

On the basis that a round trip (Macdonaldtown to Chullora and return) will take up to 2 hours the ability to queue as many as 4 trucks (excluding the vehicle being loaded/unloaded) will be more than sufficient to ensure that there is no queuing on Erskineville Road or other surrounding streets.

4.8 SIGNAGE AND TRAFFIC CONTROL

As indicated in the previous section, the theoretical peak hourly volume of truck movements generated by the proposed activity is not expected to exceed 12 – 14 movements (ie 6 – 7 IN/6 – 7 OUT). This level of activity will not have any perceptible or measurable impact on traffic flows on the surrounding road network. Having said this, advance warning signs will be erected on both approaches of Erskineville Road advising of ‘trucks entering’ (W5-22) the road system. The arrangement will generally be in accordance with TCP 195 as depicted in the RTA’s ‘Traffic Control at Work Sites’ manual. In addition ‘Prepare to Stop’ (T1-18) and ‘Flagman Ahead’ (T1-200) signs will be erected in advance of the entry/exit driveway for traffic travelling in the eastbound carriageway of Erskineville Road. These signs will be provided to advise motorists that RTA Accredited Traffic Controllers have been deployed to manage the safe movement of vehicles entering and exiting the site. Outside the approved construction hours, the signs will be either covered or removed.

4.9 PEDESTRIANS

The potential for impact on pedestrian movements by the proposed activity will generally be limited to the northern footway of Erskineville Road at the proposed entry/exit driveway. To minimise such impact or minimum of 2 RTA accredited traffic controllers will be deployed at all times throughout the proposed works to manage all vehicle movements entering and exiting the site. The primary task of these traffic controllers will be to ensure that vehicles enter and exit the site in a safe manner and does not unduly disrupt traffic and pedestrian movements.

4.10 OCCUPATIONAL HEALTH AND SAFETY

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and must be covered by adequate and appropriate insurances. All traffic control personnel are required to hold RTA accreditation in accordance with Section 8 of traffic control at worksites.

4.11 WORKER PARKING/JOURNEY TO WORK

It is estimated that a maximum of approximately 10 persons will be employed on the site. Whilst employees will be encouraged to either cycle or make use of the highly accessible rail network for journeys to/from work it is inevitable that some will choose to travel by private vehicle. These employees will not be provided with any parking on the site and will be required to make use of the available kerbside parking provisions. Having said this, unrestricted parking is very limited and is generally restricted to areas south of Erskineville Road. In encouraging workers to use alternative means of travel to private car, they will be advised of the limited availability of long stay parking.

5. CONCLUSION

This TMP has been prepared to ensure that the measures outlined above will result in a safe construction process, which will cause minimal disruption to the daily activities within the vicinity of the site.

It is envisaged that this document will be continually reviewed and amended if required due to changes in design, Council or any other authority requirements.

APPENDIX A

SWEPT PATH ANALYSIS
