CONSTRUCTION PEDESTRIAN AND TRAFFIC MANAGEMENT PLAN

PARRAMATTA NRL CENTRE OF EXCELLENCE AND COMMUNITY FACILITY

DOCUMENT HISTORY

Content Author	Michael Wright

REV	Change Type	Amendment Summary	Author	Date
01	Rev 1	Project Start Up	MW	28/08/2023
02	Rev 02	Revised following TfNSW Comments	MW	14/9/2023
03	Rev 03	Cranage and site fencing updated	MW	15/2/2024
04				
05				

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1.0 INTRODUCTION

Kane have engaged a Traffic Management consultant (ETM Traffic) to develop a project specific Construction Pedestrian and Traffic Management Plan (CPTMP). The document outline Kane's proposed intensions and incorporates Kane's management strategy to be utilised throughout the course of construction.

2.0 STATUTORY AND CONTRACTUAL OBLIGATIONS

The following statutory obligations of the SSDA Development Consent are setout below.

C11. Construction Pedestrian and Traffic Management Plan
Prior to the commencement of any earthwork or construction, the Applicant must submit to the satisfaction of the Certifier a final Construction Pedestrian and Traffic Management Plan (CPTMP), prepared in consultation with the Sydney Coordination Office within TfNSW and Council. The CPTMP needs to specify matters including, but not limited to, the following:
(a) a description of the development;
(b) location of any proposed work zone(s);
(c) details of crane arrangements including location of any crane(s) and crane movement plan;
(d) haulage routes;
(e) proposed construction hours (in accordance with Condition D3 - D7);
(f) predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;
(g) construction vehicle access arrangements;
(h) construction program and construction methodology, including any construction staging;
(i) a detailed plan of any proposed hoarding and/or scaffolding;
(j) measures to avoid construction worker vehicle movements within the precinct;
(k) consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
(l) identify any potential impacts to general traffic, cyclists, pedestrians, bus services within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures must be clearly identified and included in the CPTMP;
(m) identify the cumulative construction activities of the development and other projects within or around the development site. Proposed measures to minimise the cumulative impacts on the surrounding road network must be clearly identified and included in the CPTMP; and
(n) be consistent with and incorporate all relevant recommendations and mitigation measures detailed in the Traffic Impact Assessment Report, prepared by WSP, dated July 2022.

The following contractual obligations are setout in Principal's project Requirements.

10.5 Traffic Management

Throughout construction the Contractor is responsible for the preparation of all traffic management plans and the management of roadways and traffic affected by the execution of the works. This must include obtaining all relevant authority approvals, permits and the like. Where required, all traffic management plans must be prepared in accordance with Australian Standards AS1742.2 part 2: Traffic Control devices for general use and Part 3: Traffic control devices for works on roads and the relevant SSD condition. Work under the Contract must be carried out in accordance with the traffic management plan.

The Contractor shall maintain a safe traffic management policy for site deliveries and public access around the site as well as any areas where contractors and residents share access in, to and from the site.

The Contractor shall provide and work in accordance with certified Traffic Management Diagrams as required, to accompany any works which impact the internal and external roadways and pedestrian areas of the precinct.

The Contractor shall make all necessary arrangements with the Project Manager and appropriate authorities for ingress to and egress from the Site of all labour and materials.
The Contractor must organise for a worker with the required certificates to be available to accept deliveries and guide traffic & pedestrians.

3.0 TRAFFIC MANAGEMENT

Kane will adopt a collaborative approach to traffic and pedestrian management during this project. The acknowledgement of our responsibility to provide both the procedural infrastructure and the staff to ensure it can be done is essential to this.

This approach plus the implementation of a rigorous delivery booking system managed by our Site Manager will ensure that staff, the public and construction traffic can co-exist.
Our Site Establishment plans have been developed with the following considerations:

- Pedestrian access around the site
- Minimisation of disruption to public traffic.
- Contractor vehicular access for construction works;
- Maximising efficiency of construction works;
- Safety of council staff and visitors; and
- Ease of demobilisation upon completion of works.

Construction inevitably will impact the surrounding community and/or residents, via increased traffic movements, type of vehicles moving around the area or increased pedestrian traffic (workforce personnel).

With respect to the management of vehicle movements, to and from the site, adequate allowance has been made for a traffic controller to be positioned at the site entry gate to manage vehicle movements through these gates as required during the course of the project.

To effectively manage this, Kane shall implement a site procedure, where the trucks need to book in their deliveries before arriving at site and can only enter the site under the control of the traffic controller.

ETM Traffic have prepared the Construction Pedestrian and Traffic Management Plan outlined in Appendix A. This is considered a live document and may get updated from time to time throughout different phases of construction.

APPENDIX A - CONSTRUCTION PEDESTRIAN AND TRAFFIC MANAGEMENT PLAN

APPENDIX A

CONSTRUCTION PEDESTRIANS TRAFFIC MANAGEMENT PLAN –
PARRAMATTA COE

ADDRESS : 8 MEMORIAL AVENUE, KELLYVILLE
CLIENT : KANE

ETM AUSTRALIA
Authored by: BRUNA PINAFFO

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1. PROJECT OVERVIEW

TMP Producer for	KANE
Job Number	CPTMP2208
Project Address	8 MEMORIAL AVENUE, KELLYVILLE
Date Prepared	22/06/2023
Prepared by	BRUNA PINAFFO
RMSPWZTMP	TCT0011476
Contact Details	0455 135 735
Scope of Works	KELLYVILLE PARK REDEVELOPMENT PROJECT
Work Duration	18 MONTHS
Contract Manager	NATHAN PARRIS – 0452 194 401
TMP Distribution list	LIMITED DISTRIBUTION

2. DOCUMENT APPROVAL:

Development	
DA/CDC Approval Reference:	SSD 24452965
Prepared by	Bruna Pinaffo
Position	Traffic Management Designer
Date	22/08/2023
Signature	Bruna Pinaffo
Reviewed By	
Name	Paul Pizzolato
Signature	Paul Pizzolato
Position	Assistant Traffic Management
Date	23/08/2023

3. DOCUMENT CONTROL:

Rev	Date	Section	Author	Reason
00	22/08/2023	Entire Document	Bruna Pinaffo	Design of Construction Traffic Management Plan
01	13/09/23	Swept path	Kyle Fieg	Updated following TfNSW Consultation
02				
03				

4. ABBREVIATIONS AND TERMINOLOGY

Acronym	Definition
AS	Australian Standard 1742.3
CVPPM	Construction Vehicle and Pedestrian Plan of Management
PWZTMP	Prepare Work Zone Traffic Management Plan
RMS	Road and Maritime Services
ROL	Road Occupancy Licence
TCP	Traffic Control Plan
TCWS	Traffic Control at Work Sites Manual
TMP	Traffic Management Plan
TRSB	Temporary Road Safety Barrier
VMP	Vehicle Management Plan
VMS	Vehicle Message Signs
FAS	Flashing Arrow Signs
PMP	Pedestrian Management Plan
TTM	Temporary Traffic Management
TFNSW	Transport for New South Wales

5. LEGISLATIVE REQUIREMENTS

The purpose of this Traffic Management Plan is to ensure that KANE are commitment to safety, traffic management, reporting and reviewing and items listed are met during the life of this project.

This will be accomplished with consideration given to; Traffic Plans, Traffic Demands, Traffic Routing, Traffic Control Devices, Other road users and stake holders, Special (emergency) vehicle requirements and access, Accredited Traffic Controllers

The legislative and reference documents used in conjunction with this plan include, but are not limited to:-

- WH&S Act and Regulations (NSW).
- Risk Management Code of Practice (2007)
- Traffic Management for Construction or Maintenance Work Code of Practice (2008)
- Traffic Control at Worksites Manual (TCAWS) Version 6.1 February 2022 (RMS)
- Australian Standard AS1742.3 Traffic Control Devices

This plan aims to identify the risks to persons undertaking work on, or adjacent to, a traffic corridor. It shall ensure that appropriate control measures for any identified hazard are assessed, controlled, implemented, monitored and reviewed by elimination, substitution, engineering, administration or by using personal protective equipment.

All contractors, subcontractors, employers, self-employed persons, workers and other persons will be bound by the requirements set out in this plan. This plan forms the basis of ongoing programs in continuous improvement of traffic management and the required ongoing training and commitment of all personnel involved in this project.

6. INTRODUCTION

ETM Traffic has been commissioned by KANE to prepare a Construction Vehicle and Pedestrian Plan of Management to be implemented during the building of Parramatta Eels Community Facility and Centre of Excellence, Kellyville Park, Kellyville. This TMP is required to be prepared in consultation with the Sydney Coordination Office within TfNSW and Council prior to the commencement of works. This Construction Vehicle and Pedestrian Plan of Management and associated Traffic Guidance Scheme's (TGS) includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the provision for access to properties located within the limits of the project, the provision of traffic controllers and traffic control measures, the installation of temporary signs and safety devices as required at Kellyville Park, Kellyville NSW 2155.

This CPTMP is consistent with and incorporates all relevant recommendations and mitigation measures detailed in the Traffic Impact Assessment Report, prepared by WSP, dated July 2022.

7. DESCRIPTION AND DETAILED PLAN OF PROPOSED MEASURES

The purpose of this document is to set out the approach, processes, and standards for providing Traffic Management for constructions related activities relating to the construction works for the
See attached TCP to this document on page 25.

Community Facility: Construction of a Community Facility, including a grandstand with approximately 1,500 seats which will also incorporate:

- Change rooms, Gymnasium, Café/Kiosk, Warm shell tenancy, Multipurpose community function room.

Centre of Excellence: Construction of high-performance Centre of Excellence facility in the northeast of the site comprising:

- Elite level gymnasium, Rehab Facilities, Recovery and Rehab Pools, Lecture Theatre, Meeting Rooms, Administrative Offices, Café, End of Trip Facilities.

Associated Site Works:

- 40 on grade car parking spaces,
- Site wide Infrastructure.

- Hard and Soft Landscaping.

This document is intended to provide consistency in terms of structure and delivery of Traffic Management. Provides a structured approach to manage traffic and access during construction to provide a safe road environment, minimise impact on the surrounding road network and maintain access for all road users and local community. It includes the provision for the safe, efficient, and effective movement of vehicular, cyclist and pedestrian traffic to keep disruption to traffic on the road network to a minimum. It also provides for the protection of workers from passing and site traffic.

KANE will be responsible to build the Parramatta Eels, Community Facility, and Centre of, Excellence at Kellyville Park, Kellyville. Project duration is the total of 18 months.

The Scope of work associated with the Kellyville Park redevelopment project, comprises of the following:

Community Facility:
Construction of a Community Facility, including a grandstand with approximately 1,500 seats which will also incorporate:

- Unisex change rooms and amenities.
- Referee change room and amenities.
- First Aid/Medical room.
- Community gymnasium.
- Café/kiosk.
- Concourse terrace.
- Warm shell tenancy.
- Multipurpose community function room with kitchen and amenities.
- Refuse Area.
- Bicycle parking.

Centre of Excellence:
Construction of high-performance Centre of Excellence facility in the northeast of the site comprising:

- Elite level gymnasium.
- Medical and rehabilitation facilities.
- Aquatic recovery and rehabilitation pools.
- Lecture theatre and meeting rooms.
- Player education and study areas.
- Administration offices for the Parramatta Eels.
- Female facilities including a dedicated female change room, cubicle toilets and showers.
- Balcony and terrace area.
- Café and front of house.
- End of Trip Facilities and bicycle parking.
- Refuse Area.

Associated Site Works:
Associated site works comprising:

- Construction of an Additional 40 car parking spaces for the proposed facility to operate in conjunction with existing at grade car park. already constructed by Council.
- Site wide Infrastructure.
- Hard and Soft Landscaping.

The site inspection and review apply to the whole of project arrangements applicable to traffic and pedestrian control arrangements. The report and any recommendations are not intended to be exhaustive and are provided with the intention to strengthen or complement the current arrangements to complete the works safely.

8. WORKING HOURS

Work hours are as per the Conditions of Approval from the EIA Checklist:

Monday to Friday	0700hrs – 1800hrs
Saturday	0800hrs – 13000hrs
Sunday & Public Holidays	NO WORK

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

Monday to Friday	0900hrs – 1200hrs
Monday to Friday	1400hrs – 1700hrs
Saturday	0900hrs – 12000hrs

9. IDENTIFICATION AND ASSESSMENT OF TRAFFIC IMPACT OF PROPOSED WORKS

Memorial Avenue is a Council Road/RMS road which operates as a north - south conduit through Kellyville. Two Way Road 60km/h.
Windsor Road is a RMS which operates as an east - west conduit through Kellyville. Is a two-way road and the section next to the work site is 60km/h.
Kennedy Ave is a small Council Road owned local road 50km/h.
Stone Manson Dr is a Council Road owned local road which operates as a north - south conduit Memorial Avenue and Fairway Dr. 50km/h road.

Traffic is to be maintained in its existing configuration. This Construction Traffic Management Plan will only have traffic controllers managing the entering and exiting of vehicles on site and managing the safety of pedestrians during those movements.

10. TRAFFIC DATA AND ANALYSIS

To keep the road user delays to a minimum, KANE will plan and stage all works to avoid lane closures / road occupancies during peak periods. To assist the planning process, KANE nominated traffic representative will analyse traffic volume date to establish the capacity of road, assess the potential impact on the traffic flow and identify the best time to apply the temporary traffic arrangements, to minimise the inconvenience to road users.

The traffic volume data of the various roads will be documented within our (TMPs), which will include a summary of the traffic volume data, (AADTs), and where possible hourly, daily, weekly, and yearly traffic flow demand profiles. In order to provide users with the changed traffic condition information to enable them to plan their journey ahead and avoid the roadwork or unexpected impact.

11. IDENTIFIED IMPACTS

KANE will conduct the required assessments of the road network directly affected by the construction activities, which will be documented in the (TMPs). This assessment will assist in determining the need for specific mitigation measures. The facilities to be assessed will include, but are not limited to:

- Existing on-street parking (including type and associated time limits)
- Existing traffic controls
- Existing junction configurations
- Restrictions on existing traffic movements (right turn bans etc)
- Existing road occupancies
- Public transport (buses, including bus stops, taxis)
- Traffic generating developments, (eg schools, shopping centres, churches, industrial areas, sporting complexes, clubs etc)
- Temporary access arrangements or restrictions for local residents, businesses, traffic generating developments, major and special events etc
- Emergency vehicle access points
- Heavy vehicle movement restrictions, including over dimension vehicle loads
- Pedestrians, including disabled persons
- Cyclists, (general road, cycle and share way facilities).

12. DETAIL TRAFFIC MANAGEMENT MEASURES TO AMELIORATE THE IMPACTS OF PROPOSED WORKS

The proposed traffic controls include stop control the vehicles getting in and out of the site. Manage pedestrian during deliveries movement. A minimum of one traffic controller will be required in each gate during the work.

The proposed traffic controls include managing of vehicles accessing the site. This will be required for the two buildings will be developed simultaneously. See indicative durations below.

Building B

- Demolition – 1 month
- Civil Works – 3 months
- Ground works / Substructure – 4 months
- Pool Structure – 5 Months
- Structure – 1.5 months
- Building Envelope – 6 months
- Services & Finishes – 7 months
- External Works – 2.5 months

Building A

- Ground works / Substructure – 1.5 Months
- Structure – 4 months
- Building Envelope – 4 months
- Services & Finishes – 5 months
- External works – 1.5 months

External Works

- Meeting Place / Pedestrian Concourse (Landscaping Works) – 1.5 months
- New Carpark – 2 months

A traffic controller will be required on site as per the plan attached to this document. KANE will ensure that the lane will only be closed on one side at a time to allow vehicles movements through at all time when necessary.

MINIMISING ROAD USER DELAY DURING IMPLEMENTATION OF ROAD OCCUPANCIES

The delay minimization strategies to be applied by KANE project team will not delay the free flow of traffic in any direction more than 200 meters in accordance to G10 through the following strategies: -

- Minimising the impacts of each work area;
- Maximising the operating performance of the individual routes;
- Eliminate the need to work adjacent to live traffic as far as possible through the construction techniques and traffic phasing;
- Undertaking an AM and PM drive through as part of the maintenance plan to ensure no debris , detritus or broken down vehicles are impeding traffic which may lead to traffic delays;
- Aiming to maintain access;
- Over Dimensional movements to be conducted at pre-dawn or pre dusk outside of peak times and under escort; and
- Coordinating works at each work area to ensure road users do not encounter several delays in quick succession.

KANE acknowledges there are various measures that can be applied to minimise road user delays, and these are generally divided into four categories:

- Design;
- Isolation of work areas (the hierarchy of controls);
- Work methods; and
- Planning road occupancies during times of low traffic volumes.

13. EFFECT ON PUBLIC TRANSPORT

Services will operate as normal and not be affected by these works.
Construction activities are not expected to result in any likely impact on existing public transport services. The number of on-site workers is minimal and is therefore not anticipated to generate significant demand on public transport services.

The measures taken for any of those traffic controlling measures outlined above is that all public transportation services within vicinity of the worksite will be notified and given priority in and around the project's work area.
All public transportation services will be notified by either one or more of the following procedures:-

- A notification letter will be designed and distributed outlining details of road impacts, traffic flow impacts, estimated delay times if there are any, detailed routes where applicable and the location and dates and times such impacts will affect transportation.
- VMS boards placed around the proposed affected work area outlining the location and dates and times transportation services could be affected.
- A notification across the local radio stations outlining the affected roads for a given date and time frame as well as possible alternative routes if applicable.

14. DETAILS OF PROVISIONS MADE FOR TRAFFIC

MAINTAINING ACCESS FOR HEAVY VEHICLES

The effective management of loads carried by the heavy vehicles vary considerably and over-dimension loads are transported regularly on Kellyville Park, Kellyville. These loads vary in width, height, length and mass. In order for KANE to safely and efficiently facilitate the movement of heavy vehicles, (TMPs) will:

- Give consideration to the movement of heavy vehicles and over-dimension loads when preparing temporary works drawings and TCPs (adopting designs which provide a minimum lane width of 3.5 m and can accommodate the turning movements of a 26 m long B-Double heavy vehicle).
- Avoid traffic control operations at night so as not to disrupt freight movement.

- Limit obstructions and restrictions on the carriageways, and when required, provide alternatives to maintain access for transport operators including over-dimension load movements.
- Liaise with the police, permit authority and operators, as well as provide up-to-date information of any obstructions (specify minimum dimensions) which may impact on the movement of over dimension vehicles.
- Keep a register of proposed over-dimension vehicle movements, determine the best opportunity to proceed through the work site and advise the transport operator accordingly.
- When traffic control operations are in place, traffic controllers will effectively co-ordinate the movement of over-dimension vehicles through the work site.
- Assist the Special Permits Unit and over-dimension operators by notifying the relevant authority of any obstructions which may impact on over-dimension vehicle movements.
- Where possible, arrange the removal and re-instatement of roadside furniture and traffic control devices which impede over-dimension vehicle movements.
- Regularly monitor heavy vehicle movements through the work site and when required, implement the appropriate controls to mitigate potential hazards and/or congestion.

All delivery vehicles are to report to Site Office for identification. Deliveries are classified into two categories with each having separate controls:

AUTHORISED DRIVERS:

- Authorised drivers are to report to Site Office for identification
- Delivery drivers to use designated UHF channel for communications;
- To minimise confusion and potential hazards, site plans with access points clearly identified will be distributed to all suppliers and updated as required;
- Authorised drivers must comply with minimum site PPE requirements.

UN-INDUCTED DRIVERS:

- Un-inducted drivers are to park their vehicle up where practical as not to obscure local traffic or access into work site;
- Un-inducted drivers are to report to Site Office for identification verification
- Un-inducted drivers are to be directed to required material laydown area be an authorised Contractor representative;
- Delivery drivers to use designated UHF channel for communications and must remain in radio contact with the authorised Contractor Representative;
- All delivery drivers must comply with minimum site PPE requirements; and
- To minimise confusion and potential hazards, site plans with access points clearly identified will be distributed to all suppliers and updated as required.

MANAGING PEDESTRIANS

No dedicated or paved footpaths are being affected during working hours in this location. Medium pedestrian activity can be expected in this location every day. The peak pedestrian movements are expected to occur between 7:00am and 6:00pm
During vehicles entering and exiting the site, Authorized traffic controllers will be in place around the work zone to guarantee that pedestrians are informed and hold during those movements.

There will be little to no impact on pedestrians during the implementation and commencement of works and where pedestrians are affected, a site-specific TCP and risk assessment shall be drawn and submitted to council for the appropriate approvals.

Where feasible, KANE aim will be to maintain all existing pedestrian crossing facilities. Where this cannot be achieved, alternative facilities which are a similar standard to the present facility will be provided. Types of temporary crossing facilities may include pedestrian refuges, marked foot crossings, pedestrian-actuated traffic signals, temporary grade separated pedestrian bridges and so on.

MANAGING BICYCLES

No dedicated cyclist paths have been identified in this location. Cyclists will be subject to the same Traffic Management Controls as registered road users and will always have the right of way over construction works and vehicles accessing the site.

KANE will ensure that all temporary cycle paths will be:

- Clearly defined.
- Signposted appropriately to indicate the direction of the cycle path.
- Free of loose materials and obstacles.
- Designed to accommodate the type of cyclists to be encountered along the route.
- Where required, provided with ramps, holding rails and street lighting.
- Kept well maintained while in operation.

Where feasible, KANE will aim to maintain all existing cycle crossing facilities. Where this cannot be achieved, alternative facilities which are a similar standard to the present facility will be provided.

Cyclists will be subjected to normal road rules and shall follow the same routes as vehicles, unless resident access is required.

MANAGING EMERGENCY VEHICLES

The proposed construction activities are not expected to create any impacts to emergency vehicle access. As such, no special provisions for emergency service vehicles will be required as part of the proposed construction works. A 3m wide aisle is to be maintained at all times during any road works to ensure emergency vehicles can pass if required.

MANAGING INCIDENTS

KANE shall ensure their Emergency Response Plan has been developed, implemented, and communicated to all Team Members.

In the event of an emergency the Project Supervisor shall implement the appropriate process listed in their Emergency Response Plan and Safety Work Method Statement.

An incident notification form shall be completed as soon as practicable after the incident/accident.

ROADS AND MARITIME SERVICES AND LOCAL COUNCIL RESPONSIBILITIES

In accordance with its statutory obligations, Roads and Maritime Services and the local councils are responsible for road safety and traffic management of the road network. In conjunction with emergency service agencies, this includes the management of incidents and emergencies.

KANE understands the detailed management of large-scale emergencies and incidents happening within the boundary of the site shall be in accordance with the State requirements as laid out in the State Disaster Plan.

KANE will provide support to emergency service agencies and/or the Roads and Maritime Services/local councils when emergencies/incidents occur within or adjacent to the construction site.

15. COMMUNICATION STRATEGY

Notifications will be provided to all impacted stakeholders. KANE a critical first step is to identify the audience and key stakeholders. The following stakeholders will be consulted when preparing long term (TCPs). As required;

Affected adjacent land owners;
NSW Police; and
Local Councils

Neighbouring properties, business, emergency services and Council shall be provided with seven days' notice in the form of a letterbox drop and newspaper advertisement.
Directly affected residents and emergency services shall be notified by way of personally delivered and explained memo outlining works.

All affected parties will be provided with ETM phone number where they will be able to call and settle any queries.

See appendix at page 25.

WORKSITE COMMUNICATIONS

There will be two-way communications throughout the worksite to assist with traffic management of vehicles travelling into, through and/or around the worksite.

EMERGENCY SERVICES NOTIFICATIONS

Emergency Services will be informed by KANE in a timely manner of relevant activities proposed within this TMP that affect the use of the roadway. Approval from the local area command will be required for all temporary full road closures including changes to road network configurations.

FREQUENCY

The frequency of reports provided by the Project team to (Council) will be in four categories:

Immediate: Reporting of major incidents and critical issues;
Within one working day: Formal reports of major incidents;
Weekly reports: On forecast road occupancies and performance results of recently implemented changed traffic conditions / operations; and
Monthly reports: summarising: Construction activities; proposed major traffic changes; upcoming media releases; incidents and issues; road network performance etc.

16. ROLES AND RESPONSIBILITIES

PRINCIPAL CONTRACTOR – KANE

The Principal Contractor has an obligation to ensure all work at the construction workplace is carried out in a manner that will:

- Prepare a written construction safety plan, in accordance with the regulations before construction work starts.
- Ensures compliance with the contract requirements
- Provide a safe passage for both pedestrians and vehicular traffic through the work site

- Minimize delays and inconvenience to the community

In order to fulfil the above obligations the requirements contained within the Traffic Management Plan are to be compiled with, by all those who engaged in work on this project.
The management of KANE is committed to the requirements of this Traffic Management Plan. This will be achieved by:

- Providing clear direction and support in maintaining the objectives and standards set out in this Traffic Management Plan (TMP).
- The use of only accredited traffic controllers approved regulatory and advisory signs.
- Providing suitable communication between KANE supervisory staff and the Senior Traffic Controllers, e.g. radio transceiver or mobile phone.
- Providing the means necessary to achieve a safe working environment
- Reviewing procedures and work best practices.
- Providing control measures to effectively minimize the generation of dust and other environmental hazards and irritants.
- Monitor the use of any work method statement to ensure that all persons, to whom the statement applies, comply with the statement,
- Do not allow a person to start construction work, unless the Principal Contractor has sighted the person's general induction evidence (Blue / White Card),
- Ensure a person has been given a site-specific induction for the workplace before allowing the person to start construction work.
- Ensure that all persons working have the opportunity to read and or understand the Traffic Management Plan prior to starting construction work.

PROJECT MANAGER

The following list of requirements is not exhaustive for the responsibilities of a Project Manager:

- Programming of the works
- Outlines the high-risk construction activity i.e. Working on, or adjacent to a road
- Monitoring, reviewing and amending the Traffic Management Plan as required
- Managing non-conformances / corrective action and minor incidents,
- Ensure that an applicable Safe Work Method Statement (which may be generic if the activity is performed in the same way and in the same or similar circumstance) is delivered through training to all persons affected on the construction site.

WORKERS SUPPERVISOR

The following list of requirements is not exhaustive for the responsibilities of a Supervisor:

- Ensure compliance with the approved TMP, Traffic Control at Worksite manual & Amendments, Main Roads specification and the contract requirements

- Periodic inspection of traffic control devices on a daily basis prior to commencement of work in conjunction with the Traffic Controller's Supervisor;
- Ensure that all Traffic Controllers are in fact licensed or accredited to perform the duties of a Traffic Controller
- Identify non-conformances and implementation of corrective actions.

TRAFFIC CONTROL SUBCONTRACTOR – ETM Australia

The nominated sub-contractor is responsible but not limited to the following:

- Implementation of the approved Traffic Management Plan in accordance with the Traffic Control at Worksites manual and all other relevant documents,
- Ensuring the conflicting regulatory speed signs are covered during works and at completion of works to reinstate the current regulatory speed for each individual street / road.
- The monitoring and recording of changes in traffic movements
- Advising KANE supervisory staff in the first instance of any non – conformances, accidents, near misses or complaints.
- Providing only duly accredited Traffic Controllers

17.SPECIFIC METHOD OF TRAFFIC CONTROL

SPEED RESTRICTIONS

Speed limit reductions shall be kept to a minimum. 40kph should only be used when personnel are working closer than 1.2 meters to the nearest edge of a traffic lane. These reductions should commence just prior to the work (area) and concluding immediately at the end of the work (area).

CONSTRUCTION UNDER TRAFFIC

Maximum expected movement will be up to 30 light contractor delivery vehicles. All light contractor delivery vehicles will off load or pick up of equipment and leave site, no construction vehicle to remain within on the road network without council approval.

Maximum of twenty heavy rigid vehicles per day without Traffic Controllers on site.
Where the possibility that vehicle movements shall exceed these, KANE shall notify RMS and The Hills Shire council with as much advance warning as possible.

Ingress and egress movements shall always occur in a forward direction with reversing of vehicles only to be undertaken with a minimum of two spotter/traffic controller will be requires at the gates area to maintain pedestrian safety and assist vehicles entering and exiting. One traffic controller on each gate.

Trucks are loaded within site hoardings; trucks are unloaded within site hoardings or under traffic controller's guidance only.

SITE ACCESS

Site Ingress and Egress points are clearly marked on the attached Traffic Control Plan which is active for the current work stage. During non-working hours, all access points to the site will be secured with locked fences.

Vehicles will move in and out of the site at a speed limit of 5km/h and will be maintained at all times whilst within the site. Advanced warning and directional signage will be placed upon the entrance & exit of the construction site. The signage will guide drivers to the construction site.
Site egress will be via the nominated site egress gates.

All vehicles exiting the site are to ensure the following:

- Excessive mud and dirt collected on the wheels and undercarriage way is removed by responsible driver or site labourer.
- Vehicles must not leave the site with flashing lights still in operation.

All active work areas are to be clearly sign posted with no entry, call up signs and access is for authorized personnel only subject to the following call up protocol's signs for all entry points so as to inform personnel the requirements to proceed past that point.

Vehicle 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. No alternate access are to be used without prior approval.

18.ASSESSMENT OF FUTURE IMPACT

ASSESSMENT OF EFFECT ON EXISTING AND FUTURE DEVELOPMENTS IMPLICATIONS

The works shall not cause any ongoing implications once completed and normal traffic flow restored.

ASSESSMENT OF EFFECT OF PROPOSED MEASURES ON TRAFFIC MOVEMENTS

The impact of works on the area shall be small on the local area. The effects of the construction site will be minor, just deliveries entering and exiting the site. Pedestrians are to be managed by traffic controller during the working hours as per the Traffic Management Plans attached.

19. SIGNAGE

All signage identified and implemented in this TMP will be compliant and in accordance with current TCAWS signage requirements. Only undamaged and/or non-defective signage shall be used. Where signage has been damaged, site staff must inform ETM and replacements arranged.

LONG TERM SIGNAGE

This TMP introduces advance warning signage designed to provide motorists the clearest notification of changed traffic conditions.

All temporary signs will be installed to meet the requirements of RMS project specification R143 with regard to clearance and orientation. All diamond warning signs will be 'B' size. All W5-22 (Truck Turning) diamond warning signs will be installed with hinged faces or easy to access for cover up to accommodate hiding the sign face when the compound is not in operation.

For advanced warning signs and due to width restrictions and the amenity of pedestrians T1-31 'Roadwork Ahead' signage will be used in lieu of T1-1 signage. In addition, T2-17 signage will be utilized instead of the traditionally used T2-16 signage.

The approach signage for the work zone shall be prominently placed in a suitable location prior to the work zone.

The following details shall be displayed to be erected on the site:

- The name of the principle Certifying Authority, address, and telephone number.
- The name of the person in charge of the work site, as well as telephone number.
- Stating that unauthorised access of the work site is prohibited.
- The designated waste storage area shall be covered when the site is unattended.
- All sediment and erosion control measures shall be fully maintained until completion.

Signage stating the above details are to be erected:

- At the commencement of the work site.
- Displayed in a prominent position on the work site.
- Displayed in a manner that can be easily read by pedestrian traffic.

SHORT TERM SIGNAGE

Speed limit reductions shall be kept to a minimum. 40kph should only be used when personnel are working closer than 1.2 meters to the nearest edge of a traffic lane. These reductions should commence just prior to the work (area) and concluding immediately at the end of the work (area).

A number of short-term TCP's have been and will be developed and implemented for the preparation and switch works, these TCP's will be reviewed by an ETM Australia representative before implementation.
All signage will be brought to site and implemented as per TCP, once shift has been completed all short-term signage will be removed from site.

Times of lane closures, shoulder closures will be subject to approval in accordance with The Hills Shire Council.

All short-term TCP's will continually be monitored and assessed for the safety of workers and the public.

20.PROJECT SPECIFIC REQUIREMENTS

IMPLEMENTATION OF CONTROLS

Traffic control devices and their use shall conform to the requirements of the TCAWS and such other additional Standards as may be issued by Transport and Main Roads. All traffic control devices shall be securely fixed in the correct position and maintained in an effective and clean condition suitable for day and night operations whilst employed on the work under the Contract. Devices which are damaged or worn, or which do not conform to the above requirements, shall not be used.

The Supervisor, Foreman and / or senior Traffic Controller on the construction site shall ensure that all applicable controls and safety devices are implemented prior to the commencement of works on a daily basis.

The Traffic Management Plan shall be monitored continually throughout the construction period and reviewed by the Project Manager and nominated traffic control sub-contractor. Amendments to the Traffic Management Plan shall be made within the timeframe specified under the contract.

Daily inspections of devices shall be carried out by the traffic control sub-contractor to ensure all traffic control devices are maintained and comply with the Traffic Control at Worksites Manual, Main Roads Specifications, relevant Australian Standards and contract requirements.

Details of traffic lane configurations, traffic delays, periods of no lane closures, detours, and the use of side tracks applicable to this contract are detailed in the Project Specific requirements of this Plan.

Work shall be programmed to minimize the effect on the road users. Specific requirements for individual premises will be planned on a day to day basis during a planning meeting at the end of the preceding day.

RESTRICTIONS TO TRAFFIC LANES

Single lane reversible flow – Where single lane reversible flow (to serve both directions) is allowed, the Contractor shall maintain traffic flow under the control of traffic controllers or portable traffic signals in such a way that no road user is unduly delayed. In all cases, the length of one-lane, two-way operation shall be limited to one kilometer.

Stopping traffic in both directions – The Contractor may stop traffic in both directions simultaneously only for purposes of construction of specific work and during the specific period (Reversing large vehicles onto Site). And for a period no longer than is deemed necessary

Specific periods where lane closures are not permitted – Work not under the Contract involving lane closures, stop/slow arrangements or construction traffic entering or leaving any through traffic lanes

shall not be carried out during any periods and unless otherwise stated, such restrictions shall apply 24 hours per day.

Days during which lanes shall not be closed and work involving stop / slow arrangements shall not be carried out as below unless specific approval is granted by the Superintendent prior to commencement of the works.

- All Public Holidays, plus the preceding and succeeding days to the public holidays
- Other Public events not mentioned could also be deemed a special case for stopping the closure of lanes
- All queue management strategies must be compliant as per current TCAWS guidelines.

ROAD CLOSURES & DETOURING TRAFFIC

No Detours unless written approval from the local authority has been sighted.

VISIBILITY & LIGHT

When working in poorly lit situations or when sign visibility is affected, this TMP will ensure that all controls and details are compliant with current TCAWS standards.

SIDE TRACKS

Not applicable to this project

ACCESS TO PRIVATE PROPERTY

Existing accesses to private properties affected by the work shall be maintained in useable condition during the construction, or alternative access arrangements acceptable to the property owners/tenants shall be made. The Contractor shall permit and provide for the free movement of traffic in and out of the properties at all times except as otherwise agreed to by the property owners/tenants. The Contractor shall, at no expense to the principal, make good any damage to accesses to private properties which results from the Contractor's operations during the construction of the work under the Contract.

PREVENTION OF COLLISION

Additional traffic controllers, or other end of queue risk control measures deemed to be adequate for the site circumstances, shall be used in high-speed situations or where sight-distance is restricted, to prevent rear end collisions where vehicles are stopped or slowed by the work under the Contract. Additional traffic controllers shall also be used in other situations where described in AS 1742.3. Additional guidance is provided in TCAWS regarding supplementary devices at roadworks to reduce speed.

DIRECTION AND STREET SIGNAGE

Where access to streets and side roads has been altered during the construction of the Works, the Contractor shall supply and erect all such temporary signs necessary to assist the travelling public to find their way to such streets and roads.

TEMPORARY ROAD SAFETY BARRIERS

Temporary Road Safety Barriers shall be used to contain and redirect errant vehicles to reduce the likelihood of them entering the work site. They may also be used to separate opposing traffic. Where Temporary Road Safety Barriers are shown on the Traffic Control Plan, the type and location of barriers shall be as shown on the Traffic Control Plan. Opposing flows of traffic may be separated with Temporary Road Safety Barriers with sufficient offset provided to reduce the likelihood that Temporary Road Safety Barriers deflect into opposing traffic flow in the event of impact.

When Temporary Road Safety Barriers are used to protect the works site, the requirements to maintain a clearance zone behind the Temporary Road Safety Barriers as specified in the TCAWS shall apply. The maximum dynamic deflection is specified by the manufacturer. Provision shall be made to treat the approach and/or departure ends of both permanent and Temporary Road Safety

Barriers that are exposed to on-coming traffic, including barriers that are flared to terminate outside the clear zone.

ANTI-GAWKING SCREENS

Anti-gawking screens are used to minimize visibility of the construction activities to the travelling public. When the requirement for anti-gawking screens is identified, they shall be installed where activities are being undertaken within 3.5 meters of the lane edge and such activities are likely to cause traffic delays or may be a visual distraction to drivers.

MATERIAL LEFT ON SITE

Where materials are stored on site overnight within nine (9) meters of the edge of any traffic lane, the said plant must be delineated with warning lights unless located behind a safety barrier.

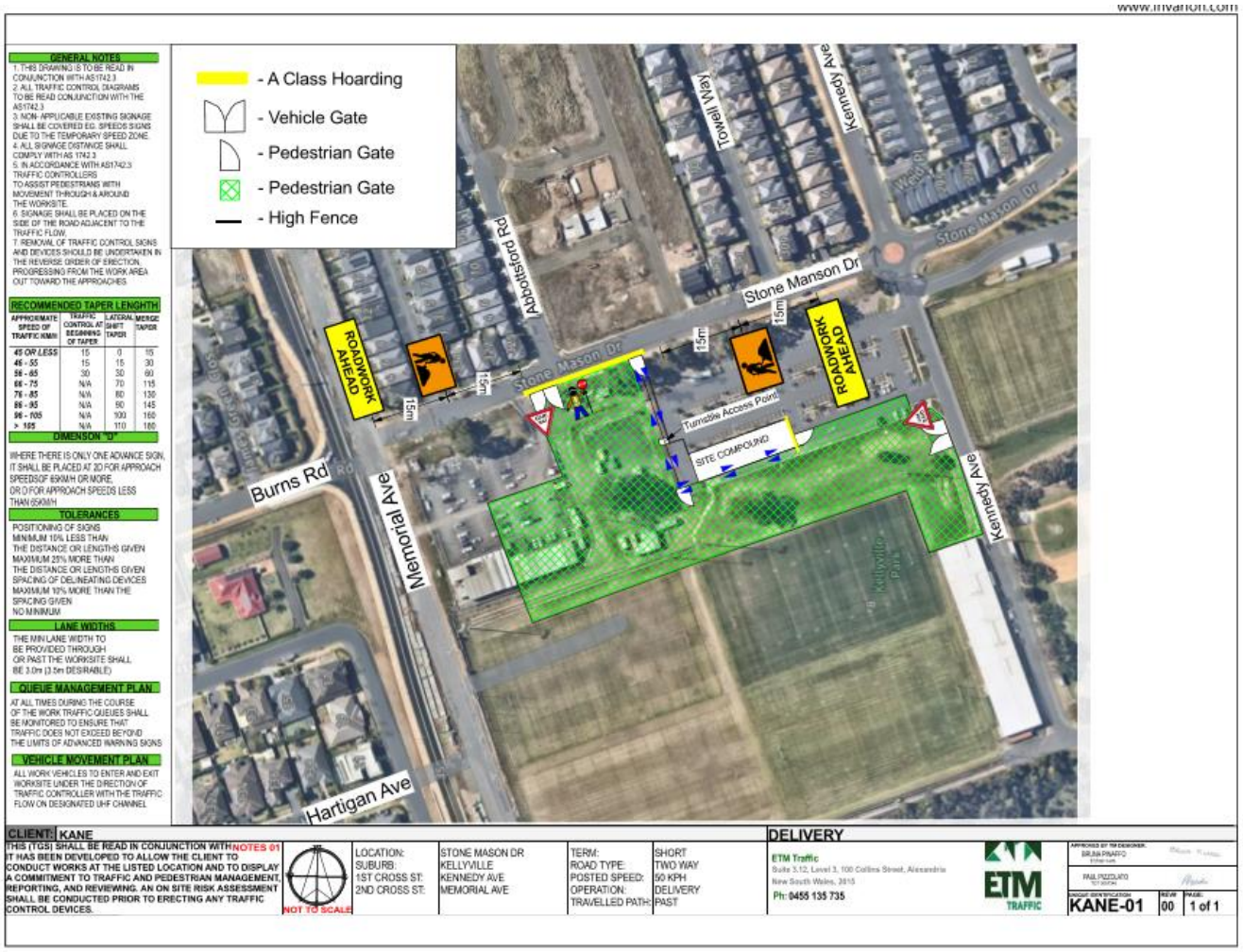
DUST AND SEDIMENT CONTROL

Prior to work commencing on site sediment and erosion control measures shall be installed along the contoured edges immediately down slope of any future disturbed areas. The controls shall be maintained in an operational condition until the development activities have been completed.

MISCELLANEOUS

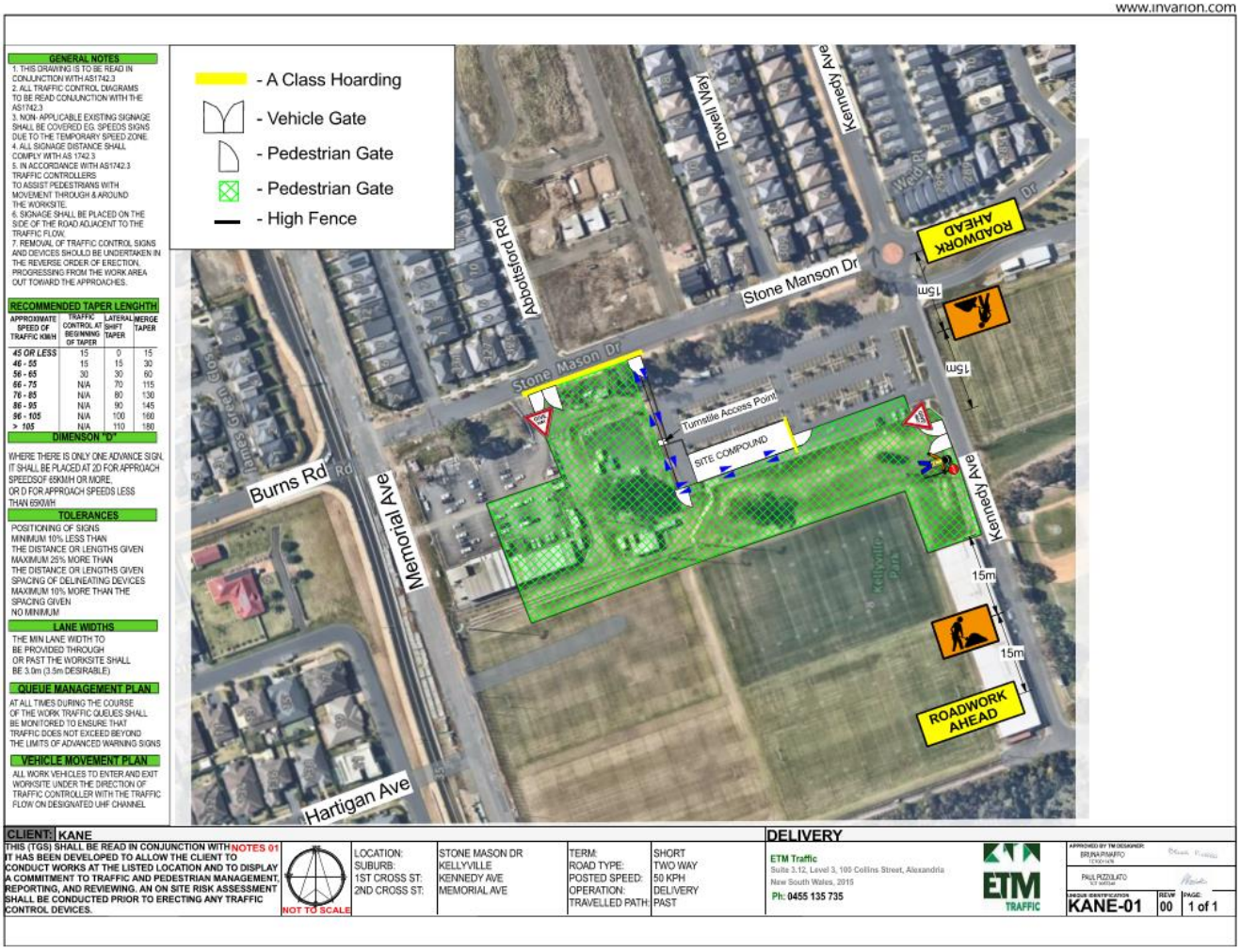
1. Removed or damaged parking signs shall be replaced immediately.
2. Damaged trees shall be repaired / replaced to the satisfaction of Council.
3. Traffic and pedestrian control shall be in accordance with the TfNSW Traffic Control at Work Sites Technical Manual and Australian Standard AS1742.3 – Manual of uniform traffic control devices - Part 3 Traffic control for works on roads.
4. Reserving of on-street parking shall not occur without prior Council approval. All on street parking spaces outside the site are to remain available for the use by the general public during the approved work hours unless Council signage is installed to the contrary.
5. Barricades, delineators (including bollards, cones, barrier boards etc.) shall not be placed in the kerbside parking lane outside or adjacent to the site to reserve on street parking spaces without the prior approval of Council.
6. A separate application to and approval from Council is required for occupation of any road related area (traffic and parking lanes, verge, footpath etc.) even if it is included in the approved CPTMP. Fees may apply.

21. APPENDIX – TRAFFIC GUIDANCE SCHEMES – DAILY SET UP -GATE CONTROL - STONE MANSON DRIVE

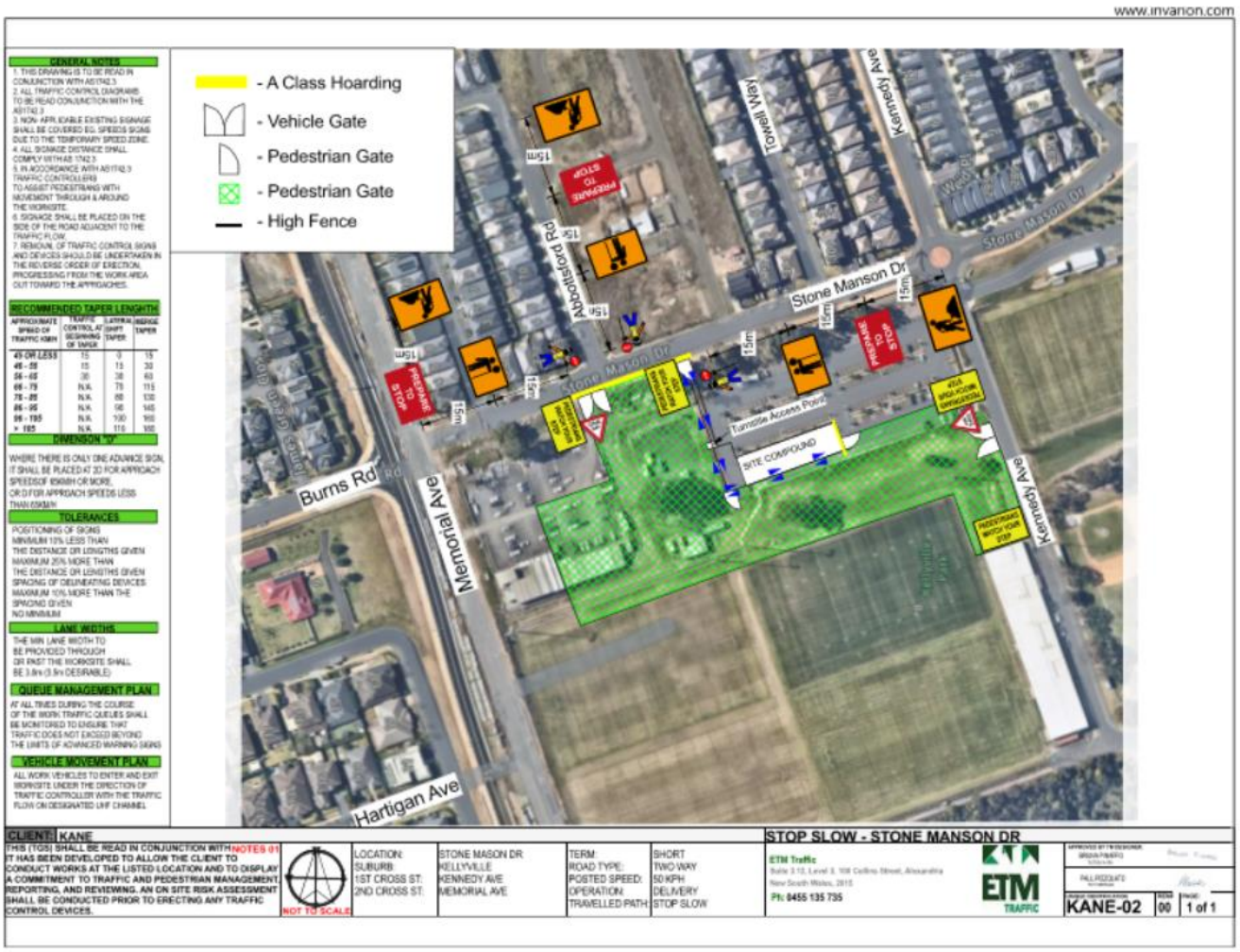


WHEN NEED SET UP -GATE CONTROL – KENNEDY AVE

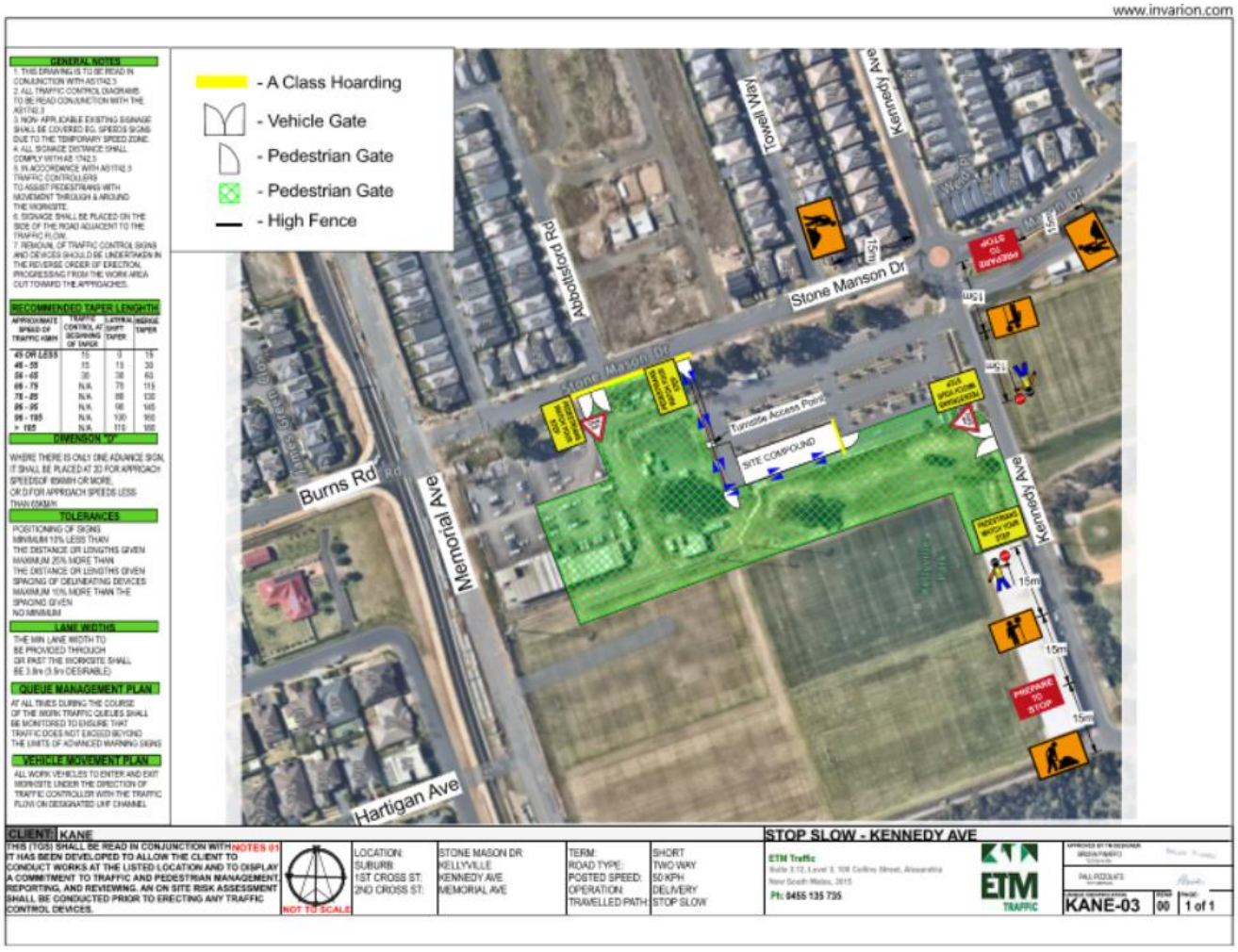
www.invarion.com



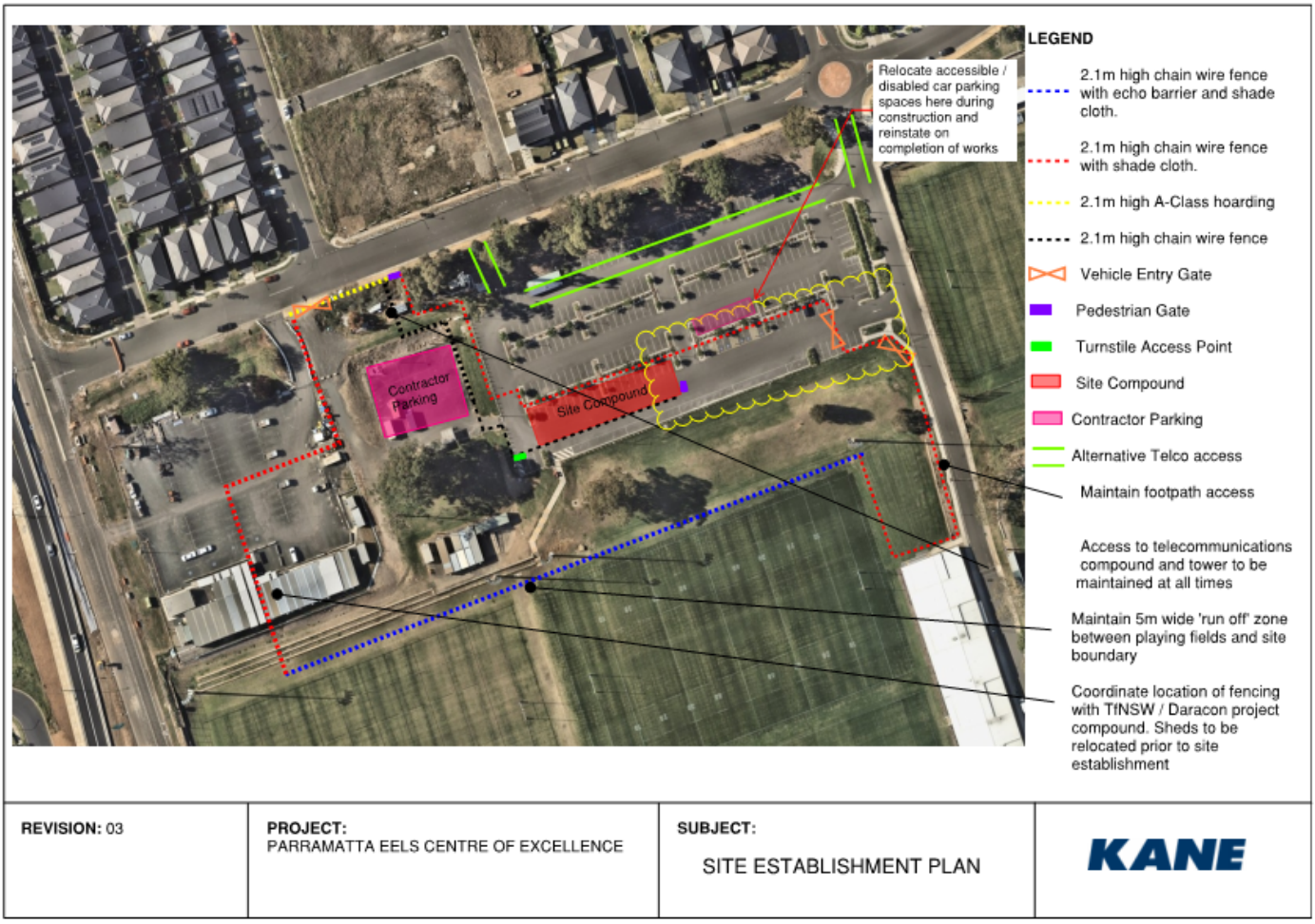
22.APPENDIX – TRAFFIC GUIDANCE SCHEMES – STOP SLOW – STONE MANSON DR



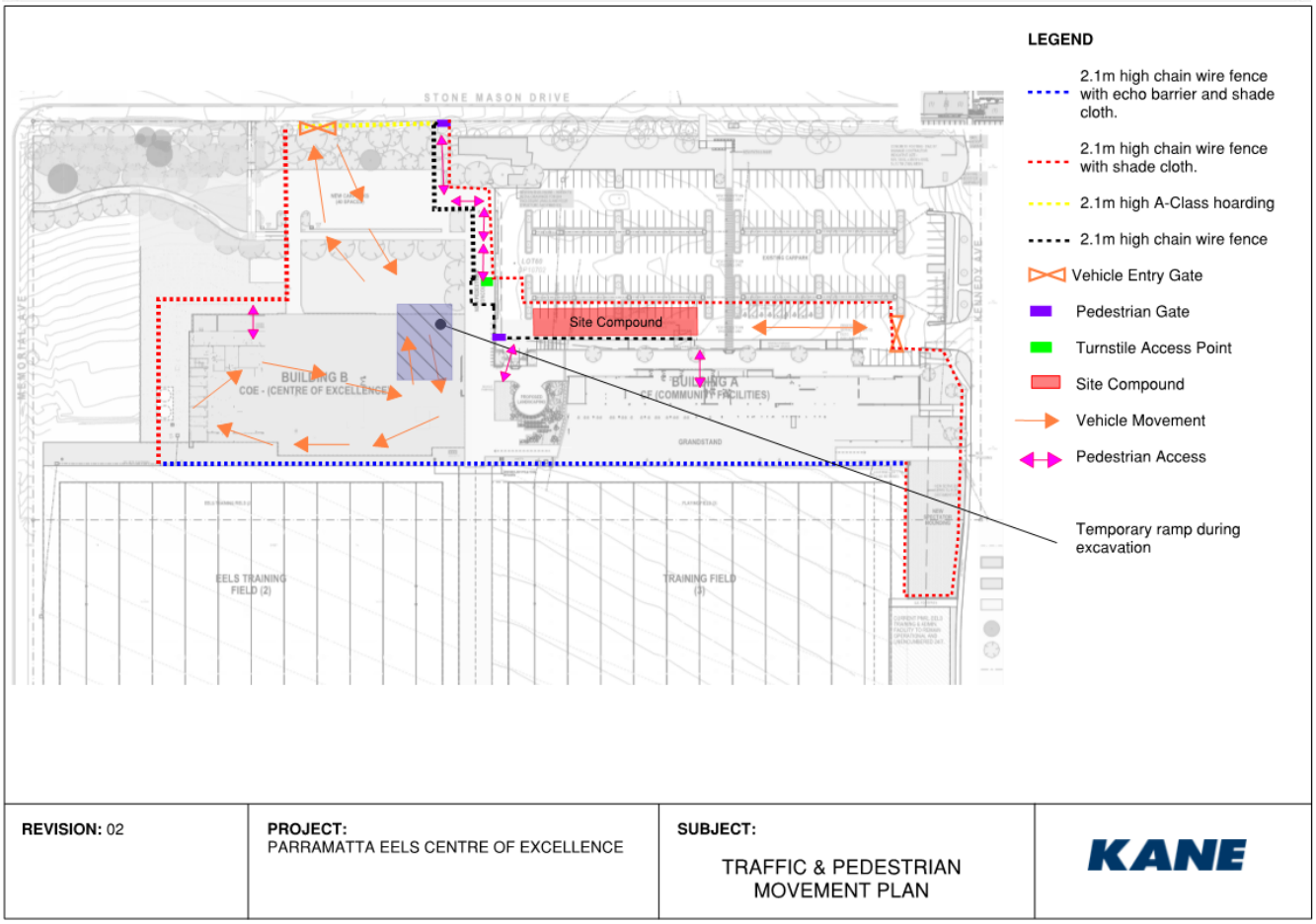
23.APPENDIX – TRAFFIC GUIDANCE SCHEMES – STOP SLOW – KENNEDY AVE



24.APPENDIX – SITE ESTABLISHMENT PLAN

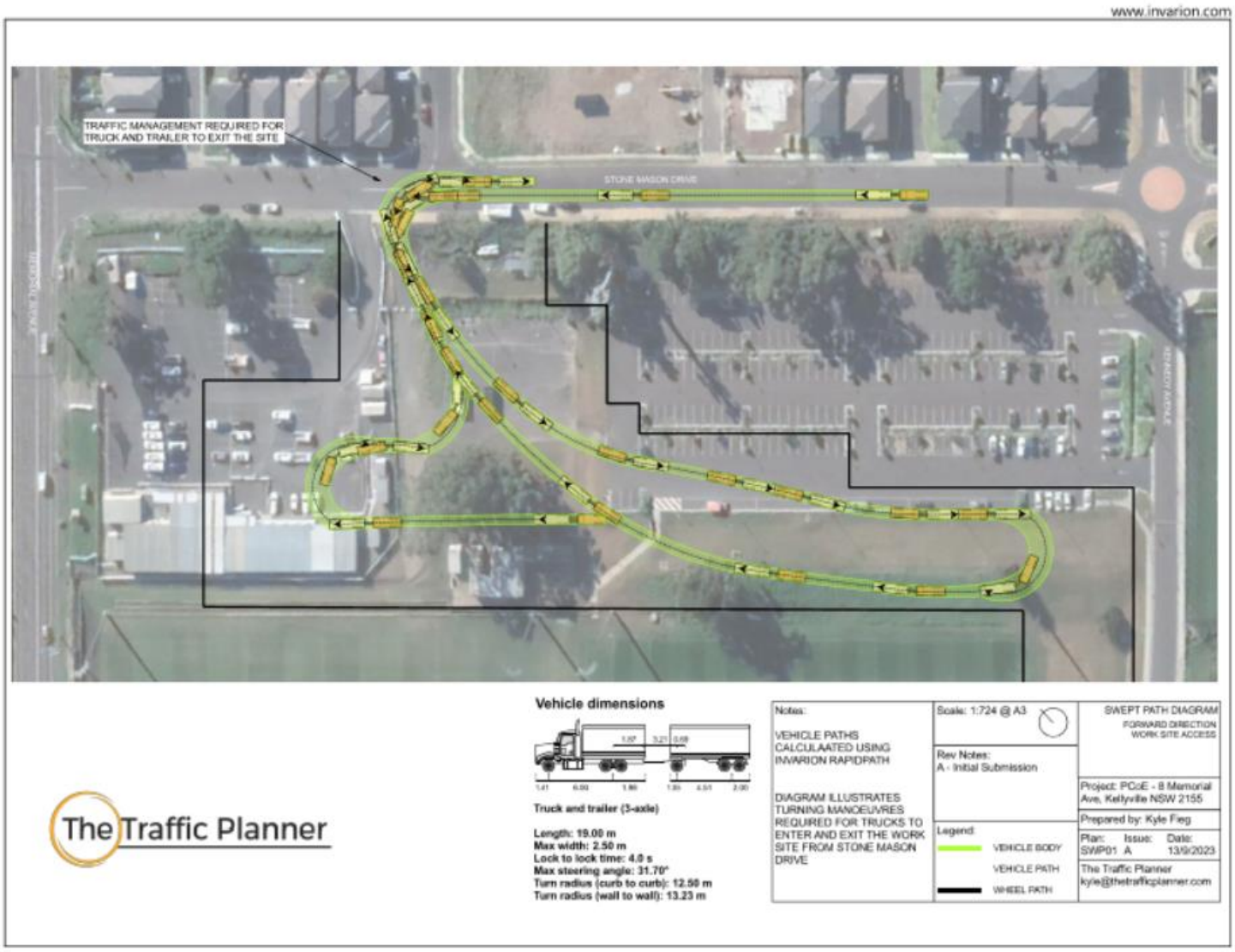


25.APPENDIX – EXISTING BUILDING AND SITE



26.APPENDIX – VEHICLE ROUTES

27.APPENDIX – SWEPT PATH



END OF DOCUMENT

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Alexandria NSW 2015
P: 0455 135 735
W: www.etmtraffic.com.au
ABN: 51 604 518 390

APPENDIX B - TRAFFIC CONTROL PLAN – SITE COMPOUND DELIVERY

APPENDIX B

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3
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3. NON- APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3
5. IN ACCORDANCE WITH AS1742.3 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW,
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGHTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45 OR LESS	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

DIMENSON "D"

WHERE THERE IS ONLY ONE ADVANCE SIGN, IT SHALL BE PLACED AT 2D FOR APPROACH SPEEDSOF 65KM/H OR MORE, OR D FOR APPROACH SPEEDS LESS THAN 65KM/H

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN
THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN
THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

CLIENT: KANE

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH NOTES 01 IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.

NOT TO SCALE

LOCATION:	STONE MASON DR	TERM:	SHORT
SUBURB:	KELLYVILLE	ROAD TYPE:	TWO WAY
1ST CROSS ST:	KENNEDY AVE	POSTED SPEED:	50 KPH
2ND CROSS ST:	MEMORIAL AVE	OPERATION:	DELIVERY
		TRAVELLED PATH:	STOP SLOW

STOP SLOW - KENNEDY AVE

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ETM TRAFFIC

APPROVED BY TM DESIGNER:
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UNIQUE IDENTIFICATION	REV#	PAGE:
KANE-03	00	1 of 1

APPENDIX C - TRAFFIC CONTROL PLAN – GENERAL CONSTRUCTION TRAFFIC (STONE MASON DRIVE)

APPENDIX C

GENERAL NOTES

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7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGHTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45 OR LESS	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

DIMENSON "D"

WHERE THERE IS ONLY ONE ADVANCE SIGN, IT SHALL BE PLACED AT 2D FOR APPROACH SPEEDSOF 65KM/H OR MORE, OR D FOR APPROACH SPEEDS LESS THAN 65KM/H

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN
THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN
THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
OR PAST THE WORKSITE SHALL
BE 3.0m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN

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VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

CLIENT: KANE

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH NOTES 01 IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.

NOT TO SCALE

LOCATION:	STONE MASON DR	TERM:	SHORT
SUBURB:	KELLYVILLE	ROAD TYPE:	TWO WAY
1ST CROSS ST:	KENNEDY AVE	POSTED SPEED:	50 KPH
2ND CROSS ST:	MEMORIAL AVE	OPERATION:	DELIVERY
		TRAVELLED PATH:	PAST

DELIVERY

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ETM TRAFFIC

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TCT 0057346

UNIQUE IDENTIFICATION	REV#	PAGE:
KANE-01	02	1 of 1

APPENDIX D - TRAFFIC CONTROL PLAN – ALTERNATIVE ENTRANCE GENERAL CONSTRUCTION TRAFFIC (KENNEDY AVENUE)

APPENDIX D

GENERAL NOTES

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RECOMMENDED TAPER LENGHTH

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45 OR LESS	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
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> 105	N/A	110	180

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TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN
THE DISTANCE OR LENGTHS GIVEN
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SPACING OF DELINEATING DEVICES
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NO MINIMUM

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VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

CLIENT: KANE

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NOT TO SCALE

LOCATION:	STONE MASON DR	TERM:	SHORT
SUBURB:	KELLYVILLE	ROAD TYPE:	TWO WAY
1ST CROSS ST:	KENNEDY AVE	POSTED SPEED:	50 KPH
2ND CROSS ST:	MEMORIAL AVE	OPERATION:	DELIVERY
		TRAVELLED PATH:	PAST

DELIVERY

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PAUL PIZZOLATO
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UNIQUE IDENTIFICATION	REV#	PAGE:
KANE-01	00	1 of 1

APPENDIX E - TRAFFIC CONTROL PLAN – REVERSING IN/OUT OF SITE

APPENDIX E

GENERAL NOTES

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THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN
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SPACING OF DELINEATING DEVICES
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QUEUE MANAGEMENT PLAN

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VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

- A Class Hoarding
- Vehicle Gate
- Pedestrian Gate
- Pedestrian Gate
- High Fence

CLIENT: KANE

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH NOTES 01 IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.

NOT TO SCALE

LOCATION:	STONE MASON DR	TERM:	SHORT
SUBURB:	KELLYVILLE	ROAD TYPE:	TWO WAY
1ST CROSS ST:	KENNEDY AVE	POSTED SPEED:	50 KPH
2ND CROSS ST:	MEMORIAL AVE	OPERATION:	DELIVERY
		TRAVELLED PATH:	STOP SLOW

STOP SLOW - KENNEDY AVE

ETM Traffic
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ETM TRAFFIC

APPROVED BY TM DESIGNER:
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UNIQUE IDENTIFICATION: KANE-03 | REV#: 01 | PAGE: 1 of 1

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RECOMMENDED TAPER LENGHTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45 OR LESS	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

DIMENSON "D"

WHERE THERE IS ONLY ONE ADVANCE SIGN, IT SHALL BE PLACED AT 2D FOR APPROACH SPEEDSOF 65KM/H OR MORE,
OR D FOR APPROACH SPEEDS LESS THAN 65KM/H

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN
THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN
THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
OR PAST THE WORKSITE SHALL
BE 3.0m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

- A Class Hoarding
- Vehicle Gate
- Pedestrian Gate
- Pedestrian Gate
- High Fence

CLIENT: KANE

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH NOTES 01 IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.

NOT TO SCALE

LOCATION:	STONE MASON DR	TERM:	SHORT
SUBURB:	KELLYVILLE	ROAD TYPE:	TWO WAY
1ST CROSS ST:	KENNEDY AVE	POSTED SPEED:	50 KPH
2ND CROSS ST:	MEMORIAL AVE	OPERATION:	DELIVERY
		TRAVELLED PATH:	STOP SLOW

STOP SLOW - STONE MANSON DR

ETM Traffic
Suite 3.12, Level 3, 100 Collins Street, Alexandria
New South Wales, 2015
Ph: 0455 135 735

ETM TRAFFIC

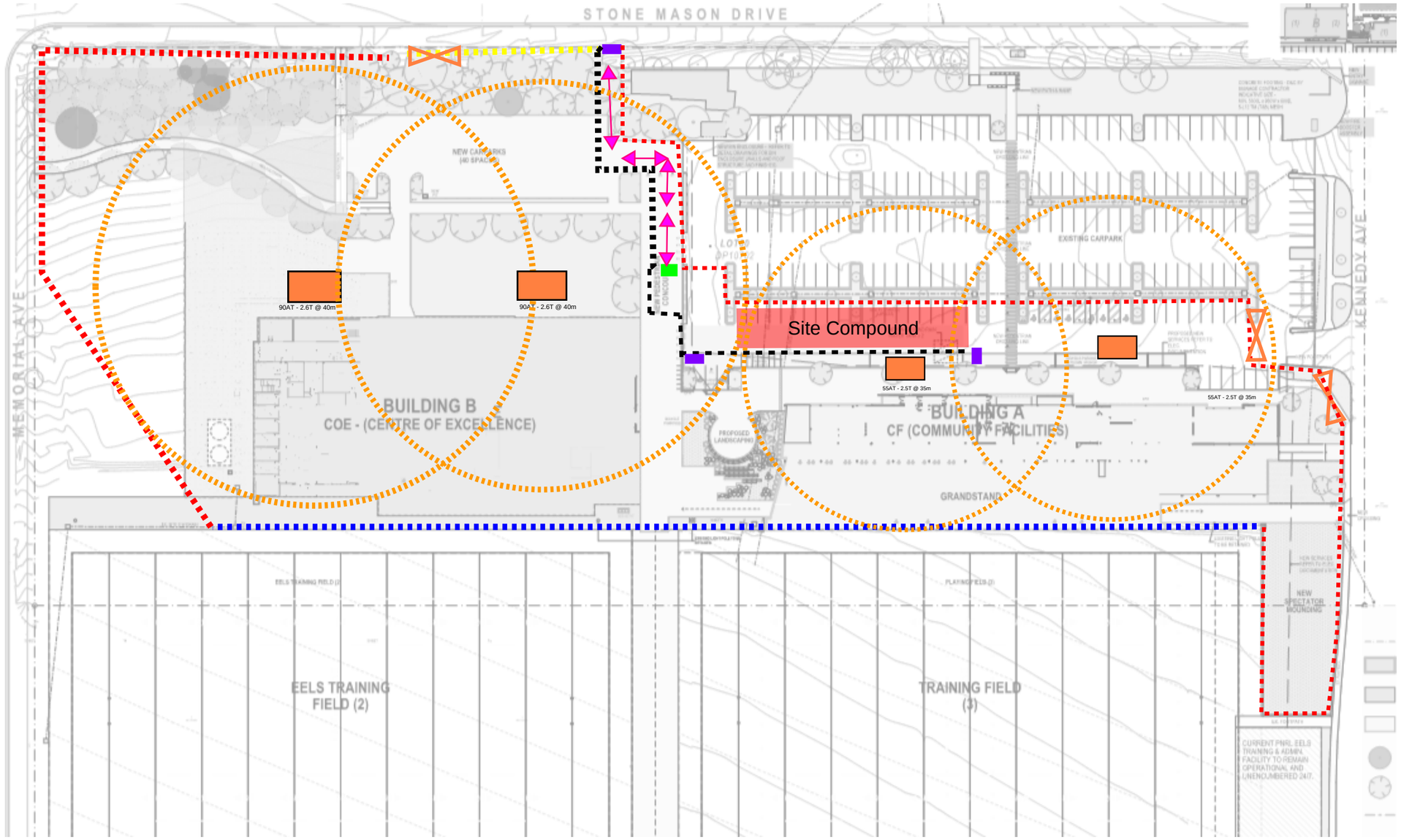
APPROVED BY TM DESIGNER:
BRUNA PINAFFO
TCT0011476

PAUL PIZZOLATO
TCT 0057346

UNIQUE IDENTIFICATION	REV#	PAGE:
KANE-02	01	1 of 1

APPENDIX F - TRAFFIC CONTROL PLAN – CRANAGE/LIFT PLAN

APPENDIX F



LEGEND

- 2.1m high chain wire fence with echo barrier and shade cloth.
- 2.1m high chain wire fence with shade cloth.
- 2.1m high A-Class hoarding
- 2.1m high chain wire fence
- Vehicle Entry Gate
- Pedestrian Gate
- Turnstile Access Point
- Site Compound
- Mobile Crane Set up Locations

REVISION: 01	**PROJECT:** PARRAMATTA EELS CENTRE OF EXCELLENCE	**SUBJECT:** MOBILE CRANE SET UP LOCATION	KANE