Barker College

Construction Traffic and Pedestrian Management Sub-Plan

Prepared for:

Blue Group Projects

11 June 2025

The Transport Planning Partnership

Barker College

Construction Traffic and Pedestrian Management Sub-Plan

Client: Blue Group Projects

Version: V02

Date: 11 June 2025

TTPP Reference: 25133

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	29/05/2025	Ashwini Uthishtran	Paul Cai	Ken Hollyoak	-
V02	11/06/2025	Ashwini Uthishtran	Paul Cai	Ken Hollyoak	

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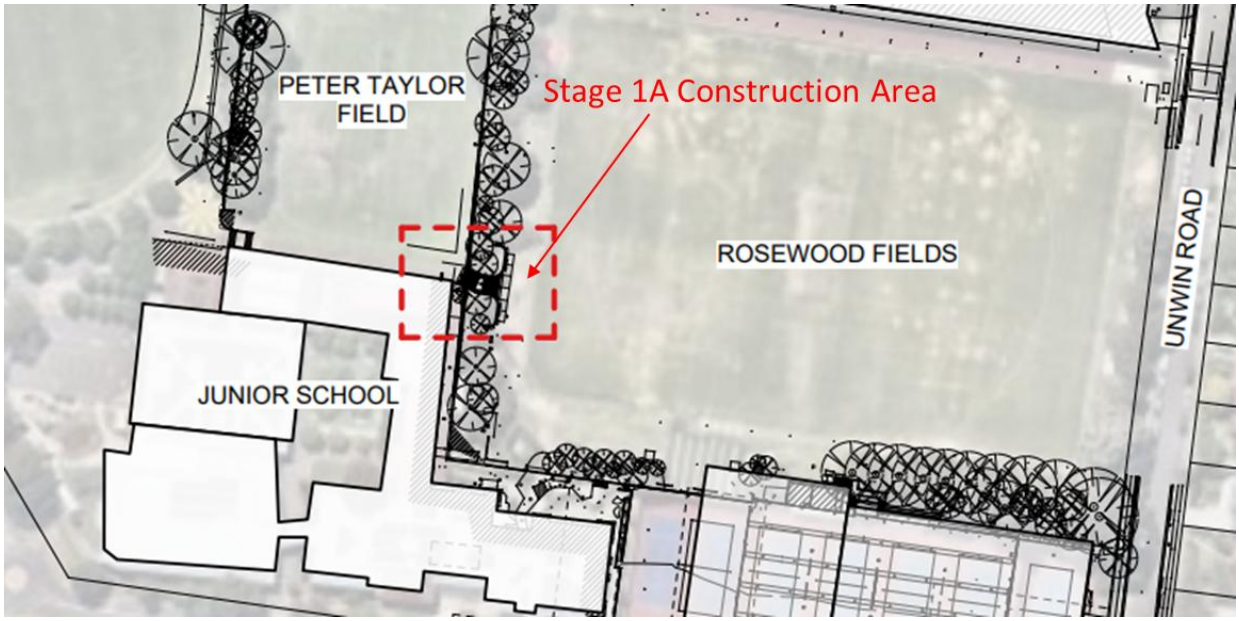
1 Introduction

This Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) has been prepared to address Consent Condition C15 of SSD-31822612 related to the Stage 1A construction works for the approved Barker College redevelopment.

This stage involves the reconfiguration of the stair connection from the Junior School to Rosewood Fields, part of the new path from Rosewood Fields to the Maths Centre, and new underplanting to the garden bed. The construction area of Stage 1A is shown in Figure 1.1.

Figure 1.1: Stage 1A Construction Area



Source: 360 Degrees Landscape

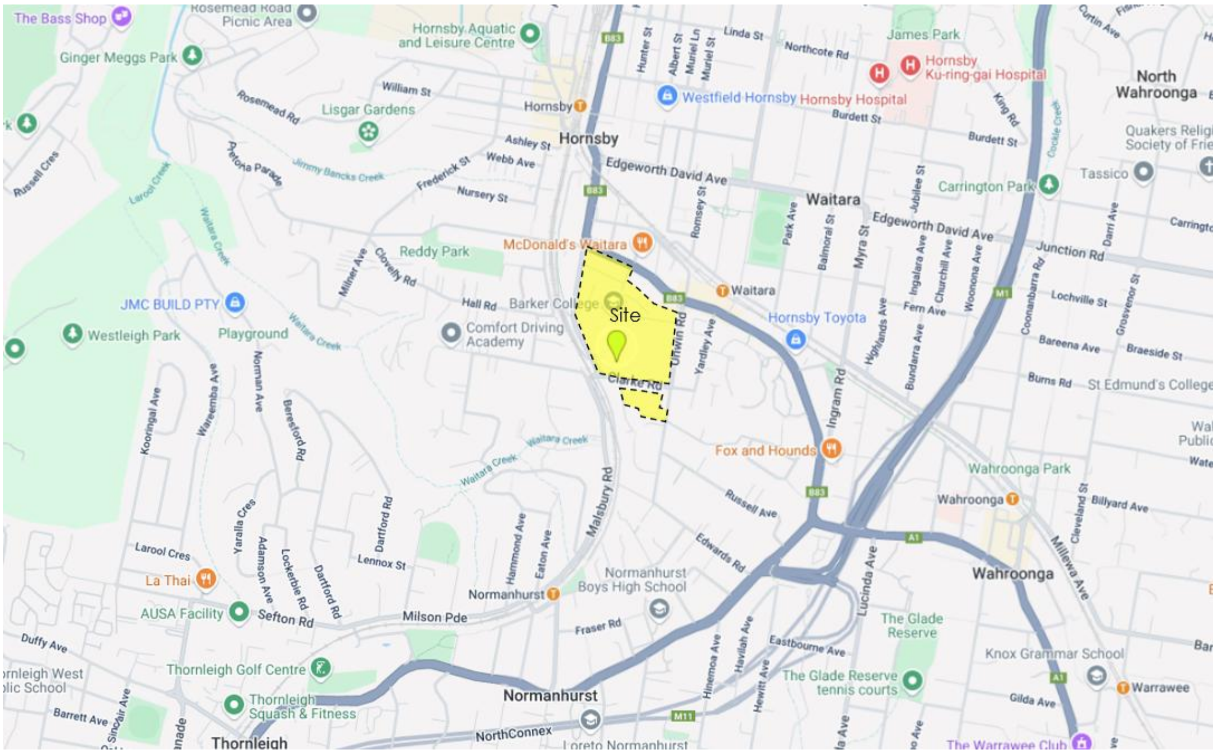
2 Existing Conditions

2.1 Site Description

Barker College (subject site) is located at 91 Pacific Highway, Hornsby within the Hornsby Shire Council. It is bound by Pacific Highway to the north, College Crescent to the west, Unwin Road to the east and residential properties to the south. It is surrounded by a mix of residential and commercial uses.

The location of the site is shown in Figure 2.1.

Figure 2.1: Site Context



Basemap: Google Maps (accessed 23/05/25)

2.2 Surrounding Road Network

The site is surrounded by a network of state, regional and local roads, including Pacific Highway, College Crescent, Unwin Road and Clarke Road. A brief description of these roads is provided below.

Pacific Highway

Pacific Highway is a state road, aligned generally in the north-south direction along the central east coast of Australia. This road travels along the northern boundary of the site. It is generally configured as a two-way road with six travel lanes. Kerbside parking is permitted on both sides of the roads. The site is serviced by bus stops along this road.

The road has a posted speed limit of 60km/h, with 40km/h school zone restrictions that apply between 8:00am and 9:30am and between 2:30pm and 4:00pm Monday to Friday.

College Crescent

College Crescent is a regional road, aligned in the north-south direction between Pacific Highway and Clarke Road. This road travels along the western boundary of the site. It is generally configured as a two-way road with two travel lanes and two kerbside parking lanes, across a 11.4m wide road carriageway (kerb to kerb).

No speed limit signage is provided along College Crescent, which indicates a default speed limit of 50 km/h. A 40km/h school zone restriction applies between 8:00am and 9:30am and between 2:30pm and 4:00pm Monday to Friday.

Unwin Road

Unwin Road is a local road, aligned in the north-south direction between Pacific Highway and Edwards Road. This road travels along the eastern boundary of the site. It is generally configured as a two-way road with two travel lanes and two kerbside parking lanes, across an approximately .4m wide road carriageway (kerb to kerb).

The road has a posted speed limit of 50km/h, with 40km/h school zone restrictions that apply between 8:00am and 9:30am and between 2:30pm and 4:00pm Monday to Friday.

Clarke Road

Clarke Road is a local road, aligned in the east-west direction between Yardley Avenue and a cul-de-sac. This road divides the site into two sections. It is generally configured as a two-way road with two travel lanes. Kerbside parking permitted on some sections of the road, across a 8m wide road carriageway (kerb to kerb).

The road has a posted speed limit of 50km/h, with 40km/h school zone restrictions that apply between 8:00am and 9:30am and between 2:30pm and 4:00pm Monday to Friday.

2.3 Public Transport Facilities

The site is generally serviced by bus services operated by Sydney Buses. The nearest railway station is Waitara Station which is located approximately 450m east of the site and Hornsby station is around 800m away.

There are bus stops located on Pacific Highway, Yardley Avenue, College Crescent, Neutral Road and Pretoria Parade, within in a 400m radius from the school. Table 2.1 and Table 2.2 indicate the public and school transport services, associated frequencies, and closest bus stop locations.

Table 2.1: Existing Public Train and Bus Service and Associated Frequencies

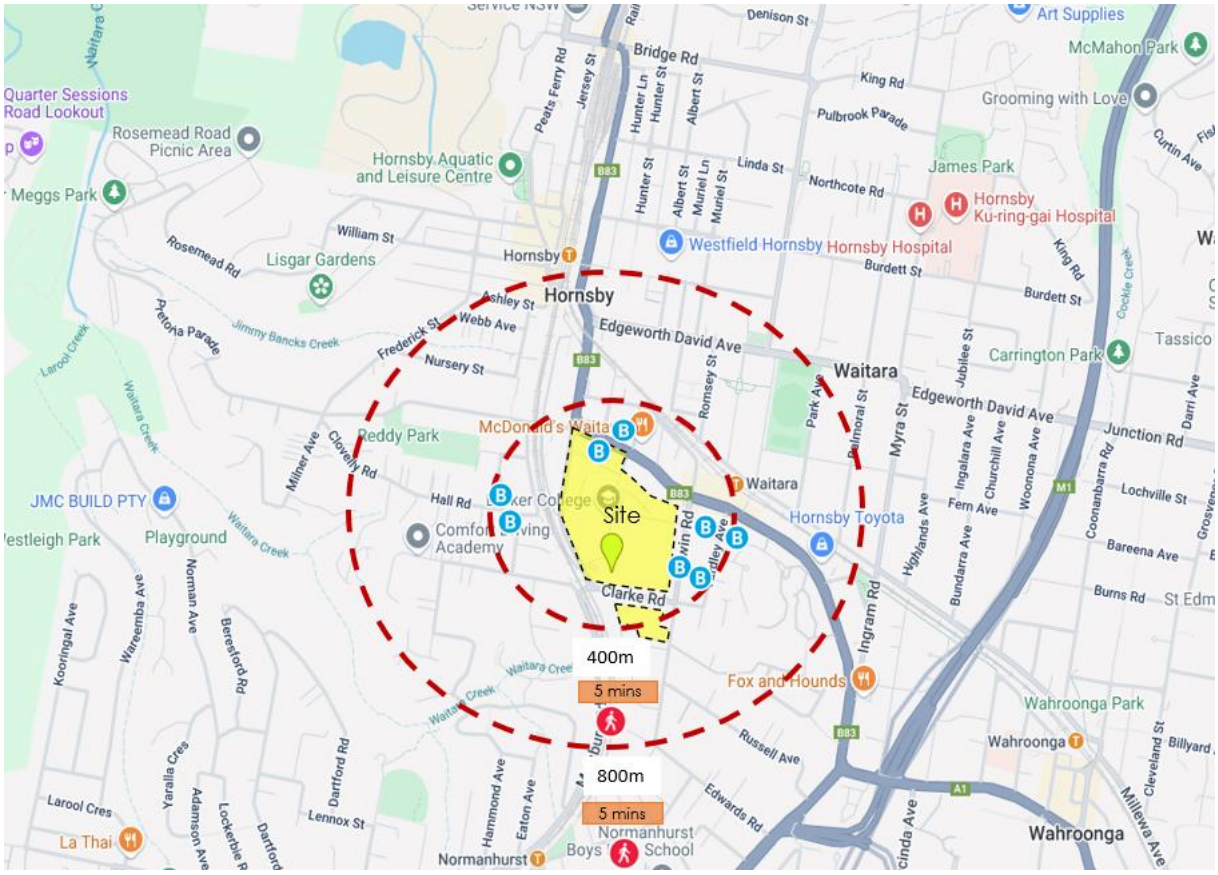
Transport Type	Route	Closest Location	Frequency
Train	T1 (North Shore & Western Line)	Waitara Station	AM peak (every 5-10mins) PM Peak (every 5-10mins)
	T9 (North Shore to Hornsby via City)	Waitara Station	AM peak (every 15 mins) PM Peak (every 10-20 mins)
Bus	587 (Hornsby to Westleigh (Loop Service))	Barker Oval, College Crescent	AM Peak (every 20-40mins) PM Peak (every 30-40mins)
	588 (Hornsby to Normanhurst West (Loop Service))	Pretoria Parade before Pacific Highway	AM Peak (every 15-50mins) PM Peak (every 15-30mins mins)
	589 (Sydney Adventist Hospital to Hornsby)	Barker College, Pacific Highway	AM Peak (every 60 mins) PM Peak (every 60 mins)
	590 (Hornsby to Pennant Hills via Normanhurst)	Barker College, Pacific Highway	AM Peak (every 10-20 mins) PM Peak (every 10 mins mins)
	600 (Hornsby to Parramatta)	Pacific Highway at James Street	AM Peak (every 10 mins) PM Peak (every 10 mins mins)
	N90 Hornsby to City Townhall via Chatswood (Night Service)	Barker College, Pacific Highway	AM Peak (every 60 mins) PM Peak (every 60 mins)

Table 2.2: Existing School Bus Services and Associated Frequencies

Transport Type	Route	Closest Location	Frequency
Bus	3002 (Castle Hill Station to Pacific Highway opposite Edgeworth David Avenue)	Barker College, Pacific Highway	AM peak (1 service)
	3190 (Berowra Station to Northholm Grammar School)	Pacific Highway at James Street	AM peak (1 service)
	3620 (Northholm Grammar to Berowra Station)	Barker College, Pacific Highway	PM peak (1 service)
	8024 (Barker College Junior School to Thornleigh West PS via Pennant Hills)	Barker Oval, College Crescent	AM peak (1 service)
	8067 (Hornsby Station to Normanhurst PS)	Pacific Highway at James Street	AM peak (1 service)
	8108 (Prestoria Parade after Fuller Avenue, Hornsby to Turramurra HS)	Neutral Road at Hall Road	AM peak (1 service)
	8112 (Barker College Junior School to Turramurra School HS)	Barker Oval at College Crescent	AM peak (1 service)
	9024 (Normanhurst PS to Pennant Hills Station via Thornleigh & Waitara)	Yardley Avenue at Pacific Highway	PM peak (1 service)
	9085 (Warrawee PS to Westleigh via Hornsby)	Barker College at Pacific Highway	PM peak (1 service)
	9087 (Mount St Benedict College to Hornsby Station via Westleigh)	Pretoria Parade before Pacific Highway	PM peak (1 service)
	9093 (Normanhurst PS to Hornsby Station)	Pretoria Parade before Pacific Highway	PM peak (1 service)
	9108 (Turramurra HS to Pretoria Parade before Pacific Highway, Hornsby)	Pretoria Parade before Pacific Highway	PM peak (1 service)

Figure 2.1 presents a map of the key existing bus stops within a 400m and 800m radius of the site.

Figure 2.2: Transport Services within close proximity of the Site



Basemap: Google Maps (accessed 23/05/25)

2.4 Pedestrian Infrastructure

Well established pedestrian facilities are provided within the immediate vicinity of the site. Sealed pedestrian footpaths are provided along the site frontage, with dedicated pedestrian facilities provided along Pacific Highway, Unwin Road, College Crescent and Clarke Road in the form of signalised crossings, refuge islands or pedestrian (zebra) crossings. At present, these pedestrian facilities are well utilised during school peak drop-off and pick-up times.

The existing pedestrian facilities surrounding the site are shown in Figure 2.3.

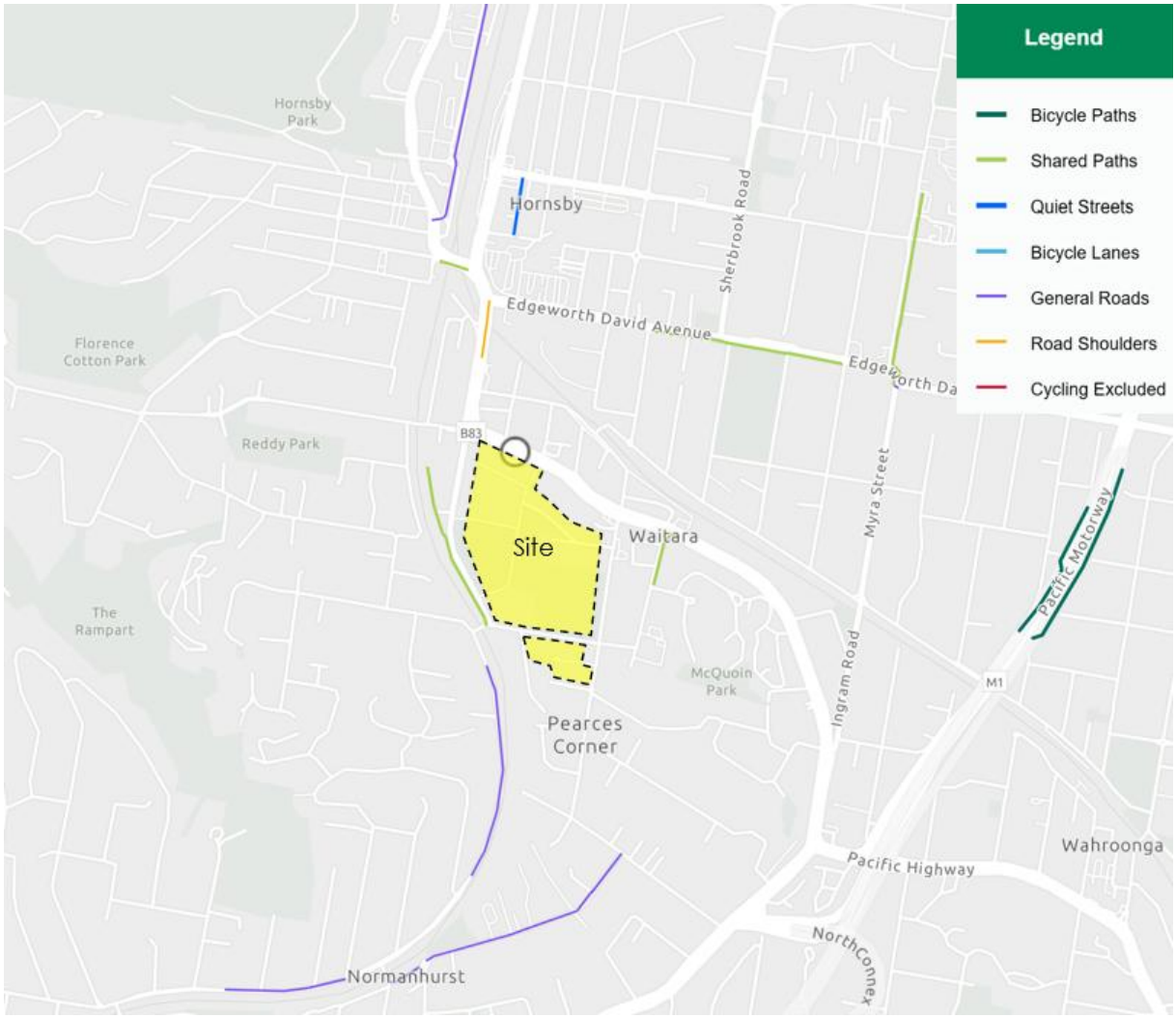
Figure 2.3: Existing Pedestrian Facilities

Basemap: Nearmap (accessed 04/02/2025)

2.5 Cyclist Infrastructure

The cycle routes surrounding the site is shown in Figure 2.4. Notably, there is a shared path along College Crescent and Yardley Avenue.

Figure 2.4: Cycle Paths within the Vicinity of the Site



Source: Cycleway Finder (accessed 23/05/2025)

3 Proposed Construction Activities

3.1 Duration and Staging Works

It is expected that the construction activities will involve the following:

- Demolition of the existing structure and landscape, and excavation
- Construction of new stairs, new footpath pavement and garden bed

The duration of works is expected to take 6-8 weeks.

3.2 Construction Vehicle Types

Construction vehicles that will be utilised during each stage by the proposed construction activities are shown Table 3.1.

Table 3.1: Construction Vehicle Types

Stage	Vehicle Type
Demolition and Excavation	Bogie trucks (up to 8m long)
Concrete Pour	Concrete trucks (up to 8m long)
Construction	Pallet trucks (up to 8m long)

Swept path analysis has been undertaken for the largest vehicle to access the site (8m long truck) as shown in **Appendix A.**

3.3 Work Hours

The proposed construction activities will be carried in accordance with the following work hours approved by Hornsby Shire Council.

- Monday to Friday 7am-6pm
- Saturday 8am-1pm
- Sunday and Public Holidays No work.

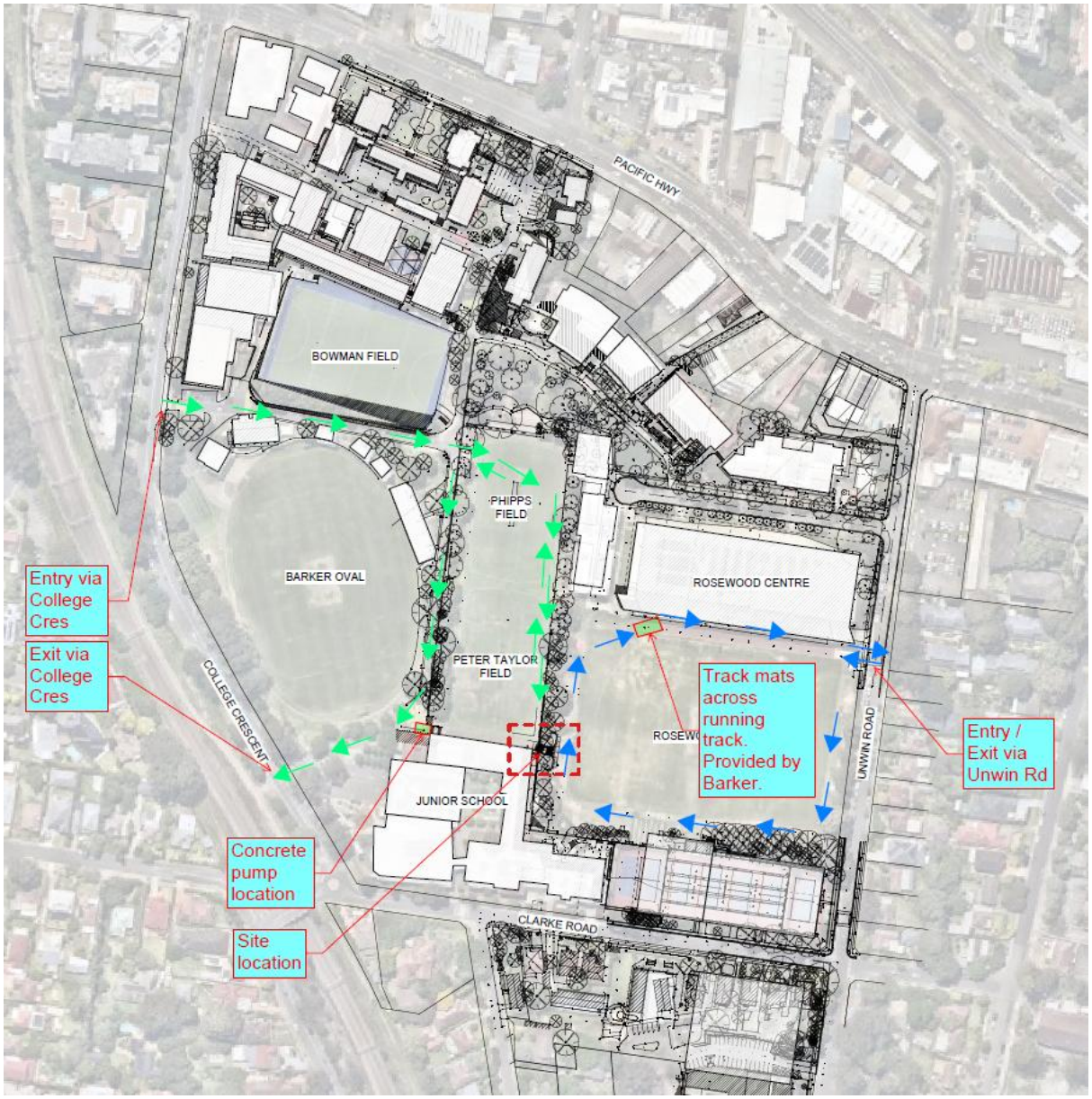
Any works outside of the above listed hours will only occur with approval from the relevant authorities (i.e. Hornsby Shire Council), prior to the commencement of any works. Such works may include delivery of large plant or equipment required for the site.

To minimize the impacts on the operation of the exiting school, it is proposed that there will be no construction truck movements during the school drop-off/pick-up peak hours (8:00am – 9:30am and 2:30pm – 4:00pm, in school days).

3.4 Site Access and Construction Truck Routes

It is proposed that construction vehicles will enter and exit from the site via the existing vehicle driveways on Unwin Road and College Crescent as shown in Figure 3.1.

Figure 3.1: Site Access



For construction works on the eastern side of the construction area (adjacent to Rosewood Field), construction vehicles will enter and exit the school via the existing driveway (for authorised vehicles only) next to the Rosewood Centre Car Park driveway. Site personnel will be waiting at the gate to guide construction trucks when entering the school, then escort the construction trucks to travel around the Rosewood Field to the designated loading area.

Construction trucks will be escorted when exiting the school after loading/unloading. Protection will be provided for the Rosewood Field and the running track.

For construction works on the western side of the construction area (adjacent to Peter Taylor Field), construction vehicles will enter and exit the site via the existing driveway on College Crescent. Construction trucks will enter Phipps Field from Chapel Drive then drive along Phipps Field and Peter Taylor Field to park at the designated loading area adjacent to the construction site on Peter Taylor Field. Notwithstanding this, during concrete pours, concrete mixer trucks will travel along Chapel Drive and stand at the corner of Chapel Drive and Peter Taylor Field for concrete pump. Site personnel will be waiting at the entry driveway to guide construction vehicles when entering the school, and escort construction vehicles to the designated loading areas, then escort construction vehicles when leaving the school after loading/unloading.

Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network, whilst minimising the impact of construction traffic on local streets within the vicinity of the site. All truck drivers will be advised of the designated routes to/from the site.

The nominated construction truck routes are shown in Figure 3.2 and Figure 3.3.

Figure 3.2: Construction Inbound Routes

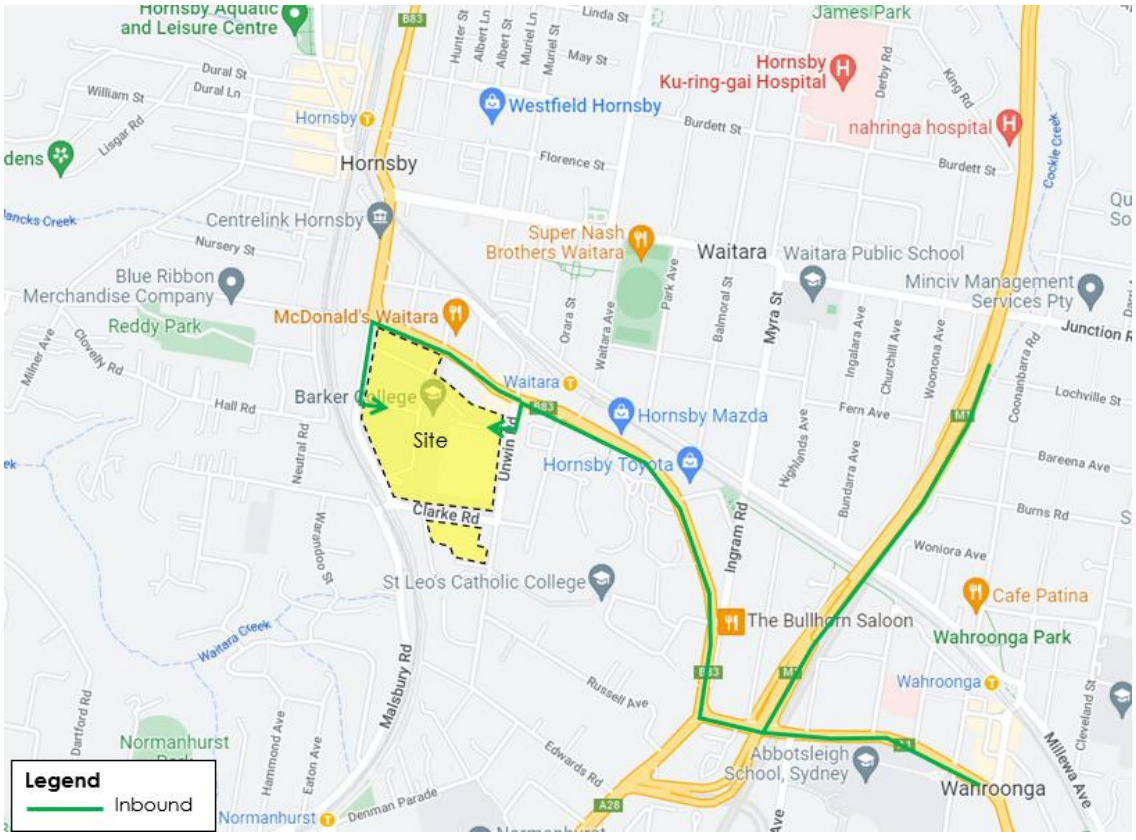
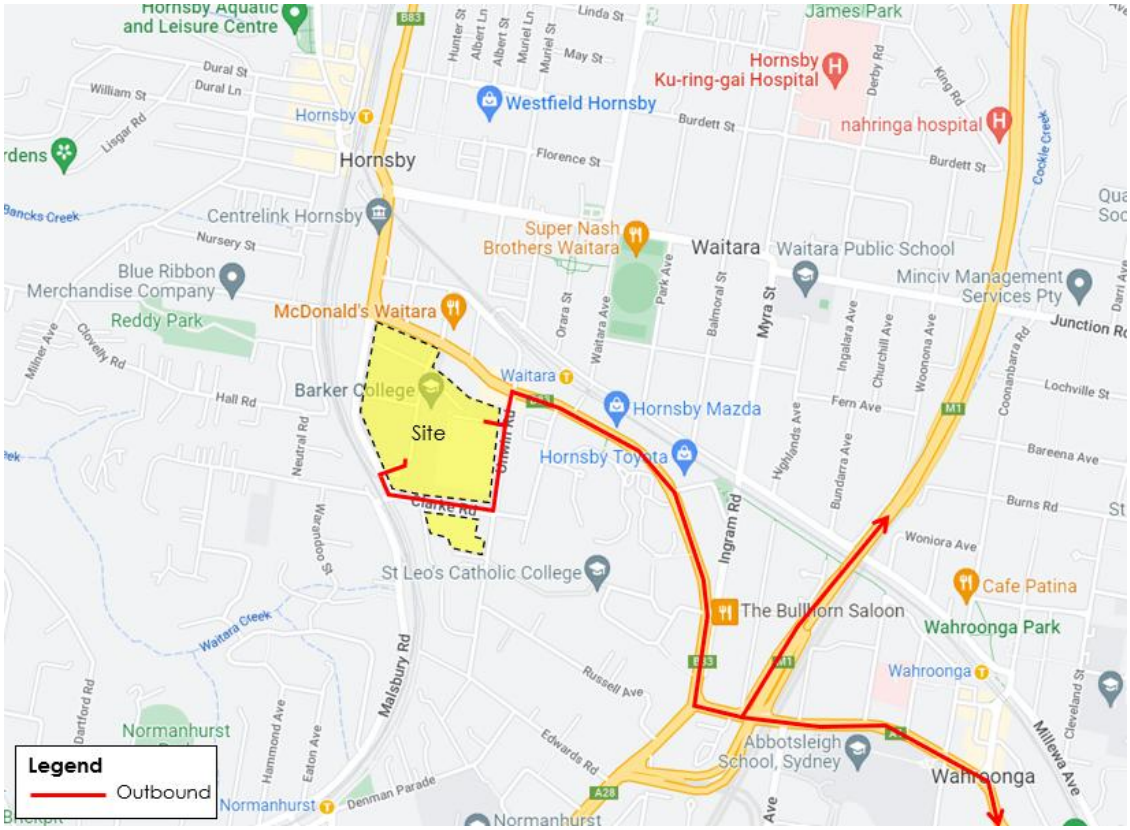


Figure 3.3: Construction Outbound Routes



3.5 Construction Work Zone

No Work Zone is proposed. All loading activities will be undertaken within the school adjacent to the Stage 1A construction area.

3.6 Construction Workers and Parking Arrangements

There will be up to 5 construction workers including the site manager on site at any one time. The site manager will be permitted to park on site. The remaining 4 employees will either park on street or catch public transport. All construction staff would be advised to utilise public transport when travelling to and from the site. The nearest railway station is Waitara Station which is located approximately 450m east of the site and Hornsby station is around 800m away. There are bus stops located on Pacific Highway, Yardley Avenue, College Crescent, Neutral Road and Pretoria Parade, within in a 400m radius from the school.

The following measures would be implemented to encourage staff to utilise public transport:

- Provision of a secure tool drop and storage facility on-site to allow tradespeople to safely store tools required for the project.

- During the site induction phase and regular management meetings, staff would be encouraged to use public transport when travelling to the site and public transport timetables.

Staff would also be informed of restricted parking conditions on-site and limited parking in the surrounding road network. Notwithstanding that, with the small number of construction works noticeable impact on the surrounding residential street parking is not expected.

4 Construction Traffic Assessment and Implications

4.1 Construction Traffic Generation

The estimated traffic movements associated with each stage of construction works are summarised in Table 4.1.

Table 4.1: Construction Vehicle Traffic Generation

Stage	Vehicle Type	Daily Two-Way Movements	Hourly Two-Way Movements
Demolition and Excavation	Bogie trucks	4 trips per day	Up to 1 trip per hour
Concrete Pour	Concrete trucks	6 trips per day	Up to 1 trip per hour
Construction	Pallet trucks	2 trips per day	Up to 1 trip per hour

The proposed construction traffic generation is considered to generate a minor level of vehicular traffic, with up to 1 truck movements (two-way) per hour expected during peak construction activities. As such, the proposed construction activities would not be expected to result in adverse impact on the surrounding road network.

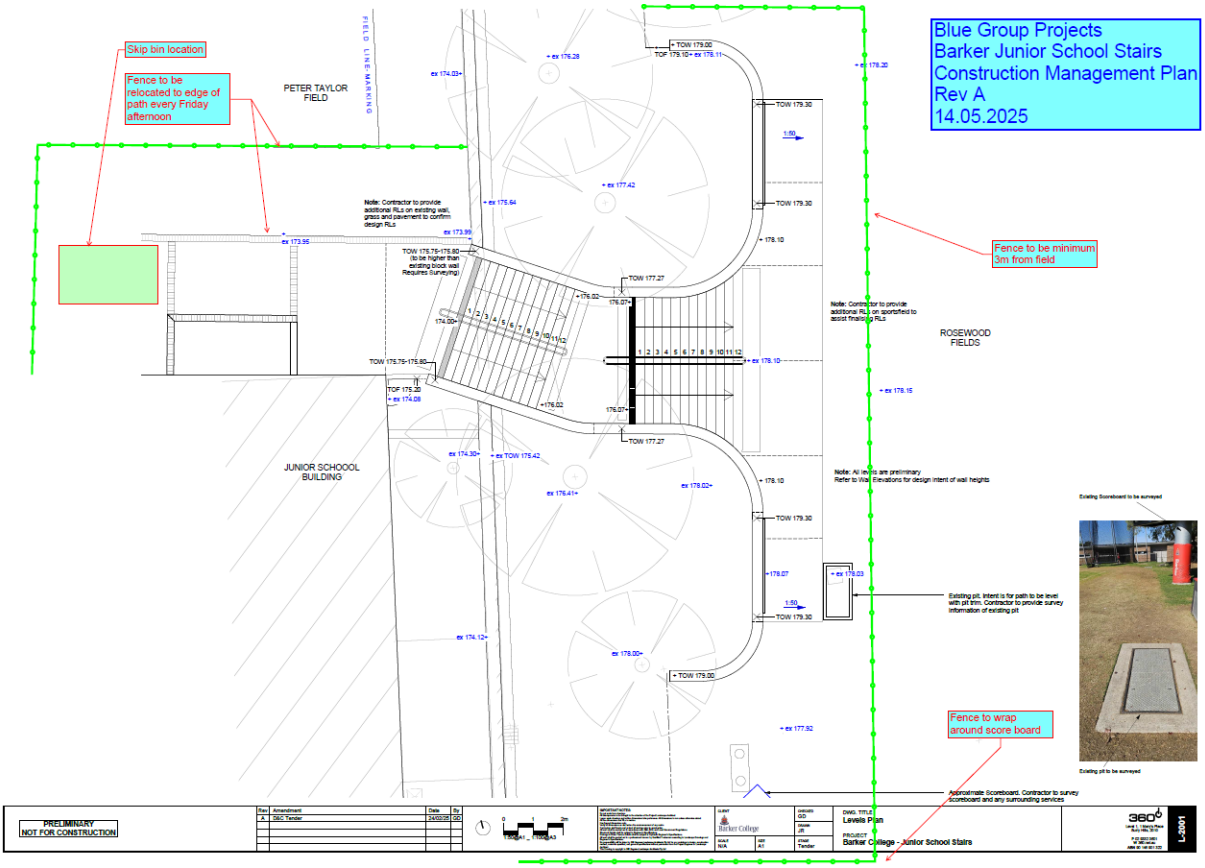
The Contractor – Blue Group Projects will liaise with the school to avoid construction vehicle movements during the peak school drop-off/pick-up periods, including any upcoming major events.

4.2 Pedestrian and Cyclists

Temporary fencing is to be installed around the work site boundary as shown in Figure 4.1.

Pedestrian/ cycling access on all pedestrian and cycling facilities surrounding the work site is to be maintained.

Figure 4.1: Pedestrian Fencing



4.3 Public Transport

Construction activities are not expected to result in any impact on existing public transport services or infrastructure.

4.4 Emergency Vehicles

No special provisions for emergency service vehicles are required as part of the proposed construction works. Emergency vehicle access will be maintained at all times.

5 Construction Traffic Management Measures

5.1 Traffic Guidance Scheme

The proposed construction truck movements to/from the school will be accompanied by advisory truck access signage to minimise the traffic impact on the surrounding road network.

TTPP has prepared a site-specific Traffic Guidance Scheme (TGS) to manage construction vehicle access movements to/from the site. This TGS has been designed in accordance with TfNSW's Traffic Control at Works Sites manual and is enclosed in **Appendix B.**

Dedicated site personnel would be assigned on-site to manage and assist construction vehicle movements associated with the proposed construction works. At no time will site personnel be permitted to stop traffic on the public streets to facilitate trucks entering or exiting the site. Site personnel will only be able to assist, manage and guide construction trucks to enter the school, travel within the school, and exit the school under suitable gaps in traffic.

During concrete pump activity, a traffic controller will be assigned to guide concrete trucks entering and exiting the designated concrete pump location, and manage traffic around the construction area.

All advisory road signage will be installed in accordance with AS1742.3 Manual of uniform traffic control devices - Traffic control devices for works on roads and the TfNSW Traffic Control at Worksites Manual. Signs will be installed and maintained throughout the construction period, as required.

5.2 Monitoring

Monitoring under this CTPMSP will be undertaken by the contractor during weekly inspections of construction vehicle activities to monitor conformance with the requirements of the Council and this plan. Weekly inspections will focus on the following key issues:

- Safe movement of traffic and pedestrians
- Signage and barriers are clearly visible
- Construction roads support safe working and driving
- Safety of persons and property in and around the worksite.

Traffic will be monitored on the road network and within the school including construction vehicle movements entering and departing the work site.

5.3 Site Inspections and Record Keeping

The construction work will be monitored to ensure that it proceeds as set out in the CTPMSP. A daily inspection before the start of any construction activity shall take place to ensure that conditions accord with those stipulated in the plan and that there are no potential hazards. Any possible adverse impact shall be recorded and dealt with as they arise.

5.4 Truck Routes

Protocols must be in place to ensure:

- Site induction shall include procedures for accessing the site
- Drivers adhere to the nominated truck routes, as shown in Figure 3.2
- Drivers shall be aware of pedestrians and cyclists in the vicinity of the site
- All trucks are to enter and leave the site in a forward direction
- Promote road safety and obey the NSW road rules at all times
- Drivers are not driving under the influence of drugs and alcohol
- Drivers shall be aware of the speed limits of the surrounding roads, and
- No queuing and truck marshalling is to occur on public roads.

5.5 Site Induction

All staff employed on the site by the construction contractor shall be required to undergo a site induction. The induction shall include permitted access routes to and from the proposed work site for site personnel and construction vehicles as well as standard environmental, OH&S, driver protocols and emergency protocols. The workers will be encouraged to use public transport to travel to/from the site during the induction.

5.6 Heavy Vehicle Load Requirements

All drivers will be required to adhere to the posted vehicle load limits on all roads and not overload vehicles beyond their maximum loading limits and/or relevant approvals.

5.7 Driver Code of Conduct

Before any deliveries are undertaken, all heavy vehicle drivers are required to read and endorse the Driver Code of Conduct, which has been prepared and included in Appendix C of this CTPMSP.

6 Conclusion

This CTPMSP has been prepared to document the proposed construction activities and associated construction traffic management measures necessary to facilitate the Stage 1A construction works (reconfiguration of the stair connection from the Junior School to Rosewood Field) at Barker College.

The key findings contained in this CTPMSP are as per below:

- The construction of the proposed development is expected to generate up to 6 vehicles trips (3 inbound and 3 outbound trips) per day during the peak or 1 vehicle trip per hour during the peak construction activities.
- Given the expected low volume of construction vehicles, construction vehicle movements to and from the site can be satisfactorily accommodated in the surrounding road network.
- No pedestrian or cyclist facilities will be impacted as a result of the construction activities.
- It is proposed that loading/unloading of trucks is to occur within the site, with construction vehicle access provided off Unwin Road and College Crescent via the existing driveways.
- A number of driver protocols will be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians and cyclists.
- Truck drivers are to be instructed to use the designated truck routes to/from the site, and follow the instructions of the site personnel while driving within the school.

In summary, it is concluded that the proposed traffic control measures will adequately address potential implications associated with proposed construction activities.

Appendix A

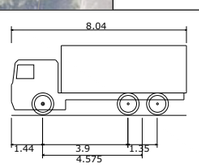
Swept Paths Analysis

VEHICLE ENTERING

KWIN ROAD

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



Mercedes Actros Rigid Tipper 6x4 2632K

Overall Length	8.040m
Overall Width	2.490m
Overall Body Height	3.191m
Min Body Ground Clearance	0.257m
Track Width	2.490m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	8.750m

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	PC	PC	28/05/25

ttpp transport planning

PROJECT

BARKER COLLEGE CTPMSP

TITLE

SWEPT PATH ANALYSIS
8.04m RIGID TIPPER

DWG No. 25133CAD001
FIGURE 1

DATE STAMP 28 MAY 2025

PROJECT No.	SCALE	REV.
25133	1:500 @A3	A

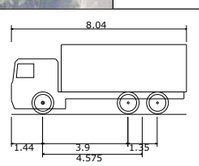
Filename: 25133CAD001-250528-Stage 1 CTMP Swept Path

VEHICLE EXITING

TRACK MAT TO BE PROVIDED
ACROSS RUNNING TRACK

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



Mercedes Actros Rigid Tipper 6x4 2632K

Overall Length	8.040m
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REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	PC	PC	28/05/25

ttpp transport planning

PROJECT

BARKER COLLEGE CTPMSP

TITLE

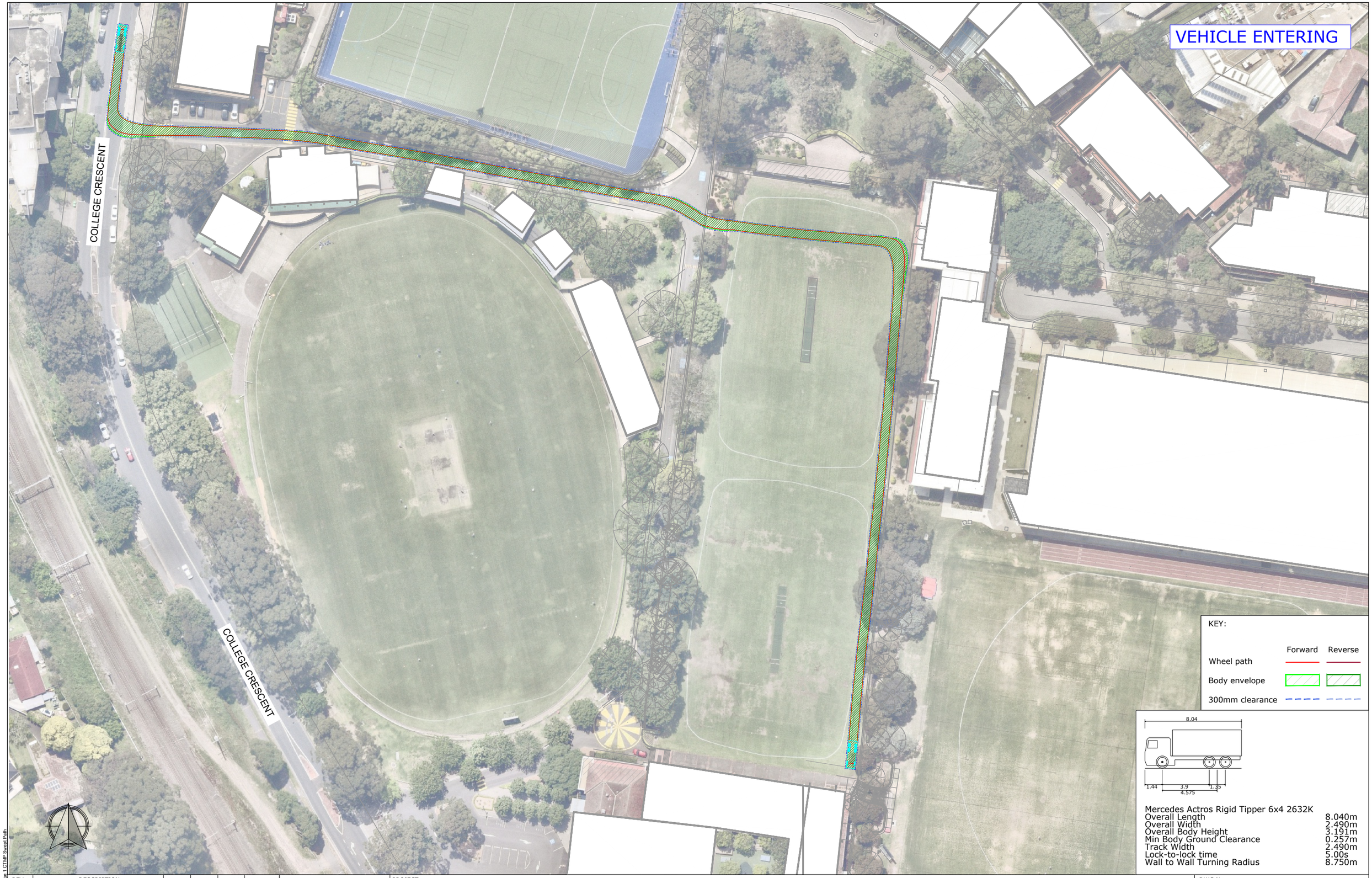
SWEPT PATH ANALYSIS
8.04m RIGID TIPPER

DWG No. 25133CAD001
FIGURE 2

DATE STAMP 28 MAY 2025

PROJECT No.	SCALE	REV.
25133	1:500 @A3	A

Filename: 25133CAD001-250528-Stage 1 CTMP Swept Path



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	PC	PC	28/05/25

ttpp transport planning

PROJECT

BARKER COLLEGE CTPMSP

TITLE

SWEPT PATH ANALYSIS
8.04m RIGID TIPPER - VEHICLE ENTERING

DWG No. 25133CAD001 FIGURE 3

DATE STAMP 28 MAY 2025

PROJECT No.	SCALE	REV.
25133	1:1000 @A3	A

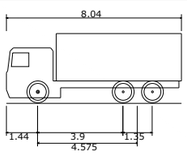
Filename: 25133CAD001-250528-Stage 1 CTMP Swept Path

VEHICLE EXITING

COLLEGE CRESCENT

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



Mercedes Actros Rigid Tipper 6x4 2632K

Overall Length	8.040m
Overall Width	2.490m
Overall Body Height	3.191m
Min Body Ground Clearance	0.257m
Track Width	2.490m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	8.750m

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	PC	PC	28/05/25

ttpp transport planning

PROJECT

BARKER COLLEGE CTPMSP

TITLE

SWEPT PATH ANALYSIS
8.04m RIGID TIPPER - VEHICLE EXITING

DWG No. 25133CAD001
FIGURE 4

DATE STAMP 28 MAY 2025

PROJECT No.	SCALE	REV.
25133	1:800 @A3	A

Filename: 25133CAD001-250528-Stage 1 CTMP Swept Path

VEHICLE ENTERING

COLLEGE CRESCENT

COLLEGE CRESCENT

INDICATIVE CONCRETE PUMP LOCATION.

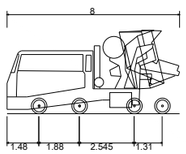
VEHICLE EXITING

COLLEGE CRESCENT

INDICATIVE CONCRETE PUMP LOCATION.

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



Isuzu FYJ 300-350 Agitator	
Overall Length	8000mm
Overall Width	2445mm
Overall Body Height	3878mm
Min Body Ground Clearance	209mm
Track Width	2010mm
Lock-to-lock time	3.80s
Curb to Curb Turning Radius	8950mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	PC	PC	28/05/25

ttpp transport planning

PROJECT

BARKER COLLEGE CTPMSP

TITLE

SWEPT PATH ANALYSIS
8m CONCRETE MIXER TRUCK

DWG No. 25133CAD001
FIGURE 5

DATE STAMP 28 MAY 2025

PROJECT No.	SCALE	REV.
25133	1:1000 @A3	A

Filename: 25133CAD001-250528-Stage 1 CTMP Swept Path

Appendix B

Traffic Guidance Scheme

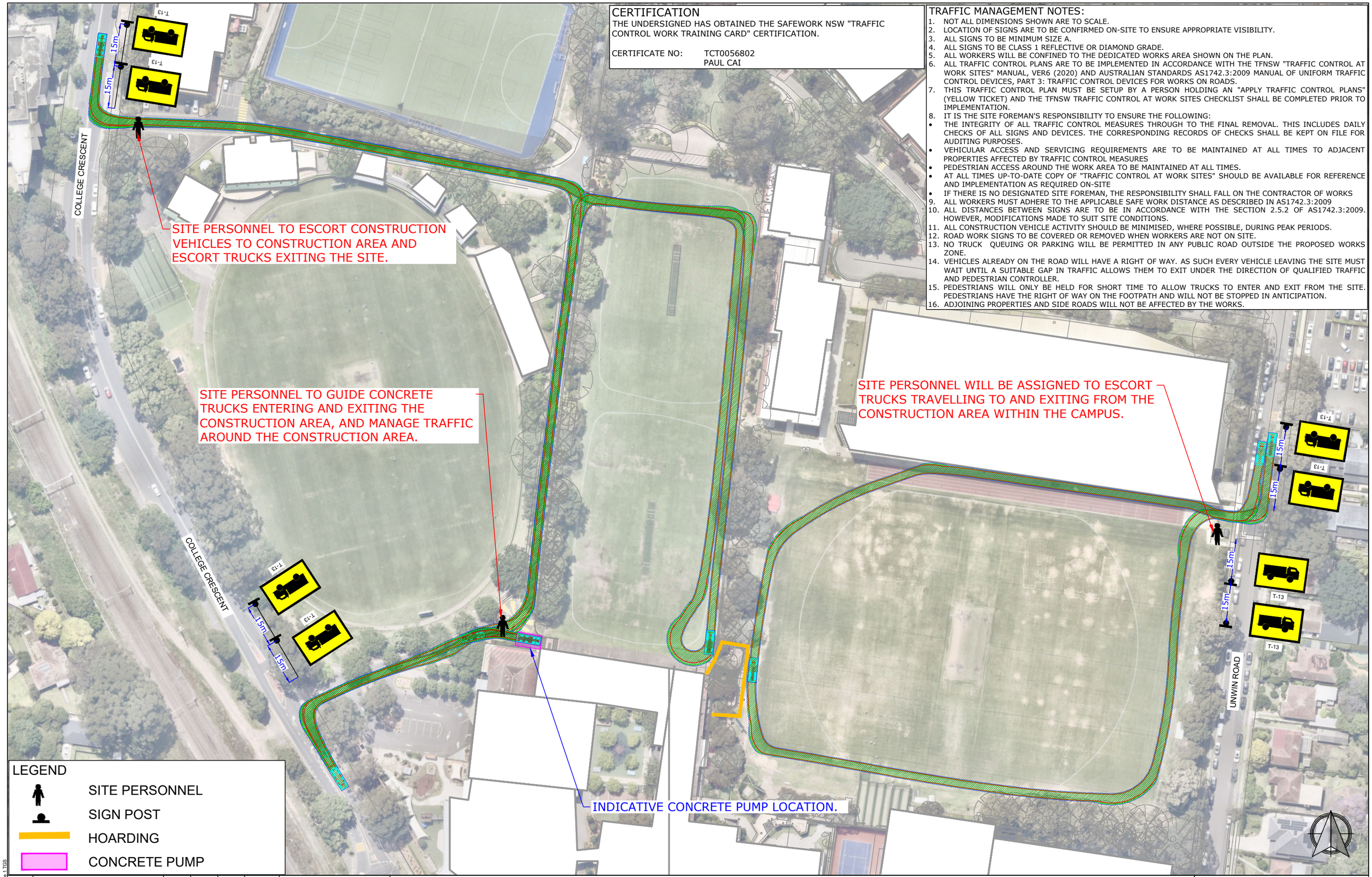
CERTIFICATION

THE UNDERSIGNED HAS OBTAINED THE SAFEWORK NSW "TRAFFIC CONTROL WORK TRAINING CARD" CERTIFICATION.

CERTIFICATE NO: TCT0056802
PAUL CAI

TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
   - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
   - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
   - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD OUTSIDE THE PROPOSED WORKS ZONE.
14. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
15. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
16. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.



LEGEND

- SITE PERSONNEL
- SIGN POST
- HOARDING
- CONCRETE PUMP

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	PC	PC	28/05/25

ttpp transport planning

PROJECT: BARKER COLLEGE CTPMSP

TITLE: TRAFFIC GUIDANCE SCHEME

DWG No. 25133CAD002 FIGURE 1

DATE STAMP 28 MAY 2025

PROJECT No.	SCALE	REV.
25133	1:1200 @A3	A

Filename: 25133CAD002-250528-Stage 1 TGS

Appendix C

Driver Code of Conduct

Driver Code of Conduct

This document sets out the requirements for all employees and contractors working at the site.

DECLARATION

I, the undersigned, hereby agree to abide by the Driver Code of Conduct for the transportation of construction materials to/ from the site in a safe manner.

I have read and understand the requirements outlined in the Code and will, to the best of my ability, comply and assist with their implementation, requirements and ongoing administration.

Driver

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

General Requirements

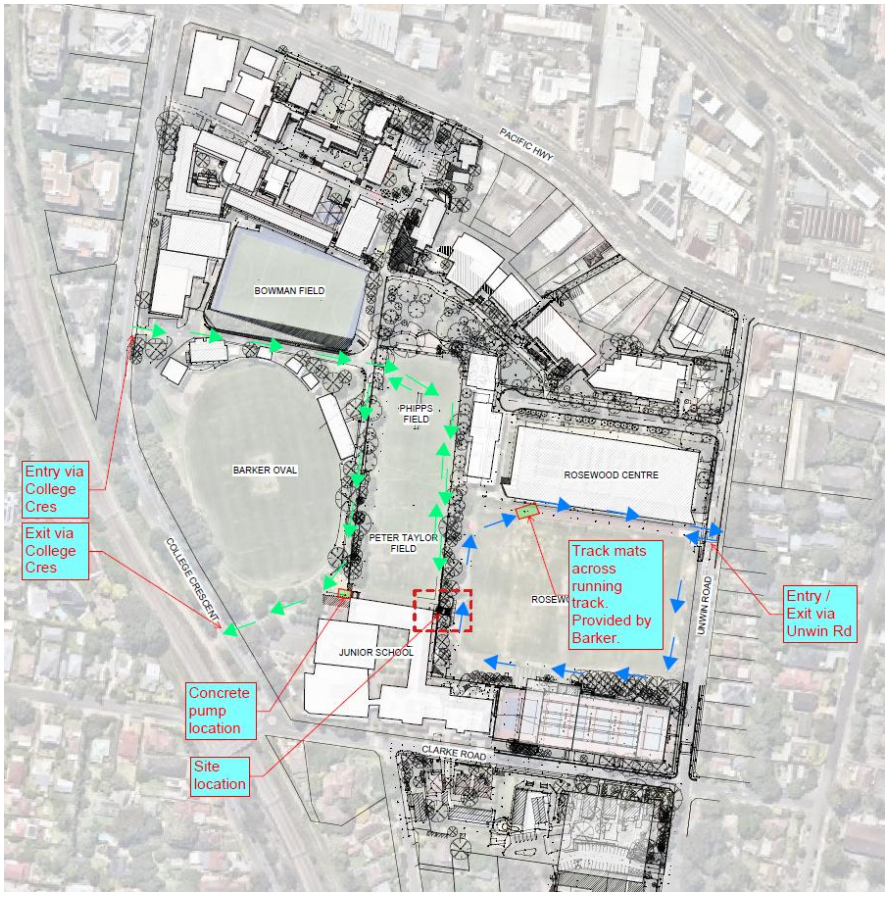
The Driver Code of Conduct would be distributed to all sub-contractors with fleet accessing the site prior to the commencement of works. The Code would be provided to each driver to read and sign to confirm they have understood and pledge to follow the haulage instructions. Once completed, a copy of the signed Code would be supplied to the contractor for record keeping.

Heavy vehicle drivers hauling to and from the subject site must:

- Have read and signed the Driver Code of Conduct (this document) prior to entry to the site;
- Hold a valid driver's license for the class of vehicle that it being operated;
- Operate the vehicle in a safe manner while on site and public road network. This includes obeying all New South Wales state road rules;
- Not consume any alcohol or prohibited drugs while in the vehicle or driving, and must not drive under the influence of alcohol or drugs.
- Comply with the direction of authorised site personnel when onsite;
- All drivers are to use seat belts when driving; and
- All drivers are to drive to the sign posted speed limit, both on public roads and within the site.

Site Access

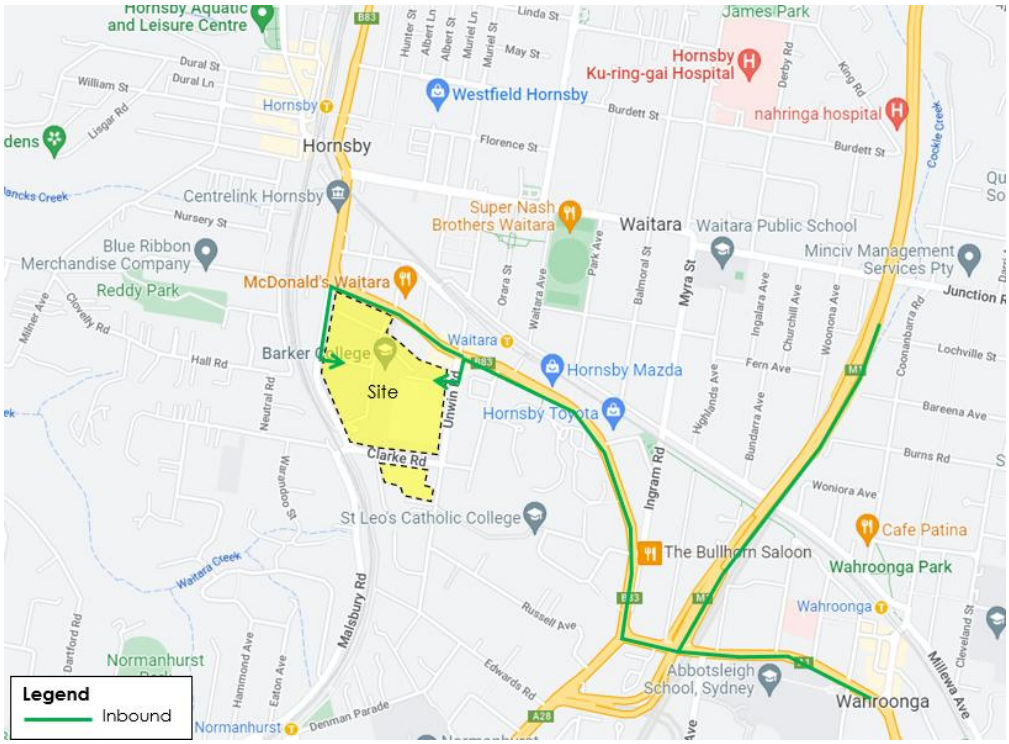
All access to the construction site is to be via Unwin Road and College Crescent only as shown below.



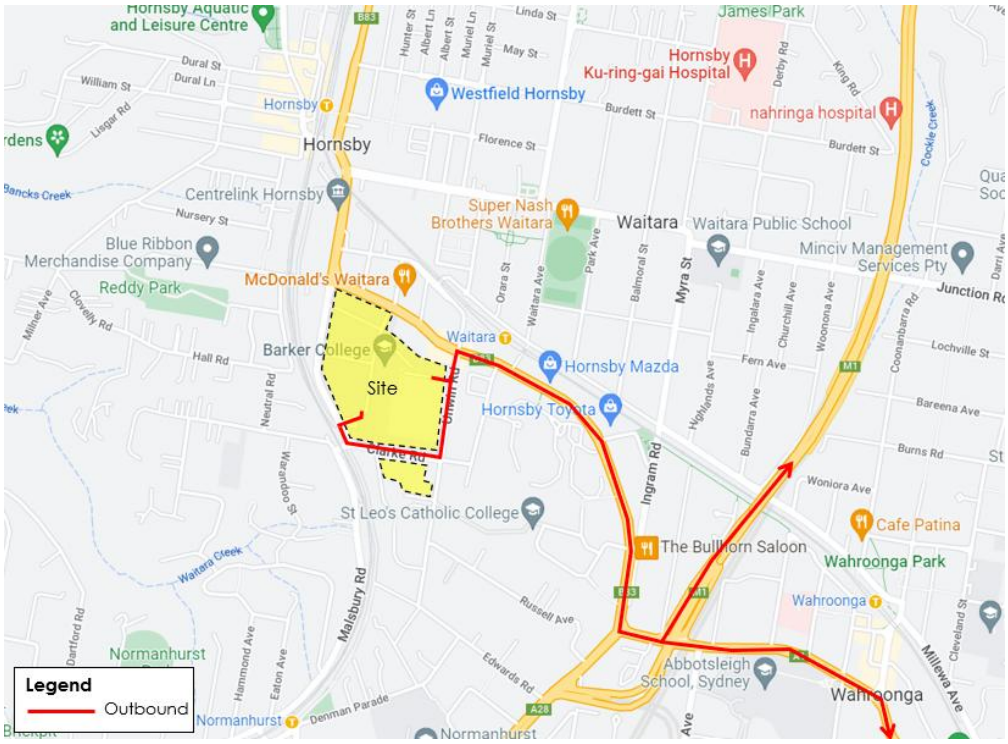
Heavy Vehicle Haul Routes

All heavy vehicle drivers must adhere to the designated truck routes to/from the site as shown below.

Construction Inbound Routes



Construction Outbound Routes



Heavy Vehicle Speed

Truck drivers must comply with the Australian Road Rules with travelling along public roads. Drivers are to observe the posted speed limits and adjust speed appropriately to suit the road and weather conditions at the time.

The maximum speed that a vehicle must travel is the signposted speed. Warning signs indicating a reduction in speed ahead must also be obeyed.

Upon reaching the site, drivers will be instructed by site personnel / traffic controller on when and how to enter the site.

The speed limit within the site is 5km/hr (unless signposted otherwise in an area) which is to be strictly maintained.

Heavy Vehicles Driver Fatigue

The heavy vehicle driver fatigues law commenced in NSW in 2008 and applies to trucks and truck combinations over 12 tonnes GVM (however, Ministerial Exemption Notices may apply).

Under the law, industry has the choice of operating under three fatigue management schemes, namely:

1. Standard Hours of Operation
2. Basic Fatigue Management (BFM)
3. Advanced Fatigue management (AFM).

All heavy vehicle drivers associated with the construction works at the subject site must be aware of their adopted fatigue management scheme and operate within its requirements.

Heavy Vehicle Compression Braking

Compression braking/ engine braking is not permitted within the vicinity of the site, that includes, internal to and surrounding the subject site.

Heavy Vehicle Noise

Permitted times of construction works at the site are as follows:

- Construction works shall be carried out on:
    - Monday to Friday 7:00am – 6:00pm
    - Saturday 8:00am – 1:00pm
    - No work is to be undertaken on Sundays or public holidays

Any works outside these times will only occur with approval from the relevant authorities prior to the commencement of any works.

Load Covering

All loaded trucks arriving at and departing from the construction site are required to have an effective cover over their load for the duration of the journey. The load cover may be removed only upon arrival at the destination (ie. at the site).

Care must be taken to ensure that all loose debris from vehicles and wheels is removed prior to exiting the site.

Site management is to monitor loose material on the side of the haul route and take appropriate action regularly.

Other Safety Considerations Along the Haul Route

Heavy vehicle drivers should be aware of the following:

- Concealed driveways – drivers are to drive with caution around any signed concealed driveways
- Wet weather safety – drivers should adjust their driving speed to suit weather condition at the time.
- Other motorists – drivers should stay alert to other drivers, motorcyclists and cyclists on whilst driving to/ from the site.
- Pedestrians who are walking through the car park area and adjacent driveway close to the site

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