

RICHARD CROOKES



CONSTRUCTIONS



CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB PLAN (CTPMSP)

**Kingscliff Public School
Orient Street, Kingscliff
NSW 2487**

Updated By

Rene Certeza

NSW-TCT0060970, WA-KTS-AWTM-19-47685-01, NSW-0404
(All Certificates attached on last Page)



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2. REFERENCES

- Transport for NSW Traffic Control at Worksite Manual v6.0
- AS/NZS ISO 31000:2000 Risk Management – Principles and Guidelines
- AS/NZS ISO 9001:2008 Quality Management Systems – Requirements
- Australian Standards AS1742.3, Fourth Edition 2009

3. INTRODUCTION - PURPOSE OF SCOPE

The Construction Traffic & Pedestrian Management Sub-Plan (CTPMSP), (*Condition B16*), is a sub-plan of the Construction Environmental Management Plan (CEMP), (*Condition B15*). The purpose of this Construction Traffic & Pedestrian Management Sub-Plan is to ensure that Lindores Personnel's commitment to safety, traffic management, reporting and reviewing is met during the life of this project. This will be accomplished with consideration given to;

- Traffic Plans
- Traffic Demands
- Traffic Routing
- Traffic Control Devices
- Other road users and stake holder
- Special (emergency) vehicle requirements and access
- Accredited Traffic Controllers

This plan aims to identify the risks to persons undertaking work on/or adjacent to a road. It shall ensure that appropriate control measures for any identified hazard are assessed, controlled, implemented, monitored and reviewed by elimination, substitution, engineering, administration or by using personal protective equipment.

The legislative and reference documents used in conjunction with this plan include, but are not limited to: -

- Traffic Control at Worksites Manual v6
- SSDA 8744305 development consent issued under section 4.38 of the environmental planning and Assessment ACT, 1979
- AS/NZS ISO 31000:2000 Risk Management
- AS/NZS IAO 9001:2008 Quality Management System
- Australian Standards AS1742.3 Traffic Control Devices (2009)

All contractors, subcontractors, employers, self-employed persons, workers and other persons are bound by the requirements set out in this plan.

This plan forms the basis of ongoing programs in continuous improvement of traffic management and the required ongoing training and commitment of personnel involved in this project.

Risk assessments will be conducted prior to erecting any traffic control devices at the above location to determine a safe environment for workers and a safe route for pedestrians and on coming vehicular traffic.

The purpose of this Construction Traffic & Pedestrian Management Sub-Plan (CTPMSP) is to address those measures and procedures required for building construction to be followed by the contractors and subcontractors associated with the project.

Prior to actual commencement of traffic control activities on site the following concise documentation will be in place:

A detailed Construction Management Plan- (CMP) to outline operations for the project and required works zone shall be developed prior to commencement.

- Applications shall be made to Tweed Shire Council and NSWPS, to obtain authority to allocate a loading/Unloading zone for the safe movements of delivery vehicles.
- Detailed Traffic Guidance Schemes (TGS) shall be developed for the safe movement of pedestrians and vehicles, including detailed Scopes of Works (SOW).

Lindores Personnel Representatives shall ensure all traffic controllers required to work in the work zone are inducted in Lindores Personnel's SWMS prior to commencing operations.

3.1 CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT SUB-PLAN OBJECTIVES:

Provide for a safe environment for all road users.

Provide protection to workers, visitors, agents of the Contractor and the general public from traffic hazards that may arise as a result of the construction activity.

Minimize the disruption, congestion and delays to all road users.

Ensure access to adjacent commercial and private premises is always maintained.

Comply with consent conditions B16 and B22 of Development consent SSD-8378620

3.2. CONSTRUCTION TRAFFIC

- 3.2.1. Ensure whenever possible, that enough traffic lanes open to accommodate vehicle traffic.
- 3.2.2. Ensure that delays and traffic congestion are kept to a minimum and within acceptable levels.
- 3.2.3. Ensure that appropriate/sufficient warning and information signs are installed.
- 3.2.4. Ensure that the work area is free of hazards and that all road users are adequately protected from dirt, excavations and obstructions.
- 3.2.5. Ensure that road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities are accommodate for.
- 3.2.6. Provide for work activities to be undertaken sequentially to reduce the adverse impacts of the work.
- 3.2.7. Provide for safety procedures to enable work personnel to enter and leave the work area in a safe manner.

4. DESCRIPTION OF WORKS

Kingscliff Public School upgrade is an existing school, which will receive upgraded and new classrooms and school utilities.

5. PROJECT SPECIFIC DETAILS

5.1. PROJECT LOCATION

Project Name
Project Location

Kingscliff Public School
Orient Street Kingscliff

5.2. SCOPE OF WORKS

Scope:

Construction of new classrooms and facilities

Hours of Work:

Monday to Friday 07:00 to 18:00- Saturday 08:00 to 13:00

5.3. PRINCIPAL CONTRACTOR

Name:	Richard Crookes Constructions
Address:	Lvl 3, 4 Broadcast Way Artarmon NSW 2064
Phone:	02 9902 4700

5.4. PRINCIPAL CONTRACTOR’S DETAILS

Project Manager	
Name:	Craig Mann
Mobile:	0411 752 400

Site Manager	
Name:	Tony Steel
Mobile:	0438 279 646

Safety Officer	
Name:	Blake Bale
Mobile:	0487 104 332

5.5. SITE INDUCTIONS

Hammertech system is used for inductions. This allows all workers and delivery drivers to be inducted by scanning a QR code available on-site. Once the QR code is scanned, follow the prompts to complete your induction on your phone. Once complete, an alert is sent to RCC team member to review and confirm induction.

6. AFFECTED AUTHORITIES

This project will be conducted on Tweed Shire Council owned roads and the anticipated traffic impacts are not expected to affect other authority’s area of responsibility. Associated roadside assets, including traffic control signage, are owned by Lindores Personnel Pty Ltd. This project will be conducted on TWEED SHIRE COUNCIL controlled roads and as such will have all relevant authority approvals prior to each stage of works. These are held by Richard Crookes Constructions.

7. ROLES & RESPONSIBILITIES

7.1. THE PRINCIPAL CONTRACTOR

The Principal Contractor has an obligation to ensure all work at the construction’s workplace is carried out in a manner that will:

- Prepare a written construction safety plan, in accordance with the regulations before construction work starts,
- Ensures compliance with the contract requirements
- Provide a safe passage for both pedestrians and vehicular traffic through the works area
- Minimize delays and inconvenience to the community

In order to fulfil the above obligations, the requirements contained within this CTPMSP are to be complied with by all those who are engaged in work on this project.

The management of Richard Crookes Constructions are committed to the requirements of this Traffic Management Plan. This will be achieved by:

- Providing clear direction and support in maintaining the objectives and standards set out in this Construction Traffic & Pedestrian Management Sub-Plan (CTPMSP)
- The use of only accredited traffic controllers approved regulatory and advisory signs.
- Providing suitable communication between Traffic Controllers
- Report instances of the generation of dust.
- Monitor the use of all work method statements to ensure that all persons, to whom the statement applies, comply with the statement.
- Consultation with bus operator.
- Visual inspection of Tweed valley Hospital (TVH) Construction works to ensure that traffic flow does not have excessive queuing.

7.2. PROJECT MANAGER

The following list of requirements is not exhaustive for the responsibilities of a Project Manager:

- Program of the work
- Outlines the high-risk construction activity i.e., working on or adjacent to a road.
- Monitoring, reviewing and amending the CTPMSP as required.
- Managing non-conformances/corrective action and minor incidents.
- Ensuring that an applicable Safe Work Method Statement (SWMS) (which may be generic if the activity is performed in the same way and in the same or similar circumstances); is delivered through training to all persons affected on the construction site.
- Ensure drivers comply with driving code of conduct.

The Project Manager has the ultimate responsibility and authority to ensure the CTPMSP is implemented for the prevention of property damage and injury to employees, contractors, subcontractors, road users and all members of the public. He will ensure all site personnel are fully aware of their responsibilities, and that traffic-controllers are appropriately trained and accredited. *He will ensure that sufficient controllers are available to ensure appropriate breaks are taken.*

7.3. SITE MANAGER/SUPERVISOR

The following list of requirements is not exhaustive for the responsibilities of a Site Manager/Supervisor:

- Ensure compliance with the approved CTPMSP.
- Ensure that all Traffic Controllers are accredited to perform the duties of a Traffic Controller.
- Consult with all relevant stake holders on major potential traffic queuing events, either by email or phone calls.
- Identify non-conformances and implementation of corrective action.

The Site Manager/Supervisor will be the Principal Contractor's authorized representative in relation to the traffic management requirements for each site. They will ensure that the provisions contained in the relevant permit approvals, the TCAWS V6.0 and The Code are implemented on site. *He also will ensure that sufficient controllers are available to ensure appropriate breaks are taken.*

7.4. SITE PERSONNEL

All personnel engaged in the field activities will follow the correct work practices as required by a site-specific SWMS. The approving authority shall be notified should a situation arise that is not covered by this CTPMSP or the TCAWS V6.0.

7.5. TRAFFIC CONTROL SUBCONTRACTOR – LINDORES PERSONNEL

The nominated sub-contractor is responsible but not limited to the following:

- Ensuring traffic is not unduly delayed and that the safety of the Road Users and workers on site is maintained.
- Implementation of the approved Construction Traffic & Pedestrian Management Sub-Plan
- Ensuring the conflicting regulatory speed signs are covered during works and at the completion of the works to reinstate the current regulatory speed for each individual street/road.
- Advising Richard Crookes Constructions advisory staff in the first instance of any non-conformances, accidents, near misses or complaints.
- Providing only duly accredited Traffic Controllers

7.6. TRAFFIC CONTROL – WORKS SUPERVISOR

The nominated sub-contractor is responsible but not limited to the following:

- Responsible monitoring, reviewing and amending this CTPMSP and/or TGS/s as required and assist Richard Crookes Constructions Works Supervisor with Traffic Management responsibilities.

7.7. LINDORES PERSONNEL – TRAFFIC CONTROLLERS

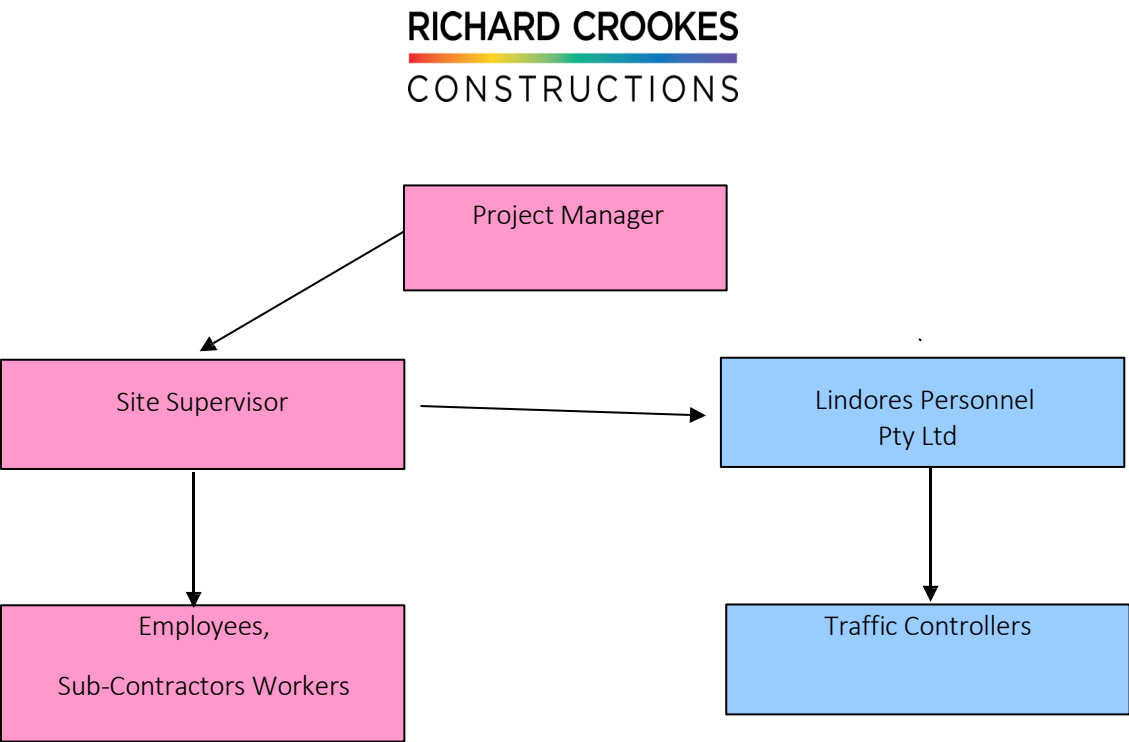
Nominated Traffic Control Officer: Rene Certeza
Is responsible for the following:

- Manage and monitor CTPMSP and TGS's to TCAWS Specifications.
- Manage implantation of Traffic Control Requirements

The traffic subcontractor to the project (Lindores Personnel Pty Ltd) will have the following personnel, a Traffic Controller, holding a Traffic Controller (license-RIISS00054) + Implementer (license-RIISS00055), responsible for the installation, maintenance and removal of the roadwork signage (daily), in accordance with the TCAWS V6.0 and Traffic Guidance Scheme's. The Traffic Controller's shall undertake a review of the erected signage to ensure compliance with the approved Traffic Guidance Scheme (TGS).

7.8. PROJECT MANAGEMENT HIERARCHY

The following outlines the management hierarchy that will apply to the project.



8. IMPLEMENTATION OF CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT SUB-PLAN

The Supervisor, Foreman and or senior Traffic Controller on the construction site shall ensure that all applicable controls and safety devices are implemented prior to the commencement of works.

The Construction Traffic & Pedestrian Management Sub-Plan (CTPMSP) is a live document and will be monitored continually throughout the construction period and shall be reviewed by the Project Manager and nominated traffic control sub-contractor (when requested) to ensure its effectiveness throughout the project.

Daily inspections (during install and removal) of devices shall be carried out by the traffic control sub-contractor to ensure all traffic control devices are maintained and comply with the approved TGS's.

The use of Portable Traffic Signals, Variable Message Signs, Flashing Arrow Signs or additional devices as required under this contract are detailed within the Project Specific Requirements and the appendix – Traffic Guidance Scheme's as appropriate.

Work shall be programmed to minimize the effects on the road users. Entrances to private property shall be maintained and unimpeded.

Traffic control shall comply with all relevant procedures, specifications and specific requirements of the contract. Only accredited Traffic Controllers are to be employed on site.

The works zone shall be delineated with the use of approved devices when required, this is to provide a safe and orderly path for both pedestrian and vehicular traffic.

Where necessary to ensure that a safe passage for the community is provided, additional measures shall be adopted. These may include an increase in the number of traffic controllers on site; advise of specific details via public notices; an increase in signage.

Police officers shall be to assist in the control of traffic in the following situation:

- Where the Traffic Signals must be turned off, if applicable to works area

9. RECORDING AND MONITORING

Details of all changes in traffic movements shall be recorded and maintained throughout the constructions period and submitted within 7 days from the date of practical completion.

Regular inspections of traffic control devices shall be carried out a minimum of twice (install and removal) daily. Any variations to approved signs implementation shall be reported to RCC – a copy of the TGS contained in the appendix.

Exceptional traffic delays shall be reported to RCC. Richard Crookes Constructions supervisory staff shall be notified of any delays, RCC will inform Lindores TM and request for a site inspection to verify queuing times and recommend corrective action if required.

Richard Crookes Constructions shall be advised immediately of any traffic incident or complaint. If the issue cannot be corrected immediately or it is of a contractual nature, then it should be elevated to Richard Crookes Constructions Management.

Non-Conformances and corrective actions shall be identified, controlled and implemented in accordance with company quality procedures. All non-conformances shall be acted on by Lindores Personnel and Richard Crookes Constructions on receipt of written notice of the non-conformance.

Principal Contractor to carry out any remedial work deemed necessary under the contract guidelines. A Corrective Action Request (CAR) shall be forwarded to the RRC's representative within 24 hours upon completion. Non-Conformances and Corrective Actions shall be identified, controlled and implemented in accordance with Company Quality Procedures.

10. PROJECT SPECIFIC REQUIREMENTS

Richard Crookes Constructions is to make allowances for any special requirements that may arise due to special events occurring. Richard Crookes Constructions shall contact the TWEED SHIRE COUNCIL so as to determine the events that are happening in the area during the construction period as required. Emergency vehicle access will be given priority over site traffic at all times.

To minimize traffic disruptions Richard Crookes Constructions will make every effort to conduct these works in consultation with Lindores Personnel Pty Ltd. Traffic Controllers with approved Traffic Control Devices will be in attendance to control and monitor pedestrian and vehicular traffic as required. Traffic Controllers must have their Traffic Control Licenses on their person at all times whilst performing Traffic Control duties.

Traffic Controllers must ensure that they have a clear escape path to a non-traffic (closed) section of the roadway, shoulder, footpath or median. A Traffic Controllers Stop/Slow bat shall have a handle approx. 1.8m long to the underside of the sign. Traffic Controllers Symbolic (TC-1257) with Prepare to Stop (TC-1362) shall be displayed before commencing traffic control operations. These signs shall be positioned a Minimum of the greater of '2D' from the position of the traffic controller.

Refer to the Traffic Guidance Scheme's (TGS's) for all signage positioning and site details. All TGS's may be reviewed by the Principal Contractor each day and advice provided to Lindores Personnel Pty Ltd of any proposed changes if required.

10.1. METHOD OF TRAFFIC CONTROL

- All works shall be carried out in accordance with the TCAWS V6.0 and other relevant documents as well as the attached Traffic Guidance Schemes.

10.2. REQUIREMENTS OF TRAFFIC CONTROL COMPANY

Reporting Form	Responsibility	When
Details of erection and removal of Regulatory Traffic Signs / Devices	Project Manager, assisted by Lindores Personnel works supervisor	Min 5 days prior to commencement and completion of the works
Traffic Management Audit Checklist	Lindores Personnel Pty Ltd	As requested by RCC
Traffic Book	Lindores Personnel Pty Ltd	As required
Complaints Register	Project Manager	As required
Non-Conformance/Corrective Action	Project Manager	As required
Incident Report	Project Manager	As required

In the event of a traffic related accident within the site, Lindores Personnel Traffic Controller shall immediately notify the principal's representative, the Police and any necessary emergency services.

10.3. NOMINATED TRAFFIC CONTROL OFFICER

The Nominated traffic control officer shall meet the minimum training requirement of (PWZCTPMSP) in Traffic Management together with two years minimum experience in developing site-specific diagrams. Refer Appendix for Nominated Traffic Control Officer's PWZCTPMSP accreditations.

Traffic Control Company: LINDORES PERSONNEL No3 Pty Ltd
Company Address: 2255 Gold coast Hwy, Nobby Beach NSW 4218
Telephone: 07 3868 3525
Facsimile: 07 3268 3166
Mobile: 0400 773 519
Email: traffic@lindores.com.au

11. RESTRICTIONS TO TRAFFIC

Periods of lane closures will be kept to minimum to maintain minimal impacts on general traffic. See 5.2 for working hours

11.1. TRAFFIC LANE CONFIGURATIONS

Location	Days	Time Period	Number of Lanes in Each Direction	Minimum Lane Width (meters)	Minimum Clearance to Objects (meters)	Minimum Posted Speed (Kilometers per hour)
All	Working hours		1	3	0.5	40
All	Non-working hours		1	3	1	50
Lane closures are limited to 0630am-1830pm, night closure may be required but will not be used unless necessary						

11.2. SINGLE LANE ONE WAY TRAFFIC

Location	Days	Time Period	Maximum Delay Time (minutes)
Occasionally Hold Vehicles	Working days	Working hours	5

Location	Reason	Days	Time Period	Maximum Delay Time (minutes)
rarely	Assist public and busses	Working days	Working hours	5

11.4. PERIOD OF NO LANE CLOSURE

Days during which lanes shall not be closed and work involving stop/slow arrangements shall not be carried out on a day preceding or the day of, a public holiday, long weekend (weekend which includes or abuts a public holiday) or school holiday period, unless specified approval is granted in writing by the Superintendent prior to commencing of the works.

11.5. PERIOD OF NO LANE CLOSURE

As required to provide breaks, manage traffic changes and any queuing.

12. WORK ON ROADS

The traffic guidance schemes for each phase have been designed by Lindores Pty Ltd, who will be the responsible sub-contractor for traffic control implementation on the road. The devices shall be turned on before work starts and will be taken down or covered at the end of the working day. Traffic shall be controlled at all times during construction, in accordance with the TCAWS V6.0

12.1. WORKPLACE HEALTH & SAFETY

Principals, employers and persons in control of workplaces have a statutory duty of care to provide a safe workplace for all personnel working at the site, accessing the site or impacted by the construction activity including employees, contractors, subcontractors, visitors to the site and the general public. This CTPMSP forms part of the overall project Site Safety Management Plan developed by RCC.

12.2. SAFE WORK METHOD STATEMENT (SWMS)

Prior to the commencement of this activity Lindores Personnel Pty Ltd will compile a Safe Work Method Statement (SWMS) for the site relating to traffic control activities. Lindores Personnel Pty Ltd management practices require that the Traffic Controller evaluate all traffic arrangements before they are open to Traffic, immediately following the opening to traffic and periodically throughout the activity. Adjustments are recorded in the SWMS, including reasons for the changes and are lodged with the Principal Contractor.

New hazards that arise throughout the work will be subject to risk assessment and incorporated onto SWMS.

12.3. INCIDENT & ACCIDENT PROCEDURES

Emergency Services and the Site Managers are ultimately responsible for the control and management of responses to all incidents that occur on the road network. Notwithstanding, *Richard Crookes Constructions and/or Lindores Personnel* Pty Ltd recognize the importance of cooperation between all agencies involved in the road occupation to clear incidents quickly.

In the event of an incident, including excessive queuing, occurring on public roads immediately adjacent to or passing through the road occupation, *Richard Crookes Constructions and/or Lindores Personnel* staff will inform Police/Emergency services including any other relevant local authorities of the event (if a requirement of issued road occupancy approvals). Where required, the traffic management guidance scheme will be removed from the road within 1 hour. Further, *Richard Crookes Constructions and Lindores Personnel* commit the available traffic guidance resources to assist the respective agencies in the speedy clearance of the incident. In the event of an incident or accident, whether involving traffic or road users, all work shall cease and traffic shall be stopped as necessary to avoid further deterioration of the situation. First Aid shall be administered as necessary, and medical assistance shall be called for if required. For life threatening injuries an ambulance shall be called on telephone number 000. The Police shall also be called on 000 for traffic accidents where life threatening injuries are apparent. Any traffic crash resulting in non-life threatening injury shall immediately be reported to the NSW Police Service and Richard Crookes Constructions Site Supervisor.

12.4. BREAKDOWNS & MINOR INCIDENTS

Broken down vehicles and vehicles involved in minor non-injury crashes shall be temporarily moved where safe to do so 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 work area behind the cones, providing there is no risk to vehicles and their occupants or workers. Assistance shall be rendered to ensure the impact of the incident on the network is minimized. Details of all incidents and accidents shall be reported to the site supervisor and project manager using the incident report form at **Appendix D**.

12.5. DAMAGE TO SERVICES

In the event that gas services are damaged, all work shall cease immediately, machinery and vehicles stopped, and the area cleared of personnel as soon as possible. Traffic Controllers (and other personnel if necessary) shall be deployed immediately to ensure no traffic or other road users approach the area. The NSW Police Service, Emergency Services and the relevant supply authority shall be called immediately. damage to any other services shall be treated in a similar manner except machinery may remain operational and access may be maintained where it is safe to do so. All site personnel shall be briefed on evacuation and control procedures.

12.6. TRAFFIC GUIDANCE SCHEMES

Traffic Guidance Schemes provide details of the required traffic management for the handling of safe movement of traffic through the work site and for the safety of workers. Traffic Guidance Schemes have been developed in accordance with the TCAWS V6.0 for each phase of the project and are contained in **Appendix**

12.7. SPECIAL EVENTS & PLANNED INCIDENTS

Contact with the Local Government Authority and service providers have indicated that there are no planned special events/incidents in vicinity that may directly impact the construction site. As such minimal impacts maybe expected during construction. Richard Crookes Constructions will make a commitment to local authorities that adequate preparations concerning traffic management will be made prior to major events, to mitigate possible adverse effects on the road network. To this end Lindores Personnel are in regular consultation with Tweed Shire Council and other local authorities.

12.8. TRAFFIC CONTROLLERS

Traffic Controllers shall be used to control road users to avoid conflict with plant, workers, traffic and pedestrians, and to stop and direct traffic in emergency situations. Traffic Controllers shall:

- 12.8.1.** Operate in accordance with the TCAWS V6.0
- 12.8.2.** Hold a current Traffic Controller's accreditation in NSW.
- 12.8.3.** Take appropriate fatigue breaks as required to maintain traffic awareness.

12.9. PUBLIC CONSULTATION

Throughout the duration of this project adequate information regarding the works will be made available to all stakeholders by RCC when requested. The Kingscliff Public School will be notified of any potential disruptions. 10 days notification period will be given where possible. RCC will consult with the school and local residents throughout the project.

All Information provided will generally contain the location of works and the expected duration of works and any details of any expected delays.

Richard Crookes Constructions Project Manager will manage all public consultation.

12.9.1. ADVERTISING

Advertising will be placed in appropriate public notice prior to any public seminar (if required), commencement of works and prior to any significant impacting activity (where appropriate to do so). *Richard Crookes Constructions* are to facilitate any advertising requirements of road closures etc.

12.9.2. INTERNET

Not Applicable for this site

12.10. VARIABLE MESSAGE SIGNS

Not likely to be required for this project

12.11. NIGHT WORKS

If approved night works will be undertaken. The existing street lighting provides adequate illumination for traffic moving through the work site after working hours. If not, then day makers/ temp light towers will be used.

Works shall be conducted at night to minimize the impact to road users and stakeholders. The approved working hours shall be 19:00 – 05:00 Sunday to Saturday. Any amendment to these times must be approved by the superintendent.

12.12. ROAD AND LANE CLOSURE/S

This project will be undertaken in stages in order to minimize disruption to pedestrian and vehicular traffic in the vicinity of the works. Majority of works will be conducted within site boundaries. Limited Road/Lane closures may be required during the later stages with road and footway upgrades etc. Most site deliveries will be onsite and off the roadway, therefore lowering the impact on the local network. Heavy vehicles will utilize the heavy vehicle routes where possible to minimize regional road network impacts.

12.13. PREVAILING SITE CONDITIONS

Access will be via Orient and Sutherland Streets

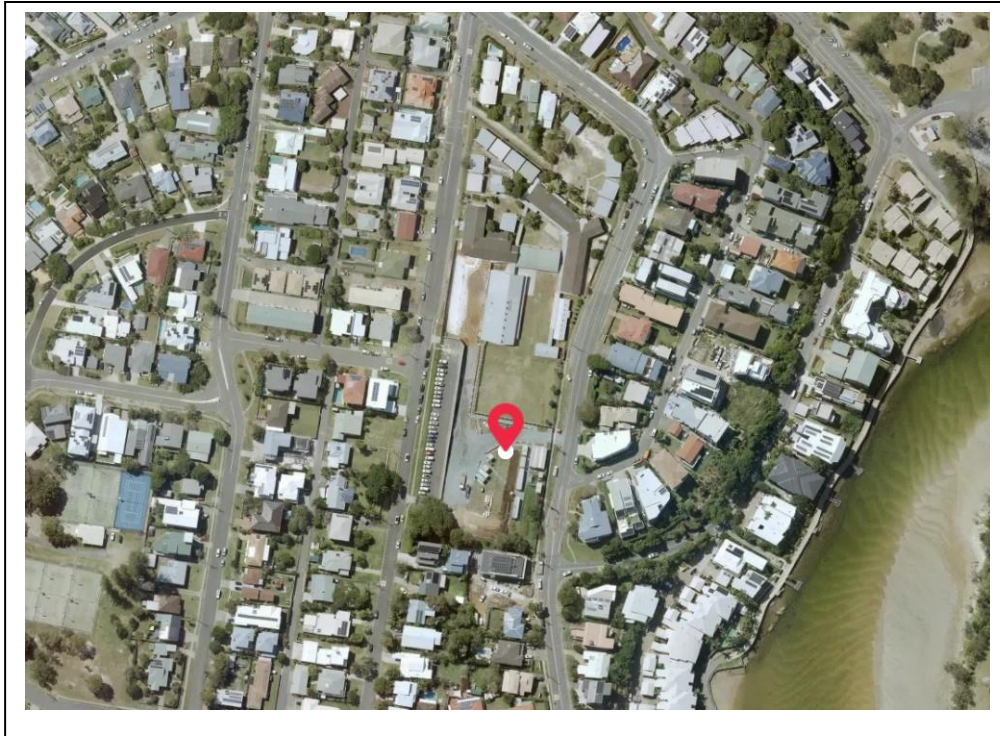
Orient Street is a commercial road, comprising mainly of small residential buildings. The lane configuration for Orient St is 2 way with street side parking. Lane widths are approximately 3.2m wide on both roads adjacent to the construction site. The Regulatory speed zone is 50km/h, with 40km/h school zoning 0730-0900 & 1430-1600, and will be reduced to 40 km/h for the duration of construction.

Sutherland Street is a commercial road, comprising mainly of small residential buildings. The lane configuration for Sutherland St is 2 way with street side parking in some areas. Lane widths are approximately 3.2m wide on both roads adjacent to the construction site. The Regulatory speed zone is 50km/h, with 40km/h school zoning 0730-0900 & 1430-1600, and will be reduced to 40 km/h for the duration of construction.

Consideration: Even with a reduction of speed to 40km/h, there will be a minimal impact to the vehicle traffic network, even during peak periods.

12.14 SITE LOCATION MAP

Refer to Figure 1: Kingscliff Public School.



12.15. INTERFACE WITH OTHER CONSTRUCTION SITES

The Tweed Valley Hospital is currently being constructed on Cudgen Rd. The site is approximately 2km from the Kingscliff Public School. School Traffic should not impede Tweed Valley Hospital Traffic.

RCC personnel will contact Lendlease Site Manager for any construction activities that excessively increase construction traffic to Cudgen Road.

12.16. PROPOSED WORK ZONE

There is no foreseen need for a Workzone at this time, as construction vehicles will be accepted onsite.

12.17. DURATION OF WORKS

The anticipated project construction duration is approximately 12 months from commencement. The site will commence June 2022, with a target completion for the entire development by early 2024 pending no major delays or setbacks during construction.

HEAVY VEHICLE AND DELIVERY PLANT HAULAGE ROUTE

Primary haulage route for site plant deliveries as per current road network configuration.

This network is set for upgrade as per future planning approvals and the exact entry points to site may be varied. All truck drivers will be provided with the specified route and will be asked to follow this route only. Richard Crookes will be responsible for monitoring the effectiveness of these measures. All vehicles will be notified to enter and leave the site in a forward direction unless in specific exceptional circumstances, under the supervision of accredited traffic controller(s). Trucks will also be discouraged to bring deliveries between 7:45am-9am and 2pm-3:45pm. Traffic control onsite will deter trucks who call up between these hours and have them wait off site away from local residential sites but in radio or telephone contact range.



12.19. PUBLIC TRANSPORT

Public transport, in particular school buses, use Sutherland St & Orient St. All works will be conducted to minimize any impact on these services. Traffic Control will time their works in with the bus services. Minimal traffic control will be on the road during school drop off and pick up hours to assist the bus service. Consultation will be made with the Bus Service providers directly to inform them of the proposed construction activities and management measures. This will ensure all stakeholders are aware of the proposed works, scheduled and relevant contact persons. Kingscliff Public School will be notified of any notable works that will affect their bus service.

12.20. DETOURS

Not applicable – detours are not seen to be required for these works using current construction methodology, but this may change during construction with a possibility of making Orient St one way during works on that frontage.

12.21. DIVERSIONS

There is no alternate diversion route at this stage of the project.

12.22. PARKING

There may be a requirement (to be confirmed) to take car parking spaces on Orient Street under current methodology, during later stages of construction. Currently, it is not necessary to take parking spaces, but this may be necessary once the construction reaches the boundary line and the room on the road is needed. This will be avoided for as long as possible

12.23. ENTRY INTO PRIVATE PROPERTIES

Entry access/egress into private properties will always be maintained.

12.24. PROVISIONS FOR POLICE CONTROL

Not required on this project using current methodology.

12.25. CYCLISTS, PEDESTRIANS AND PUBLIC TRANSPORT - Traffic Network Safety

Safe passage for cyclists and pedestrians will be provided by Richard Crookes Constructions.

Lindores Personnel traffic controllers will utilize advance cautionary signage to inform of changed traffic conditions in advance of the works area. These signs will include notification to the public of potential hazards within the construction area.

During exceptionally heavy vehicle access and egress, a VMS Board may be installed prior to the worksite on a suitable location approaching the site to notify private vehicle drivers and public transport providers of increased number of heavy vehicle movements.

As well, to ensure that the children drop off vehicles are aware of changes to the network, the school shall notify all stakeholders via pamphlets or other suitable means of upcoming heavy vehicle movement. This will allow drivers to be aware that there will be an unusual volume of construction related traffic on certain dates.

All pedestrian traffic and cyclists will be monitored as required. Appropriate pedestrian warning signage and directional signage will be placed and monitored throughout the project works. Where trip hazards exist or are identified "Pedestrian Watch Your Step" T8-1 shall be installed where appropriate space allows. At unmarked crossing points, a nominated suitably ticketed person, shall monitor the walking public. These individuals shall be clearly distinguishable (HIGH VIS) to allow for driver's visibility.

Footpaths and cycleways will remain open as often as possible, to maintain a safe passage for all road users. It is foreseen for the footpath will be closed only during concrete pours, during these days of heavy vehicles access via the XVO, pedestrian traffic controllers will be utilized to ensure the safety of pedestrians on the verge. Plant operators shall be toolboxes on this during inductions to site. This must occur prior to operators being authorized access to site.

12.26. PEOPLE WITH DISABILITIES AND OTHER VULNERABLE ROAD USERS

There is no specific facility or service for people with disabilities and other vulnerable road users in this location. Traffic controllers will be provided on site and placed strategically to assist wherever possible.

12.27. EMERGENCY VEHICLE ACCESS

Following liaison with TWEED SHIRE COUNCIL, Lindores Personnel and other controlling local authorities have determined that the works are classified as low impact/low risk; accordingly, no special provisions are required. However, the site Traffic Controller/s shall assist emergency vehicles travelling through the worksite. Emergency services shall be notified via phone of the proposed works nature, location, date and times as well as contact details for the site supervisor, as facilitated by *Tweed Shire Council*.

Appendix A displays a map of the project site.

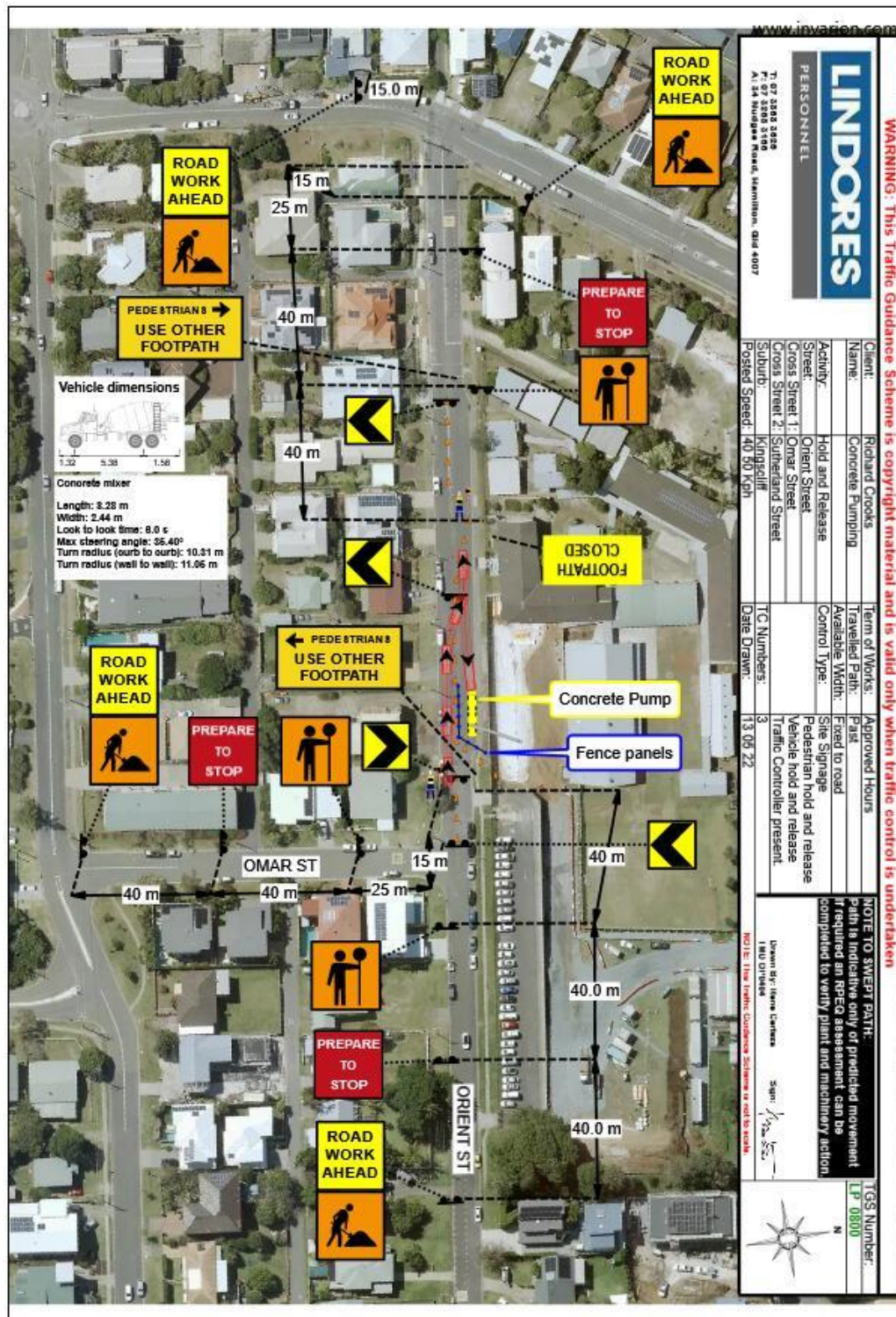


Appendix B displays TGS/s (Traffic Guidance Scheme/s).

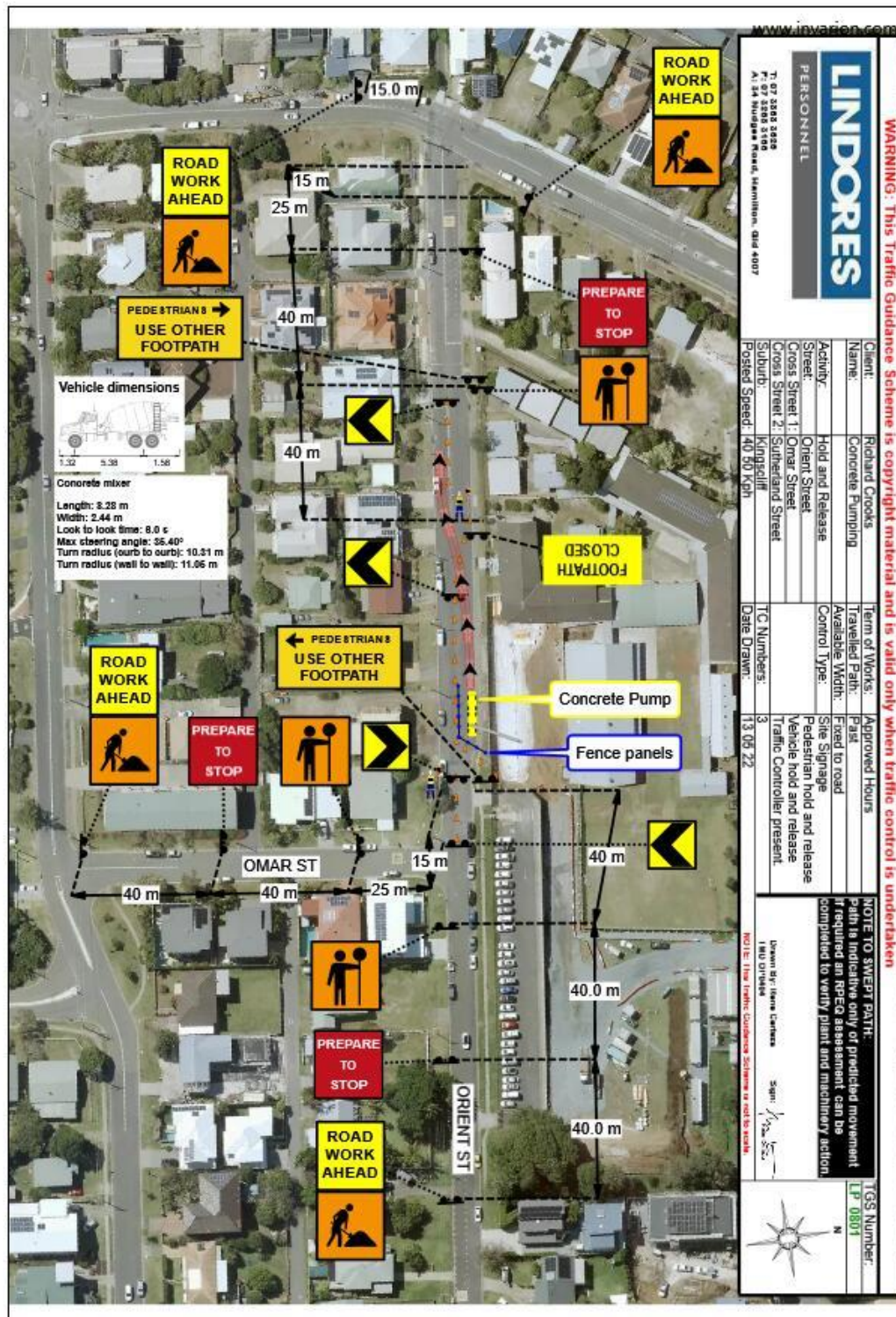
These will be held onsite and updated as required

TGS Number	Purpose
LP 0800	Orient Street Aggies Ingress
LP 0801	Orient Street Aggies Egress
LP 0802	Sutherland Street site ingress
LP 0803	Sutherland street site egress
LP 0804	Orient Street Footpath works
LP 0805	Sutherland Street Footpath works
LP 0806	Sutherland Median Works
LP 0553.12	Holding Area

Orient Street Aggies Ingress LP 0800



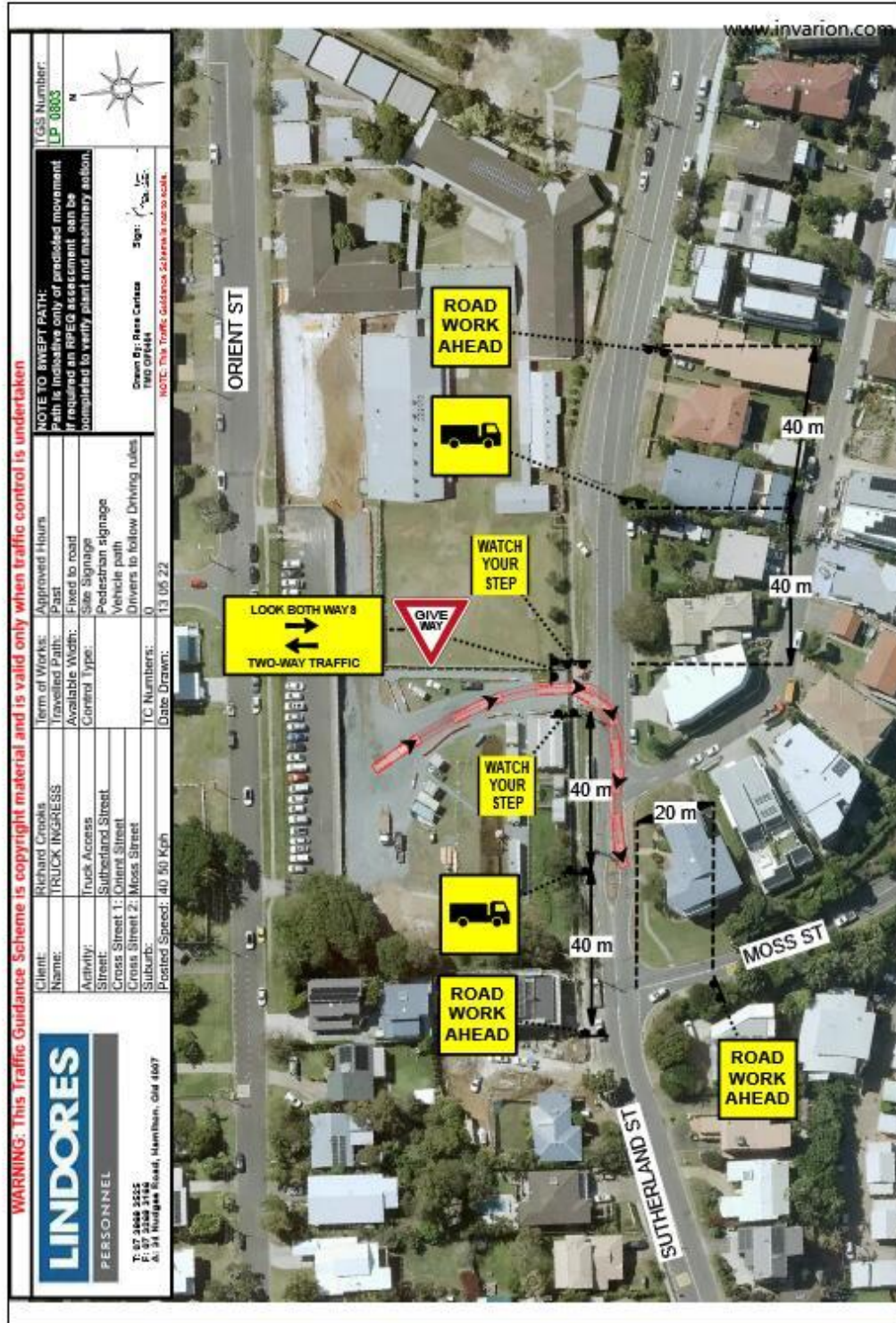
Orient Street Aggies Egress LP 0801



Sutherland Street site Ingres LP 0802



Sutherland Street site Egress LP 0803



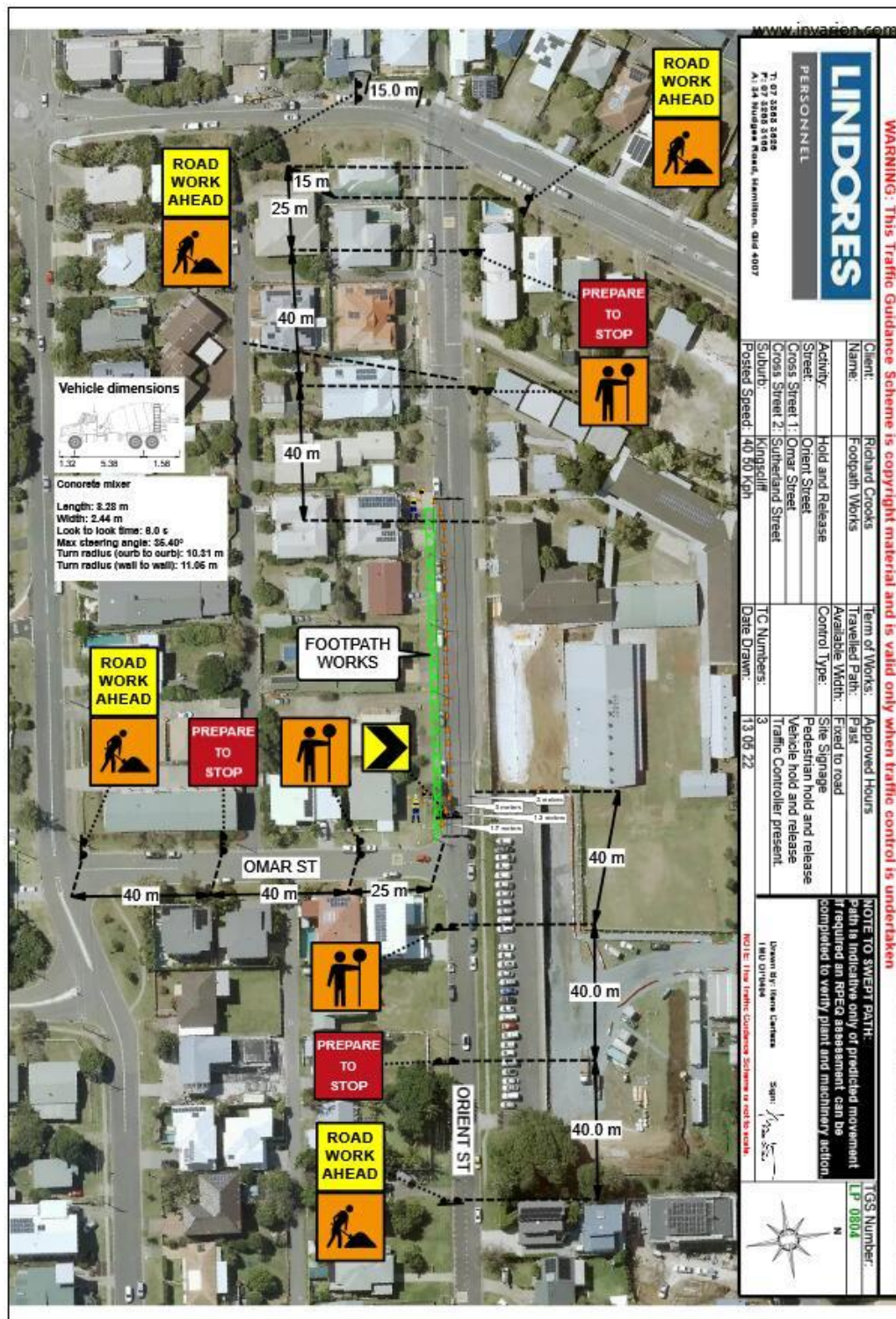
Concrete Pour Orient St Holding Zones



WARNING: This Traffic Guidance Scheme is copyright material and is valid only when traffic control is undertaken

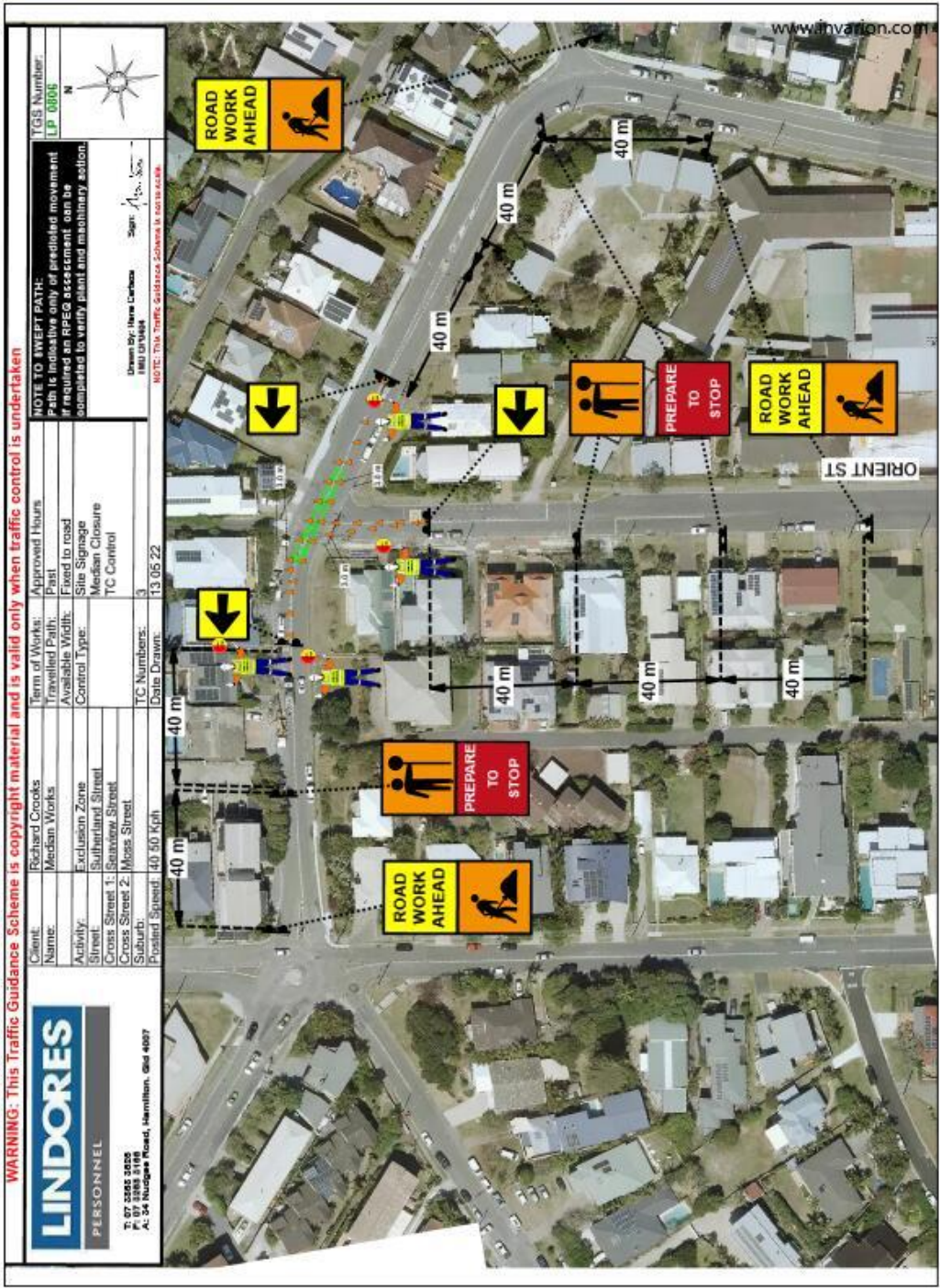
<div><div>LP3</div><div>LABOUR AND TRAFFIC</div></div> <div><div>T: 0400 773 519</div><div>E: Traffic@jivartion.com.au</div><div>A: 34 Nudgee road Hamilton 4007</div></div>		Client: Richard Crookes		Term of Works: Long	<div>LEGEND:</div> <div><div> Traffic Cones</div><div> Work Vehicle</div><div> Vehicle Mounted Arrow Board</div><div> Concrete pump Location</div><div> Truck Holding Area</div></div>		TGS Number: LP 0563.12
Activity:	School Upgrade/building	Travelled Path:	Past				
Street:	Orient St	Available Width:	Varied				
Cross Street 1:	Viking St	Control Type:	Traffic Control				
Cross Street 2:	Sutherland St	Closure:	Off road				
Suburb:	Kingscliffe	T.C. Numbers:	Varied				
UDB Ref:		ID Spacing:	Varied				
Road Type:	40/50	Date Drawn:	19/05/2021				
Posted Speed:	Varied						
				Drawn By: James Davy	Sign:		
				NOTE: This Traffic Guidance Scheme is not to scale.			
							

Footpath Works Orient ST LP 0804



Sutherland Street Footpath LP 0805

Median Works LP 0806



Appendix C is a SWMS pertaining to traffic control around work sites.

These will be held onsite and updated as required

Appendix D is an Incident Report Form.



Project:	
Job No:	Client:
Project Manager:	

Accident/Incident Report Form

Incident type:			
<input type="checkbox"/> First Aid Treatment (FAI)	<input type="checkbox"/> Near Miss Incident (NMI)	<input type="checkbox"/> Hazard	
<input type="checkbox"/> Medical Treatment Injury (MTI)	<input type="checkbox"/> Property Damage	<input type="checkbox"/> Environmental	
<input type="checkbox"/> Lost Time Injury (LTI)	<input type="checkbox"/> Motor Vehicle	<input type="checkbox"/> Electrical Incident (Take to Hospital)	
Incident location:			
Reported by:	Name:		Position:
	Phone:		Email:
Incident Details:	Date and Time of occurrence:		Date Reported:
	Name:		Phone:
	Occupation:		
	Host Company:		
Incident Summary:	Describe what was happening prior to the incident occurring?		
Motor Vehicle Details: (if applicable)	Registration No:		
	Company Vehicle:	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Vehicle accident form attached	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Work Activity Performed:		

Any serious injury or illness is to be reported to WHS Qld 1300 362 128 and Cooper Grace Ward Lawyers Belinda Winter 07 3231 2498 immediately.

LINDORES

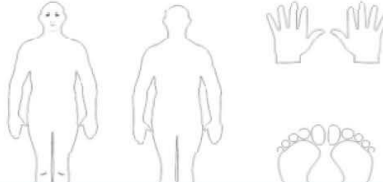
PERSONNEL

Project:

Job No:

Client:

Project Manager:

Actual Incident Category	<input type="checkbox"/> Insignificant <input type="checkbox"/> Minor <input type="checkbox"/> Moderate <input type="checkbox"/> Major <input type="checkbox"/> Catastrophic	Potential Incident Category	<input type="checkbox"/> Insignificant <input type="checkbox"/> Minor <input type="checkbox"/> Moderate <input type="checkbox"/> Major <input type="checkbox"/> Catastrophic
Sources of Hazards	<input type="checkbox"/> Biological Hazards <input type="checkbox"/> Confined Space <input type="checkbox"/> Hazardous chemicals/materials <input type="checkbox"/> Manual Handling <input type="checkbox"/> Manual Tools and equipment <input type="checkbox"/> Mechanical Plant & Equipment <input type="checkbox"/> Restricted/Congested Spaces	<input type="checkbox"/> Third Parties <input type="checkbox"/> Vehicle/ Traffic <input type="checkbox"/> Weather related incidents <input type="checkbox"/> Working environment <input type="checkbox"/> Working at heights <input type="checkbox"/> Other _____ (detail)	
Primary Hazards	<input type="checkbox"/> Confined Space <input type="checkbox"/> Contact with Hazardous chemicals <input type="checkbox"/> Cuts & Abrasions <input type="checkbox"/> Dust <input type="checkbox"/> Electrical <input type="checkbox"/> Engulfment/Suffocation <input type="checkbox"/> Falls from heights <input type="checkbox"/> Fire/explosions <input type="checkbox"/> Hit by moving object <input type="checkbox"/> Manufacturing <input type="checkbox"/> Material Handling	<input type="checkbox"/> Mechanical Services Installation <input type="checkbox"/> Manual Handling Related <input type="checkbox"/> Noise/Vibration <input type="checkbox"/> Non-mechanical impact <input type="checkbox"/> Poor visibility <input type="checkbox"/> Restricted/Congested Space <input type="checkbox"/> Slips & Trips <input type="checkbox"/> Vehicle/ Traffic <input type="checkbox"/> Weather <input type="checkbox"/> Other ____ detail)	
Injury Details (if applicable)			
Nature	<input type="checkbox"/> Abrasion <input type="checkbox"/> Amputation <input type="checkbox"/> Bruising <input type="checkbox"/> Burns <input type="checkbox"/> Contusion <input type="checkbox"/> Crush	<input type="checkbox"/> Cuts <input type="checkbox"/> Dislocation <input type="checkbox"/> Electric Shock <input type="checkbox"/> Foreign Body <input type="checkbox"/> Fracture <input type="checkbox"/> Laceration	<input type="checkbox"/> Open wound <input type="checkbox"/> Sprain/Strain <input type="checkbox"/> Superficial Other _____ (detail)
Body Part Injured	Left <input type="checkbox"/> <input type="checkbox"/> Head <input type="checkbox"/> Face <input type="checkbox"/> Eyes <input type="checkbox"/> Ears <input type="checkbox"/> Neck <input type="checkbox"/> Back <input type="checkbox"/> Trunk	Right <input type="checkbox"/> <input type="checkbox"/> Shoulders and arms <input type="checkbox"/> Hands <input type="checkbox"/> Fingers <input type="checkbox"/> Hips/Legs <input type="checkbox"/> Feet <input type="checkbox"/> Toes <input type="checkbox"/> Internal organs	
Treatment Given			
Initial Treatment Given:	.		
Was the person: (tick)	<input type="checkbox"/> taken to hospital <input type="checkbox"/> referred to doctor <input type="checkbox"/> certified unfit for pre-injury duties	<input type="checkbox"/> returned to normal duties <input type="checkbox"/> returned to alternate duties <input type="checkbox"/> N/A	
Did the Site Supervisor/Project Manager attend the medical review?	<input type="checkbox"/> Yes <input type="checkbox"/> No (If no, why?)		

Any serious injury or illness is to be reported to WHS Qld 1300 362 128 and Cooper Grace Ward Lawyers Belinda Winter 07 3231 2498 immediately.

Project:	
Job No:	Client:
Project Manager:	

Investigation - Cause of the Incident				
Contributing Factors				
	YES	NO		
1. Did worker wear the correct PPE?				
2. Did the design of plant, facilities or equipment contribute to the incident?				
3. Did inadequate job planning or instruction contribute to the incident?				
4. Did failure to follow rules and procedures or SWMS contribute to the incident?				
5. Did inadequate rules, procedures or SWMS contribute to the incident?				
6. Was guarding or protective devices not provided or ineffective?				
7. Did incorrect plant or equipment operation contribute to the incident?				
8. Did congested housekeeping or incorrect storage contribute to the incident?				
9. Did the use of incorrect tools or mechanical aids contribute to the incident?				
10. Did a third party contribute to the incident?				
11. Other _____				
Corrective Action Plans (Office use only)				
Action	By Whom	By When	Completed Date	
Follow up Actions / Approvals				
Notification Requirements	Is this incident required to be reported to the regulatory authority (Work Cover, Work Safe, EPA/DECC etc)? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Approvals	Position / action	Name	Signature	Date
	Supervisor <i>Corrective Actions have been actioned:</i>			
	General Manager <i>Corrective Actions have been actioned:</i>			
	HSEQ Adviser/Manager <i>Corrective Actions have been tracked for follow up and reviewed for effectiveness</i>			

Any serious injury or illness is to be reported to WHS Qld 1300 362 128 and Cooper Grace Ward Lawyers Belinda Winter 07 3231 2498 immediately.



Project:	
Job No:	Client:
Project Manager:	

To be completed only if there was a witness to the incident, disregard if not applicable.

Statement of Witness to an Accident / Incident

Injured Person:	
DETAILS OF WITNESS MAKING THIS STATEMENT	
Name of Witness	
Address:	
Mobile Number:	
Current Employer:	
Name of your Supervisor:	
Supervisor Contact Phone Number:	

ACCIDENT DETAILS	
When did it happen? Day of Week: Date: Time:	
Where did it happen? Address and Location	
How did it happen? Full description of events leading to accident and actually occurring at time of accident	
What was the injured person doing at the time of the accident?	
What did you notice about the injured person? Bleeding, vomiting, limping etc.	

Any serious injury or illness is to be reported to WHS Qld 1300 362 128 and Cooper Grace Ward Lawyers Belinda Winter 07 3231 2498 immediately.

LINDORES**PERSONNEL****Project:****Job No:****Client:****Project Manager:**

What complaints did the injured person make?	
Did the injured person continue to work? If so, for how long and in what manner	
Did you actually see the accident? If not, how did the injured person say the accident occurred?	
Any other witnesses present? If so, what were their names	

DECLARATION

I declare that the foregoing is correct

Signature of witness _____

I declare that the person making this statement is known to me and signed in my presence.

Declared at _____ the _____ day of _____ 20____

Signature of Authorised Person: _____

(Print name): _____

**Any serious injury or illness is to be reported to WHS Qld 1300 362 128 and Cooper Grace Ward Lawyers
Belinda Winter 07 3231 2498 immediately.**

Appendix E is Insurance Certificate of Currency.

SURA LABOUR HIRE PTY LTD

Level 14
141 Walker Street
North Sydney NSW 2060

Phone: (02) 9930 9500
Web: www.sura.com.au

PO Box 1813
North Sydney NSW 2059

S U R A LABOUR
HIRE

CERTIFICATE OF CURRENCY

ISSUE DATE: 9 December 2021
INSURED NAME: Lindores Personnel Pty Ltd, Lindores Personnel No.1 Pty Ltd, Lindores Personnel No. 2 Pty Ltd, Lindores Personnel No. 3 Pty Ltd and Lindores Personnel No.4 Pty Ltd T/As Lindores Personnel, Lindores Personnel No.1, Lindores Personnel No. 2 and Lindores Personnel No. 3, Lindores Personnel No.4
POLICY NUMBER: LCB171202191
POLICY WORDING: SLHLFP V4 05-2019
PERIOD OF INSURANCE: 11 December 2021 to 11 December 2022 at 4.00pm
POLICY CLASS: Labour Force Professional Liability Insurance Policy
SITUATION: Anywhere in the World excluding USA and Canada.
BUSINESS: Personnel Recruitment and/or Labour Hire

Section 1 Broadform Liability Cover

Additional Business Activities in regards to Section One Broadform Liability

In regards to Section One Broadform Liability of this Policy, the Business is amended to include the following:

•Traffic Management

Public Liability Limit of Liability	\$20,000,000
Products Liability Limit of Liability	\$20,000,000 any one Occurrence or series of Occurrences due to or arising out of Products and limited in total in any one Period of Insurance to that amount

** Care Custody and Control sub limit \$250,000 in the aggregate any one period of insurance.

Section 2 Professional Indemnity Cover

Professional Indemnity Limit of Liability	\$10,000,000 any one claim \$20,000,000 in the aggregate
---	---

Retroactive Date applicable to Section 2 11 December 2009

Insurer Certain Underwriters at Lloyd's (Unique Market Reference B1000P045352020) and Berkley Insurance Australia

SIGNED:



Signed on behalf of SURA Labour Hire Pty Ltd

Renee Wagg
Senior Underwriter

IMPORTANT INFORMATION

This certificate has been issued by us in our capacity as Agents for the Insurers named above. This certificate does not reflect in detail the policy terms and only provides a summary of the insurance that is in existence at the date this certificate was issued. To obtain details of the policy terms, conditions, restrictions, exclusions or warranties you must refer to the policy contract. In arranging this certificate, we do not guarantee that the insurance outlined will continue to remain in force for the policy period as the policy may be cancelled or altered by either party to the contract at any time in accordance with the terms and conditions of the policy or in accordance with the terms of the Insurance Contracts Act 1984. We accept no responsibility or liability to advise any party who may be relying on this Certificate of such alteration or cancellation to the policy of insurance.

Appendix F – HEAVY VEHICLE DRIVER CODE OF CONDUCT

NOTE: Code of conduct will be presented to plant operators at site induction via a “**SIGN TO ACCEPT**” form prepared by Richard Crookes safety advisor. Operators must accept this form prior to completing induction training.

HEAVY VEHICLE DRIVER CODE OF CONDUCT

The Driver Code of Conduct must be prepared and communicated to heavy vehicle drivers.

1. All drivers must obey all signs, directions and instructions and display respect and courtesy for other road users.
2. The use of engine breaks is prohibited in residential areas.
3. All drivers must operate within the realms of the law. This includes not carting in excess of the legal limits.
4. All loads shall be covered with tarps and be secured.
5. All drivers must use specified heavy vehicle route.
6. All drivers must follow road rules at all times and be courteous to other road users.

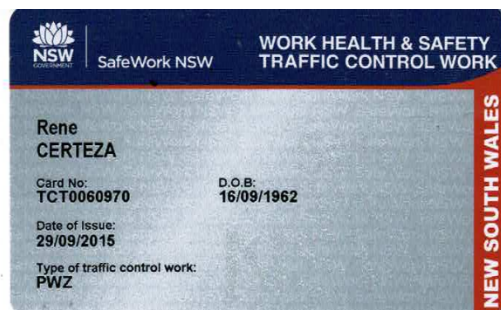
This code of conduct will be communicated by RCC site safety representative during induction of ALL workers to site prior to access to site and as part of the induction toolbox, drivers will be shown the approved TGSs that will nominate the ONLY allowable routes to ingress and egress site.

These site access points shall be clearly marked and all safety procedure relating to the walking public shall be conveyed to these operators.

During induction, all stakeholders will be made aware of the need to minimize plant movement from 0745 to 0900 AND 1400 to 1545.

Drivers seen not be complying will be reinducted into the site. Drivers who fail to comply on the third instance shall be banned from site.

Appendix G – Certificates and Competencies





Statement of Completion

This is to certify that

Rene Certeza

(full name of participant)

Has successfully completed the training module

Prepare Work Zone Traffic Management Plan

(Training module)

on

31 / 08 / 2018

(Date of training/assessment)

- ☐ Training
☐ Assessment only
☒ Renewal

This certificate is valid for 90 days from the date of training/assessment¹

Approved Training Provider Name: **Men At Work Training & Assessment**

Approved Training Provider Number: **1522**

Trainer / Assessor Name: **Stephen Crabtree**

Trainer / Assessor Number: **8024**

Trainer / Assessor Signature: 

SOC 138305

¹ Within 90 days your Trainer/ Assessor will finalise your qualification by assessing your competency on the job. If your Provider has not contacted you within 60 days from the date of training to organise this with you please contact Roads and Maritime Services on 1300 828 782



PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN

(name) Rene Certeza

has successfully completed formal training and has achieved the following skills and knowledge as a:

Work Zone Traffic Management Plan Developer and has been issued a
Roads and Maritime Services Statement of Completion

- Select and Modify /Develop and design a TCGS/TCP in accordance with relevant regulations, standards and road authority requirements.
- Prepare and develop a Work Zone Traffic Management Plan
- Incorporate environmental management plans
- Follow organisational and legislative WHS policies and work procedures
- Select signs for a TCGS/TCP (as required)
- Sign-off a TCGS/TCP (if required)
- Keep records of all modifications to the TCGS/TCP
- Monitor control systems and interpret control systems to apply to the drawing and selection/design
- Use approved methods and follow recognised local legislation
- Use the site/location assessment, distinguish topographical landmarks and carry out authorised risk control
- Conduct an onsite check and inspection of the plan to identify any unexpected risks/hazards
- Interpret plans and be aware of the distance and measuring devices of method
- Interpret standards/requirements with local policy and procedures
- Arrange/draw up a TCGS/TCP to recognise graphical representation i.e. pedestrian movement plans, vehicle movement plans, notification of authorities
- Understand speed, environment, type and class of vehicles, traffic density, sight lines, environmental condition, weather patterns and surface type

Appendix H - Email thread to Tweed Council

Lindores Traffic Management

From: Brittany Lindores
Sent: Monday, 14 February 2022 3:36 PM
To: Lindores Traffic Management
Subject: Fw: Temporary Part Road Closure application... ECM7179137...FOR INFORMATION ONLY
Attachments: Kingscliffe High School Inc Tickets.pdf; Tweed public application - Rene.pdf; COC Public Liability to 11.12.21.pdf

Regards,
Brittany Lindores

Brittany Lindores

ACCOUNT MANAGER
TMD OPS01

m. 0400 369 569
t. 07 5575 2461
e. brittany.lindores@lindores.com.au
p. PO Box 208, Nobby Beach, QLD, 4218
www.lindores.com.au
www.lindoresconstruction.com.au



From: Lindores Traffic Management <traffic@lindores.com.au>
Sent: 10 November 2021 14:47
To: Brittany Lindores <brittany.lindores@lindores.com.au>
Subject: FW: Temporary Part Road Closure application... ECM7179137...FOR INFORMATION ONLY

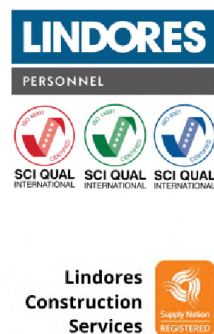
Permit for Crossover

Rene Certeza

TRAFFIC OPERATIONS MANAGER

m. 0400 773 519
t. 07 5575 2461
e. traffic@lindores.com.au
p. PO Box 208, Nobby Beach, QLD, 4218

www.lindores.com.au
www.lindoresconstruction.com.au



From: Stephen Sharp <SSharp@tweed.nsw.gov.au>
Sent: Wednesday, 10 November 2021 1:03 PM

To: Lindores Traffic Management <traffic@lindores.com.au>
Cc: Admin EEA <AdminEEA@tweed.nsw.gov.au>
Subject: Temporary Part Road Closure application... ECM7179137...FOR INFORMATION ONLY

Rene

Thank you for your application.
Council acknowledges all attached information.

Site Manager Julian Woodward 0423 320 797 may be contacted if traffic enquiries are received.

Noting this project is directly in regards to Kingscliff High School, no fee or further Tweed Shire Council approval is required to occupy the road reserve area.

Kind regards

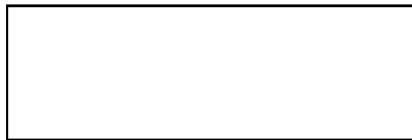
Stephen Sharp

Engineering Assistant - Traffic



p (02) 6670 2603

[contact us](#) | [website](#) | [your say tweed](#) | [our values](#)



Your actions matter: [print less](#) to save more

From: Lindores Traffic Management [mailto:traffic@lindores.com.au]
Sent: Thursday, 4 November 2021 5:43 PM
To: Corporate Email <tsc@tweed.nsw.gov.au>
Cc: Brittany Lindores <brittany.lindores@lindores.com.au>
Subject: Application for Permit

CAUTION! External Sender
Good evening,

Please see attached application for permit for Kingscliff High School Traffic Management.

This procedure will go for about 12 months and will require a permit for Hold and Release and site signage.

I have attached our TMP inclusive of TGSs and Risk Assessments for you to access.

Also attached is our PLI.

If there is anything else you require, please do not hesitate to email or call me.

Thanks, and have a nice day.

Rene

Rene Certeza

TRAFFIC OPERATIONS MANAGER

m. 0400 773 519
t. 07 5575 2461
e. traffic@lindores.com.au
p. PO Box 208, Nobby Beach, QLD, 4218

www.lindores.com.au
www.lindoresconstruction.com.au



All official correspondence requiring a formal written response should be addressed to the General Manager, PO Box 816, Murwillumbah, 2484; or emailed to tsc@tweed.nsw.gov.au; or faxed to 02 6670 2429.

We work flexibly. If you have received an email from me outside of normal business hours, I'm sending it at a time that suits me. Unless it's flagged as urgent, I'm not expecting you to read or reply until normal business hours.

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www.tweed.nsw.gov.au

From: Richie O'Gorman
Sent: Monday, 23 May 2022 1:30 PM
To: Development.North@transport.nsw.gov.au
Cc: Craig Mann; Tuongvi.Doan@dpie.nsw.gov.au; Ethan Coote; Tony Steele; Blake Bale
Subject: RE: NTH20/00185/05 - TfNSW Response - consultation review of CTMP - SSD-8378620 - FW: Kingscliff Public School - Traffic Management Plan
Attachments: KPS Construction Traffic & Pedestrian Management Sub-Plan rev.10 (tracked).pdf

Hi Katrina,

I hope this email finds you well.

I've taken over from Sinead to address comments raised by TfNSW on the KPS CTPMSP. Please find attached amended CTPMSP rev.10 and comments below from RCC & Lindores for clarity.

Could you please review and advise if acceptable? If you require anything further please let me know.

TfNSW feedback for the CTMP:

The format and content of the document are generally supported, the following comments are provided to assist the finalisation of the plan of management.

- TfNSW note that the *Section 12.17* of the CTMP refers to commencement of works planned for January 2022. TfNSW note, that this period has passed, and it is unclear whether works have commenced with or without the CTMP being approved by the Consent Authority, prior to consultation with TfNSW. Where applicable this date should be updated to reflect any amended timeframes. – **RCC:** This has now been amended to state June 2022.
- All information in the CTMP should be consistent with the conclusions and recommendations of the Traffic Impact Assessment (TIA) supporting the approved EIS. – **LINDORES:** We have reviewed the TIA and they are similar in approach, although we have made the TMP more generic.
- TfNSW understands the CTMP is referred to in the Conditions of Consent as the Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) (*Condition B16*) and is a sub-plan of the Construction Environmental Management Plan (CEMP), (*Condition B15*). TfNSW recommends the CTMP be presented in a format easily conveyed to Construction staff. – **RCC:** Introduction has been updated to include as stated above.
- TfNSW note that the CTMP document refers to itself as a mixture of names / titles / abbreviations which appear to switch between, Traffic Management Plan, TMP and CTMP, which may appear to the reader/s as different documents. TfNSW recommend the document be updated to use one selected reference throughout the entire document. – **RCC:** This has been amended to state CTPMSP only.
- TfNSW note that the document contains occasional references to ICC. It is understood this may be an abbreviation incorrectly referencing another Council & not Tweed Shire Council (TSC), the relevant Council and Local Government Area, in which this development is located. – **RCC:** This has been amended to state TSC.
- TfNSW recommend consulting with the Tweed Valley Hospital (TVH) project to understand any concurrent construction schedules and potential for overlap in construction traffic demand. Further consideration could be given to defining a communication process between the two approved projects. **RCC:** RCC Site Manager; Tony Steele has been in contact with Lendlease Site Manager – Justin Ingram & dedicated Traffic Manager – Maurice...and swapped numbers for RCC to contact them should we have excessive construction traffic demand, i.e. slab pours.

- All works are being undertaken wholly within NSW and should be addressed according to the requirements of NSW legislation, qualifications, documents, processes and the relevant Roads Authorities. – **LINDORES: All TGS changed to NSW version.**
 - *Appendix B - Traffic Guidance Schemes (TGS)*, do not appear to comply with NSW requirements. All TGS for works and activities to be undertaken in NSW, must be designed, certified and implemented by a qualified NSW card holder/s, to NSW requirements.
 - *Appendices E and I* - are QLD issued certifications.
- *Appendix H – Insurance Certificate of Currency* – **LINDORES: This has been updated.**
 - Appears to be expired, as the period of insurance is dated 23 April 2019 to 11 December 2019. Up-to-date documentation should be provided where applicable.
- *Section 12.13 of the CTMP* – **LINDORES: This has been updated.**
 - Describes site access as being from Sutherland Street only, however it is noted in *Appendix B - TGS - “Later Stage Entry” Drawing # LP 0553.4 r001*, demonstrates an additional access via Orient Street. The CTMP should be updated to clearly identify all site accesses proposed for use by construction personnel, and deliveries requiring access to the development site.
- *Appendix J – Heavy Vehicle, Driver Code of Conduct* – **LINDORES: This has been updated.**
 - Needs to be further refined to address all Heavy Vehicle Operators accessing the development site to explain how information will be conveyed to relevant persons during inductions.
 - Reference is made only to Plant Operators, which are very different from Heavy Vehicle Operators.
 - Consideration could be given to identifying the key points to be communicated and any protocols to be followed consistent with the complaint resolution and disciplinary procedure.
- *Consent Condition B22(b)* – **LINDORES: This has been added to the TGS.**
 - Requires the “swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, in accordance with the latest version of AS 2890.2”. This does not appear to be included.
 - TfNSW recommend updating the CTMP to demonstrate the ingress and egress Swept Paths for the largest design vehicles at all relevant accesses and throughout the site.
- *Appendix B - Traffic Guidance Schemes (TGS)*
 - *Daily Operations TGS (Drawing # LP_0553 r001)* – **LINDORES: This TGS removed from CTPMSP.**
 - The Emergency Access identified in this drawing appears to be indicating a vehicular emergency access point. It is unclear if the terrain has been taken into consideration for this proposed access location. TfNSW note, the ground level of the existing carpark which fronts Orient Street, is considerably higher than the ground level of the hatched Work Area and may not accommodate such vehicle movements vehicular Emergency Access.
 - TfNSW recommend the CTMP and associated TGS be updated to clearly communicate the details of the Emergency Access, in particular whether it will accommodate vehicular or pedestrian movements.
 - *Later Stage Entry TGS (Drawing # LP 0553.4 r001)*- **LINDORES: This TGS removed from CTPMSP.**
 - Makes reference to “possibly move the School crossing point approx.. 30m South along Orient Street” to accommodate movements into / out of the identified Orient Street site access. TfNSW recommend, that the School Operator and Council be consulted prior to implementation of this measure.
- **Typically a CTMP should (further) include:**
 - A site map of the construction site identifying critical locations, intersections and accesses. – **RCC: This has been updated/provided.**

- Details of induction processes for construction and delivery staff and regular toolbox meetings. – **RCC: Inductions process added.**
- Work, health and safety requirements under the NSW Work Health and Safety Regulation 2017. – **LINDORES: This has been updated.**
- Evidence of consultation with Council in regard to the CTMP and any TGS to be implemented on local roads. – **LINDORES: Emails to council in index on last page.**

Regards,

Richie O'Gorman, Senior Project Engineer

RICHARD CROOKES CONSTRUCTIONS

Direct 02 9902 4700 | Fax 02 9439 1114 | Mobile 0427 912 377
Level 3, 4 Broadcast Way, Artarmon NSW 2064
www.richardcrookes.com.au



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From: Sinead Hastie <HastieS@richardcrookes.com.au>
Sent: Thursday, 28 April 2022 12:37 PM
To: Richie O'Gorman <OgormanR@richardcrookes.com.au>
Cc: Craig Mann <MannC@richardcrookes.com.au>
Subject: FW: NTH20/00185/05 - TfNSW Response - consultation review of CTMP - SSD-8378620 -
FW: Kingscliff Public School - Traffic Management Plan

Hey Richie,

As discussed please see below development north's feedback on the traffic management plan.

If you have any questions please let me know.

Regards,

Sinead Hastie, Contracts Administrator

RICHARD CROOKES CONSTRUCTIONS



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From: Development North <Development.North@transport.nsw.gov.au>
Sent: Thursday, 31 March 2022 4:07 PM
To: Sinead Hastie <HastieS@richardcrookes.com.au>
Cc: Belinda Luther <LutherB@richardcrookes.com.au>; Tuongvi.Doan@dpie.nsw.gov.au
Subject: NTH20/00185/05 - TfNSW Response - consultation review of CTMP - SSD-8378620 - FW: Kingscliff Public School - Traffic Management Plan

Good Afternoon,

I refer to the below emails and approved Development Application SSD-8378620, for the upgrade and redevelopment of Kingscliff Public School.

TfNSW has recently been contacted via email by Sinead Hastie, Contracts Administrator for Richard Crookes Constructions requesting a review and comments regarding the Construction Traffic Management Plan (CTMP) for the proposed development, as per requirements under Consent Conditions B16 and B22.

TfNSW note, previous TfNSW Responses to the Environmental Impact Statement (EIS) and Response To Submissions (RTS) dated 29 June 2021 and 22 September 2021, recommended the CTMP should be approved by the Consent Authority prior to the commencement of vehicle movements associated with the major project, and that the Consent Authority should be satisfied that the CTMP includes all relevant monitoring and reporting measures to address any issues that may arise.

It is understood *Consent Condition B.16(b)* requires the CTMP be prepared in consultation with TfNSW. TfNSW provides the following feedback on this document to inform the Consent Authority's approval.

TfNSW feedback for the CTMP:

The format and content of the document are generally supported, the following comments are provided to assist the finalisation of the plan of management.

- TfNSW note that the *Section 12.17* of the CTMP refers to commencement of works planned for January 2022. TfNSW note, that this period has passed, and it is unclear whether works have commenced with or without the CTMP being approved by the Consent Authority, prior to consultation with TfNSW. Where applicable this date should be updated to reflect any amended timeframes.
- All information in the CTMP should be consistent with the conclusions and recommendations of the Traffic Impact Assessment (TIA) supporting the approved EIS.
- TfNSW understands the CTMP is referred to in the Conditions of Consent as the Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) (*Condition B16*) and is a sub-plan of the Construction Environmental Management Plan (CEMP), (*Condition B15*). TfNSW recommends the CTMP be presented in a format easily conveyed to Construction staff.

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- TfNSW note that the document contains occasional references to ICC. It is understood this may be an abbreviation incorrectly referencing another Council & not Tweed Shire Council (TSC), the relevant Council and Local Government Area, in which this development is located.
- TfNSW recommend consulting with the Tweed Valley Hospital (TVH) project to understand any concurrent construction schedules and potential for overlap in construction traffic demand. Further consideration could be given to defining a communication process between the two approved projects.
- All works are being undertaken wholly within NSW and should be addressed according to the requirements of NSW legislation, qualifications, documents, processes and the relevant Roads Authorities.
 - *Appendix B - Traffic Guidance Schemes (TGS)*, do not appear to comply with NSW requirements. All TGS for works and activities to be undertaken in NSW, must be designed, certified and implemented by a qualified NSW card holder/s, to NSW requirements.
 - *Appendices E and I* - are QLD issued certifications.
- *Appendix H – Insurance Certificate of Currency*
 - Appears to be expired, as the period of insurance is dated 23 April 2019 to 11 December 2019. Up-to-date documentation should be provided where applicable.
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- *Appendix J – Heavy Vehicle, Driver Code of Conduct*
 - Needs to be further refined to address all Heavy Vehicle Operators accessing the development site to explain how information will be conveyed to relevant persons during inductions.
 - Reference is made only to Plant Operators, which are very different from Heavy Vehicle Operators.
 - Consideration could be given to identifying the key points to be communicated and any protocols to be followed consistent with the complaint resolution and disciplinary procedure.
- *Consent Condition B22(b)*
 - Requires the “swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, in accordance with the latest version of AS 2890.2”. This does not appear to be included.
 - TfNSW recommend updating the CTMP to demonstrate the ingress and egress Swept Paths for the largest design vehicles at all relevant accesses and throughout the site.
- *Appendix B - Traffic Guidance Schemes (TGS)*
 - *Daily Operations TGS (Drawing # LP_0553 r001)*
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 - TfNSW recommend the CTMP and associated TGS be updated to clearly communicate the details of the Emergency Access, in particular whether it will accommodate vehicular or pedestrian movements.

- *Later Stage Entry TGS (Drawing # LP 0553.4 r001)*
 - Makes reference to “possibly move the School crossing point approx.. 30m South along Orient Street” to accommodate movements into / out of the identified Orient Street site access. TfNSW recommend, that the School Operator and Council be consulted prior to implementation of this measure.
- **Typically a CTMP should (further) include:**
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 - Details of induction processes for construction and delivery staff and regular toolbox meetings.
 - Work, health and safety requirements under the NSW Work Health and Safety Regulation 2017.
 - Evidence of consultation with Council in regard to the CTMP and any TGS to be implemented on local roads.

Regards,

Katrina Wade

Development Services Case Officer
Development Services
Regional and Outer Metropolitan
Transport for NSW

T 1300 207 783 E development.north@transport.nsw.gov.au

W transport.nsw.gov.au

Grafton Regional Office, Region North
Level 1, 76 Victoria Street, Grafton NSW 2460
PO Box 576, Grafton NSW 2460

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal work hours.



I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

Please consider the environment before printing this email.

From: Development North <Development.North@transport.nsw.gov.au>

Sent: Thursday, 10 March 2022 8:34 PM

To: Sinead Hastie <HastieS@richardcrookes.com.au>

Cc: Katrina Wade <Katrina.WADE@transport.nsw.gov.au>

Subject: RE: Kingscliff Public School - Traffic Management Plan

Thanks Sinead

TfNSW has received your request and will commence a review.

Katrina Wade, Development Services Case Officer previously led the assessment of the SSD-8378620 and will be reviewing your request. I will ask her to reach out if she has any questions.

I note that you have requested a response within 5 business days. Please note that TfNSW typically need 21 days to completed a review, however we will endeavour to respond as soon as possible to assist your project timeline. I will ask Katrina to reach out if a delay is anticipated.

Best Regards

Matt Adams

Team Leader, Development Services
Community and Place | Region North
Regional and Outer Metropolitan
Transport for NSW
M 0400 474 068

From: Sinead Hastie <HastieS@richardcrookes.com.au>
Sent: Thursday, 10 March 2022 12:32 PM
To: Matt Adams <Matt.ADAMS@transport.nsw.gov.au>
Subject: FW: Kingscliff Public School - Traffic Management Plan

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Morning Matt,

I apologise for not including you in the original email issued below but please find attached the Kingscliff Public School Development Traffic Management Plan for your review.

If you have any concerns or feedback please let me know.

Regards,

Sinead Hastie, Contracts Administrator

RICHARD CROOKES

CONSTRUCTIONS

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Level 6, 25 King St, Bowen Hills QLD 4006

www.richardcrookes.com.au



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From: Sinead Hastie

Sent: Thursday, 10 March 2022 11:31 AM

To: Development.North@transport.nsw.gov.au

Cc: Tuongvi.Doan@dpie.nsw.gov.au; Belinda Luther <LutherB@richardcrookes.com.au>

Subject: Kingscliff Public School - Traffic Management Plan

Morning Katrina,

I understand that you have been talking to my colleague Belinda Luther in regards to the Kingscliff Schools Development in particular Kingscliff High School. Richard Crookes is also completing the works at Kingscliff Public School which is due to commence at the end of March.

Please find attached the Traffic Management Plan for Kingscliff Public School for your review as per SSD Condition B16 under application number SSD-8378620.

This has also been provided to the planning secretary for approval but if you have any comments or concerns please let me know.

If you could please provide your feedback COB 16th March 2022 that would be greatly appreciated.

If you have any questions please let me know.

Regards,

Sinead Hastie, Contracts Administrator

RICHARD CROOKES

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