



Construction Traffic Management Plan

Residential Subdivision and Housing Development

96 to 104 Cabarita Rd Avalon Beach

Meraki Developments Pty Ltd

c/o MARK HURCUM DESIGN PRACTICE PTY LTD
A R C H I T E C T S
Level 2, 271 Alfred Street North
NORTH SYDNEY NSW 2060

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URaP International
Urban Research and Planning Pty Ltd

ACN078 982 368 ABN 48 078 982 368
PO Box 451, Eastwood, NSW 2122

T 61 2 9736 1792

info@urap.com.au www.urap.com.au

Table of Contents

	Page
1.0 INTRODUCTION	4
2.0 LIMITS IF REPORT	4
3.0 REFERENCES	4
4.0 SITE LOCATION	4
5.0 CONSTRUCTION TRAFFIC MANAGEMENT PLAN PROCEDURE	5
GENERAL.....	5
RISK ASSESSMENT.....	5
CONSTRUCTION VEHICLE MOVEMENTS	6
MINIMISING VEHICLE MOVEMENTS.....	7
TEMPORARY TRAFFIC CONTROL.....	8
TEMPORARY FOOTPATH / NATURE STRIP CLOSURE.....	8
9	
APPENDIX A: SITE LAYOUT	1

Revision Register

Rev	Date	Amended By	Approved By	Remarks
0	24/10/17	David Pavey	David Pavey	Final
1	2/11/18	David Pavey	David Pavey	Minor amendments

1.0 INTRODUCTION

Urban Research and Planning Pty Ltd has been commissioned to prepare a Construction Traffic Management Plan (CTMP) of a development consisting of Residential Subdivision and Housing Development at 96 to 104 Cabarita Rd Avalon Beach.

The development will consist of 10 lot residential subdivision and the construction of nine dwelling hoises with the existing house on Lot 10 to remain.

2.0 LIMITS OF REPORT

This report takes into account the particular instructions and requirements of our client. Urban Research and Planning has taken care in the preparation of this report, however it neither accepts liability nor responsibility whatsoever in respect of:

- Any use of this report by any third party;
- Any third party whose interests may be affected by any decision made regarding the contents of this report; and/or
- Any conclusion drawn resulting from omission or lack of full disclosure by the client, or the clients' consultants.

3.0 REFERENCES

- ♦ Work Health & Safety Act (Australian Capital Territory) 2011
- ♦ Work Health & Safety Regulations (Australian Capital Territory) 2011
- ♦ Work Health & Safety Act (NSW) 2011
- ♦ Work Health & Safety Regulations (NSW) 2011
- ♦ Work Health & Safety (National Uniform Legislation) Act 2011
- ♦ Work Health & Safety (National Uniform Legislation) Regulations 2011
- ♦ Work Health & Safety Act (QLD) 2011
- ♦ Work Health & Safety Regulations (QLD) 2011
- ♦ Work Health & Safety Act (South Australia) 2012
- ♦ Work Health & Safety Regulations (South Australia) 2012
- ♦ Work Health & Safety Act (Tasmania) 2012
- ♦ Work Health & Safety Regulations (Tasmania) 2012
- ♦ Victorian State Government (2013): *Occupational Health and Safety Act 2004*
- ♦ Victorian State Government (2013): *Occupational Health and Safety Regulations 2007*
- ♦ Safe Work Australia: Construction Work - Code of Practice (2013)
- ♦ Safe Work Australia: General Guide for Workplace Traffic Management (2014)
- ♦ Safe Work Australia: Traffic Management: Guide for Construction Work (2014)
- ♦ Traffic management for construction or maintenance work-Code of Practice 2008 (QLD)

4.0 SITE LOCATION

This proposal is located at 96 to 104 Cabarita Rd Avalon Beach,

The subject site is located on the north eastern side of Cabarita Rd approx. 300 m northwest of Careel Bay Cres.

5.0 CONSTRUCTION TRAFFIC MANAGEMENT PLAN PROCEDURE

General

The nominated contractor will in place a Workplace Traffic Management Plan (TMP) to allow for the safe management of people within the workplace. This will be achieved by following the processes and procedures of separation and segregation in areas where there is a risk of interactions between a person and any mobile plant/vehicle.

The contractor is responsible to ensure:

- ◆ The identification of all traffic movement paths in the workplace
- ◆ Risk Assessments are carried out for all traffic movement where there is a risk of interaction with people
- ◆ Adequate and appropriate training is provided to employees / workers in respect traffic management and operation of any plant or vehicle
- ◆ Traffic management procedures are monitored and reviewed as required.
- ◆ A TMP is developed and put into place for use
- ◆ Allocation of resources for effective Traffic Management.

The contractors' supervisors are responsible to ensure:

- ◆ Control measures are inspected and maintained
- ◆ Only trained/certified traffic controllers are used
- ◆ Permanent and temporary warning signs are in place and visible,
- ◆ Access ways are kept clear for emergency vehicles
- ◆ Only undamaged signs are used
- ◆ Recorded weekly inspections and verifications of traffic management
- ◆ Identifying training needs and arranging for employees / workers / subcontractors to attend training.

The contractors' employees / workers are responsible to:

- ◆ Assist and cooperate with the identification of traffic management issues in the workplace
- ◆ Attend traffic management training when required
- ◆ Ensure that they know how to use equipment safely and that they use all equipment in a correct manner
- ◆ Licensed to use the plant or vehicle they are operating
- ◆ Respect all traffic management rules and processes and procedures.

Risk Assessment

The following conditions are to be addressed with the TMP:

- ◆ Entering and exiting work sites from adjacent roads. (including reversing)
- ◆ Entering and exiting buildings (warehouses etc.)
- ◆ Delivery points
- ◆ Loading and unloading points
- ◆ Reversing manoeuvres within the work area
- ◆ Transit through the work area adjacent to personnel and other hazards
- ◆ Parking areas
- ◆ Speed limits
- ◆ collision points (pedestrian's regular routes and where they overlap with mobile plant and vehicles.

Traffic management hazards and risk will be identified by:

- ◆ Observing traffic movement
- ◆ Hazard reports
- ◆ Seeking employee / worker input
- ◆ Consulting with persons with specialised knowledge and skills if required.

All risk assessments will be documented and take the following risk factors into account:

- ◆ The actual / predicted path of pedestrian and traffic movement
- ◆ The risk of interaction of vehicles and pedestrians (frequency and how dangerous)
- ◆ The strategy for placement of signs, barriers, or other traffic guides
- ◆ Short term traffic management
- ◆ Emergencies.

Controls are implemented using a hierarchy of controls. Example:

- ◆ Eliminate task (design it out)
- ◆ Substitute for less hazardous options
- ◆ Isolate persons from risk
- ◆ Use engineering controls (e.g. barriers)
- ◆ Develop procedures and administrative controls (line markings, signs etc.)
- ◆ Provide Information, training and instruction.

Risk controls are reviewed whenever:

- ◆ A control is no longer effective
- ◆ Any change is likely to introduce new or different hazards that current controls will not adequately address
- ◆ A new hazard or risk is identified
- ◆ Results of consultation indicate a review is needed.

Construction Vehicle Movements

The contractors project team will plan and develop procedures for all construction traffic movement based on the risk assessment.

Types of construction vehicle movements may include:

- ◆ Deliveries of plant/equipment by float, semi, tippers or other means
- ◆ Frequent regular traffic of Tradesperson/inspector/engineer vehicle (light vehicle)
- ◆ Movement on site of plant/equipment (e.g. excavators, mobile cranes, loaders)
- ◆ Deliveries of concrete and/or AC bitumen from batching plants (reversing vehicles)
- ◆ Deliveries of materials, supplies to site (loading and unloading areas)
- ◆ Delivery of over dimension loads (long/wide).

Planning traffic management:

- ◆ Traffic management on a site will be carefully planned before work starts so it can be carried out safely. Planning involves identifying the hazards, assessing the risks and determining appropriate control measures by engaging with all relevant persons involved in the work as necessary
- ◆ Prepare and review a TMP
- ◆ Specific control measures must be implemented before using mobile plant near overhead power lines or underground utilities.

Employee / Worker Training and Qualification:

- ◆ Ensure that employees / workers who will be responsible for the management, operation, use and maintenance of traffic management measures requiring certification hold current operator's licenses and are fully trained and competent as required by the relevant Authorities.

Employee / Worker Training – Equipment not requiring Certification:

- ◆ Employee / Workers must be trained to safely deploy or operate traffic management measures by a person who is suitably competent / experienced in its use
- ◆ The employees / workers must be able to demonstrate the safe use of any equipment under supervision before being allowed to undertake traffic management work unsupervised. E.g. radios, traffic signals or signs.

Minimising Vehicle Movements

Traffic movement around the workplace should be minimised as much as possible. This will be achieved where practicable by:

- ◆ Controlling entry/exit to the work area by planning or engineering processes (e.g. gates, signage, speed control)
- ◆ Developing storage areas so delivery vehicles do not have to cross the site
- ◆ Scheduling work processes to minimise the number of vehicles operating at the same time
- ◆ Scheduling work processes to minimise the number of vehicles operating while people are moving through an area (e.g. start and finish of shifts).

Parking areas:

Where practicable, parking areas will be designed to:

- ◆ Be situated between the access point of the road and the work area
- ◆ Not require passing through busy work areas
- ◆ Be clearly marked and sign-posted for visitors
- ◆ Be well-lit and provide an unobstructed view
- ◆ Be situated away from regular traffic pathways
- ◆ Utilise pathways leading to and from parking areas, which are isolated from vehicle pathways (separate by using a barrier or administrative control e.g. flagging, hazard netting or physical barrier)
- ◆ Have clearly signed crossing points where a pedestrian pathway crosses a traffic pathway.

Reversing vehicles:

Where possible, avoid the need for vehicles to reverse. If practicable, utilise one-way traffic flow.

Where reversing vehicles and mobile plant:

- ◆ Vehicles will be fitted with reversing warning alarms
- ◆ Will have sufficient mirrors or cameras to allow the driver to see clearly behind the vehicle
- ◆ Ensure that, for reversing vehicles/plant (e.g. concrete trucks, delivery vehicles) a spotter wearing hi visibility-clothing assists/signals the driver
- ◆ Ensure the driver always exits the vehicle at the earliest opportunity to assess the travel path before commencing reversing operations.

Mobile Plant/Vehicles:

- ◆ Will be operated in a safe manner
- ◆ Only licenced/certified and competent persons are to operate vehicles/plant

- ◆ Will comply with defined speed limits and directions
- ◆ Pre-start safety checks must be conducted for vehicles/plant
- ◆ Damaged or faulty plant/machinery must not be used, and reported to your Supervisor or Manager immediately
- ◆ Will adhere to all traffic signs and directional markings
- ◆ A moving vehicle will never be mounted or dismounted from. Never ride on, or carry passengers unless in an approved seating position (no seat-no ride!)
- ◆ Unload/load vehicles/plant only in designated areas
- ◆ Park vehicles/plant only in designated areas
- ◆ Switch off vehicle/plant if unattended
- ◆ Do not operate vehicles/plant in defined pedestrian areas
- ◆ Stop and continue at a walking speed when entering blind corners
- ◆ Complete incident/accident reports as appropriate

Temporary Traffic Control

Where temporary road traffic control is required (e.g. when providing temporary road bypass for site works or pedestrian management):

- ◆ Approvals and permits are sought from local council and/or state road transport departments where necessary
- ◆ A TMP is developed for the temporary works (this can be a separate plan to the Construction TMP if required)
- ◆ Only accredited traffic controllers are to perform traffic control duties.
- ◆ All traffic control measures put in place must be implemented as per Australian Standard AS 1742.3-2009: Manual of Uniform Traffic Control Devices, Part 3: Traffic Control for Works on Roads ('AS 1742.3-2009') or other requirements as per permit conditions
- ◆ Traffic controllers must have the required accreditation to perform traffic control duties
- ◆ Traffic controllers must have sufficient experience to setup and control traffic safely and efficiently.

Temporary Footpath / Nature Strip Closure

If necessary to close public access to the footpath /nature strip during construction pedestrians will be provided with an alternative route:

- ◆ If closing a vehicle lane, parking area or footpath, a work permit or road usage licence will be sought from local council/Road Transport Dept. as required
- ◆ The following factors will be considered in developing alternative pedestrian access:
 - Travel speed of road traffic
 - Traffic volumes
 - Percentage of heavy vehicles
 - The alignment of the road
- ◆ If alternative route is immediately adjacent to the road, concrete or water filled barriers to protect pedestrians from road traffic will be used
- ◆ Safety fences will be used for restricted access zones
- ◆ Pedestrians will be directed by defined walking paths clearly marked with using appropriate measures (e.g. barriers, fencing hazard netting)
- ◆ Signage will be appropriate and easily seen
- ◆ Temporary pathways will have no trip hazards and the ground/pavement will be free of holes, dips, mud or debris

- ◆ Mobility impaired e.g. wheelchair access, pram ramps, hand rails will be considered in respect to widths, surface and grades
- ◆ If pedestrians are diverted onto the existing roadways adjacent to traffic flows, additional treatments will be implemented to ensure adequate safety separation from road traffic. (as per Australian Standard AS 1742.3–2009: Manual of Uniform Traffic Control Devices, Part 3: Traffic Control for Works on Roads ('AS 1742.3-2009') and/or permit conditions.

[DM1]

Prepared by:
URaP PTY LTD

Authorised by:

DAVID PAVEY
Principal Consultant

DR KAM TARA
Director

APPENDIX A: SITE LAYOUT



DRIVEWAY PLAN

RESIDENTIAL DEVELOPMENT

1801 A006 A/P8

96-104 CABARITA ROAD AVALON BEACH

1:200 @ A1
JUNE 2018

ISSUED FOR CONSULTANT COORDINATION
AMENDMENT
23/10/18
DATE
A/P8
ISSUE

MARK HURCUM DESIGN PRACTICE
ARCHITECTS

LEVEL 2 271 ALFRED STREET NORTH
NORTH SYDNEY NSW 2060
FACSIMILE (02) 9955 5063
TELEPHONE (02) 9955 5608

DESIGN PRACTICE

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1801 A001 Site Plan Drawings.vwx

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