EVENT

TRAFFIC MANAGEMENT PLAN



www.atctraffic.com.au
Factory 3B, 97-107 Canterbury Rd, Kilsyth 3197 VIC
03 9739 5880
planning@atc-group.com.au

Traffic Management Plan (TMP)

TMP Number:	66706	Version:	V7	Date Drawn:	09/10/2026
Drawn By:	Bryce Woods - Qualification #80302				
ATC Traffic Factory 3B, 97-107 Canterbury Road, Kilsyth 3137			ABN: 44 800 434 786 PH: 03 9739 5880		

TMP prepared for:

Company:	Tasmainia Cricket Association	Requestor:	Scott Woodham	Phone:	0418 379 699
Site Contact:	Scott Woodham			Phone:	0418 379 699
Site Location:	Ninja Stadium - 15 Derwent St, Bellerive				

Details of works:

Event Name:	TAS Cricket 2026 - 2027		
Event Details:	Road closure and event traffic management for cricket tasmania		
Duration of Event:	1 Day	Day(s) of Event:	
Shift Start Time:	N/A	End Time:	N/A
Impact:	Road Closure	Speed Reduction:	60km Reduced to 40km

Resources Required:

Traffic Controllers:	7	Utes:	4	TMA With Operator:	
Freeway Truck:		Booms:		VMS boards:	
C Class board:		Aftercare:		Traffic Lights:	
Extra Signage:	YES See Notes				

Notes:

Event Signage

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1. INTRODUCTION

1.1. Purpose of Event ETMP

Our responsibility is to ensure the safety of everyone working in or near traffic, including road users and vulnerable road users. As an organisafion, we understand that we have a legal obligafion to provide a safe work environment that complies with the current Work Health and Safety (WHS) regulafions, training, and Event planning requirements in our jurisdicfion. We are commifted to managing the risks and congesfion effecfively to achieve an opfimal level of safety for all.

1.2. Objecfives

Our Event Traffic Management Plan (ETMP) has the following objecfives:

- To ensure the safety of event workers. patrons and road users by protecfing them from any traffic hazards that may arise due to the acfivity
- To manage any potenfial adverse impacts on traffic flows and maintain network performance at an acceptable level
- To minimise adverse effect on road reserve users, adjacent properfies and facilifies

1.3. Duty of Care Statement

ATC acknowledges its duty of care to maintain a safe working environment that poses no health risk. As a responsible organisafion, ATC ensures the safe passage of motorists and vulnerable road users around, through, or past the event area, protecfing all patrons and event workers.

To comply with relevant legislafion, qualified planners have developed this Event Traffic Management Plan (ETMP), which forms a significant part of our duty of care. ATC Traffic Controllers, who are qualified and suitably trained, must implement this ETMP, assess risks, and maintain safety controls throughout the works. ATC Traffic Controllers are aware of their obligafions to take reasonable care of their health and safety and the health and safety of others impacted by their work and cooperate with all ATC safe work procedures.

ATC's safe work procedures include, but are not limited to, the following:

- Inducfions
- Frequent site audits
- SWMS and JSEAs
- Correct implementafion of TMPs
- Pre-start checks
- Fitness for work procedures
- PPE
- Policies and procedures
- Training packages
- Communicafion and consultafion processes
- The provision of safety-maintained fleet and equipment

2. RISK ASSESSMENT

2.1. Event Traffic Management Plan Risk Considerafions Checklist

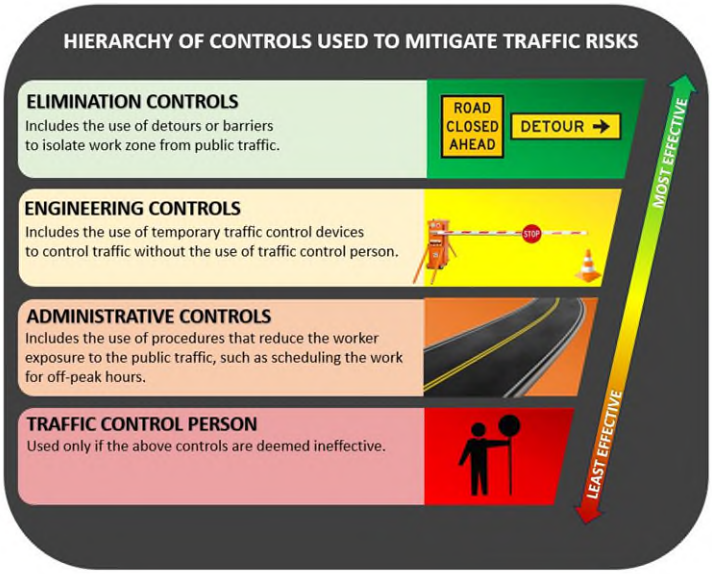
HAZARD	CONTROLS
Vulnerable road users	
☐ Pedestrians, cyclists, people with disabilifies, children, parents with prams, users of small-wheeled vehicles, mobility aids, and older adults	☐ **FOOTPATH NOT AFFECTED** "Pedestrians watch your step" sign installed to confinue using the exisfing path ☐ **ALTERNATE FOOTPATH CREATED** with exclusion zone from worksite ☐ **FOOTPATH CLOSED** Traffic Controllers escort vulnerable road users to the other side of the road
☐ Unacceptable length detour	☐ **LOWER-LEVEL CONTROLS APPLIED** as road closure is not an opfion
School crossings	
☐ Presence of school crossings within the site area requiring relocafion	☐ **NOTIFY SCHOOL** or works and applicable signage to relocate the school crossing zone.
Site/Locafion	
☐ Length of worksite > 1KM	☐ **VMS BOARD** will provide a warning of worksite length ☐ **ADDITIONAL REPEATER SIGNS** ☐ **ADVANCE WARNING** of worksite length. (Next 2KM signage)
Traffic impacts	
☐ Traffic queues and delays	☐ **QUEUED TRAFFIC** signage in advance of worksite. ☐ **VMS BOARD** will provide a warning of expected queuing.
þ Vehicles are directed to take an alternafive route when a major or mulfi-lane road is closed	☐ **NOTIFY RESIDENTS** on local traffic roads of increased traffic volumes þ **TRAFFIC CONTROLLERS** to assist road users to minimise delay ☐ **APPROPRIATE SIGNAGE FOR HEAVY VEHICLES** ☐ **VMS BOARD** will allow road users to plan alternafive routes (Minimum five days) before commencement of work ☐ **COMMUNICATIONS THROUGH RADIO** advising of detour
þ Interference with the operafion of permanent traffic signals þ Complete closure of turning lanes	þ **NOTIFY DEPARTMENT OF TRANSPORT** (DoT) ☐ **PROVIDE ALTERNATIVE TURNING OPTION** and signage
☐ Working in fimes of poor visibility	☐ **NARROW LANE WIDTH TO 3M** to reduce vehicle speed ☐ **NIGHT WANDS** used by Traffic controllers. ☐ **VMS BOARD** nofifying of poor visibility. ☐ **TRAFFIC LIGHTS or BOOM GATES** to subsfitute Traffic Controller

Lane availability	
☐ are available to cope with traffic volumes	☐ **VMS BOARDS** to provide a warning. ☐ **COMMUNICATIONS THROUGH RADIO** advising of delays. ☐ **ALTERNATIVE PICK-UP LOCATION and ROUTE** to be created.
Times of operafion	
☐ Periods in which work can and cannot occur	☐ **WORK WITH DOT** to establish appropriate fimes for work & adhere to Memorandum of Authorisafion (MOA) fimes
☐ The requirement to implement the TMP for more than 14 hours within a single shift	☐ **ENSURE ADEQUATE RESOURCES ARE AVAILABLE FOR BREAKS** to be taken and staff to follow ATC fafigue management processes
Emergency Vehicle Access	
þ Emergency vehicle access to and through the site	þ **EMERGENCY SERVICE VEHICLES** that travel through the worksite will have priority over other road users; they will also have access to the site should an emergency arise. Proposed detours will be forwarded to each emergency service.
Public Transport	
þ Bus stops, tram stops, and railway crossings are located within the traffic control zone	þ **NOTIFY AFFECTED PUBLIC TRANSPORT COMPANY.** þ **ALTERNATIVE PICK-UP LOCATION and ROUTE** for commuters when a road closure will occur.
Access to adjoining developments	
þ Adjoining properfies with access near or at the site	☐ **LETTER DROPS** two weeks before works commencing when a road closure will occur. þ **TRAFFIC CONTROLLERS** to assist residents
Exisfing parking facilifies	
þ Parking facilifies exist within the proposed temporary worksite	þ **TRAFFIC CONTROLLERS** to monitor and assist motorists in and out of parking facilifies þ **PARKING PERMIT** to be obtained from the council
Heavy and oversized vehicles and loads	
☐ Accommodafion of truck traffic and over-sized loads	☐ **APPROVAL TO RELEASE** an oversized vehicle through the worksite must always be obtained from the client before releasing ☐ **APPROPRIATE DETOUR ROUTE** provided ☐ **PARKING PERMIT** to be obtained from the council

2.2. Legislafion and Qualificafions

Victoria	§ AGTTM-21 – Austroads Guide to Temporary Traffic Management § Road Management (Works and Infrastructure) Regulafions 2019 § Road Management Act 2004 § Occupafional Health and Safety Regulafions 2017 § Road Safety Act (Traffic Management Regulafions) 2009 § Addifional Network Standards & Guidelines Part 2.2 Authorisafion of Traffic Control Devices
Planners	§ RIICWD503E – Prepare Traffic Management Plans and Traffic Guidance Schemes
Traffic Controller	§ RIIWHS205E - Control Traffic with a Stop/Slow Bat § RIIWHS302E - Implement Traffic Management Plan ***Or*** § TC1 - RIISS00058 – Traffic Controller Skill – Urban Streets and Low Volume Rural Roads § TMI1 – RISS00060 – Traffic Management Implementer – Urban Streets and Low Volume Rural Streets § TC2 – RISS00059 – Traffic Controller Skill Set for High Volume Roads § TMI2 – RISS00061 – Traffic Management Implementer Skill Set for High Volume Roads § TMI3 – RISS00062 – Traffic Management Implementer for Motorways and Freeways **White Card** § CPOCCWHS1001 - Construcfion Inducfion
Trailer Mounted Aftenuator (TMA) Operators	§ RIIRTM301D - Operate a truck or trailer-mounted aftenuator. § MR/HR – Heavy Vehicle Drivers Licence

2.3. Hierarchy of Safety Controls



SAFETY HAZARD / RISK FACTORS	HIERARCHY OF SAFETY CONTROLS Consider the practicability of control measures from left to right. Select the most feasible given the circumstances and level of hazard. Record the reason if a higher-level control measure is not considered practical.		
	ELIMINATION/SUBSTITUTION	**ENGINEERING/ISOLATION**	**ADMINISTRATIVE/BEHAVIOURAL**
Clearance to Traffic (Clearance between the edge of a lane carrying traffic and the event site, vehicles, equipment, and pedestrians	þ Road Closure þ Detour onto other roads ☐ Heavy vehicle detour	☐ Lane closure ☐ TMA ☐ LUMS ☐ PortaBoom / E-Stop ☐ Portable Traffic Lights ☐ Lead/Tail or Escort Vehicle ☐ Safety barriers	þ Advanced warning signs ☐ VMS þ Speed Reducfion ☐ Shuftle Flow ☐ Contraflow ☐ Custom signs
High speed through event site	☐ Road Closure ☐ Detour onto other roads ☐ Heavy vehicle detour	☐ Lane closure ☐ Freeway Truck ☐ TMA ☐ LUMS ☐ PortaBoom / E-Stop ☐ Portable Traffic Lights ☐ Lead/Tail or Escort Vehicle ☐ Safety barriers	☐ Advanced warning signs ☐ VMS ☐ Speed Reducfion ☐ Shuftle Flow ☐ Contraflow ☐ Custom signs
Poor advance sight distance to event site (<200 metres)	þ Road Closure þ Detour onto other roads ☐ Heavy vehicle detour	☐ Lane closure ☐ TMA ☐ LUMS ☐ PortaBoom / E-Stop ☐ Portable Traffic Lights ☐ Lead/Tail or Escort Vehicle ☐ Safety barriers	þ Advanced warning signs ☐ VMS þ Speed Reducfion ☐ Shuftle Flow ☐ Contraflow ☐ Custom signs
Poor observance by motorists of direcfions/ instrucfions	☐ Road Closure ☐ Detour onto other roads ☐ Heavy vehicle detour	☐ Lane closure ☐ TMA ☐ LUMS ☐ PortaBoom / E-Stop ☐ Portable Traffic Lights ☐ Lead/Tail or Escort Vehicle ☐ Safety barriers	☐ Advanced warning signs ☐ VMS ☐ Speed Reducfion ☐ Shuftle Flow ☐ Contraflow ☐ Custom signs

Narrow pavement width with no escape route (<2.9 metres width)	☐ Road Closure ☐ Detour onto other roads ☐ Heavy vehicle detour	☐ Lane closure ☐ TMA ☐ LUMS ☐ PortaBoom / E-Stop ☐ Portable Traffic Lights ☐ Lead/Tail or Escort Vehicle ☐ Safety barriers	☐ Advanced warning signs ☐ VMS ☐ Speed Reducfion ☐ Shuftle Flow ☐ Contraflow ☐ Custom signs
The presence of workers/vehicles or plant at the event site	þ Road Closure þ Detour onto other roads ☐ Heavy vehicle detour	☐ Increased separafion from vehicular traffic ☐ Lane closure ☐ TMA ☐ LUMS ☐ PortaBoom / E-Stop ☐ Portable Traffic Lights ☐ Lead/Tail or Escort Vehicle ☐ Safety barriers ☐ Designated paths VMPs ☐ Exclusion Zones	þ Advanced warning signs ☐ VMS þ Speed Reducfion ☐ Shuftle Flow ☐ Contraflow ☐ Custom signs ☐ Limit Reversing ☐ Forward in/out VMPs only
Excavafion adjacent to traffic	☐ Road Closure ☐ Detour onto other roads ☐ Heavy vehicle detour	☐ Safety barriers ☐ Different construcfion method ☐ Lane closure ☐ TMA ☐ LUMS ☐ PortaBoom / E-Stop ☐ Portable Traffic Lights	☐ Advanced warning signs ☐ VMS ☐ Speed Reducfion ☐ Shuftle Flow ☐ Contraflow ☐ Custom signs
Night works	☐ Road Closure ☐ Detour onto other roads ☐ Heavy vehicle detour	☐ Safety barriers ☐ Different construcfion method ☐ Lane closure ☐ TMA ☐ LUMS ☐ PortaBoom / E-Stop ☐ Portable Traffic Lights ☐ Portable Lighfing	☐ Night Whites (PPE) ☐ Illuminated hand-held wand ☐ Advanced warning signs ☐ VMS ☐ Speed Reducfion ☐ Shuftle Flow ☐ Contraflow ☐ Custom signs

Please explain why a higher level of control was not applied to these works	Highest level of control applied to these works

TICK ESTIMATED VPH	Mid-block (one direcfion) VPH	Within 200m of intersecfion (one direcfion) VPH	Desirable number of open lanes for direcfion considered
☐	≤ 1000	≤ 500	1
þ	1001 – 2000	501 – 1000	2
☐	2001 – 3000	1001 – 1500	3
☐	3001 – 4000	1501 – 2000	4

Where the recommendafions of this table cannot be achieved.

- Consider measures such as parking bans, lane reversal, detours, sidetracks and crossovers
- Weigh up the impacts to traffic against the impact to local residents and businesses
- Consider communicafion strategies, such as VMS, lefter drop, radio, newspaper

3. CONSULTATION

It is essenfial to consider the interests of all stakeholders while implemenfing an event traffic management plan. These stakeholders could include road infrastructure managers, emergency services, owners and occupants of nearby properfies, local business owners, schools, parking facility operators, management of adjoining road work sites, and anyone with knowledge of site features and constraints who might be affected by the plan's implementafion.

Stakeholder		Notes	Via	Date
	☐ Department of Transport			
	☐ Council: N/A	Clarence City Council	Meefing	
	☐ Residents & landowners			
	☐ Local businesses			
	☐ Public Transport Victoria (Trams/Trains)			
	þ Buses		Meefing	
	☐ Local schools			
	þ Local Police		Meefing	
	þ Ambulance		Meefing	
	þ CFA/MFB		Meefing	
	þ Community groups/facilifies (Churches, sporfing grounds)	Tas Cricket	Meefing	
	☐ Toll roads (e.g., Eastlink, Logan Motorway, City Link)			
	☐ Parking facility operators			
	☐ Management of adjoining road work sites			

4. PROJECT ADMINISTRATION

4.1. Pre-start meefing

Please ensure you discuss the following points:

- Clearly define the scope of works and explain the levels of control applied. Also menfion the risks that have been idenfified
- The measures implemented for the safety of vulnerable road users
- The emergency evacuafion point
- Breaks (ensure the first unpaid meal break is given before complefing 5 hours of work for each traffic controller)
- Site posifions and responsibilifies

Before installing traffic equipment, please complete your Job Safety and Environment Analysis (JSEA). Confinuously assess the risks at your workplace and complete the JSEA Amendment Form if any new risks arise during your shift.

4.2. Responsibilifies

Responsible Person	Responsibility
Site Supervisor	§ Ensure high performance and compliance with health and safety guidelines by overseeing and coordinafing daily worksite operafions.
Team Leader	§ Implement and monitor a Traffic Management Plan, complete site hazard assessments, implement control measures for each site, coordinate traffic team and manage breaks.
Traffic Controller (Offsider)	§ Managing the movement of vehicles and pedestrians on, near, or alongside roads.

4.3. Incident Procedure and Emergency Arrangements

All incidents and injuries involving an ATC traffic controller must be reported to ATC as soon as possible. Our safety team will respond to all reports.

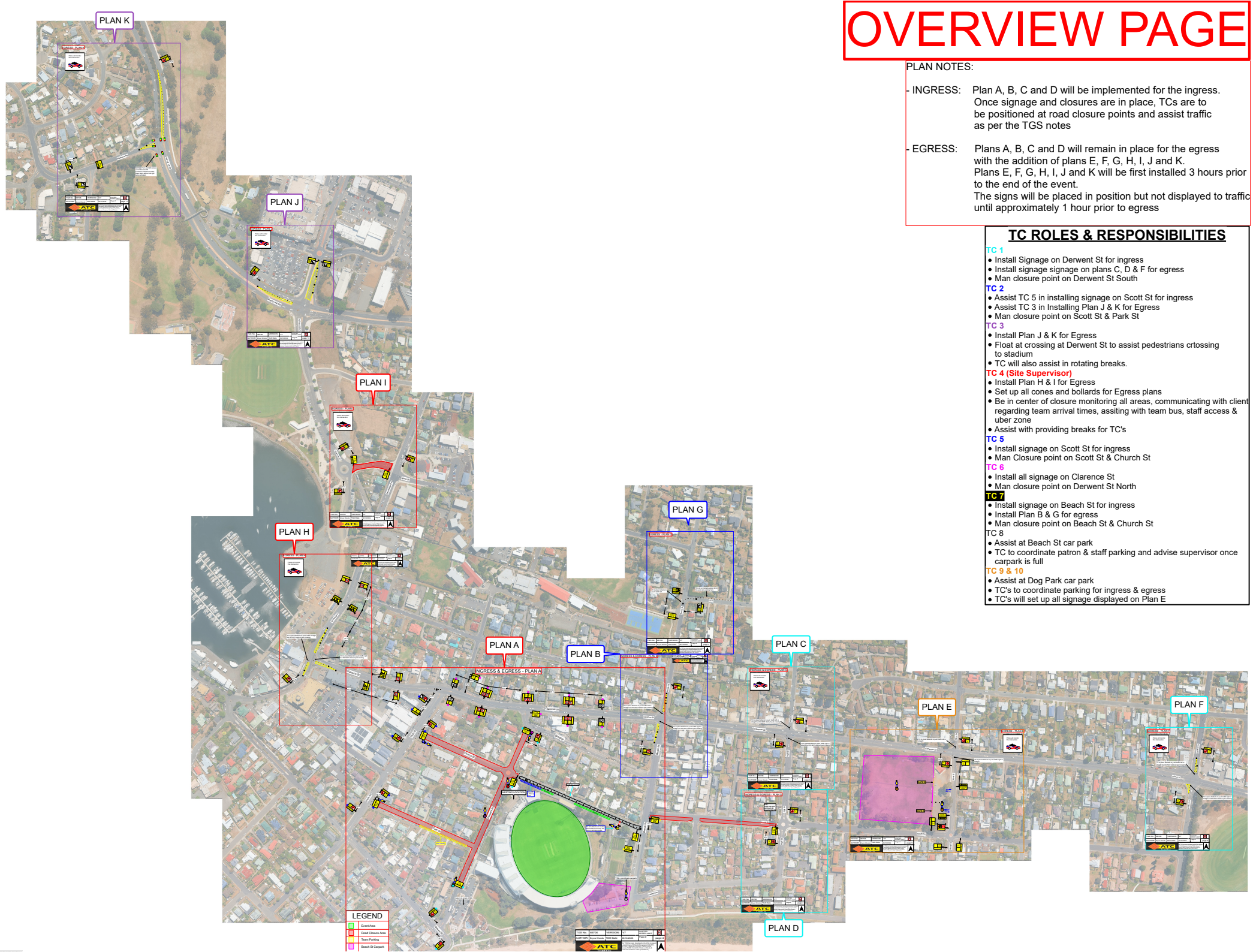
Incident Type		Acfion
	**Class 4** **First Aid injury**	§ Report any injuries to your team leader and use the first aid kit provided in each ATC vehicle
	**Class 3** **Injury requiring medical treatment by a medical pracfifioner**	§ Report to team leader and client § Phone the ATC office to arrange transportafion to the nearest medical clinic, and a replacement will be provided
	**Class 2** **Hospital admission**	§ Cease work and contact ATC to arrange transportafion to the nearest hospital § A replacement will be organised
	**Class 1** **Life-threatening injury or fatality**	§ In an emergency, the client must immediately cease all work and turn off all machinery and vehicles. The emergency services, including ambulance and police, should be called immediately § Traffic controllers will create a No-Go zone in the affected area. The site must not be cleaned or tampered with, except in cases where it is necessary to save a life or provide assistance § Preserving evidence is paramount, even if it means closing addifional lanes or the enfire road. Traffic management will determine an appropriate detour route and road closure point § In an emergency, the ATC office should be contacted to arrange an invesfigafion by ATC and Work Safe
	**Failure of traffic signals, street lighfing or power**	**If traffic signal infrastructure is damaged and signals fail to operate or operate incorrectly:** § The client is to cease work immediately and ATC staff to nofify the ATC office immediately § Traffic controllers to control traffic movements through intersecfions and control any risks idenfified § Nofify DoT **If power infrastructure is damaged and poses a risk through live current:** § Traffic controllers must secure the site and prevent entry to the area affected by live power

4.4. Confingency Plan

FREEWAY WORKS		
	**Electronic equipment failure**	§ If there are any issues with LUMS or VMS, there are Truck Mounted Aftenuators (TMAs) in place to ensure the safety of workers § Each occupied lane has one TMA § If a TMA operator idenfifies a fault and deems it unsafe for workers, they will contact the Site Supervisor to arrange for works to cease unfil the fault is recfified
ATC VEHICLE & EQUIPMENT		
	**Arrow board / beacons failure**	§ If your arrow board or beacons stop working, turn on your hazard lights and park your vehicle off the road before installing or removing signage § It is essenfial to immediately contact the office and report the issue to the fleet manager or after-hours officer.
	**Lack of equipment**	§ If you lack the necessary signs to comply with your Traffic Management Plan (TMP) or Traffic Guidance Scheme (TGS), do your best with the available signs and then contact the planning team for guidance § The planning team will help you arrange for the appropriate signs to be delivered to the site, or else assist with a compliant and safe method of sefting up the site with the signage available
	**Radio failure**	§ If you experience radio failure, move to where you can see the person you need to communicate with and work off a line of sight § If this is not possible, contact the client and ask them to move off the road unfil a solufion can be found § If you cannot find a solufion, please contact the office and request a radio to be brought to the site

5. TRAFFIC GUIDANCE SCHEME

OVERVIEW PAGE



PLAN NOTES:

- INGRESS: Plan A, B, C and D will be implemented for the ingress. Once signage and closures are in place, TCs are to be positioned at road closure points and assist traffic as per the TGS notes

- EGRESS: Plans A, B, C and D will remain in place for the egress with the addition of plans E, F, G, H, I, J and K. Plans E, F, G, H, I, J and K will be first installed 3 hours prior to the end of the event. The signs will be placed in position but not displayed to traffic until approximately 1 hour prior to egress

TC ROLES & RESPONSIBILITIES

TC 1
- Install Signage on Derwent St for ingress
- Install signage signage on plans C, D & F for egress
- Man closure point on Derwent St South

TC 2
- Assist TC 5 in installing signage on Scott St for ingress
- Assist TC 3 in Installing Plan J & K for Egress
- Man closure point on Scott St & Park St

TC 3
- Install Plan J & K for Egress
- Float at crossing at Derwent St to assist pedestrians crtossing to stadium
- TC will also assist in rotating breaks.

TC 4 (Site Supervisor)
- Install Plan H & I for Egress
- Set up all cones and bollards for Egress plans
- Be in center of closure monitoring all areas, communicating with client regarding team arrival times, assiting with team bus, staff access & uber zone
- Assist with providing breaks for TC's

TC 5
- Install signage on Scott St for ingress
- Man Closure point on Scott St & Church St

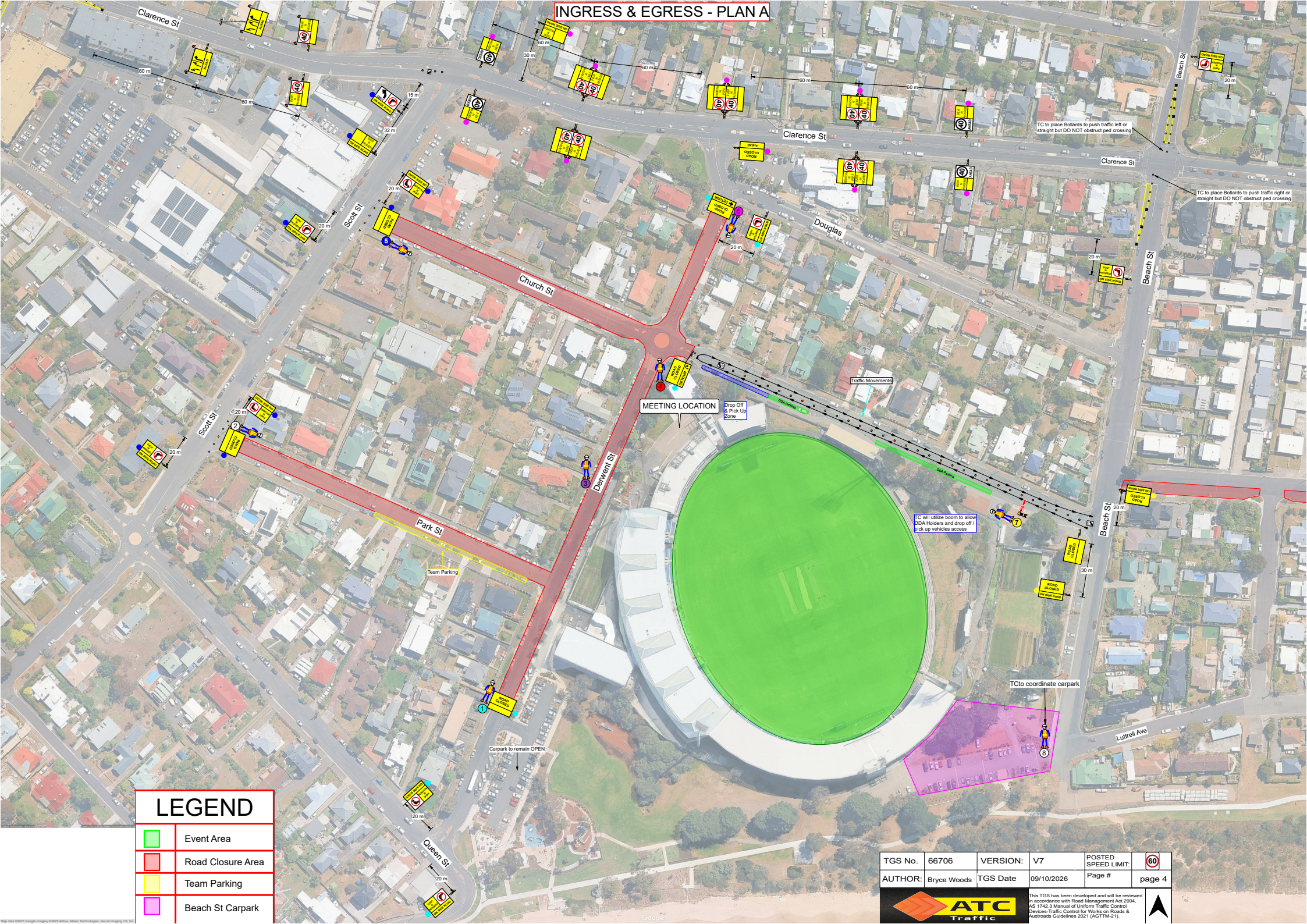
TC 6
- Install all signage on Clarence St
- Man closure point on Derwent St North

TC 7
- Install signage on Beach St for ingress
- Install Plan B & G for egress
- Man closure point on Beach St & Church St

TC 8
- Assist at Beach St car park
- TC to coordinate patron & staff parking and advise supervisor once carpark is full

TC 9 & 10
- Assist at Dog Park car park
- TC's to coordinate parking for ingress & egress
- TC's will set up all signage displayed on Plan E

INGRESS & EGRESS - PLAN A



LEGEND

	Event Area
	Road Closure Area
	Team Parking
	Beach St Carpark

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ATC Traffic

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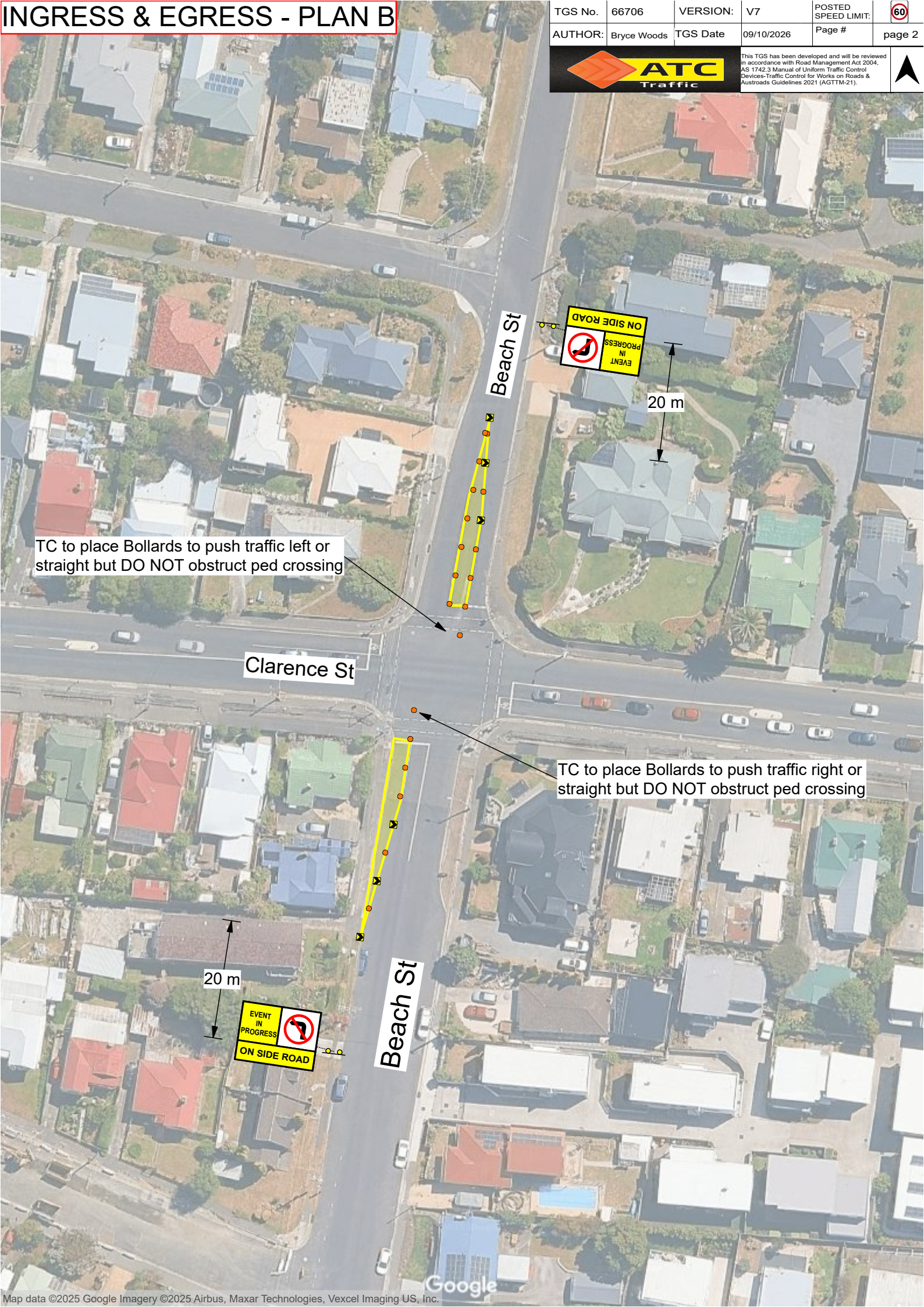
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INGRESS & EGRESS - PLAN B

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INGRESS & EGRESS - PLAN C

Police will monitor this intersection



TC to place Bollards to push traffic left or straight but DO NOT obstruct ped crossing

High St

ON SIDE ROAD
EVENT IN PROGRESS

20 m

Clarence St

20 m

EVENT IN PROGRESS
ON SIDE ROAD

TC to place Bollards to push traffic right or straight but DO NOT obstruct ped crossing

High St

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INGRESS & EGRESS - PLAN D

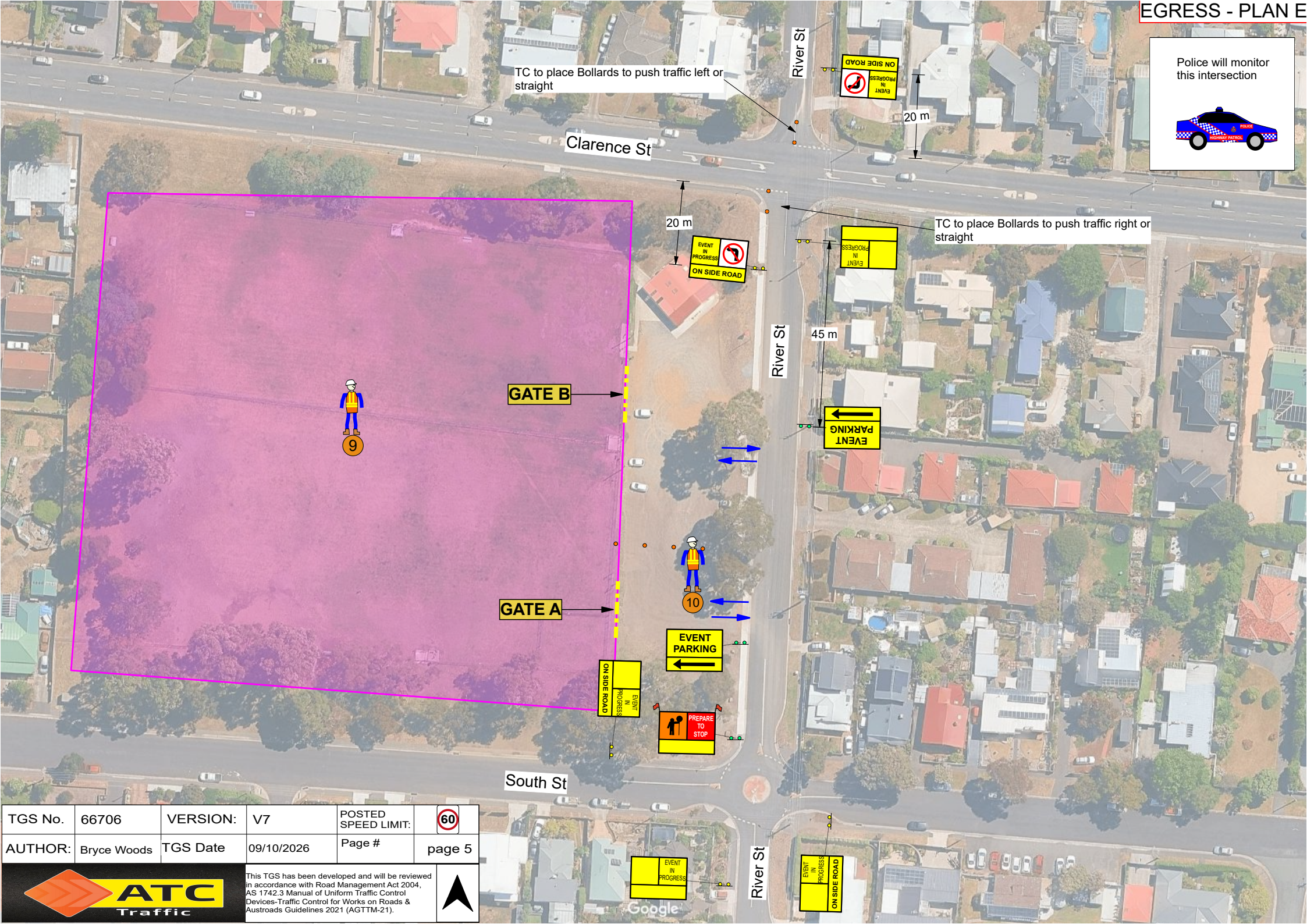


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EGRESS - PLAN E



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EGRESS - PLAN F

Police will monitor this intersection



Wentworth St

ON SIDE ROAD
EVENT IN PROGRESS

20 m

TC to place Bollards to push traffic left or straight but DO NOT obstruct ped crossing

Clarence St

TC to place Bollards to push traffic right or straight but DO NOT obstruct ped crossing

20 m

EVENT IN PROGRESS
ON SIDE ROAD

Wentworth St

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EGRESS - PLAN G



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EGRESS - PLAN H

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Police will monitor this intersection



EVENT IN PROGRESS 40

EVENT IN PROGRESS 40

MERGE LEFT

MERGE LEFT

45 m

45 m

30 m Taper

Cambridge St

TC to place Bollards to push traffic straight but DO NOT obstruct ped crossing

TC to place Bollards to push traffic right but DO NOT obstruct ped crossing

Clarence St

EVENT IN PROGRESS ON SIDE ROAD

20 m

AHEAD

EVENT IN PROGRESS 40

AHEAD

60 m

60 m

EVENT IN PROGRESS 40

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EGRESS - PLAN I

Police will monitor this intersection



ON SIDE ROAD
EVENT IN PROGRESS

20 m

Kangaroo Bay Dr

ROAD CLOSED
DETOUR

20 m

ON SIDE ROAD
EVENT IN PROGRESS

ROAD CLOSED

Alma St

Cambridge Rd

20 m

EVENT IN PROGRESS
ON SIDE ROAD

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ATC Traffic

This TGS has been developed and will be reviewed in accordance with Road Management Act 2004, AS 1742.3 Manual of Uniform Traffic Control Devices-Traffic Control for Works on Roads & Austroads Guidelines 2021 (AGTTM-21).

EGRESS - PLAN J

Police will monitor this intersection



ROAD CLOSED ONLY

ROAD CLOSED ONLY

ON SIDE ROAD EVENT IN PROGRESS

20 m

Rosny Hill Rd

Kangaroo Bay Dr

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ATC Traffic

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EGRESS - PLAN K

Police will monitor this intersection



ON SIDE ROAD
EVENT IN PROGRESS

20 m

Riawena Rd

Rosney Hill Rd

20 m
ROAD CLOSED
ONLY
EVENT IN PROGRESS

ROAD CLOSED
DETOUR

20 m
ROAD CLOSED
ONLY
EVENT IN PROGRESS

NO Right Turn and NO Access out of Riawena Rd to ensure northbound traffic flows freely without red light being activated

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