

Traffic Management Plan - Eco Suites Canberra

DOCUMENT HISTORY

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1. Acknowledgement to Country

In the spirit of reconciliation Eco Suites Australia acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea, and community. We pay our respect to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples today.

2. Abbreviations and References

2.1 Abbreviations

Abbreviation	Refers to
ACT	Australian Capital Territory
ESA	Eco Suites Australia Pty Ltd Trading as Eco Suites Canberra
ESC	Eco Suites Canberra
HRV	Heavy Rigid Vehicle
NCA	National Capital Authority
TCCS	Transport Canberra and City Services Directorate
TMP	Traffic Management Plan
TTMP	Temporary Traffic Management Plan

2.2 References

- + National Heavy Vehicle Registrar – www.nhvr.gov.au
- + Street Planning and Design, Municipal Infrastructure Standards 01, September 2021 by Transport Canberra and City Services.
- +ACTSD 4210 – Road classifications, ACT City Services – www.cityservices.act.gov.au

3. Purpose

The overall purpose of this Traffic Management Plan is to document in detail the processes and procedures that Eco Suites Canberra will implement to facilitate the safe management of vehicular traffic as well as vulnerable roads users, either past, through or around the site during the delivery of their business operations.

4. Scope

The scope of this TMP relates to the business operations at Rural Block 1339, Lady Denman Drive. Eco Suites Canberra is proposing a small commercial operation by providing overnight accommodation in three (3) suites. The micro size business incorporates a maximum of 6 guests overnight and service vehicles during the day. The proposed operations will operate on a 24/7 basis under a licence permit issued by the custodians of the land National Capital Authority. The TMP seeks to ensure road user requirements are maintained during the ongoing operation of the project including the provision of a safe environment and protection for all workers, vulnerable road users and the general public from traffic hazards that may arise as a result of the activity, while also minimising adverse impacts on the road network performance, public transport services and adjacent properties. The TMP will identify all parties that may potentially be inhibited or affected by the proposed development. The TMP has been prepared in reference to the TCCS approved TTMP PSS23150-TMP-1 prepared by Pacific Site Pacific (See Appendix 10.2).



Figure 1. Site location at Yarramundi Peninsula, Lady Denman drive

5. Work Areas and Traffic Flows

The site location is described as Yarramundi Peninsula (Acacia Inlet) on the shores of Lake Burley Griffin. As per Figure 1 below.

The business operations propose to use the existing internal access road intersecting with Lady Denman Drive and with a cycle path that intersects within the site location along the access road. The access road provides an existing turning circle to allow traffic flow within the site. Current traffic movement at the location is limited authorised access only with NCA and TCCS contractors providing landscape and general services.

Access to the site is limited to Lady Denman Drive from a North or South direction and is classified as a “*Major Collector*” Road by TCCS as a secondary route accessing to/from Tuggeranong Parkway & Parkes Way traffic accessing and/or exiting Canberra City, Inner North suburbs. Lady Denman Drive as current controls in place with a 70 Km/h sign posted speed limit and no overtaking permitted. No change in speed limit is requested. There is an existing Give Way signpost for exiting vehicles from the access road for safe egress.

Traffic flow will include left turn from Lady Denman Drive when approaching from north east direction (City) or a right turn when approaching from south west direction (Woden/Tuggeranong). ESA suggests additional sign to be installed on the north east approach to warn road users of a concealed driveway as shown on Figure 2.

The entry point from Lady Denman Drive provides a refuge of 18 metre area for safe manoeuvring and entry to the site with a minimum clearance width 4.5 metres. This provides adequate area in the unlikely event of car stacking when multiple vehicles arrive at the site simultaneously. The access gate opens inwards allowing maximum use of the turn in area that will safely accommodate in a worst-case scenario up to 3 standard vehicles or 1 HRV and 1 standard vehicle.

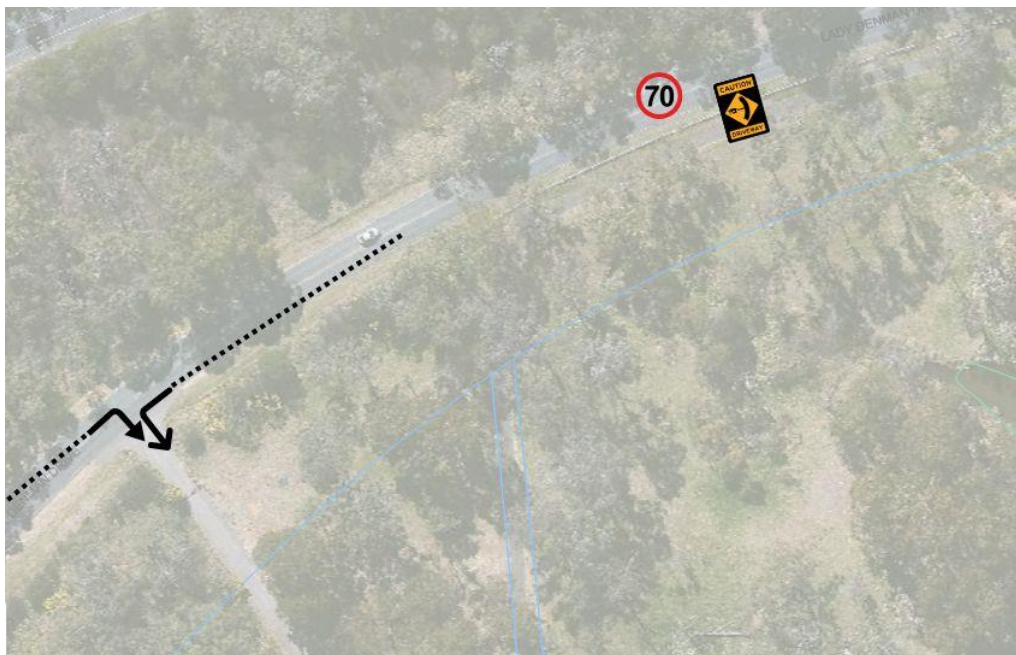


Figure 2. Entry traffic flow



Figure 3. Site Entry

6. High Risk Areas, Activities and Interfaces

Traffic movements will include ingress and egress from Lady Denman Drive which has the potential to cause traffic hazard if left unmanaged. The access road will be used on a daily basis by standard vehicular movements as well as HRV servicing the suites and accommodate the existing traffic generated by the landscape contractor's unknown to ESA. The cycle path also causes potential risk of a traffic hazard because of the proposed development.

Emergency services currently have key access to the existing gate in the event of an emergency. A master pin number will be provided to all relevant Government stakeholders including emergency services to continue to have access.

6.1 Traffic Generation

Traffic generation at the site is considered to be minimal with less than 20 movements per day during peak occupancy season (Sept – Mar) and concentrated to weekends. Majority of the vehicle movements will be cars with some HRV with a maximum GVM of 17500kg.

6.2 Site Lines

Line of sight on approach from southern end of Lady Denman Drive is adequate with approximately 200 metres of unobstructed visibility.

Line of sight on approach from the northeast end of Lady Denman Drive is slightly compromised due to the road geology with approximately 120 metres of unobstructed visibility.

Line of sight from the access road is adequate looking southwest from the exit point of the access road with approximately 250 metres of unobstructed visibility.

Line of sight from the access road is adequate looking southwest from the exit point of the access road with 120 metres of unobstructed visibility.

The grass on the verge is currently maintained by TCCS providing improved visibility of the intersection in both directions.

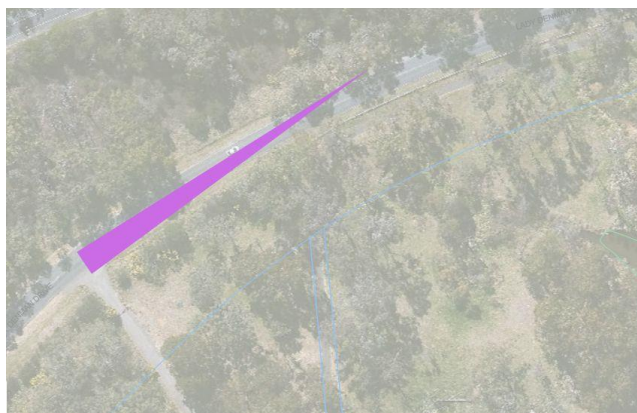


Figure 4. sight line looking northeast



Figure 5. sight line looking southwest



Figure 6. Line of sight – southwest view (photo)



Figure 7. Line of sight – northeast view (photo)



Figure 8. Access entry point (photo)

6.3 Design Vehicle

The design vehicle for the TMP is classified as a Heavy Rigid Vehicle as per the NHVR classification.

Length	12.5m
Height	2.9m
Width	2.5m
GVM	22500kg



Figure 9. Proposed contractor service vehicle (photo)

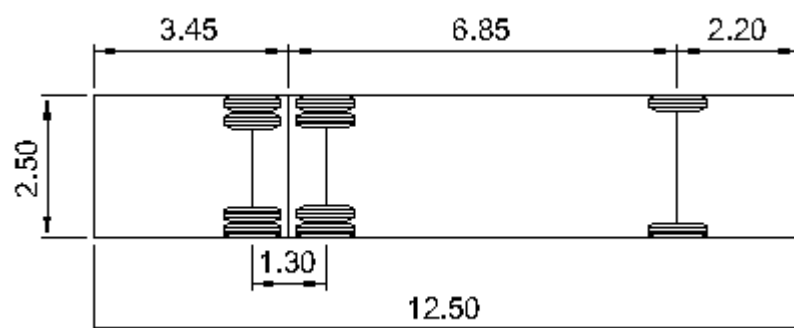


Figure 10. Design Vehicle - HRV

Common 3 Axle Rigid Truck



Type of Mass Limits	Maximum Length (metres)	Allowable GVM/GCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Triaxle Group (tonnes)
GML	12.5m	22.5t	6.0t*	N/A	N/A	16.5t	N/A
CML	12.5m	23.0t	6.0t*,*	N/A	N/A	17.0t	N/A
HML	12.5m	23.0t	N/A	N/A	N/A	17.0t	N/A

Figure 11. NHVR vehicle mass and weight limits

6.4 Traffic Movement

Traffic movement within site location will be limited from entry to guest parking area. Service contractors will use the access road including turning circle to manoeuvre around site. Each suite will require service truck to with pump in or out, which will be done via hose connection along the pathways to the stationary vehicle on access road.



Figure 12. Proposed direction of traffic

7. Safety Controls

7.1 Barriers

7.1.1 Hard Barriers

The Access Gate at the entry off Lady Denman Drive. Secure access will be provided via pin pad entry to operate a solar operated automatic swing gate. The keypad will be attached to an access control bollard installed on the righthand side at window height for standard vehicles to avoid the need to guests to exit the vehicle to operate the gate. This feature will minimise the time required in the entry area off the arterial road and avoid car stacking as much as possible. A sensor will activate the gate for exiting vehicles on approach to the gate. ESA has proposed to NCA that they install traffic boulders to close vehicle access to the existing boat ramp.

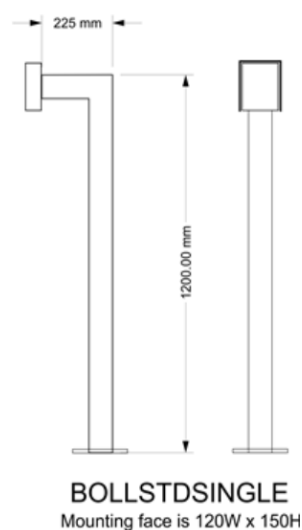


Figure 13. Access gate entry bollard

7.1.2 Bollards

Existing bollards in place at southern end of cycle path preventing vehicle access outside of the access road. The access road is boarded by bollards restricting vehicles access off the access road through the site.

7.1.3 Speed Bumps

Eco Suites Canberra proposes to install 2 speed humps along the access road (refer to figure 12) to maintain speed controls within the location.



7.2 Walkways

The site is a shared zone with pedestrian and vehicle movement. The existing path is used by the public with cyclists and pedestrian access through the area. A condition of the license permit includes not restricting public access to the lake shoreline. The existing traffic control measures at the site will be endorsed by ESA as a condition of entry for road rules to be adhered to by ESA staff, guests and contractors.

7.3 Exclusion Zones

Exclusion Zones include the cycle path, grass areas and the existing boat ramp.

7.4 Parking Areas

A dedicated guest parking area has been established located adjacent to the toilet block. See Appendix 8.1 – Site Plan. Suitable for up to 4 vehicles.

7.5 Visibility Aids

7.5.1 Lighting

Limited lighting will be installed on the site. An existing light is installed along the pathway adjacent and inside to the public toilet block. Eco Suites Canberra will install a solar streetlight at the access gate and guest parking area. Solar garden lights will be installed along each pathway to the Suites.

7.6 Warning Devices

7.6.1 Site Signage

Visibility aids will be used to safely communicate road users within the site a controlled speed limit (10Km/h), shared zone and existing installed give way signage either side of the cycle path. Examples of sign posted controls are below:



Figure 14. Proposed signage within site

7.6.2 Road Signage

Existing road signs on Lady Denman include speed limit signpost on approach to the site entry in both directions. ESA proposes a new sign is installed on the southeast approach positioned 500m from the site entry, warning road users of concealed driveway ahead as shown in Figure 3.

7.7 Administrative Controls

7.7.1 Safe Operating Procedures

An Operations Safety Management Plan includes SOP's and manufacturer's issued operating manuals is implemented for the business operations.

7.7.2 Camera Surveillance

CCTV cameras will operate through the site providing security of guests and property. Cameras will be located at entry point, car parking area, all suites and plant room exterior. This will act as a deterrent and compliance to traffic controls within the site.

7.7.3 Security Patrols

Regular security patrols will take place overnight outside business hours. This will act as a deterrent and compliance to traffic controls within the site.

7.7.4 Communication Devices

ESA guests, contractors and staff will have access to communicate with management via mobile phone when at location if assistance is required to gain access.

7.7.5 Training

All ESA staff and preferred ESA contractors will be inducted to the site prior to commencement of business operations.

7.7.6 Scheduling

ESA will manage service contractors where possible to visit the site during business hours and off-peak traffic hours reducing hazard of turning in / out onto Lady Denman Drive. Guests check in times are 3pm – 6pm and check out before 11am daily however most likely entering and leaving the site throughout their stay. Staff will be onsite 7 days a week between 8am and 6pm. Staff vehicles will be required onsite, generally limited to 2 per day.

7.7.7 Consultation

The stakeholder consultation has been undertaken by ESA in preparation of this development to ensure public safety is prioritised and maintained:

- Transport Canberra & City Services Directorate
- National Capital Authority (NCA)
- ACT Fire & Rescue (Risk and Planning)
- ACTSES
- ACT AFP Water Police
- Ngunnawal Elders

7.7.8 Maintenance

ESA is responsible for the ongoing maintenance, repairs and security of owned assets onsite. Including traffic management controls put in place as part of the TMP.

7.7.9 Tree Canopy

In general, the tree canopy height within the site is above minimum height required for HRV's. Some pruning of branches is required along access road near the cycle path intersection as shown in Figure 14. As per ACTF&R Planning and risk assessment, a minimum height clearance of 4m is required to accommodate emergency vehicles in case of emergency. Current tree canopy meets this requirement within the site.



Figure 15. Proposed tree canopy pruning

7.8 Incident Reporting

All incidents at the site in relation to traffic must be registered on an incident register.

8. Emergency Management

8.1.1 Emergency Management Plan

In the event of a bushfire emergency, ESA will enact its Bushfire Management Plan which includes safe evacuation of guests, staff and contractors. The access road provides adequate width and small distances for emergency vehicles to access the site. A Bushfire Assessment Report has been prepared for the primitive camping and endorsed by ACT Fire & Rescue (See Appendices 10.3).

8.1.2 Emergency Evacuation Map

Below is the evacuation map in the event of emergency.

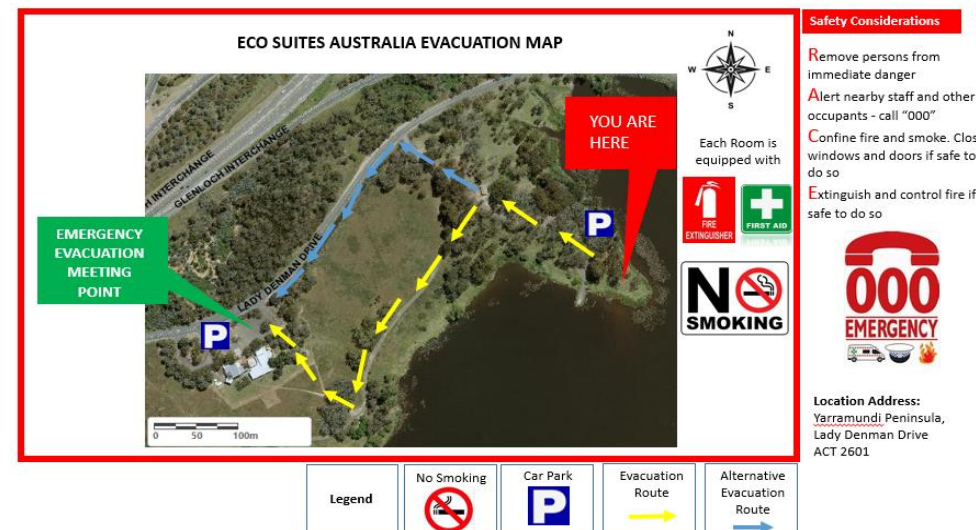


Figure 16. Evacuation Map

9. Change Management and Review

This TMP will be reviewed on a regular basis particularly during the commencement of the operations. TMP to be reviewed following significant incidents involving personal injuries and/or damage including consultation with TCCS. At a minimum the TMP to be reviewed on an annual basis.

10. Appendices

10.1 Site Plan

10.2 Pacific Site Specific Temporary Management Plan

10.3 Bushfire Assessment Report

10.4 ACT Fire & Rescue Endorsement