



CONSTRUCTION TRAFFIC MANAGEMENT- PLAN- ST GEORGE HOSPITAL-STAGE 3 Rev 5 – 10/03/2023



CTMP Table of Contents

Contact List.....	3
1 PROJECT DETAILS.....	4
Proposed Works.....	4
Construction Traffic.....	5
Site Location.....	5
Purpose.....	8
Scope.....	8
Plan Objective.....	9
2 CONSTRUCTIONS.....	10
Construction Activity.....	10
Site Working Hours.....	11
Works / Loading Zones.....	11
Construction Vehicles Movement/Work Zones.....	12
Arrival & Departure of Vehicles.....	15
Arrival and Departure Route to Site.....	15
Vehicle Movement Plan.....	15
Heavy Vehicle Route to and from Site.....	16
Construction Vehicles and Plant.....	17
Drivers Code of Conduct.....	18
General Requirements.....	19
Speed of Heavy Vehicles.....	19
Heavy Vehicle Control.....	19
Load Covering.....	20
Cleanliness.....	20
Vehicle Departure and arrival.....	20
Dust Control.....	21
Fencing, Barriers & Hoarding.....	21
Waste Management and Recycling.....	22
Removal and storage of Rubbish or Spoil.....	23
Responsibility.....	23
Emergency Response.....	24
Time Management.....	24
Proposed Strategy of Traffic Management.....	25
Road/Lane Closure.....	25
Parking for Site Workers.....	26

Public Transport.	26
Pedestrians and Cyclists	28
Emergency Vehicle	28
Access to properties and noise pollution	29
Traffic Controllers.....	29
Community & Motorists Consultation/Notification	30
Permits and Road Occupancy Licence.....	30
Workplace Health & Safety	30
Traffic Control Plans	31
Monitoring and Review	31
Out of Working Hours Contacts	33
Appendix A - Traffic Controllers' Tickets	34
Appendix B – Traffic Guidance Scheme.....	35
Appendix C – Swept Path Analysis.....	39

Contact List

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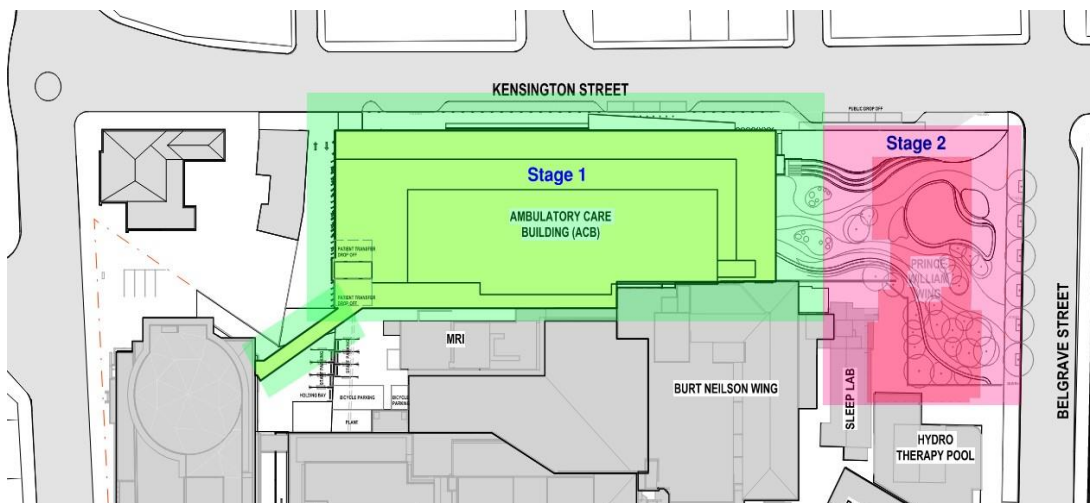
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1 PROJECT DETAILS

Proposed Works

Phase	Scope
1	<p>Ambulatory Care Main Works:</p> <ul style="list-style-type: none"> • Main Works shall enable the project to meet timelines for ACB to be operational
2	<p>Building 6:</p> <ul style="list-style-type: none"> • Demolition of Prince William Wing • Completion of the Forecourt



Construction Traffic

The works are expected to be in two phases – Main Works and Building 6.

Traffic to and from the site during these stages will consist of trucks for delivery of equipment, and materials and removal of equipment, earth, waste bins and materials.

The works phase duration and expected heavy construction vehicle movements are detailed below:

Phase	Estimate Duration	Vehicle Movements Per Day			
		Semi	Con	T & D	Rigid
1.Main Works	24 months	0	9	16	4
2.Building 6	12 months	0	6	10	3

Site Location

The St George Hospital site is located at 16 Kensington Street, Kogarah occupying an area of approximately 5.16Ha and currently accommodates the existing St George Hospital. The scope of this CTMP is construction and operation of a new Integrated Ambulatory Care Building which contains 24,000m² gross floor area over 8 storeys with additional three basement level car parks.

The St George Hospital and Community Health Services (SGH&CHS) Campus is undergoing a process of transformation with new purpose-built facilities that support delivery of clinical care, staging of which is in alignment with clinical needs.

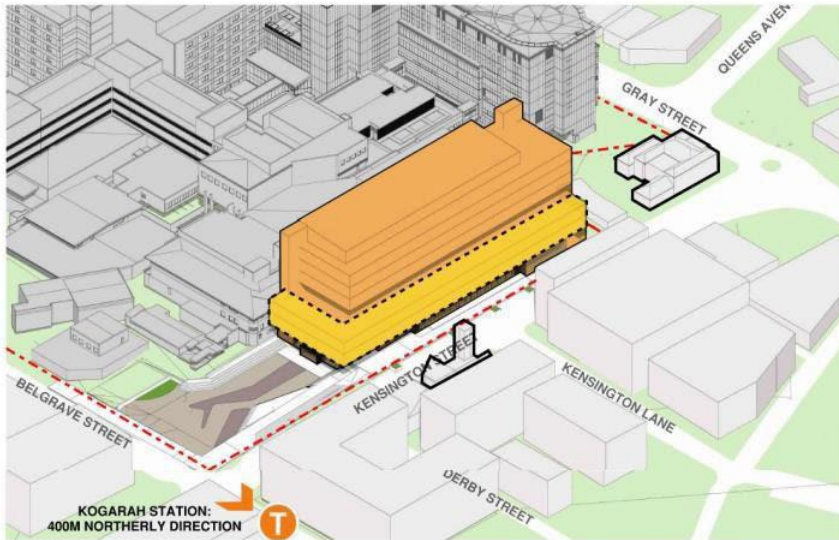
The St George Hospital Stage 3 project will bring together a range of ambulatory, outpatient and community services that are dispersed throughout the health campus.

The project will:

- Enable the co-location and centralisation of services
- Improve clinical integration and care coordination to help patients achieve better health outcomes
- Offer future-focused facilities to support best practice models of care
- Provide patients, families and carers with a first-class facility to meet the health needs of the community now, and into the future.

Site Location

St George Hospital - Stage 3 Redevelopment



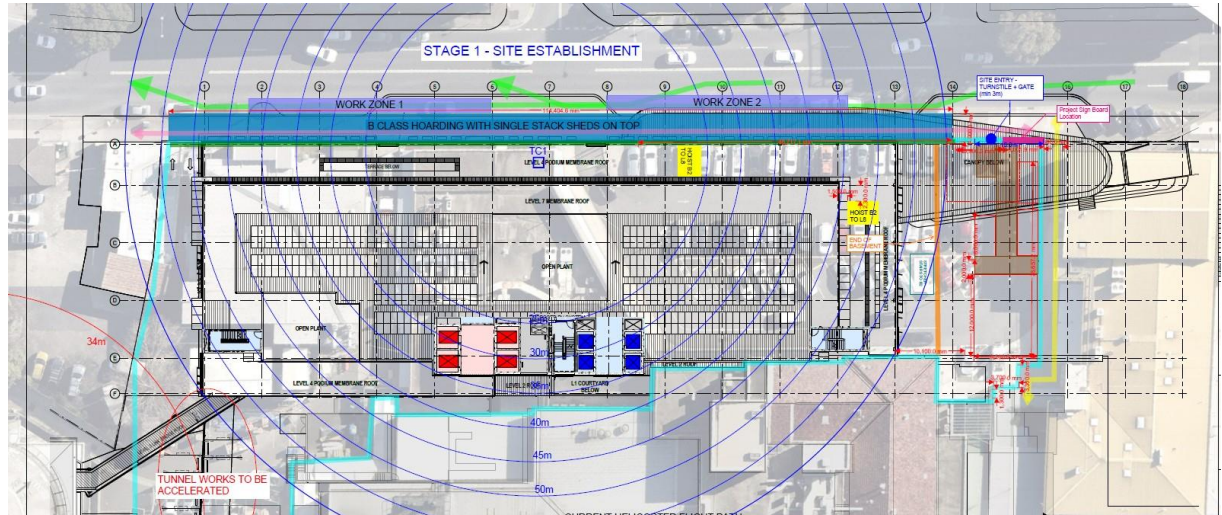
KEY PLAN



Site Establishment Plan –

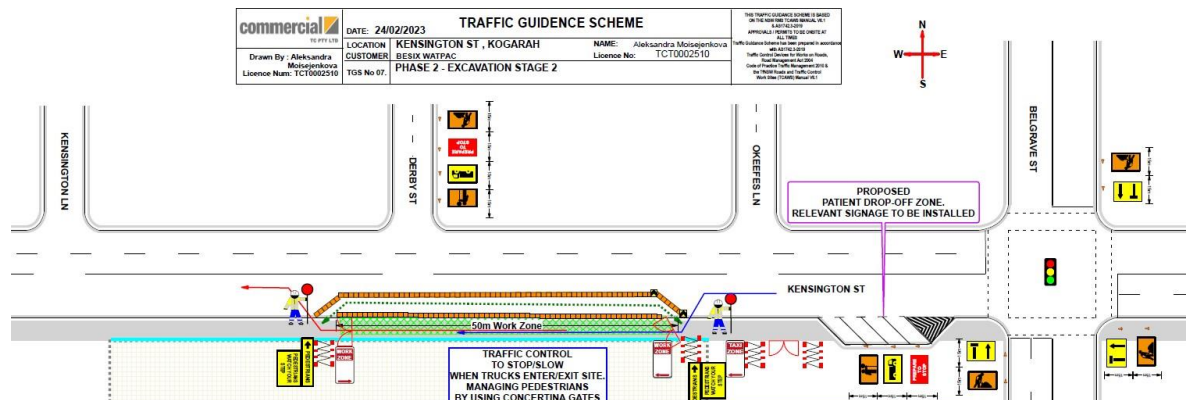
It is expected that this plan will be updated should any necessary changes to the currently proposed arrangements arise in the future.

ST GEORGE HOSPITAL STAGE 3 – PHASE 1



Proposed Site Entry/Exit- Is located on Kensington Street which is two-way street.

Entry/Exit to and from site is left 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 demolition, excavation and construction, to meet the requirements of Georges River 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 Georges River Council Guidelines.

Scope

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, including the existing road and road shoulder that may be used for the temporary diversion of traffic, over the duration of the project.

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 control plans.
- 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 CONSTRUCTIONS

Construction Activity

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

- Vehicles entering/exiting will be escorted by traffic controllers to provide extra safety.
- Residents & Hospital shall be advised of demolition, excavation, and construction activities.
- Pedestrian/cyclist management.

Building operations such as brick cutting, washing tools or brushes and mixing mortar shall not be carried out on public roadways or footpaths or in any locations which could lead to the discharge of materials into the storm water drainage system.

All building materials and any other items associated with the development shall be stored within the confines of the property. No materials shall be stored on Council's footpath, nature strip, or road reserve without prior Council approval.

Site Working Hours

Monday – Friday 7am – 6pm

Saturday: - 8am – 1pm

No work permitted on Sunday or Public holidays.

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

Hours of proposed truck movements to be within approved DA hours. However, delivery of piling rigs, delivery of precast elements, will need to be transported to site out of hours to comply with authority guidelines.

Noise emissions and vibration must be minimised, work is to be carried out in accordance with the NSW Department of Environment, Climate Change and Water's Interim Noise Construction Guidelines 2009 for noise emissions from demolition, excavation and construction activities.

Works / Loading Zones

Majority of works associated with this development shall take place onsite, and separate Council / RMS approved works zone applications as required. Work zone shall be placed on the Kensington Street footpath as shown in Appendix. Hoarding and safety barriers shall complement the work zone for pedestrian management.

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 channel into 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 Georges River Council. During demolition and excavation all construction vehicles will be loaded within the site or work zone.

Work vehicles will arrive and depart from the site access gate located on Kensington Street 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 using the online Besix Watpac Preferred System.

The proposed work will involve a degree of pedestrian management when deliveries and all activities arrive to site these activities will affect the footpath on Kensington Street, a Traffic controller will be required to put temporary barriers in place to stop pedestrians when work vehicles are accessing work site. A traffic controller will walk work vehicles in/out of Kensington Street.

No materials, equipment, structures or goods of any type are to be stored within 5m of the trunk of a tree.

Dust control measures are to be implemented during all periods of earth works, demolition, excavation and construction to minimise the dust nuisance on surrounding properties. The council guidelines for Controlling Dust from Construction Sites and Section 126 of the Protection of the Environments Operations Act 1997 to be utilised.

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.
- No queuing or marshalling of trucks shall occur for this site. Any vehicles that arrive to site that are unable to be accommodated as outlined shall be sent back to their origin.
- 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.

Construction vehicles required by the proposed construction activities include:

- 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.

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

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.

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.

Vehicle Movement Plan

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

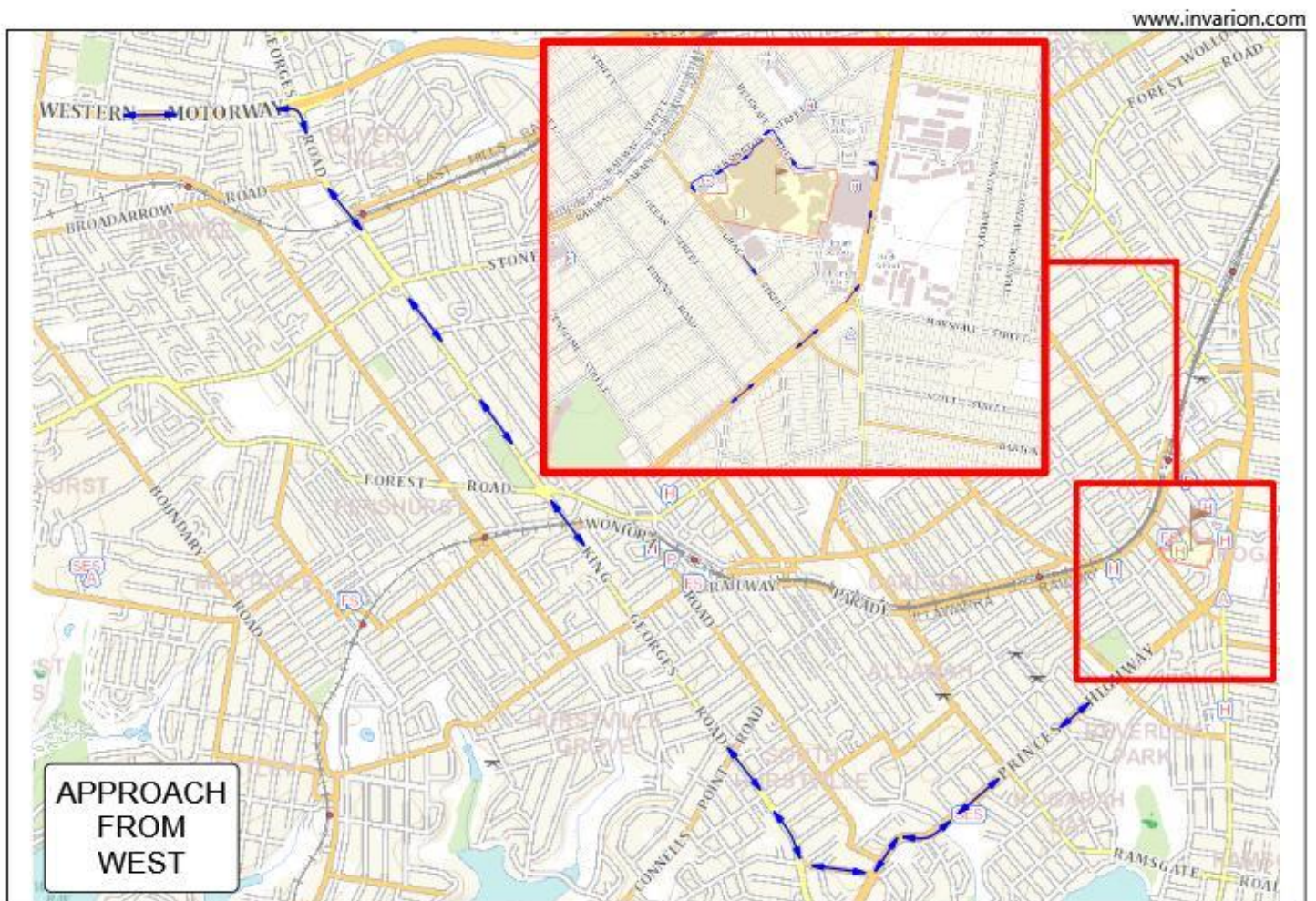
As there are full time, “NO RIGHT TURN” restrictions in place for all southbound traffic on the Princes Highway from the traffic signals at the Princes Highway and Regent

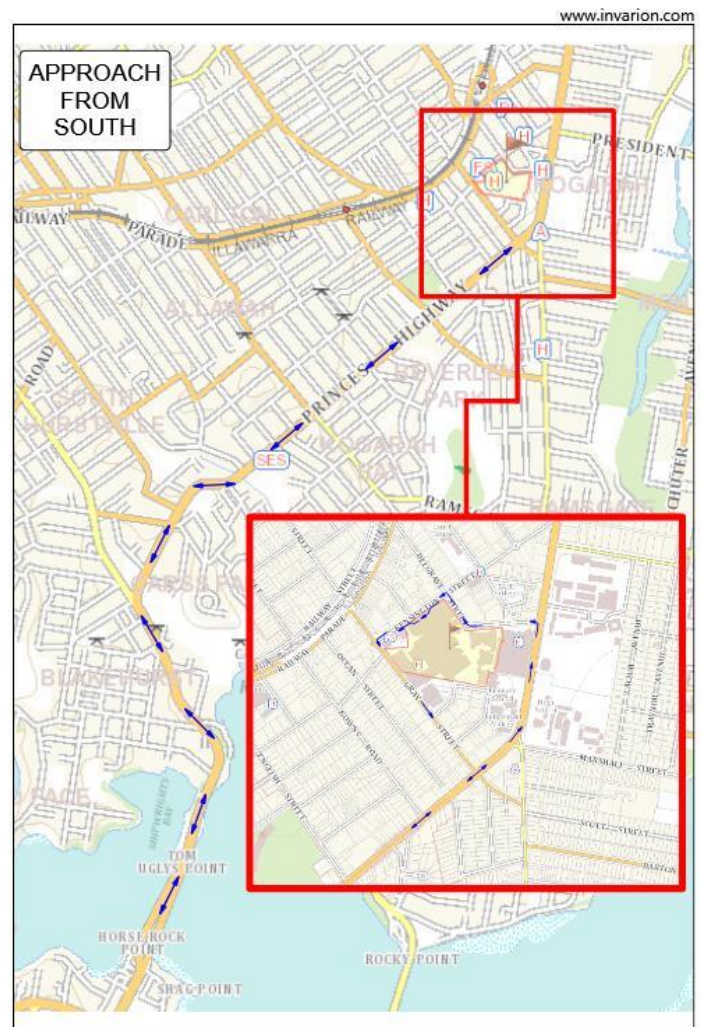
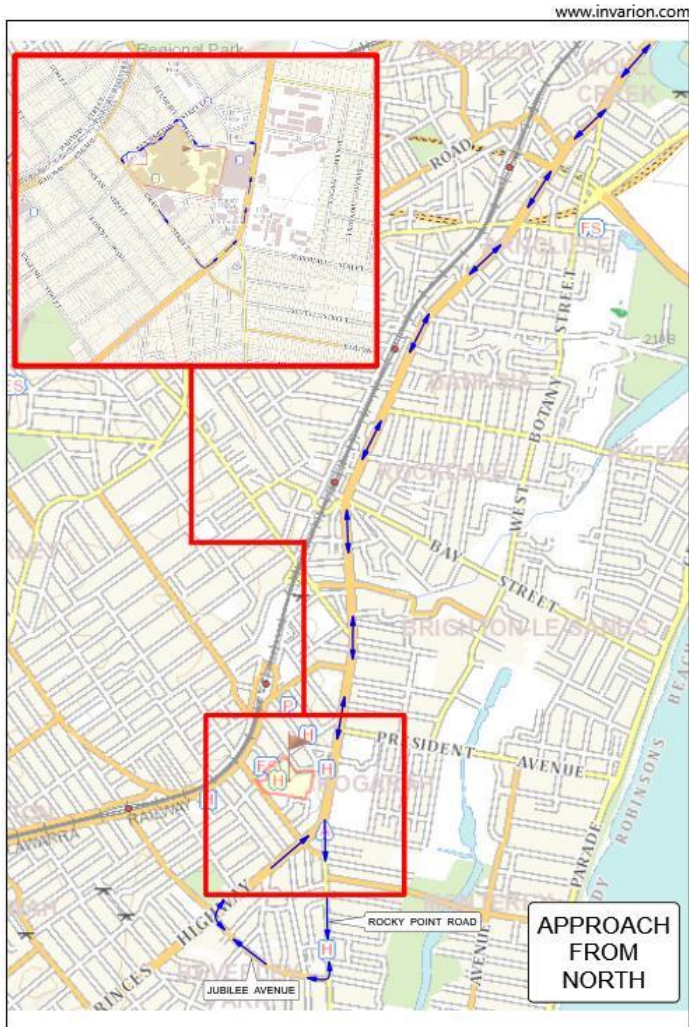
Street to the traffic signals at the Princes Highway and Jubilee Avenue, construction vehicles shall travel northbound on the Princes Highway and turn left into South Street. Follow South Street turning left to travel west along Kensington Street towards the site. Once establishing contact / approval for entry, a left turn into site under Traffic Control and follow directions. Refer to Traffic Control Plan in the Appendix.

For egress routes, vehicles await Traffic Control and proceed left out of site back onto Kensington Street westbound. Turn left at Gray Street and continue to the Princes Highway.

Heavy Vehicle Route to and from Site

Vehicle Movement Plan





Construction Vehicles and Plant

All loading and unloading of materials shall be done within the site or work zone. Trucks are not to queue on the driveway or on public roads; traffic controllers shall manage the ingress and egress. Trucks unable to immediately enter site shall queue at a remote location. 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.

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 ST GEORGE HOSPITAL-STAGE 3 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 ST GEORGE HOSPITAL-STAGE 3 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 Kensington Street, 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 ST GEORGE HOSPITAL-STAGE 3

- 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 uploading. 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.

Dust Control

BESIX Watpac is responsible for the mitigation of all dust generated on site or as a result of undertaking the works. BESIX Watpac is to allow for the provision of 'sticky mats', floor protection, wetting down, cleaning and the like to ensure that dust is not tracked through the building or the building surrounds. BESIX Watpac shall protect all existing services from dust by covering or sealing the likes of existing air conditioning units, ductwork, intakes, distribution boards, and the like. This extends to providing and maintaining a dust free environment for the installation of any communications and telephone equipment.

Fencing, Barriers & Hoarding

Temporary fencing shall be erected around all work. Traffic controllers shall be present to manage all pedestrian movement with the erecting of the hoarding. Class B Hoarding is to be erected over the footpath or any public place, the approval of Georges River Council must be obtained prior to the erection of the hoarding.

Safety Barriers shall be installed, as per Appendix, for the detour of pedestrians into the lane. Work zone shall be established on the existing footpath.

Any openings in the existing perimeter fencing shall be secured with fencing and hoardings to keep the site secure and any new fencing shall be temporary (such as cyclone wire) and at least 1.8 metres high. All fencing is to be maintained for the duration of construction to ensure that the work area is secured.

A sign shall be displayed on the site indicating the name of the person responsible for the site and a telephone number of which that person can be contacted during and outside normal working hours, or when the site is unattended.

The sign must be erected in a predominant position shall display the following:

- Name, address, and telephone number of the site manager certifying authority for the works
- Name of site manager contractor (if applicable) for any building work and a telephone number on which that person may be contacted out of hours
- Unauthorised access to the work site is prohibited

No portion of the proposed fence, including the footings, is to encroach beyond the boundaries of the subject property.

Alternatively, documentary evidence that the owner of the adjoining property has no objection to the construction of the party fence wall on the common boundary between these properties is to be submitted to Council prior to the issue of a Construction Certificate.

Waste Management and Recycling

A formal Construction Waste Management Plan will be produced by BESIX Watpac prior to works commencing. All material that cannot be recycled or reused will be disposed to an approved landfill facility. Waste will be minimised and that generated will be separated to maximise recycling. The highest waste production will be during the demolition of existing buildings onsite.

Dangerous goods (such as petrol, diesel, oxy-acetylene, oils, etc) will be stored in a lockable compound with sufficient ventilation in accordance with relevant codes of practice and standards. Material safety data sheets on all flammable and potentially harmful liquids will be provided by the contractor undertaking the works.

Removal and storage of Rubbish or Spoil.

All industrial rubbish bins will be stored on site and in a position for easy access for removal by trucks. All removal trucks will have the load covered by tarpaulin or other means to secure load. All excavations and backfilling shall be executed safely and in accordance with the relevant Australian Standards.

Council expects demolition and excavated material to be reused and/or recycled wherever possible. No materials shall be placed, dumped, or left on any Council roads or footpaths. Removed or damaged street furniture, including parking and street signs, shall be replaced immediately. Copies of demolition and construction waste dockets that verify the facility that received the material for recycling or disposal and the quantity of waste received, must be retained on site at all times during construction.

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, 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 Control Plans as required.

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

- The proposed works will require lane closure for detour of pedestrians to accommodate a work zone on the footpath. All permits will be applied for through Georges River Council prior to the commencement of works. If any other partial road closure, temporary driveways or mobile cranes are required appropriate application will be made to Council prior to commencement of such works.
- Roadworks will be undertaken on state roads or within 100 m of traffic signals for this project. A Road Occupancy Licence will be made to NSW Transport Management Centre and a copy will be provided to Council.
- Approval from RMS will be required for work activity as vehicles are exiting the job site in a forward direction on Kensington Street which is an RMS road.
- All traffic control plans (TGSs) associated with this CTMP will comply with relevant Australian Standards and RMS Traffic Control at Worksites Manual.

Parking for Site Workers

- Parking will not be provided on-site. 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.
- It is recommended that an onsite tool drop off and storage facility is included in the construction site management such that construction personnel can drop tools to the site by vehicle and then store them on site for the duration of works, thus enabling them to travel on public transport without needing to transport heavy tools each day.
- Workers will be advised to respect neighbours and not block their driveways or use driveways as parking spots.

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 prospective staff and visitors.
- 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.
- Kogarah railway station is located approximately 400 metres (6-minute walk) from the western boundary of the Hospital, which is within reasonable walking distance for construction workers.

Location of Bus stops



Location of Kogarah Train Station



Pedestrians and Cyclists

- When the works are affecting footpaths traffic controllers will ensure to provide an exclusion zone around the work area.
- 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.
- When trucks are entering/exiting the worksite, accredited traffic controllers will be employed to manage pedestrian movement and temporary stop all pedestrians while there is truck movement occupying the footpath. If any work is taking place on the footpath, traffic controllers will have to ensure there is a pedestrian pathway in place to direct pedestrians safely around the work area. Outside of construction hours the footpath will be free of any barricades or building materials.

Emergency Vehicle

- 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. Regarding noise impacts, BESIX Watpac will strive to keep all noise associated with the works is kept to a minimum. Likewise, no noise will be made outside the approved hours for site.
- Where there is a strong community reaction to noise associated with demolition, excavation and/or construction, council may require respite periods by restricting the hours that the specific noisy activity can occur.
- If this is imposed, council will consider:
 - Times identified by the community when they are less sensitive to noise.
 - If the community is prepared to accept a longer period of construction in exchange for restriction on construction hours.
- Prior to commencement of the site preparation works, it is recommended that BESIX Watpac inform the local community regarding the traffic control and management arrangements that will be implemented and the timing/duration of works. It is envisaged that the requirements for community consultation will be set out in the conditions of consent, and all the community notification.
- Notification of any work affecting any properties or residents will be notified in the form of a letter will be made by letter box drop two weeks prior then again, the day before the work starts.

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.

Community & Motorists Consultation/Notification

A BESIX Watpac representative is available to meet with any neighbours affected by the site works to discuss the proposed measures mentioned within this construction traffic management plan. Notification of construction activity will be sent to properties near the work site. This notification in the form of a letter will be made by letterbox drop two weeks prior to work commencing and again the day before works commences. Temporary advance warning signs will advise motorist on their approach to the work site. Regular consultation to be held with Council's manager for social and community services.

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 be required for this job as vehicles enter/exiting on Kensington Street, all deliveries are being managed within the site boundaries and work zone. 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 control plans 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 Control Plans

Traffic control plans, 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 is 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 progresses, 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

Mark Cahalin 0411 679 160
Project Manager

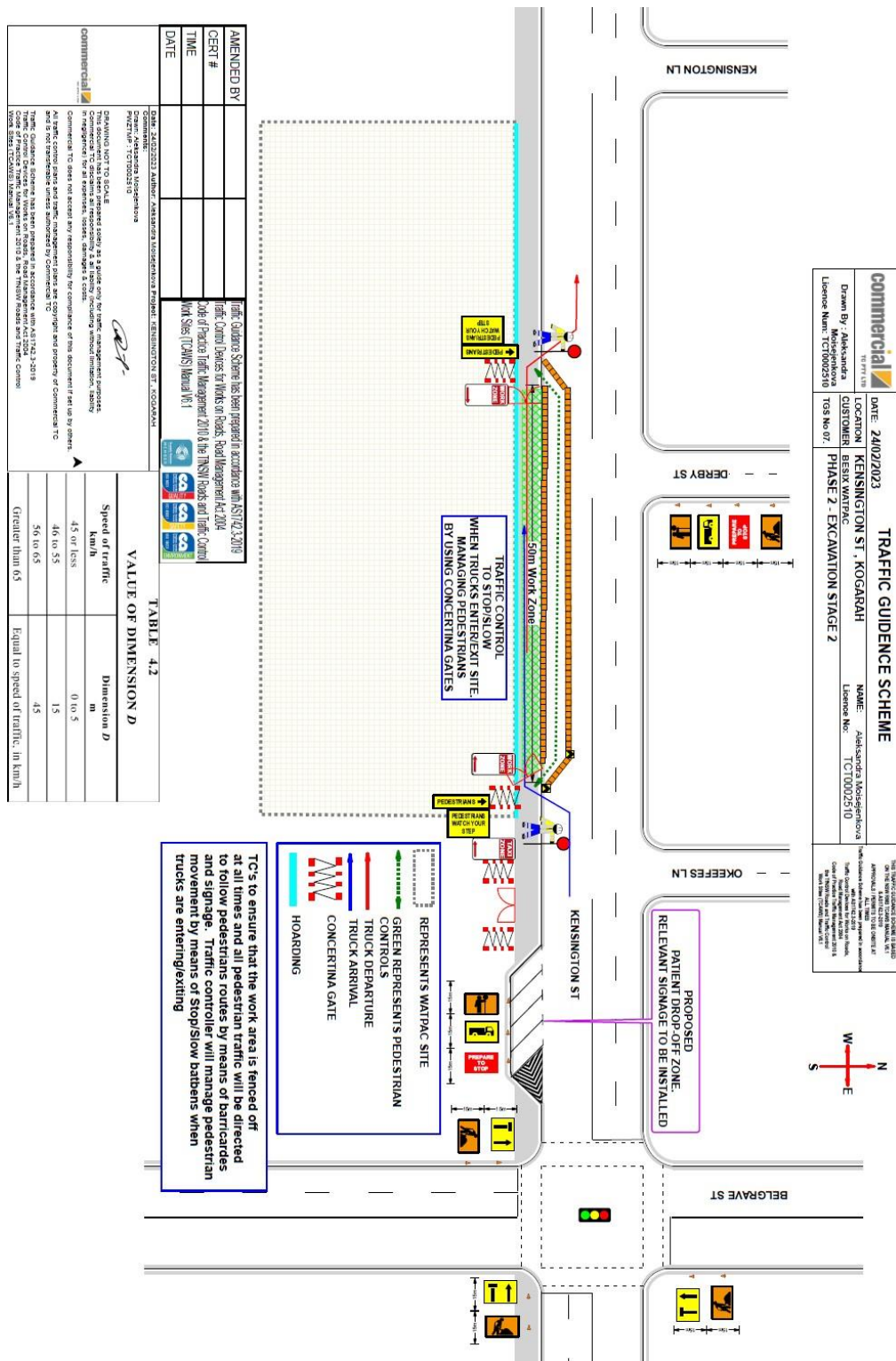
Construction Traffic Management Plan designed by Aleksandra Moisejenkova

Contact: 0498 282 282

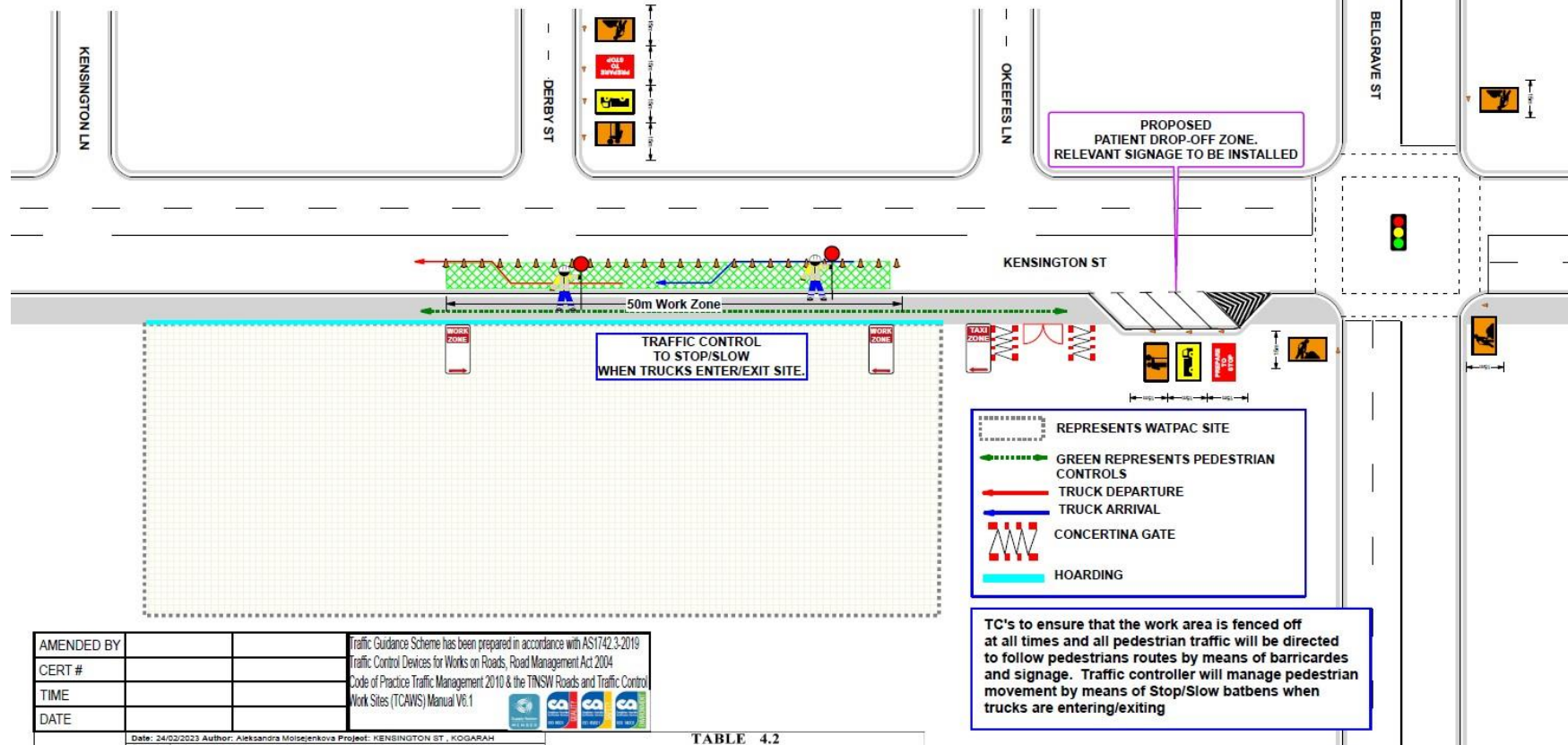
RMS licence type: Prepare a Work Zone Traffic Management Plan

RMS licence No.: TCT0002510

Appendix B – Traffic Guidance Scheme



commercial TC PTY LTD Drawn By: Aleksandra Moisejenkova Licence Num: TCT0002510	DATE: 24/02/2023 TRAFFIC GUIDENCE SCHEME		THIS TRAFFIC GUIDENCE SCHEME IS BASED ON THE NSW RMS TC&WS MANUAL V6.1 & AS1742.3-2019 APPROVALS: I PERMITS TO BE ORITE AT ALL TIMES Traffic Guidance Scheme has been prepared in accordance with AS1742.3-2019 Traffic Control Devices for Works on Roads, Road Management Act 2004 Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TC&WS) Manual V6.1
	LOCATION KENSINGTON ST, KOGARAH	NAME: Aleksandra Moisejenkova Licence No: TCT0002510	
	CUSTOMER BESIX WATPAC	TGS No 06: PHASE 3 - CONSTRUCTION WORK ZONE ENTRY/EXIT	



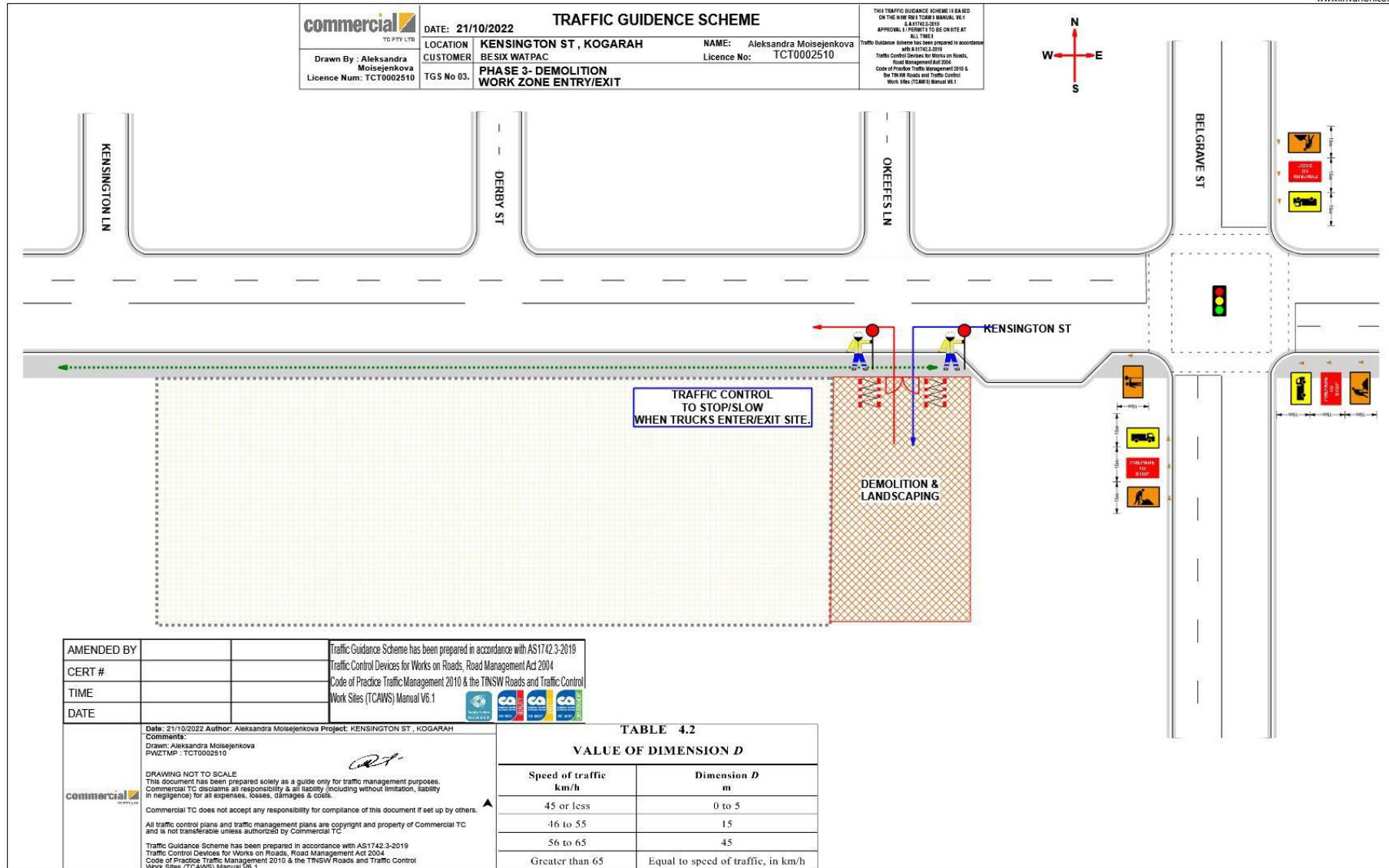
AMENDED BY			Traffic Guidance Scheme has been prepared in accordance with AS1742.3-2019 Traffic Control Devices for Works on Roads, Road Management Act 2004 Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TC&WS) Manual V6.1
CERT #			
TIME			
DATE			

Date: 24/02/2023 Author: Aleksandra Moisejenkova Project: KENSINGTON ST, KOGARAH Comments: Drawn: Aleksandra Moisejenkova PVZTMP: TCT0002510 DRAWING NOT TO SCALE This document has been prepared solely as a guide only for traffic management purposes. Commercial TC disclaims all responsibility & all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs. Commercial TC does not accept any responsibility for compliance of this document if set up by others. All traffic control plans and traffic management plans are copyright and property of Commercial TC and is not transferable unless authorized by Commercial TC. Traffic Guidance Scheme has been prepared in accordance with AS1742.3-2019 Traffic Control Devices for Works on Roads, Road Management Act 2004 Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TC&WS) Manual V6.1

TABLE 4.2

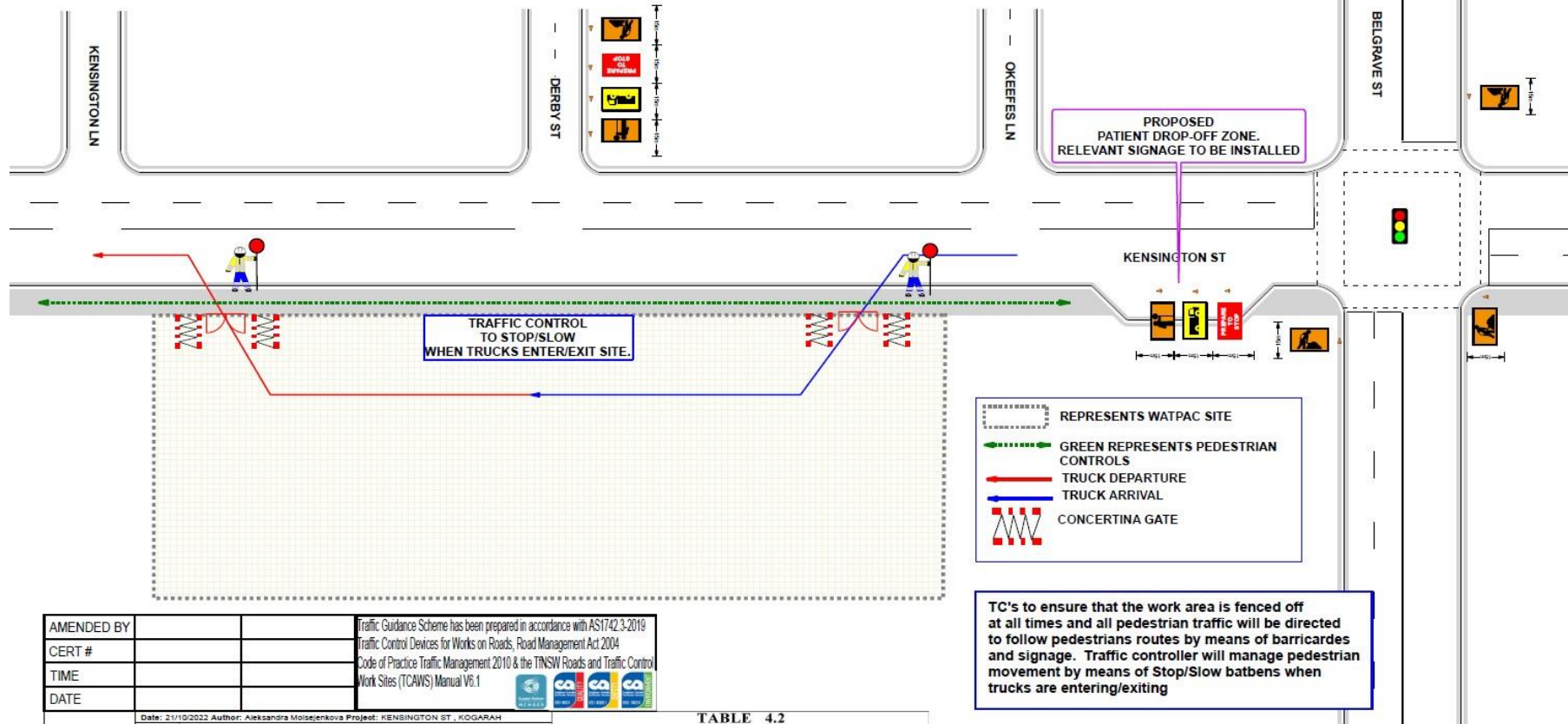
VALUE OF DIMENSION D

Speed of traffic km/h	Dimension D m
45 or less	0 to 5
46 to 55	15
56 to 65	45
Greater than 65	Equal to speed of traffic, in km/h



37

commercial TC PTY LTD Drawn By: Aleksandra Moisejenkova Licence Num: TCT0002510	DATE: 21/10/2022 TRAFFIC GUIDANCE SCHEME		THIS TRAFFIC GUIDANCE SCHEME IS BASED ON THE NSW ROAD TRAFFIC MANUAL, V6.1 & AS1742.3-2019. APPROXIMATELY 10% TO BE COMPLETED AT ALL TIMES. Traffic Guidance Scheme has been prepared in accordance with AS1742.3-2019, Traffic Control Devices for Works on Roads, Road Management Act 2004, Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TCAWS) Manual V6.1.
	LOCATION: KENSINGTON ST, KOGARAH CUSTOMER: BESIX WATPAC TGS No 01.	NAME: Aleksandra Moisejenkova Licence No: TCT0002510 PHASE 1 - EXCAVATION	



AMENDED BY			Traffic Guidance Scheme has been prepared in accordance with AS1742.3-2019 Traffic Control Devices for Works on Roads, Road Management Act 2004 Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TCAWS) Manual V6.1
CERT #			
TIME			
DATE			

commercial

Date: 21/10/2022 Author: Aleksandra Moisejenkova Project: KENSINGTON ST, KOGARAH
 Comments:
 Drawn: Aleksandra Moisejenkova
 PWZTMP: TCT0002510

AM

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 Traffic Guidance Scheme has been prepared in accordance with AS1742.3-2019
 Traffic Control Devices for Works on Roads, Road Management Act 2004
 Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TCAWS) Manual V6.1

TABLE 4.2 VALUE OF DIMENSION D	
Speed of traffic km/h	Dimension D m
45 or less	0 to 5
46 to 55	15
56 to 65	45
Greater than 65	Equal to speed of traffic, in km/h

Appendix C – Swept Path Analysis

