

# Traffic Management and Loading Management Plan

Pronto Bins

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Mike Ritchie & Associates Pty Ltd trading as MRA Consulting Group (MRA)  
ABN 13 143 273 812

Suite 409 Henry Lawson Building  
19 Roseby Street, Drummoyne NSW 2047  
AUSTRALIA

P +61 2 8541 6169

E [info@mraconsulting.com.au](mailto:info@mraconsulting.com.au)

[mraconsulting.com.au](http://mraconsulting.com.au)

#### Document

<b>Author</b>	Esther Hughes
<b>Checker</b>	James Cosgrove
<b>Approver</b>	Esther Hughes

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#### Disclaimer

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#### Acknowledgements

MRA would like to acknowledge the assistance with preparation of this report provided EB Traffic.

## Contents

Contents .....	iii
List of Tables .....	iii
List of Figures.....	iii
1 Introduction.....	1
1.1 Background .....	1
1.2 Plan objectives .....	1
1.3 Location.....	1
1.4 Proposed uses .....	2
1.5 Operating times and activities .....	2
1.6 Document History .....	2
2 Management Plans.....	3
2.1 Traffic Management Plan .....	3
2.2 Loading Management Plan .....	3
Appendix A     Manoeuvring .....	4

## List of Tables

Table 1: Operating times and activities.....	2
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## List of Figures

Figure 1: Location .....	1
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# 1 Introduction

## 1.1 Background

This traffic management and loading management plan has been prepared on behalf of Pronto Bins with regard to traffic management and loading management of vehicles onsite at 115-119 Cowpasture Rd, Wetherill Park.

## 1.2 Plan objectives

The purpose of this Traffic Management and Loading Management Plan Parking Management Plan is to outline delivery times so that the impacts of service, delivery and loading activities will not impact the amenity of the locality and the traffic operations on the boundary road network or other users of the site.

## 1.3 Location

The location of the site is shown on Figure 1. Access to the site is via Cowpasture Road.

Figure 1: Location



Source: Nearmap, 2019

## 1.4 Proposed uses

The site consists of three industrial tenancies, currently used for resource recovery, storage and formwork. This plan is in reference Pronto Bins’ resource recovery facility, however, it is designed to enable safe and efficient use of the site for all three users.

## 1.5 Operating times and activities

Operating hours are

**Table 1: Operating times and activities**

Time	Activity	Approximate number of vehicles
6am to 7am Monday to Saturday	Skip bin truck drivers arrive onsite	10 per weekday 6 per Saturday
6am to 7am Monday to Saturday	Skip bin trucks (MRVs) leave premises	10 per weekday 6 per Saturday
7am to 10 am Monday to Saturday	Arrival of staff for all tenancies	20 per weekday 15 per Saturday
9am to 4pm Monday to Saturday 9 am to 1pm Saturdays	Deliveries and pickups (MRVs) for all tenancies	19 per weekday 12 per Saturday
3pm to 6pm	Staff leave site	30 per weekday 21 per Saturday
7am to 8am and 5pm to 6pm	Use of site by articulated vehicles.	1 per week

## 1.6 Document History

This Traffic Management and Loading Management Plan is a living document and will be updated as required.



## 2 Management Plans

### 2.1 Traffic Management Plan

- Vehicles accessing the site will be limited to 19m in length. The typical maximum will be 8.5m long
- All vehicles will enter and exit in forward-facing direction.
- A spotter will be used to assist the articulated vehicle manoeuvring onsite to temporarily hold vehicles and pedestrians during the entry and exit of the site.
- A spotter will be used if there is potential for congestion of vehicles accessing the site at any one time to assist manoeuvring and to temporarily hold vehicles and pedestrians.
- The spotter will be trained in traffic management control.
- A 1.2m wide pedestrian painted pedestrian pathway will be line marked adjacent to parking bays and across the access point. This pedestrian pathway will be used by staff as opposed to visitors who will have allocated parking adjacent to warehouses.
- Speed will be limited to 10km/hr onsite and will be signposted.
- Use of the site for the articulated vehicle will be limited to periods of low activity- before 8 am and after 5pm on weekdays.
- The use of the site by all articulated vehicles will be scheduled, and all tenancies will be notified of time period for arrival and departure be communicated to all three businesses a minimum of one week in advance to avoid conflicting with other traffic.
- Access to the site for articulated vehicles will be right turn in only and left turn out. All articulated vehicle operators will be notified of the requirements for access.
- Bollards will be installed adjacent to visitor bays to increase vehicle protection.
- A disabled bay will be located adjacent to offices to provide ease of access.

### 2.2 Loading Management Plan

- Only two vehicles will be permitted to use the loading bay at any one time.
- Contact between Pronto Bins and skip bin truck drivers will be maintained via a real-time communication system. Drivers will be notified if access to the site is temporarily unavailable.
- There is sufficient space for trucks to use the weighbridge as a layover. A spotter will direct traffic to wait on the weighbridge if necessary.
- A spotter will be used to direct vehicles and ensure pedestrian safety when vehicles are reversing from the loading bay.
- No vehicles will be permitted to park outside or obstruct the loading bay.
- All vehicles will be switched off during loading and unloading.
- All staff will remain a safe distance from unloading vehicles.
- No deliveries or collections will be undertaken outside of hours of:
  - 7am to 6pm Monday to Friday and
  - 7am to 1pm Saturday
- All truck drivers are to wait with their vehicles until directed to enter loading bays.

## Appendix A Manoeuvring

**ATTACHMENT B**

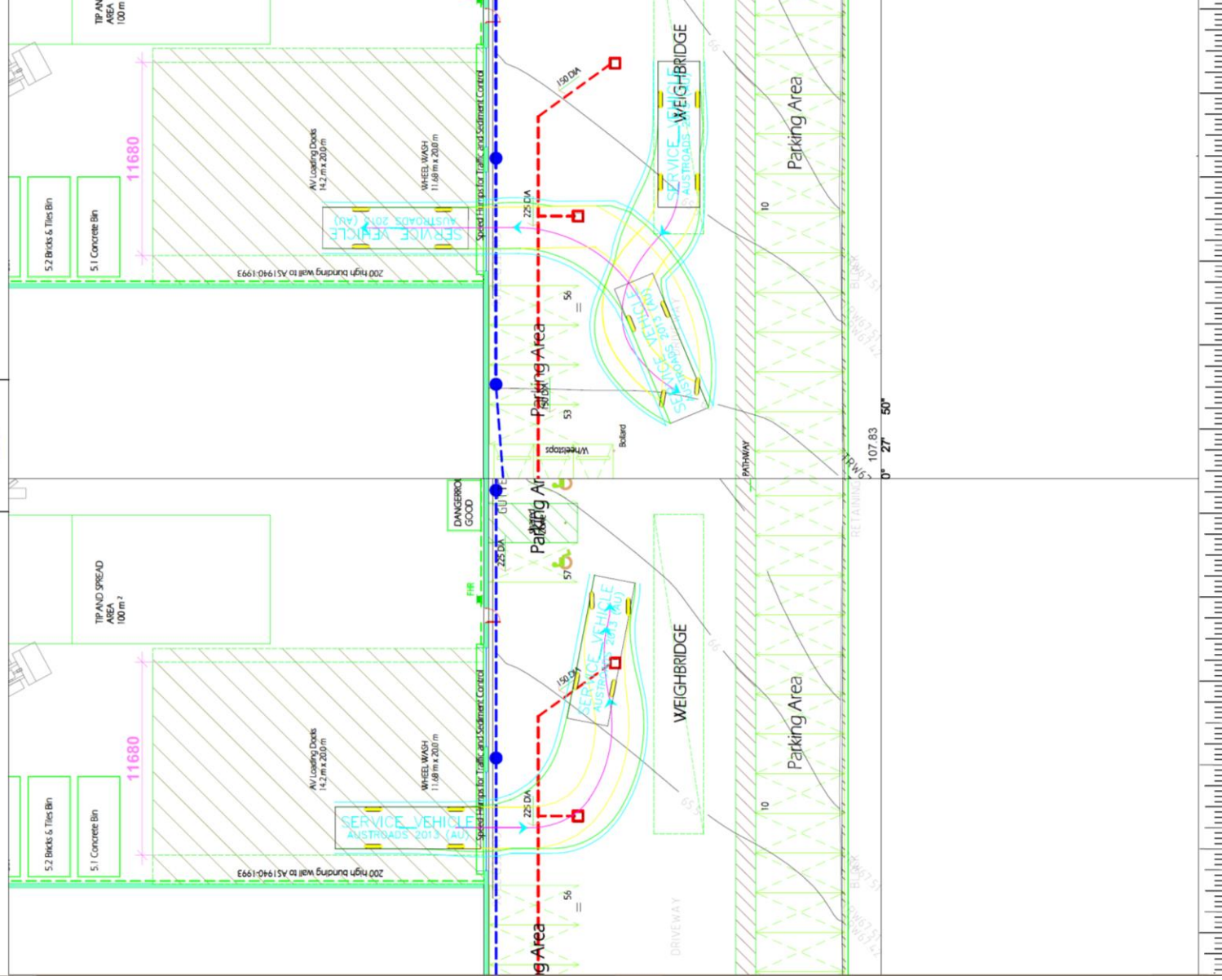
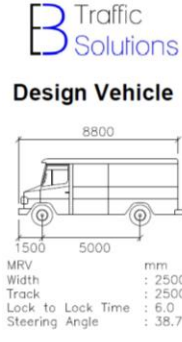
**SWEPT PATH ANALYSIS (8.8 M MRV)**





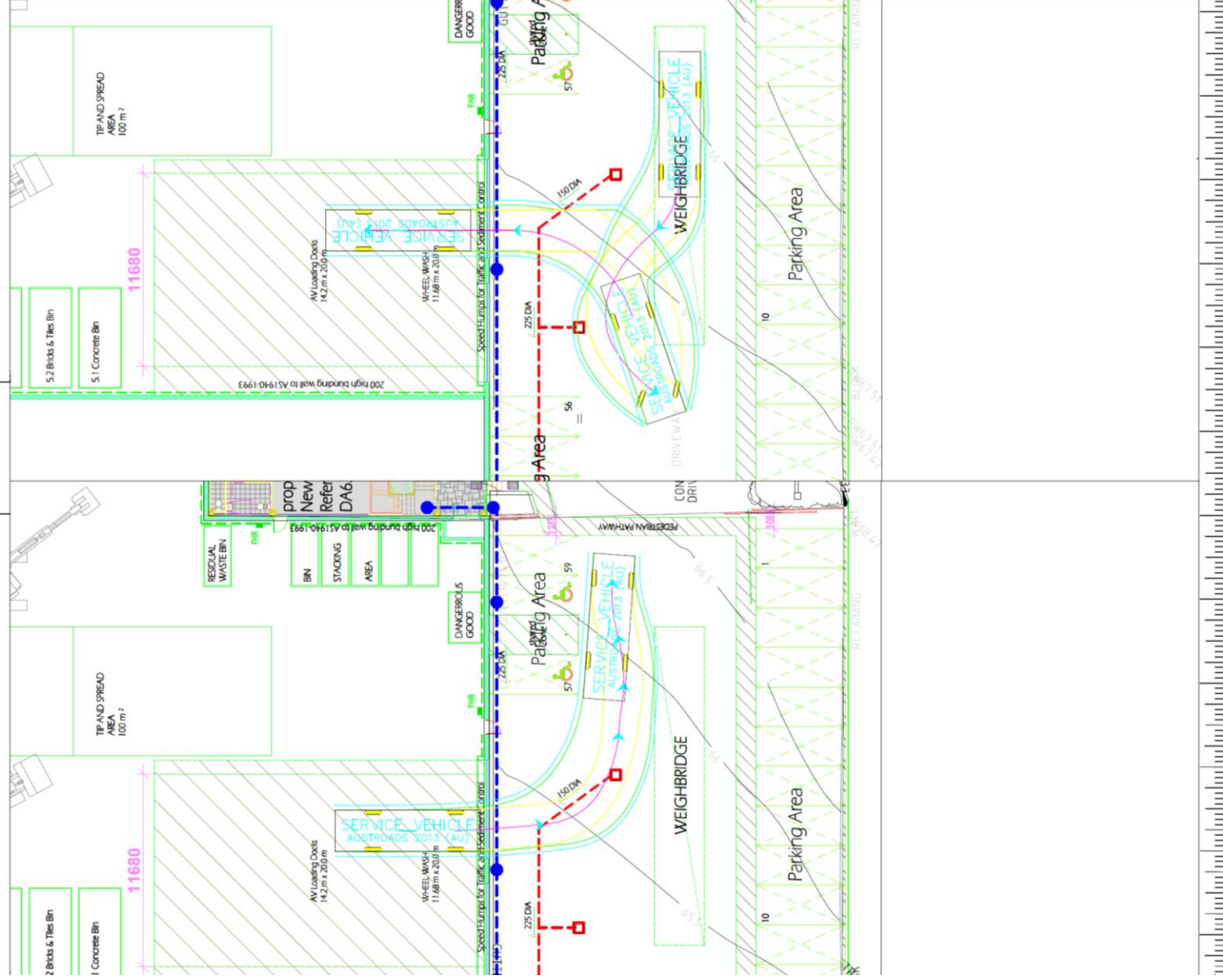
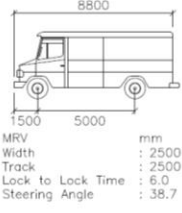
115 - 117 Cowpasture Road, Wetherill Park (NSW)

Scale 1:200 @ A3  
Swept Path Diagram (Rigid Truck)  
Plan prepared by EB Traffic Solutions Pty Ltd  
Date: 15/09/2019





## Design Vehicle



**ATTACHMENT C**

**SWEPT PATH ANALYSIS (19 M ARTICULATED TRUCK)**



115 - 117 Cowpasture Road, Wetherill Park (NSW)

Scale 1:200 @ A3

Swept Path Diagram (Articulated Truck)

Plan prepared by EB Traffic Solutions Pty Ltd

Date: 11/09/2019

Sheet 01



EB Traffic Solutions

Design Vehicle

