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Project Safety (OHS) Management Plan

Annexure: G -Traffic Management Plan

Document Reference: [WAT-N-OHS-PSMP ANNEXURE G]

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Issued by: OHS Manager

PROJECT

Name: ONE CENTRAL PARK

Address: BROADWAY, CHIPPENDALE NSW

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AUTHORISATION

	Name	Signature	Date
Construction Manager:			
Project Manager:	BRAD SWAN		12-7-12

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Day of print: 12/07/2012

Traffic Management Plan

PSMP Annexure -G

Traffic Management Plan – Amendments Register

Date	Revision	Action / Amendment	Project Manager Sign off
11/4/11	**1**	**Initial Plan**	
12/7/12	**2**	**Restricted work between 7pm – 10.30pm**	**BS**

Abbreviations and terms:

TMP	Traffic Control Plan
TCP	Traffic Control Plan
RTA	Roads and Traffic Authority
SWMS	Safe Work Method Statement
PSMP	Project Safety (OHS) Management Plan

Authorisation

This Traffic Control Plan forms Annexure G of the Project Safety (OHS) Management Plan for the One Central Park Project and is authorised on the cover page by the Project Manager and Construction Manager. Amendments are authorised by the Project manager on the amendment register with a revision, date and signature.

Traffic Management Plan

PSMP Annexure -G

Plan Review

This Plan will be regularly reviewed and updated in accordance with the Project Safety (OHS) Management Plan review process and Watpac Policy. In terms of the Traffic management Plan this review will consider:-

- Changes in the project that may impact on this plan generally.
- Changes identified by incidents, inspections and auditing process.
- Changes to the access requirements to the site.
- The stage of construction and construction traffic requirements.
- When PSMP reviews take place as scheduled.

Legal Requirements and References

- NSW OHS Act 2000
- NSW OHS Regulations 2001
- AS/NZS 1742.3-2002 Traffic Control Devices for Works on Roads
- AS/NZS 4360-2004, Risk Management
- As/NZS 4801 OHS Management System
- National Standard for Construction Work [NOHSC:1016 (2005)]
- Code of Practice Moving Plant on Construction Sites 2004.
- Code of Practice Work Near Overhead Power Lines 2006.
- RTA – Traffic Control at Work Sites Manual Version 3. 2006.

Key Contact List

Position	Name	Contact Details
Project Manager - Operations	Brad Sugar	8241 7800
Site Manager	Ian Grant	8241 7800
Project Safety Officer	Adam Sainthill	8241 7800
First aid	Adam Sainthill	8241 7800
Traffic Control Plan Design	Sydney Traffic Control	8338 0207

Construction Hours of Operation

Construction traffic will be required to enter and leave the work site during normal working hours.

The construction hours of operation will be within the development approval conditions being:

- 7:00am to 7:00pm Monday to Friday
- Restricted work only: 7.00pm to 10.30pm Monday to Friday
- 7:00am to 5:00pm Saturday.
- The site will be subject to statute holidays and industry fixed RDO days.

Traffic Management Plan

PSMP Annexure -G

2.0 Objectives and Targets

The objectives and targets are management tools that enable the Watpac Project Team to focus on defined levels of performance against identified criteria.

Watpac has identified that pedestrian and traffic management is critical to the overall success of this Project. The highest priority will be given to the certainty of providing a safe environment in relation to road traffic and public safety.

The key traffic management objectives will include:-

- Ensuring that road user delays are given consideration during all phases of the Project works, including during design and construction planning of the operational activities.
- Plan and stage all works effectively to avoid peak road occupancy, potential impacts and minimise conflict points.
- Consult with any stake holders in relation to any conflicts or impacts in order to maximise safety.
- Maximising the safety of pedestrian / public access adjacent to any work activities.
- Implement traffic control operations that minimise delays to road users of the precinct.

The above objectives will be supplemented and reinforced by the targets set out in the main body of the Project Safety (OHS) Management Plan.

This plan has been prepared for implementation in conjunction with the following plans which have been previously prepared as part of the development works:

- GTA Consultants Kent Road Access Traffic Management Plan for Frasers Broadway.
- GTA Consultants Excavation and Construction of Basements: Blocks 2, 5 & 9 Transport Management Plan for Frasers Broadway.
- GTA Consultants Infrastructure Stage 2 Transport Management Plan for Frasers Broadway.
- GTA Consultants Construction Block 5 Transport Management Plan for Frasers Broadway
- Delta Group Australia Traffic Management Plan.
- Various correspondence between Watpac Construction NSW and City of Sydney defining Traffic Management modifications.

3.0 Traffic Impact Assessment:

3.1 Location

The work activity comprises the construction of multi-unit residential development at the One Central Park site as indicated in the Site Location photograph below Fig1 below

3.2 Site Constraints / Impacts

The site is bound by the following major arterial roads which will be used as the primary construction vehicle transportation routes:

- Broadway
- Regent Street
- Abercrombie Street

Due to the existing pedestrian and traffic environment and the constrains required to be imposed in relation to the precinct the following constrains are considered within this plan.

These restrains include:

- Undertake any works adjacent to traffic or pedestrians in a safe manner and implement adequate barricading, fencing or hoardings to provide safe access.
- The need to plan for traffic flows to make sure that construction traffic approaching, entering and exiting the construction site do not unduly affect capacities to an unacceptable level.
- The Project will be adequately delineated at all times, which includes signs and other traffic control devices and lighting.
- Imposing a 50Km/h speed restriction past the work site during working hours, when construction traffic is entering or leaving the site.

The traffic control layout plan for each impact stage of the construction works that have an impact on local traffic is included in Appendix B of this plan.

4.0 Risk assessment

A traffic control risk analysis for the proposed construction site has identified a number of risk event/items that will be managed by effective traffic management planning and the implementation of this TMP. The risk assessment is carried out in accordance with AS/NZS 4360-2004, Risk Management principals.

The Procedure for undertaking ongoing risk assessment is consistent with the Project Safety (OHS) Management Plan procedure as follows:

- Hazard identification from daily worksite monitoring inspections, incidents or audits and reviews.
- Evaluation of the public pedestrian and traffic impacts as a result of construction traffic movements
- Any changes that may be made to traffic controllers or traffic control equipment
- The types of activities planned or being undertaken and their area of impact.

Risk assessments are recorded on **WAT-N-OHS-F1M** Risk Assessment Work Sheet and the Traffic Control
The Traffic Control Risk Register has been included in this plan the Risk Register is updated accordingly.

RISK ASSESSMENT TABLES

TABLE 1- CONSEQUENCE TABLE		
Given that the event occurs, what is the likely outcome?		
LEVEL	**DESCRIPTOR**	**CONSEQUENCE**
1	Insignificant	No injury or risk likely
2	Minor	First aid treatment, minor risk potential minor property loss
3	Moderate	Medical Treatment, rehabilitation required, some loss of property

4	Major	Extensive injury (LTI) partial failure, long term reversible property loss.
5	Catastrophic	Death or disability, structural or plant failure, irreversible property damage

TABLE 2 – LIKEHOOD TABLE

How likely is it that the event will occur?

LEVEL	DESCRIPTOR	LIKELIHOOD
A	Almost Certain	Event expected to be most likely outcome 90-100% probable
B	Likely	Event will probably occur in most circumstances 51-90% probable
C	Moderate	Event might occur in at some time 30-50% probable
D	Unlikely	Event could occur but not expected 10 – 29 % probable
E	Rare	Rare that this would occur – not previously in similar circumstances less than 10% probable.

TABLE 3- QUALITATIVE RISK ASSESSMENT MATRIX

LIKELIHOOD	CONSEQUENCE				
	1 Insignificant	2 Minor	3 Moderate	4 Major	5 Catastrophic
A. Almost Certain	H11	H16	E20	E23	E25
B. Likely	M7	H12	H17	E21	E24
C. Moderate	L4	M8	H13	E18	E22
D. Unlikely	L2	L5	M9	H14	E19
E. Rare	L1	L3	M6	H10	H15

Hierarchy of controls

Risk control measures are evaluated on whether suggested controls eliminate the potential hazard or minimise the risk of harm. The following control guides are used to identify and consider the "Best" to "Worst" controls for the particular hazard. The "Best" control eliminates the risk. Personal Protective Equipment presents the "Worst" Control and should be the last option.

It may be necessary to implement a combination of these controls to achieve the best possible hazard control plan.

HIERARCHY OF CONTROLS

BEST CONTROL	**1. Elimination** Remove hazard
	2. Isolate hazard from person put at risk Guards on power tools Use effective barriers Enclose noisy machinery
	3. Use an engineering control use a machine to lift heavy objects use scaffolding rather than ladders
	4. Administrative controls for example change work practices or provide appropriate training, instruction or information Provide training in lifting techniques Tagging procedures
WORST CONTROL	**5. Provide personal protection (PPE)** Hearing protection, eye protection, etc.

4.1 Traffic Hazard Risk Schedule

Hazard / Risk	Pre-Treatment Risk Rating			Risk Treatment / Response	Residual Risk Rating			Controlling the Residual Risk
	L	C	Rating		L	C	Rating	
Injury to pedestrians and other non motorised road users.	B	5	E	The TMP identifies alternative routes around the work site to ensure pedestrian do not conflict with construction traffic or work activities.	D	3	M	Place fencing, barricades and warning and pedestrian access signs
Collision of vehicles by moving construction vehicles entering or leaving site.	B	4	H	Provide Traffic controllers for vehicles reversing or during peak operational activities.	D	2	L	Assess when needed and monitor effectiveness
Workers hit by vehicles during traffic management set-up and control.	B	5	E	Use a vehicle with strobe light and sign as barrier for TC personnel while setting up or changing devices. Use PPE and	C	2	M	This work must be done to minimise risk from oncoming traffic.
Private vehicles driving onto or through work site.	C	4	H	Provide barriers and signage	D	1	L	Provide barriers & signs
Work in construction zone loading or unloading delivery vehicles.	B	5	E	As per specific SWMS for work in construction or parking zone	C	2	M	Monitor compliance
The use of forklift on road or in construction zone	B	4	H	Use Traffic Controller and traffic devices as required.	D	2	L	Monitor requirements
Carrying out construction work on or over footpath or roadway.	B	5	E	Provide barricade, fence, signs and TC Personnel as required. Provide alternative safe access.	C	1	L	Assess traffic and pedestrian flow

4.2 Safe Work Method Statements

Safe Work Method Statements must be developed and implemented for any high risk construction work carried out on or adjacent to roads or rail traffic. Where Watpac employees are to carry out Traffic Control duties, they must have been consulted in the development of a SWMS for the specific work activity, as it is classified as high risk construction work.

Where a traffic control company is used, they must submit their risk assessment and SWMS and documentation as required by the PSMP and Watpac procedures.

Work activities carried out in construction zones must be covered by a specific SWMS developed and controlled by Watpac for the work involved in loading or unloading construction or transport vehicles.

Where plant is operated in the construction zone, such as forklift, concrete pump, vehicle mounted crane or mobile crane, a specific assessment will be carried out to consider any additional hazards or impacts from working adjacent to moving traffic. This may require Watpac to develop a SWMS and amend the TCP.

5.0 Reference Traffic Control Plan Drawings

Drawing Number	Rev No.	Detail
N0000/TCP 1	0	Traffic Management Control and Device layout for construction vehicles entering or leaving the site via Regent Street and Broadway.

6.0 Responsibilities

In general terms the Watpac Project team is responsibilities for the implementation of this Traffic Management Plan and associated traffic control documents in line with OHS Responsibilities outlined in the PSMP at Annexure C. Specific responsibilities in relation to this plan are as follows:-

Project Manager (Operations)	The Project Manager is responsible to review and authorise this Traffic Management Plan as Annexure G of the Project Safety (OHS) Management Plan. The Project Manager will also monitor and review the plan to check that the objectives are achieved and that the Plan remains relevant to the Project needs.
Site Manager	The Site Manager is responsible to implement and monitor the Plan throughout the construction work activities. This will include making sure there is adequate resources and equipment to effect the plan. Consult with any parties who may be impacted. Plan operational activities to minimise impact to traffic.
Project Safety Officer	Is responsible to monitor the safety of pedestrians / public and traffic hazards. Assist in any investigations, reviews or audits. Check the traffic is being controlled by qualified Traffic Controllers, with correct equipment.
Traffic Controllers	Are responsible to follow the requirements of any traffic control design plan. Use correct personnel protective equipment and report any traffic incidents or hazards. Any person undertaking traffic control on a public road must have a Traffic controller current RTA Traffic Control Stop-Slow Blue Card. The Traffic controllers must have been briefed in the requirements of the TCP to be used at the particular place they are controlling. This must include a review of any SWMS specific for the work activity.

7.0 Construction Work Activities on or adjacent to a road or railway

This plan does not include the safety requirements for working on or adjacent to any type of active rail line, where this is required the Project Manager must notify and consult with the Watpac OHS Manager.

The following items address items associated with the control of road traffic and on site construction vehicles servicing the Project.

7.1 Approaching and leaving the site

The project will establish a plan for heavy construction vehicles to approach and leave the site. This may include:-

- A plan that shows the roads to be used for approach and for exiting away from the site that will cause minimum impact to local traffic.
- Providing direction signs at intersections with Watpac Logo, which can be readily seen by drivers and indicating the planned direction to be used by heavy vehicles.
- Establishing a heavy vehicle parking bay, *(Not necessarily in the construction zone)* where vehicles can be marshalled and controlled from, in a safe and controlled manner prior to entering the site.
- Vehicles entering and leaving the site are restricted to a speed of 10 Kp/h, Vehicles that are required to reverse onto or exit the site including the construction zone must be controlled by the Traffic Controllers.

The current City of Sydney and RTA approved construction traffic management for the site will continue to apply for future stages until modified. In summary these are:

- Entry into the site from Regent Street approaching north bound.
- Exit from the site from Kent Road onto Broadway westbound between 7am and 3pm.
- Exit from the site onto Regent Street northbound after 3pm.
- Exit from the site onto Abercrombie Street when site access permits its use.

7.2 Restricted Working Hours (7.00pm – 10.30pm)

No vehicular traffic movement is allowed to enter/leave or move within the site within the restricted working hours other than within the basement associated with loading. Pedestrian access will be through a Balfour Street gate exiting directly onto Broadway as per Appendix C.

7.3 Construction Zone

A construction (or building activity) zone will be established within the bounds of the site The construction traffic within the site will be controlled using traffic controllers and signage in accordance with Traffic Control Plan No: N0000/TCP 1.

The construction zone will be used to unload and load heavy vehicles with the use of a tower crane lifting over a 10Kp/h Gantry over the foot path, to allow safety for public access.

Signs and barricades will be used to direct and control pedestrians safely past the site.

Roadway lanes that are to be closed for use as a construction zone during work hours or in a temporary situation where parking is not normal, must include a traffic control taper in accordance with this plan and lane close devices.

Lanes where parking is normal during work hours and where a tower crane is used must have a barrier at each end of the zone with amber flashing light on the on coming traffic end, to warn motorists not to enter the construction zone.

Traffic speed in the lane adjacent to the active construction zone (where there is no physical barrier and the workers are within 1.2 meters of the carriage way) must be reduced to 40Kp/h including at least 100m on the approach and 50m on leaving the zone area in accordance with Traffic Act Regulations.

Where water filled barriers or concrete barriers are used adjacent to the lane the traffic will be reduced to 60Kp/h including at least 100m on the approach and 50m on leaving the zone area in accordance with Traffic Act and traffic control at work sites Requirements.

Loads being lifted or lowered by crane are not permitted to protrude into or over the adjacent traffic lane or over any public area, unless the areas have been effectively closed and controlled.

The following table is a Guide for providing traffic tapers when temporarily closing one lane for Construction Zone. Where parking is normal in a residential or commercial road during working hours the taper is not required.

Recommended Taper length & Cone Spacing		
Approximate approach speed Km/h	Lateral shift	Cone spacing on taper and through construction zone
Up to 50	30m	4m
50 - 70	60m	5m
70 - 80	70m	12m
80 -90	80m	15m
90-100	90m	24m
>100	110m	24m

Taken and adapted from Tables 5.1 and 5.2 RTA Worksite Manual as a guide.

7.4 Moving Vehicles on Site

The meaning of on site will include any loading zone or designated construction vehicle parking zone, any area of work outside the actual site.

Moving vehicles on site will be restricted to 10Kph and unescorted vehicles will be required to use warning rotating hazard lights and heavy vehicles reversing will have audible reversing warning devices or a spotter.

Moving vehicles on site that do not have a moving plant permit are required to be escorted by a spotter or traffic controller, if they are required to reverse. These vehicles must use hazard lights and give way to traffic or pedestrians when leaving site.

7.5 Construction Access

Watpac will provide safe access for construction vehicles entering and diving through the site. This will involve the provision of directional signage, speed and give way indicators.

Construction Vehicle drivers who leave the cab of the vehicle are required to:-

- Complete a visitor induction and sign the visitors book
- Use the mandatory PPE required including hearing protection where required.
- Must not place or cause them self to be in a position where they could fall 2m.
- If they are operating plant on site. Such as a truck mounted crane or forklift, they must submit the plant safety details, a SWMS/JSA and any operator certification, and carry out a full induction.

Construction workers will be isolated on site where appropriate from moving vehicles with the provision of defined access ways, using highlight fencing and warning signs.

7.6 Use of Personal Protective Equipment

Workers undertaking Traffic Control Duties are to use Highlight Vests in addition to protective clothing. The vests must be in accordance with Australian Standards for use on roads.

Construction helmets are to be used. Sun brims should be used where workers are exposed to prolonged UV sunlight, SPF 30+ Sun screen is also provided.

Workers on site will wear construction helmets and highlight clothing or vests to minimise the risk of being struck by moving vehicles.

Other PPE will be provided and used as per specific SWMS requirements.

7.7 Traffic Control Measures

Traffic control measures are to be implemented to the RTA Traffic Control at Work Sites Manual.

This will involve the development of a traffic control plans and the provision of adequate resources and devices to control and minimise impact to traffic.

7.8 Public Transport Services Affected

Consideration will be given to minimise any impact on public transport services that pass the site or who may be affected by construction operations.

Where this may occur the Project manager will consult with the transport provider supervisor at the appropriate depot.

8.0 Emergency Management

In the event of a traffic incident taking place due to construction activities the Project will respond to assist with traffic control and emergency requirements. This may include providing additional resources and equipment to minimise any additional risks or impacts.

The project will notify emergency services via the triple zero emergency number and give details of the emergency and the type of assistance required.

Any emergency that occurs in the construction zone or associated traffic control operations will be subject to the Project Emergency Plan designed to respond to and recover from any of these emergency situations.

9.0 Traffic movements in adjoining streets

In planning and developing traffic control plans, Watpac will consider any impact on traffic movements in adjoining neighbourhood streets to minimise any impact as much as possible. This involves a review of the daily average traffic movements and consideration to any peak traffic times.

9.1 Consultation and public notification

If any road closures or construction activities are assessed as having a possible impact, Watpac will carry out a letter box drop to notify local residents or businesses in the immediate area at least seven days prior to the activity taking place.

10.0 Complaint / Incident Reporting

Watpac will respond to any incidents or complaints in relation to the traffic management and control requirements in accordance with the Watpac OHS hazard reporting and incident investigation procedure in the main body of the Project Safety (OHS) Management Plan.

Hazards are reported and recorded using WAT-N-OHS-F1K Hazard Report form. This provides a formal process to record complaints or hazards which are investigated by Watpac with a process for corrective action.

Accidents and near miss incidents are investigated by Watpac using WAT-N-OHS-F8B Incident investigation Report. This process involves investigation to find root causes of the incident and identify appropriate corrective actions.

11.0 Competencies

Personnel directly involved in traffic control work activities have been site inducted as per the Watpac induction and training procedure. Traffic Controllers are required to hold a current Traffic Controller RTA Certificate (Blue Card).

The Traffic Control Supervisor will be responsible for the setting up and inspecting the control devices and allocation of the Traffic Controllers.

Traffic Control Plans are Designed and approved by personnel with a current RTA "Design and Inspect Traffic Control Plans. (Orange Card)

Traffic controllers are briefed in and are familiar with, the method of controls to be conducted at each location and into the requirements of each TCP relevant to the Project.

12.0 Record keeping and Reporting

Incidents are reported in accordance with the Watpac reporting protocol in the PSMP. Where accidents occur on the road way the accident may be reportable to emergency services.

Watpac will establish and maintain records associated with the management of this Traffic Management Plan in accordance with Watpac OHS Procedures and the PSMP. This will include any incident reports, inspections, risk assessments, TCP's and audits.

Where workers are injured on the road and are hospitalised or chronically injured Watpac will follow the WorkCover Notification requirements of the OHS Act.

13.0 Inspections and audits

The project Manager will schedule at least one audit of the implementation of this Traffic Management Plan and the individual Traffic Control Plans during the Project.

Where a Traffic Control Subcontractor is used, they will be subject to the normal Watpac subcontractor requirements. They are also required to carry out formal inspections and reviews of their control measures and requirements.

Regular inspections will take place by the Project to check that the TCP's are implemented correctly.

Traffic Management Plan

PSMP Annexure -G

Appendix-A Forms and checklists:

Traffic Control at Worksite Location Risk Assessment		
Project:		**Area:**
Type of work to be conducted:		
Date:	**Time:**	**Completed by:**

Answers to the questions below may require minor modifications to be made to the Traffic Control Plan, this may include installation of additional signs or changes to the sign locations. Record any action taken in the bottom table.

1.	Will the location of intersections, pedestrian crossings or other traffic controls increase the risk to the movement of construction vehicles or proposed works?	**Yes / No**
2	Will heavy vehicles be entering or leaving adjacent commercial premises? If Yes will additional controls be required?	**Yes / No** **Yes / No**
3	Is there adequate sight distance for road users to signs and traffic controllers?	**Yes / No**
4	Are control signs visible to on coming motorists? *(Signs may need to be elevated where vehicles are parked in the side of the road, signs should not be obstructed or in shaded or poor light areas).*	**Yes / No**
5	Will control measures be safe for the approach of traffic in relation to the work site?	**Yes / No**
6	Will the activity be undertaken outside of peak times? If not, will the normal control measure cater for the peak time traffic?	**Yes / No** **Yes / No**
7	Will bus stops (including school) be affected?	**Yes / No**
8	Will pedestrians or cyclists be affected?	**Yes / No**
9	Will special events in the area be likely to impact the site activities?	**Yes / No**
10	Are there any overhead power lines that may be a risk to construction vehicles and plant?	**Yes / No**
11	Will the time of day be significant (ie night work, low setting or rising sun)	**Yes / No**

Item No	**Action taken**

Traffic Management Plan

PSMP Annexure -G

Appendix-A Forms and checklists:

WEEKLY CHECKLIST – TRAFFIC CONTROL AT SHORT TERM WORK SITES								
SITE SUPERVISOR:						**DATE:**		
REPORTING – WATPAC/SUBCONTRACTOR:								
LOCATION	**1**		**2**		**3**		**4**	
TCP No.								
INSPECTION	Pre-start	Pre-Close	Pre-start	Pre-Close	Pre-start	Pre-Close	Pre-start	Pre-Close
TIME (24 HRS)								
All signs used during the work are to be recorded below, using the following codes: *Y = Signs and devices are in place during pre-start check and between shifts.* *N = Signs and devices are no longer required at pre-close down check.* *X = Signs and devices are damaged, vandalised or missing.*								
Sins and devices								
Traffic signals-time operational	To		To		To		To	
Appr No								
Temp speed – time operational	To		To		To		To	
Appr No								
Speed (Km/h)								
Supervisor Initials								
Location 1								
Location 2								
Location 3								
Location 4								

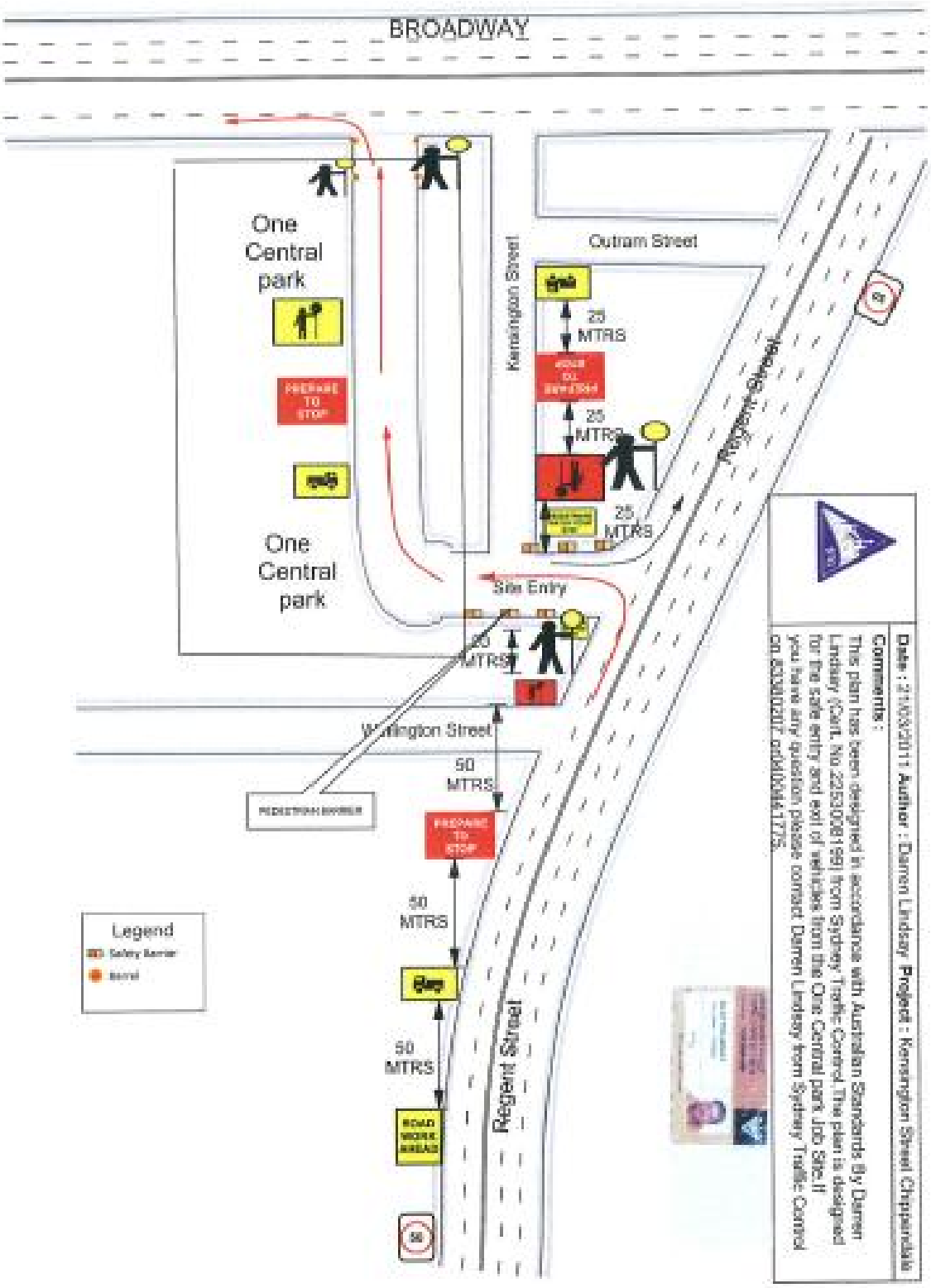
Traffic Management Plan

PSMP Annexure -G

Appendix-A Forms and checklists:

WEEKLY CHECKLIST – TRAFFIC CONTROL AT LONG TERM WORK SITES								
NATURE OF WORK:						**TCP No:**		
LOCATION:								
REPORTING – WATPAC / SUBCONTRACTOR:								
DATE								
INSPECTION TYPE	Pre-start	Pre-Close	Pre-start	Pre-Close	Pre-start	Pre-Close	Pre-start	Pre-Close
TIME (24 HRS)								
All signs used during the work are to be recorded below, using the following codes: *Y = Signs and devices are in place during pre-start check and between shifts.* *N = Signs and devices are no longer required at pre-close down check.* *X = Signs and devices are damaged, vandalised or missing.*								
Sins and devices								
Traffic signals-time operational	To		To		To		To	
Appr No								
Temp speed – time operational	To		To		To		To	
Appr No								
Speed (Km/h)								
Supervisor Initials								
Comments:								

Appendix-B TCP 1: CONSTRUCTION TRAFFIC MANAGEMENT PLAN



Traffic Management Plan **PSMP Annexure -G**

Appendix-C Pedestrian Access for Extended Working Hours