Welink Construction
Suite 32, 269 Vincent Street, Leederville, 6007

# LAVICHE

## 27 APARTMENTS

## 6 WILLCOCK STREET, ARDROSS


# CONSTRUCTION MANAGEMENT PLAN

**Prepared by Welink Construction**

**OCTOBER 2025**

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# CONSTRUCTION MANAGEMENT PLAN (CMP)

**LAVICHE**
**6 WILLCOCK STREET, ARDROSS**

## BUILDERS & OWNERS DETAILS, SITE DETAILS, PROJECT OVERVIEW

## BUILDER & OWNER DETAILS

| | | |
|---|---|---|
| Builder: | Welink Construction Pty Ltd | Telephone: 08 9204 3388 |
| Project Director: | Michael Cheeseman | Telephone: 0408 135 325<br>Email michael@welink.com.au |
| Director: | Nicholas Shao | Telephone: 0412 168 518<br>Email: jason@welink.com.au |
| After Hours Contact: | Michael Cheeseman | Mob Tel: 0408 135 325 |
| Address: | Unit 32, 269 Vincent Street<br>Leederville, WA, 6007 | |
| Builder's Registration No: | 101031 | |

## 1.0 INTRODUCTION

Welink have prepared preliminary site plans and a methodology in consultation with our trades and local stakeholders. This methodology can be further refined as we progress through to the phases of the project.

We have addressed the details required during the Construction phase and have developed this methodology with a view to identifying and mitigating potential risks to the project.

We will work collaboratively and transparently with the project team throughout the project's duration to assist in the development of the design and provide advice on buildability, methodology, activity sequencing and programme

## 2.0 SITE DETAILS & PROJECT OVERVIEW

The Project comprises the construction of 1 x below ground basement and 3 x above ground levels comprising car parking, and 27 apartments at 6 Willcock St Pty Ltd.

The site is located on Willcock Street in Ardross. There is an existing vacant house on the Lot.

The basement permanent egress will be via a Willcock Street ramp down into the basement. A permanent crossover is to be constructed to allow for this.
The basement will be constructed with piled retaining walls and concrete slabs.

The above ground levels will be constructed with concrete & external walls, concrete suspended floors with concrete roof; Aluminium framed windows and Aluminium framed external doors.

Internal walls will be a mixture of concrete, & Gyproc framed walls.

External facades will include a mixture of texture finished walls, feature screens and curtain walling.

Building services include hydraulic, electrical, and mechanical & lift services.

The basement has enclosed garaging for vehicles including use of 2 x car stackers.

Prior to any works commencing on site, a full dilapidation survey will be carried out of the surrounding area and properties. This will incorporate photographs and video plus a written report, which will be presented to the client team.

Due to the location of the project, and the interface with stakeholders around and adjacent to the site, key considerations in developing the site plans are:

1. **the movement of personnel and traffic;**
2. **car parking;**
3. **adjacent properties and events;**
4. **deliveries;**
5. **access for plant and equipment;**
6. **loading and unloading;**
7. **Concrete pumping, and any other activities which require movement in and out of the site.**

The ground works have been planned to ensure trucks can easily enter and exit the excavation via temporary earth ramps.

Secure temporary fencing will be installed around the frontage of the site compound with a single secure and safe entry point for workers.

Work activities will include:

a) **Site clearance and preparation, general earthworks.**
b) **Retaining walls (and temporary shoring as required).**
c) **External storm water soak wells and mains sewer.**
d) **In-situ reinforced concrete footings and slabs.**
e) **Concrete roof including roof plumbing.**
f) **Internal brickwork, concrete and framed wall partitions**
g) **Aluminium windows and external doors**
h) **Internal timber doors, metal frames and hardware**
i) **Internal finishes include hard wall plaster, plasterboard ceilings and wall linings**
j) **Resilient floor finishes**
k) **Fit out includes kitchen and bathroom cabinetwork, engineered stone tops and kitchen appliances**
l) **Hydraulic, electrical, mechanical & lift services**
m) **Landscaping**

Temporary power boards, fire extinguishers, hydrants and water points will be established for services distribution for the trades. Each power board will have earth leakage protection in line with relevant code requirements.

Access lighting will be provided throughout the buildings and around the site.

Permission will be sought from relevant stakeholders prior to any disconnections or connections to the existing system.

A Tower Crane will be used for Construction, it will be installed within the confines of the site. Mobile Cranes will also need to be used during construction.

## 3.0 PUBLIC SAFETY, AMENITY & SITE SECURITY

### 3.1 Contact Details of Essential Site Personnel, Site Operating Hours & Signage

The Site will operate between the hours of 07:00am and 05:00pm Monday to Saturday inclusive. Work on Sunday and/or Public Holidays at this stage are not envisaged, but should this be required approval will be sought from the City of Vincent. An application for Out of Hours Permit will be made (minimum 7 working days) accompanied by a specific Noise Management Plan as required.

Signage showing builder's key contact details including a 24-hour contact name phone number and the following wording: -

**"Construction work times for the site are 7.00am - 5.00pm Monday to Saturday only. Should problems in relation to building noise occur outside the above permitted hours, or for any other enquiry, complaint or emergency relating to this site at any time"**

This will be attached to the perimeter fencing.

### 3.2 Public Safety

- **Hoardings and Gantries**

Should this be required, approval will be sought from the City of Melville.

- **Traffic Management**

Traffic management will be implemented by qualified operators and permits will be applied for when applicable. When required, spotters or traffic controllers will be used.

- **Dust Control**

Air and dust control will be managed by appropriate measures during construction work. These could include:

1. **Installing shade cloth to exposed areas of site fencing and scaffolding;**
2. **Spraying water from hoses and/or temporary reticulation system on excavated surfaces;**
3. **Pre-planning excavation works around prevailing weather conditions, i.e. strong winds, hot dry days etc.**
4. **Assess whether work can be carried out in other areas less exposed to weather conditions;**

Appropriate signs will be displayed to warn the public and workers of potential hazards and risks. Any hazards caused by construction works that potentially could impact on the public shall be repaired immediately.

- **Site Security (Perimeter Security Fencing)**

The site perimeter will be enclosed for security and safety purposes with a temporary steel mesh fence (approximately 1800mm high). The fencing will be an interlocking component style or ring lock chain mesh type or a combination of both and it will cover the perimeter as shown on the attached Site Plan.

Access and egress for the site will be via gates located along Willcock St boundary. At the end of each working day, gates shall be shut and fencing checked to ensure all is secure.

- **Noise Management**

The Site will operate between the hours of 07:00am and 05.00 m Monday to Saturday inclusive. Work on Sunday and/or Public Holidays at this stage are not envisaged but should this be required approval will be sought from the City of Melville. An application for Out of Hours Permit will be made (minimum 7 working days) accompanied by a specific Noise Management Plan as required.

All staff and sub-contractors shall be advised that construction noise MUST not commence prior to 7.00am, in accordance with the Environmental Protection (Noise) Regulations 1997.

- **Managing Footpaths, Verges, Roads and City Infrastructure**

  **Condition of Footpaths, Road Reserve and adjoining Properties**

Welink Construction will where applicable protect the City's Infrastructure during the works. Protection will include ensuring drainage gullies/inspection chambers/ roads and footpaths remain free form any sand/debris emanating from the construction site. A works bond fee shall be paid on application of the building licence and a pre-works inspection of the existing condition of the City’s infrastructure is requested.

LED Lighting will be provided to Site Hoarding as well as existing Street Lighting.

- **Pre-work Inspection**

A dilapidation inspection will be carried out on adjoining properties, the site surroundings and external areas of neighbouring buildings. Inspection will include footpaths, roads, kerbing and landscaping. A report will be produced & a copy of this report can be provided upon request prior to works commencing.

# 4.0 STORM WATER AND SEDIMENT CONTROL

## Environmental Management

### 4.1 Wash Down Area for Trucks

Excess concrete and other materials will be washed out of trucks, mixers etc. on the site in the basement area during earthworks and in ground concrete works. Refuse will be placed into bins for removal from site. Wash out will be off site in suppliers' yards/approved refuse areas for occasions when wash out on the rear vacant block or site is not practicable. Wash down into the City's street drainage is not permissible.

### 4.2 Dewatering

Should dewatering be required, a report from an appropriately qualified consultant outlining the proposal, duration of operation, water quality etc. will be provided in due course.

In those circumstances, an application for approval from the City will be requested prior to discharging any ground water from the site into the City's street drainage system during the de watering operations. In addition, and subject to the findings of the consultant's report, approval may also be required from State Agencies e.g. Swan River Trust, Department of Water and Department of Environment and Conservation.

# 5.0 TRAFFIC AND ACCESS MANAGEMENT

## 5.1 Storage of Materials and Equipment on Site

Materials and equipment will be stored on site.

## 5.2 Site Toilets, Material storage, Hoardings, Gantries and Scaffolding

Site accommodation and amenities. It is proposed to establish the builder's site amenities on 6 Willcock Street as per our Site Establishment plan.

Areas will be utilised on the site for storage of building materials, small equipment etc. Electricity and water will be connected to service the temporary site accommodation.

See attached site plan.

## 5.3 Access & Deliveries to site

Access & deliveries to site will be via Willcock St via a temporary crossover from into the site.

Loading out of site materials by trucks will occur.

Traffic management will be implemented by qualified operators and permits will be applied for when applicable.

When practicable, major deliveries will be coordinated to take place during non-peak hours. When required, spotters or traffic controllers will be used.

## 5.4 Parking for Contractors and Subcontractors

Parking will be on the adjoining paid Car Park on Kwilena Lane and on the Site.

Welink are finalising the use of Lot 1, Willcock Street opposite the site and have received the proposed lease to finalise separately with CoM Property.

## 6.0 WASTE MANAGEMENT AND MATERIAL RE-USE

### 6.1 Storage & Disposal of Rubbish

All site waste will be collected in skips/bins or in specified collection areas for removal off site by trucks.

### 6.2 Waste Generation, Recycling, Re-use, Landfill

Site waste removal contractors use the latest technology for collection and waste handling. They have policies to maximise the recovery and recycling of resources from waste collection to minimise waste to landfill.

# 7.0 EARTHWORKS AND ASSOCIATED MATTERS

## 7.1 Vibration Management

Earthworks equipment will operate within allowable frequencies so as to not cause property damage. Vibration will be monitored throughout the sheet pile and earthworks process.

## 7.2 Excavation Management

Excavation will be required in order to construct the basement.

Temporary and permanent retaining wall construction works have been designed by qualified consultants so as to not cause damage or adverse effect to adjoining properties.

Retaining walls will be constructed to front and side boundaries. This will involve the installation of a piling and shoring system inside the site boundary and has been designed by qualified Engineers to support the verge and footpath and the side neighbouring lots.

Construction process will make use of vibration minimising techniques in order to protect adjoining properties.

## 7.4 Underpinning

A retaining wall system will be used as described above. As such, underpinning is not expected to be required.

## 7.5 Dilapidation Report

A dilapidation inspection will be carried out on adjoining properties, the site surroundings and external areas of neighbouring buildings. This will include footpaths, roads, kerbing and landscaping. A report will be produced & a copy of this report can be provided upon request.

## 8.0 SITE PLAN

See attached Construction Management Site plan indicating/noting the following:

1. **Location of the City's infrastructure.**
2. **Where materials will be unloaded.**
3. **Where materials will be stored.**
4. **Location of waste disposal bins.**
5. **Location of materials hoist.**
6. **Location of temporary sanitary facilities.**
7. **Location of any proposed work zones.**
8. **Location of scaffolding.**
9. **Location of crossover.**

## 9.00 APPLICATION FOR PERMITS AND OTHER APPROVALS

It is noted that The Construction Management Plan is a requirement of Planning and Building approval but does not negate the requirement for separate applications and approvals for such items as:

- **Road and footpath closures/obstructions;**
- **Work zones;**
- **Gantry and hoardings;**
- **Works bond inspection request;**
- **Use of parking bays;**
- **Disposal of water from dewatering operations;**
- **Noise Management Plan;**
- **Signs.**
- **Temporary and Permanent Crossover.**

When/if applicable, the required permits will be applied for from the City's Ranger services.

## 10.0 CONSTRUCTION WORKS

- **TENDERED TRADE PACKAGES**

Welink will comprehensively tender the works to the market. We will ensure a minimum of three tenders are received on each tender trade package. All tenderers will be selected to ensure they are the most suitable sub-contractors to carry out the works.

We will provide a detailed list of the tenderers to the project team.

We will produce detailed assessments of received offers and internally report against project budgets and time frames.

We will conduct extensive post tender interviews prior to engaging / recommending any sub-contractor and provide interview documentation (sub-contractor interview sheets) for our internal procedures.

- **PROJECT PROGRAM**

Welink have completed a full review of the overall Preliminary Programme and rationalised the programme.

The overall durations are achievable when benchmarked against our current and recently completed projects.

Our team has taken into consideration all aspects of the design, buildability and location to develop the programme. We will present and review both the programme and methodology with the project team at the start up workshop.

This will enable the following:

ƒ. Establish team relationships delivering success in the construction phase;
ƒ. Understand Client and Consultant requirements;
ƒ. Provide an optimised value for money solution for the project where feasible;
ƒ. Produce a shared understanding of the methodology going forward;
ƒ. Manage risk and opportunity successfully;
ƒ. Produce a clear plan for delivering the project successfully;

We will provide thorough programming services producing a detailed Construction Program (CP) developed from the Tender Program (TP). This will highlight the key dates for:

ƒ. Milestones.
ƒ. Approvals of Shop Drawings
ƒ. Procurement periods and Works on Site and Off Site
ƒ. Structures Program
ƒ. Short Term programs developed for each level.
ƒ. Completion program

Welink produce programs using Microsoft Project software. They can be displayed either as Gantt Charts, PERT Charts or Calendar Activities.

The programs will be fully maintained and reported against for the life span of the activities or project whichever is applicable.

Welink see the monthly PCG meetings as the forum to report against the program.

Our Senior Project Manager and Site Manager would also prepare "area specific" and "trade only" programs for sub-contractor or coordination meetings.

Structure, envelope procurement and installation are example areas where this very detailed programming will be implemented.

- **CONSTRUCTION SEQUENCE**

The construction commences with the removal of the existing house. The piling and earthworks commence as shown on the site plans.

The building continues construction with the slabs being worked on (form, reo and pour).The façade works and fit out then run reasonably concurrently.

As the façade is complete before the fitout, the scaffolds are then dropped and the landscape works are undertaken while the fitout, commissioning and works are being finalised inside.

- **DELIVERABLES AND QUALITY MANAGEMENT**

We will prepare a Deliverables Schedule to ensure all quality requirements are captured and delivered in time to ensure the adequate sign off of all items; such as samples, prototypes, and technical data.

We will also work with key trades to solicit trade smarts for samples, prototypes, alternative products and construction methods to assist the project team in the selection and decision making process.

Some key deliverables include:

ƒ. Reports
ƒ. Technical Data
ƒ. Test Results
ƒ. Samples
ƒ. Prototypes
ƒ. Shop Drawings
ƒ. Plans
ƒ. Manuals

ITP's and Shop Drawing Tracking Sheets will be produced and tracked on the project using electronic wall charts.

- **COMMISSIONING**

We will prepare a Commissioning programme and plan to define the activities and responsibilities during the handover and commissioning period for all stakeholders including the client, consultants, trades and authorities.

The commissioning process will be established early in the project for agreement by all relevant stakeholders and updated as required during the course of the project.

We will attend and liaise as required during the commissioning and fine tuning procedures post Practical completion.

- **HANDOVER, DEFECTS AND MANUALS**

We will rigorously and diligently manage the defect rectification process to final handover.

Dedicated resources will be used to capture and record the progress and close out of issues in a format to be agreed.

All operation and maintenance manuals (OMM) will be completed in time for approval prior to practical completion.

## 11.0 INDEMNIFICATION

Upon submission of the Construction Management Plan, the Welink Construction Pty Ltd undertakes to indemnify the City of Melville against all claims which may be made against The City for damages or otherwise, in respect of any loss, damage, death or injury caused by, or in the course of or arising out of the use of the road reserve and the property of the City of Vincent, during all periods when the reserves are in use due to the works associated with the development.
See attached Certificate of Currency for Public Liability Insurance.

DECLARATION

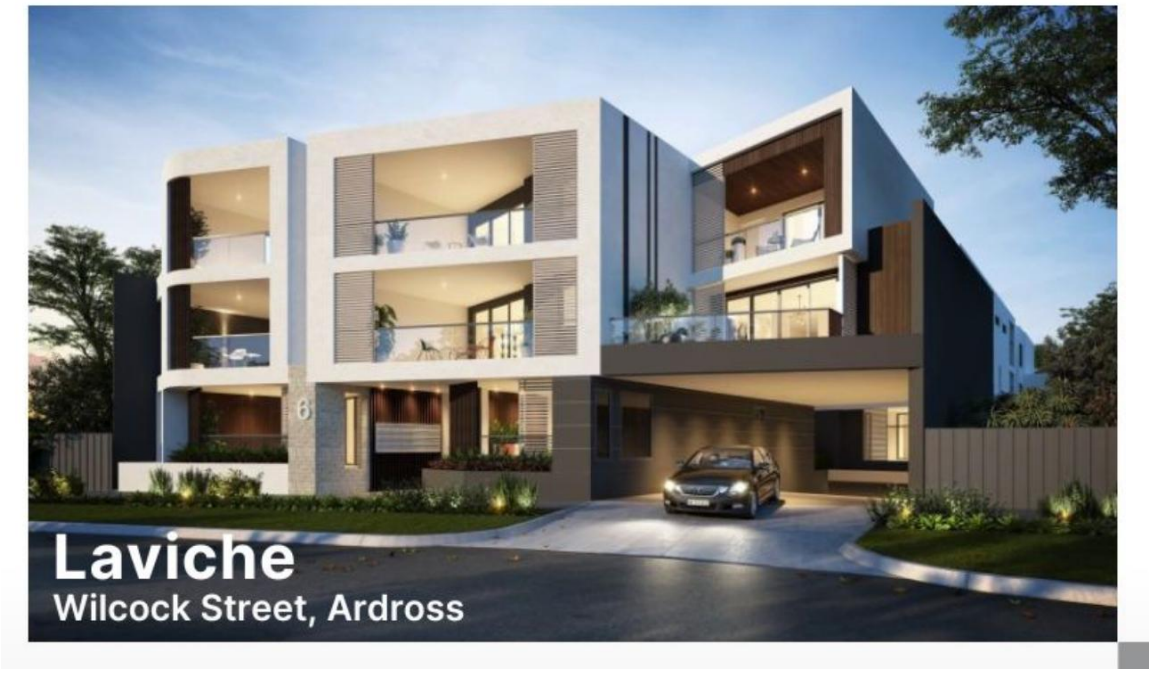
Welink Construction accepts responsibility for ensuring compliance with the Local Laws, Statutes and conditions pertaining to use of the Road Reserve and City Property on behalf of the afore named organisation.

APPLICANT'S SIGNATURE

**APPLICANT'S NAME: MICHAEL CHEESEMAN**

**DATE: 20th October 2025 (Updated 27th February 2026).**

Welink Construction
Suite 32, 269 Vincent Street, Leederville, 6007




# Welink Stakeholder Management Complaint Policy

# Welink Stakeholder Management Complaint Policy

**1. Purpose**

This policy by Welink Construction establishes a consistent, transparent, and accountable approach for receiving, managing, resolving, and reporting complaints involving internal and external stakeholders. It ensures that complaints are handled in a timely, fair, and respectful manner, and that stakeholder relationships are protected while organisational risks are effectively managed.

**2. Scope**

This policy applies to:

- All Employees, Contractors, and Representatives of the organisation.
- All complaints received from Stakeholders, including customers, partners, suppliers, community members, regulators, and internal staff.
- All business units and operational areas involved in complaint handling or stakeholder engagement.

**3. Definitions**

- **Complaint**: An expression of dissatisfaction about a service, decision, action, behaviour, or outcome, whether verbal or written, requiring a response.
- **Stakeholder**: Any individual or group affected by, involved with, or able to influence organisational activities.
- **Complainant**: The stakeholder who submits a complaint.
- **Complaint Owner**: The designated individual responsible for managing the complaint through to resolution.
- **Investigation**: A structured process of gathering and assessing information to determine facts and appropriate actions.

**4. Principles**

- **Accessibility**: Stakeholders can lodge complaints through clear and accessible channels.
- **Fairness**: All complaints are assessed objectively and without bias.
- **Timeliness**: Complaints are acknowledged, investigated, and resolved within defined timeframes.
- **Confidentiality**: Information is handled sensitively and shared only on a need-to-know basis.
- **Accountability**: Roles and responsibilities are clearly defined and monitored.
- **Continuous Improvement**: Complaint insights inform organisational learning and service improvement.

## 5. Roles and Responsibilities

### Executive Leadership

- Ensure organisational commitment to effective complaint management.
- Review high-risk or escalated complaints.
- Approve systemic improvement actions.

### Complaint Owner

- Manage the complaint from receipt to closure.
- Coordinate communication with the complainant and relevant stakeholders.
- Ensure documentation is complete and accurate.

### Investigation Lead

- Conduct fact-finding activities.
- Interview relevant parties and review evidence.
- Provide findings and recommendations.

### Communications Lead

- Ensure consistent, accurate, and stakeholder-appropriate messaging.
- Support communication planning for sensitive or high-impact complaints.

### All Employees

- Report complaints promptly.
- Cooperate with investigations.
- Treat complainants respectfully.

## 6. Complaint Management Process

### 6.1 Receipt and Acknowledgement

- Complaints may be received via email, phone, online forms, in person, or through partner channels.
- Acknowledgement must be provided within **two business days**, including:
    - Confirmation of receipt.
    - Expected timeframes.
    - Contact details for the Complaint Owner.

### 6.2 Classification

Complaints are categorised by:

- **Severity** (low, moderate, high).
- **Impact** (operational, financial, reputational, regulatory, stakeholder relationship).
- **Urgency** (time-sensitive, standard).

High-risk complaints must be escalated immediately to senior management.

### 6.3 Stakeholder Mapping

The Complaint Owner identifies:

- Primary stakeholders directly affected.
- Secondary stakeholders indirectly affected.
- Influential stakeholders (e.g., executives, regulators).
- Required communication levels for each group.

### 6.4 Investigation

- Gather relevant information, documents, and statements.
- Assess facts objectively and impartially.
- Document findings, including root cause analysis where applicable.
- Recommend corrective or preventative actions.

### 6.5 Communication

- Provide regular updates to the complainant and relevant stakeholders.
- Use communication channels appropriate to the stakeholder (email, phone, meeting).
- Maintain confidentiality and sensitivity throughout.

### 6.6 Resolution

- Provide a clear written response outlining:
    - Findings.
    - Actions taken or proposed.
    - Options for further review or escalation.
- Confirm acceptance of the resolution where appropriate.

- Implement corrective actions promptly.

### 6.7 Closure

- Record all actions, decisions, and communications.
- Ensure documentation meets audit and compliance requirements.
- Identify any systemic issues requiring broader organisational action.

## 7. Escalation Pathways

- **Internal escalation**: Triggered when complaints are complex, sensitive, high-risk, or unresolved within expected timeframes.
- **External escalation**: Complainants may be referred to regulators, ombudsman services, or industry bodies where applicable.
- **Time-based escalation**: Automatically triggered if no progress is made within defined timeframes.

## 8. Monitoring, Reporting, and Review

- Complaint metrics (volume, type, resolution time, satisfaction) are monitored monthly.
- Quarterly reports are provided to executive leadership.
- Annual reviews assess policy effectiveness and identify improvement opportunities.
- Trends and systemic issues are incorporated into organisational risk and quality frameworks.

# Welink Stakeholder Management Complaint Form

Welink Construction
Suite 32, 269 Vincent Street, Leederville, 6007

**1. Complainant Details**

- **Name:**
- **Organisation / Group (if applicable):**
- **Role / Relationship to the organisation:**
- **Preferred contact method:** Email / Phone / Other
- **Email address:**
- **Phone number:**
- **Postal address (optional):**

**2. Complaint Summary**

- **Date the issue occurred:**
- **Location / area of impact:**
- **Type of issue:** Service / Behaviour / Decision / Process / Other
- **Description of the complaint:** *(Provide a clear summary of what happened, including relevant dates, people involved, and any supporting details.)*

**3. Stakeholders Affected**

- **Primary stakeholders directly impacted:**
- **Secondary stakeholders indirectly impacted:**
- **Any external parties involved (e.g., partners, suppliers, community groups):**
- **Potential regulatory or compliance implications:** Yes / No
    - If yes, provide details:

**4. Evidence and Supporting Information**

- **Documents attached:** Yes / No
    - If yes, list documents:
- **Witnesses or additional contacts (if applicable):**
- **Previous attempts to resolve the issue (if any):**

**5. Desired Outcome**

- **What outcome is the complainant seeking?** *(e.g., explanation, apology, corrective action, review of decision, compensation, process change)*

**6. Internal Use Only — Complaint Intake**

- **Date received:**
- **Received by (name and role):**
- **Complaint reference number:**
- **Initial severity rating:** Low / Moderate / High
- **Initial risk assessment:** Operational / Reputational / Financial / Regulatory / Stakeholder relationship
- **Immediate actions taken (if any):**

**7. Internal Use Only — Stakeholder Mapping**

- **Key internal stakeholders to be informed:**
- **Communication requirements:** *(frequency, format, confidentiality considerations)*
- **Escalation required:** Yes / No
    - If yes, to whom:

**8. Internal Use Only — Investigation**

- **Investigation lead:**
- **Investigation start date:**
- **Summary of findings:**
- **Root cause (if identified):**
- **Recommended corrective or preventative actions:**

**9. Resolution**

- **Resolution provided to complainant:**
- **Date of response:**
- **Complainant's acceptance of outcome:** Yes / No / Pending
- **Further review or escalation requested:** Yes / No

## 10. Closure

- **Date closed:**
- **Closed by:**
- **Follow-up actions required:**
- **Lessons learned / systemic issues identified:**

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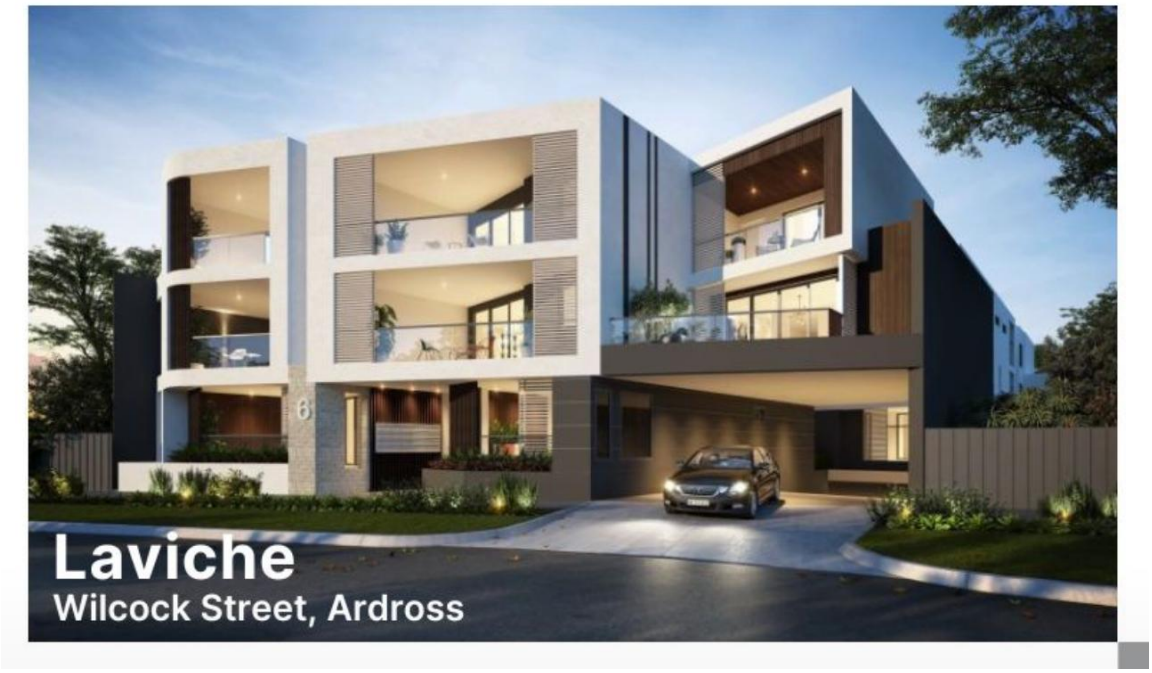
Suite 32, 269 Vincent Street, Leederville, 6007




# Welink Environmental Management Plan

# Welink Environmental Management Plan

Welink Construction
Suite 32, 269 Vincent Street, Leederville, 6007

# Environmental Management Plan (EMP)

**1. Purpose**

The Welink plan establishes a structured approach for identifying, managing, and monitoring environmental risks and impacts associated with organisational activities. It ensures compliance with legislation, supports sustainable practices, and protects natural, cultural, and community values.

**2. Scope**

The EMP applies to:

- All organisational operations, projects, and activities that may impact the environment.
- Employees, contractors, subcontractors, and partners.
- All locations where the organisation conducts work, including temporary and mobile sites.

**3. Environmental Objectives**

- Prevent or minimise pollution and environmental harm.
- Comply with all relevant environmental laws, regulations, and permits.
- Use resources efficiently, including energy, water, and materials.
- Protect biodiversity, habitats, and cultural heritage.
- Promote continuous improvement in environmental performance.
- Engage stakeholders transparently on environmental matters.

**4. Legal and Regulatory Requirements**

The organisation must comply with:

- National and state environmental legislation.
- Local government requirements.
- Industry-specific environmental standards.
- Environmental licences, permits, and approvals.
- Reporting obligations for incidents, emissions, and waste.

A register of applicable legislation and permits must be maintained and reviewed annually.

## 5. Environmental Aspects and Impacts

Activities are assessed to identify:

- **Aspects**: elements of operations that interact with the environment (e.g., emissions, waste, noise).
- **Impacts**: actual or potential environmental changes resulting from those aspects.

Common aspects include:

- Waste generation
- Water use and discharge
- Air emissions and dust
- Noise and vibration
- Hazardous materials
- Land disturbance
- Flora and fauna impacts
- Energy consumption

Each aspect is rated for significance based on likelihood, consequence, and regulatory sensitivity.

## 6. Roles and Responsibilities

### Executive Management

- Provide resources for environmental management.
- Approve the EMP and major environmental initiatives.
- Review environmental performance reports.

### Environmental Manager / Coordinator

- Maintain and update the EMP.
- Conduct environmental risk assessments.
- Monitor compliance and performance.
- Lead incident investigations and reporting.

### Project Managers / Supervisors

- Implement EMP requirements on site.
- Ensure contractors comply with environmental controls.
- Maintain records and conduct inspections.

**All Personnel and Contractors**

- Follow environmental procedures.
- Report incidents, hazards, or non-compliance.
- Participate in training and awareness programs.

**7. Environmental Controls and Mitigation Measures**

**Waste Management**

- Segregate waste streams.
- Minimise waste generation through reuse and recycling.
- Dispose of waste through licensed facilities.

**Water Management**

- Prevent contamination of waterways.
- Manage stormwater and sediment runoff.
- Monitor water use and promote conservation.

**Air Quality and Dust**

- Use dust suppression methods.
- Maintain equipment to reduce emissions.
- Monitor air quality where required.

**Noise and Vibration**

- Schedule noisy activities during acceptable hours.
- Maintain equipment to reduce noise.
- Use barriers or buffers where necessary.

**Hazardous Materials**

- Store chemicals in bunded, labelled areas.
- Maintain Safety Data Sheets (SDS).
- Train staff in safe handling and spill response.

**Biodiversity Protection**

- Avoid clearing vegetation where possible.
- Protect wildlife habitats/Implement rehabilitation plans for disturbed areas.

**8. Emergency Preparedness and Response**

The organisation must maintain procedures for:

- Chemical spills
- Fire and explosion
- Contaminated water discharge
- Wildlife incidents
- Natural hazards (e.g., storms, flooding)

Emergency equipment must be available, maintained, and accessible. Personnel must be trained in emergency response.

**9. Monitoring and Measurement**

Monitoring activities may include:

- Water quality sampling
- Noise monitoring
- Air and dust monitoring
- Waste tracking
- Energy and water consumption reporting
- Habitat or vegetation surveys

Results are recorded, analysed, and used to identify trends or non-compliance.

**10. Environmental Incident Management**

All incidents must be:

- Reported immediately to supervisors.
- Investigated to determine root causes.
- Documented in the incident register.
- Reported to regulators when required.
- Followed by corrective and preventative actions.

**11. Training and Awareness**

Training requirements include:

- Environmental induction for all personnel.
- Task-specific environmental training.

- Spill response and emergency training.
- Refresher training annually or as required.

**12. Stakeholder Engagement**

Engagement may include:

- Consultation with local communities.
- Communication with regulators.
- Collaboration with environmental groups.
- Transparent reporting of environmental performance.

**13. Recordkeeping and Documentation**

Records must be maintained for:

- Monitoring data
- Incident reports
- Training attendance
- Inspections and audits
- Waste disposal certificates
- Permits and approvals

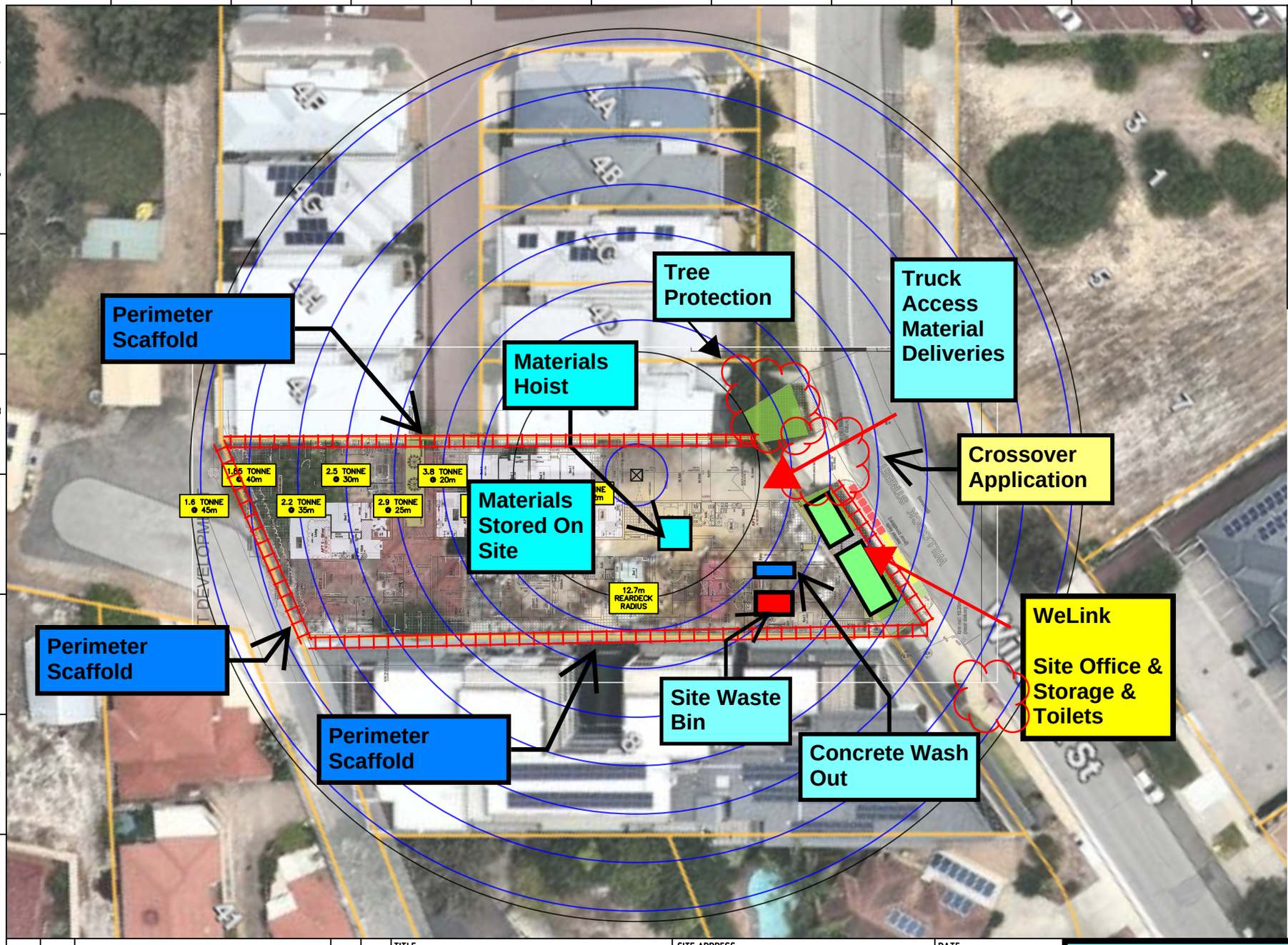
Records are retained according to organisational and legal requirements.

**14. Review and Continuous Improvement**

The EMP is reviewed:

- Annually
- After major incidents
- When legislation changes
- When operations change significantly

Continuous improvement is achieved through audits, performance reviews, and stakeholder feedback.




| CRANE SPECIFICATION | |
|---|---|
| MAKE | POTAIN |
| MODEL | MC85B |
| CRANE WLL | 5t |
| BOOM LENGTH | 45m |
| TIP WLL | 1.6t |
| MIN RADIUS | 3.2m |
| MAX RADIUS | 45m |
| MAST HEIGHT | 30m |
| FIXING ANGLES | REUSABLE |

GENERAL NOTES:
POWER SUPPLY: 3 PHASE, 63AMP D CURVE BREAKER.

| REV | DATE | DESCRIPTION | DSGN | CHK |
|---|---|---|---|---|
| | | REVISION | | |
| A | 07/03 | INITIAL ISSUE | DW | AI |

TITLE: CRANE RADIUS PLAN - POTAIN MC85B

CLIENT: WELINK

SITE ADDRESS: 6 WILLCOCK STREET, ARDROSS

CONTACT NAME: MICHAEL CHEESEMAN

PROJECT: 6 WILLCOCK STREET

DESIGNED BY: DW

CHECKED BY: AB

DATE: 07/03/2025

**WeLink Construction**

**6 Willcock St - SITE PLAN January 2026**

Document Set ID: 7321581
Version: 2, Version Date: 23/03/2026

# TRAFFIC MANAGEMENT PLAN

# WORKS ON ROADS

**CONSTRUCTION WORKS**

**6 WILLCOCK ST**

**ARDROSS**

**TABORDA CONTRACTING**

**NOVEMBER 2025-2026**

**Declaration**

I, Silvano Alessandrello (AWTM Cert No. 24-5347-04), declare that I have designed this Traffic Management Plan following a site inspection on the 13/09/2025. The Traffic Management Plan prepared is in accordance with the Main Roads Code of Practice, AGTTM and AS 1742.3.

Signature: …… Date: 14/10/2025

| | Name / Company | Accreditation Details | Date | Signed |
|---|---|---|---|---|
| **TMP Designed by:** | Silvano Alessandrello<br>SILTRA Pty Ltd | AWTM-24-5347-04 | 14/10/2025 | |
| **TMP Reviewed by:** | Megan Greaves<br>SILTRA Pty Ltd | AWTM-NP-25-51516-01 | 14/10/2025 | |
| **Road Authority Review by:** | | | | |
| **Road Authority Authorisation** | Road authority authorisation of the implementation of traffic signs and devices is given for Traffic Management Plan No. ST-178<br><br>Signed Authorised Officer _____ Date: ___/___/____<br><br>(Print Name) _____ Position _____ | | | |

| | | |
|---|---|---|
| **TMP No:** ST-178 | **Rev. No:** 0 | **Date:** 14/10/2025 |

## Revision Register

| Revision Number | Revision Date | Comments | Section / Page No. | Revised By |
|---|---|---|---|---|
| | | | | |

# Contents

# 1. INTRODUCTION

## 1.1 Purpose and Scope

This Traffic Management Plan (TMP) outlines the traffic control and traffic management procedures to be implemented by Welink to manage potential hazards associated with the traffic environment during the project.

The project involves residential construction works to be conducted at 6 Willcock St, Ardross.

## 1.2 Objective and Strategies

The objectives of the Traffic Management Plan are to ensure:

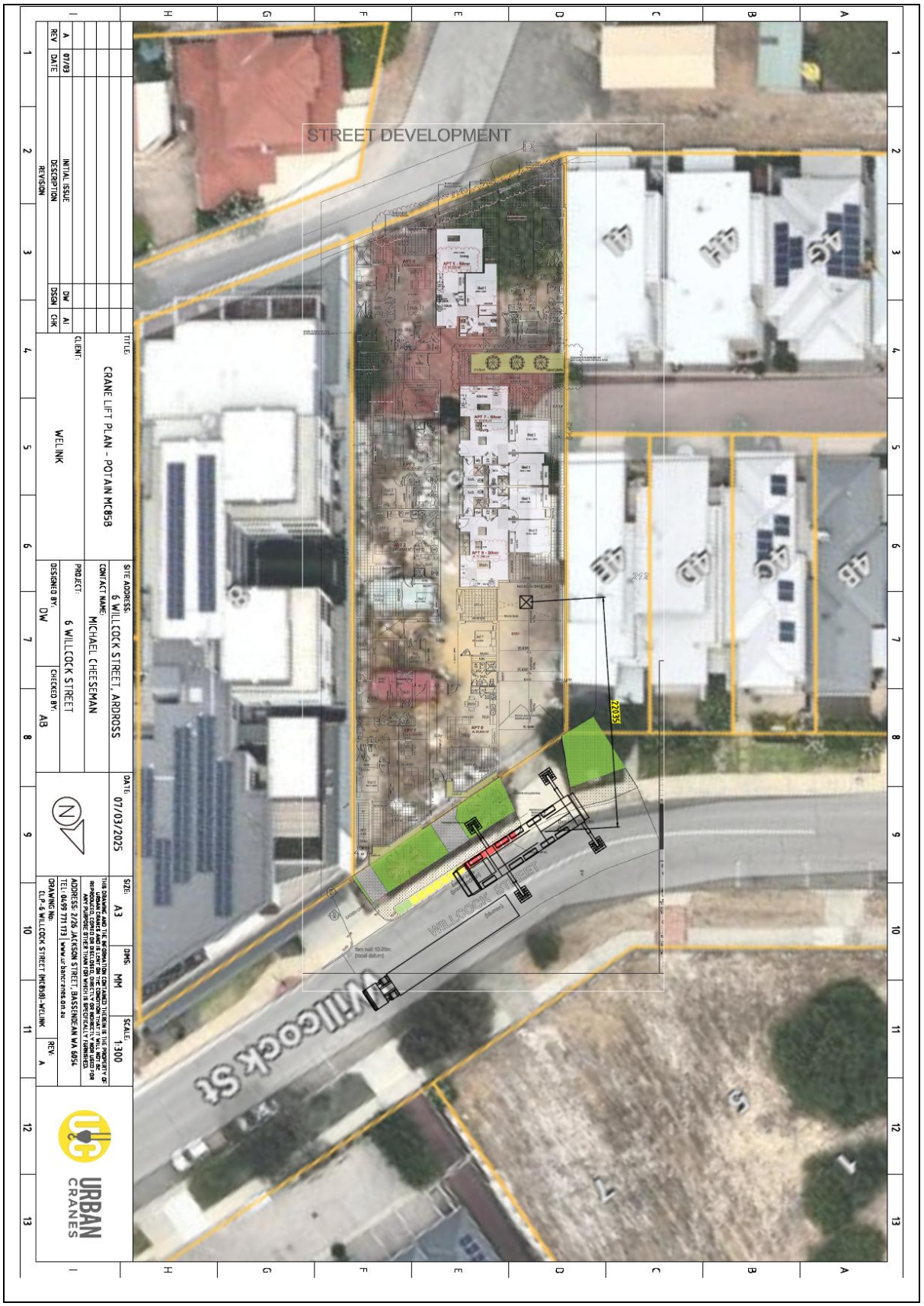
- The safety of the road workers.
- All road users, including vulnerable road users, are safely guided around, through or past the work site.
- The performance of the road network is not unduly impacted and the disruption and inconvenience to all road users are minimised for the duration of the works.
- Impacts on users of the road reserve and adjacent properties and facilities are minimised.

In an effort to meet these objectives the Traffic Management Plan will incorporate the following strategies:

- Providing a sufficient number of traffic lanes to accommodate vehicle volumes.
- Ensuring delays are minimised.
- Ensuring all road users are managed including motorists, pedestrians, cyclists, people with disabilities and people using public transport.
- Ensuring work activities are carried out sequentially to minimise adverse impacts.
- Provision will be made for works personnel to enter the work area in a safe manner in accordance with safety procedures.
- All entry and exit movements to and from traffic streams must be in accordance with the requirements of safe working practices.

# 2. PROJECT OVERVIEW

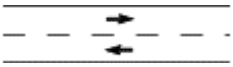
## 2.1 Location/Site Photos




## 2.2 Project Details, Site Assessment and Site Constraint /Impacts

| ITEM | DESCRIPTION |
|---|---|
| Project | Residential Construction |
| Location | 6 Willcock St, Ardross |
| Road Classification, Existing Speed Limit | Primary Distributor: Canning Hwy - 60km/h<br>District Distributor A: Riseley St - 60km/h<br>Access Road: Willcock St & McCallum Cr – 50km/h |
| Road Authority | MRWA (Canning Hwy) |
| | City of Melville |
| Local Government | City of Melville |
| Principal | Welink |
| Prime Contractor | Welink |
| Sub-Contractor | Taborda Contracting |
| Scope of Works | Residential Construction |
| Staging of Work / Temporary Traffic Management | Stage 1:<br>Verge Works<br>Road Closure + Detour<br>Footpath Closure + Diversion<br>Pedestrian Management |
| Project Date | 03/11/2025-03/11/2026 |
| Hours / Days of Work | Monday-Saturday, 07:00 – 17:00 |
| Duration of Work | 12 Months |
| Other Constraints | Driveways and Property Accesses in the Vicinity |
| Concurrent/Adjacent Works or Projects | Works by others: PM to be contacted and the TMP revised if there is a conflict of TTM required during intended works<br>No works by others expected |

## 2.3 Existing Traffic and Road Environment

| ITEM | DESCRIPTION |
|---|---|
| Traffic Volume and Composition | **Willcock St:**<br><br>There are no available traffic volume counts for Willcock St.<br><br>A 5-min on-site manual traffic count (13/09/2025 @ 14:35) of 2vph x 12 = 24vph. It can be estimated that peak traffic volumes will be <100vph.<br><br>**Canning Hwy (Site 4542):**<br><br>Peak traffic volumes of 2744vph in both EB & WB directions @ 16:00 weekdays<br><br>**Riseley St (Site 4542):**<br><br>Peak traffic volumes of 1078vph in both NB & SB directions @ 12:00 weekdays |
| Existing road configuration | Undivided Carriageway –<br>  2-Way |
| Existing pedestrian / cyclist facilities | Footpath along Both Sides of Willcock St<br><br>No Cycle Lanes |

## 2.4 Overview of Proposed TTM

| ITEM | DESCRIPTION |
|---|---|
| Temporary Traffic Management Descriptions | TMP involves non-complex traffic arrangements as per section 4.2.3 of CoP:<br><br>Verge Works<br><br>Road Closure + Detour<br><br>Footpath Closure + Diversion<br><br>Pedestrian Management |
| Speed zone dates and times | 03/11/2025-03/11/2026: Monday-Saturday, 07:00 – 17:00 |
| Lane Closures dates and times | N/A |
| Road Closures dates and times | 03/11/2025-03/11/2026: Monday-Saturday, 07:00 – 17:00<br><br>1-Week prior letter-drop notification required (as per TGS-001-B2) |
| Signal modifications description | N/A |
| Proposed lane widths | 3.1m Minimum |
| Road Safety Barrier | N/A |

## 2.5 Project Representatives

| POSITION | NAME | CONTACT DETAILS |
|---|---|---|
| Road Authority Representative | MRWA | enquiries@mainroads.wa.gov.au |
| | City of Melville | melville.informationofficer@melville.wa.gov.au |
| Local Government | City of Melville | melinfo@melville.wa.gov.au |
| Project Manager / Prime Contractor | Welink | Michael Cheeseman<br>0408 135 325<br>michael@welink.com.au |
| Site Supervisor/Manager | Welink | TBC |

Welink have engaged SILTRA to prepare this Traffic Management Plan and associated controls for the works.

The TMP will be implemented by Taborda Contracting (MRWA Registration #0073).

# 3. RISK MANAGEMENT

The following details the preliminary assessment of site hazards likely to be encountered, the level of risk associated with each and the control proposed. Note that the risk level is the level of assessed risk *without* the controls in place. The controls listed have been determined as being appropriate in reducing the risk to a level that is acceptable.

The hierarchy of control has been utilised to ensure that the highest practicable level of protection and safety is selected:

- **Elimination**
- **Substitution**
- **Engineering**
- **Administration**
- **Personal Protection Equipment**

In evaluating the options, a key consideration is whether the option takes traffic around, through or past the worksite.

## 3.1 Risk Classification Tables

**QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT**

| Level | Consequence | Description |
|---|---|---|
| 1 | Insignificant | Mid-block hourly traffic flow per lane is equal to or less than the allowable lane capacity detailed in AGTTM. No impact to the performance of the network. Affected intersection leg operates at a Level of Service (LoS) of A or B.<br>No property damage. |
| 2 | Minor | Mid-block hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity as detailed in AGTTM. Minor impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of C.<br>Minor property damage. |
| 3 | Moderate | Midblock hourly traffic flow per lane is equal to and greater than 110% and less than 135% of allowable road capacity as detailed in AGTTM. Moderate impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of D.<br>Moderate property damage. |
| 4 | Major | Midblock hourly traffic flow per lane is equal to and greater than 135% and less than 170% of allowable road capacity as detailed in AGTTM. Major impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of E.<br>Major property damage. |

| | | |
|---|---|---|
| 5 | Catastrophic | Midblock hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity as detailed in AGTTM.<br>Unacceptable impact to the performance of the network.<br>Intersection performance operates at a Level of Service (LoS) of F.<br>Total property damage. |

**WHS QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT**

| Level | Consequence | Description |
|---|---|---|
| 1 | Insignificant | No treatment required |
| 2 | Minor | First aid treatment required. |
| 3 | Moderate | Medical treatment required or Lost Time Injury |
| 4 | Major | Single fatality or major injuries or severe permanent disablement |
| 5 | Catastrophic | Multiple fatalities. |

**QUALITATIVE MEASURES OF LIKELIHOOD**

| Level | Likelihood | Description |
|---|---|---|
| A | Almost certain | The event or hazard:<br>is expected to occur in most circumstances,<br>will probably occur with a frequency in excess of 10 times per year. |
| B | Likely | The event or hazard:<br>Will probably occur in most circumstances,<br>will probably occur with a frequency of between 1 and 10 times per year. |
| C | Possible | The event or hazard:<br>might occur at some time,<br>will probably occur with a frequency of 0.1 to 1 times per year (i.e. once in 1 to 10 years). |
| D | Unlikely | The event or hazard:<br>could occur at some time,<br>will probably occur with a frequency of 0.02 to 0.1 times per year (i.e. once in 10 to 50 years). |
| E | Rare | The event or hazard:<br>may occur only in exceptional circumstances,<br>will probably occur with a frequency of less than 0.02 times per year (i.e. less than once in 50 years). |

**IMPORTANT NOTE:** The likelihood of an event or hazard occurring must first be assessed over the duration of the activity (i.e. "period of exposure"). For risk assessment purposes the assessed likelihood must then be proportioned for a "period of exposure" of one year.

Example: An activity has a duration of 6 weeks (i.e. "period of exposure" = 6 weeks). The event or hazard being considered is assessed as likely to occur once every 20 times the activity occurs (i.e. likelihood or frequency = 1 event/20 times activity occurs = 0.05 times per activity). Assessed annual likelihood or frequency = 0.05 times per activity x 52 weeks/6 weeks = 0.4 times per year. Assessed likelihood = Possible.

## QUALITATIVE RISK ANALYSIS MATRIX – RISK RATING

| | CONSEQUENCE | | | | |
|---|---|---|---|---|---|
| **Likelihood** | **Insignificant (1)** | **Minor (2)** | **Moderate (3)** | **Major (4)** | **Catastrophic (5)** |
| Almost certain (A) | **Low 5** | **High 10** | **High 15** | **Very High 20** | **Very High 25** |
| Likely (B) | **Low 4** | **Medium 8** | **High 12** | **Very High 16** | **Very High 20** |
| Possible (C) | **Low 3** | **Low 6** | **Medium 9** | **High 12** | **High 15** |
| Unlikely (D) | **Low 2** | **Low 4** | **Low 6** | **Medium 8** | **High 10** |
| Rare (E) | **Low 1** | **Low 2** | **Low 3** | **Low 4** | **Medium 7** |

## MANAGEMENT APPROACH FOR RESIDUAL RISK RATING

| Residual Risk Rating | Required Treatment |
|---|---|
| Very High | Unacceptable risk. **HOLD POINT**. Work cannot proceed until risk has been reduced. |
| High | High priority, WHS MR and Roadworks Traffic Manager (RTM) must review the risk assessment and approve the treatment and endorse the TGS prior to its implementation. |
| Medium | Medium Risk, standard traffic control and work practices subject to review by accredited AWTM personnel prior to implementation. |
| Low | Managed in accordance with the approved management procedures and traffic control practices. |

## 3.2 Risk Register

### 3.2.1 Generic Risk Register

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| 1 | TM Workers hit by vehicles during setting up and dismantling of traffic management signage/devices | Road users Injuring traffic management workers. | C | 4 | H12 | Shadow Vehicle to be provided at all times whilst implementing/removing TTM<br><br>When installing device & signage near live lanes, 1x traffic management worker must operate the traffic control vehicle as a shadow vehicle<br><br>Traffic management workers will implement traffic devices and treatments in pairs at all times whilst working within the road reserve<br><br>Traffic management worker should face traffic to increase reaction time to an errant vehicle whilst implementing signage/devices<br><br>Shadow vehicle with flashing lights used to warn passing road users and provide a visual aid to increase traffic management worker visibility<br><br>No crossing of active traffic lanes | D | 4 | M8 | TMP Section 4.4<br><br>TMP Section 6.2.2.4<br><br>TMP Section 4.5 |
| 2 | Vehicles crashing into/through the worksite | Road users Injuring traffic management workers, pedestrians and/or workers | C | 4 | H12 | Provide traffic management as per this TMP. Traffic arrangements to be evaluated for effectiveness following initial opening to traffic operation | D | 4 | M 8 | TMP |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **3** | Road User confusion or misdirection due to missing or conflicting signage within the worksite | Road users Injuring traffic management workers, pedestrians and/or workers. | C | 2 | L6 | Traffic control personnel must conduct a drive through assessment of devices to evaluate the effectiveness following initial opening, any changes and at regular intervals throughout the day as appropriate | D | 2 | L4 | TMP Section 9.1 |
| **4** | Parking of work plant & vehicles creating an unplanned hazard within the worksite<br>serious injury or fatality | Road users injuring traffic management workers , pedestrians and/or workers due to deviated path<br>Road users damaging work plant & vehicles | C | 4 | H 12 | Allocated parking to be provided or a provision for suitable parking will be created within the work area<br>traffic management workers to monitor and communicate vehicles movements if required | D | 4 | M 8 | Section 6.5 |
| 5 | Authorised commercial vehicles entering or leaving the work site | Works vehicles may stop unexpectedly to gain site entry causing a rear-end collision with road users or causing injury to workers or traffic management workers on-site | C | 3 | M 9 | Commercial vehicles to be fitted with flashing warning devices. Operators instructed on safe procedures and "Spotters" will assist drivers in entering or leaving worksite<br>• Radio communication between plant operator and traffic management workers<br>• Radio communication between traffic management workers and site personnel whilst 'spotting' | D | 3 | L 6 | TMP Section 7.4 |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **6** | Work activities and plant causing trip hazards for pedestrians and cyclists | Injury to pedestrians and other non-motorised road users | C | 3 | M 9 | • The worksite and its immediate surroundings must be suitably protected and free of hazards as far as practical, which could result in tripping by non-motorised road users<br>• Hazards, which cannot be removed, must be suitably protected to prevent injury to road users, including those with sight impairment<br>• The worksite must be kept tidy to reduce the risk to workers | D | 3 | L 6 | Appendix F - TGSs |
| **7** | Existing signage and structures causing reduced visibility of the worksite and temporary traffic control | Serious injury or fatality. | C | 4 | H12 | • All existing signage that may conflict with the temporary signage implemented as per TGS's are to be covered with suitable materials as per guidelines for the duration of the works<br>• Regular drive throughs should ensure the integrity of the worksite and all traffic management<br>• Where signs cannot be covered and conflict with the temporary signage, it will be removed<br>• Temporary devices may be extended 25% to accommodate for roadside structures, all changes to the signage will be recorded in the daily diary | D | 4 | M8 | TMP Section 9.1 |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **8** | Defective temporary signage causing inadequate advanced warning of proposed works | Serious injury or fatality | C | 4 | H12 | Regular site inspections of signs to be conducted by traffic management workers and site supervisor to ensure integrity of proposed signage. All signs to be made of retroreflective material to ensure signs can be seen during night works | D | 4 | M8 | TMP Section 9.1 |
| **9** | Inclement weather reducing visibility and minimum safe breaking distances. | Inability for road users to stop the vehicle in time prior to work zone/ traffic management workers resulting in injury to traffic management workers and/or Workers.<br><br>Reduced visibility to that required to safely navigate the work zone | C | 3 | M 9 | Works will not be undertaken if there is inclement weather that reduces safe working conditions on-site.<br><br>Works will be postponed under further notice until conditions are considered adequately safe for the intended works to continue as to operate as intended under the Traffic Management Guidance Scheme | D | 3 | L 6 | TMP Section 5.1.1.1 |
| **10** | Poor visibility from fog, dust, smoke, etc. | Injury to traffic management workers/workers | B | 3 | H12 | Stop Works, reassess sign spacing & increase where necessary. Continue works if safe, otherwise hold works until conditions subside | D | 3 | L6 | TMP Section 5.1.3 |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **11** | Sun Glare affecting signage visibility for oncoming traffic | Confusion from unclear road user directions leading to serious or fatal injuries/incidents | B | 3 | H12 | Where sun glare is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk from glare. Where traffic control is adversely affected by glare at sunset and sunrise, traffic management workers may need to assist in maintaining low traffic speeds. All changes are to be noted in the daily diary. | C | 3 | M9 | TMP Section 5.1.2 |
| **12** | Restrictions and delays to emergency services associated with the traffic control. | May cause unacceptable delays to emergency services due to traffic management and the delays associated with the travelled path being affected by works. | C | 4 | H 12 | The TMP details the consultation and communication mechanisms undertaken with Emergency services and how these will be managed.<br><br>It also requires that all works personnel respond to emergency traffic to facilitate safe and unhindered passage wherever possible to do so. Emergency services will always be given priority over road users. | D | 4 | M 8 | TMP Section 8.1, 8.2 & 8.6 |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **13** | Traffic volumes are higher than counts or predictions | Adverse public reaction and congestion<br><br>Injury to traffic management workers and/or workers due to an unsuitable TM treatment for unforeseen excess traffic volumes | C | 3 | M 9 | Traffic management workers to monitor for congestion and will remove the TM setup should the congestion become unacceptable and affect the safe operation of the TGS (Contact project manager/Site Supervisor/designing AWTM for clarification if needed)<br><br>Works are to cease, the road made trafficable, and reopened as soon as possible. Works to be reschedule when traffic volumes are reduced | D | 3 | L 6 | Section 4.1.2 |
| **14** | Unforeseen impacts on site that were not accounted for in the TMP design | Road users seriously or fatally injuring traffic management workers and/or Workers due to unforeseen impacts | C | 3 | M9 | Any on-site variations, if required, will be recorded in the daily diary and communicated as soon as practicable to the AWTM designer & the relevant road authority<br>BWTM – TGS variations within AWTM's specified ranges on site specific TGSs<br>WTM – TMP variations/changes within the existing TMP scope only | D | 3 | L6 | TMP Section 10.2 |

### 3.2.2 Site-Specific Risk Register

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **Temporary Speed Zones** | | | | | | | | | | |
| 1 | High traffic speed on traffic lanes adjacent to the work area creating a hazard and reducing road user reaction times | Serious Injury to pedestrians, workers and traffic management workers | C | 4 | H 12 | Workers within 1.2m of Traffic: 40km/h Speed Restriction required<br><br>Temporary speed zones will be implemented where required to reduce risk to motorists, workers and plant.<br>Temporary speed zones and adequate delineation will be implemented as per the TGSs and in accordance with the AGTTM, AS1742.3 and the MRWA CoP | D | 4 | M 8 | TMP Section 4.1.3 |
| **On-street parking within Road Closure** | | | | | | | | | | |
| **2** | Cars accessing/egressing parking bays within road closure | Head-on collisions | C | 3 | M9 | A traffic management worker will monitor parking bays and assist any vehicles requiring egress movements safely through the road closure | D | 3 | L6 | Appendix F - TGS-001-B |
| **Road Closures + Notifications** | | | | | | | | | | |
| **3** | Traffic redistribution from proposed road closures causing an increase of traffic flows in adjacent local network | Adverse Public reaction | C | 3 | M9 | Road closure TGS implementation must only be implemented during approved times | D | 3 | L6 | 2.1, Appendix F - TGSs |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **4** | Temporary TM such as road closures restricting access to residential and business properties | Adverse public reaction | C | 3 | M9 | Local and commercial access to be maintained where possible.<br>Letter-drop Notification to be provided as applicable 1 week prior to works where property access will be affected.<br><br>Detour routes and traffic management worker assisted local access to be provided to maintain access. | D | 3 | L6 | Section 9.4 |
| **Variations to the Standards** | | | | | | | | | | |
| **5** | Unsatisfactory placement location for signage during implementation such as driveways or unforeseen obstacles impacting safe operation of the TGS | Driver confusion or frustration not seeing intended TGS signage<br>Injury to workers, pedestrians &/or traffic management workers | C | 3 | M 9 | Signage to be placed at non-standard distances only if there is no other suitable alternative as per AS1742.3, AGTTM or MRWA CoP and implementation is risk assessed to be unacceptable in intended location<br>Signage spacing tolerances to be used as a first resort as specified on the works' TGS/s | D | 3 | L 6 | Appendix F - TGS |
| **Above Ground Hazard** | | | | | | | | | | |
| **6** | Crane/EWP activities above or in close proximity to passing pedestrians dropping objects | Serious injury or fatality to pedestrians or non-motorised road users caught underneath falling objects | C | 4 | H 12 | Footpath below the crane/EWP swing radius to be closed and diverted<br><br>Traffic management workers and workers in close proximity to crane works must wear hard hats at all times<br><br>Traffic management workers to hold or manage pedestrians during crane lifts that may come into close proximity to the crane/EWP arc as a precaution | D | 4 | M 8 | Appendix F – TGSs<br><br>TMP Section 4.2.1 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Truck Movements & Public Complaints** | | | | | | | | | | |
| **7** | Truck movements impacting surrounding residences | Trucks impeding residential properties and causing public frustration/complaints | C | 3 | M9 | Trucks exiting site in forward gear only Trucks must not park on the surrounding access road network and will be parked within the construction area | D | 3 | L6 | TMP Section 10.2 |
| **Pedestrians** | | | | | | | | | | |
| **8** | Pedestrians being hit by road users during diversion due to works affecting the footpath. | Road users or workers/work equipment causing injury to pedestrians | C | 4 | H 12 | Traffic management workers will assist pedestrians safely through/around the worksite | D | 4 | M 8 | TMP Section 4.2.1 & Appendix F |
| **9** | Pedestrians entering the worksite and encountering potentially dangerous plant/equipment within the work area | Pedestrians being struck by plant, causing serious injury or damaging equipment | C | 3 | M 9 | Pedestrian devices/delineation will be installed to prevent pedestrians entering hazardous work areas | D | 3 | L 6 | TMP Section 4.2.1 & Appendix F |
| **10** | Pedestrians crossing the travelled path at the work zone under traffic management worker direction/assistance. | Injury to pedestrians and other non-motorised road users whilst under traffic management worker direction. | D | 4 | M 8 | The TMP identifies any issues and nominates experienced personnel to provide directions and/or escort path users in a safe manner. | E | 4 | L 4 | TMP Section 6.2.2.4 |
| **Securing Cones/Bollards** | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **11** | Cones/bollards blown over due to windy conditions, heavy vehicles or traffic speed at High-Risk locations *(lateral shifts on high-speed roads, devices separating the work area, devices delineating excavations, etc.)* | Road users seriously or fatally Injuring Traffic Controllers and/or workers due to deviated path | C | 3 | M9 | Additional delineation stability methods:<br>• Bollards to have a base of 12 kg (or two 6 kg bases can be used);<br>• Cones be a minimum of 6 kg (or 3 kg cones can be doubled up, i.e. 2 stacked on top of each other); | D | 3 | L6 | TMP Section 7.3.4 |

# 4. TRAFFIC MANAGEMENT PLANNING AND ASSESSMENT

## 4.1 Traffic Assessment and Analysis

### 4.1.1 Traffic and Speed Data

A summary of recent traffic data is provided below:

| Location | Vehicles per day (% heavy vehicles) | Date | Source |
|---|---|---|---|
| Willcock St | Unknown | - | - |
| Canning Hwy (Site 4542) | 36151 (7.1%) | 2021/2022 | MRWA Traffic Map |
| Riseley St (Site 0437) | 13053 (6.4%) | 2024/2025 | MRWA Traffic Map |

A summary of recent speed data is provided below:

| Location | Posted Speed (km/h) | 85th Percentile Speed (km/h) | Date | Source |
|---|---|---|---|---|
| Willcock St/McCallum Cr | 50 | Unknown | 2025 | MRWA Info Maps |
| Canning Hwy (Site 4542) | 60 | 65 | 2021/2022 | MRWA Traffic Map |
| Riseley St (Site 0437) | 60 | 65 | 2024/2025 | MRWA Traffic Map |

### 4.1.2 Traffic Flow Analysis

The sum of these approaches should be less than or equal to 500vph (Within 200m from a controlled intersection) to comply with AGTTM guidelines between the intended work hours.

Heavy Vehicle <10% - No reduction to traffic volumes by 20% required

**Willcock St:**

There are no available traffic volume counts for Willcock St.

A 5-min on-site manual traffic count (13/09/2025 @ 14:35) of 2vph x 12 = 24vph. It can be estimated that peak traffic volumes will be <100vph.

**Canning Hwy (Site 4542):**

Peak traffic volumes of 2744vph in both EB & WB directions @ 16:00 weekdays

**Riseley St (Site 4542):**

Peak traffic volumes of 1078vph in both NB & SB directions @ 12:00 weekdays

**TTM Implementation**

Stage 1:

- Verge Works
- Road Closure + Detour
- Footpath Closure + Diversion
- Pedestrian Management
- Monday-Saturday, 07:00 – 17:00

**Table 2.4: Desirable number of open lanes for each direction of travel**

| Mid-block (one direction) (vph) | Within 200 m of controlled intersection (upstream or downstream) (one direction) (vph) | Desirable number of open lanes for direction considered |
|---|---|---|
| ≤ 1000 | ≤ 500* | 1 |
| 1001 - 2000 | 501 - 1000 | 2 |
| 2001 - 3000 | 1001 - 1500 | 3 |
| 3001 - 4000 | 1501 - 2000 | 4 |

** Prohibit right turns out of a single lane if the proportion of heavy vehicles and the volume of opposing traffic is high. Seek further assistance if needed.*

The traffic volumes shown in Table 2.4 may need to be reduced under certain conditions as described below:

- Reduced by 30% if the pavement surface is rough or unsealed.
- Reduced by 50% if the horizontal geometry through the work site is reduced to a speed value of less than 40 km/h.
- Reduced by 20% if the volume of heavy vehicles exceeds 10% and the road is downward, level or easy upgrade.
- Reduced by 40% if the volume of heavy vehicles exceeds 10% and the road has sustained upgrade > 5%.

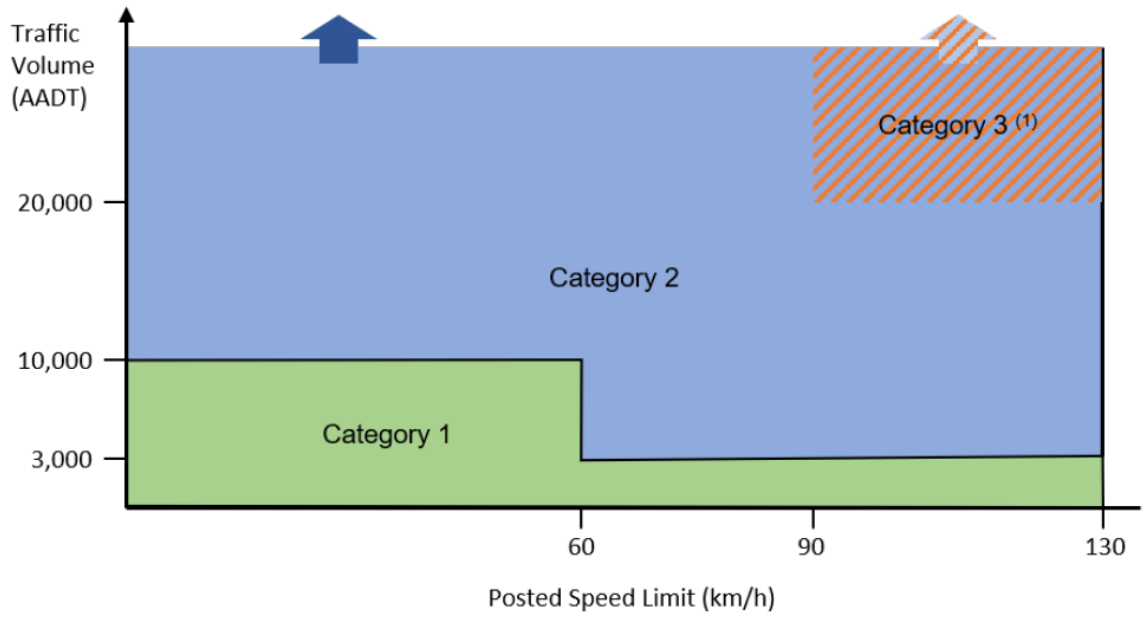
AGTTM – Part 3: Desirable number of lanes for each direction of travel - Table 2.4

### 4.1.3 Road Category

## 2.2 Default TTM Road Categories

The criteria for the selection of the default TTM category is based on the traffic volume and posted speed for a road as depicted in Figure 2.1.

**Figure 2.1: Road categories for TTM applications**




AGTTM – Part 8: Default TTM Categories – Figure 2.1

Willcock St is a Category 1 road and no special considerations or treatments will be required.

### 4.1.4 Temporary Speed Zones

A worksite speed limit of 40km/h will be implemented due to workers within 1.2 m of traffic, Monday-Saturday, 07:00 – 17:00.

After work hours the posted speed will be reinstated, the road will be left clean and free of debris and safe for road users.

### 4.1.5 Existing Traffic signals

N/A

### 4.1.6 Impact to adjoining network

Due to expected traffic volumes (see appendix E) it is anticipated there will only be an insignificant impact on the road network provided the Traffic Management setup follows the instructions set out in this document.

### 4.1.7 End of Queue Treatment

N/A

### 4.1.8 Portable Traffic Control Devices (PTCDs)

N/A

### 4.1.9 Speed Management

40km/h repeater speed restriction signage will be implemented for all side roads on approach to the work area to ensure road users are aware of the lowered speed environment.

TM workers to monitor road user speed and narrow lane widths to minimum values if required to slow traffic (3.1m minimum)

### 4.1.10 Excavations or Above Ground Hazards

No excavations will be present within the work area.

An above-ground hazard will be present on site when conducting the road closure works due to usage of a crane.

Footpath below the crane/EWP swing radius to be closed and diverted.

## 4.2 Road Users

### 4.2.1 Pedestrians

The footpath adjacent to the road will be affected by the intended works and periodical footpath closures will be required.

Traffic management workers positioned at either end of each work area must advise and assist pedestrians to facilitate the safe passage around / through the work zone when required.

Pedestrian detours will be installed when it is deemed impractical to assign a traffic management workers to such areas.

### 4.2.2 Cyclists

There is no dedicated lane for cyclists and as such, Cyclists will be treated as road users.

### 4.2.3 Public Transport

PTA services are not expected to be affected by the intended works.

### 4.2.4 Heavy and Oversized Vehicles

Heavy and oversized vehicles will not be affected by the intended works.

### 4.2.5 Existing Parking Facilities

On-street existing parking facilities will be affected by the intended road closure and will be inaccessible during closures. TM workers will assist vehicles in these bays to safely exit the road closure during works should they be encountered on site.

### 4.2.6 Access to Adjoining Properties / Business

Access to adjoining properties will be affected by the intended works and all local residents/businesses will be notified of the upcoming works via letter drop to be conducted by Welink.

Traffic management workers will be in place to assist property access where required.

### 4.2.7 Rail Crossings

N/A

### 4.2.8 School Crossings

There are no schools in the vicinity of the work area and no significant number of children will be expected.

### 4.2.9 Special Events and Other Works

Works by others: PM to be contacted and the TMP revised if there is a conflict of TTM required during intended works

No works by others expected.

### 4.2.10 Emergency Vehicle Access

Traffic management workers must monitor for emergency vehicles throughout the works and must give priority to all emergency vehicles to ensure the quickest route through the worksite is provided and is clear and unobstructed as far as practicable.

## 4.3 Night Work Provisions

No night works are being undertaken on this project.

## 4.4 Road Safety Barriers

N/A

## 4.5 Shadow Vehicles

A shadow vehicle must be used when implementing TM at all times.

1x traffic management worker must operate the traffic control vehicle as a shadow vehicle or may act as a spotter whilst the other traffic management worker implements signage. Traffic management workers should face traffic to increase reaction time to an errant vehicle.

## 4.6 Consultation and Communication / Notification

### 4.6.1 Other Agencies

In accordance with the CoP all relevant agencies must be notified using the **'Notification of Roadworks'** form attached at Appendix "A". A distribution list is provided on the bottom of the form and other relevant agencies must be notified as required.

### 4.6.2 Public

The public must be notified of the works and traffic management arrangements which will affect journey times via:

- Letter drop to all residents and businesses within the traffic control zone one week ahead of the scheduled works

# 5. SITE ASSESSMENT

## 5.1 Provision to Address Environmental Conditions

### 5.1.1 Adverse Weather

Weather is not expected to adversely impact on the effectiveness of the traffic control detailed on the attached TGSs. Notwithstanding this, should adverse weather conditions be encountered during the works, the following contingency procedures should be implemented.

*Note: any adjustments to the TMP/TGS must be risk assessed and approved by someone holding a WTM or AWTM accreditation. Major changes will require road authority approval.*

#### *5.1.1.1 Rain*

In the event of rain, an on-site assessment must be made and sign spacing and tapers may be extended by 25% to account for increased stopping distances. Slippery (T3-3) signs may be placed as required and all changes must be recorded in the daily diary.

If rain occurs, Traffic Management Personnel must inspect the site and where signage and / or devices are not clearly visible, signage may need to be adjusted to improve visibility or if necessary, provide additional signage and delineation. Where stopping distances are adversely affected by wet surfaces, spacing between signs may need to be adjusted to provide increased reaction time for drivers. In cases where it is determined that the rain is so heavy that the risk is considered unacceptable, all work must cease until rain has cleared. All changes must be noted in the daily diary.

#### *5.1.1.2 Floods*

Should works be affected by flooding to the extent that the worksite becomes impassable or risk is considered unacceptable, all work must cease immediately and traffic management workers (and other personnel if necessary) must be deployed immediately to close the site and direct traffic around the flooded area (under the direction of the project manager or traffic manager). Emergency services and the Road Authority must be notified immediately and traffic management workers must remain onsite until emergency services and the Road Authority personnel arrive and take control of the site.

#### *5.1.1.3 Other adverse weather*

If adverse weather conditions arise such as Lightning and strong-winded storms that pose a risk to the safety or workers or correct implementation and operation of the TMP/TGSs that cannot be reasonably negated, works will cease as soon as practicable until weather conditions have improved.

### 5.1.2 Sun Glare

Where sun glare is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk from glare. Additionally, in the event that traffic control is adversely affected by glare at sunset and sunrise, traffic management workers may need to assist in maintaining low traffic speeds.

Although the work is being undertaken outside the hours of sunrise and sunset, some roads run east-west and traffic management personnel must consider such when positioning signs, vehicle mounted warning devices, delineation, traffic controller positions, etc.

In the event of sun glare dramatically reducing visibility, an on-site assessment must be made and sign spacing and tapers may be extended, within allowable tolerances, by 25% to account for reduced visibility.

All changes must be recorded in the daily diary.

### 5.1.3 Fog/Dust/Smoke

Where fog, dust or smoke is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk. All changes are to be noted in the daily diary.

Should works be affected by fog, dust or smoke to the extent that risk is considered unacceptable, all work must cease immediately, and traffic management workers (and other personnel if necessary) must be deployed immediately to close the site.

### 5.1.4 Road Geometry, Terrain, Vegetation and Structures

There are no structures affecting sight lines or access, or which will be affected by the works' processes.

Escape routes for workers have been considered and are not expected to be hindered as there are no guard rails or barricades existing on site.

## 5.2 Existing Traffic and Adverting Signs

Any conflicting signage must be covered throughout the duration of the works such as existing speed signage.

# 6. SAFETY PLAN

## 6.1 Work Health and Safety

All persons and organisations undertaking these works or using the roadwork site have a duty of care under statute and common law to themselves, workers and all site users, lawfully using the site, to take all reasonable measures to prevent accident or injury.

This TMP forms part of the overall project Safety Management Plan and provides details on how all road users considered likely to pass through, past, or around the worksite will be safely and efficiently managed for the full duration of the site occupancy and works.

## 6.2 Roles and Responsibilities

### 6.2.1 Responsibilities

The Project Manager has the ultimate responsibility to ensure the TMP is implemented for the prevention of injury and property damage to employees, contractors, sub-contractors, road users and all members of the public.

The Project manager will ensure all site personnel are fully aware of their responsibilities, and that traffic controllers/ traffic management workers are appropriately trained and accredited and that sufficient personnel are available to ensure that the appropriate breaks are taken.

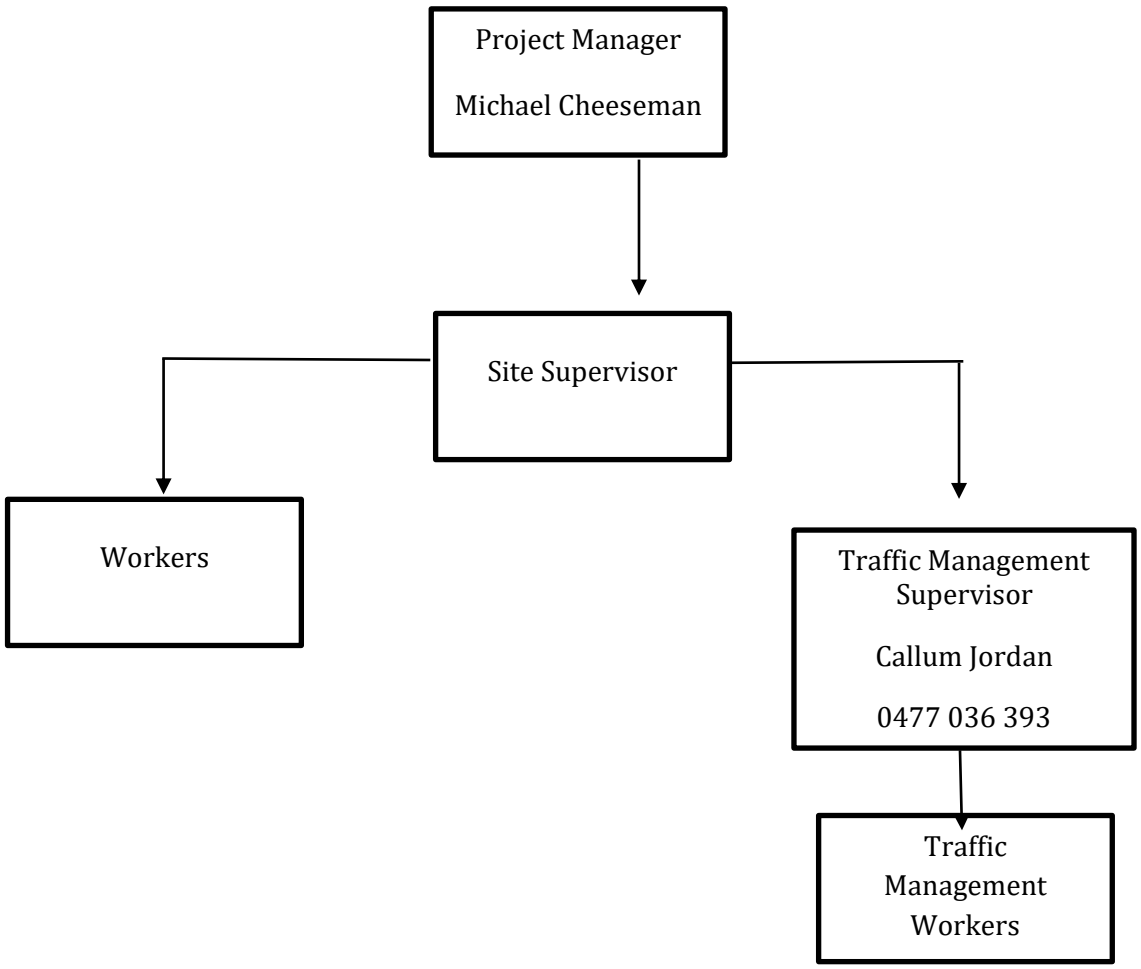
All personnel engaged in the field activities will follow the correct work practices as required by the CoP, AGTTM and AS1742.3.

All personnel will not commence or continue work until all signs, devices and barricades are in place and operational in accordance with the requirements of the TMP.

All personnel responsible for temporary traffic management must ensure that the number, type and location of signs, devices and barricades are to a standard not less than Appendix F of this plan, CoP, AGTTM and AS1742.3. Should a situation arise that is not covered by this TMP, CoP, AGTTM or AS1742.3, the Road Authority Representative must be notified.

### 6.2.2 Roles

The following diagram outlines the responsibility hierarchy of this worksite.




#### *6.2.2.1 Project Manager*

The project manager must:

- Ensure all traffic control measures of this TMP are placed and maintained in accordance with this plan 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 temporary traffic management are undertaken in accordance with the TMP, and results recorded. Any variations must be detailed together with reasons
- Review feedback from field inspections, worksite personnel and members of the public, and take action to amend the traffic control measures as appropriate following approval from the Road Authority's Representative
- Arrange and/or undertake any necessary audits and incident investigations

#### *6.2.2.2 Site Supervisor*

The site supervisor is responsible for overseeing the day-to-day activities, and is therefore responsible for the practical application of the TMP, and must:

- Instruct workers on the relevant safety standards, including the correct wearing of high visibility safety vests
- **Work with the Traffic Management Supervisor to ensure the correct TGS is selected for the work activity**
- 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

#### *6.2.2.3 Traffic Management Supervisor*

The Traffic Management Supervisor is responsible for the practical application of the Traffic Management devices and workers in accordance with the appropriate Traffic Guidance Schemes, AGTTM, Main Roads Code of Practice and AS 1742.3.

- At least one person accredited in Advanced Worksite Traffic Management must be available to attend the site at short notice at all times to manage variations, contingencies and emergencies, and to take overall responsibility for traffic management
- AWTMs should be contactable by phone as a minimum

The Traffic Management Supervisor is responsible for the following:

- Work with the Site Supervisor to ensure the correct TGS is selected for the work activity
- Prior to any implementation activities on site the Traffic Management Supervisor must execute all actions outlined in the Austroads Guide to Temporary Traffic Management Part 6, Field Staff – Implementation and Operations.
- Ensuring the Traffic Management devices are set out in accordance with the Traffic Guidance Schemes, AGTTM and Main Roads Code of Practice.
- Ensure that the quality and quantity of Traffic Management devices matches the relevant Traffic Guidance Scheme, Main Roads Code of Practice and AS 1742.3.
- Have all relevant qualifications, including Worksite Traffic Management for complex Traffic Management arrangements on State Roads.

- Must be on site to manage adjustments, modifications, contingencies and emergencies and take overall responsibility for the implemented Traffic Management setups.
- Where changes are required to complex Traffic Management arrangements, the Traffic Management Supervisor must risk assess those changes and record variations in the Daily Diary. Where an RTM is not consulted, all changes must be within the original scope and objectives of the proposed Traffic Guidance Schemes. All other changes must be endorsed by the RTM and must be authorised by the Road Infrastructure Manager.
- Ensure there is a copy of the approved Traffic Management Plan, including all associated Traffic Guidance Schemes is available on site at all times

#### *6.2.2.4 Traffic Management Workers*

- At least one person on site must be accredited in Basic Worksite Traffic Management and must have the responsibility of ensuring the traffic management devices are set out in accordance with the TMP.

#### *6.2.2.5 Traffic Controllers*

N/A

#### *6.2.2.6 Workers and Subcontractors*

Workers and Subcontractors must

- Correctly wear high visibility vests, in addition to other protective equipment required (e.g. footwear, eye protection, helmet sun protection etc.), 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

## 6.3 Personal Protective Equipment (PPE)

All plant and equipment at the workplace must meet statutory requirements and have the required registration, licences or certification where required. All mobile equipment must be fitted with suitable reversing alarms. All mobile plant and vehicles must be fitted with a pair of rotating flashing yellow lamps in accordance with AS1742.3 clause 4.14.1. All workers will be made aware of the safe work practice at the time of the site induction.

## 6.4 Plant and Equipment

All plant and equipment at the workplace must meet statutory requirements and have the required registration, licences or certification where required. All mobile equipment must be fitted with suitable reversing alarms. All mobile plant and vehicles must be fitted with a rotating flashing yellow lamp in accordance with AGTTM & AS1742.3. All workers will be made aware of the safe work practice at the time of the site induction.

## 6.5 Trip Hazards

The worksite and its immediate surroundings must be suitably protected and free of hazards, which could result in tripping by cyclists or pedestrians. Hazards, which cannot be removed, must be suitably protected to prevent injury to road users, including those with sight impairment. Where level differences are significant, suitable barriers, which preclude pedestrian access must be used.

Where works extend beyond daylight hours and adjacent lighting is insufficient to illuminate hazards to cyclists or pedestrians, appropriate temporary lighting must be installed.

The worksite must be kept tidy to reduce the risk to workers.

# 7. IMPLEMENTATION

## 7.1 Traffic Guidance Schemes

The Traffic Guidance Scheme (TGS) outlined in Appendix F and listed below have been provided for the following stages to demonstrate the type of controls that will be implemented throughout the term of the contract. All sign and device requirements are shown on each TGS. Should the use of additional (not shown on the TGS or listing of devices) or reduced number of devices be required due to unforeseen needs, they must be recorded within the Daily Diary as a variation to the TMP, following prior approval.

| Construction Stages | Traffic Management Stages | TGS Number and version | Details |
|---|---|---|---|
| Stage 1 | 1.1 | TGS-001-A<br>Rev0 | Verge Works<br>Footpath Closure + Diversion<br>Pedestrian Management<br>Monday-Saturday, 07:00-17:00 |
| | 1.2 | TGS-001-B/B2<br>Rev0 | Road Closure + Detour<br>Footpath Closure + Diversion<br>Pedestrian Management<br>Monday-Saturday, 07:00-17:00<br>Letter-Drop Notification Required |

## 7.2 Sequence and Staging

The sequence of temporary traffic management installation, work activities and temporary traffic management removal are shown in the table below.

| Step | Details |
|---|---|
| 1 | Confirm applicable TMP & TGSs for the day's activities |
| 2 | Inspect all signs and devices to ensure they are undamaged, clean and comply with the requirements depicted on the TGS/s |
| 3 | Advance warning signage installation |
| 4 | All intermediate advance warning and regulatory signs and devices required in advance of the start of the work area |
| 5 | All delineating devices required |
| 6 | Delineation past the work area |
| 7 | Termination Signage |
| 8 | Other warning signs or regulatory signs |

| Step | Details |
|---|---|
| 9 | Operational Check – Onsite drive through and check of TTM by WTM, AWTM or Road Authority Representative (with an equivalent level of knowledge and experience) to ensure effectiveness and compliance with the TMP/TGS |
| 10 | Onsite Inspection – Frequent inspection of TTM during works to ensure signs, devices, method statements and accreditation have been correctly implemented and supplied |
| 11 | Removal of applicable traffic control signs and devices should be undertaken in the reverse order of erection, progressing from the work area out toward the approaches |

An example of the intended setup can be found from the AGTTM Part 6 but is intended as guidance only.

Traffic management workers must obey all road rules and use their best judgement when ascertaining turn-around points and ensure movements are done calmly with no erratic movements whilst navigating the work site.

## 7.3 Traffic Control Devices

### 7.3.1 Sign Requirements

All signs used must conform to the designs and dimensions as shown in Australian Standard AS 1742.3, AGTTM and the CoP.

Prior to installation, all signs and devices must be checked by the Site Supervisor or a suitably qualified person to ensure that they are in good condition and meet the following requirements:-

- Mechanical condition - Items that are bent, broken or have surface damage must not be used.
- Cleanliness - Items should be free from accumulated dirt, road grime or other contamination.
- Colour of fluorescent signs - Fluorescent signs whose colour has faded to a point where they have lost their daylight impact must be replaced.
- Retroreflectivity. - Signs used for night-time or in low light conditions whose retroreflectivity is degraded either from long use or surface damage and does not meet the requirements of AS 1906 must be replaced.
- Battery operated devices - must be checked for lamp operation and battery condition.

Where signs do not conform either to the requirements of AS 1742.3 or would fail to pass any of the above checks, they must be replaced on notice.

Signs and devices must be positioned and erected in accordance with the locations and spacing's shown on the drawings. All signs must be positioned and erected such that:

- They are properly displayed and securely mounted;
- They are within the driver's line of sight;
- They cannot be obscured from view;

- They do not obscure other devices from the driver's line of sight;
- They do not become a possible hazard to workers or vehicles; and
- They do not deflect traffic into an undesirable path.

Signs and devices that are erected before they are required must be covered by a suitable opaque material. The cover must be removed immediately prior to the commencement of work.

Where there is a potential for conflict of information between existing signage and temporary signage erected for the purpose of traffic control, the existing signs must be covered. The material covering the sign must ensure that the sign cannot be seen under all conditions i.e. day, night and wet weather. Care will be taken to ensure existing signs are not damaged by the covering material or by adhesive tape.

#### *7.3.1.1 Securing Signs and Devices*

Signage may be weighted with sandbags if weather or traffic pose a risk of blowing signage over, the site speed limit is 50km/h and is not expected to adversely affect signage stability.

Where workers are not available to immediately identify and rectify fallen signs, the securing of signs must include one of the following methods:

• Sandbags (or similar) on all 4 legs (total weight of at least 40 kg) – see MRWA CoP 6.3.1 Table 5 below;

• Affixing to other suitable permanent roadside infrastructure;

**Table 5 – Minimum sandbags to secure signs**

| Permanent Speed Limit | Clearance of sign to travelled path | Minimum number of 10kg sandbags |
|---|---|---|
| 90-110 km/h | 1 m or less | 4 |
| | More than 1 m | 2 |
| 70-80 km/h | 1 m or less | 3 |
| | More than 1 m | 2 |
| 60 km/h or less | any | 2 |

MRWA CoP Section 6.3.1 - Table 5

### 7.3.2 Tolerances on positioning of signs and devices

Where a specific distance for the longitudinal positioning of signs or devices with respect to other items or features is stated, for the spacing of delineating devices or for the length of tapers or markings, the following tolerances may be applied:

**(a) Positioning of signs:**

Where a physical constraint on site impacts locating the sign(s) as per the spacing

requirements in Table 2.2 of AGTTM Part 3 signs can be modified by a person with AWTM

accreditation to:

(i) Up to 10 % less than the distance given

(ii) Up to 25 % or 15 m more than the distance given (whichever is greater)

**(b) Length of tapers and/or markings:**

(i) Minimum, 10% less than the distances or lengths given.

(ii) Maximum, 25% or 15m more than the distances or lengths given (whichever is great)

**(b) Spacing of delineating devices:**

(i) Maximum, 10% more than the spacing shown.

(ii) No minimum.

These tolerances must not apply where a distance, length or spacing is already stated as a maximum, a minimum or a range.

### 7.3.3 Flashing Arrow Signs

No flashing arrow signs will be required.

### 7.3.4 Delineation and Edge Clearance

Cones must be used for delineation unless other treatment is specified in the Traffic Management Plan or on the Traffic Guidance Schemes.

All cones must be at least 700 millimetres in height and constructed from fluorescent orange or red material that is resilient to impact and will not damage vehicles when hit at low speed. Cones and bollards will be fitted with suitable retro-reflective bands in accordance with the AGTTM Part 3, 5.4.1 pg. 64.

The base of the cones will be secured so that they are not dislodged by traffic. Cones will be inspected at intervals necessary to ensure any misalignment or displacement is identified and corrected prior to this causing disruption to traffic.

Table 4.2: 'Through' spacing of traffic cones, bollards and post-mounted delineators

| Purpose and usage | Speed (km/h) | Recommended maximum spacing (m) |
|---|---|---|
| For traffic cones and bollards** | | |
| All purposes | ≤55 | 4 |
| | 56 - 75 | 12 |
| | ≥76 | 18 |
| Protecting freshly painted lines | 56 - 75 | 24 |
| | ≥76 | 60 |
| For post-mounted delineators | | |
| All purposes | ≤75 | 24 |
| | ≥76 | 60 |

***Consider whether cyclists are using the road shoulder or bike lane and whether an appropriate alternative facility be provided before installing traffic cones or bollards in the area. Where possible, place bollards to maintain a safe cycling facility.*

*Table 4.2 from AGTTM 2019 – Part 3, page 45*

4m Max Spacing

Table 5.2: 'Past' edge clearance

| Speed (km/h) | Distance (m) |
|---|---|
| **For traffic cones, bollards, longitudinal channelising barricades or any other delineation device** | |
| ≤ 65 | 0.3* |
| ≥ 66 | 0.5 |
| **For post-mounted reflectors, temporary hazard markers** | |
| All speeds | 1 |
| **For kerbed edges of traffic lanes** | |
| All speeds | 0.3 - 0.5 (behind the face of kerb) |
| **For delineation adjacent to excavations see Section 6.8 Table 6.1** | |
| **For plastic mesh fencing (e.g. temporary pedestrian pathways) see Section 5.3.2** | |

** Use this distance when delineating the path. If devices are being used to reduce speeds, as with traffic cones, the offset distance can be reduced to 0 m.*

*Table 5.2 from AGTTM 2019 – Part 3, page 63*

## 7.4 Site Access for Work Vehicles

Construction and/or traffic management vehicles entering and exiting the traffic stream must be mindful of the conditions that may affect the safety of these movements.

All entry and exit movements will be in accordance with the Road Traffic Code and must be undertaken in the following manner:

Vehicles must:

- Decelerate slowly and signal their intention by indicator to leave the traffic stream;
- Activate the vehicle's rotating yellow lamp, where fitted, once a speed of 20 km/h below the speed limit has been reached and at least 50m prior to the exit location.
- Switch on the vehicle hazard lights once the vehicle is stationary.
- Where risks associated with unassisted exit or entry to or from the traffic stream are high, traffic management workers should be used to assist entry and exit movements.

Vehicles fitted with rotating amber lamps must have the vehicle's rotating lamp activated prior to entering the traffic stream and must undertake the following.

- Switch off the vehicle hazard lights;
- Indicate intention to enter the traffic stream using direction indicators;
- Ensure there is a suitable gap from oncoming traffic to allow for a safe entry manoeuvre; and,
- Turn off the rotating yellow lamp(s) once a speed of 40 km/h is reached.

Entry and exit manoeuvres must be avoided in close proximity to intersections. Work personnel must not cross traffic streams on foot unless absolutely necessary.

Construction or traffic management vehicles must only be parked where indicated on the Traffic Guidance Scheme. Vehicles must not obstruct paths and be parked an adequate distance from intersections or driveways to ensure clear sight lines remain for all road users.

## 7.5 Communicating TMP Requirements

Prior to works commencing the Site Supervisor must communicate the TMP Plan to all key stakeholders and affected parties.

The SWMS, JHA and any other pre-start requirements will be reviewed and completed prior to the commencement of works.

# 8. EMERGENCY ARRANGEMENTS AND CONTINGENCIES

## 8.1 Traffic Incident Procedures

In the event of an incident or accident, whether or not involving traffic or road users, all work must cease and traffic must be stopped as necessary to avoid further deterioration of the situation. First Aid must be administered as necessary, and medical assistance must be called for if required.

Road plant within the work area that may impact on any services requiring access to a crash site will be cleared from the area quickly as necessary.

### 8.1.1 Serious Injury or Fatality

In the case of serious injury or fatality occurring within the traffic management site all work must cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic management workers (and other personnel if necessary) must be deployed immediately to ensure no traffic or other road users approach the area.

An Ambulance and Police must be called on telephone number 000 where life threatening injuries are apparent.

All road workers and traffic management personnel must preserve the scene leaving everything in situ, until direction is given by Police or WorkSafe.

A site specific detour route and/or road closure point will be determined, signed and controlled by traffic management personnel and advised to Police, who will take charge of the site upon arrival. Detour routes will be determined so as to cater for all types of vehicles required to use them. An example of how to manage an emergency can be found in Section 5 of AGTTM Part 10.

All site personnel must be briefed on control procedures covering incidents and crashes that result in serious injury or fatalities.

### 8.1.2 Minor Incident or Vehicle Break Down within Site

Broken down vehicles and vehicles involved in minor non-injury crashes must be temporarily moved to the verge as soon as possible after details of the crash locations have been gathered and noted. Where necessary to maintain traffic flow, vehicles must be temporarily moved into the closed section of the work area behind the cones, providing there is no risk to vehicles and their occupants or workers. Suitable recovery systems must be used to facilitate prompt removal of broken down or crashed vehicles. Assistance must be rendered to ensure the impact of the incident on the network is minimised.

Any traffic crash resulting in non-life threatening injury must be reported to the WA Police Service on 131 444.

Details of all incidents and accidents must be reported to the Site Supervisor and Project Manager using the incident report form at Appendix “C” (or similar).

## 8.2 Emergency Services

On-site traffic management workers will be equipped with mobile communications to advise and/or liaise with emergency services to ensure a prompt response should the need arise.

## 8.3 Dangerous Goods

Should any incident arise involving vehicles transporting dangerous goods, all work must cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic management workers (and other personnel if necessary) must be deployed immediately to ensure no traffic or other road users approach the area.

Emergency services must be notified of the proposed works nature, location, date and times as well as contact details for the site supervisor. All site personnel must be briefed on evacuation and control procedures.

## 8.4 Damage to Services

In the event that gas services are damaged, all work must cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic management workers (and other personnel if necessary) must be deployed immediately to ensure no traffic or other road users approach the area. The Police Service and relevant supply authority must be called immediately. Damage to any other services must be treated in a similar manner except machinery may remain operational and access may be maintained where it is safe to do so.

All site personnel must be briefed on evacuation and control procedures.

## 8.5 Failure of Services

### 8.5.1 Failure of Traffic Signals

N/A

### 8.5.2 Failure of Street Lighting

N/A

### 8.5.3 Failure of Power

In the event that power infrastructure is damaged and poses a risk through live current, traffic management workers (and other personnel if necessary) must be deployed immediately to secure the site and prevent entry to the area affected by live power. Western Power must be notified immediately (phone 13 13 51).

## 8.6 Emergency Contacts

In the event of an emergency the following relevant authorities must be contacted and advised of the nature of works, location, type of emergency and contact details for the site supervisor.

| Emergency Service | Phone (Emergency) |
|---|---|
| WA Police Service | 000 |
| St. John Ambulance | 000 |
| DFES | 000 |
| Power | 13 13 51 |
| Gas | 13 13 52 |
| Main Roads | 138 138 |

# 9. MONITORING AND MEASUREMENT

## 9.1 Daily Inspections

Prior to works commencing the Site Supervisor must communicate the Traffic Management Plan to all key stakeholders and affected parties.

On completion of setting out the traffic control measures:

LGA Networks:

A drive-through recording of the implemented worksite may be undertaken for record keeping purposes if deemed prudent for record keeping procedures but is not a requirement under the MRWA Code of Practice.

The site is to be monitored for a suitable period of time. If traffic speeds on the approaches to the work site are assessed as being above the temporary posted speed zone for the work site, the Site Supervisor is to initiate action to modify the approach signage and tapers in accordance with the requirements of AGTTM/CoP. All such actions are to be recorded in the Daily Diary. Should road users be observed to continue to travel in excess of the posted speed limit, the police may be requested to attend the site to enforce the temporary posted speed limit.

The Advanced Worksite Traffic Management accredited supervisory person at the worksite may conditionally approve changes made to a non-complex traffic management plan subject to review and endorsement of the change by the designing AWTM as soon as practicably possible.

**See TMP section 10.4 for further adjustment/modification/substantial modification details.**

The Traffic Management Contractor must ensure that all temporary signs, devices and controls are maintained at all times. To achieve this, procedures in line with the requirements outlined in AGTTM Part 6 will be instituted. The monitoring program must incorporate inspections:

- Before the start of work activities on site,
- During the hours of work,
- Closing down at the end of the shift period, and
- After hours.

A daily record of the inspections must be kept indicating

- When traffic controls where erected,
- When changes to controls occurred and why the changes were undertaken,
- Any incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties.

The Traffic Management Contractor must ensure that personnel are assigned to monitor the traffic control scheme. Inspections must at least satisfy the following requirements.

### 9.1.1 Before works start

- Confirm TMP and TGS are suitable for the day's activities;
- Inspect all signs and devices to ensure they are undamaged, clean and comply with the requirements depicted on the TGS;
- All lamps should be checked and cleaned as necessary;
- After any adjustments have been made to the signs and devices, conduct a drive through inspection to confirm effectiveness.

### 9.1.2 During work hours

- Designate and ensure that appropriate work personnel drive through the site periodically to inspect all signs and devices and ensure they are undamaged and comply with the requirements depicted on the Traffic Guidance Schemes;.
- Attend to problems as they occur;
- Re-position signs and devices as required by work processes throughout the day and keep records of any changes.

### 9.1.3 Closing down each day

- Remove all TTM signage & devices
- Conduct a drive-through to ensure all TTM signage & devices are removed

### 9.1.4 After hours

N/A

## 9.2 TMP Audits and Inspections

One compliance audit (using the 'Compliance Audit Checklist for Traffic Management for Works on Roads' – found on the MRWA website) may be conducted following setting up of the traffic management and prior to commencement of the works.

Audit findings, recommendations and actions taken must be documented and copies forwarded to the Project Manager and the Road Authority's Representative

## 9.3 Records

A daily diary recording all inspections including variations to the approved TMP must be kept using the Daily Diary.

The Traffic Supervisor is to record all inspections made on a daily basis and at those times prescribed by the Traffic Management Implementation Standards. Upon completion of each day the Traffic Supervisor must provide copies of the daily diary record to the Project Manager.

The Traffic Supervisor is to record all variations made to the approved Traffic Management Plan on a daily basis and indicate clearly the nature of the variations and the reason for the variations. Upon completion of each day the Traffic Supervisor must provide copies of the variation record to the Project Manager.

## 9.4 Public Feedback

Public feedback/complaints will be recorded in the Daily Diary & communicated to the site supervisor or project manager when practical or prudent to do so.

All workers on site will conduct themselves in a polite manner when dealing with the public and should not enter into situations where conflict might occur.

Details of significant public relations should be noted in the Daily Diary.

# 10. MANAGEMENT REVIEW AND APPROVALS

## 10.1 TMP Review and Improvement

The Project Manager will ensure that the Traffic Management Plan is implemented and evaluated for effectiveness. The Supervisor must inspect and monitor traffic movements around the site in conjunction with the personnel who have erected the control measures.
Inspections must be undertaken as required and at a minimum on the following occasions:

- Before the start of work activities on site;
- During the hours of work;
- Closing down at the end of the shift period;
- A daily record of the inspections should be kept indicating:
- When traffic controls were erected.
- When changes to controls occurred and why the changes were undertaken;
- Any significant incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties.

Taborda Contracting will implement a procedure that ensures comments and complaints received from the public are registered. The Supervisor must be responsible for the monitoring of the Register on a daily basis.

A review of the effectiveness of the TMP may be undertaken by the Project Manager and Traffic Management Contractor as part of the close-out procedure.

## 10.2 Variations

1. There are no departures from the requirements of the Traffic Management for Works on Roads Code of Practice in this Traffic Management Plan.

## 10.3 Approvals, Authorisations and Permits

Before works commence it is necessary to seek approval from the following:

- Main Roads WA
- Local Government Authority (City of Melville)

## 10.4 Adjustment and Modification of TMPs

- Where the TMP needs amending, e.g. due to a change in the scope of works or safety concerns, a modified TMP will be submitted for approval to the Road Authority.
- **Adjustments:** a person with BWTM accreditation may make on-site adjustments of
- traffic control devices within the allowable tolerances indicated in AGTTM (see TMP section 7.3.2)
- **Modifications:**
- A person with WTM or AWTM accreditation may make on-site modifications to traffic control devices outside of tolerances.

- This includes modifying, adding and/or removing signs and devices where the intent/objectives of the TMP and operation of the road network are not adversely impacted.
- Changes to the TMP/TGS **must not** involve adding lane or road closures, speed limit changes, or adding any additional regulatory signs that have not been approved.
- Adding repeater speed restriction signs is permitted.
- **Substantial modifications:** more substantial modifications must be made by a person with AWTM accreditation and must be authorised by the Road Infrastructure Manager (with associated RTM endorsement where required). *Note: this is likely to result in a new revision of the TMP*
- All adjustments and modifications are to be risk assessed, recorded on the TMP and/or TGS and recorded in the daily diary.
- **In emergency situations:** on-site adjustments or modifications must be made and recorded in the daily diary, and the Project Manager notified as soon as practicable.

# APPENDIX A – NOTIFICATION OF ROADWORKS

## *10.4.1.1 NOTIFICATION OF ROADWORKS*

**Notifications are to be distributed at least one (1) week in advance of works**
**Where the traffic management is to interfere with traffic signal operation, prior approval is required 3wks in advance via enquiries@mainroads.wa.gov.au.**

**Where the works will place restrictions on Oversize and/or Restricted Access Vehicles Main Roads HVS requires at least 2 weeks notice.**

| | | | | | |
|---|---|---|---|---|---|
| TMP reference | ST-178 | Communication plan sent to Main Roads | Yes ☒ | No ☐ | N/A ☐ |
| Anticipated start date: | 03/11/2025 | Anticipated finish date: | 03/11/2026 | | |
| Daily work hours: | 07:00-17:00 | Is weekend work applicable?: | Yes ☒ | No ☐ | |
| Location of works (Road/Street, Suburb): | 6 Willcock St, Ardross | | | | |
| Description of works: | Residential Construction Works | | | | |
| Description of traffic management arrangements: | Verge Works<br>Footpath Closure<br>Road Closure | | | | |
| Posted Speed Limit: | 50 | Worksite speed limit: | 40 | After hours speed limit: | 50 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| What is the anticipated effect on traffic flows?: | low | | | Will there be restricted width for oversize escorted vehicles?: | | Yes ☒ | No ☐ |
| Are lanes closed at signals?: | Yes ☐ | No ☐ | N/A ☒ | Are signal loops or hardware affected?: | Yes ☐ | No ☐ | N/A ☒ |
| Will signal phases need time changes? | Yes ☐ | No ☐ | N/A ☒ | Will signals need to revert automatically?: | Yes ☐ | No ☐ | N/A ☒ |
| Date of signal 'black out': | | | | Times of signal 'black out': | | | |
| Will Police attendance be required?: | Yes ☐ | No ☒ | | Dates for Police attendance : | | | |
| Are bridges located in area of works, (inc detours)?: | Yes ☐ | No ☒ | | Will changes to traffic flows/composition occur on bridges?: | | Yes ☐ | No ☒ |
| Are the works located within a School Zone?: | Yes ☐ | No ☒ | | Is there a children's crossing near the works?: | | Yes ☐ | No ☒ |

| | | | | | |
|---|---|---|---|---|---|
| Road Authority: | Main Roads WA | | | | |
| Postal Address: | | | | | |
| Telephone: | | Email: | enquiries@mainroads.wa.gov.au | Facsimile: | |
| Contact: | | | | | |
| Telephone: | | Email: | | Mobile: | |

| | | | | | |
|---|---|---|---|---|---|
| Road Authority: | City of Melville | | | | |
| Postal Address: | | | | | |
| Telephone: | | Email: | melinfo@melville.wa.gov.au | Facsimile: | |
| Contact: | TBC | | | | |
| Telephone: | | Email: | melville.informationofficer@melville.wa.gov.au | Mobile: | |

| | | | | | |
|---|---|---|---|---|---|
| Construction Contractor: | Welink | | | | |
| Postal Address: | | | | | |
| Telephone: | | Email: | | Facsimile: | |
| Contact: | Michael Cheeseman | | | | |
| Telephone: | | Email: | michael@welink.com.au | Mobile: | 0408 135 325 |
| After hours contact: | | Telephone: | | Mobile: | |

| | | | | | |
|---|---|---|---|---|---|
| Traffic Management Contractor: | Taborda Contracting | | | | |
| Postal Address: | 65 Eva St, Maddington WA 6109 | | | | |
| Telephone: | | Email: | info@taborda.com.au | Facsimile: | |
| Contact: | Wayne Taborda | | | | |
| Telephone: | | Email: | wayne@taborda.com.au | Mobile: | 0405 700 385 |
| After hours contact: | | Telephone: | | | |

| Distribution List | Email/Website |
|---|---|
| Main Roads Customer Information Centre | enquiries@mainroads.wa.gov.au |
| Fire & Emergency Services | dfes@dfes.wa.gov.au |
| Local Government | melinfo@melville.wa.gov.au |

## APPENDIX B – VARIATION TO STANDARDS

N/A

## APPENDIX C – RECORD FORMS

### Traffic Management Daily Diary

**Location:** **Client:** **Date:**

**TMP No:** **TGS No:** **Weather Conditions:** **Diary Sheet:** **of**

**Start Time at Depot:** **Time Arrive Onsite:** **Commencement of Site Setup:** **Site Setup and Operational:**

**Site Pulled Down at:** **Time Aftercare signs setup:** **TGS No:** **Time left site:** **Finish time at Depot:**

☐ **Day Works** ☐ **Night Works** ☐ **Emergency Response** **Site Setup as per TGS** ☐ **Yes** ☐ **No (if not comment on next page)**

☐ **Attendance at Pre-Start Meeting** **Did an incident occur (if yes complete incident report form)** ☐ **Yes** ☐ **No**

I confirm that the above times of 'setup' and 'pulldown' of traffic management signs and devices are a true and correct record

Name (Site Supervisor): Signed:

**Drive Through Checks** (Checks must be conducted at least every 2 hours)

Time of check entered. Rule off and leave blank if the check does not apply to the site. Make a note of any issues on the next page.

| **Traffic Management Site Checks** | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | | | | | | | | | | |
| Drive Through **Video Recording** conducted as per Main Roads Requirements | | | | | | | | | | |
| Are signs upright, clean, visible, level & stable | | | | | | | | | | |
| Are taper lengths correct | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Are speed limit signs correct and doubled up<br><br>Are sign spacings correct | | | | | | | | | | |
| Are cone/bollard alignments straight & spaced correctly | | | | | | | | | | |
| Are devices operating correctly | | | | | | | | | | |
| Are pedestrians, cyclists and other vulnerable road users catered for | | | | | | | | | | |
| Are lane widths adequate | | | | | | | | | | |
| Are vehicle queue lengths acceptable | | | | | | | | | | |
| Is road surface condition adequate | | | | | | | | | | |
| Is the work area clearly defined? | | | | | | | | | | |
| Are the travel paths for both directions of traffic clearly defined? Is the work area appropriately separated from passing traffic? Check the transition at the interface of the modified alignment. | | | | | | | | | | |
| Are centre lines/lane lines/edge lines clear and unambiguous? | | | | | | | | | | |
| Are sight and stopping distances adequate at works, at<br><br>intersections and driveways? | | | | | | | | | | |
| Are traffic lanes clearly delineated? | | | | | | | | | | |
| Are lighting for night-time controls operating correcting? | | | | | | | | | | |
| Have other risks associated with traffic management at night been catered for, e.g. placement of lighting towers | | | | | | | | | | |

**No. of TTM Vehicles Onsite:** _____

**No. of TTM Personnel Onsite:** _____

**TTM Personnel Names & Accreditations:**

| | **Accreditation Details (tick)** | | | | | **Time of Break from Stop/Slow**<br>(Traffic controllers must have a 15-minute break every two hours of constant stop/slow operation) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Name** | **TC** | **BWTM** | **WTM** | **AWTM** | **OTMA** | On | Off | On | Off | On | Off | On | Off |
| | | | | | | : | : | : | : | : | : | : | : |
| | | | | | | : | : | : | : | : | : | : | : |
| | | | | | | : | : | : | : | : | : | : | : |
| | | | | | | : | : | : | : | : | : | : | : |
| | | | | | | : | : | : | : | : | : | : | : |
| | | | | | | : | : | : | : | : | : | : | : |

Additional Comments _____

I confirm that the details contained herein are true and correct

Name: (TTM Leader): _____ Signed: _____

## Incident Report Form

Any incident occurring onsite must be reported using the following incident report format.

| | |
|---|---|
| Region<br><br>Contract Number | Incident Report No.<br><br>Contractor |

Major Incident Reports must be forwarded to the Superintendent within 48 hours of the incident occurring or becoming apparent.

Contractors must use this Form for reporting of Traffic incidents on works under Contract and this form supplements the WHS Incident Reporting Form.

| **A Details of Incident** | Reported to: ☐ Supervisor | | | ☐ TMR | ☐ Other | |
|---|---|---|---|---|---|---|
| WHS Incident Report No | | | | **Atmospheric Conditions** | **Light Conditions** | |
| Fatality ☐ | | | | Clear ☐ | Day Light ☐ | |
| Injury ☐ | **Road Surface** | | | Overcast ☐ | Night Time ☐ | |
| Property Damage ☐ | Unsealed ☐ | | | Raining ☐ | Dawn/Dusk ☐ | |
| Police Attended **Yes/No** | Sealed ☐ | | | Fog/Smoke/Dust ☐ | **Street Lighting** | |
| Time and Date of incident | **AM / PM** | | | **Road Condition** | On☐ | |
| | Day | Month | Year | Wet ☐ | Off☐ | |
| | | | | Dry ☐ | Not Provided ☐ | |

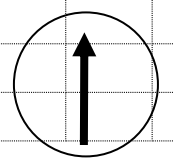
| Other relevant details, (Last maintenance grade, watering and dust conditions): |
|---|
| |
| |
| |
| |
| |
| |
| |

| **B Details of Traffic Management in place:** | | | | | | | |
|---|---|---|---|---|---|---|---|
| TGS No: | | | | Name of individual that prepared the TGS | | | |
| Time last inspected: | | | | Accreditation No: | | | |
| TGS Approved: | Day | Month | Year | TMP Approved: | Day | Month | Year |
| | | | | | | | |

| **C Descriptions of Vehicles:** | | | |
|---|---|---|---|
| Detail (make, model/ped/cyclist/VRU) | Registration No | Direction of Travel | Age of Driver |
| Vehicle 1 | | | |
| Vehicle 2 | | | |
| Vehicle 3 | | | |

| Comments: |
|---|
| |
| |
| |
| |
| |
| |

| **D Description of Incident:** |
|---|
| Draw the incident including the direction of travel, traffic control signs, fixed structures and north point. |



| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| **E Attachments:** | The following copies MUST be submitted with this Incident Report. | |
|---|---|---|

Approved TMP ☐ Approved TGS ☐ Approvals for temporary speed restrictions ☐ Daily Diary ☐ ☐

| **F Police Report:** |
|---|

Accident reported to Police: ☐ YES ☐ NO Report made by ☐ Phone ☐ Fax ☐ Mail or E-mail

Date Report Made Day Month Year Police WA Reference Number

| **G Details of Person Completing this Incident Form:** | |
|---|---|
| Name: | Contractor Name: |
| Position: | |
| Date: | Signature: |

# APPENDIX D – TRAFFIC ANALYSIS AND VOLUME COUNTS

mainroads WESTERN AUSTRALIA

SITE 4542

# Hourly Volume

## Canning Hwy (H013)

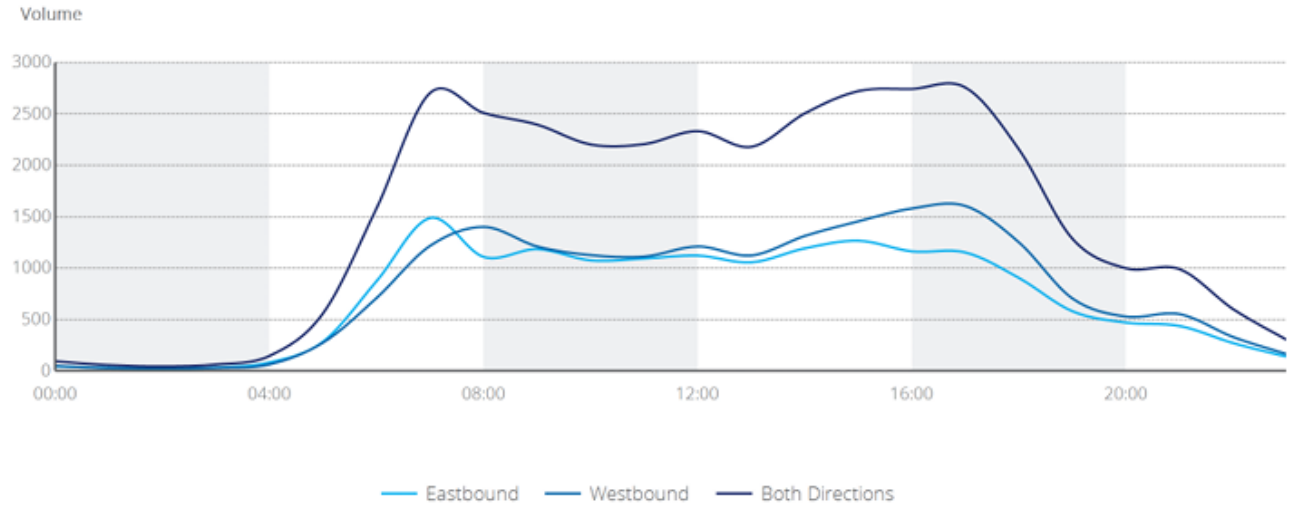
## West of Riseley St (SLK 8.15)

2021/22
Monday to Friday

| | All Vehicles | | | Heavy Vehicles | | | |
|---|---|---|---|---|---|---|---|
| | EB | WB | Both | EB | WB | Both | % |
| 00:00 | 45 | 49 | 94 | 3 | 3 | 6 | 6.4 |
| 01:00 | 30 | 27 | 57 | 3 | 1 | 4 | 7.0 |
| 02:00 | 19 | 25 | 44 | 2 | 2 | 4 | 9.1 |
| 03:00 | 33 | 30 | 63 | 2 | 5 | 7 | 11.1 |
| 04:00 | 83 | 64 | 147 | 8 | 5 | 13 | 8.8 |
| 05:00 | 286 | 276 | 562 | 28 | 23 | 51 | 9.1 |
| 06:00 | 875 | 711 | 1586 | 84 | 84 | 168 | 10.6 |
| 07:00 | 1488 | 1218 | 2706 | 121 | 116 | 237 | 8.8 |
| 08:00 | 1109 | 1401 | 2510 | 92 | 92 | 184 | 7.3 |
| 09:00 | 1185 | 1211 | 2396 | 103 | 101 | 204 | 8.5 |
| 10:00 | 1076 | 1127 | 2203 | 96 | 101 | 197 | 8.9 |
| 11:00 | 1094 | 1113 | 2207 | 99 | 83 | 182 | 8.2 |
| 12:00 | 1122 | 1211 | 2333 | 108 | 91 | 199 | 8.5 |
| 13:00 | 1057 | 1124 | 2181 | 105 | 90 | 195 | 8.9 |
| 14:00 | 1193 | 1314 | 2507 | 119 | 83 | 202 | 8.1 |
| 15:00 | 1267 | 1456 | 2723 | 108 | 79 | 187 | 6.9 |
| 16:00 | 1163 | 1581 | 2744 | 83 | 71 | 154 | 5.6 |
| 17:00 | 1152 | 1605 | 2757 | 58 | 60 | 118 | 4.3 |
| 18:00 | 904 | 1250 | 2154 | 35 | 48 | 83 | 3.9 |
| 19:00 | 580 | 704 | 1284 | 32 | 27 | 59 | 4.6 |
| 20:00 | 470 | 529 | 999 | 19 | 16 | 35 | 3.5 |
| 21:00 | 437 | 553 | 990 | 14 | 21 | 35 | 3.5 |
| 22:00 | 271 | 330 | 601 | 8 | 10 | 18 | 3.0 |
| 23:00 | 139 | 164 | 303 | 5 | 6 | 11 | 3.6 |
| TOTAL | 17078 | 19073 | 36151 | 1335 | 1218 | 2553 | 7.1 |

## Peak Statistics

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM | TIME | 06:45 | 07:45 | 07:00 | 06:45 | 06:30 | 06:45 |
| | VOL | 1514 | 1423 | 2706 | 121 | 123 | 240 |
| PM | TIME | 14:30 | 16:45 | 16:45 | 13:45 | 12:45 | 14:30 |
| | VOL | 1268 | 1629 | 2790 | 120 | 92 | 202 |



mainroads WESTERN AUSTRALIA

SITE 0437

# Hourly Volume

## Riseley St (1190002)

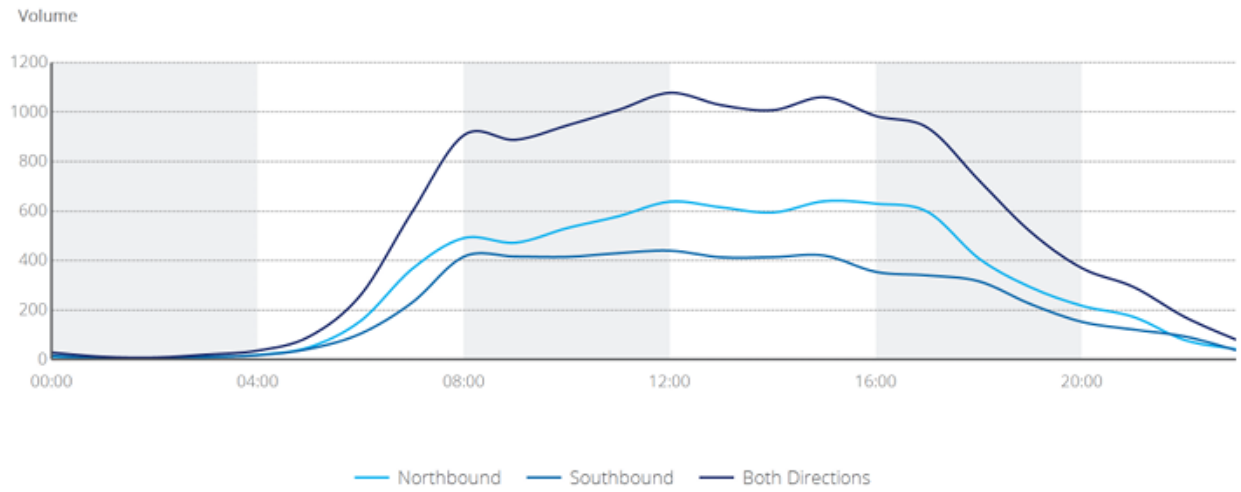
## South of Canning Hwy (SLK 0.35)

2024/25
Monday to Friday

| | All Vehicles | | | Heavy Vehicles | | | |
|---|---|---|---|---|---|---|---|
| | NB | SB | Both | NB | SB | Both | % |
| 00:00 | 12 | 16 | 28 | 0 | 2 | 2 | 7.1 |
| 01:00 | 6 | 5 | 11 | 1 | 0 | 1 | 9.1 |
| 02:00 | 3 | 5 | 8 | 1 | 2 | 3 | 37.5 |
| 03:00 | 9 | 11 | 20 | 2 | 5 | 7 | 35.0 |
| 04:00 | 19 | 17 | 36 | 3 | 3 | 6 | 16.7 |
| 05:00 | 50 | 43 | 93 | 8 | 5 | 13 | 14.0 |
| 06:00 | 157 | 105 | 262 | 19 | 11 | 30 | 11.5 |
| 07:00 | 367 | 231 | 598 | 47 | 21 | 68 | 11.4 |
| 08:00 | 491 | 416 | 907 | 36 | 33 | 69 | 7.6 |
| 09:00 | 472 | 416 | 888 | 49 | 28 | 77 | 8.7 |
| 10:00 | 531 | 415 | 946 | 35 | 19 | 54 | 5.7 |
| 11:00 | 579 | 430 | 1009 | 38 | 28 | 66 | 6.5 |
| 12:00 | 638 | 440 | 1078 | 42 | 24 | 66 | 6.1 |
| 13:00 | 615 | 413 | 1028 | 38 | 25 | 63 | 6.1 |
| 14:00 | 594 | 414 | 1008 | 31 | 24 | 55 | 5.5 |
| 15:00 | 640 | 420 | 1060 | 42 | 29 | 71 | 6.7 |
| 16:00 | 630 | 354 | 984 | 33 | 24 | 57 | 5.8 |
| 17:00 | 597 | 340 | 937 | 29 | 18 | 47 | 5.0 |
| 18:00 | 408 | 316 | 724 | 16 | 15 | 31 | 4.3 |
| 19:00 | 292 | 224 | 516 | 9 | 10 | 19 | 3.7 |
| 20:00 | 217 | 152 | 369 | 4 | 8 | 12 | 3.3 |
| 21:00 | 172 | 121 | 293 | 4 | 5 | 9 | 3.1 |
| 22:00 | 78 | 93 | 171 | 3 | 4 | 7 | 4.1 |
| 23:00 | 42 | 37 | 79 | 1 | 4 | 5 | 6.3 |
| TOTAL | 7619 | 5434 | 13053 | 491 | 347 | 838 | 6.4 |

### Peak Statistics

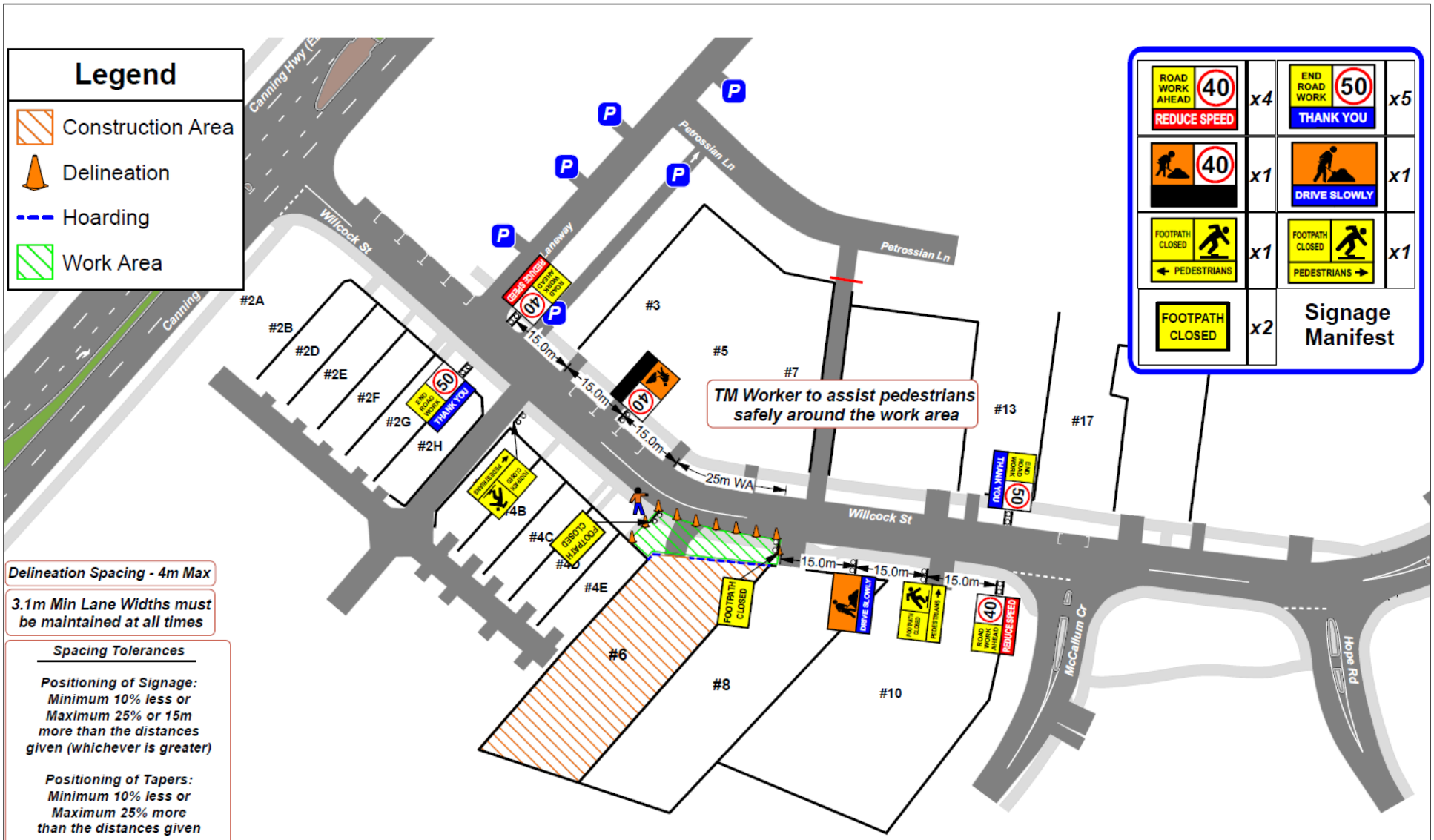
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM | TIME | 11:45 | 10:45 | 11:45 | 07:30 | 08:00 | 07:30 |
| | VOL | 633 | 437 | 1069 | 52 | 33 | 80 |
| PM | TIME | 14:45 | 12:00 | 14:30 | 12:15 | 15:00 | 15:00 |
| | VOL | 657 | 440 | 1084 | 44 | 29 | 71 |



# APPENDIX E – ROADWAY ACCESS AUTHORISATION PERMIT

TBA

# APPENDIX F – TRAFFIC GUIDANCE SCHEMES




*Delineation Spacing - 4m Max*

*3.1m Min Lane Widths must be maintained at all times*

***Spacing Tolerances***

***Positioning of Signage:***
***Minimum 10% less or Maximum 25% or 15m more than the distances given (whichever is greater)***

***Positioning of Tapers:***
***Minimum 10% less or Maximum 25% more than the distances given***

***Spacing of delineating devices:***
***No Minimum Maximum 10% more than the distances given***

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Contractor: | Welink | | | | | **TGS#:** | **TGS-001-A** | Existing Speed Limit: 50 | Speed Restriction: 40 | Designed By: Silvano Alessandrello |
| Works Description: | Verge Works & Footpath Closure + Diversion | | | | | | | | | AWTM Reg.#: 24-5347-04 |
| Location: | 6 Willcock St | | | | | | ***Welink to Conduct Construction Works*** | Additional TGS Constraints: Work Hours: Monday-Saturday, 07:00 - 17:00 | | Reviewed By: Megan Greaves |
| Suburb: | Ardross | | | | | | | | | AWTM Reg.#: NP-25-51516-01 |
| Revision: | 0 | Date: | 14/10/25 | LGA | City of Melville | **TMP#:** | ST-178 | N | TGS MAY NOT BE TO SCALE | |

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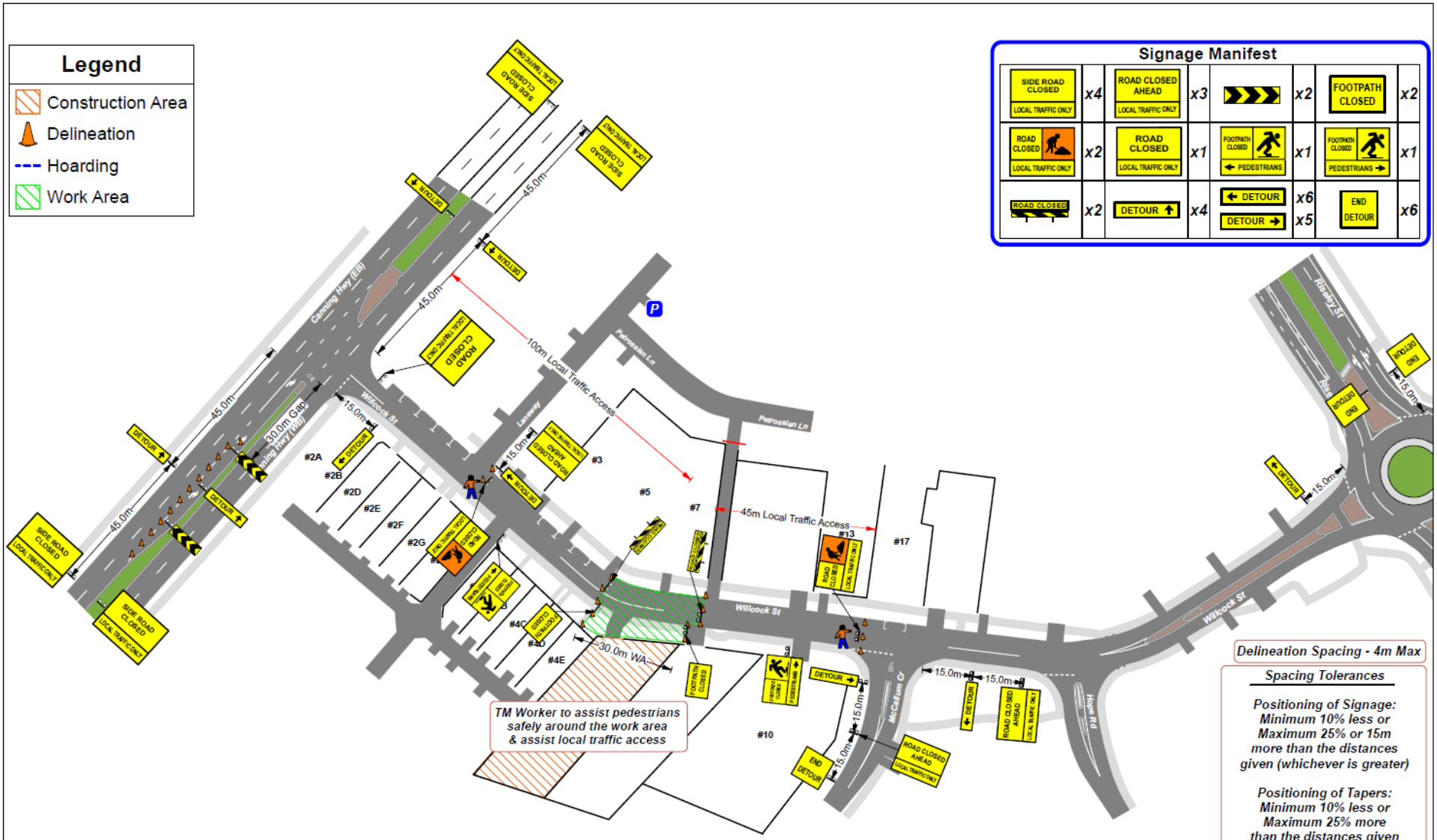


*To be used in Conjunction with TGS: TGS-001-B2 (Detour Route)*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Contractor: | Welink | | | | | **TGS#:** | **TGS-001-B** | Existing Speed Limit: 50 | Speed Restriction: N/A | Designed By: Silvano Alessandrello | Signature: |
| Works Description: | Road Closure + Detour | | | | | ***Welink to Conduct Construction Works*** | | Additional TGS Constraints: Work Hours: Monday-Saturday, 07:00 - 17:00 | | AWTM Reg.#: 24-5347-04 | |
| Location: | 6 Willcock St | | | | | | | | | Reviewed By: Megan Greaves | Signature: |
| Suburb: | Ardross | | | | | | | | | AWTM Reg.#: NP-25-51516-01 | |
| Revision: | 0 | Date: | 14/10/25 | LGA | City of Melville | **TMP#:** | ST-178 | N | TGS MAY NOT BE TO SCALE | | |

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## Legend

- Letter Drop Section
- Work Area

**TGS to be Printed In A3**


*To be used in Conjunction with TGS:*
*TGS-001-B (Works' TGS)*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Contractor: | Welink | | | | | TGS#: | TGS-001-B2 | Existing Speed Limit: 50 | Speed Restriction: N/A |
| Works Description: | Road Closure + Detour | | | | | *Welink to Conduct Construction Works* | | Additional TGS Constraints: Work Hours: Monday-Saturday, 07:00 - 17:00 | |
| Location: | 6 Willcock St | | | | | | | | |
| Suburb: | Ardross | | | | | | | | |
| Revision: | 0 | Date: | 14/10/25 | LGA | City of Melville | TMP#: | ST-178 | N | TGS MAY NOT BE TO SCALE |

Designed By: Silvano Alessandrello — Signature — AWTM Reg.#: 24-5347-04
Reviewed By: Megan Greaves — Signature — AWTM Reg.#: NP-25-51516-01

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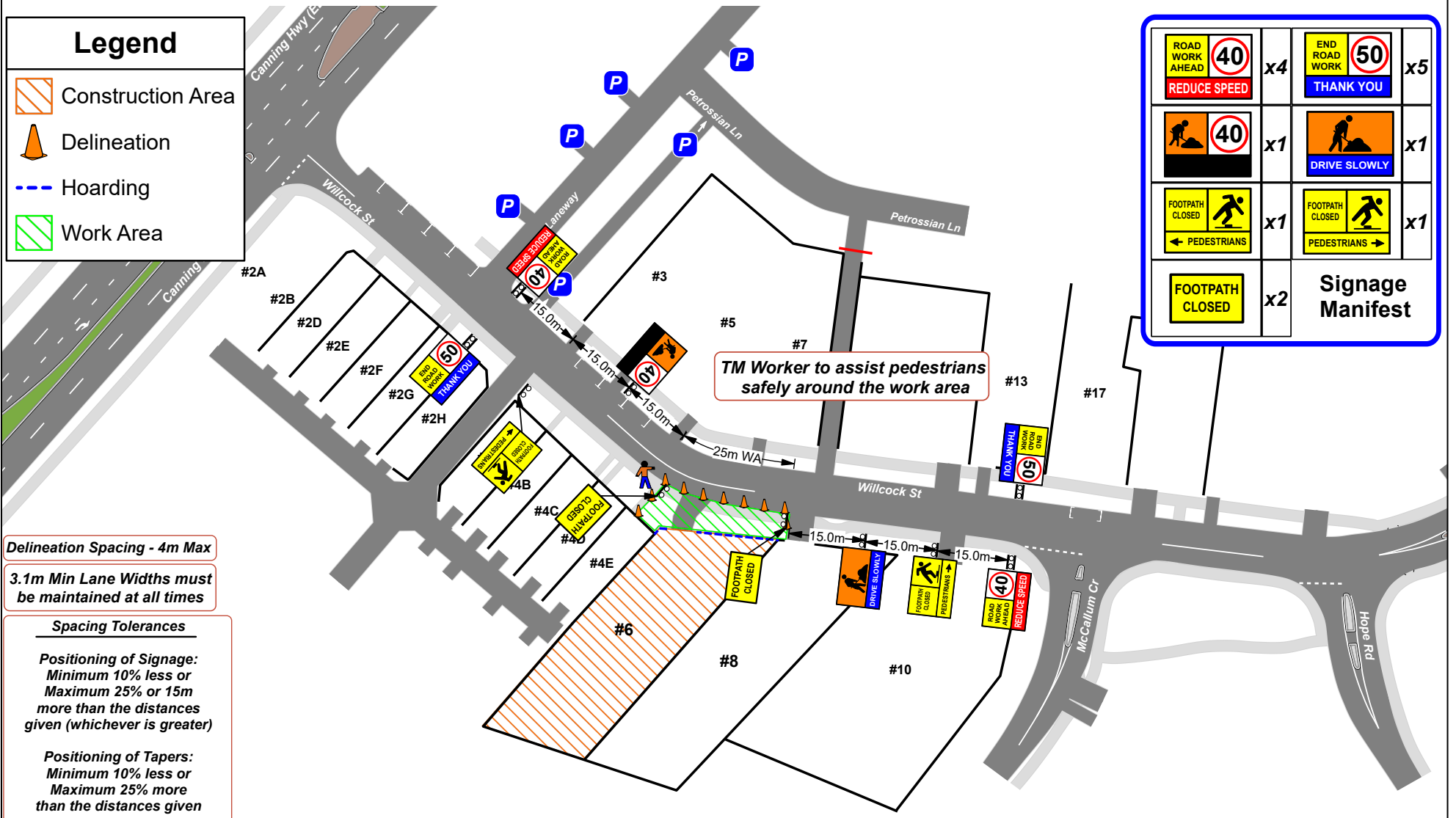


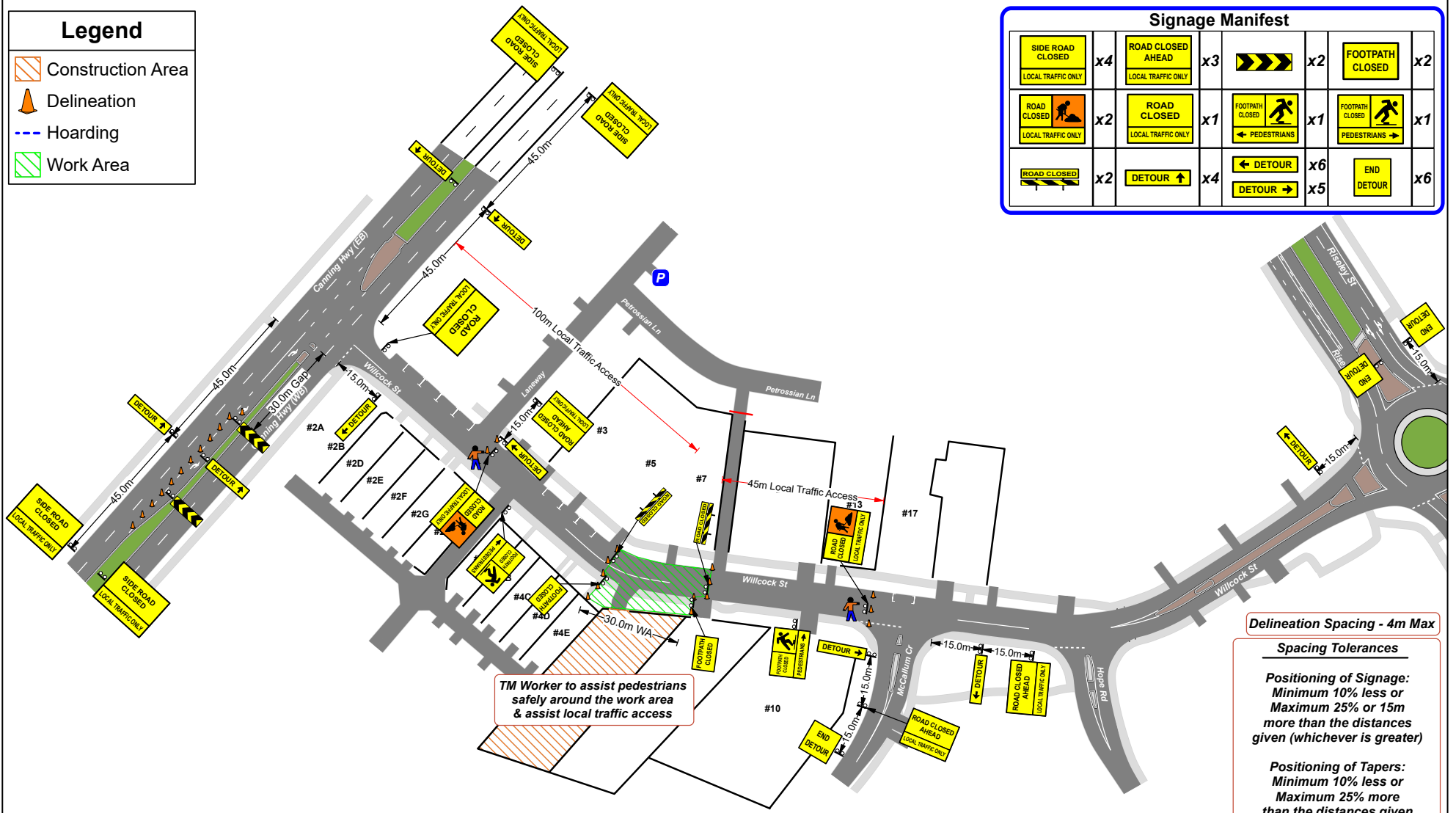

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Contractor: | Welink | TGS#: | TGS-001-A | Existing Speed Limit: | Speed Restriction: | Designed By: Silvano Alessandrello | Signature: | SILTRA TRAFFIC MANAGEMENT PLANNING | Mobile: 0435 498 602 |
| Works Description: | Verge Works & Footpath Closure + Diversion | | Welink to Conduct Construction Works | 50 | 40 | AWTM Reg.#: 24-5347-04 | | | Email: tmp@siltra.com.au |
| Location: | 6 Willcock St | | | Additional TGS Constraints: Work Hours: Monday-Saturday, 07:00 - 17:00 | | Reviewed By: Megan Greaves | Signature: | TABORDA Making it happen for you | Phone: 9459 1191 |
| Suburb: | Ardross | | | | | AWTM Reg.#: NP-25-51516-01 | | | Email: ops@taborda.com.au |
| Revision: | 0 Date: 14/10/25 LGA City of Melville | TMP#: | ST-178 | N | TGS MAY NOT BE TO SCALE | | | | |

## Legend

- Construction Area
- Delineation
- Hoarding
- Work Area

## Signage Manifest

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SIDE ROAD CLOSED – LOCAL TRAFFIC ONLY | x4 | ROAD CLOSED AHEAD – LOCAL TRAFFIC ONLY | x3 | | x2 | FOOTPATH CLOSED | x2 |
| ROAD CLOSED – LOCAL TRAFFIC ONLY | x2 | ROAD CLOSED – LOCAL TRAFFIC ONLY | x1 | FOOTPATH CLOSED – PEDESTRIANS ← | x1 | FOOTPATH CLOSED – PEDESTRIANS → | x1 |
| ROAD CLOSED | x2 | DETOUR ↑ | x4 | ← DETOUR<br>DETOUR → | x6<br>x5 | END DETOUR | x6 |




**Delineation Spacing - 4m Max**

### Spacing Tolerances

*Positioning of Signage:*
*Minimum 10% less or Maximum 25% or 15m more than the distances given (whichever is greater)*

*Positioning of Tapers:*
*Minimum 10% less or Maximum 25% more than the distances given*

*Spacing of delineating devices:*
*No Minimum*
*Maximum 10% more than the distances given*

***To be used in Conjunction with TGS:***
***TGS-001-B2 (Detour Route)***

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Contractor:** | Welink | | | | | **TGS#:** | **TGS-001-B** | **Existing Speed Limit:** | **Speed Restriction:** | Designed By: Silvano Alessandrello | Signature: |
| **Works Description:** | Road Closure + Detour | | | | | ***Welink to Conduct Construction Works*** | | 50 | N/A | AWTM Reg.#: 24-5347-04 | |
| **Location:** | 6 Willcock St | | | | | | | **Additional TGS Constraints:** Work Hours: Monday-Saturday, 07:00 - 17:00 | | Reviewed By: Megan Greaves | Signature: |
| **Suburb:** | Ardross | | | | | | | | | AWTM Reg.#: NP-25-51516-01 | |
| **Revision:** | 0 | Date: | 14/10/25 | LGA | City of Melville | **TMP#:** | **ST-178** | N | TGS MAY NOT BE TO SCALE | | |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## Legend

- Letter Drop Section
- Work Area

**TGS to be Printed In A3**


***To be used in Conjunction with TGS:***
***TGS-001-B (Works' TGS)***

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Contractor:** | Welink | | | | | **TGS#:** | **TGS-001-B2** | | | | |
| **Works Description:** | Road Closure + Detour | | | | | ***Welink to Conduct Construction Works*** | | | | | |
| **Location:** | 6 Willcock St | | | | | | | | | | |
| **Suburb:** | Ardross | | | | | | | | | | |
| **Revision:** | **0** | Date: | 14/10/25 | **LGA** | City of Melville | **TMP#:** | **ST-178** | N | TGS MAY NOT BE TO SCALE | | |

| | | | |
|---|---|---|---|
| **Existing Speed Limit:** 50 | **Speed Restriction:** N/A | Designed By: **Silvano Alessandrello** | Signature: |
| | | *AWTM Reg.#:* ***24-5347-04*** | |
| **Additional TGS Constraints:** **Work Hours: Monday-Saturday, 07:00 - 17:00** | | Reviewed By: **Megan Greaves** | Signature: |
| | | *AWTM Reg.#:* ***NP-25-51516-01*** | |


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# TRAFFIC MANAGEMENT PLAN

# WORKS ON ROADS

## CONSTRUCTION WORKS

## 6 WILLCOCK ST

## ARDROSS

## TABORDA CONTRACTING

## NOVEMBER 2025-2026

**Declaration**

I, Silvano Alessandrello (AWTM Cert No. 24-5347-04), declare that I have designed this Traffic Management Plan following a site inspection on the 13/09/2025. The Traffic Management Plan prepared is in accordance with the Main Roads Code of Practice, AGTTM and AS 1742.3.

Signature: …… Date: 14/10/2025

| | Name / Company | Accreditation Details | Date | Signed |
|---|---|---|---|---|
| **TMP Designed by:** | Silvano Alessandrello<br>SILTRA Pty Ltd | AWTM-24-5347-04 | 14/10/2025 | |
| **TMP Reviewed by:** | Megan Greaves<br>SILTRA Pty Ltd | AWTM-NP-25-51516-01 | 14/10/2025 | |
| **Road Authority Review by:** | | | | |
| **Road Authority Authorisation** | Road authority authorisation of the implementation of traffic signs and devices is given for Traffic Management Plan No. ST-178<br><br>Signed Authorised Officer _____ Date: ___/___/____<br><br>(Print Name) _____ Position _____ | | | |

| | | |
|---|---|---|
| **TMP No:** ST-178 | **Rev. No:** 0 | **Date:** 14/10/2025 |

## Revision Register

| Revision Number | Revision Date | Comments | Section / Page No. | Revised By |
|---|---|---|---|---|
| | | | | |

# Contents

# 1. INTRODUCTION

## 1.1 Purpose and Scope

This Traffic Management Plan (TMP) outlines the traffic control and traffic management procedures to be implemented by Welink to manage potential hazards associated with the traffic environment during the project.

The project involves residential construction works to be conducted at 6 Willcock St, Ardross.

## 1.2 Objective and Strategies

The objectives of the Traffic Management Plan are to ensure:

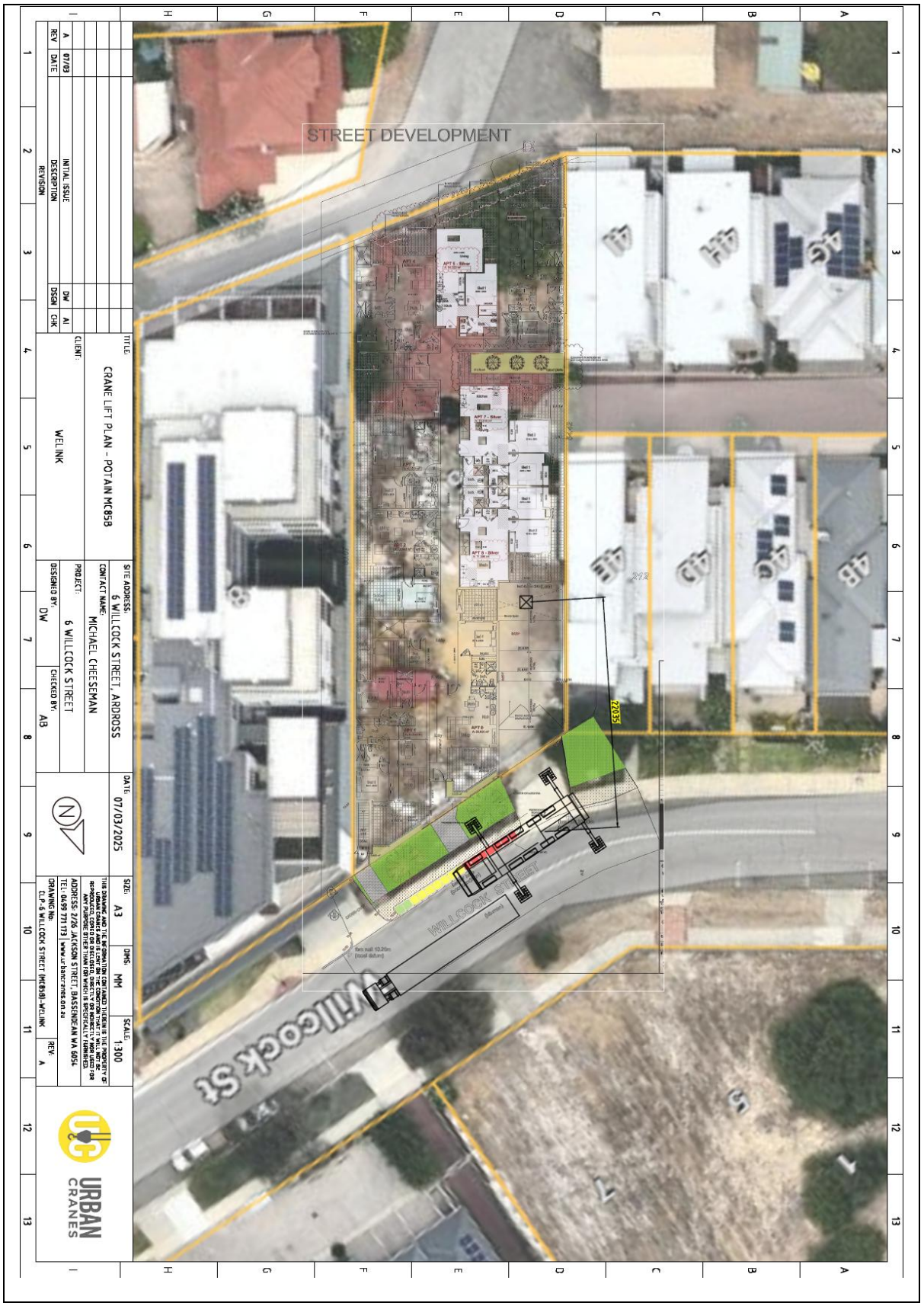
- The safety of the road workers.
- All road users, including vulnerable road users, are safely guided around, through or past the work site.
- The performance of the road network is not unduly impacted and the disruption and inconvenience to all road users are minimised for the duration of the works.
- Impacts on users of the road reserve and adjacent properties and facilities are minimised.

In an effort to meet these objectives the Traffic Management Plan will incorporate the following strategies:

- Providing a sufficient number of traffic lanes to accommodate vehicle volumes.
- Ensuring delays are minimised.
- Ensuring all road users are managed including motorists, pedestrians, cyclists, people with disabilities and people using public transport.
- Ensuring work activities are carried out sequentially to minimise adverse impacts.
- Provision will be made for works personnel to enter the work area in a safe manner in accordance with safety procedures.
- All entry and exit movements to and from traffic streams must be in accordance with the requirements of safe working practices.

# 2. PROJECT OVERVIEW

## 2.1 Location/Site Photos




13 Sep 2025 at 2:28:18 pm
14 Riseley St
Ardross WA 6153
Australia


13 Sep 2025 at 2:28:27 pm
24 Riseley St
Ardross WA 6153
Australia


13 Sep 2025 at 2:28:35 pm
Riseley St
Ardross WA 6153
Australia

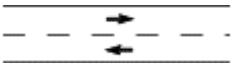
Uniden
13/09/2025 16:26:51 58km/h E115.830990 S32.022705


Uniden
13/09/2025 16:26:56 61km/h E115.831592 S32.022127

## 2.2 Project Details, Site Assessment and Site Constraint /Impacts

| ITEM | DESCRIPTION |
|---|---|
| Project | Residential Construction |
| Location | 6 Willcock St, Ardross |
| Road Classification, Existing Speed Limit | Primary Distributor: Canning Hwy - 60km/h<br>District Distributor A: Riseley St - 60km/h<br>Access Road: Willcock St & McCallum Cr – 50km/h |
| Road Authority | MRWA (Canning Hwy) |
| | City of Melville |
| Local Government | City of Melville |
| Principal | Welink |
| Prime Contractor | Welink |
| Sub-Contractor | Taborda Contracting |
| Scope of Works | Residential Construction |
| Staging of Work / Temporary Traffic Management | Stage 1:<br>Verge Works<br>Road Closure + Detour<br>Footpath Closure + Diversion<br>Pedestrian Management |
| Project Date | 03/11/2025-03/11/2026 |
| Hours / Days of Work | Monday-Saturday, 07:00 – 17:00 |
| Duration of Work | 12 Months |
| Other Constraints | Driveways and Property Accesses in the Vicinity |
| Concurrent/Adjacent Works or Projects | Works by others: PM to be contacted and the TMP revised if there is a conflict of TTM required during intended works<br>No works by others expected |

## 2.3 Existing Traffic and Road Environment

| ITEM | DESCRIPTION |
|---|---|
| Traffic Volume and Composition | **Willcock St:**<br><br>There are no available traffic volume counts for Willcock St.<br><br>A 5-min on-site manual traffic count (13/09/2025 @ 14:35) of 2vph x 12 = 24vph. It can be estimated that peak traffic volumes will be <100vph.<br><br>**Canning Hwy (Site 4542):**<br><br>Peak traffic volumes of 2744vph in both EB & WB directions @ 16:00 weekdays<br><br>**Riseley St (Site 4542):**<br><br>Peak traffic volumes of 1078vph in both NB & SB directions @ 12:00 weekdays |
| Existing road configuration | Undivided Carriageway –<br>  2-Way |
| Existing pedestrian / cyclist facilities | Footpath along Both Sides of Willcock St<br><br>No Cycle Lanes |

## 2.4 Overview of Proposed TTM

| ITEM | DESCRIPTION |
|---|---|
| Temporary Traffic Management Descriptions | TMP involves non-complex traffic arrangements as per section 4.2.3 of CoP:<br><br>Verge Works<br><br>Road Closure + Detour<br><br>Footpath Closure + Diversion<br><br>Pedestrian Management |
| Speed zone dates and times | 03/11/2025-03/11/2026: Monday-Saturday, 07:00 – 17:00 |
| Lane Closures dates and times | N/A |
| Road Closures dates and times | 03/11/2025-03/11/2026: Monday-Saturday, 07:00 – 17:00<br><br>1-Week prior letter-drop notification required (as per TGS-001-B2) |
| Signal modifications description | N/A |
| Proposed lane widths | 3.1m Minimum |
| Road Safety Barrier | N/A |

## 2.5 Project Representatives

| POSITION | NAME | CONTACT DETAILS |
|---|---|---|
| Road Authority Representative | MRWA | enquiries@mainroads.wa.gov.au |
| | City of Melville | melville.informationofficer@melville.wa.gov.au |
| Local Government | City of Melville | melinfo@melville.wa.gov.au |
| Project Manager / Prime Contractor | Welink | Michael Cheeseman<br>0408 135 325<br>michael@welink.com.au |
| Site Supervisor/Manager | Welink | TBC |
| TMP Design | SILTRA Pty Ltd | Silvano Alessandrello<br>0435 498 602<br>sil@siltra.com.au |
| TMP Review | SILTRA Pty Ltd | Megan Greaves<br>0457 201 319<br>accounts@siltra.com.au |
| TMP Implementation | Taborda Contracting<br>(MRWA Registration #0073) | Wayne Taborda (Director)<br>0405 700 385<br>wayne@taborda.com.au<br>Callum Jordan (Ops Manager)<br>0477 036 393<br>ops@taborda.com.au |

Welink have engaged SILTRA to prepare this Traffic Management Plan and associated controls for the works.

The TMP will be implemented by Taborda Contracting (MRWA Registration #0073).

# 3. RISK MANAGEMENT

The following details the preliminary assessment of site hazards likely to be encountered, the level of risk associated with each and the control proposed. Note that the risk level is the level of assessed risk *without* the controls in place. The controls listed have been determined as being appropriate in reducing the risk to a level that is acceptable.

The hierarchy of control has been utilised to ensure that the highest practicable level of protection and safety is selected:

- **Elimination**
- **Substitution**
- **Engineering**
- **Administration**
- **Personal Protection Equipment**

In evaluating the options, a key consideration is whether the option takes traffic around, through or past the worksite.

## 3.1 Risk Classification Tables

**QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT**

| Level | Consequence | Description |
|---|---|---|
| 1 | Insignificant | Mid-block hourly traffic flow per lane is equal to or less than the allowable lane capacity detailed in AGTTM. No impact to the performance of the network. Affected intersection leg operates at a Level of Service (LoS) of A or B.<br>No property damage. |
| 2 | Minor | Mid-block hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity as detailed in AGTTM. Minor impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of C.<br>Minor property damage. |
| 3 | Moderate | Midblock hourly traffic flow per lane is equal to and greater than 110% and less than 135% of allowable road capacity as detailed in AGTTM. Moderate impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of D.<br>Moderate property damage. |
| 4 | Major | Midblock hourly traffic flow per lane is equal to and greater than 135% and less than 170% of allowable road capacity as detailed in AGTTM. Major impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of E.<br>Major property damage. |

| | | |
|---|---|---|
| 5 | Catastrophic | Midblock hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity as detailed in AGTTM.<br>Unacceptable impact to the performance of the network.<br>Intersection performance operates at a Level of Service (LoS) of F.<br>Total property damage. |

**WHS QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT**

| Level | Consequence | Description |
|---|---|---|
| 1 | Insignificant | No treatment required |
| 2 | Minor | First aid treatment required. |
| 3 | Moderate | Medical treatment required or Lost Time Injury |
| 4 | Major | Single fatality or major injuries or severe permanent disablement |
| 5 | Catastrophic | Multiple fatalities. |

**QUALITATIVE MEASURES OF LIKELIHOOD**

| Level | Likelihood | Description |
|---|---|---|
| A | Almost certain | The event or hazard:<br>is expected to occur in most circumstances,<br>will probably occur with a frequency in excess of 10 times per year. |
| B | Likely | The event or hazard:<br>Will probably occur in most circumstances,<br>will probably occur with a frequency of between 1 and 10 times per year. |
| C | Possible | The event or hazard:<br>might occur at some time,<br>will probably occur with a frequency of 0.1 to 1 times per year (i.e. once in 1 to 10 years). |
| D | Unlikely | The event or hazard:<br>could occur at some time,<br>will probably occur with a frequency of 0.02 to 0.1 times per year (i.e. once in 10 to 50 years). |
| E | Rare | The event or hazard:<br>may occur only in exceptional circumstances,<br>will probably occur with a frequency of less than 0.02 times per year (i.e. less than once in 50 years). |

**IMPORTANT NOTE:** The likelihood of an event or hazard occurring must first be assessed over the duration of the activity (i.e. "period of exposure"). For risk assessment purposes the assessed likelihood must then be proportioned for a "period of exposure" of one year.

Example: An activity has a duration of 6 weeks (i.e. "period of exposure" = 6 weeks). The event or hazard being considered is assessed as likely to occur once every 20 times the activity occurs (i.e. likelihood or frequency = 1 event/20 times activity occurs = 0.05 times per activity). Assessed annual likelihood or frequency = 0.05 times per activity x 52 weeks/6 weeks = 0.4 times per year. Assessed likelihood = Possible.

## QUALITATIVE RISK ANALYSIS MATRIX – RISK RATING

| | CONSEQUENCE | | | | |
|---|---|---|---|---|---|
| **Likelihood** | **Insignificant (1)** | **Minor (2)** | **Moderate (3)** | **Major (4)** | **Catastrophic (5)** |
| Almost certain (A) | **Low 5** | **High 10** | **High 15** | **Very High 20** | **Very High 25** |
| Likely (B) | **Low 4** | **Medium 8** | **High 12** | **Very High 16** | **Very High 20** |
| Possible (C) | **Low 3** | **Low 6** | **Medium 9** | **High 12** | **High 15** |
| Unlikely (D) | **Low 2** | **Low 4** | **Low 6** | **Medium 8** | **High 10** |
| Rare (E) | **Low 1** | **Low 2** | **Low 3** | **Low 4** | **Medium 7** |

## MANAGEMENT APPROACH FOR RESIDUAL RISK RATING

| Residual Risk Rating | Required Treatment |
|---|---|
| Very High | Unacceptable risk. **HOLD POINT**. Work cannot proceed until risk has been reduced. |
| High | High priority, WHS MR and Roadworks Traffic Manager (RTM) must review the risk assessment and approve the treatment and endorse the TGS prior to its implementation. |
| Medium | Medium Risk, standard traffic control and work practices subject to review by accredited AWTM personnel prior to implementation. |
| Low | Managed in accordance with the approved management procedures and traffic control practices. |

## 3.2 Risk Register

### 3.2.1 Generic Risk Register

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| 1 | TM Workers hit by vehicles during setting up and dismantling of traffic management signage/devices | Road users Injuring traffic management workers. | C | 4 | H12 | Shadow Vehicle to be provided at all times whilst implementing/removing TTM<br><br>When installing device & signage near live lanes, 1x traffic management worker must operate the traffic control vehicle as a shadow vehicle<br><br>Traffic management workers will implement traffic devices and treatments in pairs at all times whilst working within the road reserve<br><br>Traffic management worker should face traffic to increase reaction time to an errant vehicle whilst implementing signage/devices<br><br>Shadow vehicle with flashing lights used to warn passing road users and provide a visual aid to increase traffic management worker visibility<br><br>No crossing of active traffic lanes | D | 4 | M8 | TMP Section 4.4<br><br>TMP Section 6.2.2.4<br><br>TMP Section 4.5 |
| 2 | Vehicles crashing into/through the worksite | Road users Injuring traffic management workers, pedestrians and/or workers | C | 4 | H12 | Provide traffic management as per this TMP. Traffic arrangements to be evaluated for effectiveness following initial opening to traffic operation | D | 4 | M 8 | TMP |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **3** | Road User confusion or misdirection due to missing or conflicting signage within the worksite | Road users Injuring traffic management workers, pedestrians and/or workers. | C | 2 | L6 | Traffic control personnel must conduct a drive through assessment of devices to evaluate the effectiveness following initial opening, any changes and at regular intervals throughout the day as appropriate | D | 2 | L4 | TMP Section 9.1 |
| **4** | Parking of work plant & vehicles creating an unplanned hazard within the worksite<br>serious injury or fatality | Road users injuring traffic management workers , pedestrians and/or workers due to deviated path<br>Road users damaging work plant & vehicles | C | 4 | H 12 | Allocated parking to be provided or a provision for suitable parking will be created within the work area<br>traffic management workers to monitor and communicate vehicles movements if required | D | 4 | M 8 | Section 6.5 |
| 5 | Authorised commercial vehicles entering or leaving the work site | Works vehicles may stop unexpectedly to gain site entry causing a rear-end collision with road users or causing injury to workers or traffic management workers on-site | C | 3 | M 9 | Commercial vehicles to be fitted with flashing warning devices. Operators instructed on safe procedures and "Spotters" will assist drivers in entering or leaving worksite<br>• Radio communication between plant operator and traffic management workers<br>• Radio communication between traffic management workers and site personnel whilst 'spotting' | D | 3 | L 6 | TMP Section 7.4 |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **6** | Work activities and plant causing trip hazards for pedestrians and cyclists | Injury to pedestrians and other non-motorised road users | C | 3 | M 9 | • The worksite and its immediate surroundings must be suitably protected and free of hazards as far as practical, which could result in tripping by non-motorised road users<br>• Hazards, which cannot be removed, must be suitably protected to prevent injury to road users, including those with sight impairment<br>• The worksite must be kept tidy to reduce the risk to workers | D | 3 | L 6 | Appendix F - TGSs |
| **7** | Existing signage and structures causing reduced visibility of the worksite and temporary traffic control | Serious injury or fatality. | C | 4 | H12 | • All existing signage that may conflict with the temporary signage implemented as per TGS's are to be covered with suitable materials as per guidelines for the duration of the works<br>• Regular drive throughs should ensure the integrity of the worksite and all traffic management<br>• Where signs cannot be covered and conflict with the temporary signage, it will be removed<br>• Temporary devices may be extended 25% to accommodate for roadside structures, all changes to the signage will be recorded in the daily diary | D | 4 | M8 | TMP Section 9.1 |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **8** | Defective temporary signage causing inadequate advanced warning of proposed works | Serious injury or fatality | C | 4 | H12 | Regular site inspections of signs to be conducted by traffic management workers and site supervisor to ensure integrity of proposed signage. All signs to be made of retroreflective material to ensure signs can be seen during night works | D | 4 | M8 | TMP Section 9.1 |
| **9** | Inclement weather reducing visibility and minimum safe breaking distances. | Inability for road users to stop the vehicle in time prior to work zone/ traffic management workers resulting in injury to traffic management workers and/or Workers.<br><br>Reduced visibility to that required to safely navigate the work zone | C | 3 | M 9 | Works will not be undertaken if there is inclement weather that reduces safe working conditions on-site.<br><br>Works will be postponed under further notice until conditions are considered adequately safe for the intended works to continue as to operate as intended under the Traffic Management Guidance Scheme | D | 3 | L 6 | TMP Section 5.1.1.1 |
| **10** | Poor visibility from fog, dust, smoke, etc. | Injury to traffic management workers/workers | B | 3 | H12 | Stop Works, reassess sign spacing & increase where necessary. Continue works if safe, otherwise hold works until conditions subside | D | 3 | L6 | TMP Section 5.1.3 |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **11** | Sun Glare affecting signage visibility for oncoming traffic | Confusion from unclear road user directions leading to serious or fatal injuries/incidents | B | 3 | H12 | Where sun glare is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk from glare. Where traffic control is adversely affected by glare at sunset and sunrise, traffic management workers may need to assist in maintaining low traffic speeds. All changes are to be noted in the daily diary. | C | 3 | M9 | TMP Section 5.1.2 |
| **12** | Restrictions and delays to emergency services associated with the traffic control. | May cause unacceptable delays to emergency services due to traffic management and the delays associated with the travelled path being affected by works. | C | 4 | H 12 | The TMP details the consultation and communication mechanisms undertaken with Emergency services and how these will be managed.<br><br>It also requires that all works personnel respond to emergency traffic to facilitate safe and unhindered passage wherever possible to do so. Emergency services will always be given priority over road users. | D | 4 | M 8 | TMP Section 8.1, 8.2 & 8.6 |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **13** | Traffic volumes are higher than counts or predictions | Adverse public reaction and congestion<br><br>Injury to traffic management workers and/or workers due to an unsuitable TM treatment for unforeseen excess traffic volumes | C | 3 | M 9 | Traffic management workers to monitor for congestion and will remove the TM setup should the congestion become unacceptable and affect the safe operation of the TGS (Contact project manager/Site Supervisor/designing AWTM for clarification if needed)<br><br>Works are to cease, the road made trafficable, and reopened as soon as possible. Works to be reschedule when traffic volumes are reduced | D | 3 | L 6 | Section 4.1.2 |
| **14** | Unforeseen impacts on site that were not accounted for in the TMP design | Road users seriously or fatally injuring traffic management workers and/or Workers due to unforeseen impacts | C | 3 | M9 | Any on-site variations, if required, will be recorded in the daily diary and communicated as soon as practicable to the AWTM designer & the relevant road authority<br>BWTM – TGS variations within AWTM's specified ranges on site specific TGSs<br>WTM – TMP variations/changes within the existing TMP scope only | D | 3 | L6 | TMP Section 10.2 |

### 3.2.2 Site-Specific Risk Register

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **Temporary Speed Zones** | | | | | | | | | | |
| 1 | High traffic speed on traffic lanes adjacent to the work area creating a hazard and reducing road user reaction times | Serious Injury to pedestrians, workers and traffic management workers | C | 4 | H 12 | Workers within 1.2m of Traffic: 40km/h Speed Restriction required<br><br>Temporary speed zones will be implemented where required to reduce risk to motorists, workers and plant.<br>Temporary speed zones and adequate delineation will be implemented as per the TGSs and in accordance with the AGTTM, AS1742.3 and the MRWA CoP | D | 4 | M 8 | TMP Section 4.1.3 |
| **On-street parking within Road Closure** | | | | | | | | | | |
| **2** | Cars accessing/egressing parking bays within road closure | Head-on collisions | C | 3 | M9 | A traffic management worker will monitor parking bays and assist any vehicles requiring egress movements safely through the road closure | D | 3 | L6 | Appendix F - TGS-001-B |
| **Road Closures + Notifications** | | | | | | | | | | |
| **3** | Traffic redistribution from proposed road closures causing an increase of traffic flows in adjacent local network | Adverse Public reaction | C | 3 | M9 | Road closure TGS implementation must only be implemented during approved times | D | 3 | L6 | 2.1, Appendix F - TGSs |

| Item | Risk Event | Consequence | Pre–treatment Risk | | | Treatment | Residual Risk | | | TMP/TGS Reference |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | C | RR | | L | C | RR | |
| **4** | Temporary TM such as road closures restricting access to residential and business properties | Adverse public reaction | C | 3 | M9 | Local and commercial access to be maintained where possible.<br>Letter-drop Notification to be provided as applicable 1 week prior to works where property access will be affected.<br><br>Detour routes and traffic management worker assisted local access to be provided to maintain access. | D | 3 | L6 | Section 9.4 |
| **Variations to the Standards** | | | | | | | | | | |
| **5** | Unsatisfactory placement location for signage during implementation such as driveways or unforeseen obstacles impacting safe operation of the TGS | Driver confusion or frustration not seeing intended TGS signage<br>Injury to workers, pedestrians &/or traffic management workers | C | 3 | M 9 | Signage to be placed at non-standard distances only if there is no other suitable alternative as per AS1742.3, AGTTM or MRWA CoP and implementation is risk assessed to be unacceptable in intended location<br>Signage spacing tolerances to be used as a first resort as specified on the works' TGS/s | D | 3 | L 6 | Appendix F - TGS |
| **Above Ground Hazard** | | | | | | | | | | |
| **6** | Crane/EWP activities above or in close proximity to passing pedestrians dropping objects | Serious injury or fatality to pedestrians or non-motorised road users caught underneath falling objects | C | 4 | H 12 | Footpath below the crane/EWP swing radius to be closed and diverted<br><br>Traffic management workers and workers in close proximity to crane works must wear hard hats at all times<br><br>Traffic management workers to hold or manage pedestrians during crane lifts that may come into close proximity to the crane/EWP arc as a precaution | D | 4 | M 8 | Appendix F – TGSs<br><br>TMP Section 4.2.1 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Truck Movements & Public Complaints** | | | | | | | | | | |
| **7** | Truck movements impacting surrounding residences | Trucks impeding residential properties and causing public frustration/complaints | C | 3 | M9 | Trucks exiting site in forward gear only Trucks must not park on the surrounding access road network and will be parked within the construction area | D | 3 | L6 | TMP Section 10.2 |
| **Pedestrians** | | | | | | | | | | |
| **8** | Pedestrians being hit by road users during diversion due to works affecting the footpath. | Road users or workers/work equipment causing injury to pedestrians | C | 4 | H 12 | Traffic management workers will assist pedestrians safely through/around the worksite | D | 4 | M 8 | TMP Section 4.2.1 & Appendix F |
| **9** | Pedestrians entering the worksite and encountering potentially dangerous plant/equipment within the work area | Pedestrians being struck by plant, causing serious injury or damaging equipment | C | 3 | M 9 | Pedestrian devices/delineation will be installed to prevent pedestrians entering hazardous work areas | D | 3 | L 6 | TMP Section 4.2.1 & Appendix F |
| **10** | Pedestrians crossing the travelled path at the work zone under traffic management worker direction/assistance. | Injury to pedestrians and other non-motorised road users whilst under traffic management worker direction. | D | 4 | M 8 | The TMP identifies any issues and nominates experienced personnel to provide directions and/or escort path users in a safe manner. | E | 4 | L 4 | TMP Section 6.2.2.4 |
| **Securing Cones/Bollards** | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **11** | Cones/bollards blown over due to windy conditions, heavy vehicles or traffic speed at High-Risk locations *(lateral shifts on high-speed roads, devices separating the work area, devices delineating excavations, etc.)* | Road users seriously or fatally Injuring Traffic Controllers and/or workers due to deviated path | C | 3 | M9 | Additional delineation stability methods:<br>• Bollards to have a base of 12 kg (or two 6 kg bases can be used);<br>• Cones be a minimum of 6 kg (or 3 kg cones can be doubled up, i.e. 2 stacked on top of each other); | D | 3 | L6 | TMP Section 7.3.4 |

# 4. TRAFFIC MANAGEMENT PLANNING AND ASSESSMENT

## 4.1 Traffic Assessment and Analysis

### 4.1.1 Traffic and Speed Data

A summary of recent traffic data is provided below:

| Location | Vehicles per day (% heavy vehicles) | Date | Source |
|---|---|---|---|
| Willcock St | Unknown | - | - |
| Canning Hwy (Site 4542) | 36151 (7.1%) | 2021/2022 | MRWA Traffic Map |
| Riseley St (Site 0437) | 13053 (6.4%) | 2024/2025 | MRWA Traffic Map |

A summary of recent speed data is provided below:

| Location | Posted Speed (km/h) | 85th Percentile Speed (km/h) | Date | Source |
|---|---|---|---|---|
| Willcock St/McCallum Cr | 50 | Unknown | 2025 | MRWA Info Maps |
| Canning Hwy (Site 4542) | 60 | 65 | 2021/2022 | MRWA Traffic Map |
| Riseley St (Site 0437) | 60 | 65 | 2024/2025 | MRWA Traffic Map |

### 4.1.2 Traffic Flow Analysis

The sum of these approaches should be less than or equal to 500vph (Within 200m from a controlled intersection) to comply with AGTTM guidelines between the intended work hours.

Heavy Vehicle <10% - No reduction to traffic volumes by 20% required

**Willcock St:**

There are no available traffic volume counts for Willcock St.

A 5-min on-site manual traffic count (13/09/2025 @ 14:35) of 2vph x 12 = 24vph. It can be estimated that peak traffic volumes will be <100vph.

**Canning Hwy (Site 4542):**

Peak traffic volumes of 2744vph in both EB & WB directions @ 16:00 weekdays

**Riseley St (Site 4542):**

Peak traffic volumes of 1078vph in both NB & SB directions @ 12:00 weekdays

**TTM Implementation**

Stage 1:

- Verge Works
- Road Closure + Detour
- Footpath Closure + Diversion
- Pedestrian Management
- Monday-Saturday, 07:00 – 17:00

**Table 2.4: Desirable number of open lanes for each direction of travel**

| Mid-block (one direction) (vph) | Within 200 m of controlled intersection (upstream or downstream) (one direction) (vph) | Desirable number of open lanes for direction considered |
|---|---|---|
| ≤ 1000 | ≤ 500* | 1 |
| 1001 - 2000 | 501 - 1000 | 2 |
| 2001 - 3000 | 1001 - 1500 | 3 |
| 3001 - 4000 | 1501 - 2000 | 4 |

** Prohibit right turns out of a single lane if the proportion of heavy vehicles and the volume of opposing traffic is high. Seek further assistance if needed.*

The traffic volumes shown in Table 2.4 may need to be reduced under certain conditions as described below:

- Reduced by 30% if the pavement surface is rough or unsealed.
- Reduced by 50% if the horizontal geometry through the work site is reduced to a speed value of less than 40 km/h.
- Reduced by 20% if the volume of heavy vehicles exceeds 10% and the road is downward, level or easy upgrade.
- Reduced by 40% if the volume of heavy vehicles exceeds 10% and the road has sustained upgrade > 5%.

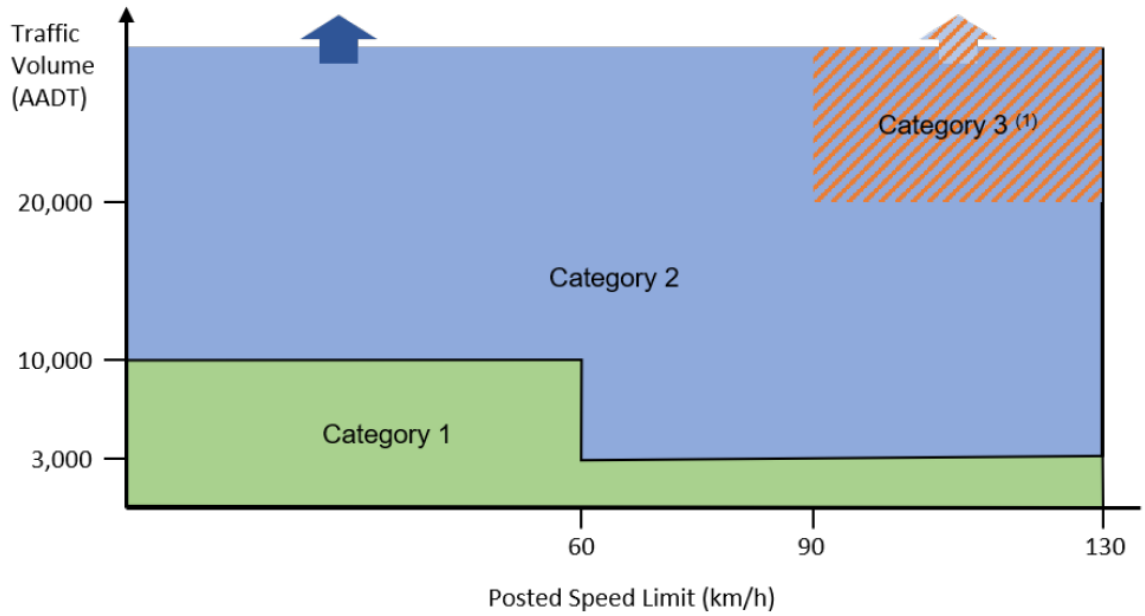
AGTTM – Part 3: Desirable number of lanes for each direction of travel - Table 2.4

### 4.1.3 Road Category

## 2.2 Default TTM Road Categories

The criteria for the selection of the default TTM category is based on the traffic volume and posted speed for a road as depicted in Figure 2.1.

**Figure 2.1: Road categories for TTM applications**




AGTTM – Part 8: Default TTM Categories – Figure 2.1

Willcock St is a Category 1 road and no special considerations or treatments will be required.

### 4.1.4 Temporary Speed Zones

A worksite speed limit of 40km/h will be implemented due to workers within 1.2 m of traffic, Monday-Saturday, 07:00 – 17:00.

After work hours the posted speed will be reinstated, the road will be left clean and free of debris and safe for road users.

### 4.1.5 Existing Traffic signals

N/A

### 4.1.6 Impact to adjoining network

Due to expected traffic volumes (see appendix E) it is anticipated there will only be an insignificant impact on the road network provided the Traffic Management setup follows the instructions set out in this document.

### 4.1.7 End of Queue Treatment

N/A

### 4.1.8 Portable Traffic Control Devices (PTCDs)

N/A

### 4.1.9 Speed Management

40km/h repeater speed restriction signage will be implemented for all side roads on approach to the work area to ensure road users are aware of the lowered speed environment.

TM workers to monitor road user speed and narrow lane widths to minimum values if required to slow traffic (3.1m minimum)

### 4.1.10 Excavations or Above Ground Hazards

No excavations will be present within the work area.

An above-ground hazard will be present on site when conducting the road closure works due to usage of a crane.

Footpath below the crane/EWP swing radius to be closed and diverted.

## 4.2 Road Users

### 4.2.1 Pedestrians

The footpath adjacent to the road will be affected by the intended works and periodical footpath closures will be required.

Traffic management workers positioned at either end of each work area must advise and assist pedestrians to facilitate the safe passage around / through the work zone when required.

Pedestrian detours will be installed when it is deemed impractical to assign a traffic management workers to such areas.

### 4.2.2 Cyclists

There is no dedicated lane for cyclists and as such, Cyclists will be treated as road users.

### 4.2.3 Public Transport

PTA services are not expected to be affected by the intended works.

### 4.2.4 Heavy and Oversized Vehicles

Heavy and oversized vehicles will not be affected by the intended works.

### 4.2.5 Existing Parking Facilities

On-street existing parking facilities will be affected by the intended road closure and will be inaccessible during closures. TM workers will assist vehicles in these bays to safely exit the road closure during works should they be encountered on site.

### 4.2.6 Access to Adjoining Properties / Business

Access to adjoining properties will be affected by the intended works and all local residents/businesses will be notified of the upcoming works via letter drop to be conducted by Welink.

Traffic management workers will be in place to assist property access where required.

### 4.2.7 Rail Crossings

N/A

### 4.2.8 School Crossings

There are no schools in the vicinity of the work area and no significant number of children will be expected.

### 4.2.9 Special Events and Other Works

Works by others: PM to be contacted and the TMP revised if there is a conflict of TTM required during intended works

No works by others expected.

### 4.2.10 Emergency Vehicle Access

Traffic management workers must monitor for emergency vehicles throughout the works and must give priority to all emergency vehicles to ensure the quickest route through the worksite is provided and is clear and unobstructed as far as practicable.

## 4.3 Night Work Provisions

No night works are being undertaken on this project.

## 4.4 Road Safety Barriers

N/A

## 4.5 Shadow Vehicles

A shadow vehicle must be used when implementing TM at all times.

1x traffic management worker must operate the traffic control vehicle as a shadow vehicle or may act as a spotter whilst the other traffic management worker implements signage. Traffic management workers should face traffic to increase reaction time to an errant vehicle.

## 4.6 Consultation and Communication / Notification

### 4.6.1 Other Agencies

In accordance with the CoP all relevant agencies must be notified using the **'Notification of Roadworks'** form attached at Appendix "A". A distribution list is provided on the bottom of the form and other relevant agencies must be notified as required.

### 4.6.2 Public

The public must be notified of the works and traffic management arrangements which will affect journey times via:

- Letter drop to all residents and businesses within the traffic control zone one week ahead of the scheduled works

# 5. SITE ASSESSMENT

## 5.1 Provision to Address Environmental Conditions

### 5.1.1 Adverse Weather

Weather is not expected to adversely impact on the effectiveness of the traffic control detailed on the attached TGSs. Notwithstanding this, should adverse weather conditions be encountered during the works, the following contingency procedures should be implemented.

*Note: any adjustments to the TMP/TGS must be risk assessed and approved by someone holding a WTM or AWTM accreditation. Major changes will require road authority approval.*

#### *5.1.1.1 Rain*

In the event of rain, an on-site assessment must be made and sign spacing and tapers may be extended by 25% to account for increased stopping distances. Slippery (T3-3) signs may be placed as required and all changes must be recorded in the daily diary.

If rain occurs, Traffic Management Personnel must inspect the site and where signage and / or devices are not clearly visible, signage may need to be adjusted to improve visibility or if necessary, provide additional signage and delineation. Where stopping distances are adversely affected by wet surfaces, spacing between signs may need to be adjusted to provide increased reaction time for drivers. In cases where it is determined that the rain is so heavy that the risk is considered unacceptable, all work must cease until rain has cleared. All changes must be noted in the daily diary.

#### *5.1.1.2 Floods*

Should works be affected by flooding to the extent that the worksite becomes impassable or risk is considered unacceptable, all work must cease immediately and traffic management workers (and other personnel if necessary) must be deployed immediately to close the site and direct traffic around the flooded area (under the direction of the project manager or traffic manager). Emergency services and the Road Authority must be notified immediately and traffic management workers must remain onsite until emergency services and the Road Authority personnel arrive and take control of the site.

#### *5.1.1.3 Other adverse weather*

If adverse weather conditions arise such as Lightning and strong-winded storms that pose a risk to the safety or workers or correct implementation and operation of the TMP/TGSs that cannot be reasonably negated, works will cease as soon as practicable until weather conditions have improved.

### 5.1.2 Sun Glare

Where sun glare is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk from glare. Additionally, in the event that traffic control is adversely affected by glare at sunset and sunrise, traffic management workers may need to assist in maintaining low traffic speeds.

Although the work is being undertaken outside the hours of sunrise and sunset, some roads run east-west and traffic management personnel must consider such when positioning signs, vehicle mounted warning devices, delineation, traffic controller positions, etc.

In the event of sun glare dramatically reducing visibility, an on-site assessment must be made and sign spacing and tapers may be extended, within allowable tolerances, by 25% to account for reduced visibility.

All changes must be recorded in the daily diary.

### 5.1.3 Fog/Dust/Smoke

Where fog, dust or smoke is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk. All changes are to be noted in the daily diary.

Should works be affected by fog, dust or smoke to the extent that risk is considered unacceptable, all work must cease immediately, and traffic management workers (and other personnel if necessary) must be deployed immediately to close the site.

### 5.1.4 Road Geometry, Terrain, Vegetation and Structures

There are no structures affecting sight lines or access, or which will be affected by the works' processes.

Escape routes for workers have been considered and are not expected to be hindered as there are no guard rails or barricades existing on site.

## 5.2 Existing Traffic and Adverting Signs

Any conflicting signage must be covered throughout the duration of the works such as existing speed signage.

# 6. SAFETY PLAN

## 6.1 Work Health and Safety

All persons and organisations undertaking these works or using the roadwork site have a duty of care under statute and common law to themselves, workers and all site users, lawfully using the site, to take all reasonable measures to prevent accident or injury.

This TMP forms part of the overall project Safety Management Plan and provides details on how all road users considered likely to pass through, past, or around the worksite will be safely and efficiently managed for the full duration of the site occupancy and works.

## 6.2 Roles and Responsibilities

### 6.2.1 Responsibilities

The Project Manager has the ultimate responsibility to ensure the TMP is implemented for the prevention of injury and property damage to employees, contractors, sub-contractors, road users and all members of the public.

The Project manager will ensure all site personnel are fully aware of their responsibilities, and that traffic controllers/ traffic management workers are appropriately trained and accredited and that sufficient personnel are available to ensure that the appropriate breaks are taken.

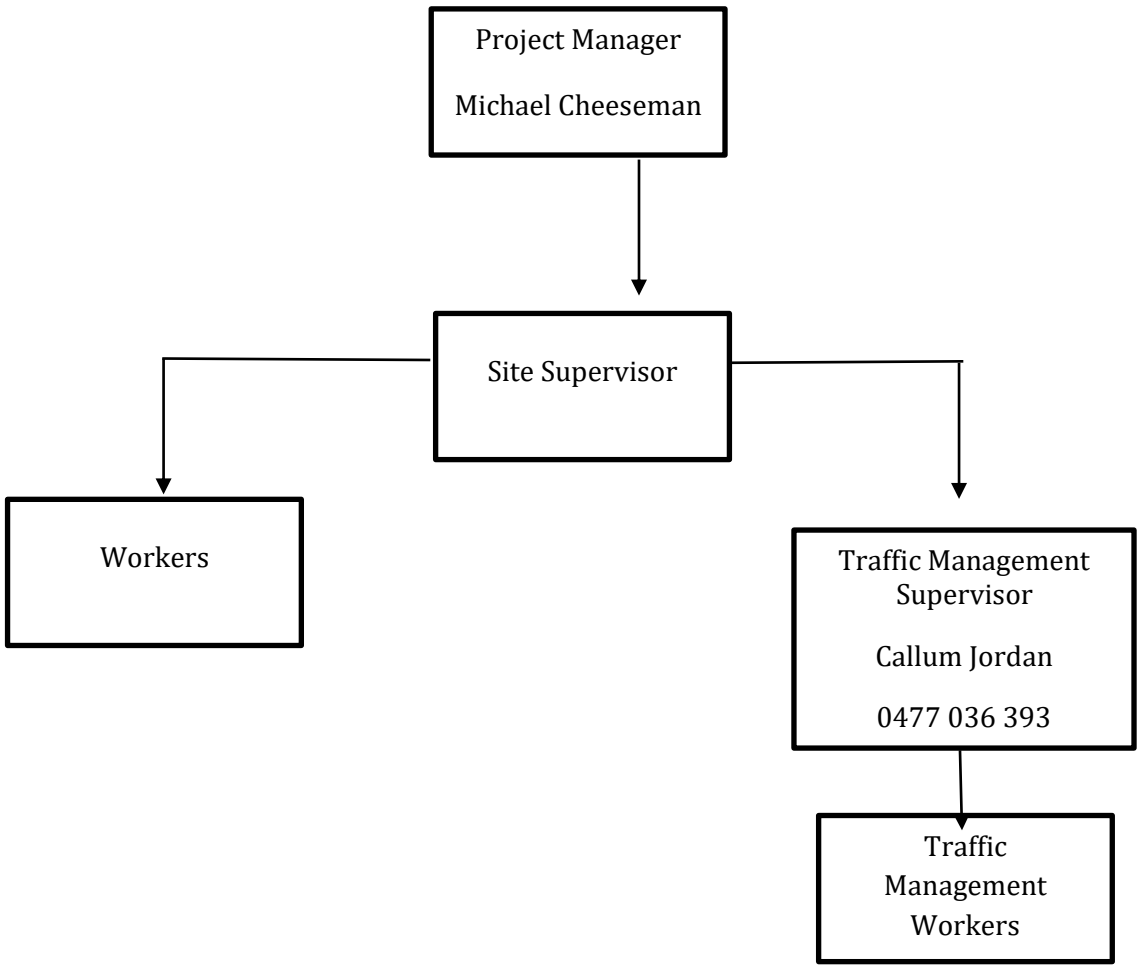
All personnel engaged in the field activities will follow the correct work practices as required by the CoP, AGTTM and AS1742.3.

All personnel will not commence or continue work until all signs, devices and barricades are in place and operational in accordance with the requirements of the TMP.

All personnel responsible for temporary traffic management must ensure that the number, type and location of signs, devices and barricades are to a standard not less than Appendix F of this plan, CoP, AGTTM and AS1742.3. Should a situation arise that is not covered by this TMP, CoP, AGTTM or AS1742.3, the Road Authority Representative must be notified.

### 6.2.2 Roles

The following diagram outlines the responsibility hierarchy of this worksite.




#### *6.2.2.1 Project Manager*

The project manager must:

- Ensure all traffic control measures of this TMP are placed and maintained in accordance with this plan 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 temporary traffic management are undertaken in accordance with the TMP, and results recorded. Any variations must be detailed together with reasons
- Review feedback from field inspections, worksite personnel and members of the public, and take action to amend the traffic control measures as appropriate following approval from the Road Authority's Representative
- Arrange and/or undertake any necessary audits and incident investigations

#### *6.2.2.2 Site Supervisor*

The site supervisor is responsible for overseeing the day-to-day activities, and is therefore responsible for the practical application of the TMP, and must:

- Instruct workers on the relevant safety standards, including the correct wearing of high visibility safety vests
- **Work with the Traffic Management Supervisor to ensure the correct TGS is selected for the work activity**
- 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

#### *6.2.2.3 Traffic Management Supervisor*

The Traffic Management Supervisor is responsible for the practical application of the Traffic Management devices and workers in accordance with the appropriate Traffic Guidance Schemes, AGTTM, Main Roads Code of Practice and AS 1742.3.

- At least one person accredited in Advanced Worksite Traffic Management must be available to attend the site at short notice at all times to manage variations, contingencies and emergencies, and to take overall responsibility for traffic management
- AWTMs should be contactable by phone as a minimum

The Traffic Management Supervisor is responsible for the following:

- Work with the Site Supervisor to ensure the correct TGS is selected for the work activity
- Prior to any implementation activities on site the Traffic Management Supervisor must execute all actions outlined in the Austroads Guide to Temporary Traffic Management Part 6, Field Staff – Implementation and Operations.
- Ensuring the Traffic Management devices are set out in accordance with the Traffic Guidance Schemes, AGTTM and Main Roads Code of Practice.
- Ensure that the quality and quantity of Traffic Management devices matches the relevant Traffic Guidance Scheme, Main Roads Code of Practice and AS 1742.3.
- Have all relevant qualifications, including Worksite Traffic Management for complex Traffic Management arrangements on State Roads.

- Must be on site to manage adjustments, modifications, contingencies and emergencies and take overall responsibility for the implemented Traffic Management setups.
- Where changes are required to complex Traffic Management arrangements, the Traffic Management Supervisor must risk assess those changes and record variations in the Daily Diary. Where an RTM is not consulted, all changes must be within the original scope and objectives of the proposed Traffic Guidance Schemes. All other changes must be endorsed by the RTM and must be authorised by the Road Infrastructure Manager.
- Ensure there is a copy of the approved Traffic Management Plan, including all associated Traffic Guidance Schemes is available on site at all times

#### *6.2.2.4 Traffic Management Workers*

- At least one person on site must be accredited in Basic Worksite Traffic Management and must have the responsibility of ensuring the traffic management devices are set out in accordance with the TMP.

#### *6.2.2.5 Traffic Controllers*

N/A

#### *6.2.2.6 Workers and Subcontractors*

Workers and Subcontractors must

- Correctly wear high visibility vests, in addition to other protective equipment required (e.g. footwear, eye protection, helmet sun protection etc.), 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

## 6.3 Personal Protective Equipment (PPE)

All plant and equipment at the workplace must meet statutory requirements and have the required registration, licences or certification where required. All mobile equipment must be fitted with suitable reversing alarms. All mobile plant and vehicles must be fitted with a pair of rotating flashing yellow lamps in accordance with AS1742.3 clause 4.14.1. All workers will be made aware of the safe work practice at the time of the site induction.

## 6.4 Plant and Equipment

All plant and equipment at the workplace must meet statutory requirements and have the required registration, licences or certification where required. All mobile equipment must be fitted with suitable reversing alarms. All mobile plant and vehicles must be fitted with a rotating flashing yellow lamp in accordance with AGTTM & AS1742.3. All workers will be made aware of the safe work practice at the time of the site induction.

## 6.5 Trip Hazards

The worksite and its immediate surroundings must be suitably protected and free of hazards, which could result in tripping by cyclists or pedestrians. Hazards, which cannot be removed, must be suitably protected to prevent injury to road users, including those with sight impairment. Where level differences are significant, suitable barriers, which preclude pedestrian access must be used.

Where works extend beyond daylight hours and adjacent lighting is insufficient to illuminate hazards to cyclists or pedestrians, appropriate temporary lighting must be installed.

The worksite must be kept tidy to reduce the risk to workers.

# 7. IMPLEMENTATION

## 7.1 Traffic Guidance Schemes

The Traffic Guidance Scheme (TGS) outlined in Appendix F and listed below have been provided for the following stages to demonstrate the type of controls that will be implemented throughout the term of the contract. All sign and device requirements are shown on each TGS. Should the use of additional (not shown on the TGS or listing of devices) or reduced number of devices be required due to unforeseen needs, they must be recorded within the Daily Diary as a variation to the TMP, following prior approval.

| Construction Stages | Traffic Management Stages | TGS Number and version | Details |
|---|---|---|---|
| Stage 1 | 1.1 | TGS-001-A<br>Rev0 | Verge Works<br>Footpath Closure + Diversion<br>Pedestrian Management<br>Monday-Saturday, 07:00-17:00 |
| | 1.2 | TGS-001-B/B2<br>Rev0 | Road Closure + Detour<br>Footpath Closure + Diversion<br>Pedestrian Management<br>Monday-Saturday, 07:00-17:00<br>Letter-Drop Notification Required |

## 7.2 Sequence and Staging

The sequence of temporary traffic management installation, work activities and temporary traffic management removal are shown in the table below.

| Step | Details |
|---|---|
| 1 | Confirm applicable TMP & TGSs for the day's activities |
| 2 | Inspect all signs and devices to ensure they are undamaged, clean and comply with the requirements depicted on the TGS/s |
| 3 | Advance warning signage installation |
| 4 | All intermediate advance warning and regulatory signs and devices required in advance of the start of the work area |
| 5 | All delineating devices required |
| 6 | Delineation past the work area |
| 7 | Termination Signage |
| 8 | Other warning signs or regulatory signs |

| Step | Details |
|---|---|
| 9 | Operational Check – Onsite drive through and check of TTM by WTM, AWTM or Road Authority Representative (with an equivalent level of knowledge and experience) to ensure effectiveness and compliance with the TMP/TGS |
| 10 | Onsite Inspection – Frequent inspection of TTM during works to ensure signs, devices, method statements and accreditation have been correctly implemented and supplied |
| 11 | Removal of applicable traffic control signs and devices should be undertaken in the reverse order of erection, progressing from the work area out toward the approaches |

An example of the intended setup can be found from the AGTTM Part 6 but is intended as guidance only.

Traffic management workers must obey all road rules and use their best judgement when ascertaining turn-around points and ensure movements are done calmly with no erratic movements whilst navigating the work site.

## 7.3 Traffic Control Devices

### 7.3.1 Sign Requirements

All signs used must conform to the designs and dimensions as shown in Australian Standard AS 1742.3, AGTTM and the CoP.

Prior to installation, all signs and devices must be checked by the Site Supervisor or a suitably qualified person to ensure that they are in good condition and meet the following requirements:-

- Mechanical condition - Items that are bent, broken or have surface damage must not be used.
- Cleanliness - Items should be free from accumulated dirt, road grime or other contamination.
- Colour of fluorescent signs - Fluorescent signs whose colour has faded to a point where they have lost their daylight impact must be replaced.
- Retroreflectivity. - Signs used for night-time or in low light conditions whose retroreflectivity is degraded either from long use or surface damage and does not meet the requirements of AS 1906 must be replaced.
- Battery operated devices - must be checked for lamp operation and battery condition.

Where signs do not conform either to the requirements of AS 1742.3 or would fail to pass any of the above checks, they must be replaced on notice.

Signs and devices must be positioned and erected in accordance with the locations and spacing's shown on the drawings. All signs must be positioned and erected such that:

- They are properly displayed and securely mounted;
- They are within the driver's line of sight;
- They cannot be obscured from view;

- They do not obscure other devices from the driver's line of sight;
- They do not become a possible hazard to workers or vehicles; and
- They do not deflect traffic into an undesirable path.

Signs and devices that are erected before they are required must be covered by a suitable opaque material. The cover must be removed immediately prior to the commencement of work.

Where there is a potential for conflict of information between existing signage and temporary signage erected for the purpose of traffic control, the existing signs must be covered. The material covering the sign must ensure that the sign cannot be seen under all conditions i.e. day, night and wet weather. Care will be taken to ensure existing signs are not damaged by the covering material or by adhesive tape.

#### *7.3.1.1 Securing Signs and Devices*

Signage may be weighted with sandbags if weather or traffic pose a risk of blowing signage over, the site speed limit is 50km/h and is not expected to adversely affect signage stability.

Where workers are not available to immediately identify and rectify fallen signs, the securing of signs must include one of the following methods:

• Sandbags (or similar) on all 4 legs (total weight of at least 40 kg) – see MRWA CoP 6.3.1 Table 5 below;

• Affixing to other suitable permanent roadside infrastructure;

**Table 5 – Minimum sandbags to secure signs**

| Permanent Speed Limit | Clearance of sign to travelled path | Minimum number of 10kg sandbags |
|---|---|---|
| 90-110 km/h | 1 m or less | 4 |
| | More than 1 m | 2 |
| 70-80 km/h | 1 m or less | 3 |
| | More than 1 m | 2 |
| 60 km/h or less | any | 2 |

MRWA CoP Section 6.3.1 - Table 5

### 7.3.2 Tolerances on positioning of signs and devices

Where a specific distance for the longitudinal positioning of signs or devices with respect to other items or features is stated, for the spacing of delineating devices or for the length of tapers or markings, the following tolerances may be applied:

**(a) Positioning of signs:**

Where a physical constraint on site impacts locating the sign(s) as per the spacing

requirements in Table 2.2 of AGTTM Part 3 signs can be modified by a person with AWTM

accreditation to:

(i) Up to 10 % less than the distance given

(ii) Up to 25 % or 15 m more than the distance given (whichever is greater)

**(b) Length of tapers and/or markings:**

(i) Minimum, 10% less than the distances or lengths given.

(ii) Maximum, 25% or 15m more than the distances or lengths given (whichever is great)

**(b) Spacing of delineating devices:**

(i) Maximum, 10% more than the spacing shown.

(ii) No minimum.

These tolerances must not apply where a distance, length or spacing is already stated as a maximum, a minimum or a range.

### 7.3.3 Flashing Arrow Signs

No flashing arrow signs will be required.

### 7.3.4 Delineation and Edge Clearance

Cones must be used for delineation unless other treatment is specified in the Traffic Management Plan or on the Traffic Guidance Schemes.

All cones must be at least 700 millimetres in height and constructed from fluorescent orange or red material that is resilient to impact and will not damage vehicles when hit at low speed. Cones and bollards will be fitted with suitable retro-reflective bands in accordance with the AGTTM Part 3, 5.4.1 pg. 64.

The base of the cones will be secured so that they are not dislodged by traffic. Cones will be inspected at intervals necessary to ensure any misalignment or displacement is identified and corrected prior to this causing disruption to traffic.

Table 4.2: 'Through' spacing of traffic cones, bollards and post-mounted delineators

| Purpose and usage | Speed (km/h) | Recommended maximum spacing (m) |
|---|---|---|
| For traffic cones and bollards** | | |
| All purposes | ≤55 | 4 |
| | 56 - 75 | 12 |
| | ≥76 | 18 |
| Protecting freshly painted lines | 56 - 75 | 24 |
| | ≥76 | 60 |
| For post-mounted delineators | | |
| All purposes | ≤75 | 24 |
| | ≥76 | 60 |

***Consider whether cyclists are using the road shoulder or bike lane and whether an appropriate alternative facility be provided before installing traffic cones or bollards in the area. Where possible, place bollards to maintain a safe cycling facility.*

*Table 4.2 from AGTTM 2019 – Part 3, page 45*

4m Max Spacing

Table 5.2: 'Past' edge clearance

| Speed (km/h) | Distance (m) |
|---|---|
| **For traffic cones, bollards, longitudinal channelising barricades or any other delineation device** | |
| ≤ 65 | 0.3* |
| ≥ 66 | 0.5 |
| **For post-mounted reflectors, temporary hazard markers** | |
| All speeds | 1 |
| **For kerbed edges of traffic lanes** | |
| All speeds | 0.3 - 0.5 (behind the face of kerb) |
| **For delineation adjacent to excavations see Section 6.8 Table 6.1** | |
| **For plastic mesh fencing (e.g. temporary pedestrian pathways) see Section 5.3.2** | |

** Use this distance when delineating the path. If devices are being used to reduce speeds, as with traffic cones, the offset distance can be reduced to 0 m.*

*Table 5.2 from AGTTM 2019 – Part 3, page 63*

## 7.4 Site Access for Work Vehicles

Construction and/or traffic management vehicles entering and exiting the traffic stream must be mindful of the conditions that may affect the safety of these movements.

All entry and exit movements will be in accordance with the Road Traffic Code and must be undertaken in the following manner:

Vehicles must:

- Decelerate slowly and signal their intention by indicator to leave the traffic stream;
- Activate the vehicle's rotating yellow lamp, where fitted, once a speed of 20 km/h below the speed limit has been reached and at least 50m prior to the exit location.
- Switch on the vehicle hazard lights once the vehicle is stationary.
- Where risks associated with unassisted exit or entry to or from the traffic stream are high, traffic management workers should be used to assist entry and exit movements.

Vehicles fitted with rotating amber lamps must have the vehicle's rotating lamp activated prior to entering the traffic stream and must undertake the following.

- Switch off the vehicle hazard lights;
- Indicate intention to enter the traffic stream using direction indicators;
- Ensure there is a suitable gap from oncoming traffic to allow for a safe entry manoeuvre; and,
- Turn off the rotating yellow lamp(s) once a speed of 40 km/h is reached.

Entry and exit manoeuvres must be avoided in close proximity to intersections. Work personnel must not cross traffic streams on foot unless absolutely necessary.

Construction or traffic management vehicles must only be parked where indicated on the Traffic Guidance Scheme. Vehicles must not obstruct paths and be parked an adequate distance from intersections or driveways to ensure clear sight lines remain for all road users.

## 7.5 Communicating TMP Requirements

Prior to works commencing the Site Supervisor must communicate the TMP Plan to all key stakeholders and affected parties.

The SWMS, JHA and any other pre-start requirements will be reviewed and completed prior to the commencement of works.

# 8. EMERGENCY ARRANGEMENTS AND CONTINGENCIES

## 8.1 Traffic Incident Procedures

In the event of an incident or accident, whether or not involving traffic or road users, all work must cease and traffic must be stopped as necessary to avoid further deterioration of the situation. First Aid must be administered as necessary, and medical assistance must be called for if required.

Road plant within the work area that may impact on any services requiring access to a crash site will be cleared from the area quickly as necessary.

### 8.1.1 Serious Injury or Fatality

In the case of serious injury or fatality occurring within the traffic management site all work must cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic management workers (and other personnel if necessary) must be deployed immediately to ensure no traffic or other road users approach the area.

An Ambulance and Police must be called on telephone number 000 where life threatening injuries are apparent.

All road workers and traffic management personnel must preserve the scene leaving everything in situ, until direction is given by Police or WorkSafe.

A site specific detour route and/or road closure point will be determined, signed and controlled by traffic management personnel and advised to Police, who will take charge of the site upon arrival. Detour routes will be determined so as to cater for all types of vehicles required to use them. An example of how to manage an emergency can be found in Section 5 of AGTTM Part 10.

All site personnel must be briefed on control procedures covering incidents and crashes that result in serious injury or fatalities.

### 8.1.2 Minor Incident or Vehicle Break Down within Site

Broken down vehicles and vehicles involved in minor non-injury crashes must be temporarily moved to the verge as soon as possible after details of the crash locations have been gathered and noted. Where necessary to maintain traffic flow, vehicles must be temporarily moved into the closed section of the work area behind the cones, providing there is no risk to vehicles and their occupants or workers. Suitable recovery systems must be used to facilitate prompt removal of broken down or crashed vehicles. Assistance must be rendered to ensure the impact of the incident on the network is minimised.

Any traffic crash resulting in non-life threatening injury must be reported to the WA Police Service on 131 444.

Details of all incidents and accidents must be reported to the Site Supervisor and Project Manager using the incident report form at Appendix “C” (or similar).

## 8.2 Emergency Services

On-site traffic management workers will be equipped with mobile communications to advise and/or liaise with emergency services to ensure a prompt response should the need arise.

## 8.3 Dangerous Goods

Should any incident arise involving vehicles transporting dangerous goods, all work must cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic management workers (and other personnel if necessary) must be deployed immediately to ensure no traffic or other road users approach the area.

Emergency services must be notified of the proposed works nature, location, date and times as well as contact details for the site supervisor. All site personnel must be briefed on evacuation and control procedures.

## 8.4 Damage to Services

In the event that gas services are damaged, all work must cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic management workers (and other personnel if necessary) must be deployed immediately to ensure no traffic or other road users approach the area. The Police Service and relevant supply authority must be called immediately. Damage to any other services must be treated in a similar manner except machinery may remain operational and access may be maintained where it is safe to do so.

All site personnel must be briefed on evacuation and control procedures.

## 8.5 Failure of Services

### 8.5.1 Failure of Traffic Signals

N/A

### 8.5.2 Failure of Street Lighting

N/A

### 8.5.3 Failure of Power

In the event that power infrastructure is damaged and poses a risk through live current, traffic management workers (and other personnel if necessary) must be deployed immediately to secure the site and prevent entry to the area affected by live power. Western Power must be notified immediately (phone 13 13 51).

## 8.6 Emergency Contacts

In the event of an emergency the following relevant authorities must be contacted and advised of the nature of works, location, type of emergency and contact details for the site supervisor.

| Emergency Service | Phone (Emergency) |
|---|---|
| WA Police Service | 000 |
| St. John Ambulance | 000 |
| DFES | 000 |
| Power | 13 13 51 |
| Gas | 13 13 52 |
| Main Roads | 138 138 |

# 9. MONITORING AND MEASUREMENT

## 9.1 Daily Inspections

Prior to works commencing the Site Supervisor must communicate the Traffic Management Plan to all key stakeholders and affected parties.

On completion of setting out the traffic control measures:

LGA Networks:

A drive-through recording of the implemented worksite may be undertaken for record keeping purposes if deemed prudent for record keeping procedures but is not a requirement under the MRWA Code of Practice.

The site is to be monitored for a suitable period of time. If traffic speeds on the approaches to the work site are assessed as being above the temporary posted speed zone for the work site, the Site Supervisor is to initiate action to modify the approach signage and tapers in accordance with the requirements of AGTTM/CoP. All such actions are to be recorded in the Daily Diary. Should road users be observed to continue to travel in excess of the posted speed limit, the police may be requested to attend the site to enforce the temporary posted speed limit.

The Advanced Worksite Traffic Management accredited supervisory person at the worksite may conditionally approve changes made to a non-complex traffic management plan subject to review and endorsement of the change by the designing AWTM as soon as practicably possible.

**See TMP section 10.4 for further adjustment/modification/substantial modification details.**

The Traffic Management Contractor must ensure that all temporary signs, devices and controls are maintained at all times. To achieve this, procedures in line with the requirements outlined in AGTTM Part 6 will be instituted. The monitoring program must incorporate inspections:

- Before the start of work activities on site,
- During the hours of work,
- Closing down at the end of the shift period, and
- After hours.

A daily record of the inspections must be kept indicating

- When traffic controls where erected,
- When changes to controls occurred and why the changes were undertaken,
- Any incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties.

The Traffic Management Contractor must ensure that personnel are assigned to monitor the traffic control scheme. Inspections must at least satisfy the following requirements.

### 9.1.1 Before works start

- Confirm TMP and TGS are suitable for the day's activities;
- Inspect all signs and devices to ensure they are undamaged, clean and comply with the requirements depicted on the TGS;
- All lamps should be checked and cleaned as necessary;
- After any adjustments have been made to the signs and devices, conduct a drive through inspection to confirm effectiveness.

### 9.1.2 During work hours

- Designate and ensure that appropriate work personnel drive through the site periodically to inspect all signs and devices and ensure they are undamaged and comply with the requirements depicted on the Traffic Guidance Schemes;.
- Attend to problems as they occur;
- Re-position signs and devices as required by work processes throughout the day and keep records of any changes.

### 9.1.3 Closing down each day

- Remove all TTM signage & devices
- Conduct a drive-through to ensure all TTM signage & devices are removed

### 9.1.4 After hours

N/A

## 9.2 TMP Audits and Inspections

One compliance audit (using the 'Compliance Audit Checklist for Traffic Management for Works on Roads' – found on the MRWA website) may be conducted following setting up of the traffic management and prior to commencement of the works.

Audit findings, recommendations and actions taken must be documented and copies forwarded to the Project Manager and the Road Authority's Representative

## 9.3 Records

A daily diary recording all inspections including variations to the approved TMP must be kept using the Daily Diary.

The Traffic Supervisor is to record all inspections made on a daily basis and at those times prescribed by the Traffic Management Implementation Standards. Upon completion of each day the Traffic Supervisor must provide copies of the daily diary record to the Project Manager.

The Traffic Supervisor is to record all variations made to the approved Traffic Management Plan on a daily basis and indicate clearly the nature of the variations and the reason for the variations. Upon completion of each day the Traffic Supervisor must provide copies of the variation record to the Project Manager.

## 9.4 Public Feedback

Public feedback/complaints will be recorded in the Daily Diary & communicated to the site supervisor or project manager when practical or prudent to do so.

All workers on site will conduct themselves in a polite manner when dealing with the public and should not enter into situations where conflict might occur.

Details of significant public relations should be noted in the Daily Diary.

# 10. MANAGEMENT REVIEW AND APPROVALS

## 10.1 TMP Review and Improvement

The Project Manager will ensure that the Traffic Management Plan is implemented and evaluated for effectiveness. The Supervisor must inspect and monitor traffic movements around the site in conjunction with the personnel who have erected the control measures.
Inspections must be undertaken as required and at a minimum on the following occasions:

- Before the start of work activities on site;
- During the hours of work;
- Closing down at the end of the shift period;
- A daily record of the inspections should be kept indicating:
- When traffic controls were erected.
- When changes to controls occurred and why the changes were undertaken;
- Any significant incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties.

Taborda Contracting will implement a procedure that ensures comments and complaints received from the public are registered. The Supervisor must be responsible for the monitoring of the Register on a daily basis.

A review of the effectiveness of the TMP may be undertaken by the Project Manager and Traffic Management Contractor as part of the close-out procedure.

## 10.2 Variations

1. There are no departures from the requirements of the Traffic Management for Works on Roads Code of Practice in this Traffic Management Plan.

## 10.3 Approvals, Authorisations and Permits

Before works commence it is necessary to seek approval from the following:

- Main Roads WA
- Local Government Authority (City of Melville)

## 10.4 Adjustment and Modification of TMPs

- Where the TMP needs amending, e.g. due to a change in the scope of works or safety concerns, a modified TMP will be submitted for approval to the Road Authority.
- **Adjustments:** a person with BWTM accreditation may make on-site adjustments of
- traffic control devices within the allowable tolerances indicated in AGTTM (see TMP section 7.3.2)
- **Modifications:**
- A person with WTM or AWTM accreditation may make on-site modifications to traffic control devices outside of tolerances.

- This includes modifying, adding and/or removing signs and devices where the intent/objectives of the TMP and operation of the road network are not adversely impacted.
- Changes to the TMP/TGS **must not** involve adding lane or road closures, speed limit changes, or adding any additional regulatory signs that have not been approved.
- Adding repeater speed restriction signs is permitted.
- **Substantial modifications:** more substantial modifications must be made by a person with AWTM accreditation and must be authorised by the Road Infrastructure Manager (with associated RTM endorsement where required). *Note: this is likely to result in a new revision of the TMP*
- All adjustments and modifications are to be risk assessed, recorded on the TMP and/or TGS and recorded in the daily diary.
- **In emergency situations:** on-site adjustments or modifications must be made and recorded in the daily diary, and the Project Manager notified as soon as practicable.

# APPENDIX A – NOTIFICATION OF ROADWORKS

## *10.4.1.1 NOTIFICATION OF ROADWORKS*

**Notifications are to be distributed at least one (1) week in advance of works**
**Where the traffic management is to interfere with traffic signal operation, prior approval is required 3wks in advance via enquiries@mainroads.wa.gov.au.**

**Where the works will place restrictions on Oversize and/or Restricted Access Vehicles Main Roads HVS requires at least 2 weeks notice.**

| | | | | | |
|---|---|---|---|---|---|
| TMP reference | ST-178 | Communication plan sent to Main Roads | Yes ☒ | No ☐ | N/A ☐ |
| Anticipated start date: | 03/11/2025 | Anticipated finish date: | 03/11/2026 | | |
| Daily work hours: | 07:00-17:00 | Is weekend work applicable?: | Yes ☒ | No ☐ | |
| Location of works (Road/Street, Suburb): | 6 Willcock St, Ardross | | | | |
| Description of works: | Residential Construction Works | | | | |
| Description of traffic management arrangements: | Verge Works<br>Footpath Closure<br>Road Closure | | | | |
| Posted Speed Limit: | 50 | Worksite speed limit: | 40 | After hours speed limit: | 50 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| What is the anticipated effect on traffic flows?: | low | | | Will there be restricted width for oversize escorted vehicles?: | | Yes ☒ | No ☐ |
| Are lanes closed at signals?: | Yes ☐ | No ☐ | N/A ☒ | Are signal loops or hardware affected?: | Yes ☐ | No ☐ | N/A ☒ |
| Will signal phases need time changes? | Yes ☐ | No ☐ | N/A ☒ | Will signals need to revert automatically?: | Yes ☐ | No ☐ | N/A ☒ |
| Date of signal 'black out': | | | | Times of signal 'black out': | | | |
| Will Police attendance be required?: | Yes ☐ | No ☒ | | Dates for Police attendance : | | | |
| Are bridges located in area of works, (inc detours)?: | Yes ☐ | No ☒ | | Will changes to traffic flows/composition occur on bridges?: | | Yes ☐ | No ☒ |
| Are the works located within a School Zone?: | Yes ☐ | No ☒ | | Is there a children's crossing near the works?: | | Yes ☐ | No ☒ |

| | | | | | |
|---|---|---|---|---|---|
| Road Authority: | Main Roads WA | | | | |
| Postal Address: | | | | | |
| Telephone: | | Email: | enquiries@mainroads.wa.gov.au | Facsimile: | |
| Contact: | | | | | |
| Telephone: | | Email: | | Mobile: | |

| | | | | | |
|---|---|---|---|---|---|
| Road Authority: | City of Melville | | | | |
| Postal Address: | | | | | |
| Telephone: | | Email: | melinfo@melville.wa.gov.au | Facsimile: | |
| Contact: | TBC | | | | |
| Telephone: | | Email: | melville.informationofficer@melville.wa.gov.au | Mobile: | |

| | | | | | |
|---|---|---|---|---|---|
| Construction Contractor: | Welink | | | | |
| Postal Address: | | | | | |
| Telephone: | | Email: | | Facsimile: | |
| Contact: | Michael Cheeseman | | | | |
| Telephone: | | Email: | michael@welink.com.au | Mobile: | 0408 135 325 |
| After hours contact: | | Telephone: | | Mobile: | |

| | | | | | |
|---|---|---|---|---|---|
| Traffic Management Contractor: | Taborda Contracting | | | | |
| Postal Address: | 65 Eva St, Maddington WA 6109 | | | | |
| Telephone: | | Email: | info@taborda.com.au | Facsimile: | |
| Contact: | Wayne Taborda | | | | |
| Telephone: | | Email: | wayne@taborda.com.au | Mobile: | 0405 700 385 |
| After hours contact: | | Telephone: | | | |

| Distribution List | Email/Website |
|---|---|
| Main Roads Customer Information Centre | enquiries@mainroads.wa.gov.au |
| Fire & Emergency Services | dfes@dfes.wa.gov.au |
| Local Government | melinfo@melville.wa.gov.au |

# APPENDIX B – VARIATION TO STANDARDS

N/A

## APPENDIX C – RECORD FORMS

### Traffic Management Daily Diary

**Location:** **Client:** **Date:**

**TMP No:** **TGS No:** **Weather Conditions:** **Diary Sheet:** **of**

**Start Time at Depot:** **Time Arrive Onsite:** **Commencement of Site Setup:** **Site Setup and Operational:**

**Site Pulled Down at:** **Time Aftercare signs setup:** **TGS No:** **Time left site:** **Finish time at Depot:**

☐ **Day Works** ☐ **Night Works** ☐ **Emergency Response** **Site Setup as per TGS ☐ Yes ☐ No (if not comment on next page)**

☐ **Attendance at Pre-Start Meeting** **Did an incident occur (if yes complete incident report form) ☐ Yes ☐ No**

I confirm that the above times of 'setup' and 'pulldown' of traffic management signs and devices are a true and correct record

Name (Site Supervisor): Signed:

**Drive Through Checks** (Checks must be conducted at least every 2 hours)

Time of check entered. Rule off and leave blank if the check does not apply to the site. Make a note of any issues on the next page.

| **Traffic Management Site Checks** | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | | | | | | | | | | |
| Drive Through **Video Recording** conducted as per Main Roads Requirements | | | | | | | | | | |
| Are signs upright, clean, visible, level & stable | | | | | | | | | | |
| Are taper lengths correct | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Are speed limit signs correct and doubled up<br><br>Are sign spacings correct | | | | | | | | | | |
| Are cone/bollard alignments straight & spaced correctly | | | | | | | | | | |
| Are devices operating correctly | | | | | | | | | | |
| Are pedestrians, cyclists and other vulnerable road users catered for | | | | | | | | | | |
| Are lane widths adequate | | | | | | | | | | |
| Are vehicle queue lengths acceptable | | | | | | | | | | |
| Is road surface condition adequate | | | | | | | | | | |
| Is the work area clearly defined? | | | | | | | | | | |
| Are the travel paths for both directions of traffic clearly defined? Is the work area appropriately separated from passing traffic? Check the transition at the interface of the modified alignment. | | | | | | | | | | |
| Are centre lines/lane lines/edge lines clear and unambiguous? | | | | | | | | | | |
| Are sight and stopping distances adequate at works, at<br><br>intersections and driveways? | | | | | | | | | | |
| Are traffic lanes clearly delineated? | | | | | | | | | | |
| Are lighting for night-time controls operating correcting? | | | | | | | | | | |
| Have other risks associated with traffic management at night been catered for, e.g. placement of lighting towers | | | | | | | | | | |

**No. of TTM Vehicles Onsite:** _____

**No. of TTM Personnel Onsite:** _____

**TTM Personnel Names & Accreditations:**

| | **Accreditation Details (tick)** | | | | | **Time of Break from Stop/Slow**<br>(Traffic controllers must have a 15-minute break every two hours of constant stop/slow operation) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Name** | **TC** | **BWTM** | **WTM** | **AWTM** | **OTMA** | On | Off | On | Off | On | Off | On | Off |
| | | | | | | : | : | : | : | : | : | : | : |
| | | | | | | : | : | : | : | : | : | : | : |
| | | | | | | : | : | : | : | : | : | : | : |
| | | | | | | : | : | : | : | : | : | : | : |
| | | | | | | : | : | : | : | : | : | : | : |
| | | | | | | : | : | : | : | : | : | : | : |

Additional Comments _____

I confirm that the details contained herein are true and correct

Name: (TTM Leader): _____ Signed: _____

## Incident Report Form

Any incident occurring onsite must be reported using the following incident report format.

| | |
|---|---|
| Region<br><br>Contract Number | Incident Report No.<br><br>Contractor |

Major Incident Reports must be forwarded to the Superintendent within 48 hours of the incident occurring or becoming apparent.

Contractors must use this Form for reporting of Traffic incidents on works under Contract and this form supplements the WHS Incident Reporting Form.

| **A Details of Incident** | Reported to: ☐ Supervisor ☐ TMR ☐ Other | | | | | |
|---|---|---|---|---|---|---|
| WHS Incident Report No | | | | **Atmospheric Conditions** | **Light Conditions** | |
| Fatality ☐ | | | | Clear ☐ | Day Light ☐ | |
| Injury ☐ | **Road Surface** | | | Overcast ☐ | Night Time ☐ | |
| Property Damage ☐ | Unsealed ☐ | | | Raining ☐ | Dawn/Dusk ☐ | |
| Police Attended **Yes/No** | Sealed ☐ | | | Fog/Smoke/Dust ☐ | **Street Lighting** | |
| Time and Date of incident | **AM / PM** | | | **Road Condition** | On☐ | |
| | Day | Month | Year | Wet ☐ | Off☐ | |
| | | | | Dry ☐ | Not Provided ☐ | |

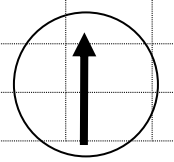
| Other relevant details, (Last maintenance grade, watering and dust conditions): |
|---|
| |
| |
| |
| |
| |
| |
| |

| **B Details of Traffic Management in place:** | | | | | | | |
|---|---|---|---|---|---|---|---|
| TGS No: | | | | Name of individual that prepared the TGS | | | |
| Time last inspected: | | | | Accreditation No: | | | |
| TGS Approved: | Day | Month | Year | TMP Approved: | Day | Month | Year |
| | | | | | | | |

| **C Descriptions of Vehicles:** | | | |
|---|---|---|---|
| Detail (make, model/ped/cyclist/VRU) | Registration No | Direction of Travel | Age of Driver |
| Vehicle 1 | | | |
| Vehicle 2 | | | |
| Vehicle 3 | | | |

| Comments: |
|---|
| |
| |
| |
| |
| |
| |

| **D Description of Incident:** |
|---|
| Draw the incident including the direction of travel, traffic control signs, fixed structures and north point. |



| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| **E Attachments:** | The following copies MUST be submitted with this Incident Report. | |
|---|---|---|

Approved TMP ☐ Approved TGS ☐ Approvals for temporary speed restrictions ☐ Daily Diary ☐ ☐

| **F Police Report:** |
|---|

Accident reported to Police: ☐ YES ☐ NO Report made by ☐ Phone ☐ Fax ☐ Mail or E-mail

Date Report Made Day Month Year Police WA Reference Number

| **G Details of Person Completing this Incident Form:** | |
|---|---|
| Name: | Contractor Name: |
| Position: | |
| Date: | Signature: |

# APPENDIX D – TRAFFIC ANALYSIS AND VOLUME COUNTS

mainroads WESTERN AUSTRALIA

SITE 4542

# Hourly Volume

## Canning Hwy (H013)

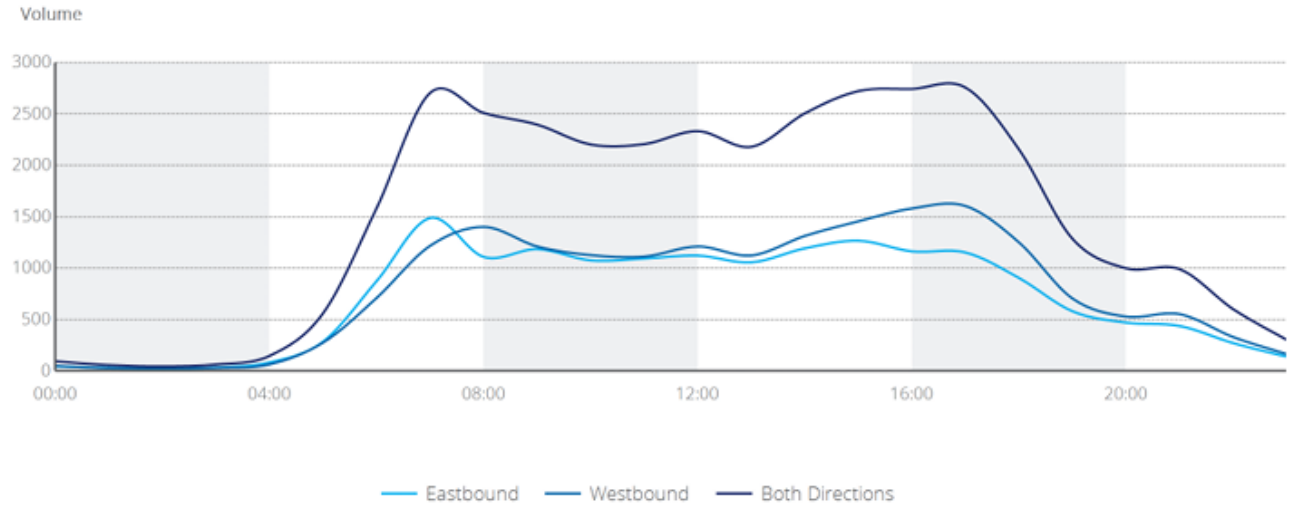
## West of Riseley St (SLK 8.15)

2021/22
Monday to Friday

| | All Vehicles | | | Heavy Vehicles | | | |
|---|---|---|---|---|---|---|---|
| | EB | WB | Both | EB | WB | Both | % |
| 00:00 | 45 | 49 | 94 | 3 | 3 | 6 | 6.4 |
| 01:00 | 30 | 27 | 57 | 3 | 1 | 4 | 7.0 |
| 02:00 | 19 | 25 | 44 | 2 | 2 | 4 | 9.1 |
| 03:00 | 33 | 30 | 63 | 2 | 5 | 7 | 11.1 |
| 04:00 | 83 | 64 | 147 | 8 | 5 | 13 | 8.8 |
| 05:00 | 286 | 276 | 562 | 28 | 23 | 51 | 9.1 |
| 06:00 | 875 | 711 | 1586 | 84 | 84 | 168 | 10.6 |
| 07:00 | 1488 | 1218 | 2706 | 121 | 116 | 237 | 8.8 |
| 08:00 | 1109 | 1401 | 2510 | 92 | 92 | 184 | 7.3 |
| 09:00 | 1185 | 1211 | 2396 | 103 | 101 | 204 | 8.5 |
| 10:00 | 1076 | 1127 | 2203 | 96 | 101 | 197 | 8.9 |
| 11:00 | 1094 | 1113 | 2207 | 99 | 83 | 182 | 8.2 |
| 12:00 | 1122 | 1211 | 2333 | 108 | 91 | 199 | 8.5 |
| 13:00 | 1057 | 1124 | 2181 | 105 | 90 | 195 | 8.9 |
| 14:00 | 1193 | 1314 | 2507 | 119 | 83 | 202 | 8.1 |
| 15:00 | 1267 | 1456 | 2723 | 108 | 79 | 187 | 6.9 |
| 16:00 | 1163 | 1581 | 2744 | 83 | 71 | 154 | 5.6 |
| 17:00 | 1152 | 1605 | 2757 | 58 | 60 | 118 | 4.3 |
| 18:00 | 904 | 1250 | 2154 | 35 | 48 | 83 | 3.9 |
| 19:00 | 580 | 704 | 1284 | 32 | 27 | 59 | 4.6 |
| 20:00 | 470 | 529 | 999 | 19 | 16 | 35 | 3.5 |
| 21:00 | 437 | 553 | 990 | 14 | 21 | 35 | 3.5 |
| 22:00 | 271 | 330 | 601 | 8 | 10 | 18 | 3.0 |
| 23:00 | 139 | 164 | 303 | 5 | 6 | 11 | 3.6 |
| TOTAL | 17078 | 19073 | 36151 | 1335 | 1218 | 2553 | 7.1 |

## Peak Statistics

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM | TIME | 06:45 | 07:45 | 07:00 | 06:45 | 06:30 | 06:45 |
| | VOL | 1514 | 1423 | 2706 | 121 | 123 | 240 |
| PM | TIME | 14:30 | 16:45 | 16:45 | 13:45 | 12:45 | 14:30 |
| | VOL | 1268 | 1629 | 2790 | 120 | 92 | 202 |



mainroads WESTERN AUSTRALIA

SITE 0437

# Hourly Volume

## Riseley St (1190002)

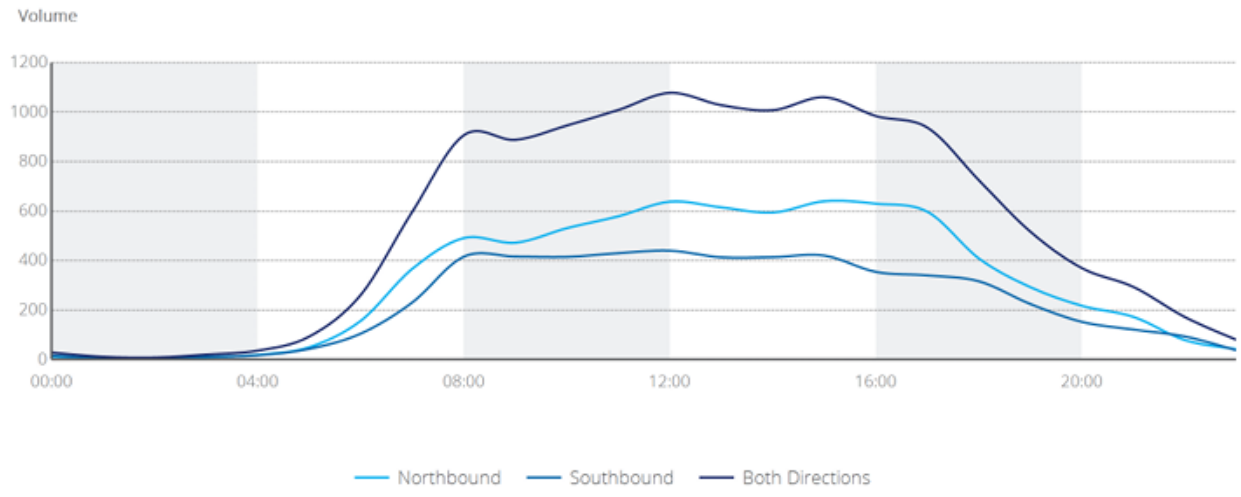
## South of Canning Hwy (SLK 0.35)

2024/25
Monday to Friday

| | All Vehicles | | | Heavy Vehicles | | | |
|---|---|---|---|---|---|---|---|
| | NB | SB | Both | NB | SB | Both | % |
| 00:00 | 12 | 16 | 28 | 0 | 2 | 2 | 7.1 |
| 01:00 | 6 | 5 | 11 | 1 | 0 | 1 | 9.1 |
| 02:00 | 3 | 5 | 8 | 1 | 2 | 3 | 37.5 |
| 03:00 | 9 | 11 | 20 | 2 | 5 | 7 | 35.0 |
| 04:00 | 19 | 17 | 36 | 3 | 3 | 6 | 16.7 |
| 05:00 | 50 | 43 | 93 | 8 | 5 | 13 | 14.0 |
| 06:00 | 157 | 105 | 262 | 19 | 11 | 30 | 11.5 |
| 07:00 | 367 | 231 | 598 | 47 | 21 | 68 | 11.4 |
| 08:00 | 491 | 416 | 907 | 36 | 33 | 69 | 7.6 |
| 09:00 | 472 | 416 | 888 | 49 | 28 | 77 | 8.7 |
| 10:00 | 531 | 415 | 946 | 35 | 19 | 54 | 5.7 |
| 11:00 | 579 | 430 | 1009 | 38 | 28 | 66 | 6.5 |
| 12:00 | 638 | 440 | 1078 | 42 | 24 | 66 | 6.1 |
| 13:00 | 615 | 413 | 1028 | 38 | 25 | 63 | 6.1 |
| 14:00 | 594 | 414 | 1008 | 31 | 24 | 55 | 5.5 |
| 15:00 | 640 | 420 | 1060 | 42 | 29 | 71 | 6.7 |
| 16:00 | 630 | 354 | 984 | 33 | 24 | 57 | 5.8 |
| 17:00 | 597 | 340 | 937 | 29 | 18 | 47 | 5.0 |
| 18:00 | 408 | 316 | 724 | 16 | 15 | 31 | 4.3 |
| 19:00 | 292 | 224 | 516 | 9 | 10 | 19 | 3.7 |
| 20:00 | 217 | 152 | 369 | 4 | 8 | 12 | 3.3 |
| 21:00 | 172 | 121 | 293 | 4 | 5 | 9 | 3.1 |
| 22:00 | 78 | 93 | 171 | 3 | 4 | 7 | 4.1 |
| 23:00 | 42 | 37 | 79 | 1 | 4 | 5 | 6.3 |
| TOTAL | 7619 | 5434 | 13053 | 491 | 347 | 838 | 6.4 |

### Peak Statistics

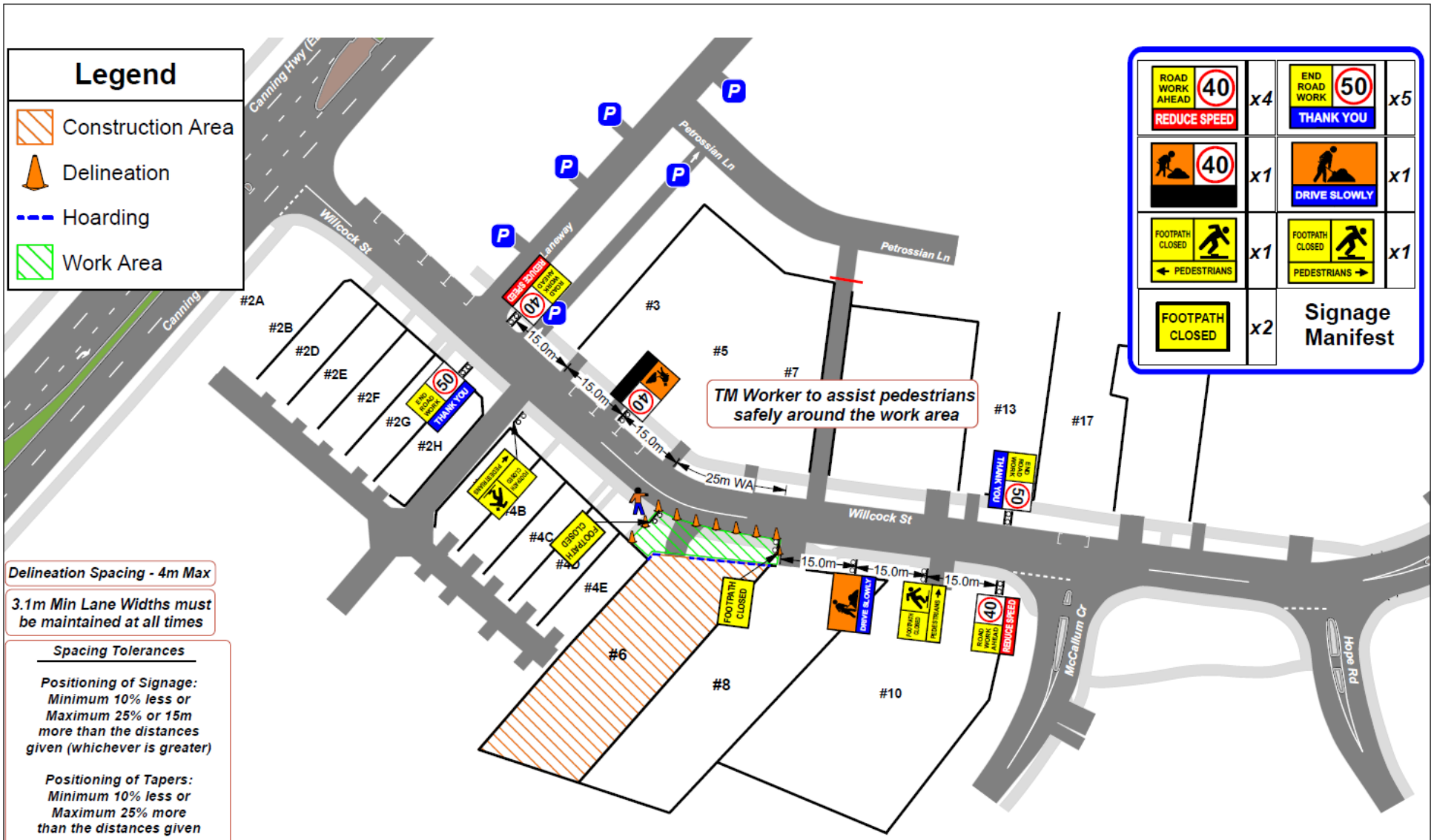
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM | TIME | 11:45 | 10:45 | 11:45 | 07:30 | 08:00 | 07:30 |
| | VOL | 633 | 437 | 1069 | 52 | 33 | 80 |
| PM | TIME | 14:45 | 12:00 | 14:30 | 12:15 | 15:00 | 15:00 |
| | VOL | 657 | 440 | 1084 | 44 | 29 | 71 |



# APPENDIX E – ROADWAY ACCESS AUTHORISATION PERMIT

TBA

# APPENDIX F – TRAFFIC GUIDANCE SCHEMES




*Delineation Spacing - 4m Max*

*3.1m Min Lane Widths must be maintained at all times*

***Spacing Tolerances***

*Positioning of Signage:*
*Minimum 10% less or*
*Maximum 25% or 15m*
*more than the distances*
*given (whichever is greater)*

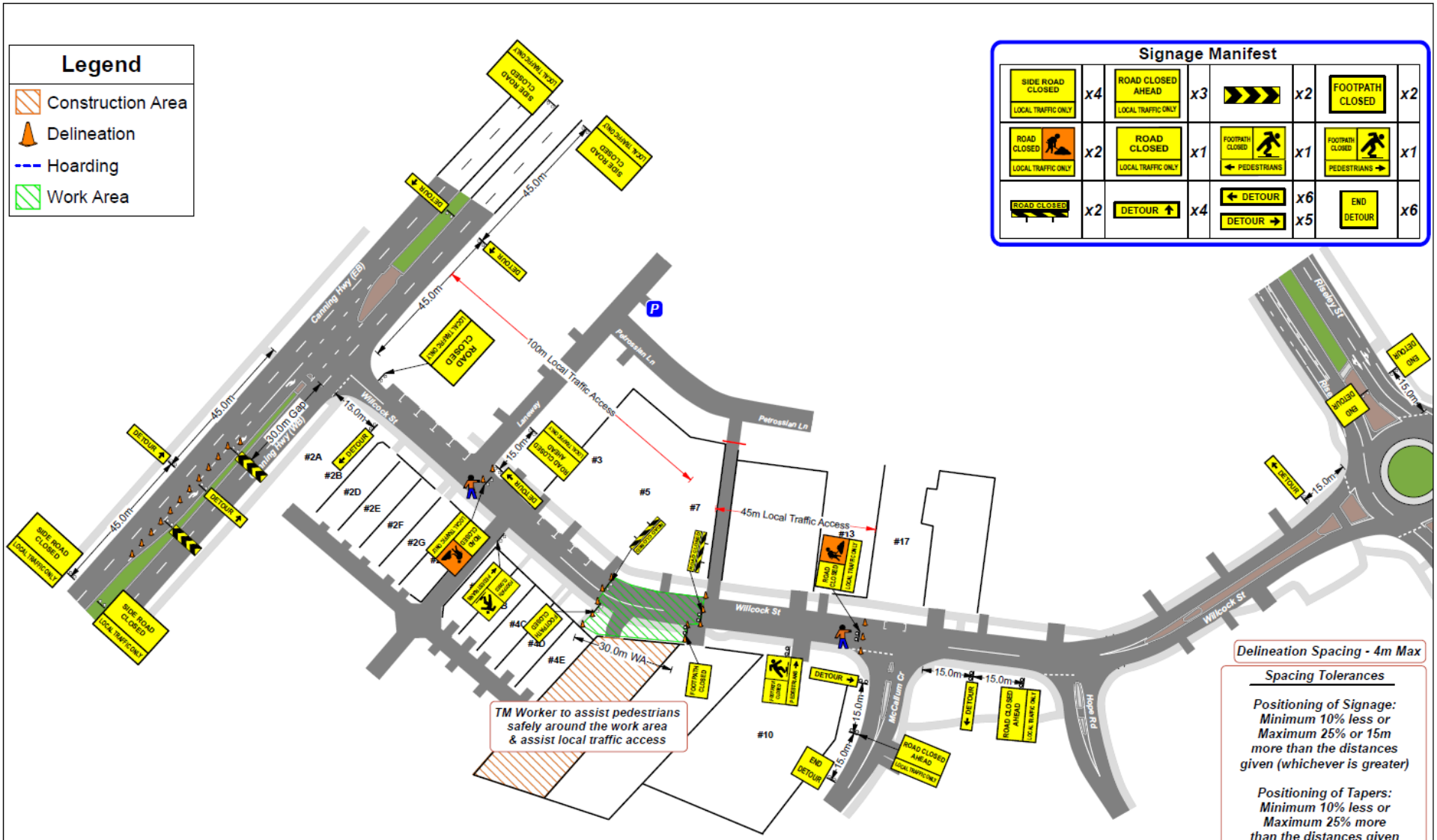
*Positioning of Tapers:*
*Minimum 10% less or*
*Maximum 25% more*
*than the distances given*

*Spacing of delineating devices:*
*No Minimum*
*Maximum 10% more*
*than the distances given*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Contractor: | Welink | | | | TGS#: | TGS-001-A | Existing Speed Limit: 50 | Speed Restriction: 40 | Designed By: Silvano Alessandrello |
| Works Description: | Verge Works & Footpath Closure + Diversion | | | | | | | | AWTM Reg.#: 24-5347-04 |
| Location: | 6 Willcock St | | | | | Welink to Conduct Construction Works | Additional TGS Constraints: Work Hours: Monday-Saturday, 07:00 - 17:00 | | Reviewed By: Megan Greaves |
| Suburb: | Ardross | | | | | | | | AWTM Reg.#: NP-25-51516-01 |
| Revision: | 0 | Date: | 14/10/25 | LGA | City of Melville | TMP#: ST-178 | N | TGS MAY NOT BE TO SCALE | |

SILTRA TRAFFIC MANAGEMENT PLANNING
Mobile: 0435 498 602
Email: tmp@siltra.com.au

TABORDA Making it happen for you
Phone: 9459 1191
Email: ops@taborda.com.au




*To be used in Conjunction with TGS: TGS-001-B2 (Detour Route)*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Contractor: | Welink | **TGS#:** | **TGS-001-B** | Existing Speed Limit: 50 | Speed Restriction: N/A | Designed By: Silvano Alessandrello | Signature: | SILTRA TRAFFIC MANAGEMENT PLANNING | Mobile: 0435 498 602 Email: tmp@siltra.com.au |
| Works Description: | Road Closure + Detour | | *Welink to Conduct Construction Works* | Additional TGS Constraints: Work Hours: Monday-Saturday, 07:00 - 17:00 | | AWTM Reg.#: 24-5347-04 | | | |
| Location: | 6 Willcock St | | | | | Reviewed By: Megan Greaves | Signature: | TABORDA Making it happen for you | Phone: 9459 1191 Email: ops@taborda.com.au |
| Suburb: | Ardross | | | | | AWTM Reg.#: NP-25-51516-01 | | | |
| Revision: | 0 | Date: 14/10/25 | LGA: City of Melville | **TMP#:** ST-178 | N | TGS MAY NOT BE TO SCALE | | | |

## Legend

- Letter Drop Section
- Work Area

**TGS to be Printed In A3**


*To be used in Conjunction with TGS:*
*TGS-001-B (Works' TGS)*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Contractor: | Welink | | | | | **TGS#:** | **TGS-001-B2** | Existing Speed Limit: 50 | Speed Restriction: N/A |
| Works Description: | Road Closure + Detour | | | | | *Welink to Conduct Construction Works* | | Additional TGS Constraints: Work Hours: Monday-Saturday, 07:00 - 17:00 | |
| Location: | 6 Willcock St | | | | | | | | |
| Suburb: | Ardross | | | | | | | | |
| Revision: | 0 | Date: | 14/10/25 | LGA | City of Melville | **TMP#:** | ST-178 | N | TGS MAY NOT BE TO SCALE |

Designed By: Silvano Alessandrello — Signature — AWTM Reg.#: 24-5347-04
Reviewed By: Megan Greaves — Signature — AWTM Reg.#: NP-25-51516-01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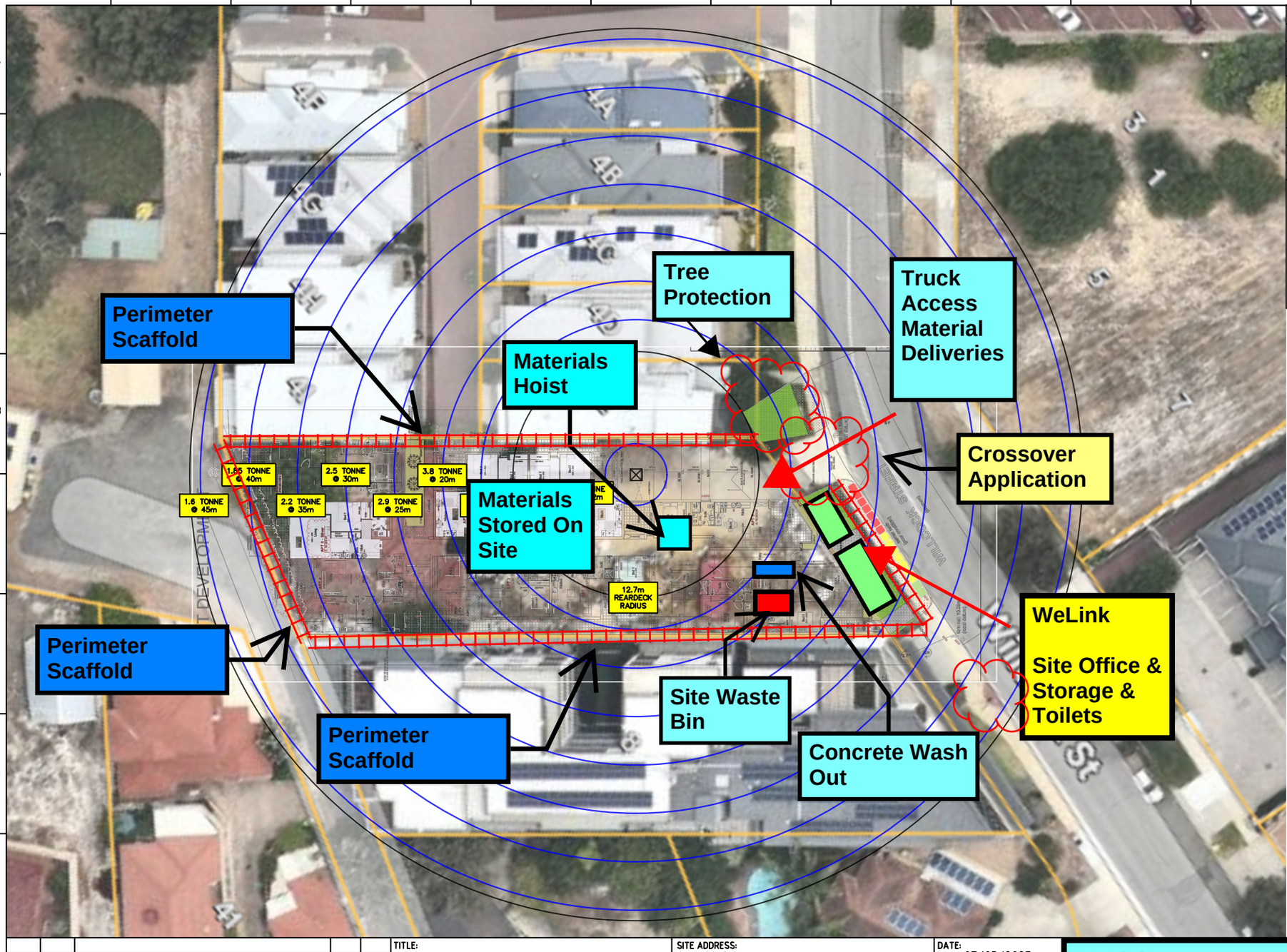



| CRANE SPECIFICATION | |
|---|---|
| MAKE | POTAIN |
| MODEL | MC85B |
| CRANE WLL | 5t |
| BOOM LENGTH | 45m |
| TIP WLL | 1.6t |
| MIN RADIUS | 3.2m |
| MAX RADIUS | 45m |
| MAST HEIGHT | 30m |
| FIXING ANGLES | REUSABLE |

GENERAL NOTES:
POWER SUPPLY: 3 PHASE, 63AMP D CURVE BREAKER.

| REV | DATE | DESCRIPTION | DSGN | CHK |
|---|---|---|---|---|
| | | REVISION | | |
| A | 07/03 | INITIAL ISSUE | DW | AI |

TITLE: CRANE RADIUS PLAN - POTAIN MC85B

CLIENT: WELINK

SITE ADDRESS: 6 WILLCOCK STREET, ARDROSS

CONTACT NAME: MICHAEL CHEESEMAN

PROJECT: 6 WILLCOCK STREET

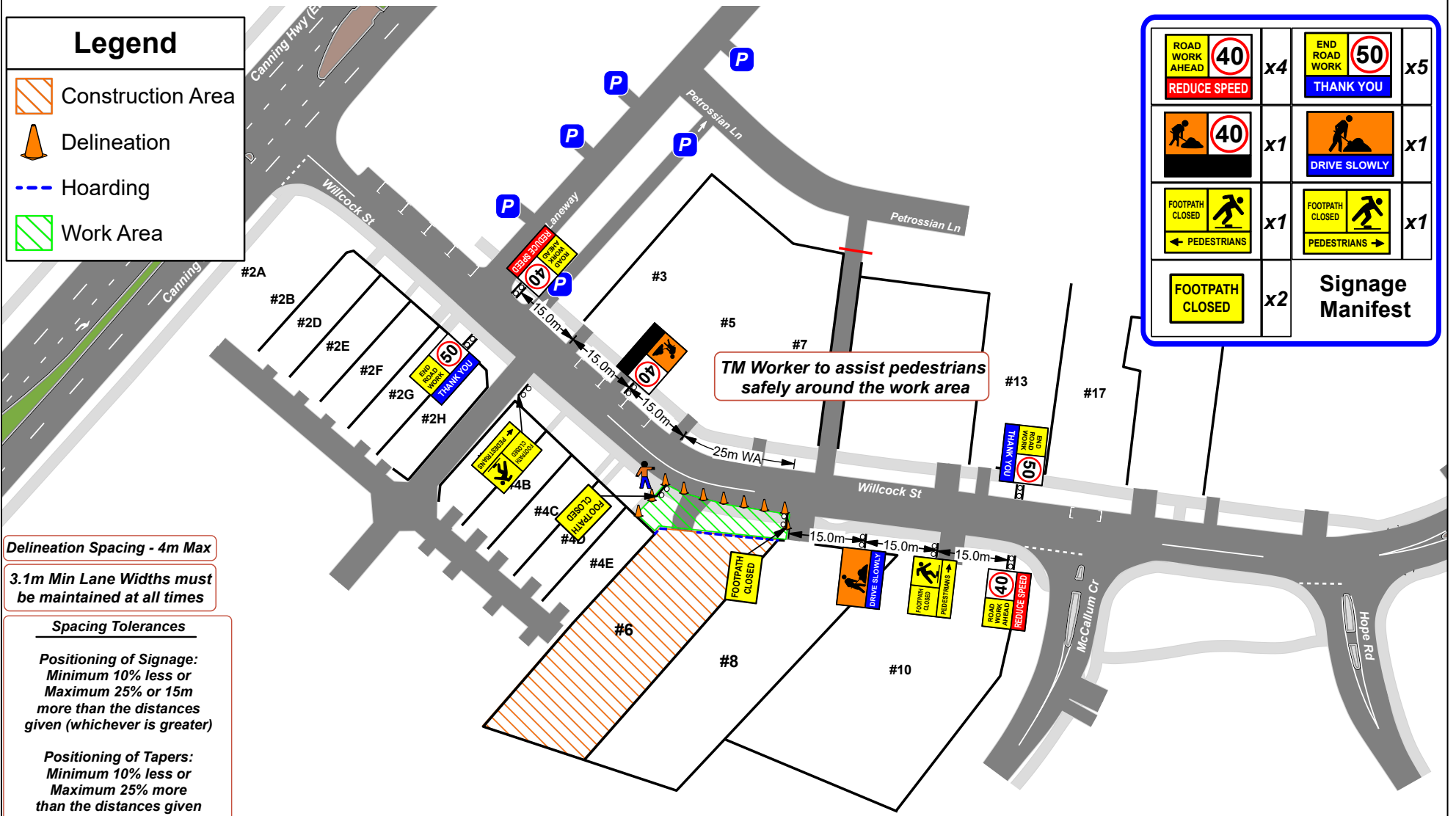
DESIGNED BY: DW

CHECKED BY: AB

DATE: 07/03/2025

**WeLink Construction**

**6 Willcock St - SITE PLAN January 2026**




***Delineation Spacing - 4m Max***

***3.1m Min Lane Widths must be maintained at all times***

***Spacing Tolerances***

***Positioning of Signage:***
***Minimum 10% less or Maximum 25% or 15m more than the distances given (whichever is greater)***

***Positioning of Tapers:***
***Minimum 10% less or Maximum 25% more than the distances given***

***Spacing of delineating devices:***
***No Minimum Maximum 10% more than the distances given***

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Contractor:** | Welink | | | | | **TGS#:** | **TGS-001-A** | | |
| **Works Description:** | Verge Works & Footpath Closure + Diversion | | | | | ***Welink to Conduct Construction Works*** | | | |
| **Location:** | 6 Willcock St | | | | | | | | |
| **Suburb:** | Ardross | | | | | | | | |
| **Revision:** | **0** | **Date:** | 14/10/25 | **LGA** | City of Melville | **TMP#:** | **ST-178** | N | TGS MAY NOT BE TO SCALE |

| | |
|---|---|
| **Existing Speed Limit:** | 50 |
| **Speed Restriction:** | 40 |

**Additional TGS Constraints:**
**Work Hours:**
**Monday-Saturday, 07:00 - 17:00**

| | | |
|---|---|---|
| Designed By: | **Silvano Alessandrello** | Signature: |
| *AWTM Reg.#:* | *24-5347-04* | |
| Reviewed By: | **Megan Greaves** | Signature: |
| *AWTM Reg.#:* | *NP-25-51516-01* | |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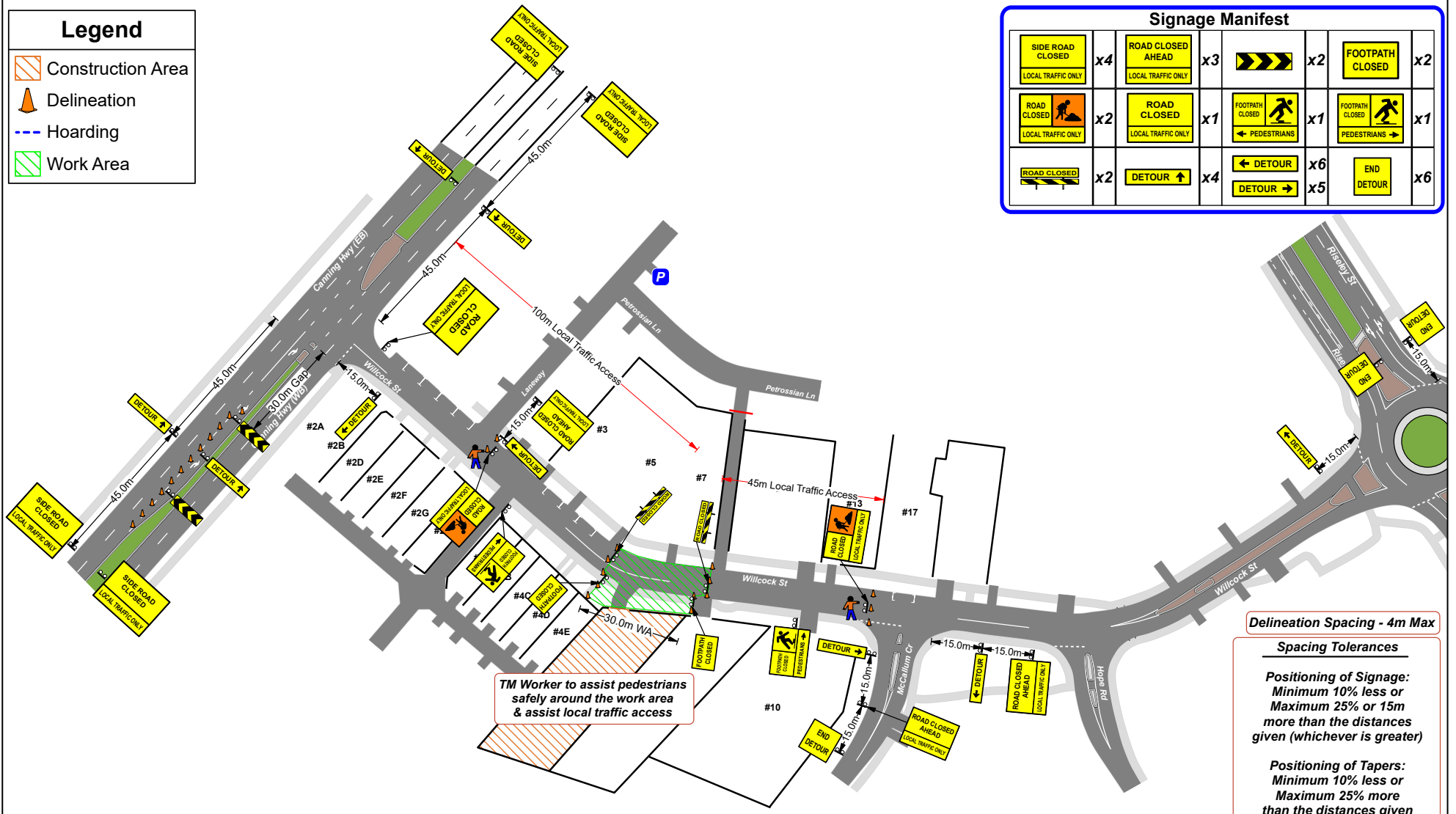


*To be used in Conjunction with TGS:*
*TGS-001-B2 (Detour Route)*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Contractor:** | Welink | | | | | **TGS#:** | **TGS-001-B** | **Existing Speed Limit:** | **Speed Restriction:** | Designed By: Silvano Alessandrello | Signature: |
| **Works Description:** | Road Closure + Detour | | | | | ***Welink to Conduct Construction Works*** | | 50 | N/A | AWTM Reg.#: 24-5347-04 | |
| **Location:** | 6 Willcock St | | | | | | | **Additional TGS Constraints:** Work Hours: Monday-Saturday, 07:00 - 17:00 | | Reviewed By: Megan Greaves | Signature: |
| **Suburb:** | Ardross | | | | | | | | | AWTM Reg.#: NP-25-51516-01 | |
| **Revision:** | 0 | Date: | 14/10/25 | LGA | City of Melville | **TMP#:** | **ST-178** | N | TGS MAY NOT BE TO SCALE | | |


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Email: ops@taborda.com.au

## Legend

- Letter Drop Section
- Work Area

**TGS to be Printed In A3**


***To be used in Conjunction with TGS:***
***TGS-001-B (Works' TGS)***

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Contractor:** | Welink | | | | | **TGS#:** | **TGS-001-B2** | **Existing Speed Limit:** 50 | **Speed Restriction:** N/A | Designed By: Silvano Alessandrello |
| **Works Description:** | Road Closure + Detour | | | | | ***Welink to Conduct Construction Works*** | | | | AWTM Reg.#: 24-5347-04 |
| **Location:** | 6 Willcock St | | | | | | | **Additional TGS Constraints:** Work Hours: Monday-Saturday, 07:00 - 17:00 | | Reviewed By: Megan Greaves |
| **Suburb:** | Ardross | | | | | | | | | AWTM Reg.#: NP-25-51516-01 |
| **Revision:** | 0 | Date: | 14/10/25 | **LGA** | City of Melville | **TMP#:** | ST-178 | N | TGS MAY NOT BE TO SCALE | |


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