

Letter of No Objection for temporary road closures

Office use onlyID Number TRC/2018/3399
Assessment Officer: Ravena GOSPER**Road closure details**

Letter issued to	Dowells Traffic Management	Project / Event name	259 Ashmore Road Development
Road name	Ashmore Road	Suburb	Benowa
Between	Old Dairy Lane	And	Benowa Road
Start date	1. 7 January 2019 2. 29 January 2019	Completion date	1. 25 January 2019 2. 7 April 2019
Start time	1. 6.30am 2. 9am	Completion time	1. 4pm 2. 2.30pm
Principal Contractor	Bradwell Constructions Pty Ltd		
Traffic Management Company	Dowells Traffic Management		
Closure Type	☒ Bike Lane ☒ Verge / footpath ☒ Parking lane/bay ☒ Hold & Release		
Closure Reason	Various closures to facilitate safe vehicle movement for construction site. Traffic Guidance Scheme TGS 992-KG-1 relates.		

City of Gold Coast (City) has reviewed your submission and has no objection to a temporary road closure as described in your application dated **6 December 2018 and 3 January 2019**.

This Letter of No Objection is for the temporary road closure only and is not an approval for the works or activity.

This letter of no objection is subject to the conditions listed below

- All operations shall be conducted in accordance with the Department of Transport and Main Roads *Manual of Uniform Traffic Control Devices (MUTCD) Part 3 Works on Road (AS1742.3)*.
- A police permit shall be obtained from the Queensland Police Service and a copy must be available on site. In the event that traffic delays are excessive or too disruptive, Council may request the Police to withdraw the permit and reopen the temporary road closure.
- Police / Traffic control supervision must be provided, to the satisfaction of the Superintendent of Police.
- Local residents and businesses directly affected by road closures and temporary parking restrictions must be notified in writing a minimum of seven days prior to the works or activity and an agreed alternative arranged where required.
- Bus and taxi companies directly affected must be notified a minimum of seven days prior to the works or activity and an agreed alternative arranged where required.
- Hold and release of two minutes maximum with no build-up of traffic permitted.
- **Traffic build-up not permitted. Hold and release of traffic to be performed during 'gaps in traffic' only.**
- Pedestrian movement shall be managed by temporary traffic control signs and/or a Traffic Controller if a designated pedestrian crossing or footpath is not available.
- Safe access past the work area for pedestrian / cyclist movement shall be maintained at all times.

City of Gold Coast – no objection



For Matthew Tilly
Manager Transport and Traffic
For the Chief Executive Officer
Council of the City of Gold Coast

Dated: 3 January 2019



QUEENSLAND POLICE SERVICE

GENERAL PERMIT

*Transport Operations (Road Use Management) Act 1995 and
Regulation thereunder*

BRYERS

(Surname)

Andrew

(Given Names)

of

**Crompton Concepts Pty Ltd
706/9 Markeri Street, MERMAID BEACH QLD 4218
Phone: 0450 920 096 Fax: 3103 4039
Email: accounts@cromptonconcepts.com.au**

(Address)

whose signature appears hereon, is hereby permitted, subject to the conditions hereunder to:

Temporary permit for BIKE LANE, VERGE / FOOTPATH, PARKING LANE/BAY, HOLD & RELEASE closures at ASHMORE ROAD, BENOWA between OLD DAIRY LANE AND BENOWA ROAD for various closures to facilitate safe vehicle movement for construction site. Traffic Guidance Scheme TGS 992-KG-1 relates on behalf of Bradwell Constructions Pty Ltd.

EFFECTIVE BETWEEN THE HOURS OF:

1. 6.30am – 4pm

2. 9am – 2.30pm

NO CONSTRUCTION WORK PERMITTED ON SUNDAYS OR PUBLIC HOLIDAYS

***** PERMIT TO BE KEPT ON SITE AT ALL TIMES*****

Permit shall remain in force from

1. 07/01/2019

to

25/01/2019

2. 29/01/2019

to

07/04/2019

unless sooner, suspended, surrendered or cancelled.

GENERAL CONDITIONS

1. Minimal disruption to local traffic at all times. Not to be held longer than 2 minutes.
2. Sufficient traffic control supervision shall be provided to the satisfaction of the Superintendent of Traffic, a minimum of two traffic control personnel to be utilised on site.
3. Local residents, business, buses and taxi companies directly affected shall be notified prior to the event, and agreed alternatives arranged where access denied.
4. Warning signs and traffic control devices for works on roads shall be installed in accordance with Part 3 Manual of Uniform Traffic Control Devices.
5. To comply with City of Gold Coast and or DTMR permit issued for this event.
6. Emergency services are to be advised prior to the event.
7. All Police directions are to be obeyed at all times.
8. The applicant is to ensure compliance with the TORMA where practicable
9. The applicant is to comply with the Local Council regulations.

This permit does not exempt the holder thereof from obtaining any Permit of other authority under and/or otherwise complying with the provisions of any other law.

Issued at

Southport

Date

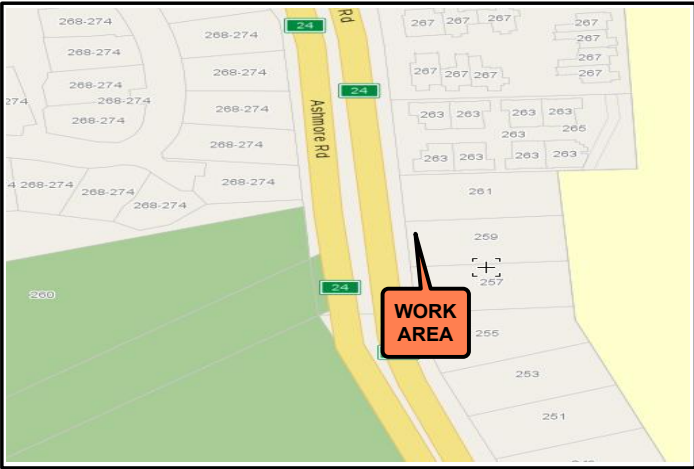
7/01/2019

Signature of Licensee

**A/SNR SGT M HARRISS
Superintendent of Traffic**

ASHMORE RD, BENOWA

www.invarion.com



The following TGS plan has been deemed necessary due to the high risk activity of works

This Traffic Guidance Scheme is has been designed based on the information received by the client. Site risk assessment
Trucks and equipment shall be escorted into the closure under traffic control supervision. The purpose of this Traffic Guidance Scheme is to ensure the safety of the work site and the general public.
Temporary speed zone to meet workplace or traffic safety requirements (see Clause 4.2). Cover or alter if inappropriate at night.
11. The Workers (symbolic) sign shall be removed when workers have left the work area or are no longer visible to traffic.
It is most important that the relevant signs and devices be removed or concealed from view as soon as any activity is completed or a hazard ceases to exist.
When all work is complete, signs and devices should be dismantled in the reverse order to that specified in Clause 2.5.3.

A TMR certified Traffic Management Implementation Officer must only implement the TGS. Traffic controllers shall be relieved from their duty after not more than 2 hours for a period of rest or "other duties" of at least 15 minutes. [NOTE: "Other duties" does not include operation of a STOP/SLOW bat to control traffic or any duties involving standing in one position, or controlling traffic with a traffic control device].

Signs should face towards approaching traffic approximately at right angles to the line of sight from the driver to the sign.
Before work commences, signs and devices at the approaches to and within the work area should be set out in accordance with the traffic guidance scheme in the following sequence:
(a) Advance warning and regulatory signs (including temporary speed zone signs).
(b) All intermediate advance warning and regulatory signs and devices required in advance of the taper or start of the work area.
(c) All delineating devices required to form the taper including the illuminated flashing arrow sign at the end of the taper where required.
(d) Delineation of the work area or side track.
(e) All other required warning and regulatory signs including termination and end of temporary speed zone signs. Traffic controllers shall also be provided if necessary to control the movement of plant within the trafficable area.
Traffic controllers shall not be located in positions where the sight distance is less than 2D (where the value of D is the greater value of the range of dimensions shown in Table 4.2) metres between the controller and oncoming traffic. See Clause 4.10.2 for positioning of the Traffic Controller/ PREPARE TO STOP sign (T1-Q05).

The regulation provides that the function of a traffic controller is to direct traffic in a way stated in the MUTCD and the TCASAP.
A traffic controller must only use equipment specified in the MUTCD, TRUM or the TCASAP to direct or divert traffic through a designated worksite.
4.2.3 A STOP/SLOW bat measuring a minimum 1.8 metres from the ground to the bottom of the STOP/SLOW sign (R6-8, R6-Q02/T7-1) must be used, except when a boom barrier or other traffic control devices approved by TMR is used.
Traffic controllers must be located so they are in a position to see approaching vehicles
Approval for erection or removal of regulatory traffic control devices shall be obtained from the Department of Transport and Main Roads or appropriate road authorities before implementing this traffic guidance scheme

TABLE 4.11 MINIMUM LANE WIDTHS	
Posted speed limit during road works, km/h	Minimum lane widths m
60 or less	3.0
70 to 90	3.2
greater than 90	3.4

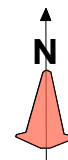
Recommended taper lengths, (Table 4.6)

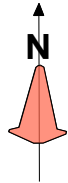
Permanent posted speed, km/h	Recommended taper lengths, m		
	Traffic control at beginning of taper	Lateral shift taper	Merge taper
40 or less	15	5	15
50	15	15	30
60	30	30	60
70	30	60 to 80	120-160
80	30	60 to 80	120-160
90	30	60 to 80	120-160
100	30	60 to 80	120-160
Greater than 100	30	60 to 80	120-160

Table 3.10 SIGNS FOR PEDESTRIAN CONTROL - SIZE TABLE		
Sign	Sign Number	Size, mm
PEDESTRIANS WATCH YOUR STEP	T8-1	900x600
PEDESTRIANS (arrow)	T8-2 (L or R)	1200x300
USE OTHER FOOTPATH	T8-3	900x600
FOOTPATH CLOSED	T8-4A	900x600
LOOK BOTH WAYS, TWO WAY TRAFFIC	T8-5A	900x600
Posted speed (prior to roadworks) km/h		Dimension D m
40 or less		5 to 10
50		10 to 15
60		15 to 45
70, 80		60 to 80
90, 100		90 to 100
110		100 to 120

Traffic controllers must ensure that they have a clear escape path to a non-traffic (closed) section of the roadway, shoulder, footpath or median. Traffic controllers must stand facing the traffic but just outside the projected travel path.
Traffic controllers should ensure that approaching traffic has sufficient distance to stop safely.
A traffic controller must ensure that they are not partially hidden by signs and/or devices and they do not obstruct a driver's view of such signs and /or devices.
The traffic controller must ensure that there is a maximum speed limit not exceeding 60 km/h established through the worksite.
The Traffic Controller Ahead/PREPARE TO STOP sign is erected correctly at the beginning of the shift. The Traffic Controller Ahead/ PREPARE TO STOP sign is removed or covered when work is suspended throughout a shift or completed for the day
Existing signs and traffic control devices which are inappropriate to, or conflict with, the temporary work site situation shall be fully covered or removed.
The travelled path on the approaches and past the work area shall be delineated so as to properly define which part of the roadway is available to road users, or the path that traffic is required to follow, under all reasonably expected weather and atmospheric conditions, day or night as applicable.
Signs and devices should be positioned and erected so that-
(a) they are properly displayed and securely mounted (see Clause 3.3);
(b) they are within the line of sight of the intended road user;
(c) they cannot be obscured from view (e.g. by vegetation or parked cars);
(d) they do not obscure other devices from the line of sight of the intended road user;
(e) they do not become a possible hazard to workers, pedestrians or vehicles; and
(f) they do not deflect traffic into an undesirable path.
(g) they do not restrict sight distance for drivers entering from side roads or streets, or private driveways; and
(h) they are not installed using supports that could be a hazard if struck by a vehicle.
Delineating devices (e.g. traffic cones, bollards, post mounted delineators) should generally be placed 1 m clear of the travelled path where practicable.
However, traffic cones and bollards may also be used to define the edge of the travelled path or to separate opposing traffic.
In open road areas and on unkerbed roads in built-up areas where signs are to be mounted on posts, they should normally be placed clear of the outer edge of shoulder and at least 2 m clear of the travelled path, whichever is the greater clearance. They should be erected 1 to 1.5 m above the level of the nearest edge of the travelled path to the underside of the sign.
In addition to providing adequate traffic control and guidance at a static work site the safety of road users will be enhanced by ensuring that the work site is managed in such a way as to cause the minimum amount of inconvenience to traffic movement. Works should be arranged to minimise-
(i) disruption of established traffic movements and patterns;
(ii) interference with traffic at peak movement periods;
(iii) interference with public transport services; and
(iv) the amount of road closed to traffic at any one time.
The objective of this TGS is to provide organisations carrying out works on roads with a set of uniform practices for the signing and delineation of construction and maintenance works which will promote the safety of both workers and road users at the work site. The traffic management company on site implementing this TGS on the day must assess the suitability of the TGS against a risk assessment and whether it is safe to implement.

Crompton Concepts A FRESH APPROACH TO TRAFFIC MANAGEMENT. ADDRESS: PO BOX 11, BROADBEACH QLD 4218 PHONE: 0450 920 096	CLIENT: BRADWELL CONSTRUCTIONS	POSITION: DIRECTOR		LOCATION OF WORKS: ASHMORE RD, BENOWA		UBD MAP:
	CONTACT: BRAD WELTEN	PHONE: 0459 999 199		BETWEEN STREETS: TEMBOURAH DR AND BENOWA RD		
	TGS NO: TGS 992-KG	PLAN NO: 1 OF 4	REVISION: 0	ROAD CONFIGURATION: DUAL LANE UNDIVIDED		
	DATE OF DESIGN: 29TH NOVEMBER 2018	CLOSURE TYPE: FRONT PAGE		SPEED OF ROADWAY: 60KM/H	APPROVED BY: KELLY GOVIND 	
	TRAFFIC MANAGEMENT DESIGNER: KELLY GOVIND	MUTCD: PART 3 SEVENTH ISSUE	PURPOSE: CONSTRUCTION	DURATION: LONG TERM		
TMD QUALIFICATION NUMBER: 448	Organisations and individuals responsible for works in accordance with this Part of the Manual need to be aware of their responsibilities for any injury to road users or damage to property as a result of such operations. There is an equally important obligation to provide a safe workplace environment that minimises, as far as practicable, the likelihood of injury to workers by traffic within or adjacent to the work area. Principals and contractors need to be aware of the requirements of OHS legislation and implement them as they apply to this obligation					
TRAFFIC MANAGEMENT LEVEL 2:						





Option	Description	Closure Type	Control Measure	Features	TGS Reference
Around work zone	Vehicles Detoured around existing roadway/side tracked	Full Closure/ Detour	Elimination/Substitution	Full width of road closed. Detour available with minimum delay.	NOT SELECTED
Past work zone	Vehicles past delineated work zone	Part Road Closure / Lateral Shift	Isolation/Engineering/ Administrative	Remaining lane width of 3.0m can be maintained on low speed residential roads	NOT SELECTED
		Shoulder/Bus Lane/Parking Lane Closure	Isolation/Engineering/ Administrative	Remaining width of 3.0m to barrier line with 0.5m edge clearance can be maintained	TGS 992-KG-1
		Lateral Shift/ Contra-Flow	Isolation/Engineering/ Administrative	Remaining width of 3.0m each way with 0.5m edge clearance to maintain two way traffic	NOT SELECTED
		Lane/Turning Lane Closure	Isolation/Engineering/ Administrative	Remaining width of 3.0m with 0.5m edge clearance can be maintained on multilane road	NOT SELECTED
		Single Lane Reversible flow	Isolation/Engineering/ Administrative	Where two-way traffic cannot be maintained as per above on two way road. Remaining width of 3.0m with 0.5m edge clearance shall be maintained to allow for single file of traffic past work area	NOT SELECTED
Through work zone	Vehicles through work zone	Temporary road closure/ Hold and Release	Isolation/Engineering/ Administrative	Hold and Release all traffic when safe to do so.	TGS 992-KG-1
		Local Traffic Access	Isolation/Engineering/ Administrative	Locations where road features restrict implementation of above options	NOT SELECTED

Option	Description	TGS Reference
Around work zone	Pedestrians diverted around work area utilising existing crossing and/or driveway	NOT SELECTED
Past work zone	Minimum 1.0m footway maintained past work area (on the verge or on the roadway) with appropriate delineation.	NOT SELECTED
Through work zone	Minimum 1.0m footway maintained through the work zone such that pedestrians are safely managed under traffic control (eg. passage through between work area and parked work vehicle as delineation from live traffic).	TGS 992-KG-3 TGS 992-KG-2 TGS 992-KG-1

Clearance shall be measured to the traffic-side edge of delineating devices or barrier. This edge shall also be the line from which clearances to the work area are measured for the purpose of determining treatments in Clause 4.2.

(a) Edge of traffic lane to line of traffic cones, bollards or longitudinal channelling barricades -

(i) posted speed limit during roadworks up to 60 km/h - 0.5 m; and

(ii) posted speed limit during roadworks above 60 km/h - 1.0 m.

Works Method	Applicable tasks	Reference
Static work site	All works which are greater in scope and duration than can be handled by the short term, low impact provisions listed below or by mobile works.	Clause 4.2
Short term, low impact, works - open road areas	Isolated work on pavements of up to 5 min duration, traffic volumes permitting. Shoulder grading and verge mowing.	Clause 4.3
Short term, low impact, works - built-up areas	Work adjacent to or in a traffic lane of duration 5 min to works 1 hour depending on traffic volume. Median and verge mowing, footpath works.	Clause 4.4
Works on unsealed roads	Maintenance grading. Short term partial road closures.	Clause 4.5
Mobile works	Linemarking, pavement material laying or removal, pavement testing where all signs and other protective devices are carried on vehicles.	Clause 4.6

Estimated Traffic volume (total for both directions) Vehicles per hour	Length of single lane section
800	70
700	100
600	150
500	250
300	600
<300	800

40	worker safety - workers on foot are working within 12m of traffic with no intervening physical protection Traffic safety - There would be structural danger to bridges at higher speeds (1 km maximum length)
60	Workers safety - Workers on foot or operating plant are within 3 m of the trafficable area with no intervening physical barrier. • A traffic controller is being used • In advance of portable or temporary traffic signals • Dust or smoke may reduce visibility. Traffic safety • Traffic is subjected to a reduced standard alignment due to the works. • The pavement surface has been degraded. • A bituminous seal has just been laid.

2.3.7 Provision for pedestrians and bicycles

Where pedestrians, including school children and people with disabilities or visual impairment, have to move through, past or around a work site or to cross the road within a work site, they shall be provided with and directed to suitably constructed and protected temporary footpaths and crossing points, or formal pedestrian crossings, or refuges if warranted. Such facilities shall meet the requirements of Clause 2.3.8.

Pedestrian and bicycle paths should be provided on the same scale and to the same width as any facilities for pedestrian or bicycle traffic that were existing prior to the works. Further guidance is available in Austroads Guide to Road Design, Part 6A, Pedestrian and Cyclist Paths. 2.3.8

Temporary footpaths and pedestrian crossing Where footpaths or pedestrian crossings have been partially closed or temporarily relocated, requirements and recommendations for the temporary facilities are as follows:

(a) The unobstructed width at local constrictions shall be not less than 1.0 m. Elsewhere, a width of at least 2.0 m should be provided.

(b) Where pedestrian traffic has been diverted onto an existing roadway the pedestrian path shall be separated from vehicular traffic. A mesh fence may be used provided that - (i) the clearance to the delineated edge of the traffic lane is at least 1.2 m and the speed limit is 60 km/h or less; or (ii) the clearance to the delineated edge of the traffic lane is less than 1.2 m and the speed limit is 40 km/h or less. Where traffic speeds (see Clause 1.4.18) are more than 10km/h above the speed limits given in Items (i) and (ii), a road safety barrier system (see Clause 3.10.3) shall be provided. NOTE: The channelling of pedestrians and bicycle traffic using lightweight modules is subject to the requirements of Clause 3.10.2. (c) Surfacing should provide for prams, strollers and wheelchairs, and other mobility aids. (d) Except as below, lighting shall be not less than the level provided on the original footpath or crossing, or to AS 1158.4, whichever is the lesser level. Lighting to AS 1158.4 should be provided if the associated works reduce either the sight distance to, or the prominence of, the crossing. (e) Crossings shall be located as near as practicable to established pedestrian routes, and shall have the same level of function as the crossings they replace, including provisions for the people with a vision impairment. (f) Crossings should be signalled if the crossings they replace were signalled. (g) The management of pedestrians at crossings on roadways temporarily converted from one-way to two-way is given in Clause 4.14.8.

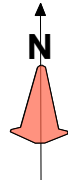
Purpose and usage	Speed Limit3, km/h	Recommended maximum spacing, m
All purposes	<50	4

Purpose and usage	Speed Limit3, km/h	Recommended maximum spacing, m
Closure	>70	12
Taper	>70	9

item	Height	Band Width	Distance from top of device to band
Cone	450 to 500	150	130 +/- 5
Cone	700 and over	250	220 +/- 5
Cone	all heights	250	220 +/- 5

 Crompton Concepts A FRESH APPROACH TO TRAFFIC MANAGEMENT. ADDRESS: PO BOX 11, BROADBEACH QLD 4218 PHONE: 0450 920 096	CLIENT: BRADWELL CONSTRUCTIONS		POSITION: DIRECTOR		LOCATION OF WORKS: ASHMORE RD, BENOWA		UBD MAP:	
	CONTACT: BRAD WELTEN		PHONE: 0459 999 199		BETWEEN STREETS: TEMBOURAH DR AND BENOWA RD			
	TGS NO: TGS 992-KG		PLAN NO: 2 OF 4		REVISION: 0		ROAD CONFIGURATION: DUAL LANE UNDIVIDED	
	DATE OF DESIGN: 29TH NOVEMBER 2018		CLOSURE TYPE: RISK ASSESSMENT			SPEED OF ROADWAY: 60KM/H		APPROVED BY: KELLY GOVIND 
TRAFFIC MANAGEMENT DESIGNER: KELLY GOVIND		MUTCD: PART 3 SEVENTH ISSUE		PURPOSE: CONSTRUCTION		DURATION: LONG TERM		
TMD QUALIFICATION NUMBER: 448		Organisations and individuals responsible for works in accordance with this Part of the Manual need to be aware of their responsibilities for any injury to road users or damage to property as a result of such operations. There is an equally important obligation to provide a safe workplace environment that minimises, as far as practicable, the likelihood of injury to workers by traffic within or adjacent to the work area. Principals and contractors need to be aware of the requirements of OHS legislation and implement them as they apply to this obligation						
TRAFFIC MANAGEMENT LEVEL 2:								





DESKTOP RISK ASSESSMENT

PROJECT ADDRESS:	ASHMORE RD, BENOWA		DATE: 29/11/2018
PREPARED BY:	KELLY GOVIND	QUALIFICATION: TRAFFIC MANAGEMENT DESIGN LEVEL 3 No. 442	
RISK RATING:	1 = (HIGH) 2 = (MEDIUM) 3 = (LOW)		
DESCRIPTION OF HAZARD:			
1) CONSTRUCTION WORKS, INCLUDING TRUCKS ENTERING AND EXITING, - RISK OF COLLISION OR INJURY.			
ACTION DEEMED NECESSARY TO REDUCE THE RISK TO A SAFE LEVEL:			
1) SHOULDER CLOSURE TO BE USED IN PEAK PERIODS 3) HOLD AND RELEASE, 2 X TRAFFIC CONTROLLERS REQUIRED TO HOLD TRAFFIC. ONE TRAFFIC CONTROLLER TO HOLD ONE LANE OF TRAFFIC AT A TIME. TAFFIC NOT TO BE ON HOLD FOR ANY LONGER THAN 5 MINS AT A TIME.			
CIRCLE REQUIRED CONTROL LEVEL: 1) ELIMINATION 2) SUBSTITUTION 3) ISOLATE 4) ENGINEERING 5) ADMINISTRATION 6)PPE			
PROPOSED FURTHER ACTION:			
ROUTINE TRAFFIC CONTROL AUDITS SHALL BE COMPLETED BY CROMPTON CONCEPTS OR ALLOCATED TRAFFIC CONTROL COMPANY.			
RISK RANKING AFTER IMPLEMENTING CONTROL: 1=(HIGH) 2=(MEDIUM) 3=(LOW)			

Careful consideration should be given to the signing of the work site, no matter how brief the occupation of the site may be. This should include: (a) protection of workers, provision of adequate warning of changes in surface condition and the presence of personnel or plant engaged in work on the road; and (c) adequate instruction of road users and their guidance safely through, around or past the work site.

Important basic principles to be observed are as follows:

(i) Signs and devices shall be installed by a competent person.

(ii) Signs and devices shall be appropriate to the conditions at the work site and shall be used in accordance with this Part of the Manual unless a risk assessment by a competent person indicates that an alternative arrangement is satisfactory (see Clause 2.2.3).

(iii) Signs and devices shall be erected and displayed before work commences at a work site.

(iv) Signs and devices shall be regularly checked and maintained in a satisfactory condition.

(v) Signs and devices shall be removed from a work site as soon as practicable. However, appropriate signs should remain in place until all work (including loose stone removal and line marking following bituminous surfacing) has been completed.

(vi) Records shall be kept of all works signing and delineation at roadway or part-roadway closures.

(vii) Where works require the relocation of regulatory traffic control items, they shall be relocated or reinstalled promptly in positions where they are visible and can perform their regulatory function.

Organisations and individuals responsible for works in accordance with this Part of the Manual need to be aware of their responsibilities for any injury to road users or damage to property as a result of such operations. There is an equally important obligation to provide a safe workplace environment that minimises, as far as practicable, the likelihood of injury to workers by traffic within or adjacent to the work area. Principals and contractors need to be aware of the requirements of OHS legislation and implement them as they apply to this obligation.

Steps should be taken to warn the public of prevailing conditions and to guard, delineate, and, where necessary, illuminate work which may pose a hazard to road users. Care should also be taken to avoid, wherever possible, long delays or detours which may cause unnecessary inconvenience to road users (see Clause 2.6.6).

Supervisory personnel carrying out construction, maintenance or other works that require the use of a traffic guidance scheme shall give attention to the following:

(a) Be mindful of their responsibility to provide, as far as practicable, a safe workplace for personnel and plant under their control, and safe and convenient travelling conditions for road users.

(b) Ensure that personnel under their control are at all times courteous to road users. Personnel should not allow themselves to become distracted by provocation from members of the public.

(c) Ensure that personnel are competent to perform the roadwork signing task (see Clause 1.4.3).

(d) Ensure that all personnel at a work site are aware of their responsibilities.

(e) Ensure that traffic controllers are appropriately trained and informed of their duties and that they are regularly relieved from their duty (see Clause 4.10.5).

(f) Be familiar with, and act, as far as is practicable, in accordance with the provisions of this Part of the Manual.

Risk management entails the identification and analysis of all safety risks likely to arise during works on road including the setting up, operating, changing and ultimate dismantling of a traffic guidance scheme, followed by the determination of appropriate measures to mitigate those risks. The process is appropriate at all levels of planning and operation including the following:

(a) When preparing standardised plans and safe work method statements for the conduct of all types of closures on the road and footpath.

(b) When preparing traffic guidance schemes for more extensive or complex works where site specific risks will assume importance.

In each case the process should be carried out by first identifying all the hazards likely to arise, evaluating them in terms of likelihood of occurrence and adverse consequences using historical data, experience or other means. The proposed procedural statement or traffic guidance scheme should then be checked in detail to ensure that adequate means of controlling or reducing those risks found to be significant, are in place.

HOW SEVERELY COULD IT HURT SOMEONE OR HOW ILL COULD IT MAKE SOMEONE?	HOW LIKELY IS IT TO OCCUR?			
	VERY LIKELY COULD HAPPEN ANY TIME	VERY LIKELY COULD HAPPEN SOMETIME	UNLIKELY COULD HAPPEN BUT VERY RARELY	VERY UNLIKELY COULD HAPPEN BUT PROBABLY NEVER WILL
KILL OR CAUSE PERMANENT DISABILITY OR ILL HEALTH	1/H	1/H	1/H	2/M
LONG TERM ILLNESS OR SERIOUS INJURY	1/H	1/H	2/M	2/M
MEDICAL ATTENTION AND SEVERAL DAYS OFF WORK	1/H	2/M	2/M	3/L
FIRST AID NEEDED	2/M	2/M	3/L	3/L

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	DATE OF DESIGN: 29TH NOVEMBER 2018	CLOSURE TYPE: RISK ASSESSMENT	SPEED OF ROADWAY: 60KM/H	APPROVED BY: KELLY GOVIND	
	TRAFFIC MANAGEMENT DESIGNER: KELLY GOVIND	MUTCD: PART 3 SEVENTH ISSUE	PURPOSE: CONSTRUCTION	DURATION: LONG TERM	
TRAFFIC MANAGEMENT LEVEL 2:	Organisations and individuals responsible for works in accordance with this Part of the Manual need to be aware of their responsibilities for any injury to road users or damage to property as a result of such operations. There is an equally important obligation to provide a safe workplace environment that minimises, as far as practicable, the likelihood of injury to workers by traffic within or adjacent to the work area. Principals and contractors need to be aware of the requirements of OHS legislation and implement them as they apply to this obligation				

NOTE: PLAN NOT TO SCALE

1. Personnel engaged on works which require the use of traffic guidance scheme shall keep records required by the MUTCD. These records include the traffic guidance scheme arrangement, any alterations to the installation, the removal or covering of any signs, hours of operation, surface conditions of the road, any significant departures of additions to the signs and devices included in the relevant diagrams of the MUTCD.
2. Where required this Traffic Guidance Scheme shall be altered in accordance with the requirements of the MUTCD to take into account site specific requirements. Situations that may necessitate changes to the Traffic Guidance Scheme may include but are not limited to the following:
 - Insufficient horizontal and vertical sight distances.
 - The proximity of intersections.
 - The proximity of natural features such as trees and landscaping.
 - The proximity of other features such as Bus Stops, driveways etc.
3. Changes may be made by a RIWHS302D qualified person onsite, in accordance with App K of the MUTCD. The TMD Designer who designed the TGS must be notified prior to changes being made, changes must be shown on TGS onsite & delivered to Designer of the TGS with said changes.

WATCH
YOUR
STEP

Sign to be Erected
at either end of
affected footpath

2 x LANE - HOLD & RELEASE

THE WORKMAN SIGN IS USED TO WARN OF THE PRESENCE OF PERSONNEL,
IT SHALL ONLY BE DISPLAYED WHEN THEY ARE ACTUALLY WORKING, OR VISIBLE TO TRAFFIC
OR BOTH, AND SHALL BE REMOVED OR COVERED WHEN WORKERS HAVE LEFT THE WORK AREA
OR ARE NO LONGER VISIBLE TO TRAFFIC

LEGEND



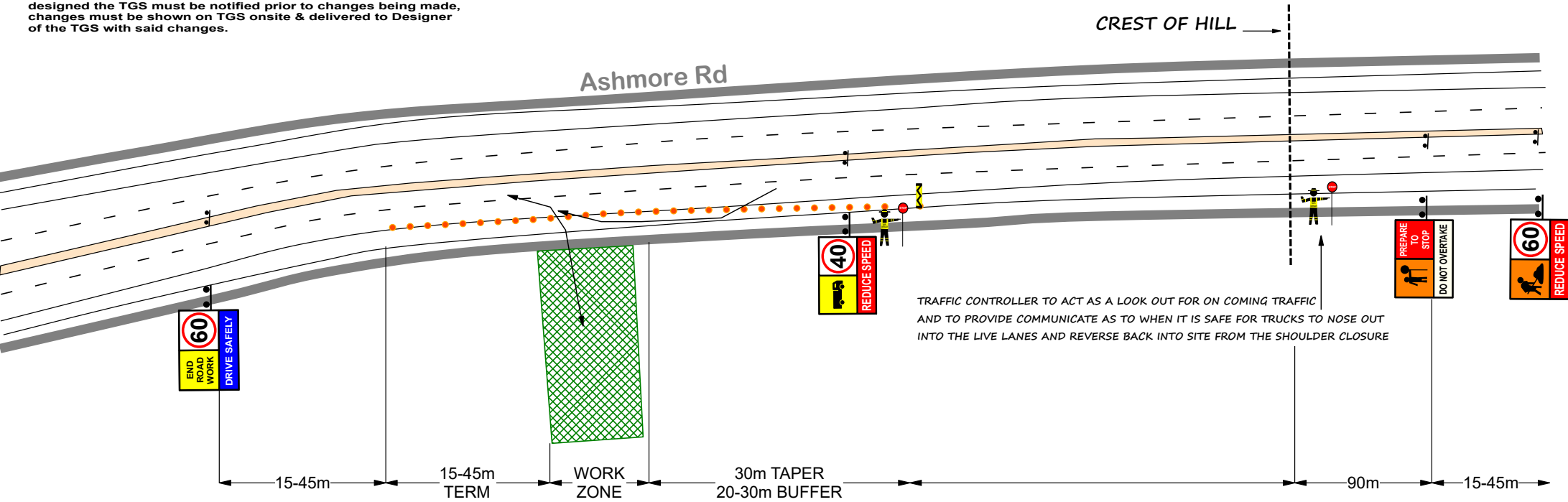
SITE



CONES



SIGN LOCATION



TOLERANCES

SIGNAGE:

- (i) MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN.
- (ii) MAXIMUM, 25% MORE THAN THE DISTANCES OR LENGTHS GIVEN.
- (b) SPACING OF DELINEATING DEVICES:
 - (i) MAXIMUM, 10% MORE THAN THE SPACING SHOWN.
 - (ii) NO MINIMUM.

THIS PLAN SHOULD IDEALLY PRINTED ON A3 FOR OPTIMAL VIEWING

Crompton Concepts

A FRESH APPROACH TO TRAFFIC MANAGEMENT.

ADDRESS: PO BOX 11, BROADBEACH QLD 4218
PHONE: 0450 920 096

TRAFFIC MANAGEMENT DESIGNER: KELLY GOVIND

TMD QUALIFICATION NUMBER: 448

TRAFFIC MANAGEMENT LEVEL 2:

CLIENT: BRADWELL CONSTRUCTIONS

CONTACT: BRAD WELTEN

TGS NO: TGS 992-KG-1

DATE OF DESIGN: 29TH NOVEMBER 2018

MUTCD: PART 3 SEVENTH ISSUE

POSITION: DIRECTOR

PHONE: 0459 999 199

PLAN NO: 4 OF 4

REVISION: 0

CLOSURE TYPE: HOLD AND RELEASE

PURPOSE: CONSTRUCTION

DURATION: LONG TERM

LOCATION OF WORKS: ASHMORE RD, BENOWA

BETWEEN STREETS: TEMBOURAH DR AND BENOWA RD

ROAD CONFIGURATION: DUAL LANE UNDIVIDED

SPEED OF ROADWAY: 60KM/H

APPROVED BY: KELLY GOVIND

UBD MAP:

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