

Version 3.1
3/03/2022

Construction Traffic and Pedestrian Management Plan

Job Site Hawkesbury Centre of Excellence

RICHARD CROOKES

CONSTRUCTIONS



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About This Project

Background:

This CTPMP relates to SSD-15001460 for the development works at the Hawkesbury Centre of Excellence

Company responsible for Construction: Richard Crookes Construction®

Approved: TBC

Consent to Operate from: TBC

Consent to Lapse on: TBC

Location:

The Work Site is located at Hawkesbury Centre of Excellence



Figure 1 – Location of Work Site



Figure 2 – Location of Work Site

Purpose:

The Purpose of this report is to satisfy the TfNSW and NSW Government Department of Planning and Environment requirements and describe how Richard Crookes Construction® proposes to manage traffic and pedestrian movements safely whilst carrying out their respective activities.

Objectives:

The key objectives of this CTPMP are:

- To satisfy TfNSW and NSW Government Department of Planning and Environment conditions related to Traffic, Transport and Access.
- To ensure no one is injured on the project and there is no property damage.
- To maximize the value and outcomes of traffic monitoring activities.
- To actively monitor traffic impacts related to the construction works so that information can be applied to the planning and implementation of traffic control plans.
- To minimise delays to traffic and consider the needs of all road users.
- Ensure compliance with relevant specifications and the TfNSW's – 'Traffic Control at Work Sites' Manual Version 6.

Condition Satisfaction Table:

Condition	Section Reference
<p>B15. The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:</p> <p>(a) be prepared by a suitably qualified and experienced person(s); (b) be prepared in consultation with Council and TfNSW; (c) detail: (i) measures to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services; (ii) measures to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs; (iii) heavy vehicle routes, access and parking arrangements; (iv) the swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, in accordance with the latest version of AS 2890.2; and (v) arrangements to ensure that construction vehicles enter and leave the site in a forward direction unless in specific exceptional circumstances under the supervision of accredited traffic controller(s).</p>	<p>(a) P21 (b) P18 (c) (i) P5, P15, P17, P22 (ii) P15, P17, P18, P22 (iii) P6, P7, P8, P9, P10, P22, P24, P25, P26, P27, (iv) P24, P25, P26, P27, P28 (v) P23, P24, P25, P26, P27, P28</p>
<p>B21. A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:</p> <p>(a) minimise the impacts of earthworks and construction on the local and regional road network; (b) minimise conflicts with other road users; (c) minimise road traffic noise; and (d) ensure truck drivers use specified routes.</p>	<p>(a) P18 (b) P18 (c) P18 (d) P18</p>

Construction

Construction Activities:

Stage 1: Site Establishment (2 weeks)

Stage 2: Substructure (3 months)

Stage 3: Structure (3 months)

Stage 4: Roofing and Façade (2 months)

Stage 5: Finishes and Services (2 months)

Stage 6: Landscaping and Completion (1 month)

Stage 7: Site Demobilisation (2 weeks)

Working Hours:

Monday – Friday: 7am – 6pm

Saturday: 8am – 1pm

No work is permitted on Sundays or Public Holidays

No Heavy Vehicle (Semi-Trailers, Low Loaders or Truck and Dog) access during school zone hours (8am – 9:30am, 2:30pm – 4pm, Monday – Friday)

Work Zones:

There will be no Work Zones in place for this project. Works will be conducted from the confines of the site during construction. Prior to the commencement of construction works, for occupation of any part of the footpath or road carrying out work, storage of building materials and the like, an application for a Road Occupancy Permit must be submitted to the relevant authority. A Road Occupancy Licence must be obtained from the relevant road authority for any works that impact on traffic flows during construction activities.

Access/Egress of Vehicles:

Vehicles will move in and out of the site in a forward direction. A speed limit of 5km/h will be maintained at all times whilst within the site area. Advanced warning and directional signage will be placed upon entry and exit of the construction site. The signage will guide drivers to the construction site.

The vehicles' movement will be carried out taking into consideration the surrounding building and roads. Mitigation measures will be put in place and a traffic control plan has been developed to ameliorate conditions.

All exiting trucks will be loaded to their prescribed weight limits. All trucks will be covered by tarpaulin or like prior to exiting the site as required. All vehicles leaving the site must be free of mud or any other debris. The Site manager is responsible for all vehicles accessing and egressing the site. At points of vehicle egress the driver will ensure vehicles give way to pedestrians and cyclists before exiting.

During times of Access and Egress, certified RMS accredited Traffic Controllers will be on site.

This CTPMP and all plans associated with it will be given to all drivers visiting the site prior to arrival.

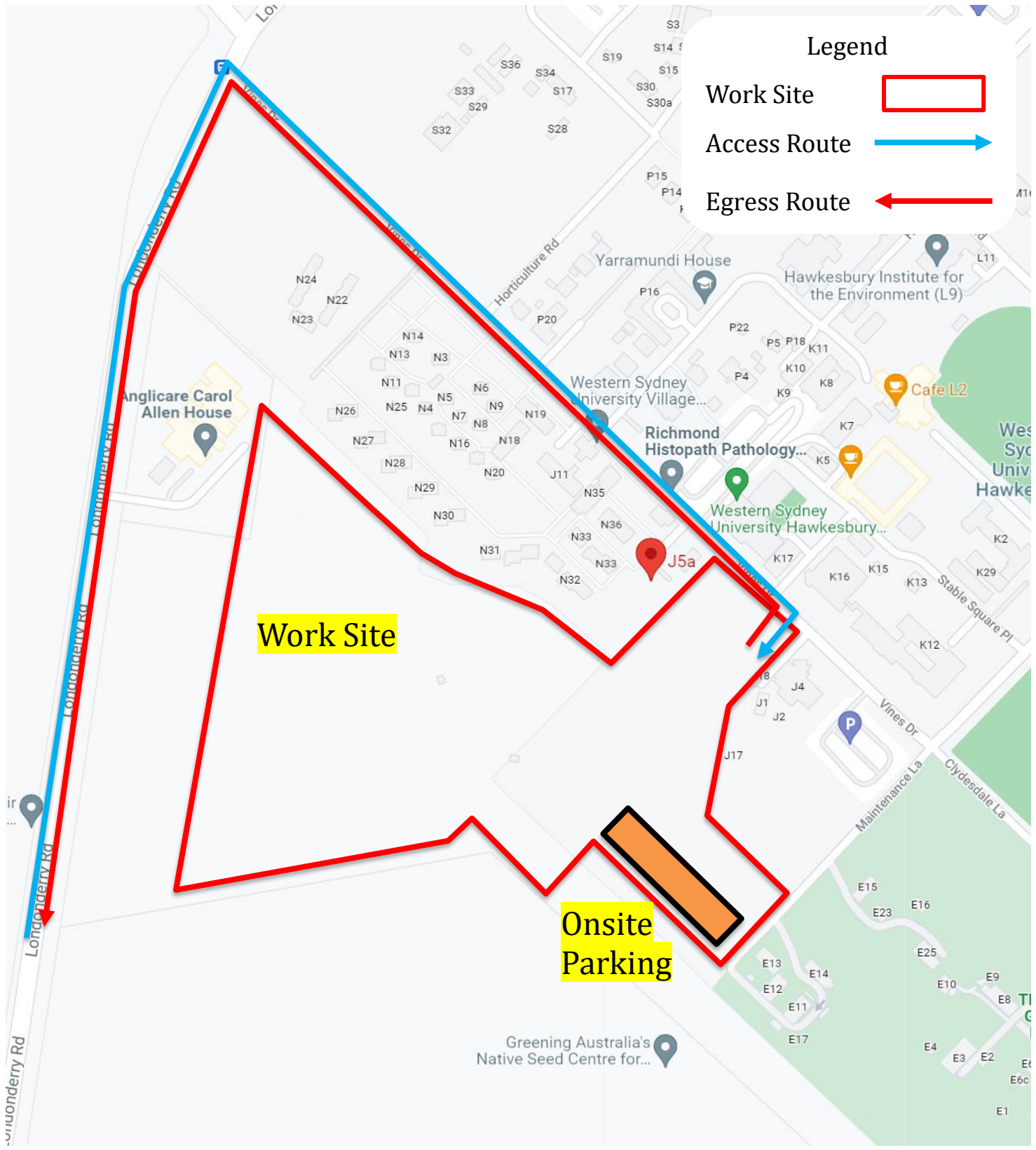


Figure 3 – Main Access Route

Access Routes:

Access to the site will take place at one location. This will be from the Western end of Vines Drive as seen below.

Vehicles accessing the site will use State roads unless otherwise stated in this document.

1. Vehicles will approach the site using the Access routes outlined in this document.
2. Vehicles accessing the site using either the Eastern, Southern or Western Access Routes below.
3. Vehicles accessing the site will do so as shown below, moving in a forward direction.
4. Certified traffic controllers will be on site to assist with significant vehicle movements to the site.

Eastern Access:

171-163 Macquarie St

Windsor NSW 2756

↑ Head south-west on Macquarie St/A9 towards Brabyn St

4.1 km

↻ At the roundabout, take the 2nd exit onto Blacktown Rd

1.0 km

← Turn left onto The Driftway

3.9 km

↪ Turn right onto Londonderry Rd

1.4 km

↪ Turn right onto Vines Dr

550 m

J5a

Richmond NSW 2753

Western Access:

9 Bells Line of Rd

North Richmond NSW 2754

↑ Head south-east on Bells Line of Rd/B59

950 m

↪ Turn right onto Old Kurrajong Rd

240 m

↑ Continue onto Yarramundi Ln

400 m

← Turn left onto Inalls Ln

1.4 km

↑ Continue onto Southee Rd

1.3 km

↪ Turn right onto Londonderry Rd

35 m

← Turn left onto Vines Dr

550 m

J5a

Richmond NSW 2753

Southern Access:

794-810 The Northern Rd

Llandilo NSW 2747

↑ Head north on The Northern Rd/A9 towards Fourth Ave

350 m

↻ At the roundabout, take the 2nd exit onto Londonderry Rd

4.8 km

↑ Continue straight to stay on Londonderry Rd

4.2 km

↪ Turn right onto Vines Dr

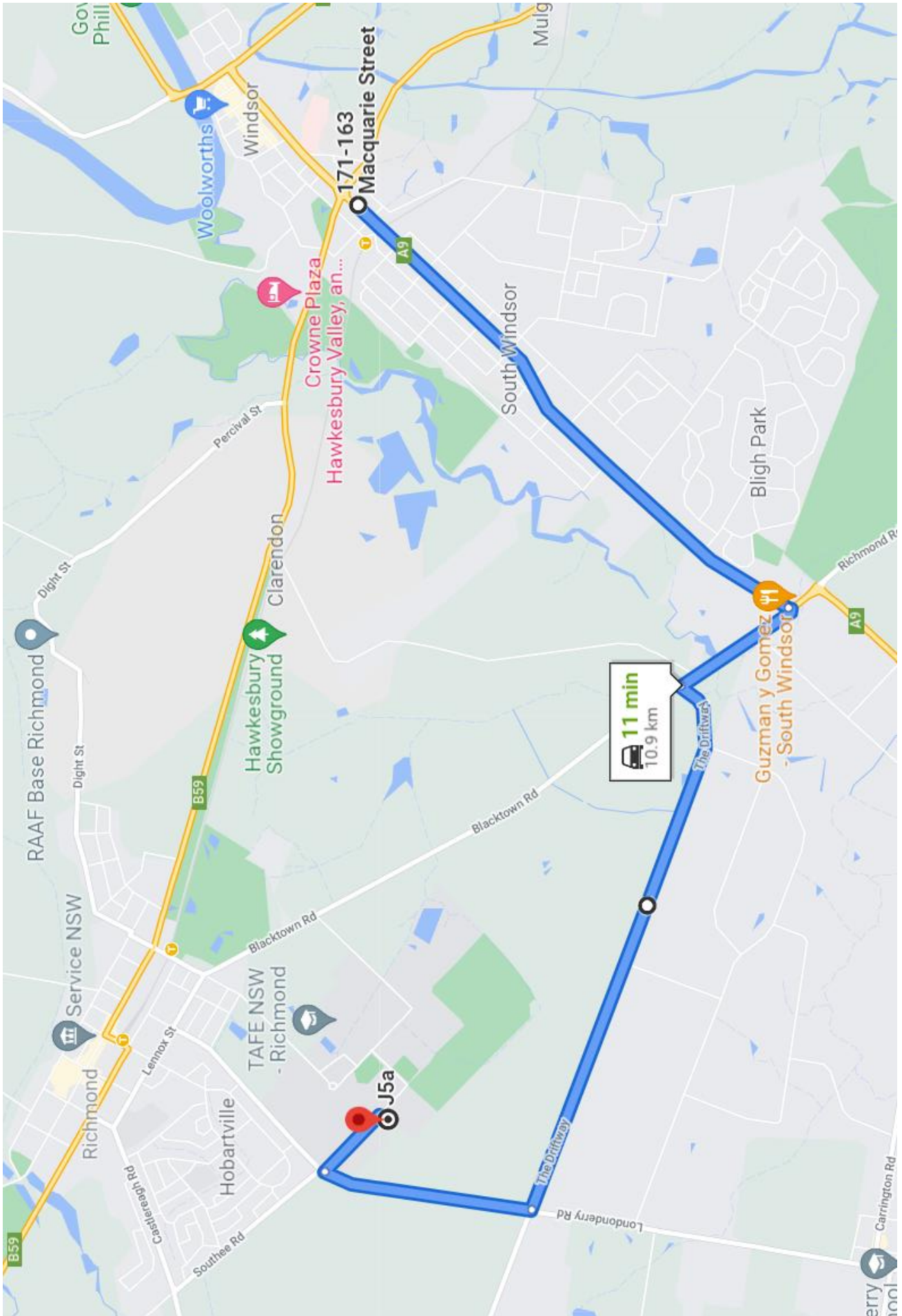
550 m

J5a

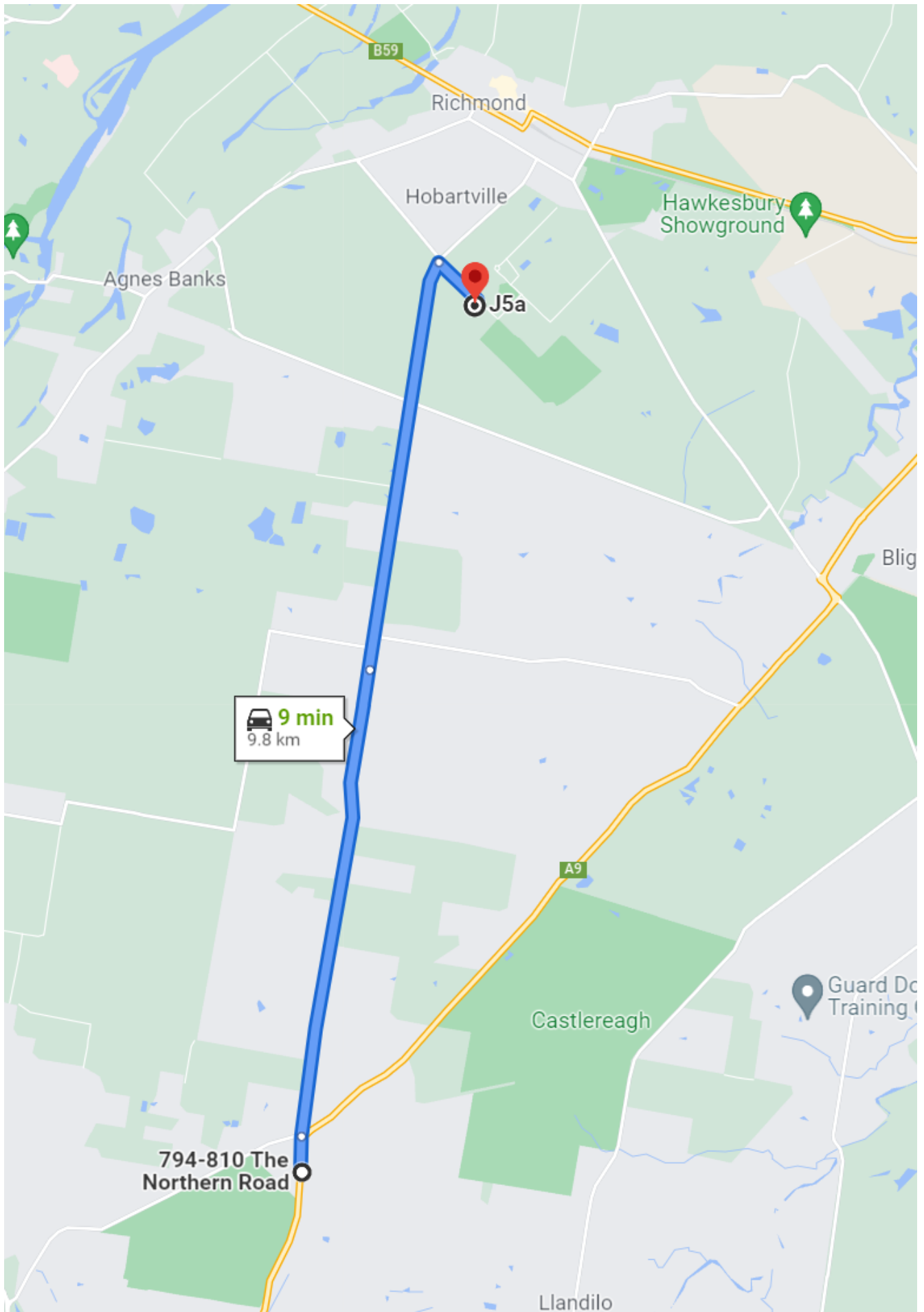
Richmond NSW 2753



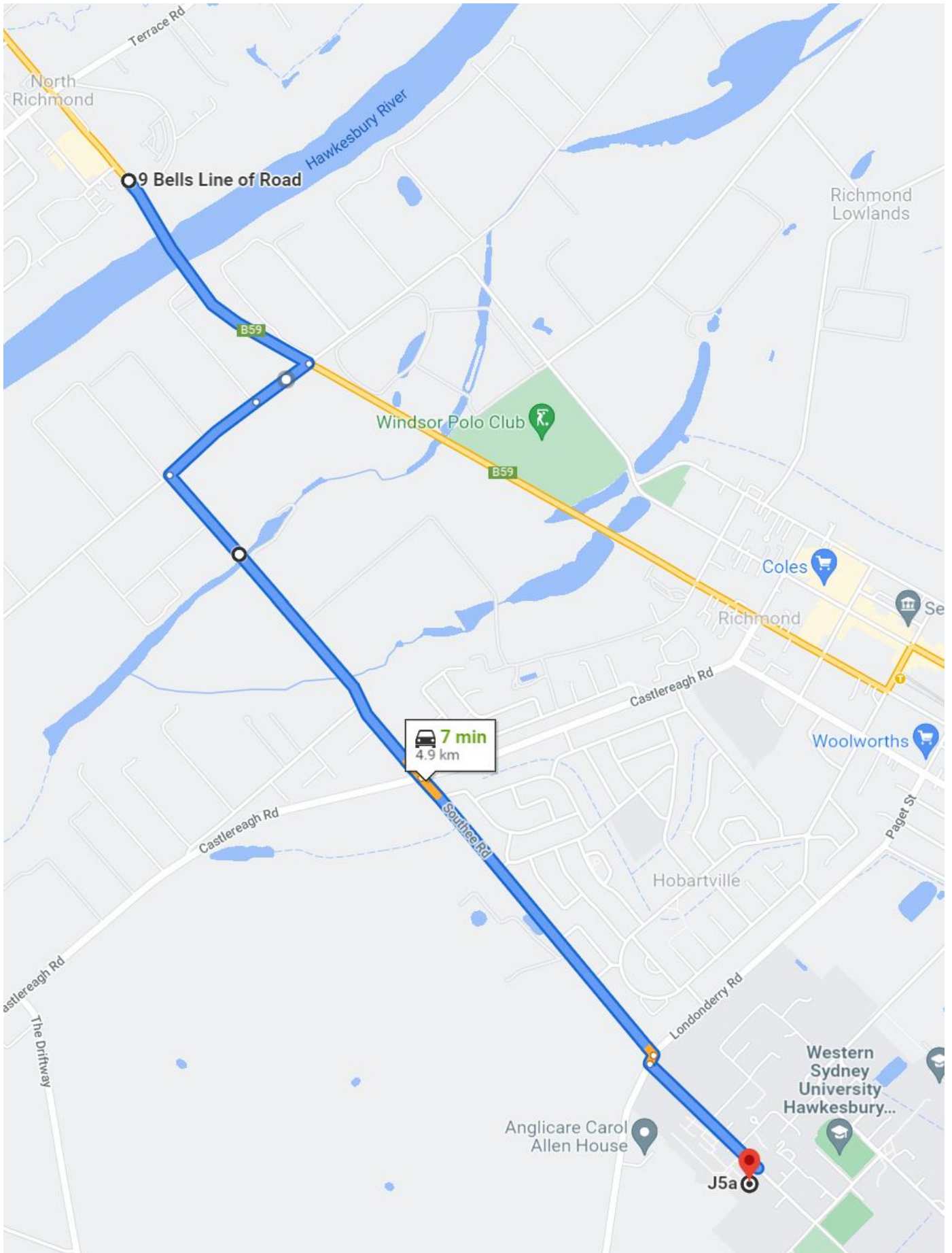
Eastern Access



Southern Access



Western Access



Egress Routes:

Exiting trucks will be loaded to their prescribed weight limits. All trucks will be covered by tarpaulin or like prior to exiting the site as required and will exit the site on the following basis:

Egress from the site will be from one location as with the access point – Western end of Vines Drive as seen below.

1. Vehicles will exit the site using caution and are to give way to pedestrians, cyclists or vehicles already on the road.
2. Vehicles exiting the site will follow either the Eastern, Southern or Western egress routes below.
3. Vehicles exiting the site will do so as shown below, moving in a forward direction.

Eastern Egress:

J5a
Richmond NSW 2753

↑ Head north-west on Vines Dr towards Yarramundi Rd
550 m

↶ Turn left onto Londonderry Rd
1.4 km

↶ Turn left onto The Driftway
3.9 km

↷ Turn right onto Blacktown Rd
900 m

↶ Turn left onto George St/A9
120 m

↑ Continue straight to stay on George St/A9
3.7 km

204 Macquarie St
South Windsor NSW 2756

Western Egress:

J5a
Richmond NSW 2753

↑ Head north-west on Vines Dr towards Yarramundi Rd
550 m

↷ Turn right onto Londonderry Rd
35 m

↶ Turn left onto Southee Rd
1.3 km

↑ Continue straight onto Inalls Ln
1.4 km

↷ Turn right onto Yarramundi Ln
400 m

↑ Continue onto Old Kurrajong Rd
200 m

↶ Turn left onto Bells Line of Rd/B59
950 m

9 Bells Line of Rd
North Richmond NSW 2754

Southern Egress:

J5a
Richmond NSW 2753

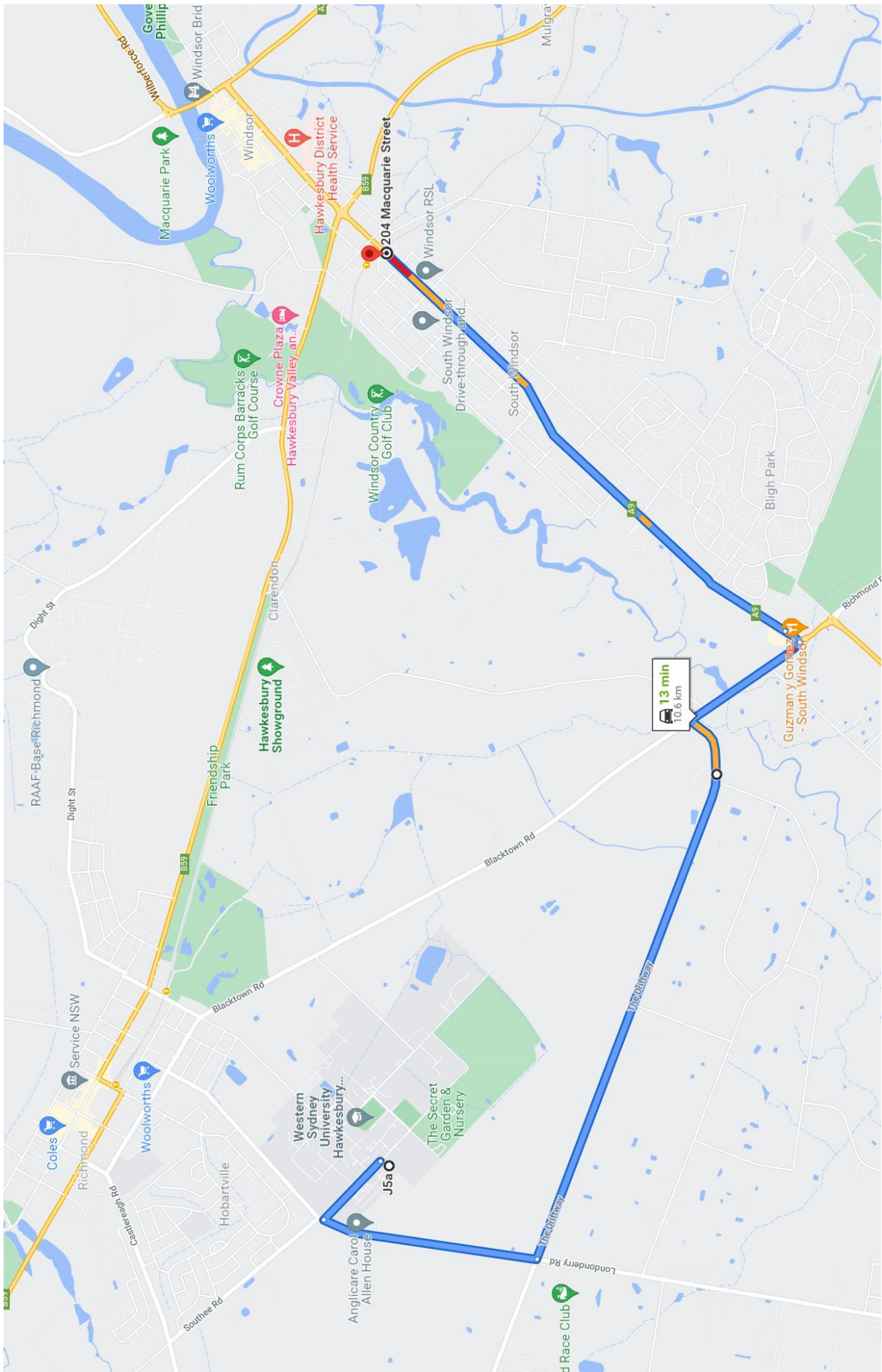
↑ Head north-west on Vines Dr towards Yarramundi Rd
550 m

↶ Turn left onto Londonderry Rd
8.9 km

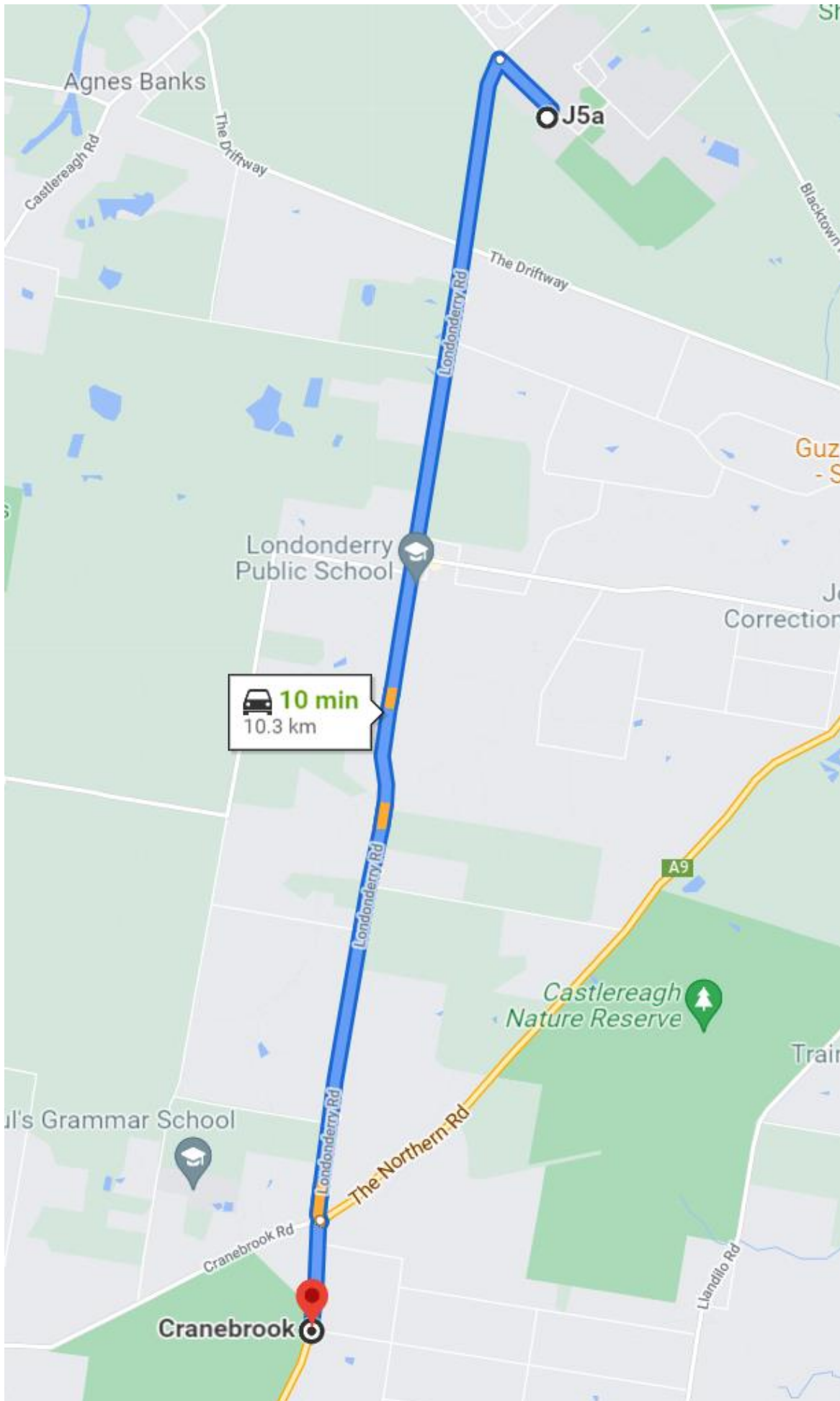
↻ At the roundabout, take the 2nd exit onto The Northern Rd/A9
850 m

Cranebrook
New South Wales 2749

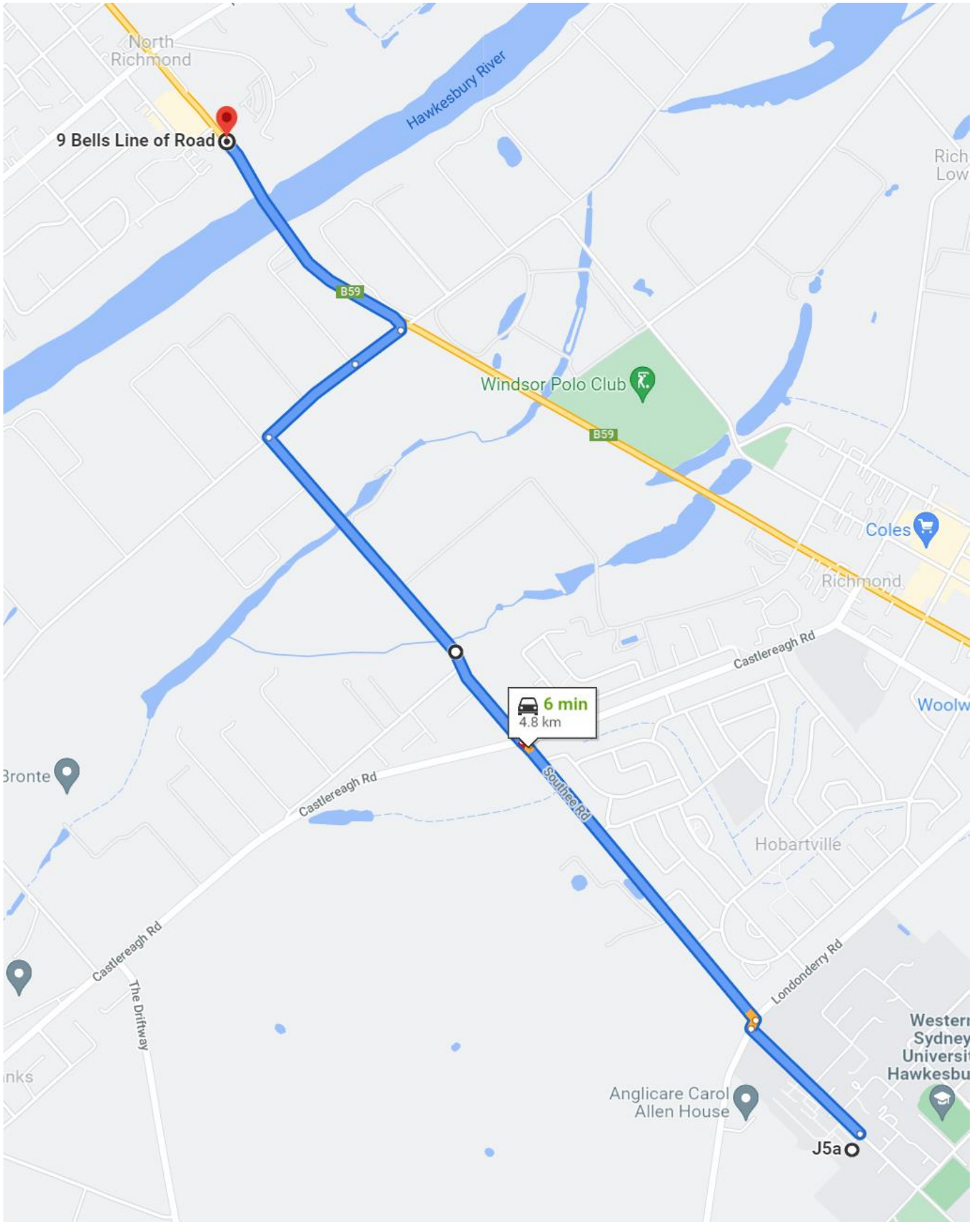
Eastern Egress



Southern Egress



Western Egress

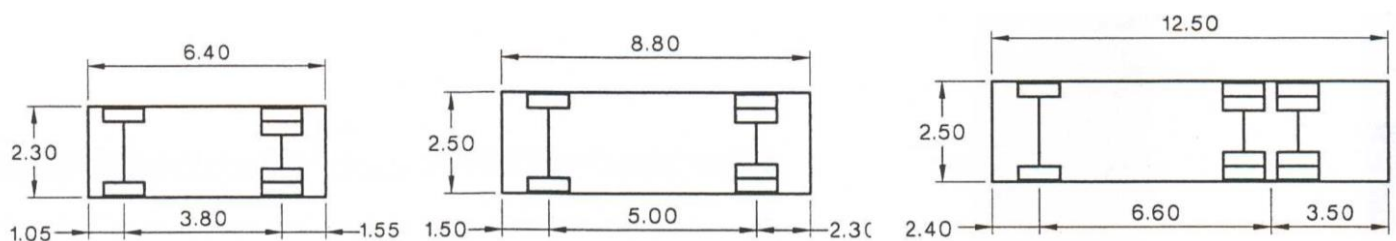


Transport Vehicles:

Richard Crookes Construction® will have an active and ongoing involvement in the management and monitoring of works during the construction phase. They will ensure, as previously mentioned, that no vehicle will make deliveries outside NSW Government Department of Planning and Environment approved DA times as well as that all delivery vehicles will arrive at pre-arranged times to the site. All vehicles approaching the work site will adhere to the road rules and observe any signage in place. At all times access to bike and footpaths will remain unobstructed and consultation with local residents will be ongoing.

Loading and unloading of vehicles will be done onsite within the property boundaries. There will be a combination of small rigid vehicles (SRV's 6.4m), medium rigid vehicles (MRV's 8.8m), Heavy Rigid Vehicles (HRV's 12.5m) and Bulk Excavation/Block Delivery vehicles (AV's 19m) accessing and egressing from the site. The largest vehicle accessing and egressing the site will be an AV.

Oversized vehicles using local roads require approval from the National Heavy Vehicle Regulator (NHVR). The Applicant must submit an application for an Oversize Vehicle Access Permit through NHVR's Portal prior to driving oversize vehicles through local roads within the Hawkesbury City local government area.



(a) Small rigid vehicle
Clearance height 3.50
Design turning radius 7.1

(b) Medium rigid vehicle
Clearance height 4.50
Design turning radius 10.0

(c) Heavy rigid vehicle
Clearance height 4.50
Design turning radius 12.5

<u>Stage</u>	<u>Movements at peak</u>	<u>Range of vehicles during stage</u>	<u>Largest Vehicle</u>
Site Establishment	2-6/day	MRV, HRV	HRV
Substructure	8-12/day	MRV, HRV	HRV
Structure	25-30/day	MRV, HRV, AV	AV
Roofing and Façade	5-10/day	MRV, HRV, AV	AV
Finishes and Services	10-15/day	MRV, HRV, AV	AV
Landscaping and Completion	8-12/day	SRV, MRV, HRV	HRV
Site Demobilisation	2-6/day	MRV, HRV	HRV

Tower Cranes and Mobile Cranes:

No tower cranes will be on site. Mobile cranes will be used onsite as required.

Site Sheds, Removal and Storage of Rubbish or Spoil:

All waste/material will be collected on site in a position for easy access for both use on site and removal by trucks. As previously described, all removal trucks will have the load covered by tarpaulin or other means to secure the load.

Impacts and Management

Road/Lane Closures:

The proposed works will not require any road or lane closures.

Pedestrians and cyclists:

All works will take into consideration pedestrians and cyclists. Advanced warning signage will be in place to warn pedestrians of the entry and exiting of vehicles to and from the site.

Only authorised personnel will be permitted within the building site unless accompanied by site management if not inducted to the site. ATF Fencing will surround the shared boundary between the site and adjoining properties. A-class hoardings will be used on the street frontages. Whilst within the confines of the building site, all personnel will attire in correct PPE to ensure that they are visible to moving traffic.

No change to the footpaths/bike paths will be made, pedestrians will follow the pathways as normal, likewise for cyclists. Certified traffic controllers will be on site during times of vehicular movements and heavy loading.

Public Transport:

The works will not impact the local public transport network.

East Richmond Station is located approx. 2.7m from the site. Bus routes 677 run along Londonderry Road approx. 550m from the site.

Parking:

Contractors will be encouraged to use public transport and carpool where possible. Facilities will be provided on site for contractors to store tools to reduce the need to bring vehicles to site each day to carry their tools. Richard Crookes Construction® will provide onsite parking for the duration of the works.

Emergency Vehicles:

Emergency services will not be affected by the proposed works. If the case, any emergency vehicle required for the site will be given priority and will enter from either end of Vines Drive or Maintenance Lane.

Access to Properties and Noise:

The works will not affect access to properties, using pre-arranged arrival times will help to control disturbance (with the required ongoing consultation with residents). Regarding noise impacts Richard Crookes Construction® will keep all noise associated with the works to a minimum. Likewise, no noise will be made outside the approved hours for the site.

Disruption to Neighbours/Residents:

During each stage of work the disruption to residents will be minimised by using the routes highlighted in this CTPMP which aims to reduce travel distance through residential areas as well as eliminate movements through shopping and significant public areas. Disruption to neighbours will be minimised by using pre-arranged arrival times for construction vehicles, ensuring no construction vehicles are illegally parked on Council/RMS roads and by conducting a letterbox drop to affected neighbours if any out of hours or disruptive works are required.

Drivers' Code of Conduct:

The below detail the site-specific code of conduct for construction vehicle drivers in addition to the general code of conduct (provisioned by the drivers PCBU) applicable to the vehicle used:

- Be inducted to the site and follow site specific requirements covered in the site induction, toolbox talks, SWMS and pre-start meetings.
- Drivers will strictly adhere to the speed limits both outside and within the site. Speed limits inside the site are generally limited to 5km/h unless otherwise specified and require a spotter in busy/high pedestrian activity areas.
- Drivers must follow their PCBU's fatigue management scheme and ensure this meets the arrival/departure times of Richard Crookes Construction® prior to arriving to site. If timings conflict, the driver must negotiate with Richard Crookes Construction® to ensure a layover area is reserved for the incoming vehicles within the site.
- Compression breaking is to be kept to a minimum whilst within residential areas to minimise the creation of excessive noise that could disturb residents/neighbours.
- Vehicle noise will be kept to a minimum by turning vehicle engines off whilst stationary. Vehicles are not to stay in idle for long periods of time.
- All trucks are to be covered by tarpaulin or like prior to exiting the site. All vehicles leaving the site are to be free of mud or any other debris. Wheel wash facilities are to be used prior to leaving the site.
- Drivers will only use the approved access/egress routes identified within this CTPMP.
- Vehicles are not to park illegally on any RMS or council roads. Whilst within the site area they will be parked wholly within the work zone or site.
- Drivers must follow the instruction of traffic controllers for access/egress movements to the site.
- Ensure vehicles are wholly contained within the work zone and vehicles come to a complete stop before exiting the vehicle or beginning and loading/unloading.
- Heavy Vehicle Access to not occur during school zone hours.
- Drivers to remain within vehicle until within the site and parked in a secure location out of internal access/egress routes.

Council/Third Party Consultation:

Richard Crookes Construction® where required as part of Condition A8 will consult with relevant parties prior to the initiation of the project and revert consultation details, outcomes of matters resolved and unresolved as well as any disagreements back to council.

Tree Protection:

There are Tree protection zones indicated on this site (Refer to Arborist report).

Environmental:

A range of measures will be in place to manage and minimise any possible impact on the environment in regards to dust control and air emissions. Such measures will include, but not limited to:

- Containment and removal of any hazardous material in accordance with EPA regulations.
- Inclusion of wash down bays or shaker rams.
- Regular cleaning of streets.
- Erosion and Sediment control to perimeter and access road.
- Wheel wash facilities for all vehicles entering and exiting the site.
- Speed limits will be reduced on site to reduce dust and exhaust emissions.
- Monitoring of air emissions throughout the construction process similarly, noise pollution will be minimised through a range of measures such as:
 - Control of noise at source where practicable (e.g. using screenings, shielding).
 - Use of noise suppression covers when plant and machinery in operation.
 - Use of electrically powered plant where possible.
 - Where possible, noisy plant equipment will be kept away from sensitive noise boundaries or alternatively within enclosures.
- Stockpiling of sand, soil and other material shall be stored clear of any drainage line or easement, tree protection zone, water bodies, footpath, kerb or road surface.

A contingency plan to manage any unpredicted impacts and their consequences, to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible can be referenced in the Richard Crookes Construction® CEMP.

Traffic Control Plan (TCP)

A TCP is defined in the TfNSW TCWS Manual Version 6 as a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary through a work site or temporary hazard. The proposed TCP is located in Appendix B.

Objectives:

The provision of a safe environment for road users and works staff is a key objective of Richard Crookes Construction®. The TCP was developed with the aim to:

- Warn drivers of changes to the usual road conditions.
- Inform drivers about changed conditions.
- Guide drivers through the work site.
- Ensure the safety for workers, motorists, pedestrians and cyclists.

Context:

The TCP's prepared were based on the principles and measures outlined in this CTPMP, which details the road safety and traffic principles, strategies and measures that will be applied to enable Richard Crookes Construction® to fulfil its obligations and the requirements of relevant authorities.

The TCP's were designed to address the following issues where applicable:

- Use of traffic control devices.
- Speed limit requirements.
- Provision of pedestrian traffic and their safety.
- Provision for cyclists and their safety.
- Provision for vehicle and plant movements.
- Parking restrictions and parking facilities.
- Provision for trade vehicles and plant movements.
- Informing all site personnel of any high-risk areas.
- Providing adequate signage within the construction site for access and egress.

Traffic Controllers:

Only certified traffic controllers will undertake this activity. The placement of signs will be done so by a qualified Implement TCP Holders as per the Australian Standards 1742.

TCP Monitoring and Reporting:

Specific measures for TCP reporting will be taken. These will include, but not be limited to the following:

- The traffic control plan will be numbered, and a register maintained as a part of the CTPMP.
- All traffic control devices and traffic control arrangements will be inspected daily to ensure the adequacy of such devices and arrangements as per the TfNSW TCWS Manual Version 6.
- Traffic management records and plans will be maintained as well as record/log.
- Richard Crookes Construction® may be required to provide records in the following event instances:
 - That a breach imposed by the NSW Police Service, on a motorist who does not comply with a regulatory sign is challenged in courts or,
 - In the event of an accident is alleged to have occurred when temporary traffic control is in place.
- Ongoing and frequent onsite reviews of traffic management setups and conditions will be reviewed with Richard Crookes Construction® for the duration of the project at (but not limited to):
 - The beginning of each new phase
 - The beginning of a new major activity (e.g. concrete pours, mobile crane usage etc)

Credentials:

The TCP was prepared by Dwayne Perera, TfNSW Prepare a Work Zone Traffic Management Plan Number 0052272006.

Traffic Control Signs and Devices:


Traffic control devices are an important tool for influencing the safety of road users, in particular where temporary traffic controls are implemented at work sites. During the construction of this project Richard Crookes Construction® will assess the warrant for traffic control devices in accordance with the relevant guides/standards such as: TfNSW TCWS Manual Version 6, Australian Standard – AS1742 Manual of uniform traffic control devices, and any relevant documents listed on the 'RMS Guide to Signs and Marketing reference list' to make sure that all the traffic control devices are installed and maintained correctly.

The provision of timely, clear and consistent messages to road users is essential. Richard Crookes Construction® will ensure all signs and devices installed during the construction of this project are:

- Assessed for use in accordance with the appropriate warrants.
- Manufactured in accordance with the requirements of the Australian Standards.
- Installed in accordance with the relevant guides and standards.
- Not contradictory to existing signs or markings.
- When unwarranted, covered or removed.
- Regularly maintained and repaired/replaced when damaged.

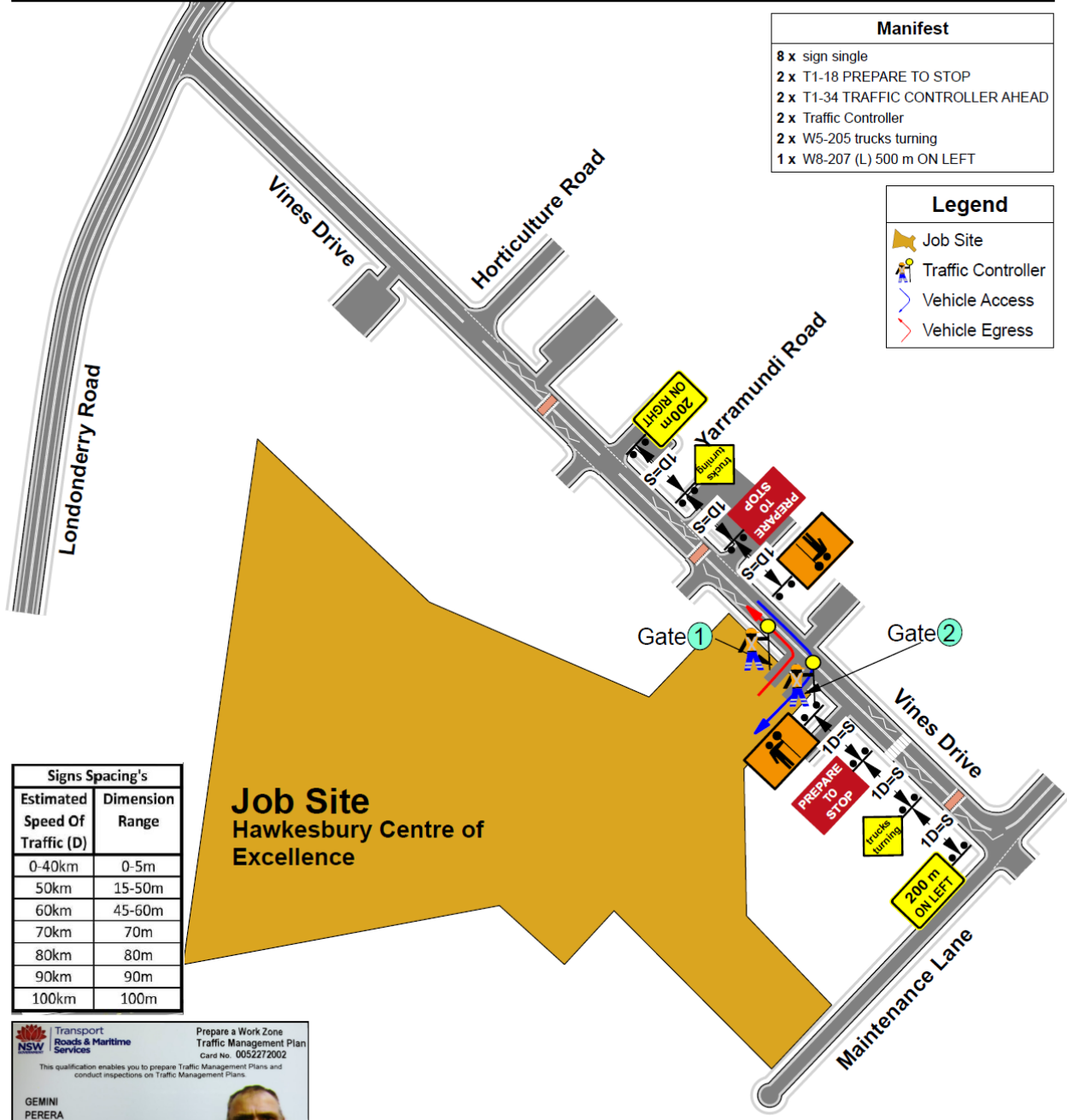
All signposting installed throughout the project will comply with the requirements outlined in the TfNSW TCWS Manual Version 6, AUSTRROADS Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices and the Relevant parts of Australian Standard 1742.

Appendix A TCP and Swept Paths:



Date: 28/01/2022 **Author:** Gemini Perera **Project:** Hawkesbury Centre of Excellence
Client: Richard Crookes Construction **Contact:** Kayan Tabbouche **Phone:** 0477 974 850

Comments:
 This plan was designed by Gemini Perera of Jim's Traffic Control - Hornsby in accordance with Australian Standards and the TfNSW's Traffic Control on Worksite Manual Version 6.0. The plan is designed for the safe access and egress of construction vehicles to and from the Hawkesbury Centre of Excellence. During work traffic and pedestrians will be intermittently stopped to allow truck movements. Certified Traffic Controllers will be on site to implement and monitor this TCP. If you have any question please contact Gemini Perera of Jims Traffic Control-Hornsby on 0400 350 182





Prepare a Work Zone Traffic Management Plan
 Card No. 0052272002

This qualification enables you to prepare Traffic Management Plans and conduct inspections on Traffic Management Plans.

GEMINI PERERA





Expiry Date:
24/01/2023

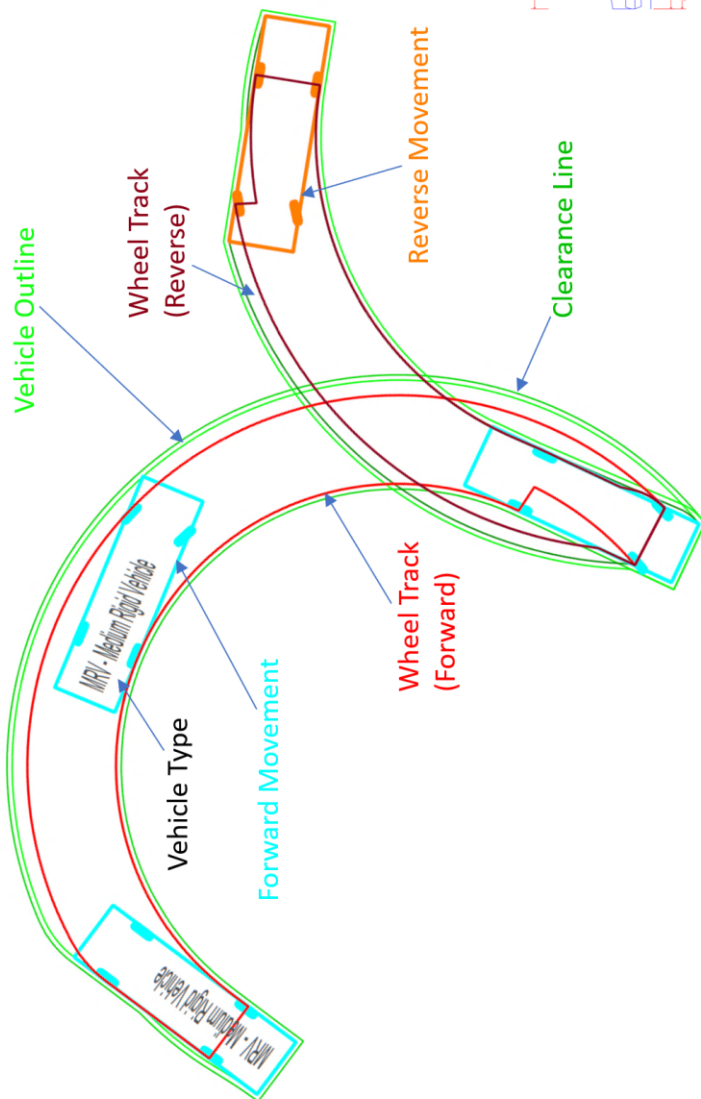


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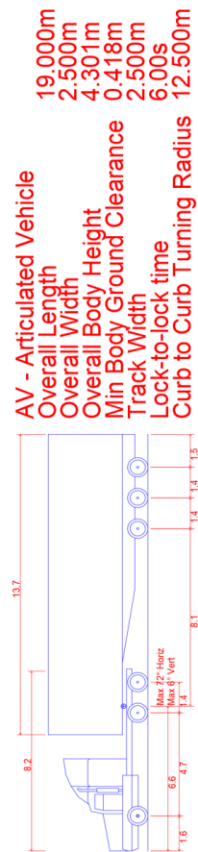
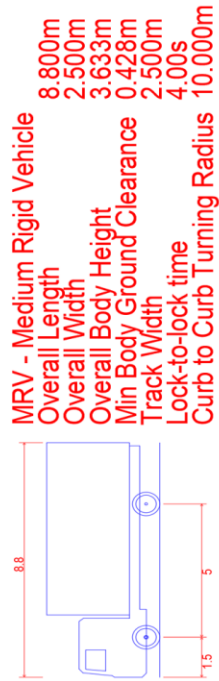
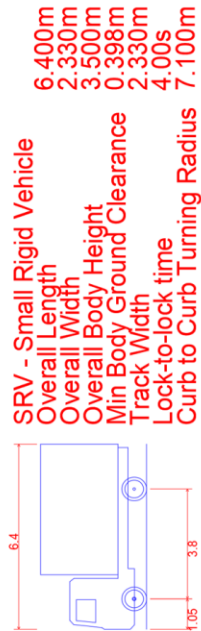
PLAN NOT TO SCALE

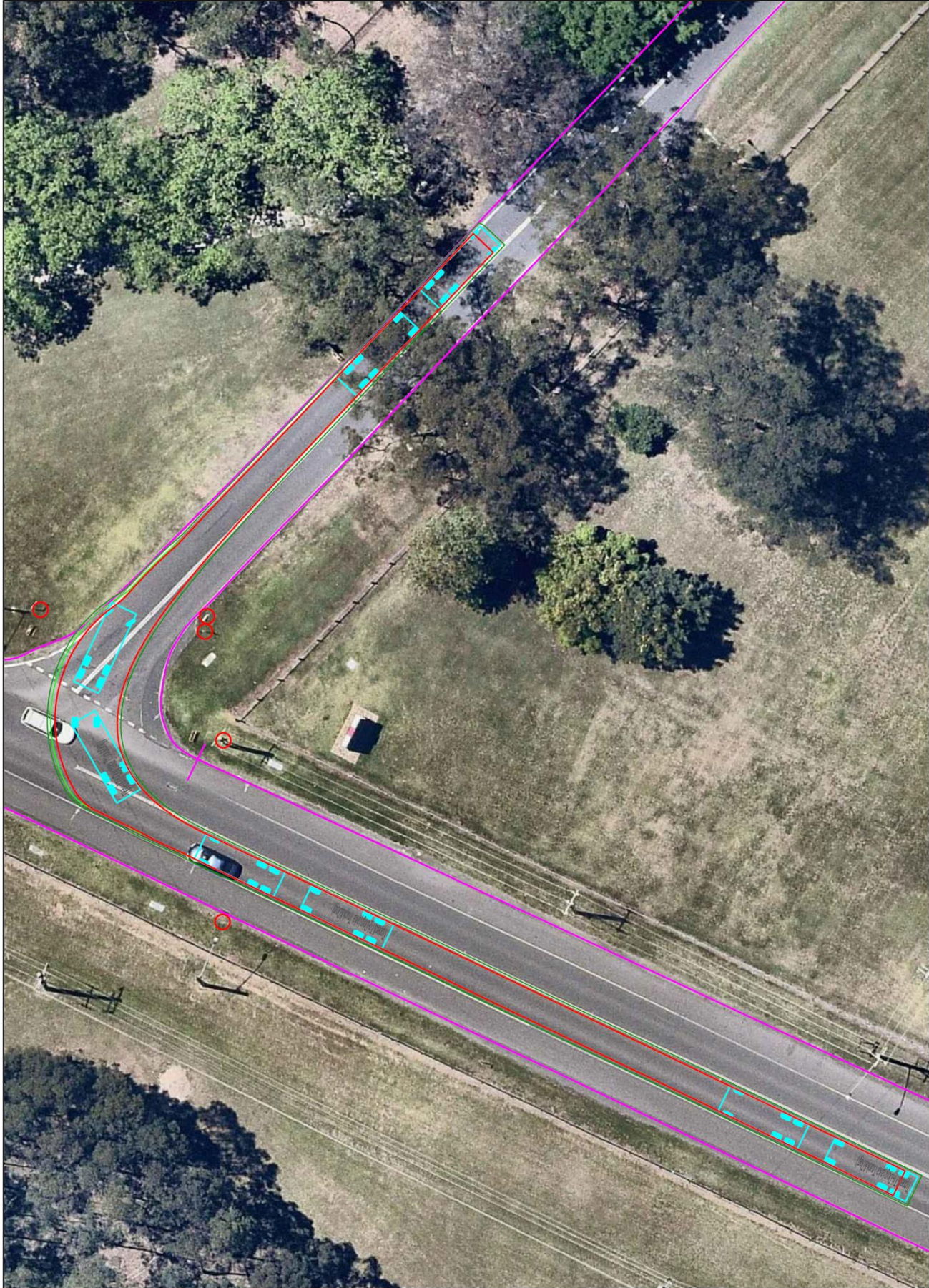
Swept Path Analysis Legend:

Road Boundary (boundary of the driveable road)	
Infrastructure Zone (exclusion zone for trees, power poles, traffic lights, barricades, fencing etc)	
Parking Zone (exclusion zone for legal street parking)	
Site Boundary	



NOTE: Infrastructure and Parking Zones marked according to the significance of the vehicle path (i.e. they are marked if potentially impacted)





Hawkesbury Centre of Excellence
Swept Path Diagram

Londonderry Road, Turn Right onto Vines Drive

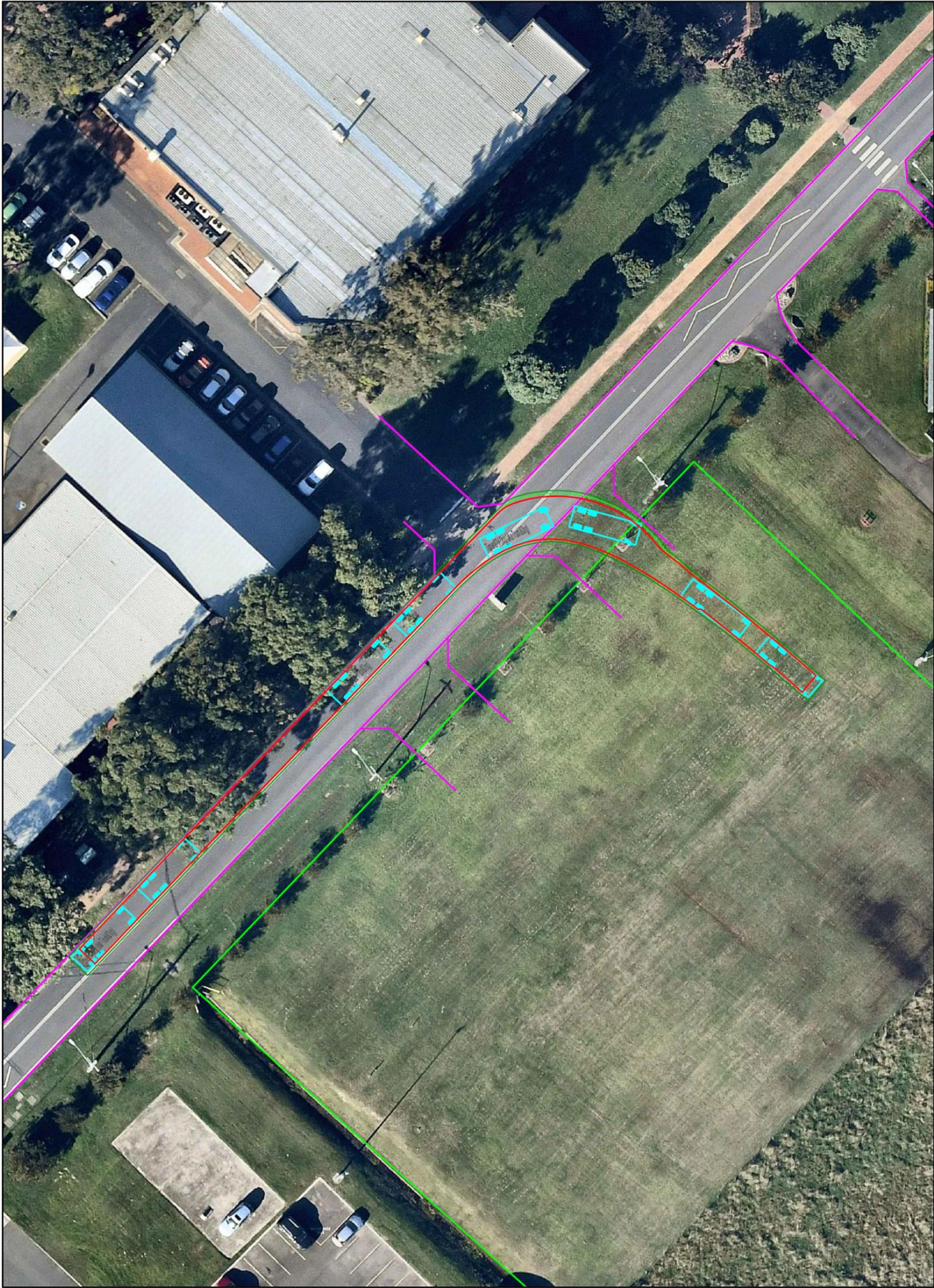
19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)

Scale 1:500 @ A4

Plan Prepared by Jim's Traffic Control (Hornsby)

Date 02/02/2022

Sheet 01



Hawkesbury Centre of Excellence

Swept Path Diagram

Vines Drive, Turn Right onto Hawkesbury Centre of Excellence

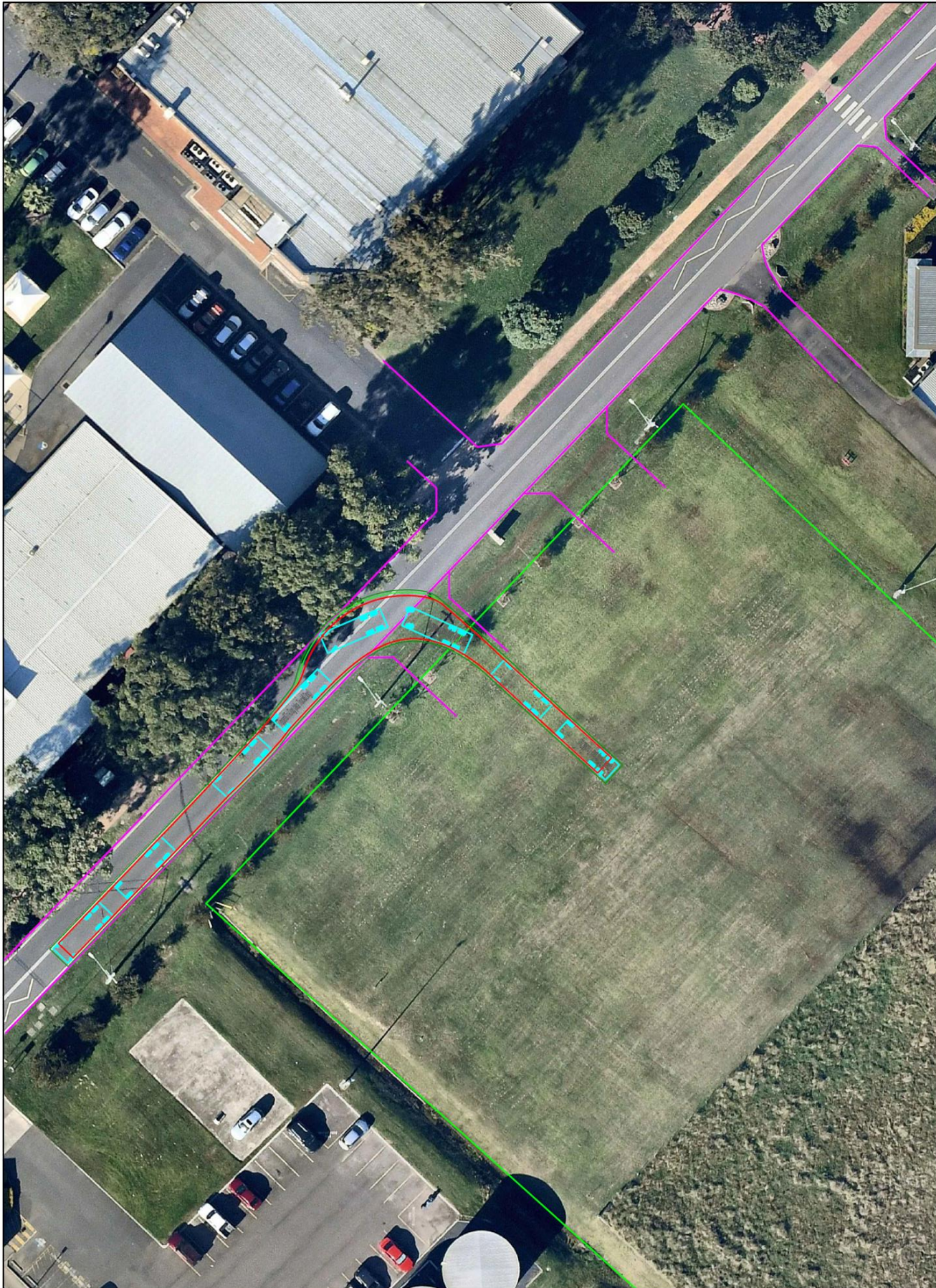
19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)

Scale 1:500 @ A4

Plan Prepared by Jim's Traffic Control (Hornsby)

Date 02/02/2022

Sheet 02



Hawkesbury Centre of Excellence
 Swept Path Diagram
 Hawkesbury Centre of Excellence, Turn Left onto Vines Drive
 19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)

Scale 1:500 @ A4

Plan Prepared by Jim's Traffic Control (Hornsby)

Date 02/02/2022

Sheet 03



Scale 1:500 @ A4
 Plan Prepared by Jim's Traffic Control (Hornsby)
 Date 02/02/2022

Hawkesbury Centre of Excellence
 Swept Path Diagram
 Vines Drive, Turn Left onto Londonderry Road
 19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)

Appendix C RMS Road Limits and Special Signage:

5



■ LIGHT TRAFFIC ROADS

You must not use any road with a load limit sign if the total weight of your vehicle is the same as, or heavier than, the weight shown on the sign.

You may use a light traffic road when that road is your destination for a pick-up or delivery and there is no alternative route.

■ LOAD LIMIT SIGN

You must not drive past a BRIDGE LOAD LIMIT (GROSS MASS) sign or GROSS LOAD LIMIT sign if the total of the gross mass (in tonnes) of your vehicle, and any vehicle connected to it, is more than the gross mass indicated in the sign.



■ NO TRUCKS SIGN

Drivers of long or heavy vehicles except buses must not drive past a NO TRUCK sign unless the vehicle is equal to or less than the mass or length specified on the sign.

When the sign does not provide detailed information, no truck (ie GVM greater than 4.5 tonnes) is permitted to drive past the sign, unless the drivers' destination lies beyond the sign and it is the only route.



■ TRUCKS MUST ENTER SIGN

Heavy vehicle drivers must enter the area indicated by information on or with this sign.

■ WHERE HEAVY VEHICLES CAN STAND OR PARK

Heavy vehicles (GVM of 4.5 tonnes or more) or long vehicles (7.5 metres long or longer) must not stop on a length of road outside a built up area, except on the shoulder of the road. In a built up area they must not stop on a length of road for longer than one hour (buses excepted). For more information on where vehicles can stand or park, refer to the Road Users' Handbook.



Dwayne Perera

0400 350 182

Dwayne.perera@jimstrafficcontrol.com.au

Career Profile

Dwayne has substantial experience in traffic management design and operations, he has worked alongside members with 15yrs+ experience and has strong network of designers and auditors in his team. Dwayne has developed his reputation for working collaboratively with all parties to ensure safety is kept as a top priority whilst keeping realistic operating procedures in place.

Dwayne specialises in designing traffic management plans for complex intersection works, road widening, crane setups and large-scale construction projects.

Relevant Experiences

Covex Traffic and Management Pty Ltd

6-7 years

- Preparing Traffic Management Plans, Construction Traffic Management Plans and Traffic Control Plans for:
 - Large Commercial Development Sites
 - Small-Medium sized Residential Sites
 - Civil Roadworks
 - Community Events
 - Special Events (involving static and dynamic traffic control)
 - Crane Operations
- Liaising with Council, Police, TMC, RMS, Busses and surrounding stakeholders to organise permits for temporary works.

Sydney Traffic Control

2 years

- Preparing Traffic Management Plans, Construction Traffic Management Plans and Traffic Control Plans for:
 - Large Commercial Development Sites
 - Small-Medium sized Residential Sites
 - Civil Roadworks
- Liaising with Council, Police, TMC, Busses and surrounding stakeholders to organise permits for temporary works.

Major Projects

Road Widening and Intersection Works:

- Mamre Road, Orchard Hills
- Pittwater Road, Brookvale
- Camden Valley Way, Prestons
- Hornsby Hospital

Major Crane Operations:

- York Street, Sydney (Road Closure)
- George/Hunter/Margret Street, Sydney (Road Closure)
- Willoughby Road, Crows Nest (Road Closure)
- Macquarie Street, Liverpool (Road Closure)
- Palmer Street, Woolloomooloo (Road Closure)
- Hunter Street, Parramatta (Road Closure)
- Park Street, Sydney (Intersection Shutdown)
- Kurraba Road, Kurraba Point (Road Closure)
- Whale Beach Road, Whale Beach (Road Closure)
- Pitt Street, Sydney (Road Closure)

- Castlereagh Street, Sydney (Road Closure)

Large Construction/Related Work Sites

- Belmore Street, Burwood (B1 & B2 Buildings)
- Central Park
- Hornsby Hospital
- Brookvale Community Centre
- Arthur Phillips High School
- St Ives Primary School
- Epping Road Macquarie Park
- Elsie Street, Burwood
- Kingsway, Miranda
- Ramsay Road, Five Dock
- Devlin Street, Ryde
- Kerrs Road, Lidcombe
- Westmead Hospital
- Randwick Children's Hospital
- George Street, Sydney

Dynamic Traffic Movements:

- Campbell Parade, Bondi (Event for Street March)
- Riverview Road, Avalon Beach (Abnormal Load escort)
- Portland Street, Dover Heights (Abnormal Load escort)
- Town Hall Metro + Pitt Street Metro (Abnormal Load escort)

Qualifications **Prepare a Work Zone Traffic Management Plan (0052272006)**
Implement Traffic Control Plans (0052351398)
Traffic Controller (0052227058)
Bachelor of Information Systems (Hons)

Referees Available upon Request



Consultation Record

Identified Party to Consult:	Transport for NSW
Consultation type:	Teams Meeting – Minutes for each were recorded
When is consultation required?	Pre SSDA-Submission, RtS phase
Why	Authority coordination for Transport Strategy and required road works
When was consultation held	<ul style="list-style-type: none"> - 16/03/2021 – Transport Working Group #1 - 13/04/2021 – Transport Working Group #2 - 27/04/2021 – Transport Working Group #3 - 17/06/2021 – Transport Working Group #4 - 24/06/2021 – Transport Working Group #5 - 08/07/2021 – TfNSW Consultation - 27/07/2021 – Transport Working Group #6 - 16/02/2022 – CPL issue Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) to WSU/TfNSW and HCC.
Identify persons and positions who were Involved	<ul style="list-style-type: none"> - John Broady – Service Planner - Felix Liu – Service Planner - Malgy Coman – - Shasha Kovacina - Peter Bache - Laura Van Putten -
Provide the details of the consultation	<ul style="list-style-type: none"> - Existing traffic and transport issues - Traffic and transport impacts in relation to the construction and operation of CoE. - Surrounding projects and traffic requirements. -
What specific matters were discussed?	<ul style="list-style-type: none"> - Bride duplication project - Interface with the school and WSU - Interface with Vines Drive and Londonderry road.
What matters were resolved?	<ul style="list-style-type: none"> - The design that is required for construction and development of the school to begin. - Who is to build and redesign the roads.
What matters are unresolved?	<ul style="list-style-type: none"> - Nil
Any remaining points of disagreement?	<ul style="list-style-type: none"> - Nil
How will SINSW address matters not resolved?	<ul style="list-style-type: none"> - Nil