

# Draft Construction Traffic Management Plan

**Smalls Road Public School**

**SR-01-SD-TR-RP-3000-1**

Prepared for NSW Department of Education c/o CGAMW / 18th October 2017

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## PRELIMINARY INFORMATION

This draft Construction Traffic Management Plan (CTMP) addresses the proposed construction of the new Smalls Road Public School. It discusses the management of local traffic and construction vehicles related to the project. A draft CTMP is required to be developed for this site in accordance with the Secretary's Environmental Assessment Requirements (SEARs) for the development, specifically item 5.18 as follows:

*Secretary's Environmental Assessment Requirement 5.18: In relation to construction traffic ... preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of the impact.*

A detailed CTMP cannot be developed without the involvement of a builder and consideration of all final design selections. This draft CTMP is intended to provide a framework within which a future CTMP can be developed and implemented, and to demonstrate the potential operation of the construction site.

A CTMP is developed to satisfy the duties of various work health and safety legislation, regulations, and codes of practice. Traffic Control Plans (TCPs) will also need to be developed for the future site to demonstrate the traffic control procedures to be implemented, and these must also be in accordance with RMS and Australian Standards requirements.

In addition to development of a detailed CTMP, the builder shall be responsible for acquiring the necessary certificates, licences, consents, permits, and approvals relevant to the construction on this site.

# 1 INTRODUCTION

## 1.1 Site Location

The subject site is located at 3B Smalls Road, Ryde, in the northern suburbs of Sydney. The parcel of land is designated as Lot 1 in DP 830420. The extents of this lot are illustrated in Figure 1.1 below, in the context of the local major road network.

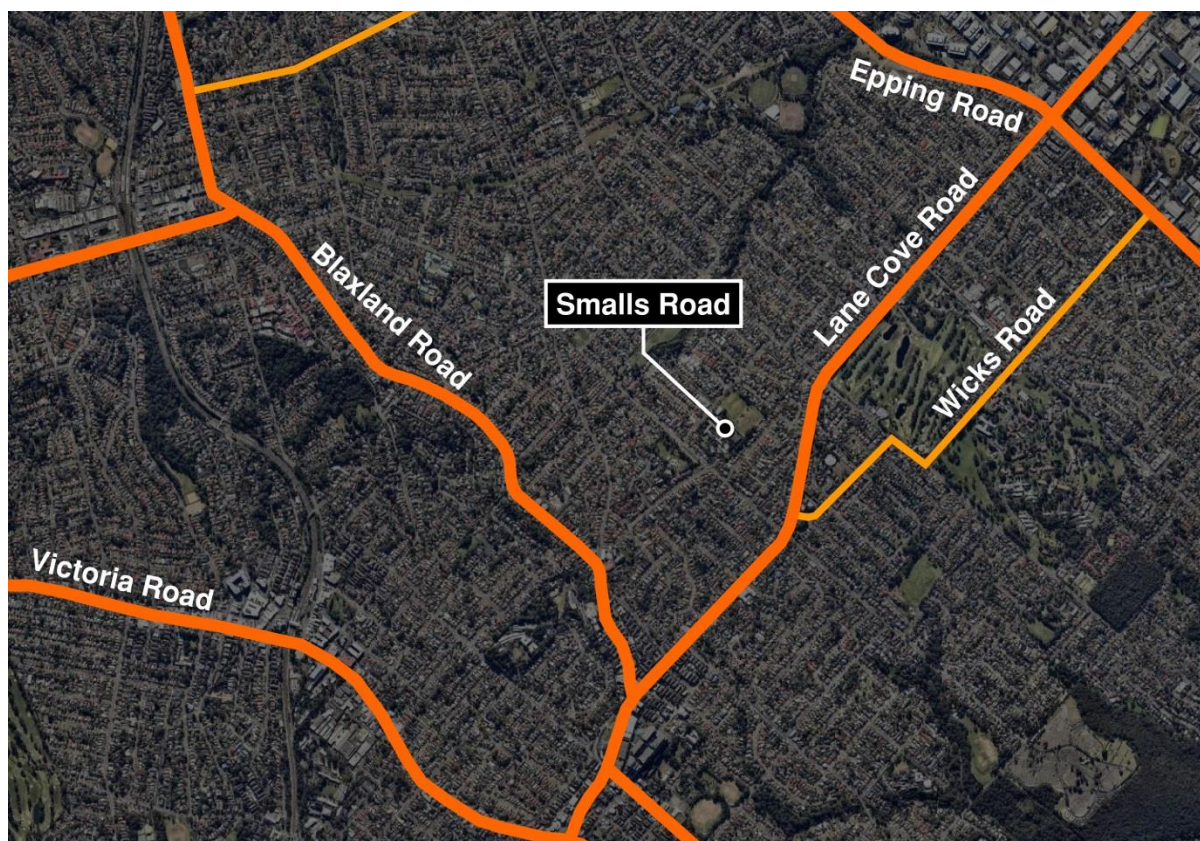
The land is currently occupied by a Department of Education facility, for the Economics and Business Educators of NSW. Prior to this usage, the existing buildings were part of Ryde High School, which closed in 1986. Directly to the south-west of the site is the site of the Cerebral Palsy Alliance, designated as Lot 2 of the same deposited plan. On the south-east of the site, the Henri Durant Reserve provides a limited connection through to Lavarack Street.

The site is located close to the NSW state road network. Lane Cove Road is the closest state road to the site, approximately 750 metres from the site frontage on Smalls Road. Lane Cove Road is also the major regional distributor for the area, connecting to both the M2 Motorway in the north and the M4 Motorway in the south. Figure 1.2 illustrates the state and regional roads in the vicinity of the site.



**Figure 1.1: Site Location**

*Image source: Nearmap (dated 18<sup>th</sup> July 2017)*



**Figure 1.2: State and Regional Roads**  
*Image source: Nearmap (dated 18<sup>th</sup> July 2017)*

## 1.2 Scope of Works

The proposed development includes demolition of all existing buildings on-site and most existing hardstand areas. A new building is to be constructed which shall provide all educational and administrative facilities. Associated play and recreational areas are also expected to be constructed, along with ancillary facilities including a staff car park and service and loading areas.

## 1.3 Construction Activities

It is proposed that access for all construction activities take place via the Smalls Road frontage. This shall include demolition and removal of material, delivery of new materials, and all provision of equipment and machinery.

Access to the adjacent properties including the Cerebral Palsy Alliance, Smalls Road Reserve, Henri Durant Reserve, and all residential properties, shall be maintained throughout the construction of the site.

## 2 TRAFFIC ENVIRONMENT

### 2.1 Road Network

**Smalls Road** is a local road providing the only street frontage for the site. The road allows for two way traffic with a travelling lane in each direction and is oriented in a south-west to north-east direction. Areas for on street parking are provided along parts of both kerbsides, with no line-marking provided to delineate these spaces. Smalls Road is sign-posted restricted for vehicles 3 tonnes and over. Pedestrian facilities such as marked zebra crossings and a raised pedestrian crossing are provided crossing the road.

**Quarry Road** is a local road facilitating connection of the site to the state road network to the south of the site. It is oriented in a north-west to south-east direction with one travelling lane in each direction. The road has a sign-posted speed limit of 50 kilometres per hour. There is a sign-posted gross load limit of 3 tonnes. It is connected to Smalls Road via a one lane roundabout.

**Bridge Road** is a local road providing a connection to the state road network to the north of the site. It is oriented in a north-west to south-east direction with one travelling lane in each direction. The speed limit on the road is sign-posted at 50 kilometres per hour. There is a 3 tonnes load limit along Bridge Road. It is connected to Smalls Road via a one lane roundabout. Traffic calming measures such as raised speed humps are located along the road between Smalls Road and Lane Cove Road.

**Lane Cove Road** is a state road under jurisdiction of Roads and Maritime Services (RMS). The road provides connection to other state roads (for example Epping Road and Blaxland Road) and to the federal road network at the M2 Motorway. Near to the site, the majority of the road contains three travelling lanes in each directions.

Quarry Road is connected to Lane Cove Road via a four-way signalised intersection, with a slip lane provided for vehicles turning left onto Lane Cove Road from Quarry Road. Bridge Road is connected to Lane Cove Road via a four way signalised intersection. Refer to Figure 1.1 and Figure 1.2 for the site's context within the state and regional road networks.

### 2.2 Transport Facilities

#### 2.2.1 Public Transport

Public bus services operate along Quarry Road and Bridge Road. Bus routes X18 (westbound only) and 518 service Quarry Road at a bus stop around 200 metres from the site, while route 507 services Bridge Road at a stop around 500 metres from the site. All bus services in the area are operated by State Transit.

**Table 2.1: Public bus frequencies**

*Data source: Sydney Buses*

Route	Destinations	Frequency During Peak
<b>507</b>	Macquarie University to Circular Quay via Putney	Every 30 minutes
<b>518</b>	Macquarie University to Circular Quay	Every 30 minutes
<b>X18</b>	Town Hall to Denistone East	<i>3 westbound evening services only</i>

Public transport available within the vicinity of the site is primarily bus services, however there are other services provided in the broader region.

The nearest train stations to the site are Macquarie Park (2.6km) and Denistone (3.0km). Walking distances are approximately 33 minutes and 38 minutes respectively. Bus services discussed above also connect to the Macquarie area and would likely be used as a connection to and from Smalls Road.

Meadowbank Wharf is located approximately 3.5km or 45 minutes' walk from the site.

## 2.2.2 Pedestrian Movements

Pedestrian footpaths are provided along both sides of Smalls Road including the site's frontage. Pedestrian access to the site is also provided through Henri Durant Reserve from Lavarack Avenue. Refer to Figure 2.1 for the location of these access points.



Figure 2.1: Existing Site Access

## 3 MANAGEMENT OF CONSTRUCTION VEHICLES

### 3.1 Truck Routes to/from the Site

Access to the worksite for construction and delivery vehicles is required to be from Smalls Road as this provides the only connection of the site to the local road network. As the site will likely require a Works Zone to facilitate construction, vehicles will be required to travel on the south-west bound lane of Smalls Road.

It is noted that the site is located within a 3-tonne load limit area. To minimise the disruption to residential properties, the travel distance within the load restricted areas is to be minimised.

Given the Works Zone requirement and restricted access onto the load limit areas, recommended access routes to the site for construction vehicles are described below and illustrated in Figure 3.1. These access routes have been separated into vehicles entering and exiting the site in a forward direction and those required to utilise the Works Zone. Note that Lane Cove Road is an RMS-controlled state road and construction vehicles are generally required to demonstrate connectivity between the site and state roads only; routes to and from various regions are for information purposes only.

#### North

- Approach via Lane Cove Road
- Right turn onto Bridge Road
- Left turn onto Smalls Road; then
  
- Left into the site
- Right out of the site
- Return via the same route
- OR
- Enter the Works Zone along Smalls Road
- Left onto Quarry Road
- Left onto Lane Cove Road

#### South / East

- Approach via Lane Cove Road
- Left turn onto Bridge Road
- Left turn onto Smalls Road; then
  
- Left into the site
- Right out of the site
- Return via the same route
- OR
- Enter the Works Zone along Smalls Road
- Left onto Quarry Road
- Left onto Lane Cove Road
- Right onto Epping Road
- Enter the M2 via the Lane Cove Tunnel southbound

## West

- Approach via Lane Cove Road
  - Right turn onto Bridge Road
  - Left turn onto Smalls Road; then
  - Left into the site
  - Right out of the site
  - Return via the same route
- OR
- Enter the Works Zone along Smalls Road
  - Left onto Quarry Road
  - Left onto Lane Cove Road
  - Left onto the M2 Motorway



Figure 3.1: Construction Vehicle Routes

## 4 IMPACT OF PROJECT

### 4.1 Traffic Flow

Traffic impacts from the construction works are expected to be limited to the truck routes detailed in this report. These routes are likely to experience only minor impacts due to the presence of additional truck movements. These truck movements are not expected to cause delays on local roads, or create flow-on impacts to other streets.

There shall be no changes to local public transport routes and services as a result of the construction.

Access to all adjoining properties will be maintained throughout the works.

Manoeuvring of heavy vehicles exiting the site is to be managed carefully such that traffic safety is maintained. Due to the relatively quiet nature of the streets surrounding the site, it is expected that vehicles exiting the site will be able to use suitable gaps in traffic.

### 4.2 Parking Impacts

A construction Works Zone is likely to be required for this site along the Smalls Road frontage. Approximately 3 – 5 car parking spaces would be lost along Smalls Road (these spaces are not formally line-marked). This Works Zone will be finalised once a Contractor has been appointed.

It is recommended that on-site parking be provided for construction workers to limit the impact on the local streets. These will be located in a suitable location without impact to other construction movements or local traffic. The capacity of the on-site parking will be determined once a Contractor has been appointed.

There may be an increase in local parking congestion during construction as a result of workers accessing the site. Site employees will be encouraged to make use of carpooling options and nearby public transport facilities as part of being inducted into the site to minimise the impact of construction employee vehicles.

## 5 FURTHER INFORMATION

### 5.1 Construction Traffic Management

A detailed Construction Traffic Management Plan must be completed prior to occupation of the site or any site works taking place.

Additional applications would be required if Works Zone restrictions are proposed, and these require lodgement through the appropriate Council pathways.

### 5.2 Overall Impacts

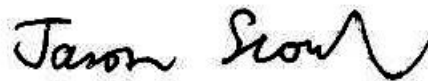
The construction traffic impacts and requirements of this project are deemed to be manageable within the site constraints. Impact is expected to remain limited to the site frontage on Smalls Road, with limited vehicle access and loading areas to be in place as necessary. Full access will be retained for all vehicles to all adjacent properties including the Smalls Road Reserve. Appropriate hoarding and protection measures will be implemented to ensure safety of all users of the area at all times.

Prepared by  
**TAYLOR THOMSON WHITTING  
(NSW) PTY LTD**



**GRACE CARPP**  
Traffic Engineer

Approved by  
**TAYLOR THOMSON WHITTING  
(NSW) PTY LTD**



**JASON SCOUFIS**  
Traffic Manager