
LOCAL TRANSPORT FORUM
MINUTES

Meeting No: 3-25/26**Date:** Thursday October 9**Location:** Eurobodalla Shire Council – Glass Meeting Room**File No** SO30-T00018**Time:** 9:30am

ITEM 1 - ATTENDANCE & APOLOGIES**ATTENDANCE**

Councillor Amber Schutz (Chair), Thomas Franzen (ESC Division Manager, Technical Services), Katherine Buttsworth (ESC Road Safety Officer), Daniel Weekes (ESC Traffic Coordinator), Senior Sgt Angus Duncombe (NSW Police), Scott McNairn (ESC Events Coordinator), Brad Ross (Transport for NSW), Emma Phillips (Transport for NSW), Lisa Miller (Member for Bega Representative) and Sheree Ward (ESC Infrastructure Support Officer).

APOLOGIES

Geoff Armstrong (ESC Design Coordinator), Kelly-Ann Marshall (ESC Surveillance Officer), Chief Inspector John Sheehan (NSW Police), James Thompson (ESC Transport and Stormwater Engineer) Donna Binns (Transport for NSW), Senior Sgt Scott Britt (NSW Police)

ITEM 2 – DEPUTATIONS

NIL

ITEM 3 – CONFIRMATION OF PREVIOUS MINUTES

The minutes of the Local Traffic Committee No. 2 for 2025-26 held 11 September 2025 were accepted.

ITEM 4 - OUTSTANDING ITEMS

- 2025.RT.014.372 - Intersection of Murray and Hawdon Street, Moruya RM349261/25
- 2025.RT.014.373 - Intersection of Murray and Hawdon Street, Moruya RM349262/25
- 2025.RT.015.375 - Intersection of Murray and Thomas Street, Moruya RM349267/25
- 2025.RT.015.374 - Intersection of Murray and Thomas Street, Moruya RM349266/25
- 2025.RT.016.376 - Intersection of Evans and Albert Street, Moruya RM349272/25
- 2025.RT.016.377 - Intersection of Evans and Albert Street, Moruya RM349275/25
- 2025.RT.017.378 – Albert Street, Moruya RM349279/25
- 2025.RT.017.379 – Albert Street, Moruya RM349280/25
- 2025.RT.021.383 – George Bass Drive, Garlandtown RM350646/25
- 2025.RT.024.388 – Wallarah Street, Surfside RM351475/26
- 2025.RT.028.393 – George Bass Drive, Malua Bay – Roundabout - RM352448/26
- 2025.RT.028.394 – George Bass Drive, Malua Bay – Roundabout - RM352450/26
- 2025.RT.001.397 – Turnbolls Lane, Mourya – RM353851/26
- 2025.RT.001.398 – Turnbolls Lane, Moruya – RM353852/26
- 2025.RT.002.399 – Evans Street, Mourya Pedestrian Refuge RM353863/26

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2025.RT.002.400 - Evans Street, Mourya Pedestrian Refuge RM353867/26

2026.RT.005.403 – Sunpatch Parade, Tomakin – RM354678/26

2026.RT.007.405 – George Bass Drive, Catalina - RM354688/26

ITEM 5 - ROAD TRANSPORT (SAFETY & TRAFFIC MANAGEMENT) ACT ITEMS FOR DETERMINATION

No Items listed

ITEM 6 - INFORMAL ITEMS FOR DISCUSSION**6.1 2026.SE.004 Inward Bound 2025****RECOMMENDATION**

That the submitted Traffic Management Plan and inclusive Traffic Guidance Scheme for the Inward Bound orienteering event to be held west of Batemans Bay and Moruya, from Friday 10 until Saturday 11 October 2025 be approved.

BACKGROUND

Inward Bound is a long-distance orienteering event, held by ANU. It has a long history, beginning in 1962. While it has evolved over the years - teams are blindfolded and sent to 'start points' across QPRC, Shoalhaven and Eurobodalla LGA's. Teams use maps and compasses to navigate to a finish line. The event is held west of the Princes Highway, mostly in State Forest. The event will cross the Kings Highway at 3 locations in Eurobodalla Shire with the assistance of traffic control. A ROL has been supplied.

CONCLUSION

Approval of the Traffic Management Plan and inclusive Traffic Guidance Scheme for Inward Bound 2025 will enable the event to proceed.

6.2 2026.SE.005 Crank It Up 2025**RECOMMENDATION**

That the submitted Traffic Guidance Scheme for the Crank It Up 2025 event to be held at Clyde Street reserve, Batemans Bay, on Saturday 15 and Sunday 16 November be approved.

BACKGROUND

Crank It Up is a three-day rock 'n' roll festival in Batemans Bay, featuring live music, classic cars, and dancing. The annual event is hosted by Batemans Bay Rock N Rollers and will take place on the 15 and 16 of November 2025, with approximately 3,500 daily visitors. The event includes a 45-minute classic car cruise from Clyde Street Batemans Bay to Bodalla from 11am until 11.45am on Friday 14 November. The cruise will include approximately 140 classic cars and does not involve road closures or altered traffic conditions. Vehicles will adhere to all NSW road rules during the

**LOCAL TRANSPORT FORUM
MINUTES**

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cruise.

CONCLUSION

Approval of the Traffic Guidance Scheme for Crank It Up 2025 will enable the event to proceed.

6.3 2026.IN.002 Authorisation-Delegation to Councils**BACKGROUND**

From 1 August 2025 Transport for NSW revoked the 2011 Delegation to Councils and 2023 Temporary Delegation. This has been replaced by the new 2025 Authorisation-Delegation and the introduction of a new Local Traffic Committee (LTC) model called the Local Transport Forum (LTF)

Transport have supplied a briefing pack to LTF members that provides an overview of these important changes.

ITEM 7 – GENERAL BUSINESS**ITEM 8 – DEVELOPMENT APPLICATIONS****ITEM 9 – NEXT MEETING**

13 November 2025



Traffic Management Plan

(TCAWS Manual Appendix A.2.3 checklist)

**TCAWS
TMP-01**

Details the work to be undertaken, identifies the associated traffic management risks and accepted control measures to eliminate or reduce those risks.

Disclaimer

While care and diligence has been taken to produce the checklists, templates, and example documents (Documents), no responsibility is taken, or warranty made with respect to the accuracy or correctness of the Documents. Transport for NSW expressly disclaim all liability for any omissions, errors, inaccuracy, or incompleteness of any of the Documents and the consequences upon reliance of the Documents.

The Documents are provided for general information purposes only. While every attempt has been made to align these documents with the Traffic control at work sites (TCAWS) Technical Manual, the Documents provided are only examples. The use of these Documents may not fulfill all the relevant requirements in the latest release of the TCAWS Technical Manual. It is the obligation of the user to ensure that appropriate modifications are made to meet the requirements of the TCAWS Technical Manual.

Disclaimer updated on 20 October 2023, 9:00am

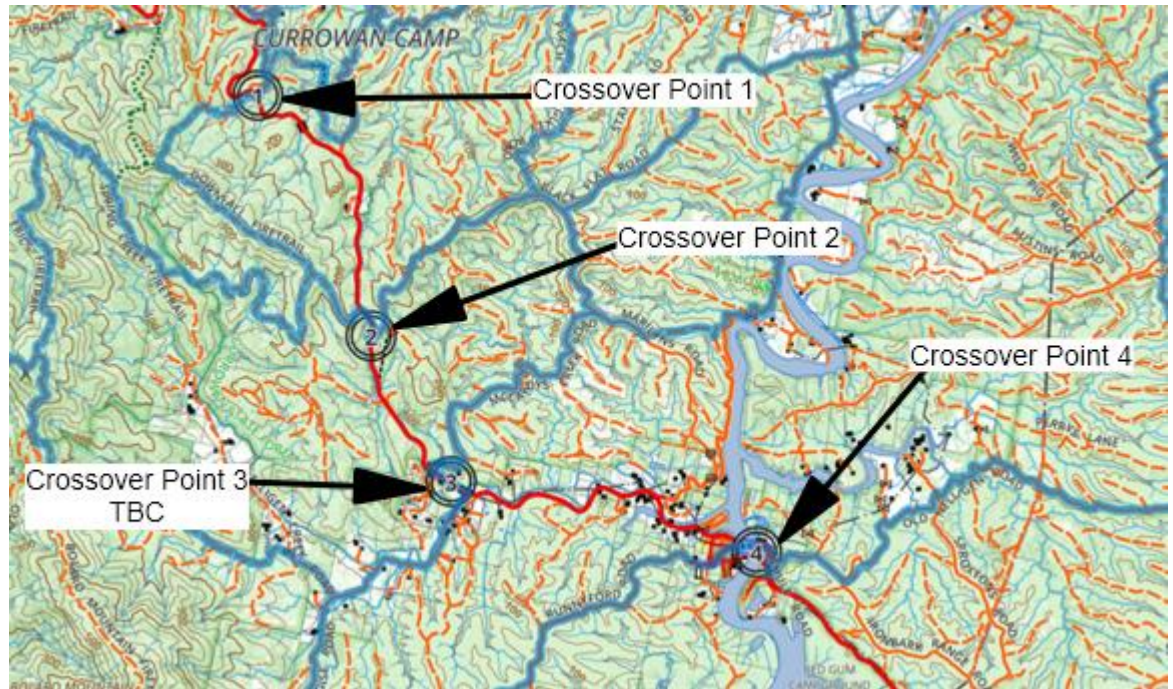
Prepared by

Name:	Phillip Belo	Role:	Traffic Plan Designer
Card number:	TCT0059235	Organisation:	TMPACS
Signature:		Date:	25/07/2025

Location of works

Project	Inward Bound Foot Race Various Locations Race Event 10 th – 11 th October 2025
Activity / work	Traffic Management on Kings Highway at various points for footrace
Location	Kings Highway Currowan

Location of works



Site Layout

Crossover Point 1



Crossover Point 2



Location of works	
	Crossover Point 4 
Dates relevant for TMP work	<i>TBC by contractor</i>

Traffic Management Strategy (TMS) Verification	
Has the TMS been received and attached to this TMP?	☒ Yes ☐ No <i>If "no" has been selected a TMP should not be developed until TMS information is obtained</i>
Provide updated information regarding TMS if required	
Current existing speed limit/s	<i>Crossover Point 1</i> <i>Kings Highway Currowan – 70km/hr</i> <i>Western Distributor Road – 50km/h</i> <i>Crossover Point 2</i> <i>Kings Highway Currowan – 70km/h</i> <i>Crossover Point 4</i> <i>Kings Highway Nelligen – 80km/h</i> <i>Wharf St Nelligen – 50km/h</i> <i>Old Nelligen Road – 50km/h</i> <i>Braidwood St Nelligen – 50km/h</i> <i>Runnyford Rd Nelligen – 50km/h</i> <i>Araluen Road Araluen – 100km/h</i>

Traffic Management Strategy (TMS) Verification			
Updated traffic data	Traffic volumes (ADT): estimates of 3,000 – 5,000 vpd with weekend peaks due to holiday/Canberra weekenders		Traffic volumes (AADT): if available
	Hourly traffic volumes :N/A		Operating speed: N/A
	Peak times AM:		Peak times PM:
Traffic composition	☐ OSOM	☐ Heavy vehicles ____>30____ (%)	☐ Permit vehicle routes
If yes provide details	Details:		
Site and work specific considerations	Nil		
Additional options available	For additional options identified, the process of assessment outlined in the TMS must be completed		

Decision point: Temporary Traffic Management Method	
Was an options assessment completed by the client?	☒ Yes ☐ No Safest option to minimise impact on traffic flow would be to require a speed reduction, spotters and crossing controllers when participants cross the Kings Highway.
Summary of TMS options	Appropriate signage, speed reductions, spotters and Crossing Controllers to be established when works impacting on road users (participants crossing highway)
TTM method	☐ Around ☐ Past ☒ Through Option Selected: <i>nominate option selected from TMS</i>
Justification	Majority of works are within the surrounding forest area or on the use of fire trails, local roads or bush, so will not impact on road users, when participants impact the roadway, Spotters and Crossing Controllers will be established to advise participants of when safe passage is available. As part of participant induction, participants will be instructed that they are not permitted to use roads classified as high risk, including the Kings Highway and that they are only permitted to cross at the designated crossing points, controlled by crossing controllers as per this plan.

Traffic Management Planning				
TTM type	☐ Mobile	☐ Low impact		☒ Static
Will lane or shoulder widths need to be modified?	☐ Yes		☒ No	
	<i>If yes provide justifications and drawings:</i> <i>Parking lane to be delineated with cones – TGSs attached</i>			
Specific road users impacted	☐ Pedestrians	☒ Cyclists	☒ Motorcyclist	☐ OSOM
	☐ Freight Industry	☐ Persons with disability, prams or children	☐ Public transport e.g. bus, tram.	☐ Other
	Minimal Impact to road users as travel lanes will remain open at all times with only a speed reduction and advanced warning signage in place.			

	<u>Council Consent Requirements:</u> a) Traffic control planning for each of the various crossover points and vehicle movements associated with construction: • Refer to TGSs attached to this TMP. b) Parking arrangements • Parking will not be affected nor required for this Traffic Management Plan c) Pedestrian and cyclist safety: • Pedestrians will be guided past the worksite. • Cyclists catered for as normal road users d) Speed zone restrictions: • Only during designated crossing points as shown on TGSs
Additional location specific requirements to be considered?	Nil

Risk assessment

Undertake and attach to this TMP a risk assessment of the proposed works with the determined strategy.

List of sources of information used in risk assessment	TCAWS Version 6.1 2022			
Has the risk assessment considered?	☒ Proximity of traffic	☒ Queued traffic	☐ High traffic volume	☒ Traffic speed and compliance behaviour
	☐ Traffic composition	☒ Exposure and proximity of workers to live traffic	☒ Length of delays for road users	☐ Traffic generating land use (hospital, mine, school)
	☒ Non-compliance with temporary speed limits	☐ Reduced lane and shoulder widths	☐ Compromised access points	☐ Site vehicle access and egress points
	☐ Horizontal (curves) and vertical (crests/sags) alignment	☐ Utilities including above and below services	☐ Crash history	☐ Topographical constraints
	☒ Sight distances	☒ Emergency services	☐ Car parking impacted	☐ Transport services (bus stops etc)
	☐ Access to private and commercial properties	☒ Local road access	☐ Special events or high risk venues	☐ Other _____

Risk assessment		
Key risks identified as a result of works:	Speeding Traffic	
Specific controls required:		
Protection of workers	☐ Barriers	☐ Delineation ☒ Other
	<i>Speed reductions, crossing controllers and spotters will be in place for each of the four crossover points. Please see attached TGSs'</i>	
Will a speed restriction be required?	☒ Yes	☒ No
	<i>They will be in place for the duration of potential crossings by participants. These may vary for each spotters will communicate with the crossing controller crews at each location about likely timing of the first participants and when the last participants cross, so as to minimise the impact of the speed reductions.</i>	
End queue management strategy:	<i>Travel lanes will remain open at all times.</i>	
Delineation of site	<i>No delineation will not be required as no lanes will be obstructed or impacted.</i>	
Emergency service access and notification	<i>Emergency Services access will not be impeded at any time. Should emergency vehicles need to pass the site when under traffic control, Traffic Controllers will provide priority access through the site for the emergency vehicle or direct vehicles to alternative routes available to the other side of the worksite.</i>	

Relevant Documentation		
Have the following mandatory documents been provided as part of the overall TMP?		
☒ All approved TGS required	☒ Road Occupancy Licence	☐ Plans showing access to local properties or side roads
☐ WHS documentation	☐ Approved list of TTM personnel and contacts	☐ Vehicle movement plans
☐ Traffic incident plans		
STOP: <i>If one of the above documents has not been selected the TTMP cannot be approved</i>		
Other documents provided		

Relevant Documentation

☐ Traffic staging arrangements including Traffic Staging Plans	☒ Speed Zone Authorisation
☐ Design drawings	☐ Council permits
☐ Pedestrians and cyclists movement plans	☐ Consultation with public transport operator
☐ Other:	

Monitoring activities requiredPerson responsible for monitoring *daily* TTM work activities

Name:		Role:	Traffic Control Auditor
Unit:		Division:	
Qualification:	PWZTMP	Card Number:	
Comments:			

Person responsible for TTM works

Name:	TBC	Role:	Traffic Control Team Leader
Unit:		Division:	
Qualification:	PWZTMP	Card Number:	
Comments:			

Review activities required

Activity	Required		Frequency or details
Shift inspections	☒ Yes	☐ No	Sign checks every 2 hours whilst undertaking stop slow
Weekly Inspections	☐ Yes	☒ No	
TMP review	☒ Yes	☐ No	As required if changes are needed
Road safety audit	☐ Yes	☒ No	
Other:	☐ Yes	☐ No	
Other:	☐ Yes	☐ No	

Monitoring activities required

Comments:

Endorsed by (when a Principal Contractor undertaking the work)

Name:	Cecily Reid		
Role:	Race Director	Organisation	Inward Bound
Signature:		Date:	

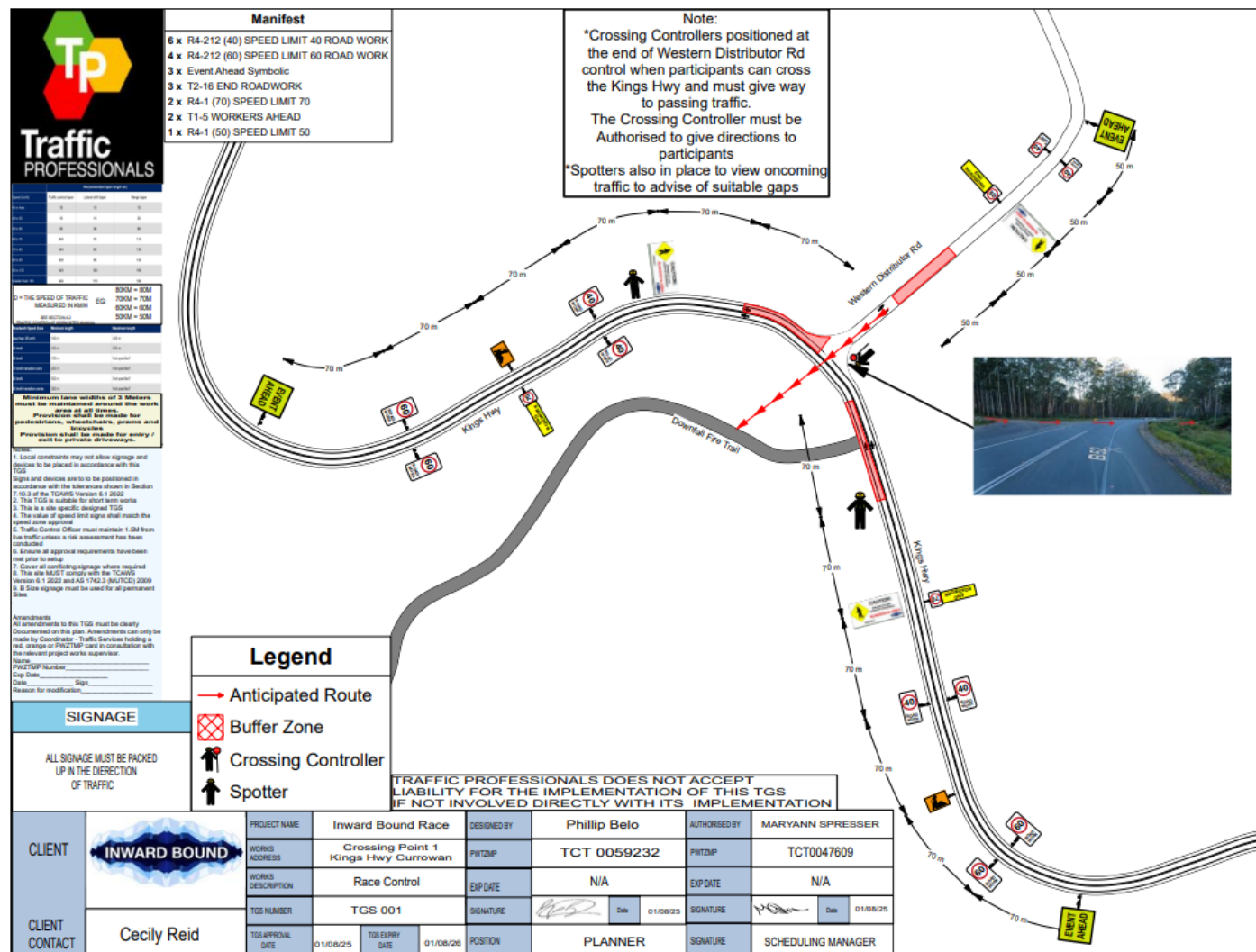
Approval

I have reviewed the relevant documents for the works and approve works to be completed in accordance with the TTM Plan.

Name:	Mike Dowd		
Qualification:	PWZTMP	Card Number:	TCT1056039
Unit:		Division:	General Manager
Signature:		Date:	

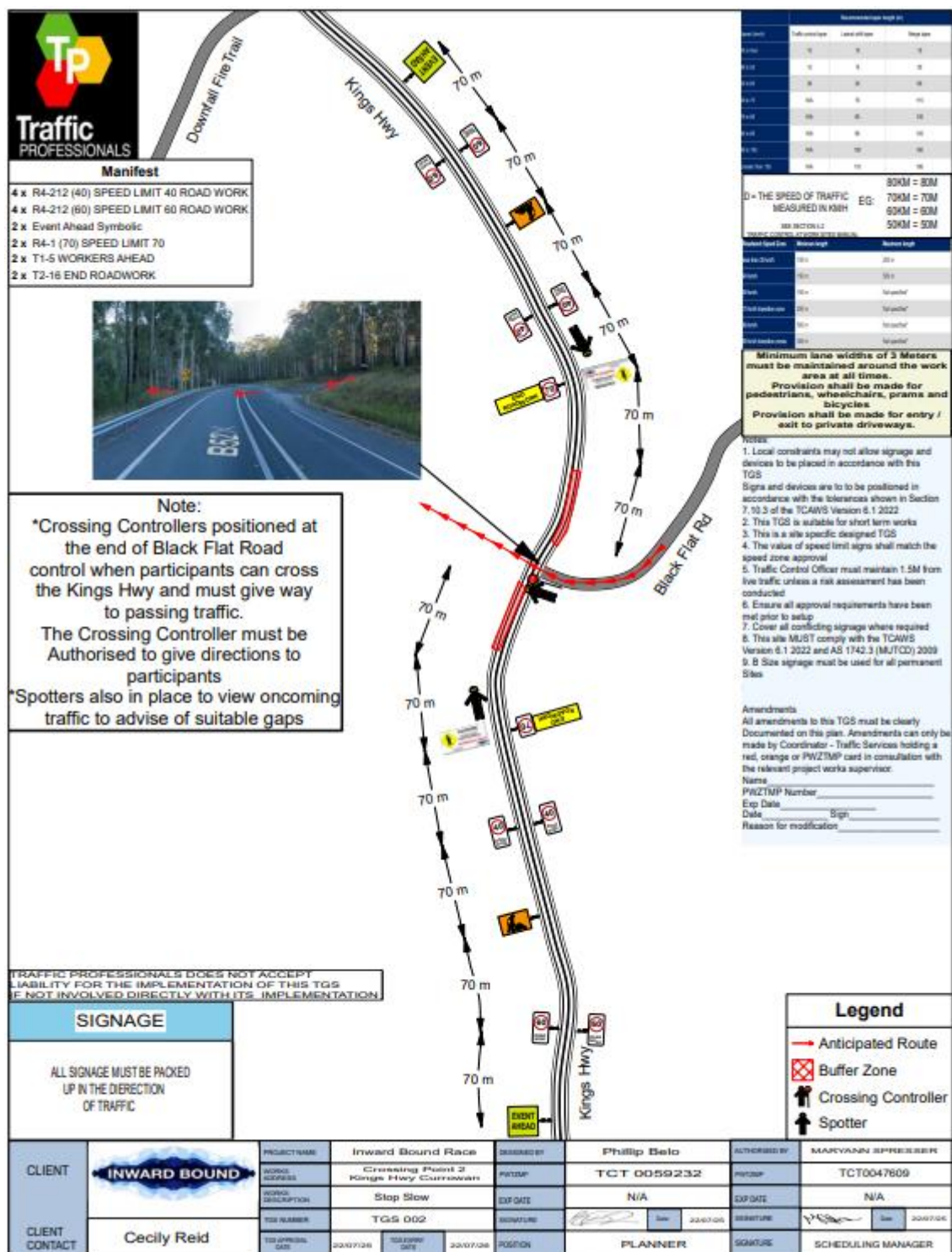
Approved TGSs (3)

TGS-001- Inward Bound Crossover Point 1 – Kings Highway Currowan



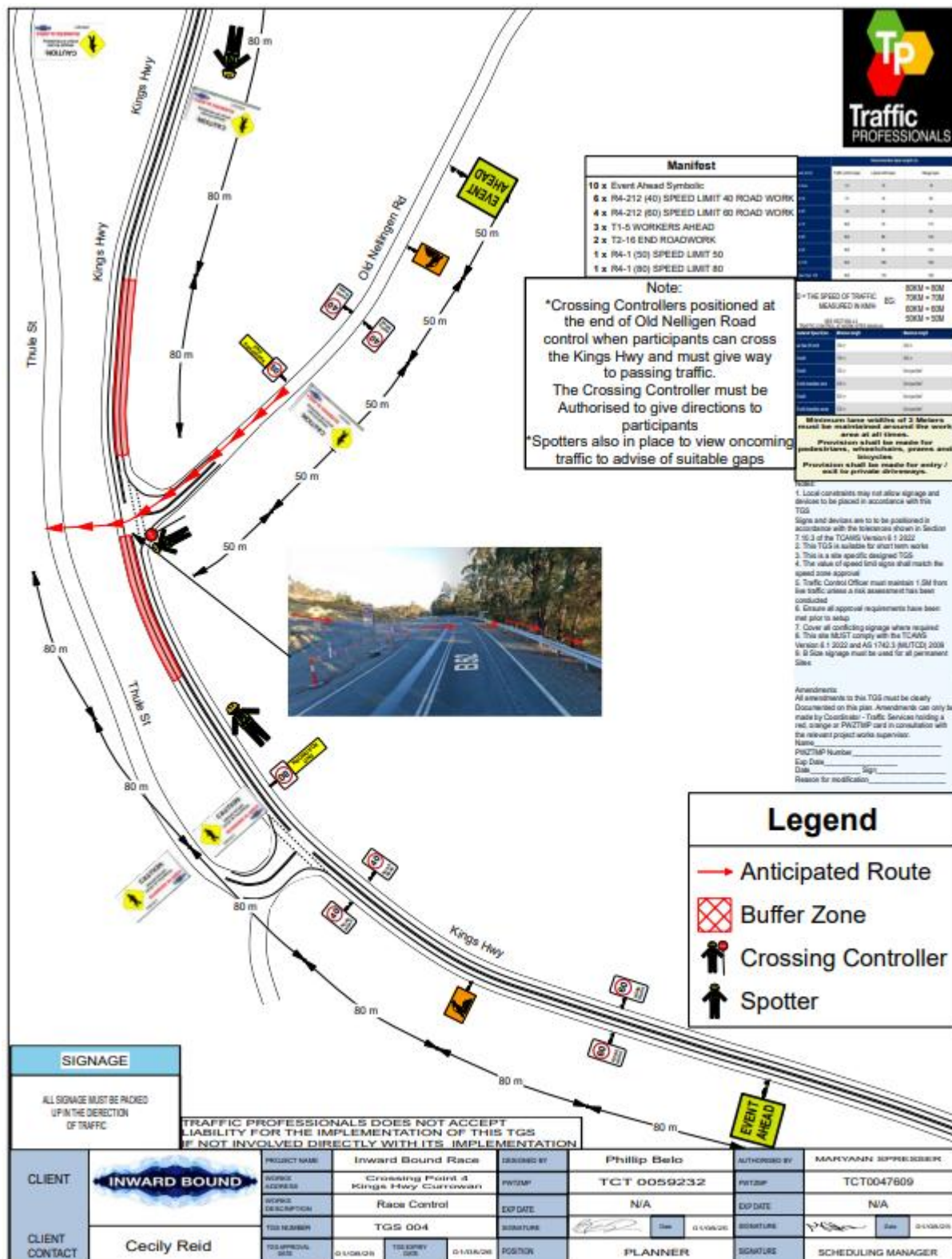
TGS-002 – Inward Bound Crossover Point 2 – Kings Highway Currawan

Page 1



TGS-004 – Inward Bound Crossover Point 4 Kings Highway Nelligen

Page 1



 Tp Traffic PROFESSIONALS	CLIENT  INWARD BOUND CLIENT CONTACT Cecily Reid	PROJECT NAME Inward Bound Race	DESIGNED BY Phillip Belo	AUTHORISED BY MARYANN SPRESSER	
		WORKS ADDRESS Crossing Point 4 Kings Hwy Currawan	PWT2MP TCT 0059232	PWT2MP TCT0047609	
		WORKS DESCRIPTION Race Control	EXP DATE N/A	EXP DATE N/A	
		TGS NUMBER TGS 004	SIGNATURE  Date: 01/08/26	SIGNATURE  Date: 01/08/26	
		TGS APPROVAL DATE 01/08/26	TGS CANCEL DATE 01/08/26	POSITION PLANNER	SIGNATURE SCHEDULING MANAGER

TRAFFIC PROFESSIONALS DOES NOT ACCEPT LIABILITY FOR THE IMPLEMENTATION OF THIS TGS IF NOT INVOLVED DIRECTLY WITH ITS IMPLEMENTATION

Manifest

10 x Event Ahead Symbolic
 6 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
 4 x R4-212 (60) SPEED LIMIT 60 ROAD WORK
 3 x T1-5 WORKERS AHEAD
 2 x T2-16 END ROADWORK
 1 x R4-1 (50) SPEED LIMIT 50
 1 x R4-1 (80) SPEED LIMIT 80

Legend

→ Anticipated Route

⊠ Buffer Zone

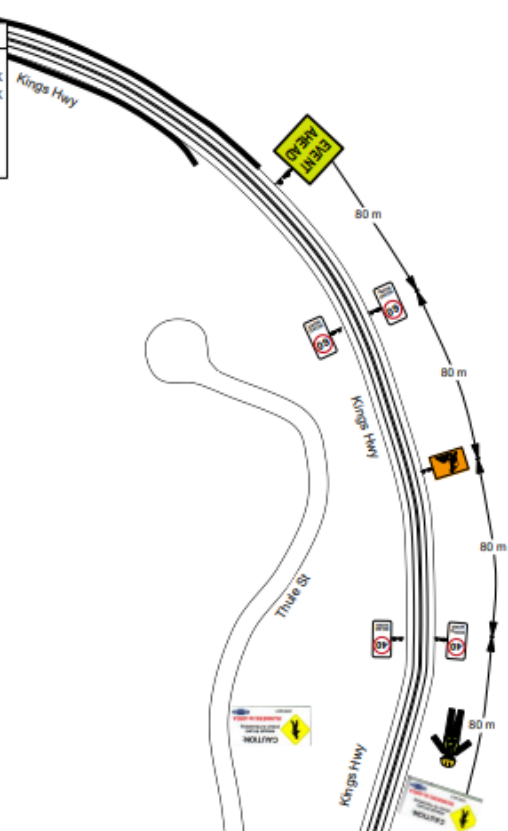
🚶 Crossing Controller

🚶 Spotter

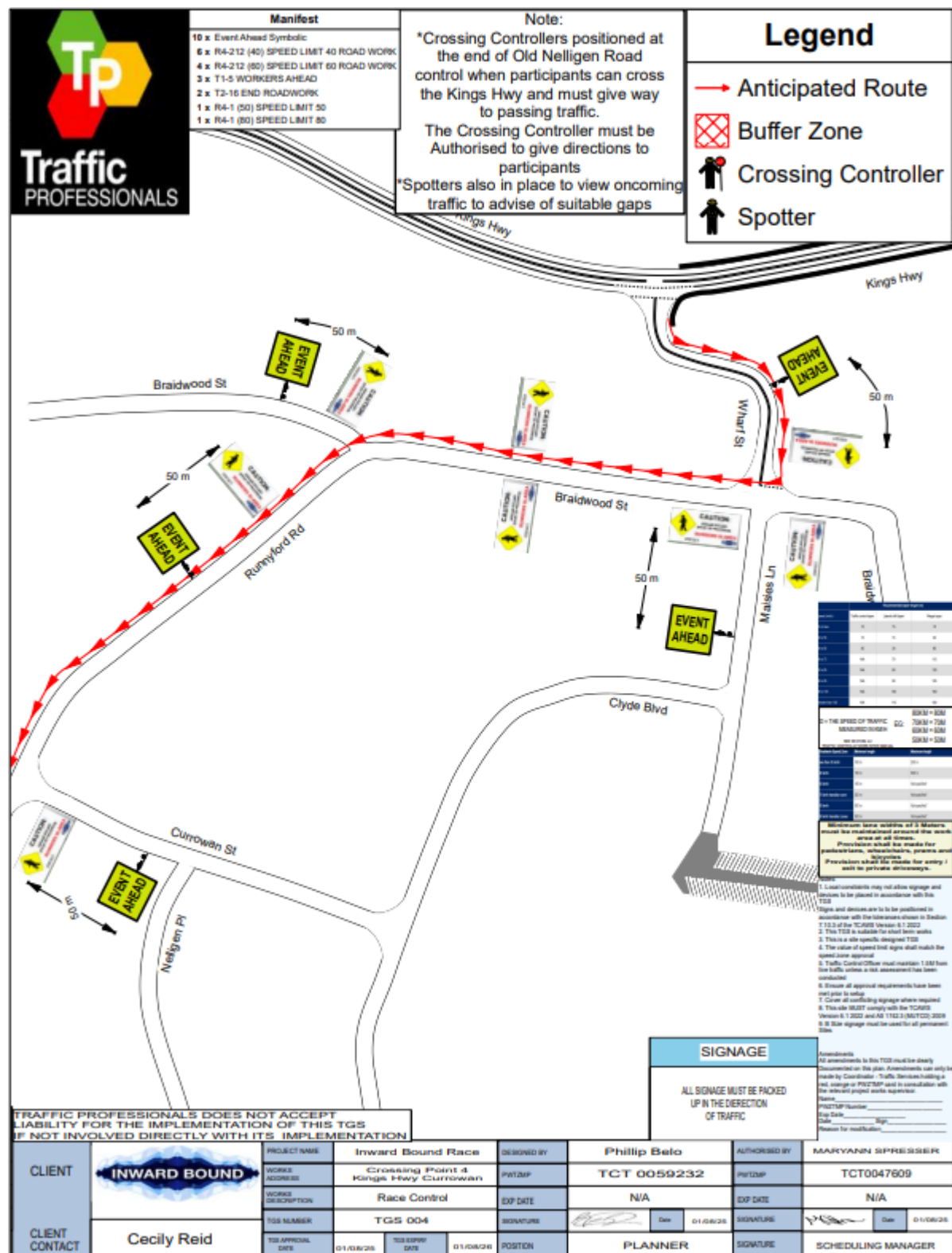
Note:
 *Crossing Controllers positioned at the end of Old Nelligen Road control when participants can cross the Kings Hwy and must give way to passing traffic.
 The Crossing Controller must be Authorised to give directions to participants
 *Spotters also in place to view oncoming traffic to advise of suitable gaps

SIGNAGE

ALL SIGNAGE MUST BE PACKED UP IN THE DIRECTION OF TRAFFIC



Amendments
 All amendments to this TGS must be clearly documented on this plan. Amendments can only be made by Coordinator - Traffic Services holding a red, orange or PWT2MP card in consultation with the relevant project works supervisor.
 Name: _____
 PWT2MP Number: _____
 Exp Date: _____
 Date: _____
 Reason for modification: _____





Traffic PROFESSIONALS

Manifest

10 x Event Ahead Symbolic
 6 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
 4 x R4-212 (50) SPEED LIMIT 50 ROAD WORK
 3 x T1-5 WORKERS AHEAD
 2 x T2-16 END ROADWORK
 1 x R4-1 (50) SPEED LIMIT 50
 1 x R4-1 (80) SPEED LIMIT 80

Note:

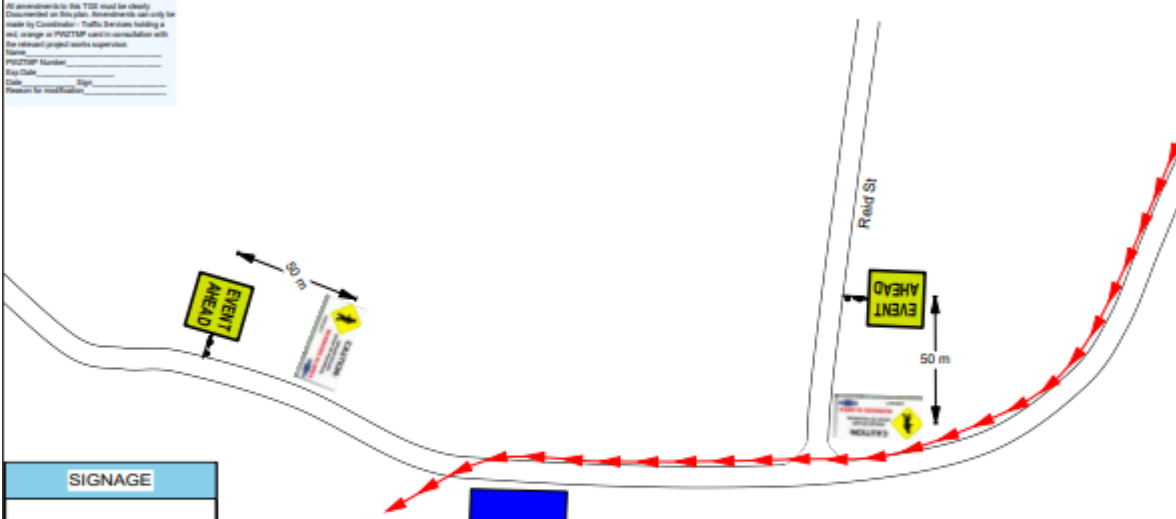
*Crossing Controllers positioned at the end of Old Nelligen Road control when participants can cross the Kings Hwy and must give way to passing traffic.
 The Crossing Controller must be Authorised to give directions to participants
 *Spotters also in place to view oncoming traffic to advise of suitable gaps

Legend

→ Anticipated Route
 Buffer Zone
 Crossing Controller
 Spotter

Signage

ALL SIGNAGE MUST BE PROVED UP IN THE DIRECTION OF TRAFFIC



CLIENT

INWARD BOUND

CLIENT CONTACT Cecily Reid

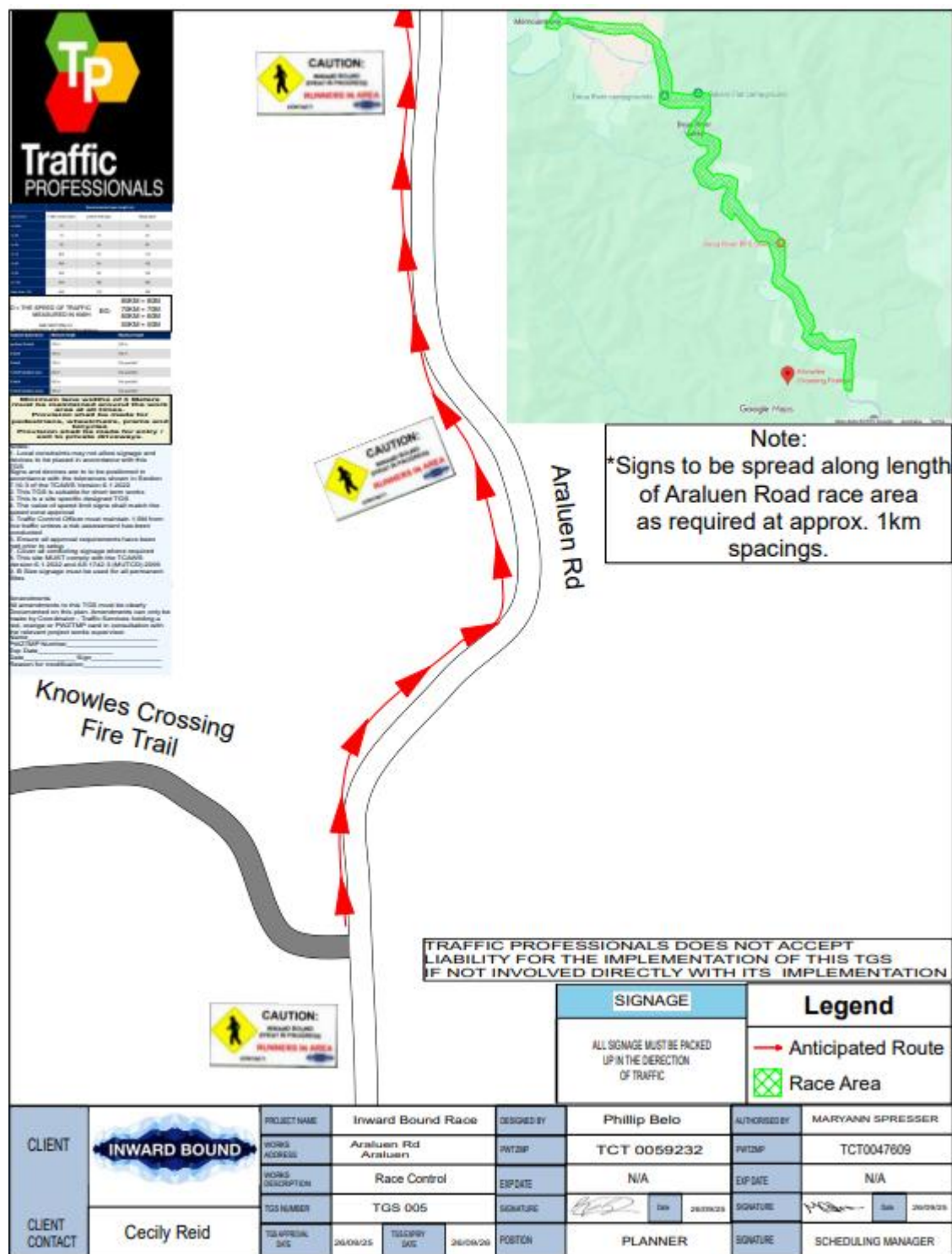
PROJECT NAME	Inward Bound Race	DESIGNED BY	Philip Belo
WORK ADDRESS	Crossing Point & Kings Hwy Currawan	PROJECT	TCT 0059232
WORK DESCRIPTION	Race Control	EXP DATE	N/A
TGS NUMBER	TGS 004	SIGNATURE	 Date: 01/06/26
TGS APPROVAL DATE	01/06/26	TGS EXPIRY DATE	01/06/26
		POSITION	PLANNER

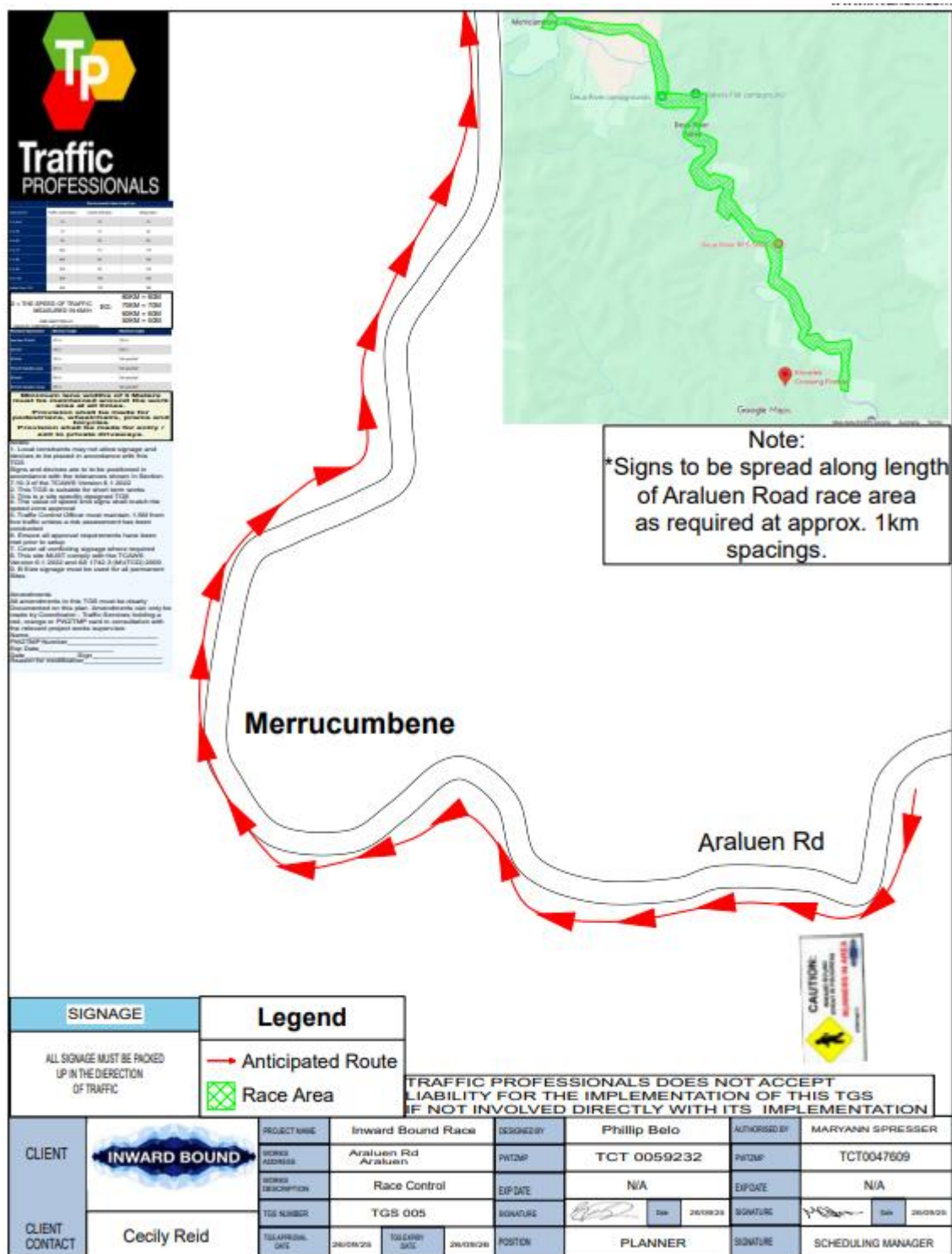
AUTHORISED BY	MARYANN SEPPELIER
PROJECT	TCT0047609
EXP DATE	N/A
SIGNATURE	 Date: 01/06/26
SIGNATURE	SCHEDULING MANAGER

TRAFFIC PROFESSIONALS DOES NOT ACCEPT LIABILITY FOR THE IMPLEMENTATION OF THIS TGS IF NOT INVOLVED DIRECTLY WITH ITS IMPLEMENTATION

TGS-005 – Inward Bound Araluen Road Araluen Race Area

Page 1





ROAD OCCUPANCY LICENCE**LICENCE NO : 2515302****ROADS & MARITIME SERVICES (RMS)****Phone: Monday To Friday 8.30 AM - 4.30 PM**

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

SPECIAL EVENT - CLASS 3

Project: Not Applicable
This Activity: Inward Bound Footrace

LOCATION

Subject Road: KINGS HWY
From: WESTERN DISTRIBUTOR RD, CURROWAN
To: THULE RD, NELLIGEN
Council: EUROBOODALLA

LICENSEE

Organisation: Traffic Professionals
Ref No:
Name: Maryann Spresser
Phone: 0422021354

ONSITE CONTACT

Name: Maryann Spresser
Phone: 0447130455

TRAFFIC MANAGEMENT

Flow Management: Short Term / Intermittent Works; Stop / Slow
Closure Type: 1 lane of 2
Closure Lane(s): Lane 1 (kerb lane/s)
Direction(s): All Directions

LICENCE DURATION

From: 10-Oct-2025
To: 13-Oct-2025

LICENCE CONDITIONS

- FOR INFORMATION ON THE LATEST NSW ROADWORK RESTRICTIONS AND FILING GUIDELINES PLEASE VISIT TFNSW WEBPAGE: roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html.
- THIS LICENCE IS NOT AN APPROVAL OF THE PROPONENT'S TRAFFIC GUIDANCE SCHEMES (TGS). PLEASE NOTE WORKCOVER REQUIRES THAT TRAFFIC GUIDANCE SCHEMES (TGS) COMPLY WITH AS1742.3
- ALL MATTERS RELATING TO NOISE GENERATION OR OTHER ENVIRONMENTAL FACTORS ON SITE ARE UNDER THE JURISDICTION OF THE LOCAL COUNCIL AND/OR THE ENVIRONMENTAL PROTECTION AUTHORITY.
- NOTIFICATION TO AFFECTED BUSINESSES, RESIDENTS AND OTHER STAKEHOLDERS MUST BE UNDERTAKEN AT LEAST 5 BUSINESS DAYS PRIOR TO WORKS COMMENCING
- THIS ROAD EVENT LICENCE/PERMIT APPROVAL PROVIDES THE FOLLOWING: (A) UNDER SECTION 144 OF THE ROADS ACT 1993, IT PERMITS THE EVENT ORGANISER TO CONDUCT A ROAD EVENT ON A CLASSIFIED PUBLIC ROAD. IF THE EVENT IS A ROAD RACE, ATTEMPT ON SPEED RECORDS OR OTHER SPEED TRIAL, PRIOR APPROVAL UNDER SECTION 115 OF THE ROAD TRANSPORT ACT 2013 IS ALSO REQUIRED. (B) UNDER SECTION 115 OF THE ROADS ACT 1993, IT PERMITS THE EVENT ORGANISER TO REGULATE TRAFFIC ON PUBLIC ROADS AS PER THE PLANS DETAILED. (C) TFNSW HAS THE RIGHT AT ANY TIME TO ASK THE LICENSEE TO ALTER THE REGULATION OF TRAFFIC UNDER SECTION 115 OF THE ROADS ACT 1993.
- THE LICENSEE MUST ALSO: (A) OBTAIN LOCAL COUNCIL APPROVAL BEFORE PROCEEDING WITH THE EVENT ON AN UNCLASSIFIED ROAD. (B) OBTAIN PRIOR APPROVAL THROUGH BUSAPPROVAL@TRANSPORT.NSW.GOV.AU, IF ANY EXISTING BUS ROUTES/STOPS ARE IMPACTED. (C) ENSURE TRAFFICABLE LANE WIDTHS AND HEAVY VEHICLE ACCESS ARE MAINTAINED AS STATED IN THE TFNSW TS 06336 GUIDE TO TRAFFIC AND TRANSPORT MANAGEMENT FOR SPECIAL EVENTS.
- DRIVERS ON THE CLOSED ROADS DURING THE EVENT MUST BE BRIEFED BY THE ORGANISER ON THEIR OBLIGATIONS UNDER THE WHS ACT 2011 TO ENSURE THE SAFETY OF WORKERS, PARTICIPANTS AND OTHER ROAD USERS. THIS INCLUDES OBSERVING SPEED LIMITS, DRIVING IN THE USUAL DIRECTION WHERE POSSIBLE, AND USING FLASHING LIGHTS. VEHICLE ACCESS PASSES WILL DETAIL THE EXPECTED DRIVER BEHAVIOURS.
- PLEASE NOTE THAT THIS LICENCE DOES NOT CONSTITUTE APPROVAL TO CARRY OUT THE PROPOSED ACTIVITIES. THIS ROL HAS BEEN ASSESSED BY TFNSW FOR IMPACTS ON TRAFFIC FLOW ON THE STATE ROAD NETWORK ONLY

APPROVED DATES & TIMES

From	From Shift			-	To Shift		
	D	M	Time		D	M	Time
Fri	10	Oct	00:00	-	Sat	11	Oct 00:00
Sat	11	Oct	00:00	-	Sun	12	Oct 00:00
Sun	12	Oct	00:00	-	Mon	13	Oct 00:00

SPEED ZONE AUTHORISATION**LIC/SZA NO : 2515302/001****ROADS & MARITIME SERVICES (RMS)****Phone: Monday To Friday 8.30 AM - 4.30 PM**

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

SPECIAL EVENT - CLASS 3

Project: Not Applicable
This Activity : Inward Bound Footrace

SPEED LIMIT REDUCTION

Existing: 90 Km/h
Reduced To : 40 Km/h

This Speed limit is ONLY to be applied during the approved time periods listed. Signs are to be covered or removed outside the approved time periods. The Organisation is to maintain accurate records of when the speed limit signs were installed and removed, including the location of the signs, the date and times. The existing posted speed limit* is to be reinstated at the completion of each of the approved time periods as detailed herein.

LOCATION

Subject Road: KINGS HWY
From: WESTERN DISTRIBUTOR RD, CURROWAN
To: THULE RD, NELLIGEN
Council:

TRAFFIC MANAGEMENT

Distance(m): 13255
Direction: All Directions

LICENSEE

Organisation: Traffic Professionals
Ref No:
Name: Maryann Sprester
Phone: 0422021354

ONSITE CONTACT

Name: Maryann Sprester
Phone: 0447130455

APPROVED DATES & TIMES

From Shift					To Shift				
From	D	M	Time	-	To	D	M	Time	
Fri	10	Oct	00:00	-	Sat	11	Oct	00:00	
Sat	11	Oct	00:00	-	Sun	12	Oct	00:00	
Sun	12	Oct	00:00	-	Mon	13	Oct	00:00	

TRAFFIC GUIDANCE SCHEME - COVER PAGE
(Clyde St, Batemans Bay)

DRAFTED BY
David Stevens
QLD: TMD OP293
NSW: PWZ - TCT1043731
Date: 30/09/2025
TGS TITLE: Clyde St, Batemans Bay
TGS #: CIU-1GS-24100210
TGS Valid for 12 months from this date

APPROVED BY
Name: Thomas McNair
NSW PWZTMP : TCT 0072729
Date: 30/09/2025
TGS Title: Clyde St, Batemans Bay
TGS #: CIU-1GS-24100210
TGS VALID FOR 12 MONTHS FROM THIS DATE



69 Percival Road, Smithfield, NSW 2164
Telephone: 1300 282 328
Email: bookingsnsw@avadatraffic.com.au

PAGE #	DESCRIPTION
1	Cover Page
2	Tables
3	Through / Past and Around Analysis
4	Implementation Notes / Amendment Sign Off
5	TTM Diagram

Client: Crank It Up
Client reference number/PO : 2025
Site Contact : Chris Tague
Phone Number: 0429 925 386
TMC Contact: Ben Brereton
TMC Phone Number: 0488 533 644
Proposed start of works: 15/11/2025
Completion Date: 16/11/2025
Hours of Works: 07:30 to 15:00
Induction Site: Toolbox prior to works
Scope of works / client brief

- Crank It Up 2024
- Full closure with Stop/Slow operation to conduct the event.



TGS REQUIREMENTS FOR TGS - (CIU-1GS-24100210):							
Team Leader:	1	Traffic Lights:	0	Operation:	Full Closure+Detour	Lane Width:	3.0m
Controllers:	3	TMA:	0	Road Type:	2 way, 2 lane	Posted Speed:	40 kph
Signs:	25	VMS Utes:	0	Travel Path:	Past	Direction:	NB/SB
TC Utes:	1	Additional:	4 x Barrier Boards	road Category:	1	Road Authority:	EUROBODALLA



7.3 Dimension D

Dimension D is a measure of distance in metres. It is used to determine taper lengths, the position of signs and devices and for determining sight distances along the road so that road users have sufficient time to absorb the roadwork specific messages, understand the changed traffic conditions and take necessary actions.

Dimension D is calculated by expressing the speed in metres for the zone preceding to where the Dimension D will be applied, this may be either the existing posted speed or a reduced roadwork speed limit.

For example Dimension D in *Figure 7-1* below is:

- 110 m for the yellow shaded area;
- 80 m for the blue shaded area; and
- 60 m for the pink shaded area.

The existing posted speed limit may be used to determine Dimension D throughout the work site, provided the PWZTMP qualified person has determined that there is higher risk of poor driver compliance with speed zones and where space allows.

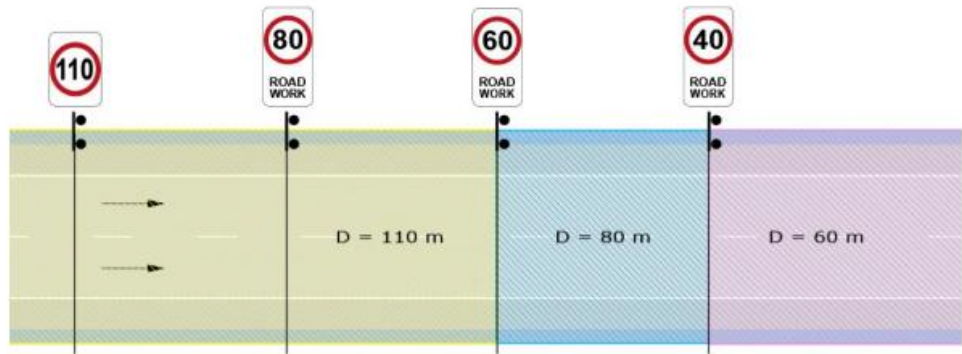


Figure 7-1. Example calculation of Dimension D

The Dimension D to be used on a work site must be determined by the PWZTMP qualified person and must be specified on the relevant TGS.

Where required by site-specific constraints, the application of Dimension D may be varied through the departures process provided in *Section 2.8 Departures from this Technical Manual*.

An example showing application of Dimension D in a 60 km/h roadwork zone with a preceding 80 km/h zone is given in *Table 7-2*.

Table 7-2. Dimension D calculation based on speed zone

Scenario	Dimension D required	Dimension D
Dimension D	Dimension D calculated as	80 m
For determining sight distance to a PTCD or manual traffic controller	Traffic controller must be able to see 1.5 D or greater to the oncoming traffic	80 m x 1.5 1.5D = 120 m
For determining sight distance to end-of-queue	Sight distance to the end-of-queue for approaching traffic must be calculated at 2D for approach speeds greater than 65 km/h and 1.5D for approach speeds of less than 65 km/h	greater than 65 km/h 80 m x 2 2D = 160 m less than 65 km/h 80 m x 1.5 1.5D = 120 m
For determining sign spacing	Distance between signs must be calculated as follows: • Single sign: 2D for speeds greater than 65 km/h and 1D for speed zones of less than 65 km • Multiple signs (such as dual sign arrangements or multi-message signs): 1D for all permitted speed zones	greater than 65 km/h 80 m x 2 2D = 160 m less than 65 km/h 80 m x 1 D = 80 m
For determining taper lengths	See <i>Section 7.6.2.2 Tapers</i>	
For distance between tapers on multi-lane roads	A distance of 1.5D should be applied	80 m x 1.5 1.5D = 120 m

Table 5-13. Traffic controller minimum sight distances

Existing permanent speed km/h	Length of Work Area (L)	Minimum clear sight distance to oncoming traffic
less than 105	less than 60 m	300 m
less than 105	greater than or equal to 60 m	L + 250 m
greater than 105	less than 60 m	400 m
greater than 105	greater than or equal to 60 m	L + 350 m

Table 7-3. Recommended taper lengths

	Recommended taper length (m)		
Speed (km/h)	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

Table 7-4. Minimum taper lengths

Speed (km/h)	Distance between tapers (m)
45 or less	10
46 to 55	25
56 to 65	70
greater than 65	1.5 x Speed

Table 4-2. Minimum lane widths

Speed of traffic (km/h)	Minimum lane width (m)
Less than 65 km/h	3.0
Greater than 65 km/h	3.5
Curve with radius less than 250 m	Curve widening of 0.5 m per lane
Shuttle flow with active control	3.5

Table 6-3. Sign spacing requirements

Number of signs	Approach speed	
	less than 65 km/h	65 km/h or greater
One advanced sign	D	2D
Multiple advanced signs	D	D

Table 7-10. Permitted tolerances for positioning of signs and devices

Tolerance	Positioning of signs, length of tapers or markings	Spacing of delineating devices
Minimum	10% less than the distances or lengths given	Nil
Maximum	25% more than the distances or lengths given	10% more than the spacing shown

Table 4-10. Length of roadworks speed zones

Roadwork Speed Zone	Minimum length	Maximum length
less than 35 km/h	100 m	200 m
40 km/h	150 m	500 m
60 km/h	150 m	Not specified*
70 km/h transition zone	200 m	Not specified*
80 km/h	500 m	Not specified*
80 km/h transition zones	300 m	Not specified*

Table 4-3. Mandatory and recommended controls for protection of a work area

Distance of work area to traffic	Mandatory and recommended controls			
	Mandatory/ recommended	Static work		Dynamic work
		Work duration greater than 4 weeks	Work duration less than 4 weeks including short-term work	*Continuous and frequently changing work
Closer than 1.5 m	Mandatory controls	• Temporary safety barrier	• Delineation of work area • Speed zone of 45 km/h or less	• Speed zone of 45 km/h or less • Shadow vehicle
	Recommended controls	• Speed zone of 85 km/h or less	• Speed zone of 35 km/h or less • Temporary safety barrier	• Delineation of work area • Speed zone of 35 km/h or less
Between 1.5 m and 3 m	Mandatory controls	• Temporary safety barrier where speed zone is greater than 75 km/h • Speed zone of 65 km/h or less where no temporary safety barrier is used	• Delineation of work area • Speed zone of 65 km/h or less	• Speed zone of 65 km/h or less • Shadow vehicle
	Recommended controls	• Delineation of work area • Temporary safety barrier where speed zone 85 km/hr or less	• Temporary safety barrier	• Delineation of work area • Speed zone of 55 km/h or less
Between 3 m and 6 m	Mandatory controls	• Speed zone of 85 km/h or less where there is no safety barrier	• Delineation of work area • Speed zone of 85 km/h or less where there is no safety barrier	• Speed zone of 85 km/h or less
	Recommended controls	• Temporary safety barriers	• Temporary safety barrier	• Delineation of work area • Speed zone of 65 km/h or less
Greater than 6m	Mandatory controls	• Worker symbolic (T1-5) sign when workers are visible to road users	• Worker symbolic (T1-5) sign when workers are visible to road users	• As per <i>Section 7.8</i> .
	Recommended controls	• Delineation of work area • Temporary safety barriers	• Delineation of work area	• Delineation of work site

Table 6-1. Edge clearances

Edge of traffic lane to:	Edge clearances
Line of traffic cones or bollards	• 0.5 m for traffic speeds less than 65 km/h • 1.0 m for traffic speeds greater than 65 km/h
Barrier boards, temporary guide posts or temporary hazard markers	1.0 m
Road safety barrier system	• 0.3 m for traffic speeds less than 45 km/h • 0.5 m for traffic speeds 45 to 65 km/h • 1.0 m for traffic speeds 65 to 85 km/h • 2.0 m for traffic speeds greater than 85 km/h

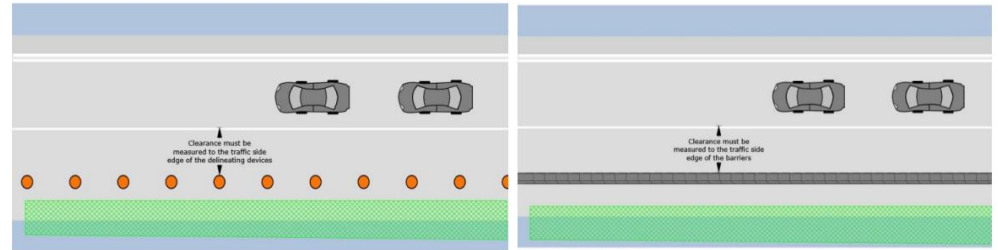


Table 6-18. Size requirements for G6-317n and G6-317-1n signs.

Road configuration	Approach speed	Sign size
Single carriageway	Less than 95 km/h	A size
	Greater than 95 km/h	B size
Dual carriageway and multilane roads	Less than 95 km/h	A size
	Greater than 95 km/h	B size

MOTORISTS

OPTIONS		FEATURES	COMMENTS	RESULT
TRAFFIC THROUGH THE WORKSITE		- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public - Existing travel path to be maintained	Works will interfere with the travel path of road users and cannot be undertaken via hold & release	
TRAFFIC PAST THE WORKSITE	SHOULDER CLOSURE	- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public - Existing travel path to be maintained	Works will not be contained to the shoulder Works will interfere with the Traffic Lanes	
	LANE CLOSURE	- Acceptable LOS to be maintained - Work areas accessible to personnel, plant items and site vehicles - Site personnel / plant items separated from vehicular traffic	Lane closure is not suitable due to road configuration Work area requires larger portion of the roadway	
	LATERAL SHIFT	- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public	Work area will not leave enough lane width for Lateral Shift	
TRAFFIC AROUND THE WORKSITE	DETOUR	- Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public	There is not enough trafficable lane width for traffic to pass through the work area, a detour will be necessary for this project.	
	SIDE-TRACK	- Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public	Road way configuration not suitable for side-Track	
	CROSSOVER (CONTRA-FLOW)	- Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public	Road Configuration will not allow a crossover there are no suitable areas to divert traffic to opposing side of the road	
SHORT TERM, LOW IMPACT WORKS		- Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public	- Short-term Low impact treatments are not possible due to the high impact nature and duration of the work.	

PEDESTRIANS

OPTIONS		FEATURES	COMMENTS	
CLOSE FOOTPATH	DETOUR	- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not impede Footpaths / Pathways and Pedestrian Crossing	
	SIDE-TRACK	- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not impede Footpaths / Pathways and Pedestrian Crossing	
RETAIN OPEN FOOTPATH		- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not interfere with pedestrian access to pathway works to be separated by delineation	

CYCLIST

OPTIONS		FEATURES	COMMENTS	
CLOSE CYCLE LANE	DETOUR	- Cyclist separated from Site personnel, plant items and general site hazards	Works do not impede Cycle Lanes or Cycle Paths	
	SIDE-TRACK	- Cyclist separated from Site personnel, plant items and general site hazards	Works do not impede Cycle Lanes or Cycle Paths	
RETAIN OPEN CYCLE LANE		- Cyclist separated from Site personnel, plant items and general site hazards	- There are No existing Cycle Lanes or Cycle Paths in the immediate Works.	

RESIDENTIAL AND BUSINESS ACCESS

OPTIONS		FEATURES	COMMENTS	
CLOSE ACCESS	CLOSE ACCESS	- Access , cannot be maintained residences and business will need to be notified 72hrs prior to closure and armaments made	Residences and business are not affected during this operating times.	
	LOCAL ACCESS MAINTAINED	-General Access is closed - Local access to be maintained - Traffic Controllers to assist residents and business'.	Access points to be delineated or identified TC to assist with access	
RETAIN ACCESS		- Local access to residence and commercial business will be unaffected	Alternate arrangements for access to be arranged prior to implementation of TGS	

BUS STOPS

OPTIONS		FEATURES	COMMENTS	
CLOSE BUS STOP	TEMPORARY STOP PROVIDED	- Buses will be kept clear of work area. - General public will be clear of site hazards. - Work site will not have to facilitate bus access.	Bus Stop Closure - Bus authorities to be notified with alternate arrangements for patrons Temporary Stop located in close proximity to work zone	
	EXISTING STOPS USED AS AN ALTERNATIVE	- Buses will be kept clear of work area. - General public will be clear of site hazards. - Work site will not have to facilitate bus access. - Existing bus stops will facilitate extra traffic.	No bus stops are affected within the work area during operating times as it is not recommended to relocate bus stop unless requested by client.	
RETAIN CURRENT BUS STOP		- Commuters will not be required to travel to alternate stop. - Buses will retain original route - Locating a suitable site for temporary stops will not be required - Minimal delays	No bus stops are affected within the work area during operating times as it is not recommended to relocate bus stop unless requested by client.	

General TGS notes:

Notes:

1: Local constraints may not allow signage and devices to be placed in accordance with this TGS. Signs and devices are to be positioned in accordance with tolerances recommendations shown in the TCAWS Manual Version 6.1 2022.

2: This TGS is based on TfNSW recommendations from the TCAWS Manual Version 6.1 2022.

3: Signage Required for this Setup should be specifications of the TCAWS 6.1.

4: If not already noted, the existing posted speed limit is to be noted on this TGS.

5: The value of speed limits displayed shall match the speed zone approval.

6: Ensure all project and road authority approval requirements are met prior to commencing set up.

7: Cover all conflicting road signage where required.

8: The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Version 6.1 2022.

9: All Taper and Worksite Delineation Must be Setout As per TCAWS 6.1 Feb 2022.

10: Que Management must be maintained at all Times. Team leader and Traffic controllers are responsible for Maintaining Que Management.

11: Team Leader is Responsible for monitoring and Maintaining Site.

12: Site should complete Sign Checks every 2 hours. E4 - Shift TTM Check must Be completed.

13: E5 - Post Completion Form must be Completed at the End of Shift.

14: Signage Setup and Pack up to be completed as Per. TCAWS v6.1.

15: Traffic controllers are to control Traffic as Per SWMS document and TCAWS 6.1. Traffic Controllers must maintain there Escape Route at All times.

16: If PTCD (E stops) Fail, PTCD failure form must be Completed with a risk assessment. Contact your Supervisor ASAP to bring another set to site.

17: Site must not be more then 500m in length. If site needs to be longer then 500m, A Departure form must be completed and approved. Repeater signs must also be placed max every 500m.

Restrictions:

This TGS can only be applied at location shown for the specific works detailed on each plan as part of the specified project (if supplied)
All Requirements stated in any Permit, TMP, or any other statutory requirement will be observed / implemented.

Signage & Devices:

1. Worksite signing must be placed in accordance with the Traffic Management Plan which should comply with the TfNSW recommendations from the TCAWS Manual Version 6.1 2022 and AS 1742.3-2019 MUTCD Part 3.

2. Prior to installation, signs and devices should be examined before installation to ensure that they are in good condition prior to use to ensure their performance is not impaired.

3. Cone spacing table shown on this Traffic Guidance Scheme (TGS) indicates the recommended maximum spacing of cones and bollards when implementing these TGS plans.

4. Unless noted otherwise in the drawings, all signage is to be positioned clear of travel path behind the kerb and visible to oncoming traffic and not obstructing pedestrians, otherwise on the pavement as near as practicable to the kerb without the sign becoming obscured and without obstructing moving traffic.

5. Signs should face towards approaching traffic approximately at right angles to the line of sight from the driver to the sign.

6. Sign installation sequence shall be as follows:

a. Advance warning

b. Condition warning

c. Warning of plant/road workers and

d. Driving instruction guidance

e. All delineation devices to form taper including illuminated flashing arrow at end of taper where required

f. Delineation of work area or side track

g. Signs & devices that are erected before they are required should be fully covered until immediately prior to commencement of work.

h. Recommend detour signs to be installed prior to any road / part road closure

7. Existing signs & traffic control devices which are inappropriate to, or conflict with, the temporary work site situation shall be fully covered or removed.

8. Signs covered or removed should be recorded on a signage checklist sheet including time covered / removed and time uncovered / replaced.

9. Where practicable, signs shall be erected on both sides of the roadway on multilane divided or one way roads where the volume of is 10 00 VPD or greater. This treatment should also be considered for all other roads, especially those with curved alignments.

10. Inspections to be completed after setup, during closure & upon completion of pack up, or as specified / requested

Public Transport:

- Unless otherwise stated on the plan , Bus stops and other public transport facilities shown are done so merely as a reference, and require no management.

- Should a particular facility require additional management , this will be included on TGS or TMP

Emergency Services:

1. Access shall be maintained for all emergency vehicles at all times.

2. Where required, all services should be advised of proposed works and times in advance of works commencing, or for emergency works, as soon as practical.

Communications:

1. Prior to the start of daily works Traffic Controllers are to attend onsite tool box meetings at the beginning of each shift to discuss current works and methodology.

2. During works, Workers & Traffic Controllers may operate under a "line of sight" method or utilise 2 way radios (as required by type of control).

Record Keeping:

- Supervisory personnel shall keep daily records of the sign arrangements / TGS scheme.

- This will include the following details:

- Date.

- Location.

- Job Identification.

- Time of inspection.

- Details of Inspector.

- Details of changes, and who it was authorised by.

- Record of TMP, TGS, permit and other relevant documents / numbers in use. This information should be kept in a dairy or work sheet.

Notes on Traffic Controllers:

A. An accredited traffic controller must not contravene TCAWS Manuel , Training & must direct traffic in a way stated in both the Approved Procedure & the Guidelines for Traffic Controllers

B. Breaks shall be taken as specified in Guidelines for Traffic Controllers. Additional Controllers may be required for this purpose.

C. Where Traffic Controllers are required, ensure they have a clear escape path to a non-traffic (closed) section of the roadway, shoulder, footpath or median during works operation at all times.

Amendments:

All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the project works supervisor.

Organisation : _____

Modifier Details Name: _____

PWZTMP Card Number: _____

Role : _____

Reason for Modification: _____

Date: _____ Sign: _____

Approver Details Name: _____

PWZTMP Card Number: _____

Role : _____

Reason for Modification: _____

Date: _____ Sign: _____

CONTINGENCY PLAN

LIGHTS FAILURE

In the event that traffic lights fail on site, the following contingency plan will be put into place until the traffic light issue can be resolved / or the lights are replaced.

(1) Traffic controllers shall replace traffic lights to control traffic through site.

(2) Traffic controller sign shall replace the traffic lights sign.

(3) Stop here on red signal sign shall be removed.

(4) Details shall be recorded of the time of traffic light failure, change to traffic controllers control and signage changes.

Time lights failed:

Traffic Controllers taken over: Y / N

Time:

Traffic Lights Sign replaced with Traffic Controller sign - Stop here on red signal sign removed: Y / N



QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF WORKS, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE QUEUE LENGTHS DO NOT EXTEND BACK BEYOND LIMITS OF THE ADVANCE WARNING SIGNS. BUS MOVEMENTS WILL BE GIVEN PRIORITY

End of Queue Management is needed when the Queuing traffic exceeds 1.5D from the first vehicle in the Line up. If you are unsure of how this works please contact your supervisor ASAP. If the queuing traffic exceeds 1.5D, Queue management Procedures must be implemented. Use of Queue symbolic and additional prepare to stop Signage is required to be added to the existing TGS setup. If you have any Queuing Traffic Issues Please contact your supervisor or management ASAP for assistance.

Manifest

54 x Reflective Cone 700mm

25 x Sign Post

5 x Barrier Board

5 x Sign frame (1200x300)

5 x Sign frame (1800x300)

5 x T2-4 ROAD CLOSED

3 x Custom Sign

3 x RESIDENTS ACCESS ONLY

3 x Special Event

3 x T5-1 (R) DETOUR LEFT

3 x TC /for Shuttle Flow

2 x bus-300x300

2 x Sign frame (900x600)

2 x T5-1 (L) DETOUR LEFT

2 x Traffic Control Ute

1 x Existing Bus Stop Closed

1 x RM2-14A(R) All Traffic Turn

1 x Sign frame (1200x600)

1 x Sign frame (1500x600)

1 x Sign frame (1800x600)

1 x T1-18 PREPARE TO STOP

1 x T1-25 ROADWORK ON SIDE ROAD

1 x T1-32 SIDE ROAD CLOSED

1 x T1-34 TRAFFIC CONTROLLER AHEAD

1 x T1-6 DETOUR AHEAD

1 x Team Leader

1 x Temporary Bus Stop

1 x Temporary Bus Zone

1 x Work Area

Legend

 Barrier Board

 Detour Route 1

 Detour Route 2

 Existing Bus Stop Closed

 Reflective Cone 700mm

 TC /for Shuttle Flow

 Team Leader

 Temporary Bus Stop

 Temporary Bus Zone

 Traffic Control Ute

 Work Area



**There may be a truck movement
which will park at the Woolworths
loading dock and then proceed
through the event site once unloaded
Traffic Control Must assist the management
of the truck coming into the controlled traffic
area in the carpark**



Crank It Up - Clyde St, Batemans Bay - Full Closure+Detour - CIU-1GS-24100210.1

Rev	Details	Date	By	TGS REQUIREMENTS:				WORK SITE DESCRIPTION:								SCALE OF PLAN (1 : 1000)
0	Initial Release	30/09/2025	DS	Signs:	25	TMA:	0	Works Term:	Short	Traffic Clearance to Worker:	≤ 1.5m	Road Category:	1	Direction:	NB/SB	
1	Logo Changed to Avada	30/09/2025	TMc	Controllers:	3	Additional:	4 x Barrier Boards	Travel Path:	Past	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected	
				Traffic Lights:	0	Safety Buffer:	N/A	Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	EUROBODALLA	Cyclists:	Not Affected	
				TC Utes:	1	Taper Length:	N/A	Posted Speed:	40 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: David Stevens - TMD 1111111 Approved By: Thomas McNair - TCT 0072729				
				VMS Utes:	0	Operation:	Full Closure+Detour	Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m					



TGS TITLE: Crank It Up - Clyde St, Batemans Bay - Full Closure+Detour - CIU-1GS-24100210.2																
Rev	Details	Date	By	TGS REQUIREMENTS:				WORK SITE DESCRIPTION:								SCALE OF PLAN (1 : 1000)
0	Initial Release	30/09/2025	DS	Signs:	25	TMA:	0	Works Term:	Short	Traffic Clearance to Worker:	≤ 1.5m	Road Category:	1	Direction:	NB/SB	
1	Logo Changed to Avada	30/09/2025	TMc	Controllers:	3	Additional:	4 x Barrier Boards	Travel Path:	Past	Traffic Clearance to Objects :	0.5m <65	Road Type:	2 way, 2 lane	Pedestrians:	Unaffected	
				Traffic Lights:	0	Safety Buffer:	N/A	Lane Width:	3.0m	Traffic Cone Size:	700mm	Road Authority:	EUROBODALLA	Cyclists:	Not Affected	
				TC Utes:	1	Taper Length:	N/A	Posted Speed:	40 kph	Traffic Cone Spacing @ 40km:	4 m	Drafted By: David Stevens - TMD 1111111 Approved By: Thomas McNair - TCT 0072729				
				VMS Utes:	0	Operation:	Full Closure+Detour	Work Zone Speed:	N/A	Traffic Cone Spacing @ 60km:	12 m					

