

# CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT SUB PLAN



**Project:** Taylors Construction – Kyeemagh Public School Upgrade

**Project Job Number:**

**Project Address:** 30A Jacobson Avenue & Beehag Street, Kyeemagh

**Proposed Work:** Construction of new C14 Primary School

**Project Duration:** 80 Weeks

**Prepared for:** Taylors Construction

**Prepared by:** Bridget Diggins – Secure Traffic Solutions

**Authors Accreditation:** 0026675150

**Date:** 23/06/2020

CONTROL SHEET – SUMMARY UPDATES	
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1. Insert new or revised sheets into the section of the TMP and remove/destroy any superseded sheets
2. Record revision, date and brief description immediately after the TMP is updated
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## 1 PROJECT DETAILS

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### 1.1 Proposed Works

The development is contained primarily to upgrade Kyeemagh Public School. The project will see new improved facilities and support the growing community by providing:

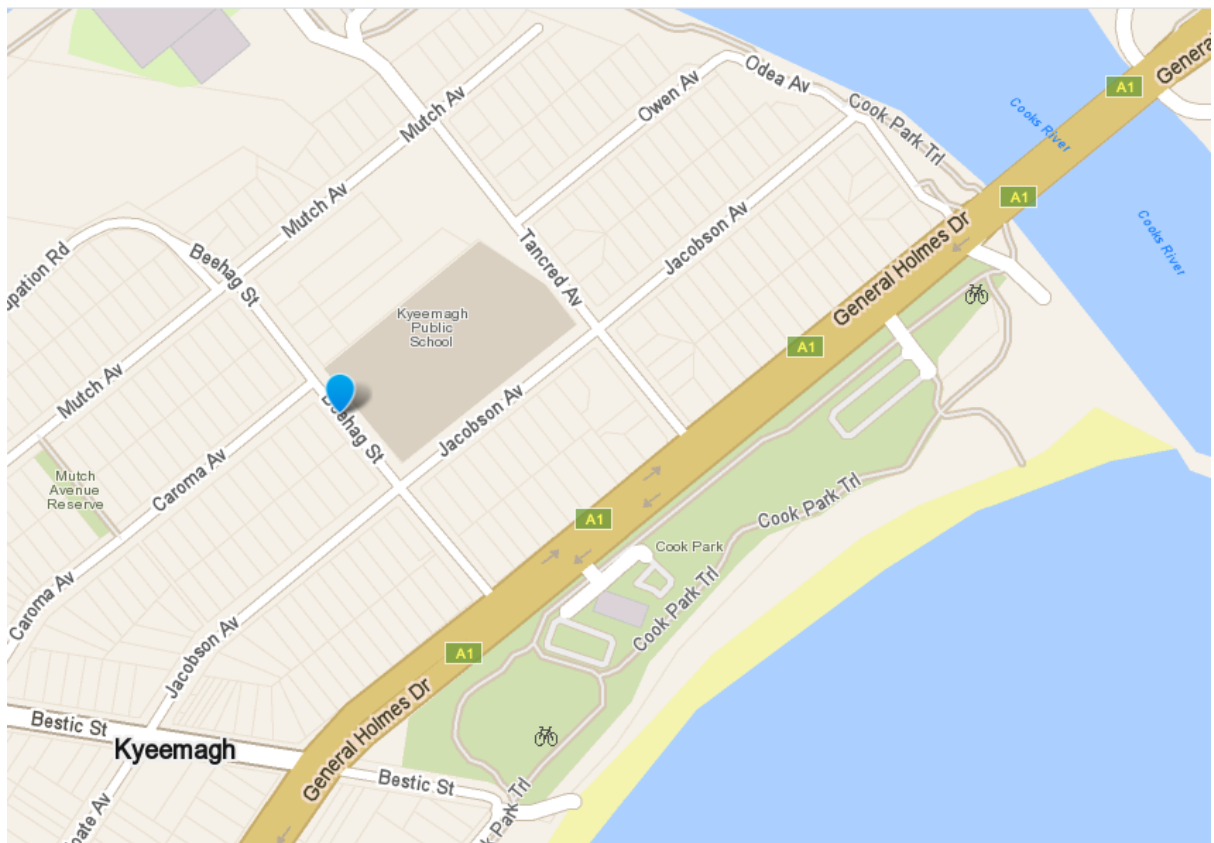
- New 2 storey teaching spaces and associated amenities
- New library
- New administration building
- New COLA
- New Hall
- New playing space, car park and all external works as documented
- Demolition of all existing buildings



## 1.2 Site Location

The Construction site is located at 30A Jacobson Avenue & Beehag Street, Kyeemagh which is located 12 Kilometres south of Sydney CBD west of Botany Bay. Kyeemagh is in the local government area of Bayside Council

Key roads that provide access to and from the site are M5 Motorway/M1 Motorway, General Homes Drive, Bestic Street, Mutch Avenue (Local Road) Beehag Street (Local Road) Jacobson Avenue (Local Road) and Tancred Avenue (Local Road)



**Beehag Street** is a local unclassified road under the care and maintenance of the council. It runs in a north-south alignment between General Homes Drive and Mutch Avenue. The road is configured as a two way undivided carriageway (one lane in either direction). Unrestricted kerbside parking is available along the road. Beehag Street also has a school zone restriction where the speed limit is 40k from 8am-9.30am and from 2.30pm – 4pm Monday to Friday.

**Jacobson Avenue** is a local unclassified road under the care and maintenance of the council. It runs in a east-west alignment between Owen Avenue and Bastic Street. The road is configured as a two way undivided carriageway (one lane in either direction). Unrestricted kerbside parking is available along the road. Jacobson Avenue also has a school zone restriction where the speed limit is 40k from 8am-9.30am and from 2.30pm – 4pm Monday to Friday.

**Mutch Avenue** is a local unclassified road under the care and maintenance of the council. It runs in a east-west alignment. The road is configured as a two way undivided carriageway (one lane in either direction). Unrestricted kerbside parking is available along the road. The speed limit is 50k.

**Tancred Avenue** is a local unclassified road under the care and maintenance of the council. It runs in a north-south alignment between Mutch Avenue and General Homes Drive. The road is configured as a two way undivided carriageway (one lane in either direction). Unrestricted kerbside parking is available along both sides of the road.

### 1.3 Purpose

The purpose of this Traffic Management Plan is to show how Taylors proposes to manage safety in regards to traffic during demolition, evacuation and construction, to meet the requirements of Council and RMS. This TMP is prepared for the purpose to consider the safety of construction site personnel, neighbours, road users and pedestrians. The purpose of this report is to detail traffic management for each stage and seeks to minimise the impact on public amenities and ensure safe practice in accordance with RMS Guidelines.

It is expected that this plan will be updated should any necessary changes to the currently proposed arrangements arise in the future.

### 1.4 Scope

The scope includes the provision for the:

- safe movement of vehicular and pedestrian traffic,
- protection of workers on the site and from passing traffic,
- provision for access to the property for delivery of materials and movement of work vehicles located within the limits of the project,
- design, construction, maintenance and removal of any necessary temporary roadways and detours,
- provision of traffic controllers,

- Installation of temporary signs, road markings, lighting and safety barriers.
- Proposed protection of pedestrians adjacent to the site.

It also covers excavation and reconstruction with best route or road corridor for all work activities, including the existing road and road shoulder that may be used for the temporary diversion of traffic, over the duration of the project.

### **1.5 Plan Objective**

The key objectives of this Traffic Management Plan (“TMP”) are :

- To satisfy the key legal requirements related to Traffic, Transport and Access to site
- So that the information can be applied to the planning and implementation of traffic control plans.
- To ensure the safety of its employees, contractors, the public,
- To maximise the value and outcomes of traffic monitoring activities
- To ensure no injuries or property damage to persons or their property on or surrounding the project.
- To actively monitor traffic impacts related to the demolition and construction works on surrounding area
- RTA personnel, pedestrians, cyclists and traffic,
- Minimise delays to traffic and consider the needs of all road users
- Maintain satisfactory property access,
- Minimise disruption to businesses,
- Minimise disturbance to the environment,
- To ensure compliance with relevant specifications and the RMS’s – Traffic Control at Work Sites Handbook Version 4
- To guide drivers through changed conditions guide them around the work site.

## **2 CONSTRUCTION**

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### **2.1 . Construction Activity**

Major activities associated with the construction will include (in approximate order of occurrence):



<b><u>Phase</u></b>	<b><u>Activity</u></b>
Phase 1	<ul style="list-style-type: none"> <li>- Site establishment, hoarding erection, fencing, scaffolding pedestrian control etc</li> <li>- Decommissioning of existing services</li> <li>- Demolition of existing structures on the site.</li> <li>- 16-24 trucks per day for Demolition</li> </ul>
Phase 2	<ul style="list-style-type: none"> <li>- Bulk Excavation</li> <li>- Services diversions (as applicable)</li> <li>- 4-6 truck per day for Excavation</li> </ul>
Phase 3	<ul style="list-style-type: none"> <li>- Crane Erection, construction of new buildings including Concrete boom pump concrete deliveries.</li> <li>- Concrete pours only 4 times during the project</li> <li>- Up to 30 trucks per day</li> </ul>
Phase 4	<ul style="list-style-type: none"> <li>- Mobile cranes, material deliveries</li> <li>- 4-6 trucks per day</li> </ul>

During construction activities on the Kyeemagh site, the school will still be in operation. Vehicles entering/exiting will be escorted by traffic controllers to provide extra safety. Residents shall be advised of demolition, excavation, and construction activities.

Building operations such as brick cutting, washing tools or brushes and mixing mortar shall not be carried out on public roadways or footpaths or in any locations which could lead to the discharge of materials into the storm water drainage system.

All building materials and any other items associated with the development shall be stored within the confines of the property. No materials shall be stored on Council's footpath, nature strip, or road reserve without prior Council approval.

## **2.2. Site Working Hours**

Monday – Friday 7am – 5pm

Saturday: - 8am – 1pm

No work permitted on Sunday or Public holidays.

Remediation works may require additional hours on a Saturday subject to authorisation.

No deliveries between 8am – 9.15am and between 2.30am and 3.30pm. For all deliveries contact Taylors site management Steve Ziazaris 0413 182 641. A two-way system with a UHF channel to be nominated to assist in accepting deliveries.

Rock breaking, rock hammering, sheet piling, pile driving, and similar activities may only be carried out between the following hours:

- (a) 7am – 5 pm, Monday to Friday
- (b) 8am to 1pm, Saturday

Noise from construction activities shall comply with the Protection of the Environmental Operations (Noise Control) Regulation 2000.

### **2.3 Works / Loading Zones**

All works associated with this development shall take place onsite, and separate Council / RMS approved works zone applications are not required.

### **2.4 Construction Vehicles movement/Work Zones**

Adequate advanced warning and directional signage will be placed around the site. This will direct drivers to the construction site and inform other drivers and pedestrians of upcoming works on their route. Authorised Traffic Controllers shall be on-site ensuring controlled entry and exit in and out of site. This shall ensure movements shall not affect traffic flow or endanger pedestrians, by giving way to pedestrians and cyclists before trucks enter and exit site.

All truck movements shall be carried out taking into consideration the surrounding building and roads. Adequate measures to reduce severity/seriousness of incidents shall be put in place to improve conditions.

All drivers of trucks and construction vehicles will be given this TMP and will be aware of the truck and vehicle routes and advised to channel into staff prior to delivery.

All plant and heavy machinery will be placed or parked within the site. No plant or machinery will be placed on the street. No dog trailer or over size vehicle to be left on local roads unless approval has been obtained for a one-off occasion from Rockdale Council. During demolition and excavation all construction vehicles will be loaded within the site, where possible for the duration of the project trucks will enter through Entry/Exit Gates on Beehag Street and Jacobson Avenue (shown in Figure 2) and TCPs at back of TMP.

Work vehicles will arrive and depart from the site access gates located on Beehag Street & Jacobson Avenue in a forward direction. All trucks arriving and departing the site are to be under the instruction of traffic controllers and leave site in a safe and suitable manner.

All trucks arriving to site will be pre-booked by Taylors management.

The proposed work will involve a degree of pedestrian management when deliveries and all activities arrive to site and if these affect the footpath, a Traffic controller will be required to put temporary barriers in place to stop pedestrians when work vehicles are accessing work site.

No materials, equipment, structures or goods of any type are to stored within 5m of the trunk of a tree.

Dust control measures are to be implemented during all periods of earth works, demolition, excavation and construction to minimise the dust nuisance on surrounding properties. The council guidelines for Controlling Dust from Construction Sites and Section 126 of the Protection of the Environments Operations Act 1997 to be utilised.

No materials, skip bins, concrete pumps, cranes, machines or temporary signs shall be stored on the council's footpath, nature strip, park or reserve without the prior approval of Council under section 138 of the roads act 1993.



Figure 2

All exiting trucks shall be:

- Loaded to their prescribed weight limits.
- All trucks will be covered by tarpaulin or like prior to leaving the site as required.
- All vehicles leaving the site must be free of mud or any other debris. Drivers of vehicles that exit the site must check their vehicles are clean prior to exiting. It is the responsibility of each driver to confirm their vehicles are clean prior to exiting site.

Taylor Construction will ensure that:

- No vehicle shall make deliveries outside Council's approved DA site hours
- All delivery vehicles will arrive at pre-arranged times to site.
- No queuing or marshalling of trucks shall occur for this site. Any vehicles that arrive to site that are unable to be accommodated as outlined in this CVPPM shall be sent back to their origin.
- All vehicles arriving to the construction site shall strictly adhere to the speed limit.
- This CTMP and all relevant plans shall be given to all transport companies associated with the site and expected to pass relevant information to its personnel and truck drivers arriving to site.

Construction vehicles required by the proposed construction activities include:

- Heavy Rigid Vehicles (12.5HR);
- Multi Combination Vehicles (Truck & Dog);
- Infrequent use of semi-trailers for special deliveries;
- Concrete pumper and agitator vehicles during building works;
- Small to medium sized trucks for other deliveries.

At this stage the use of oversized and over mass vehicles is not foreseen. Nevertheless, if it is required at a later stage, approval for each occasion would be sought from the relevant approval authority.

During the strip out phase, it is estimated up to some 16-24 truck movements per day would be taking demolition material from the site.

During the construction phase, peak activity would occur during concrete pours with a number of concrete trucks per day requiring to delivery concrete mix to the site. There is approximately 4 major pours, approximately 30 movements per day.

## 2.6 Arrival & Departure of Vehicles

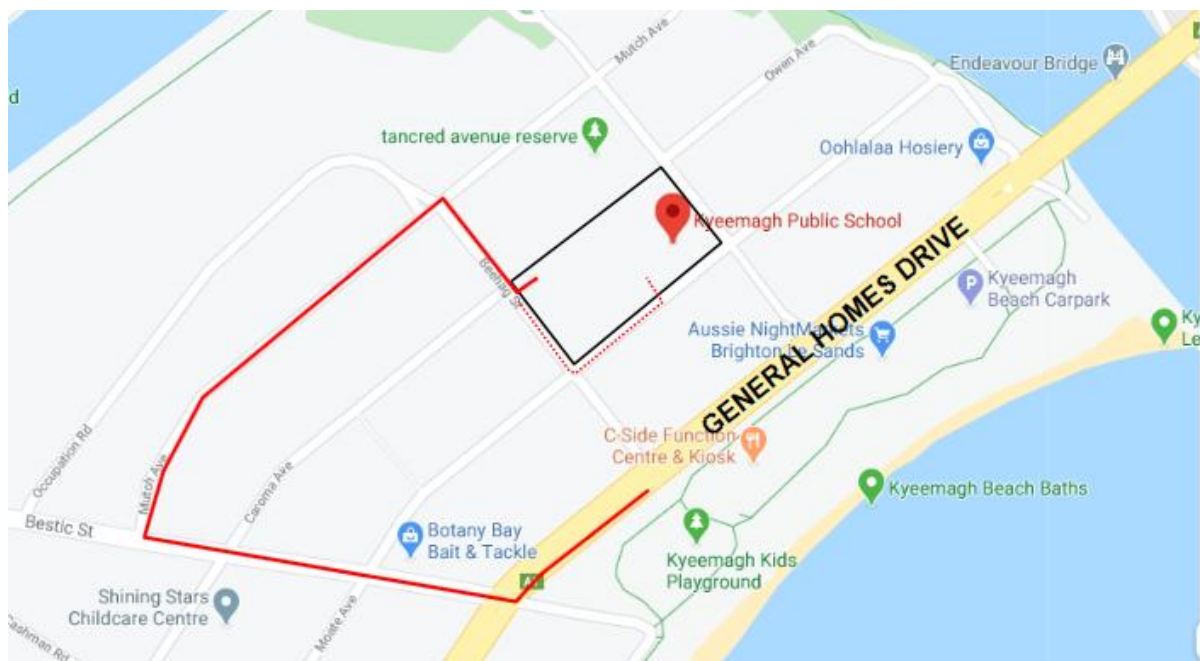
Adequate advanced warning and directional signage will be placed around the site. This will direct drivers to the construction site and inform other drivers and pedestrians of upcoming works on their route.

Authorised Traffic Controllers shall be on-site ensuring controlled entry and exit in and out of site. This shall ensure movements shall not affect traffic flow or endanger pedestrians, by giving way to pedestrians and cyclists before trucks enter and exit site.

All truck movements shall be carried out taking into consideration the surrounding building and roads. Adequate measures to reduce severity/seriousness of incidents shall be put in place to improve conditions.

### **VEHICLES - Arrival Route to site**

It is illegal to park a truck exceeding 4.5 tonnes on a roadway for more than one (1) hour unless signs are installed allowing such and illegal to barricade/ reserve a section of roadway without the prior approval of Council. Vehicles shall leave site in a forward direction with the assistance of Authorised Traffic Controllers. Under no circumstances will vehicles be permitted to leave site in reverse.



**Figure 3**



- Truck Arrival Route (Arriving General Homes Drive/Bestic Street/Mutch Avenue/Beehag Street – Site/Jacobson Avenue - Site)

Trucks travelling on General Homes drive can enter turning left or right into Bestic Street.

Follow Bestic Street for approximately 300m

Turn right onto Mutch Avenue

Turn right into Beehag Street to Kyeemagh Public School and enter site

### **Departure Route from Site**

- Truck Departure Route (Beehag Street/General Homes Drive /or Jacobson Avenue/ Tancred Avenue/ General Homes Drive).

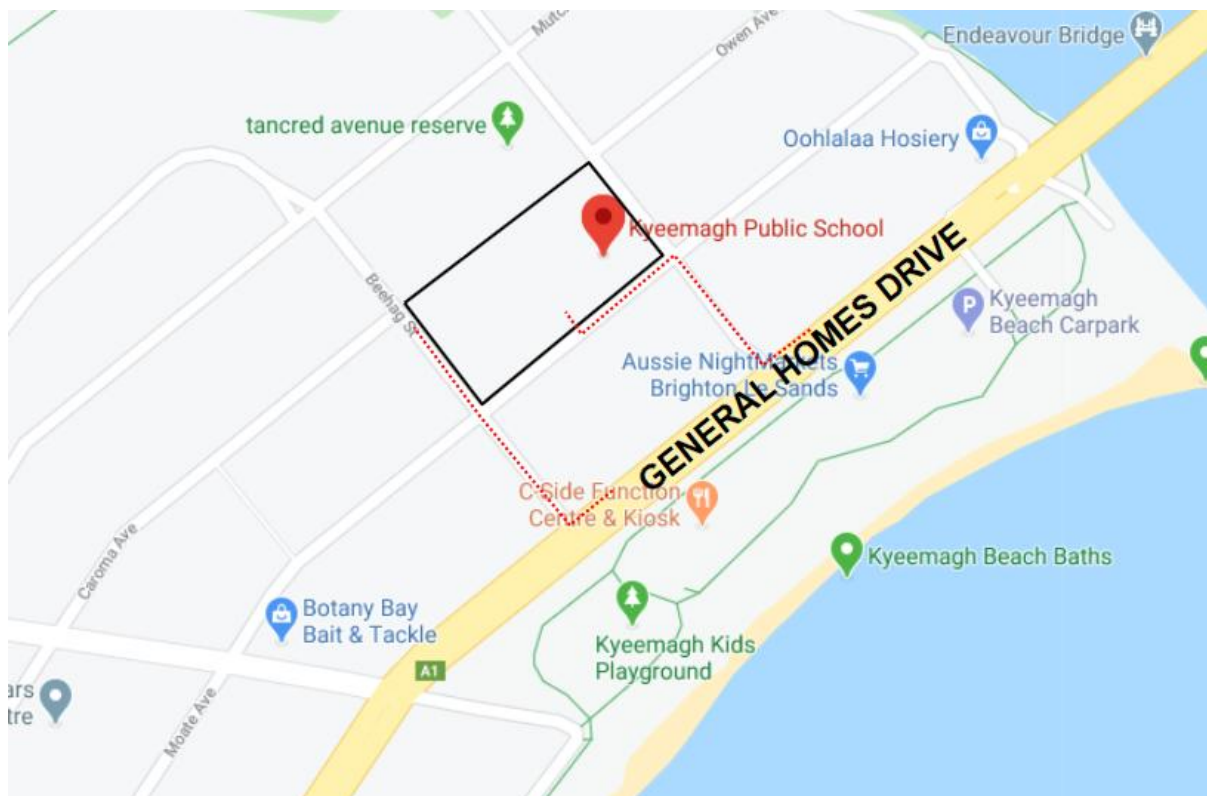
Exit site and follow Beehag Street,

At the T-intersection turn left onto General Homes Drive to required destination

Exit site from Jacobson Avenue, Travel north to Tancred Avenue,

Turn right into Tancred Avenue,

At the T-intersection turn left onto General Homes Drive to required destination



**Figure 4**

## **Construction Vehicles and Plant accessing work site**

All loading and unloading of materials shall be done within the site. Trucks are not to queue on the driveway or on public roads; traffic controllers shall manage the ingress and egress. Trucks unable to immediately enter site shall queue at a remote location. All drivers of trucks and construction vehicles shall be issued this CTMP and shall be made aware of the truck and vehicle routes.

All plant and heavy machinery will be placed or parked within the site. No plant or machinery shall be placed on the street. No vehicles to be left on local roads unless approval has been obtained for a one-off occasion from Council. All vehicles, plant, and equipment shall be operated in accordance with NSW Road Rules 2014.

### **3. DRIVERS CODE OF CONDUCT**

This drivers Code of Conduct for Heavy Vehicles is to ensure that drivers adhere to the designated transport routes, and outline procedures to ensure that drivers implement safe driving practices, particularly when entering/exiting truck routes.

All Employees and contractors are made aware that responsible driving and adhering to the code is a condition of employment at Kyeemagh Public School upgrade. All drivers are trained in the Code of Conduct and audits of the compliance with the Code are conducted. All drivers reported or found to be acting in a manner contrary to the Code will be subject to disciplinary action.

#### **3.1 General Requirements**

Heavy vehicles drivers hauling from Kyeemagh Public School must:

- Have undertaken a site induction carried out by a qualified person under the direction of Taylors
- Hold a valid drivers licence for the class of vehicle being operated.
- Operate the vehicle in a safe manner with and external to the site.
- Comply with the direction of authorised site personnel when within the site.

#### **3.2 Heavy Vehicles Speed**

Drivers are to observe the posted speed limits on all public roads in particular all drivers are advised to proceed near the school or school buses at 40km/h, with speed adjusted appropriately to suit the road environment and prevailing weather conditions to comply with the Australian Road Rules. Vehicles are to proceed at 10km/h while being escorted in/out of work site.

### **3.3 Heavy Vehicle Control**

In order to minimise the impact of noise from truck transport, the following controls apply to truck operators at Kyeemagh Public School Upgrade

- Compression brakes not to be used in the vicinity of the School
- Tailgates must be locked and secured to avoid noise and spillage
- Always observe the posted speed on site and the local road network
- No tail gaiting is permitted – a 3 second gap is to be observed at all times
- Equipment to be used must be fit for purpose
- Drivers to obey the loading, dispatch and product transportation times

### **3.4 Load Covering**

Loose material on the road surface has the potential to cause road crashes and vehicles damage. All loaded vehicles entering or leaving the site are effectively covered for the duration of the trip. The load cover must be removed upon arrive at the 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 and again after unloading. Drivers must ensure that following the tipping that the tailgate is locked before leaving the site. Taylors management is to monitor loose material on the side of haulage route from the site and take appropriate action regularly.

### **3.5 Cleanliness**

All loaded vehicles are to be inspected prior to leaving the site for cleanliness. Any materials that could fall on the road should be removed prior to leaving the site.

### **3.6 Vehicle Departure and arrival**

Taylors to plan trucks arrival and departure to avoid peak periods. To alleviate public concern and increase road safety, heavy vehicles leaving the site should be separated and it is important for all drivers to be aware of the requirement to avoid convoys leaving the site. Taylors to plan deliveries to avoid school peak hours.

## **4. Dust**

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Taylors Construction is responsible for the mitigation of all dust generated on site or as a result of undertaking the works. Taylors is to allow for the provision of 'sticky mats', floor protection, wetting down, cleaning and the like to ensure that dust is not tracked through the building or the building surrounds. Taylors shall protect all existing services from dust by covering or sealing the likes of existing air conditioning units, ductwork, intakes, distribution boards, and the like. This extends to providing and maintaining a dust free environment for the installation of any communications and telephone equipment,



## **5. Fencing, Barriers & Hoarding**

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Temporary fencing shall be erected around all work. Traffic controllers shall be present to manage all pedestrian movement with the erecting of the hoarding. Where the hoarding is to be erected over the footpath or any public place, the approval of Council must be obtained prior to the erection of the hoarding.

Any openings in the existing perimeter fencing shall be secured with fencing and hoardings to keep the site secure and any new fencing shall be temporary (such as cyclone wire) and at least 1.8 metres high. All fencing is to be maintained for the duration of construction to ensure that the work area is secured.

A sign shall be displayed on the site indicating the name of the person responsible for the site and a telephone number of which that person can be contacted during and outside normal working hours, or when the site is unattended.

The sign must be erected in a predominant position shall display the following:

- Name, address, and telephone number of the principle certifying authority for the works
- Name of principle contractor (if applicable) for any building work and a telephone number on which that person may be contacted out of hours
- Unauthorised access to the work site is prohibited

No portion of the proposed fence, including the footings, is to encroach beyond the boundaries of the subject property.

Alternatively, documentary evidence that the owner of the adjoining property has no objection to the construction of the party fence wall on the common boundary between these properties is to be submitted to Council prior to the issue of a Construction Certificate

## **6. Waste Management and Recycling**

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A formal Construction Waste Management Plan will be produced by Taylors prior to works commencing. All material that cannot be recycled or reused will be disposed to an approved landfill facility. Waste will be minimised and that generated will be separated to maximise recycling. The highest waste production will be during the demolition of existing buildings onsite.

Dangerous goods (such as petrol, diesel, oxy-acetylene, oils, etc) will be stored in a lockable compound with sufficient ventilation in accordance with relevant codes of

practice and standards. Material safety data sheets on all flammable and potentially harmful liquids will be provided by the contractor undertaking the works.

## **7. Removal and storage of Rubbish or spoil.**

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All industrial rubbish bins will be stored on site and in a position for easy access for removal by trucks. All removal trucks will have the load covered by tarpaulin or other means to secure load. All excavations and backfilling shall be executed safely and in accordance with the relevant Australian Standards.

Council expects demolition and excavated material to be reused and/or recycled wherever possible. No materials shall be placed, dumped, or left on any Council road or footpath. Removed or damaged street furniture, including parking and street signs, shall be replaced immediately. Copies of demolition and construction waste dockets that verify the facility that received the material for recycling or disposal and the quantity of waste received, must be retained on site at all times during construction.

## **8. Responsibility**

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It is the responsibility of Taylor Constructions to ensure that these traffic measures are disseminated, implemented and maintained in accordance with the principles in the project, Occupational Health, Safety & Rehabilitation Management Plan: and; it is the responsibility of every worker involved with this work site to comply with the guidelines set down in this plan

## **9. Emergency Response**

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- Secure Traffic Solutions will provide traffic control by qualified traffic controllers for emergencies such as accidents and spillages on the maintained network.
- Secure Traffic Solutions will use an appropriate standard plan drawn from the RMS Traffic Control at Work Sites Manual (Appendix D), adjusting it as needed to suit the site conditions.
- For all other planned and scheduled maintenance and other works under the contract, Secure Traffic Solutions will prepare Traffic Control Plans as required.
- Nearest Police Station – Hurstville Police Station (02) 9375 8599
- Nearest Fire Station – Kogarah Fire & Rescue (02) 9587 0878
- Nearest Hospital – St George Hospital, (02) 9113 1111
- Nearest Medical Centre – Myhealth Medical Centre 02 9051 2882
- All other Emergency numbers CALL 000

## **10. Time Management**

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Taylor Construction aims to meet its time related obligations. Among them are:

- Notifying emergency services and relevant sections of the community and transport industry of work which results in significant traffic disruption.
- Notifying residents and businesses affected by disruption to property access or by night works in built up areas. A letter will:
  - be “letter-box-dropped” at least three Business Days before the proposed date and
  - Detail the dates and times of the proposed access restrictions and contact details.
  - Performing work and Services only in the times permitted.
- Lodging early as possible (at worst no less than 10 Business Days before the work) a road occupancy application. See RTA G10 (2.6). Noting, however, the exemptions for emergencies and hazards set down at RTA G11 (8).
- Promptly advising the TMC of delays to traffic which are, or are anticipated to be, longer than 15 minutes.

## **11. PROPOSED STRATEGY OF TRAFFIC MANAGEMENT TO ENSURE ROAD SAFETY & NETWORK EFFICIENCY**

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### **A. IMPACTS ON GENERAL TRAFFIC - Road/Lane Closure**

- The proposed works will not require any road or lane closures and should not delay general traffic. If at any stage the work does require these closures all permits will be applied for through Council prior to the commencement of works. If a partial road closure, temporary driveways or mobile cranes are required appropriate application will be made to Council prior to commencement of such works.
- No roadworks will be undertaken on state roads or within 100 m of traffic signals for this project. If the need occurs to undertake such works a Road Occupancy Licence will be made to NSW Transport Management Centre and a copy will be provided to Council.
- Approval from RMS will not be required for any work activity as vehicles are exiting the job site in a forward direction and no stopping of traffic required near traffic signals.

- All traffic control plans (TCPs) associated with this CTMP will comply with relevant Australian Standards and RMS Traffic Control at Worksites Manual.
- The works shall not impact the local public transport network. The proposed construction activities would not require the relocation of any existing bus stops or bus routes in order to accommodate the construction activities.

### **CONSTRUCTION WORKER TRANSPORTATION STRATEGY**

#### **B. Parking for Site Workers**

- While a limited amount of car parking will be available for construction personnel, workers will be encouraged to use public transport when travelling to and from the site. It is noted that there is a bus route on Beechag Street. 479 bus takes you to and from Rockdale train station.
- There is all day street parking on all surrounding roads.
- It is recommended that an onsite tool drop off and storage facility is included in the construction site management such that construction personnel can drop tools to the site by vehicle and then store them on site for the duration of works, thus enabling them to travel on public transport without needing to transport heavy tools each day.

#### **C. PUBLIC TRANSPORT.**

- The existing public transport servicing the site is 479 bus which runs from Rockdale to Kyeemagh. The 479 bus has 25 stops departing from Rockdale train station on Geeves Avenue Stand C and ending on Bay Street near Trafalgar Street. The service normally starts operating at 18.07 and ends at 18.38. The map of the bus network near the site is provided below:



#### D. Impact on Pedestrians

- When the works are affecting footpaths traffic controllers will ensure to provide an exclusion zone around the work area.
- Only authorised personnel will be permitted within the building site unless accompanied by site management, if not inducted to the site. Whilst within the confines of the building site, all personnel will attire in correct PPE to ensure that they are visible to moving traffic
- When trucks are entering/exiting the worksite, RMS accredited traffic controllers will be employed to manage pedestrian movement and temporary stop all pedestrians while there is truck movement occupying the footpath. If any work is taking place on the footpath, traffic controllers will have to ensure there is a pedestrian pathway in place to direct pedestrians safely around the work area. Outside of construction hours the footpath will be free of any barricades or building materials.



**Footpaths surrounding work site**

### **E. Impact on Cyclists**

The works will not cause any disruption to the local cyclist network. If the works impact the road network traffic controllers will ensure to implement a safe, viable and clear alternative for cyclists. The proposed construction activities would not require the relocation of any existing cycle lane. Traffic controllers may need to temporary stop cyclists when work vehicles are entering/exiting the work site. No detour route will be required.

### **F. Emergency Vehicle**

- The construction activities of the proposed project would not adversely impact on the accessibility or operation of emergency services for access to the site or surrounding properties as all existing roads and individual property accesses would remain open and accessible during the construction activities associated with the site works. If the case, any emergency vehicle required for site will be given priority and when practicable, assisted by Authorised Traffic Control.



## **G. Access to properties and Noise**

- The works will not affect access to properties. Regarding noise impacts, Taylors Construction will strive to keep all noise associated with the works is kept to a minimum. Likewise, no noise will be made outside the approved hours for site.
- Where there is a strong community reaction to noise associated with demolition, excavation and/or construction, council may require respite periods by restricting the hours that the specific noisy activity can occur.
- If this is imposed, council will consider
  - Times identified by the community when they are less sensitive to noise.
  - If the community is prepared to accept a longer period of construction in exchange for restriction on construction hours.
- Prior to commencement of the site preparation works, it is recommended that Taylors Constructions inform the local community regarding the traffic control and management arrangements that will be implemented and the timing/duration of works. It is envisaged that the requirements for community consultation will be set out in the conditions of consent, and all the community notification.
- Notification of any work affecting any properties or residents will be notified in the form of a letter will be made by letter box drop two weeks prior then again, the day before the work starts.

## **12. Traffic Controllers**

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RMS Accredited Traffic Controllers. will be on-site ensuring controlled entry and exit into site that does not affect traffic flow or endanger pedestrians by giving way to pedestrians and cyclists before trucks enter and exit site. Traffic controllers will wait for a suitable gap in traffic and pedestrian movement before assisting construction vehicles entering or leaving the site.

## **13. Community & Motorists Consultation/Notification**

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A Taylors representative is available to meet with any neighbours affected by the site works to discuss the proposed measures mentioned within this construction traffic management plan. Notification of construction activity will be sent to properties near the work site. This notification in the form of a letter will be made by letterbox drop two weeks prior to work commencing and again the day before works commences. Temporary advance warning signs will advise motorist of their approach to the work site. Regular consultation to be held with Council's manager for social and community services

#### **14. Permits and Road Occupancy Licence.**

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A work zone permit will need to be applied for through council where any work zones are required for deliveries or loading zones outside of the site boundary. A Road Occupancy Licence will not be required for this job as vehicles enter/exiting on Beehag Street and Jacobson Avenue which are not RMS roads. The builder and traffic control company will adhere to any and all conditions expressed on any licences required.

#### **15. Workplace Health & Safety**

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Taylor's Construction will assess the risk and will incorporate the traffic control plans and the traffic management plan into the site safety plan.

This CTMP must be included in site inductions to ensure all new employees are aware of the construction management obligations.

#### **16. Traffic Control Plans**

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Traffic control plans, Vehicle movement plan and pedestrian movement plans for this project are included in this document. The TCP is a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary through the work site or temporary hazard. Taylor's will ensure authorised traffic controllers will be present on site to assist access of trucks in and out of the site ensuring the safety of pedestrian's, cyclists and all other vehicles. The Land uses surrounding the site are residential. The site is located within close proximity to the School which attracts significant vehicles during morning and afternoon drop off and pick up periods during the week.

The TCPs were designed to address the following issues where applicable:

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



## **17. Monitoring and Review**

Monitoring and review is important throughout the TMP process (both preparation and implementation) to ensure that the TMP remains current and addresses all risks at the worksite. After the TMP has been implemented, a review should be undertaken to ensure that it is operating as expected. Schedule further reviews as the program progresses, to ensure that the plan continues to operate as expected.

### **Daily Inspections**

The monitoring program generally incorporates daily inspections:

- Before the start of work activity on site
- During the hours of work
- Closing down at the end of the shift period
- After work hours

Provide a template for a daily inspection register allowing indication of:

- When traffic controls were erected
- When changes to controls occurred and why the changes were undertaken
- Any significant observations associated with the traffic control and their impacts on road users or adjacent properties

Collecting information is particularly important in the event of an incident, in case legal proceedings result.

### **TMP Review & Improvement**

Outline a process to facilitate continuous improvement which may include debrief meetings to discuss any issues or risks associated with the plan.

Ensure the TMP is kept up to date taking into account changes in traffic volumes, vehicle types, the road environment, work practices, standards, and jurisdictionally specific legislation.

Review of the TMP will be required if any on-site changes occur (with the exception of repositioning of traffic control devices) by a person appropriately qualified in the relevant jurisdiction.

A copy of all documentation relating to the endorsement of the changes must be held on-site by the person managing the works.

Where there are non-compliances identified the procedure should have a mechanism for the issuing of a formal corrective action. Corrective actions should be closed out and registered as such in accordance with the organisation's normal practice.

## **18. Out of Working Hours Contacts**

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Steve Ziazaris – Senior Project Manager – Taylor Constructions  
0413 182 641

## 19. Map




## 20. Appendix A - Traffic Controllers' Tickets

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Surname	First Name	Contractor Name	Certificate Number	Expiry Date

# TRAFFIC CONTROL PLANS



**TRAFFIC CONTROL PLAN**

DATE: 28/05/2020

LOCATION: Kyeemagh Public School, Kyeemagh

TCP No.: Intermittent Stopping for safety entry/exit of work vehicles

Orange Card Author: Bridget Diggins

Signature: *Bridget Diggins*

Certificate No: 0028675150

Date: 28/05/2020

Legend:  
Cone  
Work Area

NAME: Bridget Diggins

License No: 0028675150

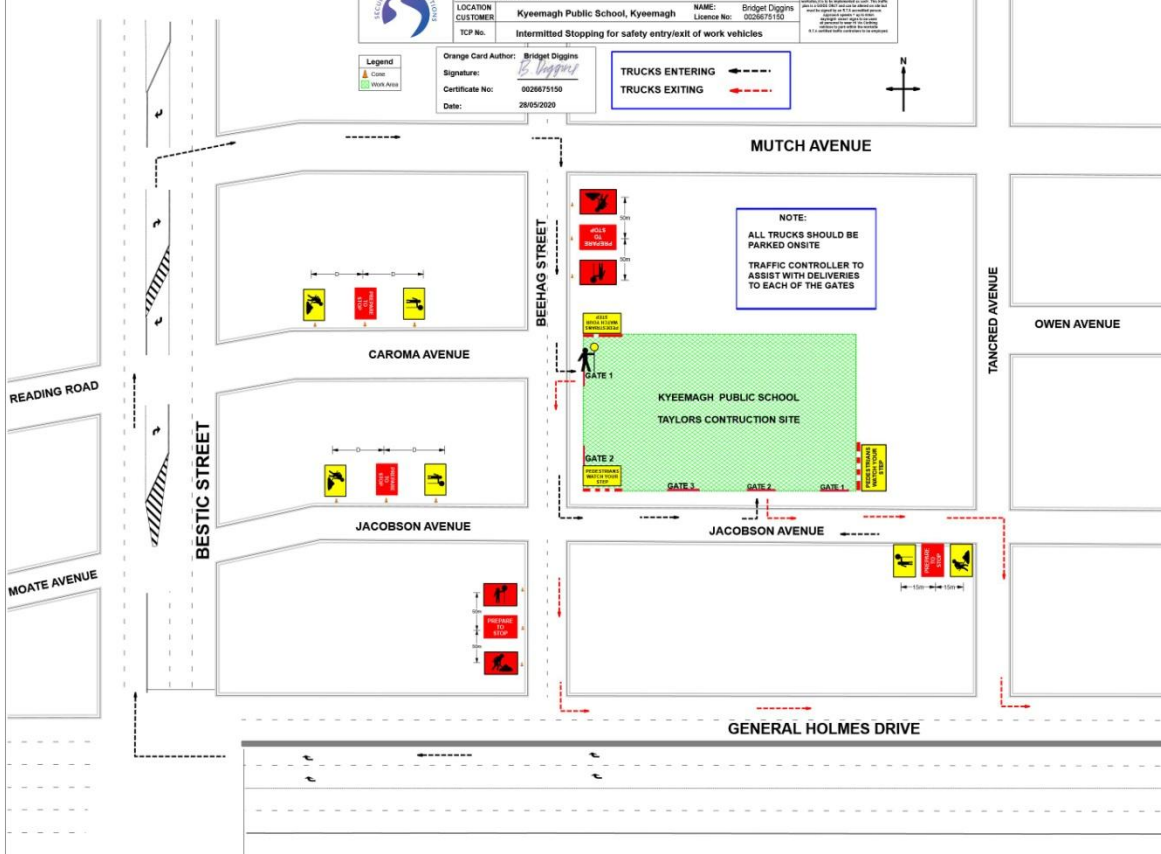
TRUCKS ENTERING

TRUCKS EXITING

NOTE:  
ALL TRUCKS SHOULD BE PARKED ONSITE

TRAFFIC CONTROLLER TO ASSIST WITH DELIVERIES TO EACH OF THE GATES

N



**Red Card Holder**

Name:

Signature:

Cert No:

Amendments Required ? Y/N

On	Merge Taper	Advance Taper	Buffer
Length	Length	Length	Length
40 or Less	75	30	30
40 to 25	30	15	30
25 to 15	15	10	30
15 to 10	10	10	30
10 to 5	5	10	30
5 to 2.5	2.5	10	30
2.5 to 1.5	1.5	10	30
1.5 to 1	1	10	30
1 to 0.5	0.5	10	30
Greater Than 180	180	115	50

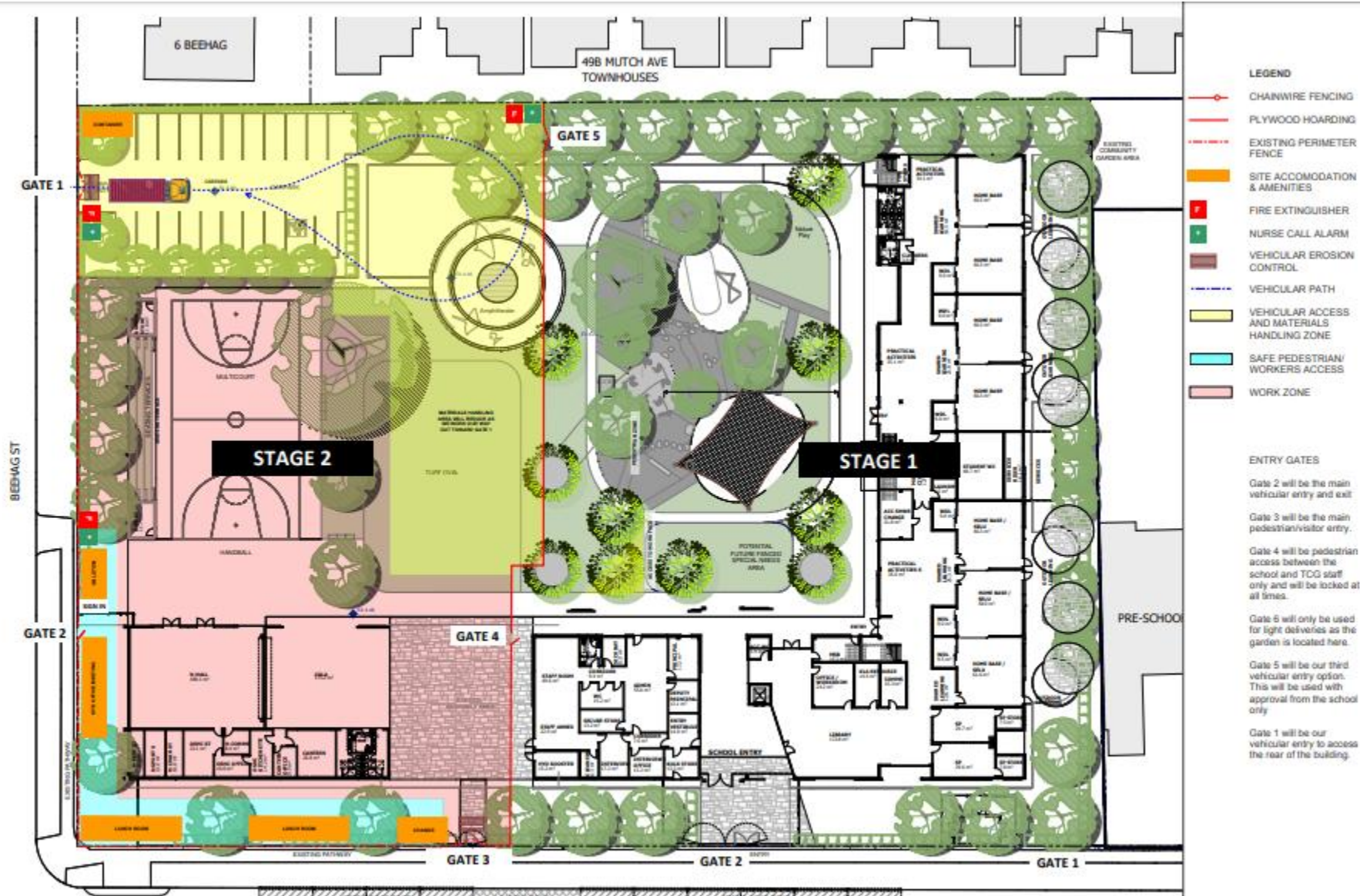
Based on SA 1142.2 - 2005





# **■ SITE PLAN - STAGE 1** Rev 1 Kyeemagh Public School

**TAYLOR**



## ■ SITE PLAN - STAGE 2

Rev 0  
Kyeemagh Public School

**TAYLOR**