

CONSTRUCTION TRAFFIC ROAD TRAFFIC & PEDESTRIAN MANAGEMENT PLAN

Sub Base Platypus. 118-120 High Street. NORTH SYDNEY NSW

November 2021

1



Type of Assessment: Construction Traffic, Road Traffic and Pedestrian Management Plan

Prepared for: TAYLOR CONSTRUCTION

Prepared by: Traffic Management Team Pty Ltd. ABN 30 926 196 695

www.trafficmanagementteam.com.au

Author: Gerard O'Neill

(Prepare Work Zone, TMP; Licence No. 0052318112 Exp. 19/03/23)

Revision	Date	Prepared By	Reviewed By	Remarks
	26/11/2021	GO		For Comment
	27/04/2022			Issued for Construction

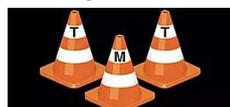
Disclaimer:

This report has been prepared based on information available at the time of publication. Traffic Management Team Pty Ltd will not be liable for any loss, damage, cost or expense incurred or arising due to any person relying on information in this report. Reproduction of this, or any part of this document is not permitted without written consent of Traffic Management Team Pty Ltd.



Table of Contents

1. Introduction	4
1.1 Scope of Report	4
2. Existing Conditions	5
2.1 Road Network.....	5
2.2 Pedestrian Access	9
3. Details of Proposed Construction Related Activities	9
3.1 Proposed Works	9
3.2 Anticipated Vehicle Traffic Generation	9
3.3 Work Zone Area	13
3.4 Access and Vehicle Standing	13
3.5 Protection of Pedestrians, Vehicles and Public Assets	13
3.6 Construction Hours	13
3.7 Site Safety	14
3.8 Primary Contact.....	15
4. Traffic and Pedestrian Management Measures	15
4.1 Keeping Pedestrians and Vehicles Apart	15
4.2 Minimising Vehicle Movements and Vehicle Reversing	16
5. Training, Inspection, Monitoring and Auditing	16
5.1 Inspections	16
5.2 Monitoring	17
5.3 Reporting and Auditing	17
5.4 Summary of Contractor Responsibilities	17
Useful Contacts.	18
APPENDIX A	
Standard Requirements for Construction Traffic Management Plans	19
APPENDIX B	
Traffic Control, Site Entry / Exit Plan	21



1. Introduction

Traffic Management Team Pty Ltd, were engaged by Taylor Construction to prepare a Construction Traffic Management, Road Traffic and Pedestrian Management Plan for; The Harbour Trust's Torpedo Factory Renewal Project. The proposal is to:

- Demolish the multi-level, harbour-facing portion of the Torpedo Factory building and part of the High Street-facing portion of the Torpedo Factory, to create:
 - A new park on the foreshore focussed on First Nations Interpretation
 - A welcoming entry forecourt at High Street
 - Reveal the sandstone cliff beneath the factory building
- Adaptively re-use the retained portion of the Torpedo to:
 - Interpret the heritage values of the factory building and site
 - Provide public domain spaces
 - Provide public and visitor access including pedestrian connections and car parking
 - Create an 'Interpretation Walk' to interpret the site's multi-layered history
- Interpret the site's multi-layered history - First Nation interpretation and recognition for the Cammeraygal people; and the defence heritage of Sub Base Platypus.

1.1 Scope of Report

This report is prepared to address conditions contained in letter dated, 12 May 2021, **Planning Permit and Conditions – 2020/21**, Approval granted by the Sydney Harbour Federation Trust. Notes contained in consent condition 6 relating to Construction Traffic, Traffic and Pedestrian Management.

The scope of this report is structured as follows.

- Review the existing transport and road network proximate to the proposed development site,
- Identify the proposed construction zone areas,
- Forecast the level of construction traffic and identify the anticipated mix of construction and works vehicles,
- Outline the proposed ingress and egress of the construction vehicles to and from this site,
- Outline the required road motorist and pedestrian protection measures to be implemented within and in the vicinity of this site, in particular whilst construction vehicles are loading and unloading materials.

The CTMP satisfies the Work Health and Safety Act 2017 (NSW), regarding reducing risks to the health and safety of workers and other persons near a construction site. Work Health and safety Regulation 2017 defines high risk construction work as (amongst other definitions) work which is carried out on, in or adjacent to a road, railway, shipping lane or other traffic corridor that is in use by traffic other than pedestrians. Under the Safe Work NSW Construction work code of practice, a traffic management plan is considered an administrative control measure to minimise risk. This CTMP aims to provide control measures which eliminate risk where possible. Traffic guidance schemes (TGS) developed



in association with this CTMP have been developed in accordance with the current TfNSW NSW Traffic Control at Work Sites Manual 2022, and Australian Standard AS1742.3 (Manual of uniform traffic control devices – Traffic Control for works on roads).

The proposed traffic and pedestrian management measures are identified to demonstrate the feasibility of managing the potential impacts. Prior to the works proceeding, further development of the temporary measures, such as Traffic Guidance Schemes, Pedestrian Management Plans and any associated road related licences should be prepared by an SafeWork qualified traffic control contractor. The builder is responsible for acquiring and shall acquire the necessary certificates, licences, consents, permits and approvals relevant to the construction on this site.

2. Existing Conditions

2.1 Road Network

The subject site is located on the Northern side at 118 High Street North Sydney NSW. The site entry / Exit is located at (Platypus Lane) approximately 260 metres East of Clark Road and a further 70 metres along the site. High Street at the construction site entry, is a 2-lane road traveling in an East / West direction. High Street provides through access for both residential dwellings, business premises and to North Sydney Ferry Wharf.

SPECIAL NOTE: Transport for NSW has advised that North Sydney Ferry Wharf will re-open to the public on 15 June. As such, it is likely that any work related to the ferry wharf upgrade will be finished by then or, at the latest, 30 June 2022



Figure 1. Highlights the Road network at the site entry, looking Easterly



Figure 2. Highlights the Road network at the site entry, looking Westerly

5

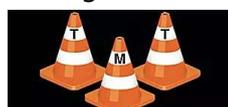




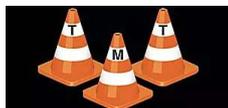
Figure 3. Illustrates the site entry



Figure 4. Construction Traffic Movements

Construction vehicle access to site, would require traffic to travel from High Street North Sydney. The proposed site entry/exit, Platypus Lane and the secondary entry/exit, will be on the left hand side. (as marked in GREEN in Fig 4 above). All vehicles departing from the site will turn right onto High Street, and travel in a Westerly direction (as marked in RED in Fig 4 above).

6



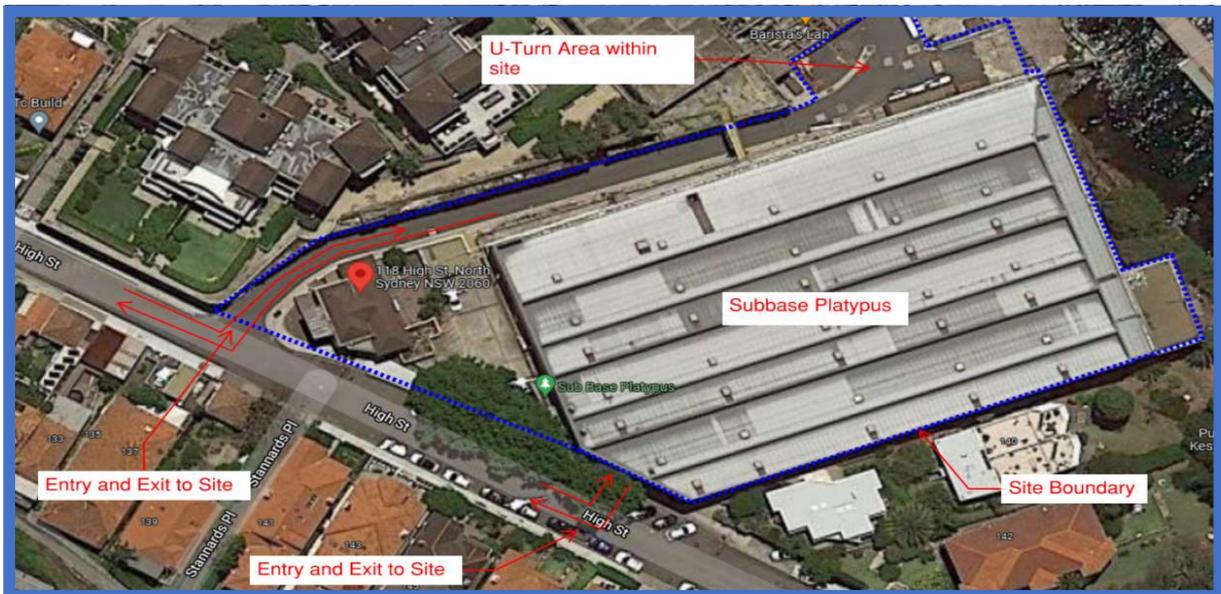


Figure 5. Showing the site boundaries and both primary and secondary entry/exit

The project is accessed via High Street, North Sydney through a primary entry/exit at Platypus Lane and through a secondary entry/exit (as in **Fig 5** above).



Figure 6. Showing the ability for construction vehicles to manoeuvre within Platypus Lane to exit in a forward direction. (The maximum length of trucks will be 8936mm)

A U-turn area is identified at the end of Platypus Lane therefore it is expected trucks and machinery will enter and exit site in a forward direction (as in **Fig 6** above). Platypus Lane will be a shared road with adjoining businesses. Construction Traffic will be escorted by traffic control and the other road users will operate under normal traffic rules.

This U-Turn area is also illustrated in (as in **Fig 7** below)

Based on this information, we expect the requirement of 1 x Traffic Controller to manage both entries (and escort construction vehicles) as they will not be used concurrently.



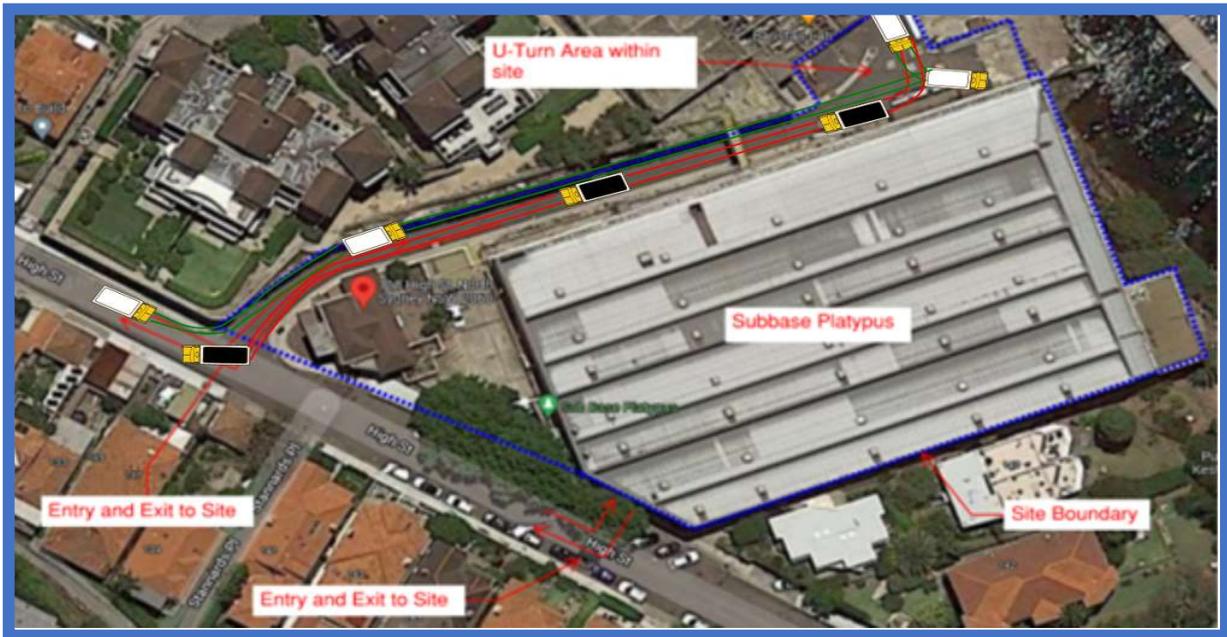


Figure 7. Showing the ability to perform a U turn at the bottom of Platypus Lane. (The maximum length of trucks will be 8936mm)



Figure 8. Showing the internal space within.



2.2 Pedestrian Access

Leading to and at the site entry / exit, High Street has a concrete pathway. Pedestrian traffic can be expected along this area; however, certified traffic controllers will be in place to ensure pedestrian protection during construction traffic entry / exit movements and along Platypus Lane as required. CONSTRUCTION VEHICLES WILL BE WALKED DOWN BY A SPOTTER TO ENSURE VEHICLE AND PEDESTRIAN SAFETY.

Construction workers are well versed in ensuring that all tools and equipment are not placed or left in public spaces which could create hazards for pedestrians or vehicles.

3. Details of Proposed Construction Related Activities

3.1 Proposed Works

- Demolish the multi-level, harbour-facing portion of the Torpedo Factory building and part of the High Street-facing portion of the Torpedo Factory, to create:
 - A new park on the foreshore focussed on First Nations Interpretation
 - A welcoming entry forecourt at High Street
 - Reveal the sandstone cliff beneath the factory building
- Adaptively re-use the retained portion of the Torpedo to:
 - Interpret the heritage values of the factory building and site
 - Provide public domain spaces
 - Provide public and visitor access including pedestrian connections and car parking
 - Create an 'Interpretation Walk' to interpret the site's multi-layered history.

Details of the site establishment, Demolition, and Construction and their respective durations will be clarified and informed to Council y Taylor Construction bat respective stages of this project.

3.2 Anticipated Construction Vehicle Traffic Generation

- Site Establishment
- Preparation of the main works site
- Demolition
- Concrete Pours
- Superstructure
- Construction
- Fit out / Façade
- Completion

Proposed truck types to be used during the works include, demolished material removal trucks, various small delivery and services trucks, concrete trucks and semi-trailers for large equipment and plant

Trade parking will be on High Street and within the fenced compound at the bottom of Platypus Lane. North Sydney Council will arrange appropriate permits to allow road limits to be exceeded. Eg. within site, Platypus Lane has a limit of 30t, we believe this is generous enough. To be able to utilise this capacity, we would need Council approval to exceed the 15t load limit on High Street. Deliveries to tenants, garbage collection etc will not be under control of traffic control as they will operate at normal road usage rules.



Tables 1 and 2 below, indicate the expected frequency and type of establishment and construction vehicles that will be on-site.

Table 1: Site Establishment and Demolition Vehicles

Work Phase	Vehicle	Vehicle Length (m)	Size (tonnes)	Frequency (per day)
Site Establishment	Rigid Truck	8	12	2
Demolition	Rigid Truck	10	25	4
Ancillary Works	Smaller Truck	6.4	5	2

Table 2: Construction Vehicles

Work Phase	Vehicle	Vehicle Length (m)	Size (tonnes)	Frequency (per day)
Construction	Flat -Bed Truck	8.5	-	2
Concrete Pour	Rigid Truck	8.5-10.5	-	2-4
Heavy Lifting	Mobile Crane	8	20	Only required twice onsite
Completion	Smaller Truck	6.4	5	2

During the demolition and construction, there will be removal of demolished matter as well as deliveries of building materials. Demolition matter will be loaded out using 10-wheeler trucks (as per below in **Fig 9**). All construction parking will be within the subject site.

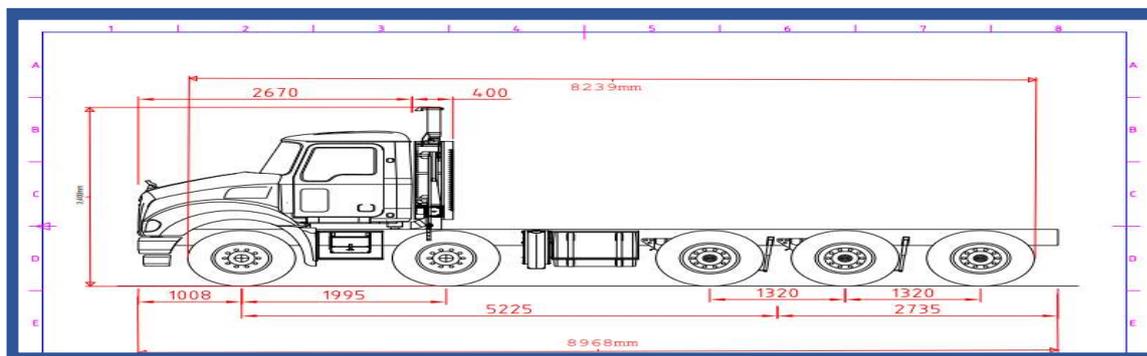


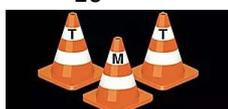
Figure 9.

These movements will incur infrequent trips, with approximately 6 trucks a day, however, these are not anticipated to interrupt regular traffic conditions.

When considering the above traffic generations, it was predicted that the associated works would generate multiple but infrequent construction traffic.

Traffic Controls:

All work shall be confined to and within the proposed site. Traffic associated with these works will be infrequent in volume and will be able to be accommodated by the local roads (with road permits granted). Traffic volume counts are not available for High Street North Sydney (as illustrated in **Fig 10** below) however, ingress and egress of truck and trade movements into proposed work zone's will not impede the regular area traffic flow.



SPECIAL NOTE: If at any time it was necessary for Emergency Vehicles to access along High Street, priority to these vehicles will always be given .

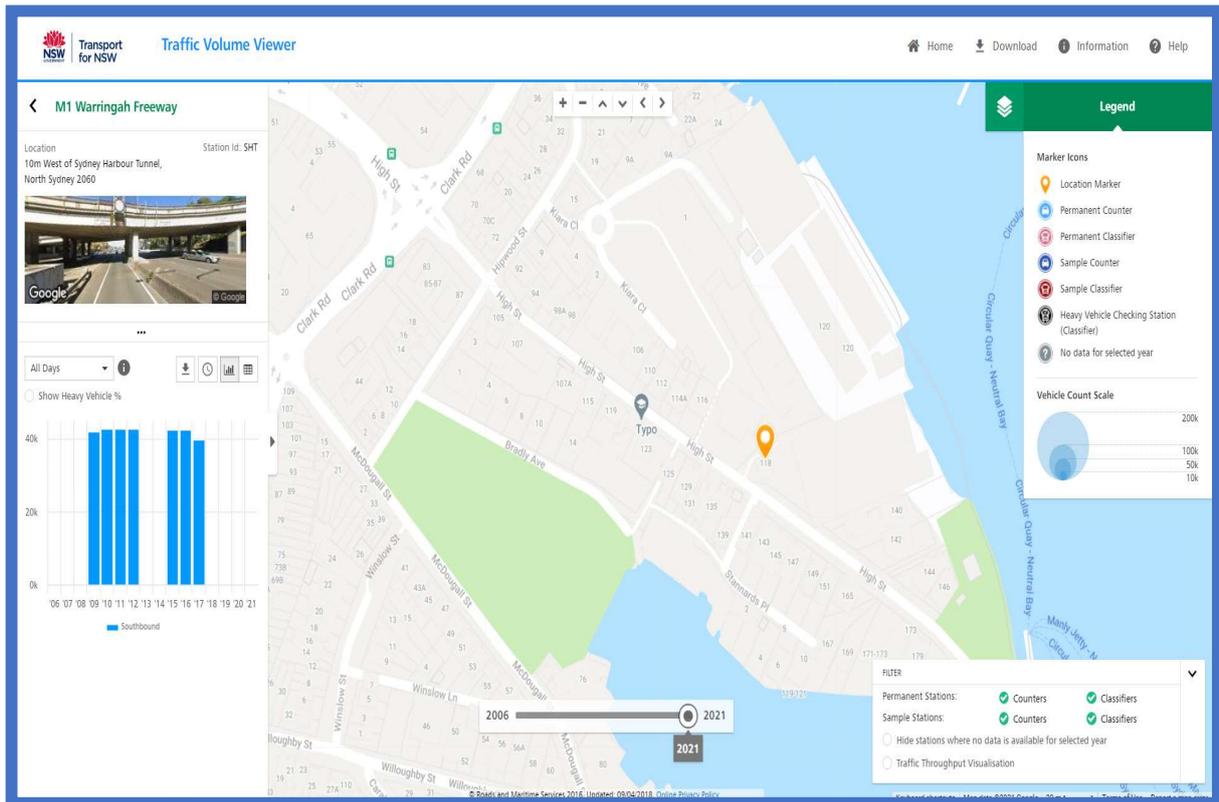


Figure 10. RMS Traffic Volume Viewer

High Street North Sydney is not a heavy vehicle route (as illustrated in **Fig 11. Below**) so the impact of heavy vehicle movements along High Street North Sydney, do not need to be considered.

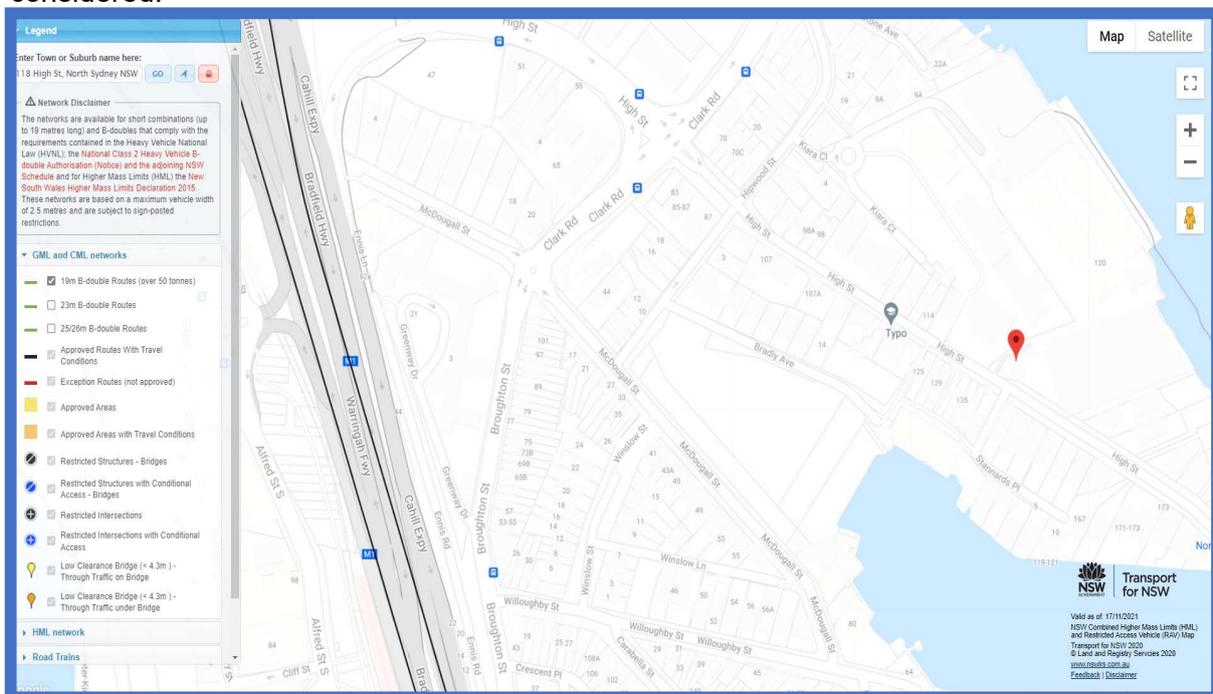


Figure 11. RMS approved Heavy Vehicle Routes



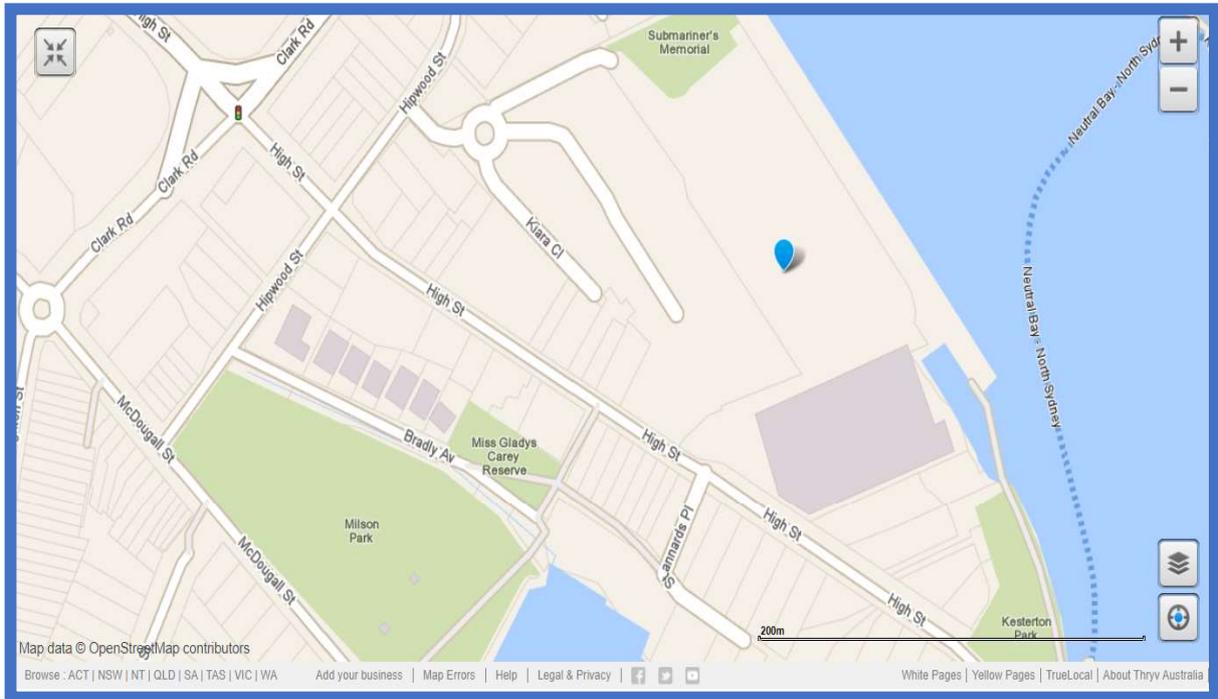


Figure 12. Bus Routes

High Street North Sydney is not located on a bus route (as illustrated in **Fig 12** above) so the impacts that works could have on bus movements at the site, will not need to be considered.



Figure 13. Illustrates the Construction Zone

12



3.3 Work Zone Area

The primary construction zone is proposed wholly within the boundaries of the subject site. (illustrated in **Fig 13** above) There will be set areas assigned for the provision of material storage, waste bins, meal room and toilet facilities.

3.4 Access and vehicle standing

Construction vehicles accessing the proposed construction zone, at High Street, shall only make use of the allocated work zone parking provided. No queuing will be allowed on any surrounding roadways.

All loading and unloading associated with construction activity must be accommodated on site.

If it is not feasible for loading and unloading to take place on site, a Works Zone on the street may be considered by Council. A Works Zone may be required if loading and unloading is not possible on site. If a Works Zone is warranted an application must be made to Council and approved by Council prior to commencement of work on the site.

An approval for a Works Zone may be given for a specific period and certain hours of the day to meet the need for the site for such facilities at various stages of construction. The approval may be reviewed periodically for any adjustment necessitated by the progress of the construction activities

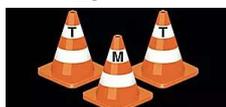
3.5 Protection of Pedestrians, Vehicles and Public Assets

The numbers (frequency) of vehicular movements are likely to be minor. Given the location of the proposed work zone parking, pedestrian activity is manageable. As such, the associated construction traffic is not expected to cause any significant hazards to adjacent properties, pedestrians, parked vehicles, or public assets.

3.6 Construction Hours

To maintain the amenity of adjoining properties, audible site works shall be restricted to between 7am to 5pm, Mondays to Fridays inclusive and 8 am to 1 pm Saturday. No works are permissible on Sundays and public holidays. No hammering or saw cutting before 7.30 am Monday to Friday or before 8.30 am on Saturday Unless otherwise approved.

Construction vehicles, machinery, goods or materials shall not be delivered to the Sub Base Platypus Precinct outside the approved hours of works unless otherwise approved within this Construction Traffic Management Plan or in the case of emergencies such as to make safe a potential to cause harm or death. Out of hours work permits – In isolated instances, where works cannot be undertaken during the prescribed daytime or evening hours due to legitimate reasons such as pedestrian or worker safety, health or traffic reasons, the appointed principal works contractor must apply to the Harbour Trust for an out of hours work permit, at least 5 days prior to this permit being required.



3.7 Site Safety

Prior to the commencement of any works occurring at the site, there is intent to establish a B-Class Hoarding to the Southwest Corner of the project to protect pedestrians walking along High Street whilst façade & structural demolition is taking place. Extent T.B.C. Any fencing shall be temporary and at least 1.8m high, complying with SafeWork Guidelines, located hard against the existing boundary to prevent unauthorised public access, pedestrian protection and, to prevent access outside of work hours. All fencing is to be maintained for the duration of the construction to ensure that the site is secured, and privacy of the adjoining properties is not compromised.

A rigid and durable sign is to be erected at the entrance to the subject site before any establishment, demolition or construction works commence.

- (a) showing the name, address, and telephone number of the Principal Certifying Authority for any subdivision work.
- (b) showing the name, address, and telephone number of the Principal Contractor for any building work and including a telephone number on which the Principal Contractor may be contacted at any time for business purposes
- (c) stating all required PPE for the site and that unauthorised entry to the worksite is prohibited
- (d) being erected in a prominent position that can be read easily by anyone in any public road or other public place adjacent to the site.

Any such sign is to be maintained while the demolition and building work is being carried out but, must be removed when work has been completed.

Prior to the commencement of any demolition or building work, areas for the storage of building material and waste storage areas will be identified, made safe and contained only within the site. This information will be forwarded to Council once identified. A meal area and toilets will also be provided for and contained within the site.

The following requirements apply:

A Traffic Guidance Scheme shall be lodged with Council for any road works to be carried out within public road reserves, or where construction activity impacts on traffic flow or pedestrian access, in strict compliance with the requirements of Australian Standard 1742.3 (Traffic Control Devices for works on Roads). In regard to this, the contractor must submit the Traffic Management plan for assessment by Council prior to commencing works within the road reserve.

The following matters have been addressed within this Construction Traffic Management Plan:

- (a) A plan of the entire site and frontage roadways indicating:
 - i) Detail of proposed vehicle routes, estimated number of trucks, access arrangements and traffic control measures
 - ii) Include an estimated number and type of construction vehicles and machinery to be brought onto the site throughout the project
 - iii) Include detail on the management of truck movements during the demolition works
 - iv) Address how vehicle movements associated with the construction works will not adversely affect the operation of signalised intersection of Clark Road/High Street



- v) Include a site plan to indicate where construction vehicles, plant and equipment are proposed to park during the works, access arrangements and traffic control measures
- vi) Where practically possible lay down areas and parking is to be maintained within the confines of Sub Base Platypus. Other arrangements outside these extents are to be detailed in the CTMP, however any approvals required for these arrangements are the responsibility of the appointed principal contractor
- vii) Consider and outline any co-ordination that may be required with North Sydney Council and Transport for NSW (Note: High Street has a Gross Load Limit of 15 tonnes)
- viii) Signage type and location to manage pedestrians in the vicinity
- ix) The location of any proposed Work Zone in the frontage roadway
- x) Location of any fencing or hoarding proposed along the street frontage
- xi) Area of site sheds and the like
- xii) A dedicated unloading and loading point within the site for all construction vehicles, plant, and deliveries
- xiii) Material, plant, and spoil bin storage areas within the site, where all materials are to be dropped off and collected.
- xiv) The provision of an on-site parking area for employees, tradesperson and construction vehicles.

(b) All necessary concurrences and approvals from RMS and/or Council must be obtained for any construction works impacting on High Street.

The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances. Non-compliance with this requirement will result in the issue of a notice by Council to stop all work on site.

3.8 Primary Contact

Contact: Peter Salib
Phone: 0431 268-987
Email: peters@taylorau.com.au

This person has authority to comply with any instructions issued by Council or Police.

4. Traffic and Pedestrian Management Measures

4.1 Keeping Pedestrians and Vehicles Apart

The following actions will help keep site pedestrians, pedestrians, and vehicles apart both on site and when vehicles enter or exit the Work Zone.

- Construction traffic will be escorted along Platypus Lane by a traffic controller spotter
- Secure areas where vehicles and powered mobile plant are being used, for example pedestrian barriers or traffic control barricades.
- Provide separate clearly marked pedestrian walkways that take a direct route where possible.
- Do not block walkways so that site pedestrians must step onto the vehicle route.
- Pedestrians may be held only for noticeably short periods to ensure safety when trucks are leaving or entering. **BUT you must NOT stop pedestrians in anticipation i.e. at all times the pedestrians have right-of-way on the footpath not the trucks**

15



- When exiting the site, make sure drivers driving out onto public roads can see both ways along the footpath before they move onto it.
- 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**
- Designate specific parking areas for workers and visitor's vehicles outside of the work zone. (This will be applied for by Taylor and requested to be granted by Council)

4.2 Minimising Vehicle Movements and Vehicles Reversing

A key component of traffic and pedestrian conflict management involves minimising vehicle movements. Vehicles will be prohibited from reversing, as reversing is a major cause of accidents. Whilst vehicles are moving, the following applies.

- Signage and or barriers to control construction pedestrians within the worksite.
- Use mirrors and warning devices such as horn, flashing beacon and indicators.
- Ensure drivers have another person to direct him or her. The driver should maintain visual contact with the person directing them and signallers will wear high visibility clothing.
- Truck and vehicles are to be positioned wholly within the granted construction parking zones.

5. Training, Inspection, Monitoring and Auditing

The construction contractor shall implement appropriate training and induction in the requirements of this pedestrian management plan. All employees and contractors working on site will undergo site induction training which includes Environmental due diligence training. The induction will include the following issues.

- This pedestrian management plans
- The existence of traffic restrictions and what this means for the project
- Delivery hours and locations
- Reporting and recording Environmental incidents related to traffic, and
- Traffic Control measures and the development and implementation of Traffic Control plans

Records will be kept of all personnel undertaking the site induction and training.

5.1 Inspections

The requirement to inspect traffic control is stipulated in Section 6 of the TfNSW Traffic Control at Worksites manual and Appendix A of the Australian Standards 1742.3. The traffic control and pedestrian management in this project will be primarily short-term control and therefore the pre-start and closedown inspections should be undertaken. The traffic control contractor has the responsibility of conducting the inspections, which are.

- Daily observational monitoring before work starts; and
- Regularly through the shift and prior to closing down



5.2 Monitoring

Traffic and pedestrian monitoring during the site establishment and construction phases will be undertaken generally and will include daily pre-start visual inspections.

5.3 Reporting and Auditing

The traffic control contractor, on a need's basis, shall conduct reporting and auditing. Given the time span of the demolition and construction works comprehensive reporting and auditing is deemed as being required.

5.4 Summary of Contractor Responsibilities

The following summarises the anticipated contractor responsibilities throughout the period of demolition and construction.

General-

- Site Induction: (including environmental due diligence training) to include driver training on approved routes and code of conduct for the project site.
- Traffic to the Site; will obey curfew times and driver instructions.
- Vehicles; will not park or queue other than in designated areas.

Inspections-

- Daily, the approved Traffic Control contractor will complete daily; pre-start and pre-closedown inspections of short-term traffic control using the checklist.
- Weekly, the approved Traffic Control contractor will complete inspections of longer-term traffic control using the checklist.

Traffic Control Plans-

- All TCP's: used during the construction activities will be developed by an authorised person for this activity, in accordance with *AS 1742.3 – 2017 Manual of uniform traffic control devices Part 3 and the current TfNSW guide to Traffic Control at Worksites*.



Contact “Dial Before You Dig” before commencing any building activity on the site.

Some useful Contacts;

- Department of Fair Trading 13 32 20 fairtrading.nsw.gov.au
Enquiries relating to Owner Builder Permits and Home Warranty Insurance.
- Dial Before You Dig 1100 dialbeforeyoudig.com.au
- Long Service Payments 131 441 lspc.nsw.gov.au
- NSW Government nsw.au/fibro
diysafe.nsw.gov.au
Information on asbestos and safe work practices
- NSW Office of Environment and Heritage 131 566 environment.nsw.gov.au
- Sydney Water 13 20 92 sydneywater.com.au

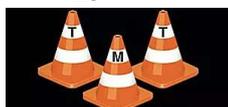


APPENDIX A

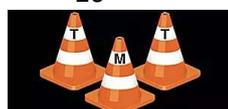
Standard Requirements for Construction Traffic Management Plans

The Applicant or contractor always undertakes to follow and abide by the following requirements during site, excavation and construction works.

1. Details of routes to and from site and entry and exit points from site – site specific
 2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific
 3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
 4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a one-off occasion is obtained from the Councils Construction Regulation Unit).
 5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a one-off occasion is obtained from the Councils Construction Regulation Unit).
 6. The Applicant must provide the Council with details of the largest truck that will be used during the demolition, excavation and construction.
- NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a one-off occasion is obtained from the Councils Construction Regulation Unit).
7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a one-off occasion is obtained from the Councils Traffic Operations Unit). Requests to use these vehicles must be submitted to the Council prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.
 8. No queuing or marshalling of trucks is permitted on any public road.
 9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.
 10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off-street area or be encouraged to use public transport and not park on the public road.
 11. All loading and unloading must be within the development site or at an approved "Works Zone".
 12. The Applicant must apply to the Councils Traffic Works coordinator to organise appropriate approvals for Work Zones and road closures.
 13. The Applicant must apply to the Councils Construction Regulations Unit to organise appropriate approvals for partial road closures.



14. The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.
15. The Applicant must apply to the Councils Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.
16. The Applicant must comply with development consent for hours of construction.
17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (TfNSW) Traffic Control At Work Sites Guidelines.
18. No traffic is to be stopped on the public street(s) to allow trucks to enter or leave 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.
19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. at all times the pedestrians have right-of-way on the footpath not the trucks.
20. Physical barriers to control pedestrian or traffic movements need to be determined by the Councils Construction Regulations Unit prior to commencement of work.
21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.
22. The Applicant must apply to the Councils Building Approvals Unit to organise appropriate approvals for fencing or hoarding prior to commencement of works.
23. The CTMP is for the demolition and, construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the Council and/or RMS for consideration. Also, SafeWork requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under TfNSW regulations).
24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.



APPENDIX B

Legend

- traffic controller
- truck
- Work Area

GENERAL NOTES

1. This Drawing is not to Scale
2. This drawing is to be read in conjunction with AS 1742.3 & TCAWS 2018
3. Non applicable existing signage shall be covered
4. All signage distances shall comply with AS1742.3 & TCAWS 2018
5. In accordance with TCAWS 2018 Traffic Controllers are to assist pedestrians with movements through or around the worksite as required
6. Signage shall be placed on the side of the road adjacent to the traffic flow
7. Removal of the delineation, tapers & signs should be undertaken in the reverse order of erection progressing outwards from the work areas

DIMENSION "D"

SPEED OF TRAFFIC (KM/H)	DIMENSION "D" (METERS)
45 or LESS	15-40
46-55	15-60
56-65	45-70
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED

TOLERANCES

POSITIONING OF SIGNS, MIN 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN, MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN. SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN. NO MINIMUM

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC (KM/H)	TRAFFIC CONTROL AT BEGINNING OF TAPER	LAUNCHING SIGN (A/T) (M)	MERGE TAPER
45 OR LESS	15	0	15
46-55	15	15	30
56-65	30	30	60
66-75	N/A	70	115
76-85	N/A	80	130
86-95	N/A	90	145
96-105	N/A	100	160
>105	N/A	110	180

REV	DATE	DESCRIPTION

Date: 8/11/2021 | Author: Gerard | Project: Construction

CLIENT: Taylor Construction | OPERATION: Truck Movements

ROAD NAME: High Street | AUTHORITY: Council

SUBURB: North Sydney | SPEED REDUCTION: N/A

WORK TERM: Short | NC STREET: Stannards Place

ROAD TYPE: 2 Lane 2 Way | PLAN No: TC005

POSTED SPEED: 50km/h | Author No.0052318112 Exp. 19/03/2023

Traffic Management Team take no responsibility for this TCP if implemented by others.

G. O'Neil PLAN NOT TO SCALE

Traffic Management Team

Ph: 0404 285-0

Email: info@tcmang.com



