Version 1.2
17/11/2019

Construction Traffic Management Plan

Job Site 28 Farmland Drive,
Schofields, 2762

RICHARD CROOKES
CONSTRUCTIONS

Jim's Traffic Control

Table of Contents

About This Project

Background:

This CTMP relates to development of Alex Avenue Public School.
Company responsible for Construction: Richard Crookes Construction®
Approved: TBC
Consent to Operate from: TBC
Consent to Lapse on: TBC

Location:

The Work Site is located at 28 Farmland Drive, Schofields, 2762

Figure 1 – Location of Work Site

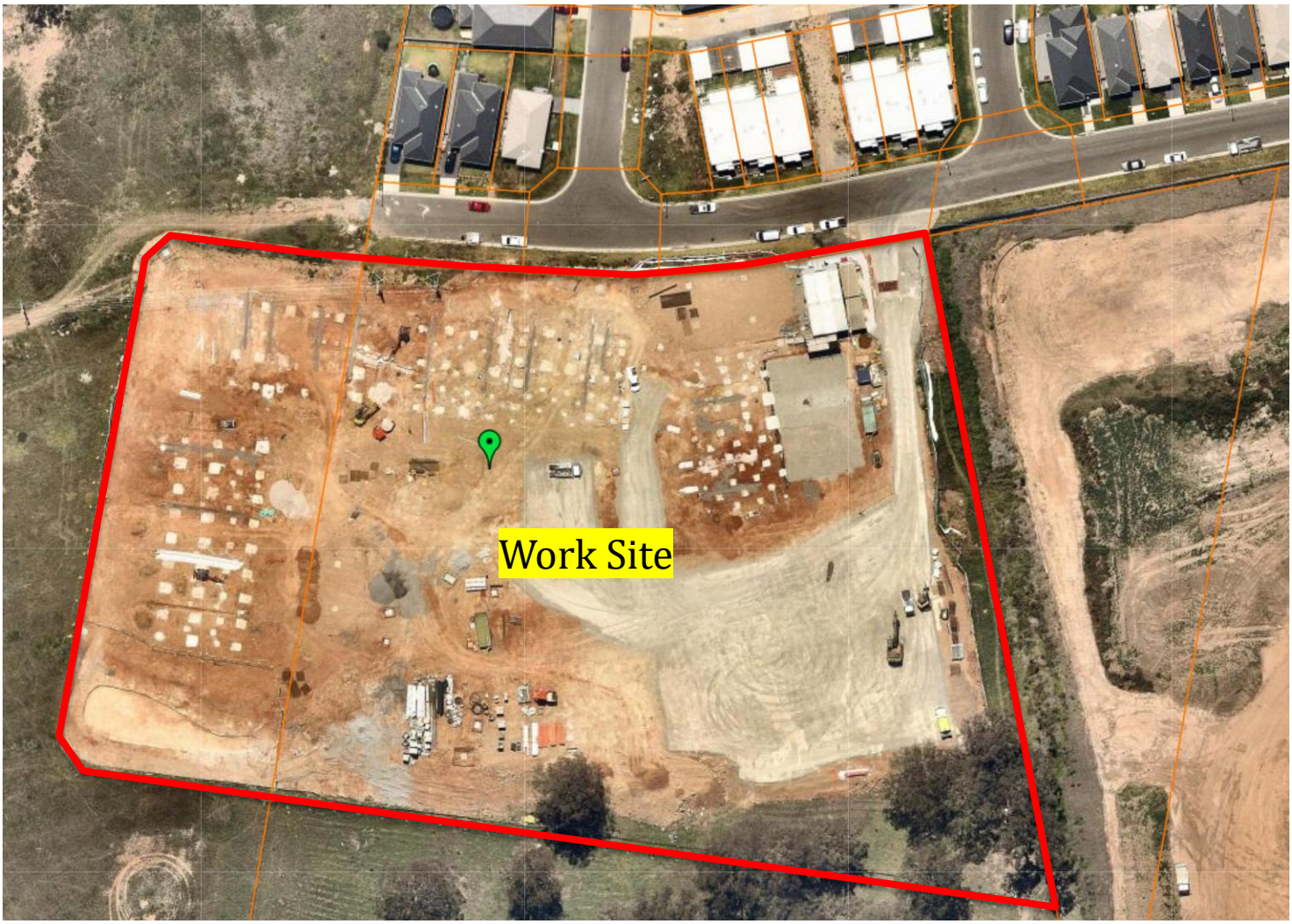


Figure 2 – Location of Work Site

Purpose:

The Purpose of this report is to satisfy the RMS and Blacktown City Council's requirements and describe how Richard Crookes Construction® proposes to manage traffic and pedestrian movements safely whilst carrying out their respective activities.

Objectives:

The key objectives of this CTMP are:

- To satisfy RMS and Blacktown City council conditions related to Traffic, Transport and Access. Placeholder for Council Consultation to be organised following approval of consent from DPIE.
- To ensure no one is injured on the project and there is no property damage.
- To maximize the value and outcomes of traffic monitoring activities.
- 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.
- To minimise delays to traffic and consider the needs of all road users.
- Ensure compliance with relevant specifications and the RMS's – 'Traffic Control at Work Sites' Handbook Version 5.

Construction

Construction Activities:

Stage 1: Excavation (6 weeks)
Stage 2: Site Establishment (1 week)
Stage 3: Construction (36 weeks)
Stage 3: Landscaping and finishing works (6 weeks).

Working Hours:

Monday – Friday: 7am – 6pm
Saturday: 8am – 1pm
No work is permitted on Sundays or Public Holidays

Work Zones:

There will be no Work Zones in place for this project. Works will be conducted from the confines of the site during construction.

Access/Egress of Vehicles:

Vehicles will move in and out of the site in a forward direction. A speed limit of 5km/h will be maintained at all times whilst within the site area. Advanced warning and directional signage will be placed upon entry and exit of the construction site. The signage will guide drivers to the construction site.

The vehicles' movement will be carried out taking into consideration the surrounding building and roads. Mitigation measures will be put in place and a traffic control plan has been developed to ameliorate conditions.

All exiting trucks will be loaded to their prescribed weight limits. All trucks will be covered by tarpaulin or like prior to exiting the site as required. All vehicles leaving the site must be free of mud or any other debris. The Site manager is responsible for all vehicles accessing and egressing the site. At points of vehicle egress the driver will ensure vehicles give way to pedestrians and cyclists before exiting.

During times of Access and Egress, certified RMS accredited Traffic Controllers will be on site.

This CTMP and all plans associated with it will be given to all drivers visiting the site prior to arrival.

Figure 3 – Main Access Route

Access Routes:

Access to the site will take place at one location. This will be from the Eastern end of Farmland Drive as seen below.

Vehicles accessing the site will use State roads unless otherwise stated in this document.

1. Vehicles will approach the site using the Access routes outlined in this document.
2. Vehicles accessing the site using either the Northern, Eastern, Southern or Western Access Routes below.
3. Vehicles accessing the site will do so as shown below moving in a forward direction.
4. Certified traffic controllers will be on site to assist with significant vehicle movements to the site.

Northern Access:

1276 A2
Riverstone NSW 2765

Head east on Windsor Rd/A2
4.9 km

Use the right 2 lanes to turn right onto Schofields Rd
3.3 km

Turn left onto Alex Ave
300 m

Turn right onto Farmland Dr
Destination will be on the left
650 m

28 Farmland Dr
Schofields NSW 2762

Eastern Access:

71 Huntingwood Dr
Huntingwood NSW 2766

Take M7, Richmond Rd, South St and Schofields Rd to Alex Ave in Schofields
17 min (16.9 km)

Head west on M4
84 m

At the Light Horse junction, Use the left lane to follow signs for M7 towards Newcastle
Toll road
Parts of this road may be closed at certain times or on certain days
8.3 km

Take the exit towards Richmond Rd/Blacktown/Windsor/Richmond
Toll road
400 m

Use the middle lane to turn right onto Rooty Hill Rd N (signs for Blacktown/Oakhurst)
190 m

Turn left onto Richmond Rd
3.1 km

Use the right 2 lanes to turn right onto South St
2.6 km

Continue onto Schofields Rd
2.1 km

Drive to Farmland Dr
2 min (1.0 km)

Turn right onto Alex Ave
300 m

Turn right onto Farmland Dr
Destination will be on the left
650 m

28 Farmland Dr
Schofields NSW 2762

Southern Access:

M7
Eastern Creek NSW 2766

Take M7 and Richmond Rd to Alex Ave in Schofields
16 min (16.5 km)

- Head north on M7
  Toll road
  8.0 km
- Take the exit towards Richmond Rd/Blacktown/Windsor/Richmond
  Toll road
  400 m
- Use the middle lane to turn right onto Rooty Hill Rd N (signs for Blacktown/Oakhurst)
  190 m
- Turn left onto Richmond Rd
  3.1 km
- Use the right 2 lanes to turn right onto South St
  2.6 km
- Continue onto Schofields Rd
  2.1 km

Drive to Farmland Dr
2 min (1.0 km)

- Turn right onto Alex Ave
  300 m
- Turn right onto Farmland Dr
  Destination will be on the left
  650 m

28 Farmland Dr
Schofields NSW 2762

Western Access:

31 Farrington St
Minchinbury NSW 2770

Take M7, Richmond Rd, South St and Schofields Rd to Alex Ave in Schofields
16 min (16.6 km)

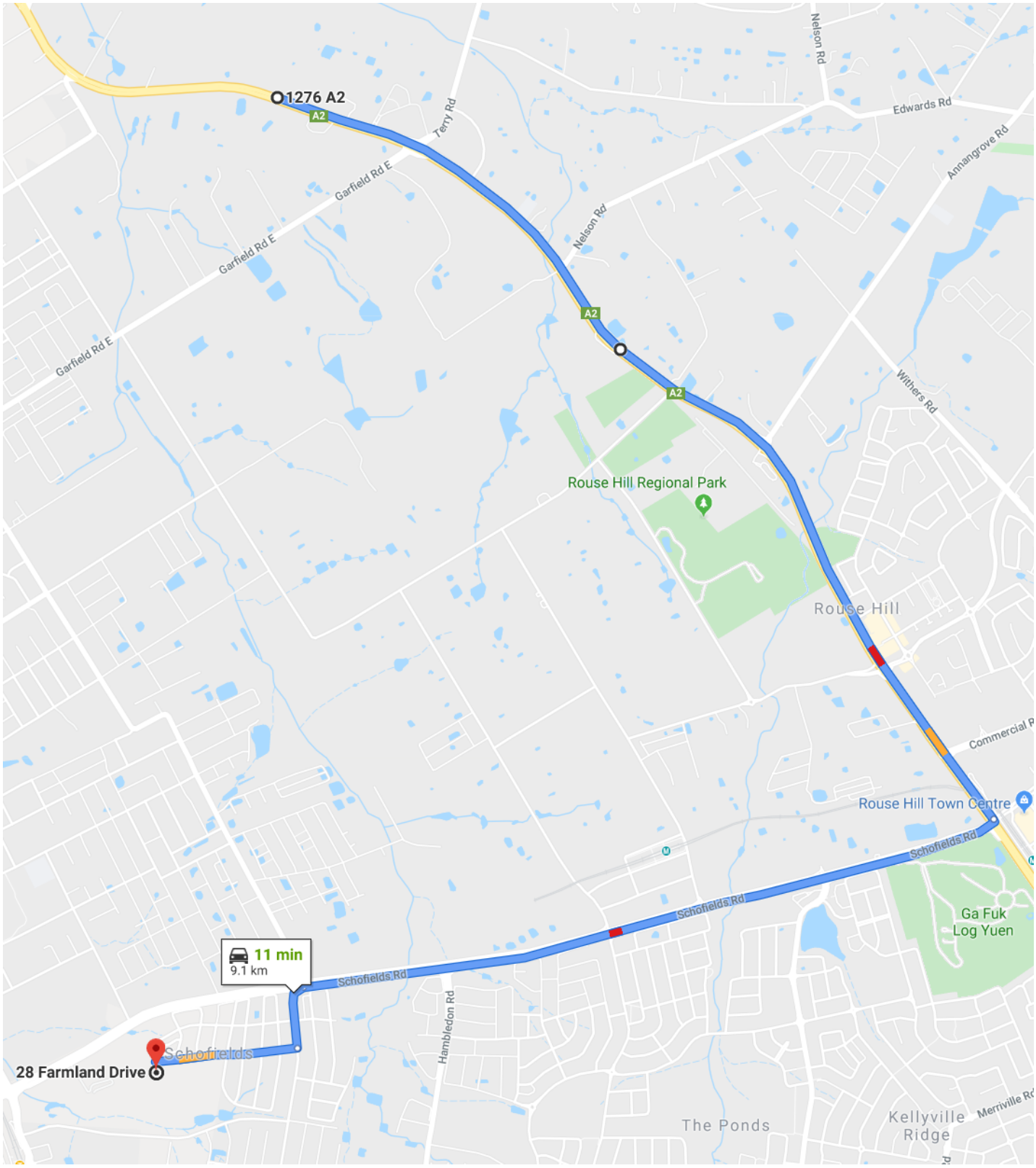
- Head east on M4
  120 m
- At the Light Horse junction, Use the left lane to follow signs for M7 towards Newcastle
  Toll road
  8.1 km
- Take the exit towards Richmond Rd/Blacktown/Windsor/Richmond
  Toll road
  400 m
- Use the middle lane to turn right onto Rooty Hill Rd N (signs for Blacktown/Oakhurst)
  190 m
- Turn left onto Richmond Rd
  3.1 km
- Use the right 2 lanes to turn right onto South St
  2.6 km
- Continue onto Schofields Rd
  2.1 km

Drive to Farmland Dr
2 min (1.0 km)

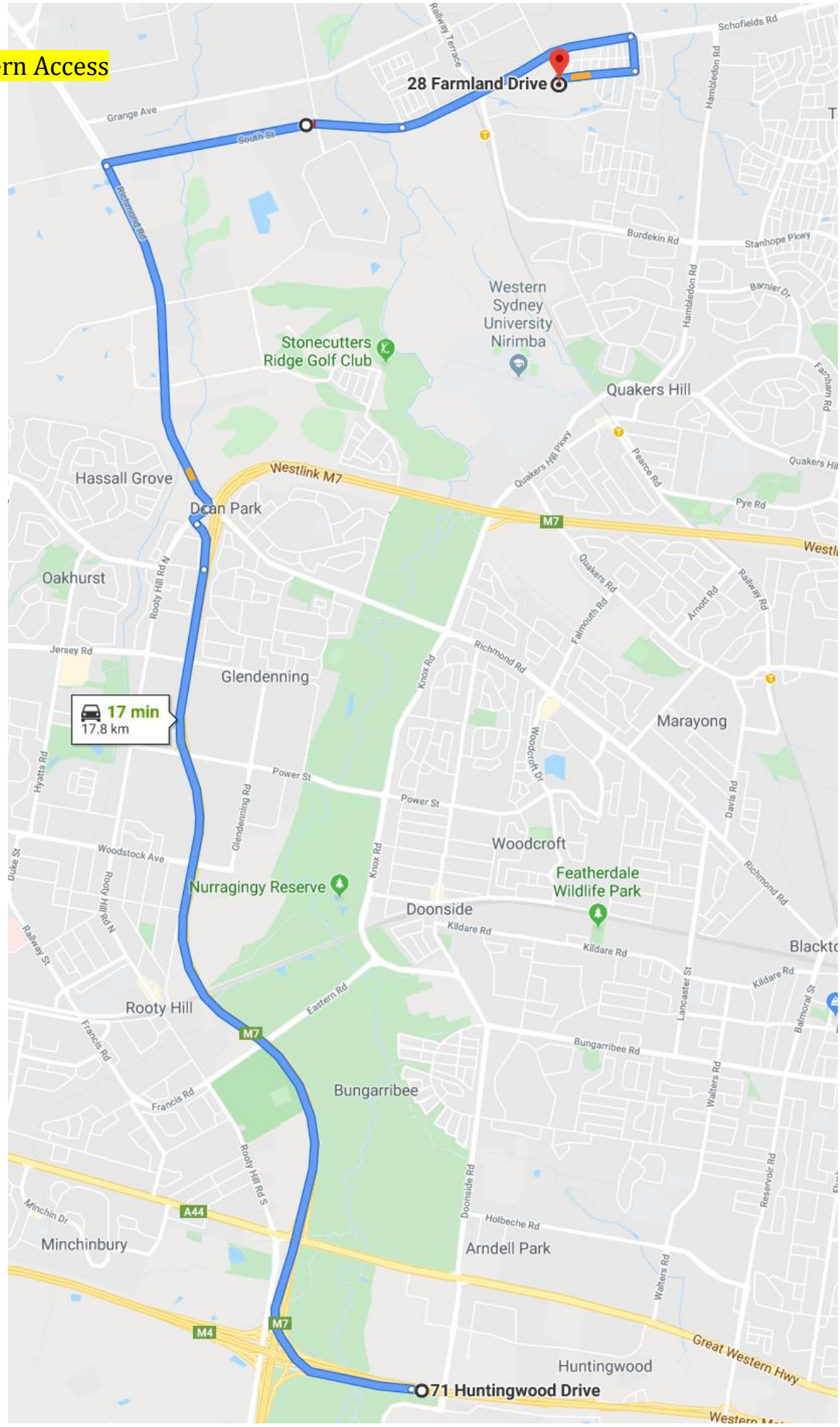
- Turn right onto Alex Ave
  300 m
- Turn right onto Farmland Dr
  Destination will be on the left
  650 m

28 Farmland Dr
Schofields NSW 2762

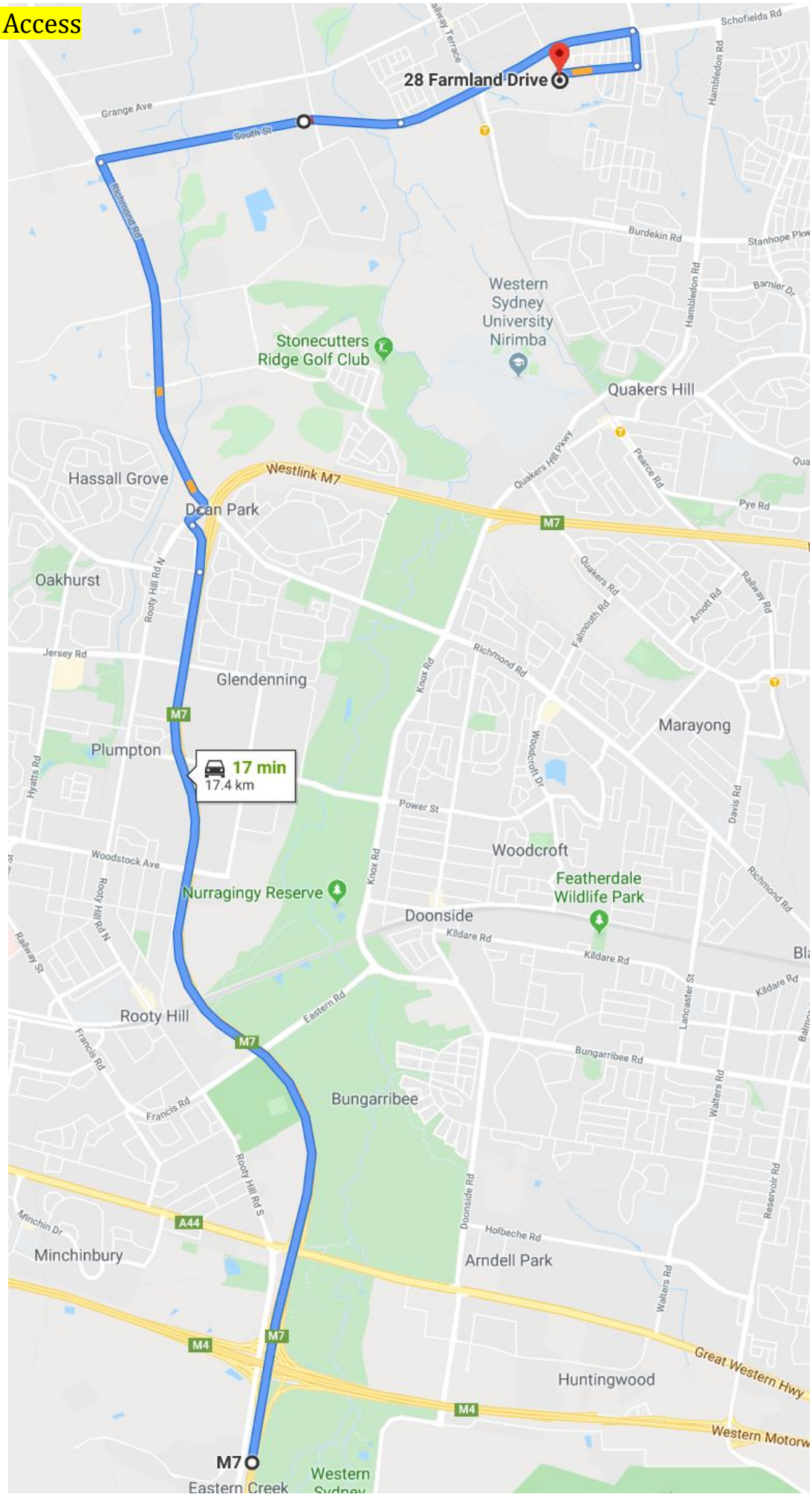
Northern Access



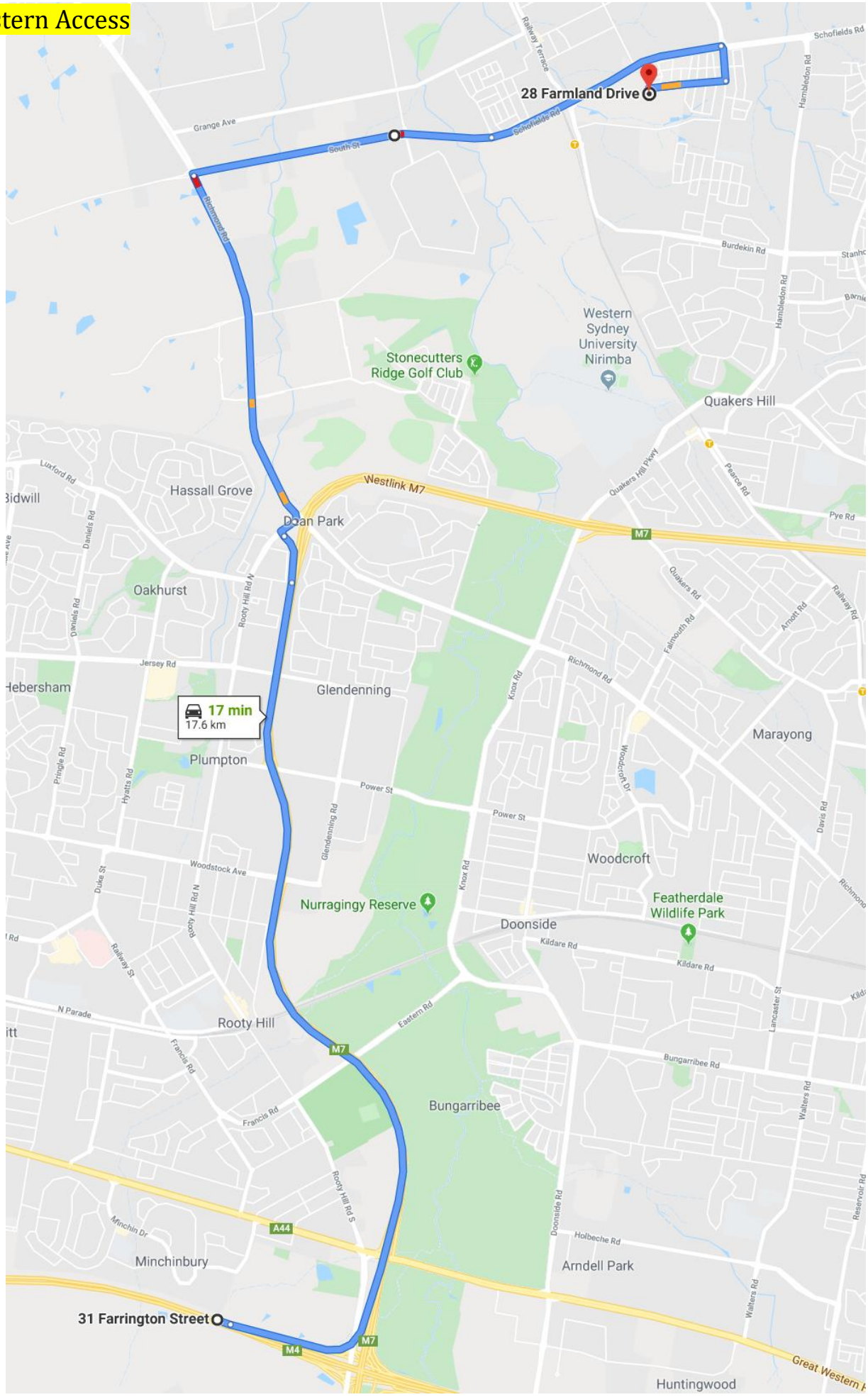
Eastern Access



Southern Access



Western Access



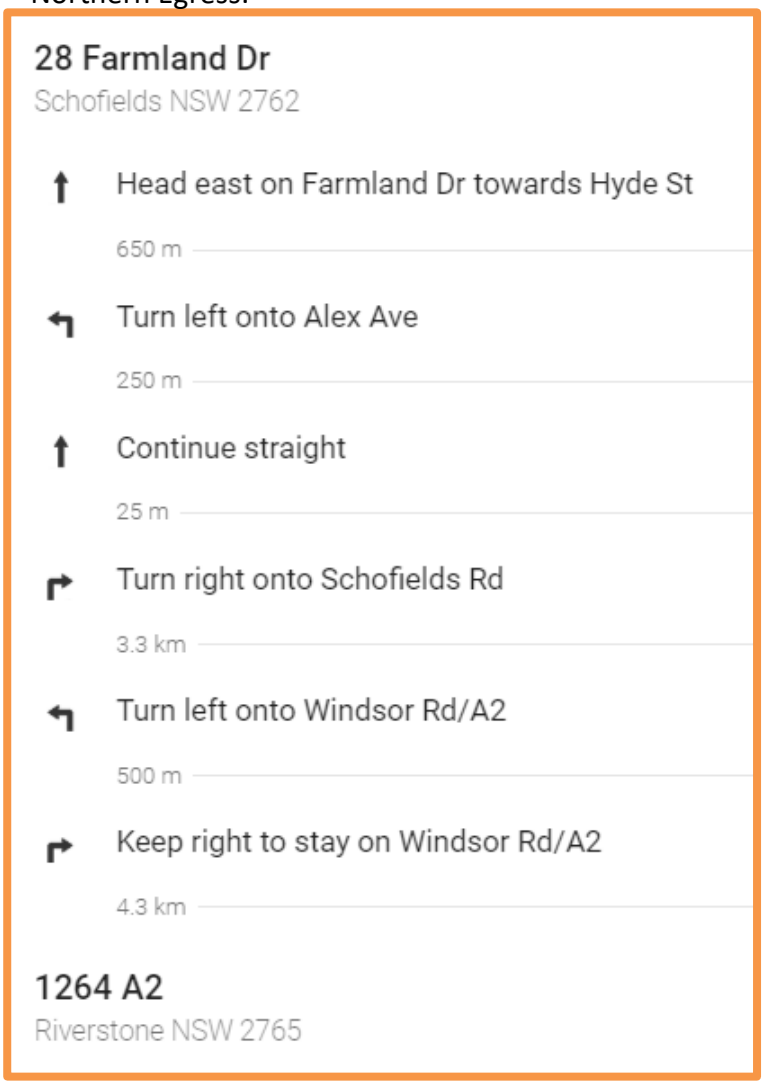
Egress:

Exiting trucks will be loaded to their prescribed weight limits. All trucks will be covered by tarpaulin or like prior to exiting the site as required and will exit the site on the following basis:

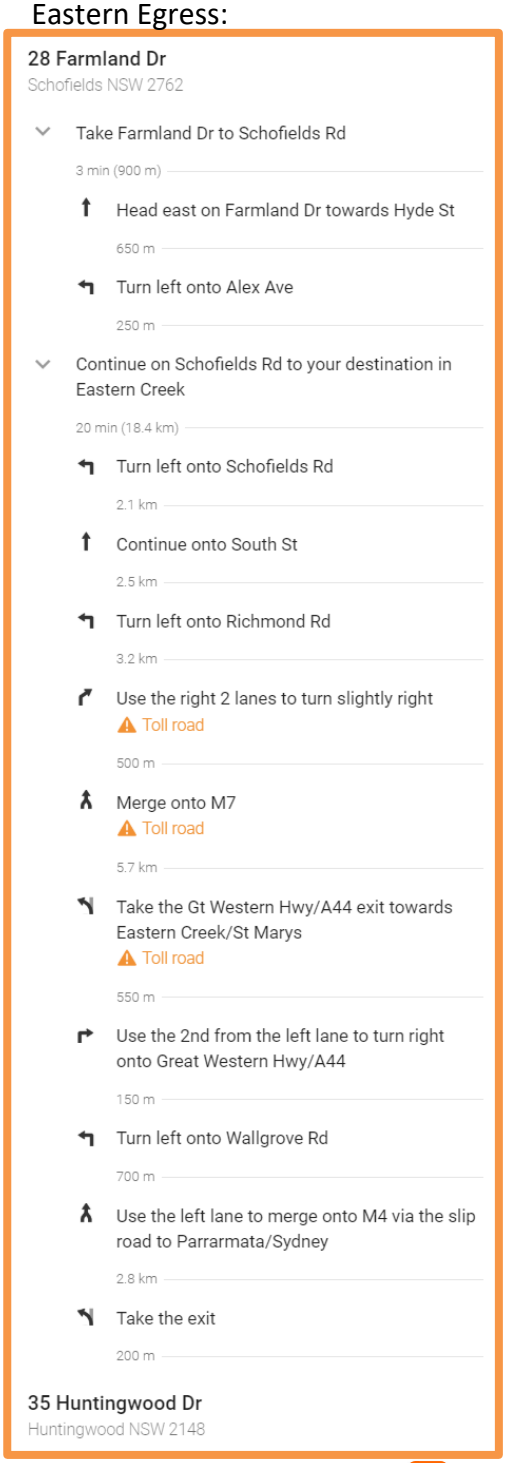
Egress from the site will be from one location as with the access point – Eastern end of Farmland Drive as seen below.

1. Vehicles will exit the site using caution and are to give way to pedestrians, cyclists or vehicles already on the road.
2. Vehicles exiting the site will follow either the Northern, Eastern, Southern or Western egress routes below.
3. Vehicles exiting the site will do so as shown below moving in a forward direction.

Northern Egress:



Eastern Egress:



Southern Egress:

28 Farmland Dr
Schofields NSW 2762

- Head east on Farmland Dr towards Hyde St
  650 m
- Turn left onto Alex Ave
  250 m
- Turn left onto Schofields Rd
  2.1 km
- Continue onto South St
  2.5 km
- Turn left onto Richmond Rd
  3.2 km
- Use the right 2 lanes to turn slightly right
  ⚠ Toll road
  500 m
- Merge onto M7
  ⚠ Toll road
  8.4 km

M7
Eastern Creek NSW 2766

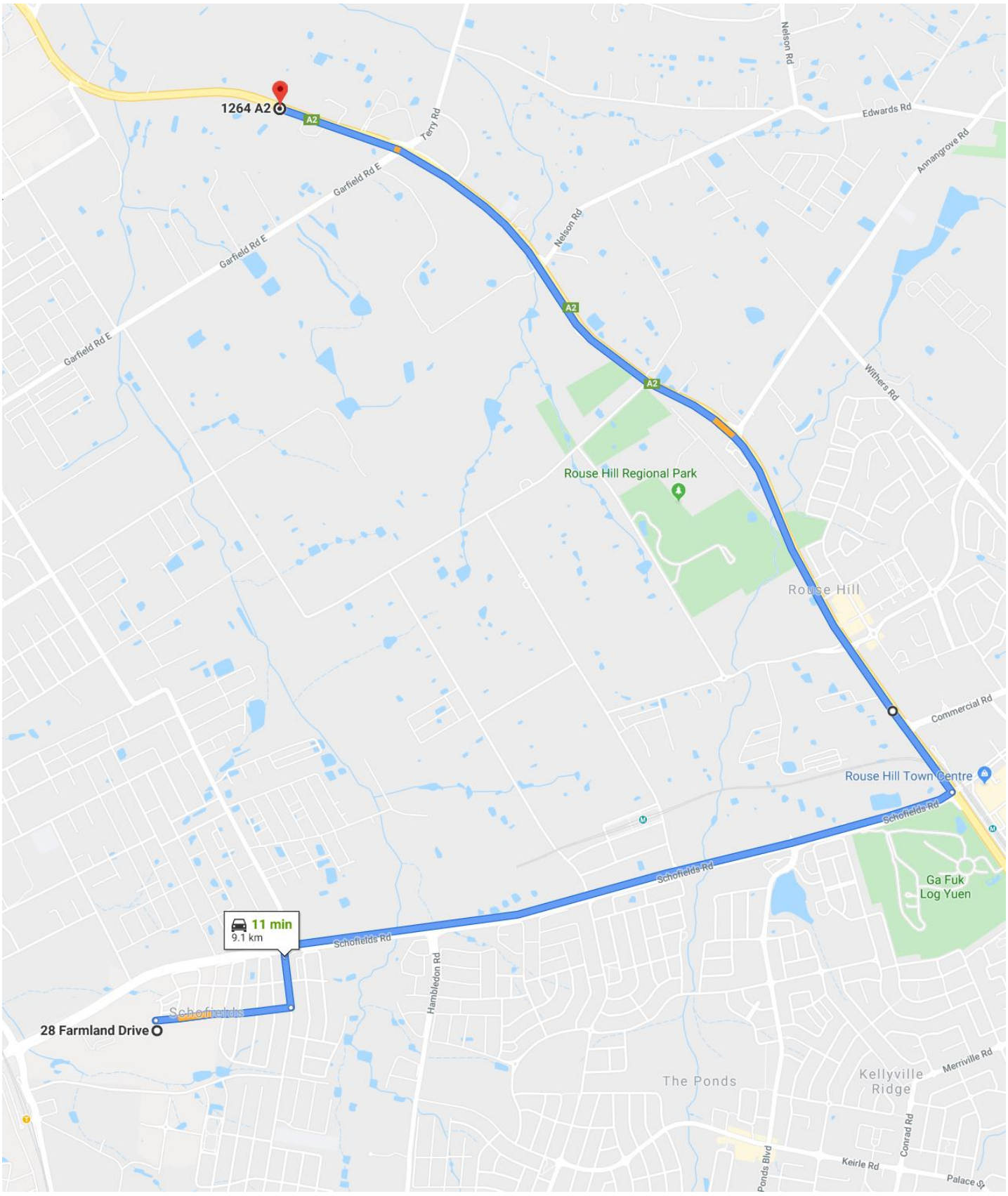
Western Egress:

28 Farmland Dr
Schofields NSW 2762

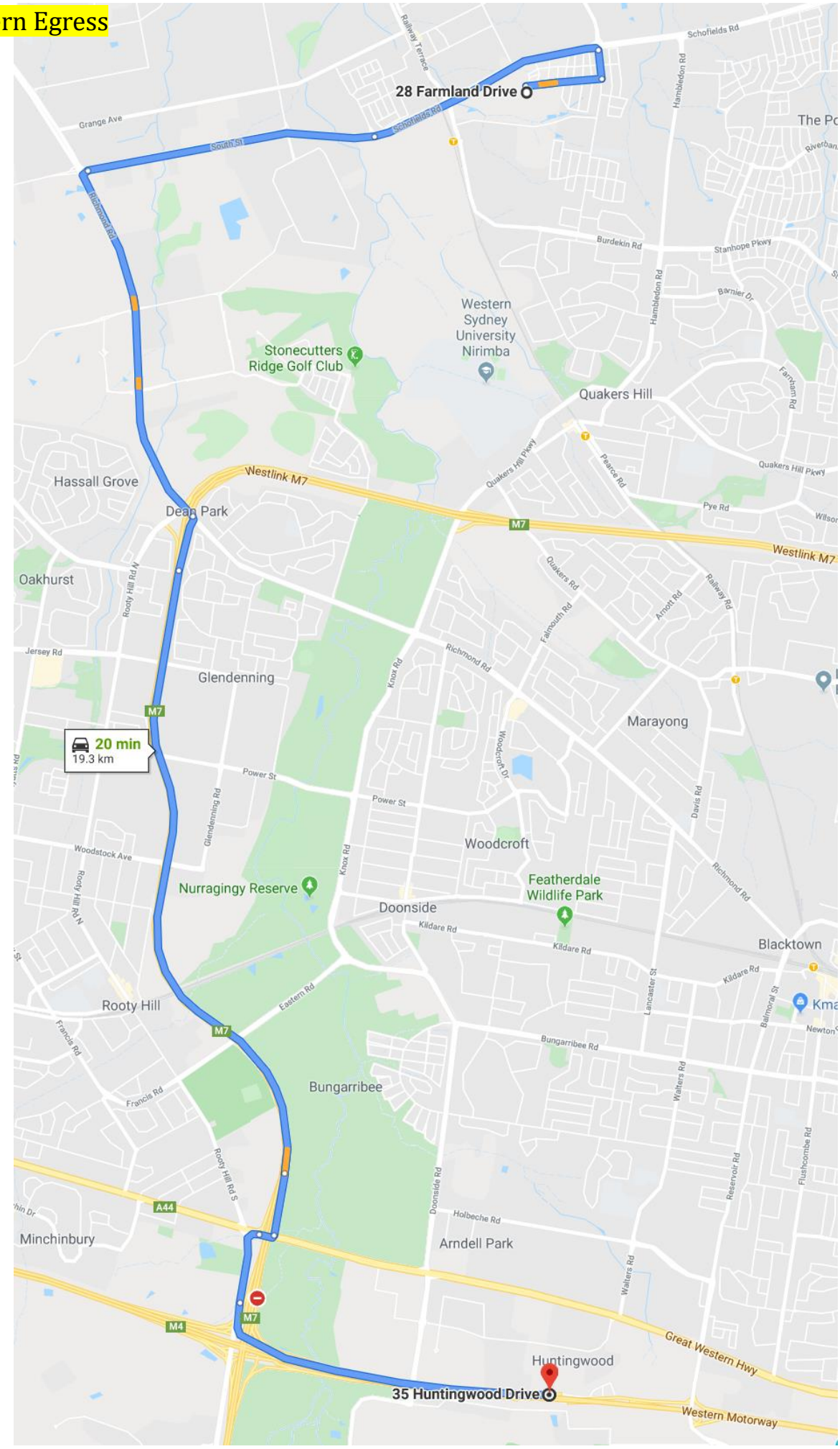
- Take Farmland Dr to Schofields Rd
  3 min (900 m)
  - Head east on Farmland Dr towards Hyde St
    650 m
  - Turn left onto Alex Ave
    250 m
- Continue on Schofields Rd. Take South St, Richmond Rd and M7 to Western Motorway/M4 in Eastern Creek
  20 min (17.7 km)
  - Turn left onto Schofields Rd
    2.1 km
  - Continue onto South St
    2.5 km
  - Turn left onto Richmond Rd
    3.2 km
  - Use the right 2 lanes to turn slightly right
    ⚠ Toll road
    500 m
  - Merge onto M7
    ⚠ Toll road
    5.7 km
  - Take the Gt Western Hwy/A44 exit towards Eastern Creek/St Marys
    ⚠ Toll road
    550 m
  - Use the 2nd from the left lane to turn right onto Great Western Hwy/A44
    150 m
  - Turn left onto Wallgrove Rd
    1.1 km
  - Turn right to merge onto Western Motorway/M4 towards Penrith/Blue Mts
    1.9 km

26 Barossa Dr
Minchinbury NSW 2770

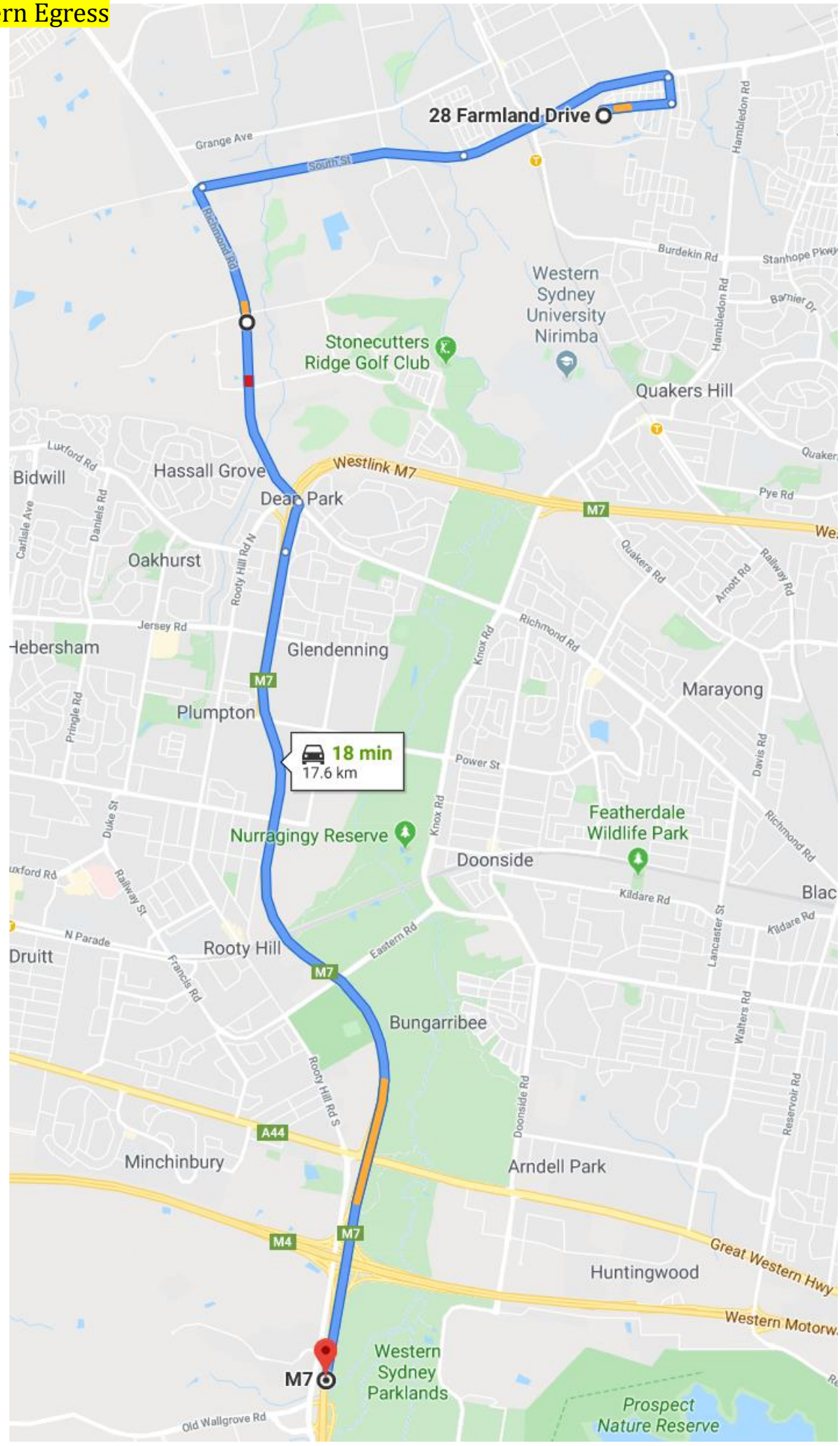
Northern Egress



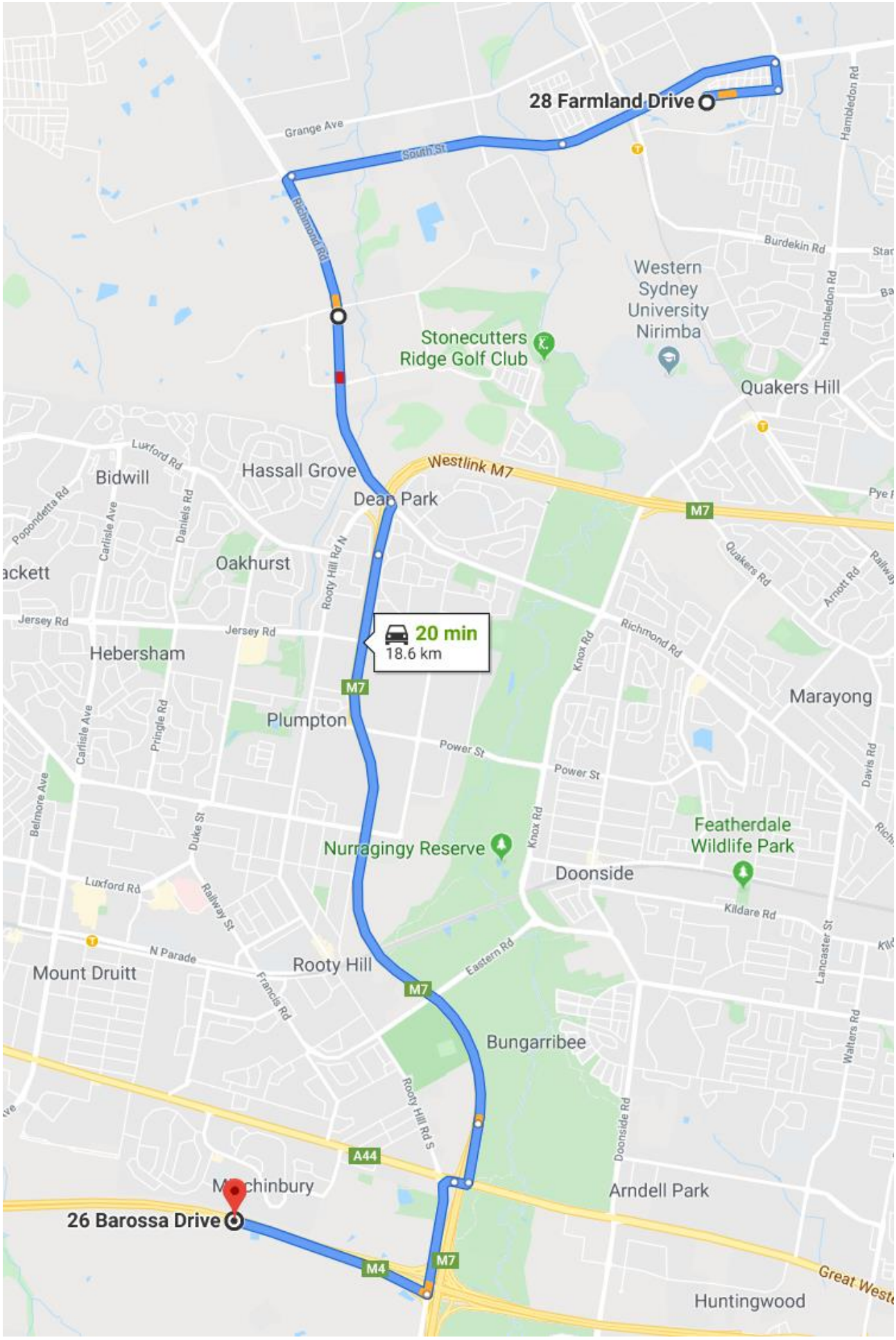
Eastern Egress



Southern Egress



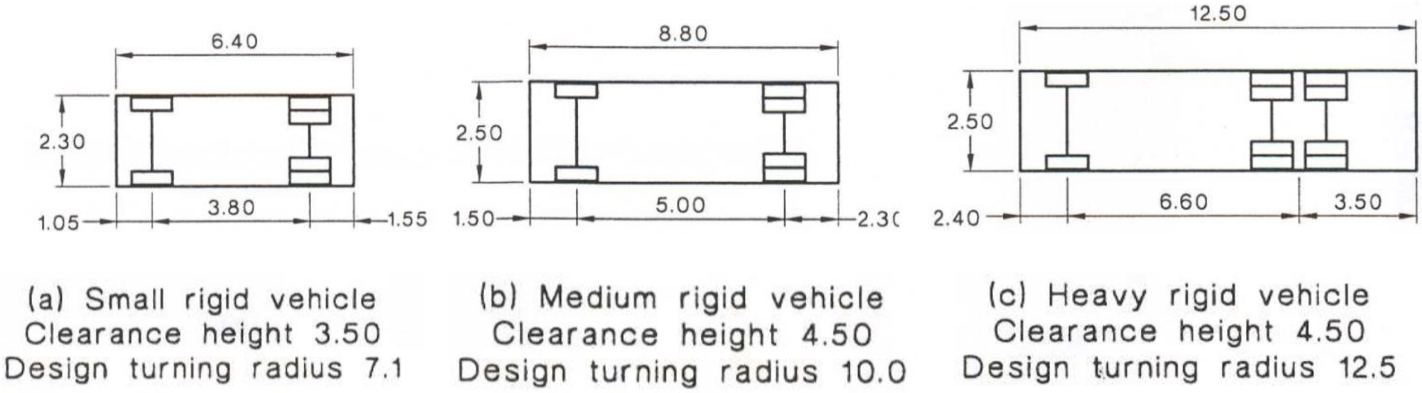
Western Egress



Transport Vehicles:

Richard Crookes Construction® will have an active and ongoing involvement in the management and monitoring of works during construction. They will ensure, as previously mentioned, that no vehicle will make deliveries outside Blacktown City Council's approved DA times as well as that all delivery vehicles will arrive at pre-arranged times to the site. All vehicles approaching the work site will adhere to the road rules and observe any signage in place. At all times access to bike and footpaths will remain unobstructed and consultation with local residents will be ongoing.

Loading and unloading of vehicles will be done onsite within the property boundaries. There will be a combination of small rigid vehicles (SRV's 6.4m), medium rigid vehicles (MRV's 8.8m), Heavy Rigid Vehicles (HRV's 12.5m) and Bulk Excavation/Block Delivery vehicles (AV's 19m) accessing and egressing from the site. The largest vehicle accessing and egressing the site will be an AV.



(a) Small rigid vehicle Clearance height 3.50 Design turning radius 7.1

(b) Medium rigid vehicle Clearance height 4.50 Design turning radius 10.0

(c) Heavy rigid vehicle Clearance height 4.50 Design turning radius 12.5

Stage	Movements at peak	Range of vehicles during stage	Largest Vehicle
Excavation	10-15/day	SRV, MRV, HRV, AV	AV
Site Establishment	5/day	MRV, HRV, AV	AV
Construction	15/day	SRV, MRV, HRV, AV	AV
Landscaping + Finishing Works	5/day	SRV, MRV, HRV, AV	AV

Tower Cranes and Mobile Cranes:

No tower cranes will be on site. Mobile cranes will be used onsite as required.

Site Sheds, Removal and Storage of Rubbish or Spoil:

All waste/material will be collected on site in a position for easy access for both use on site and removal by trucks. As previously described, all removal trucks will have the load covered by tarpaulin or other means to secure the load.

Impacts and Management

Road/Lane Closures:

The proposed works will not require any road or lane closures.

Pedestrians and cyclists:

All works will take into consideration pedestrians and cyclists. Advanced warning signage will be in place to warn pedestrians of the entry and exiting of vehicles to and from the site.

Only authorised personnel will be permitted within the building site unless accompanied by site management (1.8m chain wire fencing will surround the perimeter), if not inducted to the site. Whilst within the confines of the building site, all personnel will attire in correct PPE to ensure that they are visible to moving traffic.

No change to the footpaths/bike paths will be made, pedestrians will follow the pathways as normal, likewise for cyclists. Certified traffic controllers will be on site during times of vehicular movements and heavy loading.

Public Transport:

The works will not impact the local public transport network.

Schofields Station is located approx. 2.4km from the site. Bus routes 732 run along Lakeside Parade approx. 850m from the site.

Parking:

Contractors will be encouraged to use public transport and carpool where possible. Facilities will be provided on site for contractors to store tools to reduce the need to bring vehicles to site each day to carry their tools. Richard Crookes Construction® will provide onsite parking during the initial construction phase. On street parking will be available for the duration of construction.

Emergency Vehicles:

Emergency services will not be affected by the proposed works. If the case, any emergency vehicle required for the site will be given priority and will enter from the Eastern end of Farmland Drive.

Access to Properties and Noise:

The works will not affect access to properties, using pre-arranged arrival times will help to control disturbance (with the required ongoing consultation with residents). Regarding noise impacts Richard Crookes Construction® will keep all noise associated with the works to a minimum. Likewise, no noise will be made outside the approved hours for the site.

Disruption to Neighbours/Residents:

During each stage of work the disruption to residents will be minimised by using the routes highlighted in this CTMP which aims to reduce travel distance through residential areas as well as eliminate movements through shopping and significant public areas. Disruption to neighbours will be minimised by using pre-arranged arrival times for construction vehicles, ensuring no construction vehicles are illegally parked on Council/RMS roads and by conducting a letterbox drop to affected neighbours if any out of hours or disruptive works are required.

Drivers' Code of Conduct:

The below detail the site-specific code of conduct for construction vehicle drivers in addition to the general code of conduct (provisioned by the drivers PCBU) applicable to the vehicle used:

- Be inducted to the site and follow site specific requirements covered in the site induction, toolbox talks, SWMS and pre-start meetings.
- Drivers will strictly adhere to the speed limits both outside and within the site. Speed limits inside the site are generally limited to 5km/h unless otherwise specified and require a spotter in busy/high pedestrian activity areas.
- Drivers must follow their PCBU's fatigue management scheme and ensure this meets the arrival/departure times of Richard Crookes Construction® prior to arriving to site. If timings conflict the driver must negotiate with Richard Crookes Construction® to ensure a layover area is reserved for the incoming vehicles within the site.
- Compression breaking is to be kept to a minimum whilst within residential areas to minimise the creation of excessive noise that could disturb residents/neighbours.
- Vehicle noise will be kept to a minimum by turning vehicle engines off whilst stationary. Vehicles are not to stay in idle for long periods of time.
- All trucks are to be covered by tarpaulin or like prior to exiting the site. All vehicles leaving the site are to be free of mud or any other debris. Wheel wash facilities are to be used prior to leaving the site.
- Drivers will only use the approved access/egress routes identified within this CTMP.
- Vehicles are not to park illegally on any RMS or council roads. Whilst within the site area they will be parked wholly within the work zone or site.
- Drivers must follow the instruction of traffic controllers for access/egress movements to the site.
- Ensure vehicles are wholly contained within the work zone and vehicles come to a complete stop before exiting the vehicle or beginning and loading/unloading.

Council Consultation:

Richard Crookes Construction® will engage council and appropriate authorities' priority to the lodgement and initiation of the project.

Tree Protection:

There are no Tree protection zones indicated on this site.

Environmental:

A range of measures will be in place to manage and minimise any possible impact on the environment in regards to dust control and air emissions. Such measures will include, but not limited to:

- Containment and removal of any hazardous material in accordance with EPA regulations.
- Inclusion of wash down bays or shaker rams.
- Regular cleaning of streets.
- Erosion and Sediment control to perimeter and access road.
- Wheel wash facilities for all vehicles entering and exiting the site.
- Speed limits will be reduced on site to reduces dust and exhaust emissions.
- Monitoring of air emissions throughout the construction process similarly, noise pollution will be minimised through a range of measures such as:
    - Control of noise at source where practicable (e.g. using screenings, shielding).
    - Use of noise suppression covers when plant and machinery in operation.
    - Use of electrically powered plant where possible.
    - Where possible, noisy plant equipment will be kept away from sensitive noise boundaries or alternatively within enclosures.
- Stockpiling of sand, soil and other material shall be stored clear of any drainage line or easement, tree protection zone, water bodies, footpath, kerb or road surface.

A contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible can be referenced in the Richard Crookes Construction® CEMP (Section 14, Table 11).

Traffic Control Plan (TCP)

A TCP is defined in the RMS's TCWS Manual version 5 as a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary through a work site or temporary hazard. The proposed TCP is located in Appendix B.

Objectives:

The provision of a save environment for road users and works staff is a key objective of Richard Crookes Construction®. The TCP was developed with the aim to:

- Warn drivers of changes to the usual road conditions.
- Inform drivers about changed conditions.
- Guide drivers through the work site.
- Ensure the safety for workers, motorists, pedestrians and cyclists.

Context:

The TCP's prepared were based on the principles and measured outlined in this CTMP, which details the road safety and traffic principles, strategies and measure that will be applied to enable Richard Crookes Construction® to fulfil its obligations and the requirements of relevant authorities.

The TCP's were designed to address the following issues where applicable:

- Use of traffic control devices.
- Speed limit requirements.
- Provision of pedestrian traffic and their safety.
- Provision for cyclists and their safety.
- Provision for vehicle and plant movements.
- Parking restrictions and parking facilities.
- Provision for trade vehicles and plant movements.
- Informing all site personnel of any high-risk areas.
- Providing adequate signage within the construction site for access and egress.

Traffic Controllers:

Only certified traffic controllers will undertake this activity. The placement of signs will be done so by a qualified Yellow Card Holders as per the Australian Standards 1742.

TCP Monitoring and Reporting:

Specific measures for TCP reporting will be taken. These will include, but not be limited to the following:

- The traffic control plan will be numbered, and a register maintained as a part of the CTMP.
- All traffic control devices and traffic control arrangements will be inspected daily to ensure the adequacy of such devices and arrangements as per the TCWS Manual Version 5.
- Traffic management records and plans will be maintained as well as record/log.
- Richard Crookes Construction® may be required to provide records in the following event instances:
    - That a breach imposed by the NSW Police Service, on a motorist who does not comply with a regulatory sign is challenged in courts or,
    - In the event of an accident is alleged to have occurred when temporary traffic control is in place.
- Ongoing and frequent onsite reviews of traffic management setups and conditions will be reviewed with Richard Crookes Construction® for the duration of the project at (but not limited to):
    - The beginning of each new phase
    - The beginning of a new major activity (e.g. concrete pours, mobile crane usage etc)

Credentials:

The TCP was prepared by Dwayne Perera, RMS Prepare a Work Zone Traffic Management Plan Number 0037667321.

Traffic Control Signs and Devices:

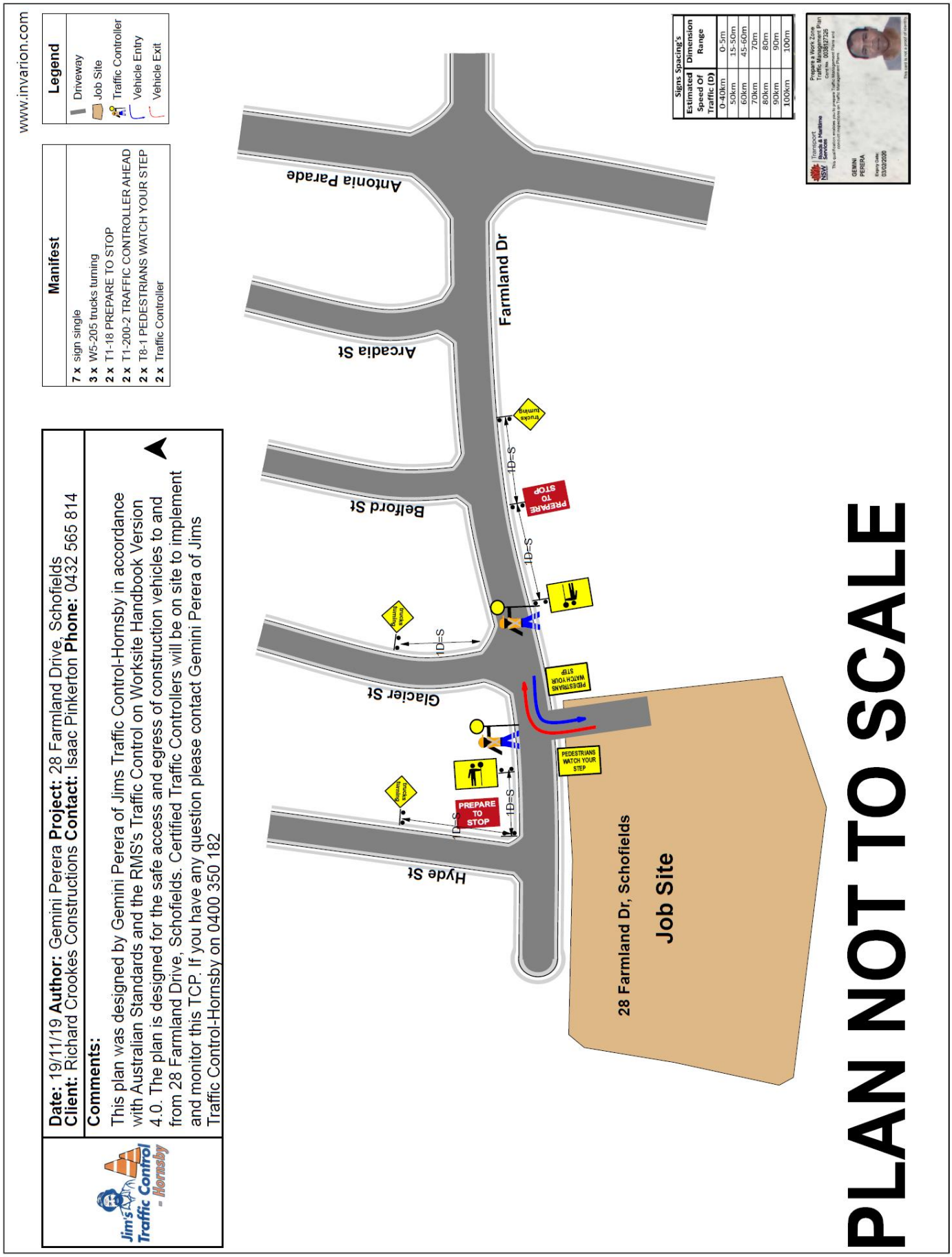
Traffic control devices are an important tool for influencing the safety of road users, in particular where temporary traffic controls are implemented at work sites. During the construction of this project Richard Crookes Construction® will assess the warrant for traffic control devices in accordance with the relevant guides/standards such as: RMS's – TCWS Manual Version 5, Australian Standard – AS1742 Manual of uniform traffic control devices, and any relevant documents listed on the 'RMS Guide to Signs and Marketing reference list' to make sure that all the traffic control devices are installed and maintained correctly.

The provision of timely, clear and consistent messages to road users is essential. Richard Crookes Construction® will ensure all signs and devices installed during the construction of this project are:

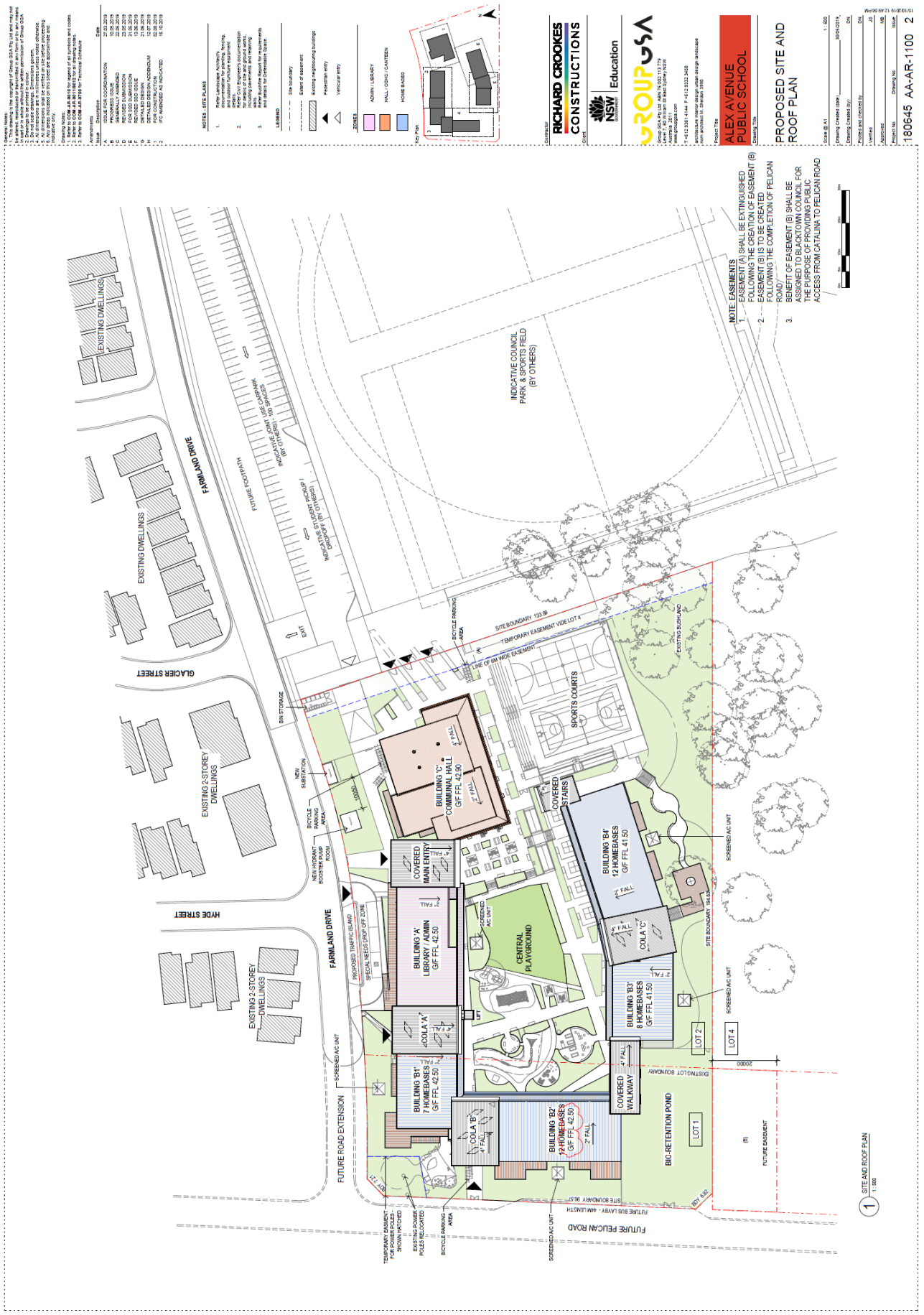
- Assessed for use in accordance with the appropriate warrants.
- Manufactured in accordance with the requirements of the Australian Standards.
- Installed in accordance with the relevant guides and standards.
- Not contradictory to existing signs or markings.
- When unwarranted, covered or removed.
- Regularly maintained and repaired/replaced when damaged.

All signposting installed throughout the project will comply with the requirements outlined in the RMS's TCWS Manual Version 5, AUSTROADS Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices and the Relevant parts of Australian Standard 1742.

Appendix A TCP:



Appendix B Site Schematics:



Appendix C RMS Road Limits and Special Signage:

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LIGHT TRAFFIC ROADS

You must not use any road with a load limit sign if the total weight of your vehicle is the same as, or heavier than, the weight shown on the sign.

You may use a light traffic road when that road is your destination for a pick-up or delivery and there is no alternative route.

LOAD LIMIT SIGN

You must not drive past a BRIDGE LOAD LIMIT (GROSS MASS) sign or GROSS LOAD LIMIT sign if the total of the gross mass (in tonnes) of your vehicle, and any vehicle connected to it, is more than the gross mass indicated in the sign.

NO TRUCKS SIGN

Drivers of long or heavy vehicles except buses must not drive past a NO TRUCK sign unless the vehicle is equal to or less than the mass or length specified on the sign.

When the sign does not provide detailed information, no truck (ie GVM greater than 4.5 tonnes) is permitted to drive past the sign, unless the drivers' destination lies beyond the sign and it is the only route.

TRUCKS MUST ENTER SIGN

Heavy vehicle drivers must enter the area indicated by information on or with this sign.

WHERE HEAVY VEHICLES CAN STAND OR PARK

Heavy vehicles (GVM of 4.5 tonnes or more) or long vehicles (7.5 metres long or longer) must not stop on a length of road outside a built up area, except on the shoulder of the road. In a built up area they must not stop on a length of road for longer than one hour (buses excepted). For more information on where vehicles can stand or park, refer to the Road Users' Handbook.