



LEGEND		
	QUALIFIED TRAFFIC CONTROLLER	A TICKETED TRAFFIC CONTROLLER MUST IMPLEMENT TRAFFIC MANAGEMENT SIGNAGE
	SITE WORKER	
	ELECTRICAL SPOTTER (WHERE REQUIRED)	
	BOLLARDS @ 4m SPACING	
	SIGNS (DIRECTION OF TRAVEL)	
	ARROW BOARD (ROOF MOUNTED or TRAILER)	
	LATERAL SHIFT MARKER / CHEVRON @ 12m SPACING	
	LANE / SHOULDER CLOSURE	
	WORK AREA (APPROX LOCATION)	
	BARRICADE	
NOT TO SCALE		
	SHOP	
	SCHOOL	
	PARK	
	PROPERTY	
	WORKSITE	

NOTE:	NOTE:
<p>PEDESTRIANS WATCH YOUR STEP</p> <p>SIGNAGE TO BE PLACED ON ALL APPROACHES TO WORKSITE MAINTAINING 1.2m+ CLEARANCE</p>	<p>USE OTHER FOOTPATH</p> <p>PEDESTRIANS</p> <p>SIGNAGE TO BE PLACED AT BOTH APPROACHES TO WORKSITE REDIRECTING PEDESTRIANS TO OPPOSITE FOOTPATH IF FOOTPATH IS CLOSED (CLEARANCE LESS THAN 1.2m)</p>

**PLAN YOUR ESCAPE ROUTE**

**SITE NOTE:**  
 ALL APPROVALS/CONSENT DOCUMENTS SHALL BE ON SITE, TRAFFIC CONTROLLER TO WEAR CORRECTLY FITTED PPE (PERSONAL PROTECTIVE EQUIPMENT) TO AS/NZS 4602, SAFE WORK METHOD STATEMENTS (SWMS), HAZARD RISK ASSESSMENT, CONTROL MEASURES ASSESSMENT & ALIKE SHALL BE CONDUCTED PRIOR TO IMPLEMENTATION OF TRAFFIC MANAGEMENT. ALL PLANT & WORK VEHICLES ON SITE ARE TO HAVE THEIR ROTATING FLASHING LAMPS ON AT ALL TIMES. WORKSITE TRAFFIC TO APPROACH WITH CAUTION & ASSESS PEDESTRIAN & VEHICULAR TRAFFIC.

LOCATION OF SIGNS SHOWN MAY BE VARIED SLIGHTLY DURING IMPLEMENTATION PREVENTING A TRIPPING HAZARD, IMPROVE VISIBILITY, EFFECTIVENESS & NOT IMPACT ON PEDESTRIAN WALKWAY (1.2m+ CLEARANCE, 1.5m+ CURVED FOOTPATH) CYCLISTS, PARKING OR DELIVERIES UNLESS FOOTPATH IS CLOSED. SIGNAGE IS TO BE CLASS 1 RETRO REFLECTIVE SIGNAGE AS PER AS/NZS 1908.1. NOTE THAT ADDITIONAL TRAFFIC CONTROLLERS/SIGNAGE MAY BE REQUIRED.

**TRAFFIC CONTROLLER INSTRUCTIONS:**  
 ALL SIGNAGE MUST BE IN PLACE PRIOR TO THE COMMENCEMENT OF THE WORKS. ONSITE TRAFFIC MANAGEMENT MUST HAVE THEIR TRAFFIC CONTROLLERS TICKET R10HS2064 (USE STOP-SLOW BAT TO CONTROL TRAFFIC) R10HS302A (IMPLEMENT & MONITOR OPERATIONAL TRAFFIC MANAGEMENT PLANS) WITH CONSTRUCTION INDUSTRY CARD (CIC WHITE CARD - CPCCOHS1001A). TRAFFIC CONTROLLERS TO REMAIN ONSITE AT ALL TIMES AND ENSURE THE PEDESTRIAN & THE TRAVELLING PUBLIC'S SAFETY AT ALL TIMES. IF LEAVING THE SITE FOR ANY REASON THEY MUST INFORM THE SITE SUPERVISOR. PEDESTRIAN ARE TO BE PHYSICALLY SEPARATED FROM THE WORK SITE AT ALL TIMES WITH PARA-WEBBING OR SIMILAR TO ENSURE THEY DO NOT WALK INTO THE WORK AREA WITH PEDESTRIAN WATCH YOUR STEP SIGNAGE PLACED ON ALL APPROACHES TO WORK SITE. WHERE PEDESTRIANS ARE TO COME ON/OFF THE KERB A NON-SLIP SURFACE RAMP PER AS1428 (APPROPRIATE GRADIENT OF 1:14 & BE DDA COMPLIANT) TO BE PROVIDED BY THE CLIENT. TRAFFIC CONTROLLER TO SLOW DOWN, STOP OR DIRECT TRAFFIC & PEDESTRIANS AS APPROPRIATE & CATER FOR OVER-DIMENSIONAL VEHICLES. LOCAL RESIDENTS WILL BE PERMITTED TO ACCESS THEIR PROPERTIES WHERE ACCESSIBLE. TRAFFIC CONTROLLERS WILL ASSIST LOCAL BUSES AND EMERGENCY VEHICLES THROUGH THE WORKSITE WHERE REQUIRED. WORKSITE SIGNAGE TO BE DUAL SIGNED - ALL SECTION OF THE FRAME SHOULD BE FILLED - A BLANK PLATE SHOULD BE USED WITHIN ANY UNUSED SECTION OF THE SIGN ASSEMBLY. MINIMUM MOUNTING HEIGHT FOR ALL SHORT TERM SIGNAGE SHOULD BE 200mm. ALL VEHICLES MUST PASS A "40km/h" SIGN PRIOR TO WORKSITE. ONCE ALL SIGNAGE HAS BEEN INSTALLED, A DRIVE-THROUGH SHALL BE CONDUCTED - A MINIMUM LANE WIDTH OF 3.0m IS TO BE MAINTAINED. ALL REDUNDANT / CONFLICTING SPEED SIGNS ARE TO BE COVERED. 'END ROADWORK' SPEED SIGNAGE IS TO BE CONFIRMED ONSITE PRIOR TO DISPLAYING.

THIS DOCUMENT HAS BEEN PREPARED SOLELY AS A GUIDE ONLY FOR TRAFFIC MANAGEMENT PURPOSES. ROAR ROAD & RAIL (RRR) DISCLAIMS ALL RESPONSIBILITY & ALL LIABILITY (INCLUDING WITHOUT LIMITATION, LIABILITY IN NEGLIGENCE) FOR ALL EXPENSES, LOSSES, DAMAGES & COSTS YOU MAY INCUR AS A RESULT OF THE INFORMATION BEING INACCURATE OR INCOMPLETE IN ANY WAY, & FOR ANY REASON. RRR DOES NOT ACCEPT ANY RESPONSIBILITY FOR COMPLIANCE OF THIS DOCUMENT IF SET UP BY OTHERS. SOME DISTANCES NOT TO CODE DUE TO SITE CONSTRAINTS. THE POSITIONS OF THE SIGNS & EQUIPMENT ARE ONLY THE SUGGESTED LOCATIONS, AS THEY MAY NEED TO BE REVISED ONSITE TO IMPROVE VISIBILITY AND/OR EFFECTIVENESS. FIGURED DISTANCES SHALL TAKE PRECEDENCE TO SIGNAGE LOCATIONS. ANY CHANGES ONSITE ARE TO BE NOTED ON THIS DOCUMENT, RECORDED ON THE APPROPRIATE WORKSITE PAPERWORK AND SIGNED OFF BY THE SITE SUPERVISOR PRIOR TO IMPLEMENTATION. ALL TRAFFIC GUIDANCE SCHEMES & TRAFFIC MANAGEMENT PLANS ARE COPYRIGHT & PROPERTY OF RRR & IS NOT TRANSFERABLE UNLESS AUTHORIZED BY RRR.

PRIOR TO IMPLANTATION OF THIS TRAFFIC MANAGEMENT PLAN IT IS A REQUIREMENT THAT ALL TRAFFIC GUIDANCE SCHEMES / TRAFFIC MANAGEMENT PLANS CONFORM TO AS1742.3 2009 & ROAD MANAGEMENT ACT 2004 CODE OF PRACTICE TRAFFIC MANAGEMENT 2010

**THIS DOCUMENT IS TO BE VIEWED IN A3 COLOUR**

VER:	DATE:	REQUESTED BY:	AMENDMENT / VERSION DESCRIPTION:
01	05/06/2020	MJ	PRELIMINARY DOCUMENT ISSUED FOR CLIENT REVIEW / COMMENT

**CLIENT:** East Malvern Football Club **Plan No. TGS: RRR-2020-6998-001**

**LOCATION:** Basil Oval and Stanley Grose Oval - Winton Rd, Malvern

**PROJECT:** ROAD WORKS **STAGE 1 SHEET: 2 of 2**

**SCOPE:** PARKING CLOSURE | Short Term Works

<b>TRAFFIC MANAGEMENT PLAN (TMP)</b>	CRA & MUNICIPALITY:	SCALE:	SHEET SIZE:	MELWAY REF:
<b>TRAFFIC GUIDANCE SCHEME (TGS)</b>	STONNINGTON	NTS	A3	60 A12
AUTHOR: Marc Johnston				
Mobile: 0421 921 888				
<b>APPROVED WORKS DATES &amp; TIMES:</b>		<b>REFERENCE OR PO NUMBER:</b>		<b>EXISTING POSTED SPEED LIMIT:</b>
As Per Co-ordinating Road Authority Approval				(REDUNDANT SPEED SIGNAGE COVERED) <b>40</b>
<b>PROJECT FILE NAME:</b>				
6998 - Basil Oval and Stanley Grose Oval - Winton Rd, Malvern				