|  |  |  |
| --- | --- | --- |
|  | Traffic management plan  (TCAWS Manual Appendix A.2.3 checklist) | TCAWS  TMP-01 |
| Details the work to be undertaken identifies the associated traffic management risks and accepted control measures to eliminate or reduce those risks. |

**Disclaimer**

*While care and diligence has been taken to produce the checklists, templates, and example documents (Documents), no responsibility is taken, or warranty made with respect to the accuracy or correctness of the Documents. Transport for NSW expressly disclaim all liability for any omissions, errors, inaccuracy, or incompleteness of any of the Documents and the consequences upon reliance of the Documents.*

*The Documents are provided for general information purposes only. While every attempt has been made to align these documents with the Traffic control at work sites (TCAWS) Technical Manual, the Documents provided are only examples. The use of these Documents may not fulfill all the relevant requirements in the latest release of the TCAWS Technical Manual. It is the obligation of the user to ensure that appropriate modifications are made to meet the requirements of the TCAWS Technical Manual.*

*Disclaimer updated on 20 October 2023, 9:00am*

| Prepared by | | | |
| --- | --- | --- | --- |
| Name: | Andrew Madden | Role: | Director |
| Card number: |  | Organisation: |  |
| Signature: |  | Date: | 14/05/2025 |

| Location of works | |
| --- | --- |
| Project | Traffic Management Plan |
| Activity / work | 1. Site entry and exit points marked 2. Directional flow 3. Pedestrian areas 4. Parking layout 5. Loading / unloading zones 6. Signage and marking 7. Traffic impact assessment |
| Location | 102-112 Reid St Lockhart NSW 2656 |
| Dates relevant for TMP work | *01/07/2025 – 30/07/2025* |

| Traffic Management Strategy (TMS) Verification | | | | |
| --- | --- | --- | --- | --- |
| Has the TMS been received and attached to this TMP? | Yes  No  *If “no” has been selected a TMP should not be developed until TMS information is obtained* | | | |
| Provide updated information regarding TMS if required | | | | |
| Current existing speed limit/s | *Reid Street: 50km/h*  *Treasure Street: 50km/h  Internal: Nil current – 5km/h to be implemented* | | | |
| Updated traffic data 102-112 Reid St | Traffic volumes (ADT): 3 | | Traffic volumes (AADT): 900 | |
| Hourly traffic volumes:0.3 | | Operating speed: 10km/hr | |
| Peak times AM: 9am-10am | | Peak times PM:3pm-5pm | |
| Traffic composition  If yes provide details | OSOM | Heavy vehicles  10 (%) | | Permit vehicle routes |
| Details: Dual axle Medium Rigid Truck on site purpose to deliver loads of chem <15 tonnes to farms 1-2 times a month April - October. In peak months March, April, May, Burkinshaws MR truck delivery to site 1-2 times per week. | | | |
| Site and work specific considerations | Reid St is classed a regional road and part of the Heavy Vehicle Bypass of town requiring extra caution when entering and exiting. Tree line to the West of Reid St exit can slightly obscure view when exiting. Same one Treasure St if the double gates on the Western side are open for and long vehicles.  The site has retained the pre-existing structures and layouts from previous business, which was a heavy haulage truck depot, | | | |
| Additional options available | Additional safety hazards include a potential conflict between flow of traffic streams in and out of double gates on Reid St entry if Treasure St Gate is not open. | | | |

| Decision point: Temporary Traffic Management Method | |
| --- | --- |
| Was an options assessment completed by the client? | Yes  No  Options Assessment:  Various options assessed to determine the most suitable approach for 102-112 Reid St.  Safety: to minimise risks to both road users and workers considerations were made as to whether entry and exit off Reid Street, with adequate signage was sufficient or if Treasure St gate should permanently be open. Efficiency: to balance the traffic flow with the need for work it is deemed that opening the entry / exit on treasure street would lead to more potential conflicts of traffic flow, even if signed NO ENTRY and that opening the gate on occasion when required will minimise any issues arising should longer vehicles enter the site. Impact: Assessing the potential impact on Reid St traffic it was considered that should the flow of traffic through the site direct vehicles to Treasure St exit they would generally turn North and impact Reid St at the intersection and potentially cause more issues. Treasure St also sees occasional pedestrians undertaking leisure activities such as cycling, jogging and walking and so minimising traffic to that part of the road was deemed prudent. |
| Summary of TMS options | Safety: With adequate signage entry and exit of Reid St deemed sufficient. Efficiency: Ability to open Treasure St for long vehicles on occasion will aid flow. Impact: Such limited activity, spread out over significant amounts of time would not seriously impact traffic on Reid St. Opening exit permanently to Treasure ST would have significant impact. |
| TTM method | Around  Past  Through  Option Selected: *nominate option selected from TMS* |
| Justification |  |

| Traffic Management Planning | | | | | | |
| --- | --- | --- | --- | --- | --- | --- |
| TTM type | Mobile | | Low impact | | Static | |
| Will lane or shoulder widths need to be modified? | Yes | | | No | | |
| *If yes provide justifications and drawings:* | | | | | |
| Specific road users impacted | Pedestrians | Cyclists | | Motorcyclist | | OSOM |
| Freight Industry | Persons with disability, prams or children | | Public transport e.g. bus, tram. | | Other |
| *If one or more groups selected provide details of impacts and considerations: Cyclists and pedestrians both use Reid and Treasure st. especially towards the show grounds. Caravan and Recreational Vehicles also heavily use Treasure st to the show ground.* Caravaners | | | | | |
| Additional location specific requirements to be considered? |  | | | | | |

| Risk assessment | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Undertake and attach to this TMP a risk assessment of the proposed works with the determined strategy. | | | | | | | |
| List of sources of information used in risk assessment | Workplace traffic management Guidance Material April 2021 (Safework NSW) | | | | | | |
| Has the risk assessment considered? | Proximity of traffic | Queued traffic | | | High traffic volume | | Traffic speed and compliance behaviour |
| Traffic composition | Exposure and proximity of workers to live traffic | | | Length of delays for road users | | Traffic generating land use (hospital, mine, school) |
| Non-compliance with temporary speed limits | Reduced lane and shoulder widths | | | Compromised access points | | Site vehicle access and egress points |
| Horizontal (curves) and vertical (crests/sags) alignment | Utilities including above and below services | | | Crash history | | Topographical constraints |
| Sight distances | Emergency services | | | Car parking impacted | | Transport services (bus stops etc) |
| Access to private and commercial properties | Local road access | | | Special events or high risk venues | | Other  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **Key risks identified as a result of works:** | Keeping traffic and pedestrians separate.  Parking outlined in suitable areas and pedestrian flow.  Loading and unloading.  Heavy vehicle bypass, speed and proximity of vehicles on Reid St. entry. | | | | | | |
| **Specific controls required:** | | | | | | | |
| Protection of workers | Barriers | | Delineation | | | Other | |
| Provide details: *Signage. Safe Work Method Statements.* | | | | | | |
| Will a speed restriction be required? | Yes | | | No | | | |
| *If yes provide justifications and drawings: internal speed limit of 5m/hr. Vehicles have sufficient space to exceed what is deemed as a safe working speed limit upon entry and exit.* | | | | | | |
| End queue management strategy: | *Provide details of:*  *Calculated end-of-queue length*  *Control required*  *Sight distances* | | | | | | |
| Delineation of site | *Detail how site must be delineated: e.g. reflectivity, non-contradictory signs, devices and delineation* | | | | | | |
| Emergency service access and notification | *Non-emergency Police Matters – 131 444 Electricity interruptions – 132 080 Poison Information Centre – 131 126 Sewerage – Lockhart 69205 305 Water – Riverina Water – 69220 608 Lockhart Hospital – 6020 5206 Lockhart Police - 6397 9870 Emergency - 000* | | | | | | |

| Relevant Documentation | | | |
| --- | --- | --- | --- |
| Have the following ***mandatory*** documents been provided as part of the overall TMP? | | | |
| All approved TGS required | Road Occupancy Licence | | Plans showing access to local properties or side roads |
| WHS documentation | Approved list of TTM personnel and contacts | | Vehicle movement plans |
| Traffic incident plans |  | |  |
| ***STOP****: If one of the above documents has not been selected the TTMP cannot be approved* | | | |
| **Other documents provided** | | | |
| Traffic staging arrangements including Traffic Staging Plans | | Speed Zone Authorisation | |
| Design drawings | | Council permits | |
| Pedestrians and cyclists movement plans | | Consultation with public transport operator | |
| Other: | |  | |

| Monitoring activities required | | | |
| --- | --- | --- | --- |
| Person responsible for monitoring *daily* TTM work activities | | | |
| Name: | Andrew Madden | Role: | Director |
| Unit: |  | Division: |  |
| Qualification: |  | Card Number: |  |
| Comments: |  | | |
| Person responsible for TTM works | | | |
| Name: | Andrew Madden | Role: | Director |
| Unit: |  | Division: |  |
| Qualification: |  | Card Number: |  |
| Comments: |  | | |

| Review activities required | | | |
| --- | --- | --- | --- |
| Activity | Required | | Frequency or details |
| Shift inspections | Yes | No | Daily |
| Weekly Inspections | Yes | No | Weekly |
| TMP review | Yes | No | Annually |
| Road safety audit | Yes | No |  |
| Other: | Yes | No |  |
| Other: | Yes | No |  |
| Comments: |  | | |

| Endorsed by (when a Principal Contractor undertaking the work) | | | |
| --- | --- | --- | --- |
| Name: |  | | |
| Role: |  | Organisation |  |
| Signature: |  | Date: |  |

| Approval | | | |
| --- | --- | --- | --- |
| *I have reviewed the relevant documents for the works and approve works to be completed in accordance with the TTM Plan.* | | | |
| Name: |  | | |
| Qualification: |  | Card Number: |  |
| Unit: |  | Division: |  |
| Signature: |  | Date: |  |