



Construction Traffic and Pedestrian Management Plan

THE SUTHERLAND HOSPITAL OPERATING THEATRE COMPLEX
(TSHOTC) – REV 02

Construction
Development
Retirement
Capital



HINDMARSH
Leadership at work

Table of Contents

1. Document Control – Revision History	3
1.1 Revision Status	3
1.2 Preparation and Approval for Implementation	3
1.3 Communication	3
2. Purpose and Scope of the CTMP	3
2.1 project specifics	4
2.2 Project Information	4
2.3 Site Location.....	5
2.4 Public Transport for Workers	5
2.5 Off-street car parking for workers.....	6
2.6 Impact to Hospital Emergency Vehicles.....	7
2.7 Risk Management	7
3.1 Qualifications and Licensing	8
3.2 Installation and removal of Signage	8
3.3 Monitoring the CTMP	8
3.4 SSDA Conditions / Requirements.	9
3. Incident Reporting	9
4. Referenced Documents	9
APPENDIX A – Delivery Drivers Code of Conduct.....	10
APPENDIX B – MATERIALS HANDLING AND DELIVERY PROCEDURE	11
APPENDIX C – Site Layout and Pedestrian Management.....	12
Appendix D – Construction Vehicle Routes (TTW 18/3/21,CTMP extract)	14
Appendix E – Traffic Control Plans	15

1. Document Control – Revision History

1.1 REVISION STATUS

The following table shall be updated to confirm each document revision.

Date Issued	Revision	Details	Section	Page
5/10/21	Draft 01	CTMP development	ALL	ALL
6/10/21	Rev 1	CTMP issued for implementation	All	All
14/10/21	Rev 2	CTMP Client review/changes	All	All

1.2 PREPARATION AND APPROVAL FOR IMPLEMENTATION

TCP's Prepared by	License Number
Emma Clohessy	0052225057 exp 27/11/22

The Temporary Traffic Management Plan (CTMP) has been prepared by the above person, qualified and licensed in accordance with Table 3.1 below. The Project Manager shall be responsible for approving and uploading revisions of the CTMP to Compass > SQE Planning Documents on OnSite.

The CTMP shall be reviewed at maximum two monthly intervals by the Project Manager to ensure the document adequately reflects project requirements to maintain safe, effective and efficient traffic management. The CTMP shall be reviewed and confirmed without change through Compass > SQE Planning Documents, or reviewed and revised accordingly so that the documents reflect the current project needs. Revisions shall be prepared by personnel qualified and licensed as above.

1.3 COMMUNICATION

The Site-Specific Induction shall be used to communicate the key requirements of this CTMP including location of site entrance and delivery vehicles.

2. Purpose and Scope of the CTMP

The CTMP shall inform, control and guide road users and to protect the safety of construction personnel and the public. The CTMP identifies and defines the requirements and procedures for the safe and efficient management of traffic during the Project.

The traffic control plans referenced with the CTMP documentation detail the sequence and extent of temporary traffic diversions currently planned for the construction of the works.

This CTMP and associated traffic control plans (diagrams/drawings) have been developed to address the project requirements during construction including:

- impacts to the local community (pedestrian and vehicle traffic).
- Developing suitable controls to manage such interactions.
- Implementation and removal of controls and signage; and
- Monitoring of the CTMP and associated traffic control plans and devices.

2.1 PROJECT SPECIFICS

Company Name:	Hindmarsh Construction Australia Pty Ltd / HCA Queensland Pty Ltd
ABN	15 126 578 176 (HCA) / 96 629 849 814 (HCAQ)
Project:	The Sutherland Hospital Operating Theatre Complex
Project No:	2041
Location:	106 Kareena Rd, Caringbah NSW 2229
Client:	Health Infrastructure NSW
Contract:	GC21
Work Description:	<p>Milestone 1: New Build works including 6 new operating theatres, CSSD, plant room and MRI. Refurbishment works to L2.</p> <p>Milestone 2: Refurbishment of L3 (existing theatre area): Refurbishment works to L3 Perioperative Services Suite including Operating Theatres, Recovery Areas, Office Spaces and Staff Amenities</p>

2.2 PROJECT INFORMATION

The Sutherland Hospital (TSH) is a 375-bed metropolitan hospital in the Sutherland Shire (Council) in Sydney, and part of the South East Sydney Local Health District (SESLHD).

The project will include new build and refurbishment, including the following:

- The number of operating theatres will increase from 5 to 8 as well as the endoscopy suits increasing from 1 to 2, resulting in a total of 10 spaces with associated clinic rooms.
- Supporting spaces including recovery, day surgery, storage, staff amenities and other clinical and non-clinical support spaces.
- A new Central Sterilising Service Department (CSSD) will be built immediately above the operating theatres.
- A new MRI suite will be built immediately below the operating theatres.

The project will increase operating theatre capacity to meet future demand driven by an increasing and ageing population with the associated increase in chronic and complex disease.

2.3 SITE LOCATION

The construction site is located at 126 Kareena Road, Caringbah. The parcel of land is designated as Lot 1 in DP 119519 and DP 432283.

The land is currently occupied by the existing Sutherland Hospital. Other land uses in the surrounding area are predominantly residential with following key land uses in the immediate vicinity of the site:

- Kareena Private Hospital
- Lavidia Medical Centre
- Sutherland Nuclear Medicine and Bone Densitometry Facility.

The site is located to the south-east corner of the intersection of Kingsway, Kareena Road and Port Hacking Road within the LGA of Sutherland Shire Council. The site will have a dedicated vehicular access from Kareena Road into the compound for most deliveries. Access or deliveries to any other part of the hospital will require an approved Disruption Notice.

2.4 PUBLIC TRANSPORT FOR WORKERS

2.4.1 Buses

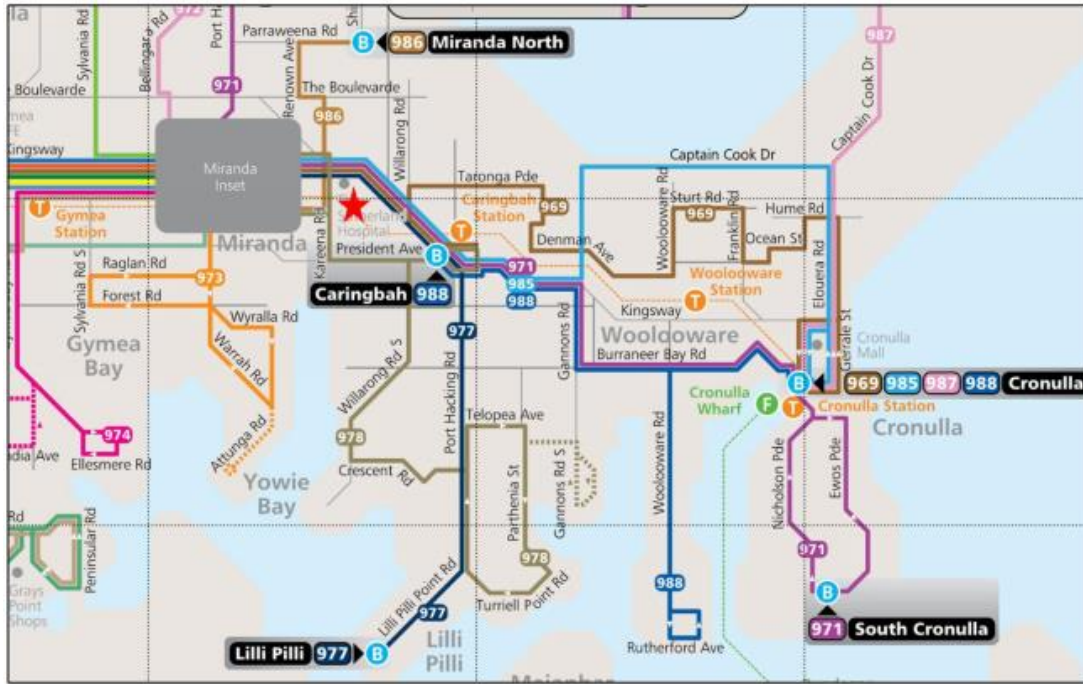
At least four major bus routes service the site. The nearest bus stops are located on Kingsway adjacent to the Hospital entrance and at Kareena Road approx. 50 metres south of the intersection approach.

Route 477 operates between Rockdale and Miranda train station with a frequency of approximately 30 minutes throughout the day.

Route 478 is an express route which operates between 9:00 am and 4:00 pm, with a frequency of one hour.

Routes 977 and 978 operate between Miranda and Caringbah train station with an approximate frequency of 45 minutes.

The bus routes stop at the bus stop on Kingsway directly opposite to the Hospital. The bus services also connect the site to Miranda station to the west and Caringbah station to the east. Figure 2.3 shows a map outlining the bus routes available in the vicinity of the site.



2.4.2 Trains

The site is located approximately 500 metres west of the Caringbah train station and one kilometre east of Miranda train station. Both the stations are served by T4 train line which runs at 15-minute intervals during peak hours.

2.5 OFF-STREET CAR PARKING FOR WORKERS

Workers although encouraged to use public transport will be permitted to park 200m away from site. Any area within the 200m radius will be restricted to workers parking their cars. This will be enforced through inductions, prestart and toolbox talks. All workers will be aware of the consequences if caught parking in the 200m radius

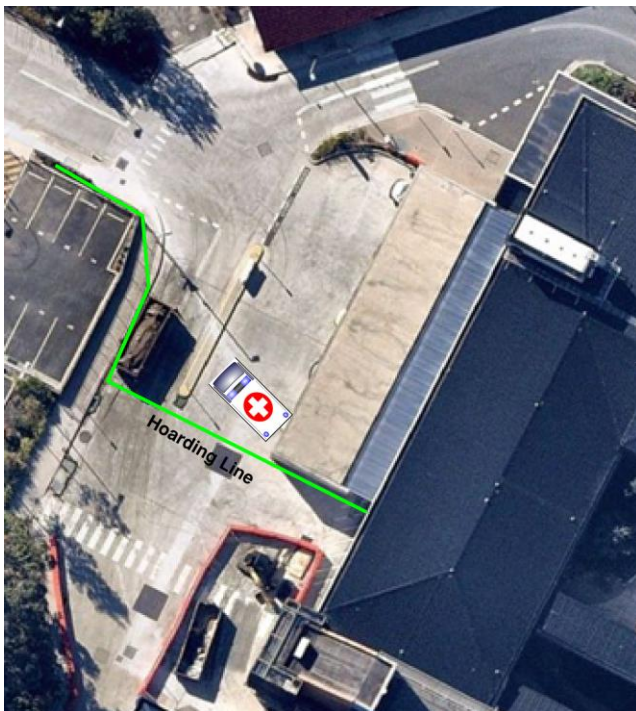


2.6 IMPACT TO HOSPITAL EMERGENCY VEHICLES

The existing ambulance station to the south will have 1 x driveway / access route blocked off for construction. Ambulances entering the station will access via the rear road and round-a-bout off Kareena Rd.



The ambulance parking area adjoining the hospital and adjacent the site will be uninterrupted due to the dedicated access drive for the site from Kareena Rd. Any proposed activity that may affect an emergency vehicle will require an approved DN.



2.7 RISK MANAGEMENT

Management of risk associated with traffic management aspects shall be in accordance with the requirements of the Project Risk Assessment and this CTMP.

3.1 QUALIFICATIONS AND LICENSING

The following qualifications and licensing requirements apply to this project:

ACT / NSW	
Task	Required Qualification/License (NSW Roads and Maritime Services)
Control Traffic with a Stop/Slow bat	Traffic Controller
Set up and work with Traffic Control Guidance Schemes / Traffic Control Plans at a work site	Implement Traffic Control Plans
Design new Traffic Management Plans and TCGS / TCPs for road works; and Inspect Traffic Control Plans on any road construction site	Prepare a Work Zone Traffic Management Plan

Hindmarsh will ensure that persons who require training will be engaged with the relevant state or territory road authority to undergo approved traffic control training.

3.2 INSTALLATION AND REMOVAL OF SIGNAGE

Installation and removal of the temporary road signage and controls shall be conducted by qualified and licenced Subcontract personnel in accordance with Traffic Control Plans and approved SWMW when traffic control is active.

Signs not required shall be removed as soon as practicable or, if they will be required again within a short period, the signs shall be covered.

3.3 MONITORING THE CTMP

The CTMP shall be monitored at least daily when traffic controls are active to:

- inspect that controls are in accordance with requirements specified in the CTMP; and
- verify that controls have not been vandalised or tampered with.

Inspections shall be documented and maintained. The *Traffic Management Inspection* shall be used in the absence of any subcontractor supplied inspections. Corrective actions or identified hazards shall be managed in accordance with the respective OnSite reporting modules.

The *Weekly SQE Inspection* shall be used to independently verify the presence of traffic control devices and site signage to ensure these controls have not been vandalised or tampered with.

3.4 SSDA CONDITIONS / REQUIREMENTS.

1. All construction vehicles are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping.

3.5 DRIVERS CODE OF CONDUCT

The following drivers code of conduct will apply to all delivery drivers supplying any material required by the project. The Code of Conduct will address the SSDA conditions outlined below. Refer Appendix A.

- (a) minimise the impacts of earthworks and construction on the local and regional road network;
- (b) minimise conflicts with other road users;
- (c) minimise road traffic noise; and
- (d) ensure truck drivers use specified routes.

3. Incident Reporting

Any personnel observing an incident involving traffic shall report the incident to Hindmarsh so it can be managed through the Incident Management processes.

4. Referenced Documents

The following documents support the development and management of the CTMP:

- TTW Construction and pedestrian traffic Management plan – 18/3/21
- Project Risk Assessment
- Draft SSDA Conditions

APPENDIX A – Delivery Drivers Code of Conduct.

- Delivery Drivers not site inducted are to drop off to designated drop off areas only and are to be escorted by a fully inducted person.
- All drivers if requested are to present COVID vaccination status
- All drivers if requested are to undertake an onsite Rapid Antigen Test.
- Detail information regarding any waiting bays on site – including location and how these bays are to be used are contained in the site layout diagram.
- The Sutherland Hospital And site speed limit is 10 km/h unless signposted otherwise.
- Always obey all traffic signage and traffic controllers.
- Do not take short cuts through the project site, stay on designated access roads, and obey all signage.
- Report any hazards or potential road hazards to Hindmarsh or your supervisor immediately so that rectification works may be undertaken in a timely manner.
- Do not cross or remove any barriers, barrier mesh webbing or bunting tape unless authorised to do so by Hindmarsh management.
- Detail general parking requirements and limitation for the site are contained in the site layout diagram.
- Do not block access or roadways with vehicles or materials, clear access must be always maintained.
- All operating mobile plant must activate and display rotating beacons, flashing lights or hazard lights
- Light vehicles entering the site must activate an orange flashing light mounted in a prominent position or activate vehicle hazard lights. Seat belts are to be always fastened as per manufacturer's recommendations.
- No trucks are to reverse without a 'spotter' actively directing their movement.
- Prior to exiting the site all loads shall be covered or secured from potential loss of loads or part of loads.
- Prior to exiting site during or after rain, vehicles shall ensure that all wheels are cleaned free of mud.
- Ensure compliance with all aspects of this Temporary Traffic Management Plan and associated drawings.
- Detail any road load limits that are present on site are contained in the site layout diagram.
- All construction vehicles are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping.

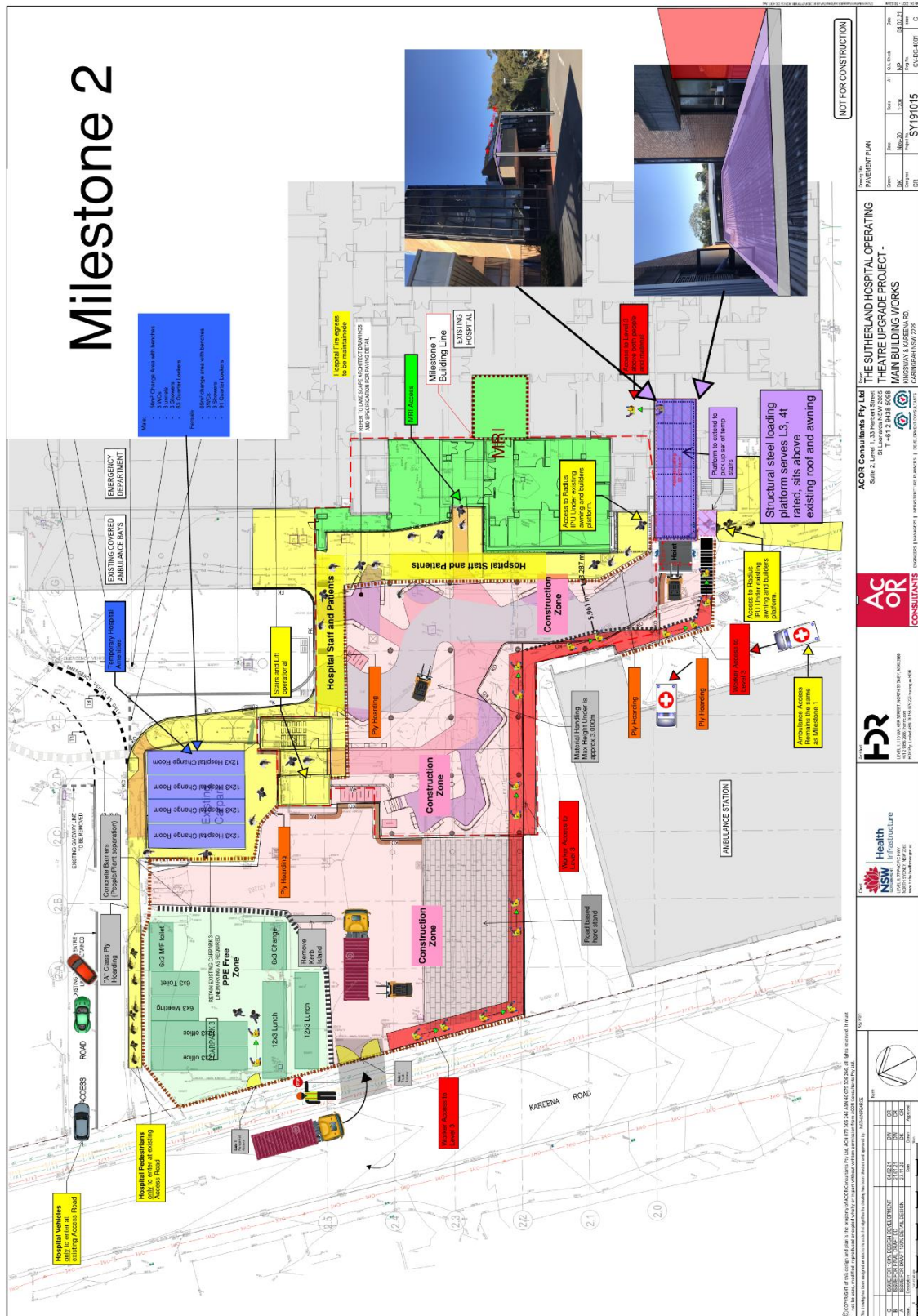
APPENDIX B – MATERIALS HANDLING AND DELIVERY PROCEDURE

1. Vehicle types that require a booking; Semi- Trailers Articulated Trucks, Large Rigid Trucks, Long Loads, Wide Loads, High Loads any delivery which requires the crane to unload.
2. As per vehicle types above, ALL deliveries of materials and equipment which arrive to site must make a booking for the delivery to the Site Manager with at least 24hrs Notice.
For all bookings contact: Andrew Barkby 0414899334
3. Contractors must advise of the time of delivery and confirm a contact phone number for the Contractor's person responsible for the delivery at the time of the delivery booking.
4. Instructions will be given to the contractor making the booking regarding delivery arrival and unloading procedures.
5. Delivery and crane bookings for the day will be made following the delivery booking and advised on a Site Delivery Board, available to all for coordination.
6. Site Manager shall be responsible for; Crane Bookings including estimated duration of booking, judge the unloading times against the booking times in conjunction with the crane crew, updates to the Site Delivery Board, Inform the Traffic Controllers of any bookings that require Traffic Control.

Milestone 1



Male	Female
<ul style="list-style-type: none"> • 50m Change Area with benches • 3 WCs • 3 urinals • 3 Showers • 63 Quarter Lockers 	<ul style="list-style-type: none"> • 60m change area with benches • 3 WCs • 3 Showers • 81 Quarter Lockers



Appendix D – Construction Vehicle Routes

4 Construction Traffic Management

4.1 Construction Vehicle Routes

Incoming construction vehicles are expected to be travelling along Kingsway, Port Hacking Road and Kareena Road, as shown in Figure 3.1.

West Approach

- Approach from Princes Highway
- Turn right onto Kingsway or Port Hacking Road
- Turn right onto Kareena Road

East Approach

- Approach from Kingsway
- Turn left onto Kareena Road

South Approach

- Turn Right or Left from President Avenue onto Kareena Road

North Approach

- Turn Right or Left from Parraweena Road onto Kareena Road (only available for trucks under 4.5 tonne)

Outbound vehicles will exit the site from northern access, turn left onto Kareena Road, travel towards the southern roundabout and then turn left or go straight depending on their destination.

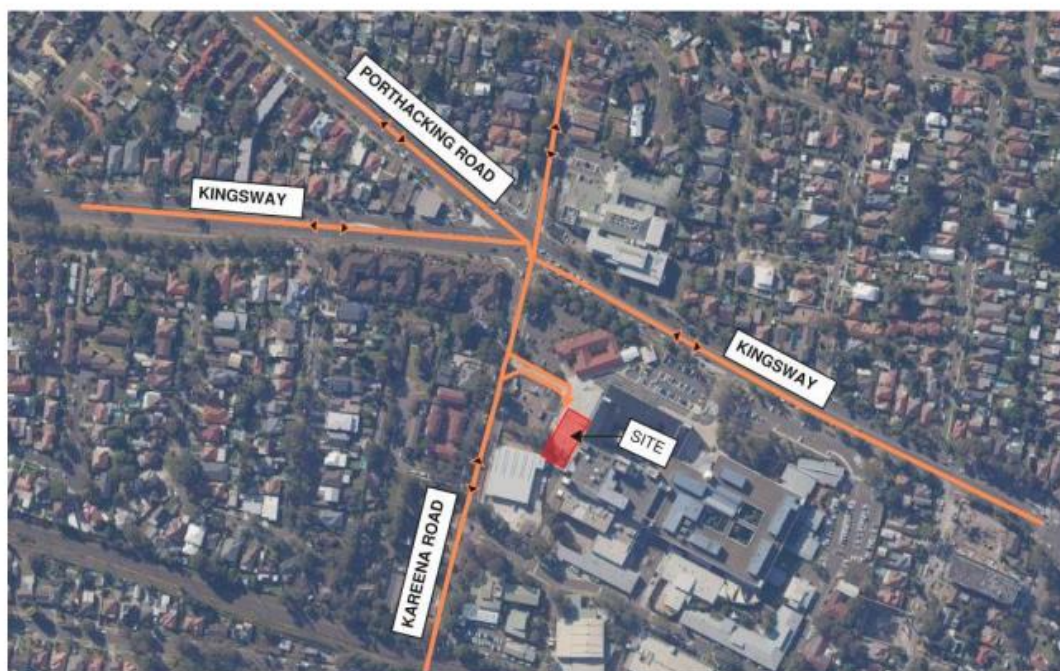



Figure 4.1: Construction vehicle routes

Appendix E – Traffic Control Plans

www.invarion.com

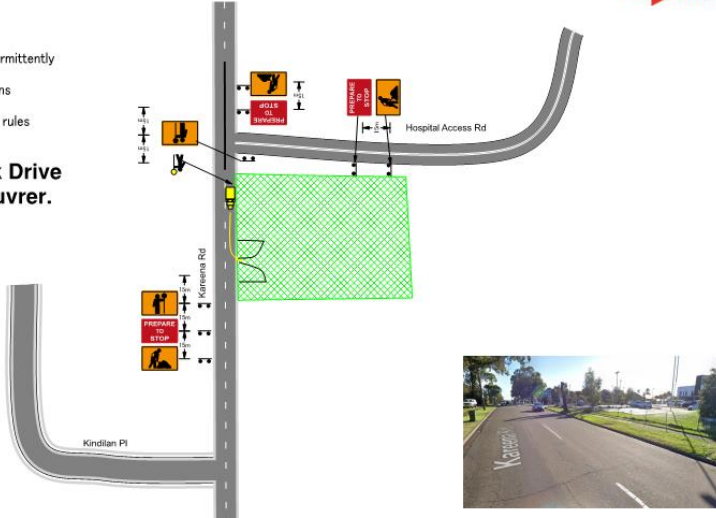



Sutherland Hospital Theatre Upgrade

NOTES:


- Traffic control to stop traffic intermittently to allow access
- Traffic control to guide pedestrians
- Medium/high volume traffic
- All vehicles to follow normal road rules

Medium Rigid Truck Drive in, drive out Manoeuvr.



Plan Designed by: EMMA DONNELLAN PWZTMP: TCT0022870 PH: 0455 135 735 Role: Traffic Planner Email: traffic@etmholdings.com.au Signed: Emma Donnellan Approved by: Kyle Fieg PWZTMP: TCT0041658	 CLIENT: Hindmarsh PROJECT: LOCATION: Kareena Rd, Caringbah DATE: 22/09/2021 WORK TYPE: Trucks entering PLAN NUMBER: HIN 002 MODIFIED BY: PWZTMP:	1) This plan is drawn in accordance with Australian Standards and TCAMS 2) This plan is not to scale 3) This plan may only be implemented or modified by persons holding the relevant Licenses to do so 4) Full PPE must be worn by all Traffic Control Officers on worksite 5) ETM Traffic take no responsibility for the implementation of this plan by third party personnel 6) Cone spacing and Taper Length to comply with Table 5.1 and 5.2 of the TCAMS 7) Traffic Controllers must maintain a clear and unobstructed escape route at all times 8) Lead Traffic controller has the authority to cease works if site becomes unsafe 9) The Client and their staff are not authorized to modify this plan without consultation with the author 10) If this plan is to be used in conjunction with RMS ROL, Any modifications to the plan must be approved by RMS
---	--	--

www.invarion.com



Sutherland Hospital Theatre Upgrade

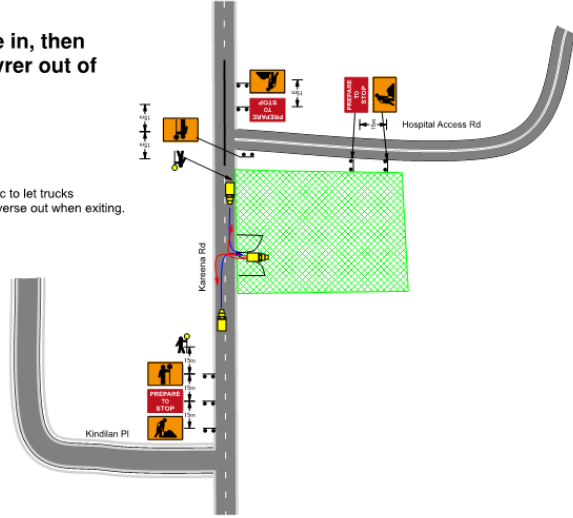
Large Truck Drive in, then Reverse Manoeuvr out of site


Traffic Controllers to stop traffic to let trucks
Drive in when entering and reverse out when exiting.

Legend

— Entering

— Reverse Exit



Plan Designed by: EMMA CLOHESSY PWZTMP: 0052225057 EXP: 27/11/2022 0455 135 735 Role: Traffic Planner traffic@etmholdings.com.au Signed By Emma Clohessy Approved by: Kyle Fieg PWZTMP: TCT0041658	 CLIENT: Hindmarsh PROJECT: LOCATION: Kareena Rd, Caringbah DATE: 22/09/2021 WORK TYPE: PLAN NUMBER: Kareena 001 MODIFIED BY: PWZTMP:	1) This plan is drawn in accordance with Australian Standards and TCAMS 2) This plan is not to scale 3) This plan may only be implemented or modified by persons holding the relevant Licenses to do so 4) Full PPE must be worn by all Traffic Control Officers on worksite 5) ETM Traffic take no responsibility for the implementation of this plan by third party personnel 6) Cone spacing and Taper Length to comply with Table 5.1 and 5.2 of the TCAMS 7) Traffic Controllers must maintain a clear and unobstructed escape route at all times 8) Lead Traffic controller has the authority to cease works if site becomes unsafe 9) The Client and their staff are not authorized to modify this plan without consultation with the author 10) If this plan is to be used in conjunction with RMS ROL, Any modifications to the plan must be approved by RMS
--	---	--