

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Construction of a Residential house at 91 Lauderdale in Fairlight

Prepared for: Liz Skerrett

A206187N (Version 1a)

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1. INTRODUCTION

ML Traffic Engineers was commissioned by Liz Skerrett for the preparation of a construction traffic management plan for the demolition, excavation and construction of a residential house at 91 Lauderdale in Fairlight. The site has frontage to a (private) right of way that runs off Lauderdale Avenue. The right of Way services three houses (85-87, 89 and 91). The rear has frontage to North Harbour Walk (pedestrian walkway on harbour foreshore)

The purpose of this Construction Traffic Management Plan (“CTMP”) is to minimise the impacts of the demolition and construction works on the public domain, in particular with respect to temporary interruptions to vehicular and pedestrian traffic and ensure that public safety is maintained at all times.

Implementation and approval of the Construction Traffic Management Plan requires approval from Council.

All construction activity will be contained within the construction site except for the following occurrences:

- The installing and removal of a construction fence on the North Harbour Walk area

There will be no construction activity on Lauderdale Avenue.

Figure 3 shows a pedestrian footpath that turns parallel to Lauderdale Avenue and leads to the right of way. The footpath will lead to construction site off the right of way and hence it is recommended that this footpath area is closed off. This footpath is redundant since there is an at grade footpath immediately adjacent to Lauderdale Avenue.

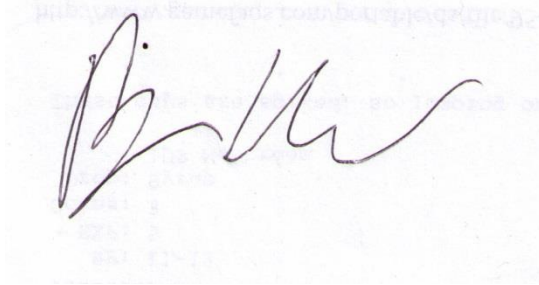
The development is a house and the construction activity is minor in the grand scheme of residential construction.

No works zone is required.

The following traffic control plans are prepared in the public area:

- Truck management on Lauderdale Avenue when trucks are reversing to or from the right of way
 - Trucks may need to reverse into or from Lauderdale Avenue until the construction platform (where the garage and turntable is located) is construction. Trucks will be able to enter and leave Lauderdale Road when the construction platform is in place
- Construction fence on North Harbour walk

Traffic controllers will manage the vehicle and pedestrian traffic on the right of way for the two nearby houses. The existing vehicle and pedestrian traffic is very low.



Benny Chen
Principal
(NER)



Figure 1: Location of the Subject Site on Aerial



Figure 2: The construction Site adjacent to North Harbour Walk

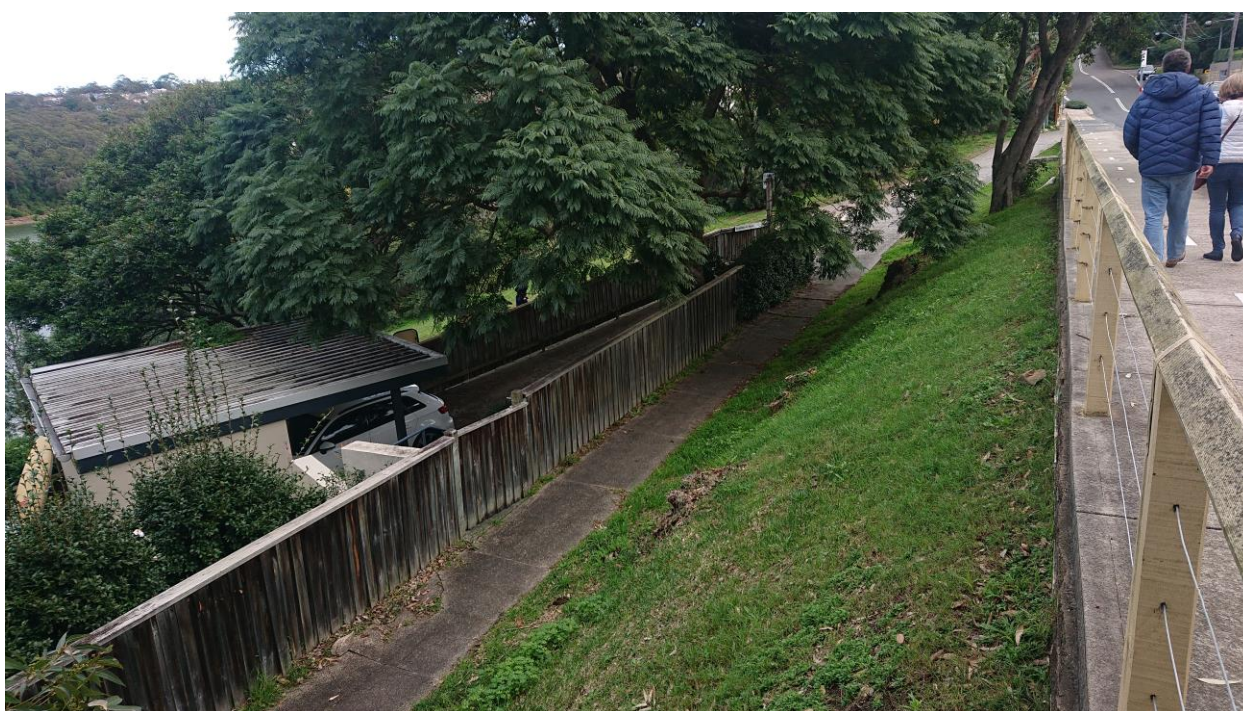


Figure 3: Pedestrian Footpath Leading to the Right of Way (left of the photograph)



Figure 4: Right of Way running off Lauderdale Avenue



Figure 5: 91 Lauderdale Avenue

2. EXISTING SITE CONDITIONS

The site is located on the southern side of Lauderdale Avenue on a residential road where parking is permitted on both sides of the road. The site is in residential area. On street parking is on the northern side of Lauderdale Avenue where is a marked parking lane. The sign posted speed limit is 50km/hr.

The site has no driveway.

The Right of Way services three dwellings and is shared between vehicles and pedestrians.

Traffic controllers will be used to manage vehicle and pedestrian traffic on the Right of Way.

Appendix A shows the location of the site and the surrounding road network and traffic direction.

3. TRAFFIC IMPACT OF WORKS

As discussed previously, traffic controllers will manage any truck reversing into or out of the construction site using an appropriate traffic control plan before the construction platform (the garage and turntable area). The construction platform is expected to be completed within 2 weeks. Once the platform is completed, trucks will be able to enter and leave Lauderdale Avenue in a forward manner.

Truck reversing onto Lauderdale Avenue will require two way traffic to be temporary stopped.

The interruption of two-way traffic through the implementation of a Traffic Control Plan for up to 90 seconds will disrupt four cars on average outside of the commuter period. This disruption, although significant to the drivers involved, is acceptable given the need for a truck to leave the site in a safe manner and is relatively modest with minimal impacts on the nearby road network.

A pedestrian management will be in place for the construction fence on North Harbour Walk. Pedestrians will be diverted for 20 metres. This will have a minimal impact upon able bodied pedestrians. The construction fence will take one day.

The impact on local traffic of construction traffic on the adjacent roads (such as Wilyama Avenue) will be kept to a minimum. The following will be implemented to achieve this:

- The construction trucks travelling to the site will be using major roads that permit trucks and through traffic such as Sydney Road, A8, and Condamine Street
- One of the requirements for a traffic controller is to stop traffic when there is a gap in the traffic stream to minimise traffic impacts. Hence the implementation of the traffic control plan will be aimed at minimising traffic disruption
- The timing of the truck arrivals and departures will be outside of the commuter peak periods
- During the demolition stage, all trucks will enter the construction site and not occupy the nearby roads with a traffic control plan
- Warning signs will be placed warning pedestrians to walk across the construction driveway with care
- During periods of high traffic volume (such as demolition, excavation and concrete pours etc), pedestrians will be guided walking across the right of way by traffic controllers.
- Truck movements will only occur during permitted construction periods on a weekday and Saturday only
- The cars of the construction workers will park either on site or on the public parking areas away from the site. Where possible, some will use public transport to travel to and from the site and takes into accounts that there are bus services on Sydney Road and is a ten minute walk away
- Vehicle access to neighbouring properties will be retained.

The entire frontage of the property will be fenced off with temporary fencing for security and safety in accordance with Workcover requirements.

All statutory safety and warning signs to be erected and maintained at all times.

No machinery or material will be stored on the footpath or verges or on public areas.

Pedestrians will be advised to watch their step and on days of truck movements across the construction site driveway.

4. PARKING IMPACT OF WORKS

The construction activity will not reduce parking supply.

All car parking offsite by the construction workers will be in legal parking areas and not on the verges or footpaths.

All trucks will be queued within the site or on the right of way. To minimise queuing on Lauderdale Avenue and the nearby roads, a schedule of construction vehicle deliveries will be prepared by the main contractor. This will minimise queuing into and out of the site and to ensure that once the construction vehicles arrive, the traffic controllers will be ready to manage the construction vehicles and the through traffic on Lauderdale Avenue.

5. PUBLIC TRANSPORT SERVICES

There will be no interruption to bus services or bus stops.

6. EMERGENCY VEHICLE ACCESS

Access for ambulance or fire fighting vehicles will not be impeded.

7. TRUCK AND CAR MOVEMENTS

The details and frequency of the truck movements and the corresponding Traffic Control Plan are as follows in the following Table 1 and the appropriate traffic control plan in use and the frequency. The truck usage is overall low and most arrivals are pre-planned to within a time frame of 20 minutes.

The length of the trucks is shorter than a council waste truck.



Phase	Duration	Workers Onsite	Largest Vehicle	Loading / Unloading Location	Truck Movements	TCPs Used & Frequency
Demolition	3 weeks	5	8.8 m rigid truck	Onsite/right of way	2/day	TCP 1 – Installing fencing on North Harbour Wall (one day) TCP 2 – Lauderdale Avenue Truck Management (two times a day for up to two weeks)
Excavation	3 weeks	4	8.8 m rigid truck	Onsite/right of way	2/day	
Construction	30 weeks	5	8.8 m rigid truck	Onsite/right of way	2/ day	TCP 1 – Removing fencing on North Harbour Wall (one day)

Table 1: Summary of Truck Usage by Construction Phase and Traffic Control Plan Used

The above staging plan is indicative and subject to normal and unforeseen delays that occur on a construction site.

The number of truck movements on a daily basis is relatively low over a working day. Truck movements will only occur during permitted construction periods Monday to Saturday. Whenever possible, the timing of truck arrivals and departures will be planned to avoid peak commuter periods.

The inbound truck routes are as follows to the construction driveway:

North

- Truck drivers coming from the North will travel on the A8, Condamine Street, White Street and Lauderdale Avenue

South

- Drivers from the South will travel on A8, Sydney Road, Condamine Street, White Street and Lauderdale Avenue

East

- Drivers are unlikely to come from the East since the Pacific Ocean is less than 3 km away

West

- Truck drivers coming from the West will travel on M1, 8, Condamine Street, White Street and Lauderdale Avenue

The outbound movement is to travel towards Rosedale Avenue, turn left into Rosedale Avenue, right into Hill Street, and then left or right into Sydney Road depending upon destination at the signalised intersection of Sydney Road with Hill Street.

8. COMMUNICATION WITH NEARBY TENANTS

Site manager shall give nearby resident's reasonable notice of any planned Works that may adversely affect traffic.

9. TRAFFIC MANAGEMENT PLAN CHECKLIST

This section responds to the checklist in the document titled "Procedures for Use in the Preparation of a Traffic Management Plan (TMP)" prepared by the NSW RTA (now RMS) with the document dated 2001.

	Traffic Management Plan Issues	Response
A	Detailed plan of proposed measures	Yes – see Report.
B	Identification and assessment of impacts of proposed measures	Yes – see Report.
C	Measures to ameliorate the impact of the Works	Yes – alternative vehicle routes available.
D	Assessment of impact on Public Transport	No impact on Public Transport.
E	Assessment of impact on Emergency Vehicles	Emergency vehicles have alternative access routes.
F	Assessment of impact on traffic movements in adjoining areas	Nil. Impacts are local.
G	Consideration of pedestrian access issues.	Yes. Numerous pedestrian pathways available.
H	Public consultation process.	Yes. Notices to neighbours as required.

Table 2: Traffic Management Checklist

10. TRAFFIC CONTROL PLANS

This section discusses the preparation of traffic control plan managing both pedestrians and trucks entering and leaving the construction site and the occupancy of the kerbside lane. The following traffic control plans have been prepared:

- Pedestrian management plan for installing the fence on North Harbour Walk
- Traffic controllers will manage travel travel on Lauderdale Avenue near the site for the trucks reversing to and from the right of way for less than 2 weeks

The preparation of the Traffic Control Plans has been in accordance with Australian Standards AS1742.3 and the RTA Traffic Control at Work Sites (now the RMS).

Benny Chen is licensed and registered by the NSW Roads and Traffic Authority to design and inspect traffic control plans (Certificate No. 2893016010).

Table 1 presents the use of Traffic Control Plans according to each construction phase and the expected frequency of use per day.

The Traffic Control Plan is presented in a clear manner to allow for the plan to be implemented by the works supervisor. The placement of the signs is from a key identifier. The works supervisor will need to be RMS accredited. The Traffic Control Plans are presented in Appendix B.

Where there are two controllers require, radios will be used to communicate the implementation of the traffic control plan between controllers.

All barriers used in traffic control will need to be compliant with Australian Standards.

APPENDIX A –TRAFFIC CONTROL PLANS