



LEGEND

	QUALIFIED TRAFFIC CONTROLLER		SITE WORKER		ELECTRICAL SPOTTER (WHERE REQUIRED)
A TICKETED TRAFFIC CONTROLLER MUST IMPLEMENT TRAFFIC MANAGEMENT SIGNAGE					
	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					

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 ASINZS 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 ONSITE 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 ASINZS 1906.1. 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 **RII0HS205A** (USE STOP-SLOW BAT TO CONTROL TRAFFIC) **RII0HS302A** (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 "40kmph" 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.

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-2020-6997-001

LOCATION: Lucas Oval – Dunlop St, Malvern
PROJECT: ROAD WORKS
SCOPE: PARKING CLOSURE | Short Term Works

TRAFFIC MANAGEMENT PLAN (TMP) **TRAFFIC GUIDANCE SCHEME (TGS)**
 CRA & MUNICIPALITY: STONNINGTON
 SCALE: NTS
 SHEET SIZE: A3
 MELWAY REF: 59 K11
 AUTHOR: Marc Johnston
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APPROVED WORKS DATES & TIMES: As Per Co-ordinating Road Authority Approval
REFERENCE OR PO NUMBER:
EXISTING POSTED SPEED LIMIT: (REDUNDANT SPEED SIGNAGE COVERED)

PROJECT FILE NAME:
 6997 - Lucas Oval – Dunlop St, Malvern

STAGE 1 SHEET: 1 of 1

NOTE:

PEDESTRIANS WATCH YOUR STEP

SIGNAGE TO BE PLACED ON ALL APPROACHES TO WORKSITE MAINTAINING 1.2m+ CLEARANCE

NOTE:

USE OTHER FOOTPATH

← PEDESTRIANS →

USE OTHER FOOTPATH

PEDESTRIANS →

SIGNAGE TO BE PLACED FOOTPATH AT BOTH APPROACHES TO WORKSITE REDIRECTING PEDESTRIANS TO OPPOSITE FOOTPATH IF FOOTPATH IS CLOSED (CLEARANCE LESS THAN 1.2m)