

Department of Education

**Alexandria Park Community
School**

**Outline Construction Traffic
Management Plan**

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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

This report details the Construction Pedestrian Traffic Management Plan (CPTMP) for the proposed works at Alexandria Park Community School. The plan has been created by Arup on behalf of the Department of Education in for the Planning Application for State Significant Development (SSD) 17_8373.

The purpose of the CPTMP is to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity. The CPTMP is to be submitted for comment by the relevant authorities.

This plan will detail the management needed to control construction traffic, while minimising effects on the surrounding developments and allowing for appropriate access at all times. The Construction Contractor will prepare a CPTMP with detailed Traffic Control Plans detailing specific methods of safely managing construction vehicle traffic within the surrounding area when appointed.

2 Description of proposed works

2.1 Location

The site is bounded by Buckland Street in the north, Park Road in the east and a shared pedestrian path connecting Belmont Street and Buckland Street in the west. Alexandria Park is located just east of the school which is segregated by Park Road. The location of the site is shown in Figure 1.



Figure 1: Site location

2.2 Overview of proposed works

It is proposed that the existing primary school be substantially demolished and replaced with two multi-story buildings, a primary school and a secondary school. The buildings will be connected with by a pedestrian link at level 1.

The primary school comprises a building of 3 storey while the secondary school is a 4 to 5 storey building,

2.3 Construction Phasing Strategy

Construction of the development is estimated to typically occur over an indicative 5 year period, but this may vary depending on the phasing strategy. As the project is in its preliminary stages, this timeframe is approximate only and may vary considerably once a contractor is appointed.

Delivery of the project will be undertaken in sequential phases to maintain an operational school on the Park Road Campus and will involve enabling works separate to this application followed by three main construction phases for the new building and external works. These phases are defined as follows:

- Enabling Works – Construction of 2 temporary demountable schools on Buckland Street side of the school (not part of this application);
- Phase 1 – Demolition of the existing Park Road building and construction of the southern part of the new building, including new COLA and associated external works;
- Phase 2 – Demolition of Pop up School 1 and construction of the remaining part of the new building, carpark and two outdoor sport courts;
- Phase 3 – Demolition of Pop up School 2 and construction of the new synthetic sports field and completion of the entry forecourt.

2.4 Vehicle types

Vehicles that will access the site during construction will mainly comprise private vehicles for workers. Heavy vehicles including Articulated Vehicles (AV) such as precast delivery trucks, Heavy Rigid (HR) such as concrete trucks and Truck and Dogs are also expected to access the site. These different types of vehicles may access the site at the same time.

All heavy goods such as machinery plants will need to be delivered outside of peak traffic hours.

3 Impact of proposed measures

3.1 Truck routes and controls

Construction vehicles would be restricted the state road network and vehicles will likely originate from this network, with movements along local streets prohibited. It is envisaged the main site entrance will be off Belmont Street. These routes are shown in Figure 2. The primary construction vehicle access to the site will be via Belmont Street, where no student drop-offs and pick-ups will be allowed. The pedestrian entry will be closed, reducing the conflict between pedestrians and vehicles. Access via Park Road will be restricted during school peak periods between:

- 8am – 9:30am
- 2:30pm – 3:30pm

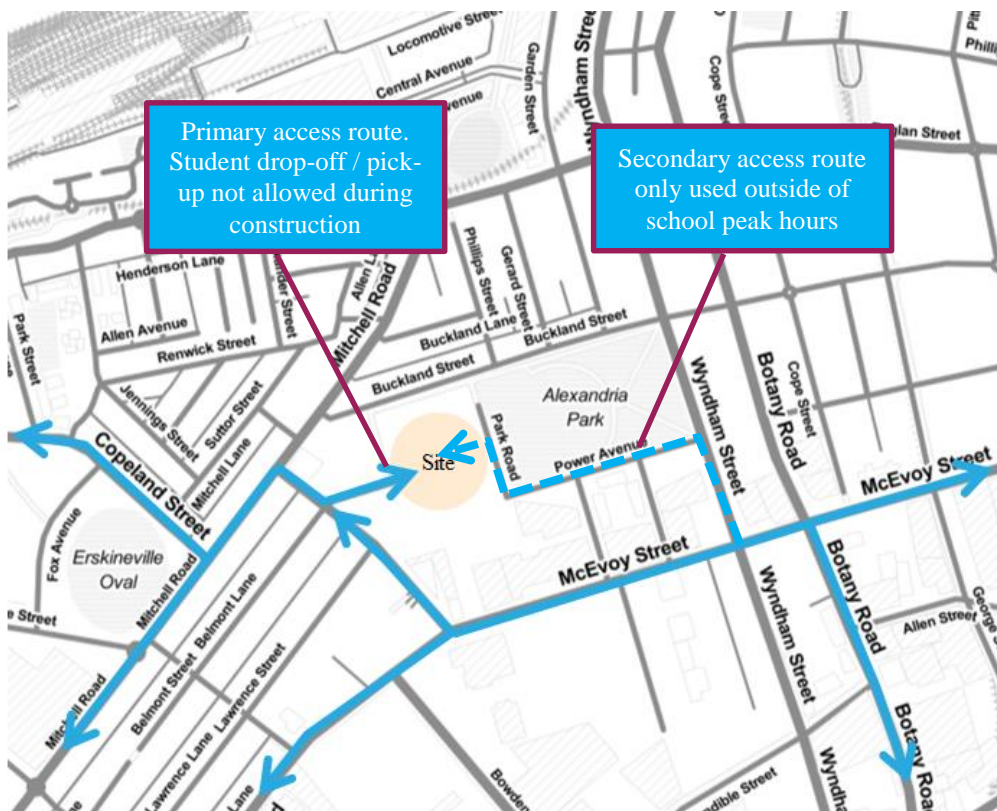


Figure 2 Construction Vehicle Routes

3.2 Construction traffic

Workers will generate additional traffic to the site. Road network impacts will be mitigated by the fact that construction workers generally start earlier and finish earlier than the commuter peak periods, and would likely not coincide with the school or CBD peak periods. Construction workers driving to sites in constrained parking environments typically carpool – further reducing the impact on the road network.

The impact of construction traffic will be discussed once specific construction details are provided however heavy vehicle volumes are expected to be low, in the order of 80 vehicles per day. This usually occurs during concrete pours or the demolition phase. The traffic generation of this magnitude is less than the amount of trips generated and assessed for the operational phase of the development and therefore the potential impacts are anticipated to be minimal.

3.3 Parking

It is likely that on-site parking will not be provided for private construction vehicles, with construction vehicles utilising works zones and internal circulation routes. Construction workers will be encouraged to take public transport to the site or car pool and store their larger tools on site.

3.4 Pedestrians

Pedestrians will be diverted and controlled by traffic controllers as necessary. They will control pedestrians as well as vehicles. Pedestrians will be directed through the B-class hoarding along the street frontages.

As the site entrance will be at the end of Belmont Street, the interaction with pedestrians is expected to be limited.

4 Effects on existing and future developments

There may be some impacts associated with the construction works to the schools as they continue to operate. Construction vehicles will often need to carefully enter the site, and may turn in and out slowly. Suitably qualified traffic controllers will be present to ensure that traffic is safely and adequately managed around the schools.

5 Detailed of provisions made for emergency vehicles, heavy vehicles and cyclists

Construction works and vehicle storage will be mainly confined to the site. As such, no additional specific provisions for emergency vehicles, heavy vehicles, cyclists or pedestrians have been identified on the surrounding road network.

6 Measures to ameliorate impacts

The measures proposed to ameliorate the impacts of the construction work are:

- The establishment of a Works zone
- Traffic control
- B-class hoarding

These measures are discussed in earlier sections of the report. Additionally, drivers wishing to access the site for any reason will need to report to the traffic controllers and receive instructions and guidance. Scheduling will be the main management method in ensuring minimal multi-vehicle arrivals. A radio set-up will manage multiple vehicle arrivals and allow for circulation routes around the site.

Traffic control plans will be developed and submitted with a finalised version of this plan.

6.1 Vehicle movements

Mitigation measures would be adopted during the construction phase to ensure traffic movements have minimal impact on surrounding land uses and the community in general, and would include the following:

- Truck loads would be covered during transportation off-site
- Establishment and enforcement of appropriate on-site vehicle speed limits (20km/h), which would be reviewed depending on weather conditions or safety requirements
- Neighbouring properties would be notified of construction works and timing. Any comments would be recorded and taken into consideration when planning construction activities.
- All activities, including the delivery of materials would not impede traffic flow along local roads and highways
- Materials would be delivered and spoil removed during standard construction hours
- Avoid idling trucks alongside sensitive receivers
- Deliveries would be planned to ensure a consistent and minimal number of trucks arriving at site at any one time
- City of Sydney will be notified of any future disruption to roadways and footpaths
- The primary construction vehicle access to the site will be via Belmont Street, where no student drop-offs and pick-ups will be allowed.
- The Belmont Street pedestrian entry will be closed, reducing the conflict between pedestrians and vehicles.
- Access via Park Road will be restricted during school peak periods

6.2 Driver code of conduct

No queuing or marshalling of trucks is permitted on a public road. All vehicles must enter and exit the site in a forward direction.

Vehicles entering, exiting and driving around the site will be required to give way to pedestrians at all times.

6.3 Roads and Maritime Services discussions

Roads and Maritime Services will be contacted and to provide feedback prior to the Local Traffic Committee meeting. Any comments will be incorporated into a finalised plan.

7 Public transport services affected

No public transport services will be affected by the works.

8 Public consultation

City of Sydney Council, TfNSW and Roads and Maritime Services will be given the opportunity to contribute to this report on submission of this plan to Local Area Traffic Committee.

Should temporary road closures be required at any phase during the construction period, they would be obtained separately through the normal approvals process.

Ongoing consultation will be conducted with the schools and surrounding residents and businesses by the Construction Contractor to ensure everyone is updated on the construction of the works.