EVENT TRAFFIC MANAGEMENT PLAN

Drug Aware Pro 2016

Preverlly & Gracetown

Surfing WA

April 2016

Declaration

I Matthew Byrne (AWTM No. AUS-AV-15-1367-02) declare that I have designed this Event Traffic Management Plan following a site inspection undertaken on 14/09/2015. The Event Traffic Management Plan has been prepared in accordance with Main Roads Traffic Management for Events Code of Practice and AS 1742.3.

Signature: Date: 25/09/15

	Name / Company/ Accreditation Details	Date	Signed
TMP designed by	Matthew Bright (AWTM No. AUS-AV-15-1367-02) *Traffic Force*	25/09/2015	
TMP reviewed by	Dallas Haward(AWTM No. AUS-AV-15-2352-01) *Traffic Force*	29/09/2015	
Road Authority Approval	We, Jason Heine & Alan Roberts, being an authorised officer of Shire of Augusta-Margaret River and Main Roads WA respectively, approve this Event Traffic Management Plan (ETMP) for implementation subject to compliance with the details in the Event Traffic Management Plan (ETMP) and Event Traffic Control Drawings (ETCD). (Signed) *refer to attached correspondence in appendix "I"* Date: ..... Authorised Officer		

REVISION REGISTER

Date	Rev #	Section	Page	Status	Prepared	Reviewed	Comments
25/09/15	A	All	All	Draft	Matthew Byrne (AWTM No. AUS-AV-15-1367-02)	Dallas Millward (AWTM No. AUS-AV-15-2352-01)	Draft for Road Authority review/approval

Traffic Management Qualifications

The minimum qualifications of personnel that may be required for the implementation of this Traffic Management Plan shall be as follows (as per the Works on Roads Code of Practice):

TASK	REQUIRED MRWA QUALIFICATION
Preparation of procedures for daily traffic management activities in accordance with and up to the planning level specified in Clause 2.2.1 (a) of AS1742 Part 3 – 2009. On-site management of the installation and maintenance of traffic signs and control devices at worksites on roads.	**Basic Worksite Traffic Management**
The operation of a truck mounted attenuator (TMA) when carrying out traffic management activities.	**Operate Truck Mounted Attenuator**
On site manual traffic control using a Stop / Slow bat.	**Traffic Controller**
Implementation of 'EVENT' warning signage, 'PREPARE TO STOP' and 'TRAFFIC CONTROLLER (SYMBOLIC)' signage, under the supervision of a person holding a minimum BWTM. Manual traffic control with a Stop/Slow bat at events on roads with a posted speed of 60Kph or less.	**Event Traffic Controller**
Review TMPs prepared by a person holding an AWTM accreditation. Monitoring the effectiveness of, and on-site adjustments to, traffic guidance schemes in accordance with the scope and objectives of the Traffic Management Plan.	**Worksite Traffic Management**
Preparation of high-risk (complex) Traffic Management Plans including those in accordance with and up to the planning level specified in Clause 2.2.1 (c) of AS1742 Part 3 – 2009.	**Advanced Worksite Traffic Management**
Review and endorsement of Traffic Management Plans involving "complex traffic arrangements". Suitability and compliance audits of Traffic Management Plans involving "complex traffic arrangements", as may be specified for works undertaken for or on behalf of MRWA. Undertaking "risk management", and preparation or endorsement of, any Traffic Management Plan proposing to implement a lesser treatment than required by this Code for all works undertaken for or on behalf of MRWA.	**Roadworks Traffic Manager**

Table 1.0 – Traffic Management Qualifications

CONTENTS

APPENDICES

GLOSSARY OF TERMS

AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
AS	Australian Standard
AS/NZS	Australian and New Zealand Standard
AWTM	Advanced Worksite Traffic Management / Manager
CoP	Traffic Management for Events on Events Code of Practice (MRWA)
CoP	Traffic Management for Works on Roads Code of Practice (MRWA)
IPWEA	Institute of Public Works Engineering Australia
MRWA	Main Roads Western Australia
OS&H	Occupational Safety and Health
RTM	Roadwork's Traffic Manager (accredited by MRWA)
SRSA	Senior Road Safety Auditor
ETCD	Event Traffic Control Diagram
ETMP	Event Traffic Management Plan
VMS	Variable Message Sign/Board

REFERENCES

Australian Standard AS1742.3; Traffic Control Devices for Works on Roads
Australian – New Zealand Standard AS/NZS ISO 31000; Risk Management
Australian Standard AS/NZS 4602; High Visibility safety garments
MRWA Traffic Management for Events on Roads – Code of Practice (CoP)
MRWA Traffic Management for Works on Roads – Code of Practice (CoP)
MRWA Specification 202
MRWA TMP Audit Policy
OS&H Act (1984) & OS&H Regulations (1996)
Road Traffic Code 2000

1.0 EVENT INFORMATION

Traffic Force has been commissioned by Surfing WA to design and develop an Event Traffic Management Plan in consideration of the traffic safety issues associated with the Drug Aware Pro 2016.

The top 36 ranked male and top 18 ranked female surfers in the world will descend upon the Margaret River Region to surf its world-class waves in April. The event sees thousands of spectators flock to Surfers Point in Prevelly to watch the world's best surfers take on the famous Margaret River Mainbreak and the fearsome Box.

This Event Traffic Management Plan (ETMP) provides the traffic management procedures to be followed by event organisers for all stages associated with conducting the Drug Aware Pro 2016 event. The traffic control devices will be established on-site by Surfing WA prior to the event commencing. The devices shall be inspected periodically throughout the day (or as per clause 6.1 Site Inspections) and will be taken down when not needed or required. This document is issued as a guide. It is not to be definitive and may be changed at any time as circumstances arise.

This plan has been developed in line with the requirements of the Main Roads Western Australia Traffic Management for Events, Works on Roads Code of Practice and AS1742.3-2009. It provides for event traffic management procedures to be implemented by Surfing WA during the event. The primary objective of the plan is to ensure a safe environment for competitors, spectators, event organizers, volunteers, service providers and staff employed to implement and monitor the ETMP.

The event will commence on April 2016.

1.2 Event Location

The main event area will be located at Surfers Point in Preverlly, however this year Surfing WA has included a second location at North Point in Gracetown.

The event area is indicated in Figure 1.0 overleaf.

Figure 1.0 – Locality Plan

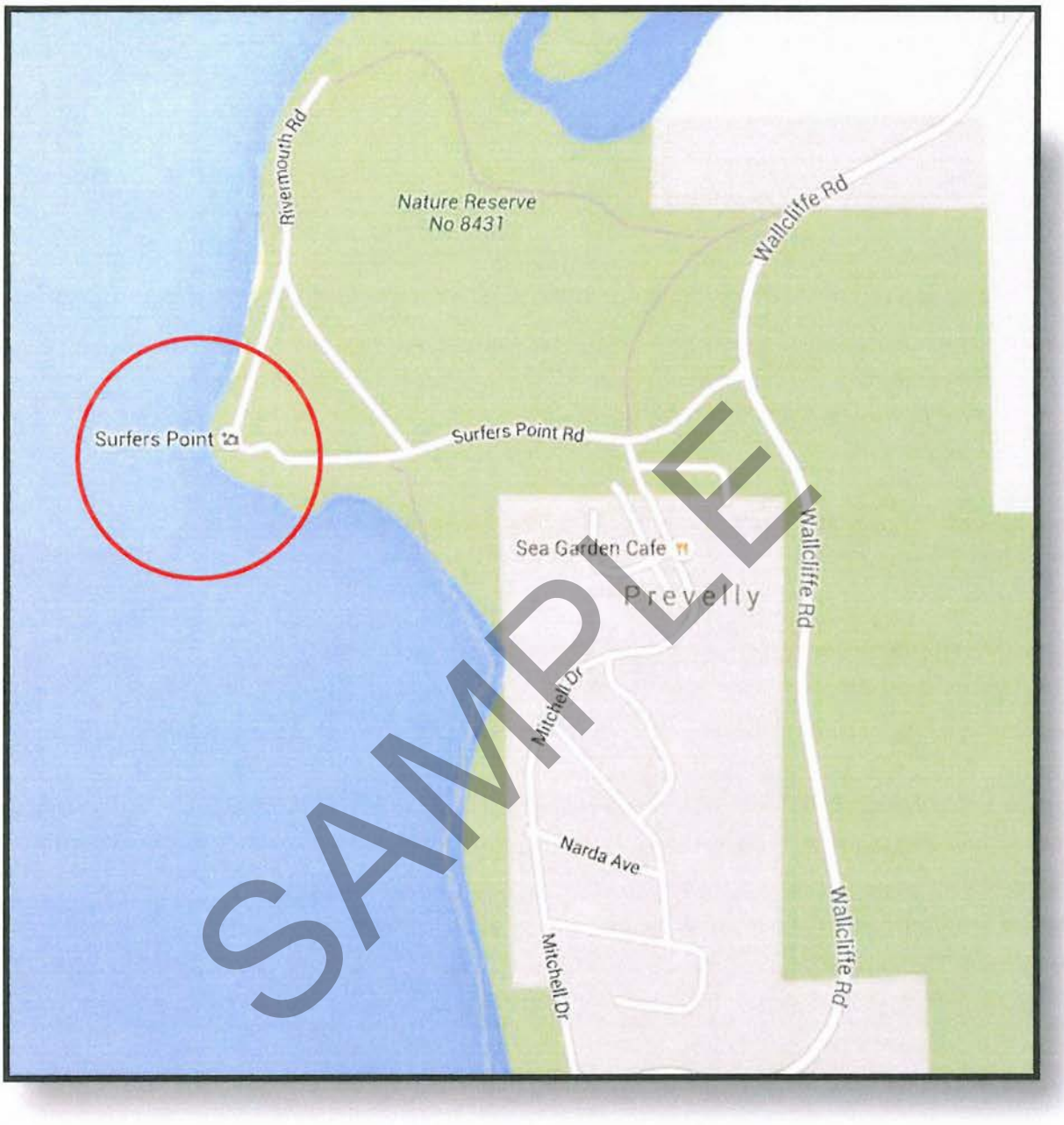

Figure 1.1 – Preverlly Locality

Figure 1.2 – Gracetown Locality

1.3 Site Constraints/ Impacts

Surfers Point Road is a Local Access Road, under the care control and management of Shire of Augusta-Margaret River.

Cowaramup Bay Road is a Regional Distributor, under the care control and management of Shire of Augusta-Margaret River.

Refer to section 4.3.2 for traffic volume details.

MRWA's Traffic Management for Event on Roads Code of Practice requires the retention of the number of traffic lanes on all roads adjacent to the event to comply with the requirements of Australian Standard AS 1742.3.

Due to the existing traffic environment a number of site constraints are required to be imposed. These constraints include:

- a minimum road width of 6 metres shall be maintained at all times for two way operation;
- at all times a minimum lane width of 3 metres shall be maintained for temporary single lane operation;
- the event site shall be adequately delineated at all times;
- all construction traffic shall enter / exit the site with a spotter in place; and
- all entry and exit movements to and from the traffic streams shall be in accordance with the requirements of safe working practices and road traffic code 2000.

1.4 Traffic Management Objectives and Strategies

The plan is based on the requirements of the MRWA CoP and AS1742.3. The primary objective of the plan is to ensure a safe environment for traffic controllers, other event staff, event participants and the general public using the road.

The objectives of the TMP are to:

- Provide for a safe environment for spectators, officials, volunteers and service providers;
- Provide protection to event participants, organisers and the general public from traffic hazards that may arise as a result of the event activity;
- Minimise the disruption, congestion and delays to all road users;
- To ensure network performance is maintained at an acceptable level throughout the term of the event;
- Ensure access to adjacent commercial premises is maintained at all times.

To achieve the above objectives, the Traffic Management Plan will:

- Ensure whenever possible, that a sufficient number of traffic lanes to accommodate vehicle traffic volumes are provided;
- Ensure that delays and traffic congestion are kept to a minimum and within acceptable levels;
- Ensure that appropriate/sufficient warning and information signs are installed and that adequate guidance is provided to delineate the travel paths through the event site;
- Ensure that the event area is free of hazards and that all road users are adequately protected from obstructions;

- Ensure that all needs of road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities are accommodated at and through the event area;
- Provide for event activities to be undertaken sequentially to reduce the adverse impacts of the event;

1.5 Responsibilities (refer to 3.2)

Surfing WA are required to take the utmost care to prevent the risk of injury and/or property damage to event participants, spectators, organisers, volunteers, road users and members of the public.

Event activities will not commence or continue at any location until all appropriate signs, devices and barricades are in place and in accordance with the requirements of the Event Traffic Management Plan. All necessary signs and traffic control devices will be installed at the event site to direct and regulate traffic movements around the event activity and ensure that adverse impacts associated with the event are kept to a minimum.

The number of, type and location of signs and devices shall be to a standard not less than prescribed on the approved Event Traffic Control Plans, the MRWA Traffic Management for Events on Roads Code of Practice and Australian Standard AS 1742.3.

To assist in meeting these objectives the ETMP provides information on:

- The Scope of Event
- Site Conditions
- Permissible Working Times/Restrictions
- Procedures and Responsibilities
- The Event Traffic Management Scheme
- The Event Traffic Control Diagram (ETCD)

2.0 ACTIVITIES ON ROAD

2.1 Scope of Activities

Name of Event	Drug Aware Pro 2016
Road Authority/ Local Government	Shire of Augusta-Margaret River
Road Authority	Main Roads WA SW Region
Client	Surfing WA
Event Contact	Tim Thirsk (Event Organiser) M: 0407 993 720 Garry (Fred) Yates (Volunteer Organiser) M:0409 104 078
Details of Event: The top 36 ranked male and top 18 ranked female surfers in the world will descend upon the Margaret River Region to surf its world-class waves in April. The event sees thousands of spectators flock to Surfers Point in Prevelly to watch the world's best surfers take on the famous Margaret River Mainbreak and the fearsome Box. The main event area will be located at Surfers Point in Preverlly, however this year Surfing WA has included a second location at North Point in Gracetown.	
Participants: 54 Competitors and approximately 4000-6000 spectators (over 5 days of competition). Participants are to follow all road rules.	
Format of Activities / Traffic Management: Event areas will be closed off to the general public with pass holders only accepted into event areas. The general public will be directed to designated parking areas and either walk or be shuttled to the event by bus. No parking will be permitted on verges to maintain access into Prevelly and Gracetown. Residents will be allocated passes to ensure access to their properties is maintained.	
Date of Event: April 2015	**Event Start and Finish Times:** Daylight Hours (TBC)

2.2 Roles and Responsibilities

The Event Organiser has the ultimate responsibility and authority to ensure the ETMP is implemented for the prevention of property damage and injury to event personnel, participants, spectators, volunteers, road users and members of the public.
The Event Organiser will ensure all event personnel are fully aware of their responsibilities, and those implementing signs and devices are appropriately trained and accredited, and that marshals received sufficient instruction to ensure the safe conduct of their activities.

2.3 Event Traffic Management Responsibility Hierarchy

The following outlines the management hierarchy that will apply to the event;

Event Organiser *Contact*	**Surfing WA** PO Box 382 Karrinyup WA 6921 P: 08 9448 0004 **Name: Tim Thirsk** M: 0407 993 720 E: tim.thirsk@surfingwa.com.au
Road Authority *Authorised Rep/Contact*	**Main Roads WA** Robertson Drive / PO Box 5010 BUNBURY WA 6231 P: 08 9725 5645 F: 08 9725 5666 **Name: Alan Roberts** E: alan.roberts@mainroads.wa.gov.au
Road Authority/ Local Government *Contact*	**Shire of Augusta Margaret River- Jason** Town View Terrace/ PO Box 61 MARGARET RIVER WA 6285 P: 08 9780 5274 F: 08 9757 2512 **Name: Jason Heine** E: jheine@amrshire.wa.gov.au M: 0438 911 708

2.4 Traffic Management Administration

If at any stage the Traffic Management Contractor is to change Traffic Force shall be notified by Surfing WA to ensure this document can be amended and resubmitted to the Road Authority.

TMP Design *Contact*	**TRAFFIC FORCE** 10 Allnut Court/PO BOX 5355, BUNBURY WA 6230 P: 08 9725 6000 F: 08 9726 2666 E: info@trafficforce.com.au W: www.trafficforce.com.au **Name: Matthew Byrne** **AWTM – Licence No.: AUS-AV-15-1367-02** E: matthew.byrne@trafficforce.com.au
Traffic Management Contractor *Contact* *Traffic Supervisor/ Crew Leader*	Traffic Force will be implementing / managing this ETMP in accordance with the MRWA Code of Practice. **Name:** TBC P: 08 9725 6000 **Name:** TBA

3.0 STATUTORY REQUIREMENTS

3.1 Occupational Safety and Health

Principals, employers and persons in control of event sites have a statutory duty of care to provide a safe event for all personnel at the site, accessing the site or impacted by the event activity including event participants, organisers, road users and members of the public. This Event Traffic Management Plan forms part of the overall Event Safety Management Plan, and provides details on how all road users considered likely to travel through, past, or around the event will be safely and efficiently managed for the full duration of the event.

The Event Traffic Management Plan has been developed and shall be implemented with due consideration and in accordance with the following legislative, environment and industry standards:

- OS&H Act 1984
- OS&H Regulations 1996
- Australian Standard AS 1742.3 2009 - Traffic Control Devices for Works on Roads (*)
- MRWA Traffic Management for Events – Code of Practice (CoP)
- MRWA Traffic Management for Events on Roads – Code of Practice (CoP)
- Road Traffic Act 1974
- Road Traffic Code 2000
- Australian Standard AS/NZS 31000 - Risk Management
- Australian Standard AS/NZS 4602 – High Visibility Safety Garments
- Australian Standard – Mobility and Access Standard for People with Disabilities AS 1428
- Utility Providers Code of Practice
- Local Government Act

Refer to section 4.2 for Legislative and Other Provisions

3.2 Roles and Responsibilities associated with Event Traffic Management

The roles and responsibilities associated with the traffic management of this event shall be defined within the following categories:

3.2.1 Event Organiser

The Event Organiser shall:

- Ensure all event traffic control measures for this ETMP are placed and maintained in accordance with this plan and the relevant Acts, Codes, Standards and Guidelines;
- Ensure suitable communication and consultation with the affected stakeholders is maintained at all times;
- Ensure inspections of the Traffic Controls are undertaken in accordance with the ETMP, and results recorded. Any variations shall be detailed together with reasons;
- Arrange and/or undertake any necessary audits and incident investigations;
- Instruct event personnel on the relevant safety standards, including the correct wearing of high visibility safety vests and other equipment as required; and
- Render assistance to road users and stakeholders when incidents arising out of the event activities affect the network performance or the safety of road users and event participants.

3.2.2 Event Traffic Management Personnel

Traffic Force, being the traffic management representatives for event activities, shall have the responsibility of ensuring the traffic management devices for the event are set out in accordance with the ETMP.

At all times at least one person on site shall be accredited in Basic Worksite Traffic Management during the hours of the event, and shall have the responsibility of ensuring the traffic management devices are set out in accordance with the TMP. At least one person accredited in Advance Worksite Traffic Management or Worksite Traffic Management shall be available to attend the site at short notice at all times to manage variations, contingencies & emergencies, & to take overall responsibility for traffic management.

3.2.3 Event Traffic Controllers

Event Traffic Marshals/Controllers shall be used to direct motorists to avoid conflict with event participants, traffic and pedestrians, and to stop and direct traffic in emergency situations, where necessary. If Traffic Controllers are required to operate off-site, they shall:

- Operate in accordance with Section 4.6 and Appendix C of AS 1742.3 and MRWA Traffic Controllers Handbook;
- Hold a current Event Traffic Controller's accreditation in Western Australia (or Worksite Traffic Controllers accreditation); and
- Take appropriate breaks as required by AS 1742.3 and/or OS&H Regulations.

3.2.4 Event Marshalls

The Event Organiser and Traffic Management Personnel shall ensure that event personnel engaged as marshals are provided with training to ensure such personnel are aware of the limits of their responsibilities and can undertake their activities safely.

3.2.5 Event Traffic Controllers and Marshalls

Event Traffic Controllers and Marshalls shall:

- Correctly wear high visibility vests, in addition to other protective equipment required (eg. footwear, sun protection, etc), at all times whilst on the event site;
- Comply with the requirements of the ETMP and ensure no activity is undertaken that will endanger the safety of other event personnel, event participants or the general public; and
- Enter and leave the site by approved routes and in accordance with safe work practices.

3.3 Event Safety Requirements

3.3.1 Personal Protective Equipment

All personnel involved in the event shall correctly wear high visibility vests to AS/NZS 4602, in addition to other protective equipment required on a site-by-site basis (e.g. protective footwear, eye protection, wide brim hat, sun protection, etc.) at all times whilst at the event site.

3.3.2 Incident/Accident Procedures

In the event of an incident or accident, whether or not involving traffic or road users, all event activities shall cease and traffic shall be stopped as necessary to avoid further deterioration of the situation. Traffic Controllers may enlist the assistance of officials on site, should such assistance be required, and only if it does not create an additional traffic hazard. First Aid shall be administered as necessary, and if required all emergency services

must be called immediately ("000"). Accident victims must not be moved unless by fully trained personnel. Any traffic crash resulting in non-life threatening injury shall immediately be reported to the WA Police Service on 131 444.

Refer to section 4.7 Emergency Planning for contingency plans in the event of a serious injury and/or fatality.

Vehicle breakdown and/or crashes can cause considerable delay and congestion. Police communications will be requested to render assistance where required. All parties located on site will also render assistance where possible to ensure the impact of crashes and breakdown on the network is minimised.

Where necessary to maintain traffic flow, vehicles shall be temporarily moved away from trafficked areas, providing there is no risk to vehicles and their occupants or spectators. Suitable recovery systems shall be used to facilitate prompt removal of broken down or crashed vehicles. Assistance shall be rendered to ensure the impact of the incident on the event is minimised.

Details of all incidents and accidents shall be reported to the Event Organiser and Traffic Management Supervisor via phone call immediately, then using the incident report form at Appendix "G" (or similar).

- Location, Time and Date of accident;
- Weather Conditions;
- Condition of the traveled path (e.g. lane width and surface condition);
- Details of the accident, including any injuries and vehicle (s) involved;
- Details of emergency services called to the accident;
- Details of type, size and location of signs and devices in use at the time of the accident;
- Details of any traffic management devices damaged as a result of the accident; and
- Details of any witnesses to the accident.

4.0 PLANNING

4.1 Risk Identification and Assessment

A risk assessment of the proposed event has identified a number of possible risks that will be managed by effective traffic management planning and the implementation of this TMP. A risk assessment table (Appendix "B") has been used to calculate risk ratings with identified traffic management risks with the event. The assessment process has been undertaken in accordance with Australian Standard AS/NZS ISO 31000, Risk Management. All identified risks have been treated by development of this TMP. Unforseen risks arising during the event will be treated in accordance with standard work practices and procedures where appropriate.

GENERIC RISK ASSESSMENT							
RISK	PRE-ASSESSED RISK			RISK RESPONSE	RESIDUAL RISK RATING		
	L	C	R		L	C	R
A vehicle loses control and enters into / through the event site.	C	4	E	Provide traffic management as per this TMP. The TMP outlines traffic control and speed zones to be imposed for the intersections. Traffic arrangements to be evaluated for effectiveness following initial opening to traffic. Control mechanism shall be implemented to provide adequate separation of traffic from event sites and safe protection of participants –delineation. All personnel to have suitable high visibility vests.	E	3	M
Personnel being hit by vehicles during setting up and dismantling of traffic management.	C	3	H	Personnel to have appropriate accreditation and aware of correct procedures. Shadow vehicle with flashing lights to be used to protect workers.	E	3	M
People attending the event making unexpected movements and conflicting with traffic.	C	4	E	Station Event Marshals at potential conflict points to provide warning to people attending event and road users of potential conflict situations.	D	2	L
Pedestrian hit by Event participant	C	2	M	Advise spectators to keep transition area clear, install barriers/flagging.	E	2	L
Vehicle hit by Event participant	C	3	H	Advise participants of road rules. TMP put in place to help manage traffic	E	3	M
SITE SPECIFIC RISK ASSESSMENT							
Please refer to the risk assessment filed behind each set of drawings.				A blank analysis form has been provided for each set of drawings to record any new hazards identified during the event.			

Table 3.0 –Generic Risk Identification and Response Table

4.2 Legislative and Other Provisions

Surfing WA recognises that the traffic management plan has been developed and shall be implemented with due consideration and in accordance with the following legislative, environment and industry standards:

- Occupational Safety and Health Act 1984 and Regulations 1996
- Road Traffic Act
- Road Traffic Code 2000
- Australian Standard AS 1742.3 - Traffic control devices for works on roads
- Risk Management Standard AS/NZS ISO 31000
- Australian Standard - Mobility and Access Standard for People with Disabilities AS 1428
- MRWA - Traffic Management for Event on Roads Code of Practice
- Utility Providers Code of Practice
- Local Government Act
-

Traffic Force shall ensure that the requirements of these documents and other relevant information will be monitored and the Event Traffic Management Plan adjusted to meet changing requirements where necessary.

4.3 Traffic Assessment (Vehicular Traffic)

4.3.1 Existing Road Conditions

All are sealed, two lane undivided carriageways with an average width of 6 metres.
The sight distance on the approaches to the event areas are good.

4.3.2 Volume and Composition

Cowaramup Bay Road is a Regional Distributor, carrying approximately 1600 vehicles per day. Details were not available for Surfers Point Road at the time of preparing this document.

Details of traffic volume counts are contained in Appendix "A".

Australian Standard AS1742.3 – Traffic Control Devices for Works on Roads indicates that the mid block capacity of multi-lane roadways is 1,000 vehicles per lane per hour (vplph).

4.3.3 Intersection Capacity

Australian Standard AS1742.3 – Traffic Control Devices for Works on Roads indicates that the mid block capacity of multi-lane roadways is 500 vehicles per hour within 200m of an intersection for each lane.

The event will cause congestion at the intersection of Caves Road and Wallcliffe Road due to the volume of traffic attending the event. Days where large numbers are expected shall have traffic controllers implemented at the intersection to ensure traffic flows are maintained.

4.3.4 Existing & Proposed Speed Zones

The event includes speed zones of 60kph, 80kph and 90kph. A temporary speed zone of 60kph will be implemented throughout most of the event due to the large numbers of vehicles and pedestrians expected at the event. After hours the speed will be reinstated to the original speed.

4.3.5 Existing Parking Facilities

Roadside Parking:	Nil
Car Parking:	Yes – some parking will be closed off an others designated as general public parking for the event.

4.3.6 Heavy and Oversized Vehicles and Loads

These road is not a designated heavy haulage or 'high-wide load route, however all temporary pavements and changes of alignment will be designed to cater for semi-trailer traffic.

4.3.7 Public Transport

Public transport does not usually operate within the area, however due to the event it is expected some private operators may drop passengers to the event. These private operators will need to contact Surfing WA to be permitted into the event.

4.3.8 Special Events and Other Works

Contact with Road Authority / Local Government has indicated no other events / works are expected in the vicinity.

4.4 Non-motorised Road Users

4.4.1 Cyclists and Pedestrians

Pedestrian facilities are not located in the area.
The event and proposed traffic management arrangements will not affect these facilities.

4.4.2 School Crossings

There are no school crossings located within the vicinity of the event.

4.4.3 People with Disabilities and Other Vulnerable Road Users

Vulnerable Road Users are not located in the area.

4.5 Site Assessment

4.5.1 Access to Adjoining Properties

Where possible, access to properties will be maintained at all times. The layout of the traffic cones/bollards will accommodate vehicle entry and exit from the property.

Passes will be provided to residents affected by the event to allow them through road closures etc.

4.5.2 Impact on Adjoining Road Network

The event and proposed traffic management arrangements will not affect adjoining road networks.

4.5.3 Environmental Conditions

Weather:

The proposed event will be undertaken during autumn, inclement weather is not expected. Should inclement weather conditions occur and in the event of rain, an on-site assessment shall be made and sign spacing's may be extended by 25% to account for increased stopping distances. All changes shall be recorded in the daily diary. Should weather conditions deteriorate such that worker or motorist safety is jeopardized, the event will be aborted or postponed until conditions improve.

Road Geometry / Terrain:
Road Alignment / Geometry: east/west
Terrain: Undulating
Vegetation: Roadside bushes
Sight Distance: Adequate
Shadowing / Sun / Fog: Sun glare could be an issue affecting motorists. If glare is a problem, works should be held until the sun is high enough that visibility is no longer affected. Signs and devices should also be checked for alignment and cleanliness to minimise risk of non-conformance from passing traffic.

Existing Signage:
Existing signs will be left in place. If they conflict with the Traffic Control Diagrams, they will be covered.

Other:
Coastal winds may cause signs and devices to blow over due to proximity to the coast. Traffic Controllers shall ensure that signs are correctly weighed down when setting up and conducting sign checks.

4.6 Night Work/ Afterhours Provisions

Not applicable.

The event will be carried out in daylight hours, all signage shall be removed once the event has finished.

Areas that are required to remain closed will be monitored by security personnel.

4.7 Emergency Planning

All event personnel to be briefed on the need to provide emergency services access if required and evacuation procedures should an incident occur. Prior to setup all event staff shall discuss what actions will be taken in the event of an emergency and nominate a muster point. Workers shall assist emergency vehicles requiring entry and/or travelling through the event site.

- **Emergency Services**

In the case of a Road Closure Emergency services shall be notified via FESA (phone 9323 9300) of the proposed event nature, location, date and times as well as contact details for the site supervisor. Local services shall also be notified.

- **Dangerous Goods**

If goods are onsite it is the contractor's responsibility refer to section 3.2.1.

- **Damage to Services**

In the event that gas services are damaged, event activity shall cease immediately, machinery and vehicles turned off 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 Police Service and 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.

- **Failure of Services**

EMERGENCY SERVICE	PHONE NUMBER	TYPE OF EMERGENCY
Fire	000	All fires and hazardous spillages, etc.
Ambulance	000	Injury and Motor Vehicle Accidents, etc.
Police	000	Motor vehicle accidents, hazardous goods spillage, etc.
Alinta Gas	13 13 52	All gas leakage, damage to pipes, no gas supply, etc.
Western Power	13 13 51	No power, lines in trees, fall/broken lines, damage to lines, damage to Western Power property, etc.
Water Corporation	13 13 75	Blocked sewerage mains, no water, poor water quality, damage to pipes, etc.

- **Fatality or Serious Injury**

Where a fatal or serious injury occurs at a worksite, it is imperative that evidence of all aspects of the incident are preserved until police have had an opportunity to complete a forensic examination.

Where a fatal or serious injury has occurred, contamination of the site shall only occur for the purpose of saving life or rendering assistance. The site must not be cleaned or tampered with (including all traffic management devices) and crash debris shall be left in place until police and/ or Worksafe arrive.

If a serious or fatal injury occurs the site shall be shut down immediately and the road closed by whatever means necessary and vehicles detoured via the surrounding road network. Once the police arrive onsite they shall manage closure points to minimise public confusion and frustration.

Guidance for Emergency and Unplanned Works is provided in AS1742.3 in Appendix B. These procedures can be applied in the event of a fatality or serious injury occurring at a worksite. However, preserving evidence takes precedent over traffic access. Therefore additional lane closures or complete road closure may need to be applied in order to achieve this. Guidance on partially or fully closing a site to traffic should be sought from the TMP closure/ detour contingency plan specific to that site (general requirements of TMP's see clause 5.2.1).

Nearest medical assistance

The nearest medical assistance is at:
Margaret River Hospital
Farrelly Street
Margaret River, WA 6285
Telephone: 08 9757 0400

4.8 Consultation and Communication

4.8.1 Approvals

Refer to front cover for register of approvals by road authorities.

- **Road Authority**

Approvals for the implementation of this TMP shall be obtained in accordance with the CoP from Shire of Augusta-Margaret River.

- **Service Providers**

Emergency services shall be notified by Traffic Force via email at least 7 days prior to the event.

- **Environmental Protection Agency**

Notification is not required.

- **Department of Parks and Wildlife (previously CALM)**

Notification is not required.

4.8.2 Public Notification

Public notification is the responsibility of Surfing WA.

Local advertising and notification to affected local residents shall be included in the public notification process.

4.8.3 Notification of Other Agencies

In accordance with the CoP all relevant agencies shall be notified using the 'Notification of Event' form attached at Appendix "G". A distribution list is provided on the bottom of the form. Other agencies shall be notified as required.
It is the Contractors responsibility to obtain information from services (by calling the 1100 number) and to locate any in the event area.

5.0 IMPLEMENTATION

5.1 Hazard Identification, Risk Assessment and Control

In establishing adequate controls for the hazards identified in Section 4.1, Traffic Force have used a structured approach via the use of the hierarchy of control as outlined below:

- Elimination;
- Substitution;
- Engineering;
- Administration; then
- Personal Protection Equipment.

The Event Organiser shall evaluate all traffic arrangements before they are open to traffic and immediately following the opening to traffic. Adjustments are to be made as required and recorded in the daily diary, including reasons for the changes. The Event Organiser is also required to evaluate the traffic arrangements where site conditions change, new hazards that arise throughout the event will be subject to risk assessment and incorporated onto the Risk Register.

Note: BWTM is the minimum qualification required to carry out inspections. Changes must be authorised by a either a WTM, AWTM or RTM.

5.2 Event Traffic Control Diagrams

The Event Traffic Control Diagrams outlined in Appendix "H" have been provided for the following stages to demonstrate the type of controls that will be implemented throughout the term of the contract.

ETCD #	*REV #*	STAGES / DETAILS
782-15-01	*A*	LONG TERM - HIGH IMPACT DRUG AWARE PRO 2016 PREVERLLY AND GRACETOWN BUMP IN & BUMP OUT PREVERLLY
782-15-02	*A*	LONG TERM - HIGH IMPACT DRUG AWARE PRO 2016 PREVERLLY AND GRACETOWN EVENT DAYS PREVERLLY
782-15-03	*A*	LONG TERM - HIGH IMPACT DRUG AWARE PRO 2016 PREVERLLY AND GRACETOWN GENERAL PUBLIC PARKING PREVERLLY
782-15-04	*A*	LONG TERM - HIGH IMPACT DRUG AWARE PRO 2016 PREVERLLY AND GRACETOWN WALLCLIFFE & CAVES ROAD INTERSECTION

782-15-05	*A*	LONG TERM - HIGH IMPACT DRUG AWARE PRO 2016 PREVERLLY AND GRACETOWN NORTH POINT SITE
782-15-06	*A*	LONG TERM - HIGH IMPACT DRUG AWARE PRO 2016 PREVERLLY AND GRACETOWN NORTH POINT GENERAL PARKING

5.3 Traffic Control Sign and Devices

5.3.1 Traffic Control Sign and Device Requirements

All signs shall conform to the designs, dimensions and be Class 1 retro-reflective in accordance with AS1742.3 and MRWA CoP, and manufactured in accordance with AS1743. Prior to the installation, individual signs and devices shall be examined to ensure that they are in good condition and effective. The following checks are required:-

- *Mechanical condition:* Items bent, broken or have surface damage shall not be used.
- *Cleanliness:* Items should be free from dirt, road grime and other contamination.
- *Colour of fluorescent signs:* Fluorescent signs whose colour has faded to a point where they have lost their daylight impact shall be replaced.
- *Retro reflectivity:* Signs for night time use shall be checked for reflectivity as soon as possible after installation. Those whose retro reflectivity is degraded either from long use or surface damage and does not meet the requirements of AS 1906 shall be replaced. Night time effectiveness can best be checked by viewing the signs by vehicle headlights in dark conditions.
- *Battery operated devices:* Shall be checked for lamp operation & battery condition.

Traffic control devices shall be erected in accordance with the ETCD's (refer Appendix "H") and the requirements of AS1742.3 and MRWA CoP. Signs and devices shall be positioned and erected in accordance with the locations and spacing's shown on the drawings such that:

- They are properly displayed and securely mounted;
- They are within the driver's line of sight of the intended road user;
- They cannot be obscured from view either by vegetation or parked cars;
- They do not obscure devices from the driver's line of sight of the intended road user;
- They do not become a possible hazard to workers, pedestrians or vehicles; and
- They do not deflect traffic into an undesirable path

Signs and devices should generally be placed 1 metre clear of the traveled path. All distances are to be measured using a pedometer or vehicle trip meter. Spacing's shown on the diagrams is the minimum required. However, spacing may increase to allow for shade or topography that prevents signs from being easily read. Any changes must be recorded in the daily diary. Signs to be erected on legs in an upright position, with care taken to achieve a horizontal alignment.

Before event commences, signs and devices at the approaches to the event area shall be erected in accordance with the installation plan in the following sequence:

a. Advance warning signs. (Erect approach and departure signs on approaches to the event site)

b. All intermediate advance and positional signs and devices required in advance of the taper or start of the event area.

c. All delineating devices required to form the taper including the illuminated flashing arrow sign at the end of the taper where required. (Install delineation devices and lane closures).

d. Delineation past the event area.

e. All other required warning and regulatory signs.

A vehicle displaying a vehicle mounted warning device shall be used in advance of the signs and traffic control devices to protect workers setting out the signs or traffic cones associated with the taper. *(Note: Vehicle mounted warning devices are approved under the Vehicle Standards Regulations. These devices shall not be used outside the limits of the event)*

It is most important that the relevant signs and devices be removed or concealed from view as soon as any activity is completed or a hazard ceases to exist. When event is complete, signs and devices should be dismantled in the reverse order to installation. A vehicle displaying a vehicle mounted warning device shall be used in advance of the signs and traffic control devices to protect workers removing the signs or traffic control devices.

A detailed listing depicting the type and quantity of devices required to implement this TMP is located on the Traffic Control Diagram. Should the use additional (not shown on the ETCD or listing of devices) or reduced number of devices be required due to unforeseen needs, they shall be recorded within the Daily Diary as a variation to the TMP, following prior approval.

The Event shall not commence or continue until all signs, devices and barricades are in place and operational in accordance with the requirements of the ETMP. The number, type and location of signs, devices and barricades shall be to a standard not less than noted on the Event Traffic Control Diagram and AS1742.3 (except where specifically detailed in this ETMP with reasons for the variations). Devices no longer required shall be promptly and completely removed from road user's lines of sight.

On completion of setting out the traffic control measures, the site is to be monitored for a suitable period of time. Should road users be observed to continue to travel in excess of the posted speed limit, the police are to be requested to attend the site to enforce the temporary posted speed limit.

5.3.2 Pavement Marking

Not applicable

5.3.3 Variable Message Signs

Several Variable Message Signs will be used throughout the event. These signs will be used to direct general public to designated parking and advise general road users of the event within the area.

5.3.4 Delineation

The traveled path on the approaches and past the event area shall be delineated so as to properly define which part of the roadway is available to road users, or the path that traffic is required to follow, under all reasonably expected weather and atmospheric conditions, day or night as applicable.

Delineation shall be erected in accordance with the ETCDs in Appendix "H". All delineators used shall be in accordance with AS1742.3 and consist of Class 1 material as specified in AS/NZS1906.1.

All delineators will be inspected daily and where displaced or missing replaced immediately.

Traffic Cones shall be at least 450mm high, fluorescent red and fitted with Class 1 retro-reflective tape. Alternatively fluorescent red bollards with Class 1 retro-reflective tape may be used. The base of the cones and bollards shall be designed to be stable under reasonably expected wind conditions and air turbulence from passing traffic. The Supervisor will inspect cones at intervals necessary to ensure any miss-alignment or displacement is identified and corrected prior to this causing disruption to traffic.

5.4 Site Access

All vehicles entering and leaving the event site shall do so with care. They should decelerate slowly and signal their intention by indicator to leave the traffic stream, the vehicle's rotating yellow lamps should be activated. A "spotter" will remove traffic cones to allow event vehicles to enter the event site. Vehicles not being utilised for event purposes in the event area, shall be parked away from the event area not affecting road users and motorist's sight lines.

Emergency services shall at all times have continual access to all properties and the event site. At all times when on site, employees and subcontractors will take whatever action is practicable to assist emergency vehicles and/or service vehicles entering and/or traveling through to worksite to gain access to crash or vehicle breakdown sites which are causing, or have the potential to cause an obstruction to traffic flow or imperil the safety of road users. All emergency services shall be notified of the event before commencement.

5.5 Communicating TMP Requirements

The Event Traffic Management Plan will be discussed with all parties involved prior to the commencement of the event. Debriefs will be held after each stage of the event to determine if changes to the traffic management plan are required, if so Traffic Force shall be notified by Surfing WA to ensure this document can be amended and resubmitted to the Road Authority.

6.0 MONITORING AND MEASUREMENT

All temporary signs, devices and controls need to be maintained at all times. It is the Event organiser's role to ensure that the ETMP is implemented, monitored and evaluated for effectiveness.

The Event organiser will ensure that the Event Traffic Management Plan is implemented and evaluated for effectiveness.

6.1 Site Inspections & Record Keeping

The Traffic Supervisor/Crew Leader, Traffic Controllers and or qualified personal on site shall inspect and monitor traffic movements and control signs / devices around the site in conjunction with the personnel who have erected the control measures. Where significant changes to the event, traffic environment, traffic control signs & devices, or adverse impacts are observed, the controls should be reviewed as a matter of urgency. Any signs / devices identified to be misaligned or displaced shall be corrected immediately prior to causing disruption to traffic.

A daily record of the outcomes of the inspections should be kept and recorded in a daily diary as attached in this ETMP. Site inspections shall be undertaken as required, at a minimum on the following occasions:

- Before the start of the event activities on site;
- During the hours of event every 2 hours;
- Closing down at the end of the shift period; and
- After hours (When required, determined by the event organizer)
- When traffic controls were erected;
- When changes to controls occurred and why the changes were undertaken;
- Any significant incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties.

Where significant changes to the event or traffic environment or adverse impacts are observed, the controls should be reviewed as a matter of urgency. Daily Inspection Sheets shall be completed by the person undertaking the inspections and reviewed by the Supervisor. All variations to the ETMP and/or ETCD, non-conformances, incidents and accidents shall be recorded. A Daily Inspection Report Form can be found in Appendix "C". One sheet per day should be used, with the relevant section to be filled in.

6.2 TMP Auditing

Due to the non-complex nature of the event, a compliance audit will not be mandatory to be carried out. Should an audit be carried out it will be in accordance with Main Roads Specifications and shall be conducted using the 'Compliance Audit Checklist for Traffic Management for Works on Roads', refer to Appendix "D".

6.3 Public Feedback

The Traffic Force will implement a procedure of recording and addressing all public comments and complaints (positive and negative) to ensure all are registered. The Traffic Supervisor/Crew Leader shall be responsible for the monitoring of the Register on a daily basis. All public feedback should be forwarded to the Event Organiser.

7.0 MANAGEMENT REVIEW

7.1 TMP Review and Improvement

A review of the effectiveness of the TMP will be undertaken by the Event organiser and Traffic Force as part of the close-out procedure.

7.2 Variations to Standards and Plans

There are no departures from the requirements of AS 1742.3-2009 or MRWA Traffic Management for Event on Roads and Events Code of Practice.

On-site variations, if required, shall generally only be made following approval by the Event Organiser and recorded in the daily diary. In emergency situations, on-site variations shall be made and recorded in the daily diary, and the Event Organiser notified as soon as practicable.

APPENDIX A

TRAFFIC VOLUME COUNTS

Hi Matthew

Weekly Vehicle Counts
Bayview Road 50m north of Percy Street March 2010 = 1579 VPD
Bayview Road 50m south of Beach Carpark March 2010 = 1625 VPD

Regards

Doug Sims
Technical Officer, Assets & Admin

T 08 9780 5287 | F 08 9757 2512 | www.amrshire.wa.gov.au | dsims@amrshire.wa.gov.au

SHIRE of AUGUSTA MARGARET RIVER

"A Naturally Beautiful Experience"

APPENDIX B

TRAFFIC RISK CLASSIFICATIONS

AND

RISK ANALYSIS TABLES

Appendix B - Traffic Risk Classification & Risk Analysis Tables

1. In order to clearly understand the risks associated with this Traffic Management Plan and then outline the manner in which identified risks will be managed, an assessment shall be undertaken of all significant foreseeable risks associated with the event and determine the treatment measures that, so far as practicable, minimize the risk.
2. The identification and assessment process must be undertaken in accordance with AS/NZS ISO 31000 and the likelihood and consequences rated before the application of risk treatments (Primary Risk) and after (residual risk) the determined controls utilizing the Risk Calculation Table. ***AS/NZS ISO 31000***
3. As far as practicable, identified risks shall be controlled or reduced in accordance with the hierarchy of control as defined by AS/NZS4801. Treatment measures shall be authorized and managed in accordance with the Risk Calculation Table. ***Risk Control and Reduction***
4. The Road Authority contact may provide direction as to the Primary Risk Rating and the Residual Risk Rating to apply to any risk and if necessary reassess, authorize and manage its risk control measures in accordance with the level of risk as directed.
5. **A Residual Risk Rating of Extreme is not permissible – event cannot continue under Extreme Rating.**
6. The OSH risk classification in accordance with Specification 203 **OCCUPATIONAL SAFETY AND HEALTH** shall be used when addressing safety hazards of the general public and road users moving through the Site. ***Road Users***

RISK CALCULATION TABLE

Likelihood x Consequence = Risk			**CONSEQUENCES**				
			1	**2**	**3**	**4**	**5**
			Insignificant *(No Injury)*	**Minor** *(First Aid Required)*	**Moderate** *(Medical Visit)*	**Major** *(Lost Time)*	**Catastrophic** *(Death / Serious)*
LIKELIHOOD	**A**	**Almost Certain** *(Expected)*	M	H	H	E	E
	B	**Likely** *(Probably Will)*	L	M	H	E	E
	C	**Possible** *(Might)*	L	M	H	E	E
	D	**Unlikely** *(Could)*	L	L	M	H	E
	E	**Rare** *(Almost Impossible)*	L	L	M	H	H

MANAGEMENT APPROACH FOR RESIDUAL RISK RATING

L = Low Risk: Manage through routine procedures and traffic control practices in general and this TMP.

M = Moderate Risk: Medium risk, standard traffic control & work practices assigned by AWTM in TMP.

H = High Risk: High Priority, OSH / RTM / AWTM must review risk assessment & approve the treatment.

E = Extreme Risk: Immediate, Unacceptable risk – HOLD POINT. The event cannot proceed until risk is reduced.

Suggested Controls: Eliminate, Substitute, Engineering, Administrative, Personal Protection.

RISK TABLES (SPECIFICATION 202 & 203)

TABLE 202B.1 – QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Level	Descriptor	Description
1	Insignificant	• Mid block hourly traffic flow per lane is equal to or less than the allowable lane capacity detailed in AS1742.3. No impact to the performance of the network. • Affected intersection leg operates at a Level of Service (LoS) of A or B • No property damage
2	Minor	• Mid block hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity as detailed in AS1742.3. Minor impact to the performance of the network. • Intersection performance operates at a Level of Service (LoS) of C • Minor property damage
3	Moderate	• Midblock hourly traffic flow per lane is equal to and greater than110% and less than 135% of allowable road capacity as detailed in AS1742.3. Moderate impact to the performance of the network. • Intersection performance operates at a Level of Service (LoS) of D • Moderate property damager
4	Major	• Midblock hourly traffic flow per lane is equal to and greater than 135% and less then170% of allowable road capacity as detailed in AS1742.3. Major impact to the performance of the network. • Intersection performance operates at a Level of Service (LoS) of E • Major property damage
5	Catastrophic	• Midblock hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity as detailed in AS1742.3. Unacceptable impact to the performance of the network. • Intersection performance operates at a Level of Service (LoS) of F • Total property damage.

OCCUPATIONAL HEALTH AND SAFETY RISK CLASSIFICATION

TABLE 203B.1 – QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Level	Descriptor	Description
1	Insignificant	• Minor first aid treatment required. • Immediate return to work.
2	Minor	• Minor medical treatment required. • Not a lost time injury.
3	Moderate	• Medical treatment required. • Lost time injury. • WorkSafe report not required.
4	Major	• Significant injuries. • Hospitalisation required. • WorkSafe report required.
5	Catastrophic	• Permanent and severe disablement; • Fatality.

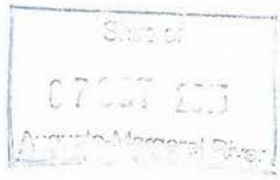

TABLE 202B.2 – QUALITATIVE MEASURES OF LIKELIHOOD

Level	Descriptor	Description
A	Almost certain	The event or hazard: • is expected to occur in most circumstances, • will probably occur with a frequency in excess of 10 times per year.
B	Likely	The event or hazard: • will probably occur in most circumstances, • will probably occur with a frequency of between 1 and 10 times per year.
C	Possible	The event or hazard: • might occur at some time, • will probably occur with a frequency of 0.1 to 1 times per year (i.e. once in 1 to 10 years).
D	Unlikely	The event or hazard: • could occur at some time, • will probably occur with a frequency of 0.01 to 0.1 times per year (i.e. once in 10 to 100 years).
E	Rare	The event or hazard: • may occur only in exceptional circumstances, • will probably occur with a frequency of less than 0.01 times per year (i.e. less than once in 100 years).

IMPORTANT NOTE: The likelihood of an event or hazard occurring shall first be assessed over the duration of the activity (i.e. "period of exposure"). For risk assessment purposes the assessed likelihood shall then be proportioned for a "period of exposure" of one year.
Example: An activity has a duration of 6 weeks (i.e. "period of exposure" = 6 weeks). . The event or hazard being considered is assessed as likely to occur once every 20 times the activity occurs (i.e. likelihood or frequency = 1 event/20 times activity occurs
= 0.05 times per activity). Assessed annual likelihood or frequency = 0.05 times per activity x 52 weeks/6 weeks = 0.4 times per year. Assessed likelihood = C (i.e. Possible)

TABLE 202B.3 – QUALITATIVE RISK ANALYSIS MATRIX – RISK RATING

Likelihood	Consequences				
	Insignificant 1	Minor 2	Moderate 3	Major 4	Catastrophic 5
A (almost certain.)	M	H	H	E	E
B (Likely)	L	M	H	E	E
C (Moderate)	L	M	H	E	E
D (Unlikely)	L	L	M	H	E
E (Rare)	L	L	M	H	H

TABLE 202B.4 – MANAGEMENT APPROACH FOR RESIDUAL RISK RATING

Residual Risk Rating		Required Treatment
E	Extreme risk	Unacceptable risk. HOLD POINT. The event cannot proceed until risk has been reduced.
H	High risk	High priority, OSH MR and Road Traffic Manager (RTM) must review the risk assessment and approve the treatment and endorse the TMP prior to its implementation.
M	Moderate risk	Medium Risk, standard traffic control and work practices subject to review by accredited AWTM personnel prior to implementation.
L	Low risk	Managed in accordance with the approved management procedures and traffic control practices.

APPENDIX C

DAILY DIARY

AND

DAILY INSPECTION REPORT FORM

APPENDIX C – DAILY DIARY / INSPECTION SHEET

TRAFFIC MANAGEMENT FOR ROADWORKS
DAILY DIARY

Record details of all changes to the approved Traffic Management plan, who directed/made the changes and who authorised the changes (if applicable).

PROJECT DETAILS:
LOCATION:
DATE:
Contract No.
TMP Document No. TCD Dwg No. Revision No.

Date:	Time:	Location:			
Inspection/ changes	By:	Signed:	Changes authorised	By:	Signed:
Detail/Comments:					

Date:	Time:	Location:			
Inspection/ changes	By:	Signed:	Changes authorised	By:	Signed:
Detail/Comments:					

Date:	Time:	Location:			
Inspection/ changes	By:	Signed:	Changes authorised	By:	Signed:
Detail/Comments:					

TRAFFIC MANAGEMENT - DAILY INSPECTION SHEET		DATE:	TCD No(s). TCD#

Inspection Prior to Commencement of Event		Day Time Inspection During Event Hours	
Time of Inspection:		**Time of Inspection:**	
Signs & devices appropriate for the day's activities and conditions	☐ Satisfactory ☐ Modifications / Repairs Required	Signs & devices operating satisfactorily and seen by motorists	☐ Satisfactory ☐ Modifications / Repairs Required
Signs & devices positioned and mounted correctly	☐ Satisfactory ☐ Modifications / Repairs Required	Signs & devices positioned and mounted correctly	☐ Satisfactory ☐ Modifications / Repairs Required
Signs & devices clean and clearly visible	☐ Satisfactory ☐ Modifications / Repairs Required	Signs & devices clean and clearly visible	☐ Satisfactory ☐ Modifications / Repairs Required
Modifications and/or repairs completed	☐ Yes (Give details) ☐ No (If no, give reason) ☐ Not Applicable	Traffic Controllers correctly attired and operating correctly	☐ Satisfactory ☐ Modifications / Repairs Required
		Modifications and/or repairs completed	☐ Yes (Give details) ☐ No / Not Applicable (Give reason)

Closing Down Inspection		Night Time Inspection After Event Hours	
Time of Inspection:		**Time of Inspection:**	
Signage removed	☐ Satisfactory ☐ Modifications / Repairs Required	Arrow boards/VMS operating?	☐ Satisfactory ☐ Modifications / Repairs Required
Excavations correctly back filled	☐ Satisfactory ☐ Modifications / Repairs Required	Signs & devices positioned and mounted correctly	☐ Satisfactory ☐ Modifications / Repairs Required
Driving surfaces adequate	☐ Satisfactory ☐ Modifications / Repairs Required	Signs & devices clean and reflective	☐ Satisfactory ☐ Modifications / Repairs Required
If excavation backfilling is unsealed, are ROUGH SURFACE signs and cones in place	☐ Satisfactory ☐ Modifications / Repairs Required ☐ N/A	Modifications and/or repairs completed	☐ Yes (Give details) ☐ No / Not Applicable (Give reason)
All materials removed from medians	☐ Satisfactory ☐ Modifications / Repairs Required	Notes: 1. Indicate by placing a tick (✓) in the appropriate box for each item. 2. Items requiring modification and/or repair are to be described on the back of this form. 3. For all modifications that are different to the basic traffic management plan layout give details of who authorised changes. 4. Hand sheets to supervisor / manager at the end of each day. 5. When copying, ensure any notes on back of sheet are copied as well.	
Modifications and/or repairs completed	☐ Yes (Give details) ☐ No / Not Applicable (Give reason)	Signed:.....(Supervisor) Signed:.....(Manager) Date:..... Date:.....	

APPENDIX D

COMPLIANCE AUDIT CHECKLIST

APPENDIX D – COMPLIANCE AUDIT CHECKLIST

Main Roads Western Australia
Event Traffic Management Audit Checklist

PROJECT TITLE: _____

LOCATION: _____

DATE: _____ TIME: _____

CONTRACTOR: _____

PROJECT MGR: _____

Event Description _____

_____

_____

_____

_____

Expected Event Duration _____ days/weeks/months

Weather conditions At time of audit _____

Auditor Details

Name (Capital letters) _____

Signature _____

Date _____

INSTRUCTIONS FOR USE

This document is provided by Main Road Western Australia (MRWA) to assist those managing traffic at worksites to ensure compliance with the MRWA Traffic Management for Roadwork's code of Practice (COP).

All questions should be responded to unless a note exists adjoining the question instructing otherwise.

All responses in double line boxes require further investigation or corrective action.

Suggestions on how the checklist can be improved are most welcome and should be forward to Traffic Planning Manager, Main Roads Western Australia, PO Box 6202, East Perth WA 6892 or Email address:
roadworks@mainroads.wa.gov.au

1. Traffic Management Plan (TMP)

		YES	NO	
1.1.	Has a TMP been prepared (sighted)?	☐	☐	
1.2	Is the plan endorsed by an AWTM qualified person?	☐	☐	Refer MRWA Traffic Mgmt for Roadworks COP
1.3	Does the event require complex traffic arrangements?	☐	☐	If NO – go to question 2.1
1.4	Is the plan endorsed by a suitably qualified traffic engineer?	☐	☐	

2. Approval to proceed

2.1	Has the Road Authority approved the event?	☐	☐	
2.2	Has the Road Authority accepted the TMP?	☐	☐	If YES – go to question 2.4
2.3	Is the event being managed by an Authorised body as Defined in RTC2000 Reg 297?	☐	☐	If NO – Road Authority Approval required
2.4	Have all other required approvals been obtained Eg heritage, environmental etc?	☐	☐	

3. General Conditions of Approval

3.1	Are there restrictions on working hours?	☐	☐	If NO – go to question 3.3
3.2	Are these work hours being adhered to?	☐	☐	
3.3	Does the TMP require communication of traffic changes to the public?	☐	☐	If NO – go to question 3.5
3.4	Are communication requirements being followed?	☐	☐	
3.5	Does the TMP require liaison with the MRWA Traffic Operations Centre?	☐	☐	If NO – go to question 3.7
3.6	Are liaison requirements being followed?	☐	☐	
3.7	Does the TMP require a Road Safety Audit prior to each temporary traffic or pedestrian measure?	☐	☐	If NO – go to question 3.9

Comments _____

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3.8	Have Road Safety Audits been conducted prior to each measure to date?	☐	☐	

3.9	Are all other general conditions being complied with?	☐	☐	

4. Record Keeping

4.1	Are records of traffic management on the site being kept in accordance with AS1742.3 Appendix A?	☐	☐	

5. Personnel

5.1	Is a BWTM qualified person on site during all event hours?	☐	☐	
5.2	Is high visibility clothing being worn in accordance with AS1742.3 Section 3.16.5?	☐	☐	
5.3	Are traffic control personnel working at time of audit?	☐	☐	If NO – go to question 6.1.1
5.4	Do all traffic controllers hold MRWA Traffic Controller Qualifications?	☐	☐	
5.5	Are the Traffic Controllers managing traffic effectively?	☐	☐	
5.6	Are Communications between traffic control personnel effective and appropriate?	☐	☐	

6. Traffic Sign and Device Layout

6.1	Compliance with Traffic Management Plan			
6.1.1	Are signs and devices set out in accordance with the approved TMP?	☐	☐	
6.1.2	Are side roads adequately signed?	☐	☐	N/A
6.2	Presentation of Signs and Devices	☐	☐	
6.2.1	Are signs and devices to the dimensions and appearance required by the MRWA COP (Section 6)?	☐	☐	
6.2.2	Are signs and devices upright, clean and legible?	☐	☐	
6.2.3	Are sign supports straight and stable?	☐	☐	

Comments _____

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6.2.4	Can all signs and devices be easily seen by road users?	☐	☐	
6.3	Temporary Speed Limits (MRWA COP			

Section 7.2)

6.3.1	Are temporary speed limit signs in use?	☐	☐	If NO – go to question 6.4.1
6.3.2	Has MRWA approval been obtained for the temporary speed limits?	☐	☐	Note: Authorised Bodies have Approval to erect all 40, 60 or 80 kph signs
6.3.3	Is speed limit through temporary works appropriate for the location and conditions? (AS1742.3 Section 4.4.3)	☐	☐	
6.3.4	Are speed signs in accordance with Fig 3 of the MRWA COP and at least 200mm above ground level?	☐	☐	
6.3.5	Are speed limit signs located on both sides of road?	☐	☐	
6.3.6	Are speed limit repeater signs at 500m intervals?	☐	☐	N/A

6.4 Portable Traffic Signals

6.4.1	Are portable traffic signals in use at time of audit?	☐	☐	If NO – go to question 6.5.1
6.4.2	Has Main Roads WA approval been obtained for the temporary speed limits?	☐	☐	Note: Authorised Bodies have approval to use signals
6.4.3	Are they preceded by a PREPARE TO STOP (T1-18) sign?	☐	☐	
6.4.4	Is the current mode of operation in balance with traffic demand?	☐	☐	
6.4.5	Maximum observed delay time of queues under stop condition?	☐		(minutes)
6.4.6	Is maximum observed delay time less than 5 minutes?	☐	☐	

6.5 Pavement Configuration and Standard

6.5.1	Are lane widths adequate? (MRWA COP Section 7.4)	☐	☐	

Comments

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6.5.2	Is the lane marking clear and obvious to road users?	☐	☐	
6.5.3	Is road surface condition adequate for all users (are motorcyclists or caravans expected?)	☐	☐	

6.6		Detours, Sidetracks and Crossovers (MRWA COP Section 7.3)			
	6.6.1	Is sidetrack geometry adequate?	☐	☐	
	6.6.2	Is sidetrack drainage adequate?	☐	☐	
	6.6.3	Is sidetrack surface condition adequate for all users (are motorcyclists or caravans expected?)	☐	☐	
	6.6.4	Are detours well signed and operating satisfactorily?	☐	☐	
	6.6.5	Is access to private property adequate?	☐	☐	
6.7		Cyclists, Pedestrians and Disabled			
	6.7.1	Is the event in an area where cyclists, pedestrians or disabled are likely to enter the worksite?	☐	☐	If NO – go to question 6.6.1
	6.7.2	Can cyclists and pedestrians safely traverse the site – especially in contra flow situations?	☐	☐	
	6.7.3	Are footpaths and shared paths clear of signs?	☐	☐	If YES – go to question 6.7.5
	6.7.4	Have warning signs, been provided for pedestrians & cyclists?	☐	☐	
	6.7.5	If paths have been re-routed, can cycles, wheelchairs and prams traverse them?	☐	☐	
6.8		Provision for Hours of Darkness			
	6.8.1	Is traffic scheme for overnight use?	☐	☐	If NO – go to question 6.9.1
	6.8.2	Are suitable lamps provided? (AS1742.3 Section 3.11)	☐	☐	
	6.8.3	All lamps operational and effective in darkness?	☐	☐	

Comments _____

_____

_____

6.9		Lane Closures			
	6.9.1	Do the temporary works involve lane closures?	☐	☐	If NO – go to question 6.10.1
	6.9.2	Are taper lengths in accordance with AS1742.3 Section 4.3 for posted speed?	☐	☐	
	6.9.3	Are cones/bollards upright, correctly spaced and neatly aligned? (AS1742.3 Section 3.9)	☐	☐	

6.10		Excavations Adjacent to the Road (MRWA COP Section 7.4)			
	6.10.1	Are boxouts or other excavations located adjacent to the trafficable roadway within the separation width?	☐	☐	If NO – go to question 6.11.1
	6.10.2	Are protective treatments provided as required by the COP?	☐	☐	
	6.10.3	Is sufficient width provided between the rear of any barrier and the excavation to allow for barrier deflection?	☐	☐	
	6.10.4	Are water filled barriers actually filled with water?	☐	☐	
	6.10.5	Are approach ends of barriers well separated from Approaching traffic or protected by a crash cushion?	☐	☐	
6.11		Use of Variable Message Signs(MRWA COP Section 7.5)			
	6.11.1	Are variable message signs in use?	☐	☐	If NO – go to question 6.12.1
	6.11.2	Does the use of variable message signs comply with the MRWA COP?	☐	☐	
	6.11.3	Are the variable message signs in accordance with MRWA COP?	☐	☐	
	6.11.4	Is the lettering size in accordance with the MRWA COP?	☐	☐	
	6.11.5	Are displayed messages in accordance with the MRWA COP?	☐	☐	

Comments _____

_____

_____

6.12		Miscellaneous			
	6.12.1	Are signs that should be in place only while workmen are on the road being removed after hours? (MRWA COP section 6)	☐	☐	End of Audit

Comments _____

_____

_____

Event Traffic Management Audit Corrective Action Report

Date of Audit: / / CAR No: _____

Project: Contract Number: _____

Note : All items ticked within double line boxes
Should be listed as a non-conformance and
Corrective action considered. Response Required By / /

Non-Conformance

_____

_____

_____

_____

_____

_____

Signature_____ Signature_____
(Auditor)
(Auditee's Acknowledgement)

Proposed Corrective Action

_____

_____

_____

_____

_____

_____

Signature _____ Planned Completion Date / /
(Auditor)

Follow Up Details

_____

_____

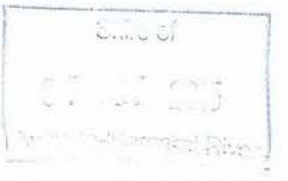
_____

_____

Signature _____ Planned Completion Date / /
(Auditor)

APPENDIX E

AUDIT SUMMARY RECORD



APPENDIX E - AUDIT SUMMARY RECORD

Project Details: **Date:**

TMP Document No.: **Revision No:**

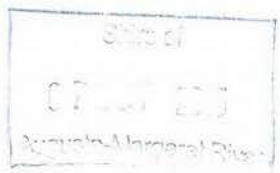
Suitability Audit by:	**Accreditation Details:**	**Date:**
Comments:		**Signed (Auditor):**
Corrective Action Report Reviewed by:		**Date:**
Comments/Actions:		**Signed (Project Manager):**

Compliance Audit by:	**Accreditation Details:**	**Date:**
Comments:		**Signed (Auditor):**
Corrective Action Report Reviewed by:		**Date:**
Comments/Actions:		**Signed (Project Manager):**

Compliance Audit by:	**Accreditation Details:**	**Date:**
Comments:		**Signed (Auditor):**
Corrective Action Report Reviewed by:		**Date:**
Comments/Actions:		**Signed (Project Manager):**

APPENDIX F

INCIDENT REPORT FORM



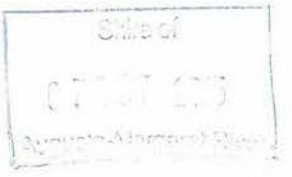
APPENDIX F - TRAFFIC INCIDENT REPORTING FORM

Worksite Location:

Major Incident / Accident Reports must be forwarded to the Project Manager within 48 hours of the incident occurring or becoming apparent.

1.0 Details of Incident	Reported to: □ Supervisor □ Other _____	
Time & Date of Incident:	_____ am / pm	Day of 20
□ Fatality	□ Injury	□ Property Damage
Police Attended: **YES / NO**	**Road Surface:** □ Unsealed	□ Sealed
Atmospheric Conditions:	□ Clear □ Overcast □ Raining	□ Fog/Smoke/Dust
Light Conditions:	□ Day Light □ Night Time	□ Dawn / Dust
Road Condition: □ Wet □ Dry	**Street Lighting:** □ On □ Off	□ Not Provided
Other Relevant Details (Last maintenance grade, watering, etc):		
Description of any injuries:		
Description of any property damage:		

2.0 Details of Traffic Management in place	
TCD No:	Who prepared TCD:
TMP Approved: Day of 20	Accreditation No.:
Time last inspected:	



3.0 Description of Vehicles			
Detail (make, model/pedestrian/cyclist/VRU)	Rego No.	Direction Travel	Age Driver
3.1 Vehicle 1			
3.2 Vehicle 2			
3.3 Vehicle 3			
Comments:			

4.0 Description of Incident

Draw the incident including the direction of travel, traffic control signs, fixed structures and north point.

5.0 Attachments (The following copies MUST be submitted with this Incident Report.)

☐ Approved TMP ☐ Approved TCD ☐ Daily Diary

6.0 Police Report				
Accident reported to Police:		☐ **YES**		☐ **NO**
Report made by:	☐ Phone	☐ Fax	☐ Mail	☐ Email
Date Report Made: Day Month Year		Police WA Ref Number:		

7.0 Details of Person Completing this Incident Form:	
Name:	Position:
Signature:	Date:

APPENDIX G

NOTIFICATION OF EVENT FORM

APPENDIX G – NOTIFICATION OF EVENT

Anticipated start date	5 April 2015		Anticipated finish date		11 April 2015
Daily event hours	0700-1800		Weekend event applicable		Yes
Location of Event (Road/Street, Suburb)	Preverlly (Main Break) & Gracetown (North Point)				
Description of Event	International Surfing Tournement				
Posted Speed Limit	60kph, 80kph and 90kph	Worksite Speed Limit	60kph	After hours Speed Limit	60kph, 80kph and 90kph
Description of traffic management arrangements and devices used	Car Park Closures and Traffic Control				
What is the anticipated effect on traffic flows?	High		Will there be restricted width for oversize escorted vehicles?		No
Are lanes closed at signals?	N/A		Are signal loops or hardware affected?		N/A
Will signal phases need time changes?	N/A		Will signals need to revert automatically?		N/A
Date of signal "blackout"	N/A		Times of signal "blackout"		N/A
Will police attendance be required?	No		Dates for Police attendance		N/A
Are bridges located in area of the event, (inc detours)?	No		Will changes to traffic flows/composition occur on bridges?		No
Are warden-controlled school crossings located in area of the event?	No		Will children's crossings be altered during the event?		No

Road Authority	Shire of Augusta-Margaret River				
Postal Address	Wallcliffe Road MARGARET RIVER WA 6285				
Telephone:	08 9780 5855	Facsimile:	08 9757 2512	Email:	amrshire@amrshire.wa.gov.au
Contact:	Jason Heine	Email:	jheine@amrshire.wa.gov.au		
Event Organiser	Surfing WA				
Postal Address	PO Box 382 KARRINYUP WA 6921				
Telephone:	08 9448 0004	Facsimile:	NA	Email:	info@surfingwa.com.au
Contact:	Tim Thirsk	Mobile:	0407 993 720	Email:	tim.thirsk@surfingwa.com.au
After hours contact:	Tim Thirsk	After hrs	0407 993 720		
Traffic Management Contractor	Traffic Force				
Postal Address:	10 Allnut Court, Bunbury				
Telephone:	08 9725 6000	Facsimile:	08 9726 2666	Email:	info@trafficforce.com.au
Contact:	Matthew Byrne	Mobile:	NA	Email:	matthew.byrne@trafficforce.com.au
After hours contact:	Tim Thirsk	After hrs number:	0407 993 720		

Distribution List	Email
Police (South West)	south.west.traffic@police.wa.gov.au
Police – David Hurdle	south.west.disrict.traffic.coordinator@police.wa.gov.au
St John's Ambulance	ambulanceoperations@stjohnambulance.com.au
Fire & Emergency Services (DFES)	dfes@dfes.wa.gov.au

APPENDIX H

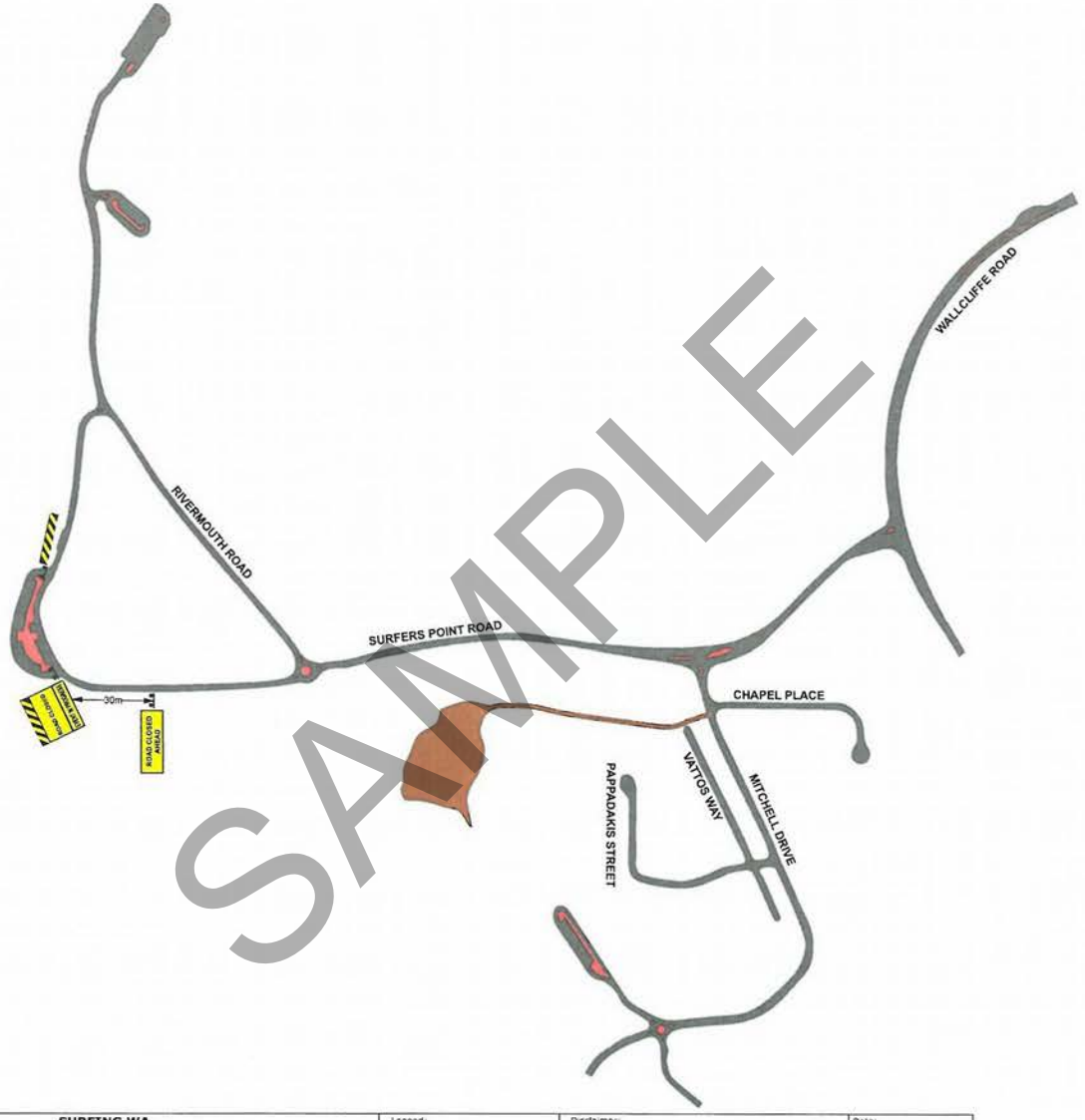
EVENT TRAFFIC CONTROL DIAGRAMS

NOTES:

1. ALL SIGN LOCATIONS SHALL BE CHECKED PRIOR TO SET OUT.

2. CLOSURES SHALL BE IMPLEMENTED FOR BUMP IN AND REMAIN IMPLEMENTED UNTIL THE EVENT COMMENCES AND ALTERNATIVE TRAFFIC MANAGEMENT IS IMPLEMENTED.

3. AT THE CONCLUSION OF THE EVENT THIS TCD SHALL BE IMPLEMENTED PRIOR TO REMOVING ALTERNATIVE TRAFFIC MANAGEMENT.



	x 2
ROAD CLOSED AHEAD x 1	ROAD CLOSED x 1
x 10	LEGS x 4

TRAFFIC FORCE
Traffic Force
PO Box 5355 BUNBURY
P: 08 9725 6000 F: 08 9726 2666
E info@trafficforce.com.au

SURFING WA
EVENT TRAFFIC CONTROL DIAGRAM
LONG TERM - HIGH IMPACT

DRUG AWARE PRO 2016
PREVERLLY AND GRACETOWN

BUMP IN & BUMP OUT
PREVERLLY

Legend:
North
Legs

Disclaimer:
This TCD is intended for use only with works managed by Surfing WA and its employees. Traffic Force is not responsible for the misuse and/or alterations which are not authorised by Traffic Force. For full supporting details refer to the Traffic Management Plan.

Designed by: Matthew Byrne AWTM Cert No: AUS-AV-15-1367-02	Reviewed by: Dallas Millward AWTM Cert No: AUS-AV-15-2352-01

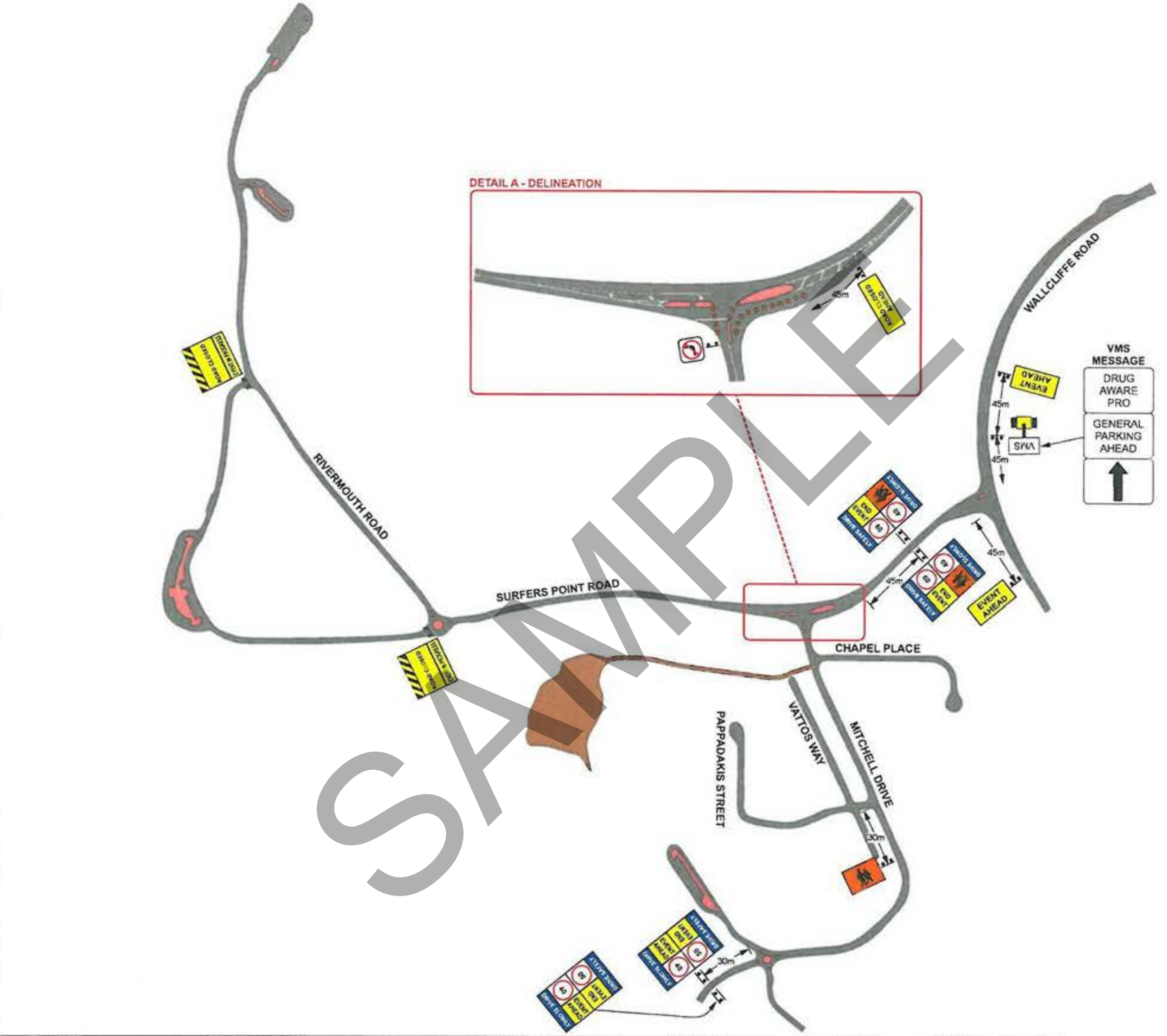
Date:	24 September 2015
Scale:	Not To Scale
Revision:	A
Drawing No.:	TCD 782-15-01

NOT APPROVED FOR IMPLEMENTATION

NOTES:

1. ALL SIGN LOCATIONS SHALL BE CHECKED PRIOR TO SET OUT.
2. MINIMUM 3m LANE WIDTHS
3. MAXIMUM 4m CONE SPACING
4. VMS BOARD SHALL NOT OBSTRUCT ROAD USERS LINE OF SIGHT.
5. ALL SIGNAGE AND DEVICES SHALL REMAIN IMPLEMENTED DURING EVENT TIMES.

x 1	
x 2	x 2
x 1	VMS x 1
EVENT AHEAD x 2	x 2
ROAD CLOSED AHEAD x 1	ROAD CLOSED EVENT IN PROGRESS x 2
x 30	LEGS x 22



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SURFING WA
EVENT TRAFFIC CONTROL DIAGRAM
LONG TERM - HIGH IMPACT

DRUG AWARE PRO 2016
PREVERLLY AND GRACETOWN

EVENT DAYS
PREVERLLY

Legend:
North
Legs
Cones

Disclaimer:
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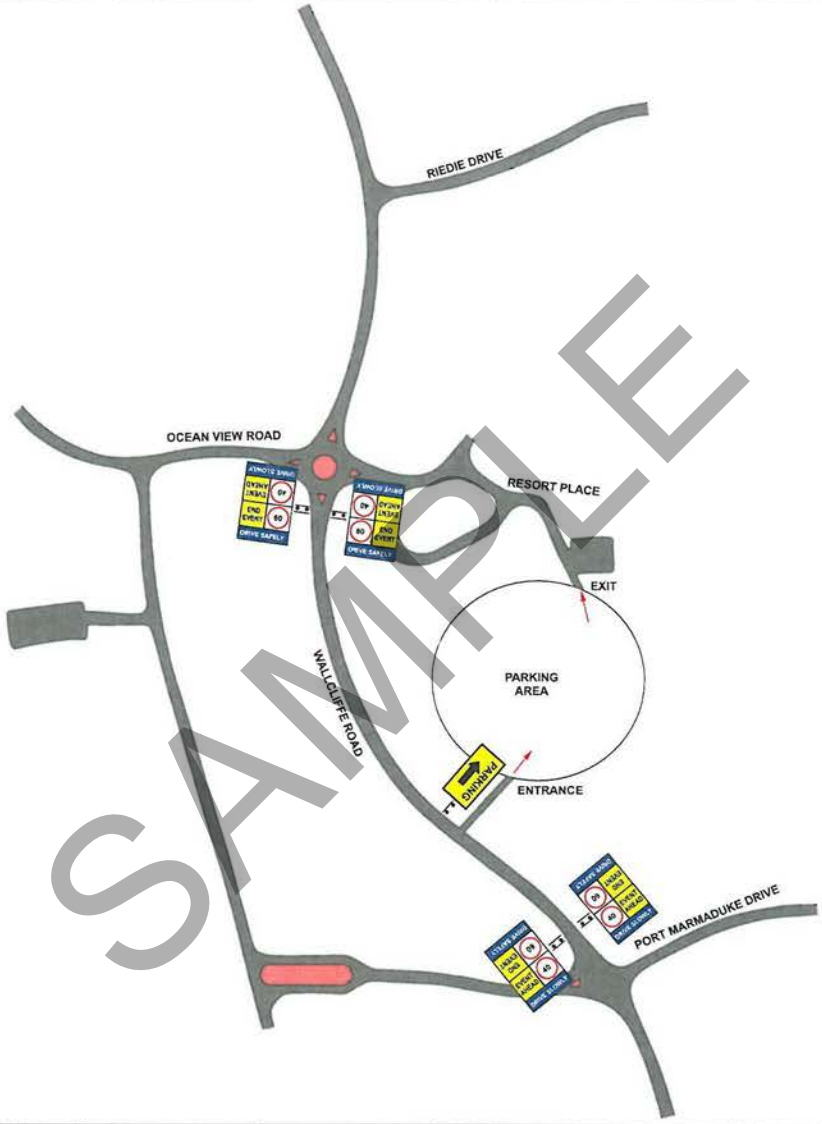
Designed by: Matthew Byrne AWTM Cert No: AUS-AV-15-1367-02	Reviewed by: Dallas Millward AWTM Cert No: AUS-AV-15-2352-01

Date:	24 September 2015
Scale:	Not To Scale
Revision:	A
Drawing No.:	TCD 782-15-02

NOTES:

1. ALL SIGN LOCATIONS SHALL BE CHECKED PRIOR TO SET OUT.
2. GENERAL PUBLIC SHALL ENTER FROM WALLCLIFFE ROAD ONLY.
3. GENERAL PUBLIC SHALL EXIT ONTO RESORT PLACE ONLY.
4. ALL SIGNAGE AND DEVICES SHALL REMAIN IMPLEMENTED DURING EVENT TIMES.



x 4	
	PARKING x 1
x 10	LEGS x 10

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SURFING WA
EVENT TRAFFIC CONTROL DIAGRAM
LONG TERM - HIGH IMPACT

DRUG AWARE PRO 2016
PREVERLLY AND GRACETOWN

GENERAL PUBLIC PARKING
PREVERLLY

Legend:
North
Legs

Disclaimer:
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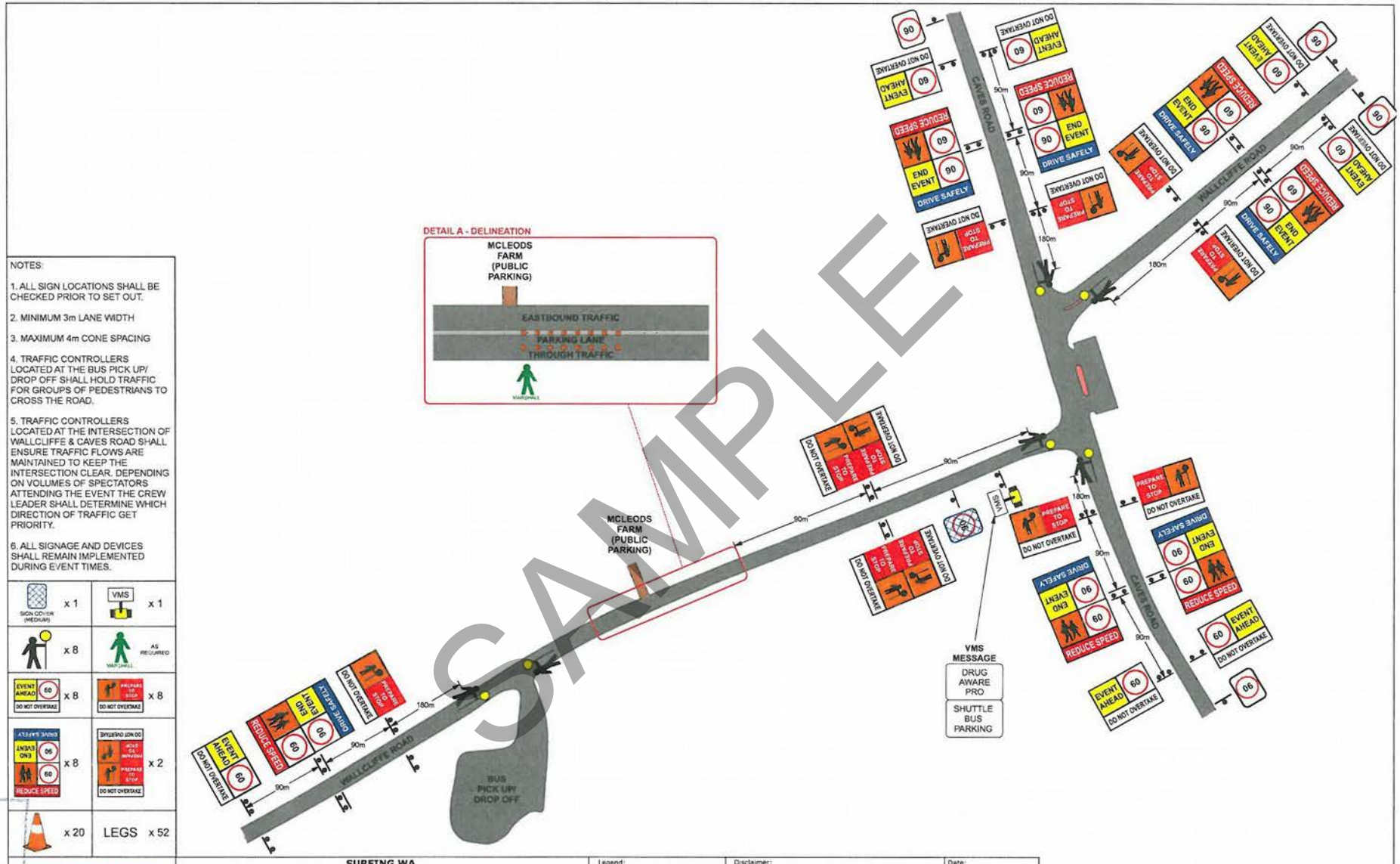
Designed by:
Matthew Byrne
AWTM Cert No:
AUS-AV-15-1367-02

Reviewed by:
Dallas Millward
AWTM Cert No:
AUS-AV-15-2352-01

Date:
24 September 2015
Scale:
Not To Scale
Revision:
A
Drawing No.:
TCD 782-15-03



NOTES:

1. ALL SIGN LOCATIONS SHALL BE CHECKED PRIOR TO SET OUT.
2. MINIMUM 3m LANE WIDTH
3. MAXIMUM 4m CONE SPACING
4. TRAFFIC CONTROLLERS LOCATED AT THE BUS PICK UP/ DROP OFF SHALL HOLD TRAFFIC FOR GROUPS OF PEDESTRIANS TO CROSS THE ROAD.
5. TRAFFIC CONTROLLERS LOCATED AT THE INTERSECTION OF WALLCLIFFE & CAVES ROAD SHALL ENSURE TRAFFIC FLOWS ARE MAINTAINED TO KEEP THE INTERSECTION CLEAR. DEPENDING ON VOLUMES OF SPECTATORS ATTENDING THE EVENT THE CREW LEADER SHALL DETERMINE WHICH DIRECTION OF TRAFFIC GET PRIORITY.
6. ALL SIGNAGE AND DEVICES SHALL REMAIN IMPLEMENTED DURING EVENT TIMES.

SIGN COVER (MEDIUM) x 1	VMS x 1
x 8	AS REQUIRED
x 8	x 8
x 8	x 2
x 20	LEGS x 52

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SURFING WA
EVENT TRAFFIC CONTROL DIAGRAM
LONG TERM - HIGH IMPACT

DRUG AWARE PRO 2016
PREVERLLY AND GRACETOWN

WALLCLIFFE & CAVES ROAD
INTERSECTION

Legend:
- North
- Legs
- Cones
- Existing Signage

Disclaimer:
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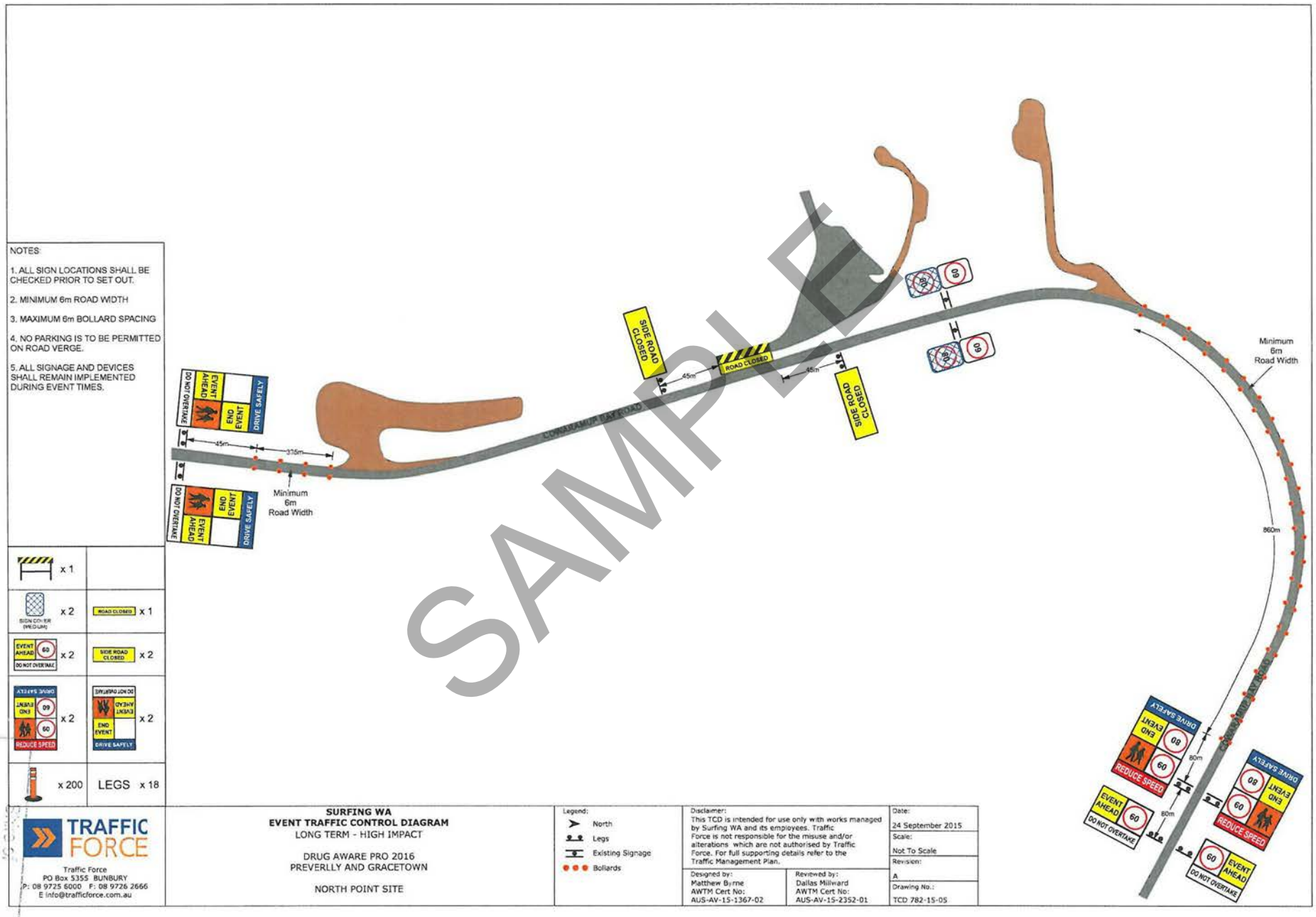
Designed by: Matthew Byrne AWTM Cert No: AUS-AV-15-1367-02	Reviewed by: Dallas Millward AWTM Cert No: AUS-AV-15-2352-01

Date:	24 September 2015
Scale:	Not To Scale
Revision:	A
Drawing No.:	TCD 782-15-04

NOTES:

1. ALL SIGN LOCATIONS SHALL BE CHECKED PRIOR TO SET OUT.
2. MINIMUM 6m ROAD WIDTH
3. MAXIMUM 6m BOLLARD SPACING
4. NO PARKING IS TO BE PERMITTED ON ROAD VERGE.
5. ALL SIGNAGE AND DEVICES SHALL REMAIN IMPLEMENTED DURING EVENT TIMES.



x 1			
x 2	SIGN COVER (MEDIUM)	ROAD CLOSED x 1	
x 2	EVENT AHEAD 60 DO NOT OVERTAKE	SIDE ROAD CLOSED x 2	
x 2	DRIVE SAFELY END EVENT 60 REDUCE SPEED 60	DO NOT OVERTAKE EVENT AHEAD END EVENT DRIVE SAFELY	x 2
x 200	LEGS x 18		

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SURFING WA
EVENT TRAFFIC CONTROL DIAGRAM
LONG TERM - HIGH IMPACT

DRUG AWARE PRO 2016
PREVERLLY AND GRACETOWN

NORTH POINT SITE

Legend:
- North
- Legs
- Existing Signage
- Bollards

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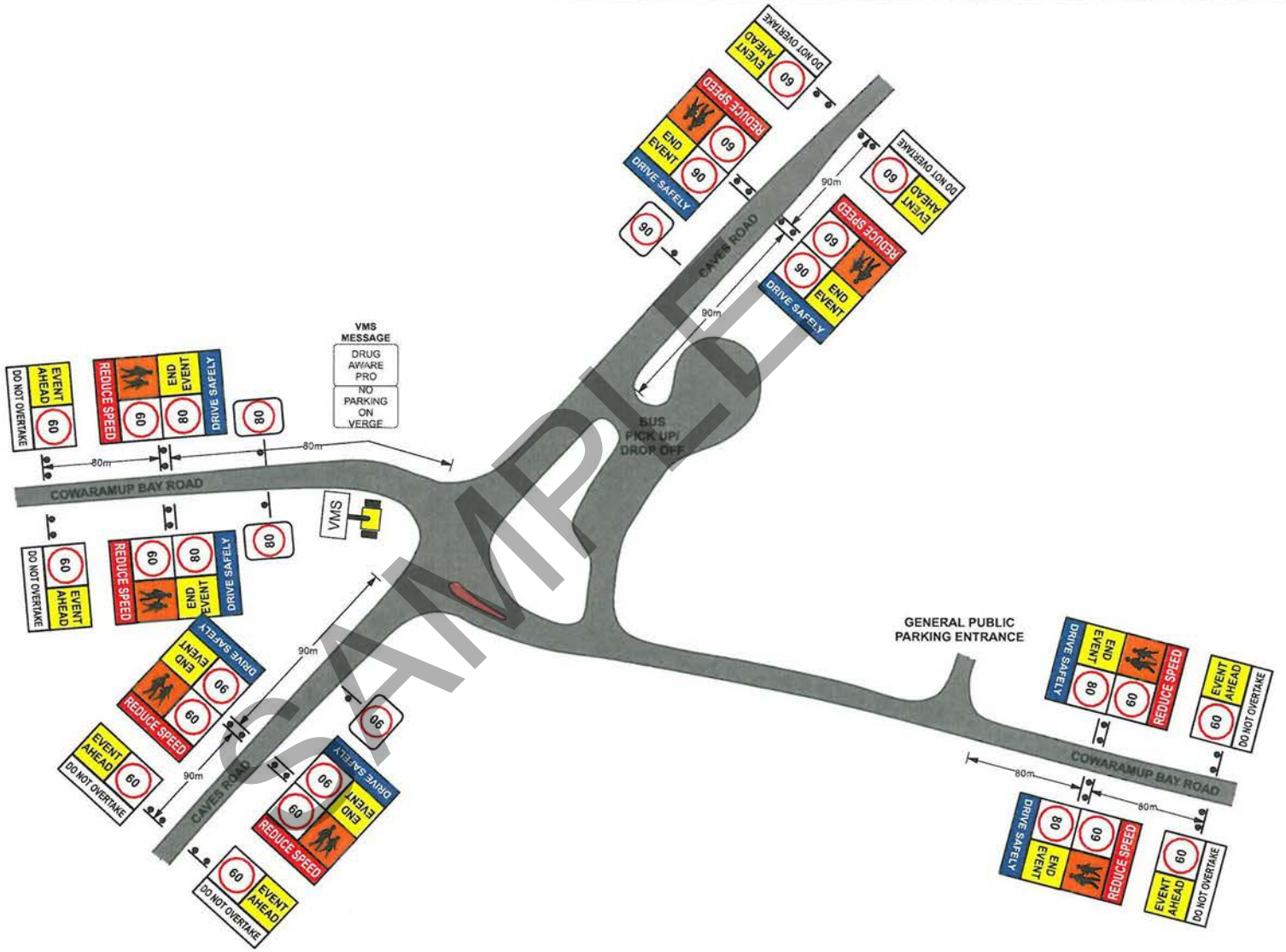
Designed by: Matthew Byrne, AWTM Cert No: AUS-AV-15-1367-02
Reviewed by: Dallas Millward, AWTM Cert No: AUS-AV-15-2352-01

Date: 24 September 2015
Scale: Not To Scale
Revision: A
Drawing No.: TCD 782-15-05

NOTES:

1. ALL SIGN LOCATIONS SHALL BE CHECKED PRIOR TO SET OUT.
2. NO PARKING IS TO BE PERMITTED ON ROAD VERGE.
3. ALL SIGNAGE AND DEVICES SHALL REMAIN IMPLEMENTED DURING EVENT TIMES.



x 8	
x 4	x 4
x 10	LEGS x 32

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SURFING WA
EVENT TRAFFIC CONTROL DIAGRAM
LONG TERM - HIGH IMPACT

DRUG AWARE PRO 2016
PREVERLLY AND GRACETOWN

NORTH POINT
GENERAL PARKING

Legend:
- North
- Legs
- Existing Signage

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Designed by: Matthew Byrne AWTM Cert No: AUS-AV-15-1367-02	Reviewed by: Dallas Millward AWTM Cert No: AUS-AV-15-2352-01

Date:	24 September 2015
Scale:	Not To Scale
Revision:	A
Drawing No.:	TCD 782-15-06

SITE SPECIFIC RISK ASSESSMENT
TCD # 782-15-01 through 06

RISK	PRE-ASSESSED RISK			RISK RESPONSE	RESIDUAL RISK RATING		
	L	C	R		L	C	R
Large volume of traffic and pedestrians within the parking or event areas struck by passing traffic	C	3	**H**	Implement advance warning signage and a 60kph speed restriction.	D	3	**M**
High level of congestion at event checkpoints causing major delay for road users	A	3	**H**	Ensure Traffic Controllers and volunteers are adequately briefed prior to the event and work in unison.	D	2	**L**
High level of congestion at the intersection of Caves Road and Wallcliffe Road causing major delay for road users.	A	3	**H**	Control intersection with Traffic Controllers to maintain flow of traffic.	D	3	**M**
Road users frustrated by congestion causing road rage incidents.	C	3	**H**	Implement VMS boards to notify road users reason for congestion/delay. Run a public notification campaign prior to the event occurring to make people aware of the event.	D	3	**M**
General public parking on verge near North Point (Gracetown) blocking access to the town.	B	5	**E**	Implement VMS at intersection of Caves Road and Cowaramup Bay Road notifying road users of no parking along verge. Implement Bollards along verge at 6m spacing to deter road users from parking there. Spotter to monitor verges and move on any persons that park.	D	2	**L**
Public tampering with temporary signage causing site to become non-compliant allowing general public into exclusion areas.	C	3	**H**	Site checks shall be conducted by a BWTM accredited person within every two hours to ensure signage is correct. Security personnel to monitor signage afterhours.	D	2	**L**
Residents blocked from their properties due to event closures.	C	3	**H**	Residents shall be provided with event passes to access closure points.	D	2	**L**
VMS Boards blocking line of sight for road users causing side impact or rear end collisions	C	3	**H**	Drive through check shall be conducted once board is set up to ensure line of sight is not blocked.	D	2	**L**

APPENDIX I

TMP APPROVAL FROM ROAD AUTHORITY