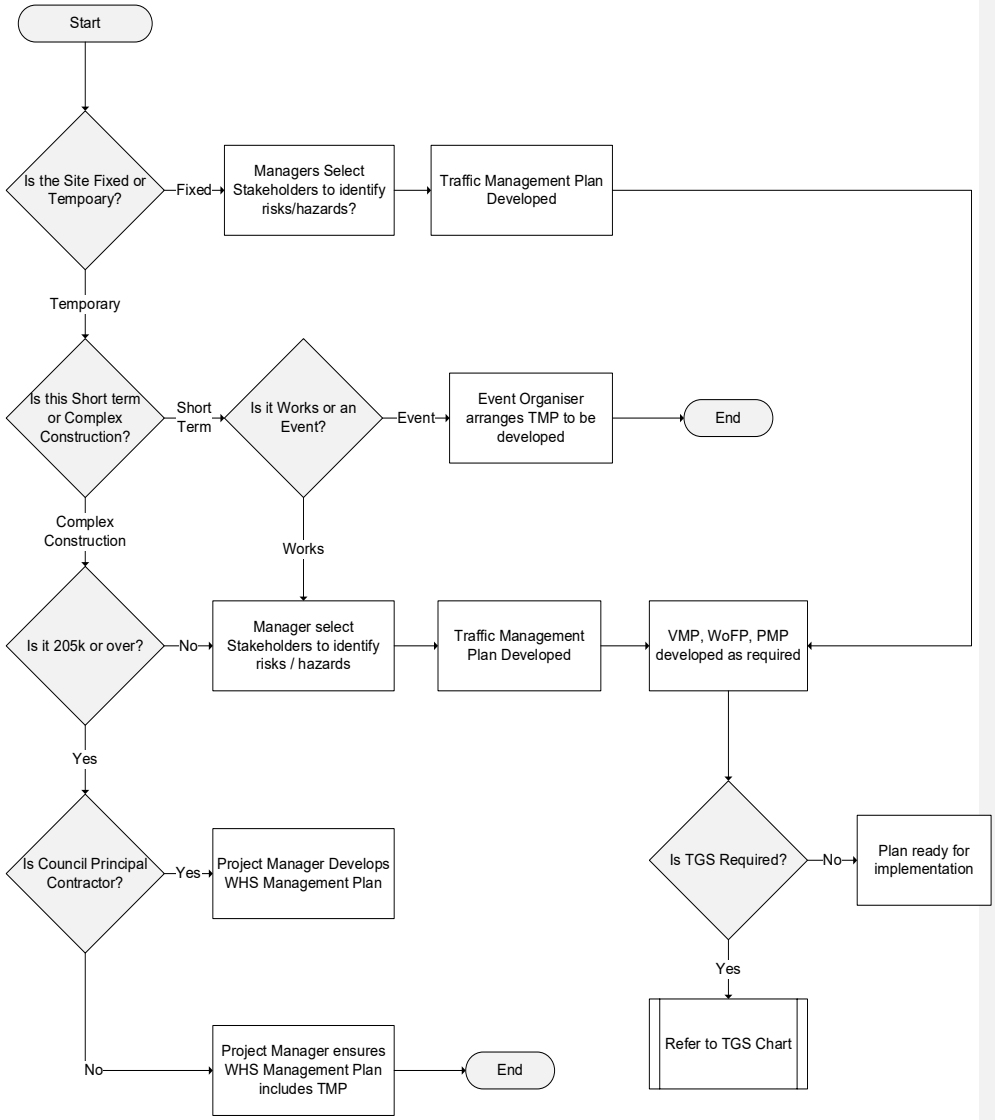
P34 Traffic Management Procedure

1.0 SUMMARY / FLOWCHART



In relation to the above flowchart

- *Temporary sites are a work site occupied for a set period of time only and can include road works, construction projects and maintenance conducted on or near roads.*

- *Fixed sites are permanent workplaces and include depots, water treatment plants and other fixed sites where there is an interaction with people and plant.*

- *Events are those organised by Shoalhaven City Council workers.*

2.0 RESPONSIBILITIES

Organisational Level	Health and Safety Responsibilities
Level 1 *(CEO and Directors)*	Provide adequate financial resources to ensure that any risk control measures and safe systems of work for traffic control and management are made available.
	Provide adequate resources to ensure workers have developed, established and maintained safe systems of work for tasks undertaken for traffic management.
	Provide adequate resources for appropriate training for traffic management.
Level 2 *(Section Manager, Unit Manager / Unit Co-ordinator, Project Manager)*	Ensure that safe systems of work are implemented within area/s of control.
	Ensure appropriate risk management control measures are in place and workers have received instructions and training in the activity that involves traffic control.
	Ensure that equipment is inspected, tested and maintained in accordance with relevant legislative and other requirements.
	Ensure site Traffic Management Plans for required sites and that plans are consulted and monitored and reviewed for effectiveness.
	Ensure that planning and costing projects will include allowances for the development and implementation of Traffic Management requirements when scoping and planning projects that: a) Involve work on, in or adjacent to a road, railway or other traffic corridor in use by traffic b) Involve any movement of mobile powered plant
	Ensure supervisors schedule routine monitoring of the implementation of traffic controls at Council sites.

Level 3 *Supervisor, Ganger or Leading Hand or Operator)*	Ensure that traffic control is carried out in accordance with safe systems of work and with legislative and other requirements.
	Ensure that safety documentation is completed, and workers follow and observe the requirements of these.
	Ensure affected workers are adequately trained/ licenced and required cards are carried by workers.
	Respond immediately to all identified hazards, substandard conditions, defects, or non-compliance issues.
	Ensure that any required safety equipment complies with the relevant Australian Standard, is fit for purpose and available for use and in good working condition.
Level 4 *(Team Member, Operator, Attendant, Trainee, Apprentice)*	Carry out all work activities in a safe manner in accordance with this procedure and training.
	Follow the requirements set out in the site Traffic Management Plans.
	Report immediately to their supervisor any identified safety hazards, substandard conditions or non-compliance items associated with the task.
	Participate in the identification of traffic management hazards and control measures, where required; and or participate in reviewing the effectiveness of controls implemented to manage traffic management risks.
	Adhere to any signage or directions relating to traffic management at Council sites, including parking requirements, speed limits and personal protective equipment requirements, unless it is not safe to do so.
	Participate in the identification, assessment, and control of traffic management risks.
Level 5 *(Volunteer, Contractor, Other)*	All contractors engaged to perform traffic control must comply with all legislative requirements of the WHS Act, WHS Regulation and relevant Codes of Practice and Australian Standards.
	Contractors must have their own procedure and safe systems of work that meet legislative requirements.
	Notify SCC's Project Manager or Contract Manager of any safety breaches or concerns.

2.1 PURPOSE

Council undertakes activities associated with the interaction of mobile plant, vehicles, and pedestrians in the workplace. Traffic Management involves the safe movement of vehicles, mobile plant, and pedestrians within, through and around the workplace.

This procedure outlines Council's minimum requirements for Traffic Management and how the risks associated will be managed.

Background

Traffic Control Work Training became part of the WHS Regulation on 20 December 2019. Part 4.9 of the Work Health and Safety Regulation 2017 states:

- SafeWork NSW became the regulator from 1 July 2020 and took over the issuing of Traffic Control Work Training Cards from Transport for NSW (formerly Roads and Maritime Services – RMS).
- Austroads developed a national Guide to Temporary Traffic Management in December 2019
- Australian Standard 1742.3-2009 has been superseded by AS 1742.3-2019 which now refers to the Austroads guide for some technical details
- Transport for NSW published a new Traffic Control at Work Sites – Technical Manual in November 2020

These requirements have been incorporated into this procedure. This procedure does not replace the Transport for NSW (formerly Roads and Maritime Services – RMS) requirements for managing traffic on public roads where they are the Road Authority, nor does it apply to traffic management arrangements within development applications made to Council.

3.0 PROCEDURE

3.1 Procedure for Traffic Management

3.1.1 This procedure outlines the requirements for undertaking work activities at Council that involve the safe movement of vehicles, mobile plant, and pedestrians within, through and around the workplace. Most of the traffic management required for Council worksites is for temporary worksites.

3.1.2 Traffic management plans communicate how traffic risks are being managed at the site. Traffic at worksites includes:

a) Vehicles such as cars, trucks, vans, buses, motorbikes
a) Powered mobile plant such as forklifts, ride on mowers/tractors and
b) Cyclists
c) Pedestrians

3.2 Temporary Worksites

3.2.1 Temporary sites are established for a set period and include construction project sites, maintenance sites and road work sites. Table 1 - Road classifications and control measures provide controls measure for temporary

sites under traffic control. See Appendix 2 for Shoalhaven specific roads and control measures.

3.2.2 Temporary sites where there is the interaction of mobile plant, vehicles and pedestrians will require a traffic management plan to be developed by a competent person (i.e. holds Traffic Control Work Training Card in Prepare Work Zone Traffic Management Plan).

3.2.3 Managers and engineers in consultation with stakeholders will determine which temporary sites require individual Traffic Management Plans and which sites may have one Traffic Management Plan that include multiple Traffic Guidance Schemes (TGS's) or Vehicle Movement Plans for a type of work.

Table 1 - Road classifications and control measures

Road Speed (km)	Work Type	Road Volume	Suggested Work Crew	Suggested Control Measures
≤ 50km	Dynamic Work	Low	2 worker crew minimum	Flashing Lights, Spot for each other
	Static Work	Low	Work crew	Traffic Control – SCC or Contract
>50km ≤ 70km	Dynamic Work	Low to High	Work crew	Traffic Control Contract – reset work areas
	Static	Low to High	Work crew	Contract Traffic Control
70km – 80km	Dynamic Work	Low to High	Work crew	Traffic Control Contract – reset work areas
	Static Work	Low to High	Work crew	Contract Traffic Control
> 80km	Dynamic Work	Low to High	Work crew	Traffic Control Contract – reset work areas
	Static Work	Low to High	Work crew	Contract Traffic Control

3.3 Temporary Site Considerations

3.3.1 Considerations for temporary sites should include the following, where applicable, for that road closure or work activity:

a) How long the specific traffic management plan will be in place
b) Signage and location details

c) Specific lighting requirements
d) How workers working adjacent to traffic are to be protected
e) Methods of controlling plant movements
f) Details of traffic control devices to be used including delineation, barricading and traffic controllers
g) Instructions required to be communicated to workers
h) Inspection arrangements, including the person responsible for the undertaking of inspections and keeping of inspection records

3.4 Fixed Worksites

3.4.1 Fixed worksites are permanent work locations and include treatment plants and depots. Council's fixed or permanent sites where there is the interaction of mobile plant, vehicles and pedestrians requires a site traffic management plan to be developed by a competent person. Fixed sites may also require separate Traffic Management Plans for temporary works happening on the site.

3.4.2 Council has determined the following sites may have one Traffic Management Plan that includes multiple site diagrams for individual sites:

a) Sewer Treatment Plants
b) Water Treatment Plants
c) Depots
d) Other sites as determined by the relevant manager in consultation with stakeholders.

3.5 Fixed Site Considerations

3.5.1 Considerations for fixed sites should include the following:

a) The various vehicles and mobile plant including heavy vehicles, light vehicles accessing the site either daily or for regular works
b) Vehicles and mobile plant are physically separated from people where reasonably practicable
c) Speed limits are set, clearly sign-posted and enforced
d) Pedestrian routes, safe crossings and pedestrian exclusion zones as required are provided and clearly marked
e) Parking areas are clearly marked
f) Prominent safety signage is posted for traffic hazards e.g.,
   Overhead hazards (structures and power lines indicating maximum vehicle clearance heights, sharp or blind corners
g) Vehicle routes are provided and clearly marked
h) Loading and unloading areas are designated and controls for pedestrian access are implemented

3.6 Events

3.6.1 Council event organisers will ensure that:

a) stakeholders are consulted in the planning of any Council event impacting public roads.
   - Separate approvals may need to be applied for e.g. Transport for NSW (Roads and Maritime Services).

b) Where there is the interaction of mobile powered plant or other traffic at the event site the event organiser must arrange for a Traffic Management Plan to be developed by a competent person

c) Where Traffic Control Work is required at the event site the event organiser ensures that all workers performing Traffic Control Work are trained and have their Traffic Control Work Training Card with them while performing Traffic Control Work.

The following is required by the Council event organisers to ensure the risks created by moving vehicles onsite are managed.

a) Assess the risks from vehicle movements onsite when planning the event

d) Keep people and vehicles apart

e) Have a traffic management system in place incorporating one-way systems where possible

f) Minimise the need for reversing

g) Plan for the entry and exit of emergency vehicles

h) Plan to complete all tasks involving work vehicles in the public areas of an event before the audience is admitted

i) Design the site, where possible, to allow access to toilets, trade areas, waste or skip collection points by trade vehicles and sanitary services vehicles, without passing through areas open to the public

j) Consider using alternatives where possible if routes deteriorate, e.g. due to bad weather, or use hardcore, metal tracks and/or other temporary surfaces like straw or woodchip

k) Prepare and document a traffic management plan, which includes clear site rules and how they will be enforced

l) Make sure drivers of work vehicles, signalers and traffic marshals are trained and competent in the implementation of the traffic management plan

m) Ensure all load shifting plant are fit for purpose and in good condition

n) Ensure workers performing high risk tasks have their licence or ticket on their person

o) Ensure the Traffic Management Plan is part of the venue induction program

p) Ensure workers performing traffic control work have their Traffic Control Work Training Card on their person.

3.7 Determining the Type of Plan

3.7.1 The flow chart for determining plan requirements is on page 1.

3.7.2 Traffic management plans will include details of:

a) The desired flow of pedestrian and vehicle movements
b) The expected frequency of interaction of vehicles and pedestrians
c) Diagrams of the layout of barriers, walkways, signs, and general arrangements to warn or guide traffic around, past or through a work site or hazard
d) How short term, mobile work and complex traffic situations will be managed
e) Responsibilities of people managing traffic at the site
f) Responsibilities of people expected to interact with traffic at the site
g) Instructions or procedures for controlling traffic including in the event of an emergency
h) For sites where one TMP is required for several similar sites (e.g. STPs) Individual Site Diagrams or Traffic Guidance Schemes will be required for each site to be included as attachments in the TMP.

3.7.3 The Traffic Management Plan should be included in the site induction for any worker engaged to perform Traffic Control Works at the site. Site induction for all other works should include the site diagram.

3.7.4 When works are on or near public roads reference should be made to the following when determining controls for the site:

a) Council map to determine type of road and Road Authority (i.e. State, Regional, Local)
b) Where Transport for NSW – Roads and Maritime is the Road Authority refer to:
   - NSW Government Road Occupancy Manual for details of applications for a Roads Occupancy License
   - Transport for NSW - Traffic Control at Worksites Manual
c) Maintenance Responsibility Agreement between Council and Roads and Traffic Authority (now known as Transport for NSW – Roads and Maritime)
d) Australian Standard 1742.3 regarding technical requirements for Traffic Control devices
e) Austroads Guide to Temporary Traffic Manual for technical requirements
f) Structure of Austroads Guide to Temporary Traffic Management
g) Council events involving the interaction of mobile plant, vehicles and pedestrians will require a traffic management plan to be developed by a competent person.

3.8 Organise stakeholders

3.8.1 The manager or engineer will select stakeholders to develop the Traffic Management Plan.

3.8.2 The stakeholders may include:

a) Responsible manager or delegate
b) Project manager (if applicable)
c) Competent person to develop TMP
d) Site supervisor / ganger
e) Competent person that will implement TMP/TGS

3.8.3 Stakeholders will be tasked with conducting consultation to identify hazards, risk assessments, and identify controls for each hazard for the site. These details will be recorded in the TMP.

3.9 Complete Risk Assessment and Identify Controls

3.9.1 Stakeholders will determine the risk rating of each hazard using the risk assessment in the Traffic Management Plan template. Controls will be included in the TMP.

3.9.2 Where known controls exist in relation to traffic management hazards (i.e. Temporary Traffic Controls detailed in relevant reference material e.g. Austroads Guide to Temporary Traffic Management) a risk assessment may not be required as long as the known control is considered effective by the stakeholders.

3.9.3 The stakeholders will need to consider all possible control measures and make decisions about which are reasonably practicable for the site. The identified controls will be recorded in the Traffic Management Plan.

3.9.4 The stakeholders will ensure that any work licences required for the plant used in the works is detailed in the traffic management plan.

3.9.5 For details of controls required on Temporary Sites involving Temporary Traffic Control Work reference should be made to the technical requirements in AS 1742.3 and Austroads Guide to Temporary Traffic management.

3.10 Determine Other Documents Required (TGS, VMP, PMP, WFP)

3.10.1 The Traffic Management Plan may identify other documents required to communicate the controls identified. These documents may include:

a) **Site Plan** – for fixed sites showing all the traffic management controls (i.e. entry and exit points, exclusion zones, barriers, traffic signs, pedestrian crossings, loading and unloading zones).
b) **Vehicle Movement Plan** - diagrams detailing how traffic will enter, exit and move around the site e.g. delivery or removal of materials at construction sites, emergency situations, regular works by powered plant on a site.
c) **Worker on Foot Plan** - diagram that shows how workers on foot will be separated from mobile powered plant.
d) **Pedestrian Movement Plans** - diagrams that show how pedestrians will move around, through or past a work site.
e) **Traffic Guidance Schemes** (previously known as Traffic Control Plan) diagrams that show the placement of signage and traffic controllers at sites on or near roads. Certain works may require multiple TGS for different types of work or stages of construction. Depending on the works, after-care signage may need to be implemented. The TMP will need to record these details and the works will not be considered completed until the aftercare signage has been removed.
f) TGS's for works on or near roads will need to be supported by photographic evidence that signage has been implemented in line with the TMP i.e. start of shift, intra-day, end of shift.

These documents must be developed by a competent person. in advance of the works using software specifically designed for this purpose.

3.11 Implement TMP Requirements

3.11.1 Manager or engineers will ensure that implementation of the controls identified in the Traffic Management Plan are performed on site by a competent person.

3.11.2 Details of the implementation must be completed on the relevant TMP and TGS by the competent person. Any variation to the TMP or TGS must be completed by a competent person prior to being implemented.

3.11.3 If the competent person implementing the TMP does not consider it safe to implement or continue to operate under the TMP they are to stop the work and contact their manager or supervisor. All safety concerns must be addressed prior to the commencing of any work. Any amendments to a TMP must be completed by a competent person (refer to Varying TMP requirements).

3.11.4 Site supervisors or gangers will ensure that traffic control cards are checked at induction and that regular checks are conducted during the works to ensure tickets are carried by traffic controllers.

3.12 Safe Systems of Work

3.12.1 A Traffic Management Plan does not replace the requirement for a site-specific safe work method statement (SWMS), site specific risk assessment and other safety documentation required by Council

Work that is carried out on, in or adjacent to a road, railway, or other traffic corridor in use by traffic other than pedestrians or where there is any movement of powered mobile plant is High Risk Construction Work must have a Site Specific SWMS.

3.13 Variations to Traffic Management Plans or Traffic Guidance Schemes

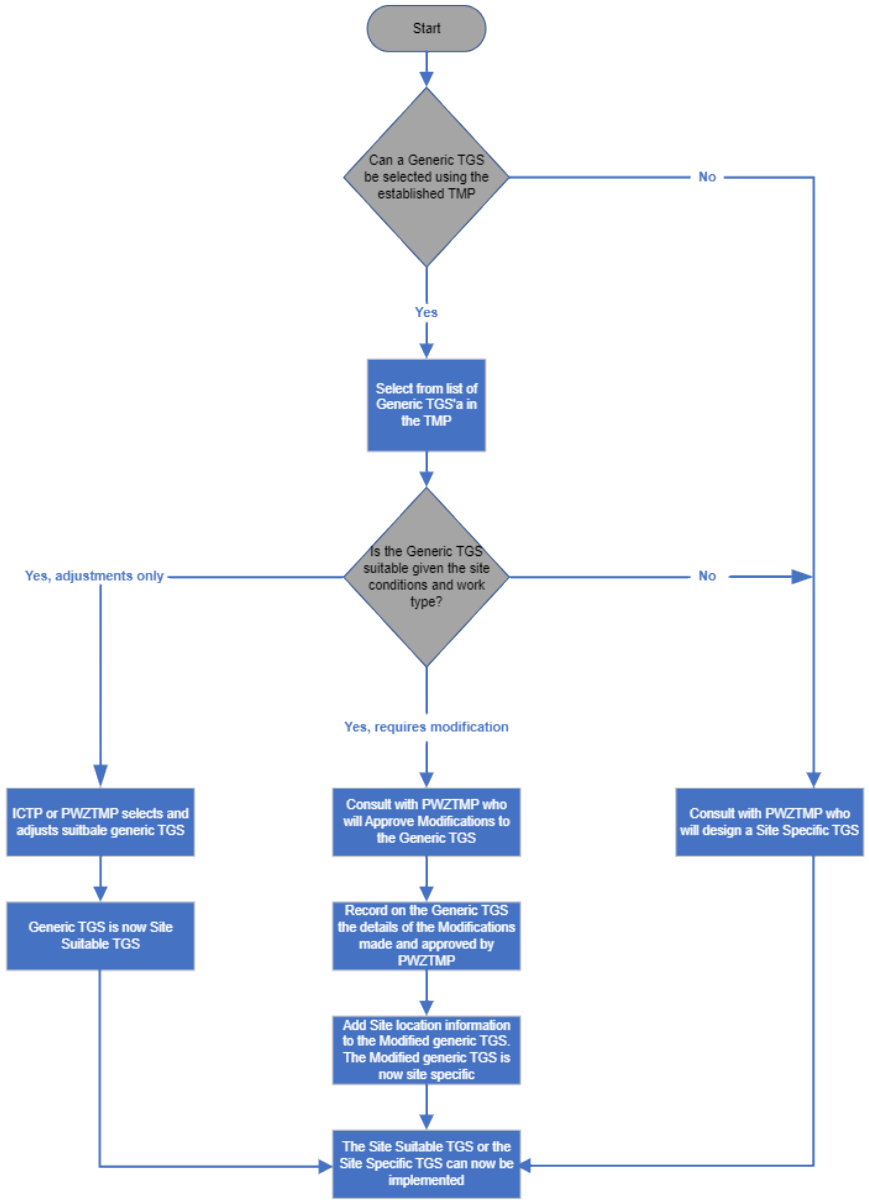
Traffic Management Plan variations must be completed by a competent person i.e. PWZTMP. Depending on the complexity of the variation or safety issue the competent person will determine if the TMP needs to be referred to the stakeholders that developed the TMP for further consideration prior to the works commencing.

3.13.1 **Traffic Guidance Schemes** variation must be completed by a competent person.

- For generic TGS's where any site suitable variations fall within the allowable tolerances (refer to definitions), these can be selected by a competent person and any adjustments noted on the TGS (i.e. ITCP or PWZTMP). The site suitable TGS may then be implemented by the competent person (ITCP) on site.
- Site specific variations to a TGS that fall outside the allowable tolerances (refer to definitions) are modifications and may be performed on site by a competent person (PWZTMP) who may vary the TGS by hand and authorise it. The TGS may then be implemented by the competent person (ITCP) on site.

(Flowchart on following page)

3.13.2 Select TGS Flowchart:



3.14 Monitoring / Auditing TMP Requirements

3.14.1 Traffic management arrangements in Council workplaces must be monitored at least daily and reviewed to ensure they remain adequate and effective.

3.14.2 Manager or engineers will ensure that supervisors schedule routine monitoring of the implementation of traffic controls at Council worksites. This will ensure that controls are being implemented in line with the Traffic Management Plan or Traffic Guidance Scheme. This could be through:

a) Workplace inspection schedule,

b) Management inspection schedule or other site visits.

c) Workplace Audits

3.15 Contractors

3.15.1 Council regularly engages contractors in:

a) performing works that involve traffic management requirements

b) performing Temporary Traffic Control Works

c) developing Traffic Management Plans and related documents

3.15.2 Manager or engineers will ensure that contractors engaged by Council meet the training requirements of this procedure and only use competent persons in developing, implementing, and performing works involving traffic management.

3.15.3 Managers responsible for the supervision of contractors engaged by Council will ensure that any contractor is suitably qualified for the works undertaken and that appropriate Traffic Control Works training cards are carried by competent persons while performing Traffic Control Work.

3.15.4 Managers responsible for the engagement of a principal contractor will ensure that Traffic Management Plans are included in WHS Management Plans for the project where traffic management is required.

3.16 Providing Instruction and Training to Workers

3.16.1 Managers and supervisors are responsible for ensuring that workers involved in Traffic Control Work are trained and competent.

3.16.2 Traffic Management Plans are required to be developed by a competent person:

a) For temporary sites this must be:

- a person holding a current Traffic Control Work Training Card in Prepare a Work Zone Traffic Management Plan (PWZTMP)

b) For fixed sites this may be:

- a person experienced in developing TMP's and Site Diagrams for fixed sites
- a person holding a current Traffic Control Work Training Card in Prepare a Work Zone Traffic Management Plan (PWZTMP), or

- A person qualified as a Traffic Engineer

3.17 Traffic Control Work Training

3.17.1 From 1 July 2020 all workers involved in any Traffic Control Work must be trained in SafeWork NSW requirements. Workers must be trained in more than one type of Traffic Control Work if relevant to their role. One type of Traffic Control Work training does not qualify a worker in any other type of Traffic Control Work training. (e.g. PWZTMP cannot perform 'direct traffic' without TC)

There are 3 forms of Traffic Control Work Training:

1) **Traffic Controller (TC)** - Direct traffic in accordance with a work zone traffic management plan
2) **Implement Traffic Control Plans (ITC)** - Implement a work zone traffic management plan in the immediate vicinity of a workplace
3) **Prepare a Work Zone Traffic Management Plan (PWZTMP)** - Design (including vary) or inspect a work zone traffic management plan

3.17.2 Current RMS issued Traffic Control Training Cards are valid until the card expiry date. Workers can refer to the SafeWork NSW website for details on how to transfer their cards.

3.17.3 Any contractor engaged by Council to perform traffic control work must ensure that all workers involved in traffic control work are trained and carry their cards while performing traffic control work.

3.17.4 SafeWork NSW Traffic Control Cards do not have expiry dates and all trained Traffic Control Work Training Card holders must be able to prove they have performed traffic control work in the previous 2 years or further training is required.

3.17.5 Council has determined that all workers involved in traffic control work will be provided with training under the SafeWork NSW requirements commencing 1 July 2020 and all workers required to perform traffic control work will attend training every 2 years.

3.17.6 The supervisor in consultation with the Training and Organisational Development Team will keep records of training completed by workers and arrange for training to be provided by a registered training provider approved by SafeWork NSW.

3.18 Reviewing Traffic Management Arrangements

3.18.1 Traffic management arrangements in Council workplaces must be regularly monitored and reviewed to ensure they remain adequate and effective.

3.18.2 Council Traffic Management Plans will be reviewed:

a) At least every two years

b) In response to changes at site

c) In response to incidents

d) In response to changes in this procedure

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3.18.3 In addition, this procedure will be reviewed if:

a) It becomes apparent that the traffic management process is not adequate to protect workers

b) There are legislative changes

c) There are any new or updated traffic management processes

d) Additional information on traffic management becomes available from any regulatory authority

4.0 REFERENCE AND ASSOCIATED DOCUMENTS

4.1 Roads Act (1993) – Sect 7 (Council as a Road Authority)

4.2 Roads Regulation 2018 (identifying mark for TC's)

4.3 Work Health and Safety Act 2011

4.4 Work Health and Safety Regulation 2017

4.5 Australian Standard – 1742.3-2019

4.6 Code of Practice – Construction Work (SafeWork NSW 2019)

4.7 Code of Practice – Managing the risks of plant in the workplace (SafeWork NSW 2019)

4.8 Code of Practice – Managing the Work Environment and Facilities (SafeWork NSW 2019)

4.9 Guide to Temporary Traffic Management – Austroads, December 2019

4.10 Managing Work Health and Safety at Events guide – SafeWork NSW (December 2020)

4.11 Traffic Control at Work Sites – Technical Manual (Transport for NSW – published November 2020)

4.12 Traffic Control Work Training – SafeWork NSW website

4.13 Workplace Traffic Management Guidance Material – SafeWork Australia

APPENDIX 1 – DEFINITIONS

Competent Person	Any person who has, through a combination of training, qualification, and experience, acquired knowledge and skills to enable that person to perform specified tasks i.e.: For Fixed Sites – as above For Temporary Sites the training requirement is PWZTMP
Implement Traffic Control Plan (ITCP)	SafeWork NSW qualification principally concerned with the competency of implementing a work zone traffic management plan (TMP)
Modify / Modification	with reference to a TGS and the positioning of signs and devices, any change which exceeds a permitted tolerance
Pedestrian Movement Plan (PMP)	diagram showing the allocated travel paths for workers and/or pedestrians around, past or through a work site
Prepare Work Zone Traffic Management Plan (PWZTMP)	SafeWork NSW qualification principally concerned with the competency of developing or modifying a work zone traffic management plan (TMP) and/or a traffic guidance scheme (TGS)
Select TGS	A competent person may select a generic TGS for a site as follows: • PWZTMP trained person may select and modify a generic TGS to make it site specific where variations fall outside allowable tolerances • ITCP trained person may select a generic TGS to be site suitable provided any variation is within allowable tolerances
Site Specific TGS	A TGS that has been developed specifically for a site, or a generic TGS that has been modified by a competent person to become site specific
Site Suitable TGS	A generic TGS that has been selected by a competent person to be site suitable provided any variations required fall within allowable tolerances
Temporary Site	Usually, a works site occupied for a set period of time only i.e. Road Works, Construction, Event
Tolerances	In relation to the implementation of TGS on site: Adjustments to a Temporary Traffic Management installation are the relocation of signs and devices within approved tolerances. Any changes that exceed tolerances are classed as a modification and shall be endorsed and authorised by a PWZTMP. If signs and devices are required to be moved due to obstructions, and relocation exceeds tolerances, the ITCP shall contact the PWZTMP for instruction on alternate installation methods or options. Local constraints may not allow signs and devices to be placed exactly in accordance with the relevant TGS. Judgment will therefore be necessary to place signs and devices as close as possible to the locations / spacings indicated.

	Should variations to the recommended spacing be required then it is generally preferable to increase the spacing within tolerances. a) Tolerances for placement of signs are: i. up to 10% less than the distances given ii. up to 25% more than the distances given b) Tolerances for placement of delineation is: i. no minimum and up to 10% more the distances given c)Tolerances for taper lengths are: i. up to 10% less than the distances given ii. up to 25% more than the distances given Any sign or device location adjustments are to be marked and initialled on the TGS held on site, with the name of the person making the adjustments clearly shown. (Austroads Guide to Temporary Traffic Management Part 6, 6.8)
Traffic Controller	A person holding a SafeWork NSW qualification principally concerned with the competency of directing traffic in accordance with a work zone traffic management plan
Traffic Control Plan (TCP)	Refer to Traffic Guidance Scheme
Traffic Guidance Scheme (TGS)	A diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary, through a work site or temporary hazard **Note**: Traffic Guidance Scheme (TGS) was previously referred to as Traffic Control Plan (TCP)
Traffic Management Plan (TMP)	A document detailing work to be undertaken, identifying associated risks and the accepted control measures to reduce risks by describing its effect on the general area, especially its effect on public transport, cyclists, pedestrians, motorists and commercial operations with required approvals from road authorities
Vehicle Movement Plan (VMP)	A diagram showing the preferred travel paths for vehicles associated with a work site entering, leaving or crossing the through traffic stream
Vulnerable Road User	Subgroup of road user including pedestrians, cyclists, motorcyclists, scooter users
Worker on Foot	Worker performing tasks on foot involving traffic or mobile plant
Worker on Foot Plan (WFP)	Diagram showing how worker on foot will be separated from traffic or any mobile plant

APPENDIX 2 – SHOALHAVEN ROADS CONTROL MEASURES

Southern Region			
Road	**Speed**	**Work Type**	**Control Measure**
Sussex Inlet Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Bendalong Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Conjola Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Bawley Point Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Basin Region			
Road	**Speed**	**Work Type**	**Control Measure**
Jervis Bay Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Woollamia Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Huskisson Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
The Wool Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Turpentine Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Pine Forest Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Naval College Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Erowal Bay Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Booderee Avenue	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static

Island Point Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Hawken Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Braidwood Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Central Region			
Road	**Speed**	**Work Type**	**Control Measure**
Greenwell Point Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Culburra Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Coonemia Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Currarong Road	80km – 90km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Moving Sections
Forest Road	80km – 90km	Potholing	
		Heavy Patch	Full Traffic Control Static
Callala Bay Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Callala Beach Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Myola Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Jindy Andy Lane	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Millbank Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Albatross Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Braidwood Road	80km – 100km	Potholing	Full Traffic Control Moving Sections

		Heavy Patch	Full Traffic Control Static
BTU Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Yalwal Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Burrier Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Northern Region			
Road	**Speed**	**Work Type**	**Control Measure**
Bolong Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Gerroa Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	
Beach Road	80km – 100km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Coolangatta Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Agars Lane	80km	Potholing	Full Traffic Control Moving Sections
			Full Traffic Control Static
Woodhill Mountain Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Wattamolla Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Kangaroo Valley Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Upper Kangaroo River Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Bundella Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Mt Skanzi Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static

Tallowa Dam Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Main Road (Cambewarra)	80km	Potholing	Full Traffic Control Moving Sections
			Full Traffic Control Static
Tapitallee Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static
Illaroo Road	80km	Potholing	Full Traffic Control Moving Sections
		Heavy Patch	Full Traffic Control Static

APPENDIX 4 – DEVEATION FROM SUGGESTED CONTROLS

If deviation from suggested control measures is necessary, a risk assessment approach is required. In deviating from the suggested controls, the below conditions must be satisfied.

Site Distances

Approach speed (D) km/h	Minimum sight distance (m)	
	With a lookout person (3D)	Without a lookout person (6D)
20 or less	60	120
30	90	180
40	120	240
50	150	300
60	180	360
70	210	420
80	240	480
90	270	540
100	300	600
110	330	660

Speed, Delineation and Shadow Vehicle Controls

Distance of work area to traffic	Mandatory/ recommended	*Continuous and frequently changing work
Closer than 1.5 m	Mandatory controls	• Speed zone of 45 km/h or less • Shadow vehicle
	Recommended controls	• Delineation of work area • Speed zone of 35 km/h or less
Between 1.5 m and 3 m	Mandatory controls	• Speed zone of 65 km/h or less • Shadow vehicle
	Recommended controls	• Delineation of work area • Speed zone of 55 km/h or less
Between 3 m and 6 m	Mandatory controls	Speed zone of 85 km/h or less
	Recommended controls	• Delineation of work area • Speed zone of 65 km/h or less
Greater than 6m	Mandatory controls	As per *Section 7.8* .
	Recommended controls	Delineation of work site