



CONSTRUCTION PEDESTRIAN TRAFFIC MANAGEMENT PLAN

By

**NOLA NGATUAINÉ RURA
OF SYDNEY TRAFFIC
CONTROL**

**1955 PITTWATER ROAD,
BAYVIEW, NSW 2104**

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1. ABOUT THE PROJECT

1.1 Background

The project undertaken by Arcadia Projects & Design will consist demolition works and construction of a seniors housing development at number 1955 Pittwater Road, Bayview, NSW 2104. Construction Pedestrian Traffic Management Plan relates to the Development Application Number DA 2019/0154.

Company Responsible for the Construction:	Arcadia Projects & Design
Address:	Unit 23/205 Port Hacking Rd, Miranda NSW 2228
Contact:	Joel Williams – Director
Mobile:	0416 290 835
Development Application Number:	DA 2019/0154

1.2 Location

The site is located at 1955 Pittwater Road, Bayview, NSW 2104.

The site is situated between approx. 85m south east of Loquat Valley Road and 550m north west of King Edward Avenue.

Pittwater Road is a 2 lane, 2-way road including a trafficable shoulder along the northern side. The subject road is approximately 7m wide including an additional 3.5m wide shoulder, totaling 10.5m.

Pittwater Road is classified as a ***“Regional Road”*** under the RMS Schedule of classified roads.



Diagram 1, Site Location (Source Google Maps)

1955 PITTWATER ROAD, BAYVIEW NSW 2104

1.3 Purpose

The purpose of this Construction Traffic Management Plan (CTMP) is to satisfy the RMS and Northern Beaches Council requirements and describe how ARCADIA PROJECTS & DESIGN proposes to manage traffic and pedestrian movement safely whilst carrying out their respective activities. It is also to ensure public safety and minimize any impact to the adjoining pedestrian and vehicular traffic systems. Confirming appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner's property rights and projects amenity in the locality, without unreasonable inconvenience to the community. The CTMP is intended to minimize impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site.

1.4 Objectives

The key objectives of this CTMP are:

- ✚ To satisfy the key legal requirements related to Traffic, Transport and Access;
- ✚ 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 minimize delays to traffic and consider the needs of all road users; and
- ✚ To ensure compliance with relevant specifications and the RMS's – 'Traffic Control at Work Sites' Handbook Version 4.

2. CONSTRUCTION

2.1 Construction Activities

<u>Stage</u>	<u>Estimated Duration</u>
Demolition/ Excavation	6 weeks
Construction	42 weeks
Site works	5 weeks

2.2 Working Hours

- ✚ Monday – Friday: 7:00am – 5:00pm
- ✚ Saturdays: 8:00am – 1:00pm
- ✚ No work is permitted on Sundays or Public Holidays

Due to the proximity of the site adjacent to St Luke's Grammar Bayview School, no heavy vehicle movements affecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).

NOTE: Demolition and Excavation works are to be restricted within the hours of 8:00am to 5:00pm Monday to Friday only.

Works may be undertaken outside of hours, where it is required to avoid the loss of life, damage to property, to prevent environmental harm and/or to avoid structural damage to the building. Written approval must be given by the Construction Regulation Unit, prior to work proceeding.

2.3 Construction Zones

A 12.5M Construction Work Area is proposed within the site boundary at 1955 Pittwater Road, Bayview NSW 2104. Council approval will be gained prior to Work Area implementation.

2.4 Ingress/ Egress of Vehicles

Adequate advanced warning and directional signage will be placed in advance of the entry and exit of site.

All vehicles will enter and exit site in a forward direction.

All loading/unloading will take place in the work area within the site boundary at 1955 Pittwater Road, Bayview NSW 2104.

All concrete pours will take place in the work area within the site boundary at 1955 Pittwater Road, Bayview NSW 2104.

No construction vehicles should obstruct any pedestrian crossings or footpaths.

No construction vehicles should queue/layover on Pittwater Road without an approved ROL.

The trucks' movements will be carried out taking into consideration the surrounding building and roads. Adequate mitigation measures will be put in place 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 as required. All vehicles leaving the site must be free of mud or any other debris. Drivers of vehicles that exit the site must check their vehicles are clean prior to exiting. It is the responsibility of each driver to confirm their vehicles are clean prior to exiting site. At points of vehicle egress the driver will give way to pedestrians and cyclists before exiting.

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

The details regarding the access and egress routes of vehicles are described in the following sections.

2.4.1 Ingress

Vehicle access to the site will take place from Pittwater Road.

1. Site vehicles to travel northbound along Pittwater Road and turn left into site.



1955 PITTWATER ROAD, BAYVIEW NSW 2104

2.4.1.1 INGRESS ROUTE 1

127 Mona Vale Rd

Warriewood NSW 2102



Head north on Mona Vale Rd/A3 towards Ln Cove Rd

2.5 km



Use the left 2 lanes to turn left onto Pittwater Rd

200 m



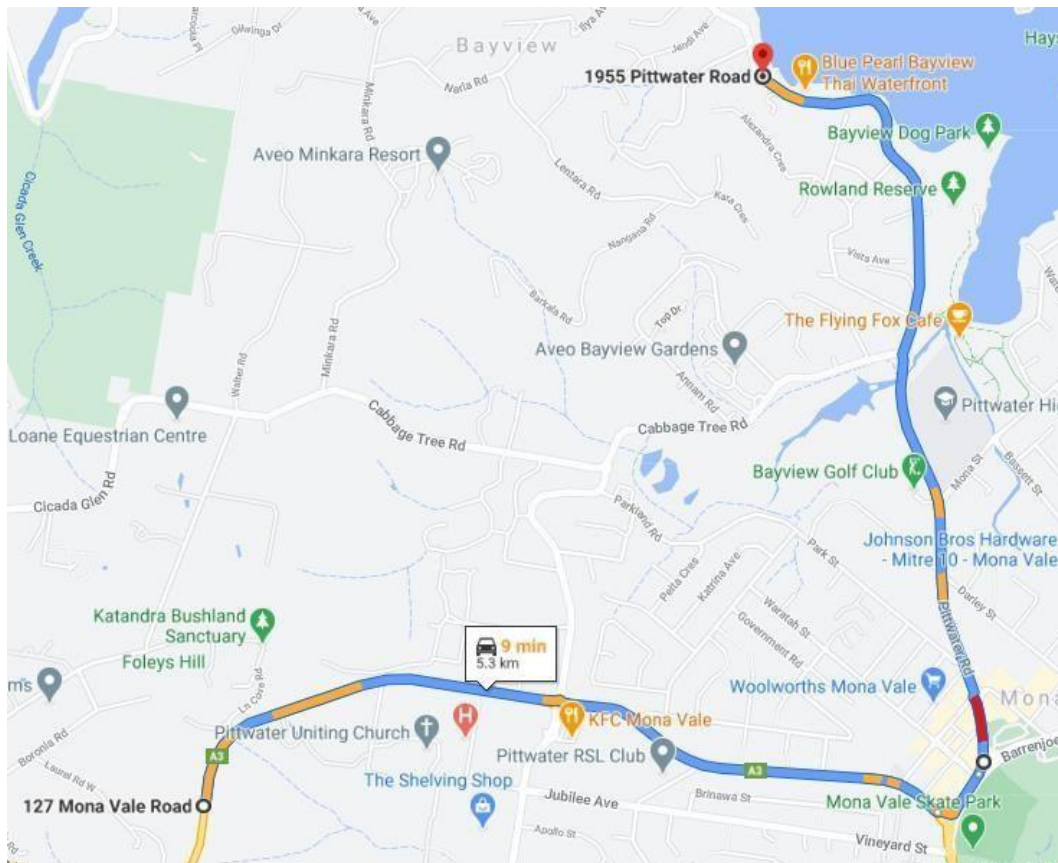
Turn left to stay on Pittwater Rd

Destination will be on the right

2.5 km

1955 Pittwater Rd

Bayview NSW 2104



1955 PITTWATER ROAD, BAYVIEW NSW 2104

2.4.1.2 INGRESS ROUTE 2

Pittwater Rd

Mona Vale NSW 2103



Head north on Pittwater Rd/A8 towards Rowan St



Continue to follow Pittwater Rd

750 m



Turn left to stay on Pittwater Rd

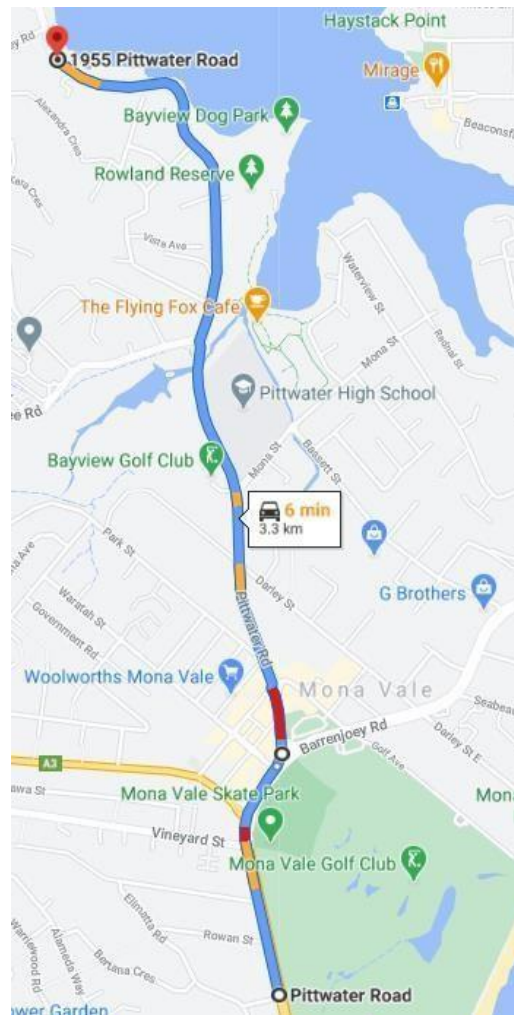


Destination will be on the right

2.5 km

1955 Pittwater Rd

Bayview NSW 2104



2.4.1.1 Ingress Route 2

1955 PITTWATER ROAD, BAYVIEW NSW 2104

2.4.2 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 site will be from Pittwater Road, vehicles will travel in a forward direction.

1. Using caution and giving way to pedestrians or vehicles already on the road;



2.4.2 Egress 1 (Source Google Maps)

1955 PITTWATER ROAD, BAYVIEW NSW 2104

2.4.2.1 EGRESS ROUTE 1

1955 Pittwater Rd

Bayview NSW 2104



Head south-east on Pittwater Rd

2.7 km



Keep right to stay on Pittwater Rd

81 m

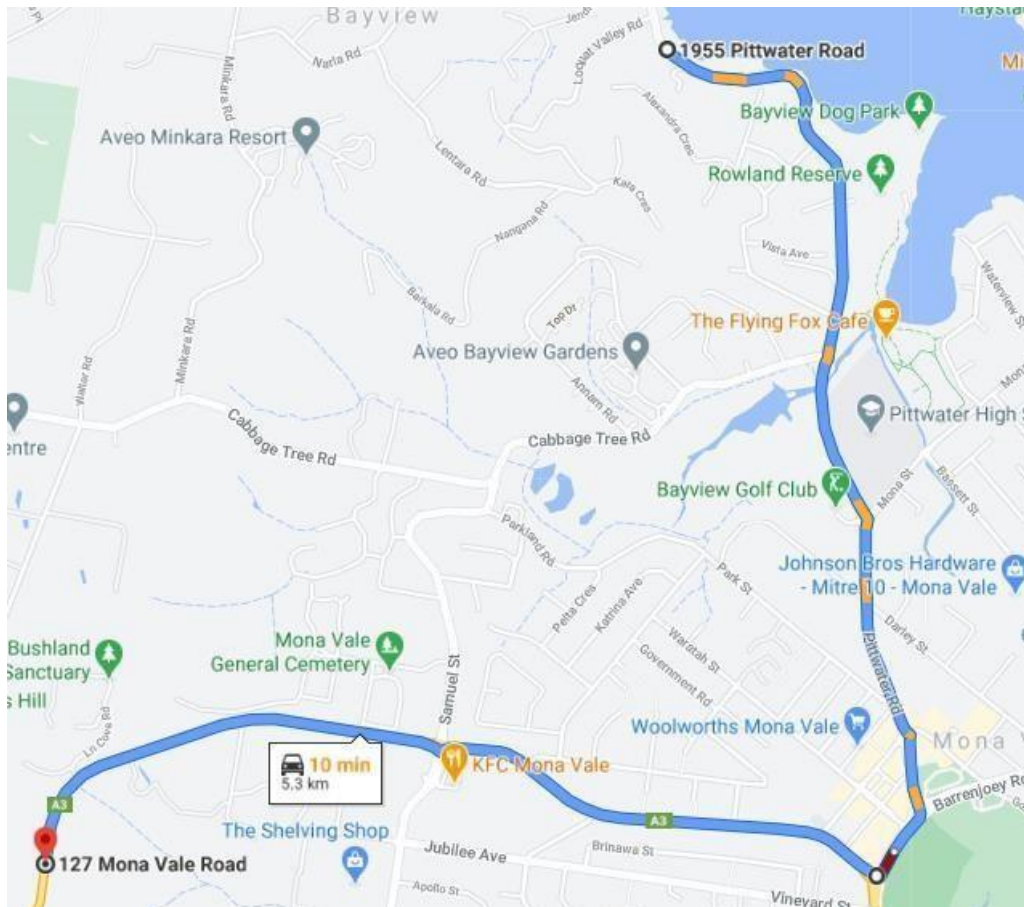


Pittwater Rd turns right and becomes Mona Vale Rd/A3

2.6 km

127 Mona Vale Rd

Warriewood NSW 2102



2.4.2.1 Egress Route 1

1955 PITTWATER ROAD, BAYVIEW NSW 2104

2.4.2.2 EGRESS ROUTE 2

1955 Pittwater Rd

Bayview NSW 2104

↑ Head south-east on Pittwater Rd

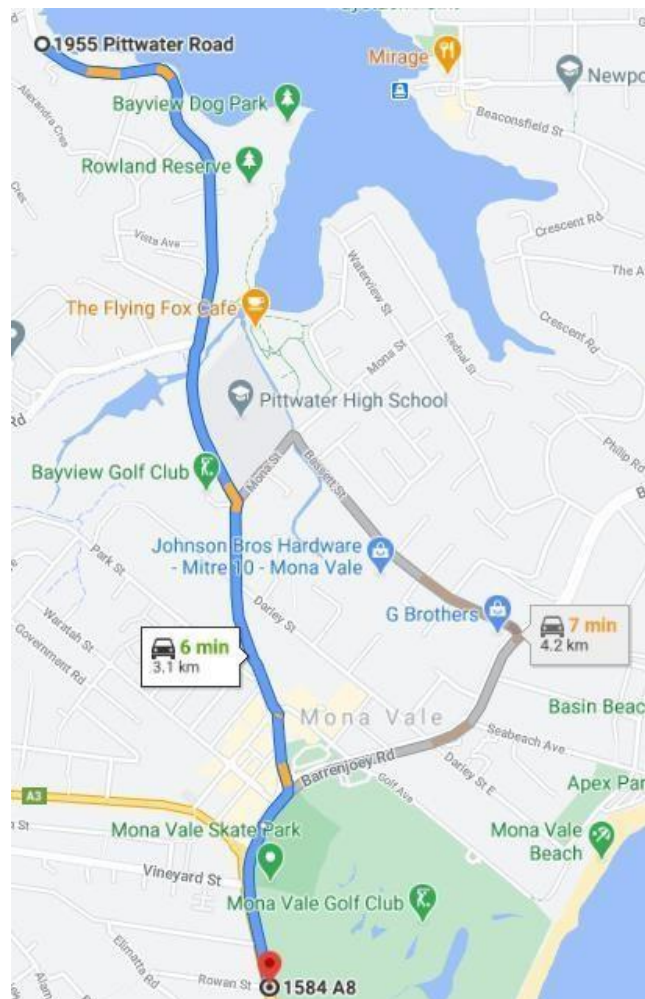
2.7 km

↩ Use the left 3 lanes to turn slightly left to stay on Pittwater Rd

450 m

1584 A8

Mona Vale NSW 2103



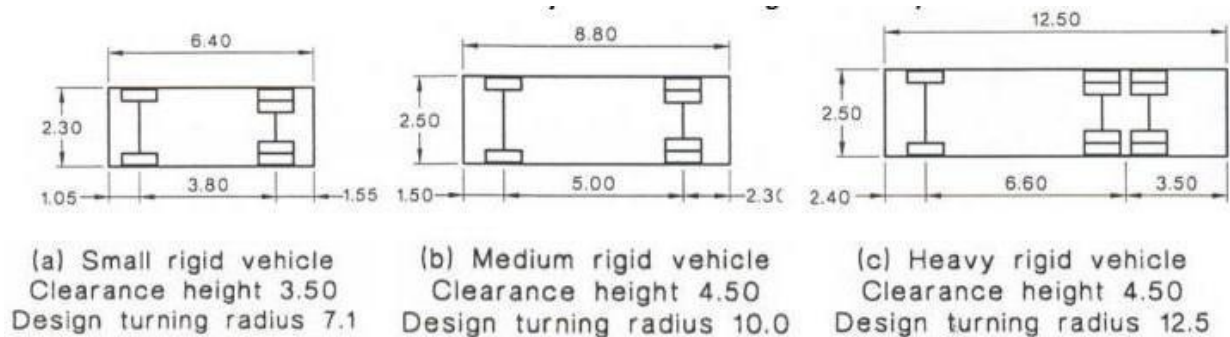
2.4.2.2 Egress Route 2

1955 PITTWATER ROAD, BAYVIEW NSW 2104

2.5 Transport Vehicles

ARCADIA PROJECTS & DESIGN will have an active and ongoing involvement in the management and monitoring of works during the construction phase. They will ensure, as previously mentioned, that no vehicle will make deliveries outside Council's approved DA times, as well as that all delivery vehicles will arrive at pre-arranged times to site. All vehicles approaching the work site will adhere to the road rules and observe any signage in place.

All loading and unloading of vehicles will be so from on site. During demolition and construction there will be no queuing or marshalling of trucks on public roads.



<u>Stage</u>	<u>Movements at peak</u>	<u>Range of vehicles during stage</u>	<u>Largest Vehicle</u>
Demolition	4/day	SRV, MRV	MRV
Excavation	8/day	SRV, MRV	MRV
Construction	3-5/day	SRV, MRV	MRV
Site works	1/day	SRV, MRV	MRV

The largest vehicle expected to site is a Medium Rigid Vehicle (MRV) which will be 8.8MTRS long delivering building materials.

2.6 Hoisting Devices

There will be a tower crane on site, but will not be erected for the entire duration of the project.

Council will be notified and approval gained prior to tower crane being mobilized on-site.

2.7 Removal and Storage of Rubbish or Spoil

All waste/materials will be collected from within the site boundaries to be loaded onto trucks. As previously described, all trucks will have the load covered by tarpaulin or other means to secure load. All loading and unloading to take place on site.

2.8 Hoarding, Scaffolding and other temporary Structures

No hoarding/fencing will be erected along the Pittwater Road frontage during the development due to the substantial offset between the public and the work(s) area.

3. IMPACTS AND MANAGEMENT

3.1 Road/Lane Closures

A 12.5M work zone is proposed in front of 1955 Pittwater Road, within the site boundary.

3.2 Pedestrians and cyclists

All works will take into consideration pedestrians and cyclists.

Advanced warning/Directional signage will be installed (according to approved TCP) to warn pedestrian and cyclists of truck entry and exit to/from site.

Only authorized personnel will be permitted within the building site unless accompanied by site management, 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.

The existing footpath along Pittwater Road (across from site) will be maintained and pedestrian movements will not be disrupted. There is no footpath present adjacent to site.

When traffic controllers are on-site during large deliveries, they are to wait until a suitable gap in traffic to allow them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site – **the vehicles already on the road have right-of-way.**

3.3 Public Transport

The public transport network will not be affected during the development. Buses will always have priority.

3.4 Parking

There is no on-site parking available for site contractors.

All staff associated with the site will be encouraged to carpool or use public transport, whenever possible to travel to and from the site. No contractor or site-related vehicles will be parked on any part of the surrounding streets.

3.5 Emergency Vehicles

Emergency services will not be affected by the proposed works. In the case, any emergency vehicle required for site will be given priority and will enter via Pittwater Road.

3.6 Environmental

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

- Containment and removal of any hazardous materials in accordance with EPA regulations;
- Roadway (and nature strip and/or footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no costs to Council.
- Monitoring of air emissions throughout the construction process similarly, noise pollution will be minimized 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 is operational;
 - Use of electrically powered plant where possible;
 - Where possible, noisy plant equipment will be kept away from sensitive noise boundaries or alternatively within enclosures.

3.7 Access to Surrounding Properties and Noise

The works will not affect access to surrounding properties, including residents, and surrounding businesses.

Local Business & Resident access must be maintained at all times

Regarding noise impacts, Arcadia Projects & Design will strive to keep all noise associated with the works kept to a minimum. Likewise, no noise will be made outside the approved hours for site.

All reasonable and feasible steps must be undertaken to ensure that the work, including demolition, excavation and building comply with the Protection of the Environmental Operations (Noise Control) Regulation 2000

3.8 Consideration of the Combined Construction Activities and Other Developments

A notification letter will be distributed to Development Sites in close proximity to Site Location, 14 days prior to each stage of works to ensure there is no disruption to nearby Construction Activities.

1955 PITTWATER ROAD, BAYVIEW NSW 2104

3.9 Notice for Surrounding Properties

Letters will be distributed to residents and surrounding businesses will be kept advised of the timeframes for completion of each phase of the development/construction process. A minimum of 7 days notification will be provided prior to the implementation of any temporary traffic control measures.

4. TRAFFIC CONTROL PLAN (TCP)

A TCP is defined in the RMS's TCWS Manual 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 C.

4.1 Objectives

The provision of a safe environment for road users and works staff is a key objective of ARCADIA PROJECTS & DESIGN 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, and
- Ensure the safety for workers, motorists, pedestrians and cyclists

4.2 Context

The TCP's prepared were based on the principles and measures outlined in this CTMP, which details the road safety and traffic principles, strategies and measures that will be applied to enable ARCADIA PROJECTS & DESIGN 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 for 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; and
- Providing adequate signage within the Construction Site for access and egress

4.3 Traffic Controllers

Only certified traffic controllers will undertake this activity. The placement of signs will be done so by a qualified Yellow Card holder as per the Australian Standards 1742. Traffic control will be required on site during times of any vehicle activities at the site.

4.4 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;
- Traffic Management records and plans will be maintained as well as record/log;
- ARCADIA PROJECTS & DESIGN 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.

4.5 Credentials

The CTMP was prepared by Nola Ngatuaine Rura, RMS Prepare a Work Zone Traffic Management Plan Number 1010014.

4.6 Traffic Control Signs and Devices

Traffic control devices are an important tool for influencing safety for road users, in particular where temporary traffic controls are implemented at work sites. During the construction of this project ARCADIA PROJECTS & DESIGN will assess the warrant for traffic control devices in accordance with the relevant guides/standards such as: RMS's – TCWS Manual, 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. ARCADIA PROJECTS & DESIGN 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; and
- 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, AUSTROADS Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices and the relevant parts of Australian Standard 1742.

5 APPENDICES

- Route to nearest Medical Centre – Attachment 1
- Route to nearest Hospital – Attachment 2
- Road Limits and Special Signage
- Traffic Control Plan: General Construction Activities
- Traffic Control Plan: HRV and AV Deliveries
- Tower Crane Specifications

NEAREST MEDICAL CENTRE

1955 Pittwater Rd

Bayview NSW 2104



Head south-east on Pittwater Rd

2.3 km



At the roundabout, take the 1st exit onto Park St

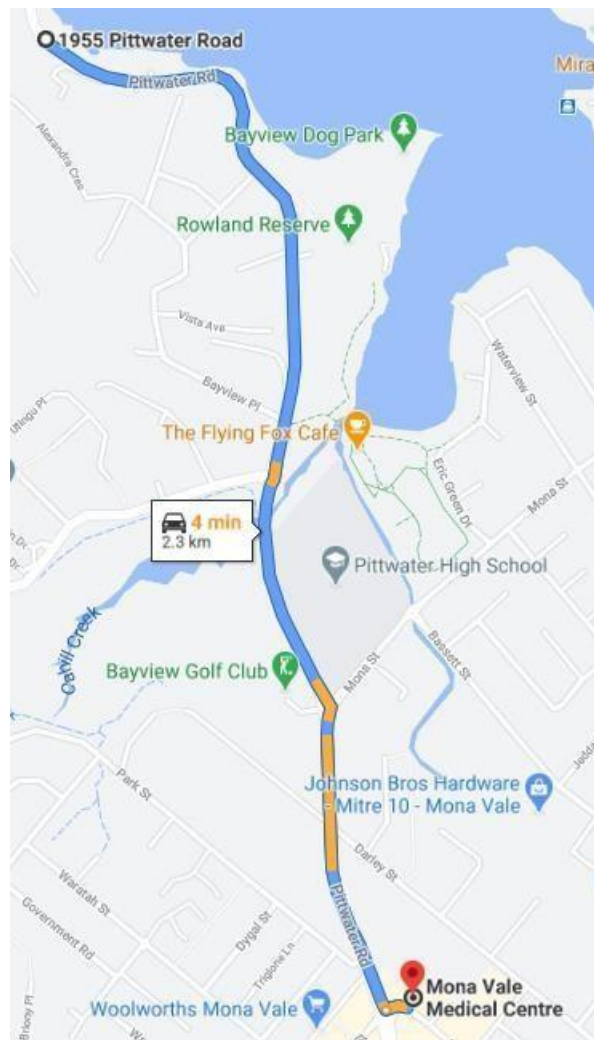


Destination will be on the left

44 m

Mona Vale Medical Centre

18-20 Park St, Mona Vale NSW 2103



1955 PITTWATER ROAD, BAYVIEW NSW 2104

NEAREST HOSPITAL

1955 Pittwater Rd

Bayview NSW 2104



Head south-east on Pittwater Rd

2.7 km



Use the left 3 lanes to turn slightly left to stay on Pittwater Rd

1.0 km

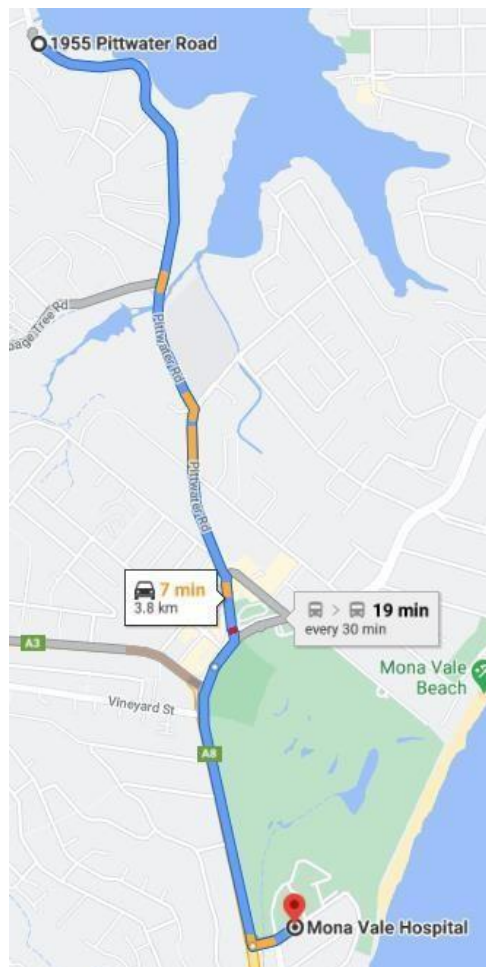


Turn left onto Coronation St

170 m

Mona Vale Hospital

Mona Vale NSW 2103



1955 PITTWATER ROAD, BAYVIEW NSW 2104

Appendix D RMS Road Limits and Special Signage:

5



■ 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.



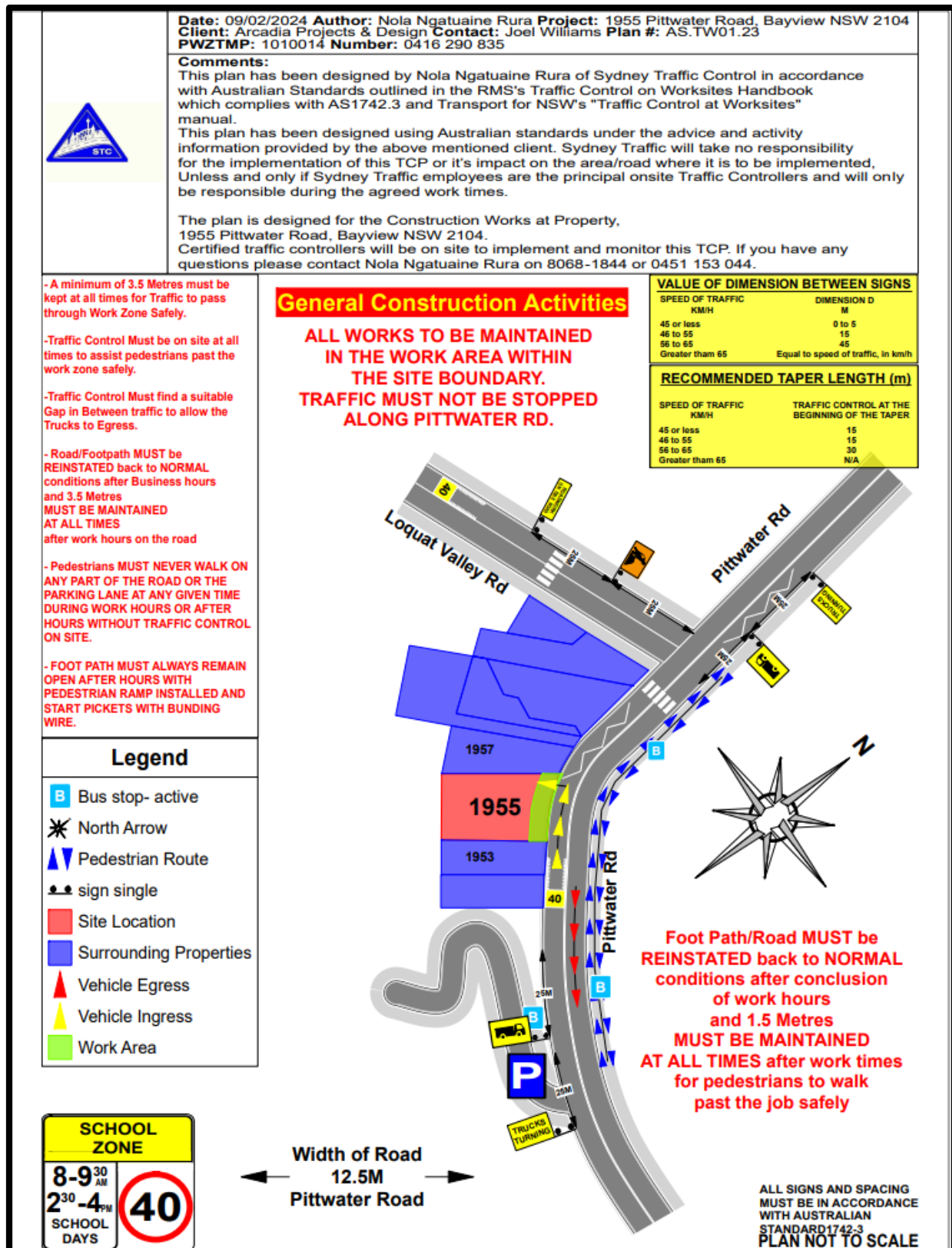
■ TRUCKS MUST ENTER SIGN

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

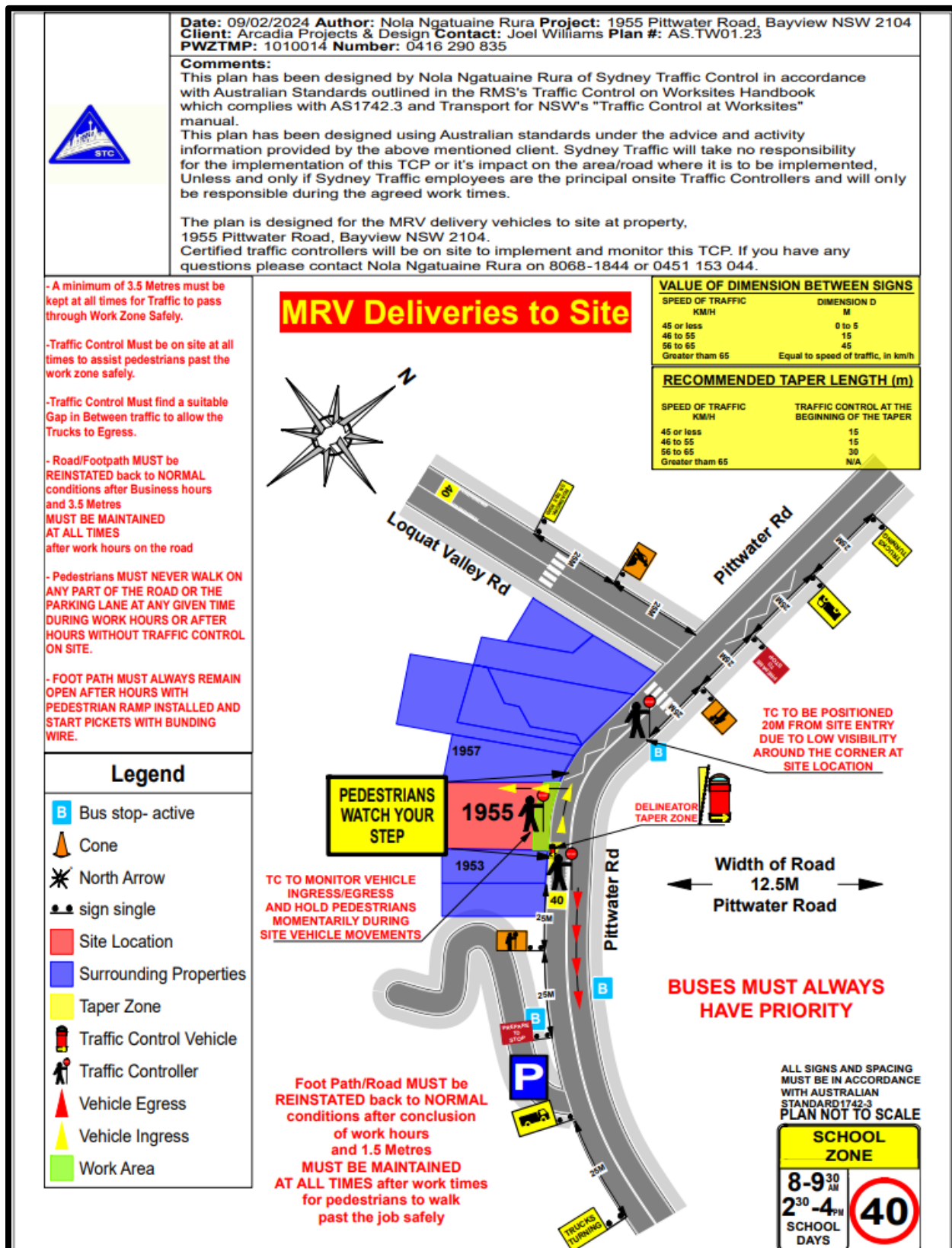
■ WHERE HEAVY VEHICLES CAN STAND OR PARK

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.

TRAFFIC CONTROL PLAN: General Construction Activities



TRAFFIC CONTROL PLAN: MRV Deliveries

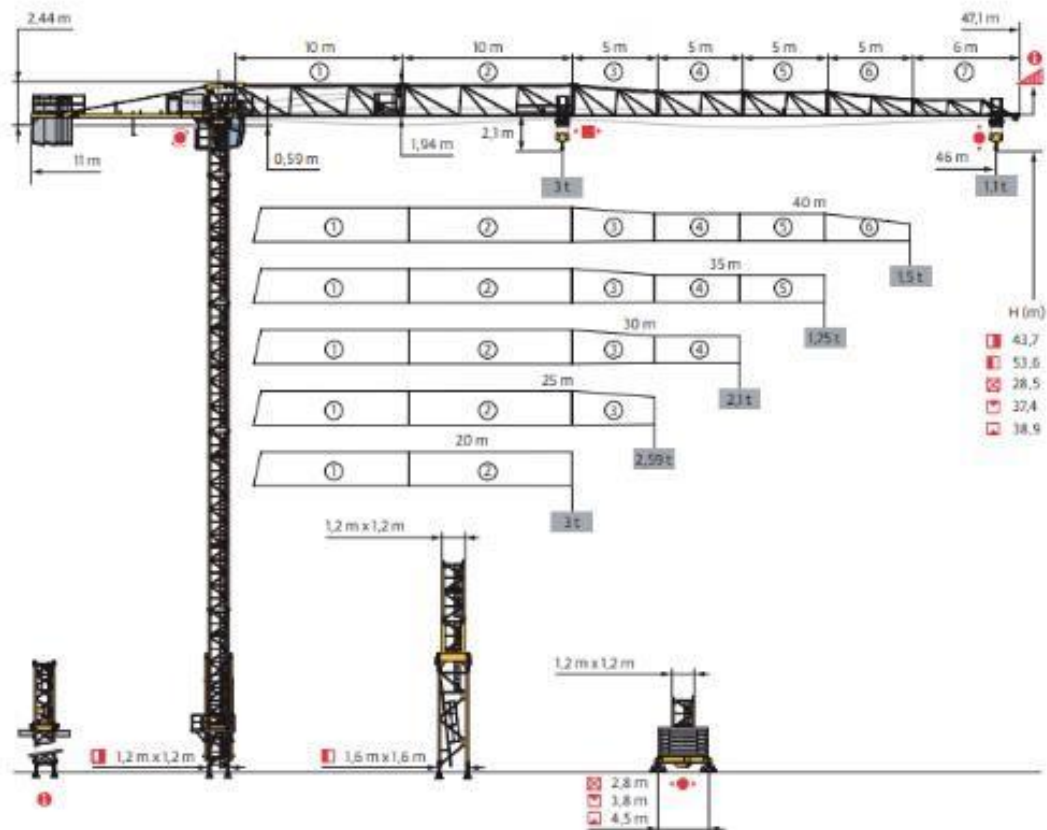


TOWER CRANE SPECS

Grove | Manitowoc | NationalCrane | Potain



Potain MCT 68



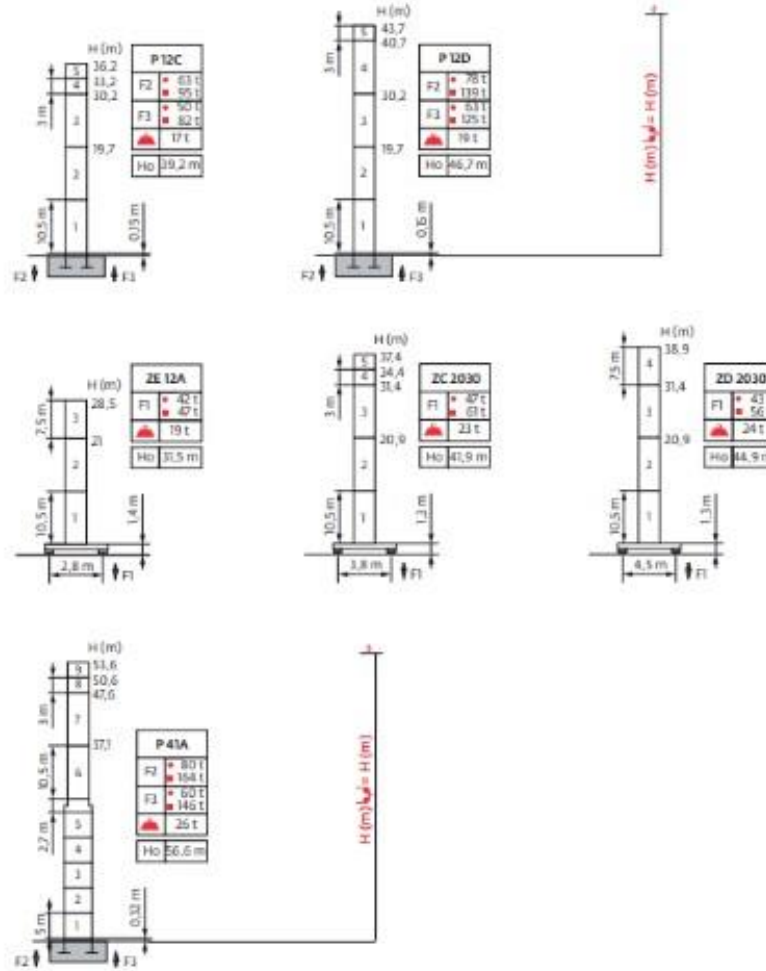
1955 PITTWATER ROAD, BAYVIEW NSW 2104

TOWER CRANE SPECS

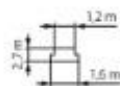
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Mât - Réactions / Mast - Reaktionskräfte / Mast - Reactions / Mástil - Reacciones / Torre - Reazioni
Tramo - Reações / Реакция опор мачты

1.2 m
20 m → 46 m



1.6 m/1.2 m
20 m → 46 m



MCT 68

1955 PITTWATER ROAD, BAYVIEW NSW 2104

TOWER CRANE SPECS

FEM 1.001-A3

Anchages / Verankerungen / Anchorages / Anclajes / Ancoraggi
Ancoragem / Анкеры



Courbes de charges / Lastkurven / Load curves / Curvas de cargas / Curve di carico
Curvas de carga / Кривые нагрузок

46 m	2,05 ▶	19,7	20	22	23,1	25	27	30	32	35	37	40	42	45	46	m
nom.		1	2,95	2,65	-	2,1	2,1	1,85	1,7	1,55	1,45	1,3	1,25	1,15	1,1	t
		2,5	2,3	2,1	1,85	1,7	1,55	1,45	1,3	1,25	1,15	1,1				t

40 m	2,05 ▶		22	25	25,8	27	30	32	35	37	40	m
nom.		1	2,6	-	2,35	2,1	1,95	1,75	1,65	1,5		t
		2,5	2,35	2,1	1,95	1,75	1,65	1,5				t

35 m	2,05 ▶		22	25	25,8	27	30	32	35	m
nom.		1	2,6	-	2,35	2,1	1,95	1,75		t
		2,5	2,35	2,1	1,95	1,75				t

30 m	2,05 ▶		22	25	25,8	27	30	m
nom.		1	2,6	-	2,35	2,1		t
		2,5	2,35	2,1				t

25 m	2,05 ▶		22	25	m
nom.		1	2,58		t
		2,5			t

20 m	2,05 ▶		30	m
nom.		1		t
		2,5		t

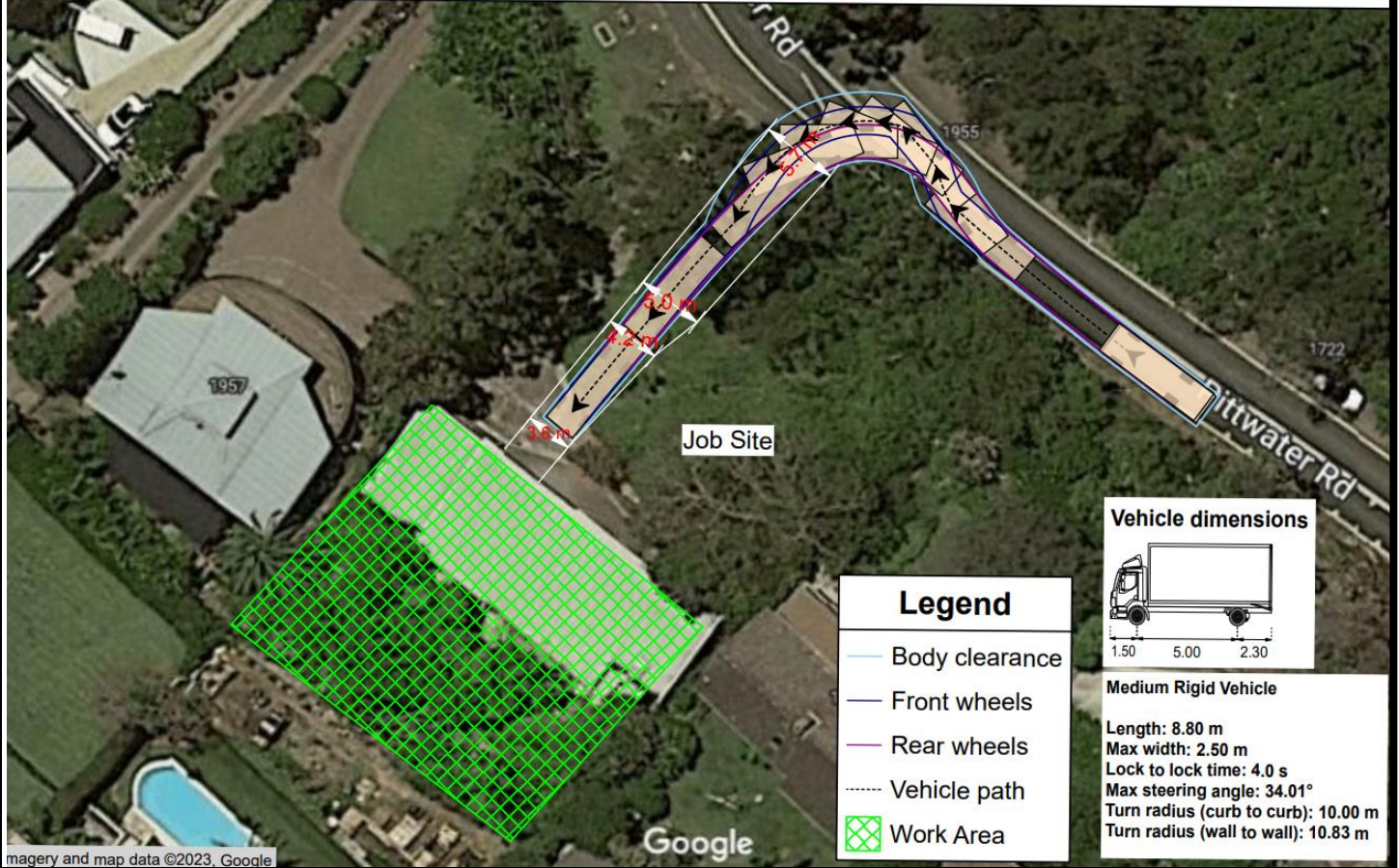
MCT 68

SWEPT PATH ANALYSIS

Date: 26/10/2023 **Author:** Sydney Traffic Control **Project:** 1955 Pittwater Road, Bayview
Site Location: 1955 Pittwater Road, Bayview NSW 2104 **SPA #:** 1509

Comments:

This Swept Path Analysis (SPA) has been developed by Sydney Traffic Control to show whether a Medium Rigid Vehicle (MRV) can safely access site from Pittwater Rd. as shown. 



1955 PITTWATER ROAD, BAYVIEW NSW 2104