

# TRAFFIC MANAGEMENT PLAN

**TQM DESIGN AND CONSTRUCT**

**41 UPPER CLIFFORD AVENUE FAIRLIGHT**

**February 2020**



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CONTROL SHEET – SUMMARY UPDATES	
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1. Insert new or revised sheets into the section of the TMP and remove/destroy any superseded sheets
2. Record revision, date and brief description immediately after the TMP is updated

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## 1.0

## INTRODUCTION

The Project located at 41 Upper Clifford Avenue Fairlight comprises of the demolition of the existing structure and the construction of a housing development comprising a two-storey dwelling and a single storey dwelling with basement car parking. The work site is located on the Southern side of Upper Clifford Avenue and Northern side of Lauderdale Avenue at Fairlight as per Diagram 1.



Diagram 1

The Traffic Management plan addresses the conditions, approval requirements for this project, as well as the construction works proposed by TQM Design and Construct.

The objective of the plan is to ensure that the Traffic issues and the construction movement of both plant and equipment are managed with minimal impact to motorists, pedestrians and local residents and complies with the requirements of all relevant authorities including RMS, Northern Beaches Council and the Emergency Services.

Through a consultative approach between TQM Design and Construct and PW Traffic Plans, this plan details the best way to manage traffic issues associated with this project.

## 1.1

### PURPOSE

The purpose of the Traffic Management Plan is to ensure that the planned works adhere to and comply with the Authority requirements for the Control of movement of construction vehicles (Plant & Equipment) around the Project and adjacent transport corridors. Specifically, this plan must recognise, be consistent with and comply with the traffic configuration of the local road network as it exists at varying stages, during the project.

In addition to the Authority requirements, this plan must also comply with:

- The requirements of relevant authorities, including RMS, Northern Beaches Council, NSW Police, State Emergency Services;
- Road Act 1993 (NSW) and all other legislative requirements;
- Certificates, licenses, consents, permits and approvals, including in respect of working hours;

This plan will provide:

- Detailed traffic management procedures for the site;
- Traffic control plan detailing modification to existing Traffic patterns vehicular and pedestrians. (Attached)
- Ensure the appropriate notification of relevant emergency services prior to implementing road and pedestrian traffic modifications;
- Safety of Pedestrians, Commuters, Cyclists and personnel of both TQM Design and Construct and its sub-contractors;
- Impacts on residents and/or commercial enterprises on traffic routes (including traffic movement);
- Objectives for Material delivery management & transportation to and from site;
- Roles and responsibilities of personnel and sub-contractors;
- Updating of the Traffic Management Plan on an as needs basis;

## 1.2

### SCOPE OF WORK

The main element of the work in respect to traffic management is;

- Traffic Management while Construction Vehicles are entering and exiting the work zones;
- Control of movement of vehicles carrying construction plant/equipment around the Project and adjacent traffic corridors;
- Plan must recognise, be consistent with and comply with the traffic configuration of the local road network as it exists at varying stages, during the project;

### 1.3

### APPLICATION

All delivery drivers and sub-contractors of TQM Design and Construct shall comply with the requirements of this plan.

### 1.4

### ABBREVIATIONS & TERMINOLOGY

The following terms, abbreviations and definitions are used in this Plan;

Terms	Explanation
TMP/Plan	Traffic Management Plan
VMP	Vehicle Movement Plan
PMP	Pedestrian Movement Plan
JPM	Junior Project Manager
RMS	Roads and Maritime Services
TMC	Road and Maritime Services Traffic Management Centre
NBC	Northern Beaches Council

## 2.0

### DISTRIBUTION CONTROL & APPROVAL OF THIS PLAN

#### 2.1 Approval & Changes

##### Approval of Plan

Record of Issue, Review and Approval of plan will be via NBC and TQM Design and Construct.

##### Issue of Plan

TQM Design and Construct supervisor will ensure the Approved Plan is available to all personnel.

The most current version of the plan was issued on 20/02/2020.

Copies of the TMP and TCP's are to be available from the site office.

Laminated copies of the TCP's will be placed on the walls of the induction room.

## Changes to the TMP

No changes to this TMP are permitted, with any changes to be provided in a new TMP to be approved by NBC.

## Distribution Policy

Controlled copy of the TMP is held by TQM Design and Construct. All company employees have access to this plan through the Site Manager. The list of holders of controlled copies of the plan includes;

COPY NO	ISSUED TO	ISSUE DATE	ISSUED BY
01	Project Manager	20/02/2020	PW Traffic Plans
02	Site Manger	20/02/2020	PW Traffic Plans
03	Cadet	20/02/2020	PW Traffic Plans
04			
05			
06			

The personnel to whom these copies have been issued will be sent amendments as they occur.

## Uncontrolled Copies

Uncontrolled copies will now be issued amendments.

## Acknowledgement of receipt

If a controlled copy of the Traffic Management Plan has been issued, acknowledgement of its receipt is to be sent to the Supervisor within seven days to ensure further amendments are received.



### 3.0

### CONDITIONS OF APPROVED RESPONSE

The checklist detailing the verification process to ensure contract requirements have been met in this Traffic Management Plan for the Conditions of Approval listed below:

CONDITIONS OF APPROVAL	WHERE ADDRESSED
Traffic Management Plan (TMP) has been prepared in consultation with relevant TQM Design and Construct personnel. The TMP must include information on the following matters relating to the project: a) Including the staging of construction works to minimize traffic and pedestrian delays	All Sections
b) The impact on pedestrians including measures to ensure safety to pedestrians at all times;	Section 4.3
c) Maximum and average truck volumes	Section 4.3
d) Truck ingress and egress routes	Section 4.3
e) Access, for construction vehicles entering and leaving work area;	Section 4.3
f) No heavy vehicle queuing on public roads unless otherwise agreed by the NBC and/or the RMS	Section 4.2
g) Construction traffic generation	Section 4.3
h) A response plan which sets out the proposed response to any traffic, construction or other incident.	Section 4.1
i) Proposed traffic control within the TCP	ATTACHED
j) Measures to manage traffic flows around the area affected by the Project, including as required traffic control devices necessary for the implementation of the TCP's.	Section 4.1
The performance of all project traffic arrangements must be monitored during construction. Any additional traffic and transport management measures as Required by the RMS shall form part of the TMP.	

### 4.0 STAGING PLANS, PROPOSED SEQUENCE OF WORKS

The Work Area listed below, itemized on site activity (in relation to proposed works) and relate to Traffic Control sequences.

#### 4.1 WORK AREA – 41 Upper Clifford Avenue Fairlight

Date	Area	Activity
01/06/2020	WA1	Demolition, Excavation and Construction



## 5.0

## PROPOSED PROGRAMME

The approximate program for implementation of the work area is as follows:

WORK AREA	START DATE	FINISH DATE
Work Area 1	June 2020	August 2021

### 5.1 Managing Cumulative Impacts

Spoil from demolition and excavation and subsequent construction shall be loaded entirely within the construction zone. There is no queuing on Upper Clifford Avenue or any other surrounding roads. All deliveries will be unloaded from within the confines of the construction zone. Any large deliveries will need to be organised in advance to reduce any cumulative congestion impacts attributed to Traffic.

The site manager is responsible for monitoring Traffic conditions. In the event that construction Traffic impacts do have a negative impact on the road network, TQM Design and Construct shall liaise with NBC to solve the problem.

### 5.2 Work Area Assessment and Impacts

This section details the requirements for the Construction Site/Compound.

Upper Clifford Avenue is a 2 lane 2-way road consisting of 2 through lanes. The speed limit on Upper Clifford Avenue is 50Km/h and it runs in an East- West direction.

There is no offsite parking for construction vehicles. Sub-contractors are to be advised that they should utilize public transport wherever possible. TQM Design and Construct will be required to allow for sub-contractor parking within the site boundaries wherever possible.

There will be a 15m construction zone required with all construction deliveries being loaded and unloaded entirely from within the construction zone on Upper Clifford Avenue. A B-Class hoarding will be required for the safety of local pedestrians. All concrete pours will be completed from within the construction zone.

Construction vehicles are not to reverse into the construction zone (aside from the concrete pump) during the works. There will need to be traffic and pedestrian spotters present as per the attached TCP's. The proposed works will generate minimal additional vehicle movements along the main access routes. Heavy vehicles movement should be kept to a minimum during school zone hours and during times of high pedestrian activity.

Construction trucks will be rigid vehicles and will not exceed 12.5m in length. Should any larger trucks be required a separate one-off application will be made to council as required.

### **5.3 WORK AREA – ACCESS & EGRESS FOR CONSTRUCTION VEHICLES**

#### **Ingress**

Construction Vehicles are to approach as follows:

Vehicles are to approach along Sydney Road Road from the East and West turning onto Woods Parade, then turning right onto Hilltop Crescent, turning right onto Hilltop Crescent, veering left onto Fairlight Street then turning left onto Ashley Parade and then entering into the construction zone (as per VMP).

#### **Egress**

Vehicles are to leave the construction zone by turning left onto Ashley Parade, turning left onto Hilltop Crescent, turning right onto Hill Street and then turning left onto Sydney Road to disperse to their intended destination (as per VMP).

#### **Vehicle Volumes**

General construction vehicle volume is expected to be approximately 1 movement per day for demolition for 3 weeks, 2 movements per day for excavation for 7 weeks and 3 movements per day for construction over 60 weeks. The largest concrete pour will require approximately 10 concrete trucks.

#### **Traffic Diversions**

There will be no need for Traffic diversions for this project. The road must be fully opened to the public when works are completed at the end of each day. No heavy vehicle queuing on public roads is allowed unless approved by the RMS and NBC. The Site Manager will provide strict instruction to all drivers during toolbox meetings and inductions.

#### **Impact on Public Transport**

No impact is expected on public transport. There are no Bus Stops in the immediate area.

#### **Pedestrians/Road Closures**

Pedestrians will not be required to divert as per the attached TCPs, there may be isolated instances where they will be required to stop for short periods while ingress/egress the work site.

## **Traffic Control Requirements**

All site access, egress and unloading zones will require traffic control in accordance with the Roads and Traffic Authority Guideline Traffic Control at Work Sites, and Australian Standards 1742.3 Manual of Uniform Traffic Control Devices, Part 3: Traffic Control Devices for works on Roads.

The main access, egress and unloading points for these works are via council or RMS roads. Safe and simple traffic control for all road users shall be provided at all site access points in accordance with standard requirements.

(Refer to 5.2)

## **6.0 OTHER TMP REQUIREMENTS**

### **6.1 Provisions for other users**

TCP's must cater for all users affected by the Construction at 41 Upper Clifford Avenue Fairlight. These users include but are not limited to cyclists and emergency vehicles.

### **6.2 Hours of Operation**

The hours of Operation for General Construction will be:

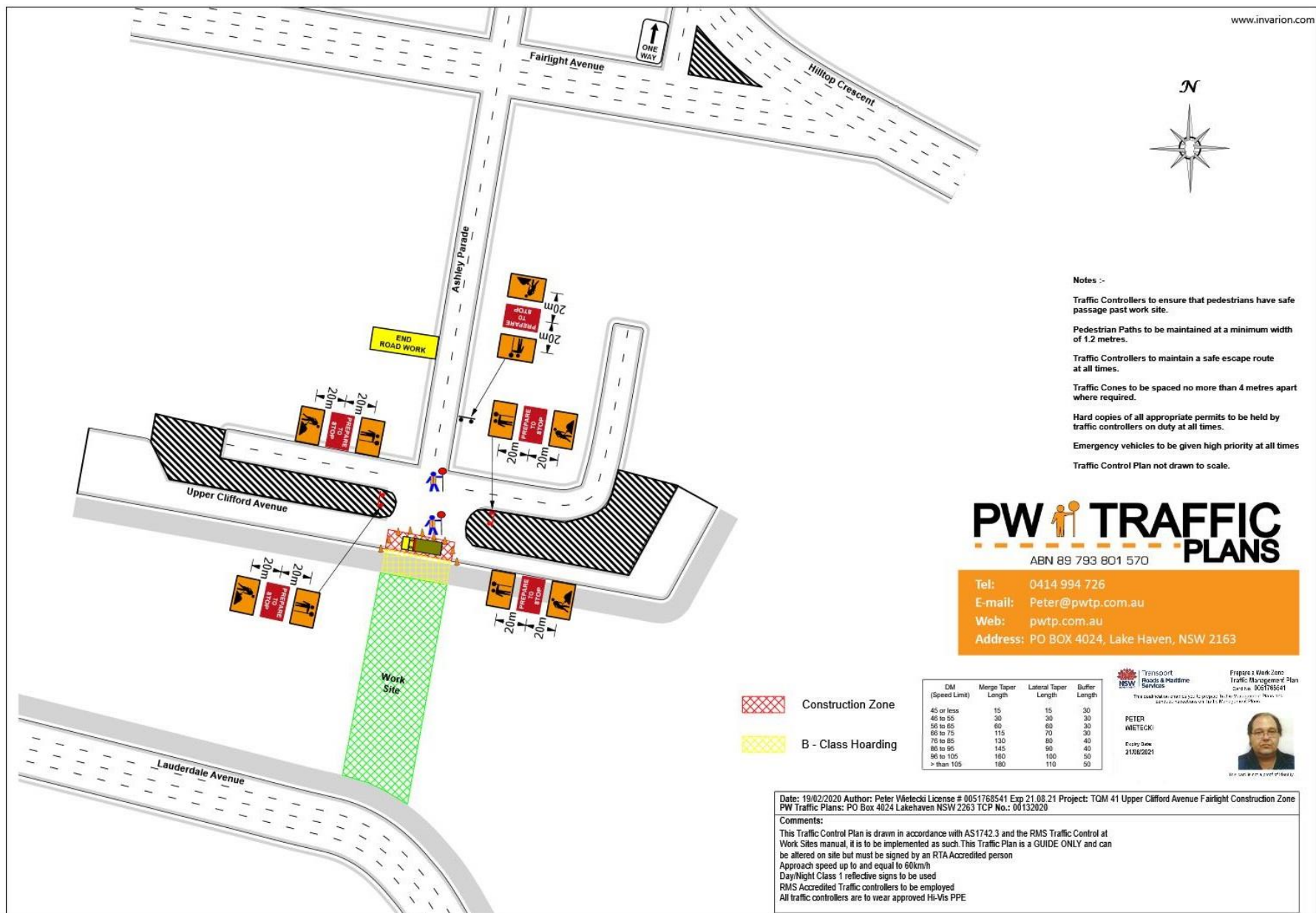
Monday to Friday	07.00am – 17.00pm
Saturday	08.00am – 13.00pm
Sunday & Public Holidays	No Work Permitted

This TMP is based on the information that was obtained from numerous sources.

This plan is presented by Peter Wieteki RMS Cert # 0051768541 on behalf of PW Traffic Plans

*Peter Wieteki*

**Peter Wieteki**  
**PW Traffic Plans**



February 19, 2020

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Date: 20/02/2020 Author: Peter Wielecki License # 0051768541 Exp 21.08.21 Project: TQM 41 Upper Clifford Avenue Fairlight VMP  
 PW Traffic Plans: PO Box 4024 Lakehaven NSW 2263 TCP No.: 00142020

Comments:  
 This Traffic Control Plan is drawn in accordance with AS1742.3 and the RMS Traffic Control at Work Sites manual, it is to be implemented as such. This Traffic Plan is a GUIDE ONLY and can be altered on site but must be signed by an RTA Accredited person  
 Approach speed up to and equal to 60km/h  
 Day/Night Class 1 reflective signs to be used  
 RMS Accredited Traffic controllers to be employed  
 All traffic controllers are to wear approved Hi-Vis PPE

-  Work Site
-  Construction Vehicle Ingress
-  Construction Vehicle Egress

**PW TRAFFIC PLANS**  
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 Transport  
 Roads & Maritime  
 Services

Program a Work Zone  
 Traffic Management Plan  
 Code No. 0051768541

PETER  
 WIELECKI

Copy Date:  
 21/08/2021



"Accredited Traffic Controller"