



CONSTRUCTION TRAFFIC MANAGEMENT PLAN- NEW SHELLHARBOUR HOSPITAL

Project:	NEW SHELLHABOUR HOSPITAL
Project Duration:	APPROX 30 MONTHS COMMENCING SEPTEMBER 2024
Prepared for:	BESIX Watpac
Prepared by:	Aleksandra Byrne – Commercial Traffic Control
Authors Accreditation:	PWZTMP TCT0002510
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Reviewed by:	Commercial TC Ltd Pty
Reviewed by: Accreditation	Thays Sampaio PWZTMP TCT0072414

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Contact List

STATE TRANSIT AUTHORITY 9245 1300

TRANSPORT MANAGEMENT CENTRE

TMC OFFICE 8396 1400

SHELLHARBOUR COUNCIL- (02) 4221 6111

POLICE

LAKE ILLAWARRA POLICE STATION – 02 4232 5599

HOSPITAL/MEDICAL CENTRE

SHELLHARBOUR HOSPITAL– (02) 4295 2500

Construction Traffic

Main Works

The New Shellharbour Hospital will deliver contemporary and expanded hospital services and integrated health facilities for the Illawarra Shoalhaven Local Health District.

The new hospital will provide the majority of emergency, critical care, acute, subacute, and non-admitted services locally, reducing the need to transfer patients to Wollongong and Sydney.

In addition to the construction of external areas as well as multideck carpark. the new building scope includes a new 6-level building of approximately 40,000m² GFA, with rooftop plant accommodating the following:

Level 00 Perioperative Service, Mental Health Unit, SSD, Back of House (BOH), Loading Dock, Plant and Food Services.

Level 01 Acute Mental Health IPU, Emergency Department, Medical Imaging and Pathology.

Level 02 Whole of Hospital Workspace Hub, Ambulatory Care, Retail and Pharmacy.

Level 03 Surgical IPU, ICU/Cardiology IPU, Ambulatory Care and Renal.

Level 04 In-Patient Unit (IPU), Rehabilitation/GEM Unit and Plant

Level 05 Medical/Surgical IPU and Acute/GAP IPU

Level 06 Plant and Equipment

Site Location

The Hospital is bordered by the Princes Highway. New Hospital location is 38 Dunmore Rd, Dunmore NSW 2529.

Site Location

Figure 1 – Aerial View of NEW SHELLHARBOUR HOSPITAL

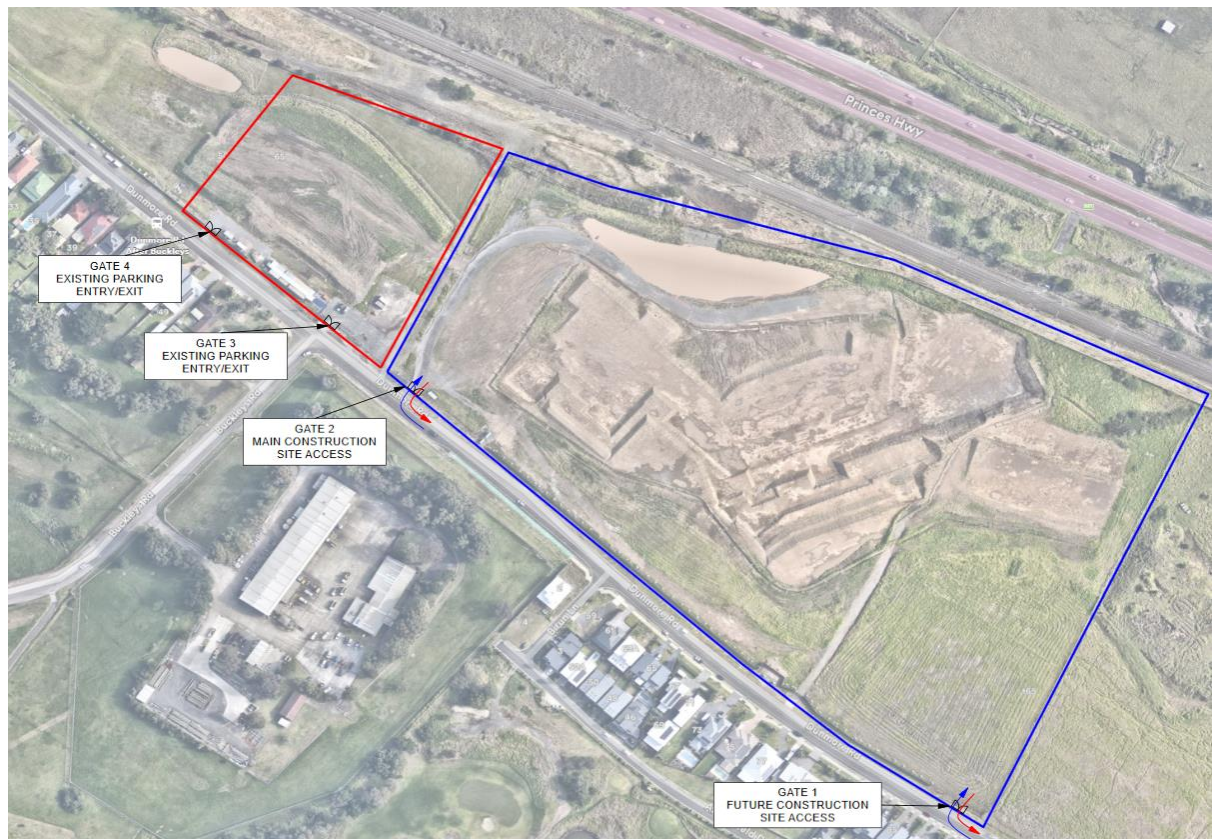
Source – Near map



Figure 2 – Aerial View of NEW SHELLHARBOUR HOSPITAL

Source – Nearmap

Proposed Site Entry/Exit- Is located on Dunmore Rd which is two-way street.
Entry/Exit to and from site is right in and left out.



Purpose

The purpose of this Traffic Management Plan is to show how BESIX Watpac proposes to manage safety regarding traffic during excavation and construction, to meet the requirements of Shellharbour City Council and RMS. This CTMP is prepared for the purpose to consider the safety of construction site personnel, neighbours, emergency services, road users and pedestrians. The purpose of this report is to detail traffic management for each stage and seeks to minimise the impact on public amenities and ensure safe practice in accordance with RMS and Shellharbour City Council Guidelines.

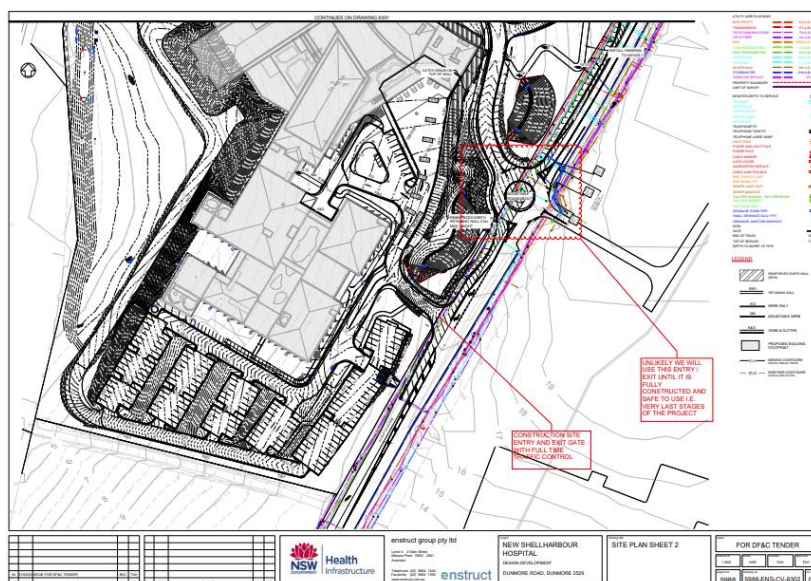
Scope/Proposed works

The scope includes the provision for the:

- Safe movement of vehicular and pedestrian traffic,
- Protection of workers on the site and from passing traffic,
- Provision for access to the property for delivery of materials and movement of work vehicles located within the limits of the project,
- Design, construction, maintenance and removal of any necessary temporary roadways and detours,
- Provision of traffic controllers
- Installation of temporary signs, road markings, lighting, and safety barriers.
- Proposed protection of pedestrians adjacent to the site.

It also covers excavation and reconstruction with best route or road corridor for all work activities.

As part of the scope of this project, it is noted on further stages a road realignment and construction of new roundabout. This will be undertaken at the proposed Hospital entry, located opposite to Birun Lane. In terms of traffic management overview, further revision will be required on this CTMP as the project progresses regarding proposed traffic management methodology for these works to be undertaken and submitted to Shellharbour City Council 8 weeks prior to work commencement.



Proposed road realignment & construction of new roundabout

Plan Objective

The key objectives of this Construction Traffic Management Plan are:

- To satisfy the key legal requirements related to Traffic, Transport and Access to site.
- So that the information can be applied to the planning and implementation of traffic guidance scheme.
- To ensure the safety of its employees, contractors and public
- To maximise the value and outcomes of traffic monitoring activities
- To ensure no injuries or property damage to persons or their property on or surrounding the project.
- To actively monitor traffic impacts related to the demolition and construction works on surrounding area.
- Hospital personnel, Site workers, pedestrians, cyclists, and traffic
- Minimise delays to traffic and consider the needs of all road users.
- Maintain satisfactory property access,
- Minimise disruption to businesses,
- Minimise disturbance to the environment.
- Minimise disturbance to emergency services located next to the site.
- To ensure compliance with relevant specifications and the RMS's – Traffic Control at Work Sites Handbook (TCAWS) Version 6.1
- To guide drivers through changed conditions and guide them around the work site.

2 CONSTRUCTION

Construction Activity

Major activities associated with the construction will include (in approximate order of occurrence):

- Earthworks
- Piling
- Structural works
- Façade works
- Fit off
- External works

Site Working Hours

General deliveries of materials may be carried out between:

Monday – Friday 7am – 6pm

Saturday: - 7am – 1pm

*Deliveries during school hours will be limited where possible, however, deliveries will have minor impact on school traffic as shown on page 15-16.

A two-way system with a UHF channel to be nominated to assist in accepting deliveries.

It is noted that a small number of specific deliveries will need to occur outside of the above hours. These will be managed in strict accordance with the Planning Approvals requirements applicable to each specific case.

Works / Loading Zones

All works associated with this development shall take place onsite, and separate Council / RMS approved works zone applications if required.

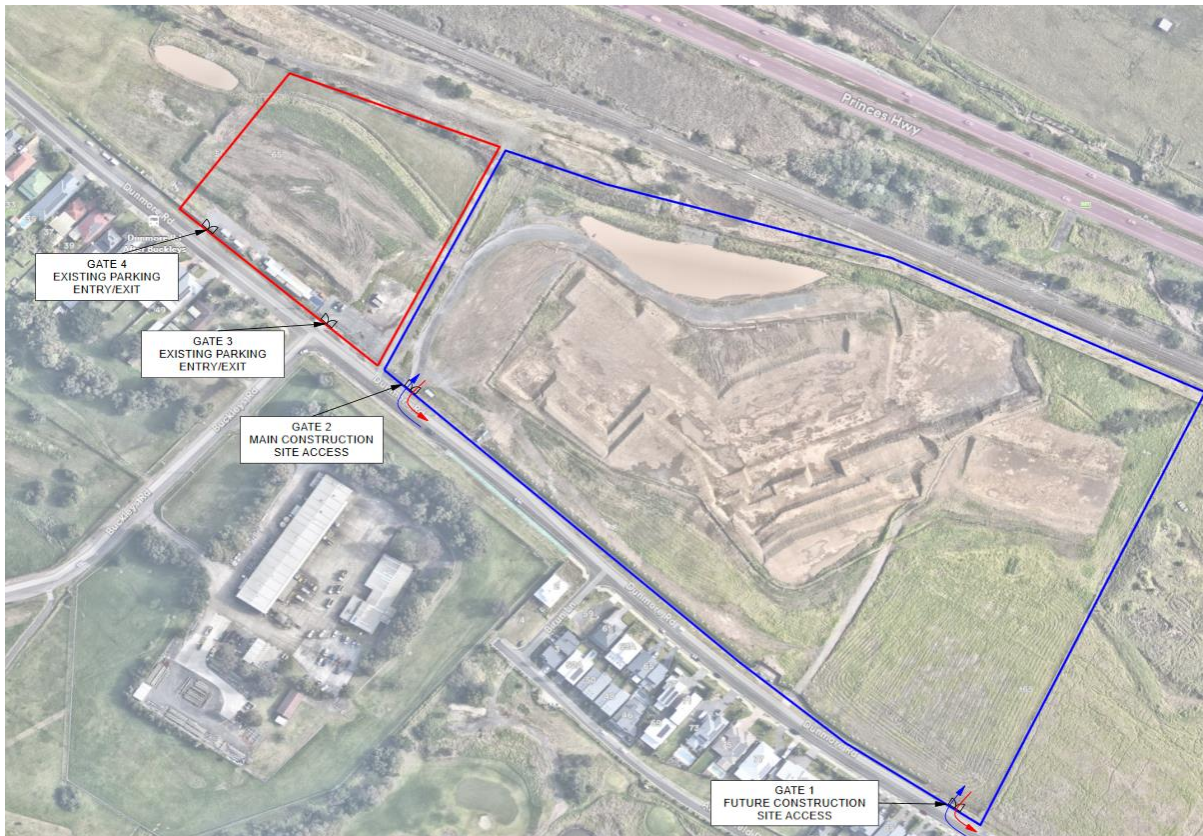
Construction Vehicles Movement/Work Zones

Adequate advanced warning and directional signage will be placed around the site. This will direct drivers to the construction site and inform other drivers and pedestrians of upcoming works on their route. Authorised Traffic Controllers shall be on-site ensuring controlled entry and exit in and out of site. This shall ensure movements shall not affect traffic flow or endanger pedestrians, by giving way to pedestrians and cyclists before trucks enter and exit site.

All truck movements shall be carried out taking into consideration the surrounding building and roads. Adequate measures to reduce severity/seriousness of incidents shall be put in place to improve conditions.

All drivers of trucks and construction vehicles will be given this CTMP and will be aware of the truck and vehicle routes and advised to contact site traffic control UHF channel staff prior to delivery.

All plant and heavy machinery will be placed or parked within the site. No plant or machinery will be placed on the street. No truck and dog trailer or over size vehicle to be left on local roads unless approval has been obtained for a one-off occasion from Shellharbour City Council. During and excavation all construction vehicles will be loaded within the site, where possible for the duration of the project Trucks will enter through Entry/Exit Gate on Dunmore Road (shown in diagram below) and TGSs at back of CTMP.



Work vehicles will arrive and depart from the site access gate located on Dunmore Road in a forward direction. All trucks arriving and departing the site are to be under the instruction of traffic controllers and leave site in a safe and suitable manner.

All trucks arriving to site will be pre-booked by BESIX Watpac management.

There is no footpath on the western side of Dunmore Road, the western side of Dunmore Road will be closed to the public and access will be limited to authorised inducted construction personnel. All mandatory pedestrian management signage will be appropriately placed to inform the public that the eastern side is to be used.

No materials, skip bins, concrete pumps, cranes, machines, or temporary signs shall be stored on the council's footpath, nature strip, park or reserve without the prior approval of Council under section 138 of the roads act 1993.

All exiting trucks shall be:

- Loaded to their prescribed weight limits.
- All trucks will be covered by tarpaulin or like prior to leaving the site as required.
- All vehicles leaving the site must be free of mud or any other debris. Drivers of vehicles that exit the site must check their vehicles are clean prior to exiting. It is the responsibility of each driver to confirm their vehicles are clean prior to exiting site.

BESIX Watpac will ensure that:

- No vehicle shall make deliveries outside Council's approved DA site hours with the exception of oversized loads approved by relevant authorities.
- All delivery vehicles will arrive at pre-arranged times to site.
- All deliveries are made in compliance with the relevant planning approval conditions and relevant authority requirements.
- All vehicles arriving to the construction site shall strictly adhere to the speed limit.
- This CTMP and all relevant plans shall be given to all transport companies associated with the site and expected to pass relevant information to its personnel and truck drivers arriving to site.

Example of construction vehicles anticipated to be required during the works included but are not limited to :

- Heavy Rigid Vehicles (12.5HR).
- Multi Combination Vehicles (Truck & Dog).
- Infrequent use of semi-trailers for special deliveries.
- Concrete pumper and agitator vehicles during building works.
- Small to medium sized trucks for other deliveries.

It is expected that the peak truck generation during the construction phase shall be in the order of 50-60 truck movements per day. Use of oversized and over mass vehicles are required for Delivery of piling rigs, delivery of precast elements, will need to be transported to site out of hours to comply with authority guidelines

Arrival & Departure of Vehicles

Dunmore Road is one of the routes for Shell Cove Primary school, Shellharbour Anglican College as shown in diagram A (Sensitive receivers). Dunmore Road is 70km/h posted speed limit. It is noted that the presence of school zone (40km/h speed restriction) on Dunmore Road.

School zone westbound direction (40km/h restriction) - starts after Universal Dr passing up Piper Dr and finishes before Buckleys Rd where the end of school zone sign is posted, returning to the original posted speed limit 70km/h. Diagram B

School zone eastbound direction (40km/h restriction) starts after Buckleys Rd and finishes after Piper Dr where the end of school zone sign is posted, returning to the original posted speed limit 70km/h. Diagram B

Shellharbour Anglican College main gate is located on Piper Drive.

The school zone described above is located 978m from the main gate for this project delivery. According to the traffic management overview, the impact analysed on traffic route during school pick hours is estimated to be none or minimal as the trucks are scheduled by hour delivery moreover, on westbound of Dunmore Road is a no through road ending up on the rail lane, reinforcing and concluding estimated impact will be minimal. Diagram C

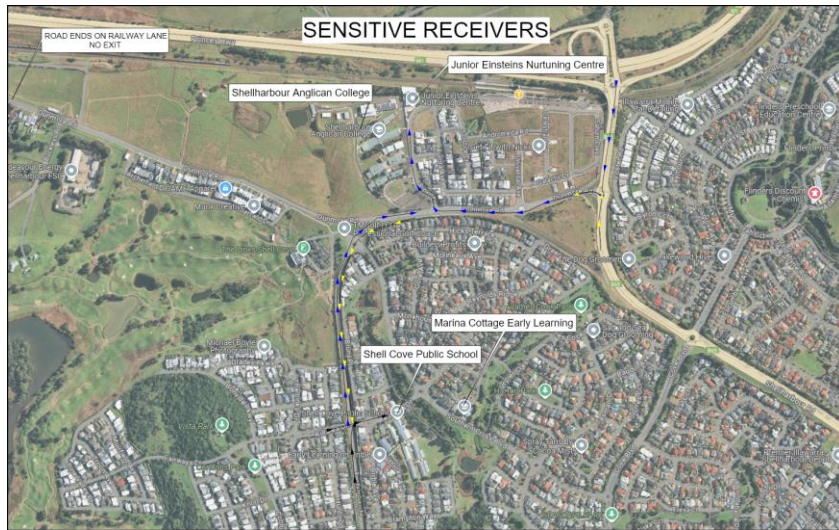


Diagram A – Sensitive Receivers



Diagram B – School Zone



Diagram C – Gate Location (delivery)

Adequate advanced warning and directional signage will be placed around the site. This will direct drivers to the construction site and inform other drivers and pedestrians of upcoming works on their route.

Signage to divert pedestrians needs to be installed on the North and South of construction site

Authorised Traffic Controllers shall be on-site ensuring controlled entry and exit in and out of site. This shall ensure movements shall not affect traffic flow or endanger pedestrians, by giving way to pedestrians and cyclists before trucks enter and exit site.

All truck movements shall be carried out taking into consideration the surrounding building and roads. Adequate measures to reduce severity/seriousness of incidents shall be put in place to improve conditions.

Arrival and Departure Route to Site

It is illegal to park a truck exceeding 4.5 tonnes on a roadway for more than one (1) hour unless signs are installed allowing such and illegal to barricade/ reserve a section of roadway without the prior approval of Council. Vehicles shall leave site in a forward direction with the assistance of Authorised Traffic Controllers. Under no circumstances will vehicles be permitted to leave site in reverse, unless authorised by authorities.

Vehicle Movement Plan

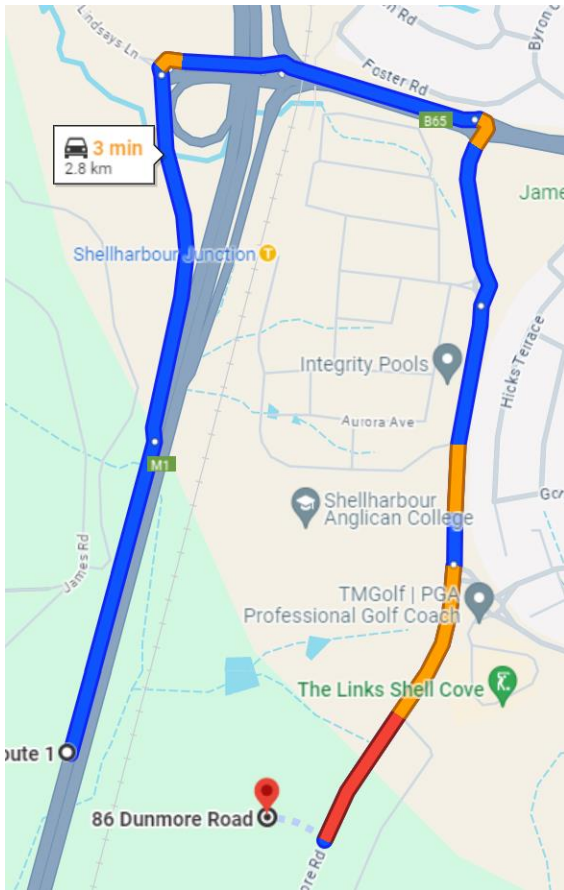
The proposed construction vehicle routes are outlined below. These routes shall be communicated to construction staff during the induction process. As a general requirement however, all drivers and associated companies are responsible for adhering to the road rules and regulations.

Construction vehicle access will be limited to the State and Regional Road network wherever practicable to minimise the impact on the surrounding road network.

Construction vehicles arriving to site.

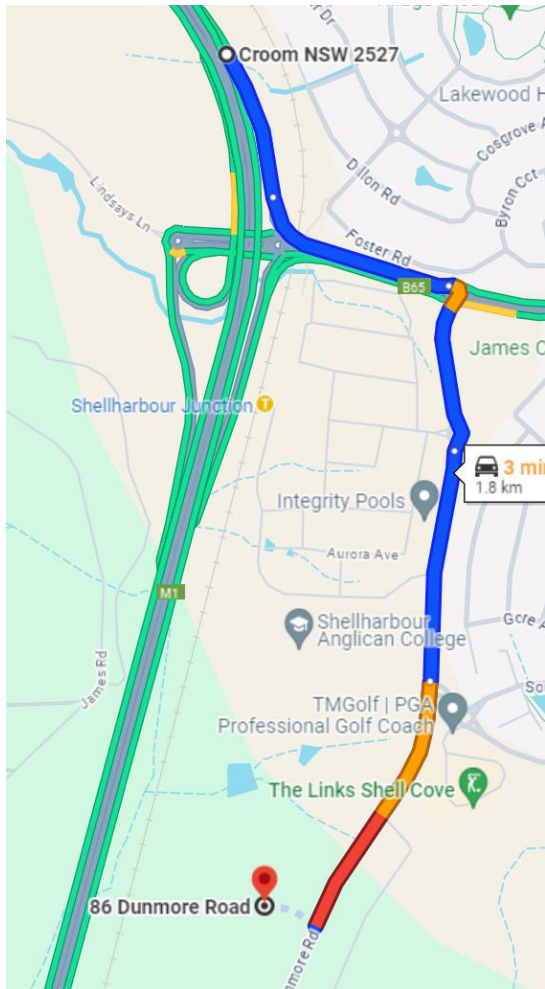
Northbound Princess Hwy:

- Head south-east towards Shellharbour Rd/B65.
- Merge onto Shellharbour Rd/B65
- At the roundabout, take the 2nd exit onto Dunmore Rd
- Dunmore Rd turns slightly left and becomes Dunmore Rd
- Continue straight to stay on Dunmore Rd turn right into site.



Southbound Princess Hwy:

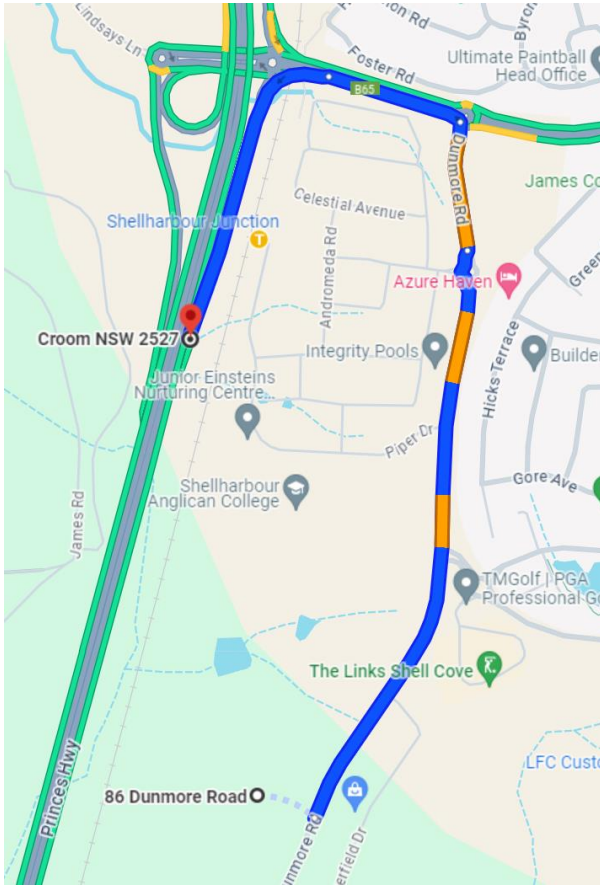
- Take the exit towards Shellharbour Rd/State Rte 151/Shell Cv/Shellharbour Vlg
- At the roundabout, take the 2nd exit onto Shellharbour Rd/B65
- At the roundabout, take the 2nd exit onto Dunmore Rd
- Dunmore Rd turns slightly left and becomes Dunmore Rd
- Continue straight to stay on Dunmore Rd turn right into site.



For egress routes:

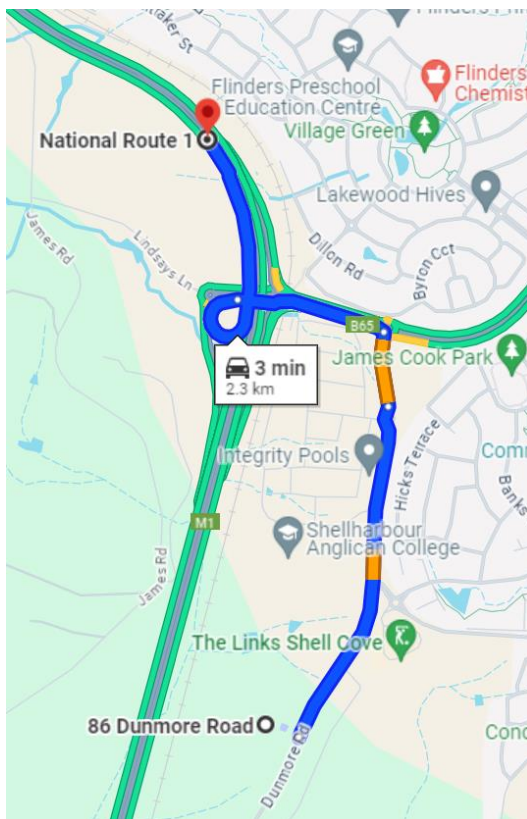
Southbound Princess Hwy:

- Head north on Dunmore Rd towards Archerfield Dr
- Dunmore Rd turns slightly left and becomes Dunmore Rd
- At the roundabout, take the 1st exit onto Shellharbour Rd/B65
- Use the left lane to take the Princes Hwy/National Rte 1 slip road to Kiama/Nowra
- Merge onto Princes Hwy/M1



Northbound Princess Hwy:

- Head north on Dunmore Rd towards Archerfield Dr
- Dunmore Rd turns slightly left and becomes Dunmore Rd
- At the roundabout, take the 1st exit onto Shellharbour Rd/B65
- Take the ramp onto M1-National Route 1



Mitigation at School Peak

In order to address concern about impact of construction traffic on the congestion and queue lengths at the intersection of Shellharbour Road and Dunmore Road during school peak hours, following measures are taken:

- 1) Monthly observations during AM and PM school peak hours, noting the length of traffic queues towards the roundabout at Shellharbour Rd and Dunmore Rd intersection.
- 2) Comparison of the observed queue lengths with the queue lengths before start of the construction works, to detect any increase in congestion.
- 3) When increase of queue lengths at Dunmore Rd due to construction traffic is observed, following mitigating measures will be available:
 - reduction of truck movements during (parts of) the school peak hours
 - review movement of light vehicles and make sure they happen outside of school peak hours. It is noted that construction workers will arrive before 7am and depart after 4pm meaning outside of school peak hours.
- 3) Observe again once mitigation measures are in place to ensure impact of construction traffic on the overall traffic is insignificant.

Construction Vehicles and Plant

All loading and unloading of materials shall be done within the site. Trucks are not to queue on the driveway or on public roads; traffic controllers shall manage the ingress and egress. All drivers of trucks and construction vehicles shall be issued this CTMP and shall be made aware of the truck and vehicle routes.

All plant and heavy machinery will be placed or parked within the site. No plant or machinery shall be placed on the street. No vehicles to be left on local roads unless approval has been obtained for a one-off occasion from Council. All vehicles, plant, and equipment shall be operated in accordance with NSW Road Rules 2014.

After traffic assessment, traffic team have concluded that there is existing shoulder lane in saying that a limited stand along might occur at site entrance (green markup). At the site entrance is no frontage of residential properties and both contractor and Commercial traffic will ensure residential complex will not be affected by work vehicles.

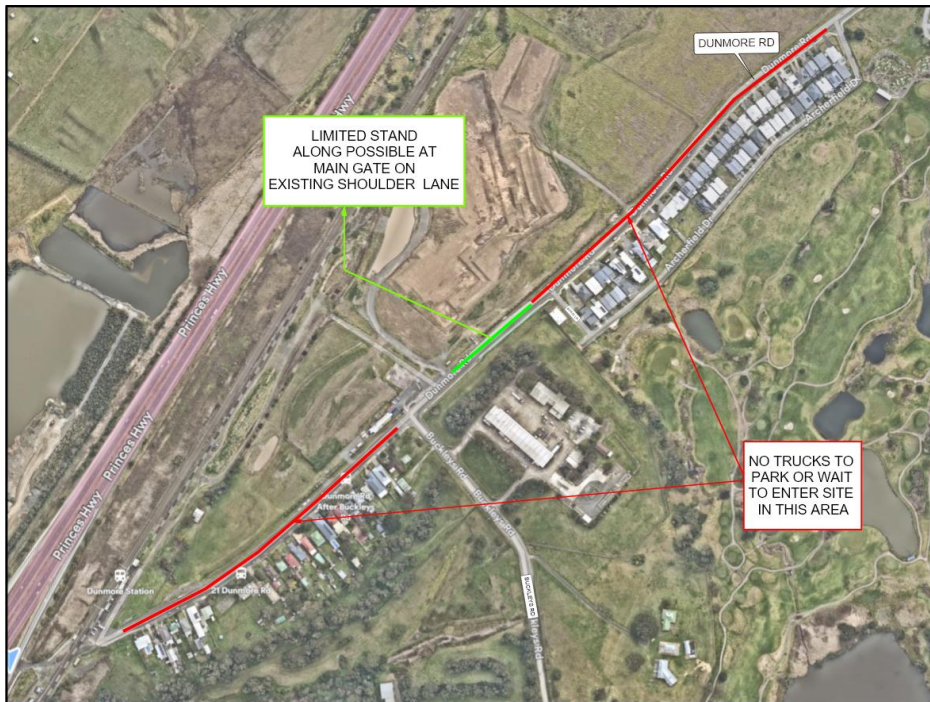


Image2: Limited stand on existing shoulder lane

Drivers Code of Conduct

This drivers Code of Conduct for Heavy Vehicles is to ensure that drivers adhere to the designated transport routes, and outline procedures to ensure that drivers implement safe driving practices, particularly when entering/exiting truck routes.

All Employees and contractors are made aware that responsible driving and adhering to the code is a condition of employment at New Shellharbour Hospital upgrade. All drivers are trained in the Code of Conduct and audits of the compliance with the Code are conducted. All drivers reported or found to be acting in a manner contrary to the Code will be subject to disciplinary action.

General Requirements

Heavy vehicles drivers hauling from New Shellharbour Hospital must:

- Have undertaken a site induction carried out by a qualified person under the direction of BESIX Watpac
- Hold a valid driver's licence for the class of vehicle being operated.
- Operate the vehicle in a safe manner with and external to the site.
- Comply with the direction of authorised site personnel when within the site.

Speed of Heavy Vehicles

Drivers are to observe the posted speed limits on all public roads all drivers are advised to proceed near the school or school buses at 40km/h, with speed adjusted appropriately to suit the road environment and prevailing weather conditions to comply with the Australian Road Rules. Vehicles driving into Gates on Dunmore Road, site speed is no more than 10km/h while being escorted into work zones.

Heavy Vehicle Control

To minimise the impact of noise from truck transport, the following controls apply to truck operators at New Shellharbour Hospital

- Compression brakes not to be used in the vicinity of the Hospital.
- Tailgates must be locked and secured to avoid noise and spillage.
- Always observe the posted speed on site and the local road network
- No tail gaiting is permitted – a 3 second gap is to be observed always.
- Equipment to be used must be fit for purpose.
- Drivers to obey the loading, dispatch, and product transportation times.

Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicles damage. All loaded vehicles entering or leaving the site are effectively covered for the duration of the trip. The load cover must be removed upon arrive at the site. All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site and again after unloading. Drivers must ensure that following the tipping that the tailgate is locked before leaving the site. BESIX Watpac management is to monitor loose material on the side of haulage route from the site and take appropriate action regularly.

Cleanliness

All loaded vehicles are to be inspected prior to leaving the site for cleanliness. Any materials that could fall on the road should be removed prior to leaving the site. In case of wet weather, tyres to be hosed before leaving site.

Vehicle Departure and arrival

BESIX Watpac to plan trucks arrival and departure to avoid peak periods. To alleviate public concern and increase road safety, heavy vehicles leaving the site should be separated and it is important for all drivers to be aware of the requirement to avoid convoys leaving the site.

Responsibility

It is the responsibility of Commercial Traffic to ensure that these traffic measures are disseminated, implemented, and maintained in accordance with the principles in the project, Occupational Health, Safety & Rehabilitation Management Plan: and it is the responsibility of every worker involved with this work site to comply with the guidelines set down in this plan.

Emergency Response

- Commercial Traffic will provide traffic control by qualified traffic controllers for emergencies such as accidents and spillages on the maintained network.
- Commercial Traffic will use an appropriate standard plan drawn from the RMS Traffic Control at Work Sites Manual (Appendix D), adjusting it as needed to suite the site conditions.
- For all other planned and scheduled maintenance and other works under the contract, Commercial Traffic will prepare Traffic Guidance scheme as required.
- Nearest Police Station- LAKE ILLAWARRA POLICE STATION – 02 4232 5599
- Nearest Hospital - SHELLHARBOUR HOSPITAL– (02) 4295 2500
- Nearest Fire Station – Fire and Rescue NSW Shellharbour Fire Station (02) 4224 2098
- All Other Emergency Numbers Call 000

Time Management

Commercial Traffic aims to meet its time related obligations. Among them are:

- Lodging early as possible (at worst no less than 10 Business Days before the work) a road occupancy application. See RTA G10 (2.6). Noting, however, the exemptions for emergencies and hazards set down at RTA G11 (8).
- Promptly advising the TMC of delays to traffic which are, or are anticipated to be, longer than 15 minutes.
- Advising STA if any of the public transport routes can be affected due to works being done.

Proposed Strategy of Traffic Management

Road/Lane Closure

It is not anticipated that full road closures will be required and if any partial closures are required they will be address separately with Shellharbour

- The proposed works will not require any road or lane closures. If at any stage, the work does require these closures all permits will be applied for through Shellharbour City Council prior to the commencement of works. If a partial road closure, temporary driveways or mobile cranes are required appropriate application will be made to Council prior to commencement of such works.
- No roadworks will be undertaken on state roads or within 100 m of traffic signals for this project. If the need occurs to undertake such works a Road Occupancy Licence will be made to NSW Transport Management Centre and a copy will be provided to Council.
- Approval from RMS will not be required for any work activity as vehicles are exiting the job site in a forward direction on Dunmore Road, as it is not an RMS road licence are not required.
- All traffic guidance scheme (TGS) associated with this CTMP will comply with relevant Australian Standards and RMS Traffic Control at Worksites Manual.

Parking for Site Workers

- Due to the semi regional location of the site, it is expected most workers will drive to site. Site will have parking to provide workers.
- To minimise car usage, the contractor will be encouraged to assist in the transportation of workers to the site and all site personnel will be made aware of the public transport options available in the vicinity of the site and encouraged to utilise these facilities. Site personnel will also be encouraged to consider car-pooling wherever practicable. Staff related with the construction works should not park on the public road.
- Workers will be advised to respect neighbours and not block their driveways or use driveways as parking spots.

Shellharbour City Council Transport management team requires workers must not park along Dunmore, Buckleys Road or Archerfield Drive and Birun Lane.

Public Transport.

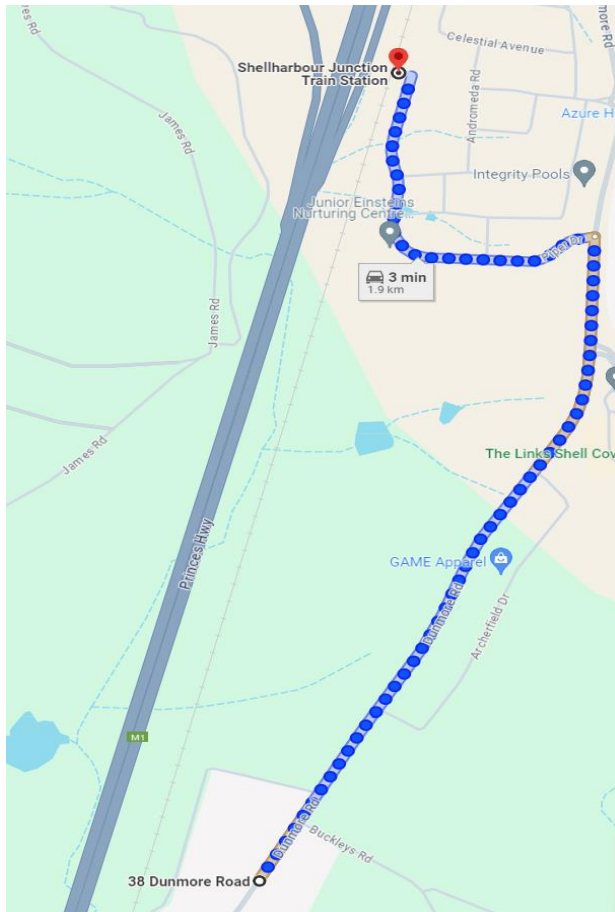
- The works shall not impact the local public transport network. The proposed construction activities would not require the relocation of any existing bus stops or bus routes to accommodate the construction activities.
- The Hospital location has been assessed in the context of available forms of public transport that may be utilised by workers. Public transport options within the recommended catchments are shown in Figure 3.
- The Hospital is relatively well serviced by buses, with several routes and regular services (approximately every 30 mins on weekdays) and therefore provides a reasonably attractive transport option for construction workers.
- Shellharbour Junction station is located approximately 1.3km (28-minute walk) from the western boundary of the Hospital, which is within reasonable walking distance for construction workers. See Figure 4

Figure 3- Location of Bus stops



Image Not To Scale

Figure 4- Location of Shellharbour Junction Station



Pedestrians and Cyclists

It is not anticipated that the works will impact on existing footpaths, however, should an isolated requirement arise that does impact on pedestrians

- Only authorised personnel will be permitted within the building site unless accompanied by site management, if not inducted to the site. Whilst within the confines of the building site, all personnel will attire in correct PPE to ensure that they are visible to moving traffic.

Emergency Vehicle

- The initial entry into the project site will be provided via Dunmore Road,
- Emergency vehicles will always be given priority during operation hours. Outside of operation hours, on-site staff will be present and will be able to provide access to emergency vehicles, if required.
- If the case, any emergency vehicle required for site will be given priority and when practicable, assisted by Authorised Traffic Control.

Access to properties and noise pollution

- The works will not affect access to properties.

Traffic Controllers

RMS/Safe Work NSW Accredited Traffic Controllers. will be on-site ensuring controlled entry and exit into site that does not affect traffic flow or endanger pedestrians by giving way to pedestrians and cyclists before trucks enter and exit site. Traffic controllers will wait for a suitable gap in traffic and pedestrian movement before assisting construction vehicles entering or leaving the site.

Permits and Road Occupancy Licence.

A work zone permit will need to be applied for through council where any work zones are required for deliveries or loading zones outside of the site boundary. A Road Occupancy Licence will not be required for this job as vehicles enter/exiting on Dunmore Road, all deliveries are being managed within the site boundaries. The builder and traffic control company will adhere to all conditions expressed on any licences required.

Workplace Health & Safety

BESIX Watpac will assess the risk and will incorporate the traffic guidance scheme and the traffic management plan into the site safety plan.

This CTMP must be included in site inductions to ensure all new employees are aware of the construction management obligations.

Traffic Guidance scheme

Traffic guidance scheme, Vehicle movement plan and pedestrian movement plans for this project are included in this document. The TGS is a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary, through the work site or temporary hazard. BESIX Watpac will ensure authorised traffic controllers will be present on site to assist access of trucks in and out of the site ensuring the safety of pedestrian's, cyclists, and all other vehicles. The land uses surrounding the site are residential.

The TGSs were designed to address the following issues where applicable:

- Use of traffic control devices
- Speed limit requirements
- Provisions for pedestrian traffic and their safety
- Provision for vehicle and plan movement
- Parking restrictions and parking facilities
- Provision for trade vehicles and plant movement
- Informing all site personnel of any high-risk areas, and
- Providing adequate signage within the Construction site for access and egress of vehicles.

Monitoring and Review

Monitoring and review are important throughout the CTMP process (both preparation and implementation) to ensure that the CTMP remains current and addresses all risks at the worksite. After the CTMP has been implemented, a review should be undertaken to ensure that it is operating as expected. Schedule further reviews as the program progress, to ensure that the plan continues to operate as expected.

Daily Inspections

The monitoring program generally incorporates daily inspections:

- Before the start of work activity on site
- During the hours of work
- Closing down at the end of the shift period

Provide a template for a daily inspection register allowing indication of:

- When traffic controls were erected
- When changes to controls occurred and why the changes were undertaken
- Any significant observations associated with the traffic control and their impacts on road users or adjacent properties.

Collecting information is particularly important in the event of an incident, in case legal proceedings result.

CTMP Review & Improvement

Outline a process to facilitate continuous improvement which may include debrief meetings to discuss any issues or risks associated with the plan.

Ensure the CTMP is kept up to date, considering changes in traffic volumes, vehicle types, the road environment, work practices, standards, and jurisdictionally specific legislation.

Review of the CTMP will be required if any on-site changes occur (with the exception of repositioning of traffic control devices) by a person appropriate qualified in the relevant jurisdiction.

A copy of all documentation relating to the endorsement of the changes must be held on-site by the person managing the works.

Where there are non-compliances identified the procedure should have a mechanism for the issuing of a formal corrective action. Corrective actions should be closed out and a registered as such in accordance with the organisations normal practice

Out of Working Hours Contacts

Jack Walton – Site Manager 0400 921 749

Shane Helson – Senior Site Manager 0416 848 230

Construction Traffic Management Plan designed by Aleksandra Byrne

Contact: 0498 282 282

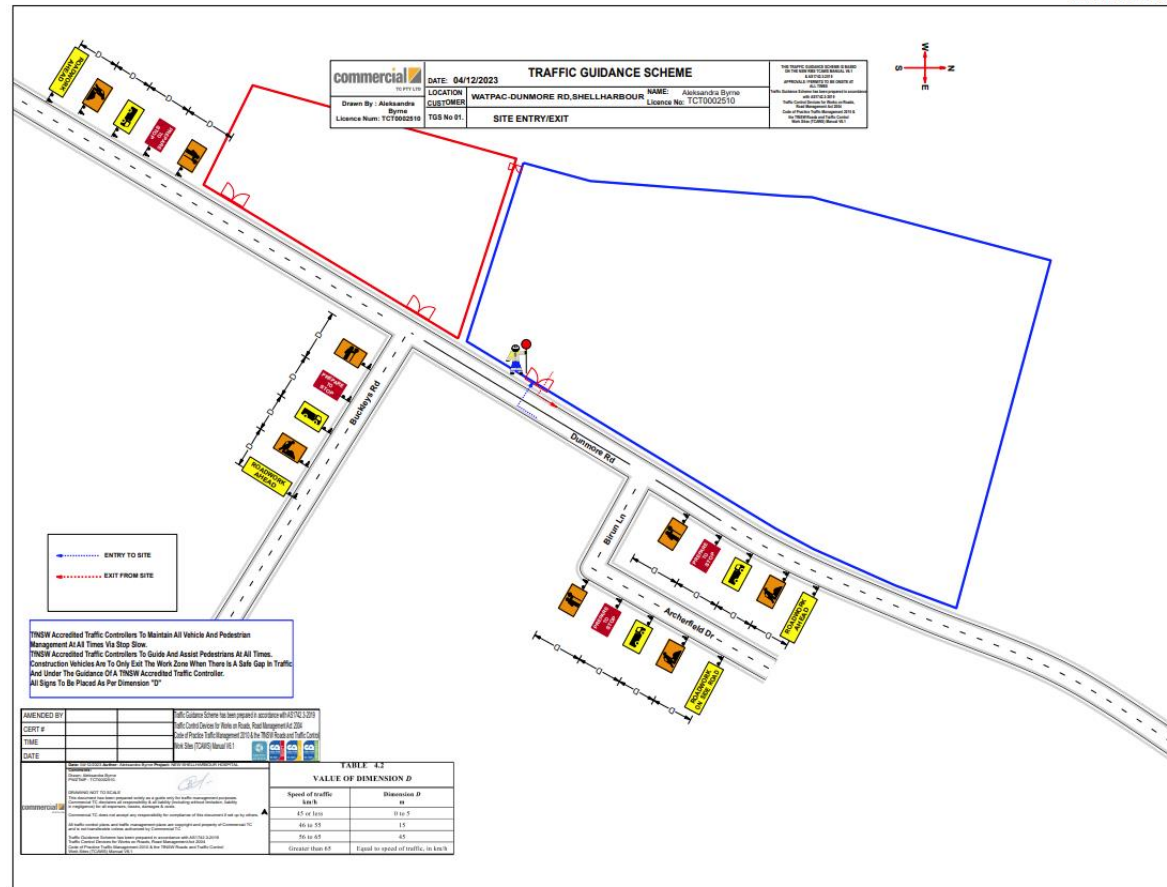
RMS licence type: Prepare a Work Zone Traffic Management Plan

RMS licence No.: TCT0002510

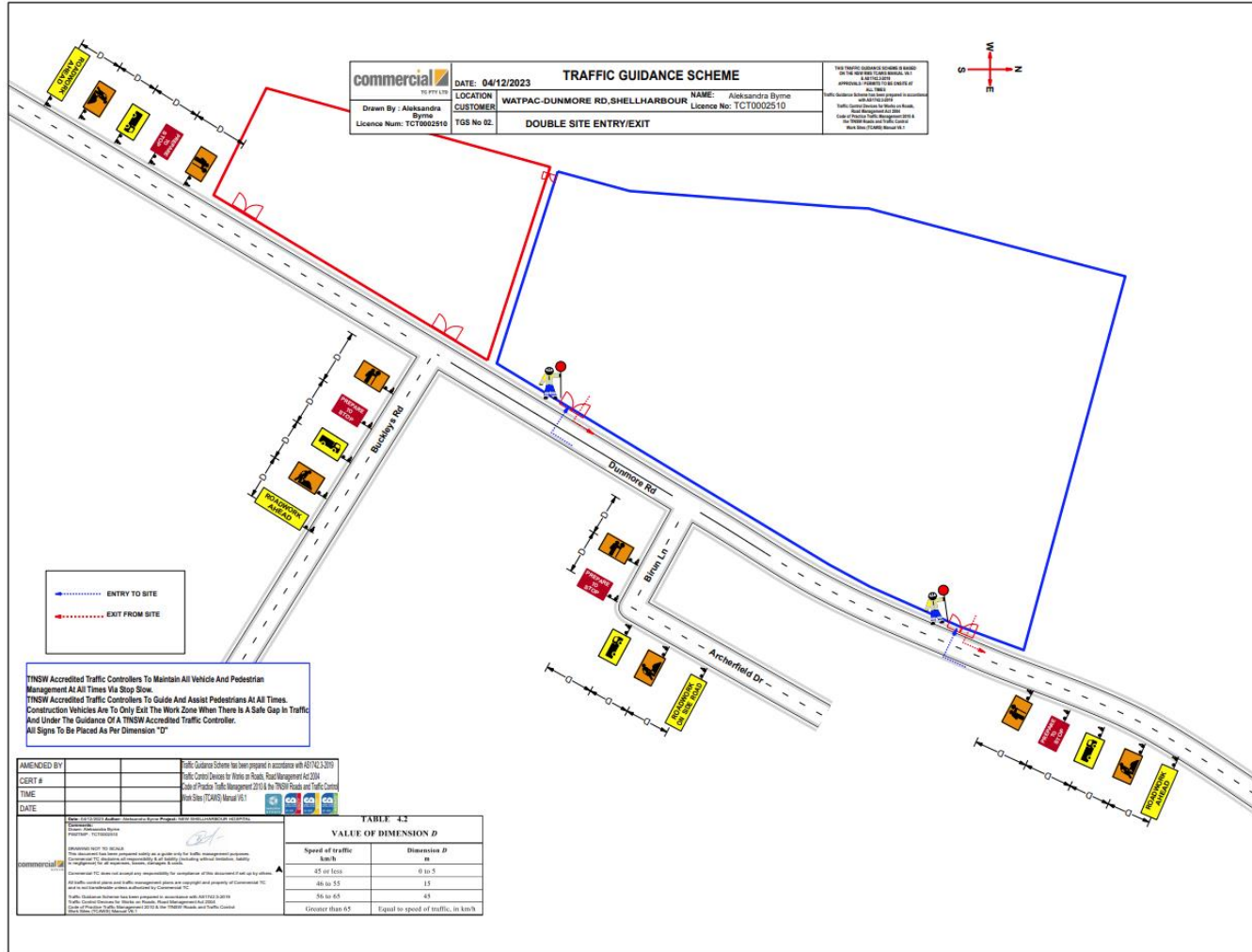
Appendix B - Traffic Guidance scheme

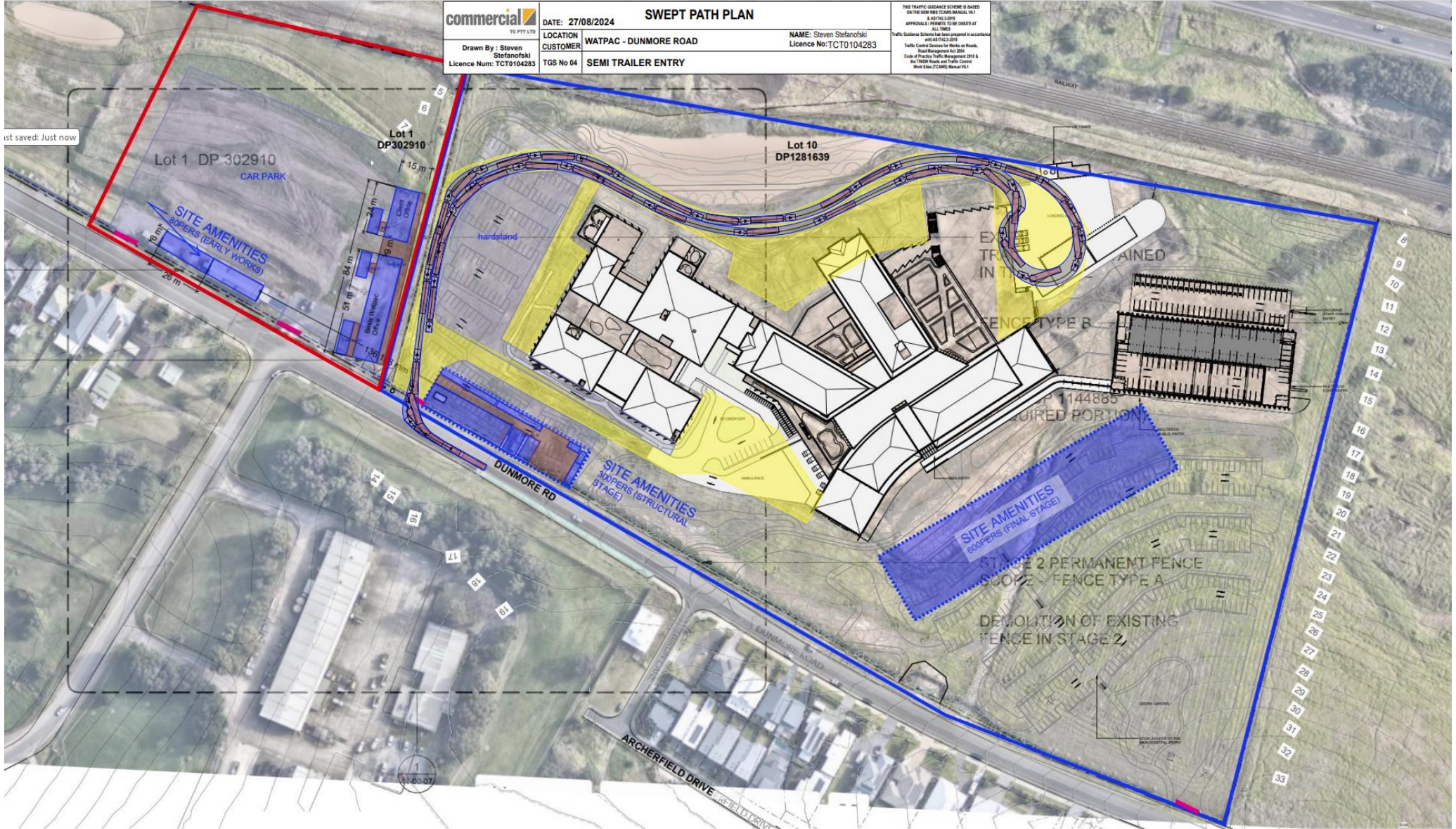
TGS 01-Single Site Entry/Exit

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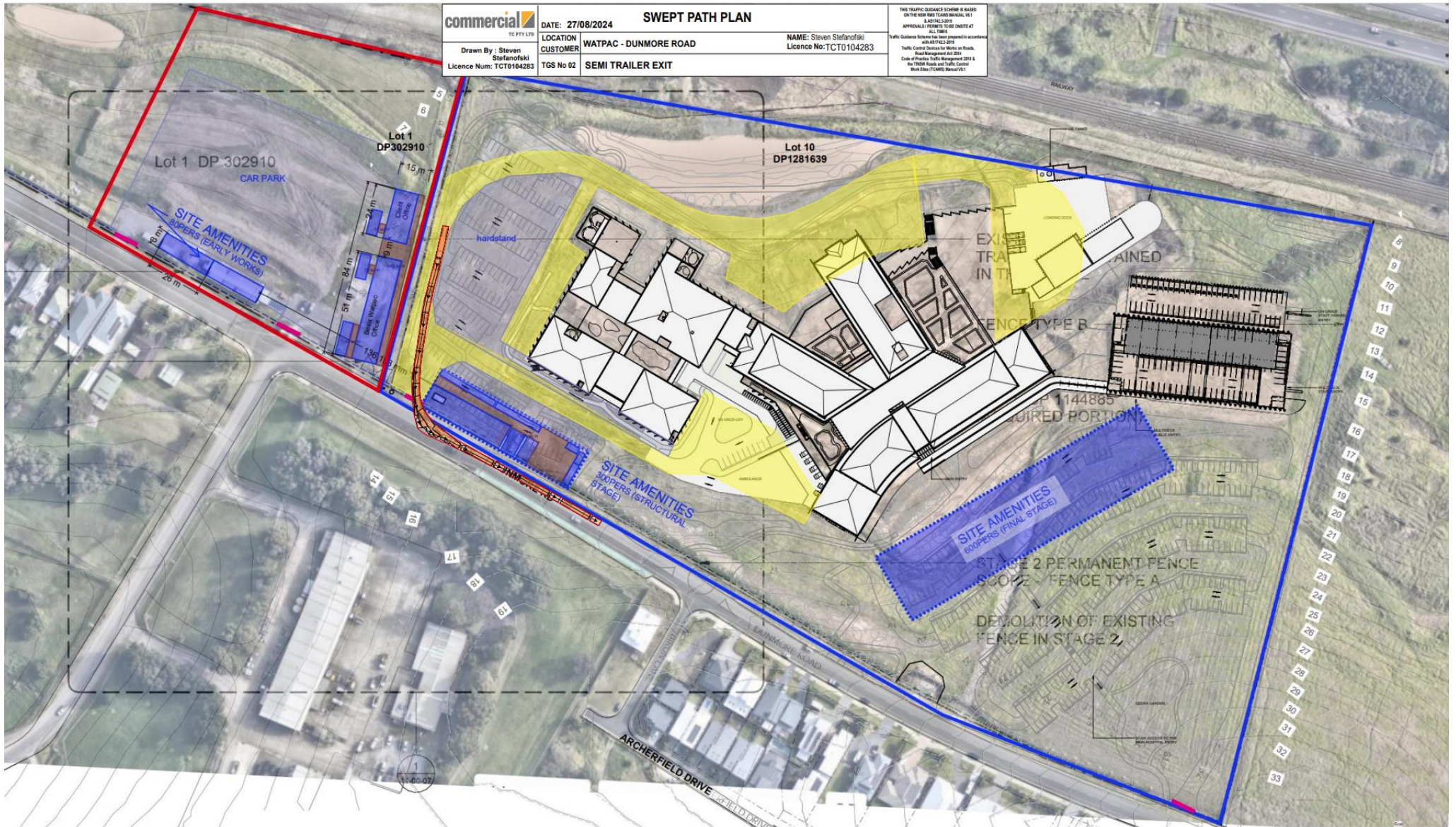


TGS 02-Double Site Entry/Exit





commercial TC PTY LTD	DATE: 27/08/2024	SWEPT PATH PLAN	<small>THIS TRAFFIC GUIDANCE SCHEME IS BASED ON THE NSW AND VIC ROAD MANUAL V6.1 (REVISED 2019) APPROVALS. PERMITS TO BE OBTAINED AT ALL TIMES. Traffic Guidance Scheme has been prepared in accordance with AT102 (2019) Traffic Control Devices for Works on Roads, Road Management Act 2004 Code of Practice Traffic Management 2013 & the Traffic Signs and Traffic Control Mark Signs (TCMS) Manual V6.1</small>
	Drawn By: Steven Stefanofski Customer: WATPAC - DUNMORE ROAD License Num: TCT0104283	LOCATION: WATPAC - DUNMORE ROAD TGS No 04: SEMI TRAILER ENTRY	



commercial TC PTY LTD	DATE: 27/08/2024	TITLE: SWEEP PATH PLAN	<small>THIS TRAFFIC GUIDANCE SCHEME IS BASED ON THE NEW 2015 TCMS MANUAL V1.1 & APPLICABLE APPROVALS / PERMITS TO BE OBTAINED AT ALL TIMES. Traffic Guidance Scheme has been prepared in accordance with ACT Road Traffic Management Act 2014, Code of Practice Traffic Management 2015 & the Traffic Rules and Traffic Control Work Sites (TCMS) Manual V1.1</small>
	Drawn By: Steven Stefanofski Licence Num: TCT0104283	LOCATION CUSTOMER: WATPAC - DUNMORE ROAD TGS No 02: SEMI TRAILER EXIT	