# Construction
# Traffic Management Plan


## NORTH KELLYVILLE PUBLIC SCHOOL
## (HEZLETT ROAD, KELLYVILE)

| | |
|---|---|
| Client | **MATTHEW WILSON** |
| Document Number: | **CTMP166TN159** |
| RMS Prepare a Work Zone Traffic Management Plan Certificate #: | **0030490926** Exp: **27/04/2019** |
| Date: | **02/02/2018** |
| Prepared by: | **Thiolen Naidoo** |

# Table of Contents

# 1 Project Details

## 1.1 Project Summary

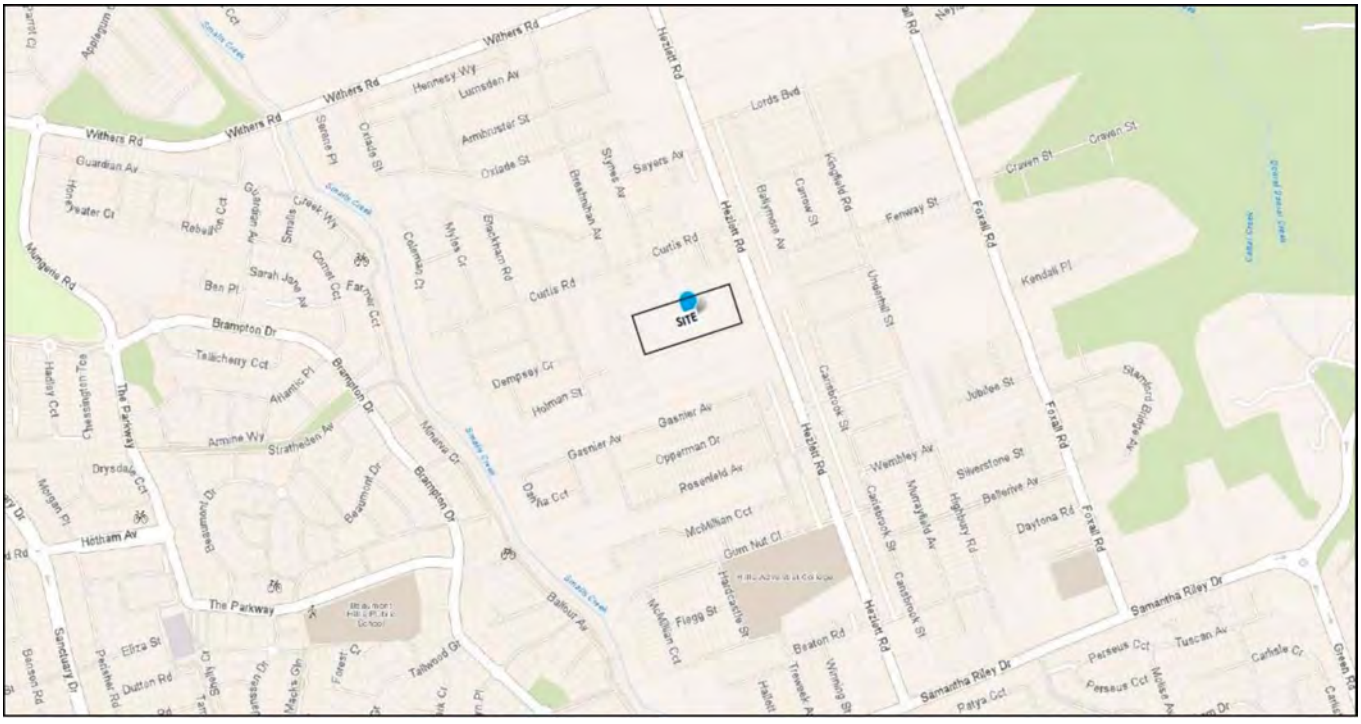
| | | |
|---|---|---|
| *Project:* | ***Construction of North Kellyville Public School*** | |
| *Location:* | **120 Hezlett Road, Kellyville** | |
| *Hours of Operation:* | ***Monday – Saturday*** | ***7:00AM – 5:00PM*** |
| | **Sunday & Public Holidays** | **No Work** |

***Scope of Works**: Demolition/ Excavation of existing structures and the construction of a public school comprising 40 teaching spaces, a canteen, library, multi-purpose hall an office and administration space, amenities for students and staff members and OOSH (out of school hours) accommodation.*

## 1.2 Revisions

| Rev | Date | Description |
|---|---|---|
| 0 | 22/11/2017 | Initial Submission |
| 1 | 02/02/2018 | Revision 1 |
| 2 | | |

## 1.3 Map



## 1.4 Development Process

This traffic management plan covers the stage(s) listed below, subsequent stages (if any) may require amendments and additional plans to be prepared.

Included Stages / Phases:

| Stage / Phase | Duration (Approx.) |
|---|---|
| Excavation | 8 Weeks |
| Construction | 30 Weeks |
| Fit Out | 24 Weeks |

## 1.5 Excavation Phase

Largest Truck Size: Multi Combination/ Truck & Dog (Up to 40.5 tonne & 19.5 Metres)
Peak Average Daily Vehicle Movements: Up to 20 (5 trucks to make 4 round trips each per day).

## 1.6 Construction Phase

Largest Truck Size: Multi Combination/ Truck & Dog (Up to 40.5 tonne & 19.5 Metres)
Peak Average Daily Vehicle Movements: Up to 20 (5 trucks to make 4 round trips each per day).

## 1.7 Fit out Phase

Largest Truck Size: Heavy Rigid Truck (up to 15 tonne & 12.5 Metres)
Average Daily Vehicle Movements: Up to 20 (5 trucks to make 4 round trips each per day).

# 2 Proposed Traffic Management

## 2.1 General

**A. Site Vehicles**

•Site vehicles to enter and exit the site in a forward facing direction.

• All drivers will be made aware of the approved routes prior to commencing work at the site as part of the site induction.

• Vehicles will be scheduled in such a manner as to not require queuing on the road network surrounding the site.

**B. Road Occupancy**

• Approval from RMS is not required for works on Hezlett Road

• All Traffic Control Plans (TCPs) associated with this CTMP will comply with relevant Australian Standards and RMS Traffic Control at Worksites Manual.

**C. Parking for Site Workers**

• Adco Constructions Pty Ltd strongly promotes the use of public transport & car-pooling for all site workers.

**D. Public Transport**

• Surrounding public transport access is going to remain unaffected during this project.

**E. Surrounding Roads**

• Site vehicles are to use approved routes only for access to and from the site.

• Construction traffic to be scheduled where possible outside of peak times to minimise impact to existing traffic increases.

• Truck queuing on surrounding streets is not permitted or required during this project.

• Trucks must use approved routes.

## 2.2 Construction Vehicle Routes

**A. Site Entry/ Exit (Northbound vehicles)**

All trucks involved in work activities approaching site via Windsor Road & Old Windsor Road (Northbound) are to turn right onto Samantha Riley Drive, continue past Brampton Drive, after 1km, turn left into Hezlett Road, then turn left into site as indicated on Plan MP478(a).
All trucks are to depart the site and continue south on Hezlett Road, then turn right onto Samantha Riley Drive.

**B. Site Entry/ Exit (Southbound vehicles)**

All trucks involved in work activities approaching site via Windsor Road (Southbound) are to turn left onto Commercial Road, then turn right onto Withers Road, then turn right into Hezlett Road, then right into site.
All trucks are to depart the site northbound on Hezlett Road, turn left on Withers Road, then left onto Commercial Road, then right onto Windsor Road.

**Vehicle Layover Area**
AAA Traffic Control propose that vehicles that vehicles that are waiting to approach site are to wait in the pull over bays on Hezlett Road. This is to prevent the impact of works on residents and local businesses, and prevents queuing of site vehicles.

**C. Vehicle Movements**

- Vehicles will enter and exit the Site in a forward facing direction.
- Movements to occur outside of peak hours.

**D. Loading / Unloading Vehicles**

- All vehicles loading / unloading to be contained within site.

**E. Road Occupancy**

i. Standing Plant - All plant will be located within site boundary where possible.
ii. Parking for Site Workers – All site workers will be encouraged to car-pool when possible to prevent build-up of vehicles parked on Hezlett Road. However, parking is available along Hezlett Road.

**F. Storage for Equipment, Materials and Waste.**

- All located within site boundary.

**G. Pedestrian Management**

- Boundary fence to limit pedestrian access to site, hoarding is not required as work is set back from pedestrian footpath. Pedestrian access maintained throughout this stage.

# 3 Project Impact

## 3.1 Residents / Surrounding Property Owners

Existing residential driveways and access points will be maintained throughout the project.

## 3.2 Pedestrians & Cyclists

Existing pedestrian and cyclist's access along Hezlett Road & Withers Road maintained throughout the project. Pedestrian access to be maintained during footpath work via the traffic controller's onsite to manage activity as required. Site vehicles are to wait for a suitable gap in both pedestrian and vehicular traffic before proceeding to minimise impact to existing traffic flow.

## 3.3 Emergency Services

Access along Hezlett Road & Withers Road will be maintained throughout the project. Priority is given to emergency vehicles as per normal procedure.

## 3.4 Local Traffic

Access along Hezlett Road & Withers Road will remain as per normal conditions. Site vehicles are to exit using normally occurring gaps in traffic to reduce impact to traffic flows.
Construction traffic to be scheduled as per ANZS12, outside of peak times such as school zone hours to minimise impact to existing traffic increases.

## 3.5 Public Transport

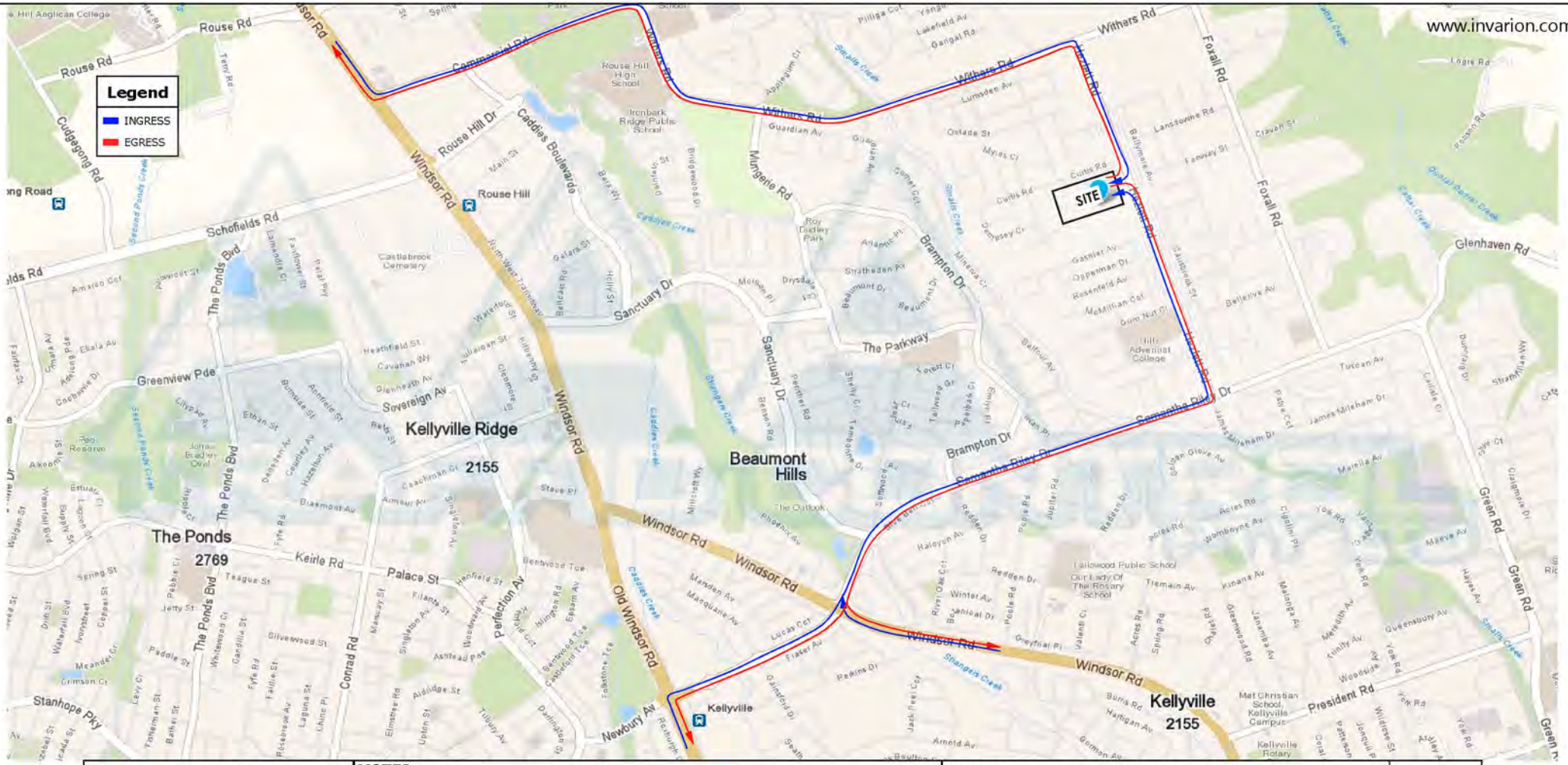
N/A.

## 3.6 Impact on Community & Businesses

Impact to the community will be minimal due to approach and departure routes close to Old Windsor Road & Windsor Road.

# Appendix A - Traffic Control Plans

**MP 731(a) – VEHICLE ROUTES – SITE ACCESS ALL STAGES**
**MP 731(b) – SITE ACCES – DEMOLITON / EXCAVATION / CONSTRUCTION / FIT OUT STAGES**
**MP 731(c) – GENERAL WORKS – ALL STAGES**





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A.B.N. 78 105 021 869


**NOTES:**

1. All Traffic Control works: signs and devices to comply with Australian Standard AS 1742.3.
2. Adjustments to TCP may be only made by persons holding an RMS "Select and Modify" ticket or higher.
3. All traffic control devices may only be set out by persons holding an RMS "Apply Traffic Control Plans" ticket or higher.
4. Traffic control personnel must hold an RMS "Traffic Controller" ticket or higher.
5. Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
6. Traffic controllers to escort pedestrians past the work area.
7. Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act.
8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.
9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
10. If an incident occurs on site, an 'incident report form' MUST be completed immediately. Upon completion of the incident report form, site Ganger is to notify AAA head office.

**This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale.**
**The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site.**
**AAA Traffic Control Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorized AAA Traffic Control personnel.**

N

| | |
|---|---|
| CLIENT: | **ADCO CONSTRUCTIONS PTY LTD** |
| CONTACT: | MATTHEW WILSON PH:8437 5000 |
| PROJECT: | CONSTRUCTION OF NORTH KELLYVILLE PUBLIC SCHOOL |
| LOCATION: | 120 HEZLETT ROAD, KELLYVILLE |
| UBD: | **129/ N11** |
| PO: | **AP019799** |

**MANAGEMENT**

- ● INGRESS/ EGRESS
- ○ LANE MERGE
- ○ CONTRA FLOW
- ○ DETOUR
- ○ ROAD CLOSURE
- ○ SHOULDER WORKS
- ○ PEDESTRIAN MGMT.
- ○ INTERMITTENT

**ROAD CLASSIFICATION**

- ○ STATE (RTA/RMS)
- ○ REGIONAL (COUNCIL & RTA/RMS)
- ● LOCAL (COUNCIL)

| | |
|---|---|
| JOB NO. | CTMP164 TN159 |
| ○ TCP | |
| ○ TMP | |
| ● CTMP | |
| REV | |
| DATE | |
| SCALE | N.T.S |
| PLAN NO: | MP 731(a) |
| AUTHOR: | THIOLEN NAIDOO |
| CERT: | 0030490926 |
| DATE: | 22/11/2017 |
| SIGN: | |

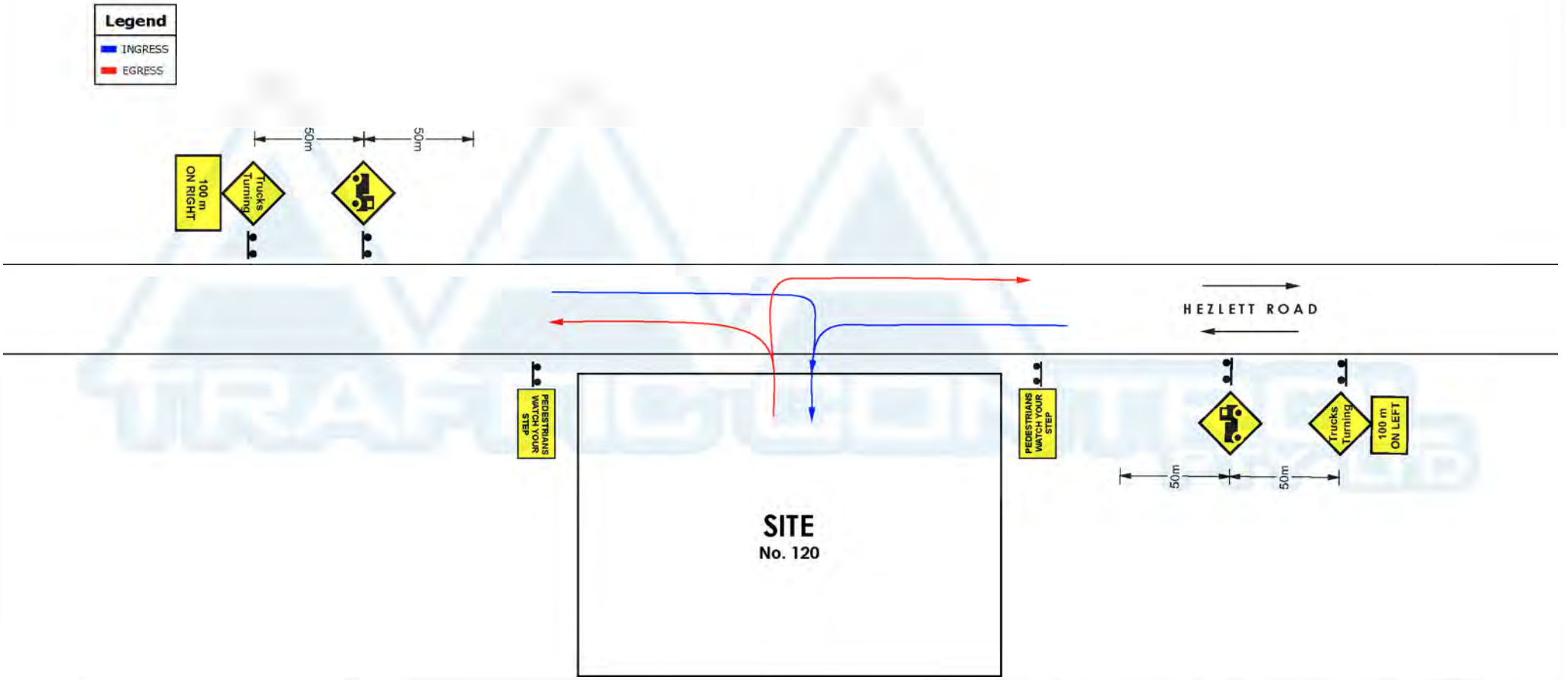
**RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS**

| PURPOSE OF USAGE | APPROCH SPEED (km/h) | MAX SPACING (m) |
|---|---|---|
| All purposes on residential or commercial streets | <= 50 | 4 |
| Center-line on approach to Traffic Controller position | All cases | 4 |
| Outer edge of traffic line - i.e. working on shoulder | 51-70 / >70 | 18 / 24 |
| Separating opposing traffic on 2 lane 2 way road | 51-70 / >70 | 12 / 18 |
| Separating opposing traffic on multilane undivided road | 51-70 / >70 | 12 / 18 |
| Adjacent to a closed lane on a multilane road | 51-70 / >70 | 16 / 24 |
| Merge tapers | 51-70 / >70 | 9 / 12 |
| Lateral shift tapers | 51-70 / >70 | 12 / 18 |
| Protecting freshly painted lines | 51-70 / >70 | 24 / 60 |

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.

**RECOMMENDED TAPER LENGTHS**

| APPROACH SPEED(km/h) | TRAFFIC CONTROL AT START | LATERAL SHIFT TAPER | MERGE TAPER |
|---|---|---|---|
| < 45 | 15 | 0 | **15** |
| 46 - 55 | 15 | 15 | 30 |
| 56 - 65 | 30 | 30 | 60 |
| 66 - 75 | N/A | 70 | 115 |
| 76 - 85 | N/A | 80 | 130 |
| 86 - 95 | N/A | 90 | 145 |
| 96 - 105 | N/A | 100 | 160 |
| > 105 | N/A | 110 | 180 |

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| 56 - 65 | 30 | 30 | 60 |
| 66 - 75 | N/A | 70 | 115 |
| 76 - 85 | N/A | 80 | 130 |
| 86 - 95 | N/A | 90 | 145 |
| 96 - 105 | N/A | 100 | 160 |
| > 105 | N/A | 110 | 180 |

REFERS EXTRACTED FROM RTA TCWS MANUAL V4.0 (TABLES 6.7.5 & 6.7.6) - REFER TO MANUAL FOR FURTHER INFO.

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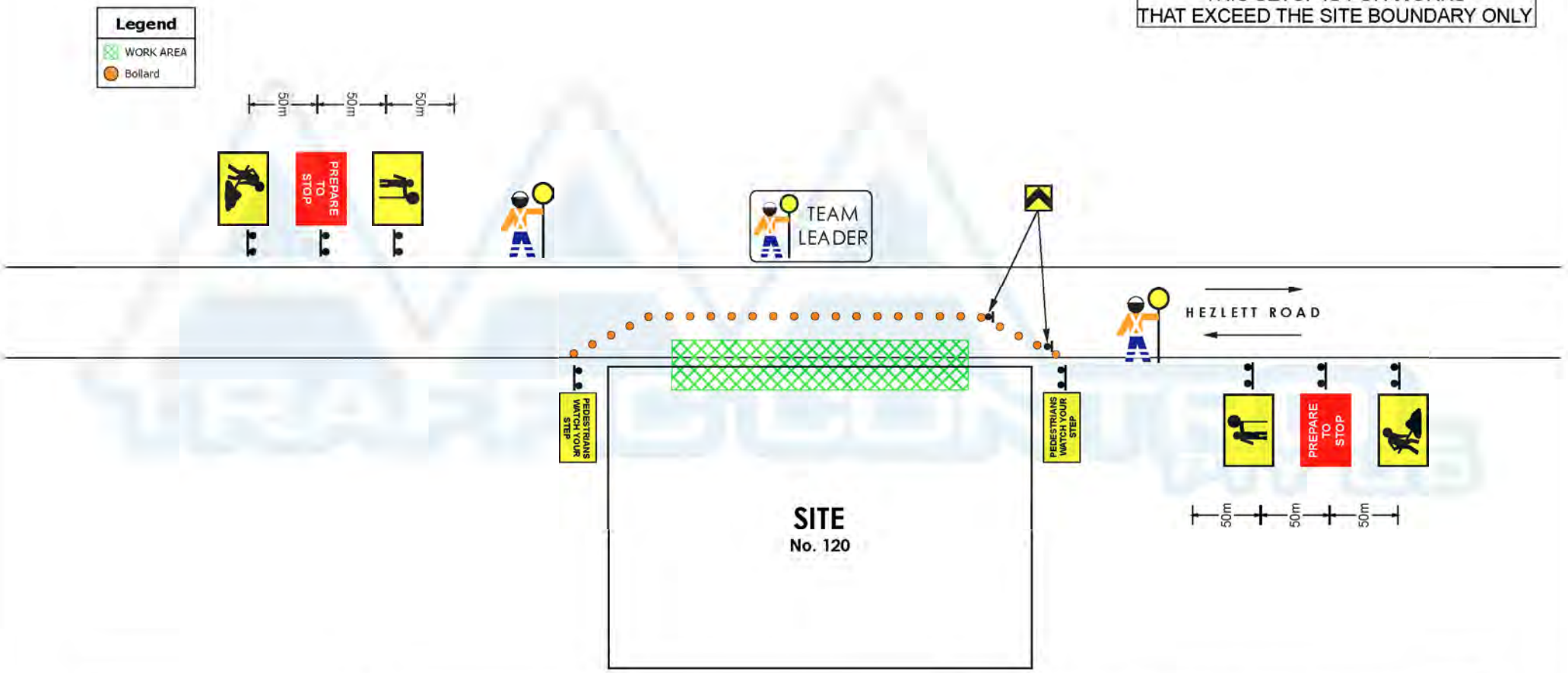
| REV 1 | |
| DATE 02.02.18 | |
| SCALE N.T.S | |
| PLAN NO: | MP 731(b) |
| AUTHOR: | THIOLEN NAIDOO |
| CERT: | 0030490926 |
| DATE: | 22/11/2017 |
| SIGN: | |

THIS SETUP IS FOR WORKS
THAT EXCEED THE SITE BOUNDARY ONLY

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