



BELLINGEN SHIRE COUNCIL

Traffic Management Plan ANZAC DAY Bellingen

Document Status

Revision	Date	Description	By	Checked	Approved
A	12/12/2022	Issued for Review	DA	TT	TT
0	9/2/2022	Issued for Use	DA	TT	TT

This is a controlled document. All changes to this document must be reviewed and approved for use in writing by the authorised representatives from Bellingen Shire Council and the Bellinger River RSL sub-branch.

If any modifications are required to this TMP they must be undertaken by a suitably qualified person.

Developed by	Daniel Andronicus	Position	Quality Officer
Organisation	Bellingen Shire Council	Qualification	PWZ (TCT1027900)



Table of Contents

Table of Contents	2
1 Introduction.....	4
1.1 Purpose	4
1.2 Objectives and Strategies	4
1.3 Responsibilities	5
1.4 Definitions.....	5
2 Event Ceremonies Overview	6
2.1 Location.....	6
2.2 Ceremony Details, Timelines, Constraints/Impacts	6
2.3 Event Contact Person	7
2.4 Description of Arrangements.....	7
2.4.1 Dawn Service (5:30am – 6:00am)	7
2.4.2 Assembly of Participants and Anzac Day March (8:30 – 9:00am).....	7
2.4.3 Anzac Day March / Ceremony (9:00am – 10:15am).....	8
2.4.4 Event Conclusion – Road Reopening (10:15am – 10:30am).....	8
2.5 Additional Activity Timelines.....	8
2.6 Conditions	9
3 Traffic Management Planning and Assessment	9
3.1 Existing Traffic and Road Environment.....	9
3.2 Detour Routes	9
3.3 Traffic Flow Analysis	10
3.4 Variable Message Sign (VMS)	10
3.5 Proposed Speed Zones	10
3.6 End of Queue Treatment.....	10
3.7 Temporary Traffic Signals	11
3.8 General.....	11
4 Traffic Management Elements	11
4.1 Permits and Road Occupancy Licenses	11
4.2 Planning Traffic Control.....	11
4.3 Signs	12
4.4 Traffic Controllers and Marshalls	12
4.5 Communications	12
4.6 Traffic Guidance Schemes (TGS).....	12



4.7	Monitoring and Measurement	13
4.8	Inspections	13
4.8.1	<i>Before Activities Commence</i>	13
4.8.2	<i>During the Activities</i>	14
4.8.3	<i>End of the Activities</i>	14
5	Road Users	14
5.1	Pedestrians	14
5.2	Cyclists	14
5.3	Public Transport	14
5.4	Heavy and Oversized Vehicles	15
5.5	Access to Adjoining Properties / Businesses	15
5.6	Emergency Vehicle Access.....	15
5.7	Public Feedback.....	15



1 Introduction

1.1 Purpose

The purpose of this Traffic Management Plan (TMP) is to direct traffic around the central area of Bellingen during Anzac Day ceremonies. This will involve the closure of several roads with the township of Bellingen. Those roads include:

- Hyde Street (Waterfall Way).
- Church Street (south) at the intersection of Hyde Street, to William Street.
- Oak Street to Robert Street Lane (Immediate area surrounding the memorial site).

These closures will occur at different times during the Anzac Day events, refer Section 2.4 for details of event timelines.

The operation will also require the establishment of Portable Traffic Control Devices (PTCD) on the Waterfall Way, at the eastern and western ends of the Bellingen township. The PTCD's will be established to assist in the road detour required to ensure the health and safety of all persons attending the ceremonies and members of the public.

Bellingen Shire Council have prepared this TMP and associated controls for the proposed Anzac Day ceremonies on behalf of the Returned and Services League (RSL) – Bellinger River sub-branch.

1.2 Objectives and Strategies

The objectives of the TMP is to ensure:

- The safety of participants in the Anzac Day services.
- The safety of all Traffic Controllers and Marshalls.
- Provide adequate warning to changes in the road conditions and closures where applicable.
- Address any required communications with neighbouring residents in relation to impacts on access.
- All road users, including vulnerable road users, are safely guided around, through or past the Anzac Day ceremonies.
- The performance of the road network is not unduly impacted and the disruption and inconvenience to all road users are minimised for the duration of the ceremonies.
- The impacts on users of the road reserve and adjacent properties, businesses and facilities are minimised.

To meet these objectives, the TMP will incorporate the following strategies:

- Providing enough traffic lanes to accommodate vehicle volumes.
- Ensuring delays are minimised.
- Ensuring all road users are managed including motorists, pedestrians, cyclists, people with disabilities, people using public transport and emergency service vehicles.
- Ensuring activities are carried out sequentially to minimise adverse impacts.



- All entry and exit movements to and from traffic streams shall be in accordance with the requirements of safe working practices.

1.3 Responsibilities

The Bellinger River RSL sub-branch authorised representative has overall control of event activities, including the contracting of appropriate and qualified traffic management personnel.

The traffic management contractor shall be responsible for ensuring that the requirements for traffic management and applicable Traffic Guidance Schemes (TGS) are implemented correctly and in line with legislation requirements.

The traffic control contractor's approved representative will undertake surveillance to ensure compliance with this TMP, TGS's and activities are being undertaken in a safe and efficient manner.

Bellingen Shire Council have assisted in the development of this TMP as good will, with the intention that all the stated above requirements shall be understood and followed appropriately.

1.4 Definitions

The details listed in Table 2-1 outline the terms and acronyms are used within this document:

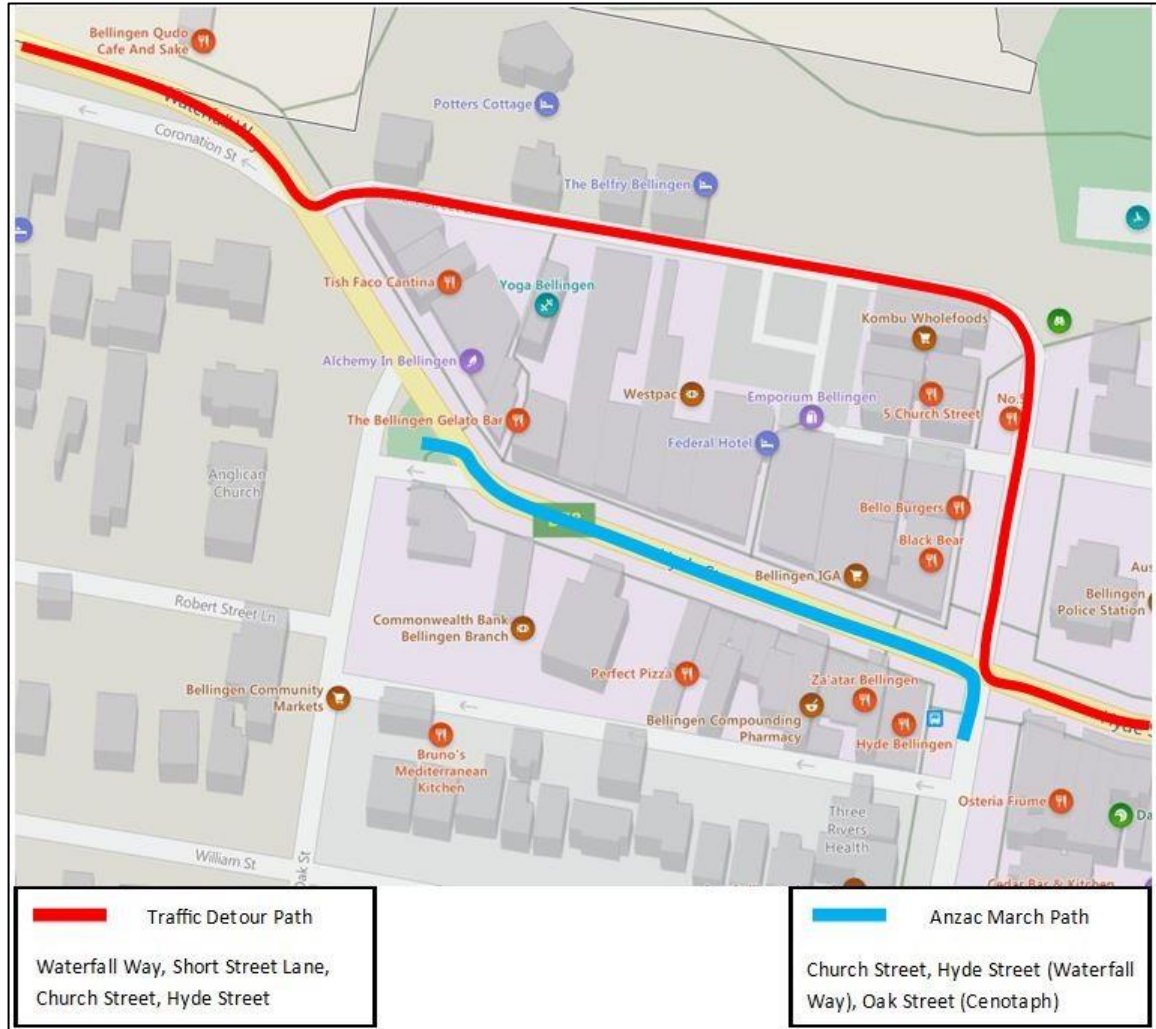
Table 1-1 – Terms and Acronyms

Term or Acronym	Description
AADT	Annual Average Daily Traffic
HV	Heavy Vehicles
ITMP	Implement Traffic Management Plans
PMZ	Prepare a Work Zone Traffic Management Plan
PTCD	Portable Traffic Control Devices
ROL	Road Occupancy Licence
RSL	Returned and Services League
SES	State Emergency Service
TC	Traffic Controller
TCWT	Traffic Control Work Training
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Schemes
TMP	Traffic Management Plan
TTM	Temporary Traffic Management
TMP	Traffic Management Plan
VMS	Variable Message Signs



2 Event Ceremonies Overview

2.1 Location



2.2 Ceremony Details, Timelines, Constraints/Impacts

The details listed in Table 2-1 outline ceremony details, site assessment and constraints and impacts of the Anzac Day ceremonies.

Table 2-1 – Overview

Item	Description
Ceremony	Anzac Day
Location	Hyde Street (Waterfall Way), Church Street, Oak Street
Road classification, existing speed limit	40km/h
Local government	Bellinggen Shire Council
Principal	Bellinger River RSL sub-branch
Other participating parties	SES - Traffic Controllers and Marshalls



Additional stakeholders	TfNSW Emergency Service Organisations (Police, Ambulance, Fire/Rescue)
Ceremony date/s	Tuesday 25 th , April 2023, Thursday 25 th April 2024
Ceremony timeline	Dawn service – 5:30am to 6:00am Assembly of march participants – 8:30am to 9:00am March / ceremony at memorial site – 9:00am to 10:15am
Temporary traffic management (TTM) implementation	Dawn service – 5:15 to 6:15am Assembly / March / Ceremonies – 8:15am to 10:15am Event conclusion (road re-opening) – 10:20am
Other constraints	NSW Ambulance Station (Located on Church Street, near Short Street Lane)

2.3 Event Contact Person

The authorised contact person for the event:

Full Name	Susan Lumsdaine	Phone	0414 355 248
Organisation	Bellinger River RSL sub-branch	Email	bellinger-riversb@rslnsw.org.au

2.4 Description of Arrangements

2.4.1 Dawn Service (5:30am – 6:00am)

TTM Details:

Oak/Hyde Street and Oak/Robert Street Lane intersection closures enacted at 5:15am – reopened at 6:15am.

Refer to Appendix 1 (TGS-Anzac-001)

Event Details:

The early morning dawn service.

It will be necessary to close Oak Street at the junction with Hyde Street, and also the Oak Street and Robert Street Lane junction 5:15am. This will be undertaken by placing barriers and signage across the junctions to ensure a safety barrier is enacted. Another option is to park vehicles behind the signage to create a hard stand safety barrier.

At the conclusion of the dawn service, the closures will be removed to allow through traffic within 15 minutes of the conclusion of events.

2.4.2 Assembly of Participants and Anzac Day March (8:30 – 9:00am)

TTM Details:

Church/Hyde Street and Church/William Street intersection closures enacted at 8:15am

Refer to Appendix 1 (TGS-Anzac-002).

At the time of participant assembling at Church Street, the Oak Street road closures enacted during the dawn services are to be re-enacted (Refer to TGS-Anzac-001) to prepare for the Anzac Day march ceremony.

Event Details:

Participants in the march will assemble in Church Street between Hyde and William Streets.



Access to the area once closed off will be via Ford Street and Creek Lane or Park Street.

Note: A VMS board is to be placed on Hyde Street, before the Ford Street turn off in the days leading up to the Anzac Day events. The VMS board is to indicate the closure of Church Street, closure times and detour along Ford Street and Park Street.

2.4.3 Anzac Day March / Ceremony (9:00am – 10:15am)

TTM Details:

Hyde Street closures enacted at 8:45am, the detour will be enacted to direct traffic along the Short Street Lane and Church Street (north). Traffic on the detour route will be one way operation due to the width of Short Street Lane, this will operate in both directions under traffic control – detour removed at 10:30am.

Refer to Appendix 1 (TGS-Anzac-003)

Event Details:

March: Participants march along Hyde Street towards the memorial site at Oak Street.

Assembly at the memorial site / ceremony: Marching participants will assemble at the memorial site for the commencement of Anzac Day ceremonies. The road closures and detours to remain in place.

Ceremony conclusion and march back to Church Street: Participants will march back down Hyde Street towards Church Street.

2.4.4 Event Conclusion – Road Reopening (10:15am – 10:30am)

- Once the last participant has returned back to Church Street, Hyde Street is to be reopened, and the Short Street Lane detour to be removed.
- Oak Street closure is also to re-open to through traffic.
- Church Street at the Hyde Street intersection to remain closed until the last participant has left the roadway. Once Church Street is cleared, the road closure can be removed and through traffic enabled as per normal conditions.
- All temporary traffic signage, barriers, VMS boards and PTCB's are to be removed once their section has been reopened to general traffic conditions. This should be confirmed by undertaking a drive through of the area.

2.5 Additional Activity Timelines

The additional time of operation is limited to one quarter hour (15 minutes) before the commencement of the proceedings to one quarter hour (15 minutes) after the conclusion of proceedings.

All signage and personnel should be offsite at the end of this time with signs being removed at the first opportunity after the conclusion of activities.

Due to proceedings extending over a period greater than one hour, and as the closure affects a major throughway route, it may be necessary to provide for traffic by different means during various stages of the ceremony if a delay in proceedings is encountered.



2.6 Conditions

1. The occupation of the carriageway or footway of the road must not occur until the road has been closed.
2. Motorists and pedestrians who have legitimate business within the closed section of roadway should be allowed access if possible.
3. Appropriate safety equipment and clothing such as high visibility jackets etc must be worn by personnel involved with traffic or moving signs where traffic is operating.

3 Traffic Management Planning and Assessment

3.1 Existing Traffic and Road Environment

The details listed in Table 3-1 outline the traffic and road environment

Table 3-1 – Traffic and Road Environment

Item	Description
Site categorisation	Short-Term, Static Site
Traffic volume and composition (daily)	(Waterfall Way) AADT 2750 (11% Heavy Vehicle Traffic) as per TfNSW Statistics
Existing road configuration	Hyde Steet / Waterfall Way (2 Lane, 2 Way) Church Street (2 Lane, 2 Way) Short Street Lane (1 Lane, 1 Way) Oak Street (2 Lane, 2 Way)
Existing pedestrian / cyclist facilities	Pedestrian via designated footpaths Cyclists have no designated facilities
Temporary traffic management	Non-complex traffic arrangements, road detours, road closures.
Speed zones	40km/h. No reduction in speed zone required through the detour path
Road closures and times	Oak Street at the Hyde Street intersection at 5:15am to 6:15am and 8:15am to 10:30am Oak Street at the Robert Street Lane intersection at 5:15am to 6:15am and 8:45am to 10:30am Waterfall Way (Western side of Bellingen) and Hyde Street (Eastern side of Bellingen) at 8:15am to 10:30am Church Street at the Hyde Street intersection at 8:15am to 10:30am Church Street / William Street intersection at 8:15am to 10:30am

3.2 Detour Routes

- Short Street Lane / Church Street – To accommodate the closure of Hyde Street (Waterfall Way). (TGS-Anzac-003)

The detour routes have been planned and inspected for impacts and constraints likely to generate a hazardous environment. The following are considerations that need to be taken into account and addressed at the planning phase of the event.

- The alternative route is capable of accommodating all classes of vehicles that are to be detoured in terms of mass, height or width limits of any structures.
- Stakeholders, such as Bellingen Shire Council, NSW Police Force, TfNSW, are informed and concur with the proposed detour.



- Local residences are consulted and informed in a timely manner.
- For heavy vehicle traffic, consent is obtained for local roads from the relevant Bellinghen Shire Council authorised representative in accordance with the Heavy Vehicle National Laws.

The following aspects have been considered when planning the detour route:

- Lane widths.
- Geometric designs of intersections and their capability to accommodate the vehicles that are being detoured, including B-Double sweep paths.
- Existing intersection controls and property relative to the proposed route. (i.e. Give Way / Stop signage).
- Existing traffic flows and turning movements.
- Vulnerable road user movements and existing facilities.
- Land use along the detour route, including the environmental impact (i.e. noise and exhaust).
- Flora along the route that may impact placement of TTM signage.

3.3 Traffic Flow Analysis

Existing traffic along the Waterfall Way is approximately 2,750 Vehicles AADT (11% HV), currently flowing in 2 lane 2 way.

Approved TGS's have been developed and shall be implemented by qualified personnel to outline the detour routes and road closures for the Anzac Day events.

3.4 Variable Message Sign (VMS)

Advanced notice to be given to drivers from VMS messages, and advertisement on Bellinghen Shire Council webpages and social media.

Notifications to detail duration of ceremonies, road closures / detours and that delays should be expected.

Note: Where VMS boards are to be implanted, a VMS Board Placement Checklist is to be completed.

Refer to Appendix 2 for VMS Board Placement Checklist.

3.5 Proposed Speed Zones

The Short Street Lane detour route speed limit of 40km/h. This is the normal speed limit of the area along the detour route under general traffic conditions. Other detour route speed limits will remain the same as the posted speed of 50km/h.

3.6 End of Queue Treatment

Queue length predicted to be <150m in any direction. Traffic Controllers and Marshalls are to keep traffic flowing through the detour to minimise queue lengths. Traffic Controllers to monitor queue length throughout the event.



3.7 Temporary Traffic Signals

PTCD are to be used on Hyde Street and Waterfall Way, in the event that PTCD's fail to operate correctly, Traffic Controllers shall use stop slow bats immediately to control traffic movements.

As the Waterfall Way (Hyde Street) is a state road, the traffic control requirements on this road must adhere to the requirements in the [TfNSW Traffic Control Technical Manual V6.1](#), therefore, where PTCD cannot be used, a Traffic Control Risk Analysis is to be completed by an authorised / qualified person.

Refer to Appendix 3 for a Traffic Control Risk Analysis.

Please note, if a manual traffic controller has been justified and approved in the TMP, the manual traffic controller must have four (4) cones placed at 4m spacing at a safe location immediately preceding the location of the traffic controller on the edge line, centre line or both, and appropriate signage in accordance with Section 5.4 'Traffic control' in the Technical Manual.

3.8 General

As the different stages of the event require coordination and as the Short Street Lane detour operates largely unsighted, it will be necessary for the Traffic Marshalls and Traffic Controllers to be in radio contact at all times.

Because of the short-term nature of some of the event stages, it will be permissible to leave most signs in position for the duration of the activities.

4 Traffic Management Elements

4.1 Permits and Road Occupancy Licenses

A copy of this TMP, the applicable TGS's will be submitted to TfNSW as part of the Road Occupancy Licence (ROL) application.

4.2 Planning Traffic Control

During the initial TTM set up for the event, the Traffic Controlling Contractor shall review the TGS. The review is to include:

- Appropriate sign sizes.
- The need for repair of signs.
- Assessment of PCTD's.
- The need to use manual traffic controlling devices (Stop/Go batons).
- The needs of drivers, cyclist, pedestrians, and residence.
- The need to use safety barriers.
- The need to maintain access to adjoining properties.

If the person/s undertaking the assessment finds that there is an unacceptable risk in relation to any of the above, he or she will instruct the appropriate authorised representative to inform of the need for additional risk management controls to be implemented.

The road speed limits during the event shall be determined as a part of the TGS and appropriate signage put in place.



4.3 Signs

Signs must be of a type which satisfies the requirements of *AS 1742.3 Traffic Control for Works on Roads*. They are to be clean and in good condition. They must be undamaged, non-defective and be appropriately placed with regard to:

- Sight distance.
- Vehicles approaching at high speed.
- Queue lengths.
- Visibility, shade, and light glare.

Locations shown on the drawings are approximate and should be adjusted on site so that they are visible to all traffic needing to read them in sufficient time to take appropriate action.

4.4 Traffic Controllers and Marshalls

All Traffic Controllers used during the Anzac Day activities should hold the appropriate SafeWork NSW Traffic Control Work Training (TCWT) cards.

- Traffic Controllers who stop or direct moving traffic should hold the appropriate Traffic Controller (TC) accreditation.
- Controllers who establish site signage in accordance with the TGS must hold the appropriate Implement Traffic Management plans (ITMP) accreditation.
- Where modifications are required to the TMP or TGS documents, the person responsible must hold the appropriate Prepare a Work Zone Traffic Management Plan (PMZ) accreditation.

All TCWT cards are to be carried on their person and all Traffic Controllers are to wear appropriate Personal Protective Equipment (PPE) including high-visibility outer garments.

Traffic Marshalls who are there for the assistance of traffic, which is otherwise controlled or directed by signage, need not hold a TCWT card. They are to be appointed by an appropriate service or organisation and should be located on the footpaths and not be on the roadways.

4.5 Communications

- All Traffic Controllers and Traffic Marshalls are to carry fully functional UHF radios.
- To safeguard against equipment failure, the service or organisation responsible for the supply and implementation of Traffic Control and Marshall personnel are to ensure there are spare UHF radios, or batteries and chargers available.
- A designated UHF channel is to be established before the commencement of event activities. The UHF channel must be communicated to Traffic Controllers and Marshalls before undertaking traffic management roles.

4.6 Traffic Guidance Schemes (TGS)

Drawings showing the Traffic Guidance Scheme (TGS) are attached as appendices.

Refer to Appendix 1 for details.



4.7 Monitoring and Measurement

Prior to Anzac Day, the Traffic Management Plan (TMP) must be communicated to all key stakeholders and affected parties.

On completion of setting out the temporary traffic control measures; the area is to be monitored for throughout the scope of the event ceremonies.

If traffic speeds on the approaches to the temporary traffic zones in place are assessed as being above the temporary posted speed zone for the area, action is to be taken to modify the approach signage and tapers in accordance with the requirements of Austroads Guide to Temporary Traffic Management (AGTTM).

Should road users be observed to continue to travel in excess of the posted speed limit, the police may be requested to attend the site to enforce the temporary posted speed limit.

The Traffic Management Contractor shall ensure that all temporary signs, devices and controls are maintained at all times. To achieve this, procedures in line with the requirements outlined in *AGTTM Part 6 (Field Staff – Implementation and Operation)* will be instituted.

4.8 Inspections

The monitoring program shall incorporate inspections:

- Before the start of activities (Ensure correct establishment).
- During the hours of the activities taking place (Monitoring of temporary traffic conditions).
- Closing down at the end of the activities (Ensure the correct establishment of normal traffic conditions).

A record of the inspections shall be kept indicating:

- Risk assessments carried out during commissioning of traffic control signage and devices as per the appropriate TGS.
- When changes to controls have occurred and why the changes were undertaken.
- Any significant incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties.
- Identified hazards and risks associated with the Anzac Day ceremonies and marching participants.

The Traffic Management Contractor shall ensure that personnel are assigned to monitor the TGS implementation, effectiveness and end of queue lengths.

Inspections shall at least satisfy the requirements outlined below.

4.8.1 Before Activities Commence

- Confirm TMP and TGS are suitable for the day's activities.
- Inspect all signs and devices to ensure they are undamaged, clean and comply with the requirements depicted on the TGS.
- All PTCO lamps should be checked and cleaned as necessary.
- After any adjustments have been made to the signs and devices, conduct a drive through inspection to confirm effectiveness.



4.8.2 During the Activities

- Designate and ensure that appropriate personnel periodically inspect all signs and devices and ensure they are undamaged and comply with the requirements depicted on the TGS.
- Attend to minor problems as they occur.
- Conduct on the spot maintenance/repairs as required.
- When traffic controllers are on the job, ensure they always remain in place. Relieve controllers as necessary to ensure attentiveness is retained.
- During breaks or changes in activities remove or cover any signs that do not apply (e.g. prepare to stop, road closed etc).
- Reposition signs and devices as required by activity processes throughout the morning and keep records of any changes.
- Monitoring of residential and commercial business along the detour route.
- Monitoring of the NSW Ambulance station located on the detour route (Church Street).
- The effectiveness of communication method between Traffic Controls and Marshalls, along with other applicable personnel designated to the activities.

4.8.3 End of the Activities

- Conduct a pre-close down inspection.
- Remove all unnecessary signage.
- Remove all installed barriers and lights where required.
- Drive through site and confirm all signs and devices are removed and there is no misleading visual cues left behind.

5 Road Users

5.1 Pedestrians

Pedestrian numbers will be substantial during the ceremonies. Road closures and detour routes will divert traffic away (around) from congested foot traffic. Traffic Controllers and Marshalls are to assist in ensuring safe interaction with vehicle traffic and members of the public on foot.

5.2 Cyclists

Should cyclists be encountered, Traffic Controllers and/or Marshalls are to guide them through the road closure area or direct them via the detour routes.

5.3 Public Transport

Further assessment on the impact to bus services is required.

This is to be undertaken by representatives of the Bellinger River RSL sub-branch or their authorised representative.



5.4 Heavy and Oversized Vehicles

Consideration to be given to heavy vehicles that travel via Short Street Lane, this is a narrow road, which is further reduced via residences parking along the kerb. Traffic Marshalls will be required on Short Street Lane to monitor and review the impacts of the detour route.

5.5 Access to Adjoining Properties / Businesses

Access to adjoining properties / businesses on Hyde Street, Short Street Lane and Church Street will be impacted by the road closure. Further impact is likely to be experienced during the ceremonial march in relation to deliveries. Due to the timeline of the ceremonial operation, the impact likely to be short lived.

5.6 Emergency Vehicle Access

Priority is to be given to emergency vehicles. The Traffic Marshall on Church Street will be required to monitor the NSW Ambulance Station.

Note: Further consultation with the Ambulance Station will be required to ensure safe exiting of the emergency vehicles from the station house, and members of the public driving via the detour route.

5.7 Public Feedback

Enquires or complaints are directed to the representative from the Bellinger River RSL sub-branch.



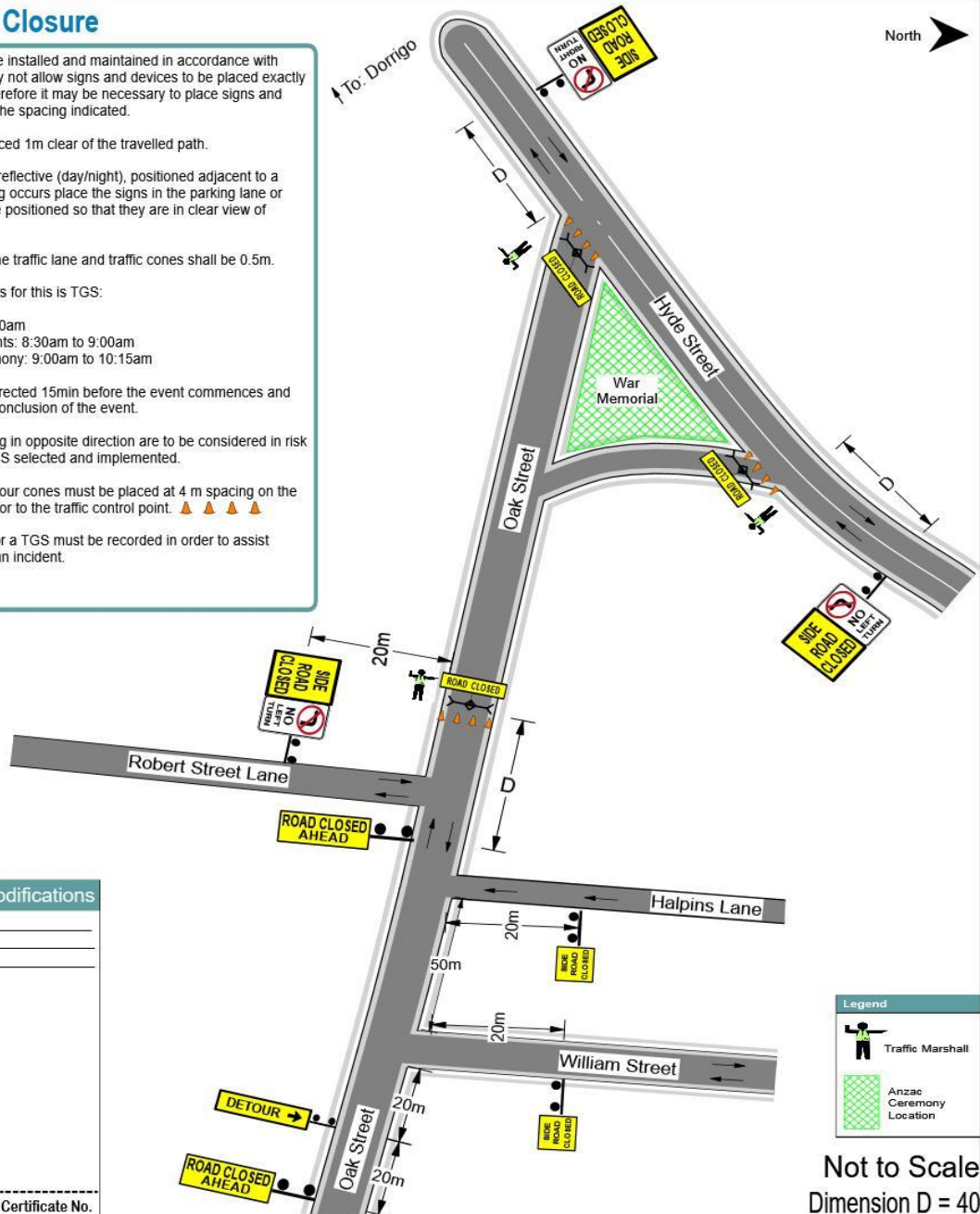
Appendix 1 - Traffic Guidance Schemes (TGS)

www.invarion.com

 BELLINGEN SHIRE COUNCIL	Traffic Guidance Scheme Number TGS-ANZAC-001 Page 1 of 1	Oak Street, Bellingen Road Closure Signage Details Anzac Day Ceremonies
--	---	--

Temporary Road Closure

1. Traffic control signage shall be installed and maintained in accordance with AS1742.3. Local constraints may not allow signs and devices to be placed exactly in accordance with this TGS, therefore it may be necessary to place signs and devices as close as possible to the spacing indicated.
2. Signs should generally be placed 1m clear of the travelled path.
3. Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to a footpath or where vehicle parking occurs place the signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorist.
4. Clearance between edge of the traffic lane and traffic cones shall be 0.5m.
5. The Anzac Day event timelines for this is TGS:
 - Dawn Service: 5:30am to 6:00am
 - Assembly of March Participants: 8:30am to 9:00am
 - Anzac Day March and Ceremony: 9:00am to 10:15am
6. Traffic control signage to be erected 15min before the event commences and dismantled within 15min of the conclusion of the event.
7. Side roads and traffic travelling in opposite direction are to be considered in risk assessment with appropriate TGS selected and implemented.
8. At any point of traffic control, four cones must be placed at 4 m spacing on the centre line, edge line or both, prior to the traffic control point. ▲▲▲▲
9. Location reference markers for a TGS must be recorded in order to assist recreating the layout in case of an incident.



Description of Minor Modifications

ROAD NAME: _____
 LOCATION: _____
 DIMENSION D: _____

Legend

- Traffic Marshal
- Anzac Ceremony Location

Not to Scale
Dimension D = 40

Approved By _____ Signature & Date _____ Certificate No. _____

Rev	Revision Description	Stakeholder:	Bellingin River R.S.L Sub-Branch	Duration of Works:	5:30am - 6:00am 8:30am - 10:15am	Commencement Date:	25th April, 2023
01	Initial Document	Road Name:	Oak Street	Road Configuration:	2 Lane, 2 Way	Developed By:	Daniel Andronicus
02		Location of Works:	The Bellingen War Memorial	Speed Limit:	Hyde St = 40km/h Oak St = 60km/h	Position:	Quality Officer (B.S.C)
03		Suburb Details:	Bellingen	ROL Approved:		Certificate Number:	TCT1027900
04		Map Reference:	N/A	SZA Approved:		TGS Ref. Number:	TGS-ANZAC-001

TGS Approved By	Position	Certificate No.	Date Approved	Signed
-----------------	----------	-----------------	---------------	--------



**BELLINGEN
SHIRE COUNCIL**

Traffic Guidance Scheme Number

TGS-ANZAC-002

Page 1 of 1

Church Street (south), Bellingen

Road Closure Signage Details

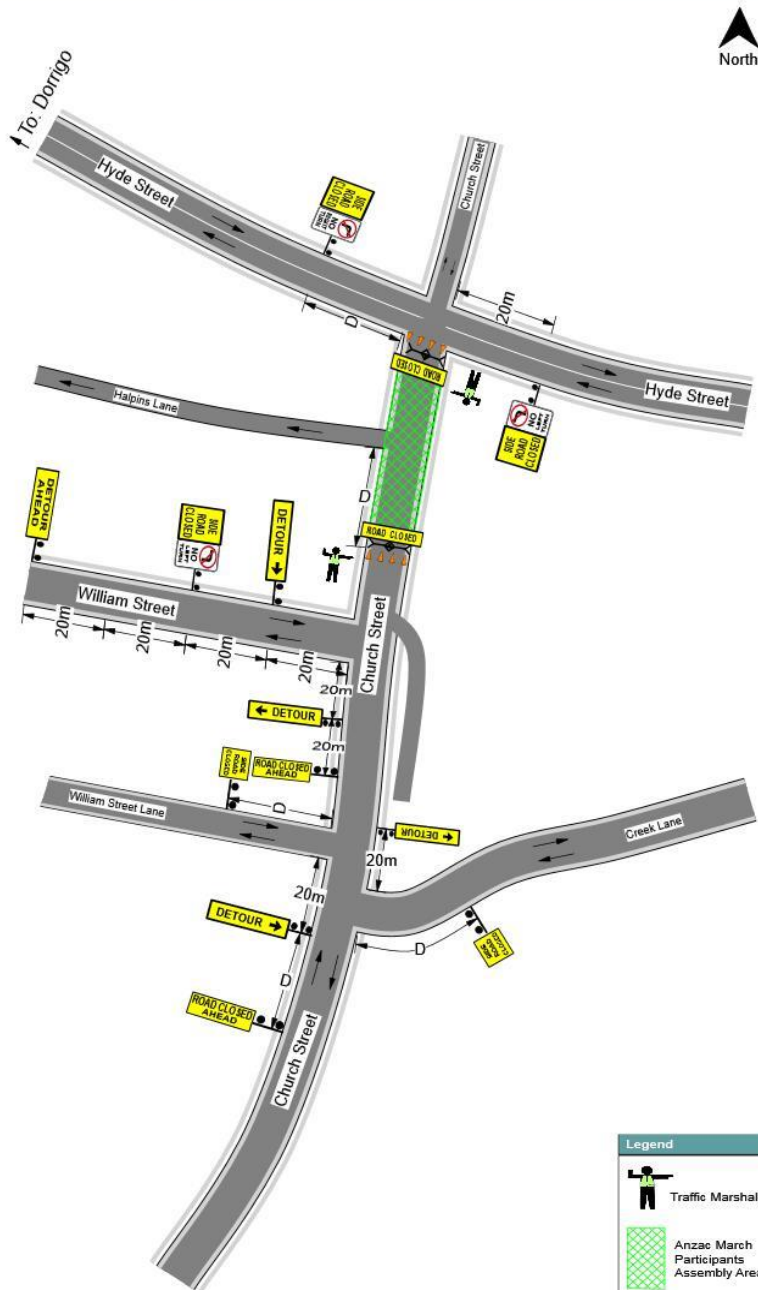
Anzac Day Ceremonies

Temporary Road Closure

NOTES - NOT TO SCALE

- Traffic control signage shall be installed and maintained in accordance with AS1742.3. Local constraints may not allow signs and devices to be placed exactly in accordance with this TGS, therefore it may be necessary to place signs and devices as close as possible to the spacing indicated.
- Signs should generally be placed 1m clear of the travelled path.
- Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to a footpath or where vehicle parking occurs place the signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorist.
- Clearance between edge of the traffic lane and traffic cones shall be 0.5m.
- The Anzac Day event timeline for this is TGS:

Anzac Day March Participants Assembly, March and Ceremony: 8:30am to 10:15am
- Traffic control signage to be erected 15min before the event commences and dismantled within 15min of the conclusion of the event.
- Side roads and traffic travelling in opposite direction are to be considered in risk assessment with appropriate TGS selected and implemented.
- At any point of traffic control, four cones must be placed at 4 m spacing on the centre line, edge line or both, prior to the traffic control point. 🚧 🚧 🚧 🚧
- Location reference markers for a TGS must be recorded in order to assist recreating the layout in case of an incident.



Description of Minor Modifications

ROAD NAME: _____
 LOCATION: _____
 DIMENSION D: _____

Legend

- Traffic Marshal
- Anzac March Participants Assembly Area

**Not to Scale
Dimension D = 40**

Approved By: _____ Signature & Date _____ Certificate No. _____

Rev	Revision Description	Stakeholder:	Bellinger River R.S.L Sub-Branch	Duration of Works:	8:30am - 10:15am	Commencement Date:	25th April, 2023
01	Initial Document	Road Name:	Church Street (South)	Road Configuration:	2 Lane, 2 Way	Developed By:	Daniel Andronicus
02		Location of Works:	Church Street (South)	Speed Limit:	Hyde St = 40km/h Church St = 50km/h	Position:	Quality Officer (B.S.C)
03		Suburb Details:	Bellingen	ROL Approved:		Certificate Number:	TCT1027900
04		Map Reference:	N/A	SZA Approved:		TGS Ref. Number:	TGS-ANZAC-002

TGS Approved By	Position	Certificate No.	Date Approved	Signed
-----------------	----------	-----------------	---------------	--------



www.invarion.com



**BELLINGEN
SHIRE COUNCIL**

Traffic Guidance Scheme Number
TGS-ANZAC-003

Page 1 of 3

Hyde Street (Waterfall Way), Bellingen
Eastbound Approach Signage Details
Anzac Day March Ceremonies

2 Lane, 2 Way, Alternate Flow



Not to Scale
Dimension D = 40

1. Traffic control signage shall be installed and maintained in accordance with AS1742.3. Local constraints may not allow signs and devices to be placed exactly in accordance with this TGS, therefore it may be necessary to place signs and devices as close as possible to the spacing indicated.

2. Signs should generally be placed 1m clear of the travelled path.

3. Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to a footpath or where vehicle parking occurs place the signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorist.

4. Clearance between edge of the traffic lane and traffic cones shall be 0.5m.

5. The Anzac Day event timeline for this is TGS:

Anzac Day March Participants Assembly, March and Ceremony: 8:30am to 10:15am

6. Traffic control signage to be erected 15min before the event commences and dismantled within 15min of the conclusion of the event.

7. Side roads and traffic travelling in opposite direction are to be considered in risk assessment with appropriate TGS selected and implemented.

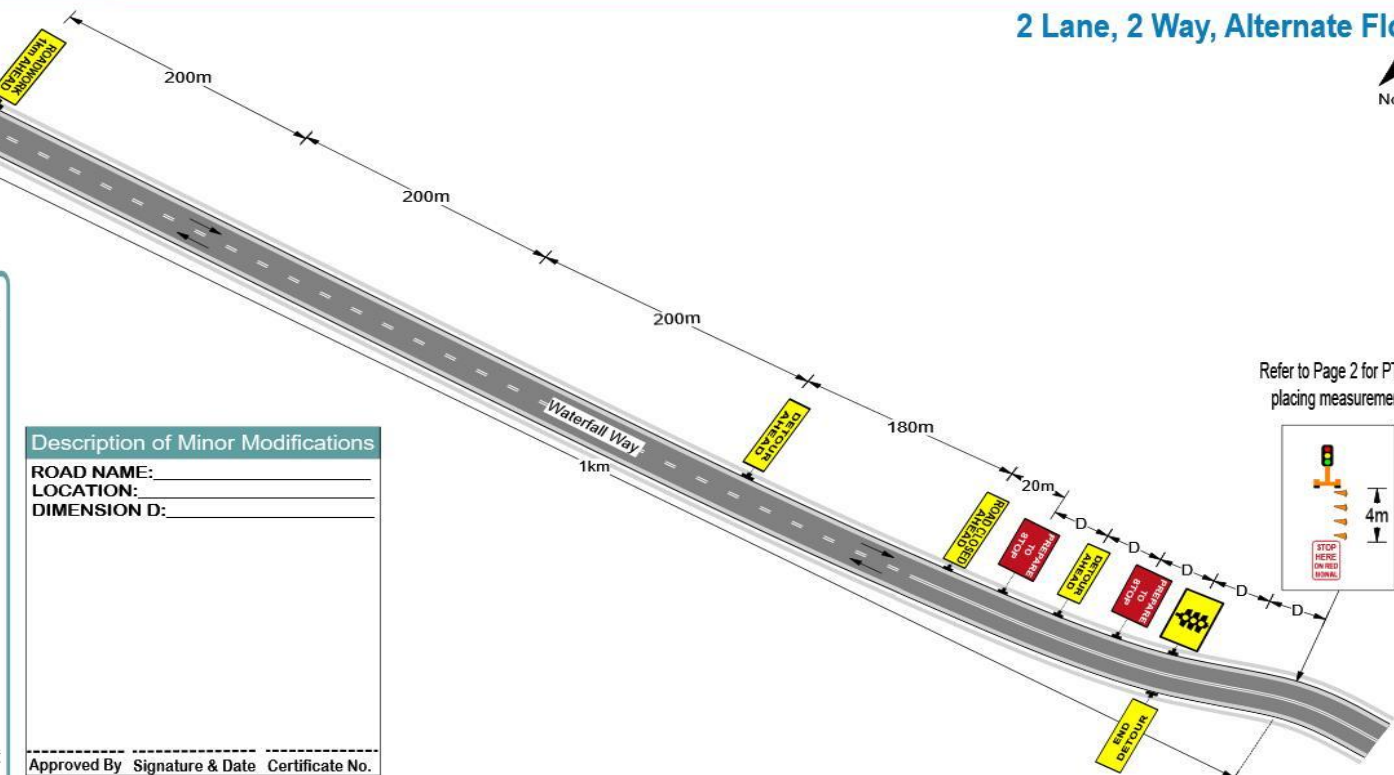
8. At any point of traffic control, four cones must be placed at 4 m spacing on the centre line, edge line or both, prior to the traffic control point. 🚧 🚧 🚧 🚧

9. Location reference markers for a TGS must be recorded in order to assist recreating the layout in case of an incident.

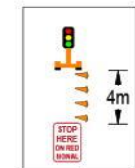
Description of Minor Modifications

ROAD NAME: _____
LOCATION: _____
DIMENSION D: _____

Approved By: _____ Signature & Date _____ Certificate No. _____



Refer to Page 2 for PTCD placing measurements



Rev	Revision Description	Stakeholder:	Bellingen River R.S.L Sub-Branch	Duration of Works:	8:30am - 10:15am	Commencement Date:	25th April, 2023
01	Initial Document	Road Name:	Waterfall Way	Road Configuration:	2 Way, 2 Lane	Developed By:	Daniel Andronicus
02		Location of Works:	Hyde Street	Speed Limit:	40km, 50km, 100km Sections	Position:	Quality Officer (B.S.C)
03		Suburb Details:	Bellingen	ROL Approved:		Certificate Number:	TCT1027900
04		Map Reference:	N/A	SZA Approved:		TGS Ref. Number:	TGS-ANZAC-003

TGS Approved By	Richard Taylor	Position	Engineer	Certificate No.	TCT1018597	Date Approved	23/01/2023	Signed	<i>Richard Taylor</i>
-----------------	----------------	----------	----------	-----------------	------------	---------------	------------	--------	-----------------------



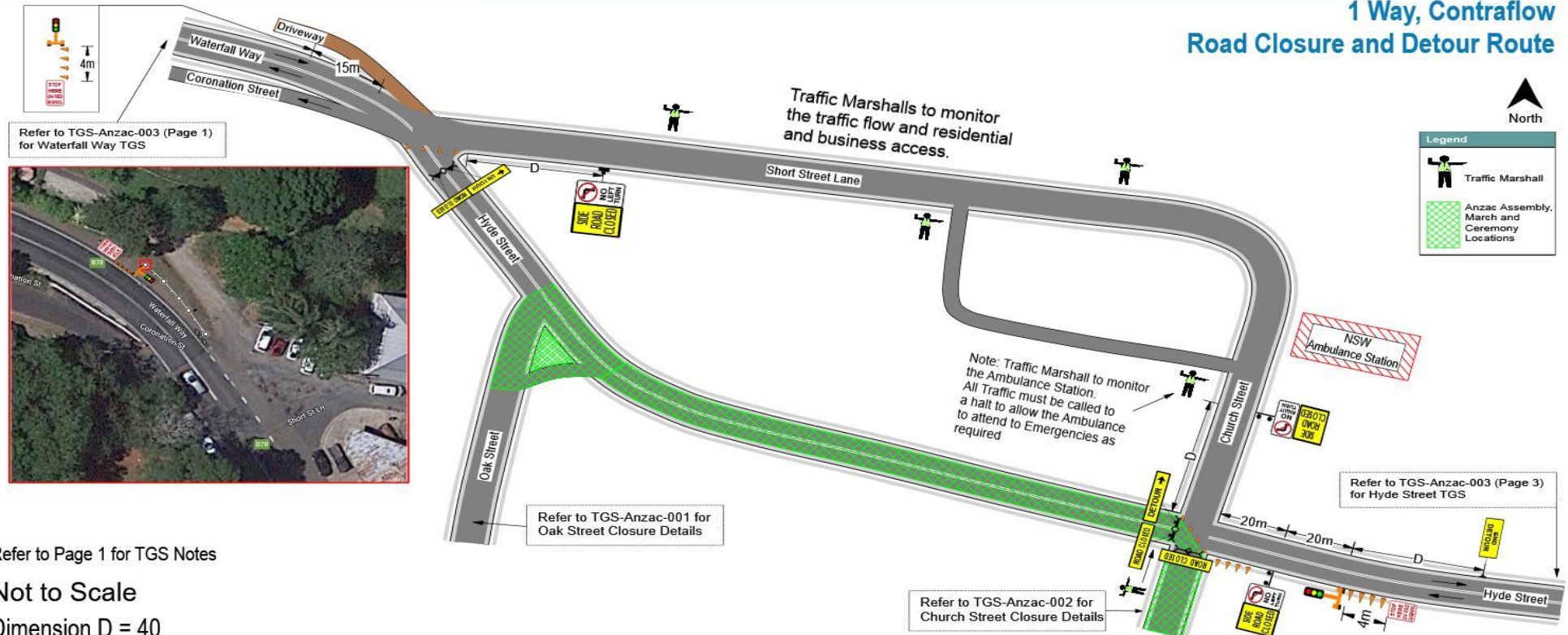


BELLINGEN SHIRE COUNCIL

Traffic Guidance Scheme Number
TGS-ANZAC-003
Page 2 of 3

Hyde Street (Waterfall Way), Bellingen
Road Closure and Detour Route
Anzac Day March Ceremonies

1 Way, Contraflow
Road Closure and Detour Route




Refer to Page 1 for TGS Notes

Not to Scale
Dimension D = 40

Rev	Revision Description	Stakeholder:	Bellinger River R.S.L Sub-Branch	Duration of Works:	8:30am - 10:15am	Commencement Date:	25th April, 2023
01	Initial Document	Road Name:	Short Street Lane & Church Street	Road Configuration:	1 Way, Contraflow	Developed By:	Daniel Andronicus
02		Location of Works:	Hyde Street	Speed Limit:	40km	Position:	Quality Officer (B.S.C)
03		Suburb Details:	Bellingen	ROL Approved:		Certificate Number:	TCT1027900
04		Map Reference:	N/A	SZA Approved:		TGS Ref. Number:	TGS-ANZAC-003

TGS Approved By	Richard Taylor	Position	Engineer	Certificate No.	TCT1018597	Date Approved	23/01/2023	Signed	<i>R Taylor</i>
-----------------	----------------	----------	----------	-----------------	------------	---------------	------------	--------	-----------------



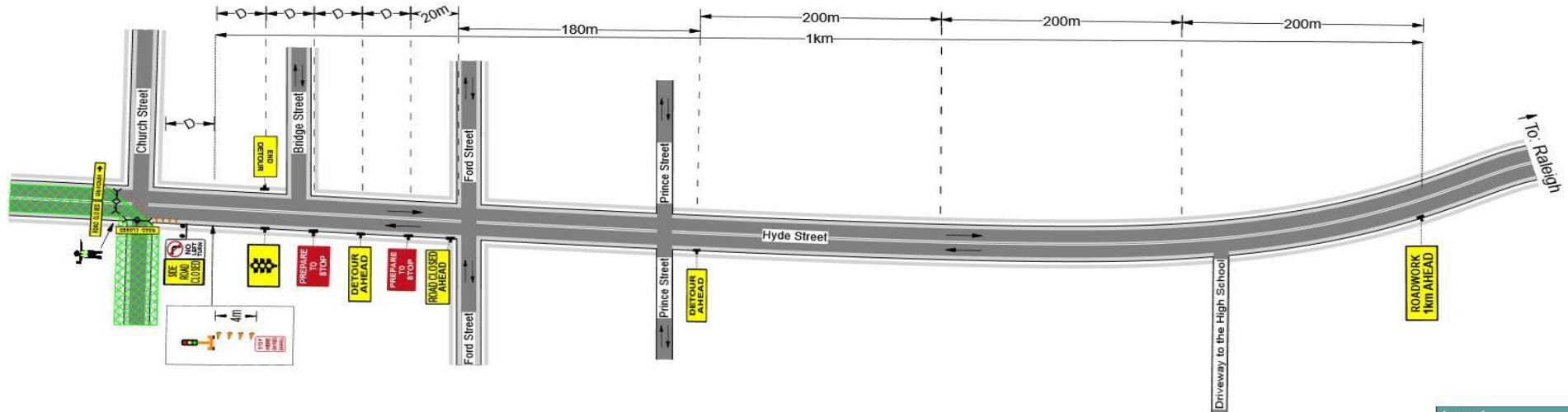


**BELLINGEN
SHIRE COUNCIL**

Traffic Guidance Scheme Number
TGS-ANZAC-003
Page 3 of 3

Hyde Street (Waterfall Way), Bellingen
Westbound Approach Signage Details
Anzac Day March Ceremonies

**2 Lane, 2 Way, Alternate Flow
Road Closure and Detour Route**



Refer to Page 1 for TGS Notes

Not to Scale

Dimension D = 40

Legend

- Traffic Marshal
- Anzac Assembly, March and Ceremony Locations

Rev	Revision Description	Stakeholder:	Belling River R.S.L Sub-Branch	Duration of Works:	8:30am - 10:15am	Commencement Date:	25th April, 2023
01	Initial Document	Road Name:	Hyde Street	Road Configuration:	2 Way, 2 Lane	Developed By:	Daniel Andronicus
02		Location of Works:	Hyde Street and Church Street	Speed Limit:	40km & 50km Sections	Position:	Quality Officer (B.S.C)
03		Suburb Details:	Bellingen	ROL Approved:		Certificate Number:	TCT1027900
04		Map Reference:	N/A	SZA Approved:		TGS Ref. Number:	TGS-ANZAC-003

TGS Approved By	Richard Taylor	Position	Engineer	Certificate No.	TCT1018597	Date Approved	23/01/2023	Signed	
-----------------	----------------	----------	----------	-----------------	------------	---------------	------------	--------	--



Appendix 2 – VMS Board Placement Checklist

Site Details				
Proposed site location				
Road details – intersections, number of lanes, terrain etc				
Purpose of the VMS board				
Proposed period of use				
Planning	Yes	No	N/A	Comments / Reasons for non-compliance
Will the location of the proposed VMS be in the road reserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the proposed VMS be visible from a road or road related area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the proposed VMS being used as part of a major event?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Safety	Yes	No	N/A	Comments / Reasons for non-compliance
Will the proposed location allow safe and easy access to the site for deployment of the portable VMS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the proposed site located near any utilities (overhead or underground)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the proposed site cause personnel to be unsafely exposed to traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will traffic control be required to safely place or remove the portable VMS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are there any other safety considerations at the proposed site? e.g. bore drains, culverts etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Placement	Yes	No	N/A	Comments / Reasons for non-compliance
Is the proposed location likely to affect or change the patterns of any vulnerable road user movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the proposed location likely to affect or change the pattern of cyclist movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the proposed location be behind TfNSW approved safety barriers or as far away from the edge of the traffic lane as is practical in a position determined suitable based on a documented risk assessment and detailed in the TMP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the proposed location at least 300m from the nearest permanent VMS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



Is the proposed location at least 200-300m from significant static signs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the proposed location at least 200-300m from any signalised intersections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the proposed location cause driver distraction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the proposed location a suitable distance from any speed zoning signage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the proposed location in the direct run off carriageway path of a vehicle?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the proposed location affect any residential or commercial properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the proposed location affect any accesses or legal rights of way?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the proposed location within 200m of any intersection or merging lane?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Structures	Yes	No	N/A	Comments / Reasons for non-compliance
Will the proposed location be behind guard rail?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the proposed location be behind wire rope fence?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the proposed location close to significant roadside furniture?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Personnel details – Person completing the document			
Full Name:		Position	
Signature:		Date	

Comments



Appendix 3 – Traffic Control Risk Analysis

Date Completed		Start Time		Finish Time		Total Hours	
Works Location		Completed By				Signature	

Potential site hazard identified	Risks applicable to this site			Potential site hazard identified	Risks applicable to this site		
Conflict between work personnel and vehicles or other road users?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	Control measures implemented for vehicle approach speeds?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Frequent and repeated set up and dismantling of PTCDD within the work site, unnecessarily increasing time spent in live traffic and likelihood of conflict?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	Considerations for traffic volume through the worksite applied to the TGS?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Clear sight distance requirements for PTCDD (150m) not achievable, risk from Vehicle not stopping on approach to work site?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	Considerations for pedestrians including those with impairments within the TGS?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Strong winds blow PCTD past its vertical tolerance, causing not to operate?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	Considerations for bus stops including school zones within the TGS?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Lack of lateral room from fog line for PTCDD set up?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	Considerations/controls for cyclist access to the worksite made within the TGS?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Considerations for intersections, off/on ramps within the worksite applied to TGS?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	Considerations/controls implemented for overhead powerline hazards?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Considerations for commercial and private driveways within the worksite applied to TGS?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	Appropriate safety controls in place for setup and shut down of the worksite?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>

Section 5.4 (TCAWS) permits the use of a manual traffic controller provided all of the following conditions are met: (Please indicate if the following elements are adhered to)

Is the use of a manual traffic controller due to an emergency scenario?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	Comments:
---	------------------------------	-----------------------------	------------------------------	-----------



The use of the PTC D is demonstrated to not achieve the safest outcome	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Comments:			
The decision to use a manual traffic controller instead of a PTC D is documented	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Comments:			
Approval is granted by the one-up manager of the PWZTMP qualified person or nominated divisional representative – Has the authorised person been notified?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Notification Method	Phone Call <input type="checkbox"/>	Text Message <input type="checkbox"/>	Email <input type="checkbox"/>

Approval Granted	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Granted By:		Position	
------------------	------------------------------	-----------------------------	-------------	--	----------	--

Please note, if a manual traffic controller has been justified and approved in the TMP, the manual traffic controller must have four (4) cones placed at 4m spacing at a safe location immediately preceding the location of the traffic controller on the edge line, centre line or both, and appropriate signage in accordance with Section 5.4 ‘Traffic control’

If you answered ‘No’ to any of the potential site hazards identified on Page 1, please indicate hazard and controls to be enacted along with the assessment of risk.	Risk Assessment			Safety controls to be implemented	Residual Risk			Person responsible for implementation and monitoring
	Likelihood	Consequence	Risk Rating		Likelihood	Consequence	Risk Rating	



Consequence Likelihood		1	2	3	4	5	Measures of Likelihood			Measures of Consequences		
		Insignificant	Minor	Moderate	Major	Catastrophic	Value	Description	Impact	Value	Description	Impact
A	Almost Certain	Medium	High	Extreme	Extreme	Extreme	A	Almost Certain	Common occurrence per year	1	Insignificant	No treatment to first aid treatment only
B	Likely	Medium	Medium	High	Extreme	Extreme	B	Likely	Probably occur, 1 incident per year	2	Minor	Medical treatment beyond first aid
C	Possible	Low	Medium	Medium	High	Extreme	C	Possible	Might occur during project	3	Moderate	Temporary impairment - LTI
D	Unlikely	Low	Low	Medium	Medium	High	D	Unlikely	Incident seen once in working life	4	Major	Permanent/prolonged impairment
E	Rare	Low	Low	Low	Medium	Medium	E	Rare	Incident only in exceptional circumstances	5	Catastrophic	Fatal injury or illness