



# Construction Management Plan

## Romeo 910 Canning Hwy, Applecross



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|            |                                                            |          |
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## **1. General**

### **1.1 Background**

The Romeo project is situated at 910 Canning Hwy, Applecross, and is stage 3 of a 3 stage development completed by Finbar and Hanssen over the last 8 years.

The mixed use project consists of 152 residential apartments and 3 ground floor commercial units in a 26 storey building plus one basement. The site is bounded by Canning Hwy to the south, commercial property carpark to the east, existing residential building Aurora to the north and shared public laneway to the west.

Hanssen Pty Ltd has been engaged by the landowner for the construction of this development. This Construction Management Plan is a detailed document which outlines the methods and procedures which will be implemented to manage construction activities to ensure the impact on the environment and surrounding community and infrastructure is minimised.

### **1.2 Site Layout**

Appendix A includes a general site layout for reference. This Construction Management Plan covers all phases of the development.

### **2.1 Construction Sequence**

Building construction is an entire process from ground works to finishes including not limited to superstructure, internal finishes, external works.

#### **2.1.1 Site Clearing & Excavation Works**

Clearing & removal of existing surface materials ready for excavation & foundation works. Bulk earthworks related to removing existing soil onsite to create basement is undertaken, within existing (previously completed) diaphragm retention walls. This work is done from within the site.

Foundations will then be prepared at basement level for construction of the Superstructure. This phase is expected to take 3 months.

#### **2.1.2 Superstructure**

Superstructure includes various structural elements such as columns, walls, slabs, and roofs.

- Columns & Walls: majority of them will be precast and depending on the structural requirements and construction constraint, it may be in-situ. Hanssen's precast factory will support all the precast concrete and pre-fabrication of the reinforcement cages.
- Slabs: Hanssen use a system called bubbledeck for our slab installation. Bubbledeck is a preformed floor slab made offsite and transported and craned in to position. This methodology results in substantial reduction in concrete truck movements to the site, as a portion of the concrete is already poured offsite and only topped up onsite. All bubbledeck will be made at Hanssen's precast factory and deliver to site when requested.

Generally, all superstructure elements will be unloaded and installed by a tower crane on site.

The superstructure to the podium (lower 5 floors) adjacent Canning Hwy will be constructed separately and last, to allow vehicular access and parking (see section 2.2) to the site for the majority of the superstructure construction.

This phase is expected to take 11 months.

#### 2.1.3 Finishing and External Works

Before the final clean, activities such as the installation of windows, gyprock, waterproofing, flooring, doors, painting, cabinets, stone top, landscaping, external features etc will be completed as per the detailed architectural drawings and finishing schedules. This work is all carried out within the site, including storage of materials.

This phase is expected to take 9 months, overlapping with Superstructure phase.

## 2.2 Road and Footpath Management

All heavy vehicular access to the site will be via Canning Hwy, with sufficiently large crossovers to allow entry and egress to and from the site in forward gear. The setback from road to construction of up to 10 metres allows for multiple trucks and trailers to pass side by side.

All pedestrian access to the site will be from the western boundary, with a defined path for workers and visitors to access. The site office will be offsite during the superstructure phase of works to ensure clear and easy access.

A complete Traffic Management Plan (TMP) has been prepared by MB Traffic Planning & Management and has been approved by Main Roads WA (Roadway Access Authorisation POS 004030 refers). The TMP is included at Appendix B.

The primary requirements of the TMP are:

- Ongoing awareness for road and footpath users of works in the area, including that trucks will be entering and exiting the site;
- Closure of the verge footpath along Canning Hwy adjacent the site for the duration of works to ensure the safety of the public and allowing heavy vehicles to stand off the Highway. Existing footpaths east and west of the site allow for safe movement around via Kintail Rd;
- Truck access to and from the site between 10am to 5pm Monday to Friday.

If any additional services or emergency works are required impacting the road network a task specific application will be made to the City for approval.

Large vehicle transport routes are shown in Appendix C. This route has been used during construction of stage 2 of the project with little disruption advised.

## 2.3 Risk Assessment

Please refer to Appendix D for the risk assessment for this project.

## **2.4 Delivery and Storage of Materials and Equipment**

Deliveries to site will occur to the following locations:

- Heavy vehicle delivery to be unloaded via crane – vehicle area as indicated in Appendix A Site Layout and the Traffic Management Plan;
- Medium vehicles and container to be unloaded by forklift / hand – the vehicle area as per above, or the temporary delivery area on neighbouring property, unloaded directly on to the site through side boundary wall.
- Small / light vehicles – small vehicles such as utes and the like may access via the main driveway in to the site once the superstructure is above podium level, unloaded and leave via the same access.

Deliveries may occur during site operating hours (in accordance with approved Noise Management Plan), except where accessing via Canning Hwy in which case Traffic Guidance Schemes are approved for implementation between 1000 – 1700 hrs only. All access by vehicle to the site, including the neighbouring property loading area, will occur in a forward gear only, and at no times are vehicles proposed to reverse from Canning Hwy. Egress from the neighbouring loading area will be managed as per the Traffic Guidance Schemes for vehicular access to and from the site

The construction of this project allows for all materials to be stored onsite, with laydown areas for unloading allowing direct access to the podium carpark for storage and then access to materials hoist.

All deliveries will access the site in accordance with the TMP. Whilst the site layout at Appendix A indicates heavy vehicle unloading and concrete trucks utilizing same location, these activities are exclusive from each other, with concrete pours occurring at different times to structure trucks delivering to be unloaded.

## **2.5 Provisions for Parking**

Worker numbers expected onsite for each of the phases are:

- Site Clearing and Ground Works – months 1 - 3 – 20 people;
- Superstructure – months 4 – 16 – 100 people;
- External and Finishing Works – month 15 - 24 – 200 people.

Onsite parking will be available for management personnel only, due to site boundary constraints and minimal land. Experience (based on worker survey February 2026) confirms that where public transport is available workers do utilise these links. Strategies to encourage public transport usage to and from the site which are implemented include:-

- Payment of transportation allowance to workers to offset costs of public transport;
- Provision of all tools required to complete their job is done by the builder and tools are securely stored onsite. There is no need for workers to carry tools of their trade to and from

- vehicles each day;
- Signposted reminders of proximity of public transport options, as per included at Appendix E.

Public parking is available in the area as shown on map in Appendix E. Hanssen Pty Ltd will discourage use of the surrounding streets by workers, but these are otherwise able to be managed by the City should parking disruptions occur.

## **2.6 Condition of Verge and Road Reserve**

The verge adjacent the development will be reconstructed as part of works in accordance with approved plans. Accordingly no dilapidation survey is proposed to be undertaken, as any damage identified at completion will be rectified as part of works.

## **2.7 Dewatering**

Dewatering will be undertaken in accordance with an approved Dewatering Management Plan and relevant licences issued by DWER.

## **2.8 Crane**

One Crane will be installed on site. This will be the primary way of getting materials onto and around the site. See Appendix A for location.

## **2.9 Truck Wash Down Area**

There will be no allocated wash down area for trucks onsite. Bulk earthworks are expected to be undertaken during summer, where water will only be involved for dust suppression. All concrete suppliers are to be advised that their trucks must dispose of excess concrete and wash down at their depot after leaving site.

## **2.10 Storage and Disposal of Rubbish**

All small waste produced on site will be collected in 240lt mobile waste bins at the source (ie within apartment or work area) and transferred to skip bins on site. These bins will be collected daily for recycling and reuse by accredited waste management company. Collection will be from the heavy vehicle standing area as shown in Appendix A, with bins rotated on a regular basis. Amenities provided onsite for staff will be cleaned by onsite workforce.

## **2.11 Control of Sand and Dust**

Temp fencing will be place surrounding the boundaries until the structure is above ground, where shade cloth can be added should dust drift occur.

Spraying water, wheel washing or Dustex will also be used for dust suppression during excavation phase of construction as required. Further to above, consideration below will be taken into account prior to any job starts:

- Substituting dusty products for granular or liquid formulations;

- Ensuring adequate ventilation; and use controls to minimise the amount of dust in the air - such as on-tool dust extraction, local exhaust ventilation, or wet-cutting methods;
- Using tools with duct extraction system and adequate vacuum cleaner to constantly removing dust from the floor;
- Using appropriate personal protective equipment, including respiratory protective equipment.

If any activities may release dust and potentially escape from the land, the builder will issue written notification to owners or occupiers adjacent to the land at least 48 hours prior to the activities start including the description of the activities, time, location and contact details of the responsible for the activity.

Street cleans will be arranged on a weekly basis should it be identified as being required, or as requested by the City.

#### **2.12 Stormwater run-off**

Stormwater run-off will be contained and dispersed on site via stormwater collection and disposal system installed as part of prior works for stage 1 and 2.

#### **2.13 Noise & Vibration Management**

Please find Appendix F for Hanssen Noise & Vibration Management Plan.

Hours of operation of the site are restricted to those set out in the Environmental Protection (Noise) Regulations. The likely working hours are Monday-Friday 0700 – 1900hrs and Saturday 0700 – 1500hrs.

No external lighting illuminating away from the building is to be included during construction. Any lighting external to the building is to be downward facing and for purposes of site security only.

#### **2.14 Access to Site**

The site will be closed to the public and all visitors will be required to report immediately to the Site Manager via the site office located on site. Signs stating this will be attached to temporary fencing on site and fencing will prevent the free access of the public to the site. Primary access and egress to and from the site will be Canning Hwy and public laneway.

Site office will be located offsite initially, and relocated onsite once the superstructure podium is constructed. Site amenities will initially be via temporary toilet block located onsite, which will be removed once amenities can be constructed temporarily inside the superstructure.

### **2.15 Stakeholder Engagement and Complaints Management**

Prior to commencement of construction activities an information newsletter will be distributed to all properties within 200 metres of the perimeter of the site. The newsletter will include:-

- Description of key phases of work, their estimated construction duration and site operating times.
- Site contact details.
- Details on pedestrian movements around the site and safe access areas.
- Details on vehicle movement and traffic management to be in place around the site.
- Links to Noise Management Plan.
- Complaints procedure.

The properties immediately surrounding the site, being residential building Sabina to west and Aurora to north, and the commercial property, IGA to the east, will have direct phone number access to the Site Manager as well as Developer 24/7.

The complaints procedure will include:

Complaint Reporting – any complaints are to be addressed to Hanssen Pty Ltd via email [info@hanssen.com.au](mailto:info@hanssen.com.au), or phone 6218 3800. Additional direct contact details for site office, including after hours contacts, will be provided (once established) as part of community information newsletter and posted at the entry to the site.

Complaint Response - Any complaints received will be recorded in site register by the Site Administrator, actioned by the Site Manager, and communicated to non-involved workers and Hanssen leadership in weekly meeting. Action by the Site Manager may include contacting the complainant, investigating the situation and providing feedback to the complainant. Where the complaint is about works underway at that time, the Site Manager will direct those works to cease (where reasonably can) until the complaint is investigated and works are in accordance with approved plans, implement remedies if deemed necessary prior to restarting those works. Where it relates to activities not related to work underway at the time of receiving the complaint, the Site Manager will action and respond within 2 working days of receiving. Resultant actions and responses are to be recorded in the site register.

Complaint Escalation – Where a complainant is not satisfied with the response and/or actions of the Site Manager the complaint will be advised they can contact the Hanssen Pty Ltd Managing Director via same contacts seeking an additional review. The review process and actions will follow the same process as the original complaint, however with the Managing Director or their nominated delegate reviewing lead up, actions and responses in lieu of the Site Manager.

### **2.16 Street Trees and Vegetation Management and Protection**

There is one street tree on Canning Highway which will have a tree protection zone established, and be outside of the site fenced area.

## Appendix A Site Layout Plan

### Access and Egress



Full site layout overleaf.



## **Appendix B**

Traffic Management Plan prepared by MB Traffic Planning and Management dated 14/08/26 revB  
under separate cover

## Appendix C Large Vehicle Access

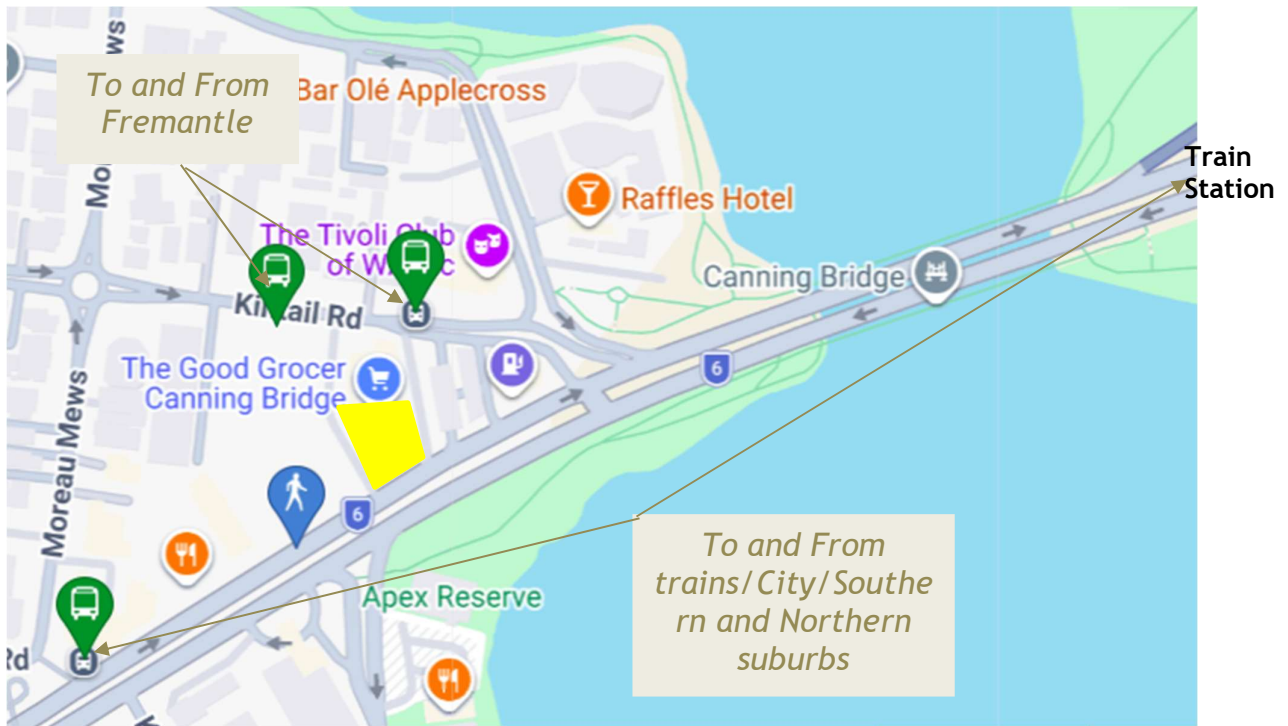


## **Appendix D**

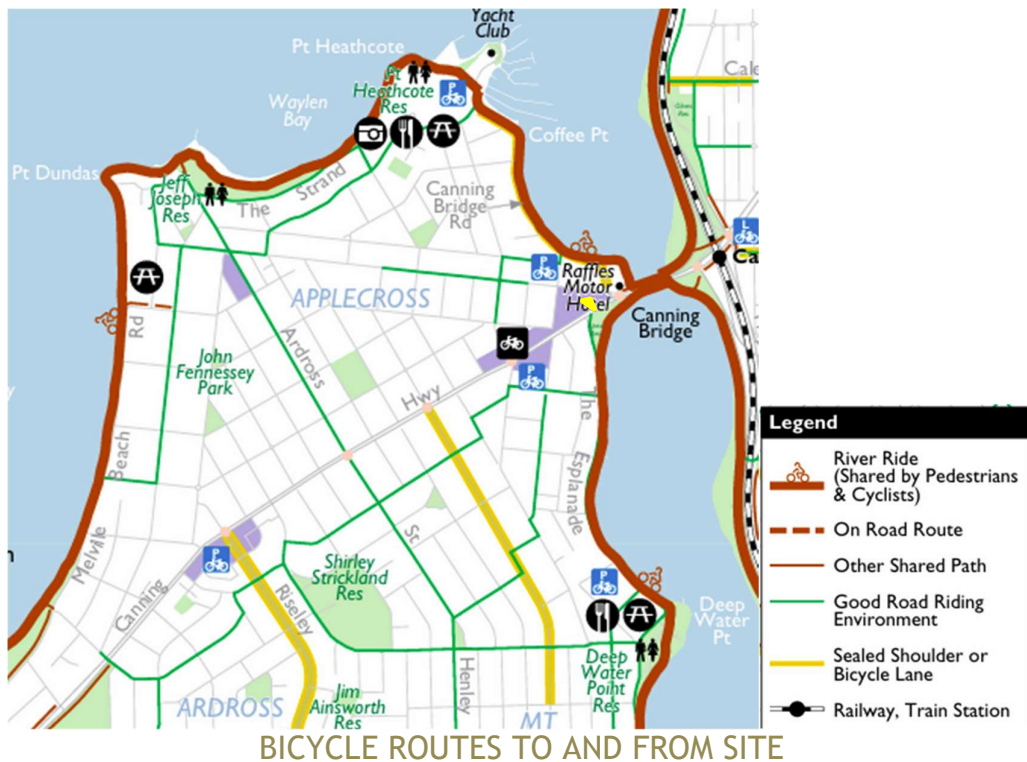
Risk Assessment prepared by Hanssen Pty Ltd dated June 2026 under separate cover.

## Appendix E Travel Options

*[TO BE DISTRIBUTED AROUND SITE]*



TRANSPERTH NETWORK IS AVAILABLE FOR TRAVEL



## **Appendix E PARKING IN LOCALITY**

*[FOR INFORMATION ONLY]*



Image taken from City of Melville website showing off-street parking locations

On-Street parking is limited and will be discouraged.

Off-street parking is available in a number of parking stations.

## **Appendix F**

Hanssen Noise & Vibration Management Plan 2026 under separate cover



**Building Construction  
910 Canning Highway, Applecross  
Finbar Applecross Pty Ltd  
Contract # N/A  
September 2026 – January 2028**

I, Matthew Byrne (AWTM Cert No. AUS-AWTM-24-13670-05), declare that I have designed this Traffic Management Plan following a site inspection on 19/03/2026. The Traffic Management Plan prepared is in accordance with the Main Roads Code of Practice, AGTMM and AS 1742.3

Signature:

Date: 20/03/2026

|                              | Name / Company                                                                                                                                                                                                                                                                                                                                                              | Accreditation Details | Date       | Signed |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------|--------|
| TMP Drawn by                 | Matthew Byrne<br>MB Traffic Planning & Management                                                                                                                                                                                                                                                                                                                           | AUS-AWTM-24-1367-05   | 20/03/2026 |        |
| TMP Designed by              | Matthew Byrne<br>MB Traffic Planning & Management                                                                                                                                                                                                                                                                                                                           | AUS-AWTM-24-1367-05   | 20/03/2026 |        |
| TMP Revised By               | Cameron Howlett<br>MB Traffic Planning & Management                                                                                                                                                                                                                                                                                                                         | AUS-AWTM-26-2636-02   | 14/08/2026 |        |
| TMP Reviewed by              | Dallas Millward<br>MB Traffic Planning & Management                                                                                                                                                                                                                                                                                                                         | AUS-AWTM-23-2352-04   | 20/03/2026 |        |
| 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. MB1414 (Note: this can be provided by the road authority via email referencing the TMP and Rev No. – refer to Appendix G for email correspondence)<br><br>Signed.....Date.....<br><br>Name.....Position.....<br>(if unsigned, refer to Appendix G) |                       |            |        |

**DISCLAIMER**

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**Revision Register**

| Revision Number | Revision Date | Comments                                                                                                                                                                                                                              | Section / Page No.         | Revised By |
|-----------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------|
| A               | 20/03/2026    | Initial Design                                                                                                                                                                                                                        | All                        | MB         |
| B               | 14/08/2026    | <ul style="list-style-type: none"><li>• Pedestrian detour left sign added at eastern footpath closure point.</li><li>• Spotter to assist pedestrians during site operational hours added at eastern footpath closure point.</li></ul> | 4.2.1, Appendix F – TGS-01 | CH         |

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## **GLOSSARY**

|        |                                                               |
|--------|---------------------------------------------------------------|
| AGTTM  | AustRoads Guide to Temporary Traffic Management               |
| AS     | Australian Standard                                           |
| AS/NZS | Australian and New Zealand Standard                           |
| AWTM   | Advanced Worksite Traffic Management / Manager                |
| BWTM   | Basic Worksite Traffic Management / Manager                   |
| TC     | Traffic Controller                                            |
| CoP    | Traffic Management for Works on Roads Code of Practice (MRWA) |
| MRWA   | Main Roads Western Australia                                  |
| WHS    | Work Health and Safety                                        |
| RSA    | Road Safety Auditor                                           |
| RTM    | Roadworks Traffic Manager (accredited by MRWA)                |
| SRSA   | Senior Road Safety Auditor                                    |
| TGS    | Traffic Guidance Scheme                                       |
| TMP    | Traffic Management Plan                                       |

## **1. INTRODUCTION**

### **1.1 Purpose and Scope**

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

The project involves residential apartment construction works at 910 Canning Highway, Applecross.

The works will be facilitated by schemes covering footpath closure and pedestrian management, worksite ingress/egress, verge works, and afterhours treatment.

### **1.2 Objective and Strategies**

The objectives of the Traffic Management Plan is 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



**Figure 1.1 Site Location**

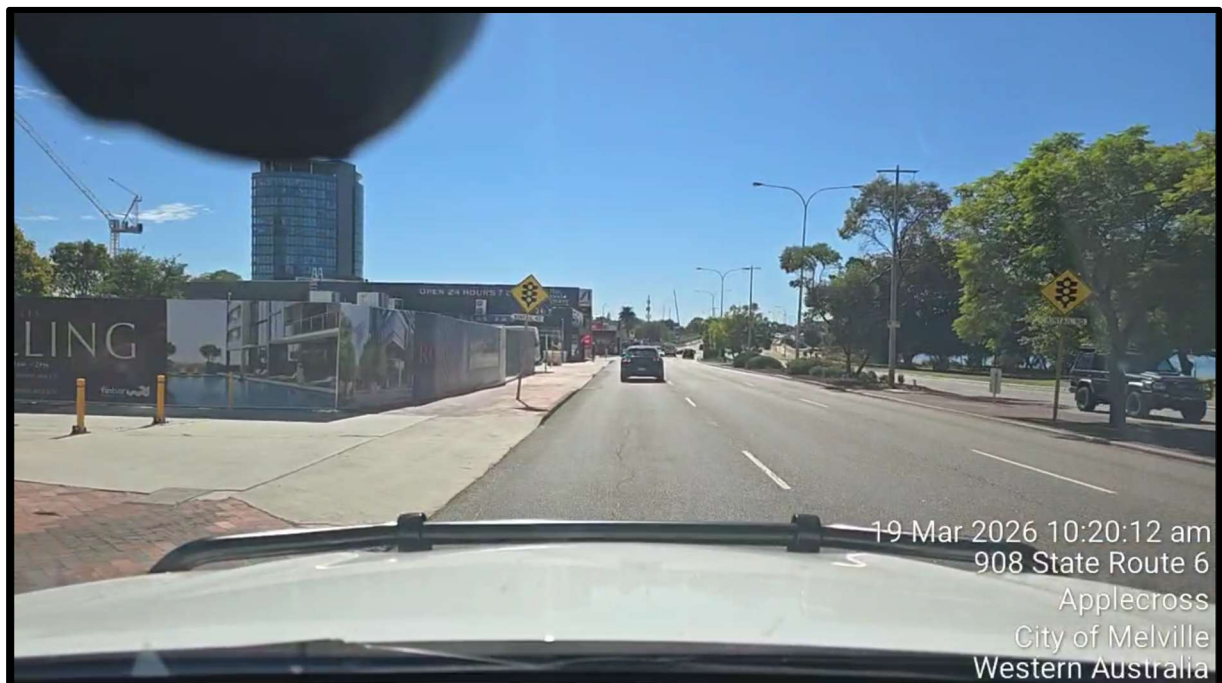


**Figure 1.2 Site Visit Photo**

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

| ITEM                                           | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project                                        | Building Construction                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Location                                       | 910 Canning Highway, Applecross                                                                                                                                                                                                                                                                                                                                                                                                               |
| Road Classification, Existing Speed Limit      | Primary Distributor<br>60kph                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Road Authority                                 | Main Roads Western Australia                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Local Government                               | City of Melville                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Principal                                      | Finbar Applecross Pty Ltd                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Prime Contractor                               | Hanssen Pty Ltd                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Sub-Contractor                                 | Various                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Scope of Works                                 | The project involves residential apartment construction works at 910 Canning Highway, Applecross.                                                                                                                                                                                                                                                                                                                                             |
| Staging of Work / Temporary Traffic Management | All work staging will be conducted within designated construction site.<br>Traffic management will be implemented in three stages: <ul style="list-style-type: none"><li>• Works within construction site – footpath closure and pedestrian management.</li><li>• Works in verge – 40kph speed restriction and delineation of verge past worksite. Advance warning of heavy vehicle ingress/egress.</li><li>• Afterhours treatment.</li></ul> |
| Project Date                                   | 01/09/2026 – 31/01/2028                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Hours / Days of Work                           | 0700hrs-1700hrs / Monday - Friday                                                                                                                                                                                                                                                                                                                                                                                                             |
| Duration of Work                               | 16 Months                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Other Constraints                              | Not applicable                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Concurrent/adjacent Works or Projects          | During site inspection on 19/03/2026, stop/slow traffic management was observed on Moreau Mews, between the Kintail Road and Canning Beach Road intersections. These works will not impact this project.                                                                                                                                                                                                                                      |

## 2.3 Existing Traffic and Road Environment

| ITEM                                     | DESCRIPTION                                                                                                                                                                                                    |
|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Traffic Volume and Composition           | Canning Highway<br>28,826vpd<br>6.2% heavy vehicles                                                                                                                                                            |
| Existing road configuration              | Multilane Divided Carriageway / Sealed                                                                                                                                                                         |
| Existing pedestrian / cyclist facilities | There is a footpath south of the worksite, on the verge of Canning Highway and a shared access laneway west of the worksite, between Canning Highway and Kintail Road.<br><br>There are no cyclist facilities. |

## 2.4 Overview of Proposed TTM

| ITEM                                      | DESCRIPTION                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Temporary Traffic Management Descriptions | The designer of this Traffic Management Plan has compared it to AS1742.3, AGTTM and Main Roads WA CoP and deemed it non-complex.<br><br>To facilitate the works, schemes have been developed to cover footpath closure and pedestrian management, site ingress/egress, verge works, and afterhours treatments. |

| ITEM                             | DESCRIPTION                       |
|----------------------------------|-----------------------------------|
| Speed zone dates and times       | 1000hrs-1700hrs / Monday - Friday |
| Lane Closures dates and times    | Not applicable                    |
| Road Closures dates and times    | Not applicable                    |
| Signal modifications description | Not applicable                    |
| Proposed lane widths             | Not applicable                    |
| Road Safety Barrier              | Not applicable                    |

## 2.5 Project Representatives

| POSITION                           | NAME          | CONTACT DETAILS                                                                                                                                     |
|------------------------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| Road Authority Representative      | Name TBC      | Main Roads Western Australia<br>PO Box 6202<br>EAST PERTH WA 6892<br>P: 138 138<br>E: enquiries@mainroads.wa.gov.au                                 |
| Local Government                   | Name TBC      | City of Melville<br>Locked Bag 1<br>BOORAGOON WA 6954<br>P: 9364 0666 or 1300 635 845<br>E: melinfo@melville.wa.gov.au                              |
| Project Manager / Prime Contractor | Kai Wong      | Hanssen Pty Ltd<br>271 Stirling Crescent<br>HAZLEMERE WA 6055<br>P: (08) 6211 3800<br>E: kai@hanssen.com.au                                         |
| Site Supervisor/Manager            | Name TBC      | Hanssen Pty Ltd<br>271 Stirling Crescent<br>HAZLEMERE WA 6055<br>P: (08) 6211 3800<br>E: TBC                                                        |
| TMP Design                         | Matthew Byrne | MB Traffic Planning & Management<br>15/103 Victoria Street<br>BUNBURY WA 6230<br>M: 0437 487 248<br>E: matt@mbtraffic.com.au                        |
| TMP Implementation                 | Name TBC      | QTM<br>31 McCook Street<br>FORRESTDAL WA 6112<br>P: (08) 6244 1650<br>E: info@qtm.net.au<br>Main Roads Traffic Management<br>Registration No.: 0002 |

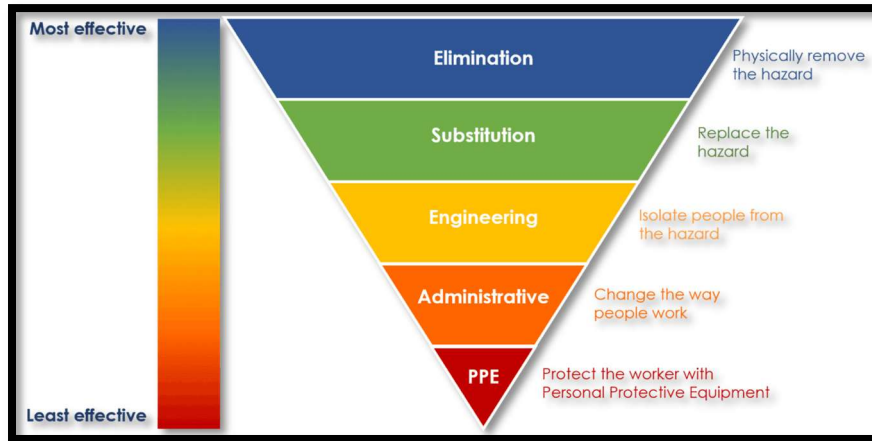
Finbar Applecross Pty Ltd have engaged MB Traffic Planning & Management to prepare this Traffic Management Plan and associated controls for the works.

The TMP will be implemented by the registered company as per the table above.

### 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:



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. Unacceptable impact to the performance of the network. 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**

| <b>Residual Risk Rating</b> | <b>Required Treatment</b>                                                                                                                                            |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Very High                   | Unacceptable risk. <b>HOLD POINT.</b> 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 Risks

| Item | Risk Event                                                                                                                                                       | Consequence                   | Pre-treatment Risk |   |         | Treatment                                                                                                                                                                                                        | Residual Risk |   |        | TMP/TGS Reference |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|--------------------|---|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---|--------|-------------------|
|      |                                                                                                                                                                  |                               | L                  | C | RR      |                                                                                                                                                                                                                  | L             | C | RR     |                   |
| 1    | Traffic Controller injured during set up and pack down of traffic management                                                                                     | Injury to Traffic Controller. | D                  | 5 | H<br>10 | Site set up and pack down must be in accordance with company safe work method document (SWMS or similar)                                                                                                         | E             | 5 | M<br>7 | 4.5, 7.2          |
| 2    | Fog, rain or other inclement weather affecting visibility of signage causing collision between vehicles and traffic controller or workers.                       | Injury to personnel.          | C                  | 4 | H<br>12 | Should inclement weather affect visibility the spacing of signs must be increased by 25%.                                                                                                                        | D             | 4 | M<br>8 | 5.1               |
| 3    | Fog, rain or other inclement weather affecting visibility of signage causing collision between vehicles and traffic controller or workers.                       | Property damage.              | C                  | 3 | M<br>9  | Should inclement weather affect visibility the spacing of signs must be increased by 25%.                                                                                                                        | D             | 3 | L<br>6 | 5.1               |
| 4    | Visibility issues due to the rising/setting sun due to the east/west alignment of the road causing collision between vehicles and traffic controller or workers. | Injury to personnel.          | C                  | 4 | H<br>12 | Visibility must be monitored by the team leader/crew leader. Where visibility drops below 90m works must cease and the road returned to its original condition until visibility returns to the acceptable level. | D             | 4 | M<br>8 | 5.1.4             |
| 5    | Visibility issues due to the rising/setting sun due to the east/west alignment of the road causing collision between vehicles and traffic controller or workers. | Property damage.              | C                  | 3 | M<br>9  | Visibility must be monitored by the team leader/crew leader. Where visibility drops below 90m works must cease and the road returned to its original condition until visibility returns to the acceptable level. | D             | 3 | L<br>6 | 5.1.4             |

### 3.2.2 Site Specific Risks

| Item | Risk Event                                                                      | Consequence                 | Pre-treatment Risk |   |         | Treatment                                                                                                                                                                                                                                                                                                                                                                                                                      | Residual Risk |   |        | TMP/TGS Reference              |
|------|---------------------------------------------------------------------------------|-----------------------------|--------------------|---|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---|--------|--------------------------------|
|      |                                                                                 |                             | L                  | C | RR      |                                                                                                                                                                                                                                                                                                                                                                                                                                | L             | C | RR     |                                |
| 6    | Works obstructing the footpath exposing pedestrians to hazards.                 | Injury to pedestrian.       | C                  | 4 | H<br>12 | Implement footpath closure and detour via the surrounding network.                                                                                                                                                                                                                                                                                                                                                             | E             | 4 | L<br>4 | 1.1, 2.2, 4.2.1<br>MB1414-01   |
| 7    | Slow moving vehicles entering and exiting site conflicting with road users.     | Injury to vehicle operator. | C                  | 3 | M<br>9  | Implement advance warning truck symbolic signage to alert road users of vehicles entering/exiting site.                                                                                                                                                                                                                                                                                                                        | E             | 3 | L<br>3 | 1.1, 2.2, 7.3.5<br>MB1414-02   |
| 8    | Slow moving vehicles entering and exiting site conflicting with road users.     | Injury to road user.        | C                  | 4 | H<br>12 | Implement advance warning truck symbolic signage to alert road users of vehicles entering/exiting site.                                                                                                                                                                                                                                                                                                                        | E             | 4 | L<br>4 | 1.1, 2.2, 7.3.5<br>MB1414-02   |
| 9    | Slow moving vehicles entering and exiting site conflicting with road users.     | Damage to property.         | C                  | 3 | M<br>9  | Implement advance warning truck symbolic signage to alert road users of vehicles entering/exiting site.                                                                                                                                                                                                                                                                                                                        | E             | 3 | L<br>3 | 1.1, 2.2, 7.3.5<br>MB1414-02   |
| 10   | Workers within 1.2m of trafficable lane struck by vehicle.                      | Injury to worker.           | C                  | 4 | H<br>12 | Implement 40kph speed restriction and separate work from trafficable lane with delineation.                                                                                                                                                                                                                                                                                                                                    | E             | 4 | L<br>4 | 1.1, 2.2, 4.1.3<br>MB1414-03   |
| 11   | Workers within 1.2m of trafficable lane struck by vehicle.                      | Injury to road user.        | C                  | 3 | M<br>9  | Implement 40kph speed restriction and separate work from trafficable lane with delineation.                                                                                                                                                                                                                                                                                                                                    | E             | 3 | L<br>3 | 1.1, 2.2, 4.1.3<br>MB1414-03   |
| 12   | Workers within 1.2m of trafficable lane struck by vehicle.                      | Damage to property.         | C                  | 3 | M<br>9  | Implement 40kph speed restriction and separate work from trafficable lane with delineation.                                                                                                                                                                                                                                                                                                                                    | E             | 3 | L<br>3 | 1.1, 2.2, 4.1.3<br>MB1414-03   |
| 13   | Temporary speed restriction of 40kph through work site resulting in congestion. | Poor network performance.   | A                  | 3 | H<br>15 | Traffic flow analysis and variation to MRWA CoP Table 19 have been provided for volumes at 132% of capacity. No reduction in lanes is proposed, however Canning Highway operates over capacity normally. The existing congestion of the road is expected to slow traffic speeds, resulting in the 40kph restriction having little to no impact on normal traffic flow.<br><br>Level of service D is expected to be maintained. | D             | 3 | L<br>6 | 4.1.2, 4.1.3<br>MB1414-02, -03 |

| Item | Risk Event                                                                                  | Consequence                   | Pre-treatment Risk |   |         | Treatment                                                                                                                                          | Residual Risk |   |        | TMP/TGS Reference             |
|------|---------------------------------------------------------------------------------------------|-------------------------------|--------------------|---|---------|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---|--------|-------------------------------|
|      |                                                                                             |                               | L                  | C | RR      |                                                                                                                                                    | L             | C | RR     |                               |
| 14   | Pedestrians attempting to cross Canning Highway due to footpath closure, struck by vehicle. | Injury to pedestrian.         | C                  | 4 | H<br>12 | Implement pedestrian detour and adequate signage to alert pedestrians of footpath closure and direct them around worksite via surrounding network. | E             | 4 | L<br>4 | 4.2.1<br><br>MB1414-01        |
| 15   | Pedestrians attempting to cross Canning Highway due to footpath closure, struck by vehicle. | Injury to road user.          | C                  | 3 | M<br>9  | Implement pedestrian detour and adequate signage to alert pedestrians of footpath closure and direct them around worksite via surrounding network. | E             | 3 | L<br>3 | 4.2.1<br><br>MB1414-01        |
| 16   | Pedestrians attempting to cross Canning Highway due to footpath closure, struck by vehicle. | Damage to property.           | C                  | 3 | M<br>9  | Implement pedestrian detour and adequate signage to alert pedestrians of footpath closure and direct them around worksite via surrounding network. | E             | 3 | L<br>3 | 4.2.1<br><br>MB1414-01        |
| 17   | Access to parking facility from Canning Highway blocked during project.                     | Poor network performance.     | A                  | 2 | H<br>10 | Finbar Applecross Pty Ltd to liaise with relevant stakeholders regarding impacts to parking facilities for the duration of the project.            | E             | 2 | L<br>2 | 4.2.5                         |
| 18   | Access to nearby business affected by project.                                              | Poor network performance.     | A                  | 2 | H<br>10 | Finbar Applecross Pty Ltd to liaise with relevant stakeholders regarding impacts to business access for the duration of the project.               | E             | 2 | L<br>2 | 4.2.6                         |
| 19   | Traffic Controller struck by vehicle during implementation of traffic control.              | Injury to traffic controller. | C                  | 4 | H<br>12 | Shadow vehicle to be utilized during implementation and removal of traffic control signs and devices.                                              | E             | 4 | L<br>4 | 4.5                           |
| 20   | Traffic Controller struck by vehicle during implementation of traffic control.              | Injury to road user.          | C                  | 3 | M<br>9  | Shadow vehicle to be utilized during implementation and removal of traffic control signs and devices.                                              | E             | 3 | L<br>3 | 4.5                           |
| 21   | Traffic Controller struck by vehicle during implementation of traffic control.              | Damage to property.           | C                  | 3 | M<br>9  | Shadow vehicle to be utilized during implementation and removal of traffic control signs and devices.                                              | E             | 3 | L<br>3 | 4.5                           |
| 22   | Work area not reinstated prior to end of shift, increased risk to road users.               | Injury to road users.         | C                  | 3 | M<br>9  | Afterhours treatment to remain implemented outside of work hours.                                                                                  | E             | 3 | L<br>3 | 9.1.3, 9.1.4<br><br>MB1414-04 |
| 23   | Work area not reinstated prior to end of shift, increased risk to road users.               | Damage to property.           | C                  | 3 | M<br>9  | Afterhours treatment to remain implemented outside of work hours.                                                                                  | E             | 3 | L<br>3 | 9.1.3, 9.1.4<br><br>MB1414-04 |

| Item | Risk Event                                                                                                    | Consequence | Pre-treatment Risk |   |         | Treatment                                                                                         | Residual Risk |   |        | TMP/TGS Reference             |
|------|---------------------------------------------------------------------------------------------------------------|-------------|--------------------|---|---------|---------------------------------------------------------------------------------------------------|---------------|---|--------|-------------------------------|
|      |                                                                                                               |             | L                  | C | RR      |                                                                                                   | L             | C | RR     |                               |
| 24   | Road users becoming complacent due to implementation of signage when vehicle ingress/egress is not occurring. | Compliance. | B                  | 3 | H<br>12 | Signage must only be implemented when worksite is active and vehicle ingress/egress is occurring. | E             | 3 | L<br>3 | 9.1.3, 9.1.4<br><br>MB1414-02 |

## 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<br>(% heavy vehicles) | Date      | Source             |
|---------------------------------------------------------|----------------------------------------|-----------|--------------------|
| Canning Highway (H013)<br>East of Sleat Road (SLK 6.41) | Eastbound: 28,826vpd<br>(6.2%)         | 2024-2025 | MRWA<br>Site 50939 |

A summary of recent speed data is provided below:

| Location                                                | Posted<br>Speed<br>(km/h) | 85 <sup>th</sup> Percentile<br>Speed (km/h) | Date      | Source             |
|---------------------------------------------------------|---------------------------|---------------------------------------------|-----------|--------------------|
| Canning Highway (H013)<br>East of Sleat Road (SLK 6.41) | 60kph                     | 59.4kph                                     | 2024-2025 | MRWA<br>Site 50939 |

#### 4.1.2 Traffic Flow Analysis

Pedestrian management, site ingress and egress, and afterhours treatments outlined in this TMP maintain the usual road configuration and are not expected to adversely impact traffic flow.

During works within the verge a temporary worksite speed limit of 40kph will be implemented, this is expected to have a minimal impact on traffic flow, due to the relatively short work area of 165m which will take approximately 15 seconds for traffic to pass through, resulting in minor increases in travel time.

Due to existing high traffic volumes at this location, particularly between 0700hrs and 1000hrs, works within the verge and heavy vehicle site access will be subject to a 1000hrs-1700hrs timing restriction. During this timeframe traffic volumes remain within the acceptable threshold subject to variation to standard of less than 675vph per lane, as outlined in table 19 from the Main Roads WA Code of Practice.

| Table 19 Compliance |                       |                              |                             |
|---------------------|-----------------------|------------------------------|-----------------------------|
| Road Name           | Peak Volume*          | Table 2.4<br>Requirement     | Compliant with CoP<br>(Y/N) |
| Canning<br>Highway  | 1,981vph<br>(weekday) | 2,025vph**<br>(3 open lanes) | Y                           |

\*During proposed work hours of 1000hrs-1700hrs

\*\* Subject to Variation to Standard - less than 675vph per lane

#### 4.1.3 Temporary Speed Zones

A worksite speed limit of 40kph will be implemented due to workers being on foot within 0m to 1.2m of the trafficable lanes.

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

#### 4.1.4 Existing Traffic Signals

Existing Traffic Signals are not affected by this project.

#### 4.1.5 Impact to Adjoining Network

There is not expected to be any impact to the adjoining road network by the Traffic Guidance Schemes that are contained within this plan.

#### 4.1.6 End of Queue Treatment

End of queue protection treatments are not required as no stopping of traffic is proposed for this project.

#### 4.1.7 Portable Traffic Control Devices (PTCDs)

Portable Traffic Control Devices (PTCDs) are not required for this project.

#### **4.1.8 Speed Management**

Speed management such as speed feedback signs are not required under Main Roads WA Code of Practice. Should speeding become an issue, the use of speed feedback signs must be considered once an AWTM accredited person has been consulted.

#### **4.1.9 Excavations or Above Ground Hazards**

##### **4.1.9.1 Excavations**

There are no excavations planned within the road reserve within this Traffic Management Plan.

##### **4.1.9.2 Above Ground Hazards**

Above ground hazards may be in the form of work vehicles, plant, machinery and/or materials. These hazards must be maintained within the delineated work area at all times.

#### **4.2 Road Users**

##### **4.2.1 Pedestrians**

The footpath south of the worksite along Canning Highway will be impacted during the works, the footpath will be closed as required and pedestrians will be detoured around the worksite via the shared access laneway between Canning Highway and Kintail Road. The construction area will be secured by site fencing maintained by the construction contractor. A spotter will be positioned at the eastern end of the closure during site operational hours to assist in directing pedestrians around the closure via the proposed detour route.

##### **4.2.2 Cyclists**

There are no cyclist facilities affected by the Traffic Guidance Schemes that are contained within this plan. The proposed pedestrian detour is also suitable for cyclists utilising the footpath.

##### **4.2.3 Public Transport**

The proposed works is not expected to impact on public transport routes or stops.

##### **4.2.4 Heavy and Oversized Vehicles**

The proposed works is not expected to impact heavy and oversized vehicles.

##### **4.2.5 Existing Parking Facilities**

The parking facilities immediately east of the worksite will be impacted during the duration of the works, The western section of the car park will form part of the construction site and secondary laydown area and will also be used for vehicle egress from the worksite. The construction area will be secured by site fencing maintained by the construction contractor.

Public vehicle ingress to the carpark from Canning Highway will not be feasible once works commence, egress to Canning Highway will be unaffected along with ingress and egress to the carpark from Kintail Road.

Finbar Applecross Pty Ltd must notify all relevant stakeholders of the potential impact to parking facilities caused by the project.

##### **4.2.6 Access to Adjoining Properties / Business**

ingress from Canning Highway to the carpark servicing IGA will be unavailable for the duration of the project.

Finbar Applecross Pty Ltd must notify all relevant stakeholders of the potential impact to properties / businesses facilities by the project.

##### **4.2.7 Rail Crossings**

There is no impact to rail crossings by the Traffic Guidance Schemes that are contained within this plan.

##### **4.2.8 School Crossings**

There are no school crossings affected by the Traffic Guidance Schemes that are contained within this plan.

#### **4.2.9 Special Events and Other Works**

Contact with the local government has indicated there is no other special events or other works planned that will impact these works.

#### **4.2.10 Emergency Vehicle Access**

There is not expected to be any impact to emergency vehicles through and to the work site.

#### **4.3 Night Work Provisions**

Night works are not proposed for this project.

#### **4.4 Road Safety Barriers**

Road Safety Barriers are not required for this project.

#### **4.5 Shadow Vehicles**

Shadow vehicles must be used for the implementation and removal of traffic management signs and devices. The shadow vehicle must be positioned 20-40m prior to the implementation vehicle with both operators in constant two way communication at all times.

#### **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. Other agencies must be notified as required.

##### **4.6.2 Public**

Public notification is not required for this project.

## **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 TGS's. Notwithstanding this, should adverse weather conditions be encountered during the works, the following contingency plans should be activated. Note: any adjustments to the plan 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.

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 Controllers (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 Controllers 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 (strong winds, thunder storms, etc.)**

In the event of other adverse weather conditions occurring, an AWTM accredited person must be consulted to mitigate risks for the particular weather event occurring. This may require the suspension of works if deemed necessary.

#### **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 controllers may need to assist in maintaining low traffic speeds. All changes are to be noted in the daily diary.

#### **5.1.3 Fog, Dust and 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 Controllers (and other personnel if necessary) must be deployed immediately to close the site.

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

Road geometry, terrain, vegetation and/or structures are not expected to impact the implementation of controls within this TMP.

### **5.2 Existing Traffic and Advertising Signs**

There are no existing traffic or advertising signage that may impact with the Traffic Guidance Schemes within this Traffic Management Plan

## 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 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 are appropriately trained and accredited and that sufficient controllers are available to ensure appropriate breaks are taken.

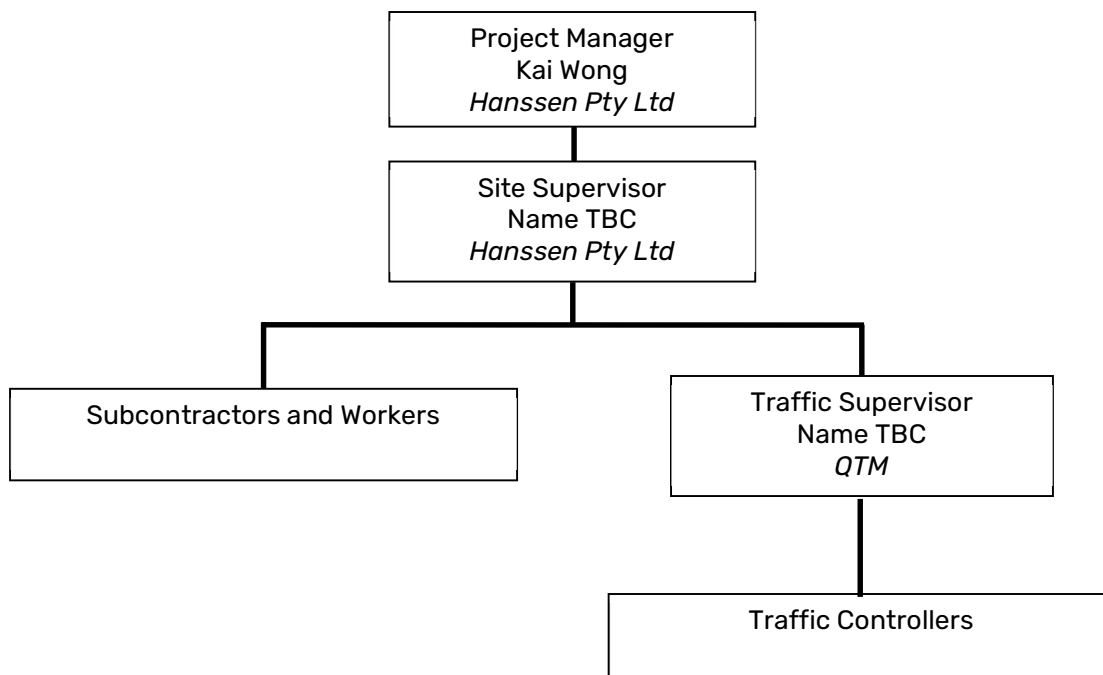
All personnel engaged in the field activities will follow the correct work practices as required by the CoP, AGTTM and AS1742.3.

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 contact.



### **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
- Ensure traffic control measures are implemented and maintained in accordance with the TMP
- Work with the Traffic Management Supervisor to ensure the correct TGS is selected for the work activity
- 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.

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**

Traffic Controllers must be used to control road users to avoid conflict with plant, workers, traffic and pedestrians, and to stop and direct traffic in emergency situations.

Traffic Controllers must:

- Operate in accordance with AGTTM Part 7: Traffic Controllers
- Be accredited in Basic Worksite Traffic Management
- Hold a current Traffic Controller's accreditation
- Be relieved from their duty after not more than 2 hours for a period of rest or "other duties" of at least 15 minutes as required by AGTTM and/or OS&H Regulations.

#### **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 personnel entering the work site must correctly wear high visibility vests to AS/NZS 4602, in addition to other protective equipment required on a site-by-site basis (e.g. protective footwear, eye protection, helmet, sun protection, respiratory devices etc.) at all times whilst on the worksite.

### **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 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.

### **6.5 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.

| Traffic Management Stages | TGS Number and version | Details                                                 |
|---------------------------|------------------------|---------------------------------------------------------|
| 1.1                       | MB1414-01<br>Rev B     | Works within construction site<br>Pedestrian Management |
| 2.1                       | MB1414-02<br>Rev B     | Site Ingress/Egress/Parking<br>Advance Warning Signage  |
| 2.2                       | MB1414-03<br>Rev B     | Works within road verge<br>40kph Speed Restriction      |
| 3.1                       | MB1414-04<br>Rev B     | Afterhours Treatments                                   |

### 7.2 Sequence and Staging

Before work commences, signs and devices at approaches to the work area must be erected in accordance with the adopted TGS and AGTTM Part 6.

#### 7.2.1 TGS Installation

##### 7.2.1.1 Typical Installation Principles

Installation is typically carried out applying one of the processes in accordance with AGTTM Part 5 as “short term – low impact works” to protect the TTM staff. The examples in this section are based on limiting high risk manoeuvres during installation including U-Turns and loops exposing workers to live traffic without protection.

Fundamental principles that should be complied with to ensure safety during this work activity are that:

- travel should only be in a forward direction on any road
- the TTM vehicle may be used as added protection considering the:
- availability of safe park up area(s) near the signage placement location
- line of sight to approaching vehicles
- visibility of the worker and TTM vehicle to approaching vehicles
- location of signage/devices on vehicle which need to be accessed
- worker access to vehicle (e.g. not through crush zones)
- available space on road shoulder or median
- geometry/terrain of shoulder or median
- distance between vehicle and travel path / shoulder drop off
- TMI proximity to ‘expected travel path while traversing between vehicle and signage location
- likely area in which the vehicle may move if impacted
- availability of ‘gaps in traffic’ or lookout
- turn around procedures must be conducted in a safe and legal manner
- TMI must face the traffic when placing devices
- all workers must know their escape route at all times
- the vehicle mounted warning device must be operating and the hazard/arrow board used as required
- all workers must wear correct PPE
- a look out person/spotter must be used for all activities where required in accordance with AGTTM Part 5
- full co-ordination of any ITS infrastructure which may assist the TGS installation

- the locations and types of devices are recorded in the diary
- the TGS is implemented as approved and a copy is available on site.

If it is considered too dangerous due to speed or volume to install the TGS using the protections defined in AGTTM Part 5, then consideration needs to be given to adopting a mobile convoy (refer AGTTM Part 4) or other controls e.g. manual traffic control to hold traffic during installation under its own TGS (refer AGTTM Part 3). A different installation sequence may need to be adopted to address any site-specific circumstances and can be approved by TMD or other authorised person.

### **7.2.1.2 Installation Process**

The general procedure for setting up a site is to:

1. locate the work area using GPS, landmarks, side streets, chainage
2. install devices as outlined in the TGS for side streets first
3. install devices as outlined in the TGS for the non-working lane (un-affected direction)
4. install devices as outlined in the TGS for the working lane (affected direction) to complete installation
5. conduct a drive through inspection after all devices are in place and before work commences

All sign spacings and taper lengths will be noted on the TGS and should be in accordance with AGTTM Part 3.

### **7.2.1.3 Installation Sequence**

AGTTM does not provide specific instruction for the installation sequence for the schemes within this TMP. The above installation principles (section 7.2.1.1) and process (section 7.2.1.2) must be used for the installation sequence.

## **7.2.2 TGS Removal**

### **7.2.2.1 Typical Removal Principles**

Removal is carried out applying one of the short term low impact provisions in accordance with AGTTM Part 5. The processes described in this section are based on limiting high risk manoeuvres during removal of the TGS including U-Turns and loops exposing workers to live traffic without protection.

Fundamental principles that should be complied with to ensure safety during this work activity are that:

- travel should only be in a forward direction on any road
- recovery of devices must be done in the reverse order using the same work method as for setting out
- the TTM vehicle may be used as added protection considering the:
  - availability of safe park up areas near the signage placement location
  - line of sight to approaching vehicles
  - visibility of the worker and TTM vehicle to approaching vehicles
  - location of signage/devices on vehicle which need to be accessed
  - worker access to vehicle (e.g. not through crush zones)
  - available space on road shoulder or median
  - geometry/terrain of shoulder or median
  - distance between vehicle and travel path / shoulder drop off
- TMI proximity to expected travel path while traversing between vehicle and signage location
- likely area in which the vehicle may move if impacted
- availability of 'gaps in traffic' or lookout
- turn around procedures must be conducted in a safe and legal manner.
- TMI must face the traffic when removing devices
- all workers must know their escape route at all times
- the vehicle mounted warning device must be operating and the hazard/arrow board used as required
- all workers must wear correct PPE

- a look out person/spotter must be used for all activities where required in accordance with AGTTM Part 5
- full co-ordination of any ITS infrastructure which may assist the TGS removal
- the removal of the TTM signs and devices is recorded in the diary/sign register
- conduct a final drive through of the site to ensure all devices are removed and all permanent signs are reinstated or uncovered.

If it is considered too dangerous due to speed or volume, then consideration needs to be given to adopting a mobile convoy (refer to AGTTM Part 4) or other controls e.g. traffic control to hold traffic during removal under its own TGS. A different sequence may need to be adopted to address any site-specific circumstances and can be approved by TMD.

### **7.2.2.2 Removal Process**

The general procedure for removing a site is the:

1. work area (devices in reverse order)
2. affected side of roadway (signage in direction of travel)
3. non-affected side of roadway (signage and devices in direction of travel)
4. side roads (closure devices then signage in direction of travel)
5. detours (in direction of travel).

### **7.2.2.3 Removal Sequence**

AGTTM does not provide specific instruction for the removal sequence for the schemes within this TMP. The above installation principles (section 7.2.2.1) and process (section 7.2.2.2) must be used for the installation sequence.

## **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.

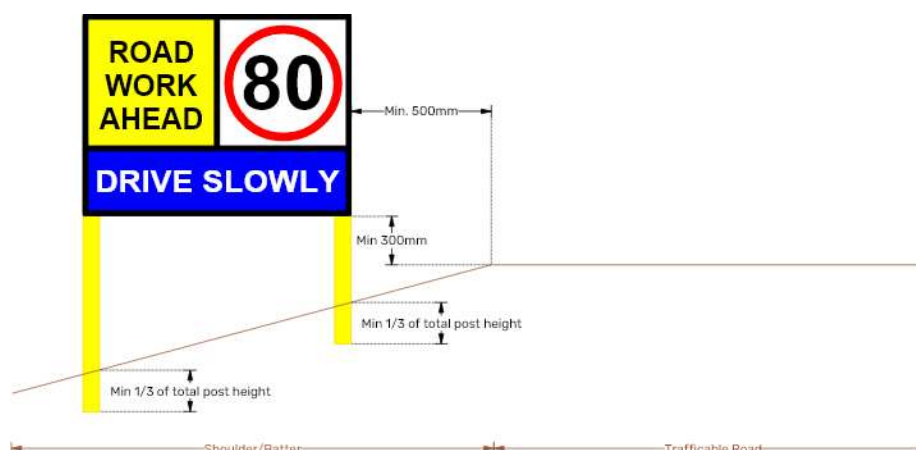
Signs and devices that are erected before they are required must be covered by a suitable opaque material. The cover must be removed immediately prior to the commencement of work.

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

Signs required at the one location for more than 14 days must be mounted in a semi-permanent fashion. Semi-Permanent refers to the mounting of temporary signage onto frangible post/s. The sign size and construction as well as the positioning and height are required to be in line with AS1742.3 and Main Roads WA Code of Practice for Works on Roads.



Signs not mounted on semi-permanent posts (for periods of less than 14 days) must be secured by the use of sandbags or other weights, the minimum number of which is listed below:

| Permanent Speed Limit | Clearance of sign to travelled path | Minimum number of 10kg sandbags |
|-----------------------|-------------------------------------|---------------------------------|
| 60kph or less         | Any                                 | 2                               |

### 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, length of tapers or markings:
  - (i) Minimum, 10% less than the distances or lengths given.
  - (ii) Maximum, 25% more than the distances or lengths given.
- (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

Flashing arrow signs are not 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 will be fitted with suitable white retro-reflective tape placed in accordance with AS 1742.3.

Cones must be designed to be stable under reasonably expected wind conditions and air turbulence from passing traffic.

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.

The clearance between delineation and the edge of the nearest traffic lane (measured from the traffic-side edge of the delineating device or barricade) shall comply with AGTTM Pt 3 Table 4.1 requirements:

| Speed (km/h)                                                                                      | Distance (m) |
|---------------------------------------------------------------------------------------------------|--------------|
| For traffic cones, bollards, longitudinal channelizing barricades or any other delineation device |              |
| ≤ 65                                                                                              | 0.3 m        |

### 7.3.5 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. 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 Controllers 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.

### 7.3.6 Communicating TMP Requirements

The BWTM accredited person in charge of implementing the TMP must communicate its requirements to the personnel on ground. An approved copy of this TMP must be provided to the Project Manager and/or Site Supervisor prior to implementation.

## **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 Controllers (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**

Special provision for emergency services is not required for this project.

### **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 Controllers (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 Controllers (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**

Not Applicable.

##### **8.5.2 Failure of Street Lighting**

In the event that street lighting is damaged and fails to operate or operates incorrectly, Traffic Controllers (and other personnel if necessary with appropriate temporary lighting) must be deployed immediately if the lighting failure adversely affects road user safety to control traffic movements as required. Western Power must be notified immediately.

##### **8.5.3 Failure of Power**

In the event that power infrastructure is damaged and poses a risk through live current, Traffic Controllers (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.

| <b>Emergency Service</b> | <b>Phone (Emergency)</b> |
|--------------------------|--------------------------|
| WA Police Service        | <b>000</b>               |
| St. John Ambulance       | <b>000</b>               |
| DFES                     | <b>000</b>               |
| Power                    | <b>13 13 51</b>          |
| Gas                      | <b>13 13 52</b>          |
| Main Roads               | <b>138 138</b>           |
| MRWA RNOC                | <b>138 111</b>           |

## **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, 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 AGTMM/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 complex traffic management plan subject to review and endorsement of the change by an RTM as soon as practicably possible.

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 AGTMM 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 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.

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;
- Ensure drive through video recordings are conducted as per Main Roads Requirements;
- Conduct on the spot maintenance/repairs as required;
- Attend to minor problems as they occur;
- When traffic controllers are holding and releasing traffic, ensure they remain in place at all times. Relieve controllers as necessary to ensure attentiveness is retained;
- During breaks or changes in work activities remove or cover any signs that do not apply (e.g. PREPARE TO STOP, Workers symbolic);
- Re position signs or required by work processes throughout the shift and keep records of any changes.

### **9.1.3 Closing down each day**

- Conduct a pre-close down inspection, allowing time for any appropriate maintenance works;
- Alter signs and devices in line with afterhours treatments;
- Drive through site and confirm all signs and devices are operating correctly with no misleading visual cues;
- Record details of inspection and any changes made to layout.

### **9.1.4 After hours**

- Appoint personnel to conduct checks following inclement weather that may have displaced signage (wind etc). Replace any signs / devices not working, missing or damaged and record in diary.
- Appoint personnel to conduct checks on non-work days (e.g. weekends). Replace any signs / devices not working, missing or damaged and record in diary.
- Minimum frequency of checks will be once per day on non-work days.

## **9.2 TMP Audits and Inspections**

A compliance audit will not be mandatory to be carried out. Should an audit be carried out it will be in accordance with Main Roads Specifications and must be conducted using the 'Compliance Audit Checklist for Traffic Management for Works on Roads'.

## **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 must be provided to Finbar Applecross Pty Ltd who will record the feedback and, at their discretion distribute any positive feedback to those involved or, carry out any actions on negative feedback to ensure the issue is not repeated on future projects.

## **10. MANAGEMENT REVIEW AND APPROVALS**

### **10.1 TMP Review and Improvement**

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

### **10.2 Variations**

Where the TMP needs amending, e.g. due to a change in the scope of works or safety concerns, an adjusted TMP will be submitted for approval to the Road Authority.

Minor on-site adjustments or modifications, if required, must generally only be made following approval 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.

A variation to the Main Roads WA Code of Practice - table 19 is proposed for this project due to traffic volumes at 132% of desirable capacity.

### **10.3 Approvals, Authorisations and Permits**

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

- Main Roads WA (Road Planned Interventions, HVS, etc);
- Local Government Authority – City of Melville

## **APPENDIX A – NOTIFICATION OF ROADWORKS**

### NOTIFICATION OF ROADWORKS

|                                                 |                                                                                                                                                               |                                       |                                         |                             |                              |
|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------|-----------------------------|------------------------------|
| TMP reference                                   | MB1414                                                                                                                                                        | Communication plan sent to Main Roads | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> |
|                                                 |                                                                                                                                                               |                                       | enquiries@mainroads.wa.gov.au           |                             |                              |
| Anticipated start date:                         | 01/09/2026                                                                                                                                                    | Anticipated finish date:              | 31/01/2028                              |                             |                              |
| Daily work hours:                               |                                                                                                                                                               | Is weekend work applicable?:          | Yes <input type="checkbox"/>            | No <input type="checkbox"/> |                              |
| Location of works (Road/Street, Suburb):        | 910 Canning Highway, Applecross                                                                                                                               |                                       |                                         |                             |                              |
| Description of works:                           | Building construction                                                                                                                                         |                                       |                                         |                             |                              |
| Description of traffic management arrangements: | Footpath closure and pedestrian management, worksite ingress/egress, verge works with workers on foot within 1.2m of trafficable lane, afterhours treatments. |                                       |                                         |                             |                              |
| Posted Speed Limit:                             | 60kph                                                                                                                                                         | Worksite speed limit:                 | 40kph                                   | After hours speed limit:    | 60kph                        |

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

|                 |                                |        |                               |            |     |
|-----------------|--------------------------------|--------|-------------------------------|------------|-----|
| Road Authority: | Main Roads Western Australia   |        |                               |            |     |
| Postal Address: | PO Box 6202 EAST PERTH WA 6892 |        |                               |            |     |
| Telephone:      | 138 138                        | Email: | enquiries@mainroads.wa.gov.au | Facsimile: | N/A |
| Contact:        | Name TBC                       |        |                               |            |     |
| Telephone:      | TBC                            | Email: | TBC                           | Mobile:    | TBC |

|                          |                                         |            |                    |            |              |
|--------------------------|-----------------------------------------|------------|--------------------|------------|--------------|
| Construction Contractor: | Hanssen Pty Ltd                         |            |                    |            |              |
| Postal Address:          | 271 Stirling Crescent HAZELMERE WA 6055 |            |                    |            |              |
| Telephone:               | (08) 6218 3800                          | Email:     |                    | Facsimile: | N/A          |
| Contact:                 | Kai Wong                                |            |                    |            |              |
| Telephone:               | (08) 6211 3800                          | Email:     | kai@hanssen.com.au | Mobile:    |              |
| After hours contact:     | Darren Linton                           | Telephone: |                    | Mobile:    | 0422 642 888 |

|                                |                                     |            |                 |            |              |
|--------------------------------|-------------------------------------|------------|-----------------|------------|--------------|
| Traffic Management Contractor: | QTM                                 |            |                 |            |              |
| Postal Address:                | 31 McCook Street FORRESTDAL WA 6112 |            |                 |            |              |
| Telephone:                     | (08) 6244 1650                      | Email:     | info@qtm.net.au | Facsimile: | N/A          |
| Contact:                       | Name TBC                            |            |                 |            |              |
| Telephone:                     | TBC                                 | Email:     | TBC             | Mobile:    | TBC          |
| After hours contact:           | Darren Linton                       | Telephone: |                 | Mobile:    | 0422 642 888 |

| Distribution List                         | Email/Website                                                                  |
|-------------------------------------------|--------------------------------------------------------------------------------|
| Main Roads Real Time Media                | roadworks@mainroads.wa.gov.au                                                  |
| Main Roads Customer Information Centre    | enquiries@mainroads.wa.gov.au                                                  |
| Main Roads Road Network Operations Centre | RNOC.Control.Room.Information.Desk@mainroads.wa.gov.au                         |
| WA Police State Traffic Coordination      | State.Traffic.Intelligence.Planning.&.Co-ordination.Unit.SMIL@police.wa.gov.au |
| Children's Crossing Unit                  | childrenscrossingsunitsmail@police.wa.gov.au                                   |
| Fire & Emergency Services                 | dfes@dfes.wa.gov.au                                                            |
| Local Government                          | City of Melville - melinfo@melville.wa.gov.au                                  |

## **APPENDIX B – VARIATION TO STANDARDS**

# APPLICATION FOR APPROVAL TO VARY REQUIREMENTS OF AS1742.3, AGTTM OR MRWA TRAFFIC MANAGEMENT CODES OF PRACTICE

## Form Instruction

- Section A** – Identify the Principal Agency / person commissioning the activity. (Does not include contractors, subcontractors or traffic management company/traffic planners etc).
- Section B** – Identify activity location, start / finish date and time, type of traffic management, description location of activity.
- Section C** – Identify the person that has prepared the Traffic Management Plan, this person shall have AWTM accreditation.
- Section D** – For Works undertaken on a State road or on behalf of Main Roads Western Australia the details of the risk assessment process identified in this application form must be documented and endorsed by an accredited Roadworks Traffic Manager<sup>1</sup>.

All applications to be addressed to the applicable Main Roads Regional office. For contact information please refer to the online Application kits and guidelines to undertake works. ([www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au) > Technical & Commercial > Working on roads > Third Party Works).

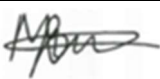
For all other applications the details of the risk assessment process identified in this application form must be documented and endorsed<sup>1</sup> by the person responsible for approving the traffic management plan.

Contact with the appropriate road authority should be made prior to lodgement of this application to determine its suitability and for any additional requirements.

- Section E** - Risk implication, identification and assessment process must be undertaken in accordance with Risk Management – Principles and Guidelines AS/NZS ISO 31000. The likelihood and consequences should be rated after the application of any additional counter measures taken (see section 4.3 of the Traffic Management for Works on Roads Code of Practice).
- Incomplete or applications not signed** by the RTM<sup>1</sup> will not be processed.

|   |                                     |  |                                                            |  |       |    |           |              |
|---|-------------------------------------|--|------------------------------------------------------------|--|-------|----|-----------|--------------|
| A | Applicant (Principal for the Works) |  | Finbar Applecross Pty Ltd                                  |  |       |    |           |              |
|   | Postal address                      |  | PO Box 3380                                                |  |       |    |           |              |
|   | Suburb                              |  | East Perth                                                 |  | State | WA | Postcode  | 6892         |
|   | Project Manager                     |  | Mark Geary                                                 |  |       |    | Telephone | 0409 969 126 |
|   | Email                               |  | <a href="mailto:mark@finbar.com.au">mark@finbar.com.au</a> |  |       |    |           |              |

|   |                                                        |  |                                 |    |                              |                         |                                                                     |                                                                                                                               |                         |
|---|--------------------------------------------------------|--|---------------------------------|----|------------------------------|-------------------------|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| B | Anticipated start date                                 |  | 01/09/2026                      |    | Anticipated finish date      |                         | 31/01/2028                                                          |                                                                                                                               |                         |
|   | Daily work hours; From                                 |  | 0700                            | To | 1700                         | Weekend work applicable |                                                                     | Yes <input type="checkbox"/> Sat <input type="checkbox"/> Sun <input type="checkbox"/> No <input checked="" type="checkbox"/> |                         |
|   | Location of works (Road/Street Suburb),                |  | 910 Canning Highway, Applecross |    |                              |                         |                                                                     |                                                                                                                               |                         |
|   | Road type (eg undivided, two lane)                     |  | Multilane Divided Carriageway   |    |                              |                         |                                                                     |                                                                                                                               |                         |
|   | Description of works                                   |  | Apartment Construction          |    |                              |                         |                                                                     |                                                                                                                               |                         |
|   | Are alterations to permanent traffic signals required? |  |                                 |    | Yes <input type="checkbox"/> |                         | No <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |                                                                                                                               |                         |
|   | Posted Speed Limit                                     |  | 60kph                           |    | Worksite speed limit         |                         | 40kph                                                               |                                                                                                                               | After hours speed limit |

|   |                       |  |                                                                                     |  |           |              |           |            |
|---|-----------------------|--|-------------------------------------------------------------------------------------|--|-----------|--------------|-----------|------------|
| C | TMP Designer          |  | Matthew Byrne                                                                       |  |           |              |           |            |
|   | Accreditation Number  |  | AUS-AWTM-24-1367-05                                                                 |  |           |              |           |            |
|   | Postal address        |  | PO Box 384                                                                          |  |           |              |           |            |
|   | Suburb                |  | DARDANUP                                                                            |  | State     | WA           | Postcode  | 6236       |
|   | Email                 |  | <a href="mailto:matt@mbtraffic.com.au">matt@mbtraffic.com.au</a>                    |  | Telephone | 0437 487 248 | Facsimile | N/A        |
|   | Endorsement signature |  |  |  |           |              | Date      | 24/03/2026 |

<sup>1</sup> A person with AWTM accreditation is permitted to endorse a variation of less than 135 % of the allowable lane capacity as outlined in section 4.5 of the Code of Practice.

**Request for Approvals to variations to be submitted at least one week in advance, – except in an emergency**  
**This Approval for Variation shall be attached as a supplement to the Traffic Management Plan (TMP)**

**APPLICATION FOR APPROVAL TO VARY REQUIREMENTS OF  
AS1742.3, AGTTM OR MRWA TRAFFIC MANAGEMENT CODES OF PRACTICE**

|          |                                      |  |       |  |           |  |      |           |  |
|----------|--------------------------------------|--|-------|--|-----------|--|------|-----------|--|
| <b>D</b> | RTM Endorsing Variation <sup>1</sup> |  | N/A   |  |           |  |      |           |  |
|          | Accreditation Number                 |  |       |  |           |  |      |           |  |
|          | Postal address                       |  |       |  |           |  |      |           |  |
|          | Suburb                               |  | State |  | Postcode  |  |      |           |  |
|          | Email                                |  |       |  | Telephone |  |      | Facsimile |  |
|          | Endorsement signature                |  |       |  |           |  | Date |           |  |

|                              |                              |                             |                |      |  |      |  |
|------------------------------|------------------------------|-----------------------------|----------------|------|--|------|--|
| <b>For Internal Use Only</b> |                              |                             |                |      |  |      |  |
| Approving Road Authority     |                              |                             |                |      |  |      |  |
| Approving Officer Position   |                              |                             |                |      |  |      |  |
| Application Approved         | Yes <input type="checkbox"/> | No <input type="checkbox"/> | If Not Why Not |      |  |      |  |
| Additional Conditions        |                              |                             |                |      |  |      |  |
| Approved By:                 |                              | Title                       |                | Date |  | File |  |

**Request for Approvals to variations to be submitted at least one week in advance, – except in an emergency  
This Approval for Variation shall be attached as a supplement to the Traffic Management Plan (TMP)**

| E | Description of Variation Requested                                         | Specify Point of Departure from Standard / Code of Practice<br><br>(List section and page number) | Justification<br><br>(Why is this necessary)                                                                                                                                                                                                                                                         | Additional Counter Measures To Be Taken<br><br>(Identify additional counter measures to be used to negate the lesser treatment)                                    | Residual Risk* |   |        |
|---|----------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---|--------|
|   |                                                                            |                                                                                                   |                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                    | L              | C | RR     |
|   | Traffic volumes through worksite are exceeding capacity by 132% (1981vph). | Main Roads WA Code of Practice Section 6.11 Traffic Volume                                        | Works are required in road verge with 40kph speed restriction. Work hours of 1000hrs-1700 hrs have been proposed to avoid morning peak volumes. Due to Canning Highway normally operating over capacity the proposed temporary speed restriction is expected to have minimal impact on traffic flow. | Should congestion past the worksite reach an unacceptable level, workers on foot must maintain 1.2m from the trafficable lane and 40kph speed restriction removed. | D              | 3 | L<br>6 |

\* Note: the risk assessment in the TMP also needs to record the variation and include the risk event, pre-treatment risk, treatment and residual risk.

## **APPENDIX C – RECORD FORMS**

# Traffic Management Daily Diary (Dec 2024)

|                                                                                                                                |  |                                                                                                                              |  |                                                    |  |
|--------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------|--|
| <b>Location:</b> _____                                                                                                         |  | <b>Client:</b> _____                                                                                                         |  | <b>Date:</b> _____                                 |  |
| <b>TMP No:</b> _____                                                                                                           |  | <b>TGS No:</b> _____                                                                                                         |  | <b>Weather Conditions:</b> _____                   |  |
| <b>Start Time at Depot:</b> _____                                                                                              |  | <b>Time Arrive Onsite:</b> _____                                                                                             |  | <b>Diary Sheet:</b> _____ <b>of</b> _____          |  |
| <b>Site Pulled Down at:</b> _____                                                                                              |  | <b>Commencement of Site Setup:</b> _____                                                                                     |  | <b>Site Setup and Operational:</b> _____           |  |
| <b>Time Aftercare signs setup:</b> _____                                                                                       |  | <b>TGS No:</b> _____                                                                                                         |  | <b>Time left site:</b> _____                       |  |
| <b>Finish time at Depot:</b> _____                                                                                             |  |                                                                                                                              |  |                                                    |  |
| <input type="checkbox"/> <b>Day Works</b>                                                                                      |  | <input type="checkbox"/> <b>Night Works</b>                                                                                  |  | <input type="checkbox"/> <b>Emergency Response</b> |  |
| <input type="checkbox"/> <b>Attendance at Pre-Start Meeting</b>                                                                |  | <b>Site Setup as per TGS</b> <input type="checkbox"/> Yes <input type="checkbox"/> No (if not comment on next page)          |  |                                                    |  |
|                                                                                                                                |  | <b>Did an incident occur (if yes complete incident report form)</b> <input type="checkbox"/> Yes <input type="checkbox"/> 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 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|---|---|---|---|---|----|
| <b>Time</b>                                                                                                                                                                                          |   |   |   |   |   |   |   |   |   |    |
| 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                                                                                                                                                         |   |   |   |   |   |   |   |   |   |    |
| 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 intersections and driveways?                                                                                                                  |   |   |   |   |   |   |   |   |   |    |
| Are traffic lanes clearly delineated?                                                                                                                                                                |   |   |   |   |   |   |   |   |   |    |
| Are lighting for night-time controls operating correctly?                                                                                                                                            |   |   |   |   |   |   |   |   |   |    |
| Have other risks associated with traffic management at night been catered for, e.g. placement of lighting towers                                                                                     |   |   |   |   |   |   |   |   |   |    |



### TRAFFIC INCIDENT REPORTING FORM

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

Safety Incident Report No:

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 Safety Incident Report Form.

|                                                     |              |                 |                                     |                              |                                |
|-----------------------------------------------------|--------------|-----------------|-------------------------------------|------------------------------|--------------------------------|
| <b>1.0 Details of Incident</b>                      | Reported to: |                 | <input type="checkbox"/> Supervisor | <input type="checkbox"/> TMR | <input type="checkbox"/> Other |
| Date of incident                                    |              |                 | Time of Incident                    |                              |                                |
| Work Being Undertaken                               |              |                 |                                     |                              |                                |
| Location (include direction and lane if applicable) |              |                 |                                     |                              |                                |
| Crash Type                                          |              |                 |                                     |                              |                                |
| Incident type                                       | Near Miss    | Property Damage | Injury                              | Fatality                     |                                |
|                                                     |              |                 |                                     |                              |                                |
| Atmospheric Conditions                              | Clear        | Overcast        | Raining                             | Fog/Smoke/Dust               |                                |
|                                                     |              |                 |                                     |                              |                                |
| Light Conditions                                    | Day Light    | Night Time      |                                     | Dawn/Dusk                    |                                |
|                                                     |              |                 |                                     |                              |                                |
| Road Surface                                        | Unsealed     |                 | Sealed                              |                              |                                |
|                                                     |              |                 |                                     |                              |                                |
| Road Condition                                      | Wet          |                 | Dry                                 |                              |                                |
|                                                     |              |                 |                                     |                              |                                |
| Street Lighting                                     | On           | Off             |                                     | Not provided                 |                                |
|                                                     |              |                 |                                     |                              |                                |
| Police Attended Yes/No                              |              |                 | Officer name/number                 |                              |                                |

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

|                    |      |                                             |  |
|--------------------|------|---------------------------------------------|--|
| TMP/TGS No:        |      | Name of individual<br>that prepared the TGS |  |
| Time<br>inspected: | last | Accreditation No:                           |  |
| Date<br>Approved:  | TGS  | Date TMP Approved:                          |  |

| Detail (make, model/ped/cyclist/VRU) | Registration No | Direction of Travel | Age of Driver |
|--------------------------------------|-----------------|---------------------|---------------|
| 3.1 Vehicle 1                        |                 |                     |               |
| 3.2 Vehicle 2                        |                 |                     |               |
| 3.3 Vehicle 3                        |                 |                     |               |
| Comments:                            |                 |                     |               |



|              |                          |              |                          |                                            |                          |             |                          |
|--------------|--------------------------|--------------|--------------------------|--------------------------------------------|--------------------------|-------------|--------------------------|
| Approved TMP | <input type="checkbox"/> | Approved TGS | <input type="checkbox"/> | Approvals for temporary speed restrictions | <input type="checkbox"/> | Daily Diary | <input type="checkbox"/> |
|--------------|--------------------------|--------------|--------------------------|--------------------------------------------|--------------------------|-------------|--------------------------|

|                              |                              |                             |                |                                |                              |                                         |
|------------------------------|------------------------------|-----------------------------|----------------|--------------------------------|------------------------------|-----------------------------------------|
| Accident reported to Police: | <input type="checkbox"/> YES | <input type="checkbox"/> NO | Report made by | <input type="checkbox"/> Phone | <input type="checkbox"/> Fax | <input type="checkbox"/> Mail or E-mail |
| Date Report Made             | Day                          | Month                       | Year           | Police Reference Number        | WA                           |                                         |

|           |                  |
|-----------|------------------|
| Name:     | Contractor Name: |
| Position: |                  |
| Date:     | Signature:       |

## **APPENDIX D – TRAFFIC ANALYSIS AND VOLUME COUNTS**



# Hourly Volume

Canning Hwy (H013)

2024/25  
Monday to Friday

East of Sleat Rd (SLK 6.41)

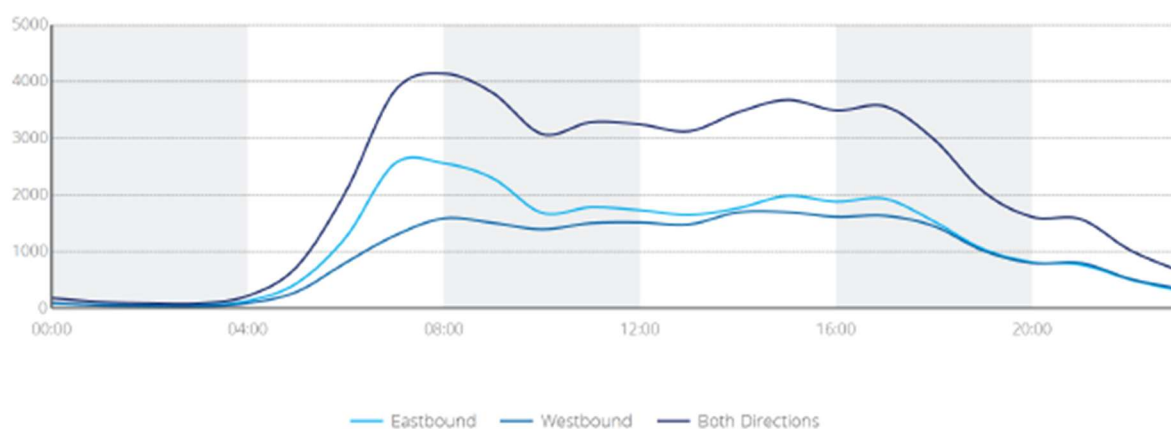
|       | All Vehicles |       |       | Heavy Vehicles |      |      |      |
|-------|--------------|-------|-------|----------------|------|------|------|
|       | EB           | WB    | Both  | EB             | WB   | Both | %    |
| 00:00 | 82           | 96    | 178   | 1              | 8    | 9    | 5.1  |
| 01:00 | 58           | 52    | 110   | 5              | 3    | 8    | 7.3  |
| 02:00 | 41           | 46    | 87    | 2              | 5    | 7    | 8.0  |
| 03:00 | 47           | 38    | 85    | 3              | 8    | 11   | 12.9 |
| 04:00 | 130          | 89    | 219   | 12             | 8    | 20   | 9.1  |
| 05:00 | 444          | 292   | 736   | 42             | 29   | 71   | 9.6  |
| 06:00 | 1256         | 807   | 2063  | 113            | 126  | 239  | 11.6 |
| 07:00 | 2555         | 1285  | 3840  | 151            | 182  | 333  | 8.7  |
| 08:00 | 2555         | 1585  | 4140  | 184            | 162  | 346  | 8.4  |
| 09:00 | 2291         | 1505  | 3796  | 166            | 148  | 314  | 8.3  |
| 10:00 | 1682         | 1393  | 3075  | 117            | 150  | 267  | 8.7  |
| 11:00 | 1783         | 1501  | 3284  | 139            | 166  | 305  | 9.3  |
| 12:00 | 1730         | 1513  | 3243  | 116            | 141  | 257  | 7.9  |
| 13:00 | 1646         | 1479  | 3125  | 125            | 144  | 269  | 8.6  |
| 14:00 | 1766         | 1692  | 3458  | 133            | 141  | 274  | 7.9  |
| 15:00 | 1981         | 1695  | 3676  | 123            | 150  | 273  | 7.4  |
| 16:00 | 1879         | 1612  | 3491  | 101            | 129  | 230  | 6.6  |
| 17:00 | 1931         | 1631  | 3562  | 80             | 120  | 200  | 5.6  |
| 18:00 | 1529         | 1446  | 2975  | 62             | 97   | 159  | 5.3  |
| 19:00 | 1044         | 1014  | 2058  | 33             | 53   | 86   | 4.2  |
| 20:00 | 812          | 797   | 1609  | 27             | 37   | 64   | 4.0  |
| 21:00 | 767          | 800   | 1567  | 19             | 29   | 48   | 3.1  |
| 22:00 | 504          | 517   | 1021  | 18             | 21   | 39   | 3.8  |
| 23:00 | 313          | 348   | 661   | 9              | 13   | 22   | 3.3  |
| TOTAL | 28826        | 23233 | 52059 | 1781           | 2070 | 3851 | 7.4  |



## Peak Statistics

| AM | TIME | 07:30 | 08:15 | 07:45 | 08:00 | 06:45 | 07:15 |
|----|------|-------|-------|-------|-------|-------|-------|
|    | VOL  | 2693  | 1614  | 4202  | 184   | 195   | 346   |
| PM | TIME | 15:15 | 14:30 | 14:45 | 14:45 | 14:30 | 14:45 |
|    | VOL  | 2015  | 1741  | 3726  | 135   | 154   | 288   |

Volume





# Hourly Speed

Canning Hwy (H013)

2024/25

Monday to Friday

East of Sleet Rd (SLK 6.41)

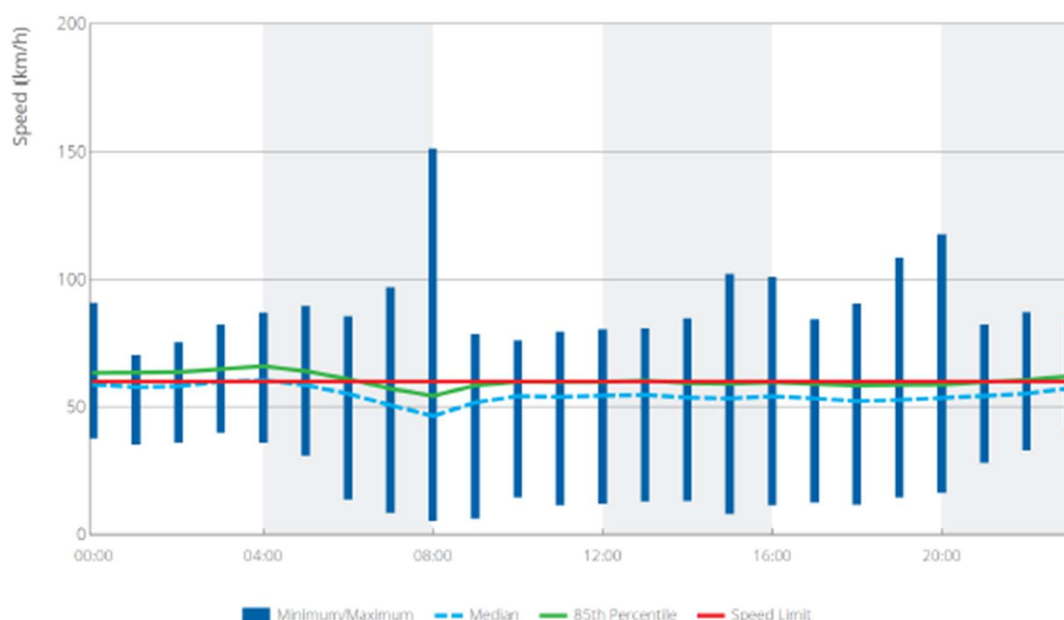


All Vehicles



Eastbound

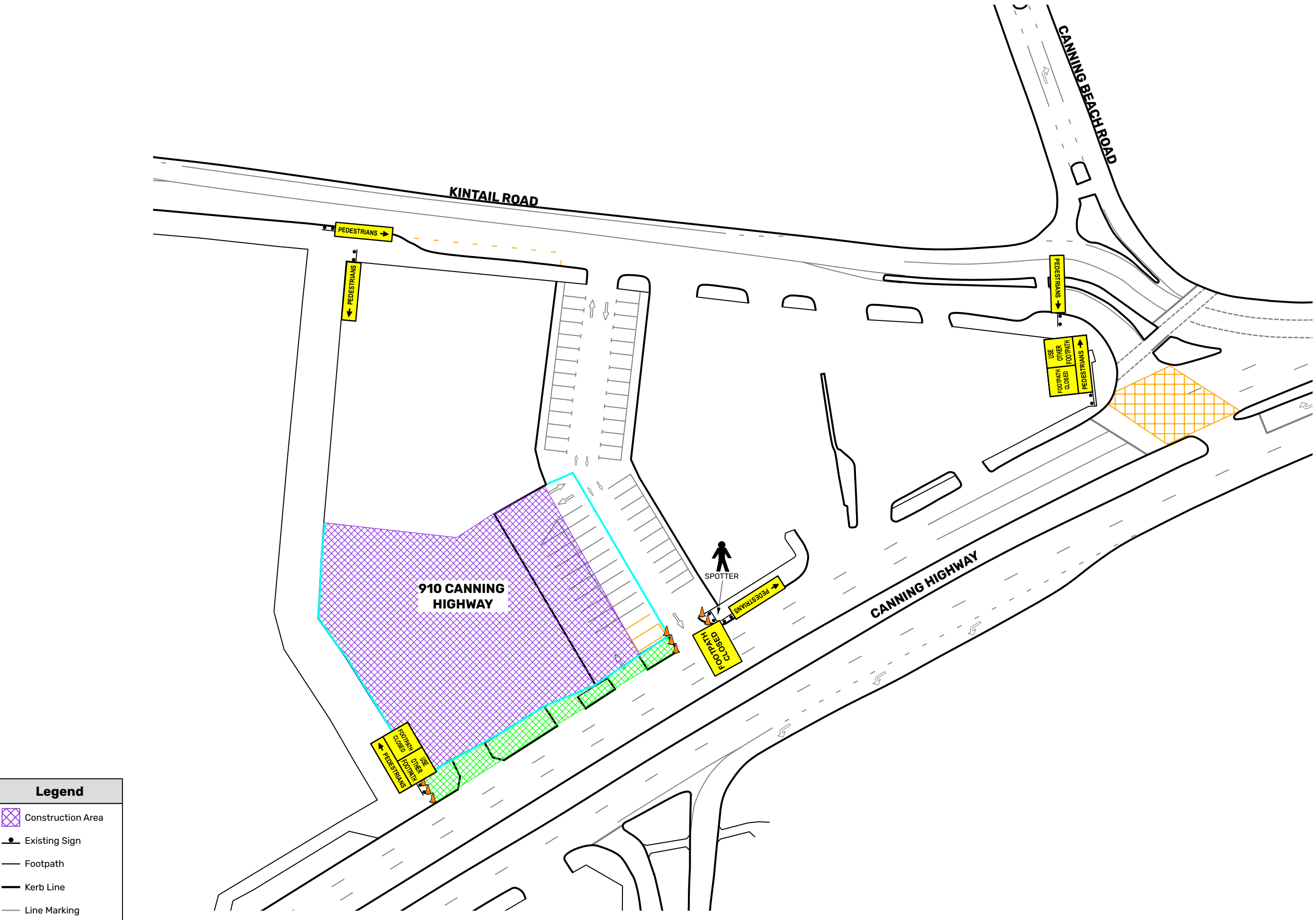
|       | Average Volume/Percentage |       | Minimum/Maximum |       | Mean | Median | SD   | 85th Percentile |
|-------|---------------------------|-------|-----------------|-------|------|--------|------|-----------------|
| 00:00 | 82                        | 0.3   | 37.6            | 90.8  | 58.5 | 58.8   | 7.4  | 63.4            |
| 01:00 | 58                        | 0.2   | 35.0            | 70.4  | 57.6 | 57.8   | 5.9  | 63.5            |
| 02:00 | 41                        | 0.1   | 35.9            | 75.4  | 57.6 | 58.1   | 7.7  | 63.7            |
| 03:00 | 47                        | 0.2   | 39.8            | 82.2  | 59.5 | 60.0   | 7.0  | 64.9            |
| 04:00 | 130                       | 0.5   | 35.9            | 86.9  | 60.4 | 60.6   | 6.4  | 66.0            |
| 05:00 | 444                       | 1.5   | 30.9            | 89.6  | 58.4 | 58.6   | 6.3  | 64.1            |
| 06:00 | 1256                      | 4.4   | 13.6            | 85.5  | 54.8 | 55.2   | 6.3  | 61.0            |
| 07:00 | 2555                      | 8.9   | 8.3             | 96.9  | 49.9 | 50.7   | 8.0  | 57.2            |
| 08:00 | 2555                      | 8.9   | 5.1             | 151.2 | 44.3 | 46.5   | 11.2 | 54.4            |
| 09:00 | 2291                      | 7.9   | 6.2             | 78.5  | 51.2 | 51.8   | 7.7  | 58.5            |
| 10:00 | 1682                      | 5.8   | 14.4            | 75.9  | 54.1 | 54.3   | 5.8  | 59.9            |
| 11:00 | 1783                      | 6.2   | 11.4            | 79.5  | 53.7 | 54.0   | 6.4  | 59.8            |
| 12:00 | 1730                      | 6.0   | 12.1            | 80.5  | 54.0 | 54.5   | 6.1  | 59.8            |
| 13:00 | 1646                      | 5.7   | 12.9            | 80.9  | 54.6 | 54.8   | 5.9  | 60.4            |
| 14:00 | 1766                      | 6.1   | 13.0            | 84.7  | 53.4 | 53.7   | 6.3  | 59.4            |
| 15:00 | 1981                      | 6.9   | 7.9             | 102.1 | 53.2 | 53.4   | 6.5  | 59.2            |
| 16:00 | 1879                      | 6.5   | 11.4            | 100.9 | 53.9 | 54.2   | 6.3  | 59.7            |
| 17:00 | 1931                      | 6.7   | 12.4            | 84.3  | 53.1 | 53.4   | 6.3  | 59.1            |
| 18:00 | 1529                      | 5.3   | 11.7            | 90.5  | 52.2 | 52.3   | 6.2  | 58.4            |
| 19:00 | 1044                      | 3.6   | 14.4            | 108.3 | 53.0 | 52.8   | 5.9  | 58.7            |
| 20:00 | 812                       | 2.8   | 16.2            | 117.7 | 53.9 | 53.6   | 6.0  | 58.8            |
| 21:00 | 767                       | 2.7   | 28.0            | 82.3  | 54.4 | 54.4   | 5.7  | 59.8            |
| 22:00 | 504                       | 1.7   | 32.8            | 87.1  | 55.5 | 55.3   | 5.4  | 60.7            |
| 23:00 | 313                       | 1.1   | 41.3            | 83.4  | 57.1 | 57.4   | 5.7  | 62.1            |
| DAY   | 28826                     | 100.0 | 5.1             | 151.2 | 52.5 | 53.2   | 7.7  | 59.4            |



## **APPENDIX E – ROADWAY ACCESS AUTHORISATION PERMIT**

*Roadway Access Authorisation Permit is not applicable to this project*

**APPENDIX F – TRAFFIC GUIDANCE SCHEMES**



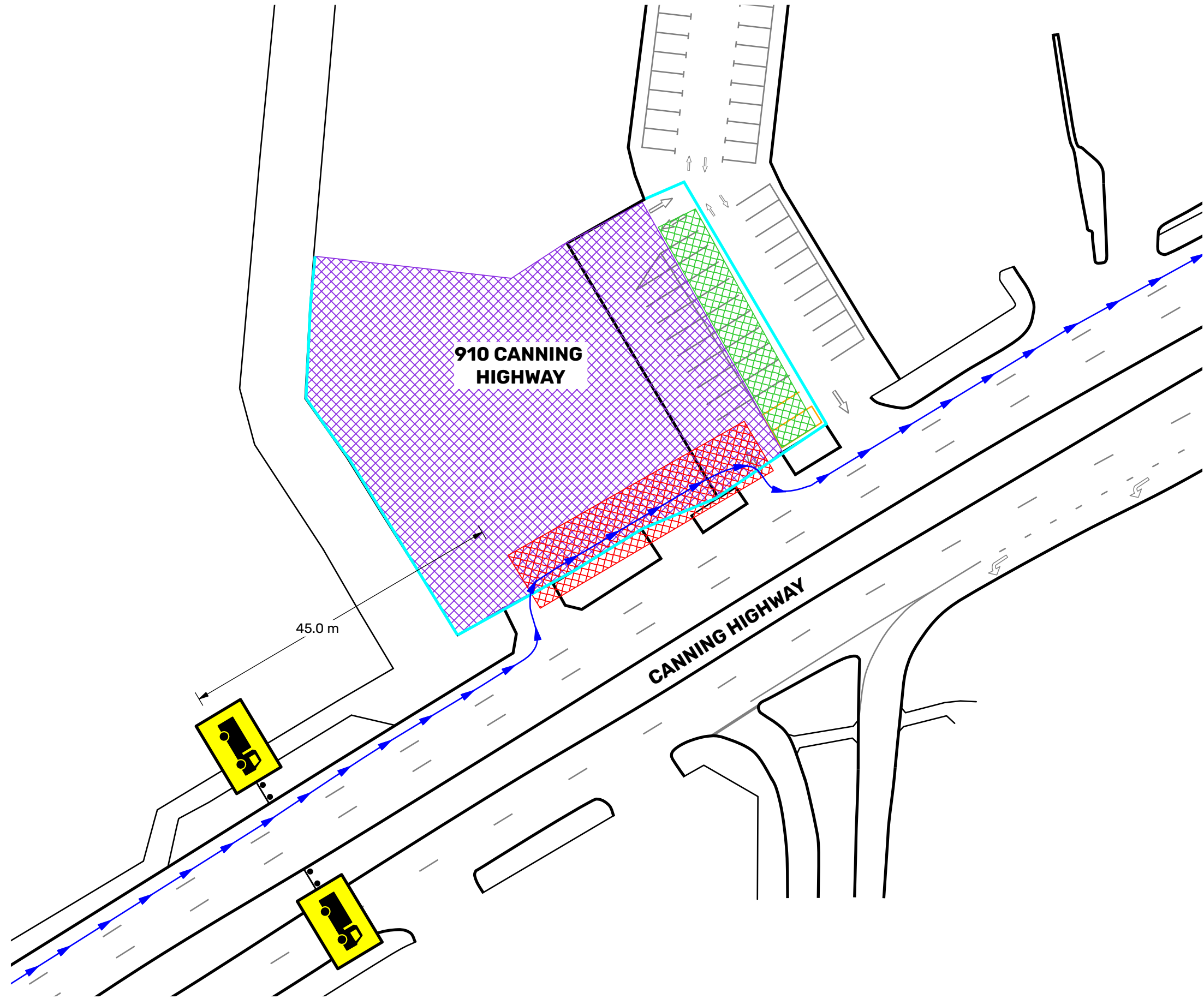
- Notes:**
1. All sign locations shall be checked prior to set out and positions adjusted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders.
  2. Max cone spacing = 2m
  3. Spotter to assist in directing pedestrians around footpath closure during site operational hours: 07:00 - 17:00.
  4. Refer to TGS MB1414-04 for afterhours treatments.

**IMPLEMENTATION**  
**24 Hours / 7 Days**

| Device List: |      |      |      |
|--------------|------|------|------|
|              | x 1  |      |      |
|              | x 2  |      | x 2  |
|              | x 1  |      | x 1  |
|              | x 10 | Legs | x 14 |

| Legend |                      |
|--------|----------------------|
|        | Construction Area    |
|        | Existing Sign        |
|        | Footpath             |
|        | Kerb Line            |
|        | Line Marking         |
|        | Sign Legs            |
|        | Site Fencing         |
|        | Traffic Cone - 700mm |
|        | Work Area            |

|                  |                                                                               |               |            |                      |                                      |                  |           |
|------------------|-------------------------------------------------------------------------------|---------------|------------|----------------------|--------------------------------------|------------------|-----------|
| <b>Client:</b>   | Finbar Applecross Pty Ltd                                                     | <b>Date:</b>  | 14/08/2026 | <b>Posted Speed:</b> | 60kph                                | <b>TGS No.:</b>  | MB1414-01 |
| <b>Location:</b> | 910 Canning Hwy, Applecross                                                   | <b>Scale:</b> | N.T.S      | <b>Temp Speed:</b>   | N/A                                  | <b>Revision:</b> | B         |
| <b>Title:</b>    | Building Construction<br>910 Canning Hwy, Applecross<br>Pedestrian Management | <b>North:</b> |            | <b>Drawn:</b>        | Matthew Byrne<br>AUS-AWTM-24-1367-05 |                  |           |
|                  |                                                                               |               |            | <b>Signed:</b>       |                                      |                  |           |



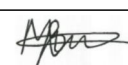
Notes:

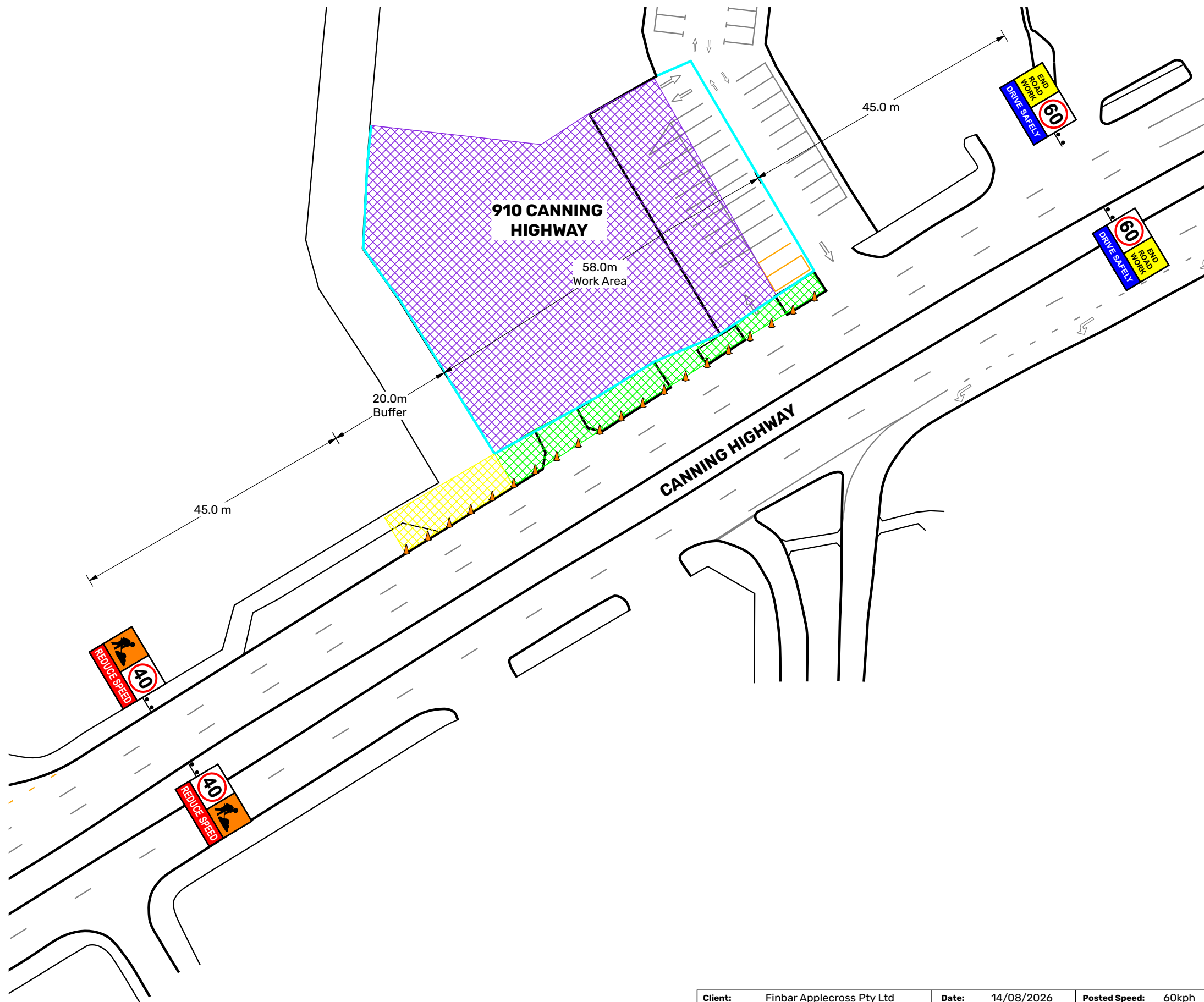
- 1. All sign locations shall be checked prior to set out and positions adjusted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders.
- 2. Signage must only be installed when work vehicle crossings are occurring.
- 3. Pedestrian management must be implemented at all times as per TGS MB1414-01.
- 4. Refer to TGS MB1414-04 for afterhours treatments.

IMPLEMENTATION  
Monday-Friday  
1000hrs-1700hrs

Device List:

|                                                                                           |          |
|-------------------------------------------------------------------------------------------|----------|
|  x 2 | Legs x 4 |
|-------------------------------------------------------------------------------------------|----------|

|                  |                                                                                |               |                                                                                       |                      |                                                                                       |                                                                                       |           |
|------------------|--------------------------------------------------------------------------------|---------------|---------------------------------------------------------------------------------------|----------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-----------|
| <b>Client:</b>   | Finbar Applecross Pty Ltd                                                      | <b>Date:</b>  | 14/08/2026                                                                            | <b>Posted Speed:</b> | 60kph                                                                                 | <b>TGS No.:</b>                                                                       | MB1414-02 |
| <b>Location:</b> | 910 Canning Hwy,<br>Applecross                                                 | <b>Scale:</b> | N.T.S                                                                                 | <b>Temp Speed:</b>   | N/A                                                                                   | <b>Revision:</b>                                                                      | B         |
| <b>Title:</b>    | Building Construction<br>910 Canning Hwy, Applecross<br>Vehicle Ingress/Egress | <b>North:</b> |  | <b>Drawn:</b>        | Matthew Byrne<br>AUS-AWTM-24-1367-05                                                  |  |           |
|                  |                                                                                |               |                                                                                       | <b>Signed:</b>       |  |                                                                                       |           |



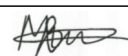
Notes:

1. All sign locations shall be checked prior to set out and positions adjusted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders.
2. Max cone spacing = 4m
3. Pedestrian management must be implemented at all times as per TGS MB1414-01.
4. Refer to TGS MB1414-04 for afterhours treatments.

**IMPLEMENTATION**  
**Monday-Friday**  
**1000hrs-1700hrs**

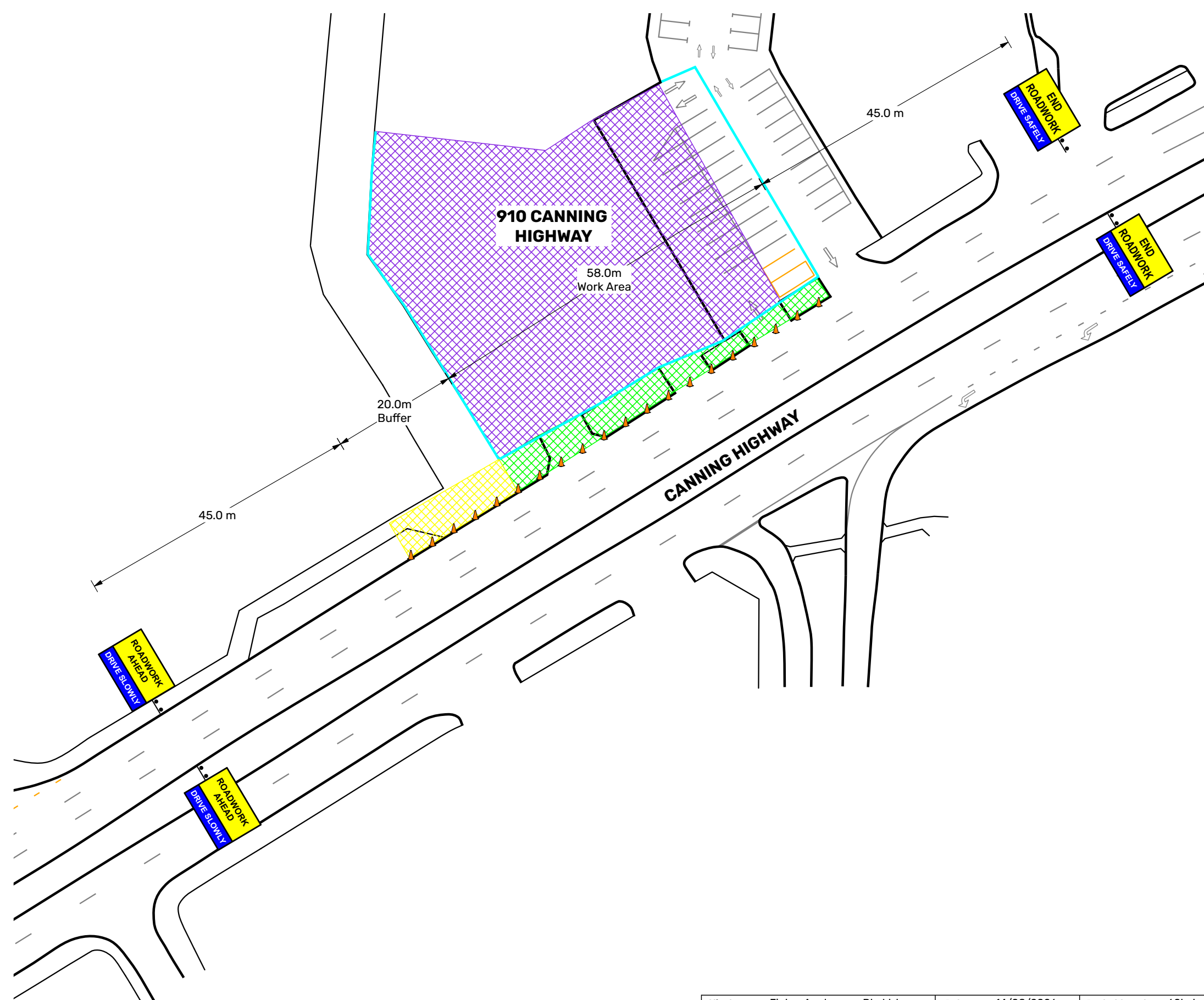
Device List:

|                                                                                            |                                                                                           |
|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
|  x 2  |  x 2 |
|  x 30 | Legs x 8                                                                                  |

|                                                                                                                                |                                                                                                     |                                                    |                                                                                                      |
|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------------------------------------------------|------------------------------------------------------------------------------------------------------|
| <b>Client:</b> Finbar Applecross Pty Ltd                                                                                       | <b>Date:</b> 14/08/2026                                                                             | <b>Posted Speed:</b> 60kph                         | <b>TGS No.:</b> MB1414-03                                                                            |
| <b>Location:</b> 910 Canning Hwy, Applecross                                                                                   | <b>Scale:</b> N.T.S                                                                                 | <b>Temp Speed:</b> 40kph                           | <b>Revision:</b> B                                                                                   |
| <b>Title:</b> Building Construction<br>910 Canning Hwy, Applecross<br>Workers on foot less than 1.2m from the trafficable lane | <b>North:</b>  | <b>Drawn:</b> Matthew Byrne<br>AUS-AWTM-24-1367-05 | <b>Signed:</b>  |

Legend

-  Construction Area
-  Existing Sign
-  Footpath
-  Kerb Line
-  Line Marking
-  Safety Buffer
-  Sign Legs
-  Site Fencing
-  Traffic Cone - 700mm
-  Work Area



Legend

Construction Area

Existing Sign

Footpath

Kerb Line

Line Marking

Safety Buffer

Sign Legs

Site Fencing

Traffic Cone - 700mm

Work Area

- Notes:
1. All sign locations shall be checked prior to set out and positions adjusted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders.

2. Max cone spacing = 4m

3. Pedestrian management must be implemented at all times as per TGS MB1414-01.

IMPLEMENTATION  
24 Hours / 7 Days

Device List:

x 2

x 2

x 30

Legs x 8

|           |           |
|-----------|-----------|
| TGS No.:  | MB1414-04 |
| Revision: | B         |

|                  |                                                                              |               |                                                                                       |                      |                                                                                       |                                                                                       |           |
|------------------|------------------------------------------------------------------------------|---------------|---------------------------------------------------------------------------------------|----------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-----------|
| <b>Client:</b>   | Finbar Applecross Pty Ltd                                                    | <b>Date:</b>  | 14/08/2026                                                                            | <b>Posted Speed:</b> | 60kph                                                                                 | <b>TGS No.:</b>                                                                       | MB1414-04 |
| <b>Location:</b> | 910 Canning Hwy,<br>Applecross                                               | <b>Scale:</b> | N.T.S                                                                                 | <b>Temp Speed:</b>   | N/A                                                                                   | <b>Revision:</b>                                                                      | B         |
| <b>Title:</b>    | Building Construction<br>910 Canning Hwy, Applecross<br>Afterhours Treatment | <b>North:</b> |  | <b>Drawn:</b>        | Matthew Byrne<br>AUS-AWTM-24-1367-05                                                  |  |           |
|                  |                                                                              |               |                                                                                       | <b>Signed:</b>       |  |                                                                                       |           |

## **APPENDIX G – ROAD AUTHORITY/STAKEHOLDER AUTHORISATION**

**END OF DOCUMENT**