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TRAFFIC MANAGEMENT PLAN

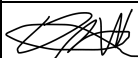
Integrated Management System
SAFETY ■ HUMAN RESOURCES ■ ENVIRONMENT ■ QUALITY

FORM 5.1

Effective: April 2022

Issue No: 7.0


Prepared by

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Role:	Operations Manager	Date:	05/06/25
Card Number:	TCT0020386	Signature:	

Person(s) consulted in the development of the TMP

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Company:		Ph Number:	
Full Name:		Role:	
Company:		Ph Number:	

TMP Reviewed and Approved By

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Qualification:	Prepare a Work Zone TMP	Card Number:	TCT001221
Signature:		Date:	5/06/2025

Traffic Management Plan

Free Range Gathering 2025

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1. Introduction:

This document provides relevant information not already covered in the body of the Development Application Supporting Statement. For details such as event descriptions, contact details and other relevant matters please refer to the body of this document. This proposed Traffic Management Plan (TMP) aims to outline the processes involved to ensure smooth traffic and pedestrian flow over the duration of the event, and outline how local roads will be impacted, and how Free Range Events will mitigate this.

Security & Traffic Marshalls will be deployed to undertake traffic management during the gathering, as well as an appointed Traffic Manager. This will include managing the safe and orderly movement or grounding of vehicles on the site. This may include limiting the movement of patron vehicles during the gathering to reduce the risk of injury to patrons. Traffic management at the start of the festival will include supporting event staff in administering entry/checking of tickets, conducting vehicle inspections and confiscating prohibited items/contraband and ensuring appropriate speed limits and safety precautions are followed. After the festival, traffic management includes providing voluntary alcohol and drug testing for patrons and event staff.

Free Range Gathering is expecting max 250 cars on site at any one time. Event organisers are managing this through car pass tickets. Patrons who wish to drive are required to purchase a car pass so we firstly know how many cars are coming, patrons are encouraged to ride share, as well as giving a better indication for allocating staffing resources.

2. Site constraints/impacts

Free Range Gathering will be held on a private property, 25 Brindabella Valley Road, Brindabella Valley NSW, 2611. To get to this property patrons will either come from Canberra via Brindabella Road, or alternatively coming from Tumut way via Brindabella Road.

Brindabella Road is a dirt road leading through the Brindabella National Park and poses some potential risks for patrons as there are multiple bends and blind corners along the alignment.

Free Range Gathering advocates safe driving and informs all attendees of the road conditions prior to the event as well as providing updates of any changes. Fortunately, Brindabella Road has been upgraded from Piccadilly Circus all the way through to the Goodradigbee River in Brindabella Valley. The safety improvements of the road significantly reduce the risk factor involved.

Road closures, detours and traffic control:

- An area on the property has been allocated for designated queuing to aid in preventing congestion on Brindabella Valley Road. This space was selected as it has the capacity to hold the maximum number of vehicles in attendance, therefore minimizing the impact to the flow of traffic on the road and eliminating the need for any road closure, detours, or Traffic control. See queuing area on site map.
- Security and event staff will direct traffic into the designated queuing space throughout the duration of gate opening times.
- Sufficient signage will be on site to ensure clear direction for traffic coming in and out of the event.

3. Patron Traffic

Arrival

Organisers expect a minimal increase in traffic from the Wednesday before the event as we expect some patrons to arrive in the area prior to the event to explore the many recreational opportunities in the surrounding Brindabella area. The main influx of patron traffic will begin during the morning of Friday 5th September with the peak flow expected between 12:00pm and 8:00pm on Friday 5 September and between 12:00pm and 6:00pm Saturday 6 September.

Traditionally, event patrons camp on site with the majority of patrons using tents. Organisers expect a minimal number of caravan/camper trailers and very few if any small-medium bus/van vehicles. Organisers have not arranged for any commercial coaches or large multiple passenger vehicles to be accessing the site and do not expect this to happen at any point during the event.

Departure

The festival concludes at approximately 2am on the Monday morning evening of the event. Organisers expect a steady small flow of traffic leaving the event during daylight hours on this Sunday, with this increasing between the hours of 4:00pm and 8:00pm. In recognition of the importance of patron safety, organisers will encourage people who are not suitable to drive to stay at the site on Sunday night. This encouragement allows people to determine sensibly if they are able to drive and does not pressure people who may be feeling unable to leave the event which would place them at risk of serious injury and increasing risk to community members. In accordance with this procedure organisers expect a moderate amount of vehicle traffic exiting the area on Monday 8 November.

4. Traffic management objectives and strategies

Objectives

- Provide a safe environment for all road users, pedestrians, and cyclists.
- Provide mitigating traffic management controls for the safety of all event patrons and participants and the general public.
- Minimise disruption, congestion, and delays to all road users.
- To ensure network performance is maintained at an acceptable level throughout the event.
- Ensure all traffic entering the event area has adequate management and guidance.
- Ensure emergency vehicle access is always maintained.

To achieve these objectives, Traffic management and event organisers will implement the following strategies:

- Ensure an adequate queuing area is allocated inside the property to prevent any traffic build-up on the public road. This area will be designed in a way that allows for traffic to flow in a one-way direction and ensures queuing in a controlled manner.
- Ensure all event management processes with the ability to delay cars moving through the queuing area are adequately managed, i.e. ticketing and security checks.
- Ensure traffic control signage is installed in all allocated positions, both on the event site and on Brindabella Valley Road in either direction.
- Ensure detailed instructions are provided during the event setup to delineate the travel paths through the event site.
- Ensure that any road obstructions created by the event are removed safely and quickly to mitigate any potential hazards to road users.
- Ensure that all needs of road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities are accommodated at and through the event site by;
 - Wide road access and dedicated areas for disability access
 - Designated drop and pick up zones for patrons arriving on ride share means
 - Designated entry and exit points to be kept clear at all times to provide access for emergency vehicles, deliveries, waste management vehicles, water trucks, etc
 - Roads throughout the event are wide enough to allow passing of vehicles, which will ensure emergency vehicle access is maintained throughout all stages of the event.

5. Responsibilities

Free Range Gathering organisers

- Free Range Events will take the utmost care to prevent the risk of injury and/or property damage to event participants, workers, volunteers, patrons, road users and members of the public.
- Event activities will not commence until all appropriate signs, devices, and barricades are in place and follow the requirements of the Traffic Management Plan.
- The event organiser and traffic management provider hold the responsibility and authority to ensure the TMP is implemented for the prevention of property damage and injury to event personnel, participants, road users and all members of the public.
- The event organiser will ensure all event personnel are trained and aware of their responsibilities, and that marshals receive sufficient instruction to ensure the safe conduct of their activities

Event Traffic Manager

The event organiser has appointed an Event Traffic Manager (ETM) for the event activities and to assume the following responsibilities:

- Ensure all traffic control measures specified in this TMP are in place and maintained per this plan and the relevant Acts, Codes, Standards and Guidelines.
- Ensure suitable communication and consultation with the affected residents is always maintained.
- Ensure inspections of the traffic control devices are undertaken in accordance with the TMP, and results recorded. Any variations shall be detailed together with reasons.
- Instruct Traffic Marshalls, event personnel on the relevant safety standards, including the correct PPE, high visibility safety vests, and other equipment as required.
- Render assistance to road users and stakeholders (residents) if incidents occur and as a result affect the network performance or the safety of road users and event participants.
- Take appropriate action to correct unsafe conditions, including any necessary modifications to the TMP.
- In the event of an emergency, the Event Traffic Manager will coordinate the closure of all internal event roads for the easy movement of emergency vehicles

Traffic marshalls

- Follow instruction of Event Traffic Manager and ensure the traffic management devices are set out in accordance with the TMP.

- Ensure that event personnel are provided with training to ensure that such personnel are aware of the limits of their responsibilities and can undertake their activities safely
- Ensure that High Vis and other PPE are always worn while performing their duties, in addition to other protective equipment required (e.g. footwear, sun protection, etc.).
- Comply with the requirements of the TMP and ensure no activity is undertaken that will endanger the safety of other event personnel, event participants or patrons.
- Ensure that marshals understand and enforce with all crew, event staff, emergency vehicles, and patrons to enter and leave the event site by approved routes and per safe practices.
- In the event of an emergency, the Traffic Marshals will stay within radio communications with Event Organisers and the Event Traffic Manager to assist in coordinating that all emergency access routes are clear and roads are closed to all non-emergency vehicles.

6. Training of traffic marshals and event staff

All Gate staff, Traffic Marshals and Security will be provided with training on traffic management procedures and safety requirements.

This will be achieved in 5 stages:

- An interview with Event Traffic Manager, Staff to be chosen on adequate experience in these areas and considered for positions.
- A training package and procedures to be sent on confirmation of employment
- An onsite induction, housekeeping, Site layout orientation and emergency and evacuation procedures.
- On-site training with full procedures, correct use of PPE and safety equipment, radio procedures and incident recording procedures.
- Supervisors on site at all times

7. Incident/accident procedures

In the event of an incident or accident, whether involving traffic or road users or not, traffic shall be stopped as necessary to avoid further deterioration of the situation.

- If injury has occurred, or a road closure is necessary, Police, Ambulance or RFS to be requested via 000.
- First Aid to be administered as necessary, assistance shall be called for if required.
- For life-threatening injuries, an ambulance shall be called via 000.
- Any traffic crash resulting in a non-life-threatening injury shall immediately be reported to NSW Police via 000.

- Damaged vehicles and vehicles involved in minor non-injury crashes shall 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 shall be temporarily moved into the closed section of the event area behind the cones, providing there is no risk to vehicles and their occupants or event patrons.
- Suitable recovery systems shall be used to facilitate prompt removal of immobilised or damaged vehicles. Assistance shall be rendered to ensure the impact of the incident on the network is minimised.
- Event Traffic Manager and Traffic Marshalls will ensure that there is always emergency access and that emergency vehicles may enter safely to attend any incident, or safely pass any traffic hazards, if in attendance of other emergencies in the area.
- Traffic Marshalls will be placed at the road crossing point on site to ensure a steady two-way flow of traffic can be maintained. This will also assist in traffic control for any emergency related vehicle requiring site access.

8. Police and Emergency Vehicle access

NSW Police, Ambulance, RFS and other emergency services will be granted access at all times. Traffic Marshalls and Security will ensure they have clear access through the site. If required or requested, they may be escorted by Security or Emergency Management Personnel.

9. Emergency and evacuation

Emergency

In the case of an emergency or the arrival of an ambulance, the ETM will direct all traffic to be stopped on site to allow clear access for emergency vehicles. Traffic Marshalls and Security will assist with road closures and notify the ETM of any obstructions. In an emergency, the Event Traffic Manager, Traffic Marshalls and Security will be under the direction of the ETM.

Evacuation

In the event of an emergency evacuation scenario occurring, all site responses will be under the direction of the Emergency Manager and follow the Emergency Management and Evacuation Plan. Refer to the Emergency and Evacuation Management Plan for more detail.

10. Radio communication

- All Traffic Marshal and Security personnel and all relevant event management will be required to hold site radios. All event workers will have training in radio use and effective communications.
- Every endeavour will be made to enable clear communications with ECC and/or operations if assistance is required.
- A dedicated radio traffic channel will be allocated, all weather and traffic condition updates will be relayed via this method.
- In the event of an emergency, radio silence will be requested to ensure all direct and clear communication can be maintained to manage the emergency effectively

11. Vehicular Traffic Assessment

Traffic arrangements detailed in this TMP are designed so that no impact on adjoining road networks will be experienced. The Event Traffic Manager is responsible for monitoring the effects of the increased traffic flow on the affected road.

An area on the property has been allocated to hold all queuing traffic, this will allow sufficient time for Security and gate personnel to check vehicles on arrival for prohibited items and tickets and to not cause disruption to the flow of traffic on Brindabella Valley Road.

- Vehicles will enter the event site and be directed into lines to queue and wait for processing.
- Biosecurity check, directed to quarantine if coming from a sensitive area.
- All Vehicles entering the event will be subject to security, ticket and Identification checks. Any prohibited items confiscated will be held in a secure location, and patrons can pick them up upon departure. Should any illegal substances be found, Victoria Police will be notified.
- All cars entering the site will be directed to drive at a limit of 10kph and always activate hazard lights while moving.
- Day parking will be supplied for patrons attending on single-day passes
- A short-term parking area will be designated for crew, emergency, council, vendor, and service vehicles close to the event site.
- Night Driving will be limited to patrons arriving or leaving, during the night Vehicles movements inside the campsite are only allowed to travel from campsite to campsite and must do so with there hazards activated and a restricted speed to 10km/k
- Traffic Marshals will direct cars to the correct parking or camping facility depending on their ticket type (patron, crew, artist, day parking, council or emergency service)
- Traffic Marshals and Security will remain at designated posts to ensure a constant flow of traffic and prevent or report any patrons attempting to enter prohibited areas or block emergency access.

- Traffic marshals will be posted at one way traffic areas to ensure safe traffic flow in each direction is maintained. In the event of an emergency all traffic is stopped and moved to allow direct access by emergency vehicles.
- Traffic Marshals and Security will maintain emergency access to make sure it is always clear.
- Crew vehicles will be given identification stickers and/or hazard lights for the roof, so that Traffic Marshals and Security can easily identify them. Only these vehicles are permitted to drive on the event site and after 9pm and this will be restricted unless necessary.
- Gate staff will radio traffic, operations and security when vehicle movement is expected onsite outside of gate opening hours or when authorities, emergency services arrive on site.

12. Environmental conditions

Weather (Rain, Floods, Heat, Sun, Fog)

- Free Range Gathering's operational staff will monitor the weather forecast for the event.
- Radio and phone communications will be maintained with gate and traffic staff to alert them of any weather. Existing internal farm roads have been upgraded with the use of road aggregate to withstand increased traffic and uphold traffic use in all weather conditions.
- Suitable 'run-off' and dispersion of all surface water is evident on this road. No significant flooding or water sheeting is expected.
- In the event of rain, the Event Organisers will carry out a risk assessment to determine how traffic shall be managed and what if any, changes are to be made and sign spacing may be altered for maximum visibility. All changes shall be recorded.
- On the event site, provisions have been made for wet weather where patrons can be held in a designated queuing area and escorted, with speed limiting by a traffic marshal, to the event site.
- If extreme heat conditions exist on any given day of the event, the Event Organiser and Event Traffic Manager will ensure that sufficient water is available for Traffic Marshals.
- Appropriate shade, water and sun protection will be provided for all weather.
- A dust suppression vehicle will be kept on site and will do regular runs on the roads. Traffic Marshals can radio operations to increase dust suppression if necessary.
- Should weather conditions deteriorate such that event participants, spectators or motorist safety is jeopardized, the Event Organisers will carry out a risk assessment to determine if the event can proceed.

Road Geometry / Terrain

- The roads surrounding the event have steady inclines and at various shoulders in the road causes the driveway to be concealed if approaching from the South East. The road generally has good visibility and adequate sight distances throughout, which will not impact breaking distances with advanced warning and signage.
- Decreased speed limit for event times will aid in identification of site entrance.

Other (Structures, Dust, Noise, Fumes)

- There are no structures affecting sight lines or access to the event.
- Dust will not pose a problem on the event grounds and will be controlled with an on-site dust suppression vehicle if needed.
- The event will be held within the approved times to avoid any noise violations and impacts on residents.

13. Site Road Closures

- Traffic staff will communicate via radio with operations for weather updates.
- In the event of an incident or a hazard with the potential to cause an incident is identified, Traffic Management will be notified and traffic may be stopped until hazard has been controlled or eliminated.
- Only approved Crew and emergency vehicles such as NSW Police, RFS and Ambulance services will be granted access at this time.
- Crew vehicles must radio Traffic Management to gain approval for movement at these times.
- Gate staff will radio operations and Traffic Management on the arrival of expected vehicles.
- Adequate signage will be available in the event of a road closure due to accident or hazard.

14. Event location

Address	25 Brindabella Valley Road, Brindabella Valley, NSW 2611
Zone	Primary industry
Local Government	Snowy Valley Council
GPS coordinates	(-35.3872233, 148.7458998)



TTM RISK ASSESSMENT

Integrated Management System
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FORM 3.3.1

Effective: April 2022

Issue No: 7.0

Client:	Free Range Gathering 2025	Date:	05/05/25
TTM activity assessed:	Special Event		
Location(s):	25 Brindabella Valley Rd Brindabella Valley NSW 2611		
Person(s) involved in Assessment:	Name: Dean Woodward	Position: Operations Manager	
	Name: Charlie Dimoff	Position: Event Manager	
	Name:	Position:	
	Name:	Position:	
Sources used to undertake risk assessment: <ul style="list-style-type: none">- AS 1742.3-2019- Traffic control at worksites technical manual version 6.1- Austroads Guide to Temporary Traffic Management (AGTTM)- Google Maps- Information from the Event Manager			

Risk Matrix

			Likelihood (L)					
			L1. Almost Certain to occur in most circumstances	L2. Likely to occur frequently	L3. Possible and likely to occur at some time	L4. Unlikely to occur but could happen	L5. May occur but only in rare circumstances	
Consequence (C)	Injury to person(s)	Damage to Environment	Damage to Property, Plant, Asset					
	C1. Catastrophic Death or Permanent disabling injury	C1. Catastrophic Environmental Impact, Long term, extensive restorations	C1. Catastrophic Damage >\$50,000	1	2	4	7	11
	C2. Major Long term hospitalisation or serious injury	C2. Major Environmental impact requires restorations	C2. Major Damage \$10,000 - \$50,000	3	5	8	12	16
	C3. Moderate Overnight Hospitalisation, short term LTI	C3. Moderate Environmental impact, short term	C3. Moderate Damage \$2,000 - \$10,000	6	9	13	17	20
	C4. Minor Treatment by a doctor, MTI	C4. Minor Environmental impact	C4. Minor Damage <\$2,000	10	14	18	21	23
	C5. Insignificant First Aid, no LTI or MTI incurred	C5. Insignificant Event contained, no environmental impact	C5. Insignificant Repairable damage with no cost	15	19	22	24	25



TTM RISK ASSESSMENT

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TTM Hazard / Issue	Potential Risk	Present at Worksite	L	C	Risk Rating	Risk Controls	Final Risk Rating
Event Staff	<ul style="list-style-type: none"> Workers cannot escape traffic incidents on site. Worker is injured as a result of traffic incident on site. 	YES	3	2	8	<ul style="list-style-type: none"> Event Staff to wear high visibly clothing All event staff shall have clear line of approaching vehicles at all times. 	16
Queued traffic	<ul style="list-style-type: none"> Inadequate warning of traffic queue results in collision. 	YES	4	3	17	<ul style="list-style-type: none"> Signage to be placed as per the TGS as Advance warning An area on the property has been allocated for designated queuing to aid in preventing congestion on Brindabella Valley Road If traffic queues entering the event reaches Brindabella Valley Rd then all vehicles shall be instructed to move on until congestion is eased in the driveway 	20
High traffic volume	<ul style="list-style-type: none"> Extensive delays on road network leading to increased travel times. 	YES	4	3	17	<ul style="list-style-type: none"> The main influx of patron traffic will begin during the morning of Friday 5th September with the peak flow expected between 12:00pm and 8:00pm on Friday 5 September and between 12:00pm and 6:00pm Saturday 6 September 	20
Vulnerable road user activity	<ul style="list-style-type: none"> Unable to pass safely past the site using existing paths. Detours have a much larger impact on people walking and cycling. Pedestrians in the path of work site vehicles, equipment or other vehicles moving through the site. Surface not appropriate for prams, strollers, wheelchairs and the visually impaired. Crossing position unfamiliar to path users. Safe school crossing practices compromised. 	NO	-	-	-	N/A	-
Traffic speed and compliance behaviour	<ul style="list-style-type: none"> Road users travelling at inappropriate speeds due to lack of understanding of applicable speed limits. 	YES	3	2	8	<ul style="list-style-type: none"> Reduced speed signs and Event signs shall be erected on the approach to the event driveway 	16
Traffic composition	<ul style="list-style-type: none"> Inadequate lane widths for trucks Inadequate provision for truck turning movements. Inadequate vertical alignment's 	NO	-	-	-	N/A	-
Exposure and proximity of workers to live traffic	<ul style="list-style-type: none"> Worker is injured as a result of traffic incident onsite or poor driver behaviour. 	NO	-	-	-	N/A	-
Length of delays for road users	<ul style="list-style-type: none"> Aggressive driver behaviour and lack of community acceptance of worksite. 	NO	-	-	-	N/A	-



TTM RISK ASSESSMENT

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TTM Hazard / Issue	Potential Risk	Present at Worksite	L	C	Risk Rating	Risk Controls	Final Risk Rating
Other construction activity or roadworks in close proximity to proposed work site	<ul style="list-style-type: none"> Confusion as to intent of signage resulting in incidents. 	NO	-	-	-	N/A	-
Traffic generating land use (hospital, mine, school)	<ul style="list-style-type: none"> Pedestrians, cyclists, people with disabilities and other vulnerable road users such as children, parents with prams, users of small-wheeled vehicles and mobility aides and the elderly. 	NO	-	-	-	N/A	-
Non-compliance with temporary speed limits	<ul style="list-style-type: none"> Road users travel at inappropriate speeds due to lack of understanding of applicable speed limits 	NO	-	-	-	N/A	-
Reduced lane and shoulder widths	<ul style="list-style-type: none"> Traffic volume not adequately accommodated. 	NO	-	-	-	N/A	-
Site vehicle access and egress points	<ul style="list-style-type: none"> Infrequently used property access in the middle of the site may not be adequately monitored resulting in unsafe site entry 	YES	2	3	9	<ul style="list-style-type: none"> Site Entry Shall be clearly sign posted. Event staff shall only approach stopped vehicles 	17
Horizontal (curves) and vertical (crests/sags) alignment	<ul style="list-style-type: none"> Obscured positioning of signs and devices. Road user is unaware of approaching queue leading to collision 	NO	-	-	-	N/A	-
Utilities including above and below services		NO	-	-	-	N/A	-
Topographical constraints	<ul style="list-style-type: none"> Guard rails installed in certain sections within the advance warning area and work area preventing installation of temporary traffic management signs. Insufficient room to install temporary traffic management signs on the bridge. 	NO	-	-	-	N/A	-
Sight distances		NO	-	-	-	N/A	-
Emergency services	<ul style="list-style-type: none"> Delay to emergency services travelling through the site. Delay to emergency services attending emergencies on site 	NO	-	-	-	N/A	-



TTM RISK ASSESSMENT

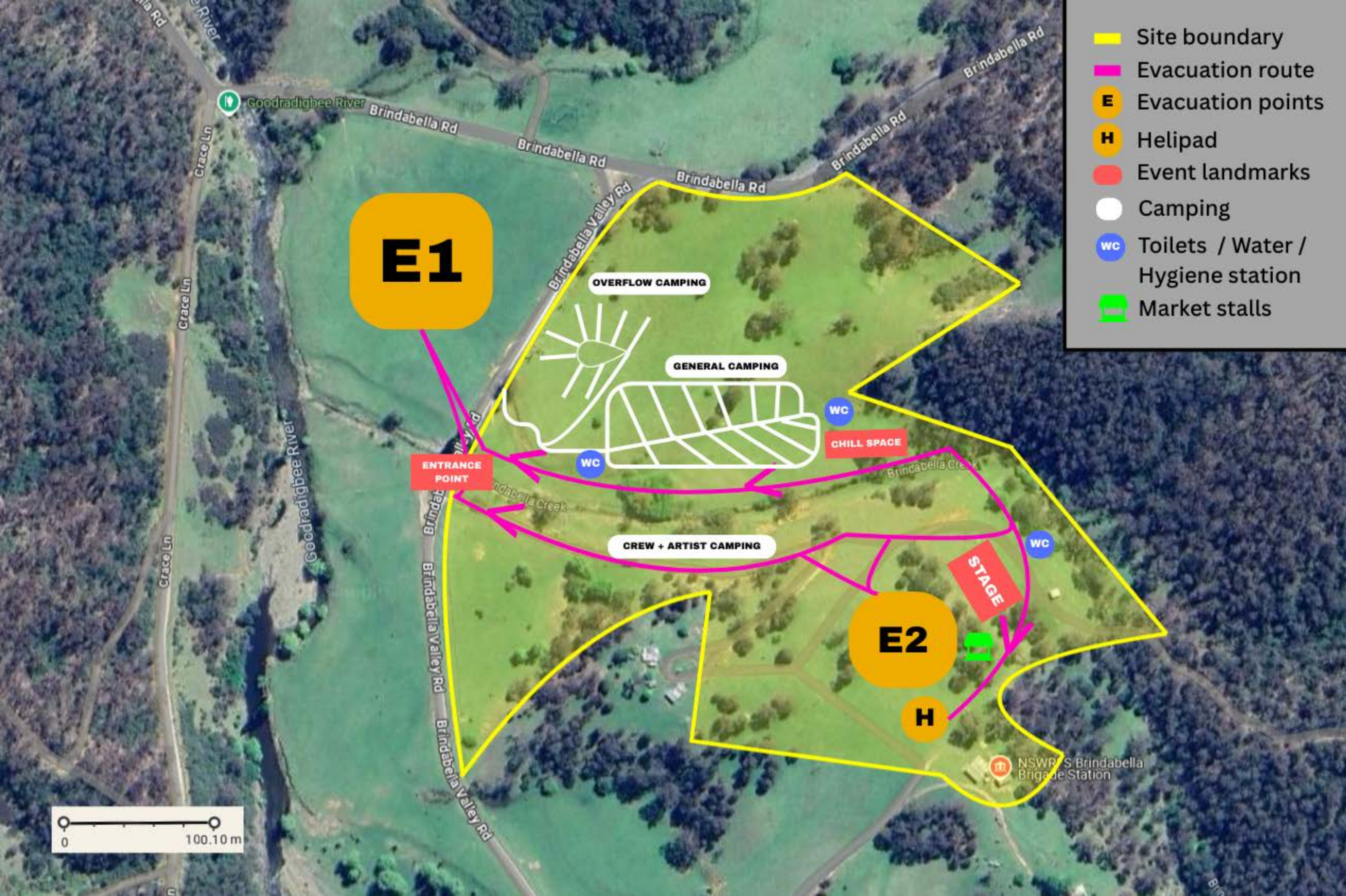
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FORM 3.3.1

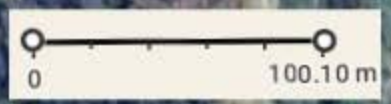
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TTM Hazard / Issue	Potential Risk	Present at Worksite	L	C	Risk Rating	Risk Controls	Final Risk Rating
Car parking impacted	<ul style="list-style-type: none"> Compromised property and business access leading to lack of community acceptance of worksite. Illegal or unsafe parking practices may occur if alternative parking and/or clear signage is not provided. 	NO	-	-	-	N/A	-
Transport services (bus stops etc.)	<ul style="list-style-type: none"> Negative community perception of impact of worksite. Unpredictable public transport passenger movements near the worksite. 	NO	-	-	-	N/A	-
Access to private and commercial properties	<ul style="list-style-type: none"> Property and business access is compromised. Increased volume of traffic on residential streets leading compromised safety outcomes for residents. 	YES	4	3	17	Free Range Gathering advocates safe driving and informs all attendees of the road conditions prior to the event as well as providing updates of any changes. Fortunately, Brindabella Road has been upgraded from Piccadilly Circus all the way through to the Goodradigbee River in Brindabella Valley. The safety improvements of the road significantly reduce the risk factor involved. 2	20
Intersections	<ul style="list-style-type: none"> Road user confusion leading to increased likelihood of traffic incidents 	NO	-	-	-	N/A	-
Working at or close to traffic signals	<ul style="list-style-type: none"> Interference with the operation of permanent traffic signals. Road user confusion leading to increased likelihood of traffic incidents. 	NO	-	-	-	N/A	-
Working at night or in low visibility	<ul style="list-style-type: none"> Road user unable to respond in a timely manner to the hazard ahead Reduced legibility of worksite or visual overload with retroreflective devices. 	NO	-	-	-	N/A	-
Traffic generating at special events or high-risk venues		NO	-	-	-	N/A	-
Overhead power lines or other utilities		NO	-	-	-	N/A	-
Other	<ul style="list-style-type: none"> Requirement to implement the TMP for more than 14 hours within a single shift, leading to staff fatigue Specific restrictions relating to dates or days, particularly around school holiday periods and other significant dates leading to project completion delays. 	NO	-	-	-	N/A	-



- Site boundary
- Evacuation route
- E Evacuation points
- H Helipad
- Event landmarks
- Camping
- WC Toilets / Water / Hygiene station
- Market stalls



(02) 9603 38 20

DIRECT TRAFFIC

Effective Date: 16/06/25

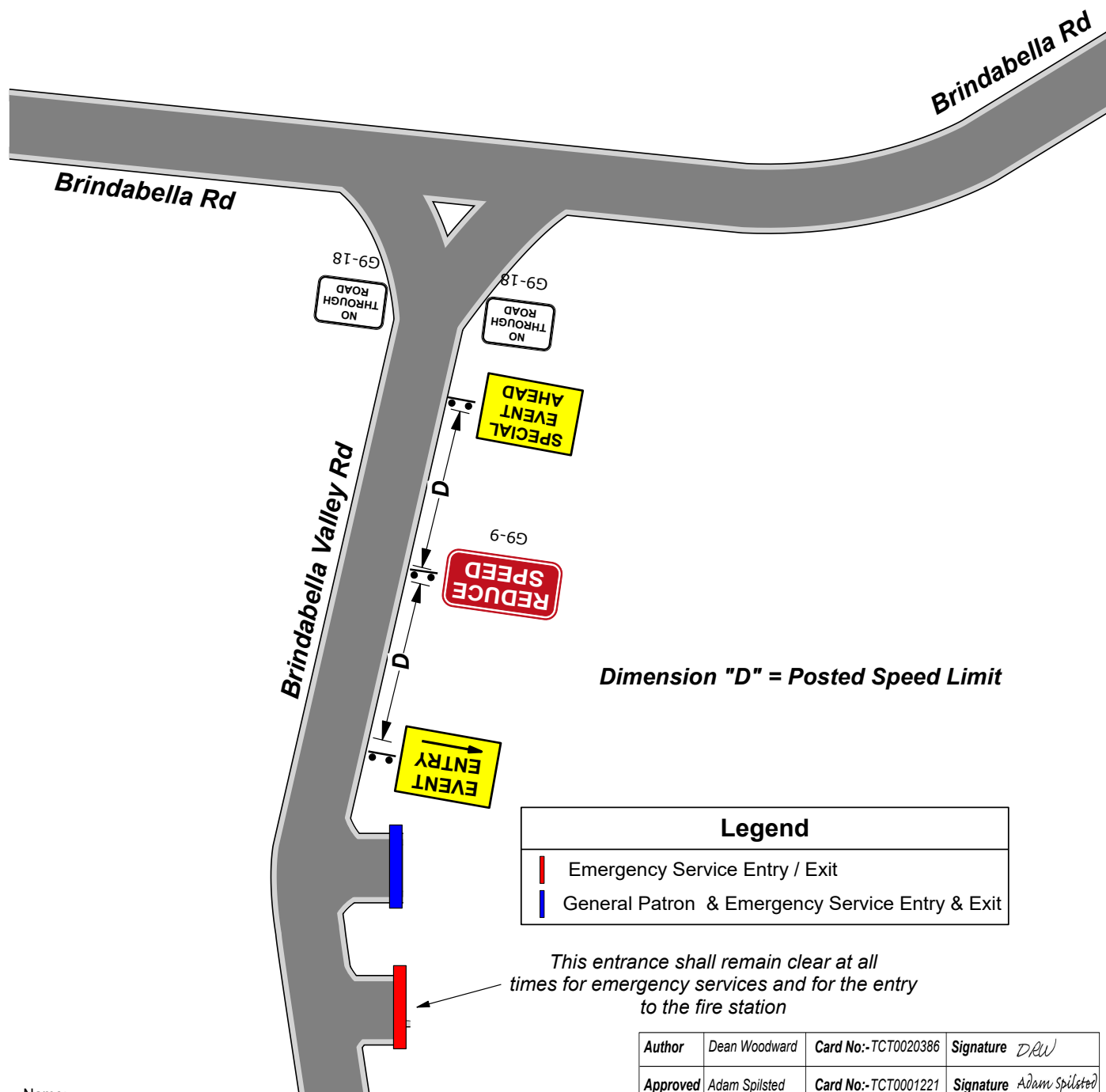
Version: 2

Client: Free Range Gathering 2025

Location: 25 Brindabella Rd Brimbabella Valley

Activity: Special Event

TGS Number: DWFR5625



Name:

Date of Modification:

Prepare WZTMP No:

Expiry Date:

Signature:

Date: 5/06/25 Author: Dean Woodward Project: Free Range Gathering 2025
 Qualification: Prepare a Work Zone TMP - RIICWD503D Ticket No: TCT0020386

Comments:

The author has drawn this TGS based on the information provided by the client. Prior to the implementation of TGS a Safe Work Method Statement must be prepared in consultation with the personnel carrying out the work. Person(s) implementing this TGS must hold current Implement Traffic Control Plans - RIIVHS302D training. Modifications to this TGS must comply with the requirements of the Traffic Control at Work Sites manual version 6.1 and AS1742.3-2019 Manual of uniform traffic control devices Traffic control for works on roads.

Direct Traffic Pty Ltd accepts no liability for the implementation or execution of this TGS unless implemented by authorized Direct Traffic Pty Ltd personnel. This TGS maintains the property of Direct Traffic Pty Ltd and is not transferable unless express permission is granted by management from Direct Traffic Pty Ltd.

Author	Dean Woodward	Card No:-TCT0020386	Signature <i>DrW</i>
Approved	Adam Spilsted	Card No:-TCT0001221	Signature <i>Adam Spilsted</i>

NSW	Safe Work NSW	WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Dean Russell WOODWARD Card No: TCT0020386 D.O.B: 01/09/1987 Date of issue: 19/08/2016 Type of traffic control work: PWZ		
NEW SOUTH WALES NOT TO SCALE		

