



Traffic Management Plan

Prepared by
Liberty Industrial Pty Ltd
For
Hanson Construction Materials Pty Ltd
1A Bridge Road, Glebe NSW 2037



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A	25.03.2020	SZ	First Review
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Site Engineer

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Project Manager

Specialist Deconstruction Services

- Industrial demolition contractors ■ Mine closure consulting ■ 3D Modelling
 - Demolition consultants ■ Asbestos abatement
- Liberty Industrial Pty Ltd A.B.N. 99 147 758 487



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1 PURPOSE

This Traffic Management Plan establishes the controls required to ensure the safe movement of all vehicles and personal to, from, and on Hanson Construction Materials Demolition Project in 1A Bridge Road, Glebe NSW 2037.

The purpose of this document is to ensure that all parties concerned with this project have a full understanding of all of the measures proposed for the safe and successful completion of the deconstruction and demolition works. In addition, the document oversees the implementation of traffic ingress/egress management on site, all vehicle drivers are required to comply with traffic rules and instructions as indicated in this document. This Traffic Management Plan will be reviewed weekly upon commencement of site works.

2 SITE



Figure 1. Hanson BWB Demolition Glebe NSW Site Overview

3 SCOPE

To undertake and manage various transportation activities during the Demolition and Removal works at Hanson Concrete Patching Plant located at 1A Bridge Road, Glebe NSW 2037.

4 TRAFFIC MANAGEMENT

4.1 ROUTE INSPECTION

Prior to any traffic movements, the initial inspection of the proposed route will be undertaken by the Project Manager and reviewed periodically. The inspection will consider, but not be limited to, the following:

- Visibility at intersections;
- Width of load and the route to be taken;
- Condition of road shoulder and its weight bearing capacity;
- Areas of low clearance or height restrictions;
- Overhead services;
- Location of and availability of barricades for road closures;
- Location of Traffic Controllers;
- Potential for disruption to Operations;
- Permits required e.g. road closures;
- National Heavy Vehicle Licensing (NHVL) permits or restrictions;
- Authority to Work permit;
- Notifications required e.g. Operations, Security;
- Potential for collisions; and
- Construction zones/ controlled areas on route or road closures.



Figure 2. Site Travel Route

On completion of the inspections, the Project Manager will communicate any route changes, hazards, or extra control measures required for drivers.

4.2 SITE ACCESS / EGRESS

4.2.1 Site Access During Site Demolition

Access to Hanson Demolition Project secure area contact Liberty site team on the nominated UHF channel prior to entry, channel details will be clearly displayed at the site entrance.

All drivers who have to alight from their vehicle to carry out work are required to be inducted. No induction is required for delivery of smaller items to the main office compound area (see Appendix B – Site Layout).

On entry to the demolition site, the driver is directed to the designated area. Site specific TMP will be introduced to all truck drivers during the induction, all drivers need to be aware of the requirements of the TMP before the commencement of their work. (see Appendix D – Form 004 – Truck Driver Visitor induction)

All vehicles transporting scrap metal or waste materials are to weigh of each load of material being transported (using the gauges on the truck) to ensure compliance to the NHVL requirements.

4.2.2 Site security During Demolition Works

During the demolition of the buildings along Bridge Road, the existing block wall and gates will be locked and manned. Liberty Industrial will notify prior to commencements of works and after completion of works.

During the demolition works, Type B Hoarding with scaffold on top will be erected along Bridge road as protection to the footpath. Liberty Industrial is currently in the process of Hoarding Permit Application with City of Sydney Council, a hoarding permit will be provided prior to hoarding installation work.

4.2.3 Site access via Gate 1, Gate 2 and Gate 3

Access to the site will be via Gate 1, Gate 2 and Gate 3 on Bridge Road. With the progress of the project, gates will be used in restrictions and limitation during different stages and different purposes.

Gate 1 – Will be the main exit point as well as the entrance for site visitors.

Gate 2 – Will be mainly used for material and equipment delivery. Entrance via this gate will be conditional based on site activity.

Gate 3 – Gate 3 will be the main entrance point throughout the project. Exiting from this gate will be conditional based on site activity.

Parking – Personnel will park on site, and enter via Gate 3 or Gate 2 based on site activity.

4.3 FREQUENCY OF MOVEMENTS

In order to minimise the truck movement noise, the expected frequency of heavy vehicle movements of machinery and materials is between 5 to 20 trucks per day, daily light vehicle movements will be a maximum of approximately 20 at its peak. Size of the truck will be utilised between 8 Wheelers Rigid and Truck & Dog depending on the material type and demolition task at the time. All traffic movements will be discussed during the course of the daily pre start meeting.

Liberty will review on an ongoing basis a reduction in speed where applicable.

4.4 LOADING / UNLOADING OF VEHICLES

All loads delivered to the demolition site are unloaded and loaded in the designated area as defined by the Project Manager/ Site management Team or delegate at time of entry.

When loading out demolition material, truck drivers are to follow the instruction of the plant operator at all times and be in radio contact with plant operators and site supervisor. All vehicles are to be loaded to their prescribed weight limits. All trucks must enter and exit the site in a forward position.

All truck loads leaving site will be covered or secured where required and trucks will be free from loose material so as not to track dirt onto public roads.

4.5 GENERAL AWARENESS

- Liberty will communicate the daily activities to manage interface
- All traffic movements will be communicated in Tool boxes and Daily Consultation meetings and will be communicated to Hanson Construction Materials for approval Prior to implementation and Via UHF radio or Liberty 1 radio Channel
- Take care at all intersections, vehicle interaction on all the main road junctions
- Oversize Loads.
- Maintain 10m following distance behind any other long vehicle.
- All incoming/outgoing trucks will be coordinated with a spotter at the site entrance. The spotter is to make sure the entrance is cleared before letting a truck in/out.
- Travel for Oversized and Over Mass Vehicle will obtain a permit from the city prior to coming to site.

4.6 SPECIFIC INSTRUCTIONS

4.6.1 Rest Breaks & Stops

- A driver must ensure their own safety and that of other road users by taking a break from the driving task if feeling symptoms of fatigue. A driver must ensure their own safety and that of other road users by taking a break from the driving task if feeling symptoms of fatigue.

- Rest breaks should be scheduled to be taken at approved rest stops where possible. However, should it be necessary to stop at a rest point not indicated, then the following points should be considered when choosing a place to stop:
- Weather conditions and ground stability, do not move off the road unless into approved parking bays. Trucks can become bogged easily, even on dry ground.

4.6.2 Parking

- All vehicles to be parked in designated areas and reverse parked where possible (see Appendix B).
- All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off-street area or be encouraged to use public transport and not park on the public road.
- During refuelling or maintenance, positive and effective isolation must be adhered to.
- No visitors allowed to park on site due to limited space.

4.7 EXTERNAL HAULAGE ROUTES

4.7.1 Haulage to Recyclers

Recycled / landfill waste will be transported via Gate3 on Bridge road and this transport will conform to the New South Wales road rules. If there are more than 2 trucks waiting for loading on site, the second and third truck should be parked at the designed truck waiting zone. (Please see Appendix B). Maximum amount of trucks will be managed by Liberty Industrial to ensure all trucks on site will be accommodated.

4.8 PEDESTRIAN MOVEMENTS

All pedestrian movements within the Demolition Controlled Zone will require approval from the project manager and be required to have a radio for communication. Any non-inducted pedestrian or visitor who enters the Demolition Controlled Zone must be accompanied with an inducted person at all times. Positive communication and eye contact with plant operator is required before entering the vicinity of any plant. Pedestrian traffic will be directed by signage at the existing pedestrian walkway.

4.9 EMERGENCIES

Procedures for any emergency or evacuation shall be in accordance with the Emergency Management Plan. If an emergency is declared, the project manager must be informed immediately. Any vehicle movements associated with evacuation must adhere to the Emergency Management Plan.

4.10 NOTIFICATION REQUIREMENTS

4.10.1 Nearby Residents and Business

Hanson Construction Materials Pty Ltd will distribute the Community Notice to the local community 1 week prior to work commencing to ensure all nearby residents and business are aware of the upcoming demolition work at 1A Bridge Road, Glebe NSW 2037

4.10.2 Road Occupancy Licence

In accordance with Road Occupancy Manual (TMC, NSW Government), a Road Occupancy Licence is not required for this demolition work.

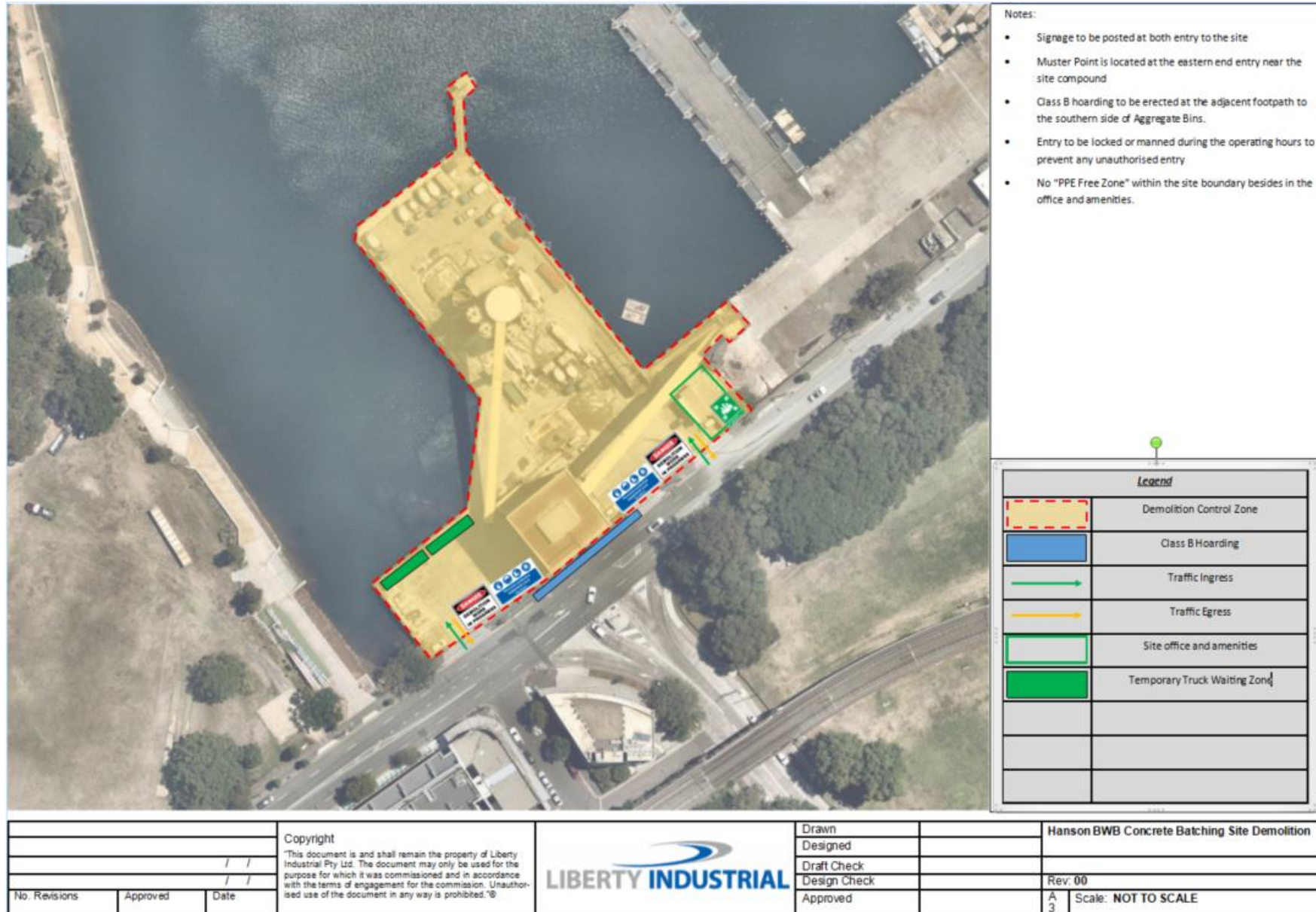
5 APPENDIX

APPENDIX A –EMERGENCY INFORMATION

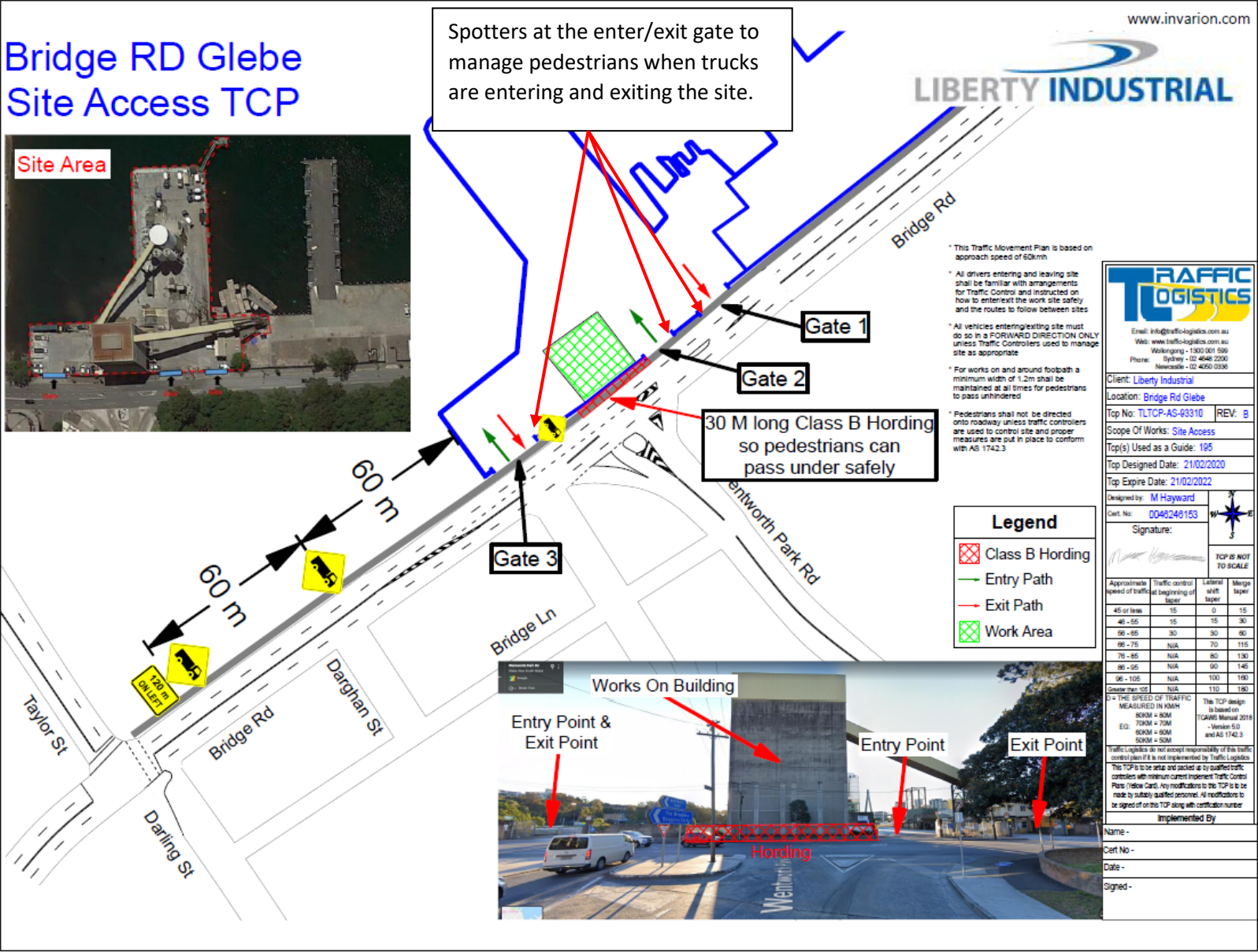
EMERGENCY SERVICES 000

Police Fire Ambulance	000
Liberty Industrial HSEQ Manager John Harris	0488 622 235
Liberty Industrial Site Supervisor Lee Whale	0424 505 476
Hanson Construction Materials Client Mauro Lipo	0412 498 365
Liberty Industrial Project Manager Percy Piper	0499 992 837

APPENDIX B – HANSON BWB DEMOLITION WORKS GLEBE TMP



APPENDIX C – TRAFFIC CONTROL PLAN



APPENDIX D – FORM004 – TRUCK DRIVER VISITOR INDUCTION

Visitor / Truck Driver / Delivery Driver Site Induction

This is a short induction to allow visitors, and truck or delivery drivers onto a Liberty Industrial site.

Visitor Requirements

- Visitors must sign the visitors register and undertake a breathalyser test with a BAC of 0.00;
- Visitors must be in the company of a site inducted team member; and
- Visitors are not permitted to perform work of any kind whilst on site.

Truck Driver / Delivery Driver Requirements

- Only authorised, inspected and approved vehicles may enter site;
- Only operate plant or equipment you are authorised to;
- Remain in your vehicle or in a location as instructed by the operator whilst being loaded;
- Always observe and follow sign posted speed limits;
- Follow all instructions given by Liberty Industrial personnel or operators performing loading;
- Sign off on the Liberty Industrial Chain of Responsibility (CoR) compliance form if taking any loads off site;
- Inspect your load and ensure it complies with all CoR laws before leaving site;
- Fall Protection/prevention is required any time a driver is exposed to a fall hazard of one meter or more – this includes any truck, trailer, or flatbed (unless client site rules override this); and
- Standing on top of a load is strictly prohibited at all times.

Standard Personal Protective Equipment

- Standard PPE includes, but not limited to: Protective clothing, Hard hat, Safety glasses, Safety footwear (steel or carbon fibre) and gloves must be worn if securing loads;
- PPE is exempt in areas such as the crib room, main office and ablution block.

Site Specific Requirements

- Visitors must remain with their escort at all times when on site;
- First aid kits are located in the Liberty Industrial's Site Office and in all vehicles;
- Smoking is only permitted in designated areas;
- No littering on site;
- Mobile phones must not be used whilst onsite;
- All incidents, injuries or plant damage must be reported immediately to your escort.

Medical Declaration

Do you suffer from any medical conditions which may affect your safety on site? **YES / NO**

If yes complete Liberty Industrial FRM-119 Medication Register

Company Name	_____	Date	_____
Inductee Name	_____	Signature	_____
Presenter Name	_____	Signature	_____

APPENDIX E – STANDARD REQUIREMENTS FOR CONSTRUCTION TRAFFIC MANAGEMENT PLAN – CITY OF SYDNEY

The City of Sydney

Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at (Please Insert site address and DA No here)

1. Details of routes to and from site and entry and exit points from site – site specific
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.

NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).

7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.
8. No queuing or marshalling of trucks is permitted on any public road.
9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.
10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.
11. All loading and unloading must be within the development site or at an approved "Works Zone".

12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.
13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.
14. The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.
15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.
16. The Applicant must comply with development consent for hours of construction.
17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites Guidelines.
18. Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - **the vehicles already on the road have right-of-way.**
19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not the trucks.**
20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.
21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.
22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.
23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).
24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.