

## 6.5 CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT SUB-PLAN

The Construction Traffic & Pedestrian Management Sub-Plan has been prepared by TTW.

Refer to the following page.

# **Construction Traffic and Pedestrian Management Sub- Plan (CTPMSP)**

**John Palmer Public School**

**SSD-23330227**

**Prepared for School Infrastructure NSW**

5 July 2022

Revision 2

211395

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## Revision Register

Rev	Date	Prepared by	Reviewed by	Approved by	Remarks
0	10/05/2022	NB	NB	-	Draft for comment
1	07/06/2022	NB	AL	PY	For issue
2	05/07/2022	NB, MB	MB	PY	Revised to SINSW comment Add Driver Code of Conduct Add Worker Transport Strategy

## Document Control

Internal reference	211395
File path	P:\2021\2113\211395\Reports\TTW\Traffic\CTMP\220705 JPPS - Construction Traffic and Pedestrian Management Sub-Plan - Rev 2.docx

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## 1.0 Preliminary Information

Taylor Thomson Whitting (TTW) has been engaged by Richard Crookes Construction (RCC) to prepare a Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) for the proposed construction of John Palmer Public High School at 85 The Ponds Boulevard, The Ponds. The site is legally described as Lot 1 DP 1131340. The document aims to assess the impacts of the construction works on the surrounding roads and develop traffic management measures during the course of construction.

The document satisfies the duties applied by Chapter 3 of the Work Health and Safety Act 2011, regarding managing and eliminating risks to the health and safety of workers and other persons near a construction site.

Part 6.1 (Clause 291) of the Work Health and Safety Regulation 2011 defines high risk construction work as (amongst other definitions) work which is carried out on, in or adjacent to a road, railway, shipping lane, or other traffic corridors that is in use by traffic other than pedestrians. Part 6.4 (Clause 315) of the Regulation also requires that the principal contractor for a construction project must manage risks to health and safety associated with traffic near the workplace that may be affected by construction work carried out relating to the construction project. This document satisfies this requirement.

Under the SafeWork NSW Construction work code of practice, a traffic management plan is considered an administrative control measure to minimise risk. As per the hierarchy of control measures, the preferred control is to eliminate risk (e.g. by using traffic lights instead of a traffic controller to control traffic at road works, to eliminate potential harm to the worker). This document aims to provide control measures which eliminate the risk where possible. As outlined in this code of practice, workplace specific induction should cover this document.

AS1742.3 requires a procedure to be followed whereby all essential traffic management matters are considered in an ordered way. Traffic demand, routing, control, and other road users and special vehicles are to be considered in turn and incorporated into a traffic management plan where relevant. This document satisfies this procedure and addresses the relevant matters.

Consideration has been given in the development of this document to the Roads Act 1993 (NSW) and other applicable and relevant legislation.

Richard Crookes Construction is responsible for acquiring and shall acquire the necessary certificates, licences, consents, permits, and approvals relevant to the construction on this site.

This report has been prepared by an engineer who holds the Transport for NSW Prepare a Work Zone Traffic Management Plan accreditation as below:

- Nathaniel Borja – Card No. TCT1007469

## 2.0 Introduction

### 2.1 Project Information

The proposed development seeks to upgrade John Palmer Public School. The upgrade consists of the following alterations and additions:

- Construction of a new three storey building facing The Ponds Boulevard which will accommodate 29 Permanent Learning Spaces and 1 new staff room;
- Construction of a one storey new library building;
- Relocation of service access to the staff car park off The Ponds Boulevard, including alterations to the existing car park to accommodate service vehicles;
- One-storey extension to and refurbishment of existing School Hall building. The School Hall extension will accommodate ancillary spaces for Out of Hours School Care;
- Building Block D will be re-purposed from an existing library to special program spaces and administration;
- Refurbishment of Building F to provide 1 new support unit;
- Minor additions and internal refurbishments to Building A;
- Removal of all 20 existing demountable classroom buildings once alterations and additions have been completed; and
- Ancillary works to support the alterations and additions including landscaping and service provision.

### 2.2 Response to Development Consent

We have been provided with Upgrades to John Palmer Public School (SSD-23330227) development consent dated 20 May 2022. The key issues relevant to a Construction Traffic and Pedestrian Management Sub-Plan include those shown in Table 2.1 and have been addressed in various sections of this report as referenced.

**Table 2.1: Response to Development Consent**

	Key items	Comments and references
B17.	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:	
a	Be prepared by a suitably qualified and experienced person(s);	<i>This CTPMSP has been prepared by Nathaniel Borja who holds Prepare Work Zone Traffic Management Plan accreditation no. TCT1007469.</i>  <i>Relevant CVs are attached at Appendix D.</i>
b	Be prepared in consultation with Council and TfNSW	<i>Refer to Section 2.3 and Appendix E</i>
c	Detail:	

	Key items	Comments and references
c.(i)	(i). measure to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclist and pedestrians and bus services;	<i>Refer to Section 5.0</i>
c.(ii)	(ii). Measure to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs;	<i>Refer to Section 5.0</i>
c.(iii)	(iii). Heavy vehicle routes, access and parking arrangements;	<i>Refer to Section 5.0</i>
c.(iv)	(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 versions of AS2890.2; and	<i>Refer to Appendix C</i>
c.(v)	(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)	<i>Refer to Appendix B and C</i>
B23	A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:	<i>Refer to Section 5.5</i>
a	Minimise the impacts of earthworks and construction on the local and regional road network	<i>Refer to Section 5.5</i>
b	Minimise conflicts with other road users	<i>Refer to Section 5.5</i>
c	Minimise road traffic noise	<i>Refer to Section 5.5</i>
d	Ensure truck drivers use specified routes	<i>Refer to Section 5.5</i>
	<b>Construction Parking</b>	
B24	Prior to the commencement of construction, the applicant must provide sufficient parking facilities on-site, including for heavy vehicles to ensure that construction traffic associated with the development does not utilise public and residential streets or public parking facilities.	<i>Refer to Section 5.0</i>
B25	Prior to the commencement of construction, the applicant must submit a Construction Worker Transportation Strategy to the Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets or public parking facilities. A copy of the strategy must be provided to the Planning Secretary for information.	<i>Refer to Section 5.5</i>



## 2.3 Authority Consultation

As identified in Condition B17(b), this CTPMSP is to be prepared in consultation with Council and TfNSW.

Revision 1 of this CTPMSP (dated 7 June 2022) was provided by email to both Council (to Nadeem Shaikh, Coordinator Traffic Management) and TfNSW (to a centralised CTMP inbox, and to Felix Liu). At the time of writing, a response had been received from Council stating that the document “appears to be in order based on the information provided” and that “it is the project managers responsibility to implement the traffic control measures as identified in the TMP.” No response has yet been received from TfNSW, but any comment would be addressed in future revisions of this CTPMSP.

A copy of relevant consultation records is attached at Appendix E.

## 3.0 Traffic Environment

### 3.1 Site Location

John Palmer Public School (JPPS) is located in the suburb of The Ponds in north Western Sydney and falls within Blacktown City local government area, between Quakers Hill and Rouse Hill. The property is legally identified as Lot 1, DP 1131340. Figure 3.1 shows the site location.

JPPS is surrounded by Pebble Crescent to the west, The Ponds Boulevard to the east, Jetty Street to the south and with commercial properties including The Ponds Shopping Centre to the north.



**Figure 3.1: Site Location**

Source: SIX Maps

Figure 3.2 illustrates the existing layout of the site, including demountable buildings to the south and west.



**Figure 3.2: Existing and proposed site plan**

Source: Pedavoli Architects / John Palmer Public School / Masterplan Report

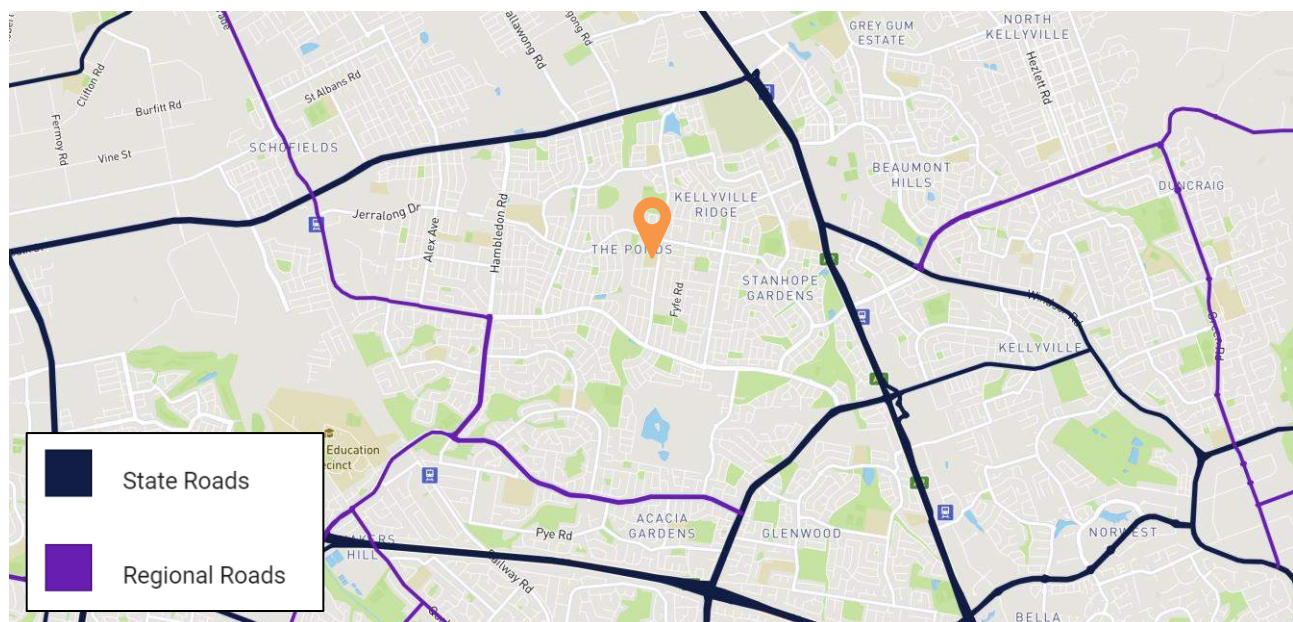
## 3.2 Road Network

### 3.2.1 State Roads

**Schofields Road** is a major arterial road to the north of the site. The road links the suburb of Schofields in west and to Rouse Hill Metro Station. Parking is not allowed along Schofields Road in both directions. There are typically two travel lanes in each direction, with a general speed limit of 70 km/hr with a Bus lane at each direction near intersections.

**Windsor Road** is a north-south state road located east of the site area that connects the suburb of Mulgrave to the Westmead Hospital. The road has two lanes in each direction, with a general speed limit of 80 km/hr.

The location of the site within the classified road network is shown Figure 3.3.



**Figure 3.3: Classified road network**

Source: NSW Road Network Classifications map

(<https://roads-waterways.transport.nsw.gov.au/classification/map/>). Accessed 11 October 2021.



### 3.2.2 Local Roads

**The Ponds Boulevard** is a local street running east of the school, which provides the main access for people walking, cycling, or driving to the School. There is a single travel lane in each direction with various parking restrictions. The general speed limit along The Ponds Road is 50 km/hr, however, is also located within a 40 km/hr School Zone at the relevant times (8:00 – 9:30am, 2:30 – 4:00pm).

**Pebble Crescent, Jetty Street, and Teague Street** are local streets in adjacent to the school. There is a single travel lane in each direction, with a speed limit of 50 km/hr with signage for 40 km/hr School Zone.

**Riverbank Drive, Picnic Street and Sail Street** are also local roads, which connect JPPS to the surrounding road network.

The location of the site within the local road network and intersection controls are shown in Figure 3.4.



Figure 3.4: Intersection controls in local road network  
Background image source: SIX Maps



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### 3.3 Car Parking

#### 3.3.1 Off-Street Parking

The off-street staff car park has 37 car parking spaces, including one accessible space. The car park is located in the southeast of the campus with access from The Ponds Boulevard. Figure 3.6 illustrates the layout of the existing on-site staff car park.

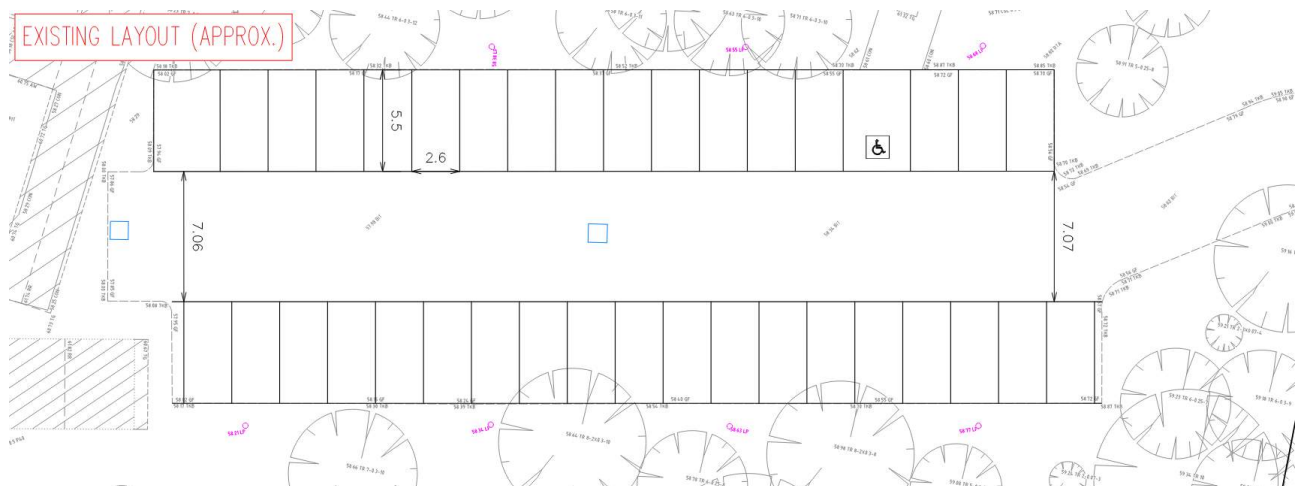


Figure 3.6: Existing car park

#### 3.3.2 On-Street Parking

On-street parking in the vicinity of the site is generally unrestricted and is used by some staff for parking. Similarly to the off-street parking, on-street parking in the vicinity of the site has been reviewed to assess long-term usage trends.

The extent and description of on-street zones are shown below in Figure 3.7. All on-street parking spaces in the vicinity are unmarked, meaning that capacity may vary from day-to-day.





Figure 3.7: On-street and off-street parking areas



### 3.4 Site Access

There are four existing access gates into John Palmer Public School, including pedestrians, vehicles and service vehicles; three are along The Ponds Boulevard and one from Pebble Crescent, as shown in Figure 3.8.

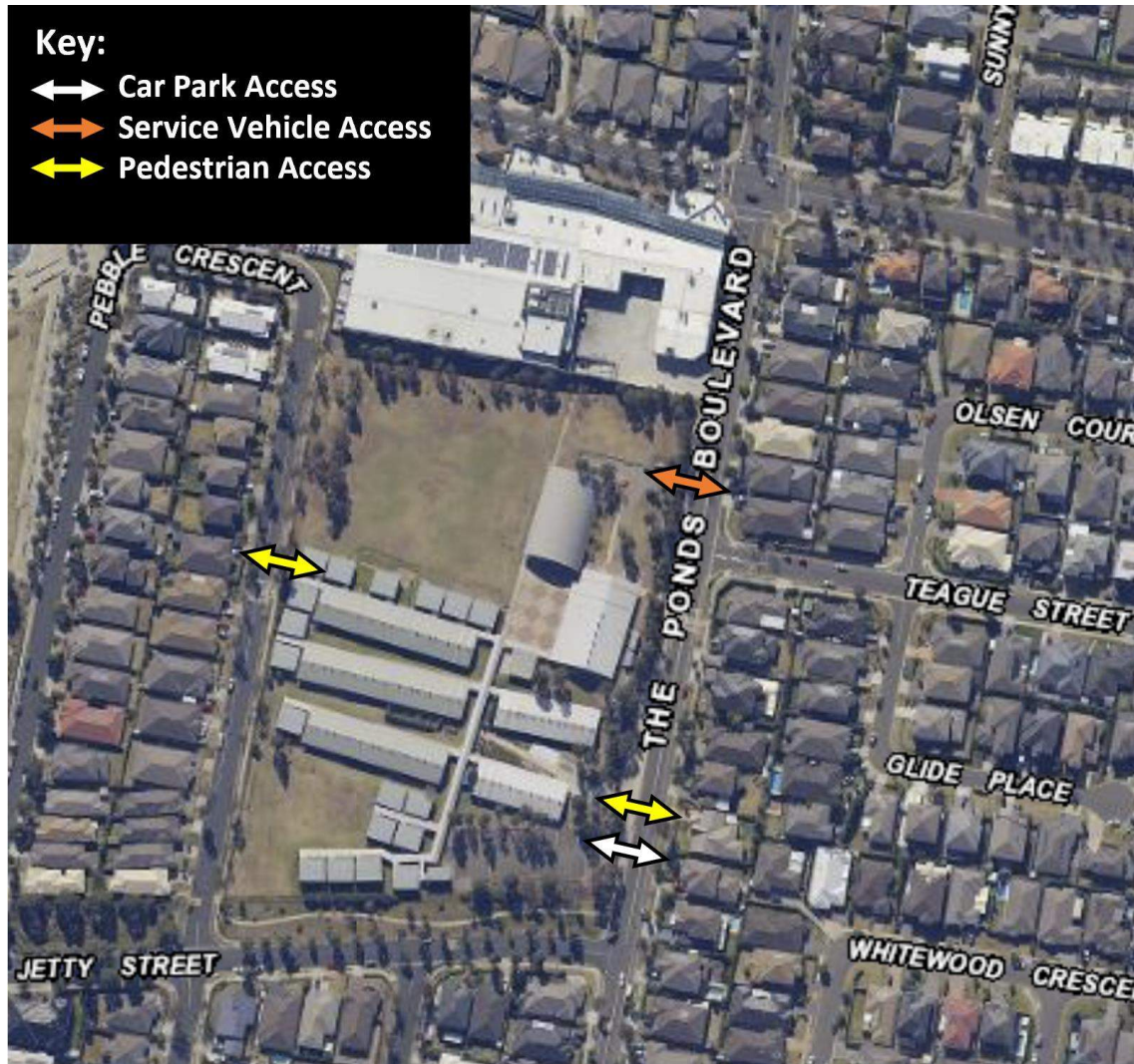


Figure 3.8: Access gateways into John Palmer Public School



### 3.4.1 Pedestrian Access

The main pedestrian access of JPPS is located at the eastern side of the site on The Ponds Boulevard, shown on Figure 3.9. There is also a pedestrian access into JPPS through Pebble Crescent at west of the campus presented in Figure 3.10.



**Figure 3.9: Main pedestrian access to John Palmer Public School at The Ponds Boulevard**



**Figure 3.10: Secondary pedestrian access gateway into John Palmer Public School at Pebble Crescent**



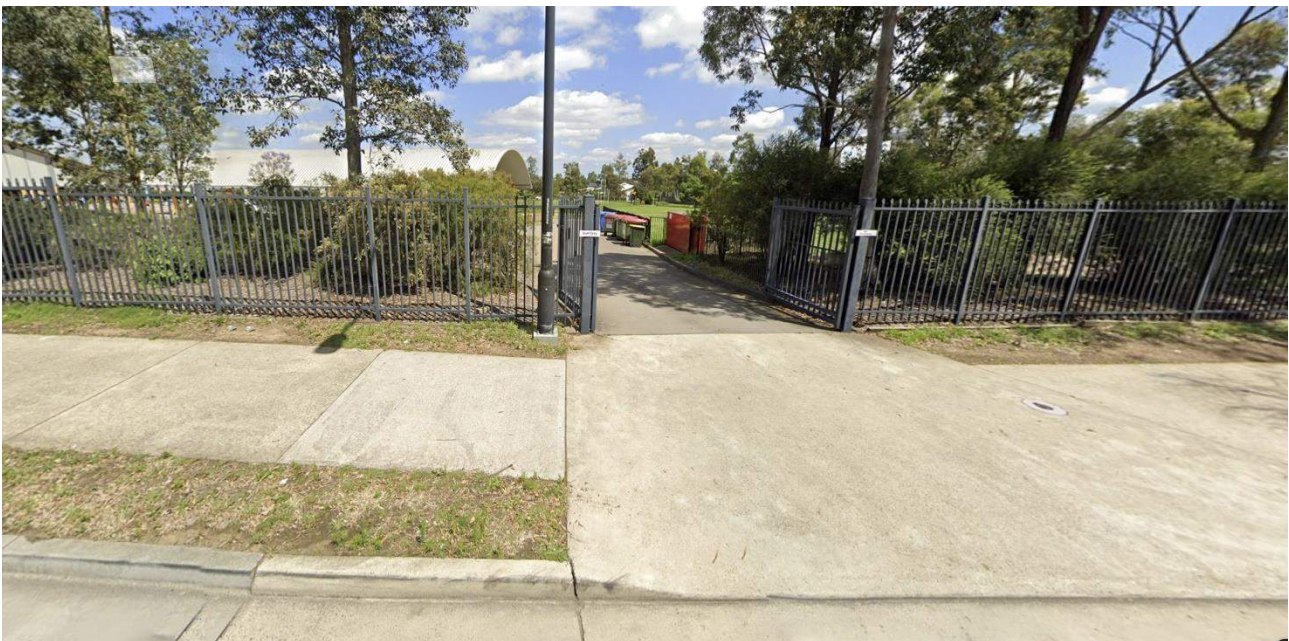
### 3.4.2 Vehicle Access

The vehicle accessway into the campus off-street car park, shown in Figure 3.11, located on The Ponds Boulevard.



**Figure 3.11: Vehicle access to John Palmer Public School at The Ponds Boulevard**

The access of service vehicles including deliveries, waste collection truck and emergency vehicles is through the northern gate at The Ponds Boulevard depicted in Figure 3.12.



**Figure 3.12: Service vehicles access to John Palmer Public School at The Ponds Boulevard**

## 3.5 Public Transport

### 3.5.1 Public Buses

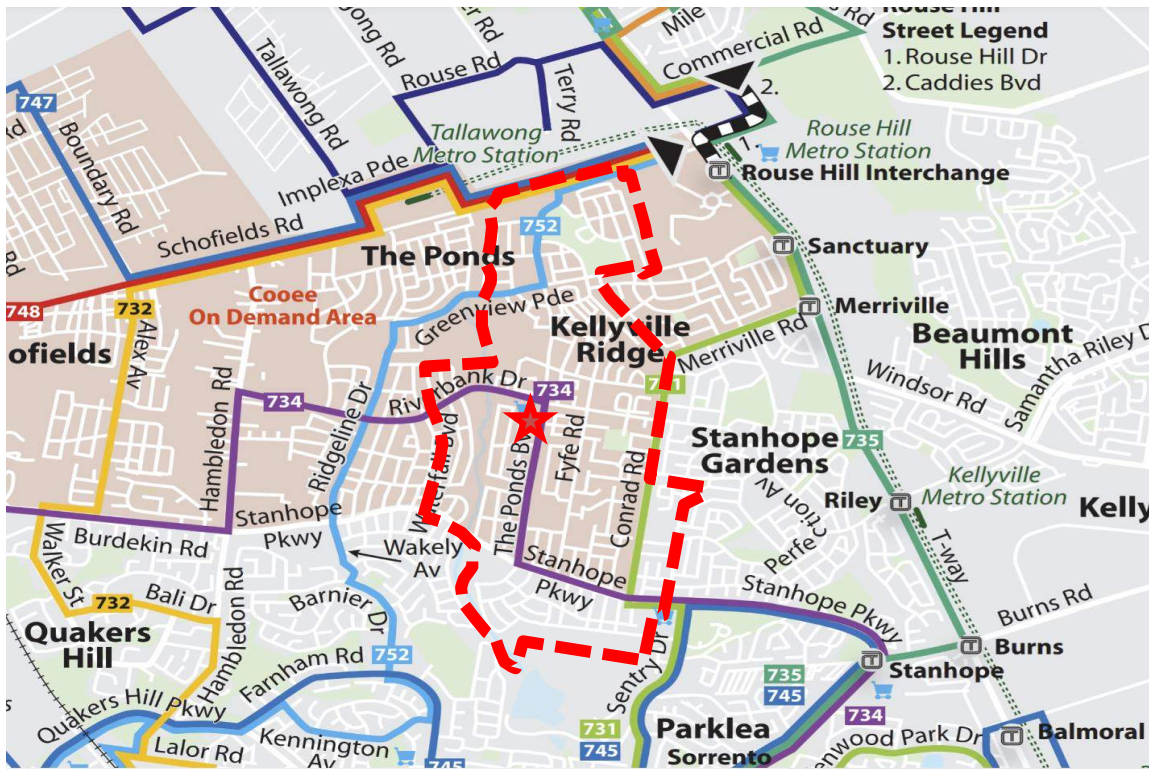
The nearest bus stops to the School are located on The Ponds Boulevard, which is serviced by the 734 route in both directions.

The relevant services and destinations in the vicinity of the site are listed in Table 3.1, with all local routes shown in Figure 3.13 in the context of the school and the existing catchment boundary.

**Table 3.1: Bus routes in the vicinity of the school**

Bus Route Number	Bus Route	Morning Times	Afternoon Times
Conrad Road before Silverwood Street			
731	Blacktown to Rouse Hill Station via Stanhope Gardens	8:08am	3:49pm
Conard Road after Gunsynd Street			
731	Rouse Hill Station to Blacktown via Stanhope Gardens	8:16am	2:51pm, 3:14pm
John Palmer School, The Ponds Boulevard			
734	Blacktown to Riverstone via Schofields	8:03am	2:47pm, 3:11pm
The Ponds Boulevard opposite John Palmer Public School			
734	Riverstone to Blacktown via Schofields	8:10am	3:34pm
Greenview Parade after Watercress Street			
752	Rouse Hill Station to Blacktown via Quakers Hill	8:28am	3:09pm
Greenview Parade before The Ponds Boulevard			
752	Blacktown to Rouse Hill Station via Quakers Hill	--	2:55pm



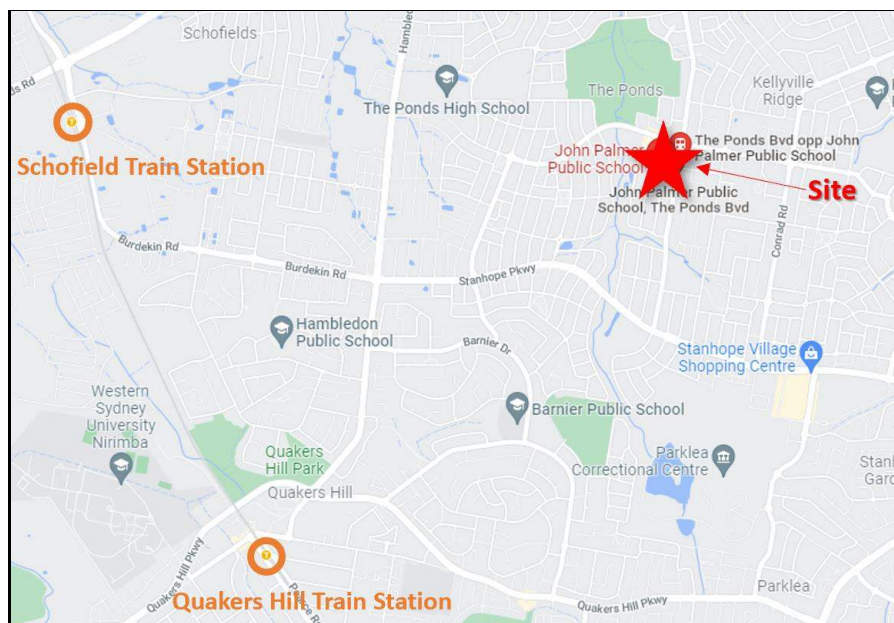


**Figure 3.13: Local bus routes**

Source: Greater Western Sydney Bus Network Map (Transport for NSW), Effective April 2021

### 3.5.2 Train

John Palmer Public School is located within 4.5 kilometres from Schofields and Quakers Hill Train Stations, which is an hour walk. Schofield and Quakers Hill Train Stations can also be reached via bus route 734 and 752, respectively.

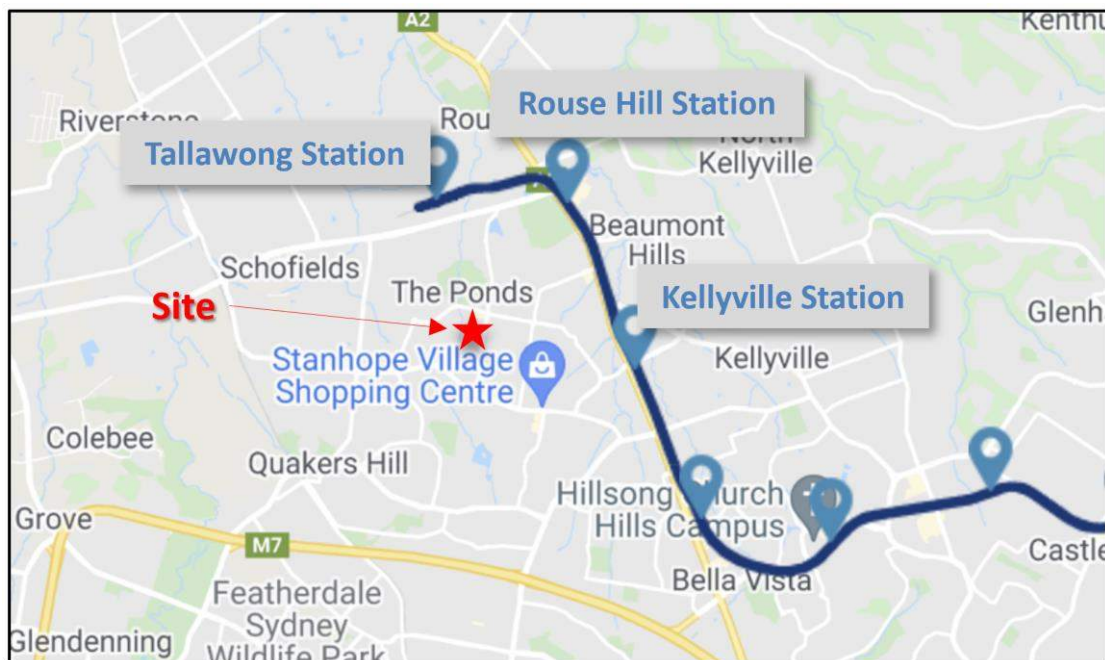


**Figure 3.14: Schofield and Quakers Hill Train Stations**

### 3.5.3 Metro

There are three metro stations, shown in Figure 3.15, relatively close to JPPS, including:

- Tallawong Station located north of Schofields Road with 2.4 km distance from JPPS, which is within a 30-minute walk and can be reached by bus route 734 and 732;
- Rouse Hill Station at the eastern side of Windsor Road within 3 km of JPPS, which is within a 40-minute walk and accessed via bus route 752
- Kellyville Stations at the east of Old Windsor Road within 3 km of JPPS, which can be reached by bus route 734 or a 40-minute walk



**Figure 3.15: Parramatta Light Rail route map**

*Source: Sydney Metro, Transport for NSW*



## 3.6 Active Transport

### 3.6.1 Pedestrian Facilities

The local area is well serviced by pedestrian facilities for people walking to the site. Local roads, including The Ponds Boulevard and Pebble Crescent, are equipped with pedestrian zebra crossings. There is also a pedestrian refuge island on Jetty Street and one on The Ponds Boulevard (shown in Figure 3.16). In addition, all the local roads nearby JPPS provide concrete footpaths on both sides of the road. Furthermore, there is a pedestrian traffic signal at the intersection of The Ponds Boulevard and Riverbank Drive on the northeast side of the site.



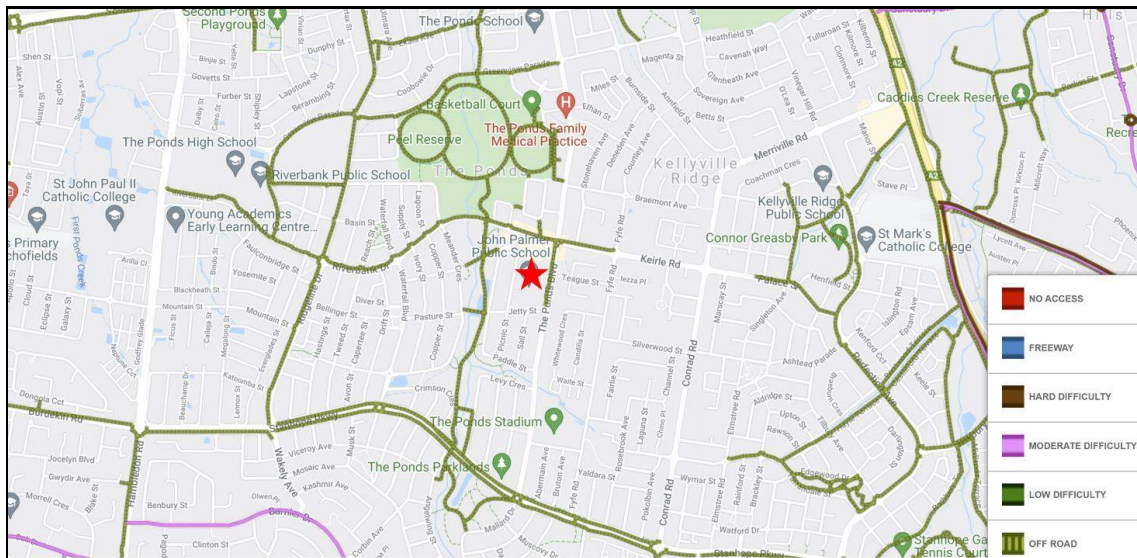
**Figure 3.16: Pedestrian facilities in local road network**

*Image source: SIX Maps*



### 3.6.2 Cycling Facilities

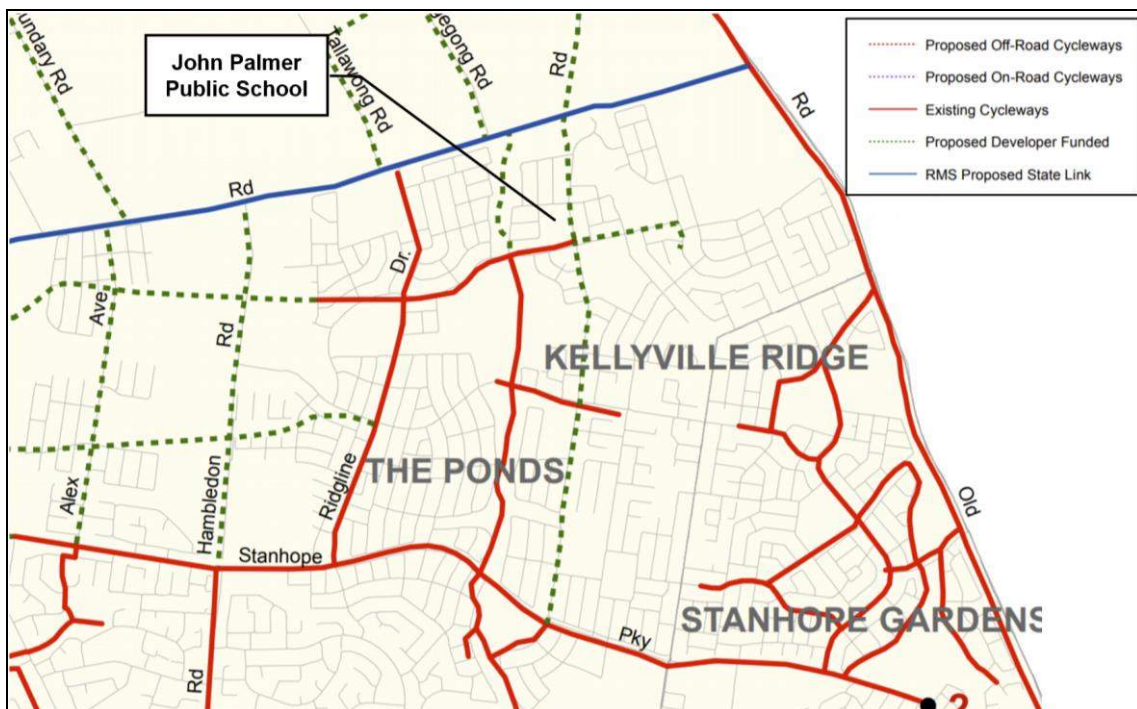
Figure 3.17 shows the existing local cycling routes near the site.



**Figure 3.17: Cycling map in local road network**

*Image source: Cycleway Finder*

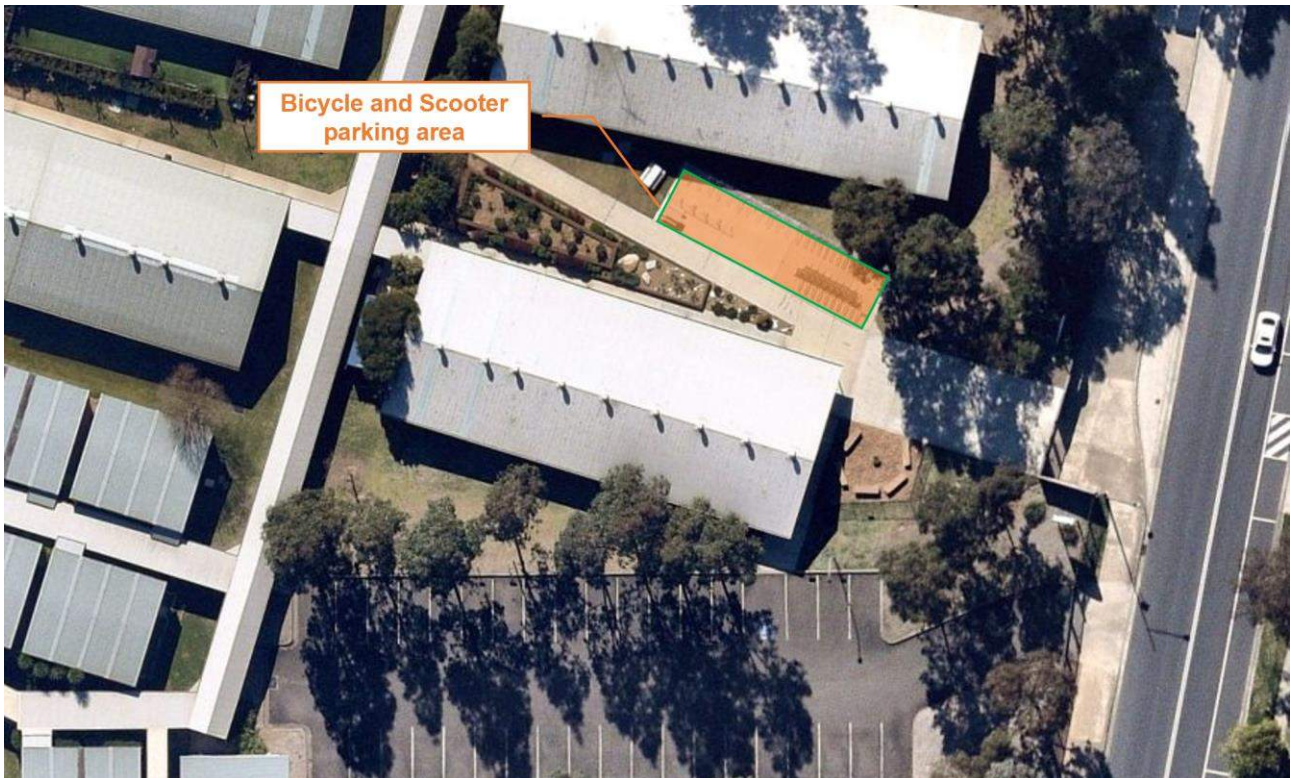
According to the Blacktown Bike Plan, cycling paths will be improved by some proposed routes in the site precinct, which are mostly along The Ponds Boulevard. The future cycling network is shown in Figure 3.18.



**Figure 3.18: Existing and Future proposed cycling network**

*Source: Blacktown City Council, 2016 Bike Plan*

There are 86 bicycle parking spaces and 60 scooter parking spaces inside the school. The location of the bike racks is shown in Figure 3.19.



**Figure 3.19: Existing bike park**

*Source: Nearmap*

The existing staff facilities do not currently provide any end-of-trip facilities such as showers, change rooms, or storage lockers.



### 3.7 Drop-off and Pick-up (Kiss & Ride)

The school currently operates with two kiss & ride zones along Pebble Crescent near the accessway (shown in Figure 3.20), which allow parents to pick up and drop off their children in front of the school. The overall length of these zones is around 120 metres, and drivers can stay for almost 2 minutes. Both kiss & ride zones on Pebble Crescent are shown in Figure 3.21 and Figure 3.22. These zones are signposted 'No Parking' zone between 8:00-9:00 am and 2:30-3:30 pm to provide smooth traffic flows through the area. There is also a 'No Stopping' sign between the zones.

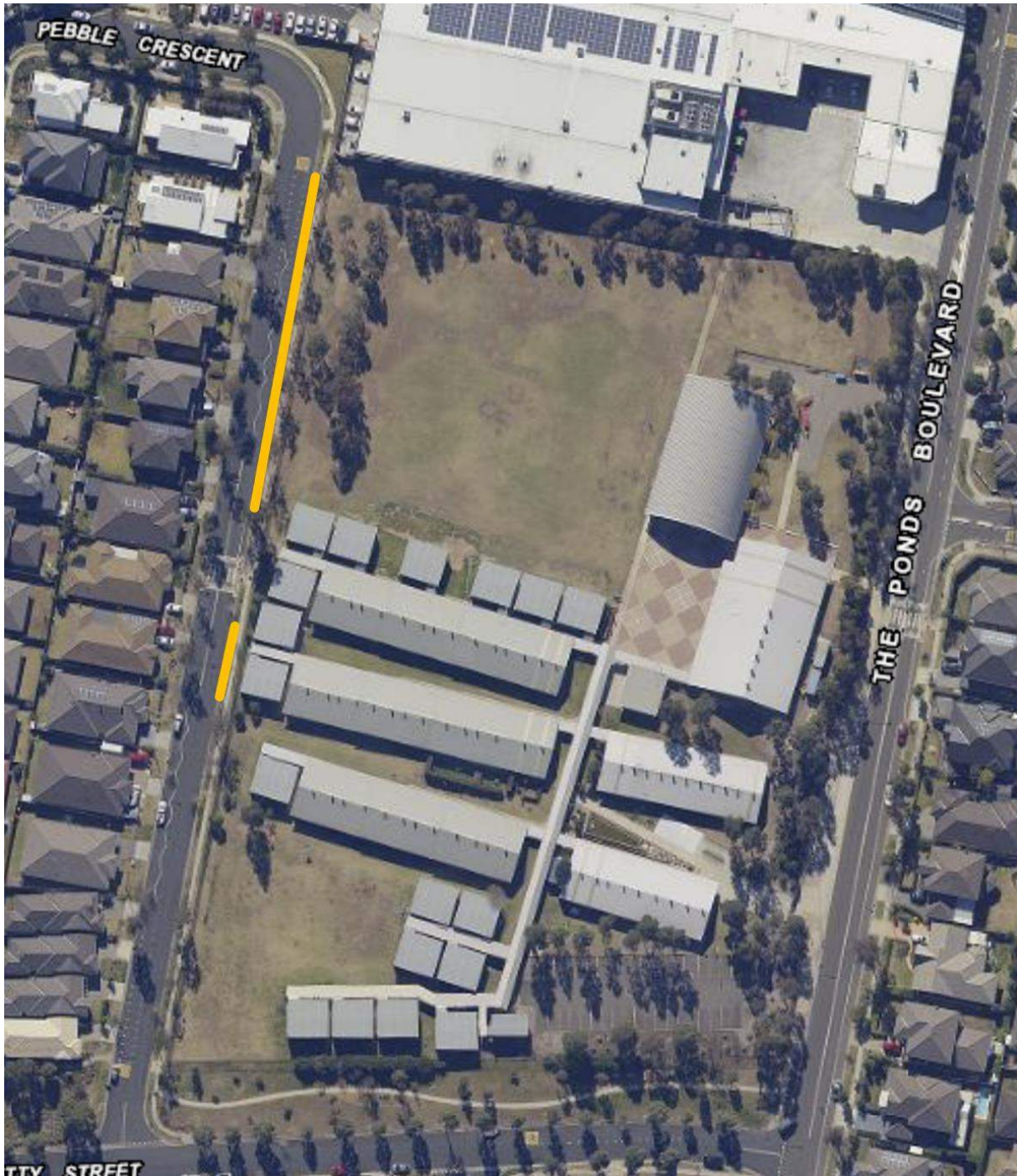
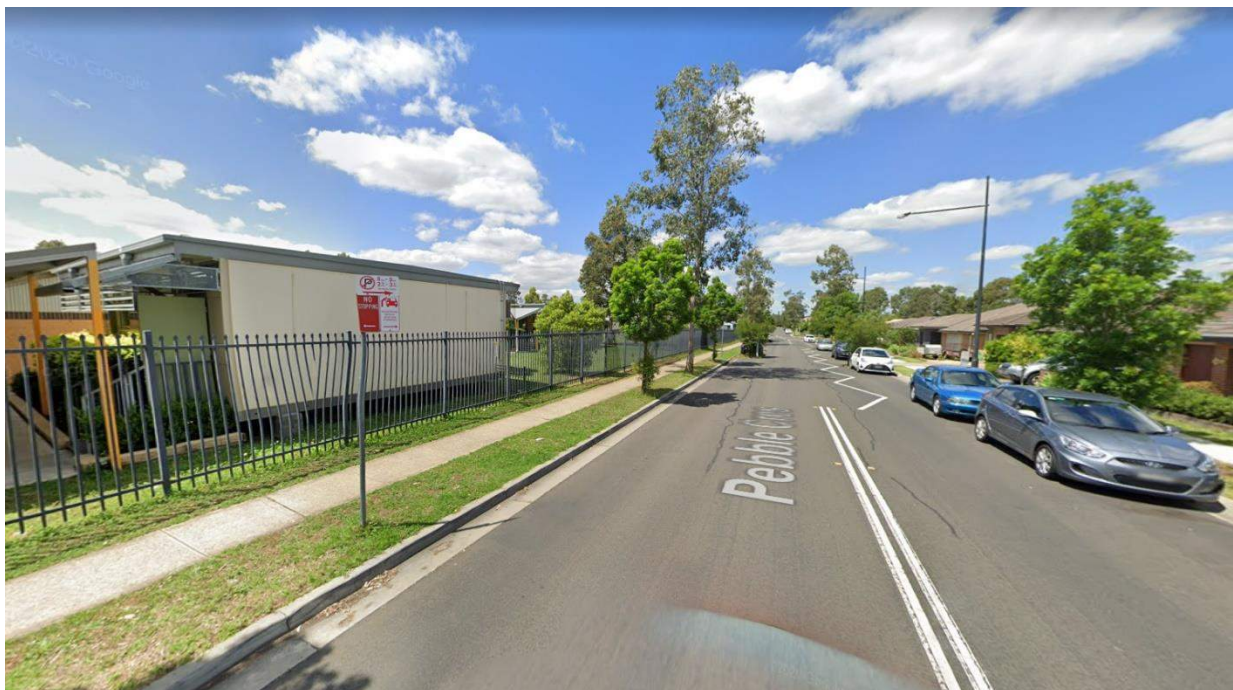


Figure 3.20: Kiss & ride areas near JPPS





**Figure 3.21: Pebble Crescent first kiss & ride area**

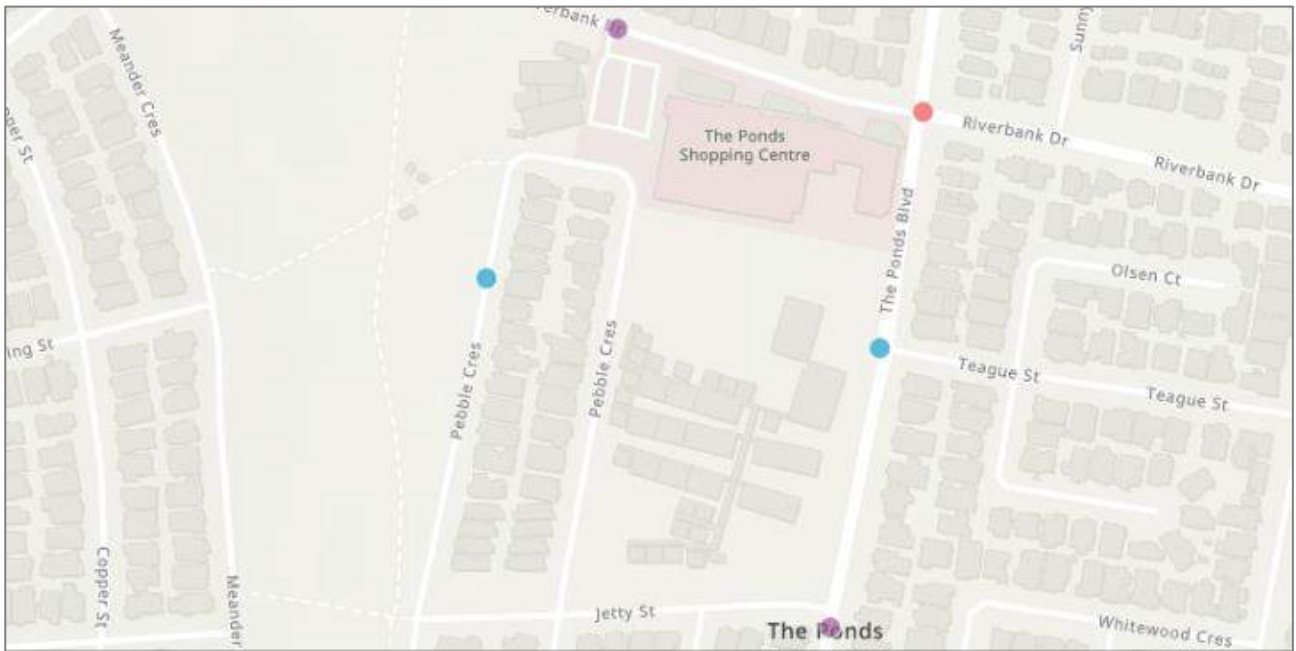


**Figure 3.22: Pebble Crescent second kiss & ride area**

### 3.8 Crash History

Transport for NSW provides a history of recorded crash data for the period between 2015 and 2020. This data is reviewed to better understand the existing levels of safe road operation at and around the site, and the potential implications of any increases in traffic volumes.

Figure 3.23 presents the crash history locations available from Transport for NSW.



**Figure 3.23: Recorded crash history**

*Source: Centre for Road Safety – Crash and casualty statistics*

The data shows a few incidents along The Ponds Boulevard (east), Riverbank Drive (north) and Pebble Cres (east). Incidents are from minor and moderate to non-casualty (towaway) degree of crash.

Jetty Street (south) to the site does not show a recorded history of incidents.