

# TRANSPORT MANAGEMENT PLAN

## RAV ACCESS ROUTE LIMESTONE and SAND QUARRY

LOT 9003 Mather Drive,  
NEERABUP,

City of Wanneroo

Date: May 15, 2020

Client:





**Urban Resources Pty Ltd**  
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Bibra Lake WA 6163

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**Declaration**

I Victor Moro (AWTM Cert No. KTS-AWTM-17-15762-03) declare that I have designed this Transport Management Plan has been prepared in accordance with Main Roads Western Australian heavy vehicle, NHVR including Heavy Vehicle National Law Road Traffic (Administration) Regulations 2014 Road Traffic (Vehicles) Act 2012 rules and regulations.

Signature: .....  ..... Date: 18/03/2020

	Name / Company	Accreditation Details	Date	Signed
TMP Designed by	Victor Moro ITS	AWTM-KTS 17-15762-03	15/05/2020	
TMP Reviewed by	Paul Ashfold ITS	AWTM 19-01738-03	15/05/2020	
Road Authority Authorisation	Signed ..... Date..... Authorised Officer (Print Name)..... Position.....			

**Revision Register**

Item No	Rev. No	Comment	Date

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## **1. PROJECT DESCRIPTION**

Lot 9003 Mather Road is owned by the City of Wanneroo and is zoned and proposed for future industrial land as part of the Meridian Business Park, Neerabup Industrial Area

Urban Resources has a lease from City of Wanneroo to extract sand and limestone from Lot 9003 and prepare the site for the industrial end use. That time frame is anticipated to take 17 years. To allow for contingencies a 20-year development Approval and Extractive Industries Licence is requested.

The site is to be accessed from Mather Road.

Up to around 500 000 tonnes of sand and limestone are to be removed from site annually, but with the cut to fill more material can be expected to be moved annually on site.

Of the 500 000 tonnes around 300 000 tonnes is expected to require processing by crushing and screening and screening alone. It is also noted that in some years to fulfill large contracts, those tonnages will be exceeded.

It is anticipated that there will be an average of 42 laden truck movements per day with some hours busier than others, and some days when around 120 laden trucks may leave the site.

Hours of operation applied for are to be 6.00am to 6.00pm six days per week (Monday to Saturday inclusive) in line with most quarries.

## **2. PLANNING**

### **2.1 Authority**

In Western Australia, Main Roads WA issues permits for combinations that exceed the normal as of right dimensions. This includes oversize loads. It is important that Main Roads Heavy Vehicles Operations be involved in the planning for the movement of exceptional loads from early in the process.

#### Approvals Waiting

- Main Roads
- City of Wanneroo

### **2.2 Public Notification**

No public notification required due to normal transport situation.

### 2.3 Project Location

This project is located at Lot 9003 Mather Road, Neerabup Industrial Area.  
Refer Digigram 1.0 below



Diagram 1.0

### 2.4 Project Management

ITEM	DESCRIPTION
<b>Project Title</b>	Transporting of Limestone and Sand Materials
<b>Road Classification, Existing Speed Limit</b>	Mather Drive – Access Road – 70km/hr
<b>Road Authority</b>	City of Wanneroo / Main Roads WA
<b>Local Government</b>	City of Wanneroo
<b>Client</b>	City of Wanneroo
<b>Prime Contractor</b>	Urban Resources P/L
<b>Sub-Contractor</b>	N/A
<b>Scope of Works</b>	Transportation of limestone and sand materials to clients Transportation route will vary based on clients
<b>Staging of Work</b>	Stage 1 - Collection of materials Stage 2 - Delivery of materials Stage 3 - Truck return to material collection point Stage 4 – Repeat process
<b>Project Dates</b>	In accordance with operational licences
<b>Hours / Days of Work</b>	Monday to Friday from 6.00am to 6.00pm Saturday Friday from 6.00am to 6.00pm
<b>Duration of Work</b>	N/A
<b>Other Constraints</b>	<ul style="list-style-type: none"> <li>• City of Wanneroo approval</li> <li>• MRWA Heavy Haulage Permits and approvals.</li> </ul>
<b>Concurrent/adjacent Works or Projects</b>	Land developments at Peak Road.

## 2.5 Project Representatives

Key Personnel	
<b>Urban Resources P/L</b> Stephen Elliott Project Manager	33 Cocos Drive, Bibra Lake WA 6163 08 9418 8607 <a href="mailto:Stephen@urbanresources.com.au">Stephen@urbanresources.com.au</a>
<b>City of Wanneroo</b> Simon Hempzell Project representatives	23 Dundobar Road Wanneroo WA 6065 08 9405 5000 <a href="mailto:Simon.Hempzell@wanneroo.wa.gov.au">Simon.Hempzell@wanneroo.wa.gov.au</a>
<b>Main Roads</b> Heavy Vehicle Services Officer (Heavy Vehicle Operations)	138 486 <a href="mailto:hvopermitsuser@mainroads.wa.gov.au">hvopermitsuser@mainroads.wa.gov.au</a>
<b>Main Roads</b> Peter Lewis Heavy Vehicle Technical Officer	138 486 <a href="mailto:peter.lewis@mainroads.wa.gov.au">peter.lewis@mainroads.wa.gov.au</a>
<b>Emergency – Police</b>	000
<b>Emergency – Ambulance</b>	000
<b>Emergency – Fire</b>	000
<b>Non-Emergency Police</b>	131 444
<b>SES</b>	132 500 1300 130 039

## 2.6 Transport Route Details

The delivery of soil materials will vary based on the current clients location which will be within the Perth metropolitan area.

Main transport routes will be via

East Bound

Mather Drive, Pederick Road and Old Yanchep Road then north or south

West Bound

Mather Drive, Flynn Drive and then north or south via Wanneroo Road or Mitchell Fwy

South Bound

Mather Drive, Flynn Drive.

North Bound

Mather Drive, Flynn Drive or Pederick Road

## 2.7 RAV CORRIDORS

TANDEM DRIVE N4

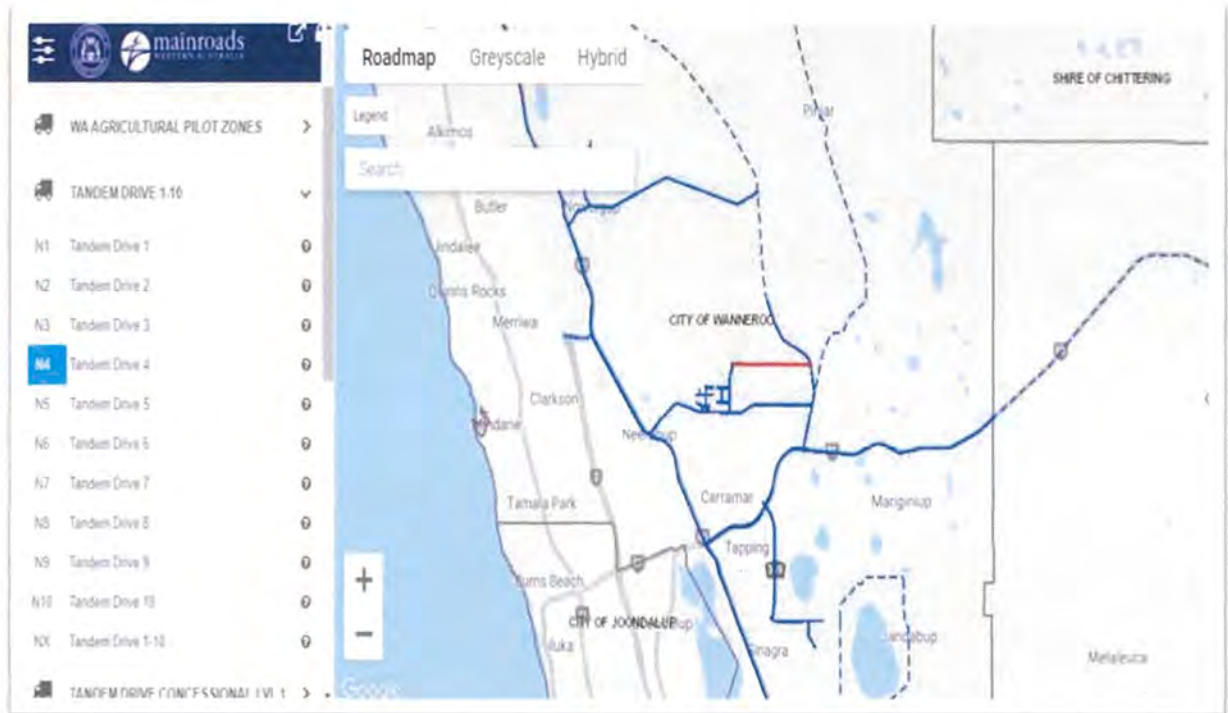
Tandem Drive Network 2 Without Conditions

Mather Dr & Flynn Dr

Tandem Drive Network 2 With Conditions

PEDERICK RD





**2.8 Contraflows**

No contra flow is applicable.

**2.9 OSOM Load Details**

Not applicable

**2.10 Load Module Details**

Standard extracted Limestone and Sand materials. No oversize, length, width or height

**2.11 Height and Width Limits**

The following table shows the level of control needed to move different size of loads.

Length under m	Width under m	Location	Escort	Comments
25	3.5	City/country	Nil	Most locations accessible
30	4.5	City/country	1 Licensed Pilots	Many locations accessible
30	5.5	Within 30 km of Perth GPO	2 Licensed Pilots	Often accessible
40	5.5	Beyond 30 km of Perth GPO	2 Licensed Pilots	Often accessible
thereafter			2 Licensed Pilots plus MRWA Traffic Escort Warden	Access reduces as size increases

This load is greater than the listed limits and therefore suitable precautions will be undertaken.



## **2.12 Strength limits**

No bridges that will be affected by the material transportation. Standard Main Roads WA & LGA road design strengths are suitable for transported loads and will have no affect on current bridges, road surface or integrity of the road.

## **2.13 Use of designated route**

The route has been surveyed by the Project Manager and the load width or height will not affect on distances between traffic lights and other items such as poles and road signs.

## **2.14 Use of other roads**

Standard gazetted roads will be used. New or future roads will be assessed prior to approval or use.

## **2.15 Radio Communications**

Standard radio communication procedures and policies apply.

## **2.16 Fatigue Management**

Standard fatigue management policy, standards and procedure apply.

## **2.17 Night Work Provisions**

Transport movement operation should be between the hours of 6.00am and 6.00pm Monday to Saturday. Transport movements outside of these hours are to be approved by management.

# **3. ENVIRONMENT CONDITIONS**

Weather conditions will be monitored and addressed prior to transport commencement. If Abhorrent or critical weather conditions are forecast then transportation may be halted.

## **3.1 Wind Conditions**

Not applicable.

## **3.2 Rainfall**

It is well known that tyre/road friction decreases when the road surface is wet. Water acts as a lubricant and reduces fraction of the tyre/road contact area where friction forces are generated.

In the event of heavy rains are present for the movement will discuss a contingency with their client and communicate any changes with the relevant authorities

## **3.3 Severe Weather**

In the event of severe weather, the management team will assess the situation and will only proceed with movement if it is safe and reasonable to do so.

## **3.4 Visibility**

Management team will review transport movement and communicate with relevant authorities.

## 4. ACCESS FOR THE LOAD

### 4.1 Weight

Standard vehicle governed weight shall apply.

### 4.2 Width

Standard transport vehicle and trailer width shall apply and in accordance with road networks in WA (State and local roads).

### 4.3 Height

Standard transport vehicle load height limit shall apply and in accordance with current height levels.

### 4.4 Transport Vehicle Information

#### 4.4.1 Transport Truck

Standard prime mover towing a semi trailer meeting current vehicle regulations Category 1 and Tri Drive Network 2.

## 5. EMERGENCY CONTACT

In the event of an emergency the following relevant authorities must be contacted and advised of the nature of works, location, type of emergency and contact details for the site supervisor.

Emergency Service	E-mail/Website	Phone (Emergency)
WA Police Service	<a href="mailto:State.Traffic.Intelligence.Planning.&amp;.Co-ordination.Unit@police.wa.gov.au">State.Traffic.Intelligence.Planning.&amp;.Co-ordination.Unit@police.wa.gov.au</a>	000
St. John Ambulance	<a href="mailto:ambulanceoperations@stjohnambulance.com.au">ambulanceoperations@stjohnambulance.com.au</a>	000
DFES	<a href="http://www.dfes.wa.gov.au/contactus/pages/dfesoffices.aspx">www.dfes.wa.gov.au/contactus/pages/dfesoffices.aspx</a>	000
Power	<a href="http://www.westernpower.com.au/customerservice/contactus/">http://www.westernpower.com.au/customerservice/contactus/</a>	13 13 51
Gas	<a href="mailto:enquiries@atcogas.com.au">enquiries@atcogas.com.au</a>	13 13 52
MRWA RNOC	<a href="mailto:RNOC.Control.Room.Information.Desk@mainroads.wa.gov.au">RNOC.Control.Room.Information.Desk@mainroads.wa.gov.au</a>	138 111

## 6. SAFETY

Safety to other road users and lack of damage to the road and road surroundings are major items in a successful plan.

Operators will operate under their code of practice.

## 7. OCCUPATIONAL SAFETY AND HEALTH

All persons and organisations undertaking these works have a duty of care under statute and common law to themselves, their employees and all road users, lawfully using the public roads, to take all reasonable measures to prevent accident or injury.

This TMP forms part of the overall project Safety Management Plan, and provides details on how all road users considered likely to pass through, past, or around the movement will be safely and efficiently

managed for the full duration of the movement. All traffic management works and control devices shall be in accordance with;

- AS/NZS ISO 31000– Risk Management – Principles and Guidelines
- AS/NZS 4602– High visibility safety garments
- Local Government Act
- Main Roads Act
- Main Roads Western Australian HVS
- NHVR Heavy Vehicle National Law
- Road Traffic (Administration) Regulations 2014
- Road Traffic (Vehicles) Act 2012
- Occupational Safety & Health Act
- Occupational Safety & Health Regulations
- Road Traffic Act
- Road Traffic Code
- Traffic Management for Works on Roads Code of Practice
- Utility Providers Code of Practice for Western Australia

### 7.1 Workers and Subcontractors

Workers and Subcontractors shall

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

### 7.2 Personal Protective Equipment

All personnel associated with the transportation shall correctly wear high visibility vests to AS/NZS 4602, including protective footwear

## 8. INCIDENT/ACCIDENT PROCEDURES

In the event of an incident or accident, whether or not involving traffic or road users, all work shall cease and traffic shall be stopped as necessary to avoid further deterioration of the situation. First Aid shall be administered as necessary, and medical assistance shall be called for if required. For life threatening injuries an ambulance shall be called on telephone number 000.

The Police shall also be called on 000 for traffic crashes where life threatening injuries are apparent. Any traffic crash resulting in non-life threatening injury shall immediately be reported to the WA Police Service on 131 444.

Broken down vehicles and vehicles involved in minor non-injury crashes shall be temporarily moved to the verge as soon as possible after details of the crash locations have been gathered and noted. Suitable recovery systems shall be used to facilitate prompt removal of broken down or crashed vehicles. Assistance shall be rendered to ensure the impact of the incident on the network is minimised.

Details of all incidents and accidents shall be reported to the Site Supervisor and Project Manager using the incident report form at Appendix "C" (or similar)

*Urban Resources Pty Ltd to be advised immediately of any injuries, dangerous events or incidents giving rise to notification requirements under applicable safety and health laws that may occur.*

## 9. TRAFFIC ASSESSMENT & ANALYSIS.

### 9.1 Existing & Proposed Speed Zones

Main Roads WA registered and posted speed limits will apply including any roadworks speed limit.

### 9.2 Existing Traffic Environment

#### 9.2.1 Volume and Composition

It is vital to determine the traffic volumes and composition of the impacted network before implementing any traffic management to ensure all road users (including pedestrians, cyclists, buses, heavy vehicles, etc.) are catered for with minimum inconvenience.

### 9.3 Traffic Guidance Schemes

The Traffic Guidance Scheme outlined in Appendix "E" and listed below have been provided for the following stages to demonstrate the type of controls that will be implemented throughout the term of the contract

Drawing Number	Version	Details
UR006-01	1	Advance notification

## 10. INSURANCE OR GUARANTEE

The transport company shall be covered for any injury, damage or loss caused to roads, roadside furniture or road users that will cover him during the transport of the load against claims resulting from the transport of the load

## 11. METROPOLITAN / REGIONAL STRUCTURES

Standard approved transport weight will apply to the journey there are structures of concern, inclusive of bridges, railways. (Ref Western Australian Planning Commission, 2018)

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**12. HAZARD IDENTIFICATION, RISK ASSESSMENT AND LEGAL REQUIREMENTS.**

The following details the preliminary assessment of site hazards likely to be encountered, the level of risk associated with each and the control proposed. Note that the risk level is the level of assessed risk *without* the controls in place. The controls listed have been determined as being appropriate in reducing the risk to a level that is acceptable.

**12.1 Risk Classification Tables**

**QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT**

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

**OSH QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT**

Level	Consequence	Description
1	Insignificant	No treatment required
2	Minor	First aid treatment required.
3	Moderate	Medical treatment required or Lost Time Injury
4	Major	Single fatality or major injuries or severe permanent disablement
5	Catastrophic	Multiple fatalities.



**QUALITATIVE MEASURES OF LIKELIHOOD**

Level	Likelihood	Description
A	Almost certain	The event or hazard: is expected to occur in most circumstances, will probably occur with a frequency in excess of 10 times per year.
B	Likely	The event or hazard: Will probably occur in most circumstances, will probably occur with a frequency of between 1 and 10 times per year.
C	Possible	The event or hazard: might occur at some time, will probably occur with a frequency of 0.1 to 1 times per year (i.e. once in 1 to 10 years).
D	Unlikely	The event or hazard: could occur at some time, will probably occur with a frequency of 0.02 to 0.1 times per year (i.e. once in 10 to 50 years).
E	Rare	The event or hazard: may occur only in exceptional circumstances, will probably occur with a frequency of less than 0.02 times per year (i.e. less than once in 50 years).

**IMPORTANT NOTE:** The likelihood of an event or hazard occurring shall first be assessed over the duration of the activity (i.e. "period of exposure"). For risk assessment purposes the assessed likelihood shall then be proportioned for a "period of exposure" of one year.

Example: An activity has a duration of 6 weeks (i.e. "period of exposure" = 6 weeks). The event or hazard being considered is assessed as likely to occur once every 20 times the activity occurs (i.e. likelihood or frequency = 1 event/20 times activity occurs = 0.05 times per activity). Assessed annual likelihood or frequency = 0.05 times per activity x 52 weeks/6 weeks = 0.4 times per year. Assessed likelihood = Possible.

**QUALITATIVE RISK ANALYSIS MATRIX – RISK RATING**

Likelihood	Consequence				
	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Catastrophic (5)
Almost certain (A)	Low 5	High 10	High 15	Very High 20	Very High 25
Likely (B)	Low 4	Medium 8	High 12	Very High 16	Very High 20
Possible (C)	Low 3	Low 6	Medium 9	High 12	High 15
Unlikely (D)	Low 2	Low 4	Low 6	Medium 8	High 10
Rare (E)	Low 1	Low 2	Low 3	Low 4	Medium 7

**MANAGEMENT APPROACH FOR RESIDUAL RISK RATING**

Residual Risk Rating	Required Treatment
Very High	Unacceptable risk. <b>HOLD POINT.</b> Work cannot proceed until risk has been reduced.
High	High priority, OSH MR and Roadworks Traffic Manager (RTM) must review the risk assessment and approve the treatment and endorse the TGS prior to its implementation.
Medium	Medium Risk, standard traffic control and work practices subject to review by accredited AWTM personnel prior to implementation.
Low	Managed in accordance with the approved management procedures and traffic control practices.



12.2 Risk Register.

Item	Risk Event	Consequence	Pre – treatment Risk		Treatment	Residual Risk		
			L	C		L	RR	
1	Vehicle or loaded vehicle leaving yard and entering road network.	Crash into oncoming vehicle or pedestrians causing injury or damage	C	3	M9	D	3	L6
2	Vehicles try to overtake transport unit or while workers checking on load.	Cause crash with other vehicles or injury to personnel	B	3	H12	C	3	M9
3	Transport rig tyre failure due to explosion or damage	Causing injury to workers or damage to road	B	2	M8	B	2	L4
4	Transport truck mechanical failure during transport	Engine failure causing congestion of traffic on road way.	B	2	M8	B	2	L4
5	Road user braking quickly to turn onto side street or stopping at traffic lights.	Cause rear end collision and injury to personnel	C	3	M9	C	2	L6
6	Transport truck overloaded with materials and spill contents on roadway.	Cause traffic delays or damage to passing vehicles	C	3	M9	C	2	L6

**12.3 Legal and other requirements**

The Contractor recognises that the transport management plan has been developed and shall be implemented with due consideration and in

**13. CONCLUSION**

The main points to be addressed prior to movement are as follows;

- Speed shall be adhered to
- Truck load limits shall apply
- Approval from governing bodies
- Back up prime mover available for in case of a breakdown

**14. APPENDIX A - PRE MOVEMENT**

All relevant paperwork is completed and relevant to the task and submitted to management and will include the following;

- Transport vehicle to be maintenance check list be undertaken prior to movement.
- All suitable PPE,s to be available.
- Route direction plans.
- Weighbridge documents.

**15. APPENDIX B – ROUTE HAZARDS**

Transport vehicle operator shall be aware of the standard vehicle height and be observant to monitor any possible height restrictions

15.1 Route Overhead Restrictions

There are no overhead obstacles currently noted. New obstruction shall communicate to management who will inform if transport is to continue or halted

Any new hazards to be noted in diary and reported to management

Location	Description/ Action	Photo
Add restrictions if noted		

15.2 Route Overhead Obstructions

Any new restriction to be noted in diary and reported to management

Metres	Road	Obstruction	Posted Speed	Traffic Lanes	Action
	Add obstructions if noted				


Additional Notes

- There are suitable passing points for opposing vehicles to pass.
- There is sufficient width between traffic lights.
- Turning swept path is suitable.
- No obstructions.

15.3 Sign Removal Register

Any sign to be removed shall be noted in the register listed below.

Road	SLK	Distance	Item	Position	Removed	Installed
Complete of any items are removed						

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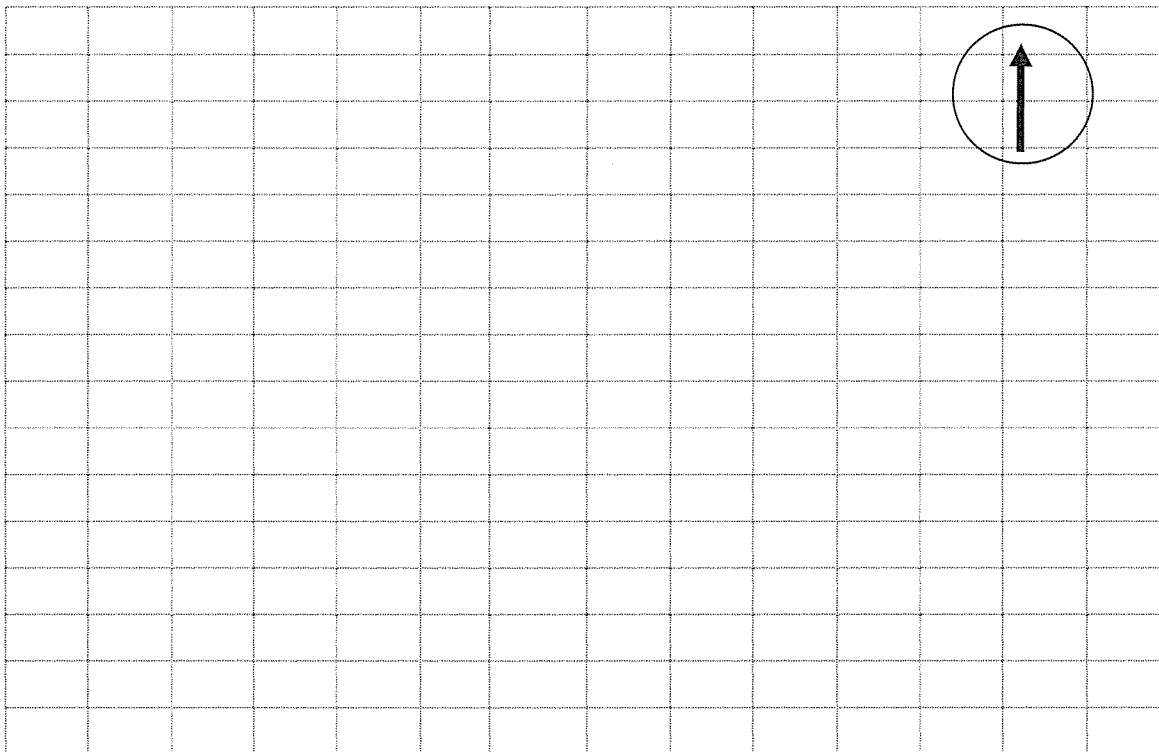
**16. APPENDIX C – INCIDENT REPORT FORMS**

Any incident occurring onsite shall be reported using the following incident report format.

Region	Incident Report No.
Contract Number	Contractor

Major Incident Reports must be forwarded to the Superintendent within 48 hours of the incident occurring or becoming apparent.  
Contractors shall use this Form for reporting of Traffic incidents on works under Contract and this form supplements the OSH Incident Reporting Form.

<b>A Details of Incident</b>		Reported to: <input type="checkbox"/> Supervisor <input type="checkbox"/> TMR <input type="checkbox"/> Other									
OSH Incident Report No					<b>Atmospheric Conditions</b>		<b>Light Conditions</b>				
Fatality <input type="checkbox"/>					Clear <input type="checkbox"/>		Day Light <input type="checkbox"/>				
Injury <input type="checkbox"/>		<b>Road Surface</b>			Overcast <input type="checkbox"/>		Night Time <input type="checkbox"/>				
Property Damage <input type="checkbox"/>		Unsealed <input type="checkbox"/>			Raining <input type="checkbox"/>		Dawn/Dusk <input type="checkbox"/>				
Police Attended Yes/No		Sealed <input type="checkbox"/>			Fog/Smoke/Dust <input type="checkbox"/>		<b>Street Lighting</b>				
Time and Date of incident		<b>AM / PM</b>			<b>Road Condition</b>		On <input type="checkbox"/>				
		Day	Month	Year	Wet <input type="checkbox"/>		Off <input type="checkbox"/>				
					Dry <input type="checkbox"/>		Not Provided <input type="checkbox"/>				
Other relevant details, (Last maintenance grade, watering and dust conditions):											
<b>B Details of Traffic Management in place:</b>											
TGS No:						Name of individual that prepared the TGS					
Time last inspected:						Accreditation No:					
TGS Approved:			Day	Month	Year	TMP Approved:			Day	Month	Year
<b>C Descriptions of Vehicles:</b>											
Detail (make, model/ped/cyclist/VRU)						Registration No		Direction of Travel		Age of Driver	
Vehicle 1											
Vehicle 2											
Vehicle 3											
Comments:											
<b>D Description of Incident:</b>											
Draw the incident including the direction of travel, traffic control signs, fixed structures and north point.											



<b>E Attachments:</b>	The following copies MUST be submitted with this Incident Report.
-----------------------	---

Approved TMP       Approved TCP       Approvals for temporary speed restrictions       Daily Diary

<b>F Police Report:</b>
-------------------------

Accident reported to Police:       YES       NO      Report made by       Phone       Fax       Mail or  
 E-mail

Date Report Made      Day      Month      Year      Police WA Reference Number

<b>G Details of Person Completing this Incident Form:</b>
---

Name: \_\_\_\_\_ Contractor Name: \_\_\_\_\_

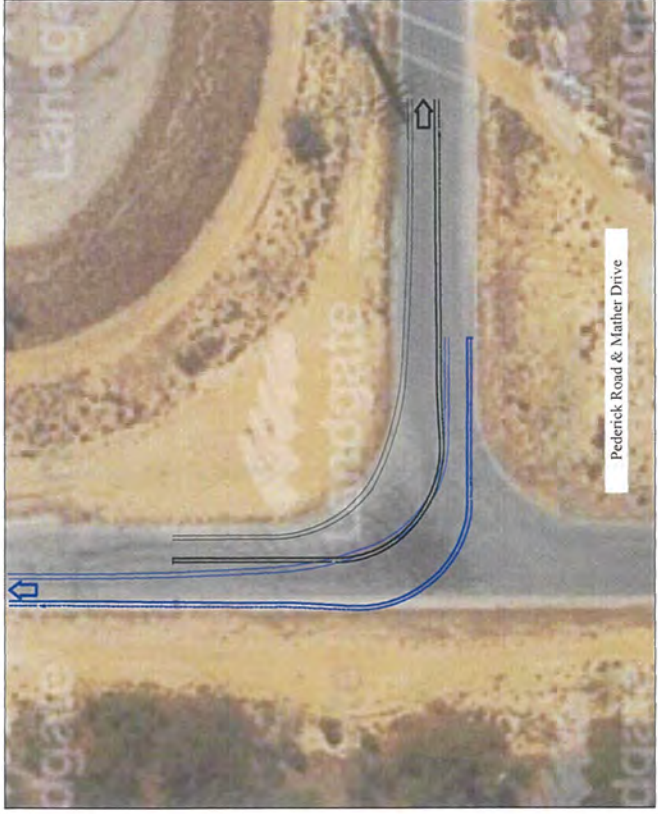
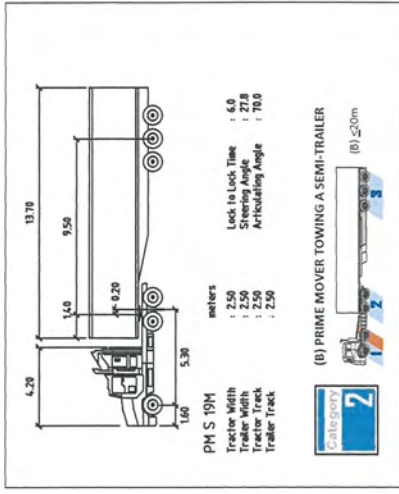
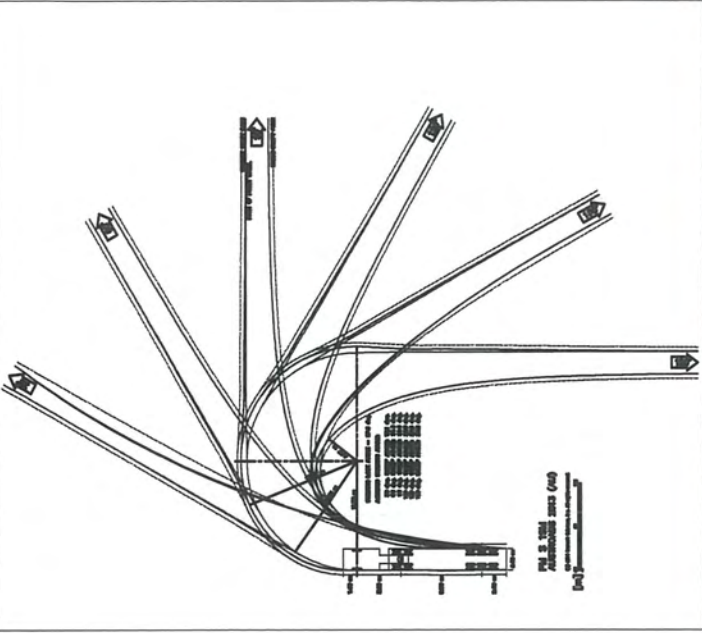
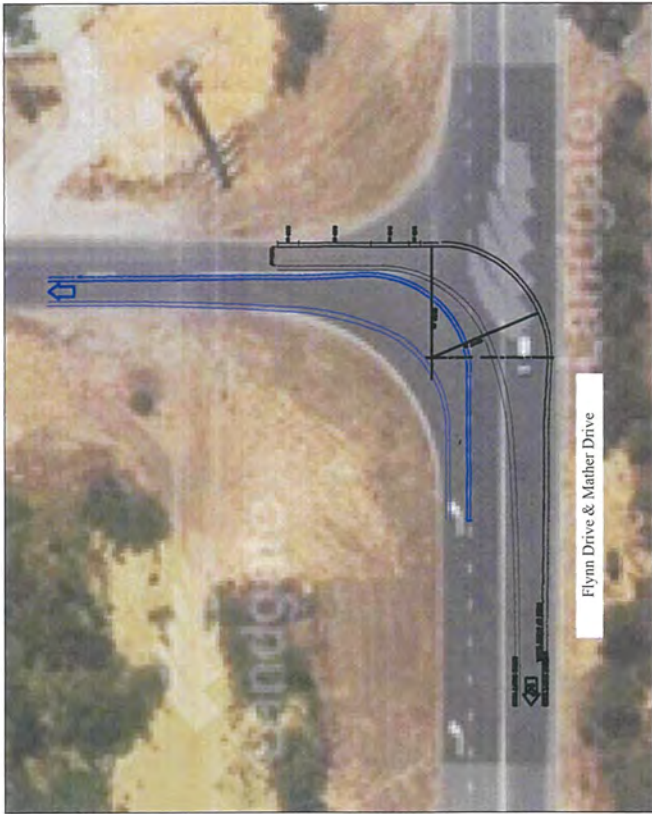
Position: \_\_\_\_\_

Date: \_\_\_\_\_ Signature: \_\_\_\_\_

**17. APPENDIX D – TURNING SWEPT PATHS**

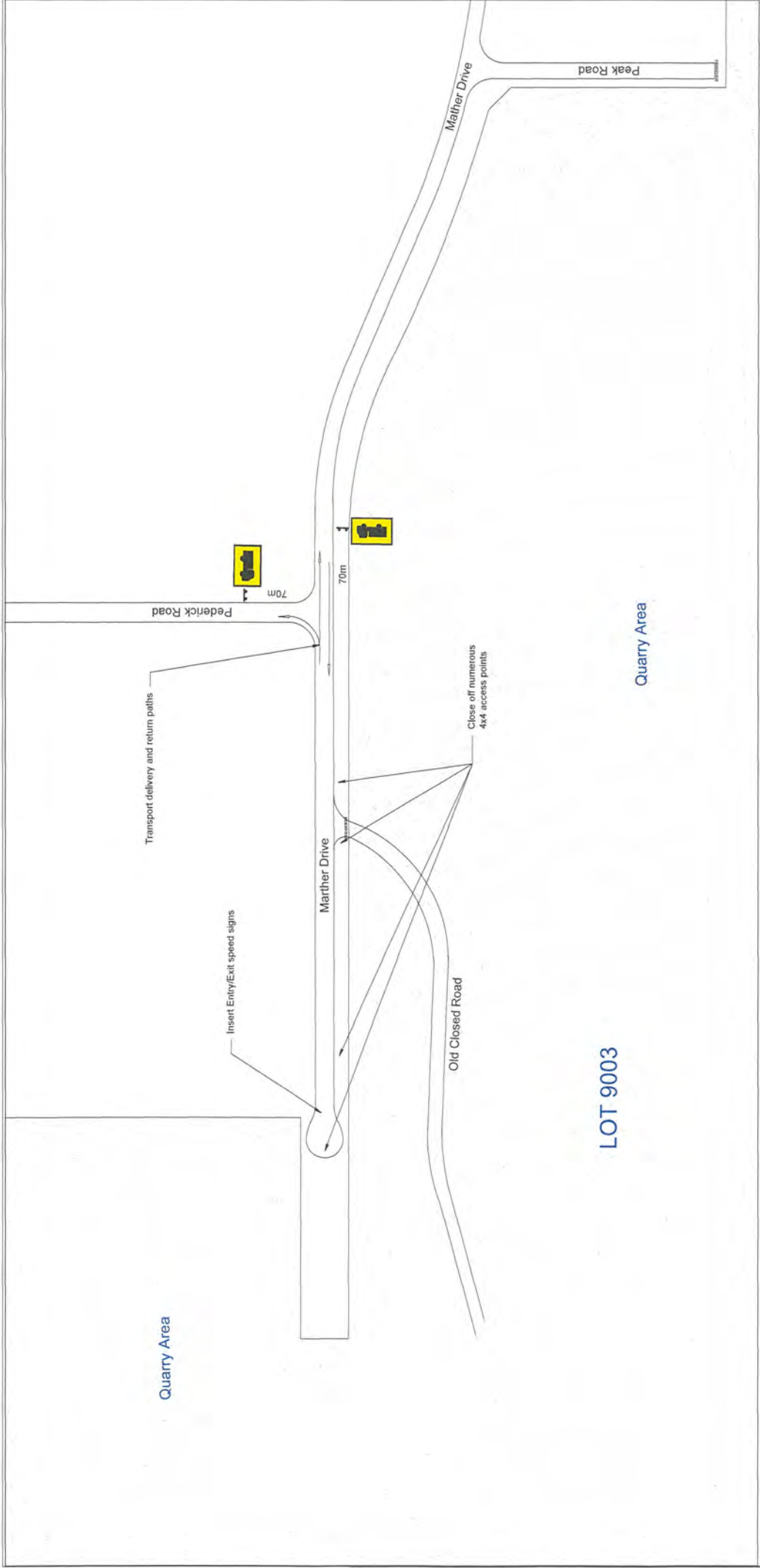
Standard swept paths for class 9 prime mover and trailer with 6 axles and standard GVM ratings.





	<b>CLIENT</b> Lot 9003 Quarry Works 85 Mather Drive Neerabup City of Wanneroo	<b>PROJECT</b> Pederrick Road & Mather Drive Pederrick Road & Old Yanchep Road Swept Paths	<b>TITLE</b> DELIVERY TRUCK ROUTE RETURN TRUCK ROUTE	<b>PROPERTY</b> Property of Urban Resources, managed by qualified traffic controllers from Urban Resources, or accredited traffic control company unless otherwise authorised.	<b>SITE INSPECTION</b> DATE : 12/05/2020 BY : V MGRD AMTH : KTS-AWTM 1745702493	SCALE : NTS DATE : 14/05/20 REGION : WA DRAWN : CHECKED : REVISED : FILE NAME : TAMP TR06	DRAWING NO : TGS - UR06-02 SHEET NO : 2 REV NO : 0 DRAWING SIZE : A3
					DELIVERY TRUCK ROUTE RETURN TRUCK ROUTE		

**18. APPENDIX E – TRAFFIC GUIDANCE SYSTEMS**



SIGN Qty.  
 2 - Symbolic Trucks - (W5-22) - B Size  
 4 - Sign legs

**ADDITIONAL NOTES**

1. Class 1 Reflective Signs to be used.
2. Warning & Advisory signs to be in accordance with AS 1742.1
3. Entry/Exit speed signs to be installed.
4. Haulage roads to be speed limited.
5. Boundary fence to be installed to prevent 4x4 access.

	<b>CLIENT</b> Lot 9003 Quarry Works 85 Mather Drive Neerabup City of Wanneroo	<b>TITLE:</b> Quarry Works Mather Drive Traffic Management	<b>TRUCK ROUTE</b> <table border="1"> <tr> <th>SPEED of TRAFFIC km/h</th> <th>SIGN SPACING m</th> </tr> <tr> <td>55 or less</td> <td>15</td> </tr> <tr> <td>56 to 65</td> <td>45</td> </tr> <tr> <td>Greater than 65</td> <td>Equal to speed of traffic in km/h</td> </tr> </table>	SPEED of TRAFFIC km/h	SIGN SPACING m	55 or less	15	56 to 65	45	Greater than 65	Equal to speed of traffic in km/h	<b>PROPERTY:</b> Property of Urban Resources. This plan can only be used by qualified traffic controllers from Urban Resources, or accredited traffic control company unless otherwise authorised.	<b>SITE INSPECTION</b> <b>DATE</b> 12/05/2020 <b>BY</b> V HCRB <b>AVTH</b> KTS-AVTM 12/17/2020	<b>SCALE</b> NTS <b>DATE</b> 14/02/20 <b>DESIGN</b> V PERD <b>UPDATES</b> 0 <b>REVISION</b> 0 <b>PREPARED</b> TYP PERB	<b>DRAWING No</b> TGS - UR06-01 <b>SHEET No</b> 1 <b>REV No</b> 0 <b>DRAWING SHEET</b> A3
				SPEED of TRAFFIC km/h	SIGN SPACING m										
55 or less	15														
56 to 65	45														
Greater than 65	Equal to speed of traffic in km/h														
<b>PROJECT</b> Lot 9003 Quarry Works 85 Mather Drive Neerabup City of Wanneroo															