richardson	10/31/2014 11:21 AM
152	Theodore	10/31/2014 11:08 AM
153	Chisholm	10/31/2014 11:02 AM
154	Monash	10/31/2014 9:24 AM
155	Monash	10/30/2014 6:45 PM
156	Monash	10/30/2014 6:20 PM
157	Theodore	10/30/2014 3:29 PM
158	Monash	10/30/2014 10:18 AM

Q3 In what suburb do you work?

Answered: 150 Skipped: 11

#	Responses	Date
1	Why	12/16/2014 12:26 PM
2	All over	12/16/2014 12:18 PM
3	Chisholm	12/16/2014 11:36 AM
4	Chisholm	12/16/2014 11:33 AM
5	-	12/16/2014 11:33 AM
6	N/A	12/16/2014 11:31 AM
7	Erindale	12/16/2014 11:30 AM
8	Woden/Weston/Tuggeranong/Queanbeyan	12/16/2014 11:27 AM
9	All over CBR	12/16/2014 11:25 AM
10	Fyshwick	12/16/2014 11:23 AM
11	Greenway	12/16/2014 11:21 AM
12	Not relevant, but visit daughter in Conder regularly	12/16/2014 10:41 AM
13	Civic	12/16/2014 10:35 AM
14	Wanniassa	12/16/2014 10:28 AM
15	N/A	12/16/2014 10:25 AM
16	Barton	12/16/2014 10:15 AM
17	N/A	12/16/2014 10:09 AM
18	Woden	12/16/2014 10:05 AM
19	Garran	12/16/2014 10:01 AM
20	Woden	12/15/2014 4:22 PM
21	Public Service city	12/15/2014 4:21 PM
22	any	12/15/2014 4:19 PM
23	Manuka	12/15/2014 4:12 PM
24	Hume	12/15/2014 4:09 PM
25	Tuggeranong	12/15/2014 4:08 PM
26	Barton	12/15/2014 4:06 PM
27	Civic	12/15/2014 4:04 PM
28	Belconnen	12/15/2014 4:02 PM
29	Woden/Phillip	12/15/2014 3:59 PM
30	Erindale	12/15/2014 3:58 PM
31	Garran	12/15/2014 3:55 PM
32	Barton	12/11/2014 4:49 PM
33	Belconnen	12/11/2014 4:41 PM

Ashley Drive stage 2

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34	Kaleen	12/11/2014 4:29 PM
35	All over	12/10/2014 11:19 AM
36	Deakin and Phillip	12/10/2014 9:06 AM
37	Greenway	12/9/2014 7:52 PM
38	Civic	12/9/2014 5:38 PM
39	Russell	12/8/2014 11:10 PM
40	Plalllgo	12/8/2014 4:36 PM
41	Garran	12/8/2014 4:12 PM
42	City	12/7/2014 6:49 AM
43	Braddon	12/5/2014 11:18 AM
44	Varries	12/5/2014 10:00 AM
45	Fairbairn Business Park	12/5/2014 8:06 AM
46	Civic	12/4/2014 1:37 PM
47	Tuggeranong	12/4/2014 12:41 PM
48	Garran	12/4/2014 11:04 AM
49	Fyshwick	12/4/2014 10:45 AM
50	Fairbairn	12/4/2014 12:06 AM
51	Barton	12/2/2014 9:09 PM
52	Deakin	12/2/2014 12:04 PM
53	Barton	12/1/2014 7:02 PM
54	Recently retired [REDACTED], Woden	12/1/2014 7:00 PM
55	Woden	12/1/2014 12:12 PM
56	City	12/1/2014 11:29 AM
57	Fyshwick/Fairbairn/Hughes/Tuggeranong	11/29/2014 8:33 AM
58	Civic	11/27/2014 9:25 PM
59	barton	11/26/2014 7:53 PM
60	Russell	11/25/2014 9:38 PM
61	Gungahlin	11/25/2014 3:36 PM
62	BARTON	11/25/2014 10:59 AM
63	Greenway	11/24/2014 8:42 PM
64	Majura	11/24/2014 9:53 AM
65	Yarralumla	11/23/2014 6:44 AM
66	Parkes	11/22/2014 5:20 PM
67	Gordon	11/21/2014 9:47 AM
68	Retired	11/20/2014 9:33 AM
69	Retired	11/20/2014 9:12 AM
70	Retired	11/20/2014 8:44 AM
71	Erindale	11/20/2014 8:41 AM

Ashley Drive stage 2

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72	Barton	11/20/2014 8:38 AM
73	Monash	11/20/2014 8:31 AM
74	Civic	11/19/2014 1:53 PM
75	Barton	11/19/2014 7:08 AM
76	Rivett	11/17/2014 1:13 PM
77	Mawson	11/17/2014 9:26 AM
78	Parkes	11/16/2014 10:05 PM
79	I am retired but I travel Ashley Drive and associated roads very regularly	11/15/2014 3:26 PM
80	Barton	11/15/2014 6:36 AM
81	Greenway	11/14/2014 3:01 PM
82	-	11/14/2014 9:55 AM
83	Belconnen	11/14/2014 7:53 AM
84	Wannlassa	11/14/2014 5:23 AM
85	Retired	11/12/2014 7:28 PM
86	Garran	11/12/2014 8:31 AM
87	Symonston	11/12/2014 7:38 AM
88	Woden	11/10/2014 6:37 PM
89	Varied - driver	11/10/2014 1:19 PM
90	Tuggeranong	11/9/2014 12:51 PM
91	Civic	11/8/2014 1:09 PM
92	Canberra airport	11/8/2014 6:18 AM
93	Yarralumla	11/7/2014 6:18 PM
94	Retired but travel daily on Ashley Drive	11/6/2014 8:09 PM
95	retired	11/6/2014 10:51 AM
96	Symonston	11/5/2014 7:26 PM
97	Woden	11/5/2014 7:14 PM
98	Civic	11/5/2014 5:51 PM
99	Phillip	11/5/2014 1:55 PM
100	Barton	11/5/2014 7:13 AM
101	Woden	11/4/2014 7:20 PM
102	Forrest	11/4/2014 6:27 PM
103	Dickson	11/4/2014 2:05 PM
104	Wannlassa	11/4/2014 12:06 PM
105	Greenway	11/4/2014 10:37 AM
106	Parkes	11/4/2014 9:43 AM
107	Woden	11/4/2014 8:28 AM
108	n/a	11/4/2014 7:46 AM
109	DON'T	11/3/2014 8:49 PM

Ashley Drive stage 2

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110	Campbell	11/3/2014 8:42 PM
111	Dickson	11/3/2014 3:00 PM
112	N/A retired	11/3/2014 1:33 PM
113	Monash	11/3/2014 1:31 PM
114	Parkes	11/3/2014 1:11 PM
115	Wanniassa	11/3/2014 9:40 AM
116	Garran	11/3/2014 9:35 AM
117	City	11/3/2014 7:54 AM
118	Gungahlin	11/2/2014 5:07 PM
119	Deakin	11/2/2014 2:55 PM
120	Fyshwick	11/2/2014 12:42 PM
121	---	11/1/2014 6:38 PM
122	Airport	11/1/2014 6:31 PM
123	NA	11/1/2014 4:13 PM
124	I am retired	11/1/2014 2:51 PM
125	Retired	11/1/2014 12:49 AM
126	Greenway	10/31/2014 8:21 PM
127	Chisholm	10/31/2014 6:32 PM
128	Fyshwick	10/31/2014 6:07 PM
129	Civic	10/31/2014 5:00 PM
130	Conder	10/31/2014 3:40 PM
131	Gowrie (retired)	10/31/2014 3:35 PM
132	Garran	10/31/2014 2:21 PM
133	None	10/31/2014 2:20 PM
134	Russell	10/31/2014 1:59 PM
135	woden at present, soon to be gunghalin	10/31/2014 1:22 PM
136	City	10/31/2014 12:45 PM
137	Garran	10/31/2014 12:34 PM
138	Bruce	10/31/2014 12:28 PM
139	civic	10/31/2014 11:55 AM
140	Canberra CBD	10/31/2014 11:48 AM
141	Garran	10/31/2014 11:46 AM
142	LYNEHAM	10/31/2014 11:42 AM
143	city	10/31/2014 11:21 AM
144	Symonston	10/31/2014 11:08 AM
145	Watson	10/31/2014 11:02 AM
146	City	10/31/2014 9:24 AM
147	Canberra Airport	10/30/2014 6:45 PM

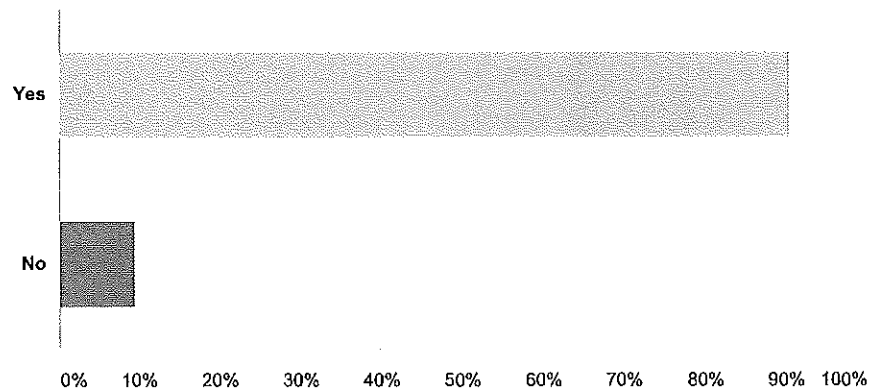
Ashley Drive stage 2

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148	Phillip	10/30/2014 6:20 PM
149	Parkes	10/30/2014 3:29 PM
150	Duntroon	10/30/2014 10:18 AM

Q4 Have you viewed the preliminary designs for Ashley Drive stage 2?

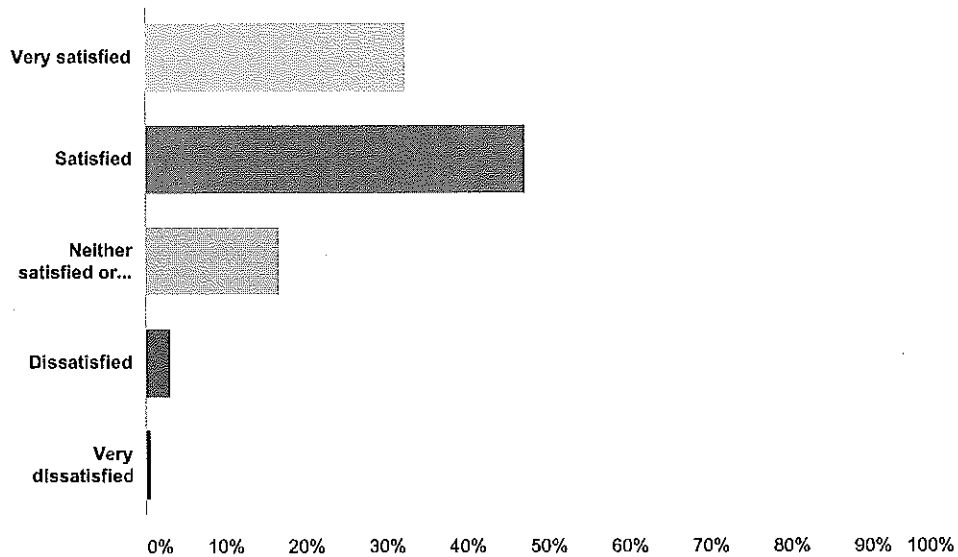
Answered: 161 Skipped: 0



Answer Choices	Responses	
Yes	90.68%	146
No	9.32%	15
Total		161

Q6 Are you satisfied with this opportunity to provide feedback on Ashley Drive stage 2?

Answered: 161 Skipped: 0



Answer Choices	Responses	
Very satisfied	32.30%	52
Satisfied	47.20%	76
Neither satisfied or dissatisfied	16.77%	27
Dissatisfied	3.11%	5
Very dissatisfied	0.62%	1
Total		161

GHD

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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
DRAFT	T. Yeats	G. Gardner	GG*	G. Morrison	GM*	23.1.2015
0	T.Yeats	G.Gardner	GG*	G. Morrison	GM*	27.04.2015

www.ghd.com



Bourne, Sarah*Related to*

From: McLennan, Logan on behalf of RATTENBURY
Sent: Monday, 2 February 2015 12:09 PM
To: Bourne, Sarah; Georgeson, Matthew
Subject: FW: Pedestrian Crossing Monks Creek

Min 14/1783

Good work team,
 Sarah can please make a note that we should get back to her in March?

From: [REDACTED]
Sent: Friday, 30 January 2015 10:17 PM
To: RATTENBURY
Subject: Re: Pedestrian Crossing Monks Creek

Dear Mr Rattenbury,

Thank you for your reply.
 I must apologise for not replying earlier.

I would like to say thank you for considering the idea for a foot bridge across Monks Creek as outlined.
 It added to a wonderful Australia Day celebration for myself and many residents of Isabella Plains and surrounding suburbs.

I am sure the residents will benefit greatly, and with much needed safety, be able to access the walking path
 and enjoy a healthy improvement in lifestyle and in turn, their health.

I look forward to receiving further details in March.

Kind Regards

From: RATTENBURY
Sent: Friday, January 23, 2015 2:36 PM
To: [REDACTED]
Subject: Pedestrian Crossing Monks Creek

Dear [REDACTED]

Please find attached a letter from Minister Rattenbury.

Kind regards

Logan McLennan | Office of Shane Rattenbury MLA
 Minister for Territory and Municipal Services; Minister for Sport and Recreation;
 Minister for Justice; Minister assisting on Transport Reform.
 ACT Greens Member for Molonglo
 t: 6205 0005 | f: 6205 0007 | logan.mclennan@act.gov.au |

Follow Shane on [Facebook](#) and [Twitter](#)

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Shane Rattenbury MLA

MINISTER FOR TERRITORY AND MUNICIPAL SERVICES
 MINISTER FOR CORRECTIVE SERVICES
 MINISTER FOR ABORIGINAL AND TORRES STRAIT ISLANDER AFFAIRS
 MINISTER FOR SPORT AND RECREATION

MEMBER FOR MOLONGLO

E-MAIL
 2/12/14

Dear Ms [REDACTED]

Thank you for your email of 10 November 2014 about a pedestrian footbridge across Monks Creek in Isabella Plains. I note you have also sent the email to other members of the ACT Legislative Assembly. I am responding as this matter falls within my portfolio responsibilities. I understand you have already participated in the community consultation on this project via the Time to Talk website.

Roads ACT is currently considering proposals to link the north eastern part of Isabella Plains to the community path network located on the northern side (Monash side) of Monks Creek as part of the proposed Ashley Drive Upgrade – Stage 2 project.

I am advised that two options are currently being considered as part of a project which is currently out for public consultation. These options include the construction of a new separate pedestrian footbridge or an alternative that would provide a shared path on the new road bridge being proposed as part of the duplication works. Both of these options would include shared path connections to existing paths that service Isabella Plains.

Thank you for raising this matter with me and I hope this information is of assistance.

Yours sincerely

Shane Rattenbury MLA
 Minister for Territory and Municipal Services

02 DEC 2014

cc: Ms Joy Burch MLA
burch@act.gov.au

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601
 Phone: (02) 6205 0005 Fax: (02) 6205 0007 Email: rattenbury@act.gov.au
 Facebook: [shanerattenburymla](https://www.facebook.com/shanerattenburymla) Twitter: @ShaneRattenbury



COPY



Shane Rattenbury MLA

MINISTER FOR TERRITORY AND MUNICIPAL SERVICES

MINISTER FOR JUSTICE

MINISTER FOR SPORT AND RECREATION

MINISTER ASSISTING THE CHIEF MINISTER ON TRANSPORT REFORM

MEMBER FOR MOLONGLO

Mr Andrew Wall MLA
 Member for Brindabella
 ACT Legislative Assembly
 London Circuit
 CANBERRA ACT 2601

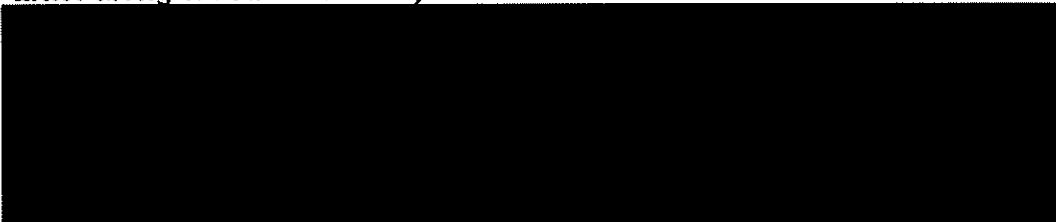
Dear Mr Wall, *Andrew*

Thank you for your letters of 1 and 3 December 2014 on behalf of your constituents, regarding various issues. I have addressed the issues you raised below.

Mowing near the Amala retirement village in Gordon



Litter along Woodcock Drive in Gordon



Can you advise why upgrades and connections to the existing foot and cycle path along Monks Creek will not be implemented with the proposed changes to Ashley Drive?

Roads ACT is investigating the provision of a new community path and pedestrian bridge across Monks Creek as part of the current design for Ashley Drive. The investigation had not sufficiently progressed to provide drawings/exhibits during the recent public consultation. However, residents attending the consultation were notified that this issue was being investigated.

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601
 Phone: (02) 6205 0005 Fax: (02) 6205 0007 Email: rattenbury@act.gov.au
 Facebook: shanerattenburymla Twitter: @ShaneRattenbury



Once this work is complete, it will be included within the Ashley Drive project, which will be considered in future capital works construction programs, subject to funding and other competing priorities.

I would encourage you and your constituents to report any issues directly to Canberra Connect via the Fix My Street online services accessible through www.act.gov.au/fixmystreet or on 13 22 81 for prompt action.

I hope this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Shane Rattenbury', with a stylized flourish at the end.

Shane Rattenbury MLA
Minister for Territory and Municipal Services

18 FEB 2015

Roads Act

Received by Directorate: 13/4/2015

TRIM Number: MIN 15/04/17

CMMIN15/.....

Due to MACS: 23/4/2015

Due to Minister's Office: 28/4/2015


ACT
 Government

Territory and Municipal Services

TAMS

MINISTERIAL CORRESPONDENCE/BRIEF REQUEST FORM

- ☐ Minister for Territory and Municipal Services
☒ Minister for Roads and Parking
☐ Chief Minister

Priority: ☐ Urgent ☒ Normal

Due Date (if specific):

CORRESPONDENT:

SUBJECT/Topic: Ashley Drive Traffic

To:

☒ Infrastructure, Roads and Public
 Transport

☐ Corporate and Business
 Business Enterprises
☐ Parks and Territory Services

REQUEST:

☒ Reply to correspondence	☐ Briefing/Information Brief	☐ Event/Arrangements Brief
☐ Directorate Response	☐ Verbal Briefing	☐ Speech/Speaking Notes
☐ Appropriate Action	☐ Advisory Note	☐ Media Release
☐ Information Only	☐ Input	☐ Media Alert

MEETING/EVENT:

Time:

Date:

Further Information:

Date:

Territory and Municipal Services DLO

Bourne, Sarah

From: Clarke, Jason
Sent: Friday, 10 April 2015 9:09 AM
To: Bourne, Sarah
Subject: FW: Traffic Congestion

Jason Clarke
 Advisor for Planning
 Advisor for Roads and Parking
 Office of Mick Gentleman MLA
 Member for Brindabella
 t: 620 54513
 e: jason.clarke@act.gov.au



From: GENTLEMAN
Sent: Thursday, 9 April 2015 11:13 AM
To: Clarke, Jason
Subject: FW: Traffic Congestion

Natasha Apostoloski | Office Manager
 Office of Mick Gentleman MLA | Member for Brindabella
 Minister for Planning,
 Minister for Roads and Parking,
 Minister for Workplace Safety and Industrial Relations,
 Minister for Children and Young People,
 Minister for Ageing
 t: 620 50218 | e: natasha.apostoloski@act.gov.au |

From: McLennan, Logan **On Behalf Of** RATTENBURY
Sent: Thursday, 9 April 2015 10:52 AM
To: GENTLEMAN
Subject: FW: Traffic Congestion

Hi [REDACTED]
 One for Roads ACT please.
 Thanks, Logan.

From: [REDACTED]
Sent: Wednesday, 8 April 2015 8:28 PM
To: RATTENBURY
Subject: Traffic Congestion

Dear Sir,

Hope you are doing well, I'm a resident of Calwell and go to work from Monday to Friday. I've been experlencing heavy traffic most of the time at round about between Ashley and Isabella drive. I don't know if this has already been brought to your attention. It really affects our time consumption on our travel everyday as we need to wake up earlier than we normally do. I hope you can do something about this in the near future. The exact spot I'm trying to point out is the Isabella Drive coming from North/Monaro going to Tuggeranong. That causes slow traffic from Ashley going to Erindale.

In addition to this, there was the same situation at round about between Erindale Drive and Sternberg Crescent In Gowrie. Now we are happy that a part time signal light has been placed and it really helped out all drivers and commuters.

Hope you can do something about this.

Kind Regards

[REDACTED]

emailed 22.5.15

504



Mick Gentleman MLA

MINISTER FOR PLANNING
MINISTER FOR ROADS AND PARKING
MINISTER FOR WORKPLACE SAFETY AND INDUSTRIAL RELATIONS
MINISTER FOR CHILDREN AND YOUNG PEOPLE
MINISTER FOR AGEING
MEMBER FOR BRINDABELLA



Dear Mr [REDACTED]

Thank you for your e-mail of 8 April 2015 to Mr Shane Rattenbury, MLA about the roundabout at Ashley Drive and Isabella Drive. I am responding as this matter falls within my Roads and Parking portfolio.

Design work for the duplication of Ashley Drive between Erindale Drive and Johnson Drive is currently nearing completion.

I am informed that as part of the design process, the operation of the existing Ashley Drive/Isabella Drive roundabout was investigated. It was determined that the provision of part time traffic lights was not required, as the increased capacity of Ashley Drive when duplicated improved the performance of the intersection.

Thank you for raising this matter with me. I trust this information is of assistance.

Yours sincerely

Mick Gentleman MLA
Minister for Roads and Parking

20th May 2015

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601
Phone: (02) 6205 0218 Fax: (02) 6205 0368 Email: GENTLEMAN@act.gov.au
Twitter: @GENTLEMANMick Facebook: www.facebook.com/MickGentleman





ACT
Government

Territory and Municipal Services

Received by Directorate: 9/6/2015
TRIM Number: MIN 15/0780
CMMIN15/.....
Due to MACS: 22/6/2015
Due to Minister's Office: 24/6/2015

TAMS

MINISTERIAL CORRESPONDENCE/BRIEF REQUEST FORM

- ☐ Minister for Territory and Municipal Services
☒ Minister for Roads and Parking
☐ Chief Minister

Priority: ☐ Urgent ☒ Normal

Due Date (if specific):

CORRESPONDENT

SUBJECT/Topic: *Ashley Drive Duplication*

To:

☒ Infrastructure, Roads and Public Transport

☐ Corporate and Business Enterprises

☐ Parks and Territory Services

REQUEST:

☒ Reply to correspondence	☐ Briefing/Information Brief	☐ Event/Arrangements Brief
☐ Directorate Response	☐ Verbal Briefing	☐ Speech/Speaking Notes
☐ Appropriate Action	☐ Advisory Note	☐ Media Release
☐ Information Only	☐ Input	☐ Media Alert

MEETING/EVENT:

Time:

Date:

Further Information:

Date:

Territory and Municipal Services DLO

Bourne, Sarah

From: Clarke, Jason
Sent: Wednesday, 3 June 2015 11:56 AM
To: Bourne, Sarah
Subject: FW: Ashley Drive Duplication - Segment not to be duplicated Ellerston Avenue and Johnson Drive

Jason Clarke
 Advisor for Planning
 Advisor for Roads and Parking
 Office of Mick Gentleman MLA
 Member for Brindabella
 t: 620 54513
 e: jason.clarke@act.gov.au



From: Yates, Ellie **On Behalf Of** GENTLEMAN
Sent: Tuesday, 2 June 2015 8:54 AM
To: Clarke, Jason
Subject: FW: Ashley Drive Duplication - Segment not to be duplicated Ellerston Avenue and Johnson Drive

Over to you

Ellie Yates
 Media Advisor
 Office of Minister Mick Gentleman MLA
 Minister for Planning
 Minister for Roads and Parking
 Minister for Workplace Safety and Industrial Relations
 Minister for Children and Young People
 Minister for Ageing

t: 620 50351
 m: 0434 860 282
 e: ellie.yates@act.gov.au



From: [REDACTED]
Sent: Monday, 1 June 2015 5:18 PM
To: GENTLEMAN
Cc: COE; HANSON
Subject: Ashley Drive Duplication - Segment not to be duplicated Ellerston Avenue and Johnson Drive

Hello Mr Gentleman,

I am writing to express my concern at the project of the Ashley Drive duplication.

I am failing to see why we would leave the section between Ellerston Avenue and Johnson Drive incomplete.

Experience tells us that the roads are only getting busier as Canberra grows so why don't we have some foresight and get it all done properly the first time.

If we leave this section I am sure the cost in years to come would be substantially higher to duplicate this section, when it eventually meets the amount of traffic you require for duplication to occur.

We don't have to look far to have examples of this, the Gungahlin drive extension was a ridiculous waste of money, if it was built dual lane each way when we had the contractors here the first time it would have saved the ACT tax payers a lot of money. I don't believe we are in the financial position where we can just blow millions of dollars without a second thought.

Regards,





ACT
Government

Territory and Municipal Services

Received by Directorate:

9.6/2015

TRIM Number:

MIN 15/0781

CMMIN15/

Due to MACS:

22.6/2015

Due to Minister's Office

24.6/2015

TAMS

MINISTERIAL CORRESPONDENCE/BRIEF REQUEST FORM

- ☐ Minister for Territory and Municipal Services
☒ Minister for Roads and Parking
☐ Chief Minister

Priority: ☐ Urgent ☒ Normal

Due Date (if specific):

CORRESPONDENT:

SUBJECT/Topic: Ashley Drive Duplication

To:

☒ Infrastructure, Roads and Public Transport

☐ Corporate and Business Enterprises

☐ Parks and Territory Services

REQUEST:

☒ Reply to correspondence	☐ Briefing/Information Brief	☐ Event/Arrangements Brief
☐ Directorate Response	☐ Verbal Briefing	☐ Speech/Speaking Notes
☐ Appropriate Action	☐ Advisory Note	☐ Media Release
☐ Information Only	☐ Input	☐ Media Alert

MEETING/EVENT:

Time:

Date:

Further Information:

Date:

Territory and Municipal Services DLO

Bourne, Sarah

From: Clarke, Jason
Sent: Wednesday, 3 June 2015 11:52 AM
To: Bourne, Sarah
Subject: FW: Ashley Drive Duplication - Segment not to be duplicated Ellerston Avenue and Johnson Drive

Jason Clarke
 Advisor for Planning
 Advisor for Roads and Parking
 Office of Mick Gentleman MLA
 Member for Brindabella
 t: 620 54513
 e: jason.clarke@act.gov.au



From: Yates, Ellie **On Behalf Of** GENTLEMAN
Sent: Monday, 1 June 2015 1:32 PM
To: Clarke, Jason
Subject: FW: Ashley Drive Duplication - Segment not to be duplicated Ellerston Avenue and Johnson Drive

Ellie Yates
 Media Advisor
 Office of Minister Mick Gentleman MLA
 Minister for Planning
 Minister for Roads and Parking
 Minister for Workplace Safety and Industrial Relations
 Minister for Children and Young People
 Minister for Ageing

t: 620 50351
 m: 0434 860 282
 e: ellie.yates@act.gov.au



From: [REDACTED]
Sent: Saturday, 30 May 2015 3:59 PM
To: GENTLEMAN
Cc: COE; HANSON
Subject: Ashley Drive Duplication - Segment not to be duplicated Ellerston Avenue and Johnson Drive

Hello Mr Gentleman,

I just wanted to clarify your comment in relation to the Ashley Drive duplication project, particularly in relation to the project stopping at Ellerston Avenue as "this section is not up to capacity".

Just some questions in relation to this:

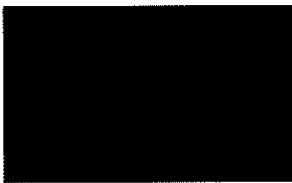
1. Does 'not up to capacity' mean that the very small segment from Ellerston Avenue to Johnson Drive does not carry enough traffic to justify the duplication of this section at this stage?
2. Has there been any cost-benefits done in relation to the cost of duplicating this very small segment of road between Ellerston Avenue and Johnson Drive during the proposed Ashley Drive duplication is being undertaken?
3. Further in relation to (question 2), what will the cost be to duplicate this small segment of road between Ellerston Avenue and Johnson Drive at a later date (i.e. when it is up to capacity) as opposed to doing it as part of the existing Ashley Drive duplication project.

I ask this because since the 2012 estimate of the cost to undertake the Ashley Drive duplication the price has increased by \$6.5M. What is the cost of doing the work between Ellerston Avenue and Johnson Drive now as opposed to waiting until the road has 'capacity'?

Cost verse Capacity - is there an argument to do it now to save ACT taxpayers money in the long run?

Thank you for writing to me and inviting me to the Community Stall in Calwell.

Regards,





ACT
Government

Territory and Municipal Services

Received by Directorate: 9/6/2015
TRIM Number: MIN 15/0782
CMMIN15/.....
Due to MACS: 22/6/2015
Due to Minister's Office: 24/6/2015

TAMS

MINISTERIAL CORRESPONDENCE/BRIEF REQUEST FORM

- ☐ Minister for Territory and Municipal Services
☒ Minister for Roads and Parking
☐ Chief Minister

Priority: ☐ Urgent ☒ Normal

Due Date (if specific):

CORRESPONDENT:

SUBJECT/Topic: Ashley Drive Duplication

To:

☒ Infrastructure, Roads and Public Transport

☐ Corporate and Business Enterprises

☐ Parks and Territory Services

REQUEST:

☒ Reply to correspondence	☐ Briefing/Information Brief	☐ Event/Arrangements Brief
☐ Directorate Response	☐ Verbal Briefing	☐ Speech/Speaking Notes
☐ Appropriate Action	☐ Advisory Note	☐ Media Release
☐ Information Only	☐ Input	☐ Media Alert

MEETING/EVENT:

Time:

Date:

Further Information:

Date:

Territory and Municipal Services DLO

Bourne, Sarah

From: Clarke, Jason
Sent: Wednesday, 3 June 2015 12:07 PM
To: Bourne, Sarah
Subject: FW: ASHLEY DRIVE DUPLICATION etc
Attachments: A Car Made in Canada.eml

Jason Clarke
 Advisor for Planning
 Advisor for Roads and Parking
 Office of Mick Gentleman MLA
 Member for Brindabella
 t: 620 54513
 e: jason.clarke@act.gov.au



From: GENTLEMAN
Sent: Thursday, 28 May 2015 3:26 PM
To: Clarke, Jason
Subject: FW: ASHLEY DRIVE DUPLICATION etc

Natasha Apostoloski | Office Manager
 Office of Mick Gentleman MLA | Member for Brindabella
 Minister for Planning,
 Minister for Roads and Parking,
 Minister for Workplace Safety and Industrial Relations,
 Minister for Children and Young People,
 Minister for Ageing
 t: 620 50218 | e: natasha.apostoloski@act.gov.au |

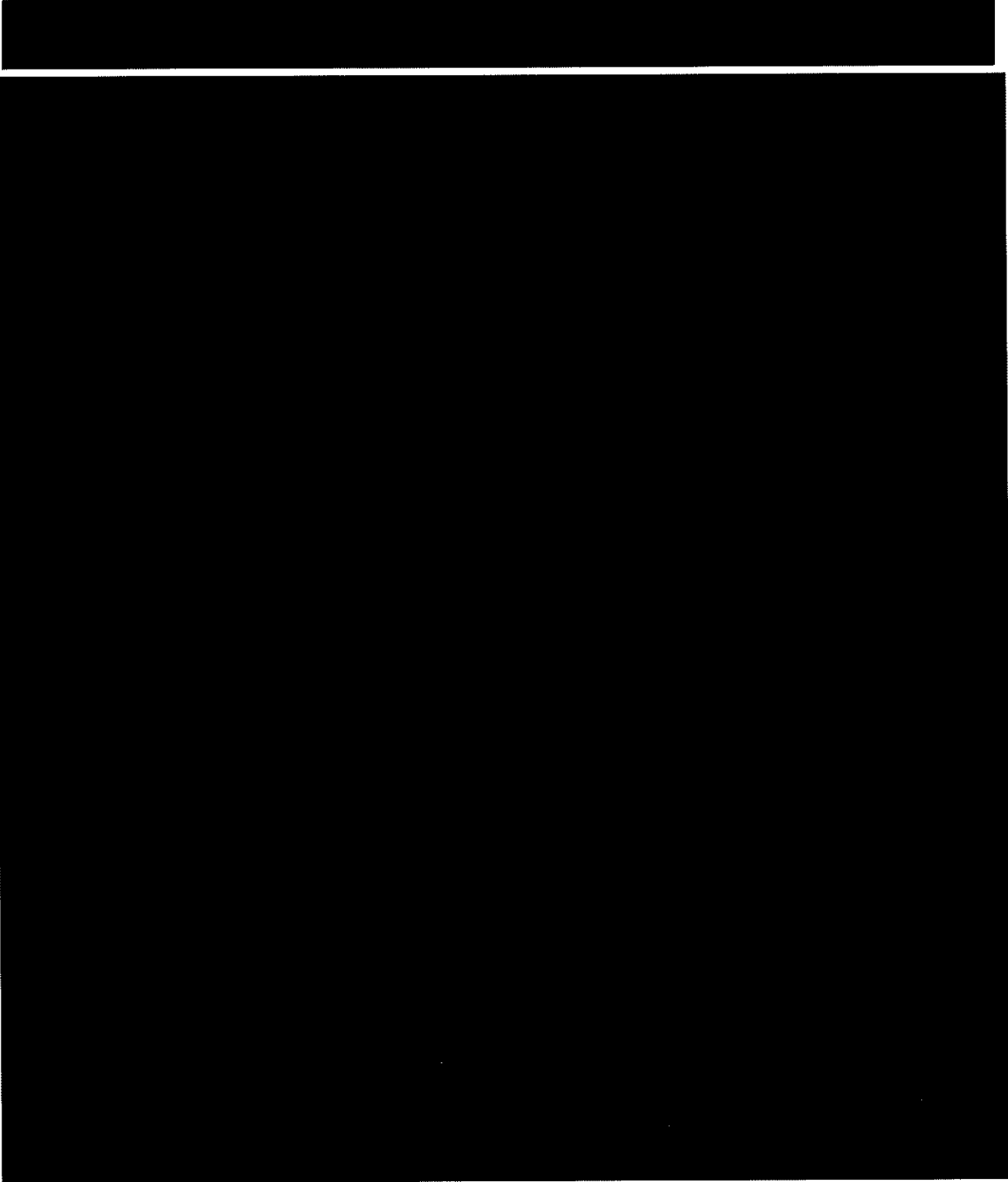
From: [REDACTED]
Sent: Thursday, 28 May 2015 3:09 PM
To: GENTLEMAN
Cc: [REDACTED]
Subject: ASHLEY DRIVE DUPLICATION etc

Good Afternoon Mick,

long time no see. I want to discuss two issues briefly with you please.

The first is about the Ashley Dve extension. I note you said in City News you were not going to extend from Ellerston Dve to Johnson-I realise this is not quite up to par for patronage but it will be by the time your road builders get to Ellerston. They should just keep building rather than doing a GDE and extending down the track, etc.

Second Issue came as a result of a conversation with you last year about autonomous



Anyway, trust you are well. We're getting excited about the Master Plan, and committee will meet with staff next week to discuss further.
Warm wishes,



South East Tuggeranong Residents Association

(supporting residents of Theodore, Chisholm, Calwell, Isabella Plains, Richardson and
Gilmore



*Roads Act*Received by Directorate: 23/6/2015TRIM Number: MIN 15/0851

CMMIN15/.....

Due to MACS: 3/7/2015Due to Minister's Office: 7/7/2015**ACT**

Government

Territory and Municipal Services

TAMS**MINISTERIAL CORRESPONDENCE/BRIEF REQUEST FORM**

- ☐ Minister for Territory and Municipal Services
☒ Minister for Roads and Parking
☐ Chief Minister

Priority: ☐ Urgent ☒ Normal

Due Date (if specific):

CORRESPONDENT: [REDACTED]SUBJECT/Topic: Duplication of Ashley Drive

To:

☒ Infrastructure, Roads and Public Transport☐ Corporate and Business Enterprises☐ Parks and Territory Services**REQUEST:**

☒ Reply to correspondence	☐ Briefing/Information Brief	☐ Event/Arrangements Brief
☐ Directorate Response	☐ Verbal Briefing	☐ Speech/Speaking Notes
☐ Appropriate Action	☐ Advisory Note	☐ Media Release
☐ Information Only	☐ Input	☐ Media Alert

MEETING/EVENT:

Time:

Date:

Further Information:

Date:

Territory and Municipal Services DLO

RECEIVED
18 JUN 2015

MLA

territory

Mick Gentleman MLA
Minister for Roads and Parking
ACT Legislative Assembly
London Circuit
CANBERRA ACT 2601

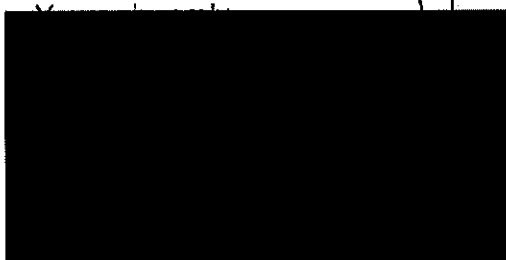
Dear Minister

Mick

I recently received representations from a constituent regarding the proposed duplication of Ashley Drive.

My constituent would like to know why the duplication is ending at Ellerston Avenue and what initiatives are the Government are implementing to minimise a traffic bottlenecks at Ellerston Avenue.

I look forward to your prompt response.



17 June 2015



Mr Shane Rattenbury
Minister for Road Safety
Legislative Assembly for the ACT
GPO Box 1020
CANBERRA ACT 2601

Dear Minister, *Shane*

I write to make representations on behalf of [REDACTED]

[REDACTED] has recently contacted me to discuss the nonsensical reasons for not continuing the extension of Ashley Drive to Johnson Drive.

I would appreciate if you would advise why the extension ends at Ellerston Avenue and doesn't continue the small distance further to Johnson Drive.

PATS

Thank you for your assistance in relation to this matter. I look forward to your response.

Kind regards,

[REDACTED]

[REDACTED]

5 February 2016



MEEGAN FITZHARRIS MLA

COPY

Minister for Higher Education, Training and Research
Minister for Transport and Municipal Services
Assistant Health Minister

Member for Molonglo

ACT Legislative Assembly
London Circuit
CANBERRA ACT 2601

Dear [REDACTED]

Thank you for your letter of 5 February 2016, on behalf of [REDACTED], to Mr Shane Rattenbury MLA and myself, about the duplication of Ashley Drive, the Government's street sweeping program, and the pruning of shrubs. I am pleased to provide the following advice.

The ACT Government knows how important it is to ensure we have a safe and effective roads system, and that is why we are continuing to invest in building better roads for Canberra. This investment is part of the ACT Government's plan to build an integrated transport network, focusing on roads, public transport and active travel – so we can better connect people to transport hubs, town centres and other communities.

In the 2014-15 ACT Budget we invested \$90 million for new roads and road infrastructure, in addition to the ongoing road resealing and maintenance program. This new roads investment included \$24.6 million over three years for the duplication of Ashley Drive from Erindale Drive to Ellerston Avenue. The duplication of Ashley Drive will improve Tuggeranong's road network, as it acts as a major thoroughfare for traffic travelling from the South Tuggeranong suburbs such as Calwell and Gordon to Woden and the City.

With regard to the road duplication not extending south of the Ellerston Avenue intersection; Roads ACT investigated existing and anticipated traffic flows along Ashley Drive, and the modelling work demonstrated that traffic flow in the section south of the Ellerston Avenue is significantly less than that above the intersection. It was also determined that there were no known pressures that would increase the traffic flow on this section of roads for the foreseeable future.

ACT LEGISLATIVE ASSEMBLY

Phone (02) 6205 0022 Email fitzharris@act.gov.au



@MeeganFitzMLA



MeeganFitzharrisMLA

As a result the \$4 million in tax payer funding that would have been required to duplicate that section of road was found to be unjustified in the context of other road projects that need to be prioritised across our city.

The Territory and Municipal Services (TAMS) Directorate has a comprehensive, prioritised street sweeping program. The program includes scheduled regular sweeps of all suburbs at least twice per year plus additional monthly sweeps for 'leafy' suburbs during autumn and winter. If excessive debris is captured on the road after heavy storm events and in high temperatures when Eucalypt trees shed large volumes of bark, an additional street sweep will be provided.

Calwell was last swept between 4 and 10 December 2015, and will be swept again in April 2016.

I am keen to ensure that Canberra's residents have a quality road and drainage network. The ACT Government allocates resources to street sweeping in each year's budget. The street sweeping program can be viewed on the TAMS website at: [http://www.tams.act.gov.au/roads-transport/Road Infrastructure and Maintenance/street-sweeping](http://www.tams.act.gov.au/roads-transport/Road%20Infrastructure%20and%20Maintenance/street-sweeping)

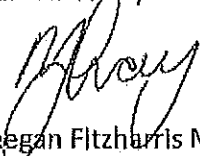
In relation to the shrubs encroaching onto pathways along Outtrim Avenue, the assessment indicated shrubs are encroaching on the path from both public and leased land. TAMS has programmed the pruning of the public areas of the path to be undertaken through the horticultural pruning program, with the shrubs programmed to be pruned before May 2016.

City rangers provided the residents of leased land in the area with correspondence requesting the foliage be removed. The City rangers will monitor the area to ensure the work is carried out to an appropriate standard.

I am pleased to advise that the walkway between Outtrim Avenue and Costello Circuit was cleaned of debris on 24 February 2016.

Thank you for raising these matters. I trust this information is helpful.

Yours sincerely



Meegan Fitzharris MLA
Minister for Transport and Municipal Services

11/4/2016



MLA

Australian Capital Territory

• due to AAS 20/3
• due to mo 4/4

16031520 ac

MIN16/0342

Ma

Meegan Fitzharris MLA

Ms Meegan Fitzharris MLA
Minister for Transport and Municipal Services
ACT Legislative Assembly

16 MAR 2016

Dear Ms Fitzharris,

I have been contacted by residents in Tuggeranong regarding the proposed Stage 2 duplication of Ashley Drive.

The residents have queried when construction of this duplication will begin, and what timeframe Roads ACT has for this duplication. The residents have also asked if the ACT Government will consider duplicating Ashley Drive through to Johnson Drive as part of the Stage 2 duplications.

Minister, can you please provide an expected commencement date for roadworks on Ashley Drive, as well as an expected timeframe for this project? Can you also please advise whether the ACT Government has reconsidered their decision to stop the Stage 2 duplication at Ellerston Avenue?

I look forward to your response.

Yours sincerely,

10 March 2016

GPO Box 1020, Canberra, ACT, 2601

Phone:

Email:

www. com.au



MEEGAN FITZHARRIS MLA

Minister for Higher Education, Training and Research
Minister for Transport and Municipal Services
Assistant Health Minister

Member for Molonglo

ACT Legislative Assembly
London Circuit
CANBERRA ACT 2601

Dear Mr [REDACTED]

Thank you for your letter of 10 March 2016, on behalf of residents in Tuggeranong, about the upcoming works associated with the Ashley Drive Duplication project.

The ACT Government knows how important it is to ensure we have a safe and effective roads system, and that is why we are continuing to invest in building better roads for Canberra. This investment is part of the ACT Government's plan to build an integrated transport network, focusing on roads, public transport and active travel – so we can better connect people to transport hubs, town centres and other communities.

In the 2014-15 ACT Budget we invested \$90 million for new roads and road infrastructure, in addition to the ongoing road resealing and maintenance program.

This new roads investment included \$24.6 million over three years for the duplication of Ashley Drive from Erindale Drive to Ellerston Avenue. The duplication of Ashley Drive will improve Tuggeranong's road network, as it acts as a major thoroughfare for traffic travelling from the South Tuggeranong suburbs such as Calwell and Gordon to Woden and the City.

Contracts have recently been awarded for three parts of the Ashley Drive Duplication project, including the installation of a noise wall, the construction of a new shared path bridge over Monks Creek and the relocation of a section of gas main required to accommodate the new road carriageway. Construction activities associated with these contracts will commence shortly.

The main civil works contract, which will follow these early works projects is currently out to tender with a contract planned to be awarded in April 2016. Once a contract is in place the works are expected to take approximately 18 months to complete.

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With regard to the duplication of Ashley Drive from Ellerston Avenue to Johnson Drive, the Government is constantly looking at the most effective and efficient measures of investing in infrastructure across the city. We carefully assess a balanced approach to roads investment each year through the budget process and in the context of the longer term planning of our road network, which is informed by data relating to traffic volumes and modelling. That is why the Government has prioritised the stage 2 works that are currently underway and will continue to monitor the traffic volumes on Ashley Drive.

Thank you for raising this matter with me. I hope this information is helpful.

Yours sincerely



Meegan Fitzharris MLA
Minister for Transport and Municipal Services

25/4/2016

* Due to MACS: 6 July 16 MIN 16/0873
MO: 8 July



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RECEIVED
20 JUN 2016

MLA

Mr Mick Gentleman
Minister for Planning and Land Management
Legislative Assembly for the ACT
GPO Box 1020
CANBERRA ACT 2601

Dear Minister,

Mick

I write to you in relation to the duplication of Ashley Drive, in particular the noise wall.

Many constituents have discussed with me the importance of the duplication of Ashley Drive and also how pleasing it is that the ACT Government is now funding the full duplication.

Further to this good news, another matter that has been discussed is the ability to make the noise wall 'graffiti proof'? Do you have any information in relation to the materials that will be used for the 'noise wall' and how it will minimise acts of vandalism?

As a fellow Member for Brindabella, no doubt you will have already ensured this precautionary measure to make certain public assets are more attractive and less prone to vandalism.

Thank you for your assistance in relation to this matter. I look forward to your response.

Kind regards,

17 June 2016



MEEGAN FITZHARRIS MLA

Minister for Transport and City Services
Minister for Higher Education, Training and Research
Assistant Health Minister

Member for Molonglo

ACT Legislative Assembly
London Circuit
CANBERRA ACT 2601

Dear Ms [REDACTED]

Thank you for your letter of 17 June 2016 to Mr Mick Gentleman MLA, about the noise wall on Ashley Drive. I am responding to you as this matter falls in my portfolio.

The ACT Government knows how important it is to ensure we have a safe and effective roads system, and that is why we are continuing to invest in building better roads for Canberra. This investment is part of the ACT Government's plan to build an integrated transport network, focusing on roads, public transport and active travel – so we can better connect people to transport hubs, town centres and other communities.

As part of the planning and design for road duplication projects, such as Ashley Drive, detailed consideration is given to environmental impacts during and post construction.

In particular, detailed noise assessments and predictions are undertaken to determine where noise walls are required to manage the impact on existing or future residential developments. National standards and guidelines are used to ensure consistency when noise modelling works are undertaken. The visual impacts of noise mitigation measures are also considered and in most cases like this project, landscaping will be provided along the resident's side of the wall to ensure the amenity of the existing developments is preserved.

The noise wall barrier that will be used on the newly duplicated sections of Ashley Drive is timber, overlapped and capped with aluminium to protect it for an extended period. The noise barrier is also consistent with the materials used on the noise barrier of Stage 1 of these works.

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Timber noise barriers have been utilised on many projects in recent years, including along Barry Drive in the inner north, which has proved to be sustainable and effective in deterring graffiti. Concrete sound barriers are typically used when the noise mitigation measures are required very close to the road and also need to act as a safety barrier in the case of an errant vehicle leaving the road.

Thank you for raising the matter with me. I trust the information is helpful.

Yours sincerely



Megan Fitzharris MLA
Minister for Transport and City Services

13 July 2016