

ITEM 12

CITY OF WOLLONGONG TRAFFIC COMMITTEE MINUTES OF MEETING HELD 29 NOVEMBER 2022

The City of Wollongong Traffic Committee Meeting was held on 29 November 2022. The recommendations on items listed in Section 3 of the Traffic Committee Minutes, relating to temporary road closures, are referred to Council for consideration. Temporary road closures, in accordance with the Regulations on public roads for works or events by independent parties, must be considered by Council. Road closures are not considered under delegated authority to the General Manager.

The items in Sections 2 and 4 to 6 of Local Traffic Committee Minutes are endorsed under delegated authority to the General Manager and do not require referral to Council. Items that appear in Sections 2 and 4 to 6 of the Wollongong Traffic Committee will form part of the published minutes.

RECOMMENDATION

In accordance with the delegated authority to Council, the Minutes and Recommendations of the Wollongong Traffic Committee held on 29 November 2022 in relation to Regulation of Traffic as outlined within this report, be adopted.

REPORT AUTHORISATIONS

Report of: Jeremy Morgan, Manager Infrastructure, Strategy + Planning

Authorised by: Joanne Page, Director Infrastructure + Works

ATTACHMENTS

- 1 Council - 29 November 2022 - For the Love 2023
- 2 Council - 29 November 2022 - SummerSalt By The C 2023
- 3 Council - 29 November 2022 - Jammin 2023
- 4 Council - 29 November 2022 - VODICI Saving the Cross Procession
- 5 Council - 29 November 2022 - New Years Eve TGS 1
- 6 Council - 29 November 2022 - New Years Eve TGS 2
- 7 Council - 29 November 2022 - New Years Eve TGS 3
- 8 Council - 29 November 2022 - Australia Day 1
- 9 Council - 29 November 2022 - Australia Day TGS 2
- 10 Council - 29 November 2022 - Australia Day TGS 3
- 11 Council - 29 November 2022 - Ramah Avenue New Years Eve Closure
- 12 Council - 29 November 2022 - Huntley Hill Climb
- 13 Council - 29 November 2022 - Illawarra Triathlon Club
- 14 Council - 29 November 2022 - The Illawarra Hotel

1. FAIRY MEADOW, THOMAS DALTON PARK – FOR THE LOVE 2023

BACKGROUND

For The Love is a Tier 2 music festival which enables members of the community to experience high profile artists at iconic locations around the world, offering a highly curated event site, combining live and electronic music producers and artists, with high-end fashion, beauty and lifestyle partners along with premium food offerings.

The event is proposed to be held at Thomas Dalton Park, Fairy Meadow, on 26 February 2023, between the hours of 12pm to 10pm. Additionally, there will be bump-in dates of 20 to 25 February 2023, between the hours of 7am to 5pm, and bump-out dates of 27 February to 2 March 2023, between 7am to 5pm.

Short term road closures and control points will be implemented at Elliotts Road, east of Squires Way intersection on 26 February 2023 at 7am to 26 February 2023 at 11:30pm

The event will not impact on bus services directly as the closure does not include Carters Lane.

Three VMS boards will be installed to provide advanced warning of the event and the changed traffic conditions.

PROPOSAL

1. The road closures be approved subject to Council's Standard Conditions for Road Closures and the submitted Traffic Control Plan.
2. The Event organiser to advise where parking will be allocated and how patrons have been notified regarding available parking. Concerns were raised by the MP representative regarding where patrons using their own vehicles would be parking.

CONSULTATION AND COMMUNICATION

- The Event was discussed at Council's Major Event's Meeting held recent which involved emergency services.
- Consultation with affected residents and businesses via a letterbox drop will occur seven days before the event date and is a condition of approval.

2. FAIRY MEADOW, THOMAS DALTON PARK – SUMMERSALT AND BY THE C

BACKGROUND

Zaccaria Concerts and Touring are presenting SummerSalt and By The C, which are two live concert events that exemplify the great Australian outdoor summer. On top of showcasing home-grown and international bands, they will also bring cultural attractions.

The SummerSalt is a Tier 2 music event is proposed to be held at Thomas Dalton Park, Fairy Meadow, on 28 January 2023, between the hours of 1pm to 10pm. Additionally, there will be bump-in dates of 24 to 26 January 2023, between the hours of 7am to 7pm, and the 27 January 2023 between 7am to 8pm.

The By The C event is proposed to be held at Thomas Dalton Park, Fairy Meadow, on 29 January 2023, between the hours of 12pm and 9pm. Additionally, there will be bump-out dates of 30 January, between the hours of 7am to 7pm, and 31 January 2023, between the hours of 7am – 12pm.

Short term road closures and control points will be implemented at Elliotts Road, east of Squires Way intersection on 28 January 2023 at 7am to 29 January 2023 at 10pm.

Three VMS boards will be installed to provide advanced warning of the event and the changed traffic conditions.

PROPOSAL

1. The road closures be approved subject to Council's Standard Conditions for Road Closures and the submitted Traffic Control Plan.
2. The Event organiser to advise where parking will be allocated and how patrons have been notified regarding available parking. Concerns were raised by the MP representative regarding where patrons using their own vehicles would be parking.

CONSULTATION AND COMMUNICATION

- The Event was discussed at Council's Major Event's Meeting with emergency services.
- Consultation with affected residents and businesses via a letterbox drop will occur seven days before the event date and is a condition of approval.

3. FAIRY MEADOW, THOMAS DALTON PARK - JAMMIN

BACKGROUND

Jammin Festival is a Tier 3 music festival, bringing the biggest reggae party to Australian shores in February 2023.

The event is proposed to be held at Thomas Dalton Park, Fairy Meadow, on 4 February 2023, between the hours of 12pm to 10:30pm, with a soft opening from 11:20am. Additionally, there will be bump-in dates of 31 January 2023 between the hours of 12pm to 7pm, 1 February to 2 February 2023 between the hours of 7am to 7pm, and 3 February 2023 between the hours of 7am to 8pm. Bump-out dates will be 5 to 8 February 2023 between the hours of 7am and 7pm.

Short term road closures and control points will be implemented at Elliotts Road, east of Squires Way intersection on 4 February 2023 at 7am to 11:30pm.

Three VMS boards will be installed to provide advanced warning of the event and the changed traffic conditions.

PROPOSAL

1. The road closures be approved subject to Council's Standard Conditions for Road Closures and the submitted Traffic Control Plan.
2. The Event organiser to advise where parking will be allocated and how patrons have been notified regarding available parking. Concerns were raised by the MP representative regarding where patrons using their own vehicles would be parking.

CONSULTATION AND COMMUNICATION

- The Event was discussed at Council's Major Event's Meeting held recent which involved emergency services.
- Consultation with affected residents and businesses via a letterbox drop will occur seven days before the event date and is a condition of approval.

4. WOLLONGONG, STEWART STREET TO WOLLONGONG BOAT HARBOUR – VODICI SAVING THE CROSS PROCESSION

BACKGROUND

The Macedonian Orthodox Community in Stewart Street, Wollongong, the Macedonian Church has requested permission for road closures of Stewart Street, Marine Drive and Cliff Road for the purpose of the traditional Orthodox Saving the Cross Procession. The road closures will take effect from 11:30am until 12:00pm on Thursday 19 January 2023. The traffic management plans show suitable vehicle mitigation to protect attendees from out-of-control vehicles.

This event is a previously approved local traffic committee agenda item. The previous event was approved at the 16 November 2021 Local Traffic Committee meeting.

The process will occupy Stewart Street outside the Church but will proceed on the shared paths from Harbour Street to Belmore Basin. The closures on Marine Drive and Cliff Road will be short, in order to allow the procession to cross these streets. The Traffic Guidance Scheme includes vehicle mitigation at crossing points to ensure the safety of participants when using the roadway.

PROPOSAL

1. The proposed road closure be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plan.
2. Applicant to consult with Transport for NSW regarding any impacts regarding traffic lights and apply for an ROL.

CONSULTATION AND COMMUNICATION

Consultation with affected residents and businesses is a condition of approval for this road closure. The applicant has contacted NSW Police to discuss the proposal and submitted their plans.

5. WOLLONGONG, VARIOUS LOCATIONS – NEW YEAR'S EVE 2022

BACKGROUND

Wollongong City Council is proposing a community event at Belmore Basin for New Year's Eve 2022. We are expecting up to 15,000 people at the event. Road closures are to be in place at Cliff Road, Harbour Street, Marine Drive, Endeavour Drive, Campbell Street and Wilson Street from 5pm to 10pm, with programming to commence from 6pm.

Marine Drive and Endeavour Drive will be closed from 8pm to approximately 10pm, to create a safer precinct for the community during the fireworks.

The event itself will be centred around Belmore Basin, Osborne Park and Cliff Road and will be activated with food stalls, roaming entertainment and fireworks at 9pm. This is a family friendly, no alcohol event. Patrons will move around the area by foot, with vehicle parking being available around the CBD and foreshore.

A one-way movement from Hector to Hinton Street will be created to allow drivers to turn around safely at the closure point created at the intersection of Smith Street and Harbour Street. A no entry sign will be installed into Hinton Street.

There is a TGS showing a one-way movement from Georges Place to Bourke Street which will only be activated if required to ensure public safety.

PROPOSAL

1. The proposed road closures be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans.
2. Council's Events team is currently consulting with Premier Illawarra regarding impacts to bus routes.
3. Council was contacted by NSW Police and informed that Traffic Control is no longer required, as NSW Police will manage road crossings without the need for prolonged closures.

CONSULTATION AND COMMUNICATION

Resident notification is underway and is scheduled for letter drop in early December 2022. Communications to businesses will be starting in the week beginning 28 November 2022. Council's Events team to contact NSW Police prior to the Traffic Committee meeting.

6. WOLLONGONG, VARIOUS LOCATIONS – AUSTRALIA DAY 2023

BACKGROUND

Wollongong City Council is proposing a community event at Belmore Basin for Australia Day 2023. We are expecting up to 15,000 people at the event. Road closures are to be in place at Cliff Road, Harbour Street, Marine Drive, Endeavour Drive, Campbell Street and Wilson Street from 4pm to 10pm, with programming to commence from 6pm.

Marine Drive and Endeavour Drive will be closed from 8pm to approximately 10pm, to create a safer precinct for the community during the fireworks.

The event itself will be centred around Belmore Basin, Osborne Park and Cliff Road will be activated with food stalls, roaming entertainment and fireworks at 9pm. This is a family friendly, no alcohol event. Patrons will move around the area by foot, with vehicle parking being available around the CBD and foreshore.

A one-way movement from Hector to Hinton Street will be created to allow drivers to turn around safely at the closure point created at the intersection of Smith Street and Harbour Street. A no entry sign will be installed into Hinton Street.

There is a TGS showing a one-way movement from Georges Place to Bourke Street which will only be activated if required to ensure public safety.

PROPOSAL

1. The proposed road closures be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans.
2. Council's Events team is currently consulting with Premier Illawarra regarding impacts to bus routes.

CONSULTATION AND COMMUNICATION

Resident notification is underway and is scheduled for letter drop in early January 2023. Communications to businesses will be starting in the week beginning 28 November 2022. Council's Events team to contact NSW Police prior to the Traffic Committee meeting.

7. MT PLEASANT, RAMAH AVENUE – NEW YEAR'S EVE EVENT

BACKGROUND

Stop Slow Traffic Control has made application for a road closure for a New Year's Eve event. It is proposed to close Ramah Avenue (local road), Mt Pleasant, between Greenslopes Avenue and Alvan Parade on Saturday 31 December 2022. An approved signposted road closure and detour via Alvan Parade, Greenslopes Avenue and Woodland Parade will be in place from approximately 5pm to 12am.

Traffic Control personnel will be on site to assist, guide and direct residents during the operation. There will also be lighting towers to light up each road closure point, along with vehicles to hard close the event as per the Traffic Control Plan.

PROPOSAL

1. The road closures be approved subject to the submitted Traffic Control Plans and [Council's Standard Conditions for Street Parties](#).
2. Within the footprint of the road closure, there are to be no vehicle movements during the closure – any vehicles movements are to take place prior/post the closure.
3. There is to be a nominated (non-intoxicated) person who will be available to move the posted "hostile mitigation" vehicles to ensure access for emergency vehicles.
4. The applicant is responsible to ensure these measures are put in place.

CONSULTATION AND COMMUNICATION

Affected residents have been notified and support the road closure and will be attending the event. Additionally, the residents included in a 500m radius will also be sent notifications.

8. AVONDALE, AVONDALE ROAD – HUNTLEY HILLCLIMB MOTORSPORT EVENT

BACKGROUND

Wollongong Sporting Car Club has traditionally held this event over several years without incident due to a detailed safety plan and previous work on the course to reduce the risks for participants. The organisers have also established goodwill with adjacent landowners.

The Wollongong Sporting Car Club has applied to hold a Huntley Hillclimb Motorsport Event on five dates in 2023. The Club wishes to apply for a road closure on the far western end of Avondale Road, west of Avondale Colliery Road between 8:00am to 4:30pm on each day as follows:

- Sunday February 19, Multi Club
- Saturday April 1 and Sunday April 2, NSW Hillclimb Championship
- Sunday June 25, Multi Club and Come and Try Day
- Sunday September 17, Multi Club and Ladies Day
- Sunday November 12, Multi Club.

As in previous years the Club will permit residents to access their properties between races.

PROPOSAL

1. The road closures be approved subject to the submitted Traffic Control Plans and [Council's Standard Conditions for Road Closures](#).
2. The Club be advised to apply to Council for an approval under Section 138 of the Roads Act once they receive approval for the road closure.

Note: Police approval is required under the terms of the Road Transport (Safety & Traffic Management) Act 1999 - Section 40 for conducting races on public roads and road-related areas.

CONSULTATION AND COMMUNICATION

Consultation with adjacent landowners and businesses is required as a condition of approval for this road closure.

9. PORT KEMBLA, GLOUCESTER BOULEVARD AND MILITARY ROAD – ILLAWARRA TRIATHLON CLUB

BACKGROUND

The Illawarra Triathlon Club has conducted these events over a number of years and have worked to ensure that the events have minimal impact on the community. The Club proposes its Triathlon Race Series for the following race dates:

- 18 December 2022
- 8 January 2023
- 15 January 2023
- 19 February 2023
- 19 March 2023
- 16 April 2023

The on-road cycling part of the triathlon program requires the closure of Gloucester Boulevard between Darcy Road and Reservoir Street from 6:30am to 11:30am, however this may vary in case of a late start, the number of competitors taking part and also the pack-up time required for Traffic management. Additionally, there could be delays or alterations to these times due to unforeseen circumstances such as, but not limited to: inclement weather, emergency situations, direction by relevant authorities such as emergency services or Wollongong City Council.

As in previous years, residents will be permitted onto Gloucester Boulevard between races once the course is clear of participants. No access is permitted when the event is taking place. St Johns Ambulance supports all the race events.

This event was previously approved by the City of Wollongong Traffic Committee at its meeting on 12 October 2021.

PROPOSAL

The road closures of Gloucester Boulevard and Military Road be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans.

Note: Police approval is required under the terms of the Road Transport (Safety & Traffic Management) Act 1999 - Section 40 for conducting races on public roads and road-related areas.

CONSULTATION AND COMMUNICATION

- The Club has been liaising directly with Lake Illawarra Police on their requirements.
- The Club carries out a letter box drop to 12 houses on Gloucester Blvd and Gallipoli Street before each race occurs. They also work closely with Port Kembla Senior College and Port Kembla Surf Club each year without any issue.

Consultation with affected property owners is a condition of approval for this event.

10. WOLLONGONG, MARKET STREET – THE ILLAWARRA HOTEL

BACKGROUND

Council has received the request to close a section of Market Street to extend operations of the Illawarra Hotel within the road, on New Year's Eve 2022. A Development Application was approved on 15 November 2022 regarding outdoor dining and was endorsed by NSW Police.

The proposal is to close Market Street from Richardson Street and Keira Lane in the west and Keira Street in the east. Through traffic will use Keira Lane, through Victoria Street to access Keira Street. The road closure will take effect from 6.00am on 31 December 2022 and will reopen to vehicular traffic at 6.00am on 1 January 2023.

Pedestrian access through the closed section of road will be maintained throughout the period of the closure on the southern footpath of Market Street. No premises access excluding The Illawarra will be impacted as a result of the closure. Existing access to GPT will remain through Richardson Street.

The Illawarra hotel have had initial event planning meetings with NSW Police who have offered in-principal support to the event subject to Local Traffic Committee approval.

This proposal was previously discussed and carried at the City of Wollongong Traffic Committee meeting on 16 November 2021.

PROPOSAL

1. The road closure of Market Street be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans.
2. A Road Occupancy Licence be obtained through Transport for NSW, due to the proximity to and potential impacts on traffic lights. It is also recommended that concrete barriers be installed and comply with the NSW Traffic Control at Work Sites manual.

CONSULTATION AND COMMUNICATION

Consultation with NSW Police and Council has occurred prior to the local Traffic Committee agenda item.

Consultation with Keira Lane businesses to occur prior to the approval of the closure.

Notification to affected property owners is a condition of approval.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal "We have affordable and accessible transport". It specifically delivers on core business activities as detailed in the Transport Services.

TRAFFIC MANAGEMENT PLAN

Version 1

Prepared By: **Pedr Danks**
Managing Director

SafeWork NSW Certified Planner No: **TCT0057732**

Dip. Sec & Risk Mgmt, Dip. WHS, Dip. Mgmt

Dip. Management, Cert IV Training

Occupational First Aid Skill Set

Provide Pain Management

Traffic Plan Professionals Pty Ltd
4/11 Billbrooke Cl, Cameron Park NSW 2285

P: 1300 544 843 F: 02 4072 2334

D: 02 4072 2330 (NSW) 03 7065 6414 (VIC)

E: pedr@trafficplanprofessionals.com.au

Form 1.TMP.1.8-2020.TPP.PD

FOR THE LOVE 2023

Thomas Dalton Park, Fairy Meadow

26th February, 2023



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1 DOCUMENT AUTHOR

Prepared By	Pedr Danks, Managing Director. Traffic Plan Professionals Pty Ltd		
Signature	 		
Date	25 th October 2022		

2 DOCUMENT HISTORY

Reviewed By	Version	Date	Comments

3 DISTRIBUTION

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4 DISCLAIMER

This document has been prepared based on the information supplied by the client and research undertaken by Traffic Plan Professionals Pty Ltd and other consultants.

Recommendations are based on Traffic Plan Professionals Pty Ltd judgment. While every effort has been taken to provide accurate advice, Council and any other regulatory authorities may not concur with the recommendations expressed within this document.

Traffic Plan Professionals Pty Ltd makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information.



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5 CONFIDENTIALITY STATEMENT

Information, concepts, ideas, strategies, and commercial data within this document and all views described during the presentation are provided on a commercial in-confidence basis and remain the intellectual property and copyright (©) of Traffic Plan Professionals Pty Ltd.

6 TERMS AND DEFINITIONS

Terms	Definitions
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
HVA	Hostile Vehicle Attack
HVMP	Hostile Vehicle Mitigation Plan
LGA	Local Government Area
PAC	Police Area Command
PAX	Persons Amount X
PWZTMP	Prepare a Work Zone/Traffic Management Plan
RMS	Roads & Maritime Services
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
THD	Target Hardening Device
TMP	Traffic Management Plan
VMS	Variable Message Sign

7 EXECUTIVE SUMMARY

For The Love enables you to experience high profile artists and create unforgettable summer moments at iconic locations around the world, (AUSTRALIA / BALI / CALIFORNIA). Offering a highly curated event site, combining the highest calibre of 'sun-drenched' live and electronic music producers and artists, with high-end fashion, beauty and lifestyle partners along with premium food offerings.

Patrons will be able to soak up the key offerings of For The Love while listening to and enjoying their favourite local and international artists, in pristine waterside locations.

This document aims to provide a plan for effective traffic management for the operation of the event and will cover the event site during bump in, event operations and bump out phases of the operation and based on feedback from the various stakeholders.

Within the document the Traffic control measures are unique for the scope of the event and should not be directly applied to any other event within the precinct whether they appear rationally suitable or not.

The overall aim is to ensure safety of patron entering and leaving the event site by managing the traffic flow throughout the precinct as/when required.



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8 SCOPE

This plan addresses traffic management for the proposed works only and the document has been prepared following consultation and assessments from the respective stakeholders listed in this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary advance warning signs and safety barriers.

Where possible road closures have been minimised to maintain regular traffic flow.

Various traffic control devices/measures have been used whilst creating the relevant Traffic Control Plan.

This document should be read in conjunction with the following:

#	Document	Version
1	RMS Guide to Transport & Management for Special Events	3.5
2	TfNSW Traffic Control at Worksites Manual	6.1
3	AS/NZS	2890.6-2009.
4	Local Government Act 1993	No 30
5	Roads Act 1993	No 33
6	Australian Standard	1742
7	The Use of Variable Message Sign (VMS) RMS Policy	10.408
8	Risk Management - Guidelines	ISO31000:2018
9	Safework Australia – Traffic Management: Guide for events	April 2021
10	Safework Information Sheet – Traffic Management	April 2021

9 OBJECTIVES

The core objectives with respect to the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the public, RMS personnel, pedestrians, cyclists and traffic,
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters etc:
 - a) Inform the RMS Representative and
 - b) When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
6. Minimise disturbance to the environment,
7. Meet the requirements of TfNSW Traffic Control at Worksites Manual.



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10 MANAGEMENT OF THE TMP

Traffic Plan Professionals Pty Ltd has undertaken that it will provide the Traffic Control Plans for this event.

Consenting authorities require that all traffic control works be carried out by Safework NSW certified and accredited personnel.

11 IMPLEMENTATION

Traffic Management for works and events sites will be per the TfNSW Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans is the client's responsibility or the nominated contractor and shall be carried out by Safework NSW certified and accredited personnel.

12 PLANNING STRATEGIES

Following preparation of the final draft plans, assessment and approvals is required by the following:

Agency	Area
NSW Police	Wollongong Police District
Council	Wollongong City Council
TfNSW	Wollongong Transport NSW

13 EVENT DETAILS

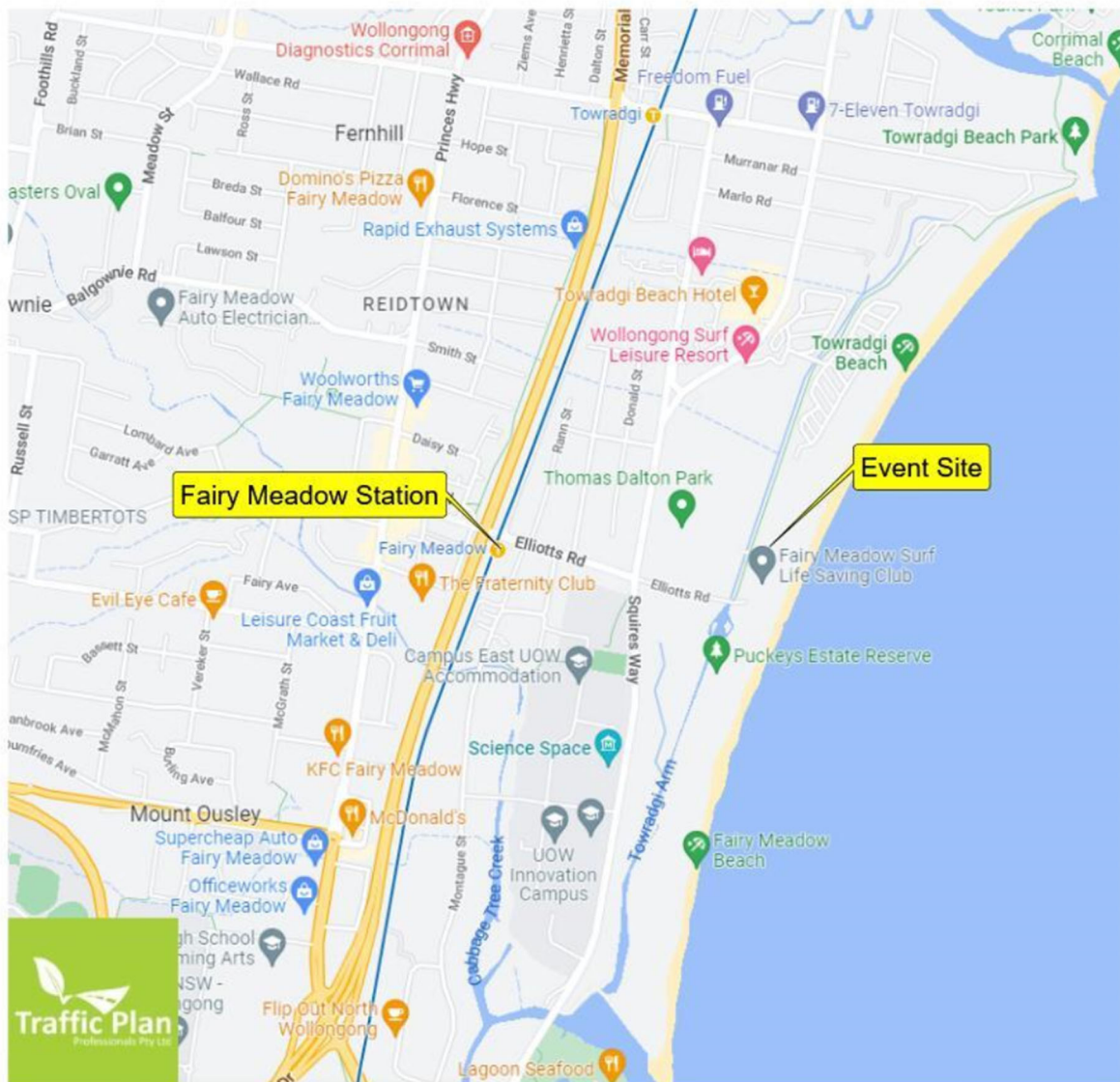
Event Name	For The Love
Event Date(s)	26/02/2023
Event Time(s)	1200hrs to 2200hrs
Bump In Date(s) & Time(s)	20/02/23 to 25/02/23, 07:00hrs to 17:00hrs
Bump Out Date(s) and Time(s)	27/02/23 to 02/03/23 07:00hrs to 17:00hrs
Venue(s)	Thomas Dalton Park, Fairy Meadow
Pax	9,500
Demographic	18+
Special Event Class	Class 2



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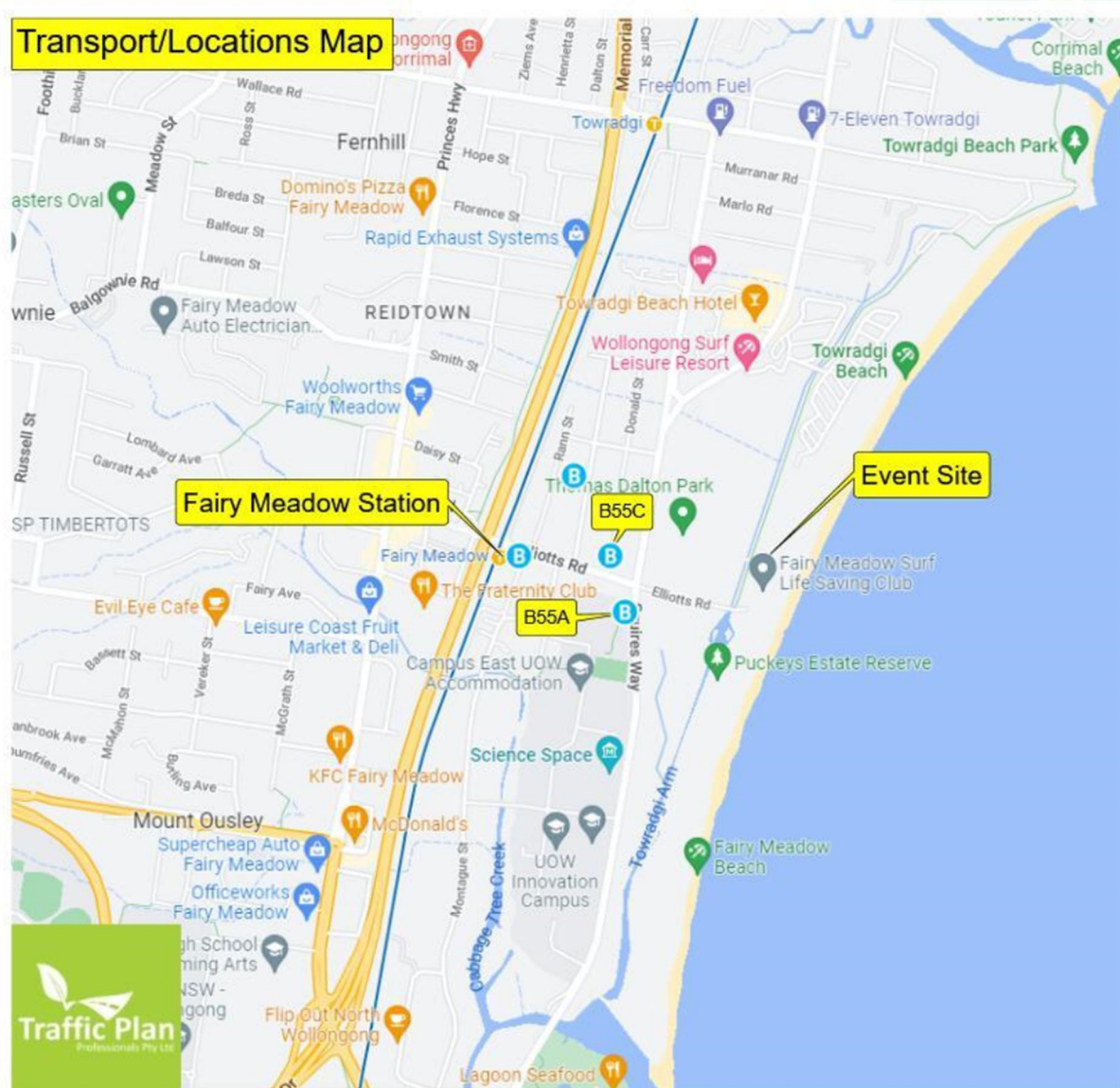
14 LOCATION MAP



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15 TRANSPORT/PARKING MAP



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16 TRAFFIC MANAGEMENT

During the event traffic safety will be managed by the implementation of specifically tailored TGS's that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the TfNSW Guide to Traffic and Transport Management for Special Events.

In the risk management context, the TfNSW Guide to Traffic and Transport Management for Special Events reads that a TGS be a Risk Management Plan for traffic, however a TGS shall not be an acceptable form of risk management and the event organiser should seek a separate risk review.

At its core the prepared TGSs implement various short-term road closures to safely manage vehicular and pedestrian flow within the precinct.

16.1 TRAFFIC GUIDANCE SCHEMES

A Complete set of traffic guidance schemes are attached to this TMP and have been custom developed based on previous years events and feedback received from various stakeholders. We have used proven methodology to create this set of custom plans based on our event management specialist team.

We have implemented various control measures to keep George Hanley Drive available for as long as safely possible to traffic.

16.2 ROAD CLOSURES

Short term roads closures and control points shall be implemented at the following locations, refer the TGS for timing.

TGS #	LOCATIONS	DAY/TIME IMPLEMENTED	DAY/TIME REMOVED
0968 v1	Elliotts Rd at Squires Way intersection	26/02/23 07:00	26/02/23 23:30

16.3 VEHICLE ENTRY AND EGRESS

The primary entry and exit are as follows:

Bump in & out – Entry & Exit via Elliott Rd at end of carpark

Event Day – access will be negotiated with the Caravan Park backing onto area.



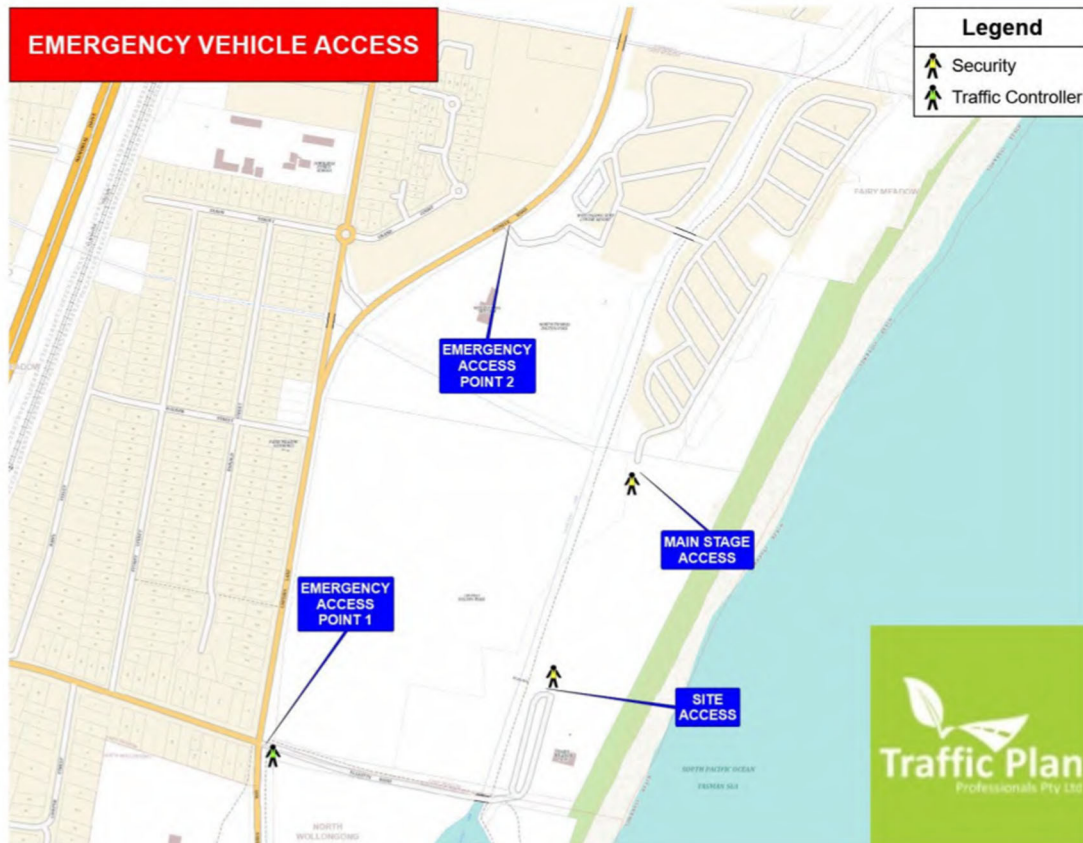
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16.4 VEHICLE EMERGENCY ACCESS

In the case of an emergency, vehicle access entry/exit points shall be in the following locations.

- 1) Primary Vehicle Access: Elliots Rd
- 2) Secondary Vehicle Access: Access via First Ave (restricted access)



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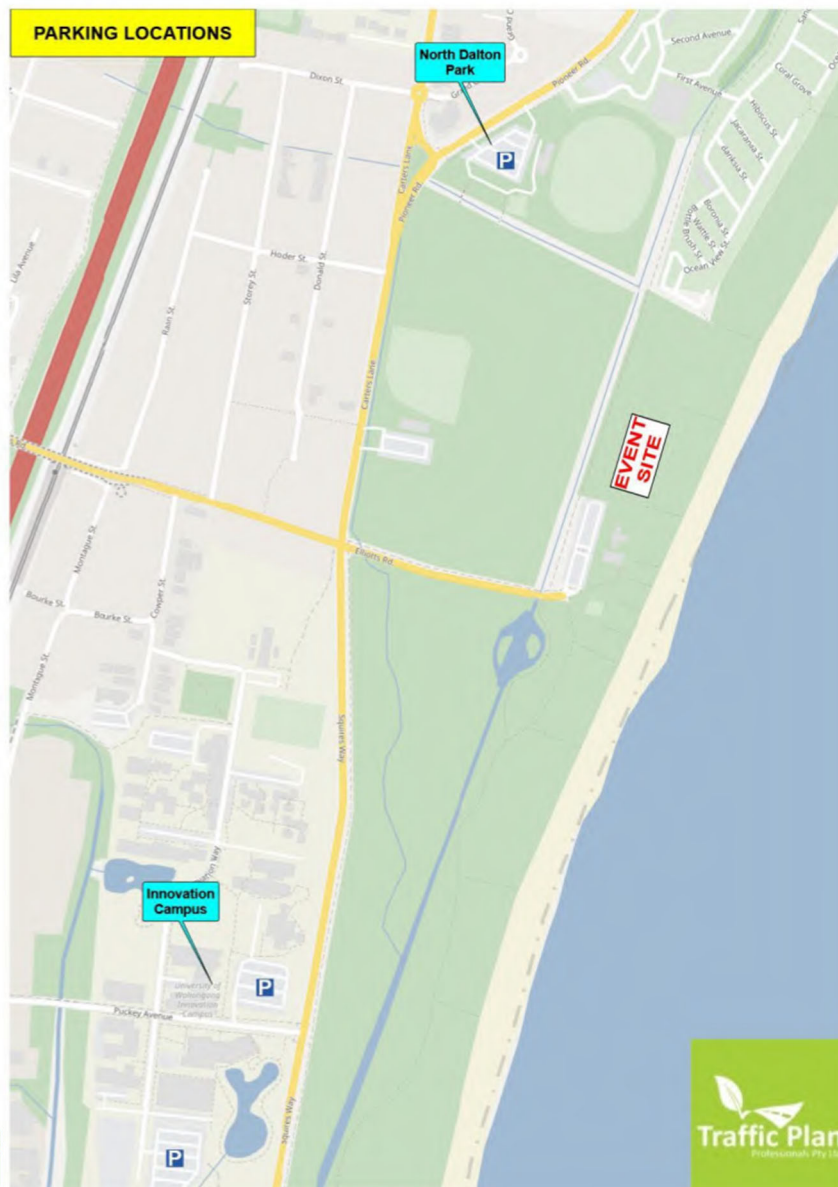
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16.5 PUBLIC TRANSPORT

Public Transport will operate as normal, Bus Route(s) may be affected during peak times due to the additional pedestrian activity, as part of this TMP we will advise the local bus company of the respective event dates/times.

16.6 PUBLIC PARKING

Car parking will be available at the UOW innovation campus Aprox. 1km from the event site, there is an additional carpark area at North Dalton Park Aprox. 550m from site.



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16.7 TAXI & UBER ZONE(S)

Taxi's will operate as normal however they may utilise the PUDO for drop offs & pickups. The event organiser will notify the local taxi company, should Uber operate in the area please advise us at least 2 months out so we may request a geo-lock for their service. <https://goo.gl/maps/1usHfm9L8QT9J4cS0>

16.8 PUDO ZONE(S)

A dedicated PUDO area will be created within Thomas Dalton Park carpark off Carters Lane, Fairy Meadow, we will utilise the southern side of the carpark for same. <https://goo.gl/maps/qco3eg562xagLHh0>

16.9 ACCESSIBLE PARKING

Accessible Parking is available in the carpark closest to the event site, patrons will need to present a valid mobility permit to utilise same, TC's will then grant access down to site and be allocated a mobility parking space. <https://goo.gl/maps/bs1hsGtfKAVsEzaJA>

16.10 TARGET HARDENING

See the Hostile Vehicle Mitigation Plan (HVMP) for further information.

16.11 REGULATORY SIGNAGE

Additional No Parking signs to be installed in the PUDO zone from the evening of 25th February 2023 and will be removed at approx. 23:30hrs on 26th February 2023.

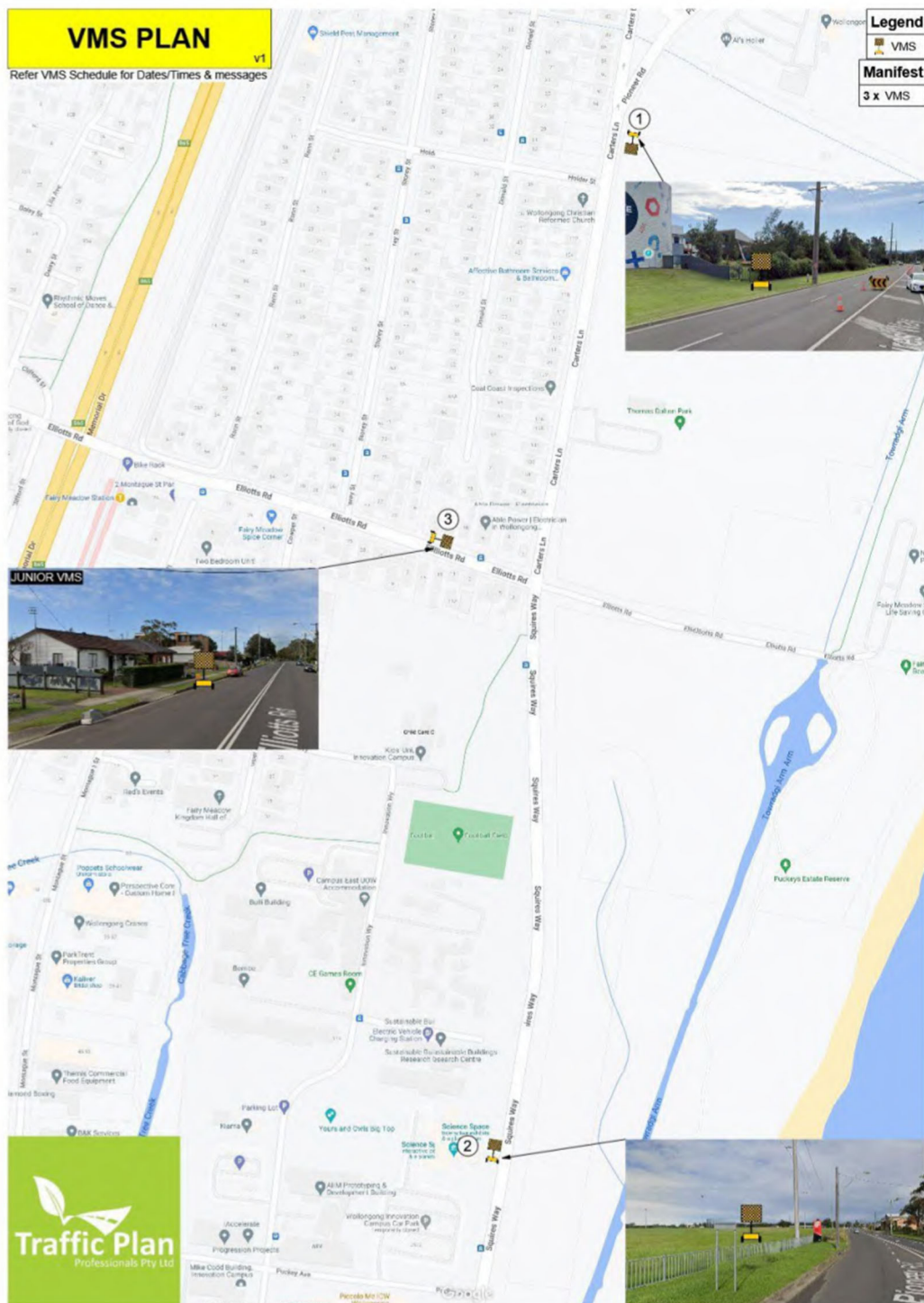


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16.12 VARIABLE MESSAGE SIGNS

3 x VMS board shall be installed to provided advance warning of the special event and the change traffic conditions.

The table below are the suggested message to be used and the key times for changing messages.



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16.12.1 VMS Schedule:

VMS 1	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	20/02/2023 12:00 – 19:00	Pioneer Rd & Carters Ln At approx. this location. -34.39221365107656, 150.90189112364897	SPECIAL EVENT SUNDAY	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 2	21/02 – 25/02/2023 06:00 – 20:00	Facing Southbound Traffic.	SPECIAL EVENT SUNDAY	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 3	26/02/2023 06:00 – 10:29		SPECIAL EVENT TODAY	ELLIOTTS RD EAST CLOSED	CHANGED TRAFFIC COND
Message 4	26/02/2023 10:30 – 21:29		SPECIAL EVENT TODAY	PUDO & TAXI AHEAD ON LEFT	IN THOMAS DALTON CAR PARK
Message 5	26/02/2023 21:30 – 23:30		EVENT EGRESS UNDERWAY	PUDO & TAXI AHEAD ON LEFT	IN THOMAS DALTON C/PARK
DEACTIVATE		26/02/2023 23:30hrs or when no longer required.			

VMS 2	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	20/02/2023 12:00 – 19:00	Pioneer Rd & Carters Ln At approx. this location. -34.401137683196254, 150.9004340712272	SPECIAL EVENT SUNDAY	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 2	21/02 – 25/02/2023 06:00 – 20:00	Facing Northbound Traffic.	SPECIAL EVENT SUNDAY	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 3	26/02/2023 06:00 – 10:29		SPECIAL EVENT TODAY	ELLIOTTS RD EAST CLOSED	CHANGED TRAFFIC COND
Message 4	26/02/2023 10:30 – 21:29		SPECIAL EVENT	PUDO & TAXI AHEAD	IN THOMAS DALTON



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			TODAY	ON RIGHT	CARPARK
Message 5	26/02/2023 21:30 – 23:30		EVENT	PUDO & TAXI	IN THOMAS
			EGRESS	AHEAD	DALTON
			UNDERWAY	ON RIGHT	CARPARK
DEACTIVATE		26/02/2023 23:30hrs or when no longer required.			

VMS 3	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	20/02/2023 12:00 – 19:00	12 – 14 Elliotts Rd At approx. this location. -34.395734553933536, 150.89974460206577	SPECIAL	AT THOMAS	CHANGED
			EVENT	DALTON	TRAFFIC
			SUNDAY	PARK	COND
Message 2	21/02 – 25/02/2023 06:00 – 20:00	Facing Eastbound.	SPECIAL	AT THOMAS	CHANGED
			EVENT	DALTON	TRAFFIC
			SUNDAY	PARK	COND
Message 3	26/02/2023 06:00 – 10:29		SPECIAL	ELLIOTTS RD	PUDO/TAXI
			EVENT	CLOSED	TURN LEFT
			TODAY	AHEAD	AT LIGHTS
Message 4	26/02/2023 10:30 – 21:29		SPECIAL	ELLIOTTS RD	PUDO/TAXI
			EVENT	CLOSED	TURN LEFT
			TODAY	AHEAD	AT LIGHTS
Message 5	26/02/2023 21:30 – 23:30		EVENT	ELLIOTTS RD	PUDO/TAXI
			EGRESS	CLOSED	TURN LEFT
			UNDERWAY	AHEAD	AT LIGHTS
DEACTIVATE		26/02/2023 23:30hrs or when no longer required			

16.13 PUBLIC NOTIFICATIONS

Public notifications shall be undertaken by the event organiser if required by Council. Refer the Event DA for the respective area required.

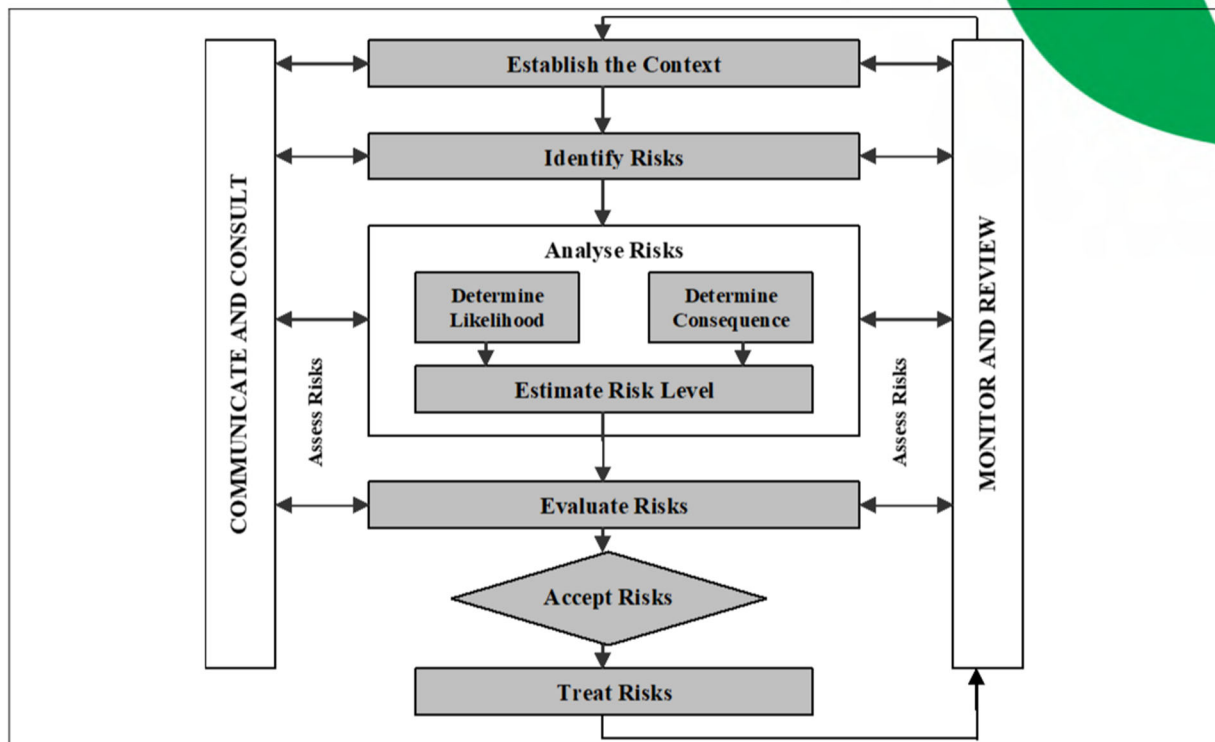


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17 RISK MANAGEMENT

17.1 RISK MANAGEMENT PROCESS

Throughout the Risk Management process, we will link activities to the Australian Standards AS ISO 31000:2018. These standards provide a systematic approach to Risk Management.



17.2 RISK TOLERANCE

A risk rating determined to be higher than a "low" or a "moderate" level (see: "Risk Assessment Tool" below for descriptions of these terms) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a "low" or moderate" level exists, senior management should evaluate where it is viable further to reduce the likelihood or consequences of that stated risk.



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17.3 RISK ASSESSMENT TOOL

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. It is important to note that risk is subjective, and therefore, any ratings applied considered in this context.

Likelihood	Consequences				
	Insignificant (1) (Minor problem easily handled by normal day to day processes)	Minor (2) (Some disruption possible, e.g. damage equal to \$500k)	Moderate (3) (Significant time/resources required, e.g. damage equal to \$1 million)	Major (4) (Operations severely damaged, e.g. damage equal to \$10 million)	Catastrophic (5) (Business survival is at risk damage equal to \$25 million)
Rare (1) (e.g. <3% chance)	2	3	4	5	6
Unlikely (2) (e.g. between 3% and 10% chance)	3	4	5	6	7
Moderate (3) (e.g. between 10% and 50% chance)	4	5	6	7	8
Likely (4) (e.g. between 50% and 90% chance)	5	6	7	8	9
Almost certain (5) (e.g. >90% chance)	6	7	8	9	10

17.4 RISK SCORE EVALUATION

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required specific senior management attention and specified responsibility
9-10	Extreme	Immediate action required, senior management needed with detailed plan and Senior Management responsibility noted



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17.5 RISK TREATMENTS

Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

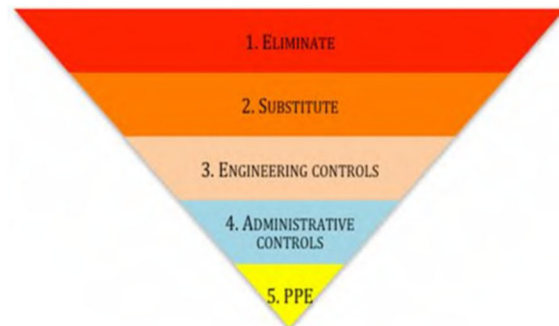
The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks. When a hazard is identified, it shall be:

1. Eliminated (designed out, eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.

The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible, the risk must be minimised by utilising the ALARP principle;

Nomination	Multiplier	Outcome
A	=	As
L	=	Low
A	=	As
R	=	Reasonably
P	=	Practicable



SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard. However, suppose this is not reasonably practicable to eliminate the hazard. In that case, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimise the risk to the lowest reasonably practicable level.



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17.6 Risk Assessment Plan (Risk Register)

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
TRAFFIC RISKS										
1	Cyclist and/or vehicle & Pedestrian interaction	Short Term Injury Long Term Injury	3	3	M	Road closure implemented during event to minimize possibility of same. First aid trained person onsite. Traffic controllers to be mindful of same when working on network. VMS boards utilised for advance notification to better inform persons. All staff should be in hi-vis vest when working around traffic. Dedicated cyle pathway to event site. During peak ingress if footpath is heavy populated with pedestrians cyclist will be asked to dismount when heading toward event site.	2	2	L	Contractors Vendors Event Organiser Traffic Control
2	Illegal Parking	Short Term Injury Financial Delay	3	1	L	Stall holders/Vendors advised as to their responsibility to parking in compliant/allocated location. Rangers responsible for non-compliant parking & regulatory enforcement. Free patron carparks located around the area, event promoting use of public transport & PUDO.	2	1	L	All staff Contractors Event Organiser Traffic Control
3	Overcrowding on roads	Death Short Term Injury Long Term Injury Delay	2	3	M	Tickets pre-purchased and numbers for site pre-ascertained Security to manage patron queues. Entry not on public road network with vast open space area for any issues.	1	2	L	First Aid Event Organiser Security
4	Road Subsidence	Death Short Term Injury	5	3	M	All staff along any closed roads to be vigilant and monitor surface and	3	3	M	Council Event Organiser



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		Long Term Injury Delay				report any damage to event organiser.				All staff
5	Traffic Jam in surrounding area	Short Term Injury Long Term Injury Delay	4	3	M	Custom TGS's for event. Consultation will relevant stakeholders as part of planning. Road closure of of Elliots Way to reduce possible queues. VMS boards to advise people pre-event. Traffic Manager onsite during live event to monitor areas and liaise with nominated rep.	2	3	L	Police Site Manager LGA Traffic Manager
6	Vehicle Breakdown	Financial Delay	2	1	L	Contingency routes considered as part of planning.	2	1	L	Event Organiser Traffic Control
WEATHER RISKS										
7	Exposure to Cold Hypothermia	Short Term Injury Financial Reputation	2	3	M	Thermal first aid sheets in all first aid kits, first aid onsite. Staff to be provided with relevant PPE. Refer to First Aid for assistance, if severe call Emergency Services.	1	2	L	Event Organiser First aid Traffic Control
8	Exposure to Sun	Short Term Injury Financial Reputation	4	2	M	All staff to wear Sun rated caps/hats where possible. Sunscreens available to staff from supervisor. Water available from supervisor & staff reminded to bring spare supply. All TC's reminded to use sunscreen and protective clothing. Be mindful of sun glare when working during sun rise/set.	2	2	L	First aid Event Organiser Traffic Control
9	Heavy Rain	Death Short Term Injury Long Term Injury Delay	2	4	M	Supply wet weather gear for crew if required. First aid trained person onsite Ensure signs are not placed in area where drainage may be blocked by same. Use weights on signs if placed in gutter.	2	2	L	First aid Event Organiser LGA Traffic Control



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10	Lightning	Death Short Term Injury Long Term Injury	1	6	M	Refer AS1768 Monitor BOM for any change in weather. Do not hold stop/slow bat during lightning. Where possible seek shelter if safe to do so.	1	4	L	Event Organiser Traffic Control
11	Strong Wind	Death Short Term Injury Financial	4	4	H	BOM to be monitored throughout event-by the Event Organiser. First aid trained person onsite. If injury call Emergency Services 000 Ambulance / Police. All signs to be weighted in high wind areas.	6	5	M	First Aid Event Organiser Traffic Control
HEALTH RISKS										
12	COVID	Death Short Term Injury Long Term Injury Financial	3	5	H	PPE to be utilised when required. Wash hand regularly and follow current health guidelines. If you have any symptoms do not attend work.	2	4	M	All staff Traffic Control Event Organiser NSW Health
13	Medical Emergency	Death Short Term Injury Long Term Injury Financial Delay Reputation	2	3	M	Emergency access routes always planned and kept clear. Communications to ensure all parties are abreast. Emergency services to be contact 000. Dedicated Emergency Services routes & access points with a clear path for fast access, traffic controllers manning access points.	2	2	L	Medical Manager Event Organiser Traffic Control
14	Staff Fatigue	Short Term Injury Delay	4	2	M	TPP Fatigue Management Plan implemented. Team leader to monitor staff and ensure fatigued staff replaced. Rostering manager to ensure rosters compliant with FMP.	2	2	L	Roster Manager Team leader Traffic Control
SITE RISKS										
15	Slip/Trip/Falls	Short Term Injury Long Term Injury	3	2	M	Site inspection to identify hazards & remove/treat same. Good housekeeping. Cleaners to monitor/patrol & clean up where necessary.	2	2	L	Cleaners Event Organiser First Aid Traffic Control



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					Ensure pathways are lit sufficiently on the major pedestrian routes. Install light towers in poorly lit areas.				
16	Terrorism	Death Long Term Injury Financial Reputation	3	5	H	UP Police onsite during event. TC's at key entry points controlling access. Entry located back from road network. HVMP implemented.	3	2	M Police Traffic Control
17	Trees	Death Short Term Injury Long Term Injury	2	4	M	Immediate work area where TC's working to be checked for damaged branches/split trunks, LGA advised. Do not put staff/workers under hanging/loose branches, if required create exclusion zone. In excessive winds monitor trees for any suspect branches.	2	2	L First Aid Event Organiser LGA Traffic Control
MISCELLANEOUS									
18	Communication Failure	Death Short Term Injury Financial Reputation	3	2	M	Ensure all TC's are familiar with radio and procedure for use. Monitor/report any issues with radios. Radio check on commencement of shift. Contract only reliable radio supplier with proven record. Backup radios to replace any faulty radios. Use of apps such as WhatsApp as a contingency.	3	1	L Two Way Radio Provider Event Organiser Emergency Services



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18 CONSULTATION & CONTACT LIST

The below list are the practitioners consulted as documents owners, stakeholders or approval authorities for this document.

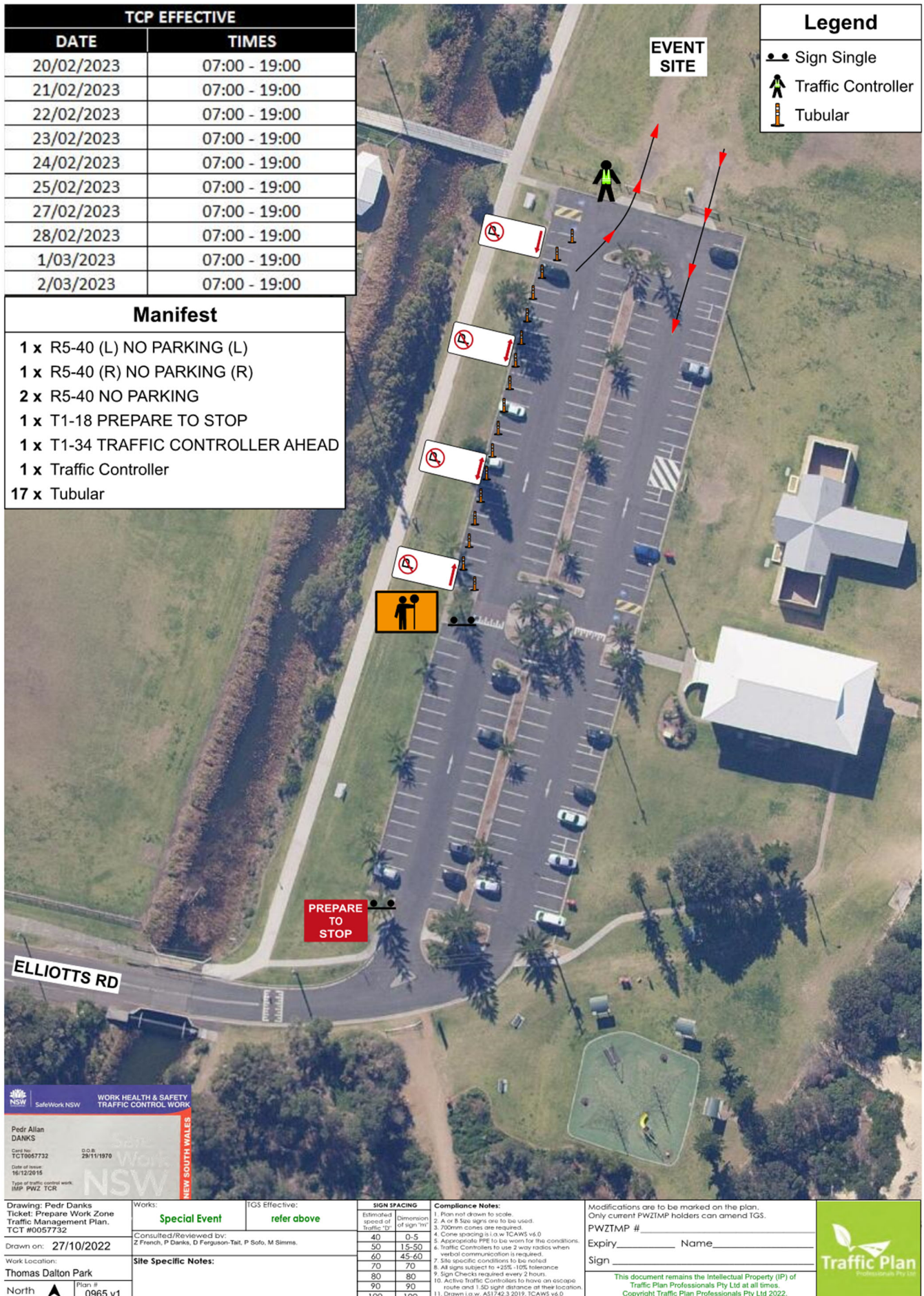
NAME	ORGANISATION
Pedr Danks	Traffic Plan Professionals Pty Ltd
Drew Ferguson-Tait	Traffic Plan Professionals Pty Ltd
Grant Fayle	Traffic Plan Professionals Pty Ltd
Zacchary French	Traffic Plan Professionals Pty Ltd
Pete Sofo	For The Love Pty Ltd
Matt Simms	Simms Events
Wade Jacob	Wollongong Police District Licensing Unit
Matthew Partridge	Warrigal Charters Bus Hire
Ehab Latif	Illawarra Taxi Network
Jayne Whitehead	Wollongong City Council
Mick Dykes (Chief Inspector)	NSW Police LAC

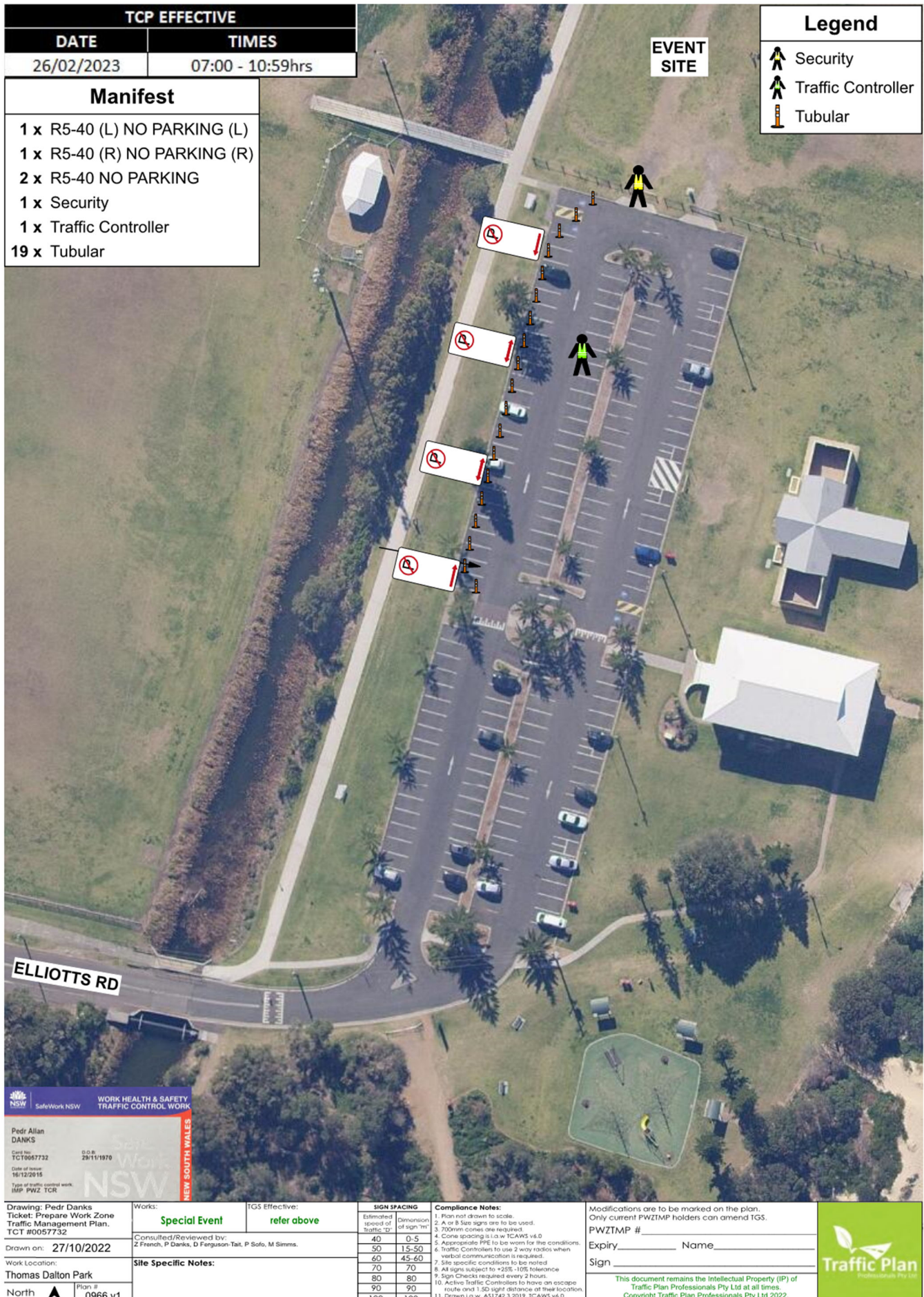
19 APPENDIX

The below appendices form part of the TMP and should be read in part or/and in whole when reviewing the above information.

#	Document Name
1	TGS0965 v1 – Bump In & Out
2	TGS0966 v1 – Event Day setup phase 1
3	TGS0967 v1 – Event Day setup phase 2
4	TGS0968 v1 – Event Day – Elliots Rd Closure
5	TGS0969 v1 – Event Day – PUDO zone
6	VMS plan







TCP EFFECTIVE		<div style="text-align: center; font-weight: bold;">EVENT SITE</div> 	<div style="text-align: center; font-weight: bold;">Legend</div> <div style="display: flex; align-items: center;"> Security <div style="display: flex; align-items: center;"> Traffic Controller </div> </div>
DATE	TIMES		
26/02/2023	11:00 - 23:30hrs		

Manifest

3 x Barrier

2 x Barrier Position

1 x Security

1 x T2-4 ROAD CLOSED

1 x Traffic Controller



NSW SafeWork NSW

WORK HEALTH & SAFETY

TRAFFIC CONTROL WORK

Pedr Allan DANKS

Card No: TC10057732 C.O.B: 29/11/1970

Date of issue: 16/12/2015

Type of traffic control work: IMP PWZ TCR

NEW SOUTH WALES

WORKS: Special Event

TGS Effective: refer above

Consulted/Reviewed by: Z French, P Danks, D Ferguson-Tait, P Sofo, M Simms.

Site Specific Notes:

SIGN SPACING	
Estimated speed of traffic (km/h)	Dimension of sign (m)
40	0-5
50	15-50
60	45-60
70	70
80	80
90	90
100	100

Compliance Notes:

- Plan not drawn to scale.
- A or B Site signs are to be used.
- 700mm cones are required.
- Cone spacing is to w TCAWS v6.0
- Appropriate PPE to be worn for the conditions.
- Traffic Controllers to use 2 way radios when verbal communication is required.
- Site specific conditions to be noted.
- All signs subject to +25% -10% tolerance
- Sign Checks required every 2 hours.
- Active Traffic Controllers to have an escape route and 1.50 sight distance at their location.
- Drawn I.O.W. AS1742.3 2019, TCAWS v6.0

Modifications are to be marked on the plan. Only current PWZTMP holders can amend TGS.

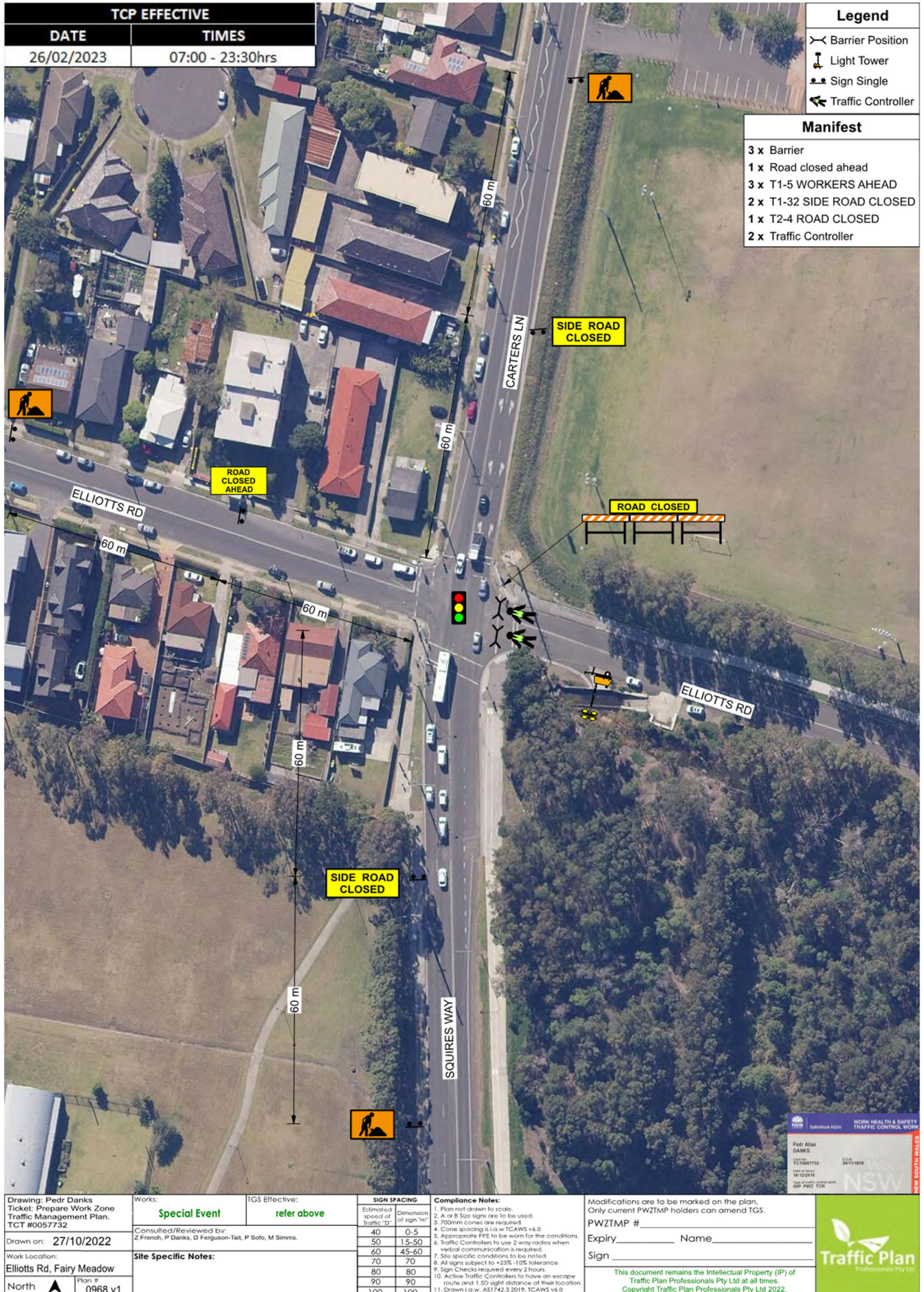
PWZTMP # _____

Expiry _____ Name _____

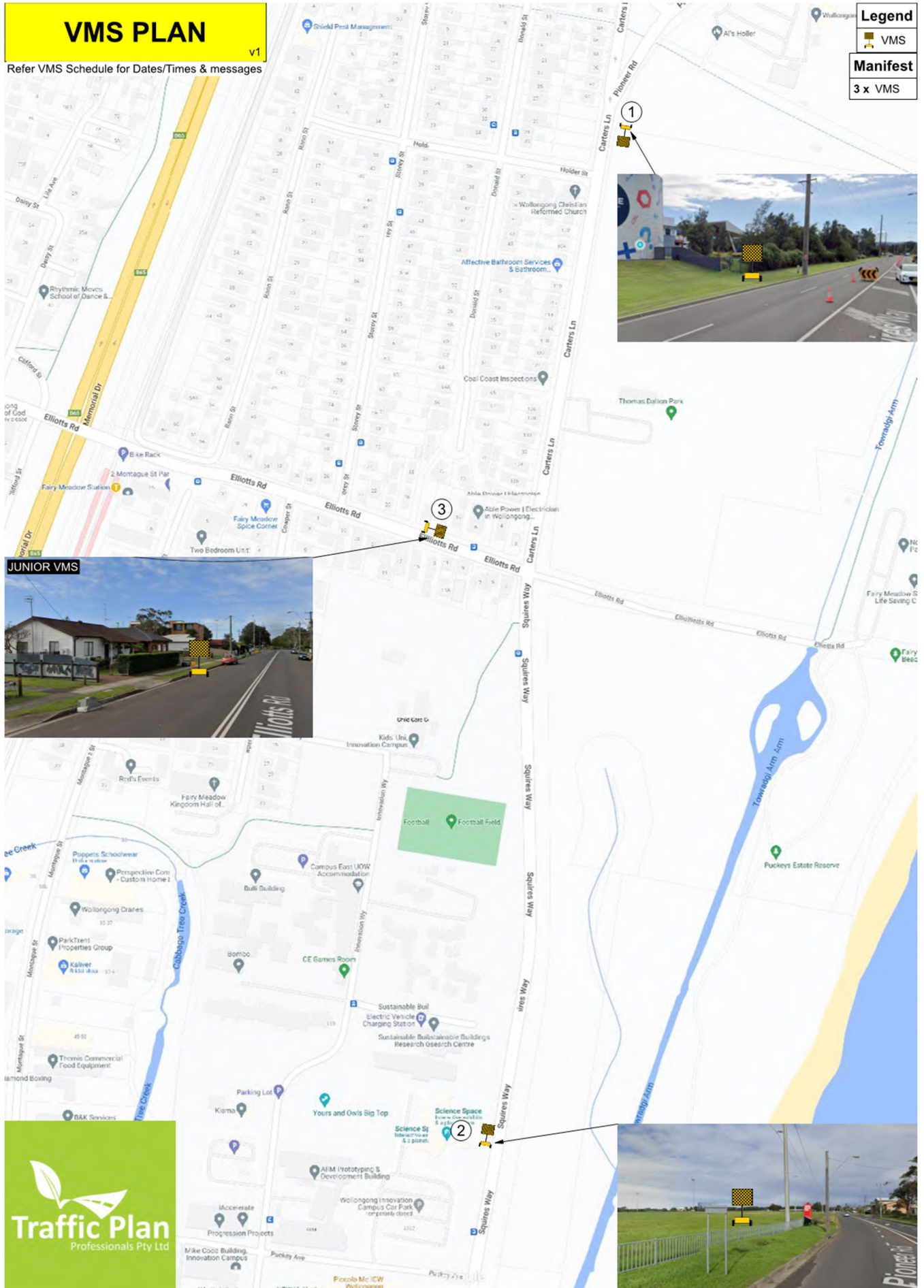
Sign _____

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TRAFFIC MANAGEMENT PLAN

Version 2 of 17 October 2022

Prepared By: **Pedr Danks**
Managing Director

SafeWork NSW Certified Planner No: **PWZTMP TCT0057732**

Dip. Sec & Risk Mgmt, Dip. WHS, Dip. Mgmt

Dip. Management, Cert IV Training

Occupational First Aid Skill Set

Provide Pain Management

Traffic Plan Professionals Pty Ltd
4/11 Billbrooke Cl, Cameron Park NSW 2285

P: 1300 544 843 F: 02 4072 2334

D: 02 4072 2330 (NSW) 03 7065 6414 (VIC)

E: pedr@trafficplanprofessionals.com.au

Form 1.TMP.1.8-2020.TPP.PD

SUMMERSALT & BY THE C

28th & 29th January 2023

Thomas Dalton Park, Wollongong



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1 DOCUMENT AUTHOR

Prepared By	Pedr Danks, Managing Director. Traffic Plan Professionals Pty Ltd		
Signature	SafeWork NSW PWZ/TMP 0057732		
	 		
Date	17 October 2022		

2 DOCUMENT HISTORY

Reviewed By	Version	Date	Comments
Pedr Danks	1	12/10/2022	Updated to event times.

3 DISTRIBUTION

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4 DISCLAIMER

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Recommendations are based on Traffic Plan Professionals Pty Ltd judgement and whilst every effort has been taken to provide accurate advice, Council and any other regulatory authorities may not concur with the recommendations expressed within this document.

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5 CONFIDENTIALITY STATEMENT

All information, concepts, ideas, strategies, commercial data and all other information whatsoever contained within this document as well as any and all ideas and concepts described during the presentation are provided on a commercial in confidence basis and remain the intellectual property and copyright (©) of Traffic Plan Professionals Pty Ltd and affiliated entities.

6 TERMS AND DEFINITIONS

Terms	Definitions
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
HVA	Hostile Vehicle Attack
HVMP	Hostile Vehicle Mitigation Plan
LGA	Local Government Area
PAC	Police Area Command
PAX	Persons Amount X
PWZTMP	Prepare a Work Zone/Traffic Management Plan
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
THD	Target Hardening Device
TMP	Traffic Management Plan
VMS	Variable Message Sign

7 EXECUTIVE SUMMARY

Zaccaria Concerts & Touring are very excited to present SummerSalt & By The C- two live concert events that exemplify the great Australian outdoor summer.

SummerSalt & By The C take place in some of the most picturesque and iconic locations around the country. On top of showcasing the best of home-grown and international bands, they will also bring cultural attractions, placing a very heavy emphasis on local community and sustainability. It's about the music. It's about the festival experience. It's about relaxing in the sun and doing it all against a beautiful backdrop that makes you glad and proud to be an Aussie.

This celebration of live music, food, and community on scenic beachside locations around Australia is the perfect way to meet and be merry for an unforgettable day and night out with your mates.



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We aim to provide a truly unique feast for the senses - eclectic concert series with a focus on the proven and beloved performers, creating the perfect setting to either dance with your friends or sit back and chill to the tunes. SummerSalt & By The C will both be a day of fun in the sun with the perfect soundtrack to match.

We respect the gorgeous summer settings we operate in and include green initiatives to minimise our impact on these locations and beyond.

8 SCOPE

This plan addresses traffic management for the proposed works only and the document has been prepared following consultation and assessments from the respective stakeholders listed in this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary advance warning signs and safety barriers.

Where possible road closures have been minimised to maintain regular traffic flow.

Various traffic control devices/measures have been used whilst creating the relevant Traffic Guidance Schemes.

This document should be read in conjunction with the following:

#	Document	Version
1	RMS Guide to Transport & Management for Special Events	3.5
2	TfNSW Traffic Control at Worksites Manual	6.1
3	AS/NZS	2890.6-2009.
4	Local Government Act 1993	No 30
5	Roads Act 1993	No 33
6	Australian Standard	1742
7	The Use of Variable Message Sign (VMS) RMS Policy	10.408
8	Risk Management - Guidelines	ISO31000:2018
9	Safework Australia – Traffic Management: Guide for events	April 2021
10	Safework Information Sheet – Traffic Management	April 2021

9 OBJECTIVES

The core objectives with respect to the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the public, RMS personnel, pedestrians, cyclists and traffic,
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,



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4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters etc:
 - a) Inform the RMS Representative and
 - b) Not damage the equipment,
 - c) Make suitable arrangements where required.
 - d) When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
6. Minimise disturbance to the environment,
7. Design temporary roadways and detours in accordance with TfNSW Road Design Guide and
8. Meet the requirements of TfNSW Traffic Control at Worksites Manual.

10 MANAGEMENT OF THE TMP

Traffic Plan Professionals Pty Ltd has undertaken that it will provide the Traffic Guidance Schemes for this event.

It is required by Council/TfNSW and/or consenting authorities that all traffic control works to be carried out by Safework NSW certified and accredited personnel.

11 IMPLEMENTATION

Traffic Management for work and/or events sites will be in accordance with the TfNSW Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans is the responsibility of the event organiser and shall be carried out by Safework NSW certified and accredited personnel.

12 PLANNING STRATEGIES

Following preparation of the final draft plans, assessment and approvals is required by the following:

Agency	Area
NSW Police	Wollongong Police District
Council	Wollongong City Council
Event Organiser	Zaccaria Concerts & Touring



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13 EVENT DETAILS

Event Name	SUMMERSALT
Event Date(s)	28th January 2023
Event Time(s)	13:00 – 22:00hrs
Bump In Date(s) & Time(s)	24 th – 26 th January 07:00 – 19:00hrs 27 th January 07:00 – 20:00hrs
Venue(s)	Thomas Dalton Park, Wollongong
Pax	8,000
Demographic	30 – 40 yo (65% female/35% male)
Special Event Class	Class 3

Event Name	BY THE C
Event Date(s)	29th January 2023
Event Time(s)	12:00 – 21:00hrs
Bump Out Date(s) & Time(s)	30 th January 07:00 – 19:00hrs 31 st January 07:00 – 12:00hrs (Site handed over to Jammin)
Venue(s)	Thomas Dalton Park, Wollongong
Pax	8,000
Demographic	40 – 60yo
Special Event Class	Class 3

14 TRAFFIC MANAGEMENT

During the event traffic safety will be managed by the implementation of specifically tailored TGS's that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the TfNSW Guide to Traffic and Transport Management for Special Events.

In the risk management context, the TfNSW Guide to Traffic and Transport Management for Special Events reads that a TGS be a Risk Management Plan for traffic, however a TGS shall not be an acceptable form of risk management and the event organiser should seek a separate risk review.

At its core the prepared TGS's implement various short-term road closures to safety manage vehicular and pedestrian flow within the precinct.



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14.1 TRAFFIC GUIDANCE SCHEME

A Complete set of traffic guidance schemes are attached to this TMP and have been custom developed based on feedback received from various stakeholders. We have used proven methodology to create this set of custom plans based on our event management specialist team.

14.2 ROAD CLOSURES

Short term roads closures and control points shall be implemented at the following locations.

TGS #	LOCATIONS	DAY/TIME IMPLEMENTED	DAY/TIME REMOVED
0968 v2	Elliotts Rd at Squires Way intersection	28/01/23 07:00	29/01/23 22:00

14.3 VEHICLE ENTRY AND EGRESS

The primary entry and exit are as follows:

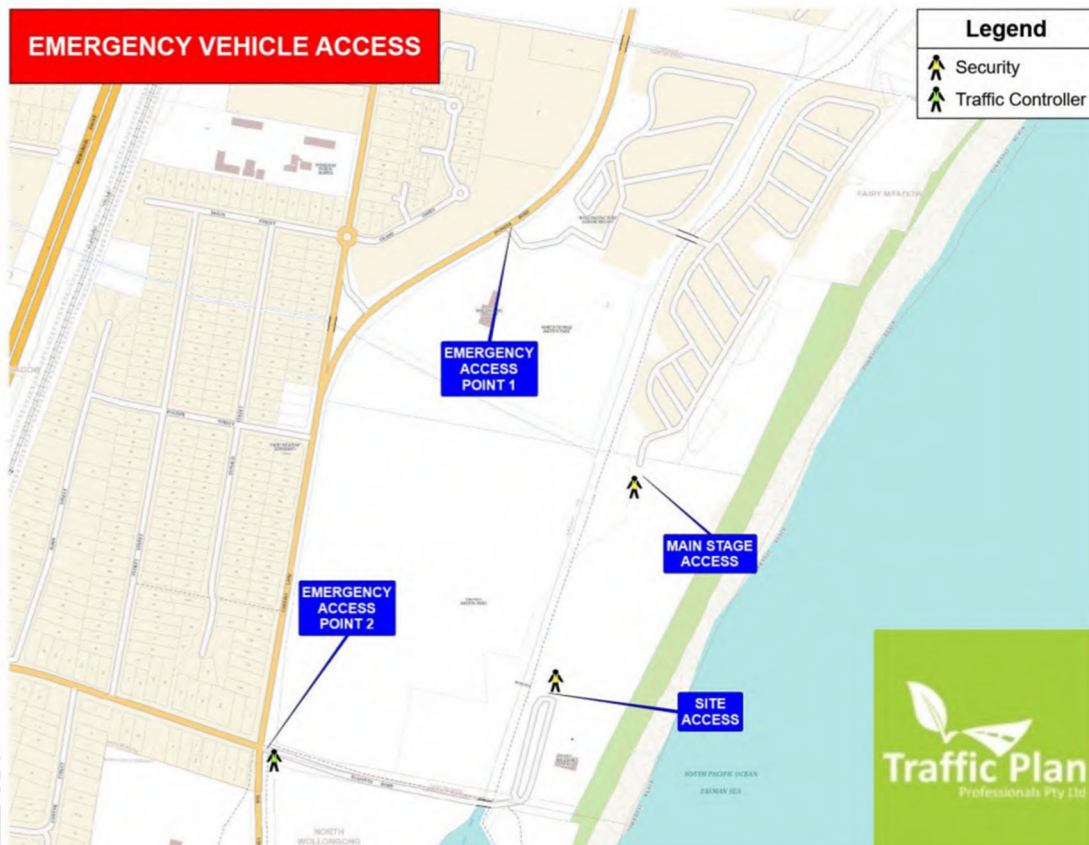
Bump in & out – Entry & Exit via Elliott Rd at end of carpark

Event Day – access will be negotiated with the Caravan Park backing onto area.

14.4 VEHICLE EMERGENCY ACCESS

In the case of an emergency, vehicle access entry/exit points shall be in the following locations.

- 1) Primary Vehicle Access: Terralong St
- 2) Secondary Vehicle Access: Bong Bong St (restricted access)



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14.5 PUBLIC TRANSPORT

Public Transport will operate as normal, and our closures will not affect any of the existing public bus routes.

14.6 PUBLIC PARKING

Public Parking shall be in located local streets and various carparks in and around the location.

14.7 TAXI ZONE(S)

Taxi's will operate as normal however they may utilise the PUDO for drop offs & pickups. The event organiser will notify the local taxi company, should Uber operate in the area please advise us at least 2 months out so we may request a geo-lock for their service. <https://goo.gl/maps/1usHfm9L8QT9J4cS9>

14.8 PUDO ZONE(S)

A dedicated PUDO area will be created within Thomas Dalton Park carpark off Carters Lane, Fairy Meadow, we will utilise the southern side of the carpark for same. <https://goo.gl/maps/qco3eg562xasqLHj6>



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14.9 ACCESSIBLE PARKING

Accessible Parking is available in the carpark closest to the event site, patrons will need to present a valid mobility permit to utilise same, TC's will then grant access down to site and be allocated a mobility parking space. <https://goo.gl/maps/bs1hsGtfKAVsEzaJA>

14.10 TARGET HARDENING

See the Hostile Vehicle Mitigation Plan (HVMP) for further information.

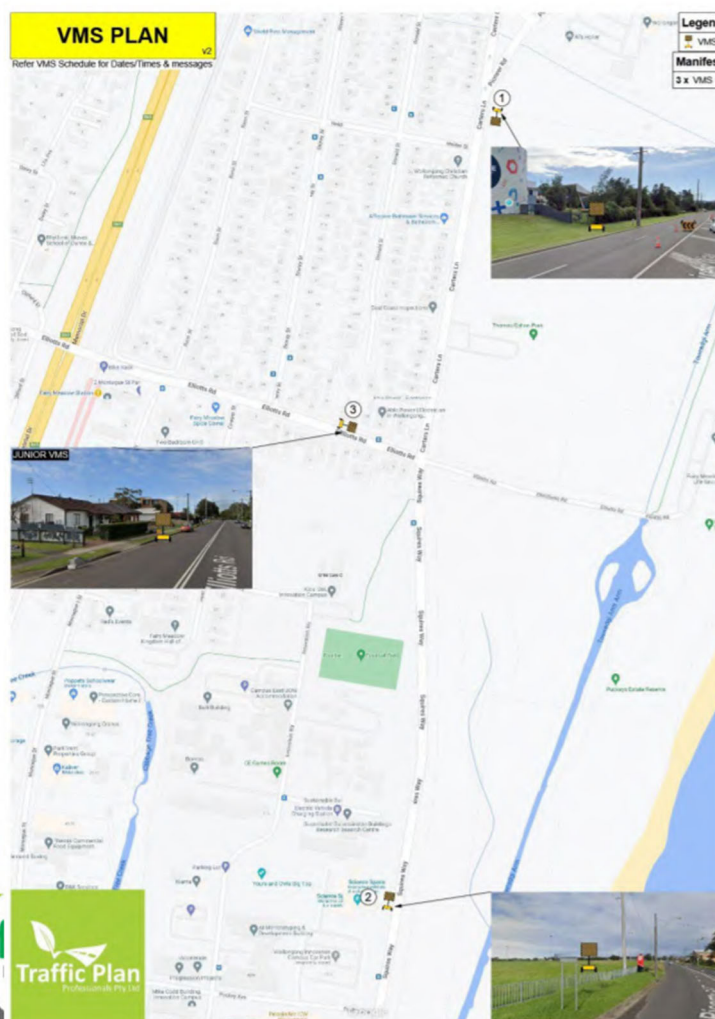
14.11 REGULATORY SIGNAGE

Additional No Parking signs to be installed in the PUDO zone from the evening of 27th January 2023 and will be removed at approx. 22:00hrs on 29th January 2023.

14.12 VARIABLE MESSAGE SIGNS

3 x VMS board shall be installed to provided advance warning of the special event and the change traffic conditions.

The table below are the suggested message to be used and the key times for changing messages.



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VMS 1	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	23 – 26/01/2023 06:00 – 20:00	Pioneer Rd & Carters Ln At approx. this location. -34.39221365107656, 150.90189112364897 Facing Southbound Traffic.	SPECIAL EVENT 28 & 29 JAN	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 2	27/01/2023 06:00 – 22:00		SPECIAL EVENT SAT & SUN	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 3	28/01/2023 06:00 – 11:59		SPECIAL EVENT TODAY	ELLIOTTS RD EAST CLOSED	CHANGED TRAFFIC COND
Message 4	28/01/2023 12:00 – 20:29		SPECIAL EVENT TODAY	PUDO & TAXI AHEAD ON LEFT	IN THOMAS DALTON CAR PARK
Message 5	28/01/2023 20:30 – 23:00		EVENT EGRESS UNDERWAY	PUDO & TAXI AHEAD ON LEFT	IN THOMAS DALTON CAR PARK
Message 6	29/01/2023 06:00 – 10:59		SPECIAL EVENT TODAY	ELLIOTTS RD EAST CLOSED	CHANGED TRAFFIC COND
Message 7	29/01/2023 11:00 – 19:29		SPECIAL EVENT TODAY	PUDO & TAXI AHEAD ON LEFT	IN THOMAS DALTON CAR PARK
Message 8	29/01/2023 19:30 – 22:00		EVENT EGRESS UNDERWAY	PUDO & TAXI AHEAD ON LEFT	IN THOMAS DALTON C/PARK
DEACTIVATE		29/01/2023 22:00hrs or when no longer required.			



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VMS 2	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	23 – 26/01/2023 06:00 – 20:00	Pioneer Rd & Carters Ln At approx. this location. -34.401137683196254, 150.9004340712272 Facing Northbound Traffic.	SPECIAL EVENT 28 & 29 JAN	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 2	27/01/2023 06:00 – 22:00		SPECIAL EVENT SAT & SUN	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 3	28/01/2023 06:00 – 11:59		SPECIAL EVENT TODAY	ELLIOTTS RD EAST CLOSED	CHANGED TRAFFIC COND
Message 4	28/01/2023 12:00 – 20:29		SPECIAL EVENT TODAY	PUDO & TAXI AHEAD ON RIGHT	IN THOMAS DALTON CARPARK
Message 5	28/01/2023 20:30 – 23:00		EVENT EGRESS UNDERWAY	PUDO & TAXI AHEAD ON RIGHT	IN THOMAS DALTON CARPARK
Message 6	29/01/2023 06:00 – 10:59		SPECIAL EVENT TODAY	ELLIOTTS RD EAST CLOSED	CHANGED TRAFFIC COND
Message 7	29/01/2023 11:00 – 19:29		SPECIAL EVENT TODAY	PUDO & TAXI AHEAD ON RIGHT	IN THOMAS DALTON CARPARK
Message 8	29/01/2023 19:30 – 22:00		EVENT EGRESS UNDERWAY	PUDO & TAXI AHEAD ON RIGHT	IN THOMAS DALTON CARPARK
DEACTIVATE		29/01/2023 22:00hrs or when no longer required.			



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VMS 3	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	23 – 26/01/2023 06:00 – 20:00	12 – 14 Elliotts Rd At approx. this location. -34.395734553933536, 150.89974460206577 Facing Eastbound.	SPECIAL EVENT 28 & 29 JAN	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 2	27/01/2023 06:00 – 22:00		SPECIAL EVENT SAT & SUN	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 3	28/01/2023 06:00 – 11:59		SPECIAL EVENT TODAY	ELLIOTTS RD CLOSED AHEAD	PUDO/TAXI TURN LEFT AT LIGHTS
Message 4	28/01/2023 12:00 – 20:29		SPECIAL EVENT TODAY	ELLIOTTS RD CLOSED AHEAD	PUDO/TAXI TURN LEFT AT LIGHTS
Message 5	28/01/2023 20:30 – 22:59		EVENT EGRESS UNDERWAY	ELLIOTTS RD CLOSED AHEAD	PUDO/TAXI TURN LEFT AT LIGHTS
Message 6	28/01/2023 23:00 – 06:59		ELLIOTTS RD CLOSED AHEAD	NO VEHICLE ACCESS	USE ALT ROUTE
Message 7	29/01/2023 07:00 – 10:59		SPECIAL EVENT TODAY	ELLIOTTS RD CLOSED AHEAD	CHANGED TRAFFIC COND
Message 8	29/01/2023 11:00 – 19:29		SPECIAL EVENT TODAY	ELLIOTTS RD CLOSED AHEAD	PUDO/TAXI TURN LEFT AT LIGHTS
Message 9	29/01/2023 19:30 – 22:00		EVENT EGRESS UNDERWAY	PUDO AHEAD ON LEFT IN	THOMAS DALTON C/PARK
DEACTIVATE		29/01/2023 23:00hrs or when no longer required			



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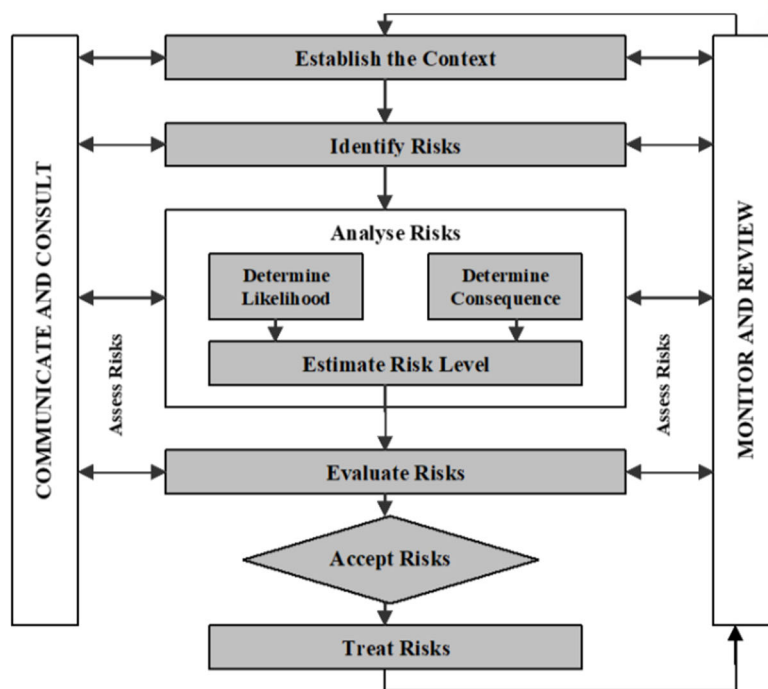
14.13 PUBLIC NOTIFICATIONS

Public notifications shall be undertaken by the event organiser if required by Council. Refer the Event DA for the respective area required.

15 RISK MANAGEMENT

15.1 RISK MANAGEMENT PROCESS

Throughout the Risk Management process, we will link activities to the Australian Standards AS ISO 31000:2018. These standards provide a systematic approach to the Risk Management.



15.2 RISK TOLERANCE

A risk rating determined to be higher than a “low” or a “moderate” level (see: “Risk Assessment Tool” below for descriptions of these terms) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a “low” or moderate” level exists, senior management should evaluate, where it is viable, to further reduce the likelihood or consequences of that stated risk.



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15.3 RISK ASSESSMENT TOOL

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. It is important to note that risk is subjective and therefore any ratings applied should be considered in this context.

Likelihood	Consequences				
	Insignificant (1) (Minor problem easily handled by normal day to day processes)	Minor (2) (Some disruption possible, e.g. damage equal to \$500k)	Moderate (3) (Significant time/resources required, e.g. damage equal to \$1 million)	Major (4) (Operations severely damaged, e.g. damage equal to \$10 million)	Catastrophic (5) (Business survival is at risk damage equal to \$25 million)
Rare (1) (e.g. <3% chance)	2	3	4	5	6
Unlikely (2) (e.g. between 3% and 10% chance)	3	4	5	6	7
Moderate (3) (e.g. between 10% and 50% chance)	4	5	6	7	8
Likely (4) (e.g. between 50% and 90% chance)	5	6	7	8	9
Almost certain (5) (e.g. >90% chance)	6	7	8	9	10

15.4 RISK SCORE EVALUATION

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required, specific senior management attention and specify responsibility
9-10	Extreme	Immediate action required, senior management required with detailed plan and Senior Management responsibility noted



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15.5 RISK TREATMENTS

Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

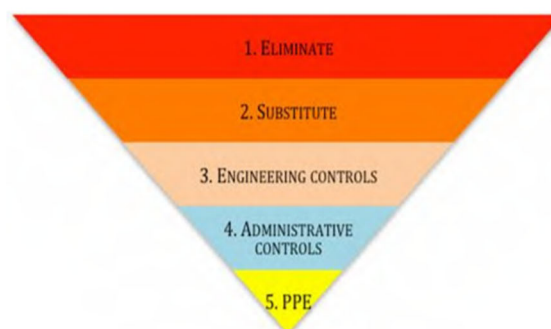
The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks. When a hazard is identified it shall be:

1. Eliminated (designed out, eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.

The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible the risk must be minimised by utilising the ALARP principle;

Nomination	Multiplier	Outcome
A	=	As
L	=	Low
A	=	As
R	=	Reasonably
P	=	Practicable



SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard, however if this is not reasonably practicable to eliminate the hazard, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimise the risk to the lowest reasonably practicable level.



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15.6 Risk Assessment Plan (Risk Register)

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list.

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
TRAFFIC RISKS										
1	Cyclist and/or vehicle & Pedestrian interaction	Short Term Injury Long Term Injury	2	3	M	Road closure implemented during event to allow safe area for all. First aid trained person onsite. Traffic controllers to be mindful of same when working on network. All staff should be in hi-vis vest when working around traffic. Additional light towers in areas of high pedestrian activity.	2	2	L	Contractors Vendors Event Organiser Traffic Control
2	Illegal Parking	Short Term Injury Financial Delay	3	1	L	Stall holders/Vendors advised as to their responsibility to parking in compliant/allocated location. Rangers responsible for non-compliant parking & regulatory enforcement.	2	1	L	All staff Contractors Event Organiser Traffic Control
3	Overcrowding on roads	Death Short Term Injury Long Term Injury Delay	2	3	M	Tickets normally pre-purchased and numbers for site pre-ascertained Security to manage patron queues. Entry well back from live traffic location with holding area sufficient to manage entry.	1	2	L	First Aid Event Organiser Security
4	Road Subsidence	Death Long Term Injury Delay	5	3	M	All staff along any closed roads to be vigilant and monitor surface and report any damage to event organiser.	3	3	M	Council Event Organiser All staff
5	Traffic Jam in surrounding area	Short Term Injury Long Term Injury Delay	2	2	L	Custom TGS's for event. Consultation will relevant stakeholders as part of planning.	2	2	L	Police Site Manager LGA



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					VMS board to advise people pre-event.				
6	Vehicle Breakdown	Financial Delay	3	2	M	Alternate routes to be utilised where possible. Contingency routes considered as part of planning.	3	1	L Event Organiser Traffic Control Police/TfNSW
WEATHER RISKS									
7	Exposure to Cold Hypothermia	Short Term Injury Financial Reputation	2	3	M	Thermal first aid sheets in all first aid kits, first aid onsite. Staff to be provided with relevant PPE. Refer to First Aid for assistance, if severe call Emergency Services.	1	2	L Event Organiser First aid Traffic Control
8	Exposure to Sun	Short Term Injury Financial Reputation	4	2	M	All staff to wear Sun rated caps/hats where possible. Sunscreen available to staff from supervisor. Water available from supervisor & staff reminded to bring spare supply. All TC's reminded to use sunscreen and protective clothing. Be mindful of sun glare when working during sun rise/set.	2	2	L First aid Event Organiser Traffic Control
9	Heavy Rain	Death Short Term Injury Long Term Injury Delay	2	4	M	Supply wet weather gear for crew if required. Medics/trained first aiders onsite during event, security at other times during bump in & out. Unsafe areas to be barricaded off. Ensure signs are not placed in area where drainage may be blocked by same. Use weights on signs if placed in gutter.	2	2	L First aid Event Organiser LGA Traffic Control



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10	Lightning	Death Short Term Injury Long Term Injury	1	6	M	Refer AS1768 Monitor BOM for any change in weather. Do not hold stop/slow bat during lightning. Where possible seek shelter if safe to do so.	1	4	L	Event Organiser Traffic Control
11	Strong Wind	Death Short Term Injury Financial	4	4	H	BOM to be monitored throughout event-by the Event Organiser. Medics/trained first aiders onsite during event, security at other times during bump in & out. If injury call Emergency Services 000 Ambulance / Police. All signs to be weighted in high wind areas.	6	5	M	First Aid Event Organiser Traffic Control
HEALTH RISKS										
12	COVID	Death Short Term Injury Long Term Injury Financial	3	5	H	TC's to conduct social distancing of 1.5m from other persons. PPE to be utilised when required. Wash hand regularly and follow current health guidelines. If you have any symptoms do not attend work.	2	4	M	All staff Traffic Control Event Organiser NSW Health
13	Medical Emergency	Death Short Term Injury Long Term Injury Financial Delay Reputation	2	3	M	Emergency access routes always planned and kept clear. Communications to ensure all parties are abreast. Emergency services to be contact 000 if elevated action required. Dedicated Emergency Services routes & access points with a clear path for fast access, traffic controllers manning access points.	2	2	L	Medical Manager Event Organiser Traffic Control
14	Staff Fatigue	Short Term Injury Delay	4	2	M	TPP Fatigue Management Plan implemented. Team leader to monitor staff and ensure fatigued staff replaced. Rostering manager to ensure rosters compliant with FMP.	2	2	L	Roster Manager Team leader Traffic Control



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SITE RISKS									
15	Slip/Trip/Falls	Short Term Injury Long Term Injury	3	2	M	Site inspection to identify hazards & remove/treat same in immediate work area. Good housekeeping. Cleaners to monitor/patrol & clean up where necessary. Ensure pathways are lit sufficiently on the major pedestrian routes.	2	2	L Cleaners Event Organiser First Aid Traffic Control
16	Terrorism	Death Long Term Injury Financial Reputation	3	5	H	UP Police onsite during event. TC's at key entry points controlling access. No credible evidence provided to date. HVMP implemented for main event day only.	3	2	M Event Organiser Police Traffic Control
17	Trees	Death Short Term Injury Long Term Injury	2	4	M	Immediate work area where TC's working to be checked for damaged branches/split trunks, LGA advised. Do not put staff/workers under hanging/loose branches, if required create exclusion zone. In excessive winds monitor trees for any suspect branches.	2	2	L First Aid Event Organiser LGA Traffic Control
MISCELLANEOUS									
18	Communication Failure	Death Short Term Injury Financial Reputation	3	2	M	Ensure all TC's are familiar with radio and procedure for use. Monitor/report any issues with radios. Radio check on commencement of shift. Contract only reliable radio supplier with proven record. Backup radios to replace any faulty radios. Use of Instant messenger apps or the Office 3CX system to communicate with staff.	3	1	L Telecommunications Provider Two Way Radio Provider Event Organiser Emergency Services



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16 CONSULTATION & CONTACT LIST

The below list are the practitioners consulted as documents owners, stakeholders and/or approval authorities for this document.

NAME	ORGANISATION
Pedr Danks	Traffic Plan Professionals Pty Ltd
Zacchary French	Traffic Plan Professionals Pty Ltd
Caitie Jefferies	Zaccaria Concerts & Touring
John Zaccaria	Zaccaria Concerts & Touring
Tim Caporn	Event Logistics Australia
David Bennett	First On Scene
Andrew Macarthur	Clean Vibes
Jacob Franke	JF Electrical
Jules Brashaw	JD's Fast Foods
Mick Dykes	Wollongong Police District
Vera Cvetkoski	Wollongong City Council

17 APPENDIX

The below appendices form part of the TMP and should be read in part or/and in whole when reviewing the above information.

#	Document Name
1	TGS0965 v3 – Bump in & Out
2	TGS0966 v3 – Event Day setup phase 1
3	TGS0967 v3 – Event Day setup phase 2
4	TGS0968 v3 – Event Day – Elliots Rd Closure
5	TGS0969 v3 – Event Day – PUDO zone
6	VMS plan
7	Emergency Services Access



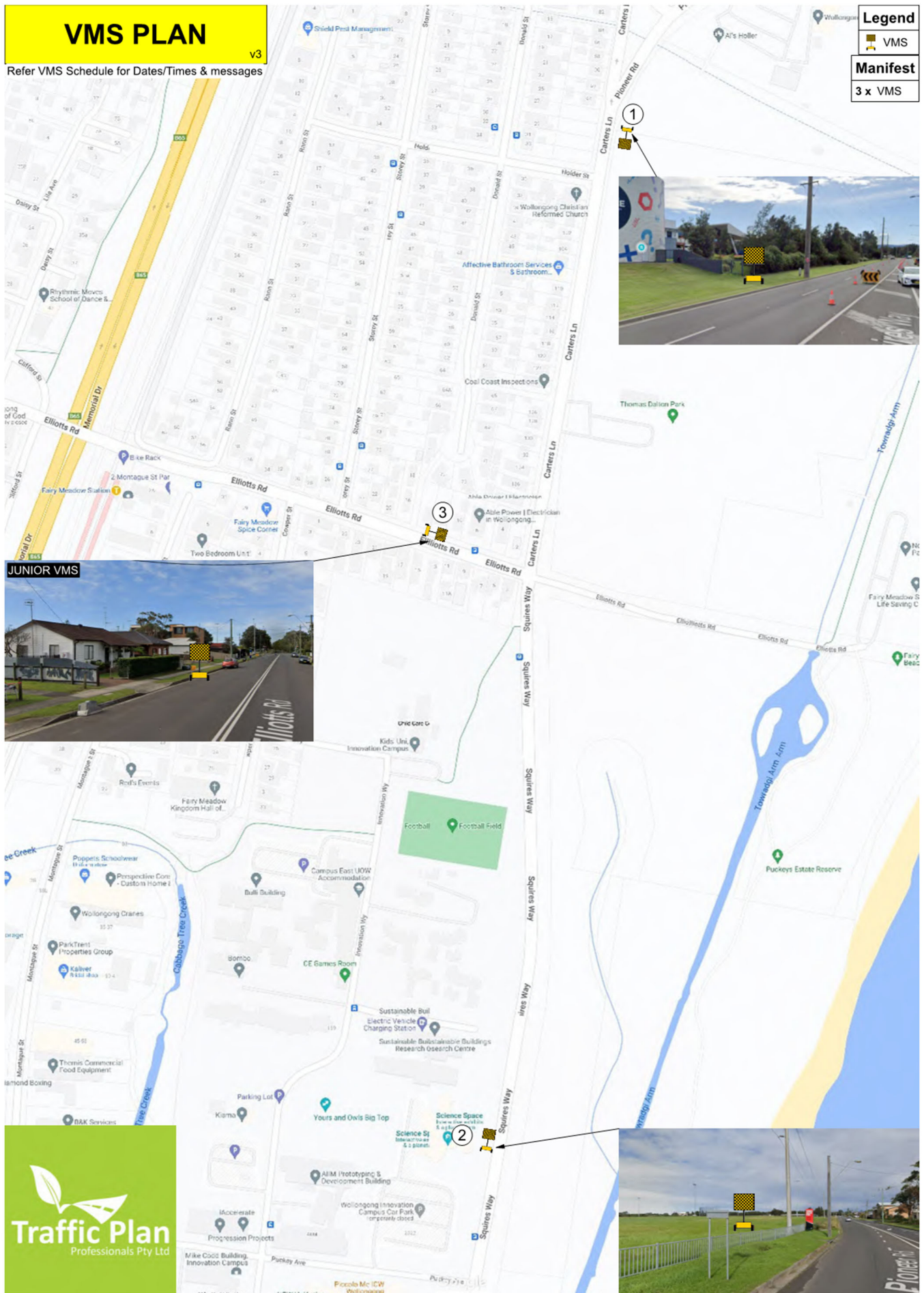


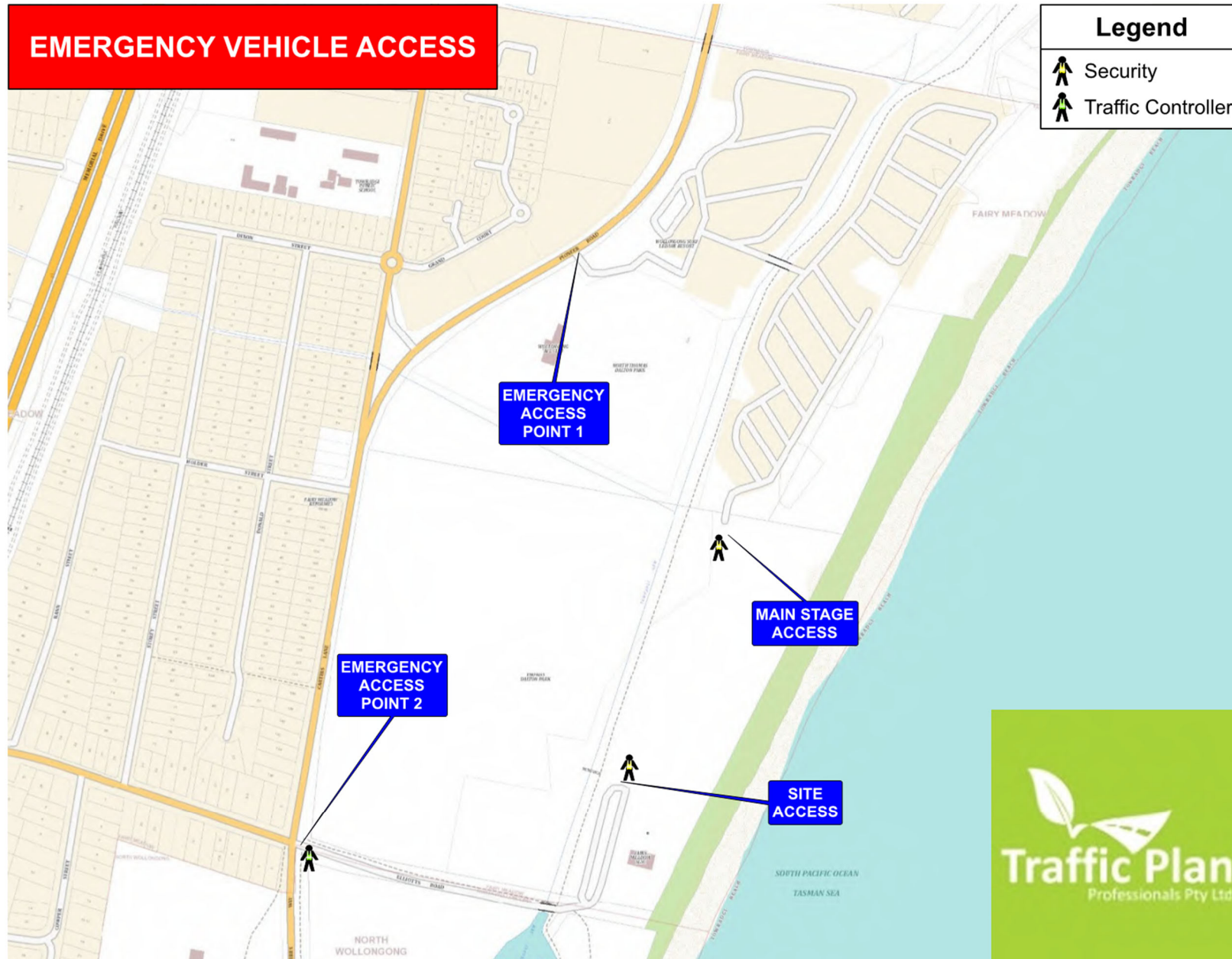














TRAFFIC MANAGEMENT PLAN

Version 2 of 17 November 2022

Prepared By: **Pedr Danks**
Managing Director

SafeWork NSW Certified Planner No: **PWZTMP TCT0057732**
Dip. Sec & Risk Mgmt, Dip. WHS, Dip. Mgmt
Dip. Management, Cert IV Training
Occupational First Aid Skill Set
Provide Pain Management

Traffic Plan Professionals Pty Ltd
4/11 Billbrooke Cl, Cameron Park NSW 2285
P: 1300 544 843 F: 02 4072 2334
D: 02 4072 2330 (NSW) 03 7065 6414 (VIC)
E: pedr@trafficplanprofessionals.com.au
Form 1.TMP.1.8-2020.TPP.PD

JAMMIN

4th February 2023

Thomas Dalton Park, Fairy Meadow



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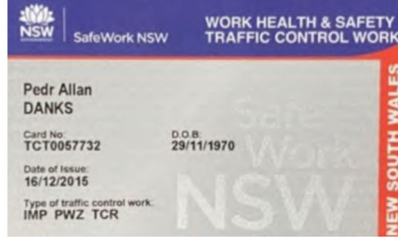


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1 DOCUMENT AUTHOR

Prepared By	Pedr Danks, Managing Director. Traffic Plan Professionals Pty Ltd		
Signature	SafeWork NSW PWZ/TMP 0057732		
	 		
Date	17 November 2022		

2 DOCUMENT HISTORY

Reviewed By	Version	Date	Comments
Pedr Danks	1	17/10/2022	Original version
Pedr Danks	2	17/11/2022	Update to description

3 DISTRIBUTION

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4 DISCLAIMER

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5 CONFIDENTIALITY STATEMENT

All information, concepts, ideas, strategies, commercial data and all other information whatsoever contained within this document as well as any and all ideas and concepts described during the presentation are provided on a commercial in confidence basis and remain the intellectual property and copyright (©) of Traffic Plan Professionals Pty Ltd and affiliated entities.

6 TERMS AND DEFINITIONS

Terms	Definitions
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
HVA	Hostile Vehicle Attack
HVMP	Hostile Vehicle Mitigation Plan
LGA	Local Government Area
PAC	Police Area Command
PAX	Persons Amount X
PWZTMP	Prepare a Work Zone/Traffic Management Plan
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
THD	Target Hardening Device
TMP	Traffic Management Plan
VMS	Variable Message Sign

7 EXECUTIVE SUMMARY

Jammin Festival is bringing the biggest reggae party to Australian shores this summer in Feb 2023!

We're scheduled for 3 huge festivals across 3 days. 3rd of Feb in Perth, 4th in Sydney and the 5th of Feb in Brisbane. Boasting a stacked international line-up featuring Sean Kingston, Kolohe Kai, Fiji, Rebel Souljahz, Sons of Zion, Steel Pulse, Maoli, House of Shem, Tomorrow People and The Original Wailers!!

8 SCOPE

This plan addresses traffic management for the proposed works only and the document has been prepared following consultation and assessments from the respective stakeholders listed in this document.



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The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary advance warning signs and safety barriers.

Various traffic control devices/measures have been used whilst creating the relevant Traffic Guidance Schemes.

This document should be read in conjunction with the following:

#	Document	Version
1	RMS Guide to Transport & Management for Special Events	3.5
2	TfNSW Traffic Control at Worksites Manual	6.1
3	AS/NZS	2890.6-2009.
4	Local Government Act 1993	No 30
5	Roads Act 1993	No 33
6	Australian Standard	1742
7	The Use of Variable Message Sign (VMS) RMS Policy	10.408
8	Risk Management - Guidelines	ISO31000:2018
9	Safework Australia – Traffic Management: Guide for events	April 2021
10	Safework Information Sheet – Traffic Management	April 2021

9 OBJECTIVES

The core objectives with respect to the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the public, RMS personnel, pedestrians, cyclists and traffic,
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters etc:
 - a) Inform the RMS Representative and
 - b) Not damage the equipment,
 - c) Make suitable arrangements where required.
 - d) When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
6. Minimise disturbance to the environment,
7. Design temporary roadways and detours in accordance with TfNSW Road Design Guide and
8. Meet the requirements of TfNSW Traffic Control at Worksites Manual.



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10 MANAGEMENT OF THE TMP

Traffic Plan Professionals Pty Ltd has undertaken that it will provide the Traffic Guidance Schemes for this event.

It is required by Council/TfNSW and/or consenting authorities that all traffic control works to be carried out by Safework NSW certified and accredited personnel.

11 IMPLEMENTATION

Traffic Management for work and/or events sites will be in accordance with the TfNSW Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans is the responsibility of the event organiser and shall be carried out by Safework NSW certified and accredited personnel.

12 PLANNING STRATEGIES

Following preparation of the final draft plans, assessment and approvals is required by the following:

Agency	Area
NSW Police	Wollongong Police District
Council	Wollongong City Council
TfNSW	Wollongong Transport NSW

13 EVENT DETAILS

Event Name	JAMMIN
Event Date(s)	4 th February 2023
Event Time(s)	12:00 – 22:30hrs (soft opening from 11:20hrs)
Bump In Date(s) & Time(s)	31 st January 12:00 – 19:00hrs 1 st February – 2 nd February 07:00 – 19:00hrs 3 rd February 07:00 – 20:00hrs
Bump Out Date(s) & Time(s)	5 th February – 8 th February 07:00 – 19:00hrs
Venue(s)	Thomas Dalton Park, Fairy Meadow
Pax	5,000
Demographic	18 – 45yo (Family orientated)
Special Event Class	Class 3

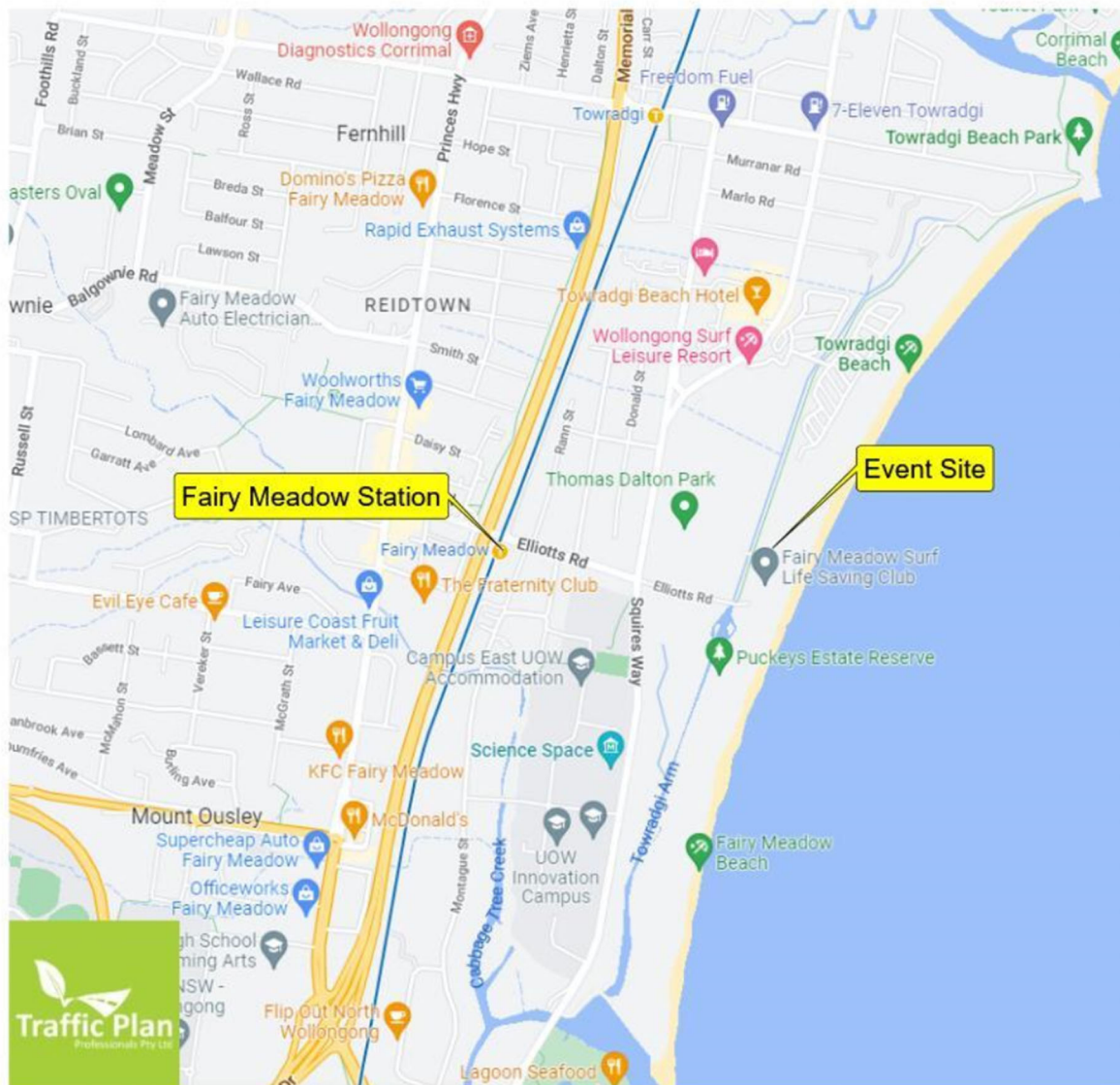


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14 LOCATION MAP





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16 TRAFFIC MANAGEMENT

During the event traffic safety will be managed by the implementation of specifically tailored TGS's that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the TfNSW Guide to Traffic and Transport Management for Special Events.

In the risk management context, the TfNSW Guide to Traffic and Transport Management for Special Events reads that a TGS be a Risk Management Plan for traffic, however a TGS shall not be an acceptable form of risk management and the event organiser should seek a separate risk review.

At its core the prepared TGS's implement various short-term road closures to safety manage vehicular and pedestrian flow within the precinct.

16.1 TRAFFIC GUIDANCE SCHEME

A Complete set of traffic guidance schemes are attached to this TMP and have been custom developed based on feedback received from various stakeholders. We have used proven methodology to create this set of custom plans based on our event management specialist team.

16.2 ROAD CLOSURES

Short term roads closures and control points shall be implemented at the following locations.

TGS #	LOCATIONS	DAY/TIME IMPLEMENTED	DAY/TIME REMOVED
0968 v2	Elliotts Rd at Squires Way intersection	04/02/23 07:00	04/02/23 23:30

16.3 VEHICLE ENTRY AND EGRESS

The primary entry and exit are as follows:

Bump in & out – Entry & Exit via Elliott Rd at end of carpark

Event Day – access will be negotiated with the Caravan Park backing onto area.



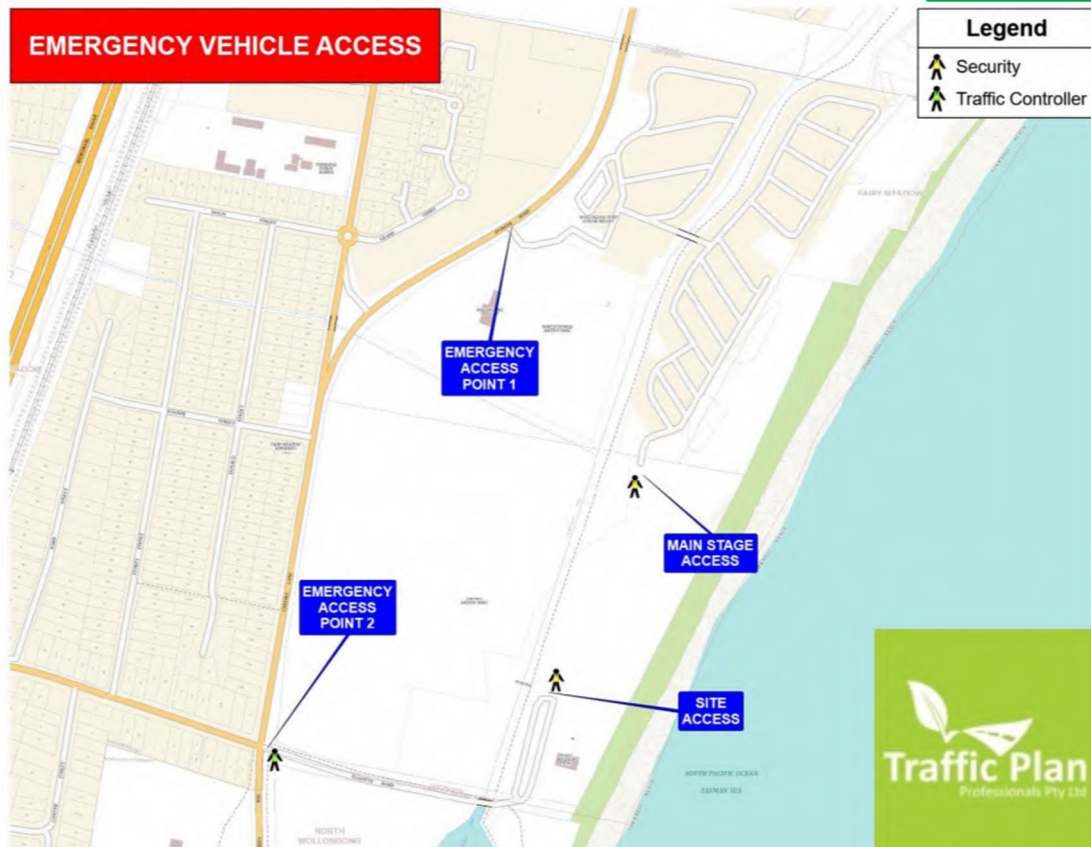
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16.4 VEHICLE EMERGENCY ACCESS

In the case of an emergency, vehicle access entry/exit points shall be in the following locations.

- 1) Primary Vehicle Access: Terralong St
- 2) Secondary Vehicle Access: Bong Bong St (restricted access)



16.5 PUBLIC TRANSPORT

Public Transport will operate as normal, Bus Route(s) may be affected during peak times due to the additional pedestrian activity, as part of this TMP we will advise the local bus company of the respective event dates/times.

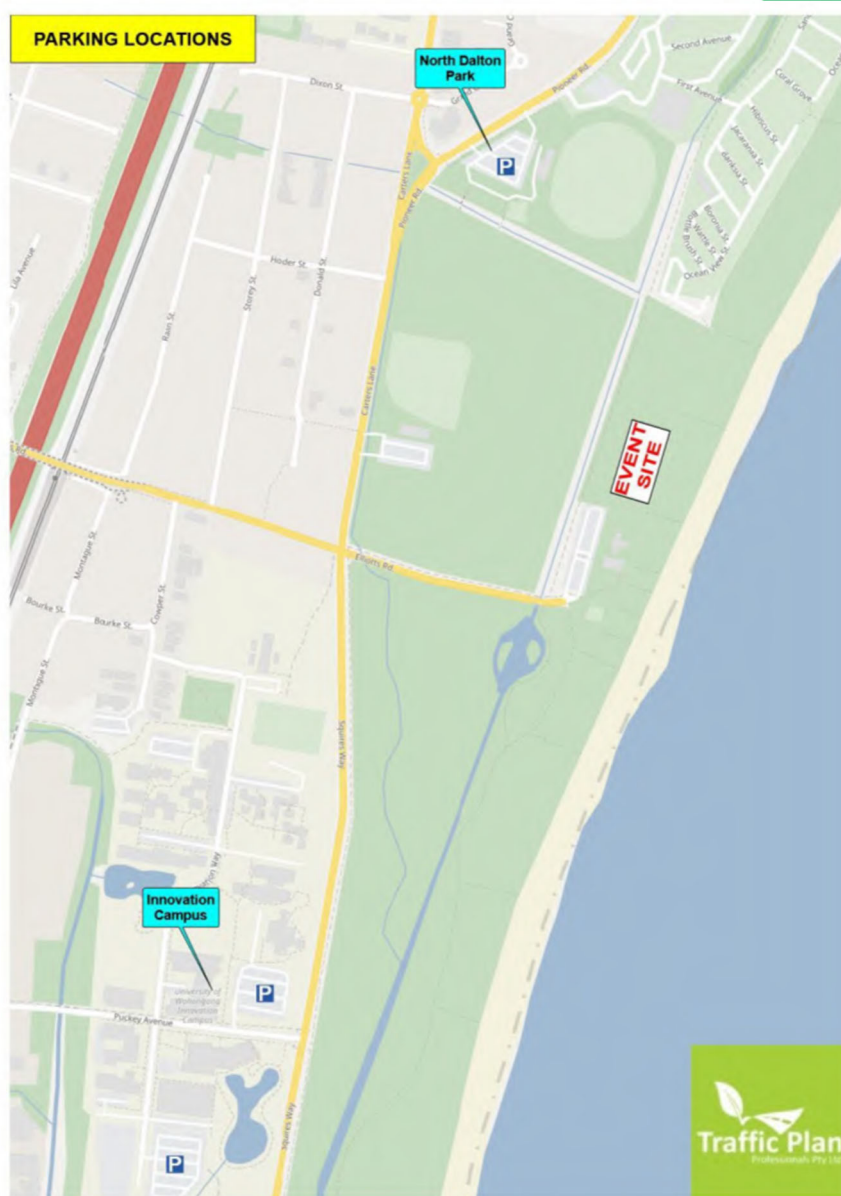


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16.6 PUBLIC PARKING

Car parking will be available at the UOW innovation campus Aprox. 1km from the event site, there is an additional carpark area at North Dalton Park Aprox. 550m from site.



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16.7 TAXI & UBER ZONE(S)

Taxi's will operate as normal however they may utilise the PUDO for drop offs & pickups. The event organiser will notify the local taxi company, should Uber operate in the area please advise us at least 2 months out so we may request a geo-lock for their service. <https://goo.gl/maps/1usHfm9L8QT9J4cS0>

16.8 PUDO ZONE(S)

A dedicated PUDO area will be created within Thomas Dalton Park carpark off Carters Lane, Fairy Meadow, we will utilise the southern side of the carpark for same. <https://goo.gl/maps/qco3eg562xasqLHh0>



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16.9 ACCESSIBLE PARKING

Accessible Parking is available in the carpark closest to the event site, patrons will need to present a valid mobility permit to utilise same, TC's will then grant access down to site and be allocated a mobility parking space. <https://goo.gl/maps/SUvTymPqi2dCJ33M9>

16.10 TARGET HARDENING

See the Hostile Vehicle Mitigation Plan (HVMP) for further information.

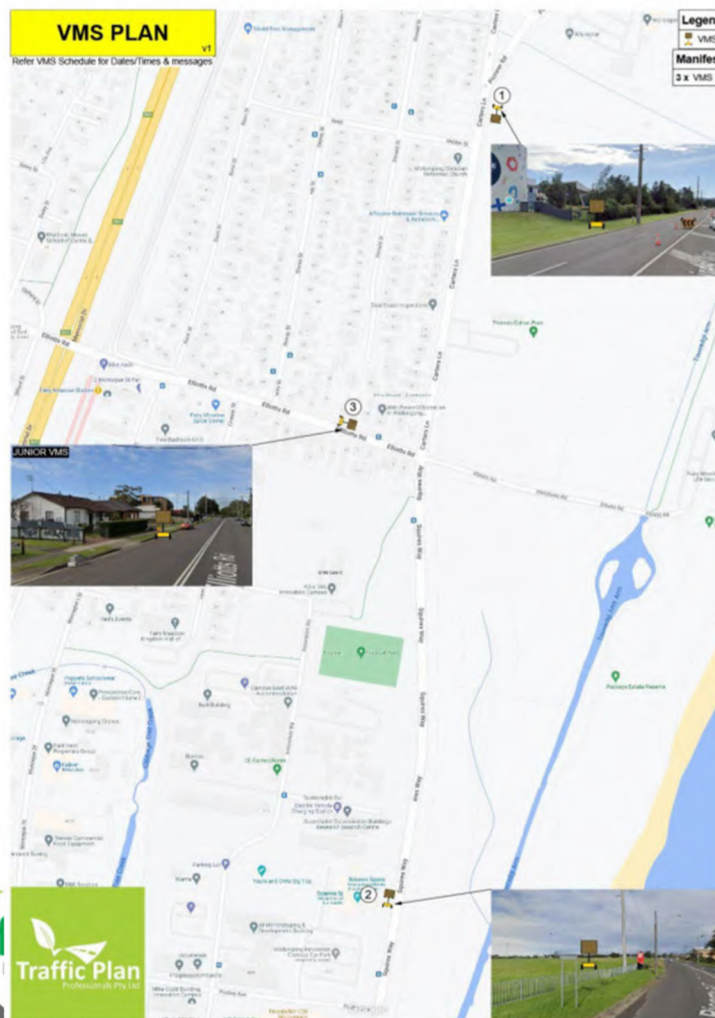
16.11 REGULATORY SIGNAGE

Additional No Parking signs to be installed in the PUDO zone from the evening of 3rd February 2023 and will be removed at approx. 23:30hrs on 4th February 2023.

16.12 VARIABLE MESSAGE SIGNS

3 x VMS board shall be installed to provided advance warning of the special event and the change traffic conditions.

The table below are the suggested message to be used and the key times for changing messages.



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VMS 1	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	31/01/2022 12:00 – 19:00	Pioneer Rd & Carters Ln At approx. this location. -34.39221365107656, 150.90189112364897	SPECIAL EVENT SUNDAY	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 2	01/02 – 03/02/2023 06:00 – 20:00	Facing Southbound Traffic.	SPECIAL EVENT SUNDAY	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 3	04/02/2023 06:00 – 10:29		SPECIAL EVENT TODAY	ELLIOTTS RD EAST CLOSED	CHANGED TRAFFIC COND
Message 4	04/02/2023 10:30 – 21:29		SPECIAL EVENT TODAY	PUDO & TAXI AHEAD ON LEFT	IN THOMAS DALTON CAR PARK
Message 5	04/02/2023 21:30 – 23:30		EVENT EGRESS UNDERWAY	PUDO & TAXI AHEAD ON LEFT	IN THOMAS DALTON C/PARK
DEACTIVATE		04/02/2023 23:30hrs or when no longer required.			

VMS 2	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	31/01/2022 12:00 – 19:00	Pioneer Rd & Carters Ln At approx. this location. -34.401137683196254, 150.9004340712272	SPECIAL EVENT SUNDAY	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 2	01/02 – 03/02/2023 06:00 – 20:00	Facing Northbound Traffic.	SPECIAL EVENT SUNDAY	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 3	04/02/2023 06:00 – 10:29		SPECIAL EVENT TODAY	ELLIOTTS RD EAST CLOSED	CHANGED TRAFFIC COND
Message 4	04/02/2023 10:30 – 21:29		SPECIAL EVENT TODAY	PUDO & TAXI AHEAD ON RIGHT	IN THOMAS DALTON CARPARK



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Message 5	04/02/2023 21:30 – 23:30		EVENT EGRESS UNDERWAY	PUDO & TAXI AHEAD ON RIGHT	IN THOMAS DALTON CARPARK
DEACTIVATE		04/02/2023 23:30hrs or when no longer required.			

VMS 3	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	31/01/2022 12:00 – 19:00	12 – 14 Elliotts Rd At approx. this location. -34.395734553933536, 150.89974460206577	SPECIAL EVENT SUNDAY	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 2	01/02 – 03/02/2023 06:00 – 20:00	Facing Eastbound.	SPECIAL EVENT SUNDAY	AT THOMAS DALTON PARK	CHANGED TRAFFIC COND
Message 3	04/02/2023 06:00 – 10:29		SPECIAL EVENT TODAY	ELLIOTTS RD CLOSED AHEAD	PUDO/TAXI TURN LEFT AT LIGHTS
Message 4	04/02/2023 10:30 – 21:29		SPECIAL EVENT TODAY	ELLIOTTS RD CLOSED AHEAD	PUDO/TAXI TURN LEFT AT LIGHTS
Message 5	04/02/2023 21:30 – 23:30		EVENT EGRESS UNDERWAY	ELLIOTTS RD CLOSED AHEAD	PUDO/TAXI TURN LEFT AT LIGHTS
DEACTIVATE		04/02/2023 23:30hrs or when no longer required			

16.13 PUBLIC NOTIFICATIONS

Public notifications shall be undertaken by the event organiser if required by Council. Refer the Event DA for the respective area required.



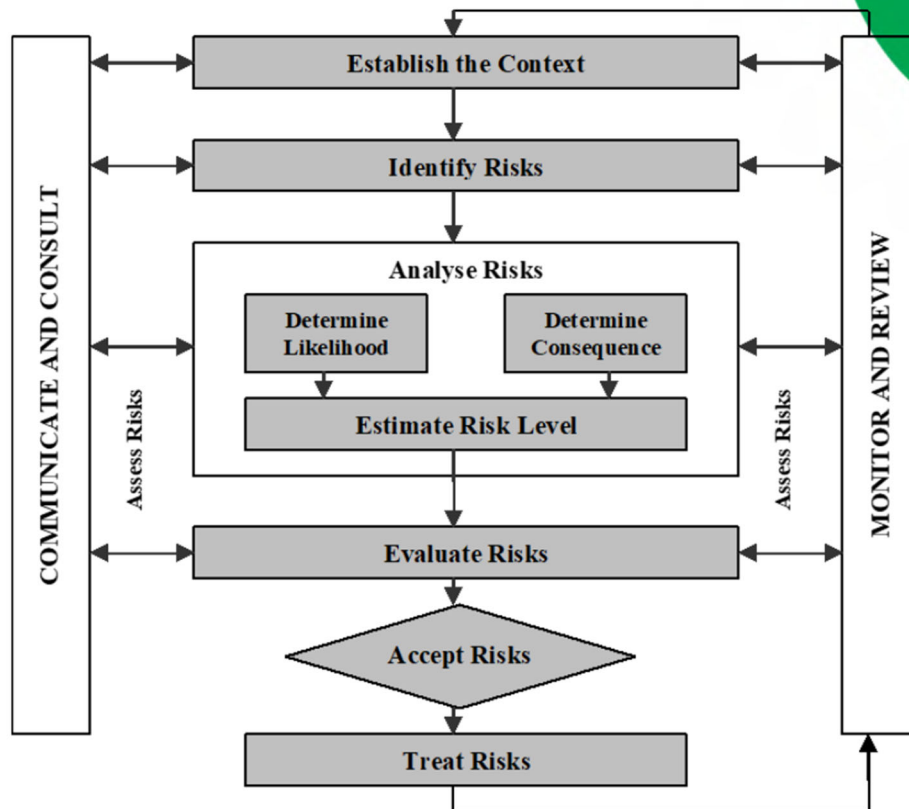
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17 RISK MANAGEMENT

17.1 RISK MANAGEMENT PROCESS

Throughout the Risk Management process, we will link activities to the Australian Standards AS ISO 31000:2018. These standards provide a systematic approach to the Risk Management.



17.2 RISK TOLERANCE

A risk rating determined to be higher than a “low” or a “moderate” level (see: “Risk Assessment Tool” below for descriptions of these terms) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a “low” or moderate” level exists, senior management should evaluate, where it is viable, to further reduce the likelihood or consequences of that stated risk.



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17.3 RISK ASSESSMENT TOOL

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. It is important to note that risk is subjective and therefore any ratings applied should be considered in this context.

Likelihood	Consequences				
	Insignificant (1) (Minor problem easily handled by normal day to day processes)	Minor (2) (Some disruption possible, e.g. damage equal to \$500k)	Moderate (3) (Significant time/resources required, e.g. damage equal to \$1 million)	Major (4) (Operations severely damaged, e.g. damage equal to \$10 million)	Catastrophic (5) (Business survival is at risk damage equal to \$25 million)
Rare (1) (e.g. <3% chance)	2	3	4	5	6
Unlikely (2) (e.g. between 3% and 10% chance)	3	4	5	6	7
Moderate (3) (e.g. between 10% and 50% chance)	4	5	6	7	8
Likely (4) (e.g. between 50% and 90% chance)	5	6	7	8	9
Almost certain (5) (e.g. >90% chance)	6	7	8	9	10

17.4 RISK SCORE EVALUATION

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required, specific senior management attention and specify responsibility
9-10	Extreme	Immediate action required, senior management required with detailed plan and Senior Management responsibility noted



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17.5 RISK TREATMENTS

Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

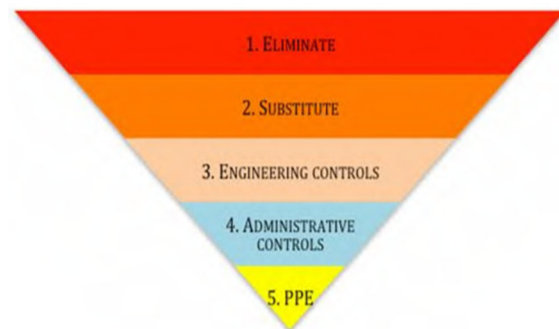
The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks. When a hazard is identified it shall be:

1. Eliminated (designed out, eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.

The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible the risk must be minimised by utilising the ALARP principle;

Nomination	Multiplier	Outcome
A	=	As
L	=	Low
A	=	As
R	=	Reasonably
P	=	Practicable



SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard, however if this is not reasonably practicable to eliminate the hazard, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimise the risk to the lowest reasonably practicable level.



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17.6 Risk Assessment Plan (Risk Register)

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list.

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
TRAFFIC RISKS										
1	Cyclist and/or vehicle & Pedestrian interaction	Short Term Injury Long Term Injury	3	3	M	Road closure implemented during event to minimize possibility of same. First aid trained person onsite. Traffic controllers to be mindful of same when working on network. VMS boards utilised for advance notification to better inform persons. All staff should be in hi-vis vest when working around traffic. Dedicated cyle pathway to event site. During peak ingress if footpath is heavy populated with pedestrians cyclist will be asked to dismount when heading toward event site.	2	2	L	Contractors Vendors Event Organiser Traffic Control
2	Illegal Parking	Short Term Injury Financial Delay	3	1	L	Stall holders/Vendors advised as to their responsibility to parking in compliant/allocated location. Rangers responsible for non-compliant parking & regulatory enforcement. Free patron carparks located around the area, event promoting use of public transport & PUDO.	2	1	L	All staff Contractors Event Organiser Traffic Control
3	Overcrowding on roads	Death Short Term Injury Long Term Injury Delay	2	3	M	Tickets pre-purchased and numbers for site pre-ascertained Security to manage patron queues. Entry not on public road network with vast open space area for any issues.	1	2	L	First Aid Event Organiser Security



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4	Road Subsidence	Death Short Term Injury Long Term Injury Delay	5	3	M	All staff along any closed roads to be vigilant and monitor surface and report any damage to event organiser.	3	3	M	Council Event Organiser All staff
5	Traffic Jam in surrounding area	Short Term Injury Long Term Injury Delay	4	3	M	Custom TGS's for event. Consultation will relevant stakeholders as part of planning. Road closure of of Elliots Way to reduce possible queues. VMS boards to advise people pre-event. Traffic Manager onsite during live event to monitor areas and liaise with nominated rep.	2	3	L	Police Site Manager LGA Traffic Manager
6	Vehicle Breakdown	Financial Delay	2	1	L	Contingency routes considered as part of planning.	2	1	L	Event Organiser Traffic Control
WEATHER RISKS										
7	Exposure to Cold Hypothermia	Short Term Injury Financial Reputation	2	3	M	Thermal first aid sheets in all first aid kits, first aid onsite. Staff to be provided with relevant PPE. Refer to First Aid for assistance, if severe call Emergency Services.	1	2	L	Event Organiser First aid Traffic Control
8	Exposure to Sun	Short Term Injury Financial Reputation	4	2	M	All staff to wear Sun rated caps/hats where possible. Sunscreen available to staff from supervisor. Water available from supervisor & staff reminded to bring spare supply. All TC's reminded to use sunscreen and protective clothing. Be mindful of sun glare when working during sun rise/set.	2	2	L	First aid Event Organiser Traffic Control
9	Heavy Rain	Death Short Term Injury Long Term Injury Delay	2	4	M	Supply wet weather gear for crew if required. First aid trained person onsite Ensure signs are not placed in area where drainage may be blocked by same. Use weights on signs if placed in gutter.	2	2	L	First aid Event Organiser LGA Traffic Control



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10	Lightning	Death Short Term Injury Long Term Injury	1	6	M	Refer AS1768 Monitor BOM for any change in weather. Do not hold stop/slow bat during lightning. Where possible seek shelter if safe to do so.	1	4	L	Event Organiser Traffic Control
11	Strong Wind	Death Short Term Injury Financial	4	4	H	BOM to be monitored throughout event-by the Event Organiser. First aid trained person onsite. If injury call Emergency Services 000 Ambulance / Police. All signs to be weighted in high wind areas.	6	5	M	First Aid Event Organiser Traffic Control
HEALTH RISKS										
12	COVID	Death Short Term Injury Long Term Injury Financial	3	5	H	PPE to be utilised when required. Wash hand regularly and follow current health guidelines. If you have any symptoms do not attend work.	2	4	M	All staff Traffic Control Event Organiser NSW Health
13	Medical Emergency	Death Short Term Injury Long Term Injury Financial Delay Reputation	2	3	M	Emergency access routes always planned and kept clear. Communications to ensure all parties are abreast. Emergency services to be contact 000. Dedicated Emergency Services routes & access points with a clear path for fast access, traffic controllers manning access points.	2	2	L	Medical Manager Event Organiser Traffic Control
14	Staff Fatigue	Short Term Injury Delay	4	2	M	TPP Fatigue Management Plan implemented. Team leader to monitor staff and ensure fatigued staff replaced. Rostering manager to ensure rosters compliant with FMP.	2	2	L	Roster Manager Team leader Traffic Control
SITE RISKS										
15	Slip/Trip/Falls	Short Term Injury Long Term Injury	3	2	M	Site inspection to identify hazards & remove/treat same. Good housekeeping. Cleaners to monitor/patrol & clean up where necessary.	2	2	L	Cleaners Event Organiser First Aid Traffic Control



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					Ensure pathways are lit sufficiently on the major pedestrian routes. Install light towers in poorly lit areas.				
16	Terrorism	Death Long Term Injury Financial Reputation	3	5	H	UP Police onsite during event. TC's at key entry points controlling access. Entry located back from road network. HVMP implemented.	3	2	M Police Traffic Control
17	Trees	Death Short Term Injury Long Term Injury	2	4	M	Immediate work area where TC's working to be checked for damaged branches/split trunks, LGA advised. Do not put staff/workers under hanging/loose branches, if required create exclusion zone. In excessive winds monitor trees for any suspect branches.	2	2	L First Aid Event Organiser LGA Traffic Control
MISCELLANEOUS									
18	Communication Failure	Death Short Term Injury Financial Reputation	3	2	M	Ensure all TC's are familiar with radio and procedure for use. Monitor/report any issues with radios. Radio check on commencement of shift. Contract only reliable radio supplier with proven record. Backup radios to replace any faulty radios. Use of apps such as WhatsApp as a contingency.	3	1	L Two Way Radio Provider Event Organiser Emergency Services



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18 CONSULTATION & CONTACT LIST

The below list are the practitioners consulted as documents owners, stakeholders and/or approval authorities for this document.

NAME	ORGANISATION
Pedr Danks	Traffic Plan Professionals Pty Ltd
Zacchary French	Traffic Plan Professionals Pty Ltd
Matt Harris	Global Event Management Group
Ciska can Duuren	Global Event Management Group
Matt Spratt	Jammin Festival Australia
1300 Medics	Ethan Dooley
Mick Dykes	Wollongong Police District
Jeremy Wilshire	Wollongong City Council
Vera Cvetkoski	Wollongong City Council

19 APPENDIX

The below appendices form part of the TMP and should be read in part or/and in whole when reviewing the above information.

#	Document Name
1	TGS0965 v1 – Bump In & Out
2	TGS0966 v1 – Event Day setup phase 1
3	TGS0967 v1 – Event Day setup phase 2
4	TGS0968 v1 – Event Day – Elliots Rd Closure
5	TGS0969 v1 – Event Day – PUDO zone
6	VMS plan
7	Emergency Services Access



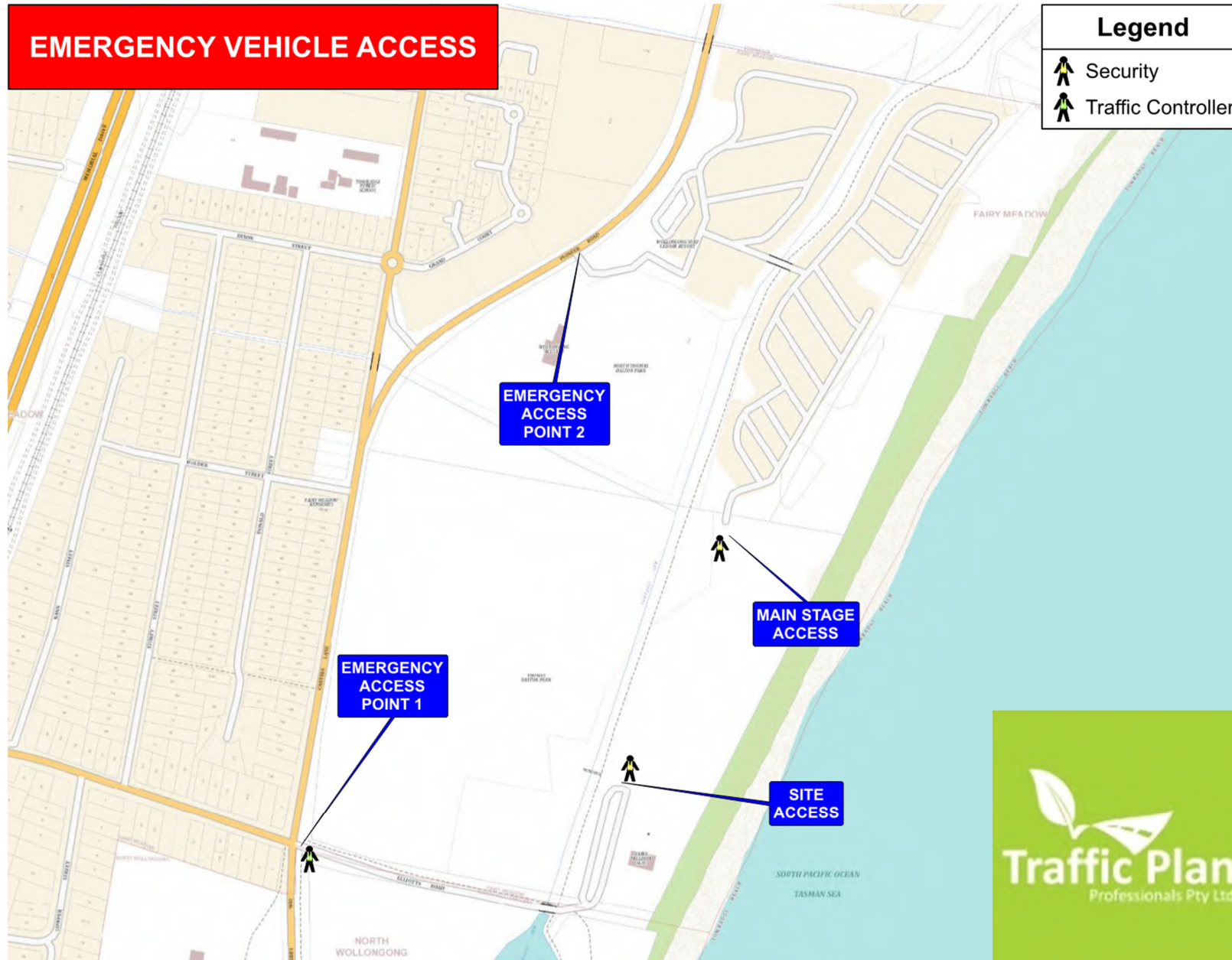


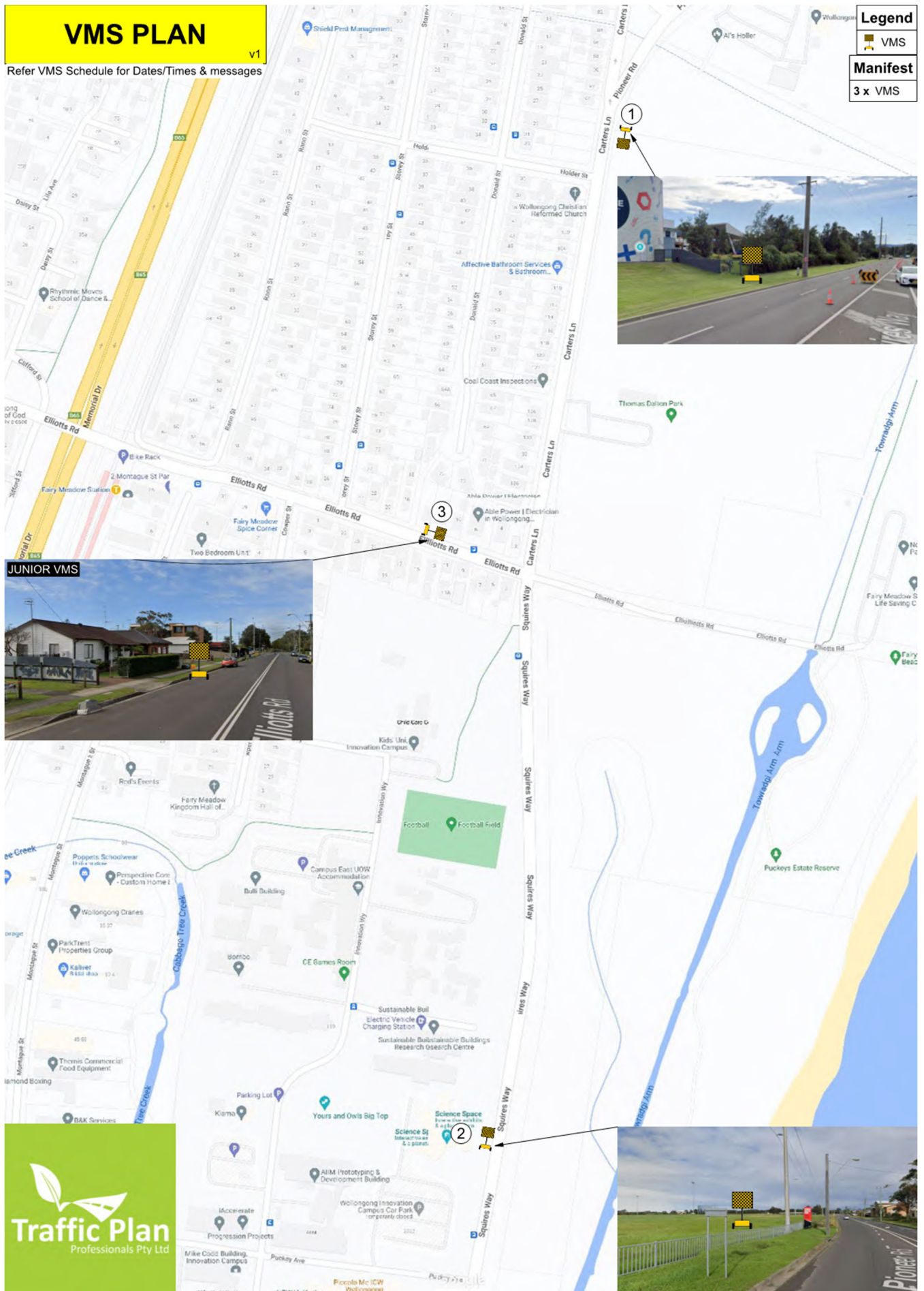




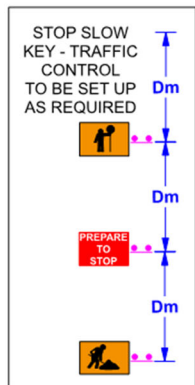






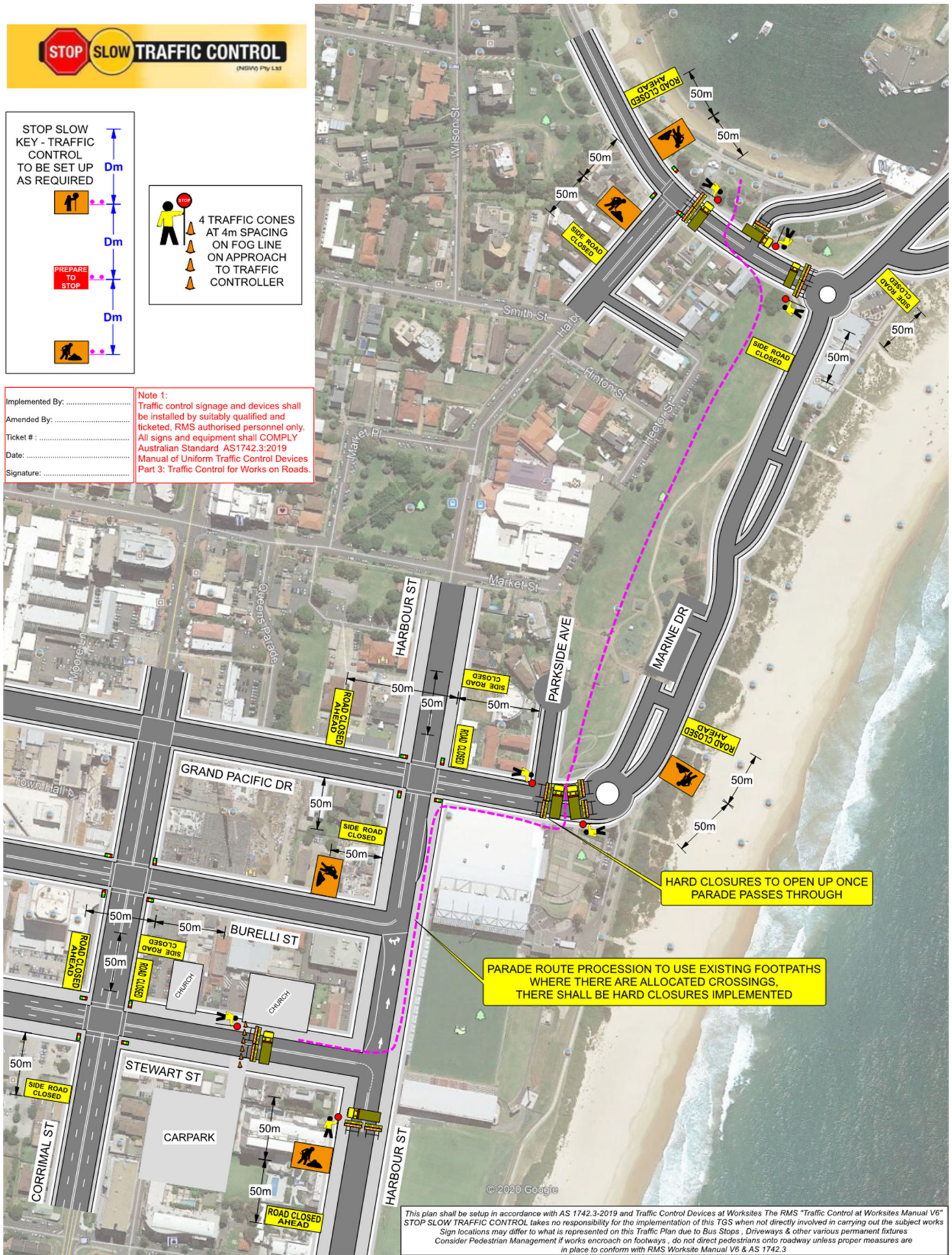






Implemented By:
Amended By:
Ticket #:
Date:
Signature:

Note 1:
Traffic control signage and devices shall be installed by suitably qualified and ticketed, RMS authorised personnel only. All signs and equipment shall COMPLY Australian Standard AS1742.3:2019 Manual of Uniform Traffic Control Devices Part 3: Traffic Control for Works on Roads.



This plan shall be set up in accordance with AS 1742.3:2019 and Traffic Control Devices at Worksites The RMS "Traffic Control at Worksites Manual V6"
STOP SLOW TRAFFIC CONTROL takes no responsibility for the implementation of this TGS when not directly involved in carrying out the subject works
Sign locations may differ to what is represented on this Traffic Plan due to Bus Stops, Driveways & other various permanent fixtures
Consider Pedestrian Management if works encroach on footways, do not direct pedestrians onto roadway unless proper measures are in place to conform with RMS Worksite Manual V6 & AS 1742.3

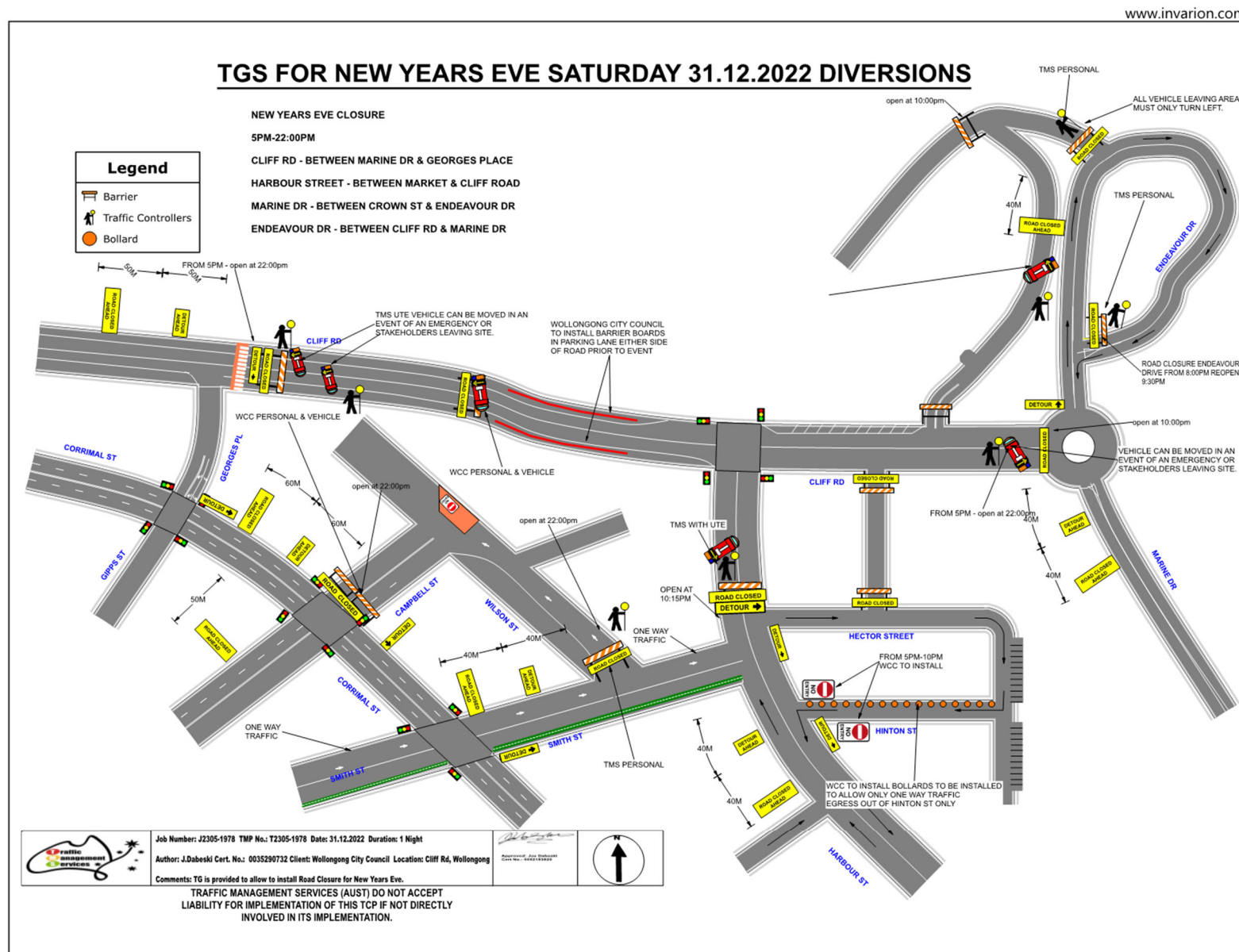
TGS #: IC-071022-02
Client: Macedonian Orthodox Community
Road Name: Stewart Street & Harbour Street
Suburb: Wollongong

Description of the works:
Saving The Cross Procession & Orthodox Easter Procession

Date	Rev	Comments
07/10/21	01	Initial Design
	02	
	03	

Drawn By: Isabelle Curran
TCT 0030130
Checked By: Steven Murray
TCT 0070603





TGS FOR NEW YEARS EVE SATURDAY 31.12.2022 DIVERSIONS

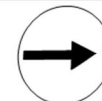


**THIS TGS IS OPTIONAL WILL DISCUSS
SHOULD THIS PLAN NEED TO BE IMPLEMENTED**



Job Number: J2305-1978 TMP No.: T2305-1978 Date: 31.12.2022 Duration: 1 Night
Author: J.Dabeski Cert. No.: 0052193920 Client: Wollongong City Council Location: Bourke St, Wollongong
Comments: TGS is provided to allow to install Road Closure for New Years Eve.

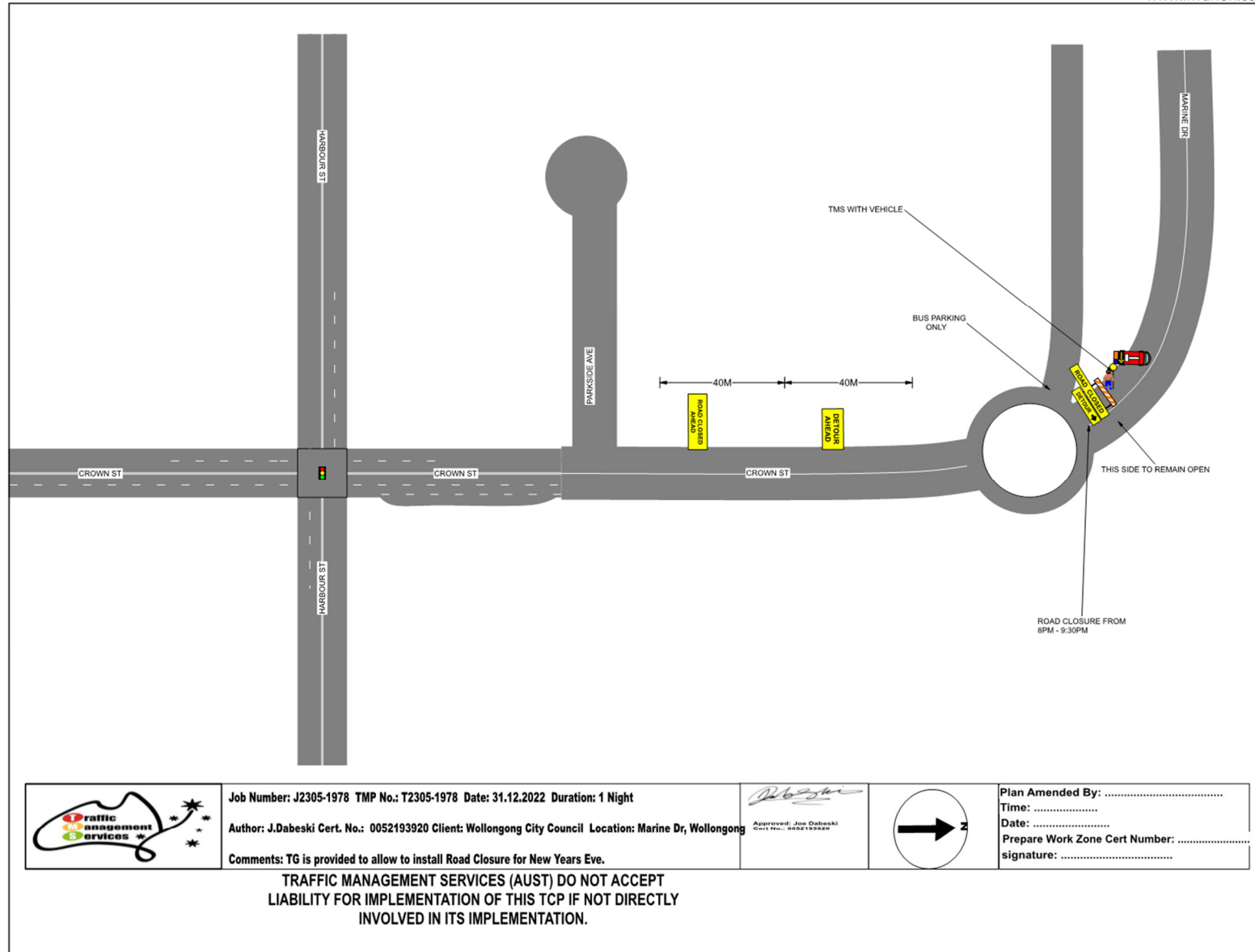
Approved: Joe Dabeski
Cert No.: 0052193920



Plan Amended By:
Time:
Date:
Prepare Work Zone Cert Number:
signature:

TRAFFIC MANAGEMENT SERVICES (AUST) DO NOT ACCEPT
LIABILITY FOR IMPLEMENTATION OF THIS TCP IF NOT DIRECTLY
INVOLVED IN ITS IMPLEMENTATION.

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TGS FOR AUSTRALIA DAY THURSDAY 26.01.2023 DIVERSIONS

AUSTRALIA DAY CLOSURE

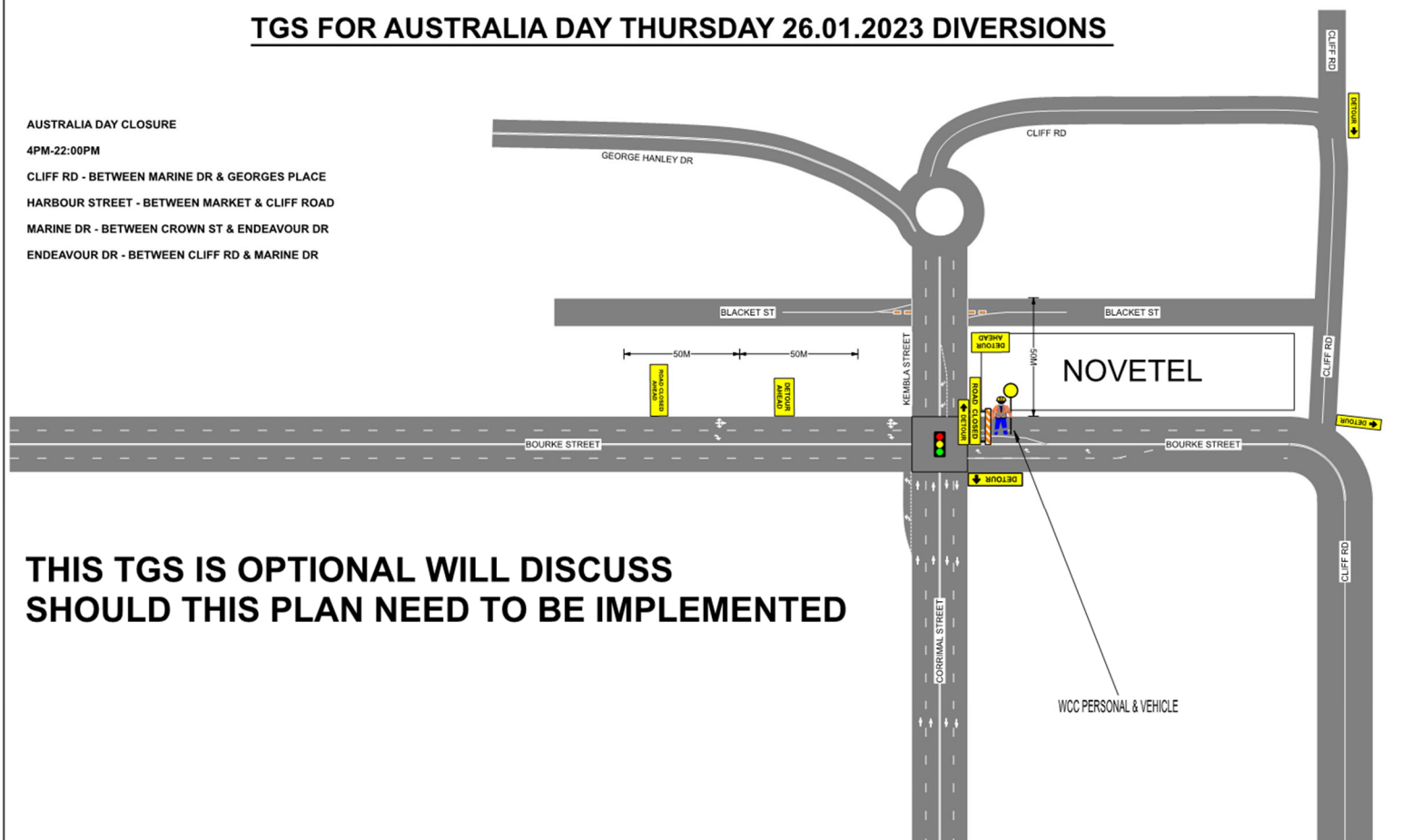
4PM-22:00PM

CLIFF RD - BETWEEN MARINE DR & GEORGES PLACE

HARBOUR STREET - BETWEEN MARKET & CLIFF ROAD

MARINE DR - BETWEEN CROWN ST & ENDEAVOUR DR

ENDEAVOUR DR - BETWEEN CLIFF RD & MARINE DR



**THIS TGS IS OPTIONAL WILL DISCUSS
SHOULD THIS PLAN NEED TO BE IMPLEMENTED**

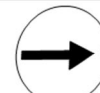


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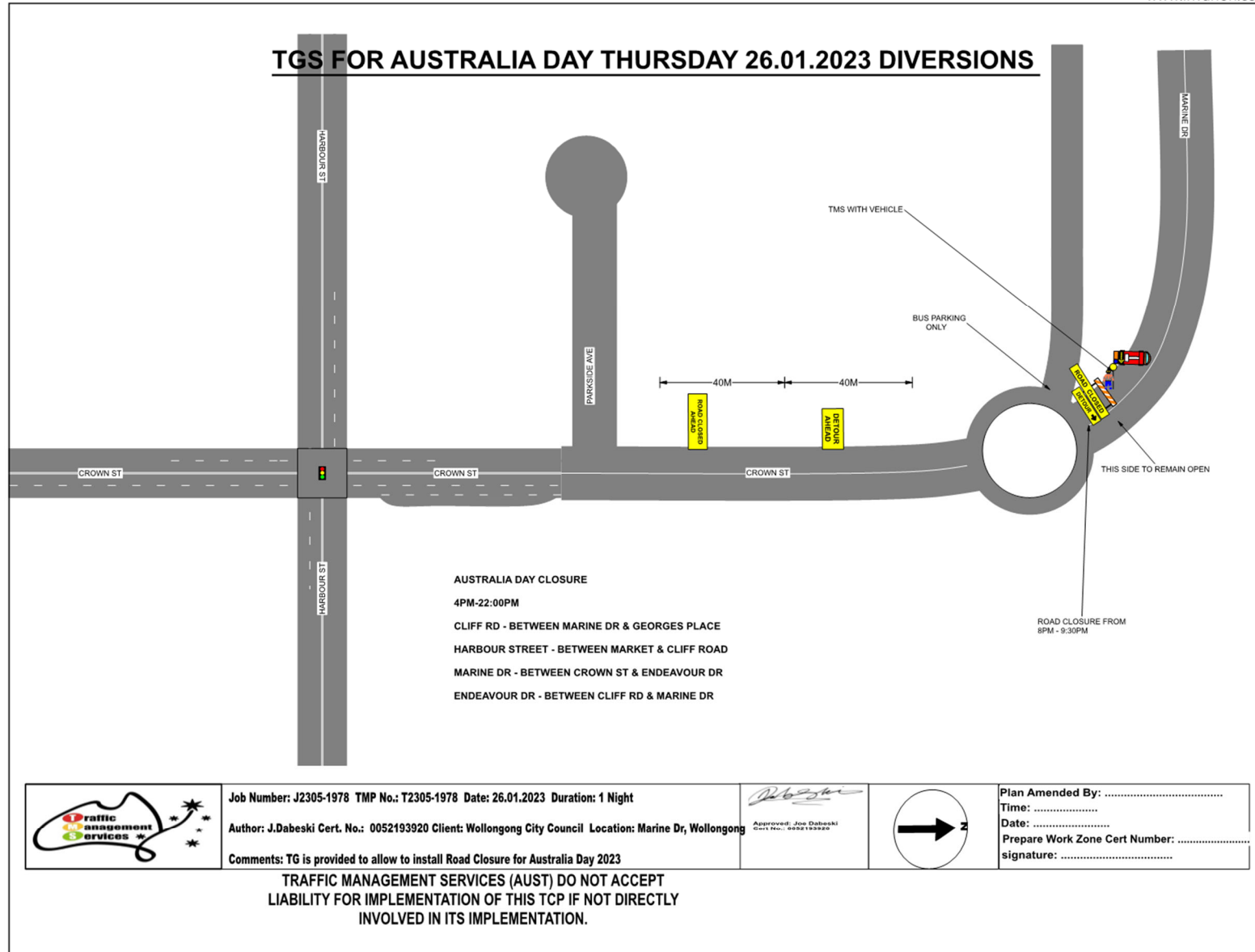
Comments: TGS is provided to allow to install Road Closure for Australia Day 2023

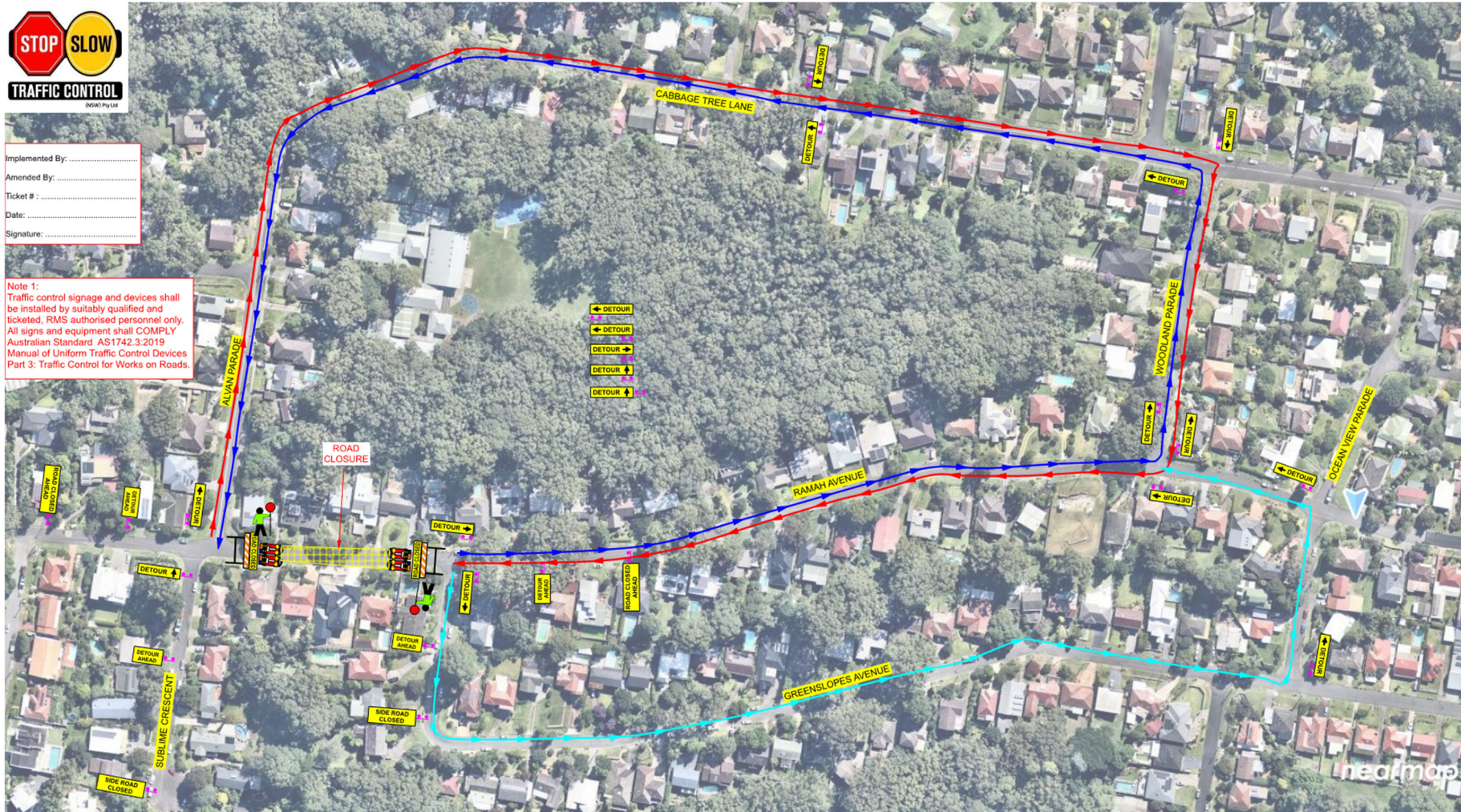
Approved: Joe Dabeski
Cert No.: 0052193920



Plan Amended By:
Time:
Date:
Prepare Work Zone Cert Number:
signature:

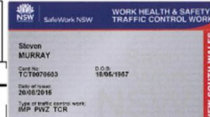
TRAFFIC MANAGEMENT SERVICES (AUST) DO NOT ACCEPT
LIABILITY FOR IMPLEMENTATION OF THIS TCP IF NOT DIRECTLY
INVOLVED IN ITS IMPLEMENTATION.

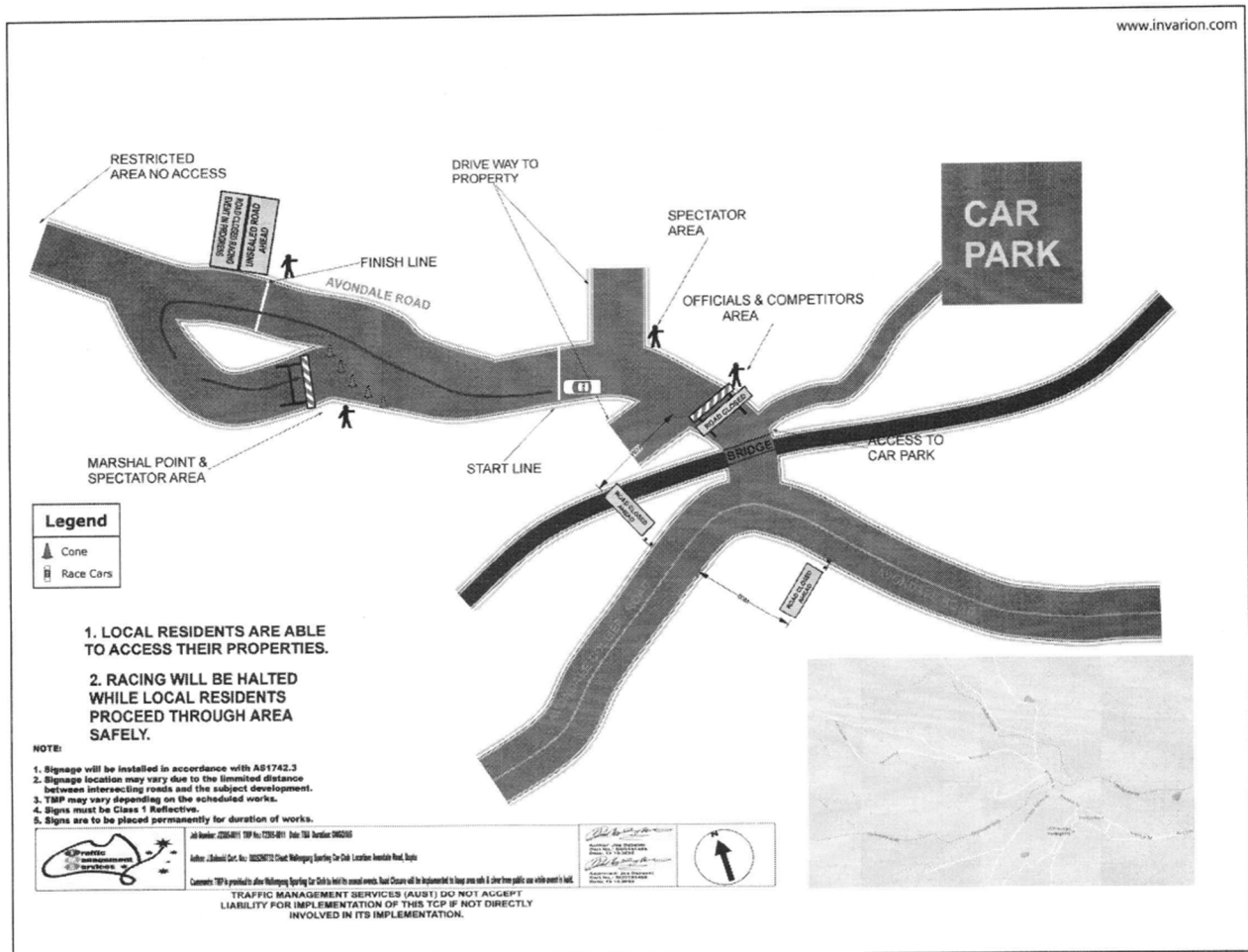




This plan shall be setup in accordance with AS 1742.3-2019 and Traffic Control Devices at Worksites The RMS "Traffic Control at Worksites Manual V6.1"
STOP SLOW TRAFFIC CONTROL takes no responsibility for the implementation of this TGS when not directly involved in carrying out the subject works
Sign locations may differ to what is represented on this Traffic Plan due to Bus Stops, Driveways & other various permanent fixtures
Consider Pedestrian Management if works encroach on footways, do not direct pedestrians onto roadway unless proper measures are
in place to conform with RMS Worksite Manual V6.1 & AS 1742.3

	TGS # SM160522-02 	Client:	RAMAH AVENUE STREET	Description of the works: RAMAH AVENUE STREET PARTY ROAD CLOSURE NEW YEARS EVE 2022 BETWEEN GREENSLOPES AVENUE AND ALVAN PARADE MOUNT OUSLEY AND DETOURS	REVISIONS	Date	Rev	Comments	Drawn By: Steve Murray TCT 0070603 Checked By: Allan Smith TCT 0003407
		Road Name:	PARTY NEW YEARS EVE			16/05/2	00	Initial Design	
		Suburb:	MOUNT OUSLEY				01		
							02		
							--		







Traffic Management Plan (TMP)

Illawarra Triathlon Club Series 2022/2023

Gloucester Boulevard, Port Kembla



Road Authority:	Wollongong City Council
Local Government:	Wollongong City Council
Client:	Illawarra Triathlon Club



Revision History

REVISION	REASON FOR CHANGE	PAGE NUMBER(S)
1.0	Initial TMP Drafting	All

Distribution

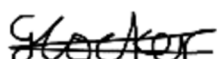
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3	Illawarra Triathlon Club	Wollongong	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4			<input type="checkbox"/>	<input type="checkbox"/>

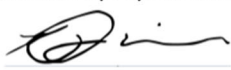
All printed copies of this plan are uncontrolled

Declaration

I, Greg Cocker (SafeWork NSW PWZTMP Certification TCT0027509) declare that I, as the Traffic Management Designer for D&D Traffic Management have designed this Traffic Management Plan. This TMP has been prepared in accordance with the TfNSW Traffic Control at Worksites Manual Issue 6.1 2022 and AS 1742.3-2019.

Signature:  Date: 31/10/22

Checked and Reviewed by: Tynan Diaz

Signature:  Date: 31/10/22

1.0	31/10/2022	Version 1.0	G. Cocker	T. Diaz	N. Mitchell
Issue	Date	Description of Revision	Prepared	Checked	Approved

Version: 1.0

Issued: 31/10/2022

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1. Overview

1.1 Introduction

Illawarra Triathlon Club has commissioned D&D Traffic Management to develop this Traffic Management Plan (TMP).

This TMP shall address, and be used by both parties, to manage the impacts on vehicular traffic, local residents, the environment, and cyclist & pedestrian movements throughout the implementation of the Event at the subject site.

It establishes the execution philosophy and defines the organisation, processes, and systems to be employed for management of all road users during the construction phase of this project.

This TMP forms part of the overall planning and approval process associated with the Event.

The purpose of the TMP is to describe how we propose to manage traffic during Event activities to ensure the safe and efficient movement of pedestrian and vehicular traffic around the area.

A main priority is to minimise disruption to traffic and to ensure all activities undertaken are carried out in a safe manner within the scope permitted by all stakeholder authorities. Key objectives are listed below:

- Implementing traffic control arrangements that maximise safety for workers and the public by isolating the Event area whilst minimising delay to road users.
- Planning and staging all Event activities to effectively minimise road occupancy and any potential impacts on the road network.
- Seeking approval from key stakeholders including Wollongong City Council, NSW Police, and Local Businesses and Residents to ensure they are informed about the Event and the changes to traffic conditions.



In order to achieve these objectives, it will be necessary to ensure appropriate control measures are implemented during Event activities to address all potential traffic impacts and that these control measures comply with regulations and conditions of approval. Thus, the TMP will incorporate the following strategies:

- Ensuring delays are minimised as much as possible
- Ensuring all road users are managed including motorists, pedestrians, cyclists, disabled road users and people using public transport.
- Ensuring Event activities are carried out sequentially, where possible to minimise adverse impacts.
- Ensuring appropriate controls are in place to provide a safe Event for all Workers and attendees.

A Site-specific Traffic Guidance Scheme (TGS) has been developed and is included in Annexure A. This identifies the traffic control measures to be implemented during the Event. All proposed arrangements, signage and devices details contained within this TMP and associated TGS are in accordance with Australian Standards 1742.3-2019, as well as the TfNSW Traffic Control at Work Sites Manual Issue 6.1 2022.



1.2 Event Details

Illawarra Triathlon Club is holding its Monthly Club Triathlon Races, as it has done for many years previously. These Triathlons are run monthly between October and April each year.

As in previous races, the standard course is a two-lap 400m ocean swim, six-lap 13km closed road ride and two-lap 4km run based at Five Islands Secondary College, Port Kembla.

When the water is deemed too cold for competition, a shorter version (1-lap swim, 4-lap ride, 1-lap run) and duathlons are conducted instead.

The 400m swim is a 2-lap open water ocean swim off Fisherman's Beach, adjacent to Port Kembla Senior College.

The 13.2km bike is a 6-lap course of approximately 2.2km per lap. Riders start each lap from the Port Kembla Senior College and cycle down MM Road, turn at the bottom, and return back up the slight hill to the college.

The 4.4 km run is a 2-lap course of approximately 2.2km per lap. The run takes place on the footpath and largely follows the same route as the bike course.

If the water is too cold, a duathlon may be run instead. In this case the swim is replaced by a 1-lap, 2.2km run along the footpath. The bike leg and second run leg remain unchanged.

As per Figure 1a, this involves the full closure and detour of Gloucester Boulevard, Port Kembla.

The proposed dates for the 2022/2023 Triathlon Season are as per below:

- Sunday 20th November 2022
- Sunday 11th December 2022
- Sunday 8th January 2023
- Sunday 15th January 2023
- Sunday 19th February 2023
- Sunday 19th March 2023
- Sunday 16th April 2023



Figure 1a: Overview of Event Area (Source: <https://www.itc.org.au/race-calendar>)



ILLAWARRA TRIATHLON CLUB



ILLAWARRA TRIATHLON CLUB



Figure 1b: Overview of Event Area [Aerial View] (Source: MetroMap Dated 19/05/2022)



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1.3 Location Details

The Triathlon will occupy Gloucester Boulevard, Port Kembla between Darcy Road and Military Road. For the purposes of this Traffic Management Plan, this is the only closure to be focused on, as it is the only part of the Route that affects vehicular traffic.

All lead-in roads will be closed for the duration of the Event, as per TGS *ITCGEN-J48* included in Annexure A. It should be noted that this TGS has been utilised for quite some time in previous holdings of this Triathlon.

Resident access and egress will be maintained from the opposite end of the respective roads. These roads include:

- Gallipoli Street
- Anzac Way
- Brody Street
- Reservoir Street
- Quarry Street
- Suvla Street
- Somme Street
- Diggers Lane

All affected residents are located on the above mentioned roads. There are no further residential establishments on Gloucester Boulevard itself, between Gallipoli Street and Darcy Road. There are only industrial complexes on the Western side of the road in this location.

All impacted roads are classified Local Roads, under Wollongong City Council jurisdiction. These roads all have a signposted 50km/H Residential speed limit providing 2-lane, 2-way travel.

It should be noted that due to the Local Road classifications, and absence of TCS', no Road Occupancy Licences (ROL's) from the Transport Management Centre (TMC) are required for this event. Relevant Council and NSW Police Permits/Concurrences will be approved and received prior to the running of the Triathlons.

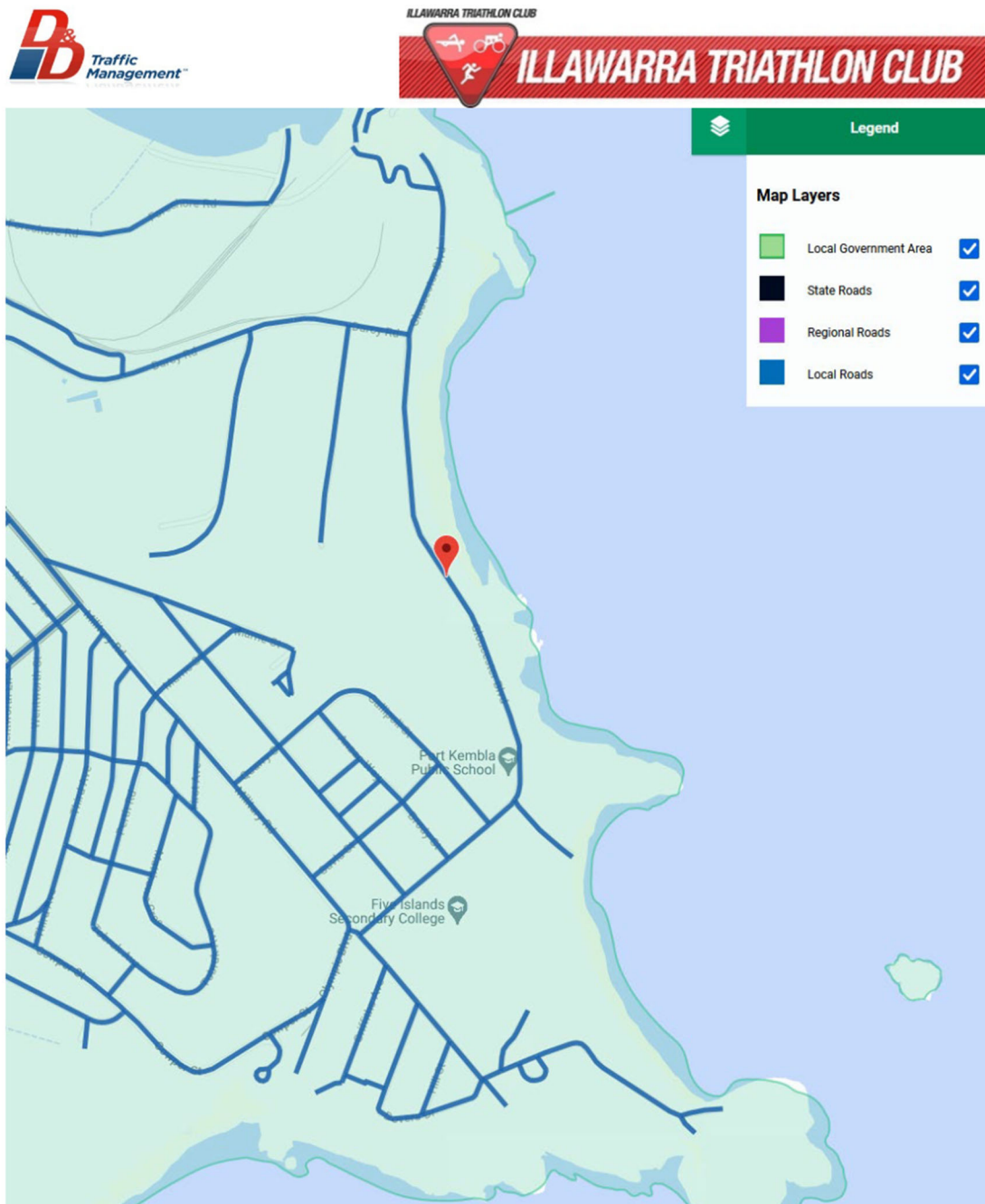


Figure 2: Overview of Road Classifications

(Source: <https://roads-waterways.transport.nsw.gov.au/classification/map>)



1.4 Pedestrians and Cyclists

During the Event, access will be maintained around the Event area in accordance with the TfNSW Traffic Control at Work Sites Manual Issue 6.1 2022, Australian Standards and LGA requirements. However, areas will be cordoned off as part of the formation of the Triathlon route that competitors will be undertaking.

Cyclists will be subject to the same Road Closures and Detours as other Vehicular Traffic. If utilising footpaths, Cyclists will be subject to the same accesses as Pedestrians, however will be required to dismount if requiring access past any Closure Point.

Traffic Management Personnel, Security Personnel and Spotters will be stationed throughout the Event Area to manage Competitors, Spectators and the general public.

1.5 Residents & Access

Illawarra Triathlon Club and D&D Traffic Management shall maintain property access and egress to all affected residents, to and from Military Road only. The closure points will be managed by on-site Traffic Controllers, and no access/egress will be permitted onto Gloucester Boulevard during the event.

As has been done in the past, a letterbox drop of all affected residents is undertaken in advance of the respective Triathlon dates. A copy of this letter is included in Annexure B.

Access to North Beach is maintained for visitors via Darcy Road.

1.6 Adjacent Activities

There are no significant activities noted in the immediate vicinity of the Event area during the planned dates, that will pose any increased risk or conflict to the proposed Event outlined in this Traffic Management Plan.



1.7 Event Hours

The proposed Event dates shall be as follows:

- Sunday 20th November 2022
- Sunday 11th December 2022
- Sunday 8th January 2023
- Sunday 15th January 2023
- Sunday 19th February 2023
- Sunday 19th March 2023
- Sunday 16th April 2023

The typical Event Schedule is as follows:

- 0645 – Registration for Competitors is Open
- 0730 – Registrations Close
- 0745 – Race Briefing by ITC
- 0800 – Race Start

Typically, Gloucester Boulevard is closed at 0630 and 1130 on Triathlon days, but this may vary in case of a late start, the number of competitors taking part, and also the pack-up time required for Traffic Management.

There could be delays or alterations to the above should there be any unforeseen circumstances such as, but not limited to:

- Inclement weather
- Emergency Situations
- Direction by relevant Authorities such as
 - Emergency Services, or
 - Wollongong City Council



1.8 Hospitals & First Aid

The nearest Public Hospital with a 24-hour Emergency Department is located in Wollongong, approximately 11.3km by road, taking the shortest route:

- Wollongong Hospital
Loftus Street, Wollongong NSW 2500
(02) 4734 2000

Due to the scheduled Event time, there is no nominated Medical Centre, as all establishments of this nature are closed during these hours on a Saturday.

In all emergency situations, 000 must be called in the first instance.

There will be nominated First Aid Representatives on-site at all times, in addition to First Aid facilities at the Triathlon during Event hours, to be advised, communicated and noted at pre-start by Illawarra Triathlon Club and D&D Traffic Management.

1.9 Buses & Public Transport

There are no Bus Stops in the immediate vicinity of the Event Area that are operational outside of School Bus Times.

There are no regular commuter Bus Routes that utilise Gloucester Boulevard during the proposed Closure Times.

All commuter Bus Routes utilise Military Road and Cowper Street, travelling past the Closure Point of Gloucester Boulevard. These Bus Routes Include:

- Route 43 – Port Kembla to Mount Brown (Loop Service)
- Route 65 – North Wollongong to Port Kembla (Loop Service)

In summation of the above, the Event does not impede on or affect Bus Operations in the area in any way.

There are no other forms of Transport Infrastructure of note, affected by the Event location or its Operating Dates and Times.



Figure 3: Overview of Bus Routes in the area

(Source:

<https://transportsw.info/trip#/departures?depart=G250571&type=stop&dateTime=20221120410>

)



2. Management of the TMP

Illawarra Triathlon Club and D&D Traffic Management have warranted that it will provide people, materials, resources and systems to properly perform the Services pertaining to Traffic Management for the Site.

Wollongong City Council, SafeWork NSW and Transport for NSW require the people to be competent, experienced and qualified to carry out the required Services.

2.1 Implementation of the TMP

Traffic Management for sites will be in accordance with the TfNSW Traffic Control at Work Sites Manual Issue 6.1 2022, adapted to site-specific conditions.

Before the Routine Services or the Event begins, Illawarra Triathlon Club and D&D Traffic Management will carry out Risk Assessments and develop treatments and Plans to eliminate or mitigate any identified hazards.

On-site implementation and understanding of this Traffic Management Plan and associated Traffic Guidance Schemes shall be undertaken by the Site Supervisor, and any Traffic Management Personnel.

2.2 Reviewing this TMP

Illawarra Triathlon Club and D&D Traffic Management will review this TMP to ensure it is appropriate and is being implemented effectively. Changes may arise from a change of Event Scope, comments from Authorities, or from other opportunities for improvement. This Traffic Management Plan will then be updated to reflect any changes which have occurred.

This shall occur as additional risks or hazards are identified and the need arises, or on an annual basis, whichever comes first. This review shall be undertaken by the Traffic Management Designer, in conjunction with Illawarra Triathlon Club and D&D Traffic Management.



2.3 Roles and Responsibilities

Role/Responsibility	Company	Name	Phone	E-Mail
Event Manager	Illawarra Triathlon Club	Gavin Campbell	0438946186	gav.campbell@bigpond.com
Traffic Management Designer	Titanium Traffic Plans	Greg Cocker	0424464572	greg@titaniumtrafficplans.com.au
Traffic Manager	D&D Traffic Management	Nathan Mitchell	0448907163	Nathan.Mitchell@dd-group.com.au



2.4 Objectives

Illawarra Triathlon Club and D&D Traffic Management's objectives with respect to this Traffic Management Plan (TMP) are to:

- Identify, assess and control traffic hazards arising from the Event activities,
- Ensure the safety of its employees, contractors, the general public, pedestrians, cyclists and traffic,
- Keep traffic delays to a minimum,
- Maintain satisfactory property access at all times,
- Minimise disruption to businesses and residents,
- If near speed cameras, traffic lights & traffic counting devices, etc. D&D Traffic Management shall:
 - Inform TfNSW, as required
 - Not damage the equipment
 - Make suitable arrangements, where necessary
- When required, obtain approvals such as Road Occupancy Licences and Speed Zone Authorisations,
- Minimise disturbance to the environment,
- Design temporary detours in accordance with TfNSW Guides as well as Australian Standards codes and practices, and
- Meet the requirements of the TfNSW Traffic Control at Work Sites Manual Issue 6.1 2022, Australian Standards AS1742.3-2019 and Local Government Requirements.



3. Traffic Management

3.1 Traffic Guidance Schemes

D&D Traffic Management have drafted a TGS, site-specific to the Event location, to encompass vehicle and pedestrian movement for PCBU's on-site, Event attendees and the general public. Any property accesses affected by the activities have been identified on the TGS, if applicable. This is shown in Annexure A.

- TGS ITCGEN-J48 – Showing the overall road closure arrangement on Gloucester Boulevard.

Any additional TGS' will be drafted as required, should the need arise or if alterations are required to the Event. These updated TGS' will be included in future revisions of this Traffic Management Plan.

Where minor changes are required to the TGS' on site, only an appropriately accredited Team Leader or Traffic Controller and/or the Traffic Management Designer (TMD) may undertake said minor changes. Any changes must be in line with the allowable tolerances stipulated in the TfNSW Traffic Control at Work Sites Manual Issue 6.1 2022 and AS1742.3-2019.

Any amendments which do not fall under the minor category must have the knowledge and approval of the TMD responsible for the original drafting of the TGS. If any major changes to TGS plans are required, a new plan is to be drafted and submitted for review and approval.

3.2 Traffic Management Scenario

Several considerations are taken into account when determining the best Treatment required when implementing Traffic Management. These include, but are not limited to, the Safety, Practicability, the Nature of the Event, and the road layout of the Site. A site inspection and risk assessment was undertaken to better understand these requirements and make informed decisions on the Treatment/s required.

Due to the nature of the Event, and the road configuration, a full road closure is required in order to ensure the safest environment possible for event, pedestrian and vehicular traffic.



3.3 Traffic Controllers

D&D Traffic Management will ensure any workers undertaking traffic management duties have completed all relevant SafeWork NSW accredited Traffic Controller training, and hold a current General Construction Induction Card, Traffic Controller (RIISS00044) and Implement Traffic Management Plan (RIIWHS302D) accreditation as a minimum.

Traffic Controllers will carry all relevant tickets on their person.

Traffic Controllers will wear high-visibility outer garments complying with the TfNSW WH&S Policy 4.0, and all required Personal Protective Equipment (PPE). Said outer garments shall bear the words "Authorised Traffic Controller" and the D&D Traffic Management logo.

Clear duties will be set-out by the Team Leader and/or Site Supervisor.

A clear escape route and safe zones must be available for Traffic Controllers at all times.

3.4 Spotters, Volunteers and Security Personnel

For any duties that do not require interaction with Traffic, Security Personnel and/or Volunteers can act as spotters on duty for the safe and smooth operation of the Event, inside the closure only.

Any Personnel that are on direct Road Closure/Detour points must be SafeWork NSW Accredited Traffic Controllers holding a current General Construction Induction Card, Traffic Controller (RIISS00044) and Implement Traffic Management Plan (RIIWHS302D) qualification.

3.5 Inspections

Temporary Traffic Management arrangements including all advanced warning signage and devices must be checked and inspected regularly by crew members to assess their effectiveness. This is to ensure all signage and devices are in place as per the TGS, and to confirm all signage and devices are in place and clearly visible, and have not fallen or been knocked over, etc. These inspections shall take place every 2 hours at a maximum. These TTM inspections shall be recorded and noted on the relevant paperwork.



3.6 Incident Response

In the event that an incident is to occur on-site, the following protocol will be followed:

- Announce "emergency, emergency, emergency" via radio
- Modify temporary traffic management as necessary and manage until emergency services arrive.
- Ensure Incident area is safe before administering assistance to affected individuals.
- In the event of serious injury, Workers, TCs, or other available persons to call Emergency Services (000 or 112)
- Notify Operations Team as soon as practicable
- Administer assistance, only if safe and if qualified to do so
- Maintain a safe exclusion zone and preserve site until emergency services arrive
- Do not move affected people unless there is a risk of further harm
- Do not move affected vehicles unless there is a risk of further harm
- Notify the relevant authorities and update accordingly following their instructions.

In the event of an emergency situation, the following relevant authorities must be contacted and advised of the type of emergency and contact details for the Site Supervisor:

- Emergency Services: (000)
- Transport Management Centre (1800 679 782)

This is a general guide only and is to be read and operated to in conjunction with any Site Incident Management Plans.



4. Plant and Equipment

4.1 Traffic Management & Construction Vehicles

All vehicles used in Traffic Management Site Set-Up and Pack-Up operations will be equipped with the appropriate vehicle mounted warning devices in accordance with the AS 1742.3-2019 and the TfNSW Traffic Control at Work Sites Manual Issue 6.1 2022.

Traffic Control Vehicles are required for the set-up of signs and devices, the on-going monitoring of these signs and devices, and for the pack-up of the site, as required.

All Traffic Management Vehicles shall be equipped with rotating beacons, which will be activated upon approach to site, whilst on site, and upon leaving site.

4.2 Plant and Equipment

The typical plant and equipment expected to be used onsite are as per, but not limited to the below:

- | | |
|--------------------------------------|---|
| • VMS Boards | • Traffic Control Devices |
| • ATF/Fencing/Pedestrian Containment | • Video Screens |
| • Barriers/Barrier Boards | • Seating |
| • Traffic Control Vehicles | • Various Sound as required for the Event |
| • Advanced Warning Signage | |

4.3 VMS Boards/Special Event Signage

Two custom Special Event Signs are to be installed as shown on the TGS at the corner of Old Port Road and Darcy Road, and the corner of Gloucester Boulevard and Military Road, Port Kembla. This TGS can be referenced in Annexure A.

Other signage used for the set-up of the Road Closure are standard approved signs pertaining to TCAWS 6.1 2022 and AS1742.3-2019 specifications.



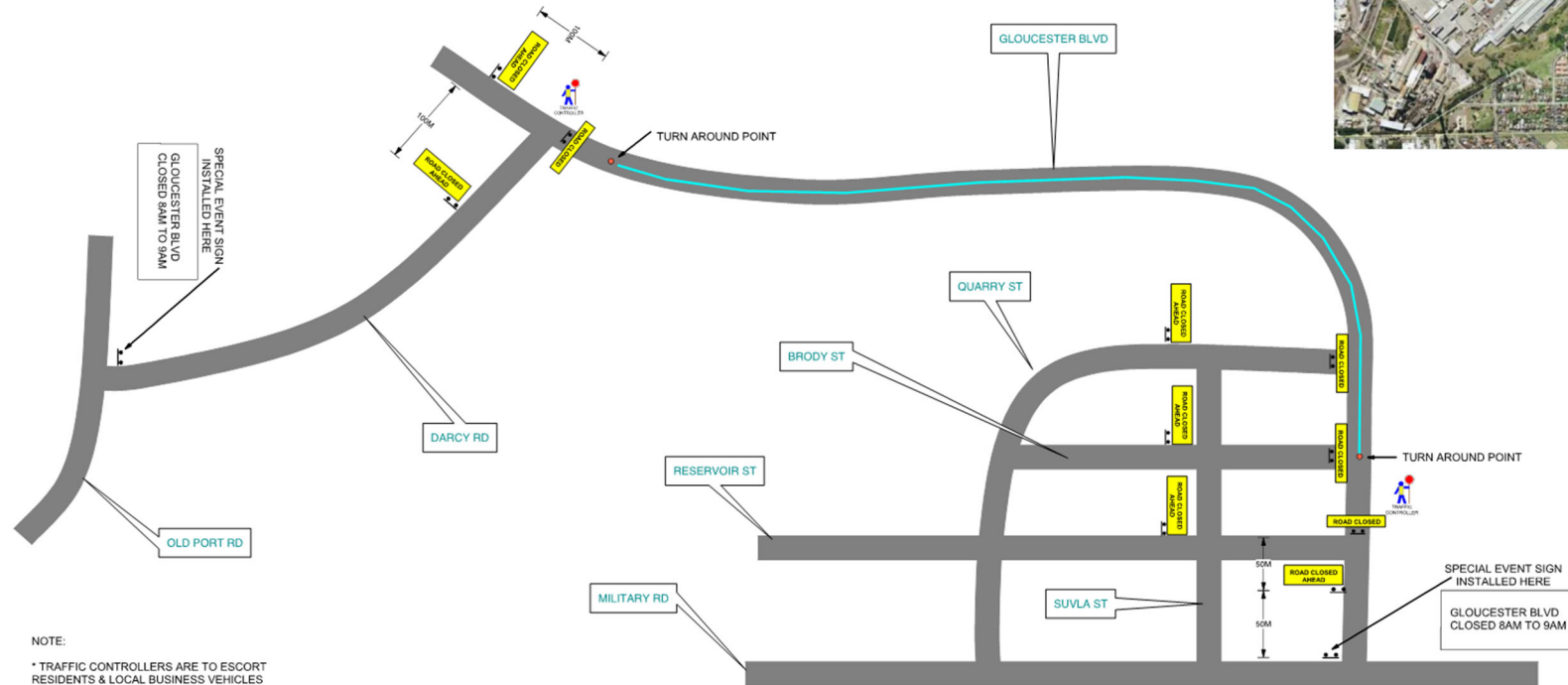
ILLAWARRA TRIATHLON CLUB



5. Annexure A – Traffic Guidance Scheme

ILLAWARRA TRIATHLON CLUB

Location - **GLOUCESTER BLVD PORT KEMBLA**



NOTE:

* TRAFFIC CONTROLLERS ARE TO ESCORT RESIDENTS & LOCAL BUSINESS VEHICLES IN & OUT OF GLOUCESTER BLVD

* EXTRA SIGNS TO BE INSTALLED IF REQUIRED WHERE APPLICABLE

<p>D = THE SPEED OF TRAFFIC MEASURED IN KM/H</p> <p>EG: 80KM = 80M 70KM = 70M 60KM = 60M 50KM = 50M</p> <p>SEE SECTION 4.2 TRAFFIC CONTROL AT WORK SITES MANUAL</p>		<p>PEDESTRIANS PEDESTRIANS</p> <p>PEDESTRIAN SIGNS TO BE INSTALLED WHERE APPLICABLE IF REQUIRED</p> <p>TCP 54 USED AS A GUIDE</p>	
<p>PROJECT</p> <p> Endeavour Energy</p>		<p> WOLLONGONG SYDNEY Phone: (02) 42727133 Phone: (02) 9631 7962 Fax: (02) 42727134 Fax: (02) 9631 7963</p> <p>DAD TRAFFIC MANAGEMENT DOES NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TCP IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENTATION</p>	



PLAN NOT TO SCALE



ILLAWARRA TRIATHLON CLUB



6. Annexure B – Resident Notification Letter



Dear Resident

The Illawarra Triathlon Club will be conducting Duathlons (run, bike, run) and Triathlons (swim, bike, run) in the area during 2021/22. The course commences at the Five Islands Secondary College and both the cycle and run legs of the event occur along Gloucester Boulevard.

As a result, Gloucester Boulevard between Military Road and Darcy Road will be closed between approximately 7:00-9:30am on the day of these events.

As always, we have sought approval from NSW Police, Wollongong Council and Triathlon Australia in order to hold a safe event while trying to have minimal impact on the local residents.

Local traffic will be allowed through when it is safe to do so.

We will clear the road as quickly as possible after the race.

Following is the next date for the 2021/2022 season:

Sunday 15th May

7:00am-9:30am

We are happy to work with you to ensure we are not unreasonably impacting on your neighbourhood. If for any reason you would like to discuss this, or any issues or even improvements that you think could be made, please contact the club through the details below.

If you have any questions regarding these events, please contact
Gavin 0438946186

Regards

Committee

Illawarra Triathlon Club

Web www.itc.org.au

Email itc-committee@itc.org.au

Illawarra Triathlon Club
P O Box 1298
Wollongong Mail Centre NSW 2500



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The Illawarra Triathlon Club will be conducting Duathlons (run, bike, run) and Triathlons (swim, bike, run) in the area during 2021/22. The course commences at the Five Islands Secondary College and both the cycle and run legs of the event occur along Gloucester Boulevard.

As a result, Gloucester Boulevard between Military Road and Darcy Road will be closed between approximately 7:00-9:30am on the day of these events.

As always, we have sought approval from NSW Police, Wollongong Council and Triathlon Australia in order to hold a safe event while trying to have minimal impact on the local residents.

Local traffic will be allowed through when it is safe to do so.

We will clear the road as quickly as possible after the race.

Following is the next date for the 2021/2022 season:

Sunday 9th January

7:00am-9:30am

Due to COVID restrictions
notification of other race
dates will be made when
appropriate.

We are happy to work with you to ensure we are not unreasonably impacting on your neighbourhood. If for any reason you would like to discuss this, or any issues or even improvements that you think could be made, please contact the club through the details below.

If you have any questions regarding these events, please contact
Gavin 0438946186

Regards

Committee

Illawarra Triathlon Club

Web www.itc.org.au

Email itc-committee@itc.org.au

Illawarra Triathlon Club
P O Box 1298
Wollongong Mail Centre NSW 2500

www.invarion.com

VMS BOARD
MESSAGE:
ROAD CLOSED MARKET
STREET EAST BOUND BETWEEN
KEIRA ST & KEIRA LANE
06:00AM 31.12.2022 - 06:00AM 01.01.2023

VMS BOARD
MESSAGE:
ROAD CLOSED MARKET
STREET WEST BOUND BETWEEN
KEIRA ST & KEIRA LANE
06:00AM 31.12.2022 - 06:00AM 01.01.2023

Detour to Market
Street car parking

ROAD CLOSURE TO TAKE PLACE FROM 06:00AM 31/12/2022 - 06:00AM 01/01/2023
ILLAWARRA HOTEL TO NOTIFY LOCAL COUNCIL & ALL EMERGENCY SERVICES
EG: POLICE/ AMBULANCE/ FIRE STATION CLOSURE OF ROAD.
ROAD CLOSED BETWEEN KEIRA ST & RICHARDSON ST
PEDESTRIANS TO FOLLOW DETOUR ROUTE OF FOOTPATH CLOSURE.
SIGNAGE TO BE SETUP & DISMANTLED BY ACCREDITED TRAFFIC CONTROLLERS ONLY.

EVENT CLOSURE OVER THE NEW YEARS EVE PERIOD FOR THE FOLLOWING YEARS

31ST DECEMBER, 2022 - 1ST JANUARY 2023
31ST DECEMBER, 2023 - 1ST JANUARY 2024
31ST DECEMBER, 2024 - 1ST JANUARY 2025
31ST DECEMBER, 2025 - 1ST JANUARY 2026
31ST DECEMBER, 2026 - 1ST JANUARY 2027

	Job Number: J2305-2489 TMP No.: T2305-2489 Date: 31.12.2022 - 02.01.2023 Duration: 3 days Author: J.Dabeski Cert. No.: 0052193920 Client: Illawarra Hotel Location: Market St, Wollongong Comments: TMP is provided to allow and install full road closure on 31.12.2022 - 02.01.2023	Approved: Joe Dabeski Cert No.: 0052193920		Plan Amended By: Time: Date: Prepare Work Zone Cert Number: signature:
	<p style="text-align: center;">TRAFFIC MANAGEMENT SERVICES (AUST) DO NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TCP IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENTATION.</p>			