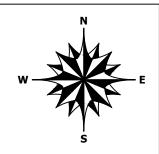
TRAFFIC GUIDANCE SCHEMES

for SPLENDOUR IN THE GRASS 2023 at North Byron Parklands, Yelgun, NSW



	DRAWING TABL	.E	
DRAWING NUMBER	TITLE	REVISION	IMPLEMENTATION PERIOD
J1176_TGSBSC_01	Title page	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_02	Pacific Motorway VMS board locations	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_03	Yelgun VMS board locations for advance warning	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_04	Directional signage plan - Brunswick route	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_05	TGS - no stopping	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_06	TGS - Tweed Valley Way edge line delineation	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_07	TGS - Jones Road	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_08	TGS - Gate B and Gate C	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_09	TGS - Yelgun Road and Billinudgel Road	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_10	TGS - Brunswick Valley Way	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_11	TGS - Yelgun Interchange	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_12	Contingency plan for queueing on Pacific Motorway	0	19 - 24 July (Wed-Mon)
J1176_TIMP_01	Traffic Incident Management Plan	0	19 - 24 July (Wed-Mon)
J1176_TIMP_02	Traffic Incident Management Plan	0	19 - 24 July (Wed-Mon)
J1176_TGSBBB01	Brunswick Heads bus bay setout plan	0	19 - 24 July (Wed-Mon)

BYRON SHIRE COUNCIL DRAWING SET



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0	Issued for approval	07/03/23	MK	МК	МК	Michiel Kamphorst,
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						Signed: Date: 07/0
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p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au CLIENT:
Secret Sounds
6/59 Centennial Circuit
Byron Bay NSW 2481

ROJECT:
raffic Guidance Schemes
plendour in the Grass 2023

DRAWING TITLE: Title Page

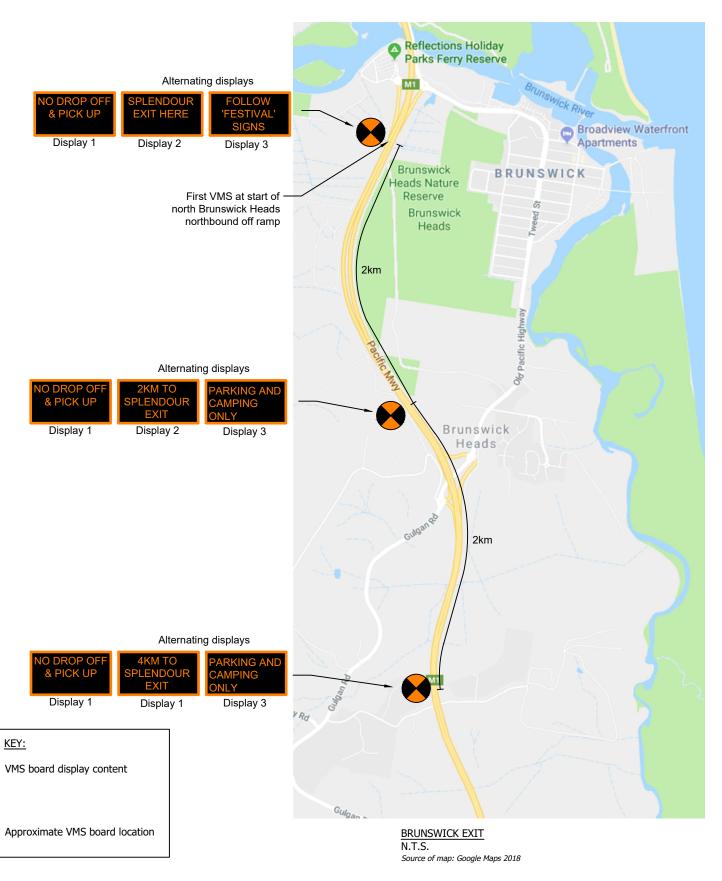
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PROJECT NUMBER: J1240	ORIGINAL SIZE: A3
DRAWING NUMBER: J1240 TGSBSC1	REVISION: 0

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- 5. Adequate implementation of these TGS's is to be certified by the supervising traffic engineer prior to operation of the festival.
- 6. Spacing and location of VMS boards is approximate only, placement of VMS boards it
- such that the displays are not obscured by vegetation, and solar glare is not an issue.

 7. All VMS boards are to be tested prior to installation to ensure proper functioning of and adequate contrast on each display.





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0	Issued for approval	07/03/23	МК	MK	МК	Michiel Kamphorst,		ACN: 623 948 112	Secret Sounds	Traffic Guidance Schemes	Pacific Motorway VMS bo	ard locations
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KEY:

VMS board display content

Approximate VMS board location



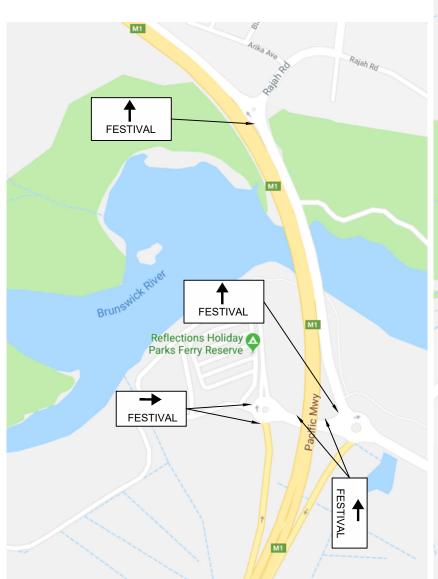


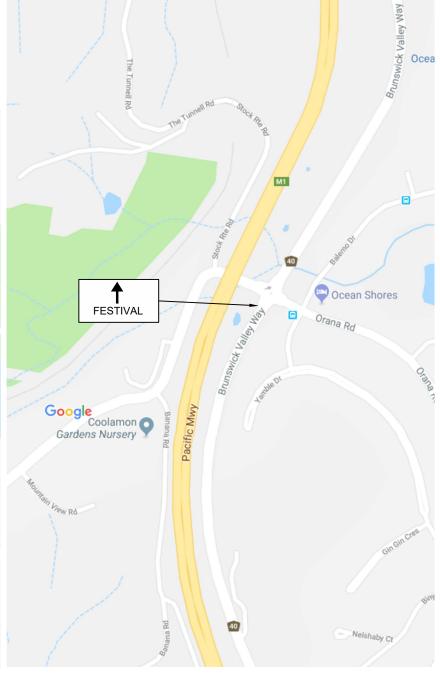
REV: DESCRIPTION: DATE: DRAWN: REVIEWED: APPROVED: APPROVED BY: CLIENT: PROJECT: DRAWING TITLE: Ingen Consulting Pty Ltd 0 Issued for approval Michiel Kamphorst, ACN: 623 948 112 **Secret Sounds Traffic Guidance Schemes** Yelgun VMS board locations for advance 07/03/23 MK MK MK MSc, BSc, RPEng, RPEQ, NER Splendour in the Grass 2023 a: Alstonville, NSW 6/59 Centennial Circuit warnin p: +614 1726 4987 Byron Bay NSW 2481 e: michiel@ingenconsulting.com.au PROJECT NUMBER: ORIGINAL SIZE: CONSULTING Date: 07/03/23 J1240 w: www.ingenconsulting.com.au **A3** Signed: ENGINEERED WITH PURPOSE Copyright in the drawings, information and data recorded in this document is the property of Ingen Consulting. This document and the information are DRAWING NUMBER: REVISION: solely for the use of the authorised recipient and this document may not be used, copied, or reproduced in whole or in part for any purpose than that for which it was supplied by Ingen Consulting. This document shall only be used for construction if stamped and approved for construction. J1240_TGSBSC3

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BRUNSWICK HEAD NORTH DIRECTIONAL SIGNAGE N.T.S.

Source of map: Google Maps 2018

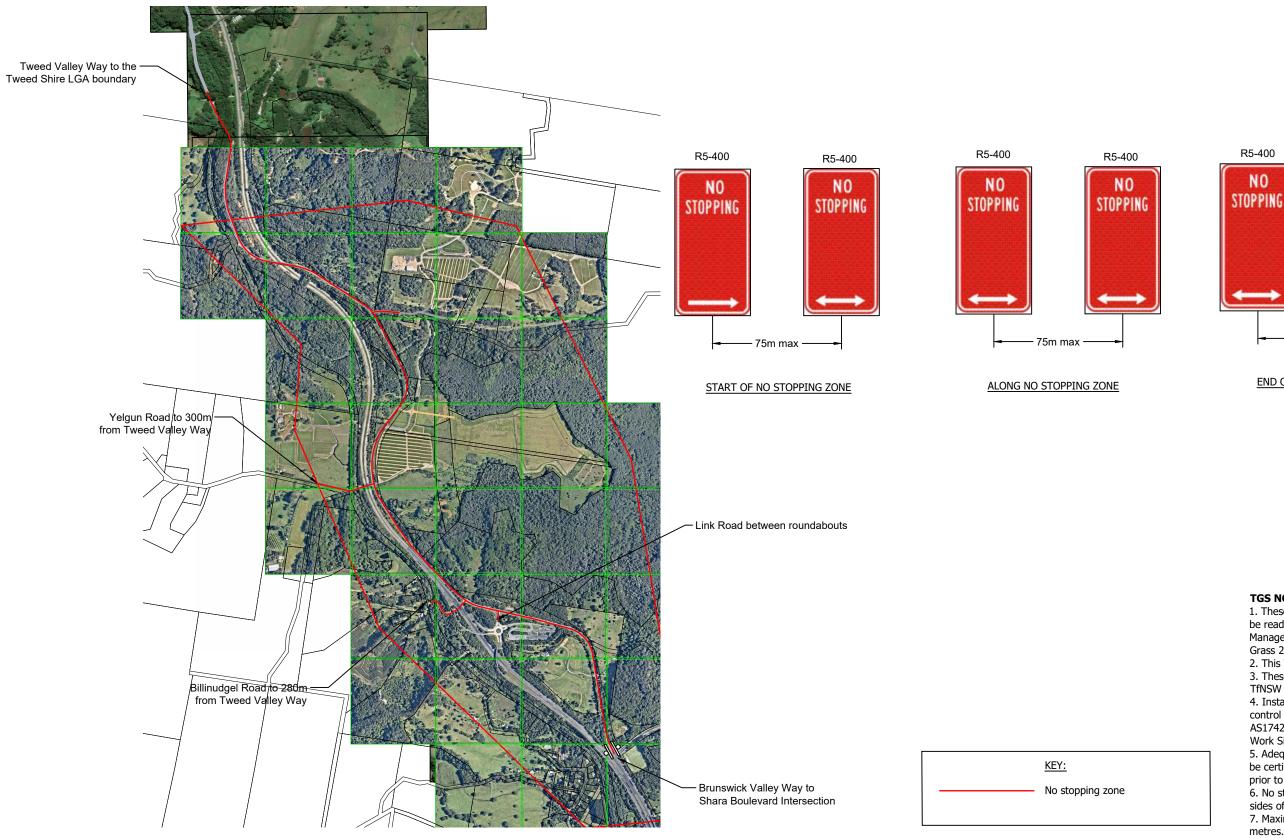
BRUNSWICK VALLEY WAY DIRECTIONAL SIGNAGE (1) N.T.S.

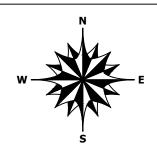
Source of map: Google Maps 2018

Source of map: Google Maps 2018

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R5-400

NO

STOPPING

- 75m max -

END OF NO STOPPING ZONE

TGS NOTES:

R5-400

NO.

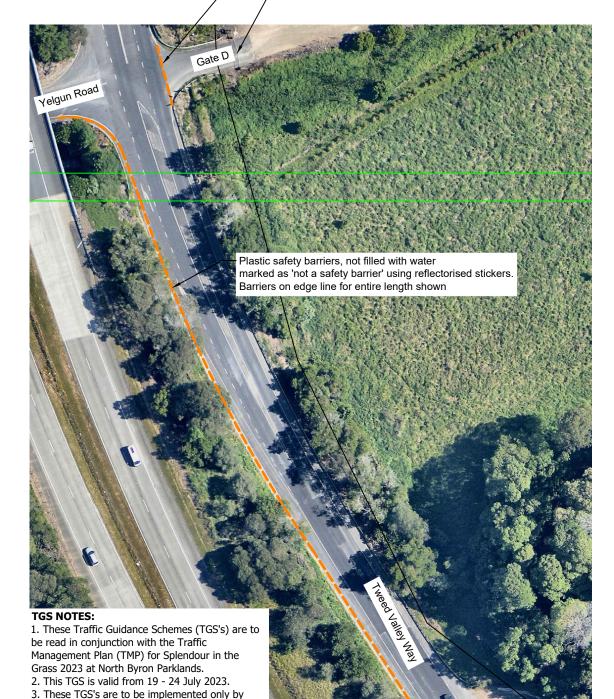
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- 5. Adequate implementation of these TGS's is to be certified by the supervising traffic engineer prior to operation of the festival.
- 6. No stopping signs to be installed along both sides of road in sections shown on this TGS.
- 7. Maximum no stopping sign spacing to be 75 metres.

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							MSc, BSc, RPEng, RPEQ, NER		,	1 - 4	Splendour in the Grass 2023		
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Plastic safety barriers, not filled with water marked as 'not a safety barrier' using reflectorised stickers. Barriers to block access to Gate D

Gate D to remain closed for entire event



ections of plastic barrie astic safety barriers, not filled with water marked as 'not a safety barrier' using reflectorised stickers. Barriers on edge line for entire length of adjacent guard rail For remainder of Tweed Valley Way northbound between Link Road and Yelgun Road: lace delineation cones at 18m spacing on edge line

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Tfnsw certified traffic control contractors. 4. Installation of signs, barriers and other traffic

Work Sites version 6.0.

control devices shall be in accordance with the

AS1742 series and the TfNSW Traffic Control at

5. Adequate implementation of these TGS's is to be certified by the supervising traffic engineer prior to operation of the festival. 6. No stopping signs to be installed along both sides of road in sections shown on this TGS.

7. Maximum no stopping sign spacing to be 75

DRAWN: REVIEWED: APPROVED: APPROVED BY: REV: DESCRIPTION: DATE: Michiel Kamphorst, MSc, BSc, RPEng, RPEQ, NER Issued for approval 07/03/23 MK MK Date: 07/03/23 Signed: ///



Cones at 18m spacing between

ections of plastic barrier

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p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au CLIENT: **Secret Sounds** 6/59 Centennial Circuit Byron Bay NSW 2481

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PROJECT: **Traffic Guidance Schemes** Splendour in the Grass 2023 DRAWING TITLE: TGS - Tweed Valley Way edge line delineation

PROJECT NUMBER: **J1240** ORIGINAL SIZE: DRAWING NUMBER: REVISION: J1240 TGSBSC6

Advance warning traffic controller ('slow' side only)

Regular traffic controllers (stop/slow sides)

Traffic controllers at the intersection of Jones rd Rd with Tweed Valley Way - TCs shall only permit access by vehicle with resident pass or event vehicle pass, and facilitate local access to Tweed Valley Way

Tweed Valley Way Jones Road Use temporary line marking to create holding line set back 30 metres from Jones Road centreline for buses to wait behind as buses turn left out of Jones Road may swing across double line. Linemarking to be removed after festival 12m spacing "Gate A right lane Through traffic left lane" "Gate A right lane Through traffic left lane" All cones at 12m spacing - Existing start of overtaking lane taper

DETAIL A - OVERTAKING LANE CLOSURE

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- 5. Adequate implementation of these TGS's is to be certified by the supervising traffic engineer prior to operation of the festival.
- 6. Presence of traffic controllers as per direction of Traffic Manager.
- 7. Cover all 'overtaking lane ... m ahead' signs leading up to northbound overtaking lane.

JONES ROAD INTERSECTION SIGNAGE

Close overtaking lane and create right turn lane for Jones Road traffic as per Detail A

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EQ, NER

ate: **07/03/23**



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6/59 Centennial Circuit Byron Bay NSW 2481

PROJECT:
Traffic Guidance Schemes
Splendour in the Grass 2023

DRAWING TITLE
TGS - Jones Ro

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	J1240	A3
	DRAWING NUMBER:	REVISION:
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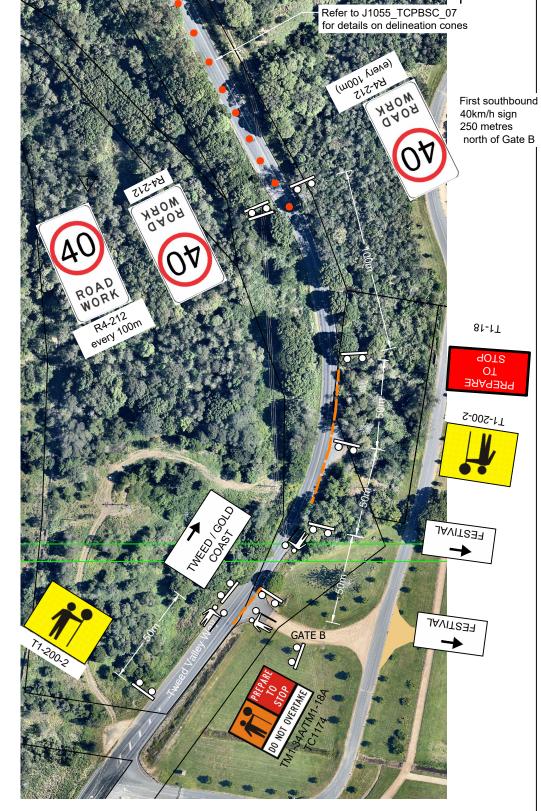
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GATE C INTERSECTION SIGNAGE N.T.S.

- Plastic safety barriers, not filled with water marked as 'not a safety barrier' using reflectorised stickers. Barriers to block access to verge to prevent parking

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- certified by the supervising traffic engineer prior to operation of the festival.
- 6. Presence of traffic controllers as per direction of Traffic Manager.
- 7. During peak 'no entry' periods, delineation cones to be placed along line dividing northbound lane and northbound right turn lane, in combination with R2-6A(R) no right turn sign.

Plastic safety barriers, not filled with water marked as 'not a safety barrier' using reflectorised stickers. Barriers to block access to Gate B



GATE B INTERSECTION SIGNAGE N.T.S.

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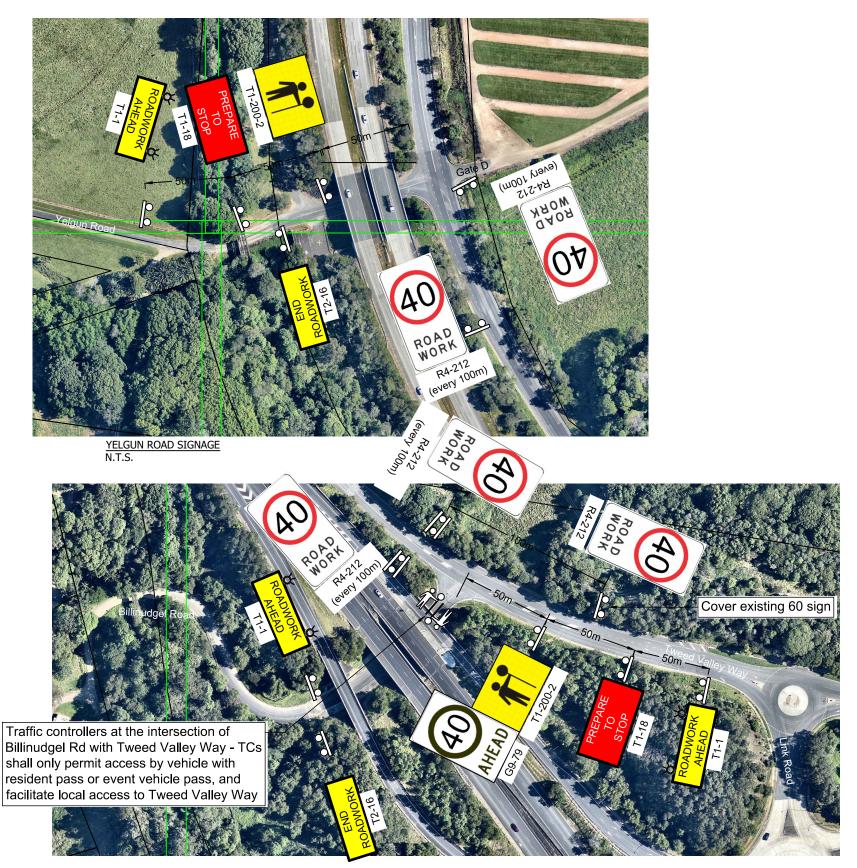
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PROJECT: Traffic Guidance Schemes Splendour in the Grass 2023 DRAWING TITLE: TGS - Gate B and Gate C

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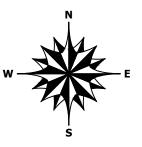
BILLINUDGEL ROAD SIGNAGE N.T.S.

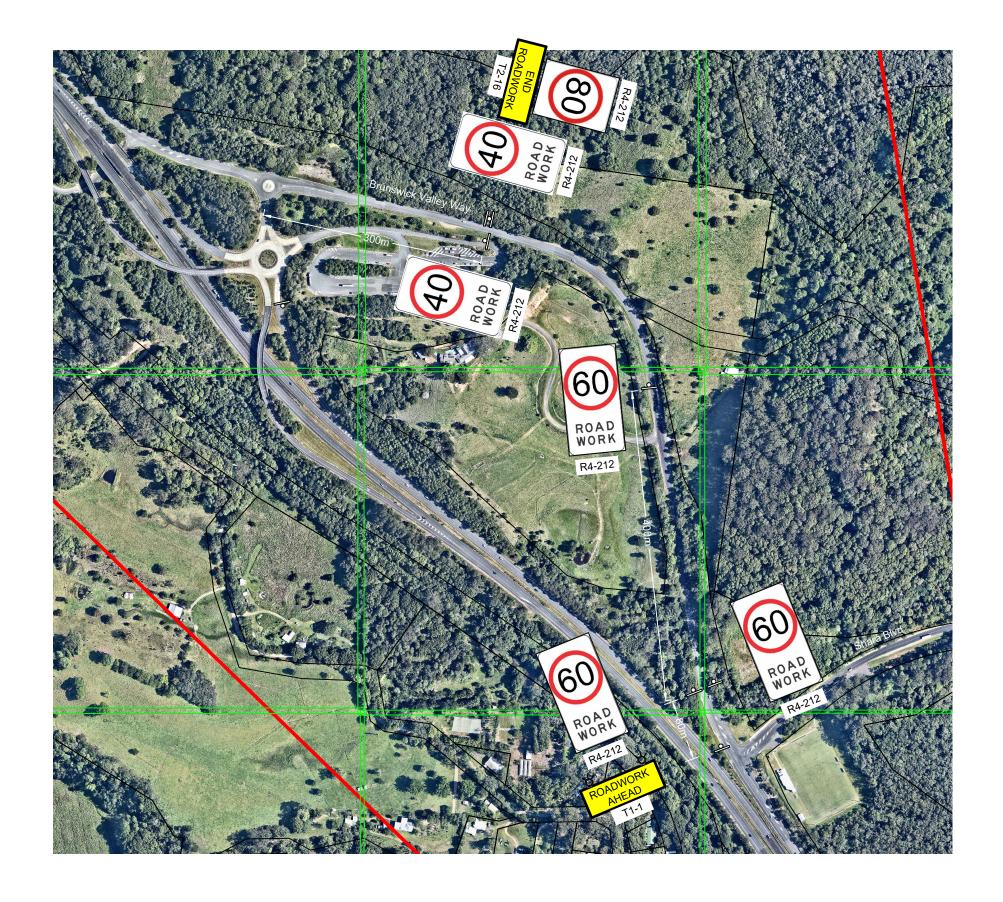
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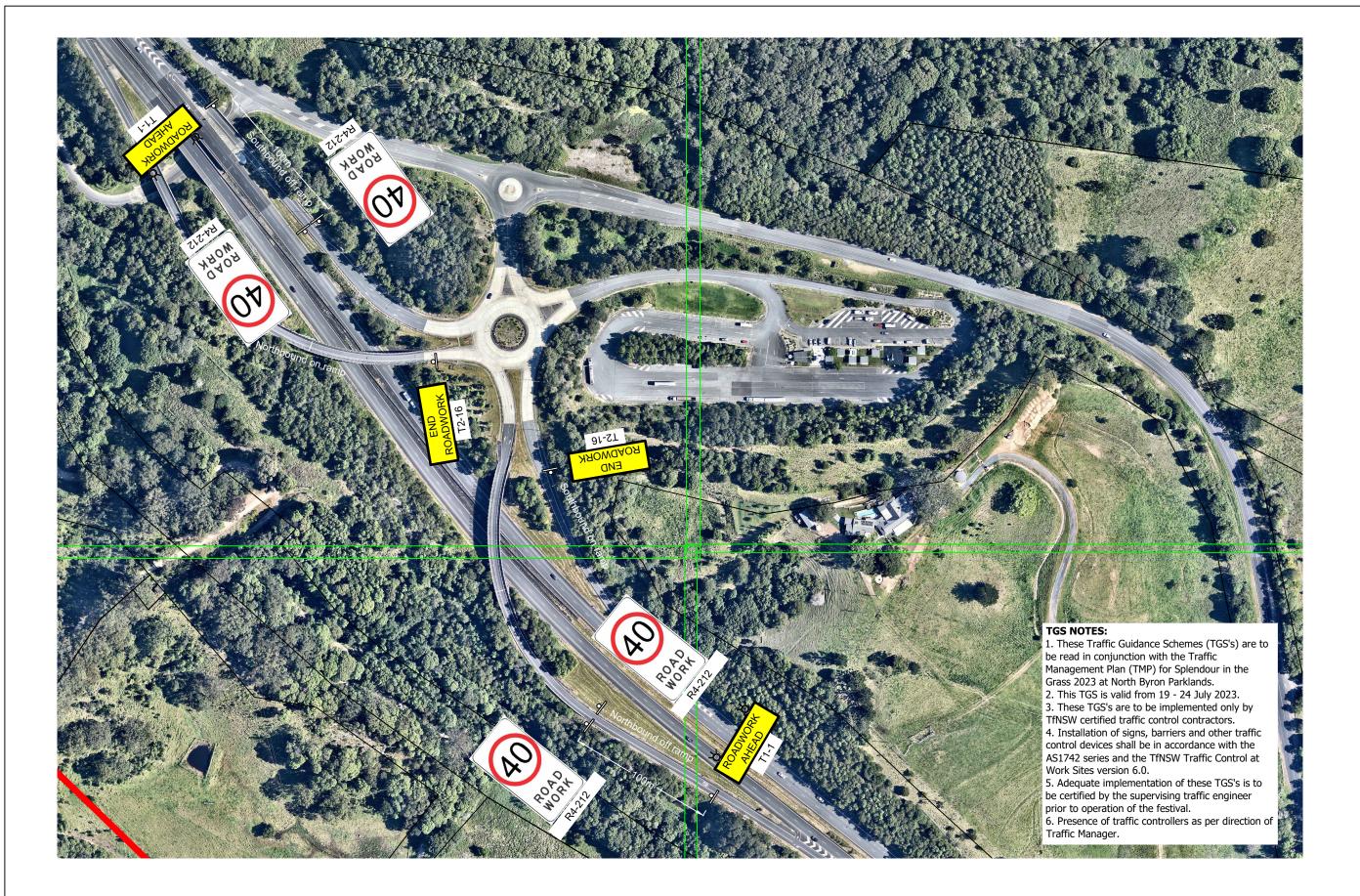
PROJECT: **Traffic Guidance Schemes** Splendour in the Grass 2023 DRAWING TITLE: TGS - Brunswick Valley Way

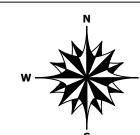
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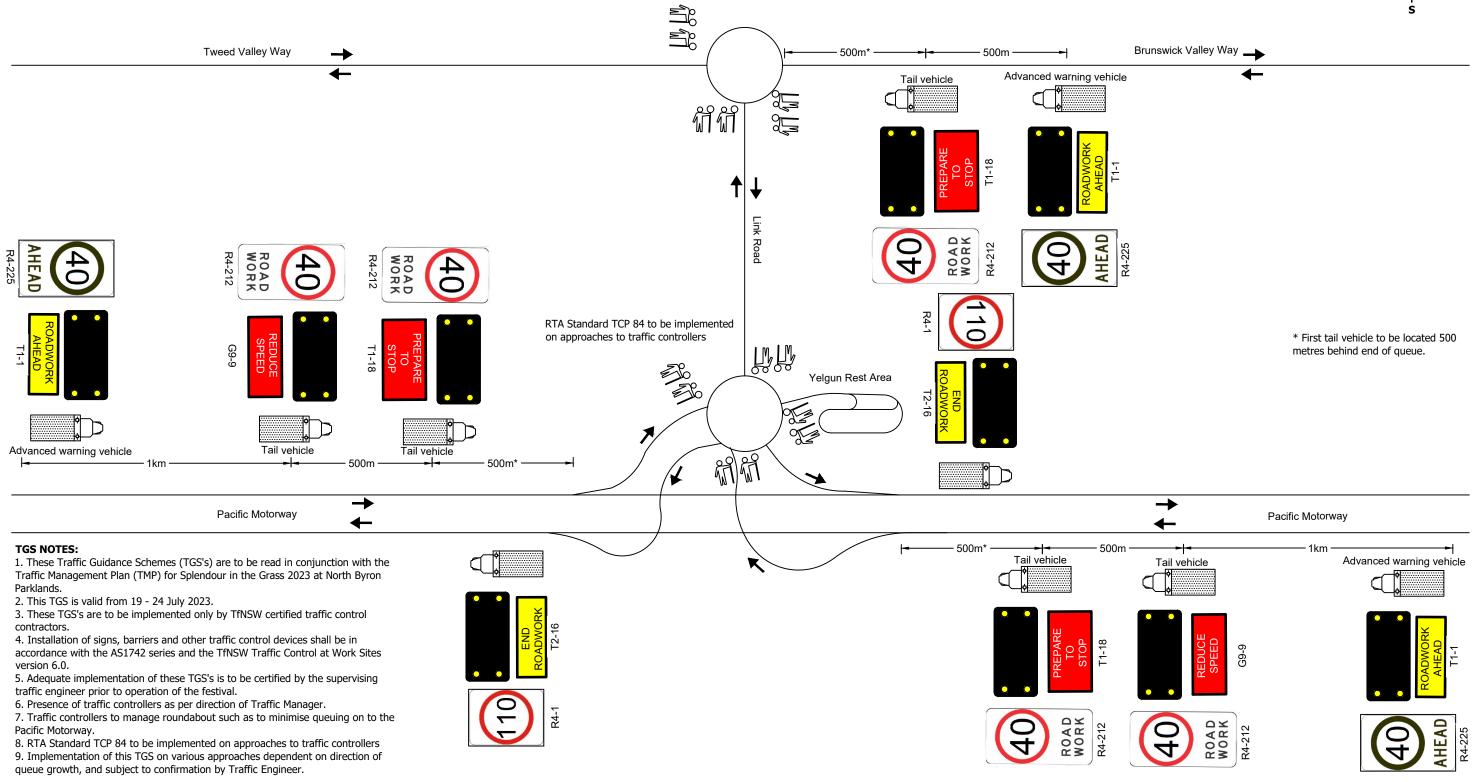
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PROJECT:	
Traffic Guidance Schemes	
Splendour in the Grass 2023	

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TGS - Yelgun interchang

	PROJECT NUMBER:	ORIGINAL SIZE:
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RTA Standard TCP 84 to be implemented on approaches to traffic controllers



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Issued for approval	07/03/23	МК	МК	мк	Michiel Kamphorst,		ACN: 623 948 112	Secret Sounds	Traffic Guidance Schemes	Contingency Plan for queu	ing on Pacific
• •	+				MSc, BSc, RPEng, RPEQ, NER		a: Alstonville, NSW	6/59 Centennial Circuit	Splendour in the Grass 2023	Motorway	
	+				-		p: +614 1726 4987	Byron Bay NSW 2481			
					31120		e: michiel@ingenconsulting.com.au			PROJECT NUMBER:	ORIGINAL SIZE:
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TIMP NOTES:

REV: DESCRIPTION:

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07/03/23 MK

- 1. This Traffic Incident Management Plan (TIMP) is to be read in conjunction with the Traffic Management Plan (TMP) for Splendour in the Grass 2023 at North Byron Parklands.
- 2. A traffic incident is defined as any event that can degrade safety and/or slow traffic, including disabled vehicles, crashes, maintenance activities, adverse weather conditions and debris on the roadway.
- 3. Management of traffic incidents is to always achieve the following:
- 3.1. Improve safety of crash victims, motorists and incident responders
- 3.2. Reduce incident duration and impact

EMERGENCY CONTACTS						
Position / Organisation	Name	Number				
Festival traffic manager / Splendour in the Grass Matt Gillespie 0417 454 426		0417 454 426				
Traffic Control Manager / Workforce International	Matt Adams	0427 196 222				
Venue Manager / North Byron Parklands	Mat Morris	0418 683 746				
NSW Police contact	TBC	TBC				
NSW Ambulance contact	TBC	TBC				
Rural Fire Brigade contact	TBC	TBC				
Traffic Engineer / Ingen Consulting	Michiel Kamphorst	0417 264 987				

DRAWN: REVIEWED: APPROVED: APPROVED BY:

MK

Michiel Kamphorst,

MSc, BSc, RPEng, RPEQ, NER

Signed: MCC Date: **07/03/23**

		INCIDENT	CLASSIFICATION		
	Level 1	Level 2	Level 3	Level 4	Level 5
Type/location of incident	- Car park - Shoulder	Vehicle in traffic lane	- Minor crash (no injuries) - Minor debries - Significant congestion on public road	- Serious crash - Injuries - Debris - Fire	- Major injuries crash - Fatality - Hazmat - Debris - Fire
Estimated duration	0 - 30mins	0 - 30 mins	30 - 60 mins	1 - 2 hrs	> 2 hrs
Typical responses	- Repair - Tow	- Tow - Traffic control	- Police - Traffic control - Tow - Clean up	- Police - Paramedics - Fire brigade - Traffic control - Tow truck - Clean up	- Police - Paramedics - Fire brigade - Hazmat - Coroner - Traffic control - Tow truck - Clean up
Communication to patrons in transit	Nil	Nil	- SMS / E-mail: Expect delays, take an extra break	statement: Serious traffic ncident near festival, significant delays expected, don't travel to	SMS, e-mail and social media statement: Major traffic incident near festival site, significant delays expected, don't travel to festival until further notice
Messaging on mobile and overhead VMS boards	Nil	Nil	avoid area if possible		Major traffic incident at Yelgun, significant delays expected, do not travel to Tweed Valley Way at Yelgun

CLIENT:

Secret Sounds

6/59 Centennial Circuit

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Byron Bay NSW 2481

PROJECT:

Traffic Guidance Schemes

Splendour in the Grass 2023

DRAWING TITLE:

PROJECT NUMBER:

DRAWING NUMBER:

J1240_TIMP1

1 of 2

J1240

Traffic Incident Management Plan Sheet

ORIGINAL SIZE:

REVISION:

А3

			TRAFFIC	NCIDENT MANAGEMENT PLAN (c	ontinued on next	page)				
					Performance		Performance crit	criteria		
Incident	Classification	Goals	Objectives	Procedures	Responders	Response and verification time	Response dispatch time	Total incident duration	Injury severity management	Queue length
Vehicle bogged in car park	Level 1	- Minimise congestion in car park	Quick identification of location of bogged vehicle Have tractor available and ready	Volunteer / staff member contacts venue manager over radio, who then directs the tractor operator	- First observer (staff/volunteer) - Venue manager - Tractor driver	< 5 mins	< 5 mins	< 15 mins	- NA	< 50m
Vehicle in traffic lane broken down (flat tyre, engine failure, etc)	Level 2	- Minimise traffic congestion	- Quick identification of location - Determine if vehicle can be pushed or needs to be towed - Minimise queue lengths	- First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated	- First observer staff - Traffic Control Manager - Tow vehicle if required	< 2 mins	< 2 mins	< 10 mins	- NA	< 300m
Patrons walking in vehicle travel lane	Level 1	- Avoid injury	- Quick response by first response staff	- First responders (security / traffic control) to verbally direct patrons to move off road - First responders to contact Traffic Control on radio to hold back vehicles - Police may need to be called if problem persists	- First response staff - Traffic Controller - Police (if needed)	< 2 mins	< 1 min	< 5 mins	- NA	< 100m
Vehicle in wrong traffic lane opposing traffic flow at Gate D	Level 1	- Avoid crash	- Quick response by traffic controller	- Traffic controllers to radio colleagues to hold back traffic until problem resolved	- Traffic controllers	< 5 sec	< 10 sec	< 30 sec	- NA	< 50m

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TRAFFIC INCIDENT MANAGEMENT PLAN (continued from previous page)

				_				Performance crit		
Incident	Classification	Goals	Objectives	Procedures	Responders	Response and verification time	Response dispatch time	Total incident duration	Injury severity management	Queue length
onflict between traffic controller and driver	Level 1	- Avoid physical confrontation - Minimise delays for through traffic	- Traffic controller to avoid verbal communication with drivers - Adequately manage affected traffic	- Traffic controller to communicate in calm voice with driver - Other traffic controllers at the site to control traffic if need be and call in security guard if needed	- Traffic controllers	< 5 sec	< 10 sec	< 15 sec	- NA	< 50m
ongestion emanating from site	Level 3	- Queue not to grow onto Motorway	- Public road queue growth to be limited to Tweed Valley Way and Brunswick Valley Way	- Traffic Control Manager to deploy staff to Link Road roundabout - Traffic Control Manager to instruct Gate C and Gate D staff to give Northbound Tweed Valley Way traffic preference over Southbound traffic - Traffic Control Manager to instruct roundabout traffic controllers to give Link Road traffic preference over all other traffic - Traffic Control Manager to direct change on VMS boards to warn for congestion ahead - Festival Traffic Manager to work with festival staff to resolve cause of congestion and minimise queue spill onto Tweed Valley Way	- Traffic controllers - Traffic Control Manager - Festival Traffic Manager	< 2 mins	< 5 mins	- Unknown, depends on time of day and severity of congestion		- Not to extend o Pacific Motorway
ehicle crash no injury	Level 3	- Minimise congestion	- Quick response and verification - Quick assessment of damage - Quick removal of vehicle from traffic lane	 First responder staff to determine pushing or towing is appropriate Traffic Control Manager notified by radio to send out crew Crew to manage traffic around incident Police to be notified of incident Tow vehicle directed if needed Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated Roadway to be cleared of any debris by traffic control staff Traffic control vehicle to remain present on road shoulder until road shoulder is clear of affected vehicles and people 	- First response staff - Traffic Control Manager - Traffic controllers - Police - Tow truck	< 1 min	< 2 mins	< 30 mins	- NA	- Queue lengths be minimised, no queuing on Pacifi Motorway
√ehicle crash minor injury	Level 4	- Minimise injury severity - Minimise congestion	- Quick response and verification - Quick assessment of medical - Quick assessment of damage - Quick reinstatement of normal traffic conditions	- Suitably qualified person to determine if first aid is sufficient or paramedics are required Paramedics to be called in if needed First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Crew to manage traffic around incident - Police to be notified of incident - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated - Roadway to be cleared of any debris by traffic control staff - Traffic control vehicle to remain present on road shoulder until road shoulder is clear of affected vehicles and people	- First response staff - Traffic Control Manager - Traffic controllers - Paramedics - Police - Tow truck	< 1 min	< 2 mins	< 2 hrs	- Minimal worsening of injury following incident	- Queue lengths be minimised, no queuing on Pacifi Motorway
ehicle crash serious injury / fataliy	Level 5	- Minimise injury severity - Minimise congestion	- Quick response and verification - Quick assessment of medical - Quick assessment of damage - Quick reinstatement of normal traffic conditions	 Paramedics to be called in. First responder staff to determine pushing or towing is appropriate Traffic Control Manager notified by radio to send out crew Crew to manage traffic around incident Police to be called in to take control of scene Tow vehicle directed if needed Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated Roadway to be cleared of any debris by traffic control staff Traffic control vehicle to remain present on road shoulder until road shoulder is clear of affected vehicles and people 	- First response staff - Traffic Control Manager - Traffic controllers - Paramedics - Police - Tow truck	< 1 min	< 2 mins	- Unknown	- Minimal worsening of injury following incident	- Queue lengths be minimised, no queuing on Pacif Motorway
ruck roll over on Link Road roundabout	Level 5	- Minimise congestion - Minimise environmental impact	- Quick response and verification - Quick assessment of medical - Quick assessment of damage - Quick reinstatement of normal traffic conditions	 Traffic Control Manager notified by radio to send out crew Paramedics to be called in if needed. Crew to manage traffic around incident Police to be deployed to take control of situation Recovery vehicle to be sent out Hazmat to be sent out if needed Cleaning crew to be sent out Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated Roadway to be cleared of any debris by traffic control staff 	- First response staff - Traffic Control Manager - Traffic controllers - Paramedics - Police - Recovery vehicle - Hazmat	< 2 mins	< 2 mins	- Unknown	- Minimal worsening of any injuries following event and effective injury treatment	- Queue lengths be minimised, no queuing on Pacifi Motorway
Severe weather (rain, hail, fog, lightning	Level 3	- Minimise likelihood of crash - Minimise congestion	- Reduce amount of patron traffic in the traffic flow	- Festival Traffic Manager to direct festival communications staff to ssue communications to patrons to not travel to site until weather has cleared - Traffic Control Manager to place VMS trucks in suitable locations instructing road users to slow down - Traffic Control Manager to put crew in place if needed to manage congestion and queuing resulting from severe weather event	- Festival Traffic Manager - Traffic Control Manager	< 10 mins	< 10 mins	- Duration of severe weather event		- Queue lengths be minimised, no queuing on Pacifi Motorway
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Date: **07/03/23**

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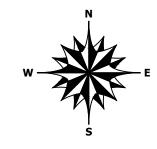
PROJECT:
Traffic Guidance Schemes
Splendour in the Grass 2023

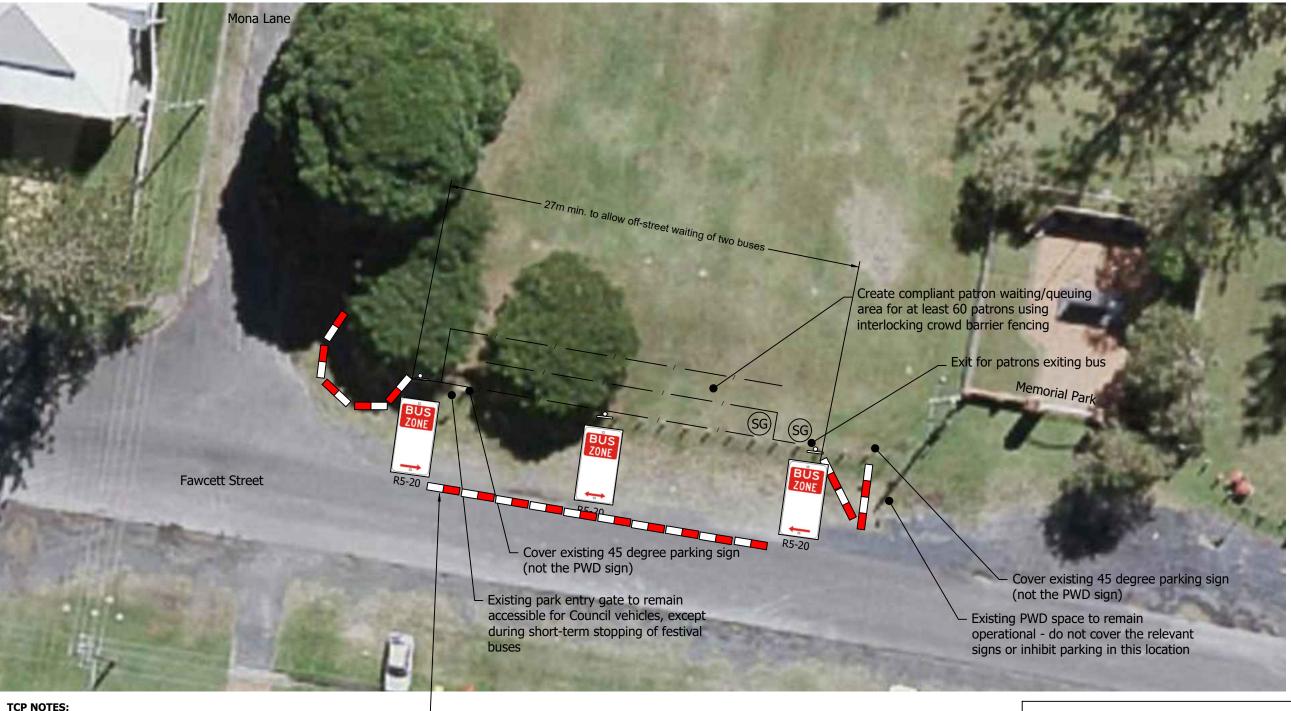
	PROJECT NUMBER: J1240	ORIGINAL SIZE: A3
e	DRAWING NUMBER:	REVISION:

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DRAWING NUMB

J1240_TIMP2





- These Traffic Guidance Scheme (TGS) is to be read in conjunction with the Traffic Management Plan (TMP) for the
- temporary bus bay.

 2. These TGS is only valid from 19 24 July 2023.

 3. These TGS is to be implemented only by TfNSW certified traffic control contractors.
- 4. Installation of signs, barriers and other traffic control devices shall be in accordance with the AS1742 series and the RTA Traffic Control at Work Sites version 4.0.

BRUNSWICK BUS BAY LAYOUT

Source of aerial image: NSW Planning Portal 2019

Install plastic safety barriers (not water filled) along edge of seal to prevent cars from parking in bus bay. Barriers to be marked with "not a safety barrier" markings

KEY:



Plastic road safety barrier, not filled with water, but marked reflectorised sticker stating: "not a safety barrier"



Security guard



Barrier fencing Traffic control sign



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