



C O N S U L T I N G

Construction Traffic Management Plan

Sandhills Stormwater Management System Project

Prepared for Byron Shire Council

By Planit Consulting Pty Ltd

(v3.0) - November 2023

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1 Project Background

1.1 Introduction

This Construction Traffic Management Plan (CTMP) has been prepared to support the construction of a series three artificial wetlands, circulation paths and seating around the wetland and revegetation/rehabilitation at 1 Gilmore Crescent, Byron Bay, NSW 2481 (Lot 383 DP728202). Refer to Figure 1 for the subject site location and proposed wetlands.

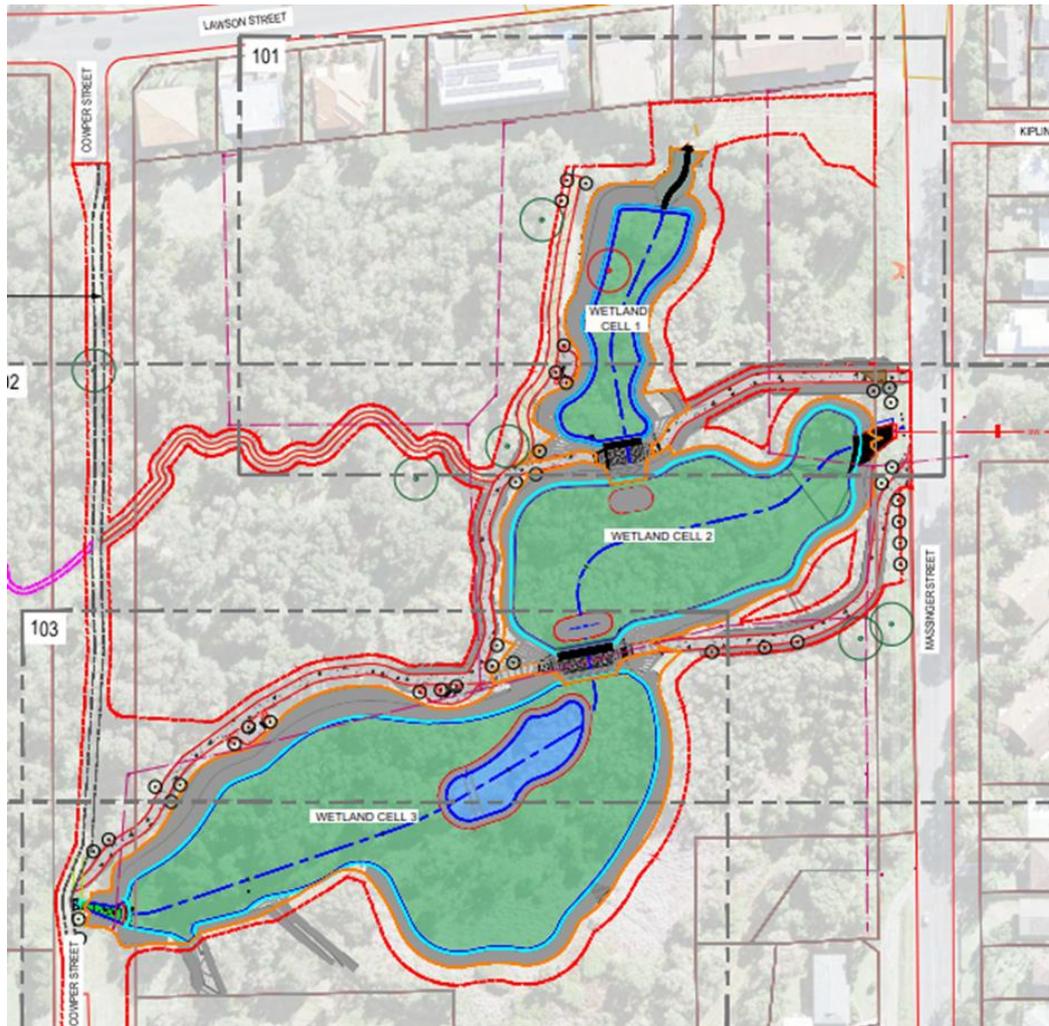


Figure 1-1 | Concept

The Planning Secretary's Environmental Assessment Requirements and TfNSW recommendations are as follows:

SEARs Requirements - Traffic and Transport:

- Details of road transport routes and access to the site.
- Road traffic predictions during construction.
- Swept path diagrams depicting vehicles entering/exiting and maneuvering throughout the site.
- An assessment of impacts to the safety and function of the road network and the details of any road upgrades required for the development.

TfNSW provides the following recommendations:

- TfNSW notes that Byron Shire Council is the Road Authority for all public roads in the local government area pursuant to Section 7 of the Roads Act 1993. The department should consult Council with respect to impacts on surrounding roads.
- The EIS should include a Traffic Impact Assessment prepared by a suitable experienced person having reference to the Austroads Guide to Traffic Management Part 12, The Austroads Guide to Temporary Traffic Management, the Traffic Control at Worksites Technical Manual and related TfNSW supplements.
- The TIA should identify the impacts of construction-related traffic on the safety efficiency of the surrounding road network and propose suitable temporary measures to be included and implemented in a Construction Traffic Management Plan and supporting Driver Code of Conduct.
- The TIA should identify the haulage route for the transport of extracted material and details of the any works required to accommodate truck movements along that route and to access the intended destination.
- Consideration should also be given to the need for and design of any proposed active and/or public infrastructure required to connect the site to surrounding uses following the Construction process.

1.2 Purpose

The purpose of this report is to provide a Construction Traffic Management Plan (CTMP) in support of the Sandhills Stormwater Management System Project located at 1 Gilmore Crescent, Byron Bay (Lot 383 DP728202).



Figure 1-2 | Subject Site and Surrounding Land Use

1.3 The Site

1.3.1 Lawson, Marvell, Tennyson Street. Cowper and Carlyle Street

Lawson, Marvell, and Tennyson Street are the main distributor roads that surround the subject site. Carlyle and Cowper Streets are classified as local streets and Massinger Street is classified as a collector road. The posted speed limit is 50km/hr. Refer to Figure 1-3 for BSC interactive mapping - road hierarchy.

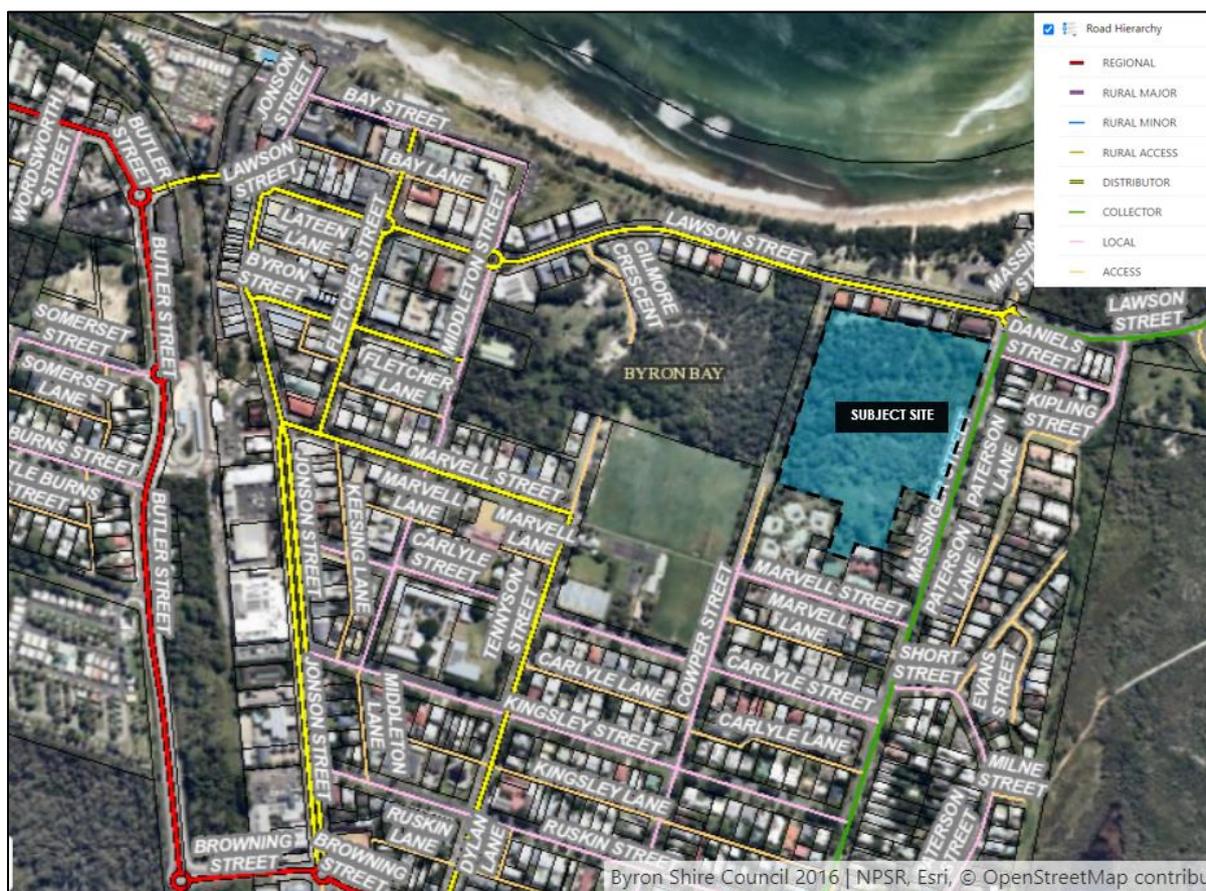


Figure 1-3 | Road Hierarchy - Byron Shire Council Interactive Mapping

1.3.2 Existing Parking Spaces Surrounding the Project Site

Parking spaces are provided in the vicinity of the project site in the form of parallel kerbside, 45 degree angle, formal and un-formalised park. Refer to Figure 1-4 for the existing Byron Bay – parking map and residential, parking, precincts that surround the subject site.

It should be noted parking at the northern end of Cowper Street will be lost to allow for Heavy Vehicle (HV) movements off Lawson Street.

It is anticipated that the majority of workers shall park along Cowper Street to the south of the subject site.

1.3.3 Pedestrian and Cycling Facilities

Existing footpaths and bike paths are provided along Lawson, Tennyson and Marvel Street. It is noted that Cowper Street walkway will be closed during the construction works. Pedestrians will be guided around the proposed works site through the use of signs and 1.8m site fence.

Refer to **Appendix A** for the PSMP.

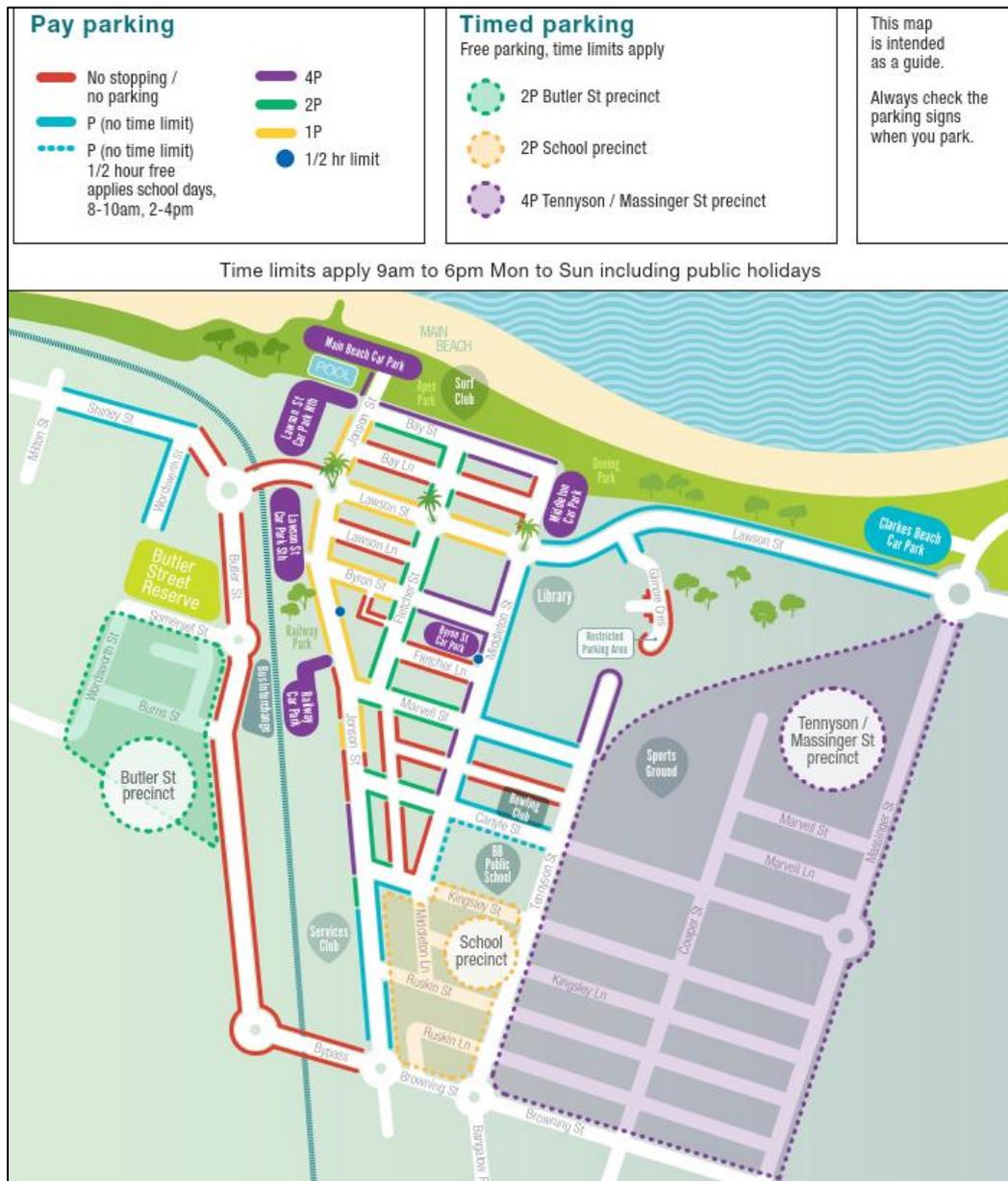


Figure 1-4 | Parking Map (source: Byron Shire Council)

2 Controls

2.1 Public Protection Controls

Planit have identified that specific public protection and exclusion controls need to be implemented through the duration of all projects. These include signage informing of any site activity and barriers preventing entry to the site. The following Public Safety measures are to be implemented:

- A 1.8m high temporary fence around the property boundary is to be provided.
- Lighting shall be provided on any water filled barriers to provide pedestrians with adequate lighting between sunset and sunrise.
- For loading and unloading of building materials, public safety measures shall be with the Traffic Control Plan (TCP) measures. Refer to the attached Traffic Guidance Scheme (TGS) and Public Safety Management Plan (PSMP) in **Appendix A**.
- Contractors will park along Cowper Street to the south of the subject site; and
- Removal of any hoarding, fence or awning shall take place as soon as the works for which they are required is completed.
- Cowper Road Footpath shall be partially closed.
- Temporary pedestrian movement plan to be provided.
- Community notification letters + Variable Message signs (VMS) boards to be used to advise the public on the proposed works. Public notification to be sent off a minimum of 14-days prior to construction works; and.
- Traffic control spotters to be utilised at gate locations when hauling.

Refer to the attached Public Safety Management Plan (**Appendix A**) for further details.

2.2 Use of Council Land/Road Reserve to Enable Construction Works, Events or Temporary Use

During the Construction phases of the project, it is proposed to utilise Council Land/Road reserve to enable construction works. The Project Construction Schedule in Table 2-1 provides an estimate of the total number of days required to utilise Councils carpark and road reserves. The construction schedule below is indicative only and is subject to change due construction methodology and other approvals.

Table 2--1 | Project Construction Schedule - Use of Council Assets

Project Construction Schedule			Carparks
Construction Phase	Type of works	Duration	
Phase 1: Preliminary Works	Use of existing carparks	4 weeks	Yes
Phase 2: Construction of Wetland 1 (W1)	Use of existing carparks	4 weeks	Yes
Phase 3: Construction of Wetland 1 (W2)	Use of existing carparks	6 weeks	Yes
Phase 4: Construction of Wetland 1 (W3)	Use of existing carparks	8 weeks	Yes
Phase 5: Construction of Pathways	Use of existing carparks	2 weeks	Yes
Phase 6: Completion	Use of existing carparks	2 weeks	Yes

Refer to the green hatched area and black dotted polyline within Figure 2-1 for the primary parking area for workers vehicles along Cowper Street and proposed pedestrian route around the subject site, respectively.

Based on Nearmap aerial imagery timeline, Cowper Street unformalised parks are vacant majority of the time. It is noted some carparks are utilised on the weekends for recreational activities. It anticipated no adverse impacts are to occur for vehicles occupying these parks during the proposed construction hours.



Figure 2-1 | Proposed Use of Council Land

3 Construction Operations

3.1 Construction Phases

The proposed typical construction activities for the development consists of:

- Phase 1: Preliminary Works – 4 weeks;
- Phase 2: Construction of Wetland 1 (W1) – 4 weeks;
- Phase 3: Construction of Wetland 2 (W2) – 6 weeks;
- Phase 4: Construction of Wetland 3 (W3) – 8 weeks;
- Phase 5: Construction of Pathways – 2 weeks; and
- Phase 6: Completion – 2 weeks.

3.2 Construction Hours

Construction works for the development, including delivery of machinery and materials to and from the site, will occur between the hours of:

- Monday to Friday 7:00am-6:00pm;
- Saturday 8:00am – 1:00pm; and
- No work on Sundays or Public Holidays.

Where practicable, the disposal of material should be scheduled to occur outside of peak periods. Based on past projects around the BSC area, the following peak periods are defined below:

- Peak period weekday traffic between 8:00am-9:15am and 3:00pm-4:30pm.

3.2.1 Safe Work Requirements

To protect the safety of workers and the public, the work site should be adequately secured (i.e., signs, security fence, etc.) to prevent access by unauthorized personnel. Additionally, all workers must be inducted in accordance with NSW WHS Regulations.

3.2.2 Safe Work Method Statements

A SWMS should be completed whenever any person undertaking works on or adjacent to the public domain.

The contractor will be required to provide several SWMS for High-Risk Activities (Traffic, Plant/Earthworks etc.) as well as a WHS Management Plan prior to construction commencement.

3.2.3 Truck Driver Code of Conduct

Drivers are to abide by a code of conduct to:

- Minimise impacts of construction on the local road network;
- Minimise conflict with other road users;
- Minimise road traffic noise; and
- Ensure truck drivers used specified and appropriate routes.

4 Truck Movements

4.1 Construction Vehicle Routes

It is anticipated the majority of the pre-cast materials shall be delivered/sourced from the north (e.g. Gold Coast, Brisbane) and it is expected the majority of the construction trucks will be utilising the Pacific Highway as the preferred route to the subject site.

Construction vehicle movements will occur to and from the site through the Byron Bay Town Centre from Ewingsdale Road and Bangalow Road.

The key construction access and egress routes are as follows:

- **Construction traffic travelling on Ewingsdale Road will access the site via the following proposed route:**
 - Continue straight from Ewingsdale road onto Shirley Street;
 - Proceed on Shirley Street and continue straight onto Butler Street (Byron Bay bypass – 2nd exit);
 - Proceed along Butler Street (Byron Bypass) and straight through (2nd exit) the Jonson/Browning Street roundabout;
 - Proceed on Browning Street and turn left onto Tennyson Street (1st exit);
 - Proceed approximately 400m straight along Tennyson Street and turn right onto Carlyle street;
 - Proceed on Carlyle Street and turn left onto Cowper street;
 - Proceed on Cowper Street for approximately 120m and turn right onto Marvell Street;
 - Proceed on Marvell Street for approximately 225m and turn left onto Massinger Street;
 - Proceed on Massinger Street for approximately 400m and turn left onto Lawson Street;
 - Proceed on Lawson Street for approximately 225m and turn right into the designated site access area; and
 - Access the site via Cowper Street (Un-formalised laneway).
- **Construction traffic travelling on Bangalow Road will access the site via the following proposed route:**
 - Continue Straight on Bangalow Road and continue straight (2nd exit) onto Tennyson Street;
 - Proceed approximately 400m straight along Tennyson Street and turn right onto Carlyle street;
 - Proceed on Carlyle Street and turn left onto Cowper street;
 - Proceed on Cowper Street for approximately 120m and turn right onto Marvell Street;
 - Proceed on Marvell Street for approximately 225m and turn left onto Massinger Street;
 - Proceed on Massinger Street for approximately 400m and turn left onto Lawson Street;
 - Proceed on Lawson Street for approximately 225m and turn right into the designated site access area; and
 - Access the site via Cowper Street (Un-formalised laneway).
- **Construction Traffic travelling on Ewingsdale Road will egress the subject site via the following route:**
 - Exit the site by continuing straight on Cowper Street southbound;
 - Turn right onto Carlyle Street and proceed straight for approximately 225m;
 - Turn left onto Tennyson Street and proceed straight for approximately 400m; and
 - Turn right (3rd exit) onto Browning Street;
 - Continue straight on Browning Street and take the 1st exit onto Butler Street (Byron Bypass);
 - Continue straight onto Butler Street & turn right onto Butler Street (Byron Bypass - 1st exit);

- Proceed straight for 900m on Butler Street and take the 1st exit onto Shirley Street; and
- Proceed Straight for 750m on Shirley Street and continue onto Ewingsdale road.
- **Construction Traffic travelling on Bangalow Road will egress the subject site via the following route:**
 - Exit the site by continuing straight on Cowper Street southbound;
 - Turn right onto Carlyle Street and proceed straight for approximately 225m;
 - Turn left onto Tennyson Street and proceed straight for approximately 400m; and
 - Proceed straight through (2nd exit) the roundabout onto Bangalow Road.

Refer to Figure 4-1 for the proposed construction vehicle routes for vehicles travelling along Ewingsdale and Bangalow Road to and from the subject site and **Appendix B** for the proposed swept paths.

Heavy Vehicles (HV) will enter and exit the site via Cowper Street off Lawsons Street.

4.2 Types of Construction Vehicles

A combination of vehicle types will be used during the construction of the project. Typical vehicle traffic is expected to comprise of the following vehicles:

- Light vehicles for the movement of construction personnel, including contractors, the project labour force and management staff;
- Small and medium vehicles for machinery delivery; and
- Heavy vehicle movements for the delivery and removal of construction machinery and materials, spoil and waste.

The largest vehicles used in for construction activities will likely be a 19m Low Loader for plant mobilisation/demobilisation.

4.3 Truck Movements

The number of truck movements required for the construction phase for the site has been assessed based on the estimated bulk earthworks volumes. These truck movements are summarised in Table 4-1 with the inclusion of an estimate of the number of days required to excavate the site. The estimated number of truck movements below have been prepared on the assumption of excavation of approximately 15m³ per truck.

The below quantities may change slightly during construction due to design changes or unsuitable material replacement.

Table 4--1 | Earthworks and Truck Movements

Material	Total Volume m3	Number of loads	Days
Topsoil – likely reused on site	5,070	338	10
Excess Spoil – disposed of off site	14,706	980	50
Mulch – likely reused on site	3,819	255	10
Total	23,595	1,573	70

4.4 Construction Traffic Impacts

During the construction phase, the maximum traffic volumes expected to occur are during the bulk earthwork stage which will include the disposal of Excess Spoil material off site in truck and trailers.

The proposed development is expected to generate approximately 70 x vehicle movements per day. This equates to approximately one (1) vehicle movement every (10) minutes during peak periods.

The Project Manager and Supervisor on-site will be responsible for monitoring truck movements and reporting back to Byron Shire Council (BSC) as required.

Considering the location of the project site and the availability of a suitable truck queuing area on Cowper Street Footpath the traffic impacts associated with the project are anticipated to be minimal.

4.5 Truck Queuing Location

The truck queuing location is required to mitigate any queuing within the CBD area or main council roads. It is proposed to utilise Cowper Street south of the subject site when required as a truck queuing location.

Cowper Street is adjacent to the subject site, and it is anticipated that trucks queuing in Cowper Street shall have minimal impact to the surrounding areas. Refer to Figure 4-1 for the proposed truck queuing location. This section of Cowper Street (currently a gravel footpath) will be closed to the public for the duration of the project.



Figure 4-1 | Truck Queuing Location



Figure 4-2 | Construction Vehicle Routes

5 Hazard Identification / Risk Assessment

A Hazard identification and Risk Assessment has been completed for public protection to demonstrate that hazards and risk can be managed and mitigated in an efficient and controlled manner. The hazard identification/risk assessment is conducted throughout the design and has the following process:

1. Identifies key hazards associated with pedestrian and traffic activities;
2. Assesses the likelihood and consequences of the hazard to give a risk score;
3. Provide recommendations for risk control measures following the hierarchy of controls; and
4. Re-assess the likelihood and consequences of the hazard under the proposed control measures to give an updated risk score.

The risk assessment matrix, likelihood and consequence descriptions are shown in Figures 14-16 respectively.

RISK ASSESSMENT MATRIX					
LIKELIHOOD	CONSEQUENCES				
	1 Insignificant	2 Minor	3 Moderate	4 Major	5 Catastrophic
5 Almost Certain	5 Low (+)	10 Medium (+)	15 High	20 Very High	25 Extreme
4 Likely	4 Low (-)	8 Medium (-)	12 Medium (+)	16 High	20 Very High
3 Moderate	3 Negligible	6 Low (+)	9 Medium (-)	12 Medium (+)	15 High
2 Unlikely	2 Negligible	4 Low (-)	6 Low (+)	8 Medium (-)	10 Medium (+)
1 Rare	1 Negligible	2 Negligible	3 Negligible	4 Low (-)	5 Low (+)

LIKELIHOOD	
Almost Certain	The event is expected to occur in most circumstances
Likely	The event will probably occur in most circumstances
Moderate	The event should occur at some time
Unlikely	The event could occur at some time
Rare	The event may occur only in exceptional circumstances

CONSEQUENCES	
Catastrophic	Death; very large financial loss
Major	Extensive injuries requiring hospitalisation; major financial loss
Moderate	Medical treatment required; high financial loss
Minor	First aid treatment; some financial loss
Insignificant	No injuries; no financial loss

Table 5-1 | Risk Assessment

Hazards and Risks	Risk Assessment			Recommended Risk Control Measures	Residual Risk Assessment			Responsible for monitoring and reviewing this activity to ensure safety and compliance
	Likelihood	Consequence	Risk Rating		Residual Likelihood	Residual Consequence	Residual Risk Rating	
Trucks entering the site and not seeing pedestrians resulting in a collision.	5	5	Extreme	The closure of footpaths and roads, will require the employment of traffic controllers (e.g., stop/go person) or the preparation of a traffic management plan in accordance with relevant standards.	2	5	Medium	Site Manager

Hazards and Risks	Risk Assessment			Recommended Risk Control Measures	Residual Risk Assessment			Responsible for monitoring and reviewing this activity to ensure safety and compliance
	Likelihood	Consequence	Risk Rating		Residual Likelihood	Residual Consequence	Residual Risk Rating	
Falling Objects landing on public places.	3	5	High	When work is carried out at a height exceeding 4m above the lowest ground level of the adjoining public place the following will be implemented: A hoarding at least 1800mm high that is fully sheeted with timber; Plywood, metal, or sturdy synthetic sheets, and one of the following, a gantry (or overhead protective structure), (incorporating the hoarding), or the adjoining area is closed to prevent and mitigate objects falling on or otherwise hitting members of the public in that vicinity, or a catch platform with vertical sheeting or perimeter containment sheeting is installed.	2	5	Medium	Site Manager

Hazards and Risks	Risk Assessment			Recommended Risk Control Measures	Residual Risk Assessment			Responsible for monitoring and reviewing this activity to ensure safety and compliance
	Likelihood	Consequence	Risk Rating		Residual Likelihood	Residual Consequence	Residual Risk Rating	
Slips, trips and falls by members of the public	3	4	Medium	Public areas will be kept clear of any debris, trip or slip hazards and protected from any projectiles, dust etc. that may be released as a product of work undertaken	2	3	Medium	Site Manager
Trucks entering the site unannounced and traffic control not ready causing unsafe manoeuvring around the site.	3	4	Medium	When the driver of vehicles, trucks, and plant turn up unannounced to site and are required to reverse into the site across public footpaths and walkways the following is to be implemented: Erect a sign at the entry gates ' directing drivers to contact the site manager/foreman before entering the site - provide contact details; Email suppliers and sub-contractors to advise them of the health and safety protocol to be	2	4	Medium	Site Manager

Hazards and Risks	Risk Assessment			Recommended Risk Control Measures	Residual Risk Assessment			Responsible for monitoring and reviewing this activity to ensure safety and compliance
	Likelihood	Consequence	Risk Rating		Residual Likelihood	Residual Consequence	Residual Risk Rating	
				followed for plant and vehicle movements onto the site; Where there are members of the public using the footpath or walkways provide a stop/go person or a spotter or mechanical aids to control their movements during the reversing process; and The reversing vehicle, plant and trucks from the street to be controlled as per the traffic management plan for the project.				
Partial road closure causing delays to the public.	2	2	low	Written approval will be obtained from relevant authority to close adjoining areas when excluding members of the public. Any controls imposed by the authority will be fully implemented	2	1	Negligible	Site Manager

Hazards and Risks	Risk Assessment			Recommended Risk Control Measures	Residual Risk Assessment			Responsible for monitoring and reviewing this activity to ensure safety and compliance
	Likelihood	Consequence	Risk Rating		Residual Likelihood	Residual Consequence	Residual Risk Rating	
				and monitored during the project				
Individuals entering the construction site resulting in injuries and site damage.	2	4	Medium	"Construction Site - No Un-authorized entry" signs and fencing will be used to clearly identify areas on and around the perimeter of the sites as being a place of work.	2	4	Medium	Site manager/Foreman

6 Environmental Control Measures

6.1 Dust Mitigation

To mitigate the impact of dust, on-site watering of equipment will be on hand to dampen any dust activities. A project specific Construction Environmental Management Plan has been compiled by ENV, this plan will be implemented. Monitoring of dust will include visual inspection of the quantity of dust on surrounding vegetation and particles suspended within the air. This shall provide an indication of the effectiveness of dust control measures. The results will be documented in a monthly report, including inspections, non-conformances detected and corrective actions.

In the case of an non-conformances (e.g., a complaint from residents or if the site manager or relevant authorities believes there is excessive dust being generated), the following actions will be taken:

- Installation of dust deposition gauges to quantify dust movement/generation on the property boundary of the closest resident downwind of the development site.

The values obtained from the dust deposition gauge will be compared with the National Environment Protection Council (NEPC) standards shown in Table 6-1.

Table 6-1 | NEPC Standards

Pollutant	Averaging Period	Maximum Concentration
PM10	1-day	50 µg/m ³
PM10	1-year	25 µg/m ³
PM2.5	1-day	25 µg/m ³
PM2.5	1-year	8 µg/m ³

Should dust onsite exceed NEPC standards, immediate actions shall be taken to mitigate the quantity of dust being generated. This will be achieved by the proposed mitigation strategies below:

Table 6-2 | Dust Mitigation Actions

Control	Responsibility
In winds exceeding 35km/hr, works shall cease unless further dust controls are implemented and approved by the superintendent.	Project Manager/Environmental Officer
Water carts shall be used regularly to dampen stockpiles, stripped areas and other exposed surfaces.	Project Manager/Supervisor/Environmental Officer
The site access is to ensure it is designed for the traffic volume and appropriately stabilised with gravel.	Project Manager/Environmental Officer
Loads are to be securely covered on both internal and public roads whereby there is a risk of release.	Supervisor/Environmental officer
Erosion and Sediment controls are to be maintained to ensure devices do not increase dust generation.	Supervisor/Environmental officer
Disturbed areas are to be stabilised as soon as practical to minimised exposure earth.	Supervisor/Environmental officer
Excavated topsoil shall be isolated for reuse during the restoration process.	Supervisor/Environmental Officer

Control	Responsibility
Excavated material shall be stockpiled in an appropriate area.	Supervisor/Environmental Officer
Contaminated soil shall be disposed of at an approved facility.	Project Manager/Environmental Officer
Roads/haul roads shall be clearly defined and marked out to reduce the area of traffic loading.	Supervisor/Environmental Officer
All vehicles entering/egressing the site shall use the designated stabilised access location.	Supervisor/Environmental Officer
Transportation of soil material onto pavement surfaces is to be cleaned and removed.	Supervisor/Environmental Officer
Material Spilled from trucks onto any roads is to be removed and cleaned immediately.	Project Manager/Environmental Officer
Loads are to be securely covered on both internal and public roads whereby there is a risk of release.	Project Manager/Environmental Officer
Ensure public concerns can be heard by making contact numbers available.	Project Manager/Environmental Officer
Make appropriate corrective action when a complaint is made.	Project Manager/Environmental Officer
Prepare monitoring program and report on observations, non-conformances, and corrective actions.	Project Manager/Environmental Officer
No burning or incinerating of waste to take place on-site.	Supervisor/Environmental Officer
Construction Plants, Vehicles, and equipment shall be well maintained, ensuring an efficient exhaust system.	Supervisor

7 Monitoring and Evaluation

7.1 Inspections and Monitoring

In addition to traffic control safety Inspections, formal and documented daily and weekly inspections shall be undertaken at work sites by individuals holding the prepare Work Zone Traffic Management Plan qualification.

It should be noted any incidents (e.g., 'Close calls') must be recorded and documented. This shall be reviewed as part of any inspection and action on immediately.

7.2 What the Works Supervisor Shall Do

For all long-term work sites, the works supervisor who is appropriately qualified shall:

- Inspect the traffic control layout on the day before the works begin and at least once per week during the duration of the work;
- Inspect the traffic control layout between shifts at least once during the first week and at least once every two months for the duration of work;
- Review the reported 'close calls', 'near miss incidents', and any incidents around the subject site;
- Provide after-hours contact to local police for the duration of the work period;
- Inspect the site on the final day to ensure that un-necessary signs and devices are removed;
- Record results of these inspections noting date, time, deficiencies and any corrective action taken or specified; and
- Ensure that any specified corrective action is taken.

7.3 What the Team Leader Shall Do

For all works, the team leader (or site supervisor) shall:

- Keep a record of the TCP that was implemented;
- Have a copy of the TCP used on site;
- Record start and finish times and location of the works;
- Record near misses;
- Carry out inspections before work starts, during the works and pre-closedown of the site using the nominated checklist, noting:
 - Date and time of inspection;
 - Deficiencies identified and corrective action taken; and
 - Changes or modifications made to the site.
- Periodically check that all signs and devices are satisfactory and in their correct position; and
- Make these records readily available to authorised staff.

7.4 What the Project Manager Shall Do

The project manager shall:

- Ensure that a traffic control safety inspection is carried out at least once per month by a person qualified in Prepare Work Zone Traffic Management Plans and that the date, time and deficiencies are recorded;
- Ensure that a Traffic Control safety inspection or road safety audit is carried out prior to the implementation of any changes in traffic control or a TCP;

-
- Ensure that near miss incidents are being reported and recorded then reviewed; and
 - Ensure that any corrective action specified is taken and recorded.

7.5 Legal Procedures

In the case of accidents, either witnessed or reported, involving the public or from which legal proceedings might arise, the following is to be recorded:

- Actual type, size, and location of signs;
- Devices in use at the time of the accident should be recorded and the sign arrangement photographed for subsequent reporting;
- The actual travelled path width and condition;
- Weather conditions should also be recorded;
- Personal injury;
- Extent of vehicle damage; and
- Vehicle details (e.g., rego).

Appendix A – Traffic Management Plan and Public Safety Management Plan

Appendix B - Swept Paths