REV A – August 2021

OPERATIONAL TRAFFIC MANAGEMENT PLAN

Tyne Container Storage Facility

Simblist Road

Port Botany NSW 2036

Traffic & Safety SOLUTIONS PTY LTD

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Revision	Details	Date	Author
A	TMP	26/08/2021	NP

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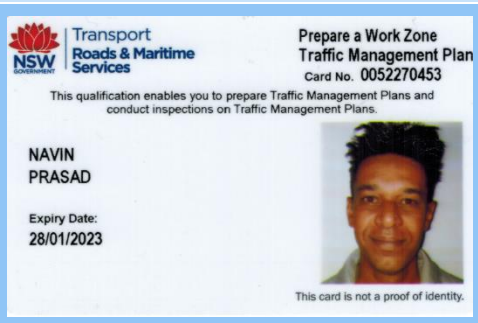
RMS Certification	Prepare Work Zone Traffic Management Plan 0052270453
Expiry Date	28/01/2023
	

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1 INTRODUCTION

1.1 BACKGROUND

Traffic and Safety Solutions Pty Ltd has been commissioned by Tyne Container Services to prepare an updated Operational Traffic Management Plan (TMP) for the operation of the container storage facility located in Simblist Road, Port Botany.

1.2 REPORT PURPOSE

The purpose of this Operational Traffic Management Plan is to:

- describe the traffic management and controls that will be used to mitigate the traffic impacts of the operation of the container storage facility on the surrounding road network,
- ensure that the planned works adhere to and comply with the Work Health and Safety Act,
- manage vehicle movements and site access,
- manage access for pedestrians and cyclists,

Specifically, this plan recognises, is consistent with and complies with the traffic configuration of the road network as it currently exists. In addition to the contract documentation and requirements, this plan also complies with the following:

- Port Botany Overarching Traffic Management Plan (March 2020)
- Road Act 1993 (NSW),
- TfNSW Traffic Control at Worksites Manual V6.0,
- Australian Standard - Manual of Uniform Traffic Control Devices, Part 3: Traffic Control Devices, for works on Roads (AS1742.3),

The subject TMP applies to all persons specifically associated with the operation of the container storage facility.

2 SITE DESCRIPTION

2.1 SITE LOCATION

The site is legally known as Lot 101 and Lot 201 of DP1182871 located in Simblist Road, Port Botany, NSW 2036. and contains the Tyne Container Storage Facility.

The site consists of a corner block that fronts both Simblist Road and Friendship Road, with all vehicular access provided from the primary frontage located along Simblist Road.

Both Simblist Road and Friendship Road are considered Port Roads under the control of NSW Ports.

The aerial photo and locality map in figures 1 and 2 below show the location of the site, the surrounding land use and road network.

FIGURE 1: AERIAL PHOTO
SOURCE: SIX MAPS

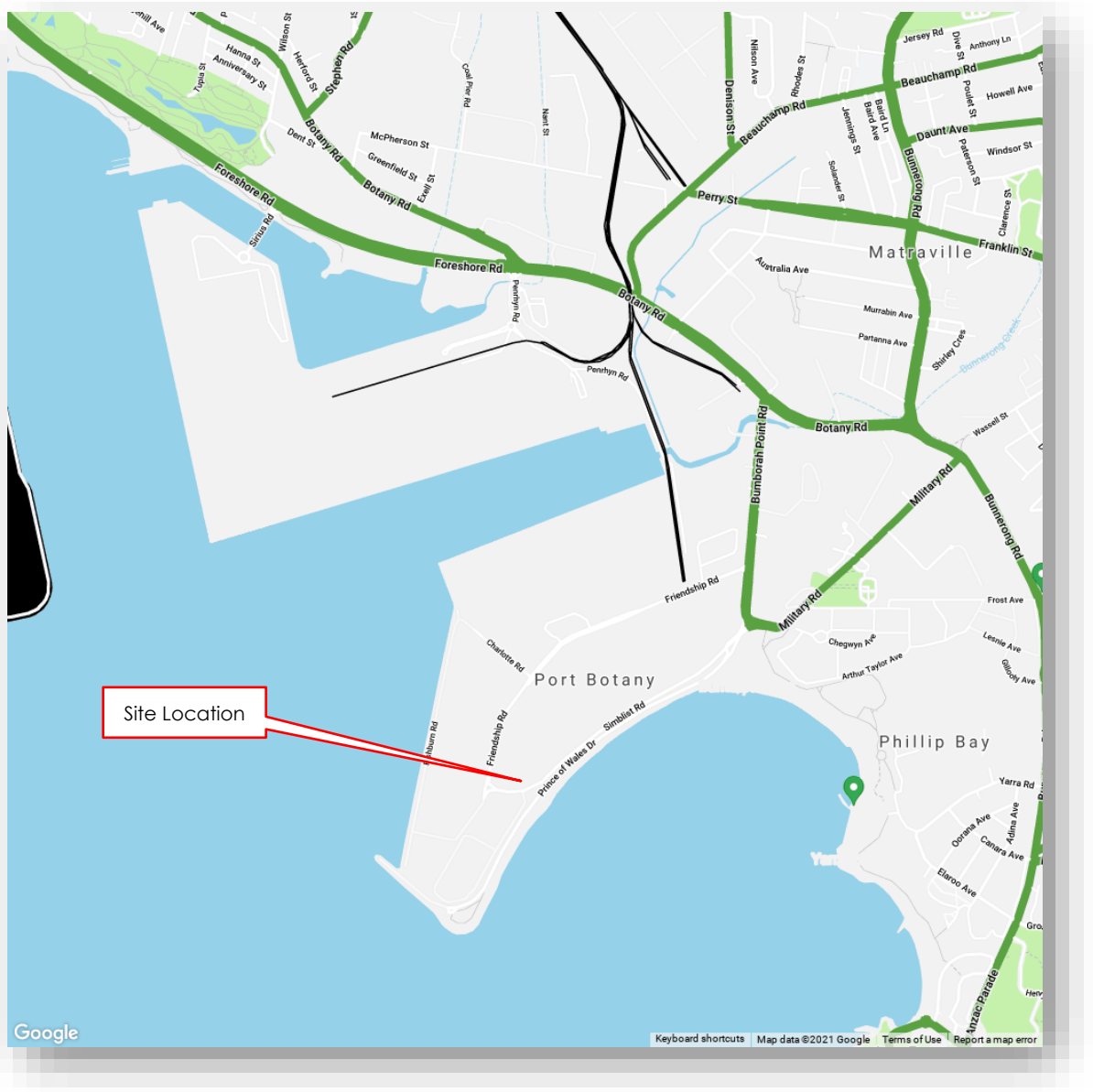

FIGURE 2: LOCALITY MAP
SOURCE: GOOGLE MAPS

2.3 ROAD NETWORK

The existing road network and existing traffic controls in the vicinity of the site are provided in table 1 below.

Road Name	Description	Traffic Controls in vicinity of site	Road Type	Road Authority	Speed Limit
Simblist Road	NE-SW alignment. One-way road southbound approximately 12.8m wide with one shoulder parking/queuing lane (northern side), one central through traffic lane and additional shoulder lane with No Parking restrictions (southern side). Approved 25/26m B-double route	One way movements only. Priority control intersection with Military Rd/ Prince of Wales Dr/ Bumborah Point Rd 700m to the east of site Continuous flow intersection with Friendship Rd 300m to the west of site	Private Road	NSW Ports	60
Friendship Road	N-S alignment. One-way road northbound approximately 12.8m wide with 2/3 travel lanes with No stopping restrictions Approved 25/26m B-double route	Continuous flow intersection with Simblist Rd 300m to the east of site	Private Road	NSW Ports	60

TABLE 1: ROAD NETWORK DESCRIPTION IN THE VICINITY OF THE SITE

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3 TRAFFIC MANAGEMENT

3.1 SITE ENTRY & EXIT

Ingress to the site is provided via a splayed 9m wide left in only driveway from Simblist Road for both heavy and light vehicles.

Egress from the site is provided via a splayed 14m wide left out only driveway into Simblist Road for both heavy and light vehicles.

The width of the driveways allows for the swept paths of heavy vehicles.

All vehicles must enter the site in a forward direction via a right turn movement from Simblist Road using the northern driveway and exit the site via a right turn movement into Simblist Road to travel towards Friendship Road.

No vehicles are permitted to reverse into or out of the site.

Refer to Traffic Management Plan provided in Appendix B that provides an illustration of the onsite traffic management.

3.2 HEAVY VEHICLE MOVEMENTS & MARSHALLING AREA

On entry into the site there are 3 lanes that heavy vehicles can use:

- Lane 1 is the marshalling lane and the designated truck waiting area.
- Lane 2 is the through lane that is used by the stacker runner.
- Lane 3 is the service lane that is used for the top yard loading and unloading.

All trucks must give way to pedestrians, light vehicles, and forklifts.

All trucks must always travel in a forward direction. Reversing movement is not permitted at any time.

Refer to Traffic Management Plan provided in Appendix B that provides an illustration of the onsite traffic management.

3.3 LIGHT VEHICLE MOVEMENTS

All light vehicles will enter the site and travel through the site using Lane 2 to access the car park at the western end of the site adjacent to the toilet block.

All light vehicles must give way to pedestrians.

All light vehicles must always travel in a forward direction. Reversing movement is

not permitted at any time except when parking in the marked car spaces which are rear to kerb.

When exiting the site all light vehicles will travel east past the office building and turn right into the internal road and exit the site via a right turn into Simblist Road.

Refer to Traffic Management Plan provided in Appendix B that provides an illustration of the onsite traffic management.

3.4 FORKLIFT MOVEMENTS

Forklifts must travel in a one-way, anticlockwise direction on the internal road around the central container stack.

Forklifts are to only use lane 2 when accessing the marshalling areas and loading areas only.

Forklifts must give way to any pedestrians or light vehicles.

Refer to Traffic Management Plan provided in Appendix B that provides an illustration of the onsite traffic management.

3.5 VEHICLE QUEUE MANAGEMENT

All heavy vehicles must enter the site and queue within the designated lane. Should the lanes be occupied, the heavy vehicle must queue in the northern shoulder lane in Simblist Road until there is space to enter the site.

At no time is a vehicle permitted to block the driveway or overhang the footpath area.

Refer to Traffic Management Plan provided in Appendix B that provides an illustration of the onsite traffic management.

3.6 PEDESTRIANS

Visitors to the site are not permitted to walk within the site without supervision. All truck drivers are to walk directly to the office from the marshalling area using the designated pedestrian path.

3.7 EMERGENCY VEHICLE ACCESS

At all times a 3m clear path is to be made available for emergency vehicle access.

Refer to Traffic Management Plan provided in Appendix B that provides an illustration of the onsite traffic management.

4 RISK MANAGEMENT

4.1 RISK IDENTIFICATION

Risk management entails the identification and analysis of all hazards likely to arise during works on roads including the setting up, operating, changing and ultimate dismantling of a traffic control plan followed by the determination of appropriate measures to mitigate those risks (AS 1742.3,2009).

Assessing WHS risks is a way of determining the likelihood or potential a hazard will cause injury or ill health to anyone at or near a workplace or worksite. After identifying a hazard, an assessment of its associated risks must be performed.

To determine the level of risk that is attached to a hazard, following Risk Assessment Formula can be used:

Risk Level = Likelihood x Consequence

WorkCover NSW's publication Hazpak and the Australian Standard AS/NZS 4360:2004 provide the technical best practice advice for this management tool.

HAZPAK Risk Assessment Matrix*

	How **SEVERELY** Could it Hurt Someone?			
How Likely is it to Hurt Someone? (If NO controls in place)	**Kill or Cause Permanent Disability or Ill Health**	**Cause Long Term Illness or Serious Injury**	**Medical Attention and/or Several Days Off Work**	**First Aid Only**
Very likely – could happen regularly	1	1	2	3
Likely – could happen occasionally	1	2	3	4
Unlikely – could happen, but only rarely	2	3	4	5
Very unlikely – could happen, but probably never will	3	4	5	6

FIGURE 3: HAZPAK RISK ASSESSMENT MATRIX
SOURCE: WORKCOVER NSW

5.2 RISK CONTROLS

After identifying the hazard(s), risks(s) and the level of each risk, appropriate risk controls are identified and implemented to reduce severity. The hierarchy of controls is listed in priority order from maximum to minimum risk reduction:

- Eliminate (The event or activity does not occur),
- Substitute (Use another location or equipment),

- Isolate (Limit access to hazard e.g., temporary or permanent barriers, fencing etc),
- Engineering Controls (e.g., traffic control),
- Administrative Controls (Provide instructions, operating procedures e.g., SWMS, signs),
- Personal Protective Equipment (Limit the impact of the hazard on the person e.g., Safety vests, earmuffs, goggles etc).

A risk assessment that has been undertaken is provided in Appendix A.

APPENDIX A – RISK ASSESMENT

Risk Assessment	
Project	Operational Traffic Management Tyne Container Storage
Project Number	TSS-20210826-1
Revision	A
Date	26/08/2021
Prepared by	Navin Prasad

HAZPAK Risk Assessment Matrix*

	How **SEVERELY** Could it Hurt Someone?			
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General Notes

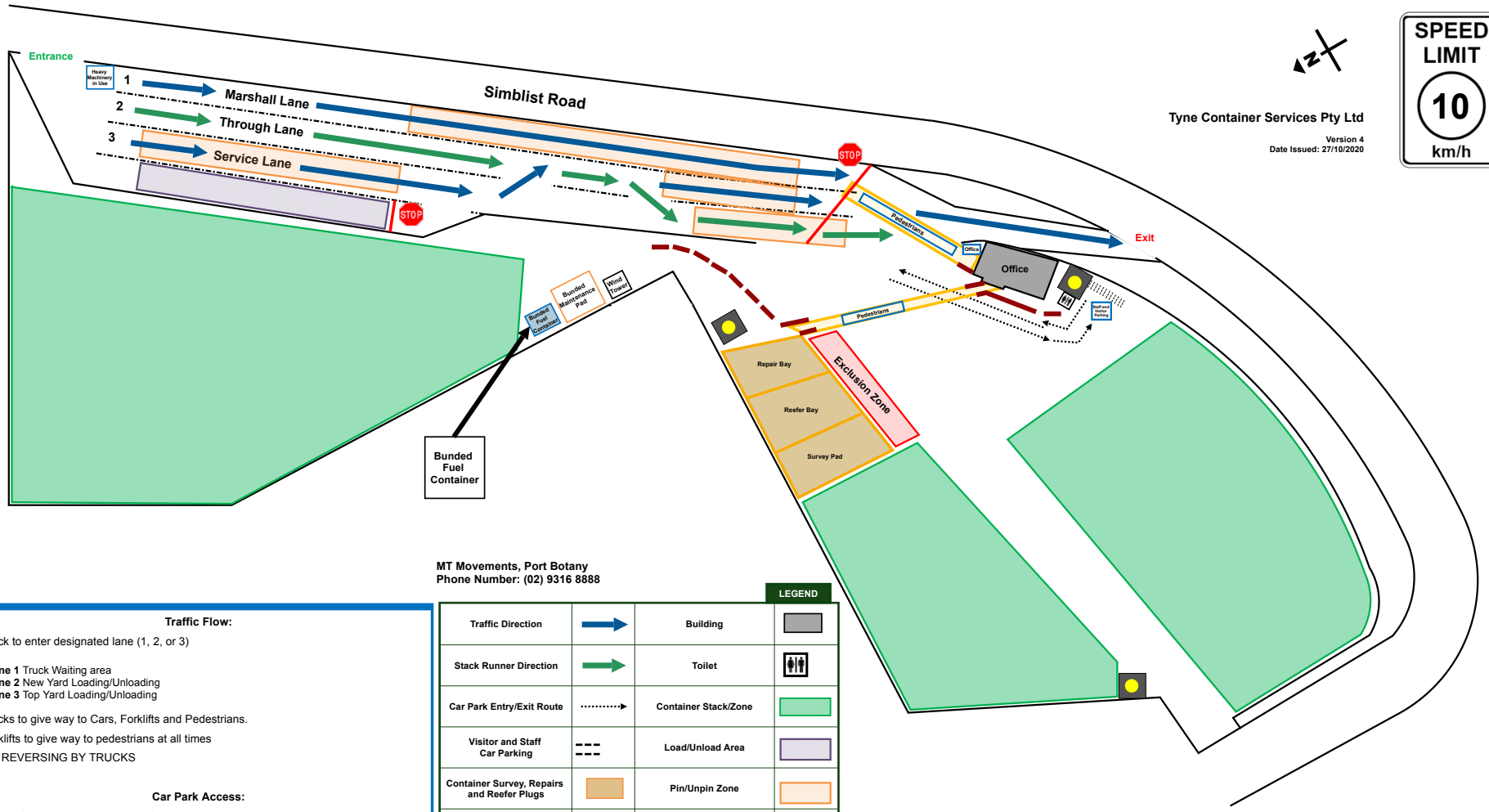
1. The Site Manager is responsible for ensuring that risk assessments are conducted for any task that is identified as having an environmental, safety and health hazard.
2. The risk assessment table is to be utilised for determining the degree of risk associated with a particular hazard.
3. The Site Manager in consultation must establish risk control measures to remove or reduce the risks that have been identified.
4. The completed Site Risk Assessment or Hazard Report should be transferred to the relevant Safe Work Method Statement for that activity.
5. If a Safe Work Method Statement has not been developed, then one is recommended to be completed.
6. Whilst all efforts have been made to identify all risks associated with the operation of the site, Traffic and Safety Solutions Pty Ltd does not accept any liability for any risks that could have been omitted from the assessment below and is the Project Managers responsibility to ensure that all risks are identified and mitigated where possible.
7. Implementation and suitability of the additional control measures in addition to those identified in the risk assessment table will be responsibility the Site Manager.

Risk Assessment Table

Work Activity	Hazard	Initial Risk Rating	Recommended Controls	Final Risk Rating
Traffic movements	Crash at entry and exit driveways	3	• Use of site induction for all visitors to the site to inform of the mitigation measures used to manage traffic and pedestrians. • Regular toolbox meetings to review safety operations.	**5**
Receiving deliveries, trucks entering / exiting site	Incidents due to unfamiliarity with site	3	• Maintain well defined and marked access points. • Site induction to inform drivers of truck routes.	**5**
Emergency vehicle access	Access	1	• Provide clear access for emergency services within site at all times.	**5**
Plant and Equipment	Worker conflict	1	• Ensure all plant have audible and visual warning devices when in use. • Site induction for staff to show exclusion zones where plant is to be operated.	**4**

APPENDIX B – TRAFFIC MANAGEMENT PLAN

Traffic Management Plan - MT Movements, Gate 54, Simblist Road, Port Botany



Traffic Flow:

- Truck to enter designated lane (1, 2, or 3)

  Lane 1 Truck Waiting area
  Lane 2 New Yard Loading/Unloading
  Lane 3 Top Yard Loading/Unloading

- Trucks to give way to Cars, Forklifts and Pedestrians.
- Forklifts to give way to pedestrians at all times
- NO REVERSING BY TRUCKS

Car Park Access:

- Cars to follow the Through Lane (Stack Runners) to enter the car park.
- All cars must reverse park.
- When exiting the car park, cars are to exit the same route they entered, then take the exit
- Cars MUST NOT enter the yard or drive past/through the container stacks at any time.