



TRAFFIC MANAGEMENT PLAN AND DRIVER CODE OF CONDUCT

**RESOURCE RECOVERY FACILITY
LOT 2 DP 220347
21 RACECOURSE ROAD, TERALBA**

PREPARED FOR: CONCRUSH PTY LTD

JULY 2020

REF: - 20/058

**TRAFFIC MANAGEMENT PLAN AND DRIVER CODE OF CONDUCT
RESOURCE RECOVERY FACILITY
CONCRUSH PTY LTD****LOT 2 DP 220347
21 RACECOURSE ROAD, TERALBA**

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Quality Control Standards established by Intersect Traffic Pty Ltd.

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A	29/05/20	Draft	JG
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C	14/07/20	Client Amendments	JG
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Date 14th July 2020**Disclaimer**

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1.0 TRAFFIC MANAGEMENT PLAN AND TRUCK DRIVER CODE OF PRACTICE

1.1 Introduction

Schedule 2 Part B Condition B34 of Project Approval SSD 8753 under the Environmental Planning and Assessment Act 1979 for the Resource Recovery Facility on Lot 2 DP220347 21 Racecourse Road, Teralba (site) requires the operator Concrush Pty Ltd (Concrush) to complete and implement a Traffic Management Plan including a Driver Code of Conduct.

“TRAFFIC ACCESS

Traffic Management Plan

B34. *Prior to the commencement of Stage 1 construction, the Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The TMP must form part of the CEMP required by condition C2 and be prepared in accordance with condition C1. The TMP must:*

- (a) be prepared by suitably qualified and experienced person/s.*
- (b) be prepared in consultation with Council.*
- (c) detail the measures that are to be implemented to ensure road safety and network efficiency during both construction and operations.*
- (d) detail the measures that are to be implemented to ensure construction workers, members of the public and staff will be effectively managed during construction and operation.*

- (e) detail heavy vehicle routes, access and parking arrangements during construction and operation.*
- (f) include a Drivers' Code of Conduct to:*
 - i) minimise conflicts with other road users;*
 - ii) minimise road traffic noise; and*
 - iii) ensure truck drivers use specified routes.*
- (g) include a program to monitor the effectiveness of these measures; and*
- (h) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.*

This document seeks to satisfy this condition of consent including Condition C1 relating to the Management Plan Requirements. The purpose of this document is to minimise the impacts of the heavy vehicle traffic associated with the site and in particular the construction works associated with the expansion of operations on the site on the community as well as to manage the movement of heavy vehicles on the local and state road network using best industry practice.

The final document is to be to the satisfaction of the Secretary of the NSW Department of Planning, Industry and Environment.

1.2 Site Location

The site is located approximately 2.3 km north of the Teralba commercial area and 8 km north of the Toronto CBD see **Figure 1** below. Access to the site is directly off Racecourse Road via a 7-metre-wide combined entry – exit driveway.

Racecourse Road provides local access to the site with the product demand split evenly to the north via The Weir Road to Barnsley and onto the M1 Motorway for Lower Hunter Valley and Central Coast destinations and to the south via Racecourse Road and York Street to Toronto Road for local destinations and the Newcastle market.

1.3 Objectives

The objectives of this Traffic Management Plan are to:

- a) ensure compliance with the conditions included under Schedules 2 Parts A, B & C of the Department of Planning, Industry and Environment consent conditions with respect to traffic and access matters.
- b) encourage compliance and acceptance of the Truck Driver Code of Practice by all heavy vehicle drivers using the site.
- c) minimise traffic and transport impacts of the site on the community.
- d) foster an understanding and awareness within the company of community expectations and legislative requirements.
- e) protect and enhance public safety through compliance with relevant road rules.
- f) increase occupational health and safety (OH&S) understanding in relation to fatigue, vehicle operation in public areas and obligation to the public.
- g) minimise transmission of dust and tracking of material onto public roads.
- h) reduce noise impacts associated with road traffic

1.4 Transport Limitations

The purpose of the proposed development is to maintain the supply of construction materials to the local and regional markets at a competitive price while preventing environmental damage and minimising impacts from transport of the materials.

Concrush must not:

- Receive or process no more than 250,000 tonnes of general solid waste (non-putrescible) per annum which includes no more than 5,000 tonnes of garden and wood waste; and
- Store no more than 150,000 tonnes of general solid waste (non-putrescible) at any time which includes 200 tonne of garden and wood waste.

(Condition of Consent A7: Schedule 2_ Part A)

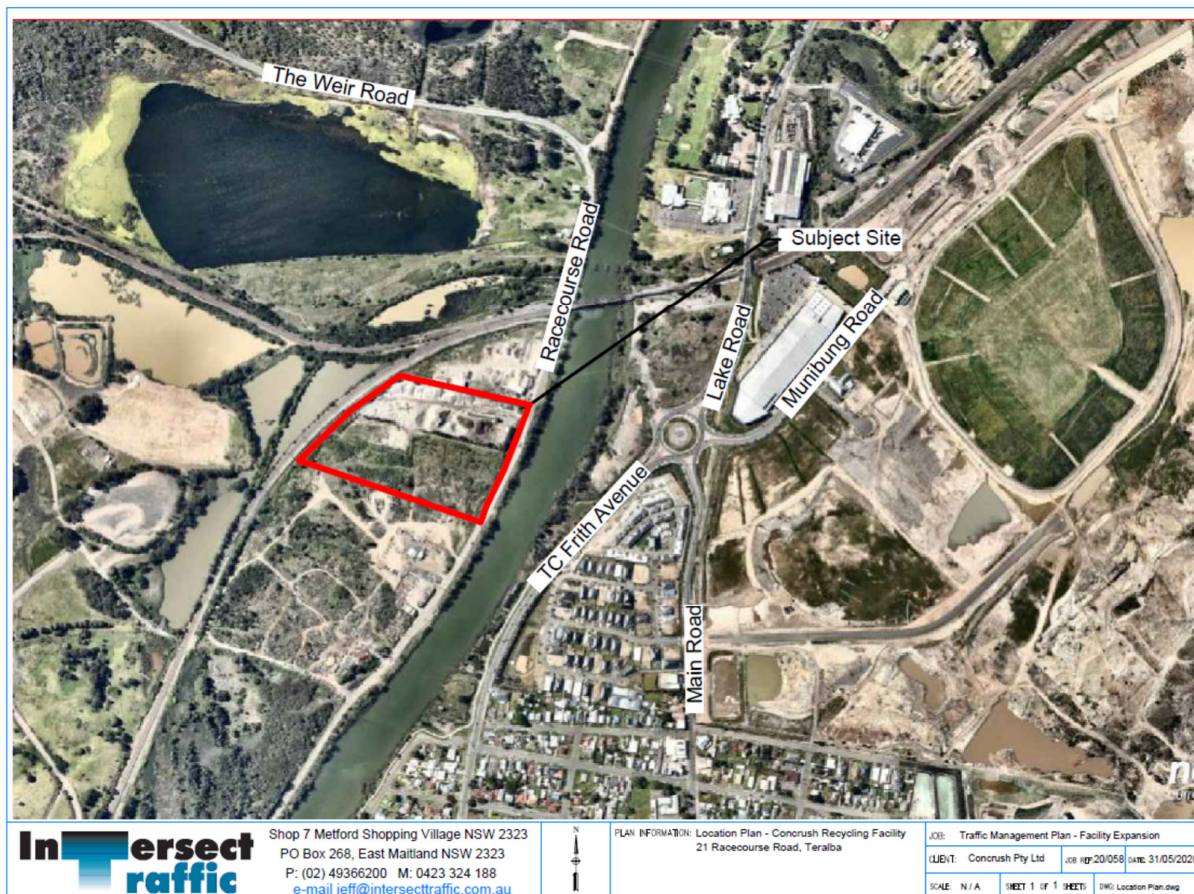


Figure 1 – Concrush Recycling Facility Location Plan

Notwithstanding the above Concrush also

- must not receive or process more than 108,000 tonnes per annum or store more than 40,000 tonnes at any one time of general solid waste (non-putrescible) until Stage 1 construction is complete and the Planning Secretary has approved the commencement of Stage 1 operations; and

- b) must not receive or process more than 200,000 tonnes per annum or store more than 150,000 tonnes at any one time of general solid waste (non-putrescible) during Stage 1 operations.

(Conditions of Consent A8 & A9: Schedule 2_ Part A)

Despite the above Concrush must not proceed to Stage 2 operations (receive and process up to 250,000 tonnes per annum and store up to 150,000 tonnes of general solid waste) until Stage 1 construction and Stage 2 construction is completed and the Planning Secretary has approved commencement of Stage 2 operations.

(Condition of Consent A10: Schedule 2_ Part A)

1.5 Transportation Routes & Origin / Destinations

The transportation routes for the waste and recycled products delivered to or from the site to the sub-arterial road network have been identified as (see **Figure 2** below).

- Racecourse Road north to The Weir Road then to Northville Drive, Barnsley. Then Northville Drive to George Booth Drive which then connects to the M1 Motorway to the west for origin / destinations in the west Lake Macquarie, the Lower Hunter, and Central Coast areas; and
- Racecourse Road south to York Street and connection to Five Islands Road for origin / destinations in the Newcastle and east Lake Macquarie areas.

Lake Macquarie City Council (Council) and Transport for NSW (TfNSW) are responsible for maintenance of these haulage routes.

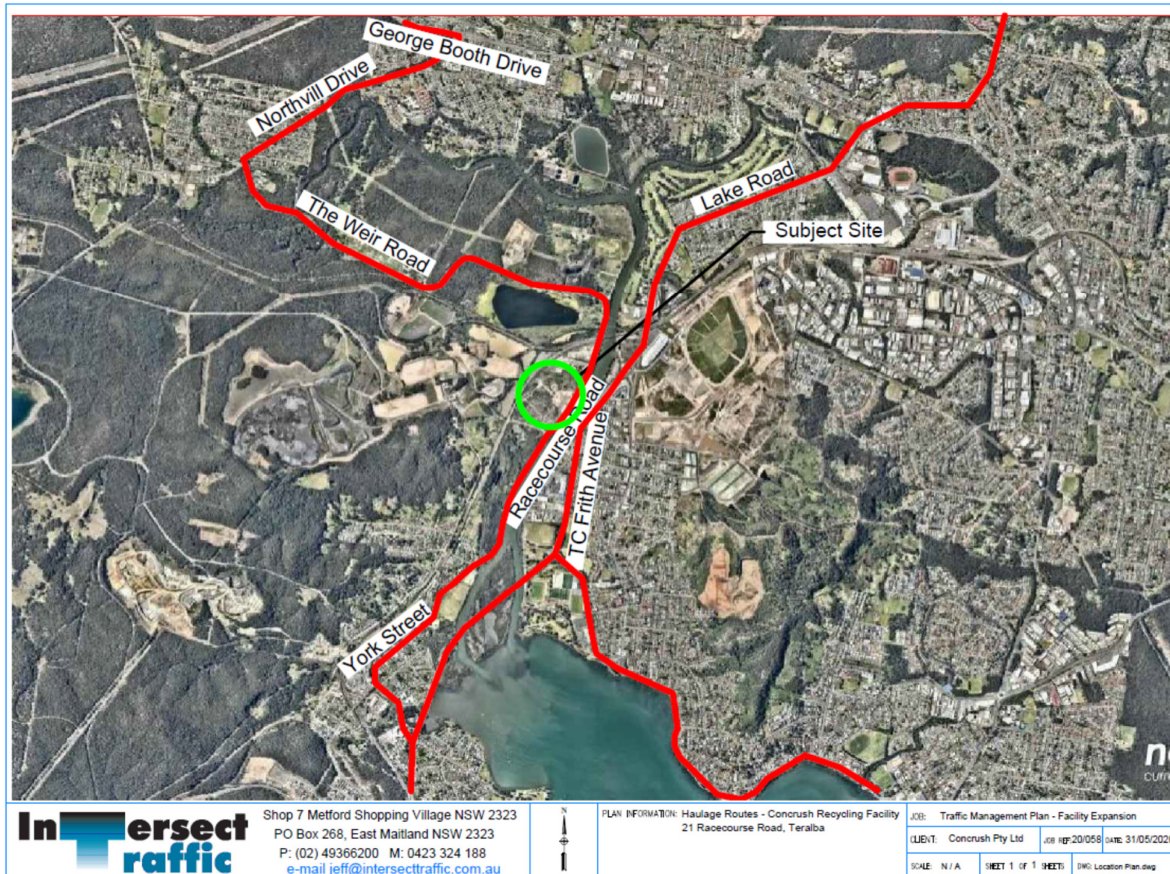


Figure 2 – Haulage Routes

1.6 Monitoring of Transport of Products

In compliance with the conditions of consent Concrush shall keep accurate records of:

- the amount of waste and recycled product transported to and from the site (monthly and annually) as well as the amount stored on site; and
- all laden truck movements (i.e. delivery and dispatch of trucks carrying quarry products or concrete) to and from the site (hourly, daily, weekly, monthly, and annually).

1.7 Traffic and Access Commitments

Protection of Public Infrastructure

Concrush will.

- a) Consult with the relevant owner and provider of infrastructure and services that are likely to be affected by the development of the site to make suitable arrangements for access to, diversion, protection, and support of the affected infrastructure.
- b) Prepare a dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including road, gutters, and footpaths); and
- c) Submit a copy of the dilapidation report to the Planning Secretary and where Council's assets are affected, Council.

Unless Concrush and the applicable authority agree otherwise, Concrush Pty Ltd will.

- a) Repair, or pay the full costs associated with repairing, any public infrastructure that is damaged in carrying out the development of the site.
- b) Relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development of the site.

(Condition of Consent A20: Schedule 2_ Part A)

Operation of Plant and Equipment

All plant and equipment used on the site, or to monitor the performance of the development on the site will be.

- a) Maintained in a proper and efficient condition; and
- b) Operated in a proper and efficient manner.

(Condition of Consent A26: Schedule 2_ Part A)

Additional Commitments

Concrush will ensure all licenses, permits, approvals and consents as required by law will be obtained and maintained as required for the development of the site.

(Condition of Consent A26: Schedule 2_ Part A)

1.8 Internal Traffic Management

Internal traffic arrangements and management will be undertaken in accordance with the measures shown in the traffic management plans submitted with and approved during the development application assessment process. These plans for Stages 1 and 2 are shown below in **Figure 3** and **Figure 4** below.

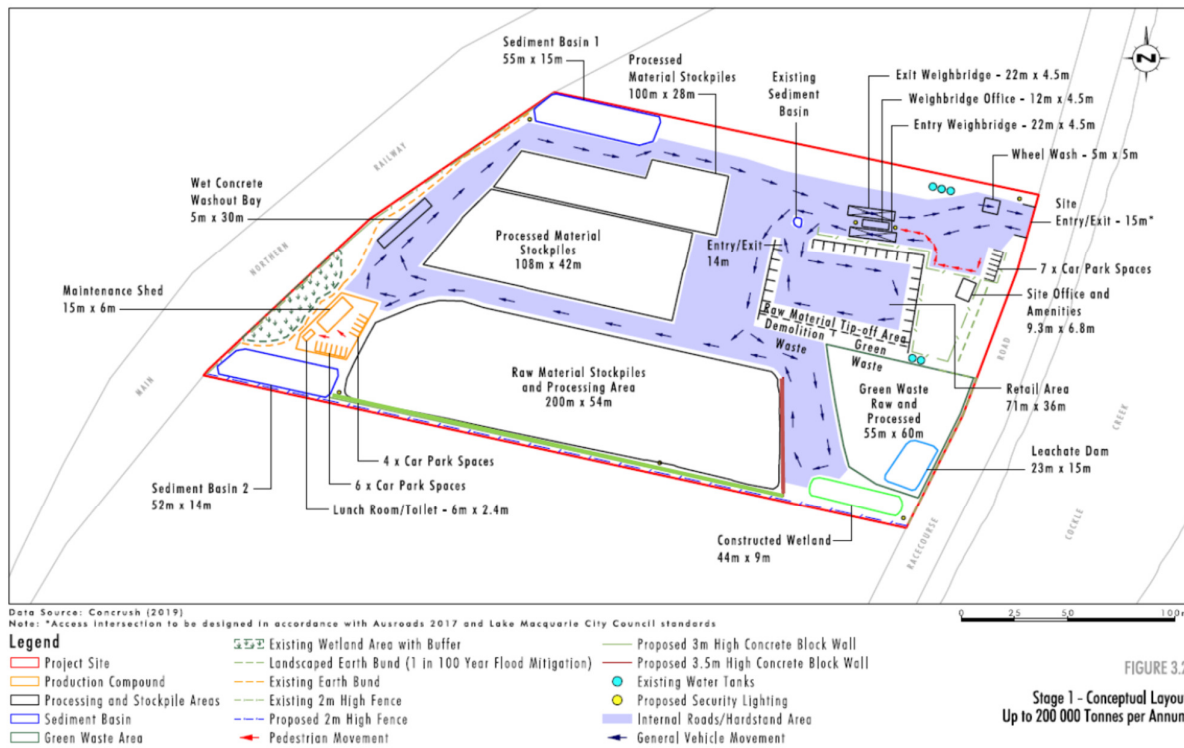


Figure 3 – Internal Traffic Management – Stage 1

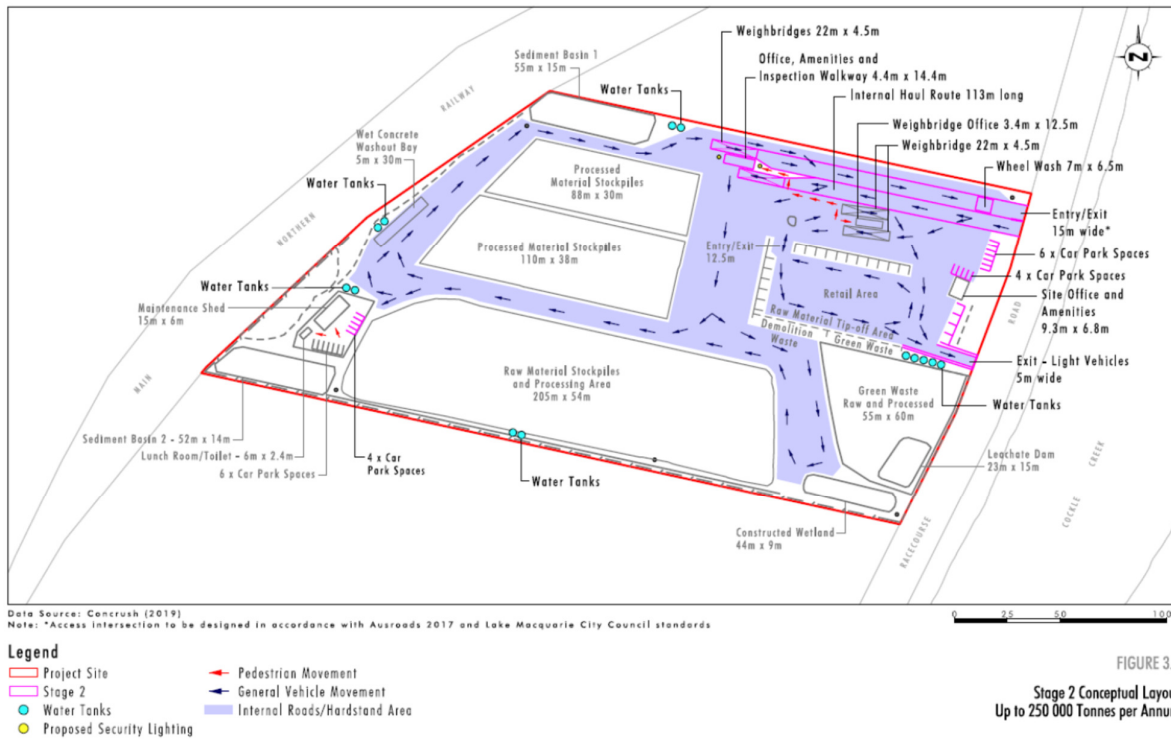


Figure 4 – Internal Traffic Management – Stage 2

2.0 TRUCK DRIVER CODE OF CONDUCT

(Schedule 2: Part B34) of the Project Approval_ the Proponent shall prepare and implement a Traffic Management Plan for the project to the satisfaction of the Secretary. This plan must: include a drivers' code of conduct for the project.

2.1 General Requirements

Heavy vehicle drivers hauling from Concrush's Teralba site must:

- i) Have undertaken a site induction carried out by an approved member of the Concrush staff or suitably qualified person under the direction of the Production Manager and to be completed on the first visit to the site.
- ii) Hold a valid driver's licence for the class of vehicle that they operate.
- iii) Operate the vehicle in a safe manner within and external to the site.
- iv) Comply with the direction of authorised site personnel when within the site.
- v) Comply with the Road Transport Act 2013 and its associated regulations regarding drug use and alcohol consumption; and
- vi) Comply with the Australian Road Rules external to the site.
- vii) Sign the Drivers Code of Conduct on first visit to the site.

2.2 Heavy Vehicle Speed

Increased speed means not only an increased risk of crashing but also increased severity if a crash occurs. A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty crash. (source TfNSW).

There are two types of speeding:

- i) Where a heavy vehicle travels faster than the posted speed limit; and
- ii) Where a driver travels within the speed limit but because of road conditions (e.g. fog or rain) this speed is inappropriate. (source TfNSW).

Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by TfNSW which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, TfNSW will record a strike against that vehicle. If three strikes are recorded within a three-year period, TfNSW will act to suspend the registration of that vehicle (up to three months).

More information is available from the TfNSW website.

Vehicle speed on public roads is enforced by the NSW Police Service.

The speed limit within the site is 15 km/h and this is to be strictly enforced.

Drivers are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the Australian Road Rules. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.

2.3 Heavy Vehicles Driver Fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. Fatigue can impact on driving ability, like the effect of drink driving and result in slower reaction times, lack of concentration, reduced vigilance / poor judgement and nodding off. Symptoms of fatigue include:

- yawning,
- sore or heavy eyes,
- slower reaction times,
- daydreaming / not concentrating on driving
- driving speeds creeping
- impatience
- impaired driving performance
- stiffness and cramps
- loss of motivation

The Heavy Vehicle Driver Fatigue Reform was developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007. These reforms have been carried over into the Heavy Vehicle National Law (HVNL) in February 2013. Fatigue legal obligations have four major sections under the HVNL:

- chain of responsibility
- work and rest hours
- work diaries
- fatigue management accreditation schemes – BFM and AFM

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne Gross Vehicle Mass (GVM) (however there are Ministerial Exemption Notices that can apply).

The HVNL specifies that:

- a person must not drive a heavy vehicle on a road while impaired by fatigue
- managing driver fatigue is a shared responsibility by all parties in the chain
- parties must take all reasonable steps to ensure a person does not drive a heavy vehicle on a road while impaired by fatigue.

Under the law, industry has the choice of operating under three fatigue management schemes:

- i) Standard Hours of Operation
- ii) Basic Fatigue Management (BFM)
- iii) Advanced Fatigue Management (AFM)

Heavy vehicle drivers should manage their fatigue by undertaking fatigue breaks at appropriate times as per TfNSW guidelines. Fatigue breaks must be recorded by the heavy vehicle drivers and checked by management via their work diary to review if the correct procedure has been undertaken. If a heavy vehicle driver has not confirmed within the rules, they will be placed on the Driver's Code of Conduct Disciplinary Action Register (Section 3.2).

All heavy vehicle drivers operating out of the Concrush Teralba site are to be aware of their adopted fatigue management scheme and operate within its requirements.

2.4 Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when many residents are especially sensitive to noise.

In some instances, compression braking is required for safety reasons however when passing through or adjacent to residential areas a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

Drivers are requested to limit the noise created in the vicinity of the site as much as possible.

Brakes must be applied so as not to create excessive noise that could disturb local residents where possible. Compression braking within or adjacent to residential areas should only be used if required for safety reasons.

2.5 Heavy Vehicle Noise

Concrush Teralba site will operate as follows under its condition of consent (*Condition of Consent B42: Schedule 2_ Part B*).

- Monday to Saturday (except Public Holidays) – 7 am to 10 pm; and
- Sundays and all Public Holidays – 8 am to 6 pm.

This means that noise from passing heavy vehicles will impact on residents during the sensitive night period when noise travels further than during the day and in this respect the hours of concern will be 5 pm to 10 pm.

Drivers should be particularly aware of noise from their trucks during the period 5 pm to 10 pm.

Further, any trucks standing waiting for the site gates to open in the morning are to wait for access to the site with their engines switched off.

To reduce the impact of vehicle noise if access to the site is not available heavy vehicles waiting for the site to open or re-open are to wait with their engines switched off.

2.6 Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage. Uncovered loads represent the greatest risk to loose material on the road. Therefore, in addition to the already implemented dust control measures at the site i.e. daily road sweeping and watering (2 trucks).

All trucks arriving at or departing from the site whether loaded with material or not are required to have an effective cover over their load for the duration of the trip. The load cover may be removed upon arrival at the delivery site.

All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site.

Drivers must ensure that when travelling to and from the Concrush site that the tailgate is locked.

The Production Manager is to monitor loose material on the side of the haulage road and take appropriate action (removal or suppression) regularly.

2.7 Vehicle Departure and Arrival

Heavy vehicles travelling in close proximity on public roads can be hazardous to light vehicle drivers, especially at roundabouts and when travelling in tandem, as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the Concrush site should be separated by adequate intervals.

Vehicle departure is generally controlled by the weighbridge operator who monitors the number of heavy vehicles that leave the site and the operator is to ensure all vehicles leaving the site are separated by an acceptable gap of at least 2 minutes.

It is difficult to schedule arrivals to the Concrush site due to the different directions of approach from external jobs and the varying job completion times, however, when a driver becomes aware, through visual contact or two-way contact between trucks, that they will arrive at approximately the same time then they are to ensure that there is a suitable gap between vehicles when on the public road network.

To alleviate public concern and increase road safety heavy vehicles leaving the Concrush site should be separated by an adequate interval i.e. minimum 2 minutes.

2.8 Breakdowns and Incidents

In the case of a breakdown the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to the TfNSW TMC (Transport Management Centre) on 131700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

To ensure that traffic impacts are minimised in the event of an incident, rapid response from the haulage company is required. To ensure rapid response to incidents drivers must contact the TfNSW TMC on 131700, their Transport Manager/Supervisor and the Concrush Production Manager as appropriate as soon as the stranded vehicle and load is safely secured.

If there is a product spill while loading/unloading or on-route the driver must:

- i) Immediately warn persons in the area who may be at risk.
- ii) Inform their Transport Manager/Supervisor. If this occurs in a vehicle that is owned or contracted by Concrush the Production Manager must be immediately informed so that emergency services can be contacted, and a cleanup initiated.
- iii) All spills must be adequately cleaned up and waste disposed of in an acceptable and environmentally suitable manner.
- iv) Put out warning triangles where it is safe to do so.

2.9 Pedestrians & Cyclists

While driving on the public road network interaction with pedestrians / cyclists should be anticipated particularly in residential and commercial areas particularly in Teralba and Barnsley. Drivers are to ensure that when passing pedestrians / cyclists a safe separation distance exists between trucks and pedestrian / cyclists as well as a reduction in speed if appropriate. Regarding cyclists a minimum separation of 1 metre is required.

Drivers are to be aware that in the vicinity of Teralba Public School, Barnsley Public School and Edgeworth Heights Public Schools a higher concentration of vulnerable pedestrians (children) is likely to be encountered during the peak school drop off and pickup times i.e. 8 am – 9.30 am and 2.30 pm – 4 pm. Drivers should be extra cautious past these sites during these times and abide by the variable school speed zones in place near these schools.

2.10 Contact Numbers

- | | | |
|------|--|-------------------------------------|
| i) | TfNSW Transport Management Centre | 131700 |
| ii) | Lake Macquarie City Council | (02) 4921 0333 |
| iii) | Concrush Production and Business Manager's | (02) 4958 3777 |
| iv) | NSW Police (Lake Macquarie District) | (02) 4922 8799 (from 8am to 4.30pm) |
- after 4.30pm contact Belmont police station

2.11 Declaration

The following declaration is to be signed by all drivers using the site to acknowledge they have read and understood the requirements of this Traffic Management Plan and Driver Code of Conduct.

DECLARATION

I, the undersigned, hereby agree to abide by Concrush Pty Ltd Truck Driver Code of Conduct under Section 2.0 of this Traffic Management Plan for the transportation of recycled concrete products to and from the Concrush Recycling Plant at Teralba from their origins or to their final destination/s in a safe manner. I have read and understand the requirements outlined in the attached document and will, to the best of my ability, comply and assist with their implementation, requirements, and ongoing administration.

The subject document to which this declaration relates is attached as part of the overall document and signing of this declaration confirms that the signee has read and understood the entire document:

TRUCK DRIVER

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

CONCRUSH PTY LTD

Company Witness: _____

Date: _____

3.0 COMPLIANCE MEASURES & MONITORING

(Condition of Consent: Schedule 2_Part C1 _ Management Plan Requirements)

3.1 Commencement of Transport Management Plan & Driver Code of Conduct

It is proposed that this Traffic Management Plan and Driver Code of Conduct will be initiated immediately on approval from Department of Planning, Industry and Environment. Review of this Traffic Management Plan and Drivers Code of Conduct is to occur within three months of:

- The submission of an annual review
- The submission of an incident report
- The submission of an independent environmental audit
- The approval of any modification of the conditions of approval SSD 8753

The document is to be signed by individual drivers and a Concrush authorised representative the first time they enter the site at the time when heavy vehicle haulage drivers attend their site induction or shortly thereafter.

3.2 Compliance Measures

To assist in the orderly resolution of complaints the Production Manager will keep a register itemising all reported incidents relating to complaints regarding heavy vehicle driver conduct external to the site.

The incident register is to include (where possible):

- i) Date of the complaint
- ii) Time of the complaint
- iii) Name and contact details of the complainant (if available)
- iv) How the complaint was received
- v) Detailed description of the complaint (including location, driver/heavy vehicle details).
- vi) What / when actions were taken to resolve the issue; and
- vii) The reply to the person / organisation that made the complaint.

An investigation of the location and causes of the complaint will be undertaken and be completed within 7 days of receiving the complaint. It is important to note that in some situations the nature of the complaint could require more than 7 days of investigation, if this occurs the Production Manager or Business Manager will notify the complainant with an update on the progress within 7 days of receiving the complaint.

Immediately following the completion of the investigation of the issue, the Production Manager or Business Manager will provide feedback to the complainant that details the investigations undertaken, the result of the investigation and measures implemented to ensure that operations remain compliant. A description of any follow-up investigations and the response provided to the complainant will also be recorded in the Complaints Register upon closure of the issue.

In addition to the register, any breach of the Code of Conduct will result in the offending driver being placed on a Driver's Code of Conduct Disciplinary Action Register.

There are 3 stages to the process:

1st Warning – Driver will be warned for the breach, entered into the register and re-inducted.

2nd Warning – Driver will be warned for the breach, entered into the register, re-inducted and the company of the driver will be notified that a second breach of the site rules has occurred by the offending driver. The result of this second breach will result in the driver being banned from the site for a period to be determined by management, depending on the severity of their actions.

3rd Warning – The driver will be banned, and the company of the driver will be notified of the ban period imposed on the driver.

However, any acts of gross misconduct will result in an immediate ban from site.

The incident register is to be audited at three monthly intervals, by the Business Manager, and made available, upon request, to an authorised Council officer.

3.3 Monitoring Measures

In addition to the register, the Production Manager will undertake formal observations of compliance at three monthly intervals and will document and undertake any remedial actions with employees, heavy vehicle drivers or haulage companies that may be necessary as a result of these observations.



4. TRAFFIC CONTROL PLAN

The traffic management for the development on the site also covers the traffic management during the construction works for both Stages 1 and 2. Northern Transport Planning and Engineering on behalf of Intersect Traffic has prepared a concept traffic control plan (TCP) and Traffic Management Plan (TMP) for the construction stages which is included below as **Appendix 1**. Note this TMP including TCP should be reviewed and amended if necessary, prior to commencement of all stages of the construction works by the contractor engaged to undertake the work. Any amendments would need to be signed off by a TfNSW accredited person for preparing TCP's and this Traffic Management Plan should be amended by including the updated construction TMP and TCP's in **Appendix 1**.

5. AUTHORITY CONSULTATION

Where conditions of consent within SSD 8753 require consultation with an identified party, Concrush must.

- a) Consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and
- b) Provide details of the consultation undertaken including:
 - i) The outcome of that consultation, matters resolved and unresolved; and
 - ii) Details of any disagreement remaining between the party consulted and Concrush and how Concrush has addressed the matters not resolved.

(Condition of Consent A16: Schedule 2_ Part A)

Under Condition of Consent B34: Schedule 2_Part B Concrush is required to consult with Lake Macquarie City Council on the development of the Traffic Management Plan.

Intersect Traffic has consulted with Council through its relevant officer Mr. Glenn Mathews. A draft copy of this document was forwarded to Mr. Mathews by e-mail on 15/06/20 with an instruction for relevant officer to review the documentation and to advise of any amendments or omissions that Council wished to be addressed with the document.

After not receiving a reply by Monday 13th July Council was again contacted to seek a reply. Mr. Andrew Leese of Lake Macquarie City Council advised that the response was overdue, and he had requested Council's Traffic Engineer Asset's Strategy provide an update on the progress of the response. At the time of preliminary finalisation of this report no response had been received by Council.

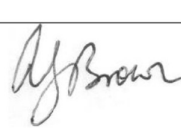
APPENDIX 1 – TCP

Concrush

Access Upgrade Traffic Management Plan

Date / Time:	Dates: August 2020 Times: 6am to 6pm Weekdays, 7am to 1pm Saturday
Overview	The upgrade for Racecourse Road at the Access to the existing Concrush Plant will involve the following separate Stages: 1. Widening on the Eastern side of Racecourse Rd (4 weeks) 2. Widening on the Western side of Racecourse Rd south of Concrush Access (3 weeks) 3. Construction of the entrance to the Concrush Site (1 week) 4. Widening on the Western side of Racecourse Rd north of Concrush Access (2 weeks)
Work Compound	Work Compound to be established at the southern end of the Concrush site with a separate temporary access off Racecourse Rd as shown in TCP01 (attached).
Employee Parking	Parking area to be established next to the Work Compound as shown in TCP01 (attached).
Heavy Vehicle Routes and Driver Code of Conduct	A separate Heavy Vehicle Management Plan and Driver Code of Conduct has been prepared for this project.
Stage 1 – 150m widening on western side of Racecourse Rd	
Access to Cockle Creek	Signs and barricades to be put place to prevent access to the work site to or from Cockle Creek as shown in TCP 01 (attached).
Speed Control	Temporary Road Works Speed reduction will be established during Stage 1 Works.
Traffic Control During Construction	Portable Traffic Signals to be installed at each end of the construction zone to manage Traffic Movements past the work area during construction. Traffic to flow in alternate directions throughout the day for most activities. As shown in TCP01 (attached)
Traffic Control Outside Construction Times	Portable Traffic Signals to be installed at each end of the construction zone to manage Traffic Movements past the work area at night or outside work periods. Traffic to flow in alternate directions throughout the day for most activities.
Concrush Access	Traffic Signal Controllers will be stationed at the access to manage traffic flows out of the Concrush Plant during construction periods as shown in TCP01 (attached).
Mile Autos Access	Traffic Signal Controllers will be stationed at the access to manage traffic flows out of the Miles Auto Site during construction periods as shown in TCP01 (attached).

Stage 2 – 110m widening South of Concrush Access on Western Side of Racecourse Rd	
Speed Control	Temporary Road Works Speed reduction will be maintained during Stage 2 Works.
Traffic Control During Construction	Portable Traffic Signals to be installed at each end of the construction zone to manage Traffic Movements past the work area during construction. Traffic to flow in alternate directions.
Traffic Control Outside Construction Times	Portable Traffic Signals to be installed at each end of the construction zone to manage Traffic Movements past the work area at night or outside work periods. Traffic to flow in alternate directions.
Concrush Access	Traffic Signal Controllers will be stationed at the access to manage traffic flows out of the Concrush Plant during construction periods as shown in TCP02 (attached).
Mile Autos Access	Traffic Signal Controllers will be stationed at the access to manage traffic flows out of the Miles Auto Site during construction periods as shown in TCP02 (attached).

Stage 3 – Widening of Concrush Access	
Work Area	The new driveway will be constructed in two stages with the area between the existing driveway and the northern boundary fence constructed first without interrupting the normal flow of traffic to and from the site. When this section is completed the southern half of the driveway will be constructed with all vehicles using the completed northern section to enter and leave the site.
Speed Control	Temporary Road Works Speed reduction will be maintained during Stage 3 Works.
Traffic Control	Traffic control during this Stage 3a and 3B work to be provided as required using Flagman as detailed in TCP03 (attached).
Stage 4 – Widening of Western side of Racecourse Road north of Concrush	
Work Area	The plans indicate that the work in this area will consist mainly of culvert widening and kerb and gutter work. (see TCP04 attached)
Speed Control	Temporary Road Works Speed reduction will be maintained during Stage 4 Works.
Traffic Control	Traffic control during this Stage 4 work to be provided as required using Flagman as detailed in TCP04 (attached).
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