KOGARAH PUBLIC SCHOOL

Construction Traffic Management Plan

NSW Department of Education

13 February 2025

Gold Coast
Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

Brisbane
Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442

Sydney
Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

W: www.bitziosconsulting.com.au

E: admin@bitziosconsulting.com.au

Document Issue History

Report File Name	Version	Document Control		Date	Issued to
P6177.001R Kogarah Public School CTMP	001	Prepared: Reviewed: Issued	S. G. Murukan / J. Kirkman A. Eke A.Eke	28/11/2024	Frank Princi Frank.Princi3@det.nsw.edu.au Michael Want michael.want@rpinfrastructure.com.au
P6177.002R Kogarah Public School CTMP	002	Prepared: Reviewed: Issued	J. Kirkman / J. Brook A. Eke J. Brook	18/12/2024	Frank Princi Frank.Princi3@det.nsw.edu.au Michael Want michael.want@rpinfrastructure.com.au
P6177.003R Kogarah Public School CTMP	003	Prepared: Reviewed: Issued	M. Hearne J. Brook J. Brook	28/01/20245	Frank Princi Frank.Princi3@det.nsw.edu.au Michael Want michael.want@rpinfrastructure.com.au
P6177.004R Kogarah Public School CTMP	003	Prepared: Reviewed: Issued	M. Hearne / J. Brook A. Eke J. Brook	28/01/20245	Frank Princi Frank.Princi3@det.nsw.edu.au Michael Want michael.want@rpinfrastructure.com.au

CONTENTS

Tables

Figures

Appendices

1. INTRODUCTION

1.1 Background

Bitzios Consulting has been engaged to prepare a Construction Traffic Management Plan (CTMP) and for the redevelopment of the Kogarah Public School (KPS) located at 24B Gladstone St, Kogarah NSW 2217. The school location is shown in Figure 1.1.

Source: Adapted from Nearmap

Figure 1.1: Subject Site Location

1.2 Purpose

This document has been prepared to assist implementing vehicle and pedestrian management measures when carrying out the works phase of the project. The purpose of this CTMP document is to ensure the safety of the public and maintain an accessible and efficient road network for all users.

This preliminary CTMP is to be reviewed and used to inform further detailed CTMPs and TGS plans to align with the lead contractor's construction management planning as well as road authority and traffic control contractors' requirements for implementation and monitoring.

1.3 Scope of Work

The scope of this CTMP includes the following:

- Construction works program
- Arrangement for loading and storage of materials
- Vehicle routes, types, sizes, and volumes
- Hours of operation
- Access arrangements and vehicle movements
- Construction worker parking arrangements
- Identification of impacts to traffic, pedestrians, cyclists, and public transport and mitigation measures (if required)
- Indicative traffic control measures.

2. EXISTING CONDITIONS

2.1 Existing Road Network

The road network surrounding the site is summarised in Table 2.1.

Table 2.1: Key Roads

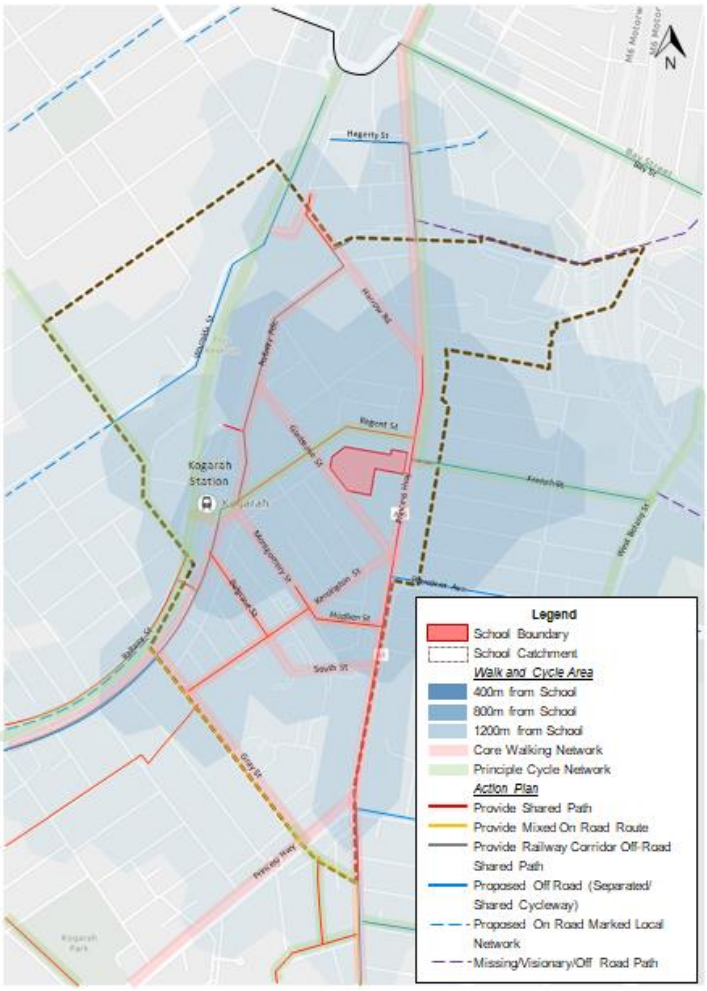
Road Name	Jurisdiction	Hierarchy	Lanes	Divided	Posted Speed
Princes Highway	TfNSW	State	6 Lanes (peak period clearway) – 4 Lanes outside peak	Yes	60Km/h
Regent Street	Council	Regional	2 Lanes	No	50Km/h
Gladstone Street	Council	Local	2 Lanes	No	50Km/h

As noted above the Princes Highway is median divided so any construction access will be left in/left out and have no impacts to southbound traffic lanes.

2.2 Active Transport Network

Shown in Figure 2.1 below, the subject site is surrounded by an extensive active transport network, with footpaths available on all surrounding roads.

There are no cycling facilities near the site that would be impacted by the works.



Adapted from Georges River Transport Strategy and Bayside Transport Strategy and Bike Plan Draft Action Plan 2022

Figure 2.1: Active Transport Network

2.3 Public Transport Network

There are several public and school bus routes in the vicinity of Kogarah Public School, primarily along Regent Street which are 60m to 150m from the nearest school entrance gate. The Kogarah Train Station is 320m from the nearest school entrance gate. These public transport provisions are removed from the site's construction area and construction access and therefore will not be impacted.

The routes and service frequencies are summarised in Table 2.2, with a map of the bus routes and stop locations is shown in Figure 2.2.

Table 2.2: Nearby Public Transport Services

Route ID	Route Description	Frequency
	Public Bus	
422	Kogarah to Central Pitt St	10 – 15 mins
476	Rockdale to Dolls Point (Loop Service)	110 mins
477	Rockdale to Miranda	15 mins
947	Kogarah to Hurstville via Dolls Point	15 – 20 mins
T4 Eastern Suburbs & Illawarra Line		10 mins
	School Bus	
730s	Endeavour High to Rockdale Station	
733s	Kogarah Station to Endeavour High	
751s	Sylvania High School to Rockdale Station	

Adapted from NSW Trip Planner

Figure 2.2: Nearby Bus Routes and Stops

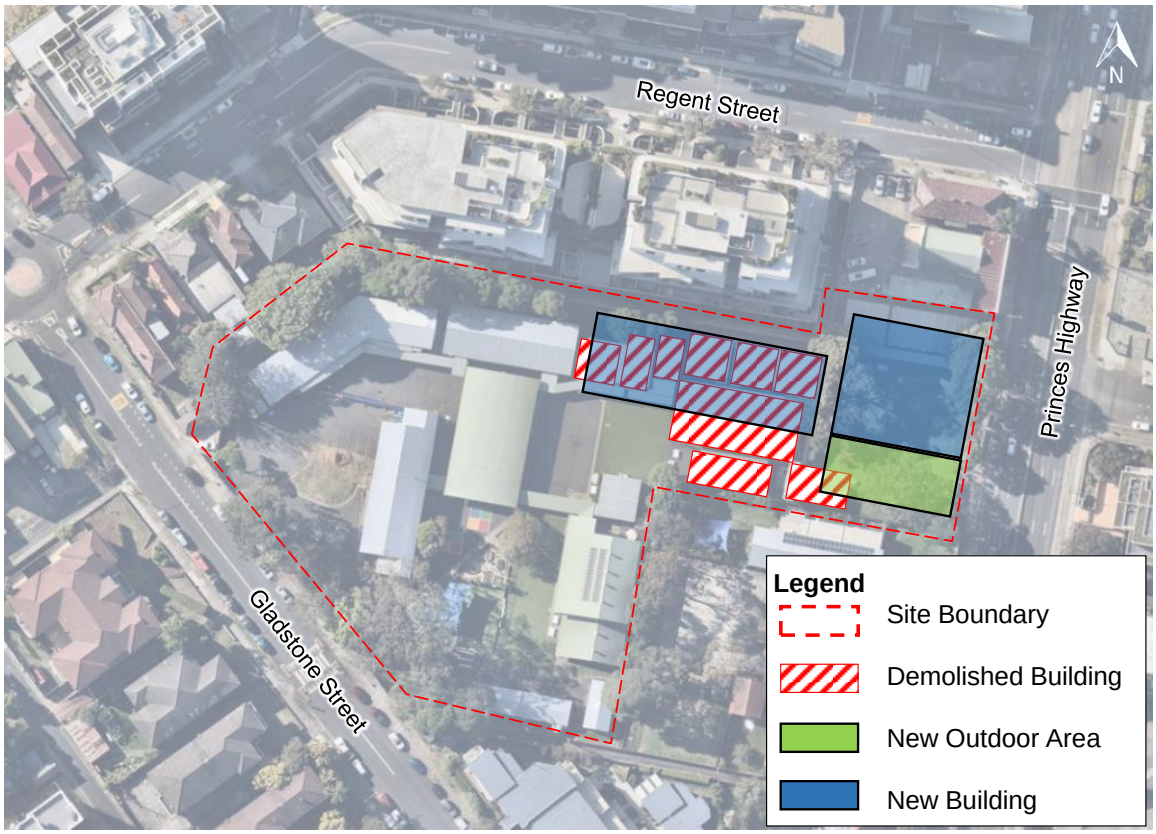
3. CONSTRUCTION DETAILS

3.1 Overview

The following are the proposed construction work:

- Removal of 11 existing demountable teaching spaces
- Demolition of two (2) permanent structures
- Construction of 24 new permanent teaching spaces in a three-story building based on SINSW Hub layouts incorporating a new lift and stairs for access to all building levels
- New multipurpose hall (large)
- Covered walkways connecting the new buildings to the existing school network
- Landscaping and external works
- Upgrades to site infrastructure and services to support the new buildings

Figure 3.1 outlines the constructions.



Adapted from Nearmap

Figure 3.1: Construction Stages

3.2 Construction Program

The current timeline for the project is expected to total around 67 weeks, detailed as follows:

- Site establishment: 2 weeks
- Sie Clearing and remediation: 3 weeks
- Construction of new buildings: 60 weeks
- Alteration works: Concurrently
- Demobilisation: 2 weeks.

3.3 Construction Hours

Construction works for the project are yet to be confirmed. Standard construction hours are expected to be:

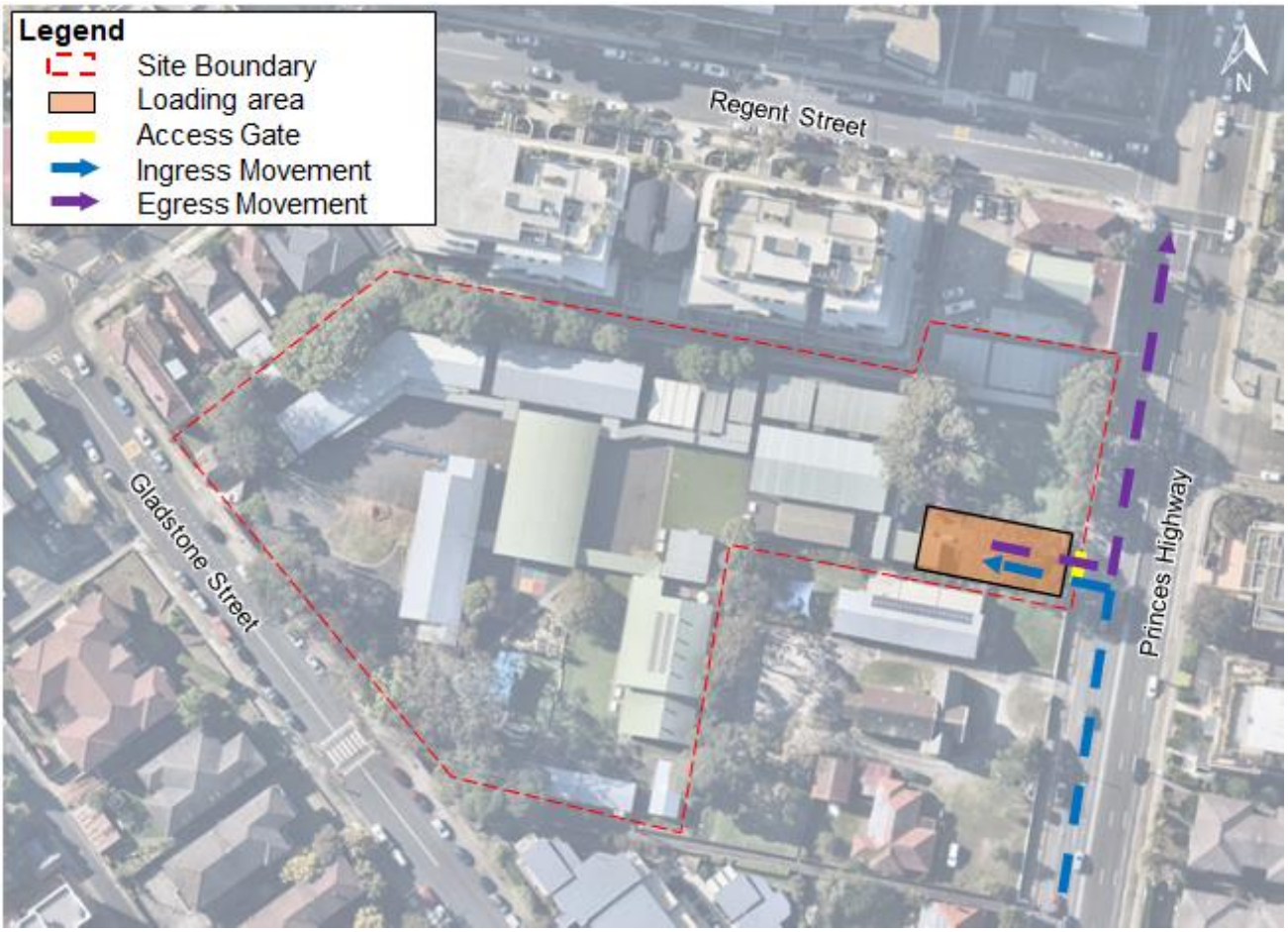
- Monday-Friday: 7:00 AM – 6:00 PM
- Saturday: 8:00 AM – 1:00 PM.
- No works to be done on Sundays or Public Holidays.

Construction vehicle traffic movements are recommended be scheduled to limit any movements during school peak periods between 8:00 AM – 9:30 AM and 2:30 PM – 4:00 PM.

The majority of project works will be undertaken both during the school term and school holidays. The landscape works will be conducted during school holiday hours.

3.4 Site Access

Access for construction traffic will be facilitated by a single gate (Gate 1) onto Princes Highway as shown in Figure 3.2.



Adapted from Nearmap

Figure 3.2: Truck Ingress and Egress Movements

Appropriate signage will be placed at the entry gate and surrounding areas to notify vehicles of the location as outlined in the Traffic Guidance Scheme (TGS) and approved by TfNSW.

Hoarding (B Class) will be in place to demarcate the construction zone to the eastern extent of the site, while school operations and access will be maintained on Gladstone Street in line with existing conditions.

3.5 Haulage Routes

Construction and delivery vehicles are to use main and arterial roads where possible. The approved Restricted Access Vehicle (RAV) which are preferred access routes are shown in Figure 3.3. It is not expected that vehicles larger than a 19m Articulating Vehicle (AV) will be required for this project.

Adapted from Source: Restricted Access Vehicle Map (TfNSW, 21/11/2024)

Figure 3.3: Restricted Access Vehicle Routes

3.6 Plant, Equipment and Materials

The truck types / sizes expected for this project include the following:

- 19m articulated vehicle (AV)
- 12.5m heavy rigid vehicles (HRV) (i.e. mobile cranes, boom pump trucks, concrete trucks, bin trucks)
- 7.7m 13T bogies
- 7.1m 8T bogies
- Utility vehicles <8.8m (Medium Rigid Vehicle equivalent), s excavator, bobcats, forklifts, manitou)
- 5.2m B99 vehicles (i.e. utility vehicle, van).

During the construction work, the loading and unloading of all materials will only occur within the site.

It is expected that all loading will be undertaken within the site area. All service vehicles must enter and exit the site in a forward gear, with the site incorporate a turntable to facilitate this for larger vehicles. Should at some point in the future, it be deemed that a Works Zone be required, an application will be made to relevant road authority (i.e. Council and TfNSW Network and Safety). The loading bay area is shown in Figure 3.2.

3.7 Construction Personnel

The average number of on-site workers is expected to be 20 per day, with up to 50 is expected during the during the peak construction period.

3.8 Out of Working Hours Contracts

The out of working hours contacts are to be determined and will be included in this CTMP as outlined by the works contractor.

4. CONSTRUCTION TRAFFIC IMPACTS

4.1 Construction Traffic Generating Activities

It is estimated that an average of 3-5 heavy vehicles per day is expected to access the site. The impact on the road network is considered negligible.

It is anticipated that the primary traffic generation of construction will comprise of:

- The delivery and removal of construction machinery and materials, spoil and waste
- The movement of construction personnel, including contractors, the project labour force, and management staff.

Heavy vehicle movements will occur throughout the day but will be generally outside of peak traffic times. These movements will also be generally undertaken outside of school zone hours.

Most construction workers will arrive and leave the area outside of peak times (i.e. arrive before 8am and end work before 5pm).

Given the proximity of the site to public transport facilities, it would be recommended to project consider inclusion of workers tool drop facility and storage facility on-site near the site entrance. This would allow construction personnel to drop off and store their tools and use public transport to travel to and from the site on a daily basis. This measure would encourage construction personnel to use the public transport system and hence minimise traffic impacts on the surrounding road network.

4.2 Construction Vehicle Access Routes

The contractor will select appropriate haulage routes to and from the site, which are to use main and arterial roads where possible, preferably the declared B-double. The approved Restricted Access Vehicle (RAV) which are preferred access routes are shown in Figure 4.1.

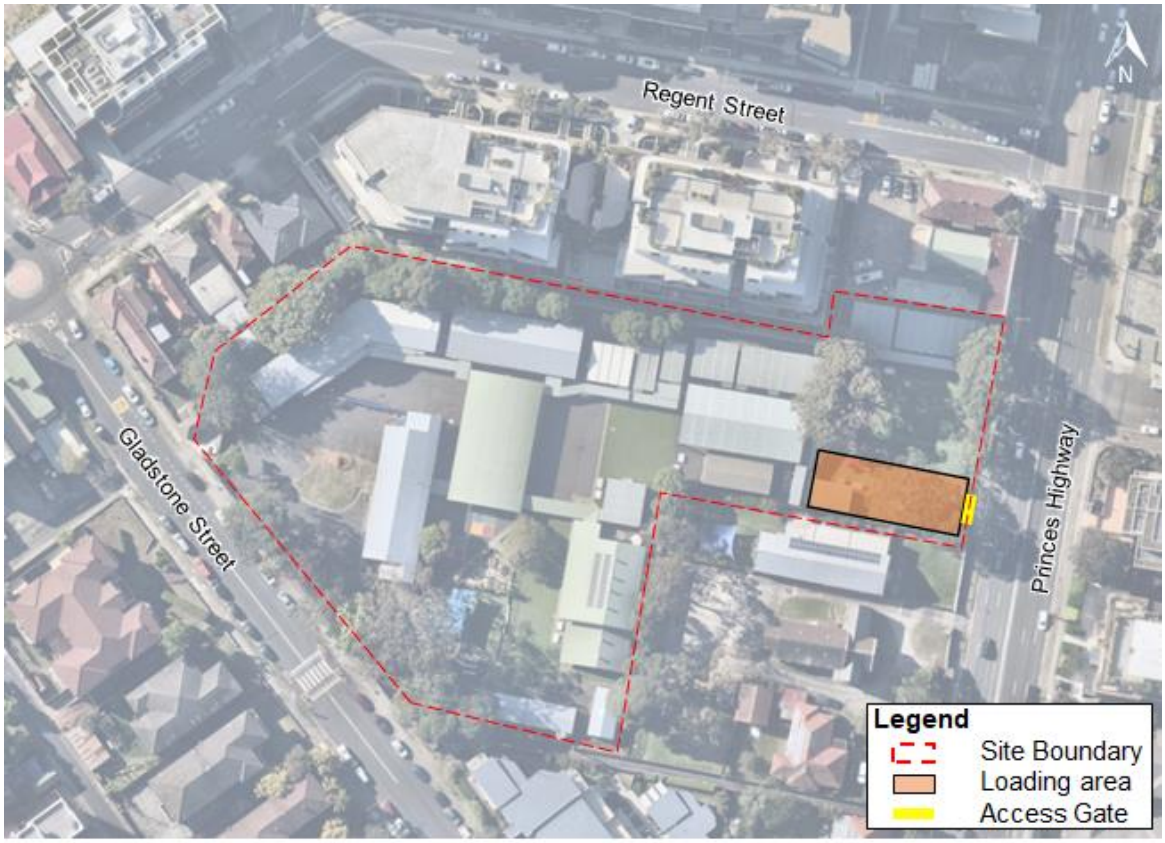
Adapted from Source: Restricted Access Vehicle Map (TfNSW, 21/11/2024)

Figure 4.1: Restricted Access Vehicle Routes

4.3 Site Access

4.3.1 Overview

Construction vehicles will access the site via one (1) access gates. The access gate will support both entry and exit movements in a forward direction. The access gate is shown in Figure 4.2, and swept path analysis is available in **Appendix B.** The swept path analysis shows that AVs performing exiting manoeuvres will require all three lanes of traffic to complete the turn.



Adapted from Nearmap

Figure 4.2: Site Access Gate

No traffic controllers should stop general traffic to allow construction vehicles to enter or exit, without an approved Road Occupancy License (ROL), see herein. No vehicles on-road are to be under any form of traffic control. No workers are to hold traffic in any capacity.

Site Access Gate is located near a footpath, and construction vehicles will be crossing the footpath on the western side on Princes Highway when entering or exiting the site here. Traffic controllers will be in place to hold pedestrians during any movements across the path.

4.3.2 Pedestrians

Pedestrian access must be maintained at all times with the exception of when a truck is leaving the site. Traffic Controllers will not stop pedestrians in anticipation i.e. at all times the pedestrians have right-of-way on the footpath not the trucks. Pedestrians have the right of way at all times. When a truck is exiting the site, one traffic controller on each side of the driveway will close a gate, keeping the path closed while the truck enters or exits the site, crosses the footpath, and turns left onto the Princes Highway. Once the truck has completed the turning manoeuvre and is clear of the footpath, the traffic controllers are to re-open the pedestrian gates and restore access to the path.

Pedestrians may be held only for short periods by traffic controllers to ensure safety when trucks are entering and leaving the site.

Existing disability access, where provided, must be ensured, following the requirements set out in *Disability Discrimination Act 1992* and *Traffic Control at Work Sites Manual*.

It is not expected that there would be any footpath closures that would redirect pedestrian routes. Pedestrian Management Plans (PMPs) will be created for any redirection of pedestrian movements that is determined to be required.

School access will be maintained via Gladstone Street on the western frontage of the site and is not expected to be impacted by the construction zone and access on the opposing eastern frontage to Princes Highway.

The worksite must be safely fenced off/delineated from pedestrian footpaths and ensure all pedestrian paths widths and pram ramps comply with TfNSW specifications

4.4 Active Transport

There is no cycling infrastructure near the site that would be impacted by the construction works.

Footpath impacts will be minor, with the only impact being construction vehicles crossing the footpath on the western side on Princes Highway into a site access. Traffic controllers will be in place to hold pedestrians during any vehicle movements across the path.

To minimise the impacts of on the existing active transport facilities, the construction work will be supported by the following measures:

- All loading / unloading activities will occur wholly within the subject site
- Queueing and idling of heavy vehicles within the public road domain will not be permitted, where vehicles may only wait wholly within the subject site.

4.5 Public Transport

It is not expected that construction activities will impact any bus routes, bus stops, or other bus infrastructures.

If any impacts are to be identified written approval from TfNSW Transport Integration (busapproval@transport.nsw.gov.au) must sought and submitted.

Access to bus stops for both buses and passengers must be maintained, including bus draw in and draw out distances.

4.6 Car Parking

Due to the nature of the school operations being maintained during construction, restricted access and constrained location, no parking for construction workers will be provided on-site. All offsite parking by construction workers will be in legal parking areas and not on the verges or footpaths. There are a number of on-street parking options near the site. These include on-street parking on:

- Regent Street
- Gladstone Street

On-street facilities include restricted kerbside parking on the above mentioned both streets. Due to these existing parking controls surrounding the site and availability, negligible impacts on parking from the construction work are expected in line with recent similar construction activities across the Kogarah CBD.

Given the proximity of the site to public transport facilities, workers should be encouraged to utilise public transport and it would be recommended the project consider inclusion of a workers tool drop facility and storage facility on-site near the site entrance. This may be facilitated outside school peak periods to ensure no adverse impacts or conflicts with school operations.

There is an existing temporary parking arrangement in place to facilitate school staff parking off site at the nearby church to offset impacted parking spaces. This is currently in place to accommodate demountable learning spaces and will continue to be in operation during the construction phase. Therefore, existing school parking spaces will not be affected further by the construction activities.

4.7 Servicing and Refuse Collection

On-site servicing and refuse collection will occur as per existing operations via Gladstone Street and will not be impacted by construction activities.

4.8 Property Access

It is not expected that construction works will have any adverse impacts on existing property access of nearby lots, with access to all properties maintained during construction unless otherwise agreed to by the relevant business owner, property owner, or occupier.

It is understood that a nearby development (corner of Princes Hwy and Regent Street) may be under construction at the time of the school works. The CTMP prepared for that site indicated construction access to be via Regent Street and therefore no impacts are expected to occur.

It is recommended that coordination between any TGS employed by the school project and adjacent site be coordinated to ensure there is not conflicting traffic control devices in place on the public roadway and construction traffic and pedestrian management can occur concurrently.

4.9 Emergency Response

It is imperative that access to emergency vehicles be maintained during construction. Fire, ambulance and police services must be able to get to all project areas if necessary.

The nearest public hospital is the St George Private Hospital, located at 1 South St, Kogarah NSW 2217 and approximately 900m driving distance (south of the site).

The nearest police station is the Kogarah Police Station, located at 13-15 Montgomery St, Kogarah NSW 2217and approximately 450m driving distance (south of the site).

The nearest fire station is the Fire and Rescue NSW Kogarah Fire Station, located at 26 Gray St, Kogarah NSW 2217 and approximately 950m driving distance (south of the site).

5. CONSTRUCTION TRAFFIC MANAGEMENT

5.1 Traffic Guidance Schemes

Prior to implementation, construction traffic management measures will require the preparation and approval of a Traffic Guidance Scheme (TGS). TGSs indicate the road worksite arrangements to ensure the safety of all road users as well as workers at the site.

The preliminary TGS has been developed as per AS1742.3 and TfNSW's *Traffic Control at Work Sites Technical Manual (Version 6.1)* and is provided in **Appendix A**.

There is no proposal to hold any traffic on Princes Highway under traffic control. Workers are not permitted to undertake any traffic control affecting road traffic under this CTMP.

5.2 Road Occupancy License

No traffic controllers should stop general traffic to allow construction vehicles to enter or exit, without an approved Road Occupancy License (ROL). For ROLs:

- The date and time of lane closures will be as per approved ROL
- All ROLs are to be submitted 10 business days in advance
- All activation and deactivation of ROLs for work shifts must use the web application system.

5.3 Traffic Controllers

Traffic controllers are required to be certified with a Traffic Control Work Training Card (i.e. Blue Card) issued by SafeWork NSW. They must ensure that the TGSs are implemented safely and correctly. The responsibilities of traffic controllers are to be clearly shown on the specific TGSs. Two (2) traffic controllers are proposed at Princes Highway to hold pedestrians and control traffic movements in/out of the site during turning operations at the locations shown in **Appendix A**.

No traffic controllers are to hold vehicle traffic under this CTMP.

6. STAKEHOLDER CONSULTATION

6.1 Georges River Council

Consultation with Council may be required prior to submission of this plan.

6.2 Residents

Information is to be provided to nearby residents near the site. This information should include:

- Proposed works
- Impacts to amenity as a result of proposed works (i.e. traffic conditions, pedestrian diversions etc.)
- Information on the timing of proposed works.

This information is to be provided via a flyer delivered to local letterboxes.

6.3 Parents and Carers

Information is to be provided to parents and carers by school management prior to the commencement of any construction activities. As a minimum, this information should include:

- Staging of works
- Timing/hours of works
- Restricted vehicular/pedestrian access
- Location of traffic control.

This information should be provided via the school's website or newsletter, with regular progress updates to be provided throughout construction to report on any changes to scheduled activities or address any concerns.

6.4 Staff and Students

All school staff and school students should also be briefed by school management with this information. Additionally, they will also need to be advised on the proposed changes to internal pedestrian connections and the associated procedures they will need to follow during construction.

6.5 Servicing

Both regular and intermittent servicers of the site must be notified of any changes to servicing times, locations and procedures prior to and throughout the duration of construction.

7. MONITORING AND EVALUATION

7.1 Traffic Control Safety Inspections

A traffic control safety inspection of the work site should be undertaken by an independent, suitably qualified person to determine the level of compliance.

All work sites are subject to traffic control safety inspections, both during day and night conditions.

7.2 Ongoing Inspections

Formal and documented daily (short-term) and weekly (long-term) inspections shall be undertaken at work sites by persons holding the Prepare Work Zone Traffic Management Plan qualification.

7.3 Reporting

It is also important for any near miss incidents to be recorded and documented then reviewed as part of any inspection.

In the case of accidents, either witnessed or reported, involving the public or from which legal proceedings might arise, the actual type, size and location of signs, and 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 and weather conditions should also be recorded, as well as personal injury, extent of vehicle damage and vehicle details, such as registration.

7.4 Construction Worker Induction

All workers and subcontractors engaged on-site should be required to undergo a site induction. The induction should address elements related to traffic and transport management, including:

- Existence and requirements of the CTMP
- Relevant legislation, regulations and conditions (i.e. Workplace Health and Safety and emergency procedures)
- Roles and responsibilities
- Incident response, management and reporting procedures
- Construction hours
- Access routes
- Road safety
- Road occupancy
- Temporary and interim traffic arrangements.

Informal training on traffic management (including monitoring and reviewing the effectiveness of traffic control devices and mitigation measures) should be undertaken during toolbox meetings with site personnel.

7.4.1 Safe Work Method Statements

A Safe Work Method Statement (SWMS) should be completed prior to undertaking any high-risk works on or adjacent to the public domain. All SWMSs are to be submitted to the Principal Contractor for review prior to undertaking the subject work. They should be updated in the event relevant control measures are revised and be kept on record until the subject work is completed.

7.4.2 Safe Work Requirements

To maintain the safety of workers and the public, the work site should be adequately secured (i.e. security/temporary fence) to prevent access by unauthorised personnel. Additionally, all works must be conducted at all times in accordance with the relevant SafeWork requirements.

7.4.3 Truck Driver Code of Conduct

Drivers associated with the project are to abide by a Code of Conduct in order to:

- Minimise impacts of construction on the local road network
- Minimise conflicts with other road users
- Minimise road traffic noise
- Ensure truck drivers use specified routes.

7.5 Responsibilities

7.5.1 CTMP Manager

For all long-term work sites, the CTMP manager who is appropriately qualified shall:

- Inspect the traffic control layout on the day before the work begins 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 near miss incidents
- Provide after-hours contact to local police for the duration of the work
- Inspect the site on the final day to ensure that unnecessary signs and devices are removed
- Record results of these inspections noting date, time, deficiencies and any corrective action taken or specified
- Ensure that any specified corrective action is taken.

7.5.2 CTMP Team Leader

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

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

7.5.3 Contractor's Project Manager

The contractor's project manager shall:

- Record near misses
- Carry out inspections before work starts, during the works and pre-closedown of the site using the nominated checklist, noting:
- Liaise with school management on a daily basis (minimum) regarding any changes to scheduled works, traffic control and construction vehicle movements

- 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 TGS
- Ensure that a traffic control safety inspection or road safety audit is carried out prior to the implementation of any lateral shift tapers to ensure that geometric requirements and delineation methods are in accordance with the approved TGS
- Ensure that near miss incidents are being reported and recorded then reviewed
- Ensure that any corrective action specified is taken and recorded.

This information may be critical, should be legal proceedings follow an accident.

7.5.4 Truck Drivers

Truck drivers are to:

- Always obey road rules
- Follow the haulage routes defined this CTMP
- Notify the site contact / escort of arrival
- Follow instructions from traffic controllers to access the site or perform manoeuvres in a TGS
- Follow instructions from site contact / escort, including directions to the nominated material laydown or holding areas
- After arriving at the nominated material laydown area, exit the vehicle remain in a pre-defined safe area while unloading od freight is being undertaken
- Once unloading the freight has been completed, return to the vehicle and exit the site, following instructions from site contact / escort and traffic controllers. The driver is to then follow the designated haulage routes

Read, understand, and follow this CTMP, site specific CTMPs and any other relevant project documentation regarding road safety and traffic management.

Appendix A: Preliminary Traffic Guidance Scheme

This TGS must be set up in accordance with the Traffic Control at Works Sites Manual Version 6.1. The Manual should override any conflicts between it and this drawing.
The reliance on this drawing is limited to signage and line marking types and locations only.
The traffic control firm assumes all responsibility for implementation, compliance, and conducting traffic control operations
W5-22 and W8-207(L) signs are to be displayed before haulage operations begin, and removed or covered at the end of each shift

BITZIOS consulting

Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	INITIAL TGS	J.K	27.11.2024

APPROVED - FOR INFORMATION ONLY
MATTHEW HEARNE
PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
CARD NO. TCT1009182
ISSUED 08/03/2021

Project: KOOGARAH PUBLIC SCHOOL RTA

Title: TRAFFIC GUIDANCE SCHEME
VEHICLE ENTRY TO GATE 1

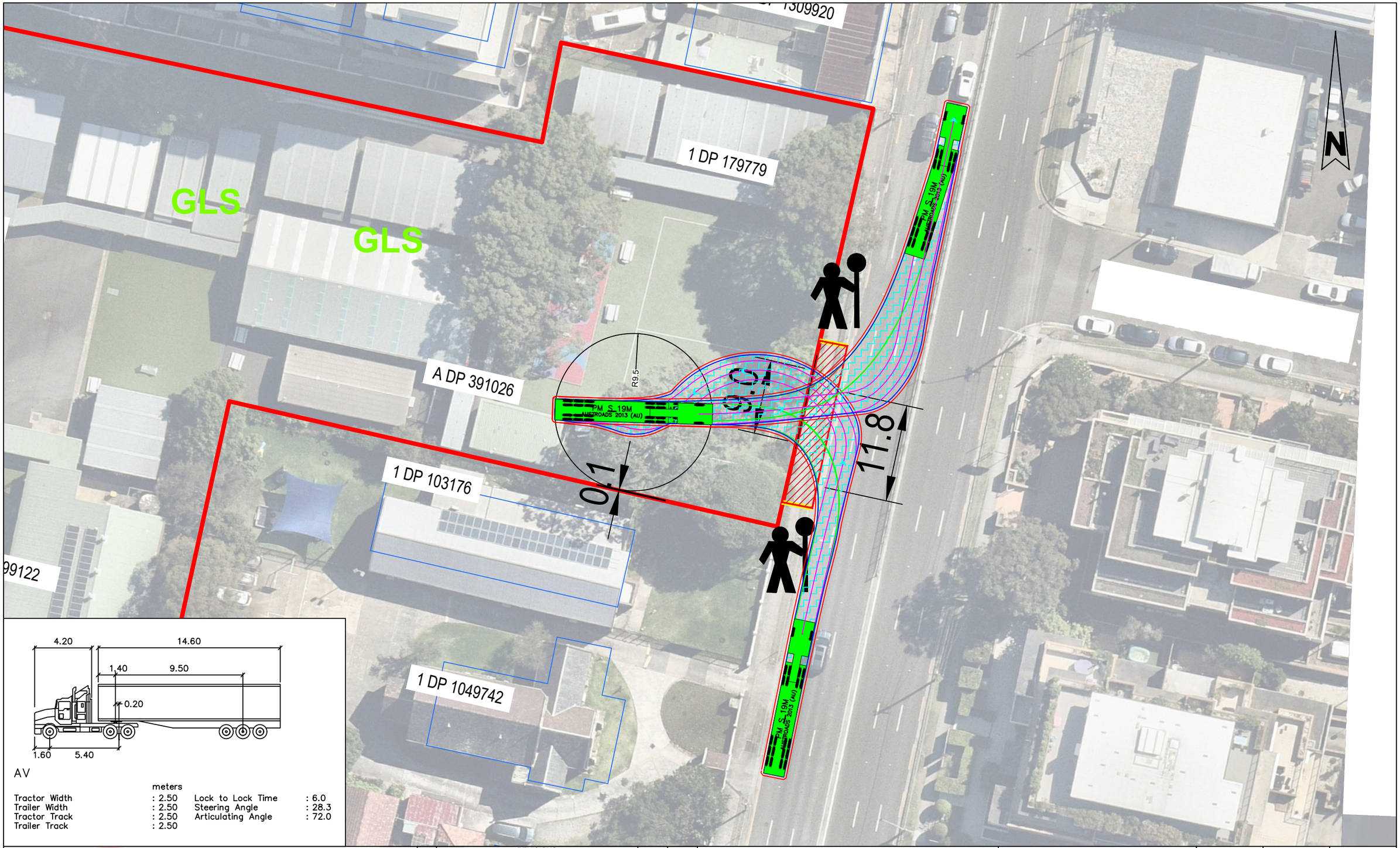
Design	Drawn	Checked
J.K	J.K	M.H

FOR INFORMATION ONLY

Date: 27.11.2024

Project Number	Sheet Number	Issue
P6177	1	001

Appendix B: Service Vehicle Swept Paths



AV

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		

Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	INITIAL TGS	J.K	27.11.2024

APPROVED - FOR INFORMATION ONLY

A.Eke

Project: KOOGARAH PUBLIC SCHOOL

Title: SWEPT PATHS INDICATIVE AV SERVICE VEHICLE MOVEMENT

Design	Drawn	Checked
J.K	J.K	A.E

FOR INFORMATION ONLY

Date: 27.11.2024

Project Number	Sheet Number	Issue
P6177	2	001

Gold Coast
Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

Brisbane
Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442

Sydney
Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

BITZIOS consulting
traffic engineering transport planning

W: www.bitziosconsulting.com.au
E: admin@bitziosconsulting.com.au