

Traffic Management Plan

Project Details

Project Name: Flower Power – Terrey Hills

Project Number: C1968

Project Location: 277 Mona Vale Road, Terrey Hills NSW 2084

Client: Flower Power

Name of principal contractor: FDC Construction (NSW) Pty Ltd

Company address: 22-24 Junction Street Forest Lodge NSW 2037

ABN: 72 608 609 427

To be read and implemented in accordance with the Project Management Plan

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1 Introduction

- a) This Traffic Management Plan shall be read and implemented in accordance with the Project Management Plan.

2 Access Management

2.1 Access to Site

- a) Entry to the project: *Cooyong Road*
- b) Exit to the project: *Myoora Road*
- c) All deliveries will be booked 24 hours in advance to coordinate movement of vehicles.



Figure 1 - Proposed Access & Parking

2.2 Deliveries

- a) *All deliveries are to report to the site office for further instruction, and to be pre-booked for coordination purposes.*
- b) *All deliveries are to enter via Cooyong Road Entry and exit via Myoora Road, to avoid congestion and unnecessary traffic coming back through the Entry.*

2.3 Driver Code of Conduct

- a) To manage driver conduct, the following measures are to be implemented:
 - i. All deliveries are to be pre-booked.
 - ii. Delivery vehicles to lay-up in the proposed staging area off-site.
 - iii. All deliveries are to check in with the Traffic Controller.
 - iv. Vehicles are to enter and exit from site in a forward's direction where possible. Where required to exit to or from site, traffic control will be implemented.
 - v. Follow the paths shown on Vehicle Access Routes.
 - vi. Drivers are always to give way to pedestrians and plant.
 - vii. Drivers are to be respectful of other road users and observe the traffic conditions.

3 Impact of Proposed Works

- a) *There is no potential impact to local traffic due to all deliveries being handled within the site compound and not on the street.*
- b) *Exit from site via Cooyong Road will be limited and restricted to light vehicles to minimise the interaction with vehicles entering or exiting Currong Circuit.*
- c) *The Exit to the site via Myoora Road has been implemented to provide an easy access road back to Mona Vale Road, through an industrial area*

3.1 Construction & Pedestrian Traffic Interface

- a) *There will be a low volume of pedestrian activity across the front of the site. There will be plenty of warning signage in place throughout construction, posted where relevant across the street frontage.*
- b) *In the event of days experiencing large volume, a nominated traffic controller will be in place, to coordinate truck movement and deliveries.*
- c) *Given the Myoora Road site access proximity to a bus shelter, signage will also be in place to warn delivery drivers of pedestrians.*

3.2 Traffic Management and Control

- a) Vehicle management will be controlled by the traffic controllers ensuring construction will have no effect on *the local road network*. Cooyong Road will accept the construction traffic and Myoora Road will disperse the construction traffic. Communication to traffic controllers for vehicles on approach will be via two-way radios and mobile phone, whereby the designated traffic controller located on site will be provided an advanced warning from delivery drivers to ensure access is provided.
- b) The effect on cyclists will be no greater than any vehicle using the roadways.
- d) *Site approach signage will be evident along the Mona Vale Road frontage for construction, using a consistent colour system with the relevant arrows, directional signs for ease of access.*



Figure 02 – Proposed extent of directional signage

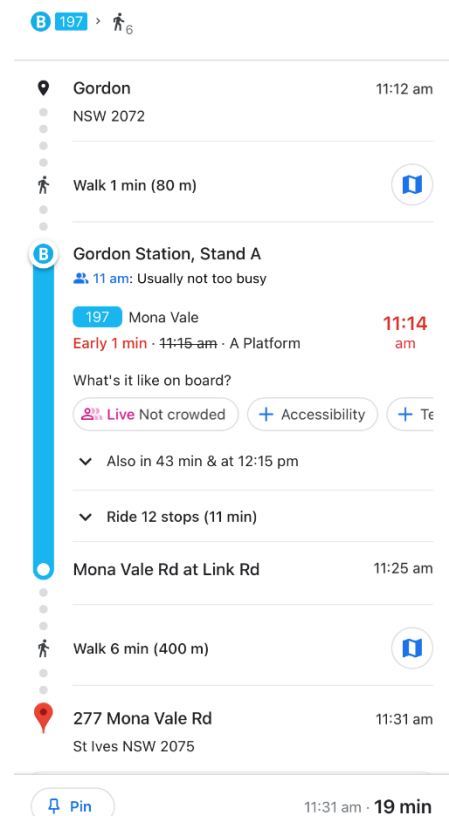
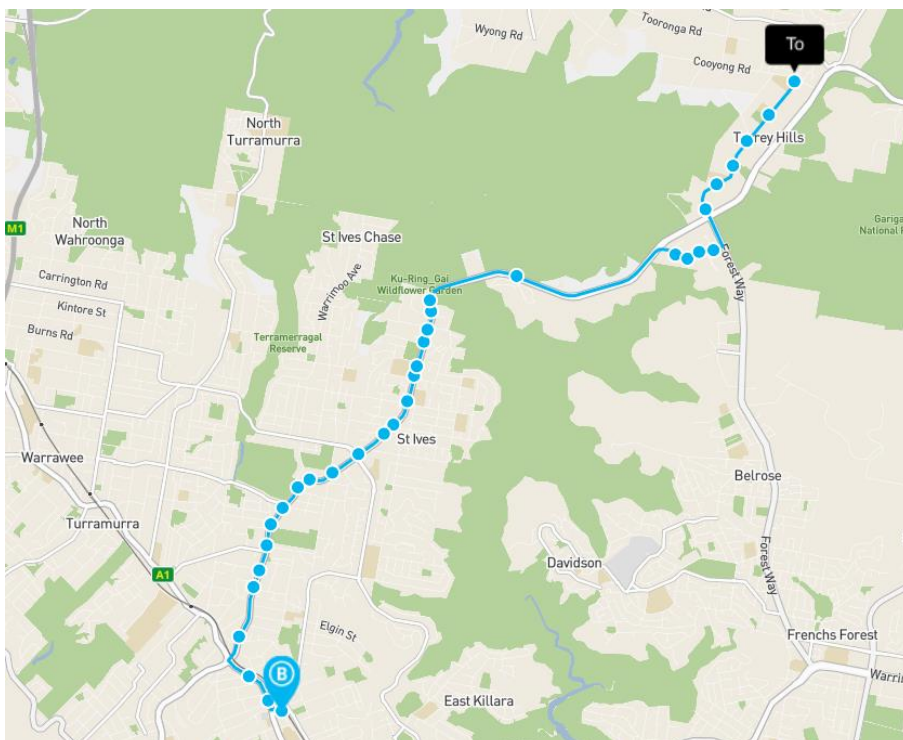
3.3 Construction Traffic Volumes

- a) It is expected that the peak movements during the structure phase of construction will be bogies removing soil from the excavation and supply of concrete trucks. The peak movements are calculated as follows:
 - i. Approximately 5 truck and dog loads will be entering per day for *approx. 40* days during excavation for spoil removal.
 - ii. Approximately 30 concrete loads per major concrete pour of which there will be a limited number due to the small size of the concrete slab footprints.
 - iii. On average we anticipate approx. 15 trucks and 10 light vehicle deliveries per day
 - iv. All general deliveries will be organised to mostly take effect outside peak traffic periods of 7am-9am and 3pm-6pm.

3.4 Parking

- a) We propose to utilise the proposed new car park area for onsite parking, which is accessed via Cooyong Road. This has been allocated on purpose to avoid any congestion caused by entering via Mona Vale Road.
- b) *Figure 1* highlights the proposed parking space for subcontractors, utilising the existing overflow parking space, outside the boundary line. This is positioned adjacent to the site compound, allowing ease of access to site inductions etc.

3.5 Public Transport Services



a) From Gordon Station to Myoora Rd opposite Terrey Hills Public School, Terrey Hills

4 Chain of Responsibility

4.1 Overview

Under the Heavy Vehicle National Law (HVNL) chain of responsibility (CoR) provisions, every person in the transport supply chain (supply chain) has a responsibility to ensure the safe and legal transport of goods. This places legal obligations on all parties who operate in the supply chain. Under CoR, all parties who influence, direct or control transport operations in the supply chain share responsibility for compliance with the law and for the safety of heavy vehicle operations, even if they have no direct role in driving or operating a heavy vehicle. Roads and Maritime Services has processes in place to facilitate compliance with its obligations under the HVNL and state laws, including the Work Health and Safety Act 2011 (WHS Act), Work Health and Safety Regulation 2017 (WHS Regulation) and relevant codes of practice.

All those with responsibility for activities that affect compliance with road transport laws may be held legally accountable if they do not meet their obligations. CoR legislation recognises the effects of the actions, inactions and demands of off-road parties in the transport chain.



4.2 Classification of Heavy Vehicle

Under the Heavy Vehicle National Law (NSW) (the HVNL), a heavy vehicle is a vehicle that has a Gross Vehicle Mass (GVM) or Aggregate Trailer Mass (ATM) of more than 4.5 tonnes and a combination that includes a vehicle with a GVM or ATM of more than 4.5 tonnes.

4.3 Contractor Management

FDC meet their obligations by ensuring subcontractors and transport companies who work under the Heavy Vehicle National Laws have the right policies and procedures in place ensuring the safe and legal transportation of goods.

Contractors and suppliers utilising heavy vehicles working for / or supplying product and materials to FDC shall be assessed to have adequate CoR management systems in place prior to engagement. At post engagement, an appropriate level of monitoring shall be undertaken to confirm system implementation of at a minimum:

- Vehicle Load Limits,
- Containment,
- Fatigue
- Speed

4.4 Person Responsible

The 'responsible person' concept makes the laws applicable to a wide category of relevant persons responsible for the transport of goods. For example:

- i. Heavy vehicle drivers must drive safely and within speed and work/rest hour limits.
- ii. Loaders must load a vehicle safely and within mass and load restraint requirements to ensure the load is safe for transport.
- iii. Consignors must ensure the delivery of goods does not require the driver to exceed the permitted number of driving hours, fail to have minimum rest periods or exceed the speed limits.

4.5 Induction and Training

Site specific induction shall include the relevant details of the project specific CoR controls if applicable. Toolbox meetings are used to update the work team (including contractors) on CoR controls and any related hazards and occurrences. Site Meetings are to include CoR performance including any non-compliance.

Drivers and Loaders – required to restrain loads shall have an awareness of the Load Restraint Guide.

The site-specific induction process includes checking drivers hold a current licence where required.

4.6 Loading Requirements

- a) The Heavy Vehicle National Law (HVNL) imposes obligations on parties in the chain of responsibility (CoR) to take all reasonable steps to ensure that a driver does not commit a loading offence. Loads carried on or in a heavy vehicle must be properly restrained so that they will not fall or be dislodged. Loads must be positioned in such a manner that they do not make the vehicle unstable or unsafe.
- b) The CoR provisions are aimed at persons who can influence and/or control driver behaviour. Parties in the chain of responsibility include:
 - i. The prime contractor of a driver
 - ii. The operator of a vehicle
 - iii. The scheduler of goods or passengers for transport in or on a vehicle, and the scheduler of its driver
 - iv. Consignors / consignees of goods for transport Loaders of goods.

4.7 Load Restraints

The loads on all vehicles are to be restrained in accordance with the Load Restraint Guide (National Transport Commission).

Over centre chain dogs are no longer acceptable. Ratchet type dogs must be used.

All tippers are to have remotely operated tarpaulins. Loads shall be covered before tippers leave the work site. Any tippers observed to be leaving the site without the load covered by a tarpaulin shall be reported to the site supervisor.

Tailgates must be secured by either appropriately rated chains, or air lock mechanism.

Loaders of vehicles shall verify that the load has been secured. The loader shall initial the Driver's Report or Daily Timesheet to indicate load restraint has been checked.

4.8 Speed

To manage speed on FDC managed sites FDC will ensure:

- i. System to ensure terms of consignment, contracts and agreements will not cause the driver to exceed speed limit
- ii. System to ensure demands are not made of the driver that may result in the driver exceeding the speed limit
- iii. System to ensure driver's schedule will not cause the driver to exceed the speed limit

4.9 Fatigue

To manage fatigue on FDC managed sites FDC will ensure:

- i. Systems are in place to ensure the terms of the consignment, contracts and agreements will not result in, encourage, or provide an incentive to a relevant party to cause the driver to drive whilst fatigued
- ii. System are in place to monitor drivers work and rest times
- iii. Systems are in place to assess driver fitness for duty
- iv. System are in place to ensure business practices will not cause the driver to drive whilst fatigued or breach their work/rest hours
- v. Systems are in place to record driver work and rest times

4.10 Hazard and Occurrence Reporting

Where hazards or occurrences are identified such as a fatigued driver, overloaded vehicle, over dimension vehicle without appropriate warning devices, speeding vehicle and unrestrained or poorly restrained loads, the details shall be documented within FDC's Incident Report (F035).

Where the regulator issues a driver (Contractor to FDC) with a Heavy Vehicle Breach Report, Vehicle Defect Notice, Direction to Secure and Adjust or Reduce Load for transport activities associated with the project, the driver shall notify their supervisor who is then required to report the breach to FDC Management.

4.11 Audits / Inspections

The Site Manager and shall undertake an inspection of vehicles and CoR practices at least once quarter.

The inspections and verifications shall address:

- i. Heavy vehicle condition
- ii. Safety work practices
- iii. Correct loading/unloading practices
- iv. Load restraint/tarpaulins
- v. Work Diary and Running Sheet completion
- vi. Completion of pre-start checks by vehicle operators.