ACT Government
Transport Canberra and City Services

FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: 22-101

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Schedule	Published
4. Documents	Published
5. Additional information identified	Not applicable
6. Fees	Waived
7. Processing time (in working days)	18 days
8. Decision made by Ombudsman	Not applicable
9. Additional information identified by Ombudsman	Not applicable
10. Decision made by ACAT	Not applicable

11. Additional information identified by ACAT	Not applicable

Freedom of Information - Access Application to Transport Canberra and City Services - Submission confirmation

our submission has been successful. Please keep a copy of this receipt for your records.

Date and time	Reference code
19 Jul 2022 4:30:19 PM	D35VRL9G

Transport Canberra and City Services (TCCS) GPO Box 158 Canberra ACT 2601 Phone 02 6207 2987 Email: TCCS.FOI@act.gov.au

Applicant details

Title [redacted] Given name [redacted] Family name [redacted]

Preferred name

Preferred method of contact

( ) Phone (•) Email ( ) Post

Contact phone number [redacted] Contact email address [redacted]

Contact postal address

Address line 1 [redacted]

Address line 2

Suburb [redacted] State [redacted] Postcode [redacted]

Preferred method to receive information *

(•) Email ( ) Post

☑ Same as contact email address

Information request

Who are you making the request on behalf of?

Myself

What type of information are you requesting access to? *

Other information

What information are you requesting access to under the Act? *

All documents, including the application and subsequent decision, relating to the use by the current developer of public unleased land, including roads, adjacent to Block 17, Section 3, Phillip.

Attach a description or additional details about the information you are requesting access to (optional)

Do you have a similar or identical request currently under review by another ACT Government Directorate?

- ○ Yes
- ◉ No

Are you enquiring as

A member of the public

Do you wish to apply for a waiver of fees associated with processing your application?

- ◉ Yes
- ○ No

Do you hold a valid concession card?

- ○ Yes
- ○ No

Provide a statement about how the release of information is in the public interest (optional)

Would you like to provide any additional information? (optional)

If this application does not falI within the responsibility of the Transport and City Services Directorate, I would appreciate it being pa ed on to the appropriate Directorate.

Attach additional documents to support your application (optional)

ACT Government
Transport Canberra and City Services

[redacted]

Dear [redacted]

Freedom of Information Request - Reference 22-101

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 19 July 2022 seeking access to the following government information under the *Freedom of Information Act 2016*:

> "All documents, including the application and subsequent decision, relating to the use by the current developer of public unleased land, including roads, adjacent to Block 17, Section 3, Phillip."

On 25 July, you had a telephone discussion with the TCCS FOI Coordinator to clarify your request and advised that you are seeking*:*

> *The Temporary Traffic Management (TTM) Plans that were submitted by the developer which relates to the footpaths and roads surrounding Block 17 Section 3, Phillip.*

Timeframes
A decision is due on your access application on 16 August 2022.

Authority
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 FOI Act.

Decision on access
In accordance with the FOI Act, a search of TCCS records has been completed and 16 documents (78 pages) have been identified.

Upon reviewing the information within the records and applying the public interest test under section 17 of the FOI Act, I have decided to provide you with partial access to all 16 documents.

The documents are listed in the schedule at Attachment A, and a copy of the records with deletions applied to the information I have found to be contrary to the public interest is at Attachment B.

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

- The FOI Act; and
- The *Human Rights Act 2016.*

In making my decision on disclosing government information, I must identify all relevant factors in schedule 2 of the FOI Act and determine, on balance, where the public interest lies. I have taken the following sections of schedule 2 into account:

Factors favouring disclosure in the public interest (Schedule 2, Section 2.1)

- Section 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability; 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)

- Section 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*.

In reviewing the relevant records, personal information relating to third parties has been identified. The disclosure of this information is likely to prejudice the protection of an individual's right to privacy under the *Human Rights Act 2004 and* carries significant weight. In this instance, I have found the disclosure of personal information to be, on balance, contrary to the public interest.

I have found that the factors favouring disclosure can be satisfied with the deletion of information which is contrary to the public interest. A copy of the relevant information is enclosed at Attachment B.

Charges
I have decided to waive the fees associated with your application as the number of pages exceeding the fee free threshold is only marginal.

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 published in the TCCS disclosure log between 3 – 10 business days from the date of this decision.

Personal information and business affairs relating to a third party will not be published. You may view the TCCS' disclosure log at https://www.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log.

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 an 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: actfoi@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

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

Further information may be obtained from 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 TCCS FOI team on (02) 6207 2987 or email to tccs.foi@act.gov.au.

Yours sincerely

Cherie Hughes
Information Officer

12 August 2022

FREEDOM OF INFORMATION REQUEST SCHEDULE

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at: https://www.tccs.act.gov.au/about-us/freedom_of_information/disclosure-log

File number	WHAT ARE THE PARAMETERS OF THE REQUEST
FOI – 22-101	**The Temporary Traffic Management (TTM) Plans submitted by the developer relating to the footpaths and roads surrounding Block 17, Section 3 Phillip**

Ref No	No of Folios	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	**1**	20210602 - Email with 4 attachments - Subject - B17, S3 Phillip - WOVA - Demolition Phase TMP - Authorised	2 June 2021	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	Documents to be published.
2	**2-5**	20210602 – Attachment 1 - TTM plans - 8446 GEOCON Constructors Pty Ltd	2 June 2021	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
3	**6**	20210602 - Attachment 2 - Drawing - Demolition Traffic Guidance Scheme	18 May 2021	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	

4	**7**	20210602 - Attachment 3 - Drawing - Demolition Vehicle Movement and Parking Plan (8446-attachTTMP2)	18 May 2021	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
5	**8-27**	20210602 - Attachment 4 - Traffic Management Plan WOVA Demolition Works (8446-attachTTMP3)	24 May 2021	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
6	**28**	20220125 - Email with 6 attachments – Subject: WOVA - B17, S3 Phillip - Excavation TMP - Resubmission - Authorised	25 January 2022	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
7	**29-34**	20220125 - Attachment 1 - TTMP 10336 GEOCON Constructors Pty Ltd	25 January 2022	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
8	**35**	20220125 - Attachment 2 - 10336- - Drawing - Traffic Guidance Scheme Excavation (attachTTMP2)	Preliminary 12 November 2021	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
9	**36**	20220125 - Attachment 3 - 10336- - Drawing - Vehicle Movement Plan Excavation (attachTTMP4)	Preliminary 12 November 2021	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii)	

					Prejudice the Protection of an Individual's Right to Privacy	
10	**37**	20220125 - Attachment 4 – 10336 - Drawing Traffic Guidance Scheme - Notes and Details Plan Excavation (attachTTMP)	Preliminary 12 November 2021	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
11	**38**	20220125 - Attachment 5 - Drawing - Traffic Guidance Scheme - Sight Distance Assessment Excavation – 10336 (attachTTMP3)	Preliminary 12 November 2021	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
12	**39-59**	20220125 - Attachment 6 - Traffic Management Plan WOVA Excavation works - 10336	12 January 2022	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
13	**60-66**	20220520 - Email - Subject - 2810 - Land Use Area construction permit application	20 May 2022	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
14	**67**	20220607 - Email with 2 attachments - Subject - VS20120 - WOVA - General Construction TMP - Authorised	7 June 2022	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	

15	**68-72**	20220607 - Attachment 1 - TTMP - signed 7 June 2022 - 11530 Geocon	7 June 2022	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
16	**73-78**	20220607 - Attachment 2 – 11530 - Traffic Guidance Scheme - 6 drawings - 20220601 - 101542 (attachTTMP)	Preliminary 11 May 2022	Partial access	*Information Privacy Act 2014* Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	

Bruan, Nicole

From: TCCS_RA TTM
Sent: Friday, 5 August 2022 10:37 AM
To: Ludvigson, Paula
Subject: [redacted] - Demolition Phase TMP - Authorised - PAYMENTS RECEIVED
Attachments: [redacted] attachTTMP-7dc96b859e3d4df5bae3ba003cfdbe07.pdf; 8446-attachTTMP2-690143c143f848c0994dd27b748659ec.pdf; 8446-attachTTMP3-984968acae584915a60dab5aafed35c3.pdf

OFFICIAL

Hi Paula

Please find attached as requested.

Thanks
Simone

From: TCCS_RA TTM
Sent: Wednesday, 2 June 2021 11:57 AM
To: [redacted]@vsol.com.au
Subject: B17, S3 Phillip - WOVA - Demolition Phase TMP - Authorised - PAYMENTS RECEIVED

OFFICIAL

Dear [redacted],

Thankyou for your payment. Authorisation of Temporary Traffic Management (TTM) plans document is attached above for your reference.

Please refer to any additional remarks listed below:
N/A

TTM registered number: 8446
Project title: B17, S3 Phillip - WOVA - Demolition Phase TMP

Reviewed by: Simone.Taurasi_ACTGOV

Regards,
Roads ACT

ACT Government
Transport Canberra and City Services

TTM registered number:	TM/	8446

Authorisation of Temporary Traffic Management (TTM) Plans

GEOCON Constructors Pty Ltd

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:	01/07/2021	**Time:**	06:00 AM	**Date:**	28/07/2023	**Time:**	06:00 PM

Authorised prescribed traffic control devices and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
VS20120_C.231	All temporary lines, signs and devices	Mon, Tue, Wed, Thu, Fri, Sat, Sun	06:00 AM - 06:00 PM 01/07/2021 - 28/07/2023
VS20120_C.232	All temporary lines, signs and devices	Mon, Tue, Wed, Thu, Fri, Sat, Sun	06:00 AM - 06:00 PM 01/07/2021 - 28/07/2023

Additional details on proposed daily working hours

Monday - Friday: 0600 - 1800 Saturday: 0600 - 1500 Sundays and Public Holidays: 0700 - 1500 (Where required)

Conditions of Authorisation:

The ACT Government reserves the right to revoke this TTM application should there be any incidence of non-compliance to the conditions of authorisation listed.

There are currently authorised TTM arrangements in place on Launceston Street associated with the Launceston Street / Irving Street signalisation project. The contractor shall liaise with the principal contractor's representative regarding the scope and timing for these works and the coordination of TTM arrangements prior to undertaking any works.

GPO Box 158 Canberra ACT 2601 | phone: 132281 | www.act.gov.au

The contractor shall submit specific traffic guidance schemes for each stage of construction associated with this development.

Site inspections and record keeping shall be undertaken and documented in accordance with the requirements of the Austroads Guide to Temporary Traffic Management Part 2: Traffic Management Planning.

In high pedestrian traffic areas or where signs may be obscured by parked vehicles. Temporary signs shall be installed in accordance with TCCS Municipal Infrastructure Technical Specifications (MITS).

TCCSD will require a dilapidation report to be undertaken on the condition of the assets located within the road / road related area under the area of works as shown on the authorised TTM drawing. Any damage to the assets located above or below the ground will be repaired at the contractor's expense in accordance with TCCSD Specifications.

A Use of Public Land Application for Construction Activities will be required from TCCSD, City Services, Licensing and Compliance unit prior to any works commencing.
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.

It is a mandatory requirement that any person who undertakes on-site traffic control tasks has successfully completed a State or Territory road transport authority accredited traffic controller course provided by an accredited training provider.

Traffic controllers shall always keep their traffic controller's ticket with them on their person indicating their accreditation details. Traffic controllers are not authorised to undertake any on-site traffic controlling tasks unless they hold a valid accreditation as a traffic controller at the time.

Construction vehicles shall only enter and exit this site in a forward direction. Construction vehicles shall not be permitted to enter and exit in a reverse direction under any circumstances without appropriate and authorised control measures being in place.

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 installed in accordance with the manufacturer's specifications.

Road safety barrier system shall have appropriate end terminal treatments installed as per the manufacturer's specifications.

Signs and devices shall be installed by a competent person who has the necessary training, skills and experience as defined in Austroads Guide to Temporary Traffic Management Part 8.

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.

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

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. **Temporary kerb ramps and footpaths shall be constructed in accordance with TCCS Municipal Infrastructure Technical Specifications (MITS).**

Site fencing and safety barrier system shall be installed a minimum of 500 mm clear of any footpath for the safety of pedestrians and cyclists.

The contractor shall liaise with ACTION Field Operations at least 24 hours prior to installing any lane / road closures or traffic controller operations on any ACTION service delivery route. **Access to bus stops shall be maintained at all times.**

Michael Scott, ACTION Southside Field Operations [redacted] or michael.scott@act.gov.au

The contractor shall provide advice to Pedal Power ACT regarding any works on or adjacent to any shared use path / on road cycle facility for the information and awareness of their members.

The principal contractor shall ensure that all directly affected businesses / residents and Government Agencies have been advised in writing prior to these works commencing This letter shall include the following information.

- **Project details.**

GPO Box 158 Canberra ACT 2601 | phone: 132281 | www.act.gov.au

- **Proposed commencement / completion dates**
- **Construction vehicle access / egress arrangements.**
- **Proposed site hours of operation.**
- **Principal contractors' details including contact numbers to answer any enquiries in relation to these works.**

Access to commercial and residential properties including any driveways 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: 

Date: 02/06/2021

(Delegate of the road transport authority)

THE AUTHORISATIONS

TTM plan authorisation	**Authorised**
Public unleased land Act work approved	**Approved**
Approval to use a road closure and Temporary public road closure	**No**

Area of Works

Suburb: PHILLIP, Section number: 3, Block number: 17

Additional streets and suburbs or blocks and sections where works are approved

LAUNCESTON STREET - Westbound: from FURZER STREET to MELROSE DRIVE
FURZER STREET - Northbound: from WORGAN STREET to LAUNCESTON STREET

Applicant details
Organisation: Vital Design Solutions Pty Ltd
Contact: [redacted]
[redacted]vsol.com.au
Contact number: [redacted]

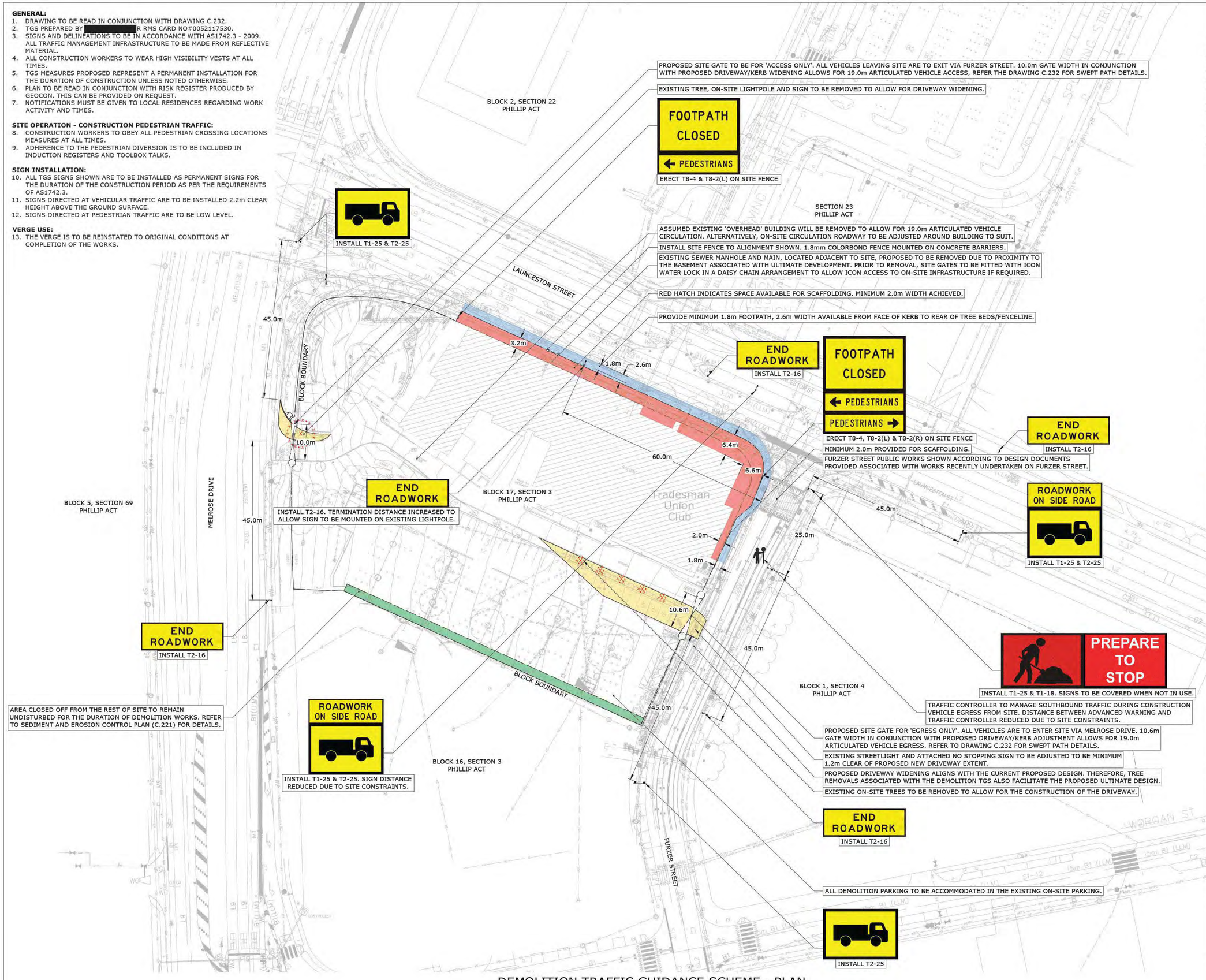
Contractor details
Organisation: GEOCON Constructors Pty Ltd
Contact: [redacted]
email: [redacted]@geocon.com.au
Contact number: [redacted]

GENERAL:
1. DRAWING TO BE READ IN CONJUNCTION WITH DRAWING C.232.
2. TGS PREPARED BY [redacted] R RMS CARD NO#0052117530.
3. SIGNS AND DELINEATIONS TO BE IN ACCORDANCE WITH AS1742.3 - 2009. ALL TRAFFIC MANAGEMENT INFRASTRUCTURE TO BE MADE FROM REFLECTIVE MATERIAL.
4. ALL CONSTRUCTION WORKERS TO WEAR HIGH VISIBILITY VESTS AT ALL TIMES.
5. TGS MEASURES PROPOSED REPRESENT A PERMANENT INSTALLATION FOR THE DURATION OF CONSTRUCTION UNLESS NOTED OTHERWISE.
6. PLAN TO BE READ IN CONJUNCTION WITH RISK REGISTER PRODUCED BY GEOCON. THIS CAN BE PROVIDED ON REQUEST.
7. NOTIFICATIONS MUST BE GIVEN TO LOCAL RESIDENCES REGARDING WORK ACTIVITY AND TIMES.

SITE OPERATION - CONSTRUCTION PEDESTRIAN TRAFFIC:
8. CONSTRUCTION WORKERS TO OBEY ALL PEDESTRIAN CROSSING LOCATIONS MEASURES AT ALL TIMES.
9. ADHERENCE TO THE PEDESTRIAN DIVERSION IS TO BE INCLUDED IN INDUCTION REGISTERS AND TOOLBOX TALKS.

SIGN INSTALLATION:
10. ALL TGS SIGNS SHOWN ARE TO BE INSTALLED AS PERMANENT SIGNS FOR THE DURATION OF THE CONSTRUCTION PERIOD AS PER THE REQUIREMENTS OF AS1742.3.
11. SIGNS DIRECTED AT VEHICULAR TRAFFIC ARE TO BE INSTALLED 2.2m CLEAR HEIGHT ABOVE THE GROUND SURFACE.
12. SIGNS DIRECTED AT PEDESTRIAN TRAFFIC ARE TO BE LOW LEVEL.

VERGE USE:
13. THE VERGE IS TO BE REINSTATED TO ORIGINAL CONDITIONS AT COMPLETION OF THE WORKS.

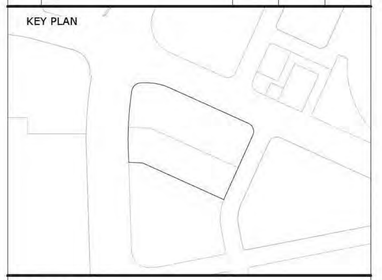


DEMOLITION TRAFFIC GUIDANCE SCHEME - PLAN
1:500 @ A1

DISCIPLINE:
CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY	[redacted]	[redacted]	18/05/21

KEY PLAN



LEGEND:
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SCAFFOLDING AREA
- PROPOSED VEHICULAR PAVEMENT
- MINIMUM UNDISTURBED AREA

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE.

Vital Design Solutions
HYDRAULIC CIVIL FIRE
Canberra - Ground floor, 20 Spongolite Street, Beard ACT 2620
Melbourne - Level 22, 535 Bourke Street, Melbourne Vic 3000
Tel 02 6297 3765 Email admin@vsol.com.au ABN 45 151 840 788
Fax 02 6299 3316 Web vsol.com.au ACN 151 840 788

CLIENT
GEOCON BUILDING CANBERRA

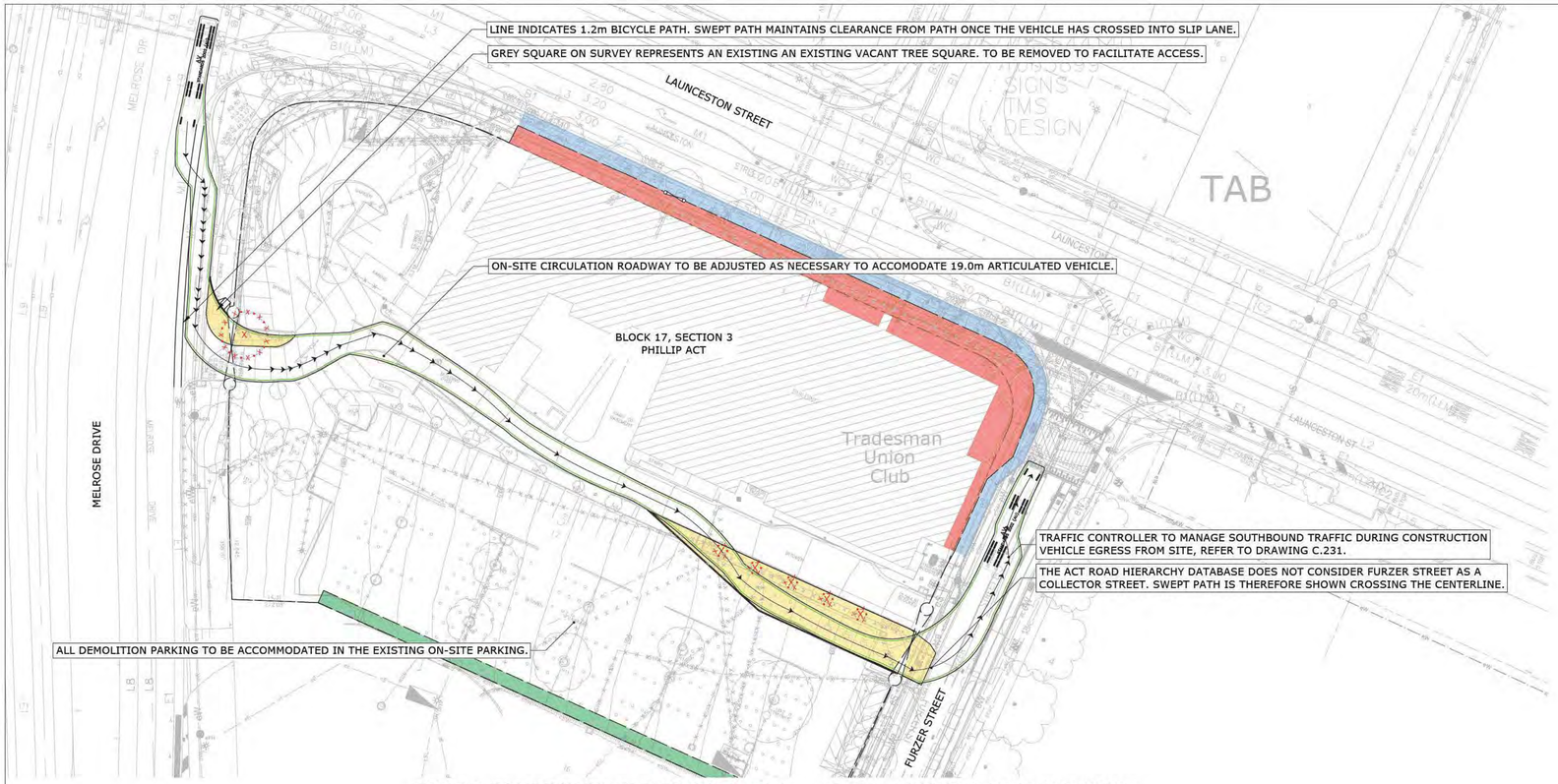
ARCHITECT
FENDER KATSALIDIS OCULUS

PROJECT
WOVA
BLOCK 17, SECTION 3
1 LAUNCESTON STREET
PHILLIP ACT

DRAWING TITLE
DEMOLITION TRAFFIC GUIDANCE SCHEME

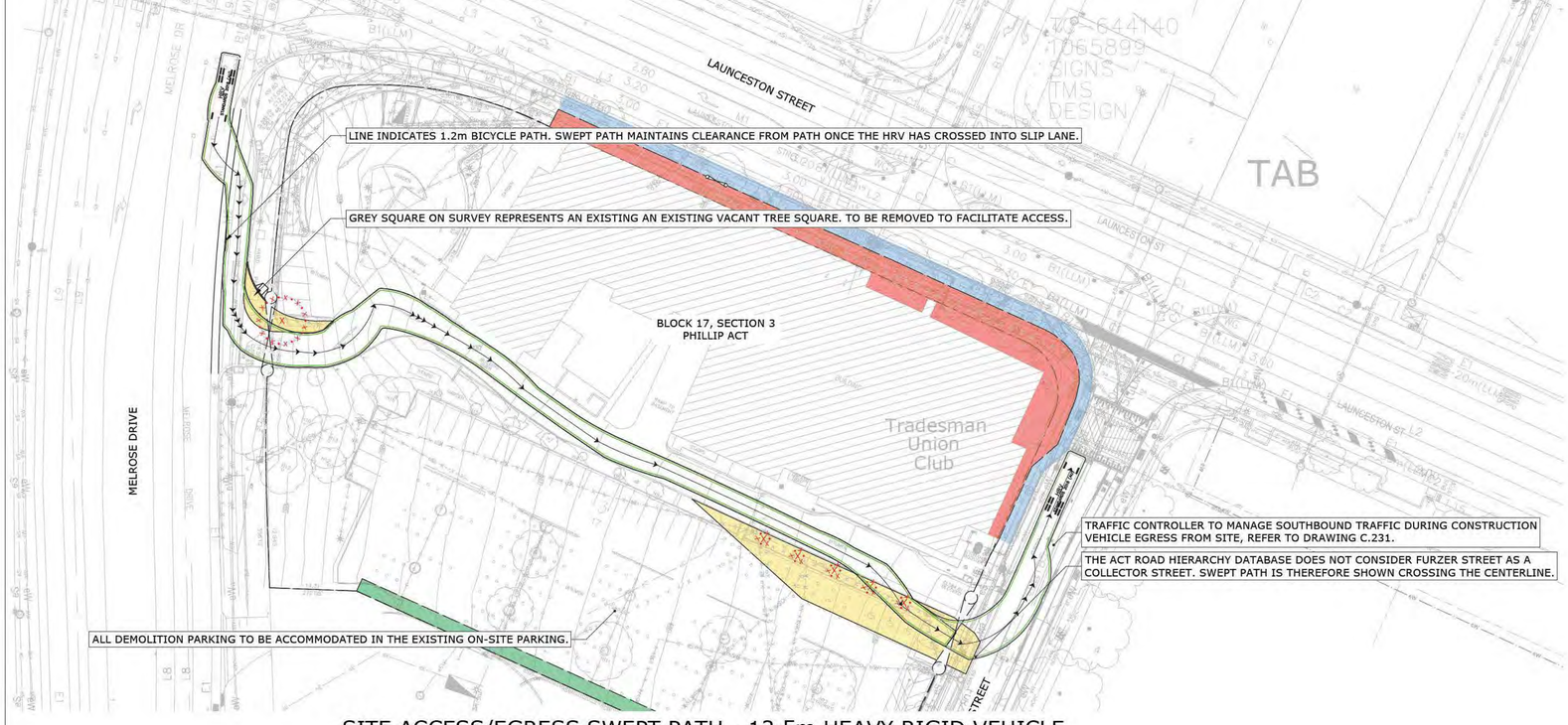
ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS, ORDERING MATERIAL OR PRODUCING SHOP DRAWINGS.

JOB REFERENCE: VS20120
DRAWING NUMBER: C.231
DESIGNED: [redacted]
DRAFTED: [redacted]
SCALE: 0 5.0 10.0 15.0m
SCALE 1:500 SIZE A1
ISSUE: NOT FOR CONSTRUCTION
REVISION: 1



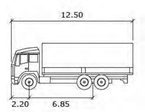
SITE ACCESS/EGRESS SWEPT PATH - 19.0m ARTICULATED VEHICLE

1:500 @ A1



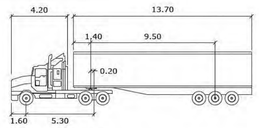
SITE ACCESS/EGRESS SWEPT PATH - 12.5m HEAVY RIGID VEHICLE

1:500 @ A1



HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



S ARTICULATED 19M

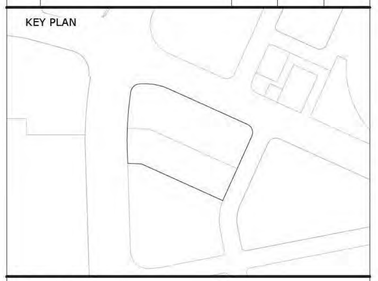
	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.7
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

DISCIPLINE:

CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY			18/05/21

KEY PLAN



LEGEND:

- PROPOSED TEMPORARY 1.8m FOOTPATH
- PROPOSED SCAFFOLDING AREA
- PROPOSED VEHICULAR PAVEMENT
- MINIMUM UNDISTURBED AREA

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

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Melbourne - Level 22, 535 Bourke Street, Melbourne Vic 3000
Tel 02 6297 3765 Email admin@vsol.com.au ABN 45 151 340 788
Fax 02 6299 8316 Web vsol.com.au ACN 151 340 788

CLIENT

GEOCON BUILDING CANBERRA

ARCHITECT

FENDER KATSALIDIS OCULUS

PROJECT

WOVA
BLOCK 17, SECTION 3
1 LAUNCESTON STREET
PHILLIP ACT

DRAWING TITLE

DEMOLITION VEHICLE MOVEMENT AND PARKING PLAN

JOB REFERENCE: VS20120

DRAWING NUMBER: C.232

DESIGNED [redacted] DRAFTED [redacted]

SCALE 0 2.0 4.0 8.0m

SCALE 1:200 SIZE A1

N

ISSUE: NOT FOR CONSTRUCTION

REVISION: 1

Vital Design Solutions

Traffic Management Plan
WOVA Demolition Works

WOVA
Block 17, Section 3
Phillip

Contents

Vital Design Solutions Pty Ltd | Tel 02 6297 2765 | Fax 02 6299 2316 | Email admin@vsol.com.au | ABN 45 151 340 788 | ACN 151 340 788

1.0 Scope of Traffic Management Plan

The following Traffic Management Plan relates specifically to the WOVA demolition works for an existing building on Block 17, Section 3 Phillip.

The works involve the demolition and removal an existing building and involves the temporary closure/adjustment of pedestrian paths.

Vital Design Solutions has been engaged to provide Traffic Management Planning associated with the above.

1.1 Site Location and Description

The proposed works associated with this Traffic Management Plan are demonstrated in Figure 1 below. The extent of works/site associated with the Traffic Management Plan is described in detail on the Traffic Guidance System associated with this Traffic Management Plan.

Figure 1: Works Location (Blue)

1.2 Works Timing, Duration and Staging

The works are generally expected to be undertaken during the following hours:

- 06:00am – 06:00pm Weekdays;
- 06:00am – 03:00pm Saturdays;
- 07:00am – 03:00pm Sundays and Public Holidays (Where required)

No staging proposed for the remedial works.

1.3 Statement of duty of care

VDS has designed the Traffic Management Plan and associated Traffic Guidance system in accordance with the Austroads Guide to Temporary Traffic Management and the associated duty of care to all road users and workers impacted by the proposed works.

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1.4 Site Induction and Training Plan

The principal contractor is responsible for inducting and training all relevant workers to the operation of the Temporary Traffic Management Plan, Traffic Guidance Systems, Vehicle Movement Plans and Construction Parking Plans. This is to be managed under the Principal Contractors induction and site management scheme.

1.5 Prestart Meeting

A prestart meeting is to be undertaken by the principal contractor and attended by all on-site traffic management personnel before commencing traffic management duties to ensure that activities, roles and responsibilities are clearly understood prior to work commencing:

- Direct briefing of traffic controller's role
- Details of Traffic Guidance Systems
- Contact Numbers and details of relevant people
- Breaks
- Traffic Monitoring instructions
- Incident Management procedures

Note, all of the above is to be provided/facilitate by the Principal Contractor.

1.6 Key Personnel

Key Personnel involved in the TMP include:

- Contractor: Geocon Constructors Pty Ltd [redacted] (02 [redacted])
- TMP Designer: Vital Design Solutions [redacted]
- TMP Authoriser: RoadsACT, Colin Evans (02 6207 6821)

1.7 Registers required on-site

The following registers are to be maintained on-site, this is to be facilitated by the principal contractor:

Table 1: Registers to be retained on-site

Key Personnel Register	Identify all key personnel and provide contact details for the relevant road infrastructure manager, the affected local government, the client, the main contractor, the project manager, the site supervisor, and any key subcontractors.
Incident Register	Record all incidents that occur on site, including date and time of the incident, date-stamped photographs of signs and devices in the vicinity of the incident.
Variations Register	Record any modifications to approved traffic management treatments, including reason for the modification and departure from the Austroads Guide, date, time, modification made and residual risk
Daily Inspection Register	Record the time and date at which traffic controls were erected at the start of the day, when changes to controls occurred and why the changes were made, and any observations associated with traffic controls and their impacts on road users or adjacent properties.
Complaints Register	Record any complaints received including party making the complaint, contact details, nature of the complaint, and any follow up actions that have been identified and subsequently taken.
Consultation Register	Identify and provide contact details for the stakeholders who have been consulted during the preparation of the TMP. Also provide an overview of the main issues raised during consultation.

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1.8 Roles and Responsibilities

See below general roles and responsibilities associated with the project as per the Austroads Guide for Temporary Traffic Management.

Table 2: Roles and Responsibilities

Role Description	Responsibilities
Project Manager	- Ensure all traffic control measures of the TMP are paced and maintained in accordance with the TMP and the relevant Acts, Codes, Standards and Guidelines - Ensure suitable communication and consultation with the affected stakeholders is maintained at all times - Ensure inspections of the traffic controls are undertaken in accordance with the TMP and results recorded. Detail any variations and reasons for variations. - Review feedback from field inspections, worksite personnel and members of the public. Take action to amend the traffic control measures as appropriate following approval from the road infrastructure manager. - Arrange and/or undertake any necessary audits and incident investigations.
Site supervisor	Responsible for overseeing the day-to-day activities and has responsibility for practical application of the TMP. The Site Supervisors responsibilities include: - Instruct workers on the relevant safety standards, including the correct wearing of high visibility safety vests - Ensure Traffic Control Measures are implemented and maintained in accordance with the TMP - Undertake and submit the required inspection and evaluation reports to management - Render assistance to road users and stakeholders when incidences arising out of the works affect the network performance or the safety of road users and workers - Take appropriate action to correct unsafe conditions, including any necessary modifications to the TMP.
Traffic Management Personnel	- Have available at least one person on site who is qualified to implement the TMP to ensure the traffic management devices are set out in accordance with the TMP. - Have at least one person who is qualified to amend the TMP available to attend the site at short notice at all times to manage variations, contingencies, and emergencies, and to take overall responsibility for the traffic management.
Traffic Controllers	Traffic Controllers control road users to avoid conflict with plant, workers, traffic, and vulnerable road users, and stop and direct traffic in emergency situations. Traffic controller responsibilities include: - Operate in accordance with Part 7 of the Austroads Guide to Temporary Traffic Management and any jurisdiction-specific legislation and regulation, including regarding operation and accreditation.
Workers and Subcontractors	- Correctly wear high visibility vests, in addition to other protective equipment required (e.g. footwear, eye protection, helmet sun protection) at all times whilst on the worksite - Comply with the requirements of the TMP and ensure no activity is undertaken that will endanger the safety of other workers or the general public - Enter and leave the site by approved routes and in accordance with safe work practices

All workers are to operate in accordance with the Principal Contractors Work Health and Safety Management Plan for the project.

1.9 Incident Procedures

All workers are to follow the Principal Contractors procedures in the event of an incident occurring including:

- First Aid Response
- Emergency Services Contact
- Clearing the site

All incidents are to be reported as per the Principal Contractors procedures including date, time and time stamped photos of signs near the incident.

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1.10 Documentation included - Schedule

Documentation included in this submission includes:

- Traffic Management Plan (This document)
- Landscape Management and Protection
    - VS20120_C.231[1] – Demolition Traffic Guidance Scheme
- Vehicle Movement Plan
    - VS20120_C.232[1] – Vehicle Movement Plan

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2.0 Introductory Activities

The following section describes the introductory activities undertaken during development of this Traffic Management Plan as per the requirements of Section 3.2.1 of Austroads Guide to Temporary Traffic Management Part 2: Traffic Management Planning.

2.1 Pavement Condition

The pavement to be used for the purpose of the TMP includes Melrose Drive and Furzer Street for general access & egress only. The general condition of the pavements is described below:

- Melrose Drive:
  - Is a busy, arterial, asphalt paved road in a good state of repair.
  - No immediate risks are presented by the condition of Melrose Drive.
- Furzer Street:
  - Is a moderate, minor collector, asphalt paved street in a good state of repair.
  - No immediate risks are presented by the condition of Furzer Street.

2.2 Road Layout & Geometry

The road layout is based on the ACTMAPi aerial Imagery. The roads applicable to this Traffic Management Plan include:

- Fellows Road:
  - Construction vehicles utilise Fellows road to gain access to the pedestrian path that is to be temporarily utilised for access to site.

The general road layout is described on the underlays of the Traffic Guidance Scheme Plans associated with this submission.

2.3 Sight Distance

The sight distance along all streets approaching the proposed site access and Traffic Control Works is generally in good repair given the associated speeds.

All Traffic Management Signs will need to be installed depending on their location to suit the area (e.g. mounted on site fence, mounted to existing sign post/streetlight, standalone sign, etc.)

2.4 Vulnerable Road User facilities

Bicycle lanes are maintained where existing facilities are provided.

Pedestrians are provided with paths within the verge.

2.5 Existing Signs

There are no existing signs present on site that affect the proposed TGS arrangement.

2.6 Lighting

There are existing pedestrian lights throughout the area. One light pole is to be removed for the duration of works and reinstated thereafter.

2.6 Abutting Accesses

There are no abutting accesses relating to the works.

2.8 Traffic Assessment

A traffic Impact assessment has been undertaken by Cardno for Geocon. This report can be provided on request.

2.9 Existing Speed Zone

The roads adjacent the proposed works operate under the below speed conditions:

- Melrose Drive – 60km/hr
- Launceston Street – 60km/h
- Furzer Street – 50km/h

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3 Risk Assessment

The site and works specific Risk Assessment for the Traffic Management Plan associated with the demolition is attached as *Appendix A*, this includes identification of risks and management considerations used in development of the Traffic Guidance Schemes, Vehicle Movement Plans and Construction Parking Plan.

Within the context of risk management, the distinction between hazard and risk must be understood:

- Hazard.
    - Is any aspect that can cause harm or damage to humans, property, or the environment. In the context of TTM, a hazard is focussed on any item or event that affects the safety of road workers or road users.
- Risk
    - Is the probability that exposure to a hazard will lead to a negative consequence. Importantly a hazard poses no risk if there is no exposure to the hazard. Risks can include a range of other items that are risks to a project but may not be a safety risk

The risk assessment in this TMP is focussed on the operational safety risk associated with traffic and the risks associated with traffic flow and impact to local business and residents. Refer to *Appendix A.*

3.1 Risk Management Context and Process

The context of risk management in this case is represented by the potential for uncontrolled interaction between passing vehicles and the work site or between passing traffic and the work site. This exists for all road users including motorists, motorcyclists, pedestrians, cyclists and workers.

The risk management process applied includes:

- Step 1 – Determine site risk rating
- Step 2 – Determine required level of planning
- Step 3 – Consider risk at the work site
- Step 4 – Consider Risk Control Measures
- Step 5 – Select Risk Controls

The following information has been provided from the community.

3.2 Road Category & Risk Classification

All roads in the vicinity of the works are Category 1 roads as per the Austroads Guide to Temporary Traffic Management: Part 8. Therefore the risk category of the site is 'Low'. However, the complexity of the site and access requirements in turn require a Site Specific TGS.

3.3 Risk Management Strategy & Summary

All risks associated with the works and associated TMP are detailed in *Appendix A* and reduce the risk classification from original to low or negligible while not impacting the public significantly.

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4 Input Data

The following input data has been collected as per Table 3.3 of Part 2 of the Austroads Guide to Temporary Traffic Management.

4.1 Contractor

The following information has been provided by the contractor (Geocon):

- Works Duration
  - 06:00am – 06:00pm Weekdays;
  - 06:00am – 03:00pm Saturdays;
  - 07:00am – 03:00pm Sundays and Public Holidays (Where required)
- Start and Finish dates as per application
- No project staging associated with this TMP.
- Materials storage NA – To be managed within site extents as required for demolition purposes.
- Works procedures to comply with
  - To be managed by Geocon

4.2 Community

The following information has been provided from the community:

- N/A – No community engagement information has been provided to date.

4.2 Road Users

The following information has been provided for motorists:

- N/A – Works are expected to have little to no impact on motorists.

5 Consultation

The proposed Traffic Management Plan has been developed in accordance with the site requirements as advised by Geocon.

No consultation has been undertaken with other parties by VDS.

6 Consideration of other options

Numerous options have been considered for:

- Site Extents
- Public Traffic and Pedestrian interaction with site included review of through/past TGS
- Alternate Construction Vehicle Access arrangements and associated TGS arrangements

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Appendix A: Common Issues and Associated Risks

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Issue	Potential Risk	Site Specific Impact	Proposed Management of Risk
Vulnerable Road Users			
Pedestrians, Cyclists, People with disabilities and other vulnerable road users such as children, parents with prams, users of small-wheeled vehicles and mobility aides and the elderly	Unable to pass safely past the site using existing paths	Footpath closures have been proposed in order to direct people away from site where necessary. Detours and temporary paths have been provided where closures occur.	Minimum 1.8m temporary footpaths are proposed where existing paths are required for construction use. Paths are separated from site by a 1.8m colourbond fence. Minimum 1.8m width as per the Austroads Guide to Temporary Traffic Management.
Unacceptable length detour	Detours have a much larger impact on people walking and cycling	Detours have been proposed for pedestrians, the length of which is acceptable.	The length of pedestrian detours is acceptable and well signposted to guide pedestrians.
Path Users			
Clear direction for path users	Unfamiliar and illegible paths which are not used by path users	The detours use existing paths within the precinct and are well signposted.	Paths generally follow the same alignment as existing, altered slightly to allow for scaffolding & fence installation. Minimal impact on pedestrians.
Surfacing of Temporary Paths	Surface not appropriate for prams, strollers, wheelchairs and the visually impaired	Trip hazards	Temporary paths to be installed to TCCS standards for accessible pathways.
Location of Pedestrian Crossings	Crossing position unfamiliar to path users	Detours have been proposed for pedestrians, the length of which is acceptable.	NA - There are no changes to existing pedestrian crossings
Site/Location			
Site Access	Compromised safe access to worksite	Worker injury due to unexpected vehicle entry to worksite	The site is fully enclosed to prevent access from unexpected vehicles and pedestrians. Therefore, the risk of unexpected vehicles is minimized.
Length of Worksite	Excessive length of worksite	Dangerous driver behaviour resulting from excessive length of queues because of time needed to manage reversible flow. Infrequently used property access in the middle of the site may not be adequately monitored resulting in unsafe site entry. End of queue collisions.	A slip lane access is provided with no impact on the adjacent cycle path and through traffic lane. This provides safe access to the site while ensuring no increased queue length on Melrose Drive as a result of the works. Egress onto Furzer Street is expected to have little to no impact on traffic. Construction vehicles to give way to the general public at all times.
Traffic Impacts			
Traffic queues and delays	Unacceptably long delays to road users	Aggressive driver behaviour and lack of community acceptance of worksite	NA – No closures proposed, therefore no queues expected.
End of Queue Collisions	Inadequate warning of traffic queue results in collision	Multiple vehicles in queue affected by collision resulting in injury and property damage	Minimal traffic queues expected due to the nature of the site.
Detouring of traffic on a major multi lane road	Volume of detoured traffic has unacceptable impact on surrounding areas Detoured traffic experiences unacceptable delays	Property and business access is compromised Increased volume of traffic on residential streets leading to compromised safety outcomes for residents	NA – No detouring of traffic on major multi lane road.
Interference with the operation of permanent traffic signals	Compromised legibility of traffic controls for road users	Road user confusion leading to increased likelihood of traffic incidents	NA – No interference with existing traffic controls proposed.
Complete closure of turning lanes	Removal of option for road users Compromised legibility of road layout for road users	Road user confusion leading to increased likelihood of traffic incidents Compromised property and business access leading to lack of community acceptance of worksite Increase congestion on other areas of the road network	NA – No closure of turning lanes proposed.
Site in operation during times of low visibility	Sight distance or vision of road user compromised on approach to worksite	Injury to road users and roadworkers as a consequence of reduced stopping distance	Site is expected to operate during standard daylight hours so there is no low visibility period expected. The Work site is essentially separated from road users and pedestrians reducing the risks significantly.
Incorrect placement of devices	Sight distance or vision of road user compromised on approach to worksite	Injury to road users and roadworkers as a consequence of reduced stopping distance	Devices are to be installed as per the TGS. TGS has been designed in accordance with the Austroads guide to TTM.

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Lane Availability			
Need to maintain a minimum number of available lanes	Traffic volume not adequately accommodated	Road User confusion leading to increased likelihood of traffic incidents Compromised property and business access leading to lack of community acceptance of worksite. Increased congestion on other areas of the road network	NA – No lane closures proposed, existing conditions maintained at all times.
Closure of high volume traffic lanes and impact on remaining traffic lanes	Inadequate provision made for high volume of traffic Volume of traffic in remaining lanes becomes unacceptably high	Road structure being used is above design capacity Extensive delays on road network leading to increased travel times	NA – No closure of high volume traffic lanes
Times of Operation			
Periods in which work can and cannot occur	Work occurs at inappropriate times of the day	Disruption to residential areas. Interference with known peak traffic times Frequent interference with usual business activity Dust and noise impacts on surrounding areas	Works are to be undertaken during standard operating hours.
Requirement to implement the TMP for more than 14 hours within a single shift	Staff fatigue	Decreased concentration of road workers leading to increased likelihood of accidents	NA – Standard shift times
Speed Choices			
Credible speed limits considering the safety of workers and road users	Road users travel at inappropriate speeds due to lack of understanding of applicable speed limits	Increased likelihood and severity of incidents	The existing speed limits on surrounding roads and numerous speed control devices ensure safety.
Specifications, Standards, Rules and Policies			
Clarity of applicable specifications, standards rules and policies. Some documents may change from project to project.	Application of incorrect or expired specifications, standards, rules and policies. Older works may be governed by older standards, roles, specifications and/or policies	Confusion regarding mandatory safety regulations leading to inconsistent application. Worksite not in line with required Safety Standards.	Worksite is designed in accordance with the Austroads Guide to Temporary Traffic Management and AS1742.3. These are the only applicable standards for Temporary Traffic Management Planning in the ACT.
Stakeholders			
Stakeholders must be consulted regarding the project and its impacts	Stakeholder opposition to project	Delays as complaints are addressed and resolved	Vital Design Solutions has been engaged to prepare a Traffic Management Plan as per the project requirements by Geocon. No other stakeholders are relevant.
Environmental Risk			
Existing Vegetation	Obscured position of signs and devices	Road User is unaware of approaching queue leading to collision.	There is limited to no vegetation currently surrounding site.
Shadowing, fog or glare on roads in East-West direction	Impact on visibility of traffic control devices	Road user collides with work equipment parked in the shoulder	No work equipment is to be parked in the shoulder, therefore there is no risk of collision.
Inclement weather or smoke	Impact on visibility of traffic control devices Change in condition of road surface	Traffic speed has not been reduced adequately resulting in loss of driver control of motor vehicle	Road conditions remain as per existing conditions.
Night Conditions	Reduced legibility of worksite or visual overload with retroreflective devices	Confusion as to intent of signage resulting in incidents	TGS installed at night to be retroreflective as per the AGTTM. Existing general construction TGS installed at night and to be retroreflective as per the AGTTM.
Conflict between existing signage or infrastructure and proposed temporary signage	Compromised legibility of worksite	Confusion as to intent of signage resulting in incidents	The existing sign work is generally in accordance with the ACT Traffic Control Device database and the proposed signs have been designed in co-ordination with this. Any signs to be covered have been noted accordingly on the TGS.
Personnel Access			
Requirement for construction traffic to exit and enter the traffic stream	Use of inappropriate exit and entry points Unsafe exit and entry to the traffic stream	Shadow vehicle collides with general traffic leading to road user or road worker injury.	General site access for construction workers and vehicles is using existing vehicle access points with appropriate traffic control measures put in place as required.
Site constraints with no escape route for workers or traffic controllers	Workers cannot escape traffic incidents on site	Worker is injured as a result of traffic incident on-site	Workers have adequate space to escape any traffic incidents on-site. Traffic control devices can easily be removed in the event of an emergency.

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Emergency Vehicle Access			
Emergency vehicle access to site	Delay to emergency services travelling through site Delay to emergency services attending emergencies on site	Emergency services unable to respond to emergencies in a timely manner.	Emergency vehicles maintain existing access to and around the site. Site fencing can be easily removed to allow access for emergency vehicles access to on-site emergencies.
Public Transport			
Bus stops, tram stops and railway crossings located within the traffic control zone	Impact on provision of usual public transport services	Negative community perception of impact of worksite Unpredictable public transport passenger movements near the worksite.	NA – No public transport networks affected by the proposed site extents.
Access to adjoining development			
Adjoining properties with access near or at the site	Compromised access to adjoining development for property owners and occupiers	Decreased community acceptance of presence of worksite	NA – No neighbouring developments are generally affected by the works.
Rural Area			
Presence of stock crossing	Disruption of essential stock crossing times	Disruption of local, rural economic activity	NA – Works are not in a rural area
Low quality of road surfacing	Existing road surface unsafe for worksite	Damage to worksite equipment and vehicle	NA – Works are not in a rural area
Existing Parking Facilities			
Parking facilities exist within the proposed temporary worksite	Reduction in available parking facilities in the local area	Illegal or unsafe parking practices may occur if alternative parking and/or clear signage is not provided	All construction parking to be on-site.
Impact on adjoining road work			
Change of traffic flow impacts on surrounding road network	Excessive queue lengths Excessive delays	Impact on road user travel time Congestion Frustration with presence of worksite leading to decreased community acceptance	NA – No change to traffic flow expected.
Heavy and oversize vehicle and loads			
Accommodation of truck traffic and oversized loads	Inadequate lane widths Inadequate provision for turning movements Inadequate vertical alignments	Turning Truck catches parked vehicles in the shoulder.	NA – No change to the general operation of Kogarah Lane
Other issues as specified by Road Infrastructure Manager			
NA – none identified	NA – none identified	NA – none identified	NA – none identified

Appendix B: Risk Matrix – Likelihood Descriptions, Consequence Descriptions & Matrix

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The following are extracts from Austroads Guide to Temporary Traffic Management in relation to Risk Classification.

Table 2.3: Risk matrix – likelihood descriptions

Likelihood	Description
Almost certain	• Expected to occur in most circumstances or • Expected to occur at least 8 in 10 times the event or action occurs, i.e. more than a 80% chance of occurrence or • Will probably occur with a frequency in excess of 10 times per year.
Likely	• Expected to occur multiple times during any given year or • Expected to occur between 8 in 10 and 1 in 10 times the event or action occurs, i.e. between a 10% to 80% chance of occurrence or • This risk is known to occur often but less than 10 times per year
Possible	• Expected to occur once during any given year or • Expected to occur between 1 in 10 and 1 in 100 times the event or action occurs, i.e. 1% to 10% chance of occurrence or • This risk is known to have occurred on occasions
Unlikely	• Expected to occur once every 1 to10 years or • Expected to occur between 1 in 100 and 1 in 1000 times the event or action occurs, i.e. 0.1% to 1.0% chance of occurrence or • This risk could occur but not often
Rare	• Not expected to occur in the next 10 years ie less than once every 10 years or • Expected to occur less than 1 in 1000 times the event or action occurs, i.e. less than 0.1% chance of occurrence or • It is unusual that this risk occurs, but it has happened

Source: Modified from Roads and Maritime Services (2018).

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Table 2.4: Risk matrix – consequence descriptions

Rating	Traffic Impacts	Vulnerable road user (VRU) Impacts	Property Damage Impacts	Safety and Health Impacts
Insignificant	• Hourly traffic flow per lane is equal to or less than the allowable lane capacity detailed in AGTTM03. • No impact to the performance of the network.	• No impact to paths or routes.	No property damage	No treatment required
Minor	• Hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity as detailed in AGTTM03. • Minor impact to the performance of the network.	• Minor impact to paths or routes. • Some exposure to rough surfaces in the work site. • Minor additional exposure to road traffic.	Minor property damage	First aid treatment required
Moderate	• Hourly traffic flow per lane is equal to and greater than 110% and less than 135% of allowable road capacity as detailed in AGTTM03. • Moderate impact to the performance of the network.	• Moderate impact to paths or routes. • Rough path surfaces. • Exposure to shallow excavations and manual workers / tools. • Moderate additional exposure to road traffic and additional road crossings.	Moderate property damage	Medical treatment required or Lost Time Injury
Major	• Hourly traffic flow per lane is equal to and greater than 135% and less than 170% of allowable road capacity as detailed in AGTTM03. • Major impact to the performance of the network.	• Major impact to paths or routes. • Unformed path surfaces. • Exposure to deep excavations and work plant. • Major additional exposure to road traffic and multiple additional road crossings.	Major property damage	Single fatality or major injuries or severe permanent disablement
Catastrophic	• Hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity as detailed in AGTTM03. • Unacceptable impact to the performance of the network.	• Unacceptable impact to paths or routes. • No suitable alternative route. • Exposure to deep excavations and multiple heavy plant items. • Major additional uncontrolled exposure to road traffic.	Total property damage	Multiple fatalities

The consequence/likelihood risk matrix in Table 2.5 can be used to identify the level of risk for each event identified at the proposed work site.

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Table 2.5: Consequence / likelihood risk matrix

		Likelihood				
		Almost certain	Likely	Possible	Unlikely	Rare
Consequence	Catastrophic	Very high	Very high	High	High	Medium
	Major	Very high	Very high	High	Medium	Low
	Moderate	High	High	Medium	Low	Low
	Minor	High	Medium	Low	Low	Low
	Insignificant	Medium	Low	Low	Low	Negligible

Table 2.6: Suggested treatment approach for risk levels

Risk	Suggested treatment approach	
Very high	Unacceptable. Must be corrected.	Significant and urgent action is required to eliminate the safety risk or reduce the consequence or likelihood of the risk and overall risk exposure.
High	Should be corrected or the risk significantly reduced, even if the treatment costs are high.	Immediate action is required, and effort must be made to ensure that the safety risk is eliminated so far as is practicable or minimised so far as is practicable if elimination is not reasonably practicable.
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high.	Action is required and effort must be made to ensure that the safety risk is eliminated so far as is practicable or minimised so far as is practicable if elimination is not reasonably practicable.
Low	Should be corrected or the risk reduced, if the treatment cost is low.	A level of safety risk that requires monitoring and review to ensure that the safety risk remains at this level.
Negligible	No action required	Safety risk has been determined to be so low that no further action is required. In this case the consequence is considered to not result in any injury to any person.

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Figure 2.4: Hierarchy of controls

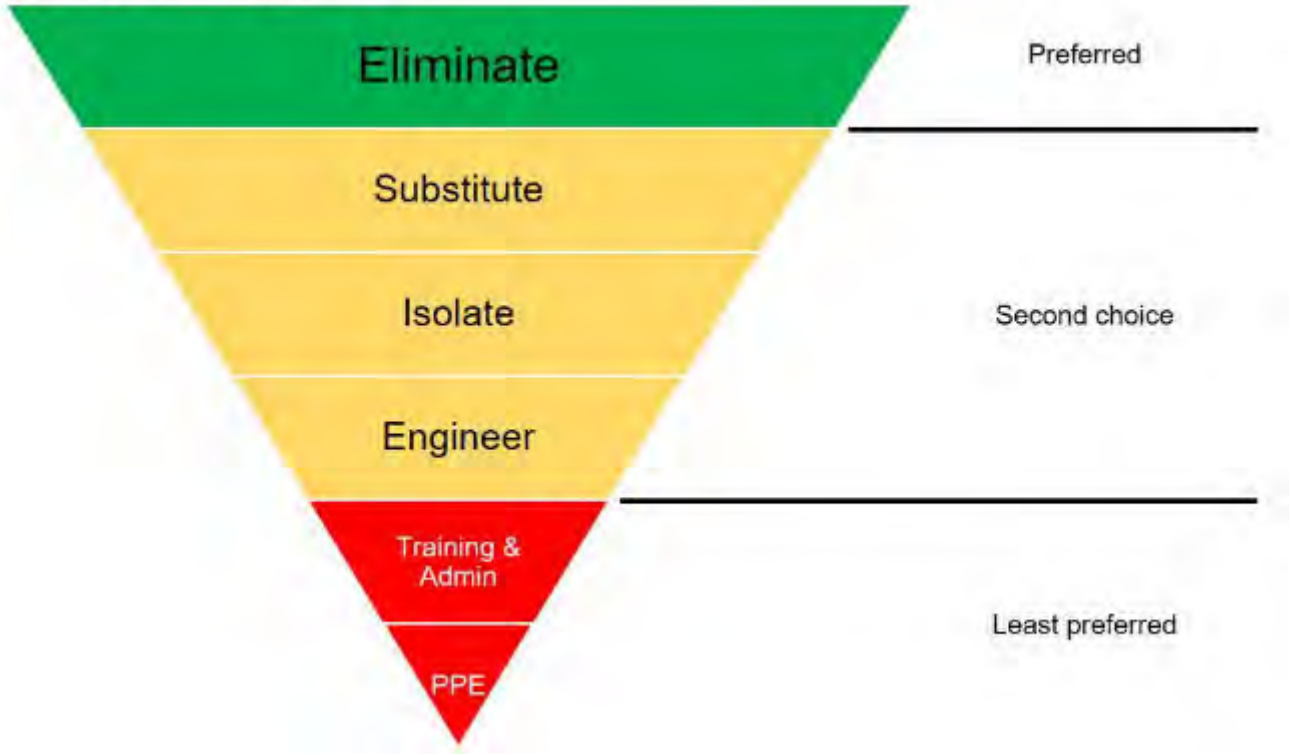

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Table 2.7: Example TTM mitigations

Control	Description	TTM Control Example
Eliminate	The most effective control measure involves eliminating the hazard and associated risk. The best way to do this is by, firstly, not introducing the hazard into the workplace. Eliminating hazards is often cheaper and more practical to achieve at the design or planning stage of a product, process or place used for work. In these early phases, there is greater scope to design out hazards or incorporate risk control measures that are compatible with the original design and functional requirements. It may not be reasonably practicable to eliminate a hazard if doing so means that you cannot make the end product or deliver the service. If you cannot eliminate the hazard, then you must minimise as many of the risks associated with the hazard as reasonably practicable.	Redirecting traffic "Around the work area" to eliminate the risk of traffic impact on workers or implementation of contraflow to eliminate the risk of traffic impact on traffic controllers.
Substitute	Substitute the hazard with something safer. This may not remove all the hazards associated with the process or activity and can introduce different hazards, but the overall harm or health effects will be lessened.	Portable traffic control devices to substitute the requirement of a traffic controller working in or near traffic.
Isolate	Isolate the hazard by physically separating the source of harm from people by distance or barriers. For example, restrict contact with plant and equipment, lock hazardous chemicals away and only use them under strict controls	Undertaken by the use of "Through the worksite" and "Past the worksite" arrangements and appropriately rated safety barriers.
Engineer	Look for technological solutions that reduce risk, eg use machines to do work that would be hazardous to humans, or use more modern plant with in-built safety features	Truck mounted attenuators to protect workers in place of a typical work vehicle.
Training and Admin	Develop and document safe methods of work e.g. safe work procedures or safe work method statements and provide appropriate training, instruction and information to reduce the potential for harm	Developing safe methods of work e.g. safe work method statements, providing appropriate training and instructions and police enforcement etc.
Personal Protective Equipment (PPE)	Personal protective equipment (PPE) reduces workers' exposure to the hazard. PPE includes safety gloves, protective eyewear, earmuffs, hard hats, aprons, safety footwear and dust masks. PPE is the last line of defence and must be used in conjunction with one or more of the other control measures.	Hi Vis equipment and clothing, hard hat and safety boots etc.

Source: Roads and Maritime Services (2018).

Vital Design Solutions Pty Ltd | Tel 02 6297 2765 | Fax 02 6299 2316 | Email admin@vsol.com.au | ABN 45 151 340 788 | ACN 151 340 788

Table 2.8: Common worksite risks and TTM control measures

Safety hazard/risk factors	Hierarchy of control		
	Consider the practicability of controls, from left to right. Select the most practical given the circumstances and the level of risk. Record the reason if a higher-level control is not considered practicable.		
	Elimination/substitution	Engineering/isolation	Administrative/behavioural
Clearance to traffic (between the lane carrying traffic and the work area)	Road closure Detour Side-track	Safety barriers Lane closure Vehicle crash attenuators	Speed restriction Warning signs/VMS Delineation of travel path
High speed traffic through the worksite	Road closure Detour Side-track	Safety barriers Lane closure Portable traffic signals Vehicle crash attenuators	Speed restriction Warning signs/VMS Traffic controller
Poor advance sight distance to the worksite (<200 metres)	Road closure Traffic diversion	Safety barriers Lead and/or tail vehicles	Extra advanced warning signs/VMS Speed reduction Delineation of the travel path Traffic controller
Poor observance by motorists of directions/instructions	Road closure Traffic diversion	Lane closure Portable traffic signals	Speed reduction Police presence on site Extra signs/VMS Reassessment of information provided
Narrow pavement width with no escape route (< 2.9 metres width)	Road closure Traffic diversion	Safety barriers	Speed reduction Delineation of travel path
Presence of workers at the worksite	Road closure Traffic diversion	Safety barriers Increase separation from vehicular traffic	Speed reduction Warning signs Delineation of travel path and worksite
Excavation adjacent to traffic (>300 mm deep within 1.2 m of traffic)	Road closure Traffic diversion	Different construction method Safety barriers	Speed reduction Delineation of travel path
Presence of unprotected hazards within clear zone	Road closure Traffic diversion	Safety barriers	Speed reduction Delineation of travel path
Rough or unsealed road surface due to roadworks	Road closure Traffic diversion		Speed reduction Warning signs/VMS
High volume of traffic through the worksite (>10 000 vehicles per day)	Road closure Detour Side track	Safety barriers Lane closure Portable traffic signals	Speed reduction
High volume of heavy vehicles through the worksite	Road closure Detour Side track	Safety barriers Lane closure Portable traffic signals	Speed reduction
Works vehicles entering/leaving the worksite		Safety barriers Lane closure Portable traffic signals	Speed reduction Warning signs/VMS Delineation/control of access points
Cyclists/pedestrians through the worksite	Alternate pathway Close traffic lane for use by cyclists / pedestrians Eliminate impacts on pedestrians/cyclists	Adequate separation of shared road space	Speed reduction Warning signs/VMS Delineation from other traffic

Vital Design Solutions Pty Ltd | Tel 02 6297 2765 | Fax 02 6299 2316 | Email admin@vsol.com.au | ABN 45 151 340 788 | ACN 151 340 788

Bruan, Nicole

From: TCCS_RA TTM
Sent: Friday, 5 August 2022 10:37 AM
To: Ludvigson, Paula
Subject: FW: WOVA - B17, S3 Phillip - Exacation TMP - Resubmission - Authorised - PAYMENTS RECEIVED
Attachments: 10336 GEOCON Constructors Pty Ltd (A32553615).pdf; 10336-attachTTMP-30c6d47bfa5b4c4a9c52f43b8a55c3c5.pdf; 10336-attachTTMP2-75ca22d3be7646cb928d15e5f9f36362.pdf; 10336-attachTTMP3-d1eeec74800b4967845d177502d0d3a6.pdf; 10336-attachTTMP4-30a127b53bb34402bfdb4ee43f0754a5.pdf; 10336-otherAttachments-a8a24cf05cef46c9bd9a79d62da5a844.pdf

UNOFFICIAL

Hi Paula

Please find attached as requested.

Thanks
[redacted]

From: TCCS_RA TTM
Sent: Tuesday, 25 January 2022 1:44 PM
To: [redacted]@vsol.com.au
Subject: WOVA - B17, S3 Phillip - Exacation TMP - Resubmission - Authorised - PAYMENTS RECEIVED

UNOFFICIAL

Dear [redacted]

Thankyou for your payment. Authorisation of Temporary Traffic Management (TTM) plans document is attached above for your reference.

Please refer to any additional remarks listed below:
N/A

TTM registered number: 10336
Project title: WOVA - B17, S3 Phillip - Exacation TMP - Resubmission

Reviewed by: Simone.Taurasi_ACTGOV

Regards,
Roads ACT

ACT Government
Transport Canberra and City Services

TTM registered number:	TM/	10336

Authorisation of Temporary Traffic Management (TTM) Plans

GEOCON Constructors Pty Ltd

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:	25/01/2022	**Time:**	06:00 AM	**Date:**	28/07/2023	**Time:**	06:00 PM

Authorised prescribed traffic control devices and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
VS20120_C.1131- Rev 3 **Inclusive for the duration of the authorisation period**	**All prescribed traffic control devices excluding** **T1-34** **T1-18** **Traffic Controllers** **T2-25** **T1-5**	**Mon, Tue, Wed, Thu, Fri, Sat, Sun**	**06:00 AM - 06:00 PM** **25/01/2022 – 28/07/2023**

Authorised Plan	Devices authorised	Day/s	Times authorised
VS20120_C.1131- Rev 3 **Daily**	**T1-34** **T1-18** **Traffic Controllers** **T2-25** **T1-5**	**Mon, Tue, Wed, Thu, Fri, Sat, Sun**	**06:00 AM - 06:00 PM** **25/01/2022 – 28/07/2023**

Date and time of footpath closure/s

From				To			
Date:	**25/01/2022**	**Time:**	**06:00 AM**	**Date:**	**28/07/2023**	**Time:**	**06:00 PM**

All footpaths approved for closure

Launceston Street (southern side): between Melrose Drive and the eastern side of Furzer Street.

GPO Box 158 Canberra ACT 2601 | phone: 132281 | www.act.gov.au

Signalised pedestrian crossing located on the eastern side of the Irving Street Launceston Street intersection.

Furzer Street (western side): between the driveway to 12 Furzer Street and Launceston Street.

Conditions of Authorisation:

The ACT Government reserves the right to revoke this TTM application should there be any incidence of non-compliance to the conditions of authorisation listed.

There are currently authorised TTM arrangements in place on Launceston Street associated with the Woden CIT early works packages. The contractor shall liaise with the Woden CIT principal contractor's representative's regarding coordination of TTM signage for both projects. Key contact details are,

Alex Sibenaler
Project Manager | CIT Campus - Woden
Major Projects Canberra | ACT Government
M [redacted] E alex.sibenaler@act.gov.au

[redacted]
Project Manager | - Woden CIT Early Works Package 1
Canberra Contractors
M [redacted] E [redacted]@canberracontractors.com.au

[redacted]
Project Manager | - Woden CIT Early Works Package 2
Huon Contractors
M [redacted] E [redacted]r@huon.net.au

The contractor shall not remove or alter any prescribed traffic control devices associated with the Woden CIT projects project without the express permission from Major Projects Canberra.

The ACT Government reserves the right to rescind any part of this TTM authorisation should these works affect future construction programming of the Woden CIT project. Future works associated with this project are planned for Melrose Drive / Launceston Street between Melrose Drive and Callam Street which will need to be coordinated between both projects.

The principal contractor shall submit specific traffic management plans (TMP) and traffic guidance schemes (TGS) for each additional stage of works associated with this project.

Site inspections and record keeping shall be undertaken and documented in accordance with the requirements of the Austroads Guide to Temporary Traffic Management Part 2: Traffic Management Planning.

Signs and devices shall be installed by a competent person who has the necessary training, skills and experience as defined in Austroads Guide to Temporary Traffic Management Part 8.

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 installed in accordance with the manufacturer's specifications.

Road safety barrier system shall have appropriate end terminal treatments installed as per the manufacturer's specifications.

In high pedestrian traffic areas or where signs may be obscured by parked vehicles. Temporary signs shall be installed in accordance with TCCS Municipal Infrastructure Technical Specifications (MITS).

Temporary line marking installed in accordance with **TCCS Municipal Infrastructure Technical Specifications (MITS). At the completion of this project all temporary line marking shall be eradicated in accordance with TCCS Municipal Infrastructure Technical Specifications (MTIS).**

TCCSD will require a dilapidation report to be undertaken on the condition of the assets located within the road / road related area under the area of works as shown on the authorised TTM drawing. Any damage to the assets located above or below the ground will be repaired at the contractor's expense in accordance with TCCSD Specifications.

A Use of Public Land Application for Construction Activities will be required from TCCSD, City Services, Licensing and Compliance unit prior to any works commencing.
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.

It is a mandatory requirement that any person who undertakes on-site traffic control tasks has successfully completed a State or Territory Road transport authority accredited traffic controller course provided by an accredited training provider.

Traffic controllers shall always keep their traffic controller's ticket with them on their person indicating their accreditation details. Traffic controllers are not authorised to undertake any on-site traffic controlling tasks unless they hold a valid accreditation as a traffic controller at the time.

Construction vehicles shall only enter and exit this site in a forward direction. Construction vehicles shall not be permitted to enter and exit in a reverse direction under any circumstances without appropriate and authorised control measures being in place.

Convex traffic mirrors shall not be installed on any unleased Territory land including the road or road related area.

Construction vehicle access / egress shall be in accordance with VS20120_C.1132-Rev 3

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.

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

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. **Temporary kerb ramps and footpaths shall be constructed in accordance with TCCS Municipal Infrastructure Technical Specifications (MITS).**

Site fencing and safety barrier system shall be installed a minimum of 500 mm clear of any footpath for the safety of pedestrians and cyclists.

The contractor shall provide advice to Pedal Power ACT regarding any works on or adjacent to any shared use path / on road cycle facility for the information and awareness of their members. **This advice shall include details for heavy vehicle construction access / egress locations on Melrose Drive, Launceston Street and Furzer Street.**

The principal contractor shall ensure that all directly affected businesses / residents and Government Agencies have been advised in writing prior to these works commencing This letter shall include the following information.

- **Project details.**

- **Proposed commencement / completion dates**
- **Construction vehicle access / egress arrangements.**
- **Proposed site hours of operation.**
- **Principal contractors' details including contact numbers to answer any enquiries in relation to these works.**

Access to commercial and residential properties including any driveways shall be always maintained unless agreed to otherwise with the property owners prior to works.

The principal contractor shall identify areas where construction workers associated with this site can park legally in accordance with the Australian Road rules and this advice shall be communicated to all staff during induction / toolbox meetings during the course of the construction period. **Construction parking is not permitted on any of the following areas,**

- **Footpaths**
- **Verges / Nature Strips**
- **Driveways**
- **Public Open Spaces**

Delegate: Colin Evans Pos. No. 23592

Signature: 

Date: 25/01/2022

(Delegate of the road transport authority)

THE AUTHORISATIONS

TTM plan authorisation	**Authorised**
Public unleased land Act work approval	**Approved**
Approval to use a road closure and Temporary public road closure	**Yes**

Area of Works

Suburb: PHILLIP, Section number: 3, Block number: 17

Additional streets and suburbs or blocks and sections where works are approved

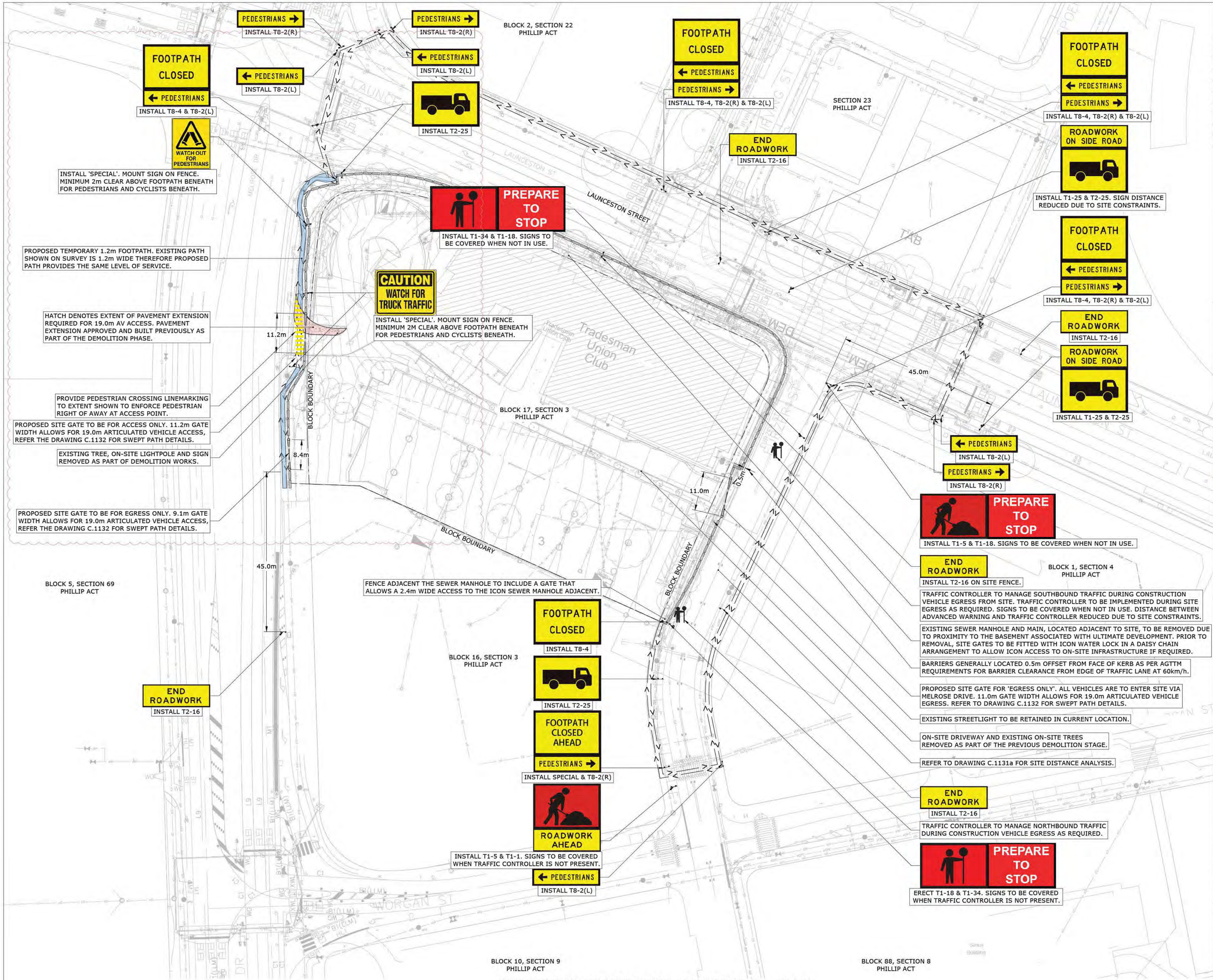
FURZER STREET - Northbound: from WORGAN STREET to LAUNCESTON STREET
LAUNCESTON STREET - Westbound: from FURZER STREET to MELROSE DRIVE
MELROSE DRIVE - Southbound: from FURZER STREET to WORGAN STREET

Applicant details

Organisation: Vital Design Solutions Pty Ltd
Contact [redacted]
email: [redacted]@vsol.com.au

Contact number: 0[redacted]

Contractor details
Organisation: GEOCON Constructors Pty Ltd
Contact: [redacted]
email: [redacted]@geocon.com.au
Contact number: [redacted]



EXCAVATION TRAFFIC GUIDANCE SCHEME - PLAN

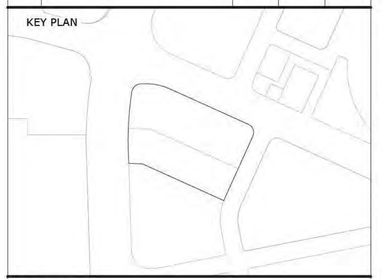
1:500 @ A1

DISCIPLINE:

CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY	[redacted]	[redacted]	12/11/21
2	TRAFFIC CONTROLLER UPDATE			22/11/21
3	ROADSACT COMMENTS APPLIED			11/01/22

KEY PLAN



LEGEND:

PROPOSED TEMPORARY 1.2m FOOTPATH

EXISTING PAVEMENT WIDENING

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE.

Vital Design Solutions
HYDRAULIC CIVIL FIRE
Canberra - Ground floor, 20 Spongolite Street, Beard ACT 2620
Melbourne - Level 22, 535 Bourke Street, Melbourne Vic 3000
Tel 02 6297 3765 Email admin@vsol.com.au ABN 45 151 840 788
Fax 02 6299 3316 Web vsol.com.au ACN 151 840 788

CLIENT

GEOCON BUILDING CANBERRA

ARCHITECT

PROJECT

WOVA
BLOCK 17, SECTION 3
1 LAUNCESTON STREET
PHILLIP ACT

DRAWING TITLE

TRAFFIC GUIDANCE SCHEME EXCAVATION

ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS, ORDERING MATERIAL OR PRODUCING SHOP DRAWINGS.

JOB REFERENCE: VS21040

DRAWING NUMBER: C.1131

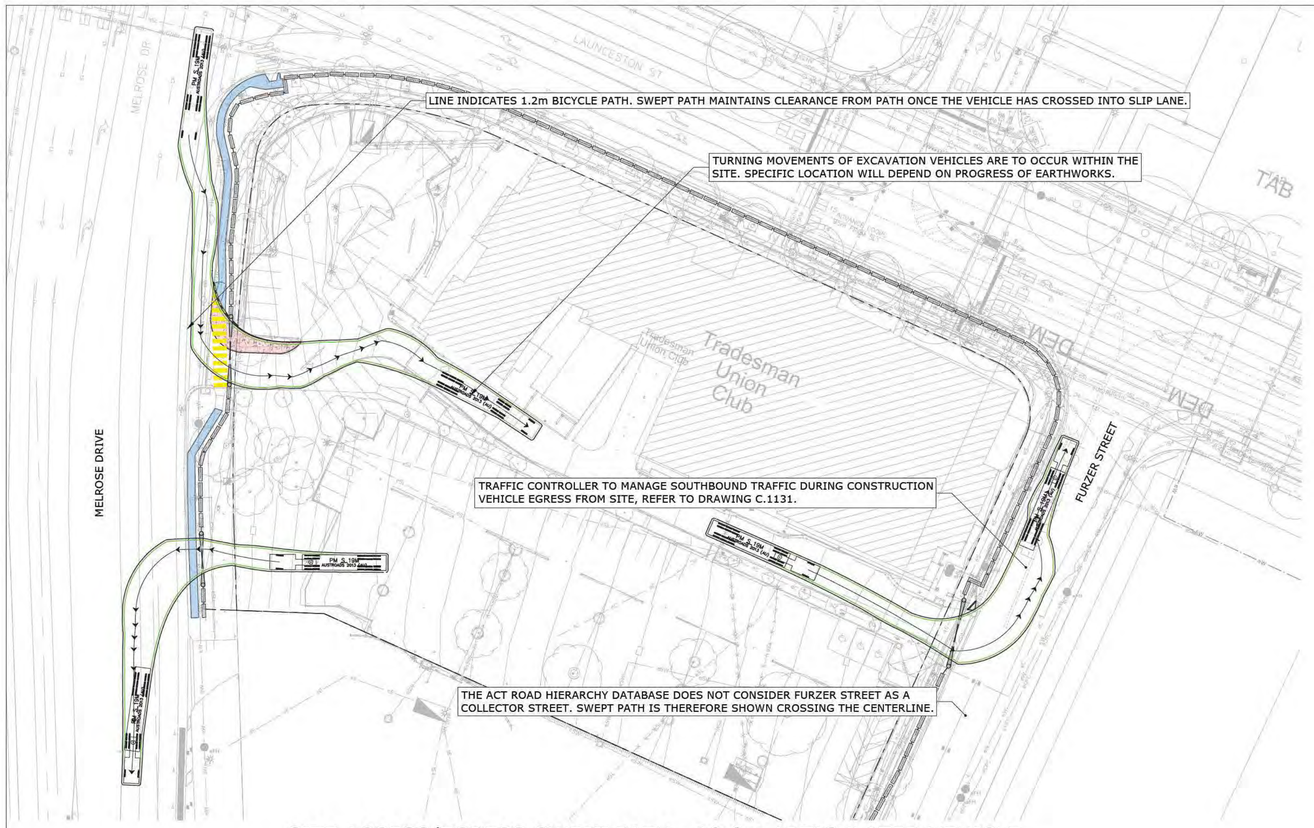
DESIGNED [redacted] DRAFTED [redacted]

SCALE 0 5.0 10.0 15.0m

SCALE 1:500 SIZE A1

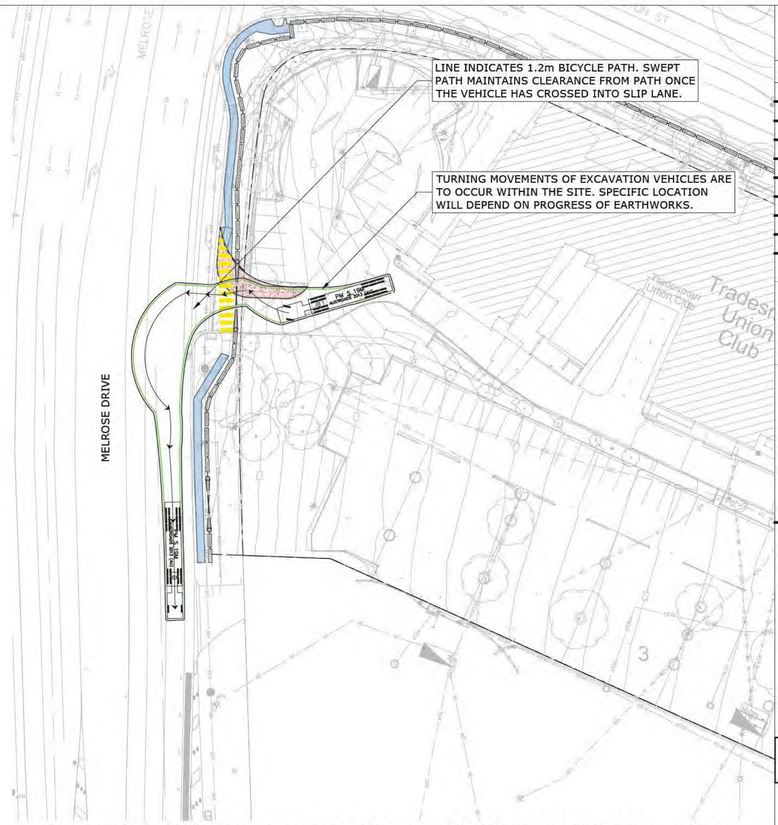
ISSUE: NOT FOR CONSTRUCTION

REVISION: 3



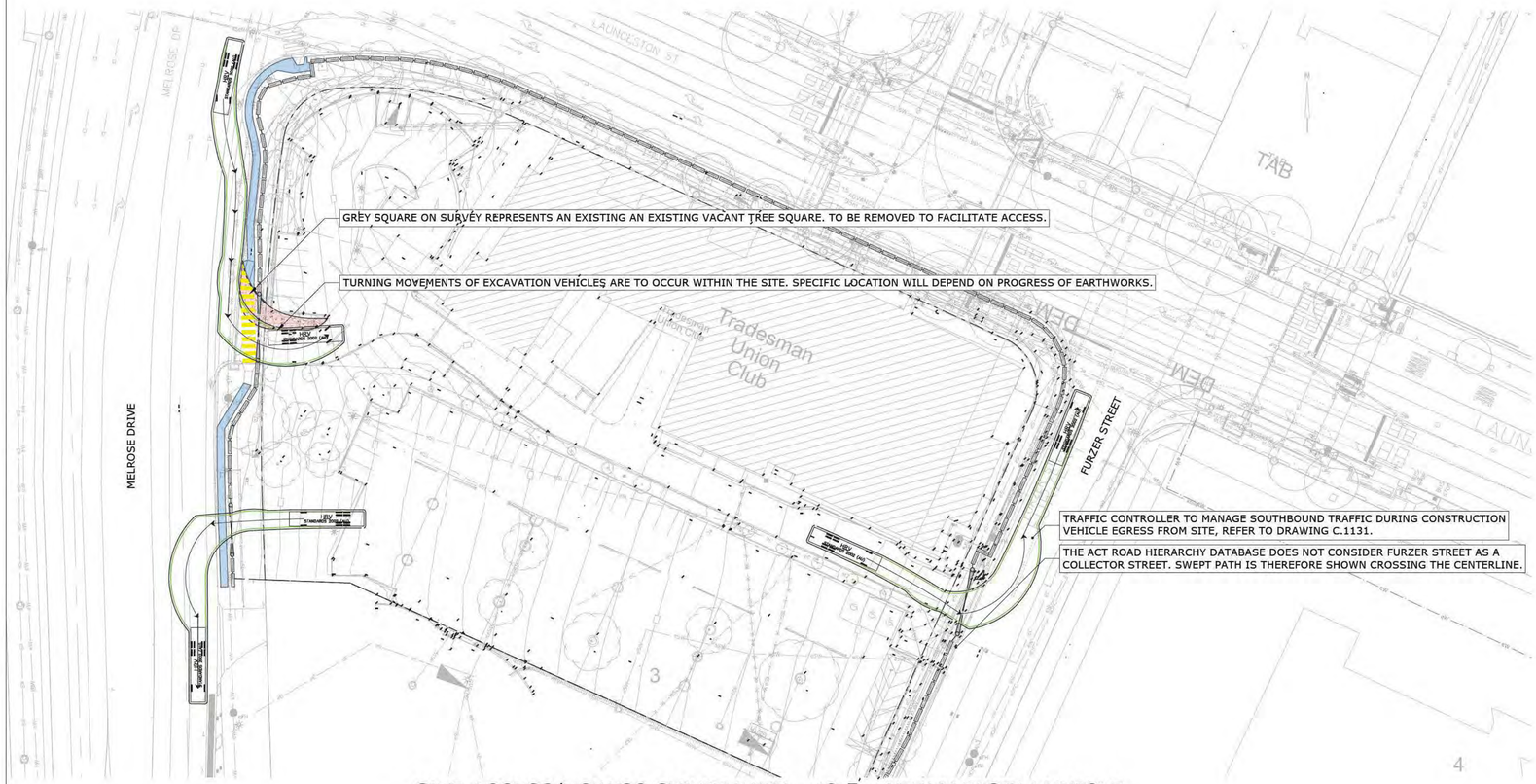
SITE ACCESS/EGRESS SWEPT PATH - 19.0m ARTICULATED VEHICLE

1:500 @ A1



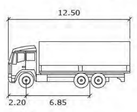
MELROSE DRIVE NORTHERN GATE EGRESS SWEPT PATH - 19.0m ARTICULATED VEHICLE

1:500 @ A1



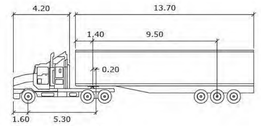
SITE ACCESS/EGRESS SWEPT PATH - 12.5m HEAVY RIGID VEHICLE

1:500 @ A1



HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



S ARTICULATED 19M

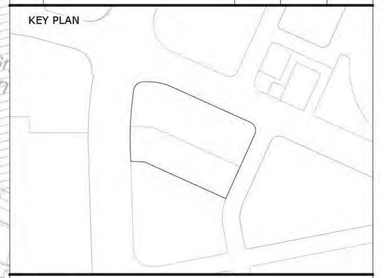
	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.7
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

DISCIPLINE:

CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY			12/11/21
2	TRAFFIC CONTROLLER UPDATE			22/11/21
3	ROADSACT COMMENTS APPLIED			11/01/22

KEY PLAN



LEGEND:

PROPOSED TEMPORARY 1.2m FOOTPATH

EXISTING PAVEMENT WIDENING

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CLIENT

GEOCON BUILDING CANBERRA

ARCHITECT

PROJECT

WOVA
BLOCK 17, SECTION 3
1 LAUNCESTON STREET
PHILLIP ACT

DRAWING TITLE

VEHICLE MOVEMENT PLAN
EXCAVATION

ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS, ORDERING MATERIAL OR PRODUCING SHOP DRAWINGS.

JOB REFERENCE: VS21040

DRAWING NUMBER: C.1132

DESIGNED [redacted] RAFTED [redacted]

SCALE 0

SCALE 1:200 SIZE A1

ISSUE: NOT FOR CONSTRUCTION

REVISION: 3

GENERAL:
1. DRAWING TO BE READ IN CONJUNCTION WITH DRAWING C.1131 & C.1132.
2. TGS PREPARED BY [redacted] RMS CARD NO#0052117530.
3. SIGNS AND DELINEATIONS TO BE IN ACCORDANCE WITH AS1742.3 - 2009. ALL TRAFFIC MANAGEMENT INFRASTRUCTURE TO BE MADE FROM REFLECTIVE MATERIAL.
4. ALL CONSTRUCTION WORKERS TO WEAR HIGH VISIBILITY VESTS AT ALL TIMES.
5. TGS MEASURES PROPOSED REPRESENT A PERMANENT INSTALLATION FOR THE DURATION OF CONSTRUCTION UNLESS NOTED OTHERWISE.
6. PLAN TO BE READ IN CONJUNCTION WITH RISK REGISTER PRODUCED BY GEOCON. THIS CAN BE PROVIDED ON REQUEST.
7. NOTIFICATIONS MUST BE GIVEN TO LOCAL RESIDENCES REGARDING WORK ACTIVITY AND TIMES.

SITE OPERATION - CONSTRUCTION PEDESTRIAN TRAFFIC:
8. CONSTRUCTION WORKERS TO OBEY ALL PEDESTRIAN CROSSING LOCATIONS MEASURES AT ALL TIMES.
9. ADHERENCE TO THE PEDESTRIAN DIVERSION IS TO BE INCLUDED IN INDUCTION REGISTERS AND TOOLBOX TALKS.

SIGN INSTALLATION:
10. ALL TGS SIGNS SHOWN ARE TO BE INSTALLED AS PERMANENT SIGNS FOR THE DURATION OF THE CONSTRUCTION PERIOD AS PER THE REQUIREMENTS OF AS1742.3.
11. SIGNS DIRECTED AT VEHICULAR TRAFFIC ARE TO BE INSTALLED 2.2m CLEAR HEIGHT ABOVE THE GROUND SURFACE.
12. SIGNS DIRECTED AT PEDESTRIAN TRAFFIC ARE TO BE LOW LEVEL.

VERGE USE:
13. THE VERGE IS TO BE REINSTATED TO ORIGINAL CONDITIONS AT COMPLETION OF THE WORKS.

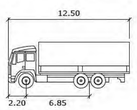
PEDESTRIAN DETOUR
14. PEDESTRIAN DETOURS PROVIDED AROUND SITE UTILISING EXISTING CROSSINGS.
15. WHERE SIGNALISED CROSSINGS ARE PROPOSED TO BE CLOSED, PEDESTRIANS ARE DETOURED VIA OTHER SIGNALISED CROSSING PROVIDING THE SAME LEVEL OF SERVICE.

TRAFFIC CONTROLLERS
16. TRAFFIC CONTROLLERS ON FURZER STREET TO BE IMPLEMENTED PERIODICALLY FOR SITE EGRESS AS REQUIRED. SIGNS TO BE COVERED WHEN NOT IN USE.

TEMPORARY FOOTPATH NOTES - AS1742.3 COMPLIANCE:
17. TEMPORARY PEDESTRIAN AND BICYCLE PATHS SHOULD BE PROVIDED ON THE SAME SCALE AND TO THE SAME WIDTH AS ANY FACILITIES FOR PEDESTRIAN OR BICYCLE TRAFFIC THAT WERE EXISTING PRIOR TO THE WORKS.
18. SURFACING SHALL PROVIDE FOR PRAMS, STROLLERS, WHEELCHAIRS AND OTHER MOBILITY AIDS.
19. LIGHTING SHALL NOT BE LESS THAN THE LEVEL PROVIDED ON THE ORIGINAL FOOTPATH OR CROSSING, OR TO AS1158.4, WHICHEVER IS THE LESSER LEVEL.
20. CROSSINGS SHALL BE LOCATED AS NEAR AS PRACTICABLE TO ESTABLISHED PEDESTRIAN ROUTES AND SHALL HAVE THE SAME LEVEL OF FUNCTION AS THE CROSSINGS THEY REPLACE, INCLUDING PROVISION FOR THE VISUALLY IMPAIRED
21. CROSSINGS SHOULD BE SIGNALISED IF THE CROSSINGS THEY REPLACED WERE SIGNALISED.

TEMPORARY FOOTPATH NOTES - AS1428 COMPLIANCE:
22. A CONTINUOUS ACCESSIBLE PATH OF TRAVEL AND ANY CIRCULATION SPACES SHALL HAVE A SLIP-RESISTANT SURFACE. THE TEXTURE OF THE SURFACE SHALL BE TRAVERSABLE BY PEOPLE WHO USE A WHEELCHAIR AND THOSE WITH AN AMBULANT OR SENSORY DISABILITY.
23. ABUTMENT OF SURFACES SHALL HAVE A SMOOTH TRANSITION. DESIGN TRANSITIONS SHALL BE 0MM. CONSTRUCTION TOLERANCES SHALL BE AS FOLLOWS:
    - 23.1. 0 +/- 3MM VERTICAL
    - 23.2. 0 +/- 5MM PROVIDED THE EDGES HAVE BEEN BEVELLED OR ROUNDED TO REDUCE THE LIKELIHOOD OF TRIPPING.
    - 23.3. REFER TO AS1428 FOR DIAGRAMMATIC DEPICTIONS.

TEMPORARY FOOTPATH NOTES - RMS TECHNICAL MANUAL:
24. PATHS TO BE MAINTAINED IN AN ACCEPTABLE AND HAZARD FREE CONDITION AT ALL TIMES OF THE DAY.



HRV

	meters
Width	: 2.50
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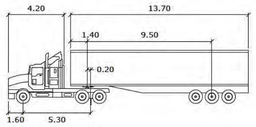

S ARTICULATED 19M

	meters		
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Trailer Width	: 2.50	Steering Angle	: 27.7
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

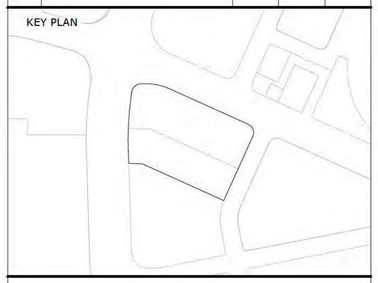
LEGEND

SERVICE	EXISTING	PROPOSED
WATER MAIN	W	
SEWER MAIN	S	
STORMWATER MAIN	SW	
GAS MAIN	G	
ELECTRICITY	E	
BLOCK BOUNDARY		
SITE FENCE		
PEDESTRIAN DIVERSION		>> >>
TTM SIGN AS DESCRIBED		
SITE FENCE		
BARRIER		

DISCIPLINE:
CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY	[redacted]	[redacted]	12/11/21
2	TRAFFIC CONTROLLER UPDATE	[redacted]	[redacted]	22/11/21
3	ROADSACT COMMENTS APPLIED	[redacted]	[redacted]	11/01/22

KEY PLAN



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Vital Design Solutions
HYDRAULIC CIVIL FIRE
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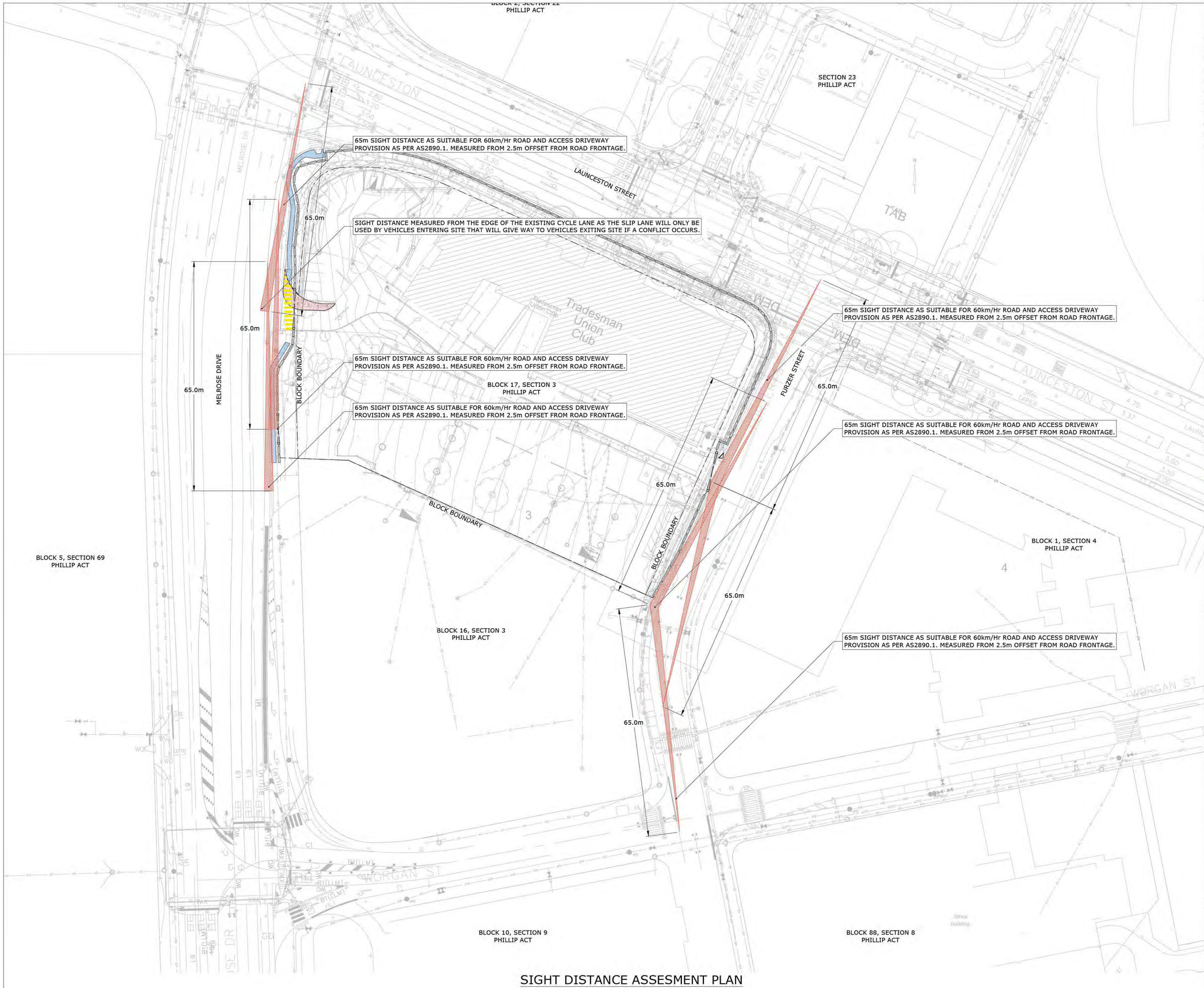
CLIENT
GEOCON BUILDING CANBERRA

ARCHITECT

PROJECT
WOVA
BLOCK 17, SECTION 3
1 LAUNCESTON STREET
PHILLIP ACT

DRAWING TITLE
TRAFFIC GUIDANCE SCHEME
NOTES AND DETAILS PLAN
EXCAVATION

JOB REFERENCE: VS21040
DRAWING NUMBER: C.1130
DESIGNED: [redacted] DRAFTED: [redacted]
SCALE: NTS
SCALE NTS SIZE A1
ISSUE: NOT FOR CONSTRUCTION
REVISION: 3



SIGHT DISTANCE ASSESMENT PLAN

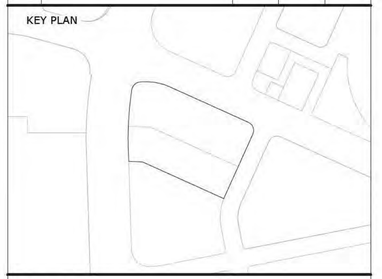
1:500 @ A1

DISCIPLINE:

CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY			12/11/21
2	TRAFFIC CONTROLLER UPDATE			22/11/21
3	ROADSACT COMMENTS APPLIED			11/01/22

KEY PLAN



LEGEND:

PROPOSED TEMPORARY 1.2m FOOTPATH

EXISTING PAVEMENT WIDENING

AS2890.1 SIGHT TRIANGLE

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE.

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PROJECT

WOVA
BLOCK 17, SECTION 3
1 LAUNCESTON STREET
PHILLIP ACT

DRAWING TITLE

TRAFFIC GUIDANCE SCHEME
SIGHT DISTANCE ASSESSMENT
EXCAVATION

JOB REFERENCE: VS21040

DRAWING NUMBER: C.1131a

DESIGNED

DRAFTED

SCALE 0 5.0 10.0 15.0m

SCALE 1:500

SIZE A1

ISSUE: NOT FOR CONSTRUCTION

REVISION: 3

Vital Design Solutions

Traffic Management Plan
WOVA Excavation Works

WOVA
Block 17, Section 3
Phillip

Contents

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1.0 Scope of Traffic Management Plan

The following Traffic Management Plan relates specifically to the WOVA Excavation works on Block 17, Section 3 Phillip.

The Excavation works involve the temporary closure/adjustment of pedestrian paths.

Vital Design Solutions has been engaged to provide Traffic Management Planning associated with the above.

1.1 Site Location and Description

The proposed works associated with this Traffic Management Plan are demonstrated in Figure 1 below. The extent of works/site associated with the Traffic Management Plan is described in detail on the Traffic Guidance System associated with this Traffic Management Plan.

Figure 1: Works Location (Blue)

1.2 Works Timing, Duration and Staging

The works are generally expected to be undertaken during the following hours:

- 06:00am – 06:00pm Weekdays;
- 06:00am – 03:00pm Saturdays;
- 07:00am – 03:00pm Sundays and Public Holidays (Where required)

No staging proposed for the works.

1.3 Statement of duty of care

VDS has designed the Traffic Management Plan and associated Traffic Guidance system in accordance with the Austroads Guide to Temporary Traffic Management and the associated duty of care to all road users and workers impacted by the proposed works.

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1.4 Site Induction and Training Plan

The principal contractor is responsible for inducting and training all relevant workers to the operation of the Temporary Traffic Management Plan, Traffic Guidance Systems, Vehicle Movement Plans and Construction Parking Plans. This is to be managed under the Principal Contractors induction and site management scheme.

1.5 Prestart Meeting

A prestart meeting is to be undertaken by the principal contractor and attended by all on-site traffic management personnel before commencing traffic management duties to ensure that activities, roles and responsibilities are clearly understood prior to work commencing:

- Direct briefing of traffic controller's role
- Details of Traffic Guidance Systems
- Contact Numbers and details of relevant people
- Breaks
- Traffic Monitoring instructions
- Incident Management procedures

Note, all of the above is to be provided/facilitate by the Principal Contractor.

1.6 Key Personnel

Key Personnel involved in the TMP include:

- Contractor: Geocon Constructors Pty Ltd [redacted]
- TMP Designer: Vital Design Solutions [redacted]
- TMP Authoriser: RoadsACT
  Colin Evans (02 6207 6821)

1.7 Registers required on-site

The following registers are to be maintained on-site, this is to be facilitated by the principal contractor:

Table 1: Registers to be retained on-site

Key Personnel Register	Identify all key personnel and provide contact details for the relevant road infrastructure manager, the affected local government, the client, the main contractor, the project manager, the site supervisor, and any key subcontractors.
Incident Register	Record all incidents that occur on site, including date and time of the incident, date-stamped photographs of signs and devices in the vicinity of the incident.
Variations Register	Record any modifications to approved traffic management treatments, including reason for the modification and departure from the Austroads Guide, date, time, modification made and residual risk
Daily Inspection Register	Record the time and date at which traffic controls were erected at the start of the day, when changes to controls occurred and why the changes were made, and any observations associated with traffic controls and their impacts on road users or adjacent properties.
Complaints Register	Record any complaints received including party making the complaint, contact details, nature of the complaint, and any follow up actions that have been identified and subsequently taken.
Consultation Register	Identify and provide contact details for the stakeholders who have been consulted during the preparation of the TMP. Also provide an overview of the main issues raised during consultation.

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1.8 Roles and Responsibilities

See below general roles and responsibilities associated with the project as per the Austroads Guide for Temporary Traffic Management.

Table 2: Roles and Responsibilities

Role Description	Responsibilities
Project Manager	- Ensure all traffic control measures of the TMP are placed and maintained in accordance with the TMP and the relevant Acts, Codes, Standards and Guidelines - Ensure suitable communication and consultation with the affected stakeholders is maintained at all times - Ensure inspections of the traffic controls are undertaken in accordance with the TMP and results recorded. Detail any variations and reasons for variations. - Review feedback from field inspections, worksite personnel and members of the public. Take action to amend the traffic control measures as appropriate following approval from the road infrastructure manager. - Arrange and/or undertake any necessary audits and incident investigations.
Site supervisor	- Responsible for overseeing the day-to-day activities and has responsibility for practical application of the TMP. The Site Supervisors responsibilities include: - Instruct workers on the relevant safety standards, including the correct wearing of high visibility safety vests - Ensure Traffic Control Measures are implemented and maintained in accordance with the TMP - Undertake and submit the required inspection and evaluation reports to management - Render assistance to road users and stakeholders when incidences arising out of the works affect the network performance or the safety of road users and workers - Take appropriate action to correct unsafe conditions, including any necessary modifications to the TMP.
Traffic Management Personnel	- Have available at least one person on site who is qualified to implement the TMP to ensure the traffic management devices are set out in accordance with the TMP. - Have at least one person who is qualified to amend the TMP available to attend the site at short notice at all times to manage variations, contingencies, and emergencies, and to take overall responsibility for the traffic management.
Traffic Controllers	- Traffic Controllers control road users to avoid conflict with plant, workers, traffic, and vulnerable road users, and stop and direct traffic in emergency situations. Traffic controller responsibilities include: - Operate in accordance with Part 7 of the Austroads Guide to Temporary Traffic Management and any jurisdiction-specific legislation and regulation, including regarding operation and accreditation.
Workers and Subcontractors	- Correctly wear high visibility vests, in addition to other protective equipment required (e.g. footwear, eye protection, helmet sun protection) at all times whilst on the worksite - Comply with the requirements of the TMP and ensure no activity is undertaken that will endanger the safety of other workers or the general public - Enter and leave the site by approved routes and in accordance with safe work practices

All workers are to operate in accordance with the Principal Contractors Work Health and Safety Management Plan for the project.

1.9 Incident Procedures

All workers are to follow the Principal Contractors procedures in the event of an incident occurring including:

- First Aid Response
- Emergency Services Contact
- Clearing the site

All incidents are to be reported as per the Principal Contractors procedures including date, time, and time stamped photos of signs near the incident.

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1.10 Documentation included - Schedule

Documentation included in this submission includes:

- Traffic Management Plan (This document)
- Traffic Guidance Scheme
    - VS21040_C.1130[3] – Notes & Details
    - VS21040_C.1131[3] – Plan
    - VS21040_C.1131a[3] – Sight Distance Assessment
- Vehicle Movement Plan
    - VS21040_C.1132[3] – Vehicle Movement Plan

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2.0 Introductory Activities

The following section describes the introductory activities undertaken during development of this Traffic Management Plan as per the requirements of Section 3.2.1 of Austroads Guide to Temporary Traffic Management Part 2: Traffic Management Planning.

2.1 Pavement Condition

The pavement to be used for the purpose of the TMP includes Melrose Drive and Furzer Street for general access & egress only. The general condition of the pavements is described below:

- Melrose Drive:
  - Is a busy, arterial, asphalt paved road in a good state of repair.
  - No immediate risks are presented by the condition of Melrose Drive.
- Furzer Street:
  - Is a moderate, minor collector, asphalt paved street in a good state of repair.
  - No immediate risks are presented by the condition of Furzer Street.

2.2 Road Layout & Geometry

The road layout is based on the ACTMAPi aerial Imagery. The roads applicable to this Traffic Management Plan include:

- Melrose Drive:
  - Construction vehicles utilise Melrose Drive to gain access to site.
- Furzer Street:
  - Construction vehicles utilise Furzer Street on egress from site.

The general road layout is described on the underlays of the Traffic Guidance Scheme Plans associated with this submission.

2.3 Sight Distance

The sight distance along all streets approaching the proposed site access and Traffic Control Works is generally in good repair given the associated speeds.

All Traffic Management Signs will need to be installed depending on their location to suit the area (e.g. mounted on site fence, mounted to existing sign post/streetlight, standalone sign, etc.)

Refer to drawing VS21040_C.1131a for sight distance analysis of the entry/exit points.

2.4 Vulnerable Road User facilities

Bicycle lanes are maintained where existing facilities are provided.

Pedestrians are provided with paths within the verge.

2.5 Existing Signs

There are no existing signs present on site that affect the proposed TGS arrangement.

2.6 Lighting

There are existing pedestrian lights throughout the area. One light pole is to be removed for the duration of works and reinstated thereafter.

2.7 Abutting Accesses

There are no abutting accesses relating to the works.

2.8 Traffic Assessment

A traffic Impact assessment has been undertaken by Cardno for Geocon. This report can be provided on request.

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2.9 Existing Speed Zone

The roads adjacent the proposed works operate under the below speed conditions:

- Melrose Drive – 60km/hr
- Launceston Street – 60km/h
- Furzer Street – 50km/h

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3 Risk Assessment

The site and works specific Risk Assessment for the Traffic Management Plan associated with the excavation is attached as *Appendix A*, this includes identification of risks and management considerations used in development of the Traffic Guidance Schemes, Vehicle Movement Plans and Construction Parking Plan.

Within the context of risk management, the distinction between hazard and risk must be understood:

- Hazard.
    - Is any aspect that can cause harm or damage to humans, property, or the environment. In the context of TTM, a hazard is focussed on any item or event that affects the safety of road workers or road users.
- Risk
    - Is the probability that exposure to a hazard will lead to a negative consequence. Importantly a hazard poses no risk if there is no exposure to the hazard. Risks can include a range of other items that are risks to a project but may not be a safety risk

The risk assessment in this TMP is focussed on the operational safety risk associated with traffic and the risks associated with traffic flow and impact to local business and residents. Refer to *Appendix A.*

3.1 Risk Management Context and Process

The context of risk management in this case is represented by the potential for uncontrolled interaction between passing vehicles and the work site or between passing traffic and the work site. This exists for all road users including motorists, motorcyclists, pedestrians, cyclists, and workers.

The risk management process applied includes:

- Step 1 – Determine site risk rating
- Step 2 – Determine required level of planning
- Step 3 – Consider risk at the work site
- Step 4 – Consider Risk Control Measures
- Step 5 – Select Risk Controls

The following information has been provided from the community.

3.2 Road Category & Risk Classification

All roads in the vicinity of the works are Category 1 roads as per the Austroads Guide to Temporary Traffic Management: Part 8. Therefore, the risk category of the site is 'Low'. However, the complexity of the site and access requirements in turn require a Site Specific TGS.

3.3 Risk Management Strategy & Summary

All risks associated with the works and associated TMP are detailed in *Appendix A* and reduce the risk classification from original to low or negligible while not impacting the public significantly.

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4 Input Data

The following input data has been collected as per Table 3.3 of Part 2 of the Austroads Guide to Temporary Traffic Management.

4.1 Contractor

The following information has been provided by the contractor (Geocon):

- Works Duration
  - 06:00am – 06:00pm Weekdays;
  - 06:00am – 03:00pm Saturdays;
  - 07:00am – 03:00pm Sundays and Public Holidays (Where required)
- Start and Finish dates as per application
- No project staging associated with this TMP.
- Materials storage NA – To be managed within site extents as required for Excavation purposes.
- Works procedures to comply with
  - To be managed by Geocon

4.2 Community

The following information has been provided from the community:

- N/A – No community engagement information has been provided to date.

4.3 Road Users

The following information has been provided for motorists:

- N/A – Works are expected to have little to no impact on motorists.

4 Consultation

The proposed Traffic Management Plan has been developed in accordance with the site requirements as advised by Geocon.

No consultation has been undertaken with other parties by VDS.

5 Consideration of other options

Numerous options have been considered for:

- Site Extents
  - Public Traffic and Pedestrian interaction with site included review of through/past TGS. Note:
    - The original proposal was to divert all pedestrians from the verges adjacent site. RoadsACT assessment suggested the risk of pedestrians ignoring the compliant detour on Melrose Drive was too high and the plan has been subsequently adjusted to retain a pedestrian path in the Melrose Drive verge adjacent site.
    - The GEOCON review of the diversion included pedestrian counts and proposal of additional, beyond standard signage and infrastructure to enforce the detour however RoadsACT deemed this insufficient
    - The opportunity cost of not including the detour is the ongoing interaction between pedestrians and Construction Site vehicles accessing and egressing site through Melrose Drive.
      - This is to be managed via pedestrians having right of way and identification of this interaction to all vehicle operators through toolbox talks.
- Alternate Construction Vehicle Access/Egress arrangements and associated TGS arrangements

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Appendix A: Common Issues and Associated Risks

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Issue	Potential Risk	Site Specific Impact	Proposed Management of Risk
Vulnerable Road Users			
Pedestrians, Cyclists, People with disabilities and other vulnerable road users such as children, parents with prams, users of small-wheeled vehicles and mobility aides and the elderly	Unable to pass safely past the site using existing paths	Footpath closures have been proposed in order to direct people away from site where necessary. Detours and temporary paths have been provided where closures occur.	Pedestrian detours have been provided around site where existing paths are proposed as closed. Detours utilize existing signalised crossings to cross Launceston Street providing the same level of service as the existing pedestrian paths. The previous proposal included the detour of pedestrians from the Melrose Drive verge adjacent site. This was rejected by RoadsACT as their assessment was that errant pedestrians ignoring the detour were at too high of a risk. The opportunity cost of not including the detour is the ongoing interaction between pedestrians and Construction Site vehicles accessing and egressing site through Melrose Drive. This is to be managed via pedestrians having right of way and identification of this interaction to all vehicle operators through toolbox talks.
Unacceptable length detour	Detours have a much larger impact on people walking and cycling	Detours have been proposed for pedestrians, the length of which is acceptable.	The length of pedestrian detours is acceptable and well signposted to guide pedestrians.
Path Users			
Clear direction for path users	Unfamiliar and illegible paths which are not used by path users	The detours use existing paths within the precinct and are well signposted.	Detours are well sign posted and, in VDS' opinion, are easy to navigate particularly for those familiar with the area. Minimal impact on pedestrians.
Surfacing of Temporary Paths	Surface not appropriate for prams, strollers, wheelchairs and the visually impaired	Trip hazards	NA – No temporary paths proposed, all detours utilize existing pathways.
Location of Pedestrian Crossings	Crossing position unfamiliar to path users	Detours have been proposed for pedestrians, the length of which is acceptable.	NA - There are no changes to existing pedestrian crossings.
Site/Location			
Site Access	Compromised safe access to worksite	Worker injury due to unexpected vehicle entry to worksite	The site is fully enclosed to prevent access from unexpected vehicles and pedestrians. Therefore, the risk of unexpected vehicles is minimized.
Length of Worksite	Excessive length of worksite	Dangerous driver behaviour resulting from excessive length of queues because of time needed to manage reversible flow. Infrequently used property access in the middle of the site may not be adequately monitored resulting in unsafe site entry. End of queue collisions.	A slip lane access is provided with no impact on the adjacent cycle path and through traffic lane. This provides safe access to the site while ensuring no increased queue length on Melrose Drive as a result of the works. Egress onto Furzer Street is expected to have little to no impact on traffic. Construction vehicles to give way to the general public at all times. Provision for traffic controller provided as an extra safety measure during construction vehicle egress, this is a per RoadsACT requirements during the demolition phase and has been re-applied here.
Traffic Impacts			
Traffic queues and delays	Unacceptably long delays to road users	Aggressive driver behaviour and lack of community acceptance of worksite	NA – No closures proposed, therefore no queues expected.
End of Queue Collisions	Inadequate warning of traffic queue results in collision	Multiple vehicles in queue affected by collision resulting in injury and property damage	Minimal traffic queues expected due to the nature of the site.
Detouring of traffic on a major multi lane road	Volume of detoured traffic has unacceptable impact on surrounding areas Detoured traffic experiences unacceptable delays	Property and business access is compromised Increased volume of traffic on residential streets leading to compromised safety outcomes for residents	NA – No detouring of traffic on major multi lane road.
Interference with the operation of permanent traffic signals	Compromised legibility of traffic controls for road users	Road user confusion leading to increased likelihood of traffic incidents	NA – No interference with existing traffic controls proposed.
Complete closure of turning lanes	Removal of option for road users Compromised legibility of road layout for road users	Road user confusion leading to increased likelihood of traffic incidents Compromised property and business access leading to lack of community acceptance of worksite Increase congestion on other areas of the road network	NA – No closure of turning lanes proposed.

Site in operation during times of low visibility	Sight distance or vision of road user compromised on approach to worksite	Injury to road users and roadworkers as a consequence of reduced stopping distance	Site is expected to operate during standard daylight hours so there is no low visibility period expected. The Work site is essentially separated from road users and pedestrians reducing the risks significantly.
Incorrect placement of devices	Sight distance or vision of road user compromised on approach to worksite	Injury to road users and roadworkers as a consequence of reduced stopping distance	Devices are to be installed as per the TGS. TGS has been designed in accordance with the Austroads guide to TTM.
Lane Availability			
Need to maintain a minimum number of available lanes	Traffic volume not adequately accommodated	Road User confusion leading to increased likelihood of traffic incidents Compromised property and business access leading to lack of community acceptance of worksite. Increased congestion on other areas of the road network	NA – No lane closures proposed, existing conditions maintained at all times.
Closure of high volume traffic lanes and impact on remaining traffic lanes	Inadequate provision made for high volume of traffic Volume of traffic in remaining lanes becomes unacceptably high	Road structure being used is above design capacity Extensive delays on road network leading to increased travel times	NA – No closure of high volume traffic lanes
Times of Operation			
Periods in which work can and cannot occur	Work occurs at inappropriate times of the day	Disruption to residential areas. Interference with known peak traffic times Frequent interference with usual business activity Dust and noise impacts on surrounding areas	Works are to be undertaken during standard operating hours.
Requirement to implement the TMP for more than 14 hours within a single shift	Staff fatigue	Decreased concentration of road workers leading to increased likelihood of accidents	NA – Standard shift times
Speed Choices			
Credible speed limits considering the safety of workers and road users	Road users travel at inappropriate speeds due to lack of understanding of applicable speed limits	Increased likelihood and severity of incidents	The existing speed limits on surrounding roads and numerous speed control devices ensure safety.
Specifications, Standards, Rules and Policies			
Clarity of applicable specifications, standards rules and policies. Some documents may change from project to project.	Application of incorrect or expired specifications, standards, rules and policies. Older works may be governed by older standards, roles, specifications and/or policies	Confusion regarding mandatory safety regulations leading to inconsistent application. Worksite not in line with required Safety Standards.	Worksite is designed in accordance with the Austroads Guide to Temporary Traffic Management and AS1742.3. These are the only applicable standards for Temporary Traffic Management Planning in the ACT.
Stakeholders			
Stakeholders must be consulted regarding the project and its impacts	Stakeholder opposition to project	Delays as complaints are addressed and resolved	Vital Design Solutions has been engaged to prepare a Traffic Management Plan as per the project requirements by Geocon. No other stakeholders are relevant.
Environmental Risk			
Existing Vegetation	Obscured position of signs and devices	Road User is unaware of approaching queue leading to collision.	There is limited to no vegetation currently surrounding site. Refer to LMPP attached for further details on tree removals adjacent site.
Shadowing, fog or glare on roads in East-West direction	Impact on visibility of traffic control devices	Road user collides with work equipment parked in the shoulder	No work equipment is to be parked in the shoulder, therefore there is no risk of collision.
Inclement weather or smoke	Impact on visibility of traffic control devices Change in condition of road surface	Traffic speed has not been reduced adequately resulting in loss of driver control of motor vehicle	Road conditions remain as per existing conditions.
Night Conditions	Reduced legibility of worksite or visual overload with retroreflective devices	Confusion as to intent of signage resulting in incidents	TGS installed at night to be retroreflective as per the AGTTM.
Conflict between existing signage or infrastructure and proposed temporary signage	Compromised legibility of worksite	Confusion as to intent of signage resulting in incidents	The existing sign work is generally in accordance with the ACT Traffic Control Device database and the proposed signs have been designed in co-ordination with this. Any signs to be covered have been noted accordingly on the TGS.
Personnel Access			

Requirement for construction traffic to exit and enter the traffic stream	Use of inappropriate exit and entry points Unsafe exit and entry to the traffic stream	Shadow vehicle collides with general traffic leading to road user or road worker injury.	General site access for construction workers and vehicles is using existing vehicle access points with appropriate traffic control measures put in place as required.
Site constraints with no escape route for workers or traffic controllers	Workers cannot escape traffic incidents on site	Worker is injured as a result of traffic incident on-site	Workers have adequate space to escape any traffic incidents on-site. Traffic control devices can easily be removed in the event of an emergency.
Emergency Vehicle Access			
Emergency vehicle access to site	Delay to emergency services travelling through site Delay to emergency services attending emergencies on site	Emergency services unable to respond to emergencies in a timely manner.	Emergency vehicles maintain existing access to and around the site. Site fencing can be easily removed to allow access for emergency vehicles access to on-site emergencies.
Public Transport			
Bus stops, tram stops and railway crossings located within the traffic control zone	Impact on provision of usual public transport services	Negative community perception of impact of worksite Unpredictable public transport passenger movements near the worksite.	NA – No public transport networks affected by the proposed site extents.
Access to adjoining development			
Adjoining properties with access near or at the site	Compromised access to adjoining development for property owners and occupiers	Decreased community acceptance of presence of worksite	NA – No neighbouring developments are generally affected by the works.
Rural Area			
Presence of stock crossing	Disruption of essential stock crossing times	Disruption of local, rural economic activity	NA – Works are not in a rural area
Low quality of road surfacing	Existing road surface unsafe for worksite	Damage to worksite equipment and vehicle	NA – Works are not in a rural area
Existing Parking Facilities			
Parking facilities exist within the proposed temporary worksite	Reduction in available parking facilities in the local area	Illegal or unsafe parking practices may occur if alternative parking and/or clear signage is not provided	All construction parking to be on-site.
Impact on adjoining road work			
Change of traffic flow impacts on surrounding road network	Excessive queue lengths Excessive delays	Impact on road user travel time Congestion Frustration with presence of worksite leading to decreased community acceptance	NA – No change to traffic flow expected.
Heavy and oversize vehicle and loads			
Accommodation of truck traffic and oversized loads	Inadequate lane widths Inadequate provision for turning movements Inadequate vertical alignments	Turning Truck catches parked vehicles in the shoulder.	NA – No change to the general operation of Kogarah Lane
Other issues as specified by Road Infrastructure Manager			
NA – none identified	NA – none identified	NA – none identified	NA – none identified

Appendix B: Risk Matrix – Likelihood Descriptions, Consequence Descriptions & Matrix

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The following are extracts from Austroads Guide to Temporary Traffic Management in relation to Risk Classification.

Table 2.3: Risk matrix – likelihood descriptions

Likelihood	Description
Almost certain	• Expected to occur in most circumstances or • Expected to occur at least 8 in 10 times the event or action occurs, i.e. more than a 80% chance of occurrence or • Will probably occur with a frequency in excess of 10 times per year.
Likely	• Expected to occur multiple times during any given year or • Expected to occur between 8 in 10 and 1 in 10 times the event or action occurs, i.e. between a 10% to 80% chance of occurrence or • This risk is known to occur often but less than 10 times per year
Possible	• Expected to occur once during any given year or • Expected to occur between 1 in 10 and 1 in 100 times the event or action occurs, i.e. 1% to 10% chance of occurrence or • This risk is known to have occurred on occasions
Unlikely	• Expected to occur once every 1 to10 years or • Expected to occur between 1 in 100 and 1 in 1000 times the event or action occurs, i.e. 0.1% to 1.0% chance of occurrence or • This risk could occur but not often
Rare	• Not expected to occur in the next 10 years ie less than once every 10 years or • Expected to occur less than 1 in 1000 times the event or action occurs, i.e. less than 0.1% chance of occurrence or • It is unusual that this risk occurs, but it has happened

Source: Modified from Roads and Maritime Services (2018).

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Table 2.4: Risk matrix – consequence descriptions

Rating	Traffic Impacts	Vulnerable road user (VRU) Impacts	Property Damage Impacts	Safety and Health Impacts
Insignificant	• Hourly traffic flow per lane is equal to or less than the allowable lane capacity detailed in AGTTM03. • No impact to the performance of the network.	• No impact to paths or routes.	No property damage	No treatment required
Minor	• Hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity as detailed in AGTTM03. • Minor impact to the performance of the network.	• Minor impact to paths or routes. • Some exposure to rough surfaces in the work site. • Minor additional exposure to road traffic.	Minor property damage	First aid treatment required
Moderate	• Hourly traffic flow per lane is equal to and greater than 110% and less than 135% of allowable road capacity as detailed in AGTTM03. • Moderate impact to the performance of the network.	• Moderate impact to paths or routes. • Rough path surfaces. • Exposure to shallow excavations and manual workers / tools. • Moderate additional exposure to road traffic and additional road crossings.	Moderate property damage	Medical treatment required or Lost Time Injury
Major	• Hourly traffic flow per lane is equal to and greater than 135% and less than 170% of allowable road capacity as detailed in AGTTM03. • Major impact to the performance of the network.	• Major impact to paths or routes. • Unformed path surfaces. • Exposure to deep excavations and work plant. • Major additional exposure to road traffic and multiple additional road crossings.	Major property damage	Single fatality or major injuries or severe permanent disablement
Catastrophic	• Hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity as detailed in AGTTM03. • Unacceptable impact to the performance of the network.	• Unacceptable impact to paths or routes. • No suitable alternative route. • Exposure to deep excavations and multiple heavy plant items. • Major additional uncontrolled exposure to road traffic.	Total property damage	Multiple fatalities

The consequence/likelihood risk matrix in Table 2.5 can be used to identify the level of risk for each event identified at the proposed work site.

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Table 2.5: Consequence / likelihood risk matrix

		Likelihood				
		Almost certain	Likely	Possible	Unlikely	Rare
Consequence	Catastrophic	Very high	Very high	High	High	Medium
	Major	Very high	Very high	High	Medium	Low
	Moderate	High	High	Medium	Low	Low
	Minor	High	Medium	Low	Low	Low
	Insignificant	Medium	Low	Low	Low	Negligible

Table 2.6: Suggested treatment approach for risk levels

Risk	Suggested treatment approach	
Very high	Unacceptable. Must be corrected.	Significant and urgent action is required to eliminate the safety risk or reduce the consequence or likelihood of the risk and overall risk exposure.
High	Should be corrected or the risk significantly reduced, even if the treatment costs are high.	Immediate action is required, and effort must be made to ensure that the safety risk is eliminated so far as is practicable or minimised so far as is practicable if elimination is not reasonably practicable.
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high.	Action is required and effort must be made to ensure that the safety risk is eliminated so far as is practicable or minimised so far as is practicable if elimination is not reasonably practicable.
Low	Should be corrected or the risk reduced, if the treatment cost is low.	A level of safety risk that requires monitoring and review to ensure that the safety risk remains at this level.
Negligible	No action required	Safety risk has been determined to be so low that no further action is required. In this case the consequence is considered to not result in any injury to any person.

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Figure 2.4: Hierarchy of controls

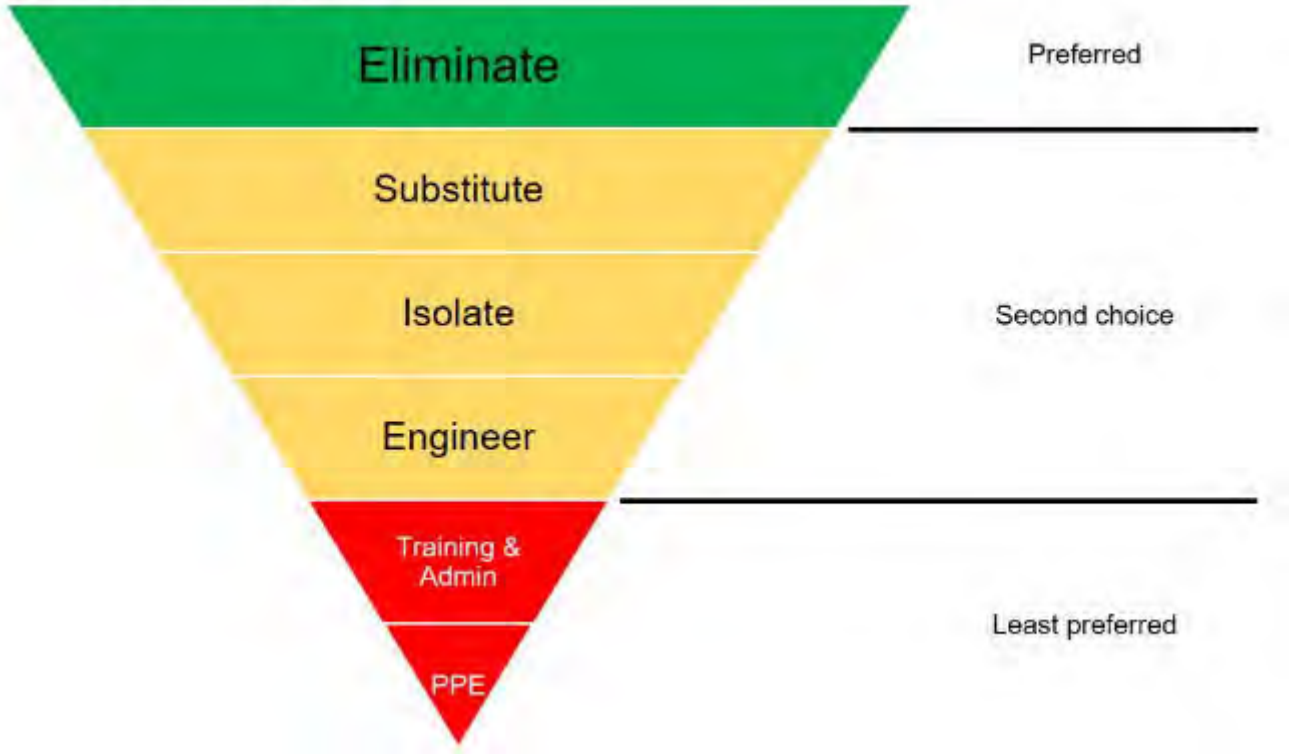

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Table 2.7: Example TTM mitigations

Control	Description	TTM Control Example
Eliminate	The most effective control measure involves eliminating the hazard and associated risk. The best way to do this is by, firstly, not introducing the hazard into the workplace. Eliminating hazards is often cheaper and more practical to achieve at the design or planning stage of a product, process or place used for work. In these early phases, there is greater scope to design out hazards or incorporate risk control measures that are compatible with the original design and functional requirements. It may not be reasonably practicable to eliminate a hazard if doing so means that you cannot make the end product or deliver the service. If you cannot eliminate the hazard, then you must minimise as many of the risks associated with the hazard as reasonably practicable.	Redirecting traffic "Around the work area" to eliminate the risk of traffic impact on workers or implementation of contraflow to eliminate the risk of traffic impact on traffic controllers.
Substitute	Substitute the hazard with something safer. This may not remove all the hazards associated with the process or activity and can introduce different hazards, but the overall harm or health effects will be lessened.	Portable traffic control devices to substitute the requirement of a traffic controller working in or near traffic.
Isolate	Isolate the hazard by physically separating the source of harm from people by distance or barriers. For example, restrict contact with plant and equipment, lock hazardous chemicals away and only use them under strict controls	Undertaken by the use of "Through the worksite" and "Past the worksite" arrangements and appropriately rated safety barriers.
Engineer	Look for technological solutions that reduce risk, eg use machines to do work that would be hazardous to humans, or use more modern plant with in-built safety features	Truck mounted attenuators to protect workers in place of a typical work vehicle.
Training and Admin	Develop and document safe methods of work e.g. safe work procedures or safe work method statements and provide appropriate training, instruction and information to reduce the potential for harm	Developing safe methods of work e.g. safe work method statements, providing appropriate training and instructions and police enforcement etc.
Personal Protective Equipment (PPE)	Personal protective equipment (PPE) reduces workers' exposure to the hazard. PPE includes safety gloves, protective eyewear, earmuffs, hard hats, aprons, safety footwear and dust masks. PPE is the last line of defence and must be used in conjunction with one or more of the other control measures.	Hi Vis equipment and clothing, hard hat and safety boots etc.

Source: Roads and Maritime Services (2018).

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Table 2.8: Common worksite risks and TTM control measures

Safety hazard/risk factors	Hierarchy of control		
	Consider the practicability of controls, from left to right. Select the most practical given the circumstances and the level of risk. Record the reason if a higher-level control is not considered practicable.		
	Elimination/substitution	Engineering/isolation	Administrative/behavioural
Clearance to traffic (between the lane carrying traffic and the work area)	Road closure Detour Side-track	Safety barriers Lane closure Vehicle crash attenuators	Speed restriction Warning signs/VMS Delineation of travel path
High speed traffic through the worksite	Road closure Detour Side-track	Safety barriers Lane closure Portable traffic signals Vehicle crash attenuators	Speed restriction Warning signs/VMS Traffic controller
Poor advance sight distance to the worksite (<200 metres)	Road closure Traffic diversion	Safety barriers Lead and/or tail vehicles	Extra advanced warning signs/VMS Speed reduction Delineation of the travel path Traffic controller
Poor observance by motorists of directions/instructions	Road closure Traffic diversion	Lane closure Portable traffic signals	Speed reduction Police presence on site Extra signs/VMS Reassessment of information provided
Narrow pavement width with no escape route (< 2.9 metres width)	Road closure Traffic diversion	Safety barriers	Speed reduction Delineation of travel path
Presence of workers at the worksite	Road closure Traffic diversion	Safety barriers Increase separation from vehicular traffic	Speed reduction Warning signs Delineation of travel path and worksite
Excavation adjacent to traffic (>300 mm deep within 1.2 m of traffic)	Road closure Traffic diversion	Different construction method Safety barriers	Speed reduction Delineation of travel path
Presence of unprotected hazards within clear zone	Road closure Traffic diversion	Safety barriers	Speed reduction Delineation of travel path
Rough or unsealed road surface due to roadworks	Road closure Traffic diversion		Speed reduction Warning signs/VMS
High volume of traffic through the worksite (>10 000 vehicles per day)	Road closure Detour Side track	Safety barriers Lane closure Portable traffic signals	Speed reduction
High volume of heavy vehicles through the worksite	Road closure Detour Side track	Safety barriers Lane closure Portable traffic signals	Speed reduction
Works vehicles entering/leaving the worksite		Safety barriers Lane closure Portable traffic signals	Speed reduction Warning signs/VMS Delineation/control of access points
Cyclists/pedestrians through the worksite	Alternate pathway Close traffic lane for use by cyclists / pedestrians Eliminate impacts on pedestrians/cyclists	Adequate separation of shared road space	Speed reduction Warning signs/VMS Delineation from other traffic

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Bruan, Nicole

From: TCCS_LC PermitApprovals
Sent: Friday, 20 May 2022 12:56 PM
To: TCCS_CP Commlanduse; TCCS_LC PermitApprovals
Subject: RE: 28210 - Land Use Area construction permit application - Block 17 Section 3 Phillip - WOVA to process

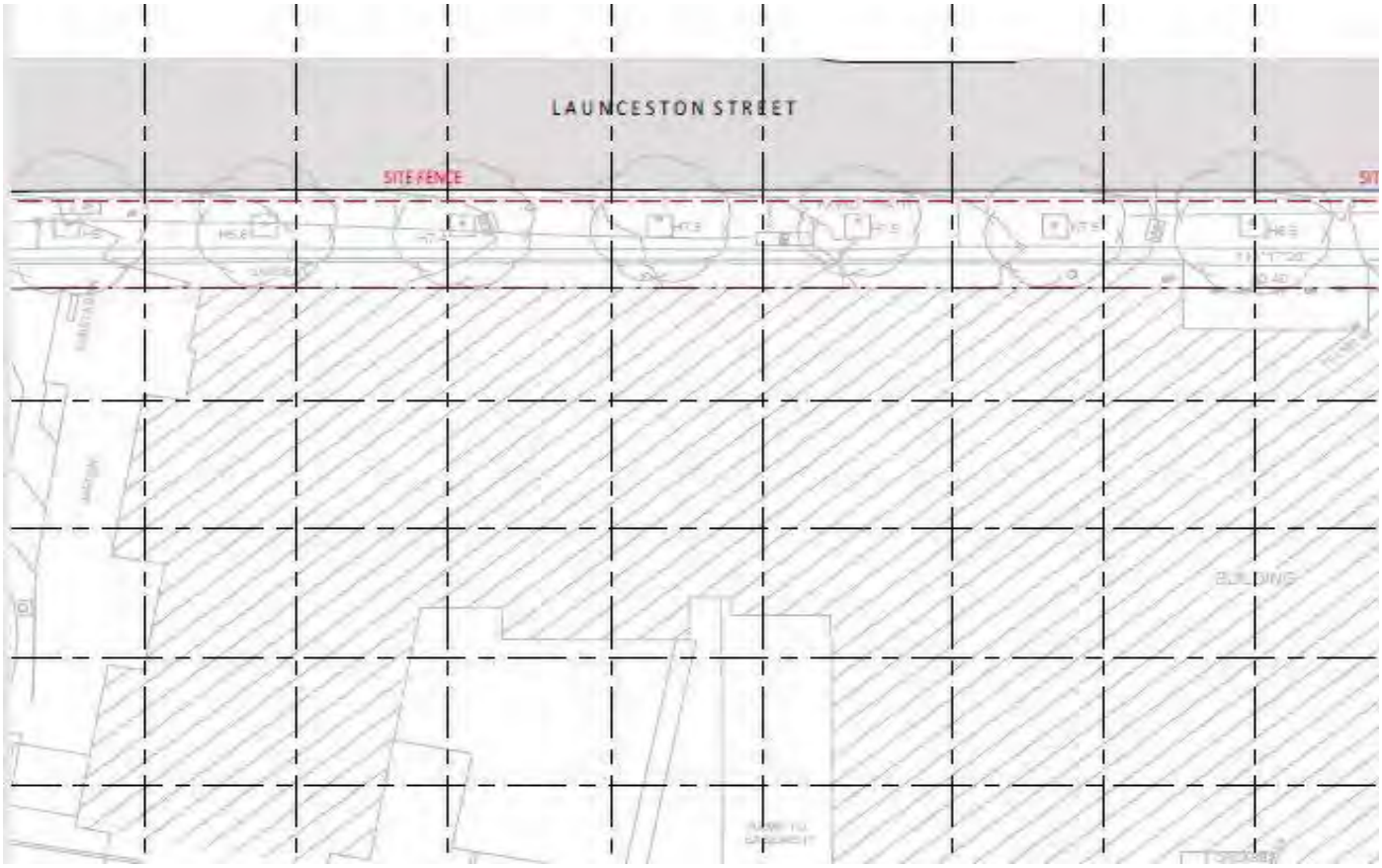
OFFICIAL

Hi Karen

I have sent through to the land manager for assessment.

Image below of the land use area and filed in OBJ 1400m2

The second image below is from there **site plan** and does show the amenities on Furzer Street site sheds toilets storage etc, this will need to be added to there LMPP when they get it endorsed by Place Coordination, can you request that they get there LMPP amended to show this and any other areas were they may intend to do the same.



Nick Morris
Municipal Land Use Coordinator
Phone 02 6205 9850
Licensing and Compliance| **City Services** | Transport Canberra and City Services Directorate
ACT Government
GPO Box 158 Canberra ACT 2601
www.act.gov.au | www.tccs.act.gov.au | @tccs_act

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From: TCCS_CP Commlanduse <TCCS.Commlanduse@act.gov.au>
Sent: Tuesday, 17 May 2022 11:56 AM
To: TCCS_LC PermitApprovals <TCCS.PermitApprovals@act.gov.au>
Cc: TCCS_CP Commlanduse <TCCS.Commlanduse@act.gov.au>
Subject: 28210 - construction permit application - Block 17 Section 3 Phillip - WOVA to process

OFFICIAL

Good morning Nick,

Please see the permit application **[28210]** for consideration in relation to construction activities for **[Block 17 Section 3 Phillip]**

Documents that have been received and saved to the container file

- Application form
- Additional Site plans
- PLI
- RMP
- TTMs [Not Approved]
- LMPP [Not endorsed]
- Dilapidation Report

Additional Items in the container

- Near map calculation of land use & fees **(can you please give me a call to go over the nearmaps as I'm not 100% sure)**
- Correspondence

We are still waiting on the below documentation before the permit is able to be finalised

- TTMs [Approved]
- LMPP [Endorsed]
- Invoice details
- TCD Plans

Many thanks

Karen Munday

Municipal Land Use Officer
Phone 02 6205 9850
Licensing and Compliance| City Services | Transport Canberra and City Services Directorate
ACT Government
GPO Box 158 Canberra ACT 2601
www.act.gov.au | www.tccs.act.gov.au | @tccs_act

Connected services for the people of Canberra

From [redacted]@geocon.com.au>
Sent: Friday, 13 May 2022 12:16 PM
To: TCCS_CP Commlanduse <TCCS.Commlanduse@act.gov.au>
Cc: [redacted]r@geocon.com.au>
Subject: RE: GEOCON - WOVA - Template - Risk Assessment Plan

Good afternoon,

Please see below link to all items as per the below for the WOVA development.

Public Permit

If you require any further information, feel free to contact myself.

Regards,

[redacted] | Senior Project Manager
Level 4, 16-18 Mort Street, Canberra, ACT 2601|PO Box 5425, Kingston ACT 2604
P: 02 6255 0430|M: [redacted]@geocon.com.au
GEOCON.COM.AU

From: TCCS_CP Commlanduse <TCCS.Commlanduse@act.gov.au>
Sent: Monday, 9 May 2022 10:52 AM
To: [redacted]@geocon.com.au>
Cc: TCCS_CP Commlanduse <TCCS.Commlanduse@act.gov.au>; [redacted]@geocon.com.au>
Subject: RE: GEOCON - WOVA - Template - Risk Assessment Plan

OFFICIAL

Good morning [redacted]

Thanks for your time on the phone this morning, good to work with you again on another GEOCON project.

As discussed, please supply the application form and all supporting documentation outlined below to tccs.commlanduse@act.gov.au for the WOVA project at Block 17, Section 3, Phillip by COB 13/05/2022.

Please ensure that your application form start date is backdated to the day the fencing first went up on the verge around this block, I understand that the fencing and materials have been onsite for sometime now.

Required Documentation	Description
Use of Public Place application form for Construction	The form provides details of the activity, such as date, time, organisation details Refer to: https://www.cityservices.act.gov.au/public-land/use/object-on-public-land
Plan showing details including all associated objects	The plan must accurately show the position of all objects which will allow an assessment of public safety and amenity.
Risk Assessment Plan	This document must be comprehensive, covering all predictable hazards and control measures. There is no set format for this however templates are available on request from tccs.commlanduse@act.gov.au
Public Liability Insurance	You must provide a current certificate of currency for $20million (minimum) ** Note your Public Liability Insurance may not cover you should an incident occur, if you are occupying public land without a permit **
Traffic Management Plan (TTM)	As your activity may impact on the surrounding roads/carparks or footpath networks in the area you will need to provide evidence of an approved temporary traffic management plan or an email stating that traffic management is not required by an authorised Roads ACT officer. For further information contact Roads ACT on 13 22 81 or visit: https://www.cityservices.act.gov.au/roads-and-paths/traffic/temporary-traffic-management
Parking Management Plan (PMP)	Applicant is to provide a plan showing all vehicle arrangements on public land.

Note: May be incorprated into a TTM plan	Plan is to include all vehicle arrangements associated with works and include contractor/sub-contractor parking. The plan will require approval from Roads ACT, as per above TTM approval process. If vehicle arrangements are to be set up on public land, additional fees will apply.
Landscape Management and Protection plan (LMPP)	This plan must show how the verge will be protected during the construction period, including tree protection and be approved by Asset Acceptance within TCCS prior to land use submission. For further information contact Place Coordination on 6207 0019 or tccs.dcdevelopmentcoordination@act.gov.au
Dilapidation Report	Shows onsite conditions prior land occupation and be approved by Asset Acceptance within TCCS prior to land use submission. For further information contact Place Coordination on 6207 0019 or tccs.dcdevelopmentcoordination@act.gov.au

An application is considered incomplete and will not be further actioned until all required documentation has been received. Regarding approval time frames, please refer to the front cover of the application form.

Fees
Fees will generally apply for the commercial use of public unleased land.
The rate for this area is $0.04c m^2 / day

Fees are also applied for the use of parking bays

- Paid parking bay rate = Full day rate for this area
- Unpaid Parking = $11.20 / day

Please feel free to contact me on the details below if you wish to discuss

Many thanks

Tash Siebels

Municipal Land Use Coordinator
Phone 02 6207 1089
Licensing and Compliance| **City Services** | Transport Canberra and City Services Directorate
ACT Government
GPO Box 158 Canberra ACT 2601
www.act.gov.au | www.tccs.act.gov.au | @tccs_act

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From: TCCS_CP Commlanduse <TCCS.Commlanduse@act.gov.au>
Sent: Wednesday, 4 May 2022 2:42 PM
To: [redacted]@geocon.com.au>
Cc: [redacted]@geocon.com.au>; TCCS_CP Commlanduse <TCCS.Commlanduse@act.gov.au>
Subject: RE: GEOCON - WOVA - Template - Risk Assessment Plan

OFFICIAL

Good afternoon [redacted],

Please see attached Risk management plan template.

Many thanks

Karen Munday

Municipal Land Use Officer
Phone 02 6205 9850
Licensing and Compliance| **City Services** | Transport Canberra and City Services Directorate
ACT Government
GPO Box 158 Canberra ACT 2601
www.act.gov.au | www.tccs.act.gov.au | @tccs_act

Connected services for the people of Canberra

From: [redacted]@geocon.com.au>
Sent: Tuesday, 3 May 2022 4:50 PM
To: TCCS_CP Commlanduse <TCCS.Commlanduse@act.gov.au>
Cc: [redacted]@geocon.com.au>
Subject: GEOCON - WOVA - Template - Risk Assessment Plan

Hi,

Are you able to please send through a template of risk assessment plan.
Greatly appreciate it 😊

Prior to occupying the land you will require a land use permit, please provid

Required Documentation	Description
Use of Public Place application form for Construction	The form provides details of the activity, such a Refer to: https://www.cityservices.act.gov.a
Plan showing details including	The plan must accurately show the position of

Regards,

[redacted] |Project Engineer
Level 4, 16-18 Mort Street, Canberra, ACT 2601|PO Box 5425, Kingston ACT 2604
P: [redacted]@geocon.com.au
GEOCON.COM.AU

Bruan, Nicole

From: TCCS_RA TTM
Sent: Friday, 5 August 2022 10:36 AM
To: Ludvigson, Paula
Subject: FW: VS20120 - WOVA - General ConstructionTMP - Authorised - PAYMENTS RECEIVED
Attachments: 11530 Geocon (A34409356).pdf; 11530-attachTTMP-20220601-101542.pdf

OFFICIAL

Hi Paula

Please find attached as requested.

Thanks
[redacted]

From: TCCS_RA TTM
Sent: Tuesday, 7 June 2022 1:11 PM
To: [redacted]@vsol.com.au
Subject: VS20120 - WOVA - General ConstructionTMP - Authorised - PAYMENTS RECEIVED

OFFICIAL

Dear [redacted],

Thankyou for your payment. Authorisation of Temporary Traffic Management (TTM) plans document is attached above for your reference.

Please refer to any additional remarks listed below:
N/A

TTM registered number: 11530
Project title: VS20120 - WOVA - General ConstructionTMP

Reviewed by: Simone.Taurasi_ACTGOV

Regards,
Roads ACT

ACT Government
Transport Canberra and City Services

TTM registered number:	TM/	11530

Authorisation of Temporary Traffic Management (TTM) Plans

Geocon

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:	08/06/2022	**Time:**	06:00 AM	**Date:**	31/10/2023	**Time:**	08:30 PM

Authorised prescribed traffic control devices and daily authorised times

Authorised Plan	Devices authorised	Day/s	Times authorised
VS21040_C.1140[3] Inclusive for the duration of the authorisation period	All prescribed traffic control devices	Mon, Tue, Wed, Thu, Fri, Sat, Sun	06:00 AM - 08:30 PM 08/06/2022 - 31/10/2023
VS21040_C.1141[3] VS21040_C.1141a[3] Inclusive for the duration of the authorisation period	All prescribed traffic control devices excluding T2-25	Mon, Tue, Wed, Thu, Fri, Sat, Sun	06:00 AM - 08:30 PM 08/06/2022 - 31/10/2023
VS21040_C.1141[3] VS21040_C.1141a[3] Daily	T2-25	Mon, Tue, Wed, Thu, Fri, Sat, Sun	06:00 AM - 08:30 PM 08/06/2022 - 31/10/2023
VS21040_C.1142[3] Inclusive for the duration of the authorisation period	All prescribed traffic control devices	Mon, Tue, Wed, Thu, Fri, Sat, Sun	06:00 AM - 08:30 PM 08/06/2022 - 31/10/2023
VS21040_C.1143[3] Inclusive for the duration of the authorisation period	All prescribed traffic control devices	Mon, Tue, Wed, Thu, Fri, Sat, Sun	06:00 AM - 08:30 PM 08/06/2022 - 31/10/2023
VS21040_C.1144[3] Inclusive for the duration of the authorisation period	All prescribed traffic control devices	Mon, Tue, Wed, Thu, Fri, Sat, Sun	06:00 AM - 08:30 PM 08/06/2022 - 31/10/2023

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Date and time of road closure/s

From				To			
Date:	08/06/2022	Time:	06:00 AM	Date:	31/12/2023	Time:	08:30 PM

All roads approved for closure

Furzer Street (both directions): between Worgan Street and Launceston Street.

Date and time of footpath closure/s

From				To			
Date:	08/06/2022	Time:	06:00 AM	Date:	31/12/2023	Time:	08:30 PM

All footpaths approved for closure

Furzer Street (western side): between the driveway to 12 Furzer Street and Launceston Street.
Launceston Street (southern side): between Furzer Street and Melrose Drive.

Conditions of Authorisation:

The ACT Government reserves the right to revoke this TTM application should there be any incidence of non-compliance to the conditions of authorisation listed.

Prior to these works commencing Geocon shall arrange a prestart coordination meeting with the Woden CIT early works project team and principal contractor to ensure traffic guidance schemes for both projects have been referenced and traffic control devices coordinated.

The contractor shall contact TCCS Traffic Signals, Roads ACT) 6207 5222 or tccs.trafficsignalsection@act.gov.au at least 24 hours prior to implementing any lane / road closures on the approaches to signalised intersections which will affect traffic signal operations including signalised pedestrian crossing closures.

The contractor shall liaise with Transport Canberra Field Operations at least 24 hours prior to installing any lane / road closures or traffic controller operations on any Transport Canberra service delivery route. Access to bus stops shall be always maintained.

Michael Scott, South Field Operations Manager [redacted] or michael.scott@act.gov.au

A Use of Public Land Application for Construction Activities will be required from TCCSD, City Services, Licensing and Compliance unit prior to any works commencing.
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.
TCCS Municipal Infrastructure Technical Specifications (MITS).

TCCSD will require a dilapidation report to be undertaken on the condition of the assets located within the road / road related area under the area of works as shown on the authorised TTM drawing. Any damage to the assets located above or below the ground will be repaired at the contractor's expense in accordance with TCCSD Specifications.

The contractor shall ensure advance warning signage advising road users of the proposed road closures shall be required to be installed in a prominent location at least 7 days prior to the commencement of the road closure.

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 installed in accordance with the manufacturer's specifications.

Road safety barrier system shall have appropriate end terminal treatments installed as per the manufacturer's specifications.

Competent, trained, and experienced traffic management personnel shall undertake all aspects of the traffic management planning, design, implementation, and operation.

The principal contractor shall submit specific traffic management plans (TMP) and traffic guidance schemes (TGS) for each additional stage of works associated with this project.

Site inspections and record keeping shall be undertaken and documented in accordance with the requirements of the Austroads Guide to Temporary Traffic Management Part 2: Traffic Management Planning.

Signs and devices shall be installed by a competent person who has the necessary training, skills and experience as defined in Austroads Guide to Temporary Traffic Management Part 8.

In high pedestrian traffic areas or where signs may be obscured by parked vehicles. Temporary signs shall be installed in accordance with TCCS Municipal Infrastructure Technical Specifications (MITS).

All redundant line marking shall be eradicated, and temporary line marking installed in accordance with TCCS Municipal Infrastructure Technical Specifications (MITS). At the completion of this project all temporary line marking shall be eradicated and

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new line marking reinstated in accordance with the authorised TCD drawing and TCCS Municipal Infrastructure Technical Specifications (MTIS).

A record of dates and times temporary speed limits are in operation shall be kept, including any changes made, the name of personnel installing, changing or removing signs (see Section 2.5.3 Austroads Guide to Temporary Traffic Management).

Any permanent speed signs that contradict the temporary speed limit in the required zone shall be covered or removed. The contractor shall ensure all permanent speed signs have been reinstated as per the authorised TCD drawing at the completion of the authorisation period.

Construction vehicles shall not be permitted to enter and exit in a reverse direction under any circumstances without appropriate and authorised control measures being in place.

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.

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

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.

The principal contractor shall ensure the location of the site hoarding on Launceston Street. Provides a clear view between approaching drivers and pedestrians on the Melrose Drive pedestrian crossing in accordance with Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

The contractor shall provide advice to Pedal Power ACT regarding any works on or adjacent to any shared use path / on road cycle facility for the information and awareness of their members. **This advice shall include information on the changes to the Launceston Street on road cycle facility which will be in place during the construction period.**

Furzer Street site hoarding shall be located a minimum of 300 mm off the outside edge of the Woden cycle loop castellated kerb.

The principal contractor shall ensure that all directly affected businesses / residents and Government Agencies have been advised in writing at least 5 business days prior to these works commencing This letter shall include the following information.

- **Scope of works to be undertaken.**
- **Proposed road closure dates and times.**
- **Access / egress arrangements for commercial tenants / residents during the road closure.**
- **Principal contractors' details including contact numbers to answer any enquiries in relation to these works.**

Access to commercial and residential properties including any driveways shall be always maintained unless agreed to otherwise with the property owners prior to works commencing.

The principal contractor shall identify areas where construction workers associated with this site can park legally in accordance with the Australian Road rules and this advice shall be communicated to all staff during induction / toolbox meetings during the course of the construction period. **Construction parking is not permitted on any of the following areas,**

- **Footpaths**
- **Verges / Nature Strips**
- **Driveways**
- **Public Open Spaces**

Delegate: Colin Evans Pos. No. 23592

Signature: Colin Evans

Date: 07/06/2022

(Delegate of the road transport authority)

THE AUTHORISATIONS

TTM plan authorisation	**Authorised**
Public unleased land Act work approval	**Approved**
Approval to use a road closure and Temporary public road closure	**Yes**

Area of Works

FURZER STREET - Northbound and Southbound: from LAUNCESTON STREET to WORGAN STREET.

Applicant details
Organisation: Vital Design Solutions
Contact: [redacted]
email: [redacted]@vsol.com.au
Contact number: [redacted]

Contractor details
Organisation: Geocon
Contact: [redacted]
email: [redacted]@geocon.com.au
Contact number: [redacted]

GENERAL:
1. DRAWING TO BE READ IN CONJUNCTION WITH DRAWING C.1141, C.1142, C.1143 & C.1144.
2. TGS PREPARED BY [redacted] RMS CARD NO#0052117530.
3. SIGNS AND DELINEATIONS TO BE IN ACCORDANCE WITH AS1742.3 - 2009. ALL TRAFFIC MANAGEMENT INFRASTRUCTURE TO BE MADE FROM REFLECTIVE MATERIAL.
4. ALL CONSTRUCTION WORKERS TO WEAR HIGH VISIBILITY VESTS AT ALL TIMES.
5. TGS MEASURES PROPOSED REPRESENT A PERMANENT INSTALLATION FOR THE DURATION OF CONSTRUCTION UNLESS NOTED OTHERWISE.
6. PLAN TO BE READ IN CONJUNCTION WITH RISK REGISTER PRODUCED BY GEOCON. THIS CAN BE PROVIDED ON REQUEST.
7. NOTIFICATIONS MUST BE GIVEN TO LOCAL RESIDENCES REGARDING WORK ACTIVITY AND TIMES.
8. ICON WATER TO HAVE ACCESS TO SITE AT ALL TIMES VIA ICON WATER LOCK IN DAISY CHAIN ARRANGEMENT ON SITE GATES.

INTERIM AUTHORISATION:
9. GEOCON UNDERSTANDS THAT ROADSACT HAS CONCERNS WITH THE DIRECT OPERATION OF WODEN AS A NUMBER OF CONSTRUCTION SITES COMMENCE IN THE TOWN CENTRE.
10. GEOCON UNDERSTANDS THAT ROADSACT IS MONITORING THE SITUATION AND MAY REQUIRE ADJUSTMENT TO THE TMP IF THE TRAFFIC SITUATION BECOMES UNTENABLE IN THE WODEN TOWN CENTRE.
11. GEOCON WILL REQUIRE 90 CALENDAR DAYS TO ADDRESS ANY COMMENTS, UPDATE THE TMP AND ADJUST THE CONSTRUCTION SITE OPERATION TO SUIT REVISED REQUIREMENTS.

SITE OPERATION - CONSTRUCTION PEDESTRIAN TRAFFIC:
12. CONSTRUCTION WORKERS TO OBEY ALL PEDESTRIAN CROSSING LOCATIONS MEASURES AT ALL TIMES.
13. ADHERENCE TO THE PEDESTRIAN DIVERSION IS TO BE INCLUDED IN INDUCTION REGISTERS AND TOOLBOX TALKS.

SIGN INSTALLATION:
14. ALL TGS SIGNS SHOWN ARE TO BE INSTALLED AS PERMANENT SIGNS FOR THE DURATION OF THE CONSTRUCTION PERIOD AS PER THE REQUIREMENTS OF AS1742.3.
15. SIGNS DIRECTED AT VEHICULAR TRAFFIC ARE TO BE INSTALLED 2.2m CLEAR HEIGHT ABOVE THE GROUND SURFACE.
16. SIGNS DIRECTED AT PEDESTRIAN TRAFFIC ARE TO BE LOW LEVEL.

LINE MARKING:
17. ALL LINE MARKING TO BE INSTALLED IN ACCORDANCE WITH THE TCCS MITS - PAVEMENT MARKING SPECIFICATIONS.
18. REFER TO DRAWING ACTSD-3501 FOR LINE MARKING DETAIL. ALL TEMPORARY LINE MARKING ILLUSTRATED IN BLACK FOR CLARITY PURPOSES, LINE MARKING TO BE WHITE IN PRACTICE.
19. EXISTING LINE MARKING DEEMED REDUNDANT SHALL BE REMOVED FOR THE PERIOD OF CONSTRUCTION. THE MATERIAL USED TO COVER EXISTING LINE MARKING SHOULD NOT MAKE THE ROAD SURFACE SLIPPERY OR LEAVE A MARK THAT COULD CONFUSE ROAD USERS AT ANY TIME

VERGE USE:
20. THE VERGE IS TO BE REINSTATED TO ORIGINAL CONDITIONS AT COMPLETION OF THE WORKS; OR, AS PER THE APPROVED DESIGN.

PEDESTRIAN DETOUR
21. PEDESTRIAN DETOURS PROVIDED AROUND SITE UTILISING EXISTING CROSSINGS.
22. WHERE SIGNALISED CROSSINGS ARE PROPOSED TO BE CLOSED, PEDESTRIANS ARE DETOURED VIA OTHER SIGNALISED CROSSING PROVIDING THE SAME LEVEL OF SERVICE.

TEMPORARY FOOTPATH NOTES - AS1742.3 COMPLIANCE:
23. TEMPORARY PEDESTRIAN AND BICYCLE PATHS SHOULD BE PROVIDED ON THE SAME SCALE AND TO THE SAME WIDTH AS ANY FACILITIES FOR PEDESTRIAN OR BICYCLE TRAFFIC THAT WERE EXISTING PRIOR TO THE WORKS.
24. SURFACING SHALL PROVIDE FOR PRAMS, STROLLERS, WHEELCHAIRS AND OTHER MOBILITY AIDS.
25. LIGHTING SHALL NOT BE LESS THAN THE LEVEL PROVIDED ON THE ORIGINAL FOOTPATH OR CROSSING, OR TO AS1158.4, WHICHEVER IS THE LESSER LEVEL.
26. CROSSINGS SHALL BE LOCATED AS NEAR AS PRACTICABLE TO ESTABLISHED PEDESTRIAN ROUTES AND SHALL HAVE THE SAME LEVEL OF FUNCTION AS THE CROSSINGS THEY REPLACE, INCLUDING PROVISION FOR THE VISUALLY IMPAIRED
27. CROSSINGS SHOULD BE SIGNALISED IF THE CROSSINGS THEY REPLACED WERE SIGNALISED.

TEMPORARY FOOTPATH NOTES - AS1428 COMPLIANCE:
28. A CONTINUOUS ACCESSIBLE PATH OF TRAVEL AND ANY CIRCULATION SPACES SHALL HAVE A SLIP-RESISTANT SURFACE. THE TEXTURE OF THE SURFACE SHALL BE TRAVERSABLE BY PEOPLE WHO USE A WHEELCHAIR AND THOSE WITH AN AMBULANT OR SENSORY DISABILITY.
29. ABUTMENT OF SURFACES SHALL HAVE A SMOOTH TRANSITION. DESIGN TRANSITIONS SHALL BE 0MM. CONSTRUCTION TOLERANCES SHALL BE AS FOLLOWS:
29.1. 0 +/- 3MM VERTICAL
29.2. 0 +/- 5MM PROVIDED THE EDGES HAVE BEEN BEVELLED OR ROUNDED TO REDUCE THE LIKELIHOOD OF TRIPPING.
29.3. REFER TO AS1428 FOR DIAGRAMMATIC DEPICTIONS.

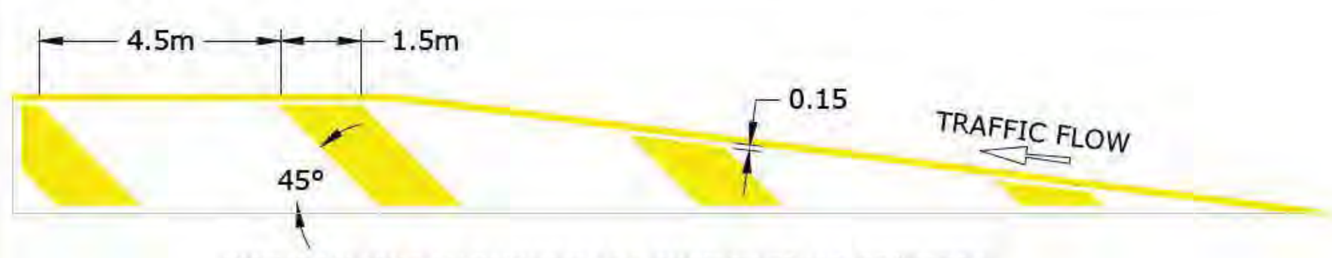
TEMPORARY FOOTPATH NOTES - RMS TECHNICAL MANUAL:
30. PATHS TO BE MAINTAINED IN AN ACCEPTABLE AND HAZARD FREE CONDITION AT ALL TIMES OF THE DAY.

VMS BOARDS - ADVANCED WARNING:
31. VMS BOARDS TO BE INSTALLED ON FURZER STREET NORTHBOUND AND SOUTHBOUND FOR 7 DAYS PRIOR TO CLOSURE ADVISING DATES AND TIMES OF THE FURZER STREET CLOSURE.

ADVICE TO DIRECTLY AFFECTED BUSINESS:
32. GEOCON TO ADVISE IN WRITING TO ALL THE DIRECTLY AFFECTED BUSINESSES LOCATED ON FURZER STREET BETWEEN WORGAN ST/LAUNCESTON ST REGARDING THE REASON FOR THE ROAD CLOSURE INCLUDING DATES AND TIMES AS WELL AS EGRESS ARRANGEMENTS FOR VEHICLES EXITING THE DRIVEWAY FROM BLOCK 16, SECTION 3 PHILLIP.

LINE MARKING		RETRO REFLECTIVE PAVEMENT MARKERS		
LINETYPE - WIDTH	EXAMPLE LAYOUT	TYPE		SPACING*
BB - 100mm		YELLOW BIDIRECTIONAL		10.0m
E1 - 150mm		YELLOW UNIDIRECTIONAL		6.0m
E3 - 150mm		WHITE UNIDIRECTIONAL		6.0m
M1 - 150mm	3000, 1000	RED UNIDIRECTIONAL		8.0m
M2 - 150mm	3000, 1000			
P3 - 150mm	600, 600			

* RRPM SPACING GENERALLY SHORTENED TO COMPLY WITH TAPERS AND MEDIAN/TRAFFIC ISLAND APPROACHES. REFER ACTSD-3501 - ACTSD-3504 FOR FURTHER DETAIL.

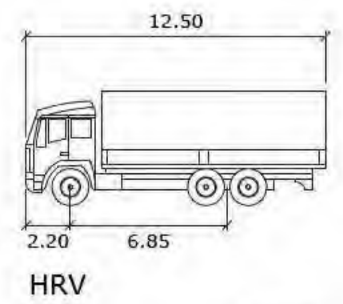


- CHEVRON LINE MARKING TO BE INSTALLED AS PER TCCS MITS STANDARD DRAWINGS.

TYPICAL CHEVRON LAYOUT
1:500

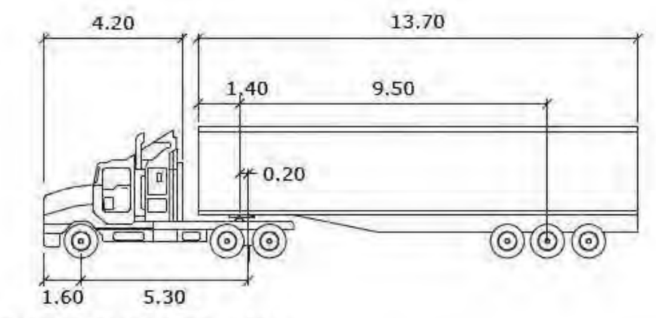
LEGEND

SERVICE	EXISTING	PROPOSED
WATER MAIN		
SEWER MAIN		
STORMWATER MAIN		
GAS MAIN		
ELECTRICITY		
BLOCK BOUNDARY		
SITE FENCE		
PEDESTRIAN DIVERSION		
TTM SIGN AS DESCRIBED		
SITE FENCE		
BARRIER		
TEMPORARY PATH		
ROAD PLATES		
KERB & GUTTER		K&G
VEHICLE CROSSING		VC



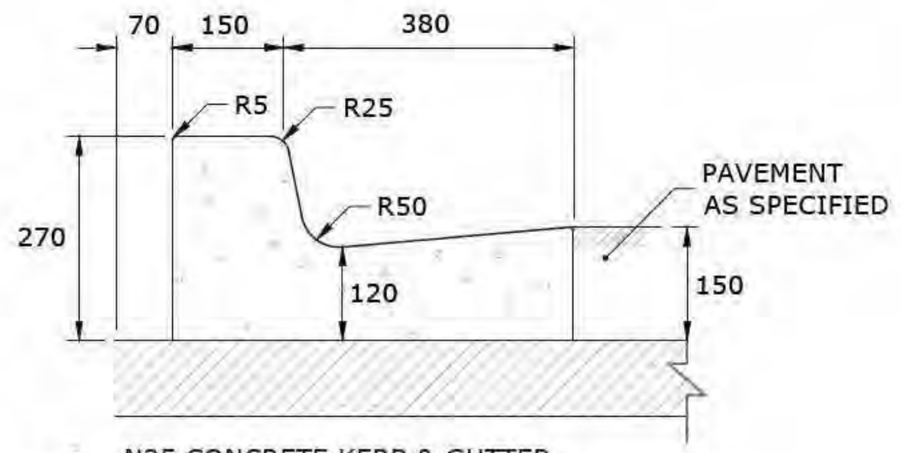
HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



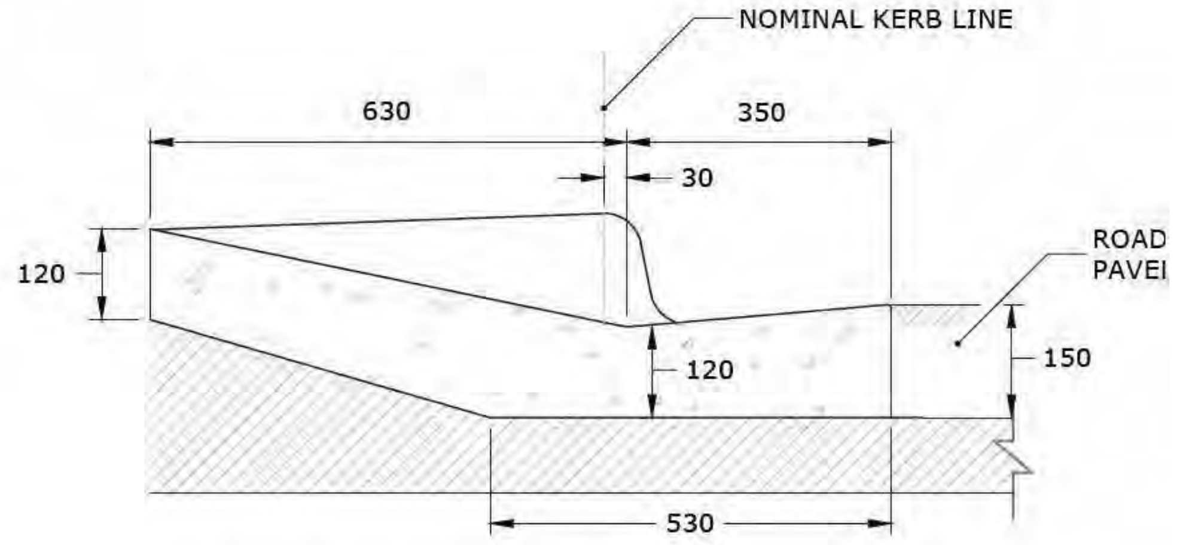
S ARTICULATED 19M

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.7
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



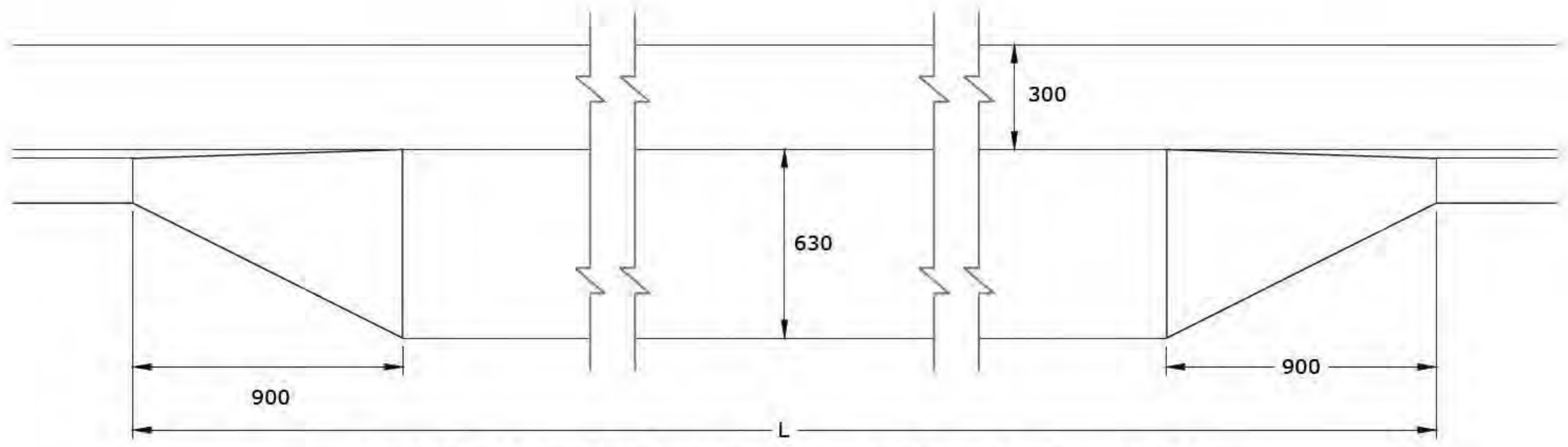
- N25 CONCRETE KERB & GUTTER
- 100mm DGB20 BASE
- EXPANSION JOINTS @ 12m CENTERS
- WEAKENED PLANE JOINTS @3m CENTERS
- STEEL FLOAT FINISH APPLIED TO KERB & GUTTER
- ALL JOINTS IN KERBS SHALL BE IN ACCORDANCE WITH SECTION 6.09.1 OF "STANDARD SPECIFICATION FOR URBAN INFRASTRUCTURE WORKS" EDITION 1, REVISION 0/SEPT 2002
- ALL DIMENSIONS SHOWN ON DETAIL ARE IN mm

KERB & GUTTER (K&G)
SCALE 1:10 @ A1



- N32 CONCRETE VEHICLE CROSSING
- 100mm DGB20 BASE COMPACTED TO 98% MMDD
- SUBGRADE COMPACTED TO 95%MMDD
- JOINTING ARRANGEMENT AS PER SET OUT PLAN
- STEEL FLOAT FINISH APPLIED TO VEHICLE CROSSING
- ALL DIMENSIONS SHOWN ON DETAIL ARE IN mm

VEHICLE CROSSING (VC)
SCALE 1:10 @ A1

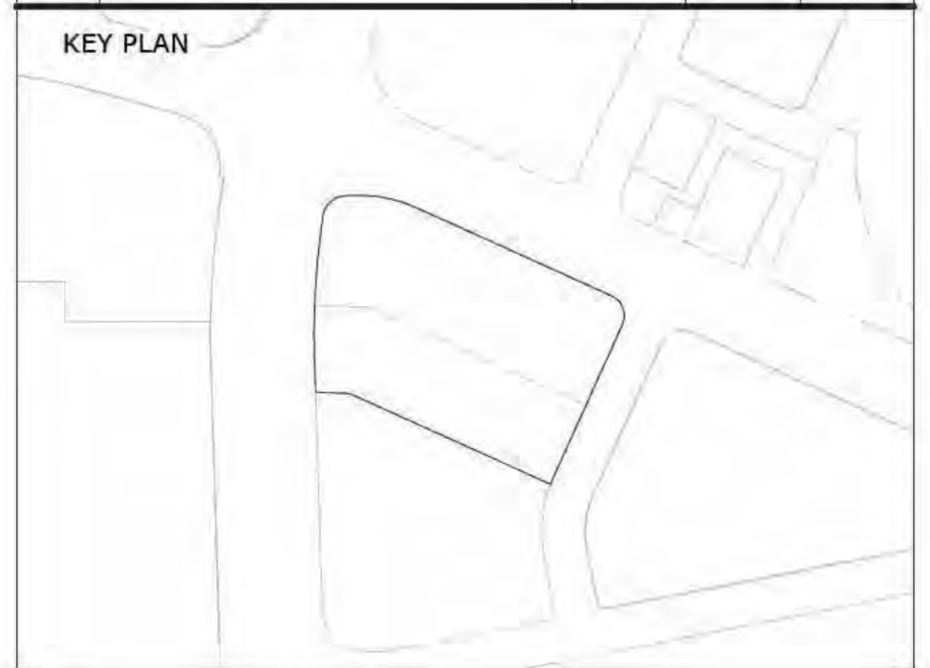


STANDARD VEHICLE CROSSING (VC) - PLAN
NTS

DISCIPLINE:
CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY	[redacted]	[redacted]	11/05/22
2	PRELIMINARY			19/05/22
3	FOR APPROVAL			01/06/22

KEY PLAN



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GEOCON
BUILDING CANBERRA

ARCHITECT
FENDER KATSALIDIS
OCULUS

PROJECT
WOVA
BLOCK 17, SECTION 3
1 LAUNCESTON STREET
PHILLIP ACT

DRAWING TITLE
TRAFFIC GUIDANCE SCHEME
NOTES AND DETAILS PLAN
GENERAL CONSTRUCTION

ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS, ORDERING MATERIAL OR PRODUCING SHOP DRAWINGS.

JOB REFERENCE: VS21040
DRAWING NUMBER: C.1140
DESIGNED [redacted] DRAFTED [redacted]
SCALE: NTS
SCALE NTS SIZE A1
ISSUE: NOT FOR CONSTRUCTION
REVISION: 3

END ROADWORK
INSTALL T2-25

PEDESTRIANS →
INSTALL T8-2(R)

← PEDESTRIANS
INSTALL T8-2(L)

PEDESTRIANS →
INSTALL T8-2(R)

← PEDESTRIANS
INSTALL T8-2(L)

60
INSTALL R4-1(60)

INSTALL T2-25

END ROADWORK
INSTALL T2-25

40 ROADWORK AHEAD
INSTALL R4-1(40) & T1-1

BLOCK 2, SECTION 22
PHILLIP ACT

← DETOUR
INSTALL T5-1(L) MOUNT SIGN ON FENCE MINIMUM 2m CLEAR ABOVE CYCLE LANE BENEATH.

CAUTION
WATCH FOR TRUCK TRAFFIC
INSTALL 'SPECIAL'. MOUNT SIGN ON FENCE MINIMUM 2m CLEAR ABOVE CYCLE LANE BENEATH.

60 END ROADWORK
INSTALL R4-1(60) & T2-16

FOOTPATH CLOSED
← PEDESTRIANS
PEDESTRIANS →
INSTALL T8-4, T8-2(R) & T8-2(L)

40 ROADWORK ON SIDE ROAD
INSTALL R4-1(40) & T1-25

FOOTPATH CLOSED
← PEDESTRIANS
PEDESTRIANS →
INSTALL T8-4, T8-2(R) & T8-2(L)

IRVING STREET

45.0m

SECTION 23
PHILLIP ACT

LAUNCESTON STREET

BLOCK BOUNDARY

FOOTPATH CLOSED
← PEDESTRIANS
INSTALL T8-4 & T8-2(L)
PEDESTRIANS →
INSTALL T8-2(R)

← PEDESTRIANS
INSTALL T8-2(L)
PEDESTRIANS →
INSTALL T8-2(R)

60 END ROADWORK
INSTALL R4-1(60) & T2-16

SIDE ROAD CLOSED
DETOUR ↑
INSTALL R2-6(L), T1-32 & T5-1(U).

45.0m

MELROSE DRIVE

Tradesman Union Club

BLOCK 17, SECTION 3
PHILLIP ACT

FOOTPATH CLOSED
← PEDESTRIANS
PEDESTRIANS →
INSTALL T8-4, T8-2(R) & T8-2(L)

PEDESTRIANS →
INSTALL T8-2(R)

← PEDESTRIANS
INSTALL T8-2(L)

INSTALL T2-6-1

BLOCK BOUNDARY

FURZER STREET

BLOCK 5, SECTION 69
PHILLIP ACT

FOOTPATH CLOSED
← PEDESTRIANS
INSTALL T8-4 & T8-2(L)

END DETOUR
END ROADWORK
INSTALL T2-23 & T2-16

FOOTPATH CLOSED
INSTALL T8-4

ROAD CLOSED
INSTALL T2-4

BLOCK 16, SECTION 3
PHILLIP ACT

BLOCK 1, SECTION 4
PHILLIP ACT

REFER TO DRAWING C.1141a FOR CONTINUATION

REFER TO DRAWING C.1141a FOR CONTINUATION

REFER TO DRAWING C.1141a FOR CONTINUATION

REFER TO DRAWING C.1141a FOR CONTINUATION

TRAFFIC GUIDANCE SCHEME - SIGNAGE PLAN - SHEET 1 OF 2
1:500 @ A1

DISCIPLINE:
CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY	[redacted]	[redacted]	11/05/22
2	PRELIMINARY	[redacted]	[redacted]	19/05/22
3	FOR APPROVAL	[redacted]	[redacted]	01/06/22

KEY PLAN

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BLOCK 17, SECTION 3
1 LAUNCESTON STREET
PHILLIP ACT

DRAWING TITLE
TRAFFIC GUIDANCE SCHEME
SIGNAGE PLAN
SHEET 1 OF 2

ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS, ORDERING MATERIAL OR PRODUCING SHOP DRAWINGS.

JOB REFERENCE
VS21040

DRAWING NUMBER
C.1141

DESIGNED [redacted] DRAFTED [redacted]

SCALE
0 5.0 10.0 15.0m

SCALE 1:500 SIZE A1

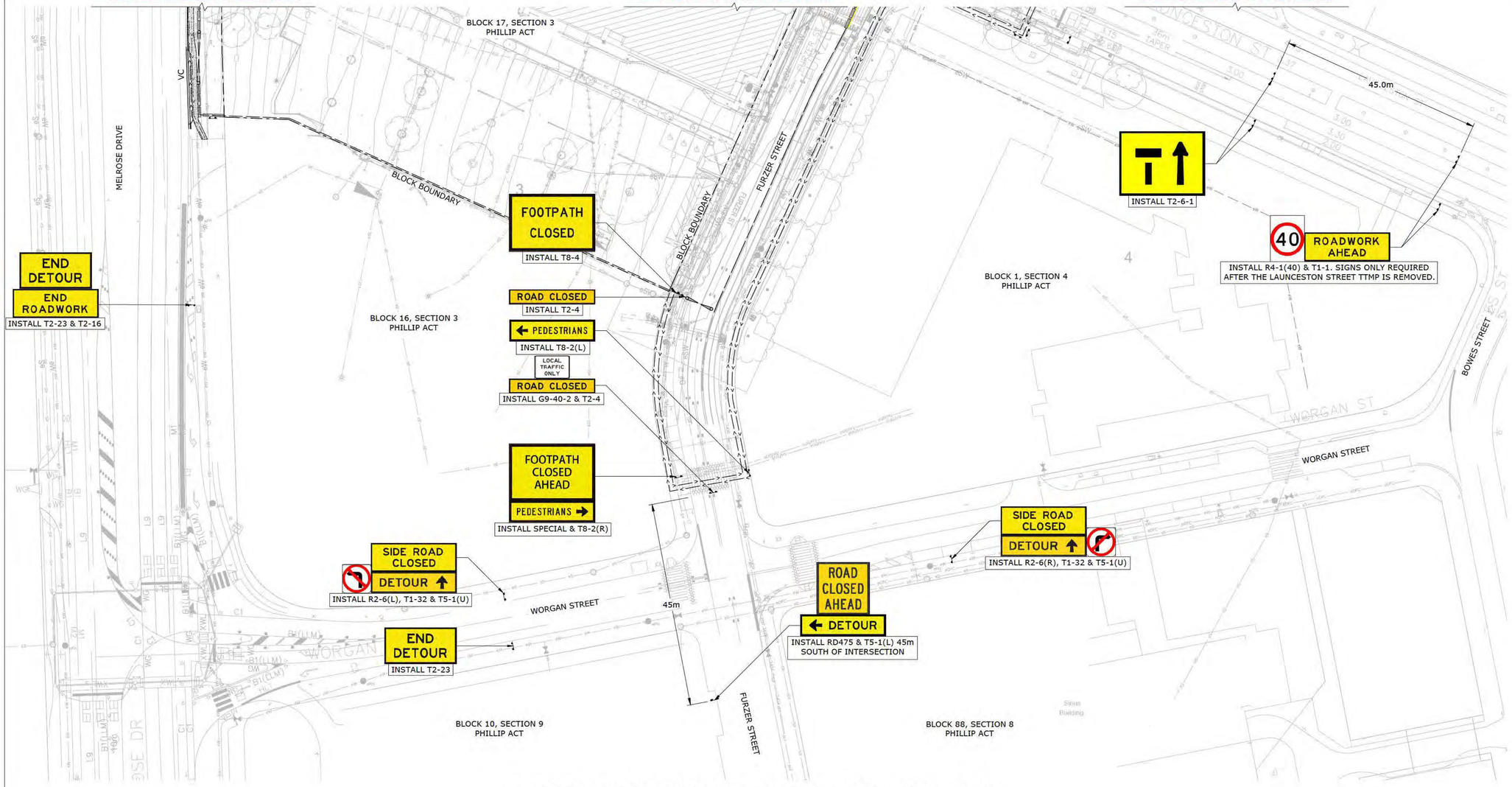
ISSUE
NOT FOR CONSTRUCTION

REVISION
3

REFER TO DRAWING C.1141 FOR CONTINUATION

REFER TO DRAWING C.1141 FOR CONTINUATION

REFER TO DRAWING C.1141 FOR CONTINUATION



TRAFFIC GUIDANCE SCHEME - SIGNAGE PLAN - SHEET 2 OF 2

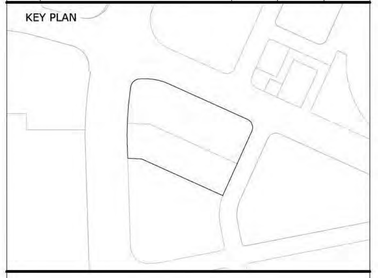
1:500 @ A1

DISCIPLINE:

CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY			11/05/22
2	PRELIMINARY			19/05/22
3	FOR APPROVAL			01/06/22

KEY PLAN



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1 LAUNCESTON STREET
PHILLIP ACT

DRAWING TITLE

TRAFFIC GUIDANCE SCHEME
SIGNAGE PLAN
SHEET 2 OF 2

JOB REFERENCE: VS21040

DRAWING NUMBER: C.1141a

DESIGNED: [redacted] DRAFTED: [redacted]

SCALE: 0 5.0 10.0 15.0m

SCALE 1:500 SIZE A1

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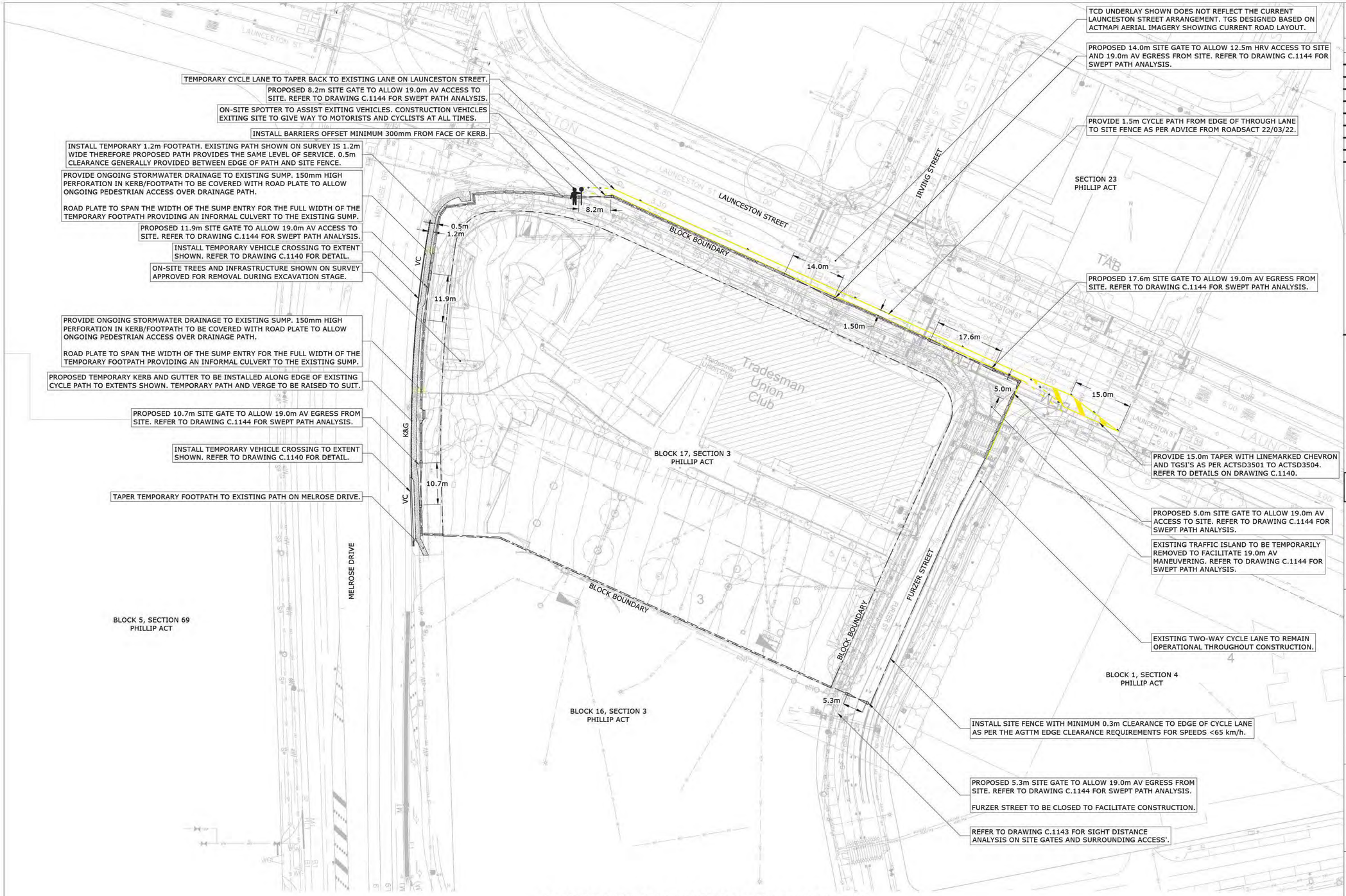
ISSUE: NOT FOR CONSTRUCTION

REVISION: 3



TRAFFIC GUIDANCE SCHEME - NOTATION PLAN

1:500 @ A1

DISCIPLINE:

CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY	[redacted]	[redacted]	11/05/22
2	PRELIMINARY			19/05/22
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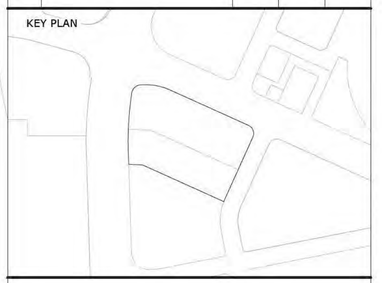
KEY PLAN



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1 LAUNCESTON STREET
PHILLIP ACT

DRAWING TITLE

TRAFFIC GUIDANCE SCHEME
NOTATION PLAN
GENERAL CONSTRUCTION

ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS, ORDERING MATERIAL OR PRODUCING SHOP DRAWINGS.

JOB REFERENCE: VS21040

DRAWING NUMBER: C.1142

DESIGNED [redacted] DRAFTED [redacted]

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SCALE 1:500 SIZE A1

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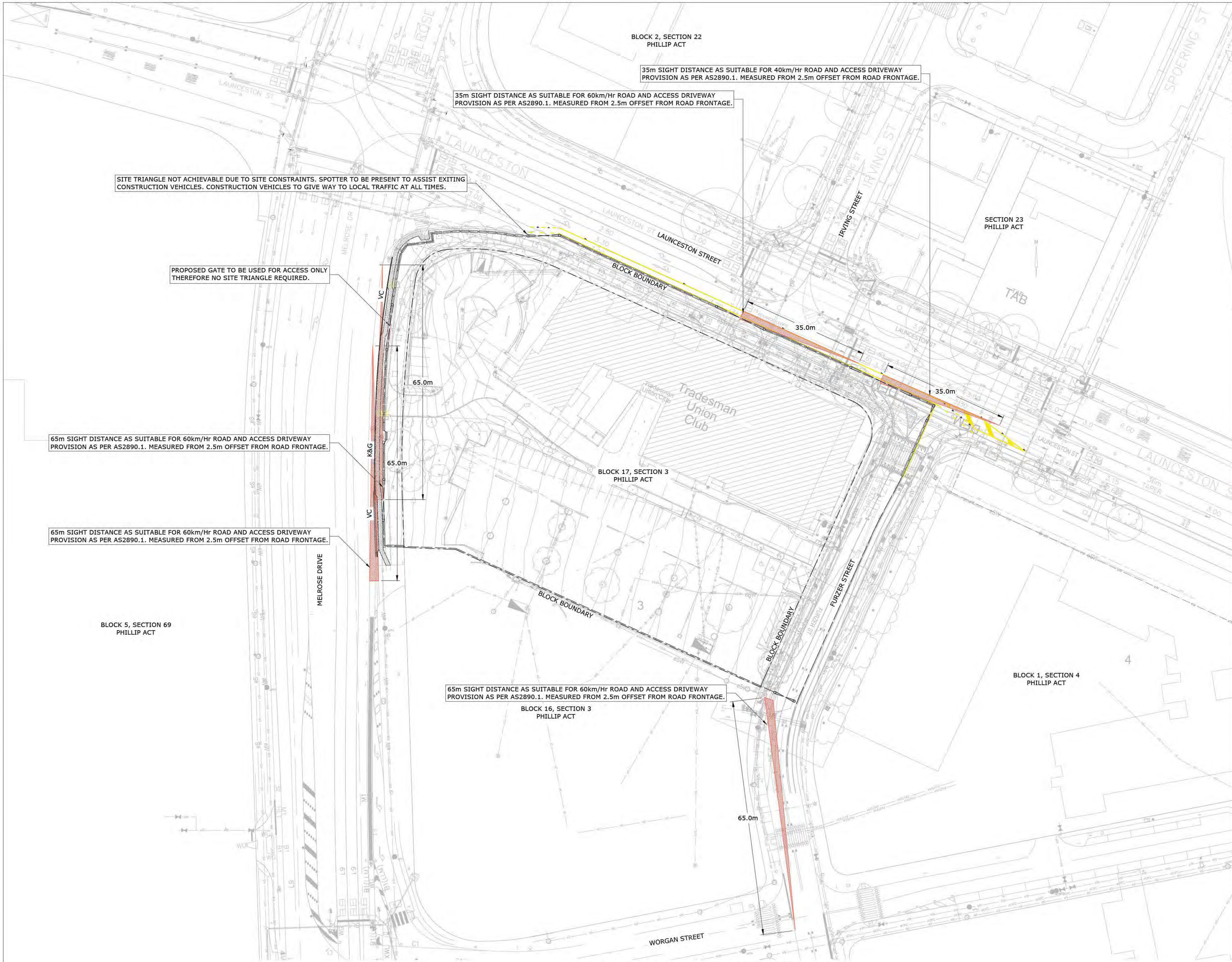
ISSUE: NOT FOR CONSTRUCTION

REVISION: 3



SIGHT DISTANCE ASSESMENT PLAN

1:500 @ A1

DISCIPLINE:

CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY	[redacted]	[redacted]	11/05/22
2	PRELIMINARY			19/05/22
3	FOR APPROVAL			01/06/22

KEY PLAN

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1 LAUNCESTON STREET
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DRAWING TITLE

TRAFFIC GUIDANCE SCHEME
SIGHT DISTANCE ASSESSMENT
GENERAL CONSTRUCTION

ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS, ORDERING MATERIAL OR PRODUCING SHOP DRAWINGS.

JOB REFERENCE: VS21040

DRAWING NUMBER: C.1143

DESIGNED [redacted]

DRAFTED [redacted]

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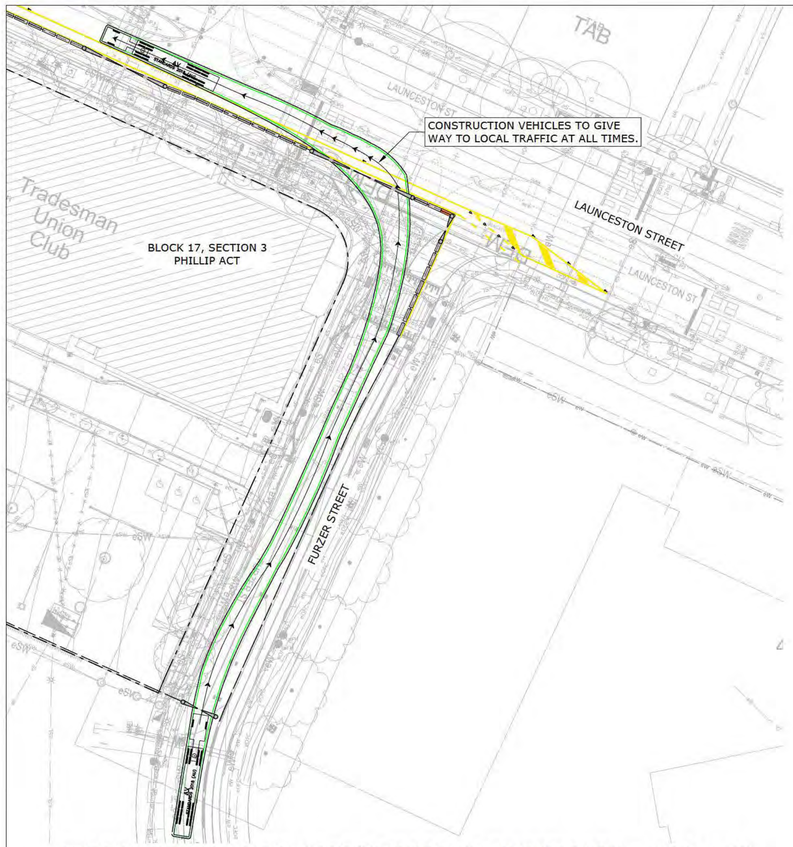
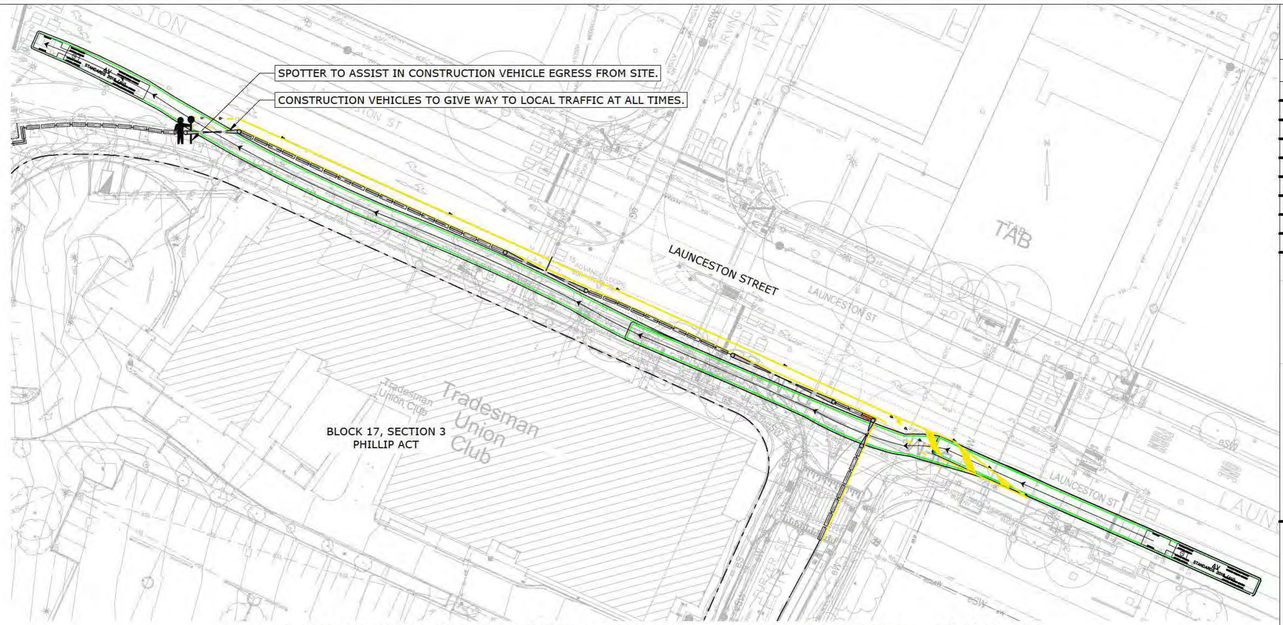
SCALE 1:500 SIZE A1

ISSUE: NOT FOR CONSTRUCTION

REVISION: 3

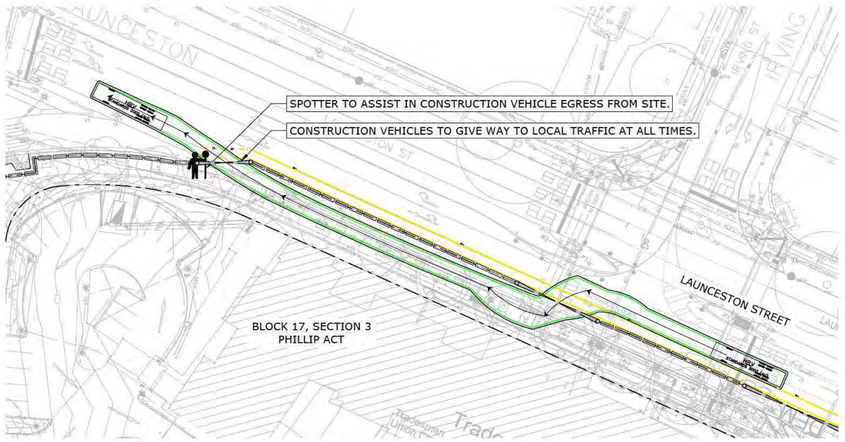


FURZER STREET SITE ACCESS/EGRESS SWEPT PATH - 19.0m AV
1:500 @ A1



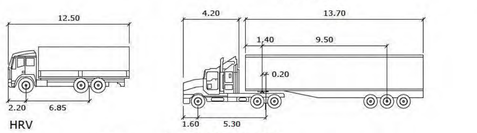
LAUNCESTON STREET SITE ACCESS/EGRESS SWEPT PATH - 19.0m AV
1:500 @ A1

LAUNCESTON STREET SITE
EGRESS SWEPT PATH - 19.0m AV
1:500 @ A1



LAUNCESTON STREET SITE
ACCESS/EGRESS SWEPT PATH - 12.5m HRV
1:500 @ A1

MELROSE DRIVE SITE ACCESS/EGRESS
SWEPT PATH - 19.0m AV
1:500 @ A1



HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

S ARTICULATED 19M

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.7
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

DISCIPLINE:
CIVIL SERVICES

REV	ISSUE	CHK'D	APP'D	DATE
1	PRELIMINARY			11/05/22
2	PRELIMINARY			19/05/22
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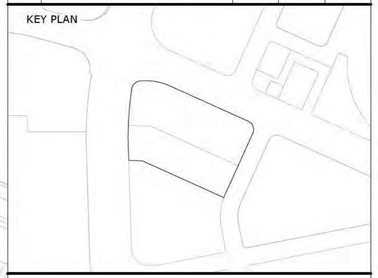
KEY PLAN



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Canberra - Ground floor, 20 Spongolite Street, Beard ACT 2620
Melbourne - Level 22, 535 Bourke Street, Melbourne Vic 3000
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CLIENT
GEOCON BUILDING CANBERRA

ARCHITECT
OCULUS
FENDER KATSALIDIS

PROJECT
WOVA
BLOCK 17, SECTION 3
1 LAUNCESTON STREET
PHILLIP ACT

DRAWING TITLE
TRAFFIC GUIDANCE SCHEME
VEHICLE MOVEMENT PLAN
GENERAL CONSTRUCTION

ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS, ORDERING MATERIAL OR PRODUCING SHOP DRAWINGS.

JOB REFERENCE
VS21040

DRAWING NUMBER
C.1144

DESIGNED

DRAFTED

SCALE
0 5.0 10.0 15.0m

N

SCALE 1:500

SIZE A1

ISSUE
NOT FOR CONSTRUCTION

REVISION
3