



Construction Traffic Management Plan for 'The Y' Proposed Boarding House Development at 615-613 Pittwater Road and 11 May Road, Dee Why

Contents

1.	Introduction	4
2.	Existing Conditions	4
2.1.	Site Description	4
2.2.	Existing Road Conditions	5
2.3.	Public Transport	6
2.4.	Proposed Development Description	6
2.5.	Construction Schedule	6
2.6.	Signage Requirements	6
2.7.	Construction Vehicles	7
2.8.	Site Access & Internal Turning	7
2.9.	Construction Vehicles Routes	7
2.10.	Pedestrian Issues	9
2.11.	Tradesperson Car Parking	9
2.12.	Access to Adjacent Properties	10
2.13.	Road Occupancy & Authority Permits	10

3.	Traffic Control Plan	11
4.	Drivers Code of Conduct	12
4.1.	Noise Minimisation Controls	12
4.1.1.	Compression Braking	12
4.1.2.	Speed	12
4.2.	Delivery Standards	12
4.2.1.	Queueing	12
4.2.2.	Braking	12
4.2.3.	Covering of Loads	12
4.2.4.	Truck Wash	12

5.	Conclusions	13
	APPENDIX A – TRAFFIC CONTROL PLAN	14
	APPENDIX B – TRAFFIC CONTROL PLAN (A)	15
	APPENDIX C – TRAFFIC CONTROL PLAN (B)	16
	APPENDIX D – TRAFFIC CONTROL PLAN (C)	17
	APPENDIX E – TRAFFIC CONTROL PLAN (D)	18

1. Introduction

Jones Nicholson Pty Ltd has been engaged to undertake a construction traffic management plan for the proposed development of 615-613 Pittwater Road and 11 May Road Dee Why, 2099. This report must be read in conjunction with the design documents and other relevant information.

2. Existing Conditions

2.1. Site Description

The proposed boarding house development will have access from both May Road and Pittwater Road. The three blocks contain single dwellings currently. The location of the site is highlighted in red in **Figure 1** below.



Figure 1- Project Site

2.2. Existing Road Conditions

The Roads & Maritime Services (RMS, formally RTA) broadly classifies all roads into three administrative classes: state, regional and local. A detailed description of each administrative class is provided in "NSW Road Management Arrangements", however in general:

State Roads are the major arterial links throughout NSW and within major urban areas. They are the principle traffic carrying and linking routes for the movement of people and goods within the Sydney, Newcastle, Wollongong and Central Coast urban areas and which connect between these urban centers, the major regional towns, the major regions of the State and the major connections interstate.

Regional Roads are routes of secondary importance between State Roads and Local Roads which together with the State Roads, provide the main connections to and between smaller towns and districts and perform a sub arterial function in major urban areas.

Local Roads comprise the remaining Council controlled roads which provide for local circulation and access.

A8 (Pittwater Road)

The A8 (named Pittwater Road in the vicinity of the site) is a state road that serves to connect North Sydney with Mona Vale, just the North of the Harbour. The number of lanes and speed limits for The A8 vary.

Pittwater Road

Pittwater Road is classed as a dead-end local road, running in parallel to the A8 (also named Pittwater Road) starting on May Road to the North. Pittwater road is a narrow road (5 meters in width), has a speed limit of 50 km/h, is a two-way street with a single lane in each direction and no separating lines.

May Road

May Road is classed as a local road that serves to connect The A8 with Warringah Road. May Road has signage stating **NO ACCESS TO VEHICLES 3 TONNES AND OVER**. Council has approved access for construction vehicles only between the intersection with Pittwater Road and the site at 11 May Road. May Road has a speed limit of 50 km/h, is a two-way street with a single lane in each direction and separating lines in the vicinity of the site.

A38 (Warringah Road)

A38 (named Warringah Road in the vicinity of the site) is a State Road that serves to connect Roseville/Chatswood in the West with Dee Why in the East. The number of lanes and speed limits for The A8 vary.

Sturdee Parade

Sturdee Parade is a local road with the suburb of Dee Why. Sturdee Parade has a speed limit of 50km/h, one lane in each direction, and a section with no line markings.

Pacific Parade

Pacific Parade is a local road that serves to connect Pittwater Road in the West with Dee Why beach to the East. The number of lanes and speed limit for Pacific Parade vary.

Approved Routes for Heavy Vehicles – B-Doubles and High Clearance Vehicles

The NSW Roads and Maritime Services (RMS) have designated approved routes (or otherwise conditional routes) for B-Doubles (over 50 tonnes) and vehicles requiring bridge/underpass clearance greater than 4.6m (in black). The A8 is an approved B-Double haulage route.

2.3. Public Transport

There is a bus stop approximately 100 meters from the site, on Pittwater Rd which has regular services connecting with travelers from the South, West and East. There is also a bus stop on the opposite side of Pittwater Road, approximately a 6-minute walk from the site.

2.4. Proposed Development Description

The proposal is for the construction of five separate blocks to form a boarding house facility. Vehicular entry to two separate basement garages will be from May Road and Pittwater Road.

2.5. Construction Schedule

Working hours for building works are to comply with DA Condition 5 which are as follows:

- Monday – Friday between the hours of 7:00am to 5:00pm.
- Saturdays – 8:00am to 1:00pm.
- Demolition and Excavation works must be performed only between 8:00am and 5:00pm Monday to Friday.
- No work may be carried out on Sundays or public holidays.
- The owner/builder shall be responsible for the compliance of this condition by all sub-contractors, including demolishers

2.6. Signage Requirements

A sign must be erected in a prominent position on any site on which building work, subdivision work or demolition work is being carried out:

- a) Showing the name, address and telephone number of the Principal Certifying Authority for the work, and
- b) Showing the name of the principal contractor (if any) for the building work and a telephone number on which that person may be contacted outside working hours and at any time for business purposes, and
- c) Stating that unauthorized entry to the work site is prohibited.

Temporary works signage will be provided as required to warn traffic travelling on May Road to the potential hazards associated with heavy vehicles entering and exiting the proposed construction site via the site entrance.

The construction contractor should implement the necessary traffic control signage during the construction works period as per Australian Standard AS 1742.3, and in accordance with any requirements imposed by the roads authority. All traffic controls will be undertaken by the authorised traffic control service provider. Traffic controllers should also be used for truck access to the construction site and to manage pedestrian movements.

2.7. Construction Vehicles

The main type of construction vehicles that are anticipated during civil works consists of:

- Truck and Dog Trailers
- Concrete trucks
- Concrete boom pumps
- Reinforcement trucks (MRV)
- Standard Delivery Trucks

2.8. Site Access & Internal Turning

The contractor shall be responsible for the establishment of haulage routes within the site. Primary access will be from May Road. The following generic guidelines are recommended:

- All vehicles will enter onto and exit the site via May Road.
- Deliveries will be made directly to the site.
- Traffic Control to be in place to control movements of trucks entering/exiting the site

2.9. Construction Vehicles Routes

All heavy vehicles travelling to and from the site are to follow one of the designated construction vehicle routes, refer **Figure 2, Figure 3 and Figure 4**, and descriptions following. All construction vehicle routes are to the primary site access on May Road. The proposed construction site is located in close proximity to B-double truck routes, A8 and A38.



Figure 2. - North Bound Construction Vehicle Routes

Inbound (arriving) = Blue

Outbound (leaving) = Red



Figure 3. - South Bound Construction Vehicle Routes

Inbound (arriving) = Blue

Outbound (leaving) = Red

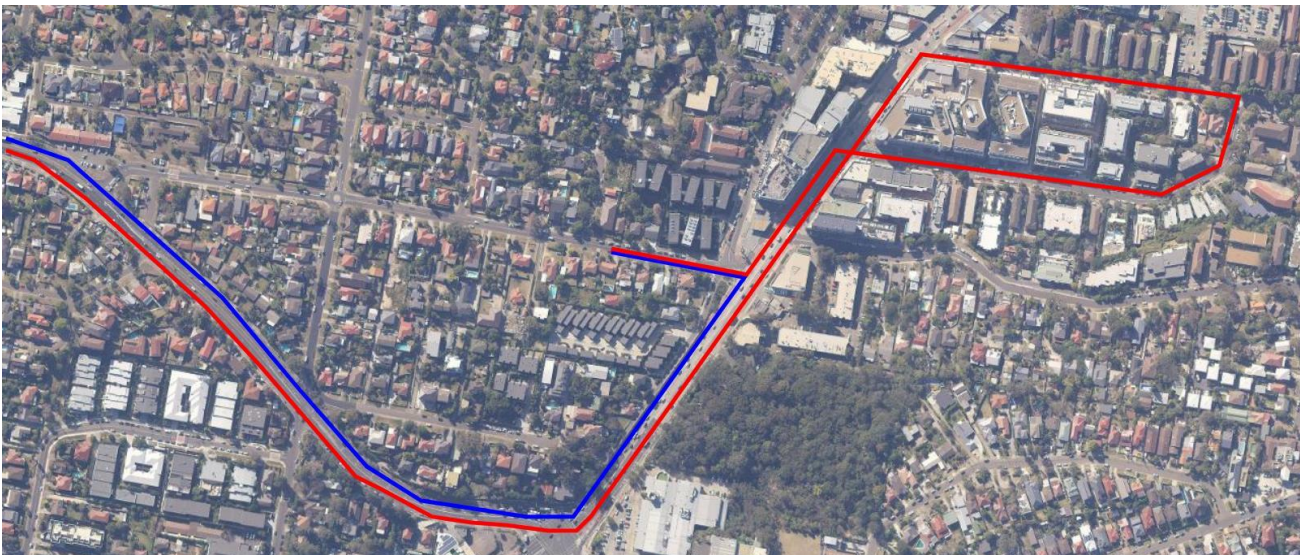


Figure 4. - West Bound Construction Vehicle Routes

Inbound (arriving) = Blue

Outbound (leaving) = Red

Inbound (Arriving) Vehicle Routes:

From the North: Vehicles from the North are to approach the site via Warringah Rd only as there is no right turn off Pittwater Rd onto May Rd. Travelling Eastbound on the A38 (Warringah Road), turn left onto Pittwater Road. Turn left onto May Road, then left again onto the site.

From the South: Travelling Northbound on the A38 (Pittwater Road), turn left onto May Road and then left onto the site.

From the West: Travelling Eastbound on the A38 (Warringah Road), turn left onto Pittwater Road. Turn left onto May Road, then left again onto the site.

Outbound (Departing) Vehicle Routes:

To the North: Exit the site by turning right onto May Road. At the intersection turn left onto the A8 (Pittwater Road).

To the South: Exit the site by turning right onto May Road. At the intersection turn left onto the A8 (Pittwater Road) followed by a right onto Sturdee Parade. Follow the road until taking a left at the roundabout onto Pacific Parade followed by a left onto the A8 Southbound (Pittwater Road).

To the West: Exit the site by turning right onto May Road. At the intersection turn left onto the A8 (Pittwater Road) followed by a right onto Sturdee Parade. Follow the road until taking a left at the roundabout onto Pacific Parade followed by a left onto the A8 (Pittwater Road) Southbound. At the intersection turn right onto the A38 (Warringah Road).

NOTE: due to the location of the site, JN does not believe that there will be construction vehicles arriving from/departing to the Easterly direction (eg between the site and Dee Why Beach which is a residential area).

2.10. Pedestrian Issues

Pedestrian impacts will be determined by the state of the surrounding developments prior to the commencement of construction works. In its current state, the surrounding area consists of several residential properties.

- The development site should be fenced off to prevent unauthorised access.
- An active pedestrian footpath currently exists along the site frontage. Pedestrian traffic should be managed accordingly in line with the TCP and the pedestrian traffic route should not be fully blocked (ie alternative routes to be provided if required).
- Pedestrian access will be maintained throughout the construction process.

2.11. Tradesperson Car Parking

All vehicles associated with the development shall be parked within the site or on the existing street parking surrounding the site.

2.12. Access to Adjacent Properties

Access to all neighbouring properties will be maintained for the duration of the construction works.

2.13. Road Occupancy & Authority Permits

We highlight that Council will require permits for road occupancy and/or for oversized vehicles as noted previously. This is detailed in DA condition 29.

JN has consulted Northern Beaches Council regarding obtaining an exemption from the current 3T Limit on May Rd and Council have advised that the following form must be completed and submitted to Council.

<https://www.northernbeaches.nsw.gov.au/sites/default/files/documents/pdf-forms/traffic-control-application/4053-implement-traffic-control-oct2020.pdf>

3. Traffic Control Plan

AAA Traffic Control were commissioned to prepare a traffic control plan (TCP) for the management of vehicular and pedestrian traffic during the construction works. This plan is applicable to the demolition / excavation / construction & concrete pour stages. All traffic control signs are to comply with AS1742.3 and the RMS guidelines "Traffic Control at Worksites". The TCP should also be read in conjunction with the items listed below under General Traffic Control Notes.

- AAA Traffic Control SA1319: TCP for works in road reserve- Pittwater Road
- AAA Traffic Control SA1319 (A): TCP for driveway/vehicle crossing works- May Road
- AAA Traffic Control SA1319 (B): TCP for site entry/exit- May Road
- AAA Traffic Control SA1319 (C): TCP for site entry/exit- Pittwater Road
- AAA Traffic Control SA1319 (D): TCP for road frontage works- May Road

General Traffic Control Notes

To be read in conjunction with AAA Traffic Control plans:

1. A Traffic controller must be provided at times when required. The traffic controllers are NOT to stop traffic on May Road and may only be used to indicate breaks in traffic.
2. The contractor should check regularly that signs have not been obscured by parked cars.
3. The contractor should check regularly that signs are in the correct position and are clearly visible to oncoming traffic.
4. Responsibility for the implementation of any TCPs lies with the contractor, site supervisor and project manager, not JN or AAA Traffic Control. The person responsible should be appropriately qualified.
5. The contractor should ensure that any TCPs are in accord with adjacent or nearby traffic control that may or may not be under control of the one organisation.
6. Traffic controls are to be set up and implemented by an RMS/RTA accredited (yellowcard) traffic controller.
7. Delineation to be in accord with the current version of the RMS Guidelines "Traffic Control at Worksites".
8. Copies of all approved TCPs are to be kept onsite at all times.
9. Only trained, certified and authorised traffic controllers are to be used.
10. Signs not applicable after work hours are to be removed when not in use.
11. May Road is 50km/h speed limit.
12. All onsite workers are to remain within the worksite boundaries.
13. Pedestrian access along May Road is to be maintained at all times.
14. Traffic controllers will help control vehicle entry and exit from the site (where / when applicable).
15. A traffic controller will assist with the safety of pedestrians along May Road by ensuring no pedestrians enter the path of construction vehicles.

4. Drivers Code of Conduct

Management of vehicular access to and from the site is essential to maintain the safety of the general public as well as the labour force. The following code is recommended as a preliminary measure to maintain safety standards:

- Utilisation of only the designated transport routes;
- All vehicles to enter and exit the site in a forward direction. Internal movements within the construction site (truck U-turning) would need to be considered by the contractor;
- Approval in the forms of permits would be required from Northern Beaches Council to use Dog and Trailers, Articulated Vehicles (AV), B-Double trucks and other large construction vehicles on local streets. This also applies to RMS maintained roads.
- Haulage / Construction vehicle movements are to abide by the schedules agreed with the Council and RMS;
- Site parking guidelines shall be developed by the contractor as part of the final Construction Traffic

4.1. Noise Minimisation Controls

4.1.1. Compression Braking

Compression braking can be extremely noisy and impacts on residential amenity. Compression braking should be minimised in residential areas and avoided completely in built up areas.

4.1.2. Speed

No reductions in speed limits are proposed along the haulage routes. Drivers will be required to obey existing posted speed limits.

4.2. Delivery Standards

Road delivery standards in relation to deliveries to the site will be discussed in this section as follows.

4.2.1. Queueing

Based on the current state within the vicinity of the site, it is highly unlikely that traffic queues will occur as the majority of vehicles entering and exiting the area will be construction traffic.

4.2.2. Braking

Brakes are to be applied such that excessive noise (such as from compression braking) is avoided, to minimize impact upon residential amenity.

4.2.3. Covering of Loads

All trucks delivering to the site are required to have an effective load covering.

4.2.4. Truck Wash

All trucks are to utilize the shake down/wash areas before leaving the site. No debris and construction materials are fall on the external road network when entering and existing the site.

5. Conclusions

We conclude that:

- Construction vehicles should follow the routes as described in this report and detailed in Figure 2, Figure 3 and Figure 4;
- JN specifically notes that only the lower Eastern portion of May Rd is to be used for site access by vehicles over 3T (eg. no travel along May Road West of the site entrance)
- A copy of this Construction Traffic Management Plan and the associated TCP must be kept onsite at all times.

For & on behalf of Jones Nicholson Pty. Ltd.

Prepared by:

A handwritten signature in black ink, appearing to read 'J Lynch'.

John Lynch
Junior Civil Engineer

Reviewed by:

A handwritten signature in black ink, appearing to read 'SDahan'.

Stephanie Dahan *B.E.Civil (Hons) B.E. Enviro (Hons)*
Civil Engineer

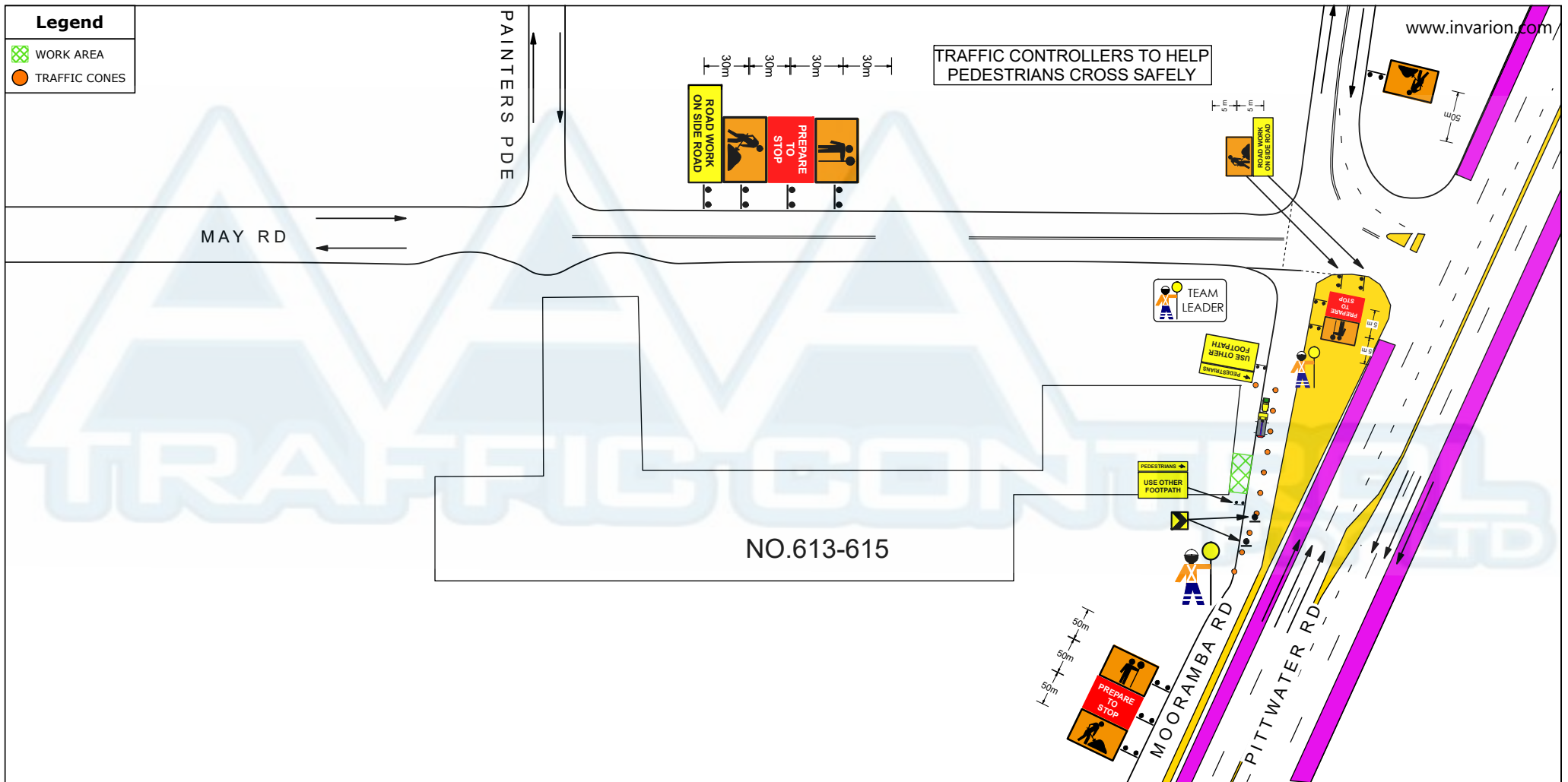
APPENDIX A – TRAFFIC CONTROL PLAN – WORKS IN ROAD RESERVE (PITTWATER ROAD)



APPENDIX B – TRAFFIC CONTROL PLAN (A)– DRIVEWAY/VEHICLE CROSSING WORK (MAY ROAD)

APPENDIX C – TRAFFIC CONTROL PLAN (B)– SITE ENTRY/EXIT (MAY ROAD)

APPENDIX D – TRAFFIC CONTROL PLAN (C) – SITE ENTRY/EXIT (PITTWATER ROAD)

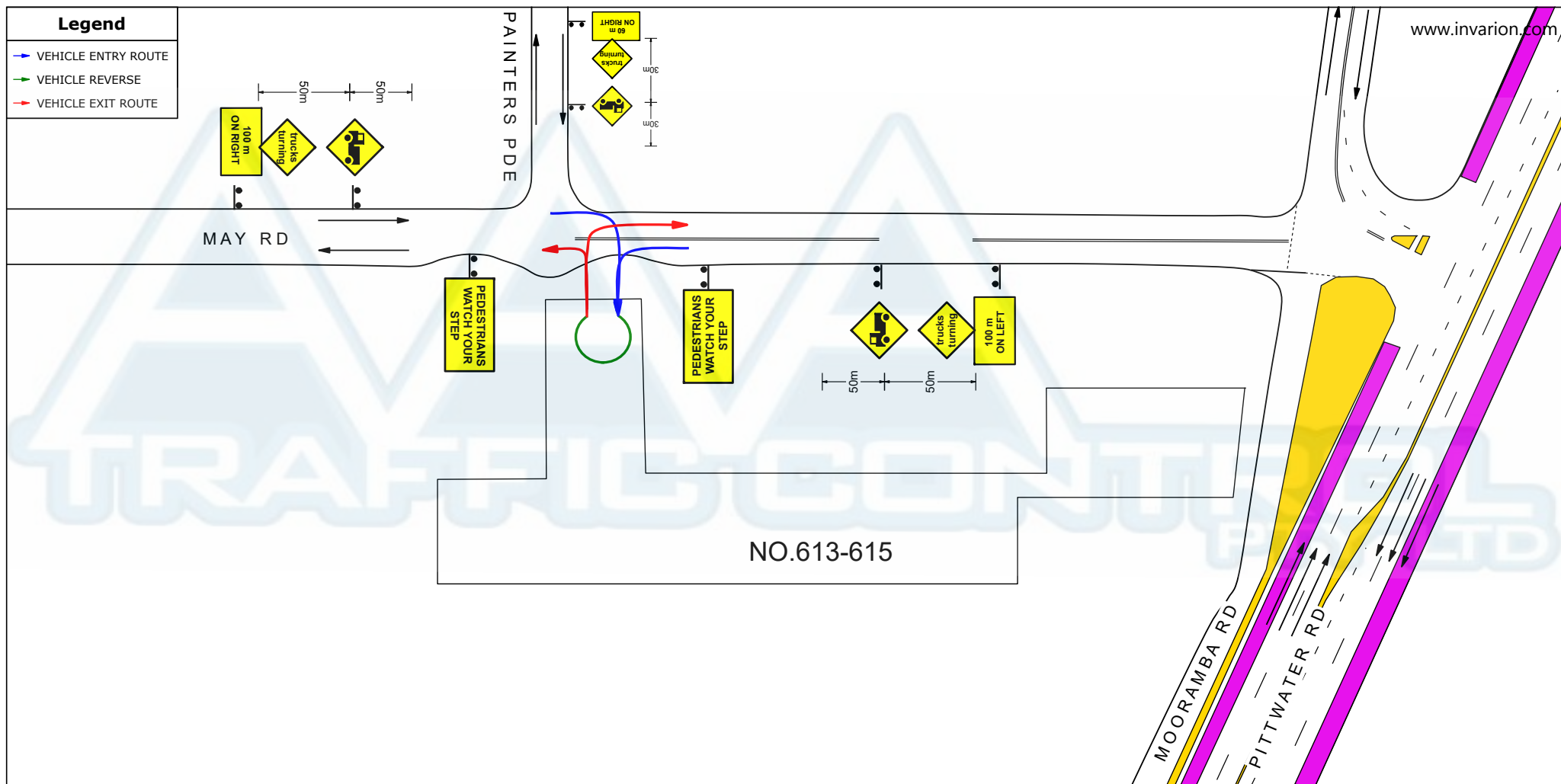
APPENDIX A – TRAFFIC CONTROL PLAN – WORKS IN ROAD RESERVE (PITTWATER ROAD)






<div></div> <div>PH: 02 9675 7731 F: 02 9675 7744</div> <div>10 Coventry Place</div> <div>Mount Druitt NSW 2770</div> <div>www.aaattrafficcontrol.com.au</div> <div>info@aaattrafficcontrol.com.au</div> <div>A.B.N. 78 105 021 869</div>	<div>NOTES:</div> <div><div><div>1. All Traffic Control works; signs and devices to comply with Australian Standard AS 1742.3.</div><div>2. Adjustments to TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" certification.</div><div>3. All traffic control devices may only be set out by persons holding an RMS "Implement Traffic Control Plans" ticket or higher.</div><div>4. Traffic control personnel must hold an RMS "Traffic Controller" ticket or higher.</div><div>5. Signs to be erected so they are visible to motorists and not a hazard to pedestrians.</div><div>6. Traffic controllers to escort pedestrians past the work area.</div><div>7. Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act.</div><div>8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.</div><div>9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.</div><div>10. If an incident occurs on site, an 'Incident report form' MUST be completed immediately. Upon completion of the incident report form, site Ganger is to notify AAA head office.</div></div></div>	<div>This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale.</div> <div>The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site.</div> <div>AAA Traffic Control Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorized AAA Traffic Control personnel.</div>	<div></div>																																																																														
<div>CLIENT: JONES NICHOLSON PTY LTD</div> <div>CONTACT:STEPHENIE PH:9521 3088</div> <div>PROJECT: DEVELOPMENT</div> <div>LOCATION: 613-615 PITTWATER RD, DEE WHY</div> <div>UBD: 177/Q7 PO:</div>	<div><div><div>MANAGEMENT</div><div><div>● STOP / SLOW</div><div>○ LANE MERGE</div><div>○ CONTRA FLOW</div><div>○ DETOUR</div><div>○ ROAD CLOSURE</div><div>○ SHOULDER WORKS</div></div></div><div><div>● PEDESTRIAN MGMT.</div><div>○ INTERMITTENT</div></div><div><div>ROAD CLASSIFICATION</div><div><div>○ STATE (RTA/RMS)</div><div>○ REGIONAL (COUNCIL & RTA/RMS)</div><div>● LOCAL (COUNCIL)</div></div></div></div>	<div><div>JOB NO. 9027</div><div>● TCP</div><div>○ TMP</div><div>○ CTMP</div><div>REV DATE</div><div>SCALE N.T.S</div></div>	<div><div>PLAN NO: SA3191</div><div>AUTHOR: THIOLLEN NAIDOO</div><div>CERT: 0051984642</div><div>SIGN:</div></div>	<table><tr><th colspan="3">RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS</th><th colspan="4">RECOMMENDED TAPER LENGTHS</th></tr><tr><th>PURPOSE OF USAGE</th><th>APPROCH SPEED (km/h)</th><th>MAX SPACING (m)</th><th>APPROCH SPEED (km/h)</th><th>TRAFFIC CONTROL AT START</th><th>LATERAL SHIFT TAPER</th><th>MERGE TAPER</th></tr><tr><td>All purposes on residential or commercial streets</td><td><= 50</td><td>4</td><td>< 45</td><td>15</td><td>0</td><td>15</td></tr><tr><td>Center-line on approach to Traffic Controller position</td><td>All cases</td><td>4</td><td>46 - 55</td><td>15</td><td>15</td><td>30</td></tr><tr><td>Outer edge of traffic line - i.e. working on shoulder</td><td>51-70 / >70</td><td>18 / 24</td><td>56 - 65</td><td>30</td><td>30</td><td>60</td></tr><tr><td>Separating opposing traffic on 2 lane 2 way road</td><td>51-70 / >70</td><td>12 / 18</td><td>66 - 75</td><td>N/A</td><td>70</td><td>115</td></tr><tr><td>Separating opposing traffic on multilane undivided road</td><td>51-70 / >70</td><td>12 / 18</td><td>76 - 85</td><td>N/A</td><td>80</td><td>130</td></tr><tr><td>Adjacent to a closed lane on a multilane road</td><td>51-70 / >70</td><td>16 / 24</td><td>86 - 95</td><td>N/A</td><td>90</td><td>145</td></tr><tr><td>Merge tapers</td><td>51-70 / >70</td><td>9 / 12</td><td>96 - 105</td><td>N/A</td><td>100</td><td>160</td></tr><tr><td>Lateral shift tapers</td><td>51-70 / >70</td><td>12 / 18</td><td>> 105</td><td>N/A</td><td>110</td><td>180</td></tr><tr><td>Protecting freshly painted lines</td><td>51-70 / >70</td><td>24 / 60</td><td></td><td></td><td></td><td></td></tr></table> <div>FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.</div>	RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS				PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)	APPROCH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER	All purposes on residential or commercial streets	<= 50	4	< 45	15	0	15	Center-line on approach to Traffic Controller position	All cases	4	46 - 55	15	15	30	Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24	56 - 65	30	30	60	Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	66 - 75	N/A	70	115	Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18	76 - 85	N/A	80	130	Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24	86 - 95	N/A	90	145	Merge tapers	51-70 / >70	9 / 12	96 - 105	N/A	100	160	Lateral shift tapers	51-70 / >70	12 / 18	> 105	N/A	110	180	Protecting freshly painted lines	51-70 / >70	24 / 60				
RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS																																																																														
PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)	APPROCH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER																																																																											
All purposes on residential or commercial streets	<= 50	4	< 45	15	0	15																																																																											
Center-line on approach to Traffic Controller position	All cases	4	46 - 55	15	15	30																																																																											
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24	56 - 65	30	30	60																																																																											
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	66 - 75	N/A	70	115																																																																											
Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18	76 - 85	N/A	80	130																																																																											
Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24	86 - 95	N/A	90	145																																																																											
Merge tapers	51-70 / >70	9 / 12	96 - 105	N/A	100	160																																																																											
Lateral shift tapers	51-70 / >70	12 / 18	> 105	N/A	110	180																																																																											
Protecting freshly painted lines	51-70 / >70	24 / 60																																																																															

APPENDIX B – TRAFFIC CONTROL PLAN (A)– DRIVEWAY/VEHICLE CROSSING WORK (MAY ROAD)

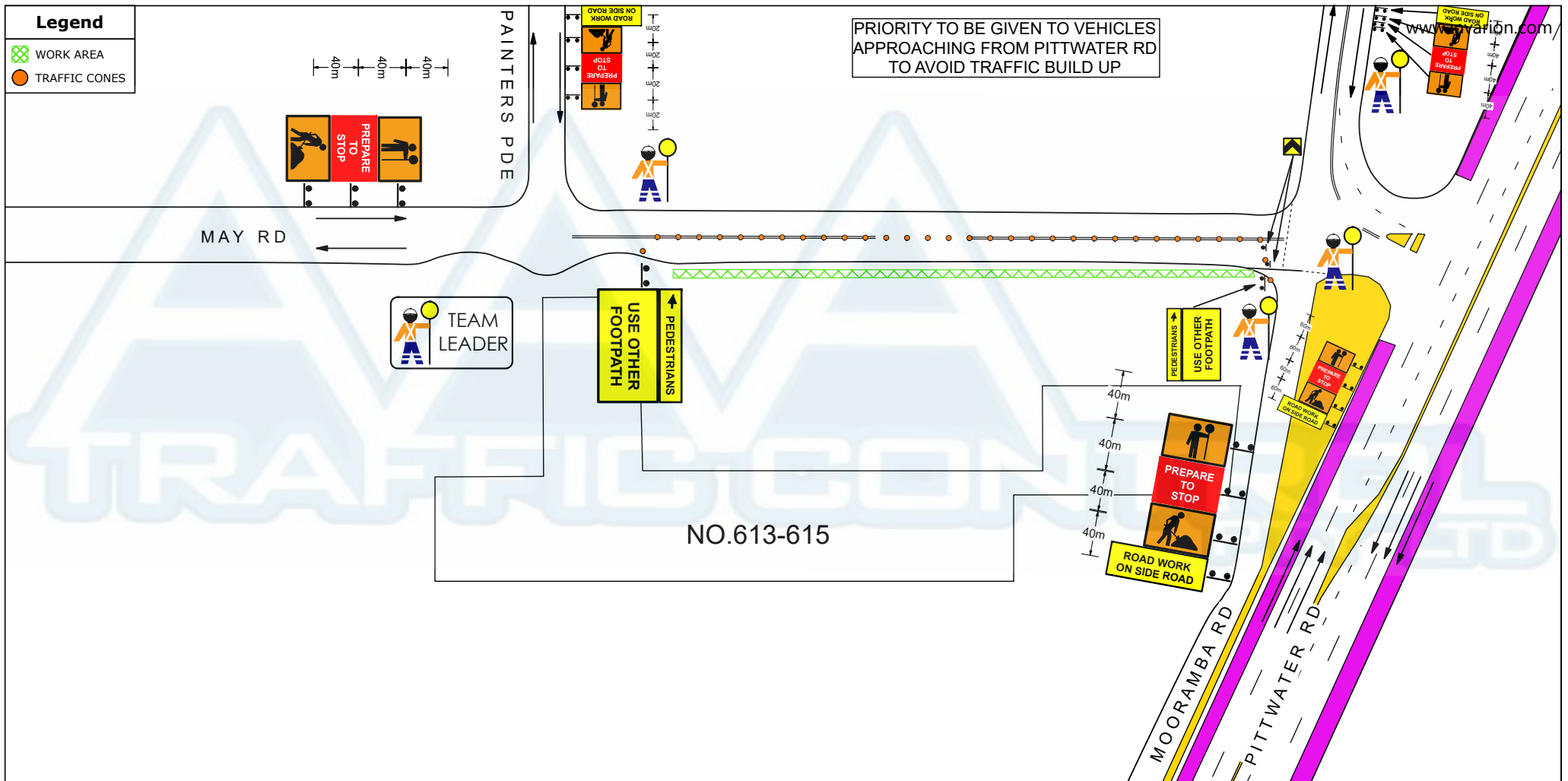
APPENDIX C – TRAFFIC CONTROL PLAN (B)– SITE ENTRY/EXIT (MAY ROAD)






<div><p>PH: 02 9675 7731 F: 02 9675 7744 10 Coventry Place Mount Druitt NSW 2770 www.aaatraficcontrol.com.au info@aaatraficcontrol.com.au A.B.N. 78 105 021 869</p></div>		<div><div>NOTES:</div><div><div><div>1. All Traffic Control works; signs and devices to comply with Australian Standard AS 1742.3.</div><div>2. Adjustments to TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" certification.</div><div>3. All traffic control devices may only be set out by persons holding an RMS "Implement Traffic Control Plans" ticket or higher.</div><div>4. Traffic control personnel must hold an RMS "Traffic Controller" ticket or higher.</div><div>5. Signs to be erected so they are visible to motorists and not a hazard to pedestrians.</div><div>6. Traffic controllers to escort pedestrians past the work area.</div><div>7. Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act.</div><div>8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.</div><div>9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.</div><div>10. If an incident occurs on site, an 'Incident report form' MUST be completed immediately. Upon completion of the incident report form, site Ganger is to notify AAA head office.</div></div></div></div>				<div><div>This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale.</div><div>The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site.</div><div>AAA Traffic Control Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorized AAA Traffic Control personnel.</div></div>		<div></div>	
CLIENT: JONES NICHOLSON PTY LTD		MANAGEMENT		● PEDESTRIAN MGMT.		JOB NO. 9027		PLAN NO: SA3191(B)	
CONTACT: STEPHENIE PH: 9521 3088		● EXIT/ENTRY		○ INTERMITTENT		● TCP		AUTHOR: THIOLLEN NAIDOO	
PROJECT: DEVELOPMENT		○ LANE MERGE		ROAD CLASSIFICATION		○ TMP		CERT: 0051984642	
LOCATION: 613-615 PITTWATER RD, DEE WHY		○ CONTRA FLOW				○ CTMP		SIGN:	
UBD: 177/Q7 PO:		○ DETOUR				REV DATE			
		○ ROAD CLOSURE				SCALE N.T.S			
		○ SHOULDER WORKS		● LOCAL (COUNCIL)					

APPENDIX D – TRAFFIC CONTROL PLAN (C) – SITE ENTRY/EXIT (PITTWATER ROAD)

APPENDIX E – TRAFFIC CONTROL PLAN (D)– ROAD FRONTAGE WORKS (MAY ROAD)



<div><p>PH: 02 9675 7731 F: 02 9675 7744 10 Coventry Place Mount Druitt NSW 2770 www.aaattrafficcontrol.com.au info@aaattrafficcontrol.com.au A.B.N. 78 105 021 869</p></div>		<div><p>NOTES:</p><p>1. All Traffic Control works; signs and devices to comply with Australian Standard AS 1742.3. 2. Adjustments to TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" certification. 3. All traffic control devices may only be set out by persons holding an RMS "Implement Traffic Control Plans" ticket or higher. 4. Traffic control personnel must hold an RMS "Traffic Controller" ticket or higher. 5. Signs to be erected so they are visible to motorists and not a hazard to pedestrians. 6. Traffic controllers to escort pedestrians past the work area. 7. Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act. 8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion. 9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP. 10. If an incident occurs on site, an 'Incident report form' MUST be completed immediately. Upon completion of the incident report form, site Ganger is to notify AAA head office.</p></div>		<div><p>This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale. The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site. AAA Traffic Control Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorized AAA Traffic Control personnel.</p></div> <div></div>																																																																														
<div><p>CLIENT: JONES NICHOLSON PTY LTD</p><p>CONTACT:STEPHENIE PH:9521 3088</p><p>PROJECT: DEVELOPMENT</p><p>LOCATION: 613-615 PITTWATER RD, DEE WHY</p><div><div>UBD: 177/Q7</div><div>PO:</div></div></div>		<div><div><div><div><div>MANAGEMENT</div><div><div>● STOP/SLOW</div><div>○ LANE MERGE</div><div>○ CONTRA FLOW</div><div>○ DETOUR</div><div>○ ROAD CLOSURE</div><div>○ SHOULDER WORKS</div></div></div><div><div>● PEDESTRIAN MGMT.</div><div>○ INTERMITTENT</div></div><div><div>ROAD CLASSIFICATION</div><div><div>○ STATE (RTA/RMS)</div><div>○ REGIONAL (COUNCIL & RTA/RMS)</div><div>● LOCAL (COUNCIL)</div></div></div></div><div><div><div>JOB NO. 9027</div><div>PLAN NO: SA3191(D)</div><div>AUTHOR: THIOLIN NAIDOO</div><div>CERT: 0051984642</div><div>SIGN:</div><div>REV DATE</div><div>SCALE N.T.S</div></div><div></div></div></div></div>		<table><tr><th colspan="3">RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS</th><th colspan="4">RECOMMENDED TAPER LENGTHS</th></tr><tr><th>PURPOSE OF USAGE</th><th>APPROCH SPEED (km/h)</th><th>MAX SPACING (m)</th><th>APPROCH SPEED (km/h)</th><th>TRAFFIC CONTROL AT START</th><th>LATERAL SHIFT TAPER</th><th>MERGE TAPER</th></tr><tr><td>All purposes on residential or commercial streets</td><td><= 50</td><td>4</td><td>< 45</td><td>15</td><td>0</td><td>15</td></tr><tr><td>Center-line on approach to Traffic Controller position</td><td>All cases</td><td>4</td><td>46 - 55</td><td>15</td><td>15</td><td>30</td></tr><tr><td>Outer edge of traffic line - i.e. working on shoulder</td><td>51-70 / >70</td><td>18 / 24</td><td>56 - 65</td><td>30</td><td>30</td><td>60</td></tr><tr><td>Separating opposing traffic on 2 lane 2 way road</td><td>51-70 / >70</td><td>12 / 18</td><td>66 - 75</td><td>N/A</td><td>70</td><td>115</td></tr><tr><td>Separating opposing traffic on multilane undivided road</td><td>51-70 / >70</td><td>12 / 18</td><td>76 - 85</td><td>N/A</td><td>80</td><td>130</td></tr><tr><td>Adjacent to a closed lane on a multilane road</td><td>51-70 / >70</td><td>16 / 24</td><td>86 - 95</td><td>N/A</td><td>90</td><td>145</td></tr><tr><td>Merge tapers</td><td>51-70 / >70</td><td>9 / 12</td><td>96 - 105</td><td>N/A</td><td>100</td><td>160</td></tr><tr><td>Lateral shift tapers</td><td>51-70 / >70</td><td>12 / 18</td><td>> 105</td><td>N/A</td><td>110</td><td>180</td></tr><tr><td>Protecting freshly painted lines</td><td>51-70 / >70</td><td>24 / 60</td><td></td><td></td><td></td><td></td></tr></table> <div><p>FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.</p></div>		RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS				PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)	APPROCH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER	All purposes on residential or commercial streets	<= 50	4	< 45	15	0	15	Center-line on approach to Traffic Controller position	All cases	4	46 - 55	15	15	30	Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24	56 - 65	30	30	60	Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	66 - 75	N/A	70	115	Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18	76 - 85	N/A	80	130	Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24	86 - 95	N/A	90	145	Merge tapers	51-70 / >70	9 / 12	96 - 105	N/A	100	160	Lateral shift tapers	51-70 / >70	12 / 18	> 105	N/A	110	180	Protecting freshly painted lines	51-70 / >70	24 / 60				
RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS																																																																															
PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)	APPROCH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER																																																																												
All purposes on residential or commercial streets	<= 50	4	< 45	15	0	15																																																																												
Center-line on approach to Traffic Controller position	All cases	4	46 - 55	15	15	30																																																																												
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24	56 - 65	30	30	60																																																																												
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	66 - 75	N/A	70	115																																																																												
Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18	76 - 85	N/A	80	130																																																																												
Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24	86 - 95	N/A	90	145																																																																												
Merge tapers	51-70 / >70	9 / 12	96 - 105	N/A	100	160																																																																												
Lateral shift tapers	51-70 / >70	12 / 18	> 105	N/A	110	180																																																																												
Protecting freshly painted lines	51-70 / >70	24 / 60																																																																																

