



# Construction Traffic Management Plan (CTMP)

**78 Gibson Avenue, Padstow NSW 2211**

CTMP Version: 1.0

LGA: City of Canterbury Bankstown

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## 1 Introduction

This Construction Traffic Management Plan (CTMP) and associated Traffic Control Plans (TCP) 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 78 Gibson Avenue, Padstow NSW 2211.

This Construction Traffic Management Plan (CTMP) & associated Traffic Control Plans (TCP) describes and illustrates the locations of proposed Ingress & Egress points for Construction Vehicles, standing of delivery vehicles, Standing of Plant (if required) and Traffic Control and Pedestrian Control measures for the site.

This Construction Traffic Management Plan (CTMP) & associated Traffic Control Plans (TCP) have been prepared to satisfy all conditions relating to a CTMP as set in the approved Development Application, TMP01, relating to this project.

### 1.1 Purpose of this Plan

The purpose of this CTMP is to satisfy City of Canterbury Bankstown consent conditions and describe how The Applicant proposes to manage construction vehicles, traffic and pedestrian movements safely whilst carrying out their respective activities.

The objectives with respect to the Construction Traffic Management Plan ("CTMP") are to:

- Ensure the safety of staff, the general public, pedestrians, cyclists and traffic,
- To satisfy Council's conditions related to Traffic, Transport and Access.
- To actively monitor traffic impacts related to the construction works so that information can be applied to the planning and implementation of traffic control plans
- Keep all site traffic delays to a minimum,
- Maintain satisfactory property access,
- Minimise disturbance to the environment and
- Meet the requirements of relevant Australian Standards (specifically AS1742.3), TFNSW G10 Traffic Management and the TFNSW Traffic Control at Worksites Manual V5.0.

### 1.2 Abbreviations and Terminology

The following terms, abbreviations and definition are used in this plan:

Terms	Explanation
CTMP	Construction Traffic Management Plan
VMP	Vehicle Movement Plan
TCP	Traffic Control Plan

TfNSW	Transport for New South Wales
ROL	Road Occupancy Licence

### 1.3 Legislative Requirements

This Construction Traffic Management Plan (CTMP) complies with Australian Standard 1742.3-2009 Manual of uniform traffic control devices, Part 3: Traffic control for works on roads. All TCP's have been drawn to the TfNSW Traffic Control at Worksites Manual V5.0 standards,

All personnel dealing with traffic control, being either contractors or sub-contractors are to have the following current accreditation, for the management of each item listed below:

- WHS&E general induction certificate
- TfNSW Traffic Controller (for traffic control, performing stop/slow control)
- TfNSW Implement Traffic Control Plans (for implementation of signage)
- TfNSW Prepare a Work Zone Traffic Management Plan (for the design of CTMP's and TCP's)
- All staff need to be inducted on site before the commencement of works
- Staff must carry current accreditation on them at all times while on site
- Appropriate PPE as outlined in the appropriate SWMS for the works.

In accordance with City of Canterbury Bankstown all traffic control work, excavation, demolition and construction activities must be undertaken in accordance with the approved conditions of consent.

The CTMP needs to specify, but not limited to, the following:

- Location of the proposed work zone;
- Proposed crane location;
- Vehicle movement plan (haulage routes);
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction Program;
- Consultation strategy for liaison with surrounding stakeholders;
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;

Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development conditions of consent for the project.

## **1.4 Standard Requirements for Construction Traffic Management Plan (CTMP)**

### **Standard Requirements for Construction Traffic Management Plan**

**The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the construction works at 78 Gibson Avenue, Padstow NSW 2211 TMP01.**

1. Details of routes to and from site and entry and exit points from site – site specific
2. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
3. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.

NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit).

4. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a one-off occasion is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the National Heavy Vehicle Regulator (NHVR) 28 days prior to the vehicle's scheduled travel date. For more information, please contact the NHVR on 1300 696 487 or [www.nhvr.gov.au](http://www.nhvr.gov.au).
5. No queuing or marshalling of trucks is permitted on any public road.
6. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off-street area or be encouraged to use public transport and not park on the public road.
7. All loading and unloading must be within the development site or at an approved "Works Zone".
8. The Applicant must comply with development consent for hours of construction.
9. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and TfNSW Traffic Control at Work Sites Guidelines.
10. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.
11. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.



## 2 Project Overview

Project Plans and Diagrams are located in Appendix 3 – Project Plans and Diagrams.

### 2.1 Proposed Stages of Work

- TBC

### 2.2 Hours of Work

The hours of construction and work on the development must be as follows:

- a) All work, including demolition, excavation and building work, and activities in the vicinity of the site generating noise associated with preparation for the commencement of work (eg. loading and unloading of goods, transferring of tools etc) in connection with the proposed development must only be carried out between the hours of 7.00am and 7.00pm on Mondays to Fridays, inclusive, and 7.00am and 5.00pm on Saturdays, and no work must be carried out on Sundays or public holidays.
- b) All work must comply with the Code of Practice for Construction Hours/Noise 1992 and Australian Standard 2436-2010 Guide to Noise Control on Construction, Maintenance and Demolition Sites.

### 2.3 Daily Workforce

Average daily workforce of approximately 3-5 people during different stages of the development.

### 2.4 Existing Conditions

At the time of developing this CTMP, there are no existing works or events that have been identified in the area that will affect the plans detailed in this CTMP. During the course of the project, this may change. Consultation will occur between all parties and any conditions outlined in any Council and or TFNSW approval must be implemented and adhered to.

## 2.5 Aerial Overview



## 3 Construction Work Areas

All construction works will be carried out from within the development site and not from public lands or the road reserve.

The maximum size vehicle accessing the site will be a **heavy rigid vehicle**. Refer to Appendix 1 for site specific Traffic Control Plans and Appendix 2 for Vehicle Movement Routes.

No queuing or marshalling of trucks is permitted on any public road. Adequate space will be available for trucks and vehicles to park onsite. If there is not adequate space on-site must not queue in the surrounding areas.

### 3.1 Location of Proposed Hoardings

No A or B-Class hoardings will be installed on this project. All construction works will be secured from unauthorised access.

### 3.2 Location of proposed Crane Standing Zone

All mobile hoisting devices will be operated from within the development site.

### **3.3 Loading / Unloading Zones**

All loading and unloading will be within the development site.

## **4 Site Accommodations**

All site accommodations will be located wholly within the site compound on not on public lands or the road reserve.

## **5 Material, Plant and Spoil Bin Storage Areas**

These areas will be allocated within the construction site boundary. Skip bins will be contained wholly within the site boundary. No storage of materials, plant or spoil will be allowed on public land or public roads. All waste/material will be collected on site in a position for easy access for both use on site and removal by trucks. All removal trucks will have the load covered by tarpaulin or other means to secure the load and will adhere to the approved travel routes as described in this CTMP.

It is noted the Contractor must obtain a permit from the City of Canterbury Bankstown regarding the placing of any plant/equipment on public ways, should this ever be required.

## **6 Project Impacts on Traffic & Transport**

### **6.1 TfNSW Road Occupancy Approvals**

These works will not be subject to TfNSW approval.

### **6.2 Local Council Permit Approvals**

Any use of Council property for construction purposes shall require the appropriate approvals prior to such work commencing. This includes occupying Council property for storage or other non-construction activities.

Permit approvals must be obtained from the City of Canterbury Bankstown and need to be lodged and approved prior to works proceeding. Any proposed road closures or occupation will need to be referred to the City of Canterbury Bankstown and TfNSW. Additional approvals may be required for authorities such as Transport for NSW and the State Transit Authority. Emergency services will also need to be notified.

## **7 Access Management Arrangements**

Dedicated temporary construction site driveway entrances and exits will be signposted. This will remain in place to safely manage pedestrians and construction-related vehicles to the Site frontage's roadways and footpaths.

If required, Authorised Traffic Controllers will be in place to assist with vehicle and pedestrian access.

### **7.1 Vehicle Movement Plan**

A vehicle movement plan has been developed for this project and is located in Appendix 2.

## **8 Impact to Residents, Businesses and the Public**

This project is not expected to have any significant impact on public transport and cyclists. Existing access arrangements and services to other transport modes will be maintained comparable to the existing situation.

Adequate provision for pedestrians and cyclists will be made for current movements along all frontages and intersecting streets.

### **8.1 Neighbouring Properties**

Access to neighbouring properties will be maintained at all times. Neighbouring property occupants and local stakeholders will be regularly notified of the timeframes for completion and of any other impacts that may affect the local surrounds.

### **8.2 Transport Management for Service, Delivery, and Garbage Vehicles**

No impact on existing services is expected during the works. Stakeholder consultation will occur throughout the project should this change.

### **8.3 Impacts on Public Transport**

This project is not expected to have any significant impact on public transport timetables.

Existing access arrangements and services will be maintained comparable to the existing conditions.

The continual consultation will occur throughout the project. Notification of these changes will be made to the public and stakeholders with the use of notification signage and Roads and Maritime accredited traffic controllers.

### **8.4 Site Parking**

All site staff, workers and contractors related to the project are to park in a designated private off-street parking (such as parking stations) or encouraged to use public transport.

All staff and workers relating to the development must not park on the public roadway at any time during the project.

No truck pooling/parking will be permitted at any time during the project at any frontage to the project or any other roadway within the City of Canterbury Bankstown Local Government Area.

### **8.5 Emergency Services**

Police will be notified of any works on the road reserve that block or change the direction of travel of the road reserve, such as full road closures.

A 3m isle is to be maintained at all times during any road works to ensure emergency vehicle can pass if required. If a full road closure is in place, alternative routes will be used.

### **8.6 Pedestrians**

Consideration will be taken when planning for disabled persons, and in general, routes should be as short of a distance as possible. Pedestrian Ramps may be required where a smooth transition from the kerb is not available.

The proposed signage for pedestrian management will comply with AS1742.3 and AS1742.10, inclusive of pram ramps.

It is noted that Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering, but you must not stop pedestrians in anticipation, i.e. at all times, the pedestrians have the right-of-way on the footpath, not the trucks.

### **8.7 Cyclists**

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.

## **9 Construction Traffic and Heavy Vehicles**

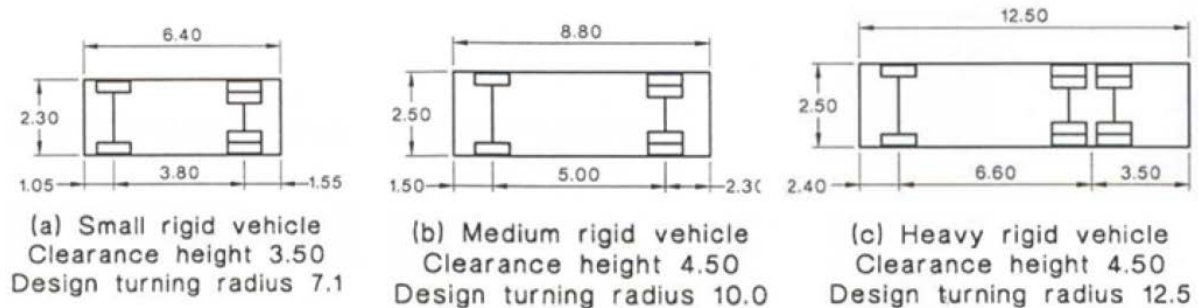
Typically, the most high-risk movement for construction vehicles occurs when vehicles are entering or exiting the construction site too and from the external road network. The management of construction access will include the following:

- Installation of truck warning signs on temporary construction access road;
- Where practicable, heavy vehicles will avoid using local roads;
- Authorised Traffic Controllers will be utilised to assist with safe access and egress of public vehicles around the work area where required.

### 9.1 Types of Trucks Approaching Site

There will be a combination of small rigid vehicles (SRV's 6.4m), medium rigid vehicles (MRV's 8.8m) and heavy rigid vehicles (HRV's 12.5m) accessing and egressing from the site and/or the approved Workzone.

#### Vehicle Sizes by Type



### 9.2 Estimated Daily Volume:

The estimated maximum number of daily truck movements would be 1-5 per day.

### 9.3 Vehicle Queueing

No queuing or marshalling of trucks is permitted on any public road. If there is not adequate space on-site or in the approved Work Zone. All construction vehicles should be coordinated to site only when sufficient space is available. Circulating construction vehicles on the network will not be tolerated.

### 9.4 Swept Path Diagrams

Swept path analysis has not been requested for this project at the time of development of this CTMP. Swept paths may be required and will be generated upon request.

## 10 Abnormal and Oversize/Overmass Loads

Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a one-off occasion is obtained from the City of Canterbury Bankstown Traffic Operations Unit).

For more information, please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or [www.nhvr.gov.au](http://www.nhvr.gov.au).

## 11 Traffic Management

### 11.3 Site Traffic Control

Traffic Management measures will be implemented on site to ensure the safe use of the roadway and surrounding areas; these will include but not be limited to;

- Authorised Traffic Controllers will be posted at the entry and exit points on the site boundary as required.
- Advanced Warning Signs will be erected and or mounted as required. Refer to Appendix 1 for relevant TCP and associated signage requirements.
- All works associated with control or redirection of traffic must have an approved TCP associated with the works, and any relevant permits must be in place and available for view on site at all times.
- All construction vehicles must follow the instruction of the Authorised Traffic Controllers. This will be outlined in the site safety induction. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
- Authorised Traffic Controllers must be inducted into the site prior to the start of the shift. Authorised Traffic Controllers must be trained on the conditions outlined in this CTMP and associated planning documents.
- This CTMP and all associated planning documents must be available for view on site at all times.

## 12 Risk Assessment

A detailed risk assessment and control method must be documented for each stage of the works. A Safe Work Method Statement is to be developed in consultation with all stakeholders and signed off by all workers prior to commencement of work.

## 13 Communications Strategy

### 13.1 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.

### 13.2 Stakeholder Works Notifications

Notifications will be provided to all impacted stakeholders. Local community notification and consultation processes will be undertaken with all stakeholders prior to any changes to or impact on the road network. The builder's direct contact number will be provided to businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real



time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

### 13.3 Emergency Services Notifications

Emergency Services will be informed in a timely manner of relevant activities proposed within this CPTMP that affect the use of the roadway. Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations.

## 14 Contact Details

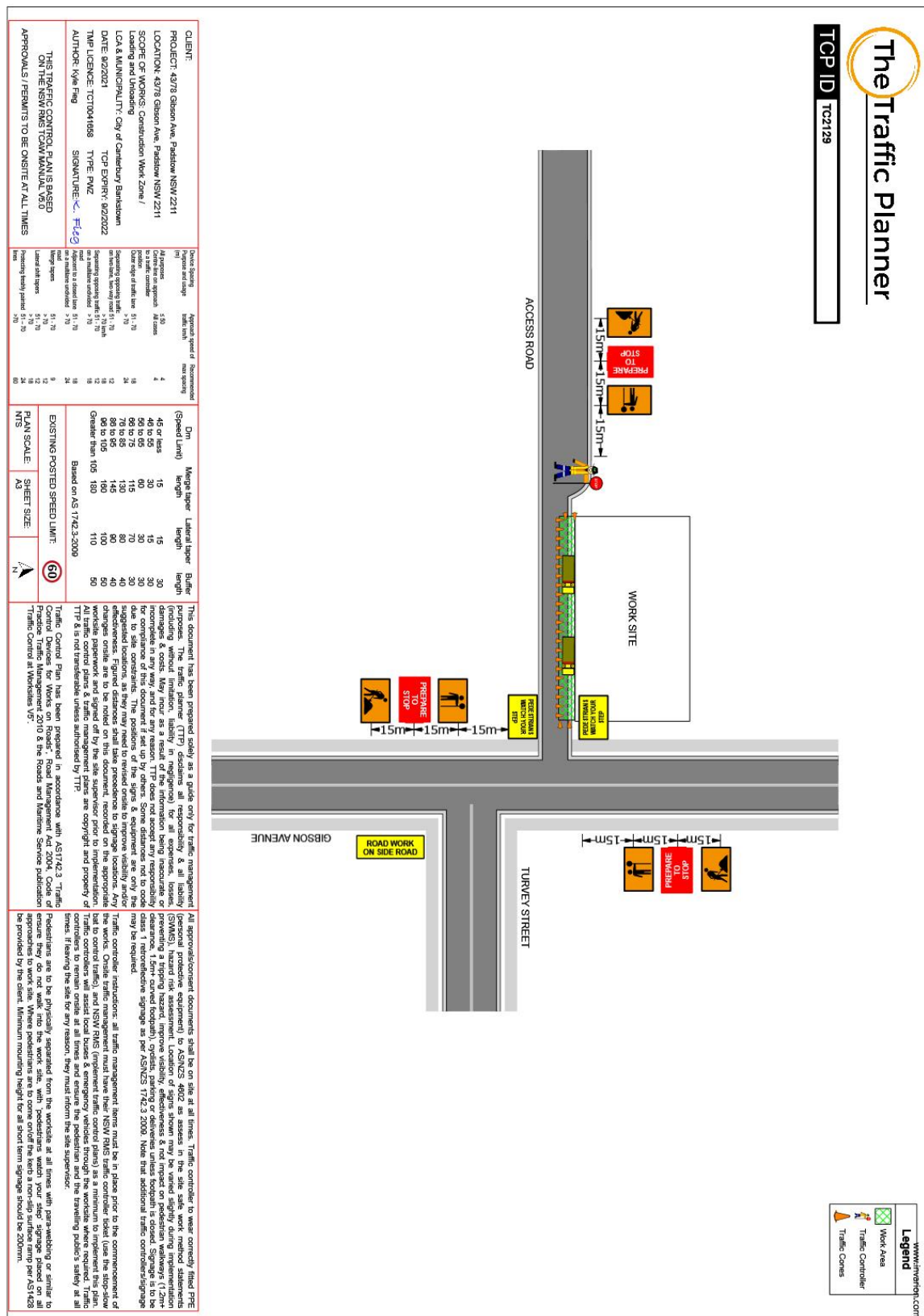
### 14.1 Key Contacts

Name	Position	Contact #



## 15 APPENDIX 1 – TRAFFIC CONTROL PLANS

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## 16 APPENDIX 2 – VEHICLE MOVEMENT ROUTES

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## 17 APPENDIX 3 – PROJECT PLANS AND DIAGRAMS

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