



# **CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN**

***BULLI AGED CARE CENTRE OF  
EXCELLENCE  
22 Hospital Rd, Bulli NSW 2516***

Prepared for: Richard Crookes Constructions

N1716916A (Version 1a)

October 2017

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**Contents**

- 1. INTRODUCTION.....3
- 2. PARKING IMPACT OF WORKS.....5
- 3. TRAFFIC IMPACT OF WORKS .....5
- 4. PUBLIC TRANSPORT SERVICES .....7
- 5. EMERGENCY VEHICLE ACCESS.....7
- 6. COMMUNICATION WITH NEARBY TENANTS.....7
- 7. SITE CONDITIONS .....8
- 8. TRUCK AND CAR MOVEMENTS ..... 10
- 9. PARKING AND QUEUING AREAS..... 11
- 10. COMMUNICATION WITH NEARBY TENANTS..... 10
- 11. TRAFFIC MANAGEMENT PLAN CHECKLIST ..... 10
- 12. TRAFFIC CONTROL PLANS ..... 11

## 1. INTRODUCTION

MLTraffic Engineers has been commissioned by Richard Crookes Constructions for the preparation of a construction traffic management plan for the Bulli Aged Care Centre of Excellence Project at **22 Hospital Road, Bulli NSW 2516**.

**Project Details:** Demolition of a recreation hall followed by construction of a private residential aged care facility and aged care in patient unit hospital.

Working hours are from **7am to 6pm** Mondays to Fridays and **7am to 5pm** Saturdays. There will be no works on Sundays and public holidays.

### Project Program

Stage/Phase	Duration
Site Establishment / Demolition/Excavation	October 2017 – Feb 2018
Construction	Feb 2018 – Feb 2019

The following activities will be undertaken in the public areas:

- Construction driveways (three of) on Hospital Road
  - The new centre will have three parking areas during construction each parking area will be used for materials handling, truck loading and unloading
  - The three construction driveways are existing driveways which will remain in place for on site truck management during the project.
- Works zones on the kerb side parking lane on Hospital Road for the creation of the driveway/crossovers
  - This will only be needed at the end of the project

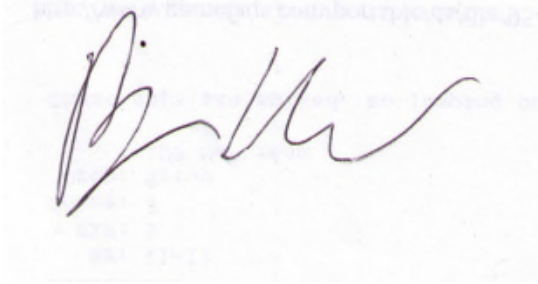
All trucks will be able to enter and leave in a forward manner.

No work zones will be in the street.

The construction site is located adjacent to the Ambulance Station and activities will be planned and implemented in a manner that does not impede on ambulance station activities.

The following traffic control plans have been prepared:

- Pedestrian management plan to ensure that pedestrians are aware of the construction driveways
- Signage indicating the presence of truck turning to and from Hospital Road

A handwritten signature in black ink, appearing to read 'Benny Chen', written on a light-colored background.

Benny Chen  
Principal  
(NER)

## 2. PARKING IMPACT OF WORKS

All construction activities will be contained within the site and there will be no impact on Hospital Road street parking as a result of the project.

On street parking in Hospital Road will be reserved for the Hospital staff. Construction staff will park in Organs Road and other adjacent streets.

To help minimize traffic in the area due to the project construction workers will be encouraged to car pool or take public transport.

### Construction Parking



RCC recognise that Parking within the hospital is strictly not permitted and that hospital staff will park either within the Ambulance Station site or on Hospital Road.

**Figure 1: Location of Off Street Parking Areas for construction works**

## 3. TRAFFIC IMPACT OF WORKS

During construction of the facility there will be an increase of car trips (construction workers) and truck movements.

Most construction workers will arrive on site before 7am which is before the morning peak period. A large majority of the site work force will complete works by 4pm so their return trips will be outside of the evening peak traffic period.

Truck arrivals are distributed throughout the day with no defined peak. There will be few arrivals after 4pm since when a truck arrives on site; enough time has to be allowed for unloading the truck prior to the site closing also with sufficient time for the driver to return to the depot before close of business. Table 1 is a staged representation of the number of workers and frequency of truck movements.

The influx of traffic from the construction activity will not affect the performance of the nearby intersections during the peak hours or throughout the day.

Pedestrian management will be provided at the construction driveways to help maintain safety of the pedestrians.

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

- The construction trucks travelling to the site will use major roads that permit trucks and through traffic such as Princes Highway and Memorial drive
  - A RMS accredited traffic controller will be required to stop traffic during periods when 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 largely 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 to advise pedestrians and manage their safety when walking across the construction driveways.
  - During activity periods of high traffic volume (such as demolition, excavation and concrete pours), pedestrians will be guided walking across the construction driveways exit by traffic controllers.
  - Truck movements will only occur during hours permitted by the development consent conditions.
  - Parking for the construction staff will be on Organs Road and other streets adjacent to Hospital Road. However, the use of public transport and car pooling will be actively encouraged.
  - Vehicle access to neighboring properties will be retained.

The entire perimeter of the works will be fenced off with temporary construction fencing for security and safety in accordance with WorkSafe requirements.

Statutory safety and warning signs will be erected and maintained at all times.

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

All materials handling will be done on site. There will be no need to establish construction

zones on Hospital Road.

#### **4. PUBLIC TRANSPORT SERVICES**

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

#### **5. EMERGENCY VEHICLE ACCESS**

Access for ambulance or fire fighting vehicles will not be impeded. Clear access to the ambulance station will be maintained at all times.

#### **6. COMMUNICATION WITH NEARBY TENANTS**

RCC will notify the Principal's Authorised Person and neighbours within reasonable time prior to any works that might adversely impact on the volume or flow of traffic.

## 7. SITE CONDITIONS

The site will have adequate controls in place to ensure the safety and security of the public, the construction site and to constrain environmental impacts. Below is a list of the safety, security and environmental measures to be implemented on site.

### Fencing

- A 1.8 metre high temporary construction fence will be installed around the perimeter of the site. Pedestrian gates will be the points of entry for all pedestrian and this will allow for access to the site to be restricted to authorized personnel only. Fencing also provides security and safety to the site and will ensure that potential safety hazards are constrained to within the site area.

### Erosion and Sediment Control Fence

- A siltation control fence covered by geotextile fabric will be installed around the perimeter of the site to prevent or minimise erosion while constraining loose soil to the site. The control fences will also aid in minimalizing the environmental impact on the surrounding flora and fauna and Whartons Creek.

### Wooden Mats

- Wooden mats will be placed at the site entrance as additional support for heavy vehicles. The mats will serve to spread out the weight of the heavy vehicles whilst also providing stability on loose ground.

### Cattle Grid

- A cattle grid will be placed and wash off water provided within the site boundary at the construction vehicle exit. These will be used to wash off and trap loose dirt and large materials such as, pebbles and rocks, off of a vehicle as it exits the site.

### Silt Arrestors

- Silt arrestors will be placed along the gutter adjacent to the site exit. These will trap loose silts and the dirt in the runoff water from of the cattle grid at the site exit.

### Bins

- Bins are located adjacent to the site office which allows for easy access by the vehicles on site.
- The bins are used to centralise and contain site waste material such as pallet wrap and broken/damaged materials to reduce site hazards

### Emergency Evacuation point



- The emergency evacuation point is located at the front of the western exit of the site.

#### Site Office

- The site office is located adjacent to the entrance and next to the bins. This location allows better management of pedestrians as no visitors will be able to venture too far into the site without being noticed by a RCC staff member and receiving a site induction.

#### Noise

Construction noise and vibration will be managed as per the Construction Noise and Vibration Management plan prepared by Acoustic Logic. Works will be restricted to the approved development consent conditions. By following noise management plan, the impact on the neighbours and surrounding will be reduced.



## 8. TRUCK AND CAR MOVEMENTS

The details and frequency of the truck movements and the corresponding Traffic Control Plan are shown in Table 1 below.

Phase	Duration	Workers Onsite	Largest Vehicle	Loading / Unloading Location	Truck Movements	TCPs Used & Frequency
Demolition	1 weeks	5	12.5 m rigid truck	Onsite	4 / day	TCP 1: Pedestrian Management on Hospital Road (all day) TCP 2: Hospital Road Truck management (all day)
Excavation	12 weeks	5	12.5 m rigid truck	Onsite	6 / day	TCP 1: Pedestrian Management on Hospital Road (all day) TCP 2: Hospital Road Truck management (all day)
Construction	52 weeks	70	Semi-trailer (15 metres long)	Onsite	10 / day	TCP 1: Pedestrian Management on Hospital Road (all day) TCP 2: Hospital Road Truck management (all day)

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

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The number of truck movements on a daily basis is relatively low over a working day.

In bound traffic routes to the site are through the construction vehicle driveways on

Hospital Road and are as follows:

#### North

- Truck drivers coming from the North will travel on Princes Highway and Hospital Road

#### South

- Drivers from the South will travel on Princes Motorway, Memorial Drive and Hospital Road

#### East

- There will be minimal traffic coming from the East as there are no major arterial roads in that direction and the Pacific Ocean is 1km to the east.

#### West

- Truck drivers coming from the West will travel on Appin Road, Princes Highway and Hospital Road

The outbound movement will East on Hospital Road then turn either left or right into Princes Highway at the signalised intersection of Princes Highway with Hospital Road and Memorial Drive.

## **9. PARKING AND QUEUING AREAS**

Materials handling on site has been planned so that all trucks will be queued on site. A truck delivery board will be utilized on site to regulate deliveries so that the arrival of trucks is spread out throughout the day. This will ensure that once the construction vehicles arrive, the traffic controllers will be better able to manage the flow of traffic on Hospital Road.

The expected frequency of construction vehicles is presented in Table 1. Most arrivals will be pre-planned to within a time frame of 20 minutes.

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## 10. COMMUNICATION WITH NEARBY TENANTS

All nearby tenants will be informed of the construction process each month via a letter drop. There will be a 24hr toll free line, email and postal addresses for all project enquiries and complaints to be sent to.

## 11. 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. The checklist is in Section C of the document.

	<b>Traffic Management Plan Issues</b>	<b>Response</b>
<b>A</b>	Description or detailed plan of proposed measures	Yes - see report
<b>B</b>	Identification and assessment of impacts of proposed measures	Yes -see report
<b>C</b>	Measures to ameliorate the impact of re-assigned traffic	Yes- alternative vehicle routes are available. See report
<b>D</b>	Assessment of public transport services affected	No - public transport not affected
<b>E</b>	Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians	No change. Emergency vehicles and trucks have alternative access
<b>F</b>	Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures	Construction works are short term and there are no other developments currently occurring within the vicinity of the project.
<b>G</b>	Assessment of effect on traffic movements in adjoining areas	No. The impacts are local
<b>H</b>	Public Consultation Process	Notices will be delivered by a letter drop

**Table 2: Traffic Management Checklist**

## 12. TRAFFIC CONTROL PLANS

Traffic control plans (TCP) will be utilised to manage both pedestrians and trucks entering and leaving the construction site as well as occupancy of the kerb side lane where required.

The TCPs attached as Appendix A have been prepared in accordance with Australian Standards AS1742.3 and the RTA (now RMS) Traffic Control at Work Sites.

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

Table 1 shows how the Traffic Control Plans will be used during each construction phase and the expected frequency of usage per day. This plan is presented in a clear manner to allow for easier on site implementation. RMS accredited traffic controllers will manage truck movements and pedestrian flow. The placement of the signs is from a key identifier.

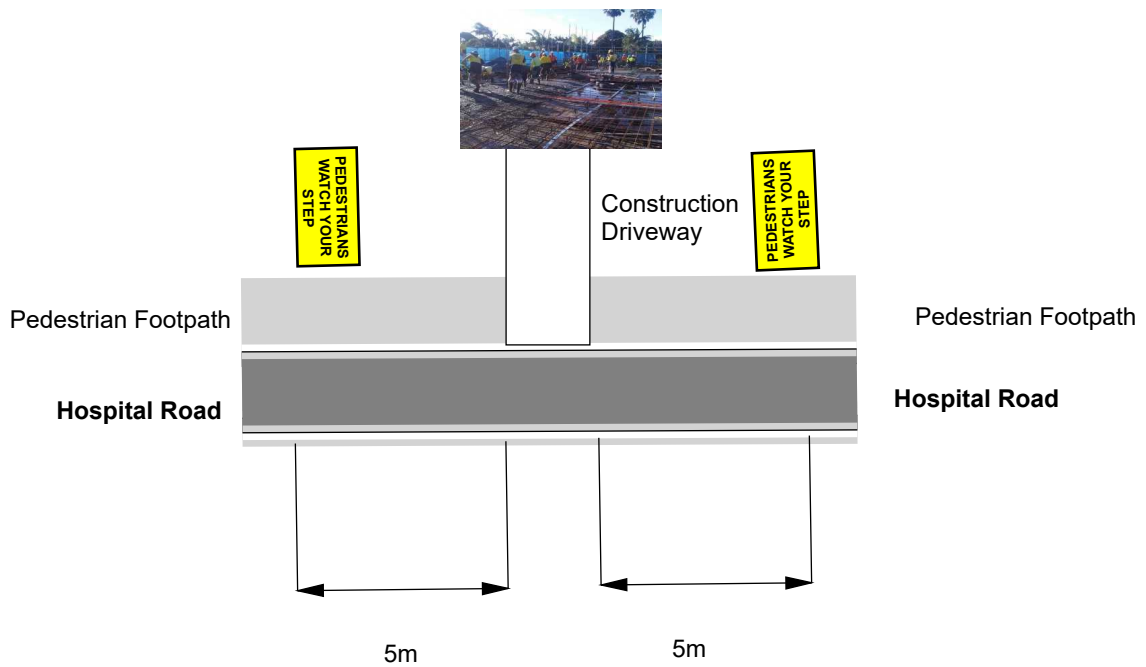
When two traffic controllers are required, two-way radios will be used for communication during implementation of the traffic control plan.



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

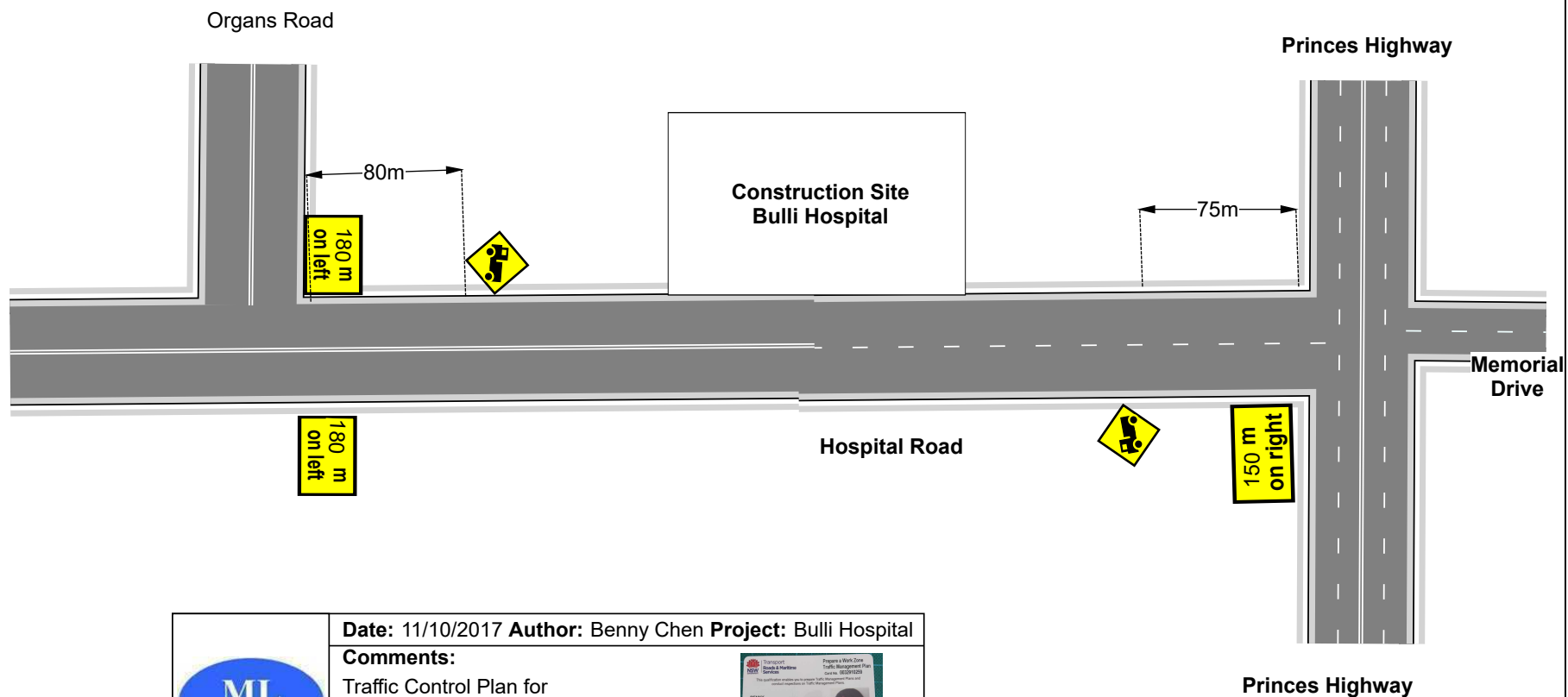
# APPENDIX A – TRAFFIC CONTROL PLANS




**Construction Site  
Bulli Hospital**



	<b>Date:</b> 11/10/2017 <b>Author:</b> Benny Chen <b>Project:</b> Bulli Hospital
	<b>Comments:</b> Traffic Control Plan for Pedestrian Management on Hospital Road for each construction driveway
	 Benny Chen (Certificate Number 2273010105)



	<b>Date:</b> 11/10/2017 <b>Author:</b> Benny Chen <b>Project:</b> Bulli Hospital
	<b>Comments:</b> Traffic Control Plan for Truck Management on Hospital Road
	Benny Chen (Certificate Number 2273010105)

