Pedestrian & Traffic Management Plan (PTMP)

Project Name: Residential & Commercial
Address: 2 Subway Lane
          HOMEBush  NSW  2140
Job No.: HOMSUB2
Commencement Date: 12/05/2017

By
Linx Constructions Pty Ltd
ABN 17 125 903 817

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<table>
<thead>
<tr>
<th>Issue</th>
<th>Section</th>
<th>Page</th>
<th>Document/Description</th>
<th>Issued To</th>
<th>Date</th>
</tr>
</thead>
<tbody>
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The following is used to record any changes.

<table>
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<tr>
<th>Section</th>
<th>Revision</th>
<th>Date</th>
<th>Amendment Description</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Pedestrian & Traffic Management Plan (PTMP)

Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Controlled Document Register</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Document Revision Status</td>
<td>2</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00 General</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>1.01 Introduction</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>1.02 Site</td>
<td>4</td>
</tr>
<tr>
<td>2.00</td>
<td>2.00 Pedestrian &amp; Traffic Management Plan</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>2.01 General</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>2.02 Site Location and Road Network</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>2.03 Overall Principles for Traffic Management</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>2.04 Hours of Work</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>2.05 Truck Routes</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>2.06 Traffic and Parking Effects</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>2.07 Pedestrians</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>2.08 Pedestrian and Traffic Management Plan</td>
<td>7</td>
</tr>
<tr>
<td>3.00</td>
<td>3.00 References</td>
<td>8</td>
</tr>
<tr>
<td>4.00</td>
<td>4.00 Legend</td>
<td>9</td>
</tr>
<tr>
<td>4.00</td>
<td>Appendix 1 Location Plan</td>
<td>10</td>
</tr>
<tr>
<td>4.00</td>
<td>Appendix 2 Truck Routes</td>
<td>11</td>
</tr>
</tbody>
</table>
1.00 General

1.01 Introduction

This Pedestrian & Traffic Management Plan (PTMP) has been written specifically for the undertaking of demolition, early and associated work. Further as part of this process also considered excavation, construction, associated and future stages relating to the property.

1.02 Site

The site has frontage to Subway Lane as shown in Appendix 1.

2.00 Pedestrian & Traffic Management Plan

2.01 General

The pedestrian and traffic management plan for the demolition, excavation, construction and associated work of the development is set down through the following sections:

- site location and road network;
- overall principles for traffic management;
- hours of work;
- truck routes;
- traffic and parking effects;
- pedestrians; and
- pedestrian and traffic management plan.

2.02 Site Location and Road Network

The site is on the eastern side of Subway Lane near Homebush Railway Station at Homebush. The site location is shown at Appendix 1.

Subway Lane is a 50km/h two lane carriageway with centre line marked:
* site is near a roundabout at the corner of Loftus Crescent & Subway Lane;
* there is no-standing to Subway Lane;
* main access from laneway adjoining 5 Knight Street; and
* secondary access from 2 Subway Lane from rear of 16 Loftus Crescent.

There is substantial parking available on site as agreed with adjoining property owners.

The existing road network requirements, other nearby developments, existing facilities and planning for the neighbours and the railway station near the site will be considered.

Laneway adjoining 5 Knight Street (Regional Road) has direct access to and from Parramatta Road (State Road). There is a set of traffic lights at the corner of Knight Street and Parramatta Road allowing access and egress to the north and south on Parramatta Road. There are bus
stops on both sides of Parramatta Road close to the site and short distance to Homebush Station.

All large trucks going to or leaving the site will be restricted to the Parramatta Road & Knight Street for carting away and delivers to minimise impact on neighbours and the community. The secondary access from Subway Lane will be restricted to smaller trucks and vehicles.

2.03 Overall Principles for Traffic Management

The overall principles for traffic management during demolition, excavation, construction and associated work of the development are:-

- provide a convenient and appropriate environment for pedestrians;
- minimise effects on pedestrian movements and amenity;
- manage and control vehicular movements to and from the site;
- maintain traffic capacity at intersections and mid-block in the vicinity of the site;
- maintain existing on-street parking in the vicinity of the site where practical;
- maintain access to other properties adjacent to the site;
- restrict vehicle activity to designated truck routes through the area;
- maintain safety for workers;
- provide appropriate access to the site for demolition, excavation, remediation and shoring traffic; and
- manage and control vehicle activity in the vicinity of the site.

It is not anticipated that an on street works zone or crane standing area will be required for the demolition, excavation, construction and associated work phase. However, should an on street works zone or crane standing area be required, separate application will be made to Council.

2.04 Hours of Work

Work associated with demolition, excavation, remediation and shoring for the development will be carried out between the following hours:-

- Monday to Friday: 7:00am to 5:00pm;
- Saturday: 7:00am to 5:00pm; and
- Sunday/Public Holidays: no work.

Any work outside these times would be subject to a separate application to Council. The control of hours of operation avoids truck movements during the early hours of the morning, before 7:00am and in the evening, after 5:00pm.

2.05 Truck Routes

During demolition, early and associated work (further as part of this process have also considered excavation, construction, associated and future stages relating to the property), trucks transporting material from the site will be accommodated on site. Vehicular access to and from the site will be provided from Knight Street main access (vehicular entry/egress), in the location of the approved access point to the site. Knight Street feeds into Parramatta Road
with a left and right turn. Access arrangements and vehicle movements to and from the site will be managed and controlled by site personnel.

It is proposed that large trucks travel to and from the site along the following designated construction routes:

.01 Approach Routes

- For larger trucks all access will be from east Parramatta Road with left turn into Knight Street and then right turn into Laneway adjoining 5 Knight Street (from east);
- For smaller trucks and vehicles from west right turn from Parramatta Road into Station Street then right turn into Loftus Crescent then right turn at round-about into Knight Street and left turn into Laneway adjoining 5 Knight Street (from west). and
- The secondary access 2 Subway Lane will be restricted to smaller trucks and vehicles.

.02 Departure Routes

- For larger trucks left turn from Laneway adjoining 5 Knight Street and then left turn to west or right turn to east on Parramatta Road;
- For larger trucks after left turn into Parramatta Road option to proceed west or turn right into Underwood Road to the north; and
- The secondary access 2 Subway Lane will be restricted to smaller trucks and vehicles.

The proposed large truck routes are shown in Appendix 2. As there is no right turn from Parramatta Road into Knight Street, large vehicles would be restricted from the east with left turn into Knight Street and then left turn into Laneway adjoining 5 Knight Street. These roads have adjacent commercial and light industrial land uses and their use by construction vehicles would be consistent with existing traffic in these streets.

When departing there is also a possibility of small truck and vehicles using Subway Lane to the south.

The designated truck routes to and from the site are proposed to restrict truck traffic, as far as possible, to the main road network through the area. The approach and departure routes of construction vehicles to and from the site are considered appropriate.

2.06 Traffic and Parking Effects

The major traffic generating activities during the demolition, excavation, construction and associated work are anticipated to be as follows:

- Demolition, early and associated work: 2017; and

It is anticipated that the majority of traffic will be generated by trucks taking demolition and excavated material from the site. During the demolition and excavation period, there will be a total of some 2 to 5 trucks per day taking demolition and excavated material from the site. These trucks will be covered and have their wheels washed.

This is a low volume of traffic, equivalent to an average of one to two trucks per hour. The surrounding road network and its intersections will be able to cater for this traffic.
Trucks will enter the site and be loaded by an excavator, prior to exiting the site in a forward direction. Drivers will be in radio or mobile telephone contact with the site supervisor who will coordinate the arrival of trucks as required.

It is anticipated that during the demolition, excavation (less than 5 employees), construction and associated work, there would be less than 150 employees on the site for future states (e.g. future work considered). Employees will be encouraged to use public transport when travelling to and from the site. Public transport timetables will be made available to employees. During these stages of the development, for safety reasons, at this stage parking will not be provided on the site for employees but consideration will be given to parking on site (e.g. with owners’ permission 2 Subway Lane & neighbouring property).

2.07 Pedestrians

Pedestrian routes around the site will be maintained during demolition, early and associated work (further as part of this process have also considered excavation, construction, associated and future stages relating to the property). Pedestrian activity in Subway Lane (western boundary) and laneway from Knight Street adjoining 5 Knight Street (eastern boundary) will be protected with the provision of Class A construction fencing and overhead protection (e.g. because of set-back from boundary overhead protection will not be required to Subway Lane or rear laneway), where required:

- Subway Lane west (pedestrian & light vehicle only entry) – An opening will be provided in the construction fence for access
- Knight Street east (main entry) – An opening will be provided in the construction fence for access to and from the site for construction vehicles;
- Subway Lane west (secondary entry) – An opening will be provided in the construction fence for access to and from the site for construction vehicles as a secondary access. It is envisaged that minimal use of fenced / gated access; and
- Rear and side boundaries – Existing fencing will be upgraded, managed and controlled to A Class construction fencing and not accessible to pedestrians.

Pedestrian activity to Loftus Crescent, Knight Street & Subway Lane will be managed and controlled by appropriately qualified site personnel. Pedestrian warning signs will be located adjacent to site entries.

Where demolition activities occur on the site boundary, the construction fence and associated overhead protection (where required) will be extended beyond the site boundary to provide additional protection for pedestrians.

2.08 Pedestrian and Traffic Management Plan

The proposed pedestrian and traffic management plan for demolition, early and associated work (further as part of this process have also considered excavation, construction, associated and future stages relating to the property) of the development is shown on Appendix 2. The plan presents the principles of traffic management and is subject to SafeWork NSW requirements, as well as survey and final design.

Signage, fencing, overhead protection, safety barriers and line marking details, as required, will be provided in accordance with Australian Standards AS1742.3 Traffic Control Devices for Works on Roads and the Roads & Maritime Services (RMS previously known as RTA) Roads and Traffic Authority’s Manual for Traffic Control at Work Sites. A copy of the traffic management
plan will be kept on-site at all times. Signage details, the control of pedestrians in the vicinity of the site, and the control of trucks to and from the site will be the responsibility of the site contractor

As shown in Appendix 2, the pedestrian and traffic management plan for the demolition, excavation, civil, construction and associated work includes the following:

- demolition, excavation, shoring activity, civil, construction and associated work to be provided for on-site;
- demolition, excavation, shoring activity, civil construction and associated work vehicle access to the site will be provided from Knight Street from the north/east end of the site;
- the movement of trucks on and off the site to be managed and controlled by appropriately qualified site personnel;
- truck movements to and from the site to be restricted to designated truck routes through the area;
- Class A construction fencing and overhead protection where required, will be provided adjacent to the Subway Lane site frontage. Existing class A construction fences to other boundaries will be made good and maintained;
- an opening will be provided in the construction fence for access to the site from Knight Street;
- There are no structures on Subway Lane boundary but where civil, demolition or similar activities occur on the site boundary, the construction fence will be extended beyond the site boundary to provide additional protection for pedestrians;
- the management of the site works will be the responsibility of the site contractor;
- pedestrian activity across the site access driveways will be managed and controlled by appropriately qualified site personnel;
- pedestrian warning signs to be utilised in the vicinity of the site;
- pedestrian arrangements, demolition/excavation activity and erection of safety;
- fencing will be provided in accordance with SafeWork NSW requirements; and
- construction signage to be provided in Knight Street and Subway Lane in accordance with Australian Standards and the RMS Roads and Traffic Authority's Manual for Traffic Control at Work Sites.

The pedestrian and traffic management plan for the demolition, early and associated work (further as part of this process have also considered excavation, construction, associated and future stages relating to the property) of the development is considered appropriate to provide for traffic and pedestrian activity.

3.00 References

Roads & Maritime Services (RMS):

- Traffic Control at Work Sites – version 4.0 – June 2010;
Standards Australia AS/NZS1742 Manual of Uniform Traffic Control Devices:

- AS 1742.1 – 2003 General Introduction and Index of Signs;
- AS 1742.2 – 2009 Traffic Control Devices for General Use;
- AS 1742.3 – 2009 Traffic Control Devices for Works on Roads; and


Work Health and Safety Regulation 2011 (NSW).

SafeWork NSW (previously known as WorkCover NSW):

- Code of Practice – Noise Management and Protection of Hearing at Work – 2004 (commenced 31 May 1997 & amended 17 December 2004); and

4.00 Legend

COP Code of Practice (e.g. COP produced by SafeWork NSW previously known as WorkCover Authority of NSW)

EPA NSW Environmental Protection Authority (changed to DECCW 4/04/2011, then OEH & back to EPA)

RMS Roads & Maritime Services (previously known as RTA)

PPE Personal Protection Equipment

SafeWork NSW Previously known as WorkCover NSW – September 2015 changed name to SafeWork NSW

Truck B-Double Prime mover which pulls two semi-trailers, which are linked by a fifth wheel and can be up to 26 metres long

Truck Moxy Articulated truck

Truck MRV Bogie MRV Medium rigid vehicle – truck over 6.4m long & under 8.8m long

Truck SRV Bogie Small rigid vehicle – truck up to 6.4m long

WHS Work Health & Safety

WHS Act Work Health & Safety Act 2011

WHS Reg. Work Health & Safety Regulation 2011
Appendix 1

Location Plan

Site: 2 Subway Lane HOMEBUSHP NSW 2040

Figure 1, area to be enclosed by the proposed development – Mapping source: Sixmaps
Appendix 2

Truck Routes

Site: 2 Subway Lane HOMEBUSH NSW 2040

Legend:
* Truck route for large trucks (e.g. articulated truck ‘moxy’) shown as in red ‘solid’
* State Road shown as green ‘dashed dots’
* Regional Road shown as purple ‘dashed squares’
* Private lane shown as orange ‘dashed squares’

Figure 2, traffic routes – Mapping source: Whereis