





Construction Traffic Management Plan

Southern Dive (SMTF S) Site Operations

Line-wide Works Contract Sydney Metro City & Southwest

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Revision: 3

Document Approval

Rev.	Date	Prepared by	Reviewed by	Recommended by	Approved by	Remarks
A	15 July 2020	Mong Sim	George Phoon	Paul Ryan	Scott Hunter	Initial submittal.
B	18 Aug 2020	Mong Sim	George Phoon	Paul Ryan	Scott Hunter	Reroute of delivery via Bedwin Road.
C	2 Sept 2020	Mong Sim	George Phoon	Paul Ryan	Scott Hunter	Minor revision.
D	16 Sept 2020	Mong Sim	George Phoon	Simon Tibbett	Scott Hunter	Delivery route change to suit changed site conditions.
E	24 Sept 2020	Mong Sim	George Phoon	Simon Tibbett	Scott Hunter	Finalisation of TCPs, community notification, council's consent and justification to use non-EIS route.
0	14 October 2020	Mong Sim	George Phoon	Simon Tibbett	Scott Hunter	CTMP approval.
1	26 Feb 2021	Mong Sim	George Phoon	Jennan Becirevic	Scott Hunter	Update of construction vehicles route.
2	30 Aug 2021	Mong Sim	Danny Kalache	Luke Wagstaff	Scott Hunter	Appendix G added. Long term water main work
3	27 Jul 2022	Mong Sim	Danny Kalache	Luke Wagstaff	Scott Hunter	Appendix H. Acquisition of Sydenham station area
Signature:						

Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Project Traffic Manager is responsible for updating this plan to reflect changes to legal and other requirements.

Amendments

Any revisions or amendments must be approved by the Project Director and/or client before being distributed/implemented.

Revision Details

Revision	Details
A	Issued to TTLG for stakeholder review.
B	Reroute of delivery via Bedwin Road.
C	Minor changes to TCP presentation. Section 3.2 revised. Table 2 removed. Section 4 content updated. Additional TCP added to Appendix B.
D	Reverted to the original delivery route via Princes Highway – Railway Road – Buckley Street -Fitzroy Street – Edinburgh Road due to changed site conditions
E	TCP without aerial background attached on Appendix B. Attachment of community notice and copy of IWC consent in Appendix E. Section 3.1 update for the justification to use non EIS route via Railway Road-Sydenham Road-Fitzroy Street. Figure 3A added. Section 4 - Update of stakeholder contact details.
0	Resubmit as an approved version. Approval given on 29 Sept. An additional 19m semi turning verification plan is attached for information in this revision in Appendix. E per approval conditions.
1	Appendix F. Added. Update and justification of the construction route previously nominated in early/original EIS. No direct access into tunnel dive site via gates off Sydney Steel Road nor Edinburgh Road once service buildings construction begin. Tunnel dive access is only possible from Gate 5 off Railway Parade. Long vehicles heading to Gate 5 (into tunnel dive site) need to be coming via Edinburgh Road from Victoria Road and/or Enmore Road to avoid the impossible left turn from Bedwin Road. Access to non tunnel dive site (buildings site) remains the same.
2	Appendix G added. Edinburgh Road westbound direction parking lane closure during the watermain installation. The parking lane closure is between Murray Street and Railway Parade.
3	Appendix H added. Transition of areas from Sydenham station contractor to Line-wide (Systems Connect) as the principal contractor and administrator per SM. Areas are captured on this CTMP in terms general construction traffic management and compliance.

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1. PART A – Management Systems, Compliance and CTMP Overview

1.1. Structure of this Plan

This Construction Traffic Management Plan (CTMP) describes Systems Connect traffic management planning and compliance during the construction stage for the Sydney Metro City & Southwest.

Part A: Overview	This section clearly defines: <ul style="list-style-type: none">• Project Overview, Objectives, Management and Compliance• Overall project summary and overview
Part B: Implementation	This section outlines in detail the key aspects for Traffic Management on the Project including: <ul style="list-style-type: none">• Implementation Details• Traffic Impact Assessment• Transport Management• Communications
Part C: Appendices	This section provides the following Appendices: <ul style="list-style-type: none">• Site compound markups• Construction vehicle route• Design/Staging drawings• Compliance matrix• Copy of correspondence

This Construction and Traffic Management Plan (CTMP) forms part of the Systems Connect Integrated Management Systems.

1.2. Management and Planning Strategy

This CTMP dictates the overall traffic management plan including resources, processes and procedures during construction of Sydney Metro Chatswood to Bankstown works.

This Plan aims to address the following objectives:

- Local road staging and traffic management plan
- Obtaining relevant approvals, whether from Local Council, Transport for NSW, Sydney Coordination Office (SCO), Sydney Metro
- Specific community / stakeholder consultation process and community relations strategies for managing changed traffic conditions
- Potential road network impacts and the mitigation and management of them
- Auditing, inspections and monitoring the road network
- Fulfil the requirements of Principal's G10 Specification – Traffic and Transport Management
- Meet the contractual requirements
- Management of incidents
- Provide and facilitate a mechanism for the monitoring, ongoing regular review and updating of this CTMP.

1.3. Compliance

The CTMP is in compliance and consistent with the following framework and applicable conditions. They are:

- Critical State Significant Infrastructure (CSSI 7400) and Revised Environment Mitigation Measure
- Critical State Significant Infrastructure (CSSI 8256) and Revised Environment Mitigation Measure
- Sydney Metro City and Southwest Construction Environment Management Framework
- Sydney Metro City and Southwest Construction Traffic Management Framework

1.4. Relevant Legislation

The key legislation relevant to traffic management includes:

- Environmental Planning and Assessment Act, 1979 (EPA Act)
- The Roads Act 1993.
- Heavy Vehicle National Law 2014
- Work Health and Safety (WHS) Act 2011
- Principal's General Specification G10 – Traffic and Transport Management
- Traffic Control at Worksites Manual Version 5.0
- Relevant Australian Standards (AS) and Austroads Guidelines

1.5. LW Project Overview and Scope

Line-wide Works (LW) is delivered by Systems Connect, a CPB Contractors and UGL Engineering Joint Venture. Systems Connect is delivering LW in four distinct portions as follows, and as described in detail in Section 1.3.

- Portion 1 – SMTF expansion works
- Portion 2 – Southern Dive (SMTF South -Marrickville)
- Portion 3 - Chatswood to Sydenham works
- Portion 4 – Sydenham to Bankstown works

The Sydney Metro City & Southwest (SMCSW) project will extend the current Metro North West Line which stops at Chatswood, to the CBD and to Bankstown.

The SMCSW project is being delivered through a series of contracts for the tunnels, stations, Line-Wide infrastructure and systems.

Line-Wide Works to be constructed by Systems Connect includes:

- Tunnel works between Chatswood and Sydenham, comprising:
 - Tunnel track slab and rails;
 - High voltage reticulation, traction power and power control systems;
 - Earthing and bonding, electrolysis control and lightening protection measures;
 - Tunnel ventilation system;
 - Tunnel mechanical and electrical services;
- Northern Dive track slab and rails;
- Northern Dive Service Building works – Chatswood;
- Artarmon Substation Service Building works;
- Station civil works between Chatswood and Sydenham;
- Extension of the existing Sydney Metro Trains Facility – Tallawong;
- Construction of a new Sydney Metro Trains Facility (South) – Sydenham;
- Northern Connection works, tying the new Metro lines into the Metro Northwest Line
- Southern Dive (SMTF S) Site operations, Service Building works

[illegible]

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2. PART B – Implementation

2.1. Southern Dive (Sydney Metro Train Facilities South)

Southern dive (SMTF South) is located in the rail corridor within the perimeter of the rail corridor - Sydney Steel Road - Edinburgh Road and Railway Parade at Marrickville. The southern dive is one of the stabling and maintenance yards for the Sydney Metro trains and consists of the following developmental work:

- Enabling works - early access and site establishments works
- Logistics - access and deliveries (rails and materials) into the tunnels for rail and tunnel fittings during construction
- General civil works
- Track system comprising stabling, shunting and maintenance roads
- Infrastructure maintenance facilities including a maintenance workshop, siding, materials storage facilities and parking
- Train maintenance facilities
- Overhead wiring for new track systems
- Mechanical, hydraulic and electrical services for the facility
- Administration buildings construction
- Maintenance of existing groundwater treatment plant located within Southern Dive/SMTF South.

(Figure 2 DELETED)

Figure 2 – Draft concept of SMTF South site (Refer to Appendix A for details).

The Southern Dive at Marrickville will be one of the 4 main logistic fronts (in addition to northern dive, Waterloo and Crows Nest) to access into the tunnels. Access points into the general site are from current established gates currently at:

Gate Number	Nearest road name	Usage	Effective
Gate 1	Murray Street	Site offices. Limited to light vehicles.	April 2021 (pending handover)
Gate 2	Sydney Steel Road	Staff parking. Limited to light vehicles.	April 2021 (pending handover)
Gate 2A	Sydney Steel Road	Early access construction vehicles. General deliveries. Heavy vehicles up to 25m*.	November 2020
Gate 3	Sydney Steel Road	General deliveries. Heavy vehicles up to 25m*.	2 November 2020
Gate 4	Sydney Steel Road	Deliveries and storage area. Heavy vehicles up to 25m. Overflow parking or storage area.	April 2021 (pending handover)
Gate 5	Railway Parade	Alternative gate. Light vehicles and/or long vehicles (when Gate 2A track to tunnel is cut off)	April 2021 (pending handover)
Gate 6	Edinburgh Road	Construction vehicles access to site	April 2021 (pending handover)

Table 1 – Designated Gates at Southern Dive

Early access site operation from November 2020 will be accessing via Gate 2A only. All other gates are pending handover prior to usage. Early access is essential to establish basic site amenities such as (toilets, site office, basic utilities) deliveries and site readiness.

Work activities during early access (refer to section 3.1) will comprise of minimum functionality items such as site office, toilets and general working yard. Special delivery such as rail sections delivery and track laying equipment and materials (refer to Section 3.2).

Murray Street Gate 1 is the entrance into the site administration office. Gate 1 is for courier drivers short term parking only. Sydney Steel Road Gate 2 is for construction staff general parking. Gate 3 and Gate 4 at end of Sydney Steel Road are allocated for large deliveries and as the main construction access into the site.

Gate 5 at Railway Parade will be used as tunnel opening access when Gate 2A is cutoff when buildings construction starts from April 2021. Construction vehicles using the Edinburgh Road to Railway Parade route is expected to be 1 movement per hour with combination of day and/or night deliveries. The movement through this route will vary throughout the construction period and at times could be higher or lower depending on demand. Traffic through Gate 5 to be monitored and provided with necessary adjustment to the route as required. Gate 6 is for general construction vehicle access.

All vehicle movement between early stages and the handover will be coordinated with the tunnel, stations and excavation (TSE) contractor to ensure the truck movement are not exceeded.

3.1 Southern Dive (SMTF S) early site access

Early access into the Southern Dive (SMTF S) will be via Gate 2A located at the end of Sydney Steel Road. Early access is for site establishment activities.

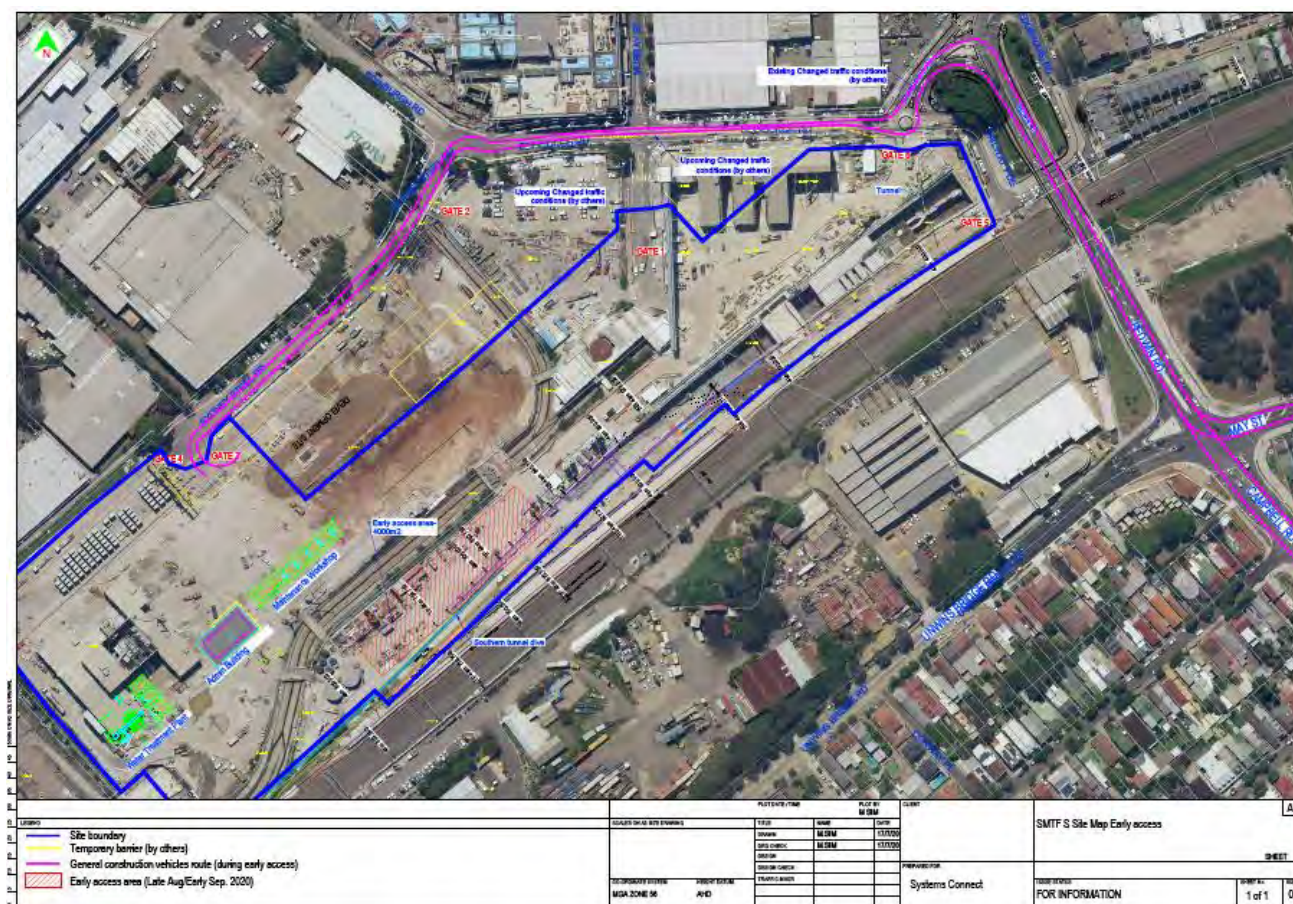


Figure 3 – Early access map (Refer to Appendix A for details).

Early access general vehicles getting into to Gate 2A will consist of construction staff vehicles and general deliveries (site office, mobile cranes, 12.5m long delivery trucks and 19m semis).

Vehicle movements are expected to be low during early access stage (until the formal handover from Tunnel Station and Excavations (TSE) contract in circa November 2020. In the interim from mid August to November, these movements will be light. Construction vehicle route will be similar to the EIS Traffic section “Technical Paper 1: Traffic and Transport” completed in May 2016 where vehicles are generally travelling from Campbell Road, May Street, towards Bedwin Road into Edinburgh Road – Sydney Steel Road.

Workers will be parking on the inside of the work boundary. Sydney Steel Road is a dead-end road. Traffic entering Sydney Steel Road is low and limited to site construction vehicles and the local industrial area traffic only. General traffic is not expected to enter Sydney Steel Road for no apparent reason. A changed traffic conditions by others are expected along Edinburgh Road between Murray Street and Edgeware Road during early access work. The changed traffic conditions do not impact any of the early access work.

3.2 Southern Dive special deliveries (20m long rails and/or oversized equipments)

Track laying is one of the key target activities for the project. Rail sections of 20m long each will be delivered by semi trailers from Newcastle from 28 September 2020 for approximately for 2 weeks. Rail delivery will be 5-6 movements per night from 22:00 to 05:00. Trucks delivering these rails from Newcastle will be taking the Princes Highway exit on the M5, turn left at Railway Road and travelling through Gleeson Avenue – Railway Parade – Marrickville Road – Buckley Street – Sydenham Road – Fitzroy Street – Edinburgh Road – Sydney Steel Road to Gate 3 (refer to Appendix B for truck routes assessment). Traffic control vehicles will assist these trucks as required. Refer to Appendix B for route, turning assessment and TCPs.

It is noted that the proposed travel route on the paragraph above is not within the EIS nominated general construction vehicle route. Deviation from the EIS routes are provided with the following justifications:

1. The EIS route via Bedwin Road – Edinburgh Road – Sydney Steel Road is currently not accessible due to the closure of Edinburgh Road by others between Murray Steet and Railway Parade (refer to Figure 3A below).



Figure 3A – Current closure of Edinburgh Road by others (looking west) from Bediwn Road. Note Gate 6 is just south of the roundabout.

2. An alternative access that is within the EIS nominated route via the TSE's site entrance south of the Railway Parade and Edinburgh Road roundabout is also recently cutoff due to the changed site conditions (refer to Figure 3A).
3. The delivery of the rail sections via the non EIS nominated route is only a short term/temporary solution to bypass the current changed traffic conditions from Item 1 and 2.
4. Bringing the rail sections earlier (28 Sept instead of originally 2 Nov) to Southern Dive site provides an opportunity to complete the butt weld program ahead by approximately 4 weeks which is significant – considering a slight short term deviation from EIS nominated routes. EIS may have limitations on its combination of approved routes evaluation during the early stages and may not be able to anticipate special or one off routes.



Figure 7. Current Gate 2 at Sydney Steel Road nearest to Edinburgh Road



Figure 8. Current Gate 3 and Gate 4 at end of Sydney Steel Road



Figure 9. Current Gate 5 at Railway Parade



Figure 10. Current Gate 6 at Edinburgh Road

The site is in within an industrial and business area. An existing building development is currently under construction by others located on the northern side of Edinburgh Road and Murray Street at the time of CTMP submittal. General construction traffic to the southern dive site gates are able to enter/exit normally without the need for temporary traffic control. Any future construction gates that may be required will be submitted for approval and update.

During construction, staff members could peak up to 400 staff working on different shifts. The southern dive site has the capability of approximately 300 car spaces.

The southern dive site operates 24 hour during construction. Heavy vehicle movement will be per the current proposed volume on Figure EIS at Table 3.

Time		Southern Dive		
From	To	Light (Arrival Only)	Heavy	Max Heavy
7	8	60	2	6
8	9	5	2	6
9	10	5	2	6
10	11	10	18	24
11	12	10	18	24
12	13	10	18	24
13	14	10	18	24
14	15	60	18	24
15	16	60	2	6
16	17	5	2	6
17	18	5	2	6
18	19	5	2	6
19	20	5	8	8
20	21	5	8	8
21	22	5	8	8
22	23	60	8	8
23	24	60	8	8
0	1	5	8	8
1	2	5	8	8
2	3	5	8	8
3	4	5	8	8
4	5	5	8	8
5	6	5	8	8
6	7	60	2	6

Table 3 – Traffic volume for Southern Dive (for EIS review)

3. Traffic and Transport Management

3.1. Parking

Public parking is not impacted during construction working hours. The southern dive site is capable to provide construction vehicles parking up to 300 spaces within the site. Public parking along Sydney Steel Road, Edinburgh Street and Railway Parade are not impacted. It is the general interest of the project that construction staff are not to park on general parking areas.

3.2. Pedestrians/Cyclists

Existing footpaths within the perimeter of southern dive site are not foreseen to be impacted during the southern dive site work.

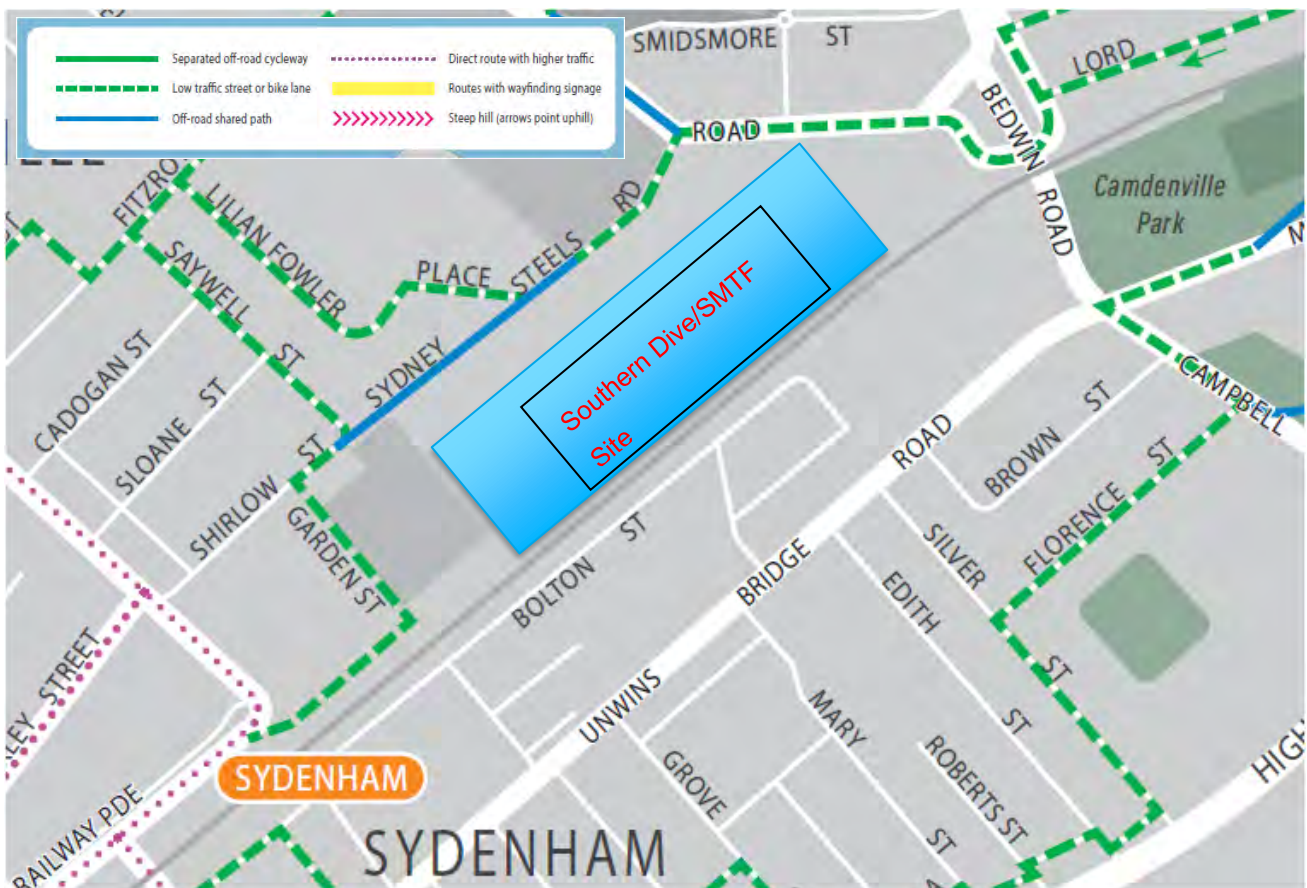


Figure 10. Cycle path near the Southern Dive / SMTF S site (sourced City of Sydney cycling map)

Sydney Steel Road is mapped as one of the low volume road that cyclists typically use. Sydney Steel Road is not a dedicated cycle lane. No changes to the current cycle route.

3.3. Businesses / Residents Access

Industrial businesses access are not impacted.

3.4. Buses Operations

Buses are not impacted from the work.

3.5. Emergency Services

Emergency Services are not impacted from the works as there are no road closures in place from the work.

3.6. Construction Vehicles Route

Construction vehicles route proposed have the most direct and shortest access into the site. Construction route to the southern dive site is approaching from Campbell Road and May Street (refer to Appendix B). Access to the site has to come through via local roads - Sydney Steel Road, Edinburgh Road and Murray Street.

4. Systems Connect and Stakeholder Key Contacts

Systems Connect and key stakeholders contacts below for the overall integration of the CTMP.

Name	Role	Contact Details
Carl Mella	Transport for NSW – Sydney Metro Integration Leader	0429 505 970
Jake Coles	Customer Journey Planning -Operations Manager – CBD Approaches	0466 454 819
Stephen Brown	Customer Journey Planning - Precinct Project Manager	0457 809 028
Ahsanul Amin	Sydney Metro – Traffic Manager and Transport Advisory	0427 941 329
David Crosby	Inner West Council – Road Access Manager	02 9392 5650

Name	Role	Contact Details
Matt Billings	Systems Connect – Environment Manager	0428 781 599
Luke Wagstaff	Systems Connect – Project Manager	0407 046 622
Craig Godwin	Systems Connect – Safety Manager	0458 498 107
Svetlana Paunovic	Systems Connect – Public Affairs Manager	0421 324 457
John McKosker	Systems Connect – General Superintendant	0409 803 110
Mong Sim	Systems Connect – Traffic Engineer	0448 378 883

5. Communications and Community Strategy

Systems Connect will meet the reasonable needs and desires of the community for information on any changed traffic conditions, cyclist and pedestrian impacts and property access arrangement. Systems Connect will ensure that the public and other key stakeholders are informed of planned traffic arrangements, including any activities which may result in delays.

Communications, consultation and the dissemination of information associated with traffic and access will be undertaken as outlined in this section.

The aim of consultation and broad communication on traffic and access matters is to:

- Facilitate community feedback regarding traffic issues
- Recommend alternative and appropriate travel patterns during periods of change
- Manage traffic impacts to protect affected residential and business amenity
- Provide timely, accurate and comprehensive traffic information using all available media to inform road users and the community of the project's traffic impact mitigation measures.

Ongoing consultation with stakeholders will ensure that effective traffic management measures are developed and implemented to minimise disruption and inconvenience.

Systems Connect will coordinate engagement with Sydney Metro and the members of the TTLG to enable the local community and other stakeholders to receive timely and accurate information associated with traffic and transport issues.

Tool	Purpose	Frequency
Traffic alert emails	Email alerts to TfNSW via the Transport Management Centre, Council, transport operators and emergency services to advise of major traffic changes including road or lane closures and detours, incidents or undue congestion	5 business days prior to changes As soon as practicable following incidents or undue congestion
Advertisements	To inform of significant traffic changes, detours and traffic disruptions as required to comply with approvals; in local newspapers, radio and project website	5 business days prior to changes
Letterbox notifications	Notification letters to inform local residents and businesses potentially affected by planned traffic changes	5 business days prior to changes
Community emails	To inform and update the community of project progress, milestones, activities planned for the following month, current and upcoming traffic changes	Monthly
Community information line	Access to the project team during construction hours with message service after hours via an 1800 number	N/A

Tool	Purpose	Frequency
(Transport for New South Wales) TfNSW Sydney Metro website	Systems Connect will provide information in electronic format suitable to be uploaded onto the TfNSW Sydney Metro website, including copies of advertisements, traffic alerts, notification letters and other public material related to the works	To coincide with distribution
Systems Connect website	Information about the Southern Dive/SMTF expansion construction activities will be placed on the Systems Connect website including information about traffic changes, and executive summaries of publicly available reports relating to the project activities.	As required

The table above provides a guide to inform the community of changes to road and traffic conditions. It also provides a summary of the purpose and frequency of each method of communication.

6. Working Hours

The standard working hours for Southern Dive/SMTF South is as follow.

Construction Activity	Construction Hours / Comments
Standard construction hours	Monday to Friday: 7am – 6pm Saturdays: 8am to 1pm Sundays & Public Holidays: No work
Standard out of hours	Saturday afternoons: 1pm – 5pm Sundays: 8am – 5pm
24 hour construction where applicable	(Refer to condition E48)

7. Manage Emergencies

Systems Connect acknowledge the inevitable nature of emergencies and their potentially significant social, economic and environmental consequences. Accordingly, we are aware that the NSW Government has enacted the State Emergency & Rescue Management Act 1989 to support emergency management activities.

In NSW, the agencies primarily responsible for controlling hazards/emergencies are:

Unplanned Incident Agency Responsibility	
Law Enforcement / Emergencies	NSW Police Force
Fire	Fire and Rescue / Rural Fire Service NSW
Hazardous Materials	Fire and Rescue NSW
Flood	NSW State Emergency Service
Storm and Tempest	NSW State Emergency Service

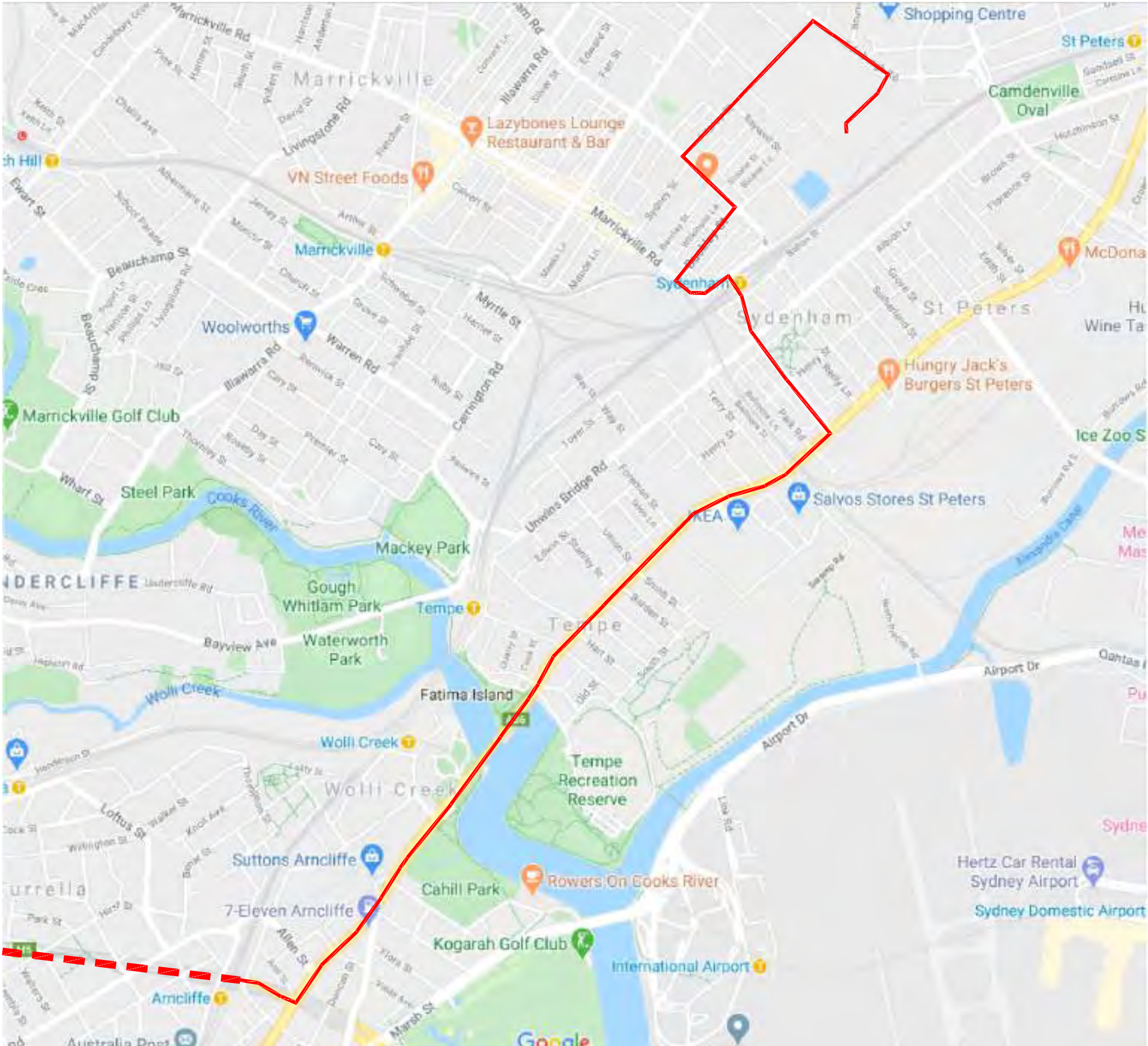
PART C – Appendices


Appendix A. Site Compound – Early access map



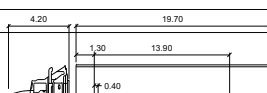
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— Site boundary		SCALES ON A3 SIZE DRAWING			M SIM						
--- Temporary barrier (by others)		TITLE			NAME		DATE				
— General construction vehicles route (during early access)		DRAWN			M.SIM		17/7/20				
--- Site access construction vehicles route (during early access)		DRG CHECK			M.SIM		17/7/20				
Early access area (Late Aug/Early Sep. 2020)		DESIGN									
		DESIGN CHECK							PREPARED FOR		
		TRAFFIC MNGR							Systems Connect		
		CO-ORDINATE SYSTEM							ISSUE STATUS		
		MGA ZONE 56							FOR INFORMATION		
		HEIGHT DATUM							SHEET No.		
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Appendix B. Special delivery map, turn assessment, TCPs – 20m long rail deliveries or similar

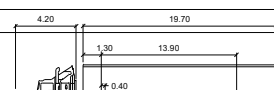


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				DESIGN								
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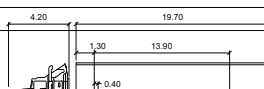


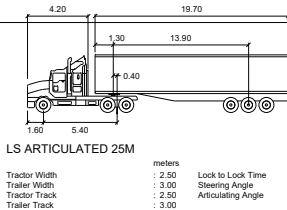
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				Trailer Width	: 3.00	Steering Angle	: 28.3																						
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TRAFFIC MNGR										
LS ARTICULATED 25M		CO-ORDINATE SYSTEM		HEIGHT DATUM		Systems Connect		ISSUE STATUS		
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						DESIGN CHECK					
				TRAFFIC MNGR							

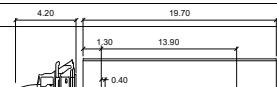


CO-ORDINATE SYSTEM
MGA ZONE 56

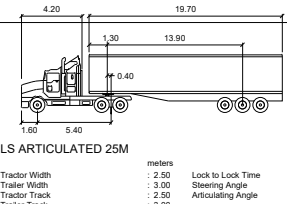
HEIGHT DATUM
AHD

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
150mm ON A3 SIZE ORIGINAL

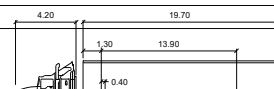
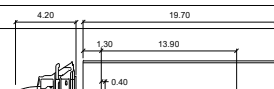
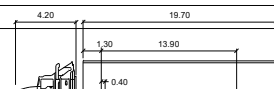
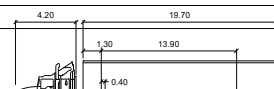


LEGEND		PLOT DATE / TIME		PLOT BY		CLIENT		A3																	
<p>Note:</p> <p>1. Page 6 - turnpath adjusted in Rev 1 to miss island.</p>  <p>LS ARTICULATED 25M</p> <table><tr><td>Tractor Width</td><td>: 4.20</td><td>Lock to Lock Time</td><td>: 6.0</td></tr><tr><td>Trailer Width</td><td>: 13.90</td><td>Steering Angle</td><td>: 28.3</td></tr><tr><td>Tractor Track</td><td>: 1.60</td><td>Articulating Angle</td><td>: 70.0</td></tr><tr><td>Trailer Track</td><td>: 5.40</td><td></td><td></td></tr></table>		Tractor Width	: 4.20	Lock to Lock Time	: 6.0	Trailer Width	: 13.90	Steering Angle	: 28.3	Tractor Track	: 1.60	Articulating Angle	: 70.0	Trailer Track	: 5.40			SCALES ON A3 SIZE DRAWING		TITLE	NAME	DATE	STM F S 20m rail (or oversized) delivery route assessment		
		Tractor Width	: 4.20	Lock to Lock Time	: 6.0																				
		Trailer Width	: 13.90	Steering Angle	: 28.3																				
		Tractor Track	: 1.60	Articulating Angle	: 70.0																				
		Trailer Track	: 5.40																						
		<p>CO-ORDINATE SYSTEM</p> <p>MGA ZONE 56</p> <p>HEIGHT DATUM</p> <p>AHD</p>		DRAWN	M.SIM	16/9/20	PREPARED FOR			SHEET															
DRG CHECK	M.SIM			16/9/20																					
DESIGN																									
DESIGN CHECK																									
TRAFFIC MNGR																									
						Systems Connect		ISSUE STATUS																	
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								SHEET No.																	
								4 of 8																	
								ISSUE																	
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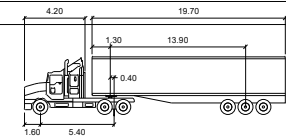


LEGEND		SCALES ON A3 SIZE DRAWING		CO-ORDINATE SYSTEM MGA ZONE 56		HEIGHT DATUM AHD		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		STMF S 20m rail (or oversized) delivery route assessment Detail D		A3	
Note: 1. Page 6 - turnpath adjusted in Rev 1 to miss island.				TITLE		NAME		DATE									
				DRAWN		M.SIM		16/9/20									
				DRG CHECK		M.SIM		16/9/20									
				DESIGN													
				DESIGN CHECK													
				TRAFFIC MNGR								PREPARED FOR					
												Systems Connect		ISSUE STATUS		SHEET No.	
														FOR INFORMATION		5 of 8	
																1	



LEGEND		PLOT DATE / TIME		PLOT BY		CLIENT		A3		
<p>Note:</p> <p>1. Page 6 - turnpath adjusted in Rev 1 to miss island.</p>				SCALES ON A3 SIZE DRAWING		TITLE	NAME	DATE	STMf S 20m rail (or oversized) delivery route assessment	
						DRAWN	M.SIM	16/9/20		
						DRG CHECK	M.SIM	16/9/20		
						DESIGN				
								DESIGN CHECK		
TRAFFIC MNGR					Systems Connect					
		CO-ORDINATE SYSTEM		HEIGHT DATUM					ISSUE STATUS	
		MGA ZONE 56		AHD				FOR INFORMATION		
								SHEET No.		
								6 of 8		
								1		



LEGEND				SCALES ON A3 SIZE DRAWING		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		A3	
<p>Note:</p> <p>1. Page 6 - turnpath adjusted in Rev 1 to miss island.</p>		<p>LS ARTICULATED 25M</p> <p>meters</p> <p>Tractor Width : 2.50 Lock to Lock Time : 6.0</p> <p>Trailer Width : 3.00 Steering Angle : 28.3</p> <p>Tractor Track : 2.50 Articulating Angle : 70.0</p> <p>Trailer Track : 3.00</p>		<p>CO-ORDINATE SYSTEM HEIGHT DATUM</p> <p>MGA ZONE 56 AHD</p>		TITLE		NAME		DATE		<p>STMF S 20m rail (or oversized) delivery route assessment</p> <p>Detail F</p> <p>SHEET</p>	
						DRAWN		M.SIM		16/9/20			
						DRG CHECK		M.SIM		16/9/20			
						DESIGN							
						DESIGN CHECK							
						TRAFFIC MNGR				PREPARED FOR		<p>ISSUE STATUS</p> <p>FOR INFORMATION</p> <p>SHEET No. 7 of 8</p> <p>ISSUE 1</p>	
								Systems Connect					



LEGEND				SCALES ON A3 SIZE DRAWING		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		STMF S 20m rail (or oversized) delivery route assessment		A3																	
Note: 1. Page 6 - turnpath adjusted in Rev 1 to miss island.		<p>LS ARTICULATED 25M</p> <table><tr><td>Tractor Width</td><td>: 2.50</td><td>Lock to Lock Time</td><td>: 6.0</td></tr><tr><td>Trailer Width</td><td>: 3.00</td><td>Steering Angle</td><td>: 28.3</td></tr><tr><td>Tractor Track</td><td>: 2.50</td><td>Articulating Angle</td><td>: 70.0</td></tr><tr><td>Trailer Track</td><td>: 3.00</td><td></td><td></td></tr></table>		Tractor Width	: 2.50	Lock to Lock Time	: 6.0	Trailer Width	: 3.00	Steering Angle	: 28.3	Tractor Track	: 2.50	Articulating Angle	: 70.0	Trailer Track	: 3.00			MGA ZONE 56		AHD		DRAWN		M.SIM		16/9/20		SHEET	
				Tractor Width	: 2.50	Lock to Lock Time	: 6.0																								
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										Systems Connect		ISSUE STATUS		SHEET No.																	
												FOR INFORMATION		8 of 8																	
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														1																	

RAILWAY RD, SYDEHAM



OPS-FORM-026 TRAFFIC GUIDANCE SCHEME (NSW) | BEST PRINTED IN A3 SIZE

PROJECT/SITE OVERVIEW

Project/Site Description:

RAIL DELIVERY

Location of Works:

RAILWAY RD, SYDEHAM

Anticipated Commencement Date:

22/09/2020

Estimated Duration of Works:

Working Hours:

CLIENT DETAILS

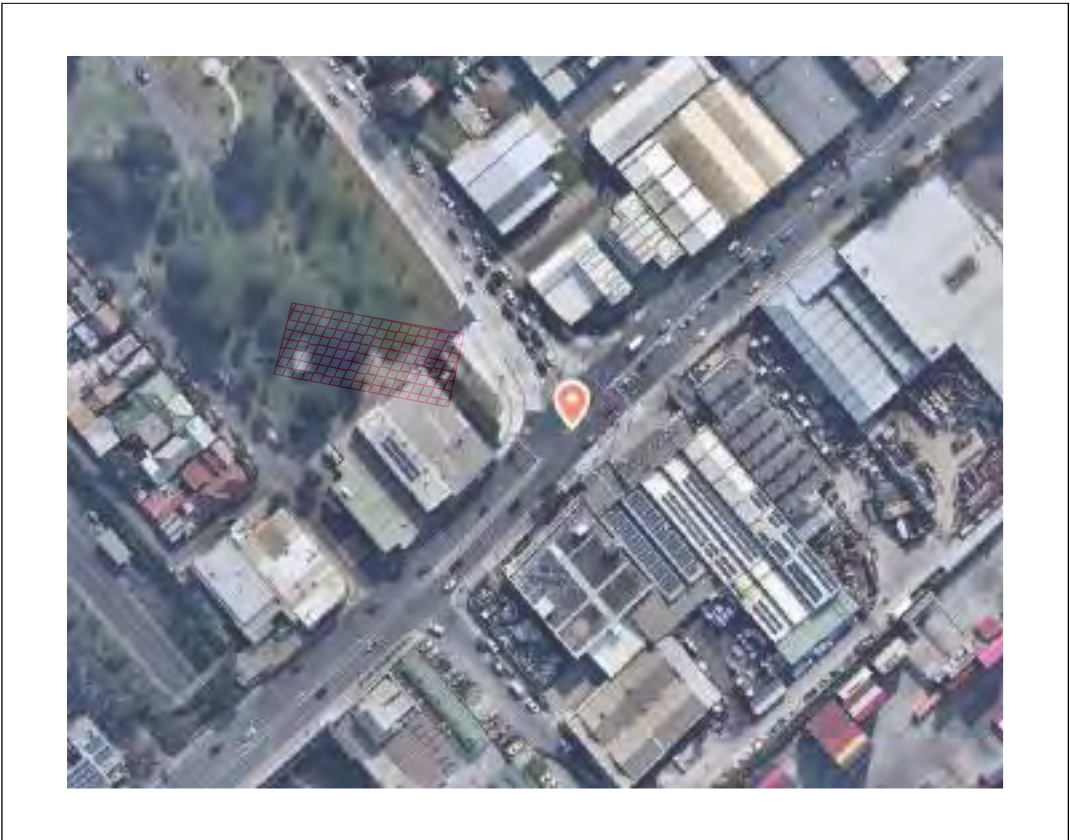
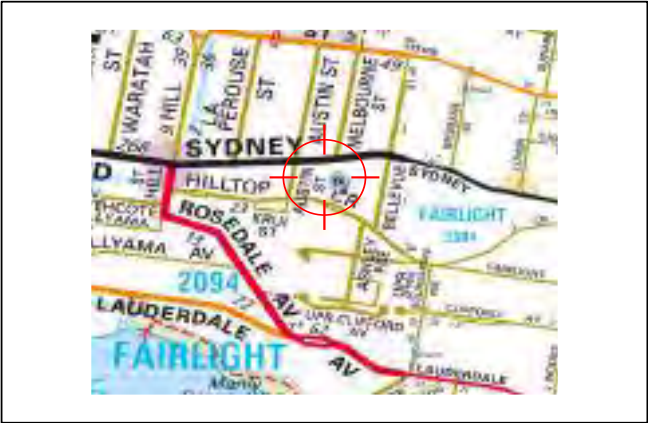
Client Name:
Client Contact Name:
Client Contact Number:
PO/Contract Number:

Site Contact:
Site Contact Number:

SCOPE OF WORKS

This Traffic Management Plan has been developed to allow the client to conduct works at the above location and to display a commitment to Traffic and Pedestrian Management, Reporting, and Reviewing. These works will include, but not limited to:

Lead Remediation Works



IMPLEMENTATION INSTRUCTIONS

Before work commences, signs and devices at the approaches to and within the work area SHALL be implemented in accordance with the approved Traffic

Guidance Schemes and the Traffic Control Companies Safe Work Method Statements, in the following sequence:

- 1) Traffic Controllers implementing signage are to ensure all signage is available for implementation prior to shift.
- 2) Signs & devices in side streets leading into the works are to be implemented first. Where required, detours are to be in place before commencing any closures.
- 3) All signage on arterial and main road alignments to be implemented with the flow of traffic.
- 4) Signs are to be implemented in all non affected lane(s) first and all conflicting signs are to be covered.
- 5) Signs in the affected lane to be implemented; Taper, Speed Reduction, Safety buffer (if applicable), and Delineation to be implemented with the traffic flow. Conflicting signs to be covered in process.
- 6) Ensure signs & devices are correct before works commence.
- 7) Once works have finished, Traffic Control are to pick up delineation and taper's in reverse. Then pick up advance warning signs with the flow of traffic.

RECORDING & MONITORING

Regular inspections of traffic control devices SHALL be carried out a minimum of twice daily and recorded in The Daily Traffic Diary. These records SHALL be available for inspection during the project. These records will be held on site by The Client. Details of all changes in traffic movements shall be recorded and maintained throughout the construction period and submitted within 7 days from the date of practical completion. In the event of a traffic related incident with in the site, The Client SHALL immediately notify the principal's representative, the police, and any necessary emergency services.

PEDESTRIAN & CYCLIST MANAGEMENT

All pedestrian & cyclist control measures, for the duration of the construction works will be monitored as required for effectiveness & improvements. Appropriate warning signage and directional signage will be in place and monitored throughout the works as per the provided TGS's attached to this document. Where current documented control measures are ineffective, A TMD qualified person(s) should be contacted to suggest changes.

GENERAL NOTES

- The Designer preparing this plan has ensured it complies with the RMS TCAWS (Version 5, 27 July 2018). Any unapproved variations to the design will negate the Designers liability. Variations and amendments to this TGS are to be recorded on this TGS with the changes noted, along with the date and time of the change and the accreditation details of the TMD making the change.
- The attached TGS's SHALL be read in conjunction with this notes page and the associated risk assessments and an on site risk assessment SHALL be performed before any implementation works takes place.
- It is the Clients responsibility to ensure they have a copy of the permits (in date) for the closure being implemented.
- This TGS SHALL only be implemented by a competent person(s) with a current Traffic Management Implementation (TMI) qualification.
- A toolbox talk is to take place before works commencing.
- Work Site Safety Traffic Management Checklist to be filled out prior to implementation, and upon completion.
- Traffic Controllers to identify and make note of escape routes prior to commencement of works.
- Hand held UHF radios are to be utilised where required to communicate between traffic control & site vehicles.
- Principal Contractor to notify local Emergency Services in advance of commencing works.
- Traffic Controller's to ensure ROLS has been activated prior to each shift via the TMC website or Mobile App. ROL must also be deactivated once shift has ended.
- Advance signs SHALL be mounted at a minimum height of 200mm displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
- Traffic volumes should be monitored throughout the implementation of the TGS(s). In the event queue lengths become unmanageable, works should cease if possible and traffic cleared before recommencing.

SITE SPECIFIC NOTES

Ⓢ Where this symbol appears, please refer back to the coinciding note below.

- 1 - Access to local businesses and driveways will be maintained during works. Unless otherwise shown on the TGS(s) and site specific notes. It is the Principal Contractors responsibility to seek permission prior to blocking public and private access.
- 2 - Access to bus stops to be maintained where possible. If not possible, the client is to consult and gain written approval from Translink.
- 3 - If necessary, traffic control may assist pedestrians and cyclists through or past the work area.
- 4 - Workers to remain greater than 1.2m at all times.

LEGEND:

	TRAFFIC CONTROL VEHICLE with illuminated Flashing Arrowboard
	LATERAL HAZARD MARKER either T5-Q02 (Vertical) or T5-4 (Horizontal)
	TRAFFIC CONES/BOLLARDS per AS 1742.3 Table 4.7
	PROPOSED WORK AREA as advised by Client
	PROPOSED LANE CLOSURE per TCAWS requirements / Client request

DESKTOP RISK ASSESSMENT

LOCATION OF WORKS RAILWAY RD, SYDEHAM			DATE 22/09/2020	
RISK RATING:	4 = (VERY HIGH)	3 = (HIGH)	2 = (MEDIUM)	1 = (LOW)

IDENTIFIED HAZARDS/RISKS:

- 1 - Clearance to traffic.
- 2 - Presence of workers at worksite.
- 3 - Cyclist / pedestrians through worksites.
- 4 - Poor observance by motorists of directions / instructions.

ACTIONS TAKEN :

- 1,2,3 - Placement of advance warning signs.
- 1,2,3 - Separation of works from road users through delineation (cones).
- 3 - Placement of advance warning signs for Cyclist / pedestrians.

CONTROL LEVEL REQUIRED: 1 - ELIMINATE 2 - SUBSTITUTE 3 - ISOLATE 4 - ENGINEER 5 - ADMIN 6 - PPE

FURTHER ACTION REQUIRED:

Pedestrians to be escorted oposite the work area when safe, using traffic lights.

RESIDUAL RISK: 4 = (VERY HIGH) 3 = (HIGH) 2 = (MEDIUM) 1 = (LOW)

Likelihood	CONSEQUENCE				
	Insignif.[1]	Minor [2]	Modera. [3]	Major [4]	Catastr. [5]
Almost Certain [5]	3	3	4	4	4
Likely [4]	2	3	3	4	4
Possible [3]	1	2	3	4	4
Unlikely [2]	1	2	2	3	4
Rare [1]	1	2	2	3	3

4 Very High [VH]	URGENT - Stop work immediately, the risk requires immediate attention
3 High [H]	Continue with supervision and control measures in SWMS or site risk assessment
2 Medium [M]	Use control measures to ensure risk is low as reasonably possible
1 Low [L]	Manage by routine procedures and safe practices

CLIENT: SYSTEMS CONNECT

TGS REFERENCE:	REV.	DATE	PAGE(S) NO#	DESCRIPTION	PWZTMP	INIT	RAIL DELIVERY		
219189	00	04/08/2020	3	TRAFFIC MANAGEMENT PLAN DEVELOPED FOR SYSTEMS CONNECT	0052110517	TSSM	Evolution Traffic Management		
	01						51 Heathcote Road, Moorebank		
	02						New South Wales, 2170		
	03						Ph: 1300 880 481.		
	04						RMS REGISTRATION CATAGORY G		

APPROVED BY TM DESIGNER:

THAYS SAMPAIO

0052110517 PWZTMP-RUCWD503D

EVOLUTION JOB NUMBER:

440391872

REFERENCE ID:

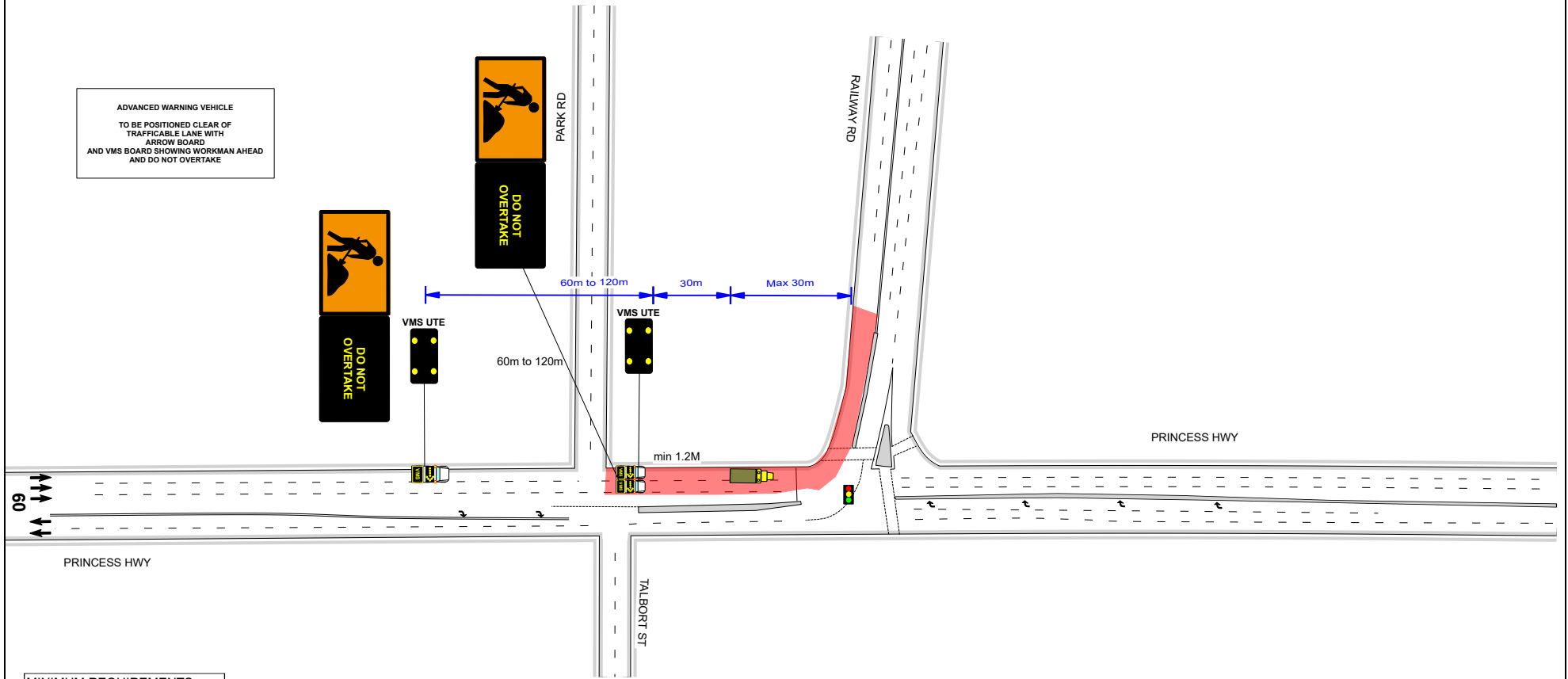
EVO 219189

REV#

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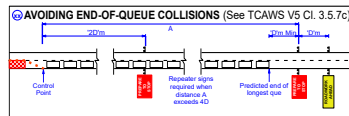
PAGE:

2 of 9



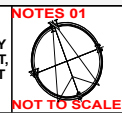
MINIMUM REQUIREMENTS

- 2 - Traffic Controller/s (inc Team Leader)
- 2 - Vehicle/s (B Class Arrow Board)
- 0 - Cone Truck / POD Truck
- 0 - C Class Arrow Board (Trailer)
- 0 - Truck Mounted Attenuator
- 0 - VMS Board/s (Trailer)
- 0 - Light Tower/s (Trailer)
- 0 - Portable Traffic Signal/s (set of 2)



CLIENT: Systems connect

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.



LOCATION:
SUBURB:
1ST CROSS ST:
2ND CROSS ST:
MAP REFERENCE:

RAILWAY RD, SYDENHAM
PRINCES HWY
HENRY ST

TERM:
ROAD TYPE:
POSTED SPEED:
OPERATION:
TRAVELLED PATH

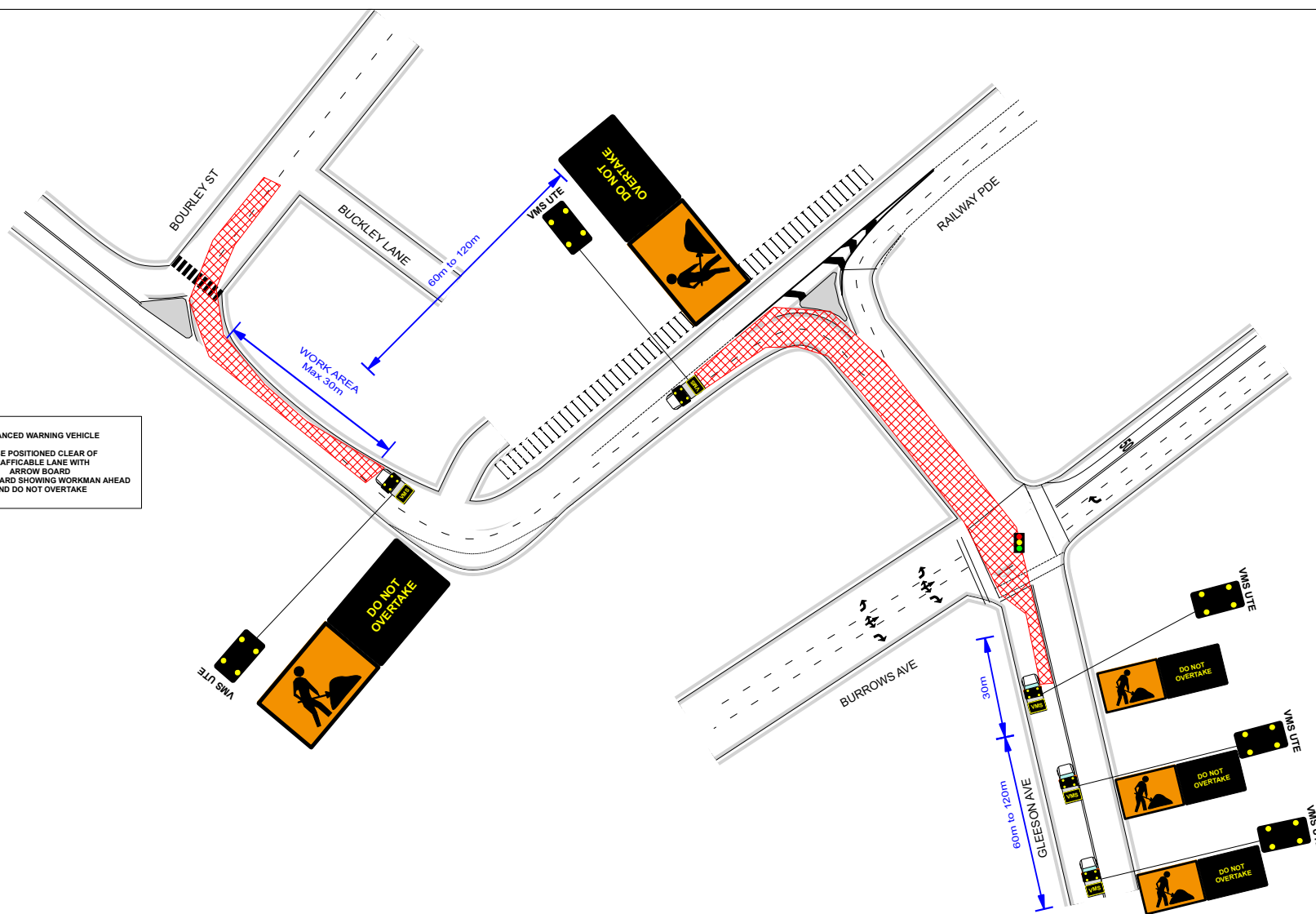
SHORT
MULTIPLE LANES
70KPH
MOBILE WORKS
STANDART

RAIL DELIVERY

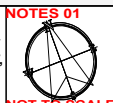
Evolution Traffic Management
51 Heathcote Road, Moorebank
New South Wales, 2170
Ph: 1300 880 481.
RMS REGISTRATION CATAGORY G



APPROVED BY TM DESIGNER: THAYS SAMPAIO 0052110517 PWZTMP-RSCWD503D EVOLUTION JOB NUMBER:			
440391872			
REFERENCE ID:	REV#	PAGE:	
219189	00	3 of 9	



THIS (TGS) SHALL BE READ IN CONJUNCTION WITH IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.



NOT TO SCALE

LOCATION:
SUBURB:
1ST CROSS ST:
2ND CROSS ST:
MAP REFERENCE:

RAILWAY RD, SYDENHAM
BURROWS ST
BUORLEY ST

TERM:	
ROAD TYPE:	
POSTED SPEED:	
OPERATION:	
TRAVELLED PATH:	

SHORT MULTIPLE LANES 60KPH MOBILE WORKS STANDART	
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RAIL DELIVERY - MOBILE WORKS

Evolution Traffic Management
51 Heathcote Road, Moorebank
New South Wales, 2170

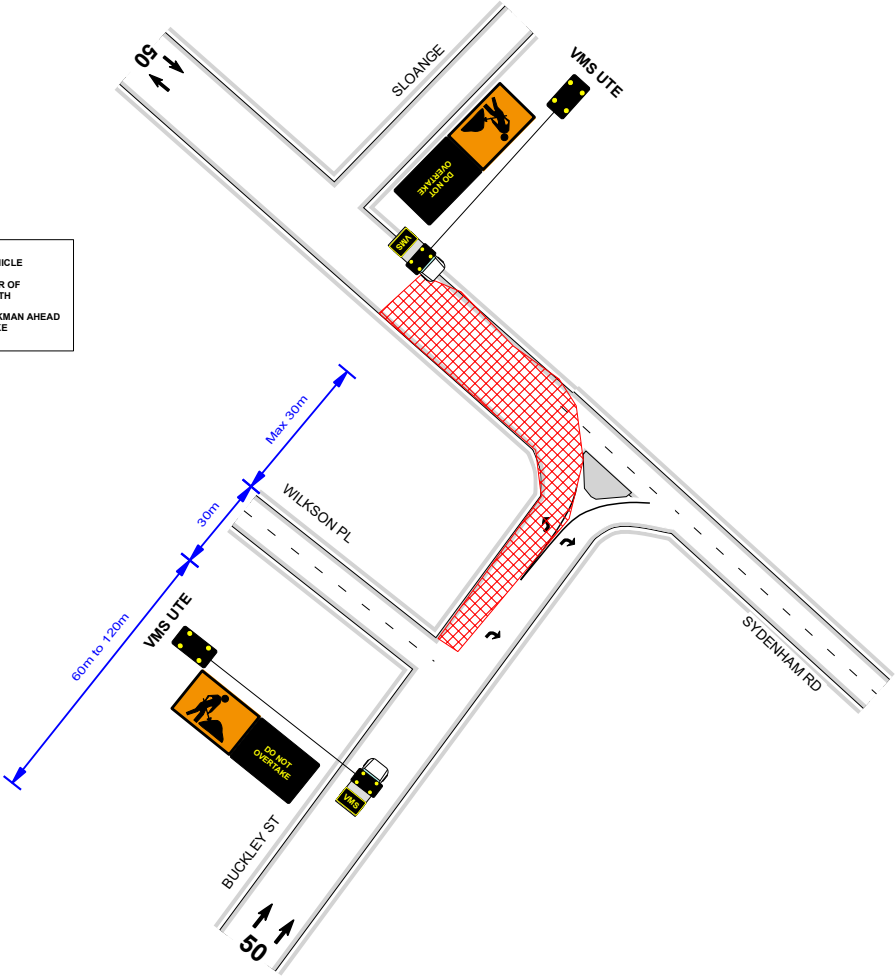
Ph: 1300 880 481.
RMS REGISTRATION CATEGORY G

APPROVED BY TM DESIGNER:
THAYS SAMPAIO
0052110517 PWZTMP-BJICWD503

EVOLUTION JOB NUMBER:
440391872

EVO	REFERENCE ID: 219214	REV# 00	PAGE: 4 of 9
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ADVANCED WARNING VEHICLE
TO BE POSITIONED CLEAR OF
TRAFFICABLE LANE WITH
ARROW BOARD
AND VMS BOARD SHOWING WORKMAN AHEAD
AND DO NOT OVERTAKE



CLIENT: Systems connect

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.

NOTES 01



NOT TO SCALE

LOCATION:
SUBURB:
1ST CROSS ST:
2ND CROSS ST:
MAP REFERENCE:

SYDENHAM RD
BUCKLEY RD
SLOANGE RD

TERM:
ROAD TYPE:
POSTED SPEED:
OPERATION:
TRAVELLED PATH

SHORT
MULTIPLE LANES
60KPH
MOBILE WORKS
STANDART

RAIL DELIVERY

Evolution Traffic Management
51 Heathcote Road, Moorebank
New South Wales, 2170

Ph: 1300 880 481.

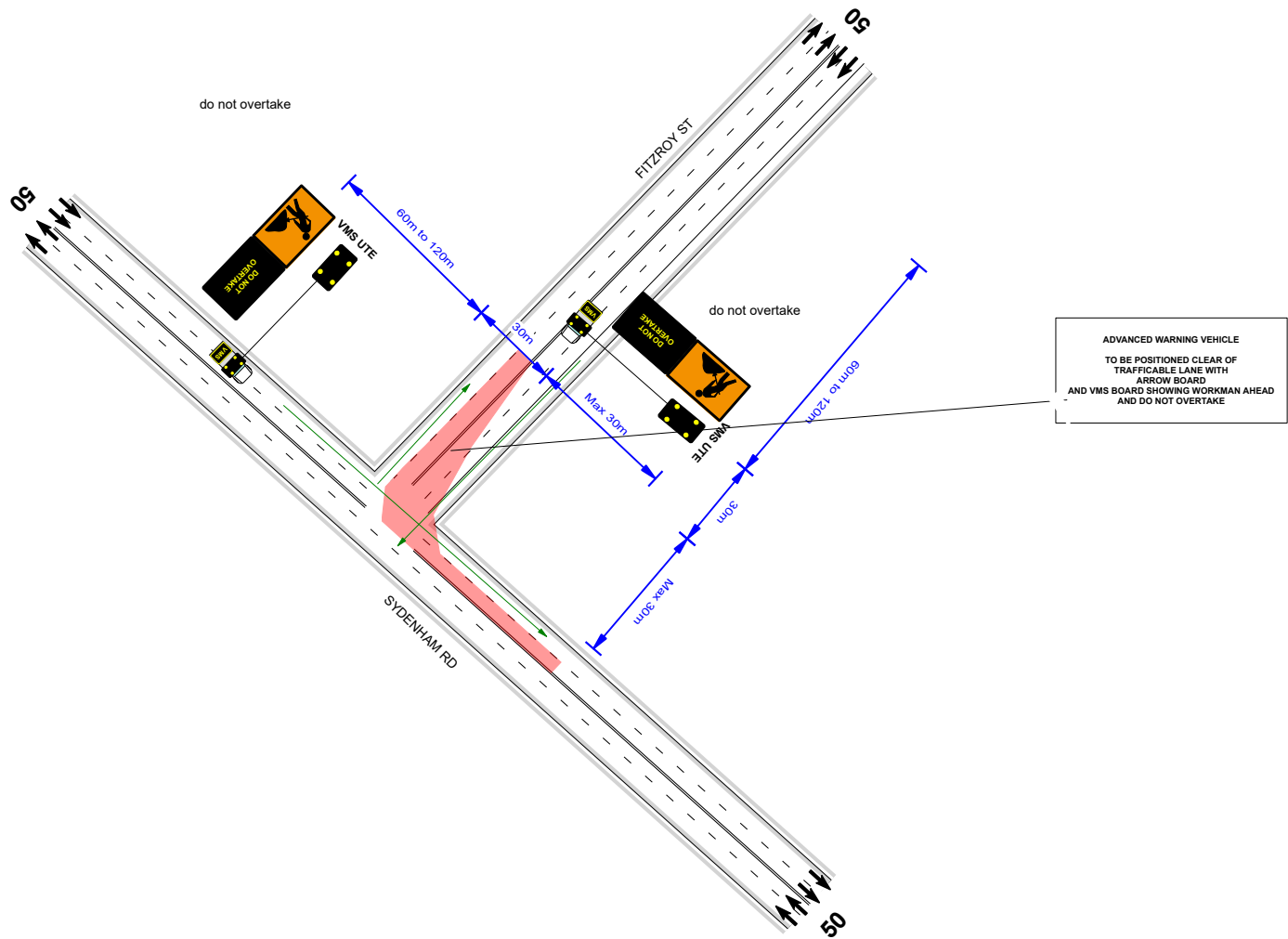
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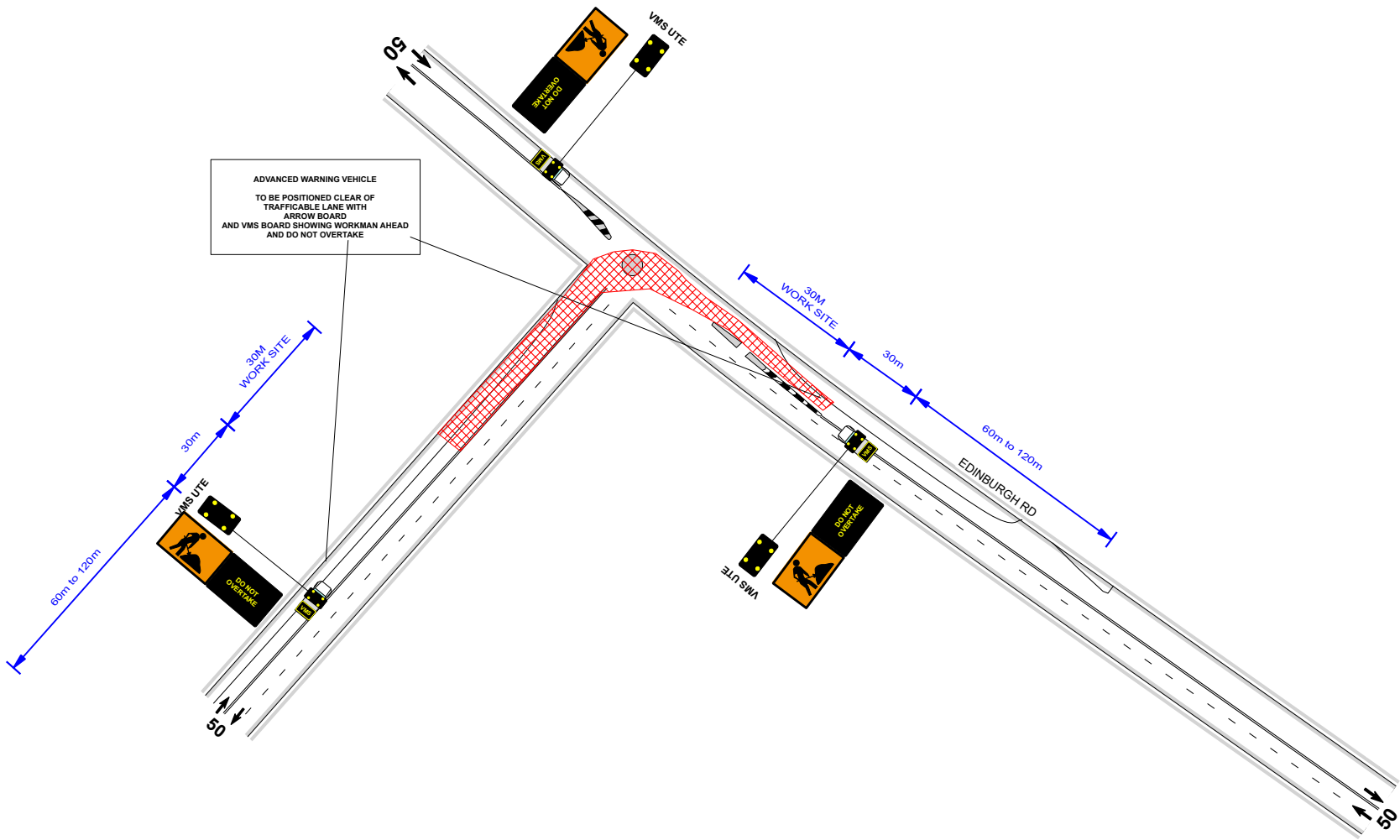
APPROVED BY TM DESIGNER:
THAYS SAMPAIO
0002110517 PWZTMP-B3CIV0503D

440391872

REFERENCE ID: 219215
REV: 00
PAGE: 5 of 9



CLIENT: Systems connect					RAIL DELIVERY			
THIS (TGS) SHALL BE READ IN CONJUNCTION WITH IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.					Evolution Traffic Management 51 Heathcote Road, Moorebank New South Wales, 2170 Ph: 1300 880 481. RMS REGISTRATION CATAGORY G			
NOTES 01  NOT TO SCALE					APPROVED BY TM DESIGNER: THAYS SAMPAIO 0052110517 PWZTNP-RSCW0503D 440391872 EVO REFERENCE ID: 219216 REV# 00 PAGE: 6 OF 9			
LOCATION: SUBURB: 1ST CROSS ST: 2ND CROSS ST: MAP REFERENCE:		FRYTROY ST SYDENHAM SYDENHAM RD ENDINGBURGHT RD		TERM: ROAD TYPE: POSTED SPEED: OPERATION: TRAVELLED PATH		SHORT MULTIPLE LANES 50KPH MOBILE WORKS STANDART		



CLIENT: Systems connect

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NOTES 01
NOT TO SCALE

LOCATION:
SUBURB:
1ST CROSS ST:
2ND CROSS ST:
MAP REFERENCE:

ENDINBURGH ST
FITZROY ST
VICTORIA RD

TERM:
ROAD TYPE:
POSTED SPEED:
OPERATION:
TRAVELLED PATH:

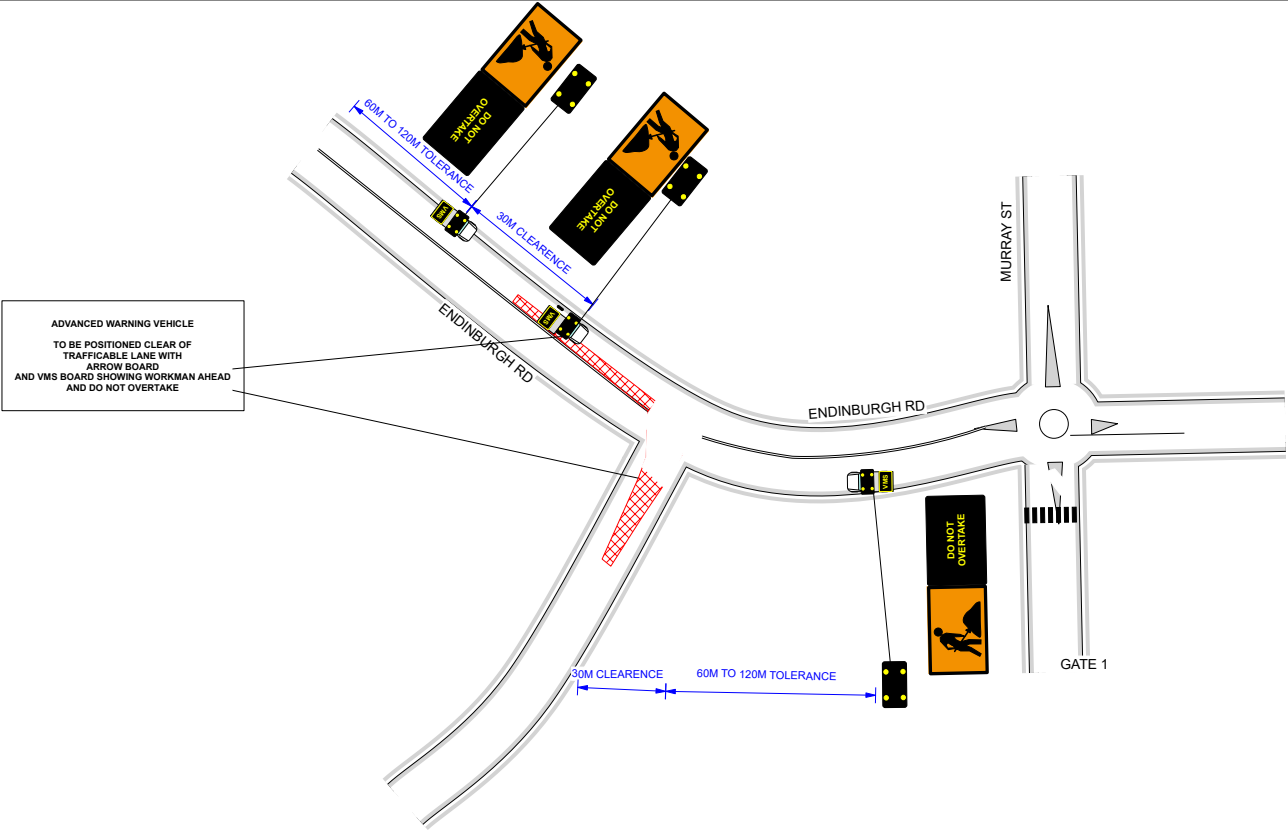
SHORT
MULTIPLE LANES
60KPH
MOBILE WORKS
STANDART


RAIL DELIVERY

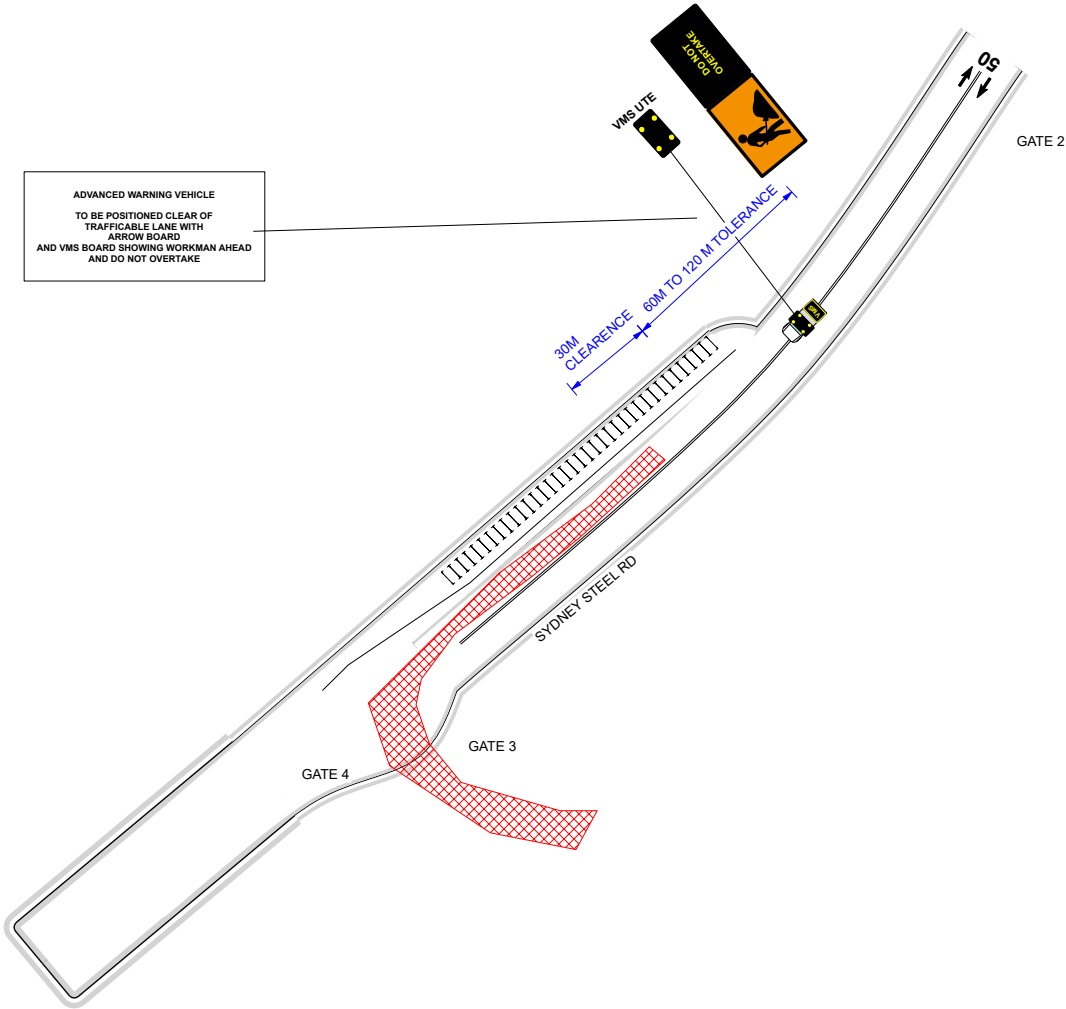
Evolution Traffic Management
51 Heathcote Road, Moorebank
New South Wales, 2170
Ph: 1300 880 481.
RMS REGISTRATION CATAGORY G



APPROVED BY TM DESIGNER: THAYS SAMPAIO 0002110517 PMS/TMP-SH/CD/0503D EVOLUTION JOB NUMBER: 440391872			
EVO	REFERENCE ID: 219217	REV: 00	PAGE: 7 OF 9



CLIENT: Systems connect					RAIL DELIVERY		
THIS (TGS) SHALL BE READ IN CONJUNCTION WITH IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.					Evolution Traffic Management 51 Heathcote Road, Moorebank New South Wales, 2170 Ph: 1300 880 481. RMS REGISTRATION CATAGORY G		
NOTES 01  NOT TO SCALE					APPROVED BY TM DESIGNER: THAYS SAMPAIO 0002118317 PWS/TMP-RUC/WD503D 440391872		
LOCATION: ENDINBURGH RD SUBURB: MURRAY ST 1ST CROSS ST: SYDNEY STEEL RD, 2ND CROSS ST: MAP REFERENCE:					EVO REFERENCE ID: 219222 REV: 00 PAGE: 8 of 9		
TERM: ROAD TYPE: SHORT POSTED SPEED: MULTIPLE LANES OPERATION: 50KPH TRAVELLED PATH: MOBILE WORKS STANDART							



CLIENT: Systems connect

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.



NOT TO SCALE

LOCATION:
SUBURB:
1ST CROSS ST:
2ND CROSS ST:
MAP REFERENCE:

SYDNEY STEEL, RD
ENDINBURGH ST
RAILWAY RD

TERM:
ROAD TYPE:
POSTED SPEED:
OPERATION:
TRAVELLED PATH:

SHORT
MULTIPLE LANES
50KPH
MOBILE WORK
STANDART

RAIL DELIVERY MOBILE WORK

Evolution Traffic Management
51 Heathcote Road, Moorebank
New South Wales, 2170
Ph: 1300 880 481.
RMS REGISTRATION CATAGORY G



APPROVED BY TM DESIGNER:		
THAY'S SAMPAIO		
0082110517 P02/TMP-RUCV02003D		
EVOLUTION JOB NUMBER:		
440391872		
EVO	REFERENCE ID: 219121	REVW 00
		PAGE: 9 OF 9

Appendix C. Southern Dive General Access after handover



LEGEND				PLOT DATE / TIME			PLOT BY	CLIENT	SMTF S Site Map			A3		
<div><div></div>Site boundary</div> <div><div></div>Temporary barrier (by others)</div> <div><div></div>General construction vehicles route</div> <div><div></div>Site access construction vehicles route</div> <div><div></div>Construction area</div>				SCALES ON A3 SIZE DRAWING		NAME	DATE						M SIM	
						DRAWN	M.SIM						17/7/20	
						DRG CHECK	M.SIM						17/7/20	
						DESIGN								
				CO-ORDINATE SYSTEM		HEIGHT DATUM		DESIGN CHECK			PREPARED FOR	SHEET		
				MGA ZONE 56		AHD		TRAFFIC MNGR			Systems Connect			
											ISSUE STATUS	SHEET No.	ISSUE	
											FOR INFORMATION	1 of 1	0	

Appendix D. Compliance Matrix

Relevant conditions of approval.

Line	Conditions	SC Notes	Ref.	Compliance
E75	The CSSI must be designed, constructed and operated with the objective of integrating with existing and proposed road and related transport networks and minimising adverse changes to the safety, efficiency and accessibility of the networks, and facilitate an improved level of service in relation to permanent and operational changes. Detailed design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes shall be undertaken:	Southern Dive is utilising an existing site establishment.	2.1	Y
E75(a)	in consultation with, and to the reasonable requirements of the Traffic and Transport Liaison Group(s) established under Condition E77;	Refer to E81.	5	Y
E75(b)	in consideration of existing and future demand, connectivity (in relation to permanent changes), performance and safety requirements;	The work site does not involve any changes to existing road conditions by Line-Wide.	n/a	n/a
E75(c)	to minimise and manage local area traffic impacts;	Current access to Southern Dive site is through Local Roads. It is the only access. Traffic volume are managed with volume allowable by time based on traffic peak.	3; 3.3	Y
E75(d)	to ensure access is maintained to property and infrastructure; and	Current access to Southern Dive site is not impacting any properties	n/a	n/a
E75(e)	to meet relevant design, engineering and safety guidelines, including Austroads, Australian Standards, and RMS (RTA) requirements.	CTMP development is in reference to these documents. E75(e) serves as a reminder to ensure latest requirements and standards are considered in the CTMP development.	1.4	Y
E75	Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation before the commencement of the relevant works.	No new proposed signal on this CTMP.	n/a	n/a
E76	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Secretary upon request.	E76 refers to permanent work. Ausroads' Guide to Road Safety Part 6: Road Safety Audit has published "...Great effort has been taken by road authorities to provide adequate safety by the development of worksite safety manuals and roadworks code of practice. It may considered that these practices provide sufficient safety without the need for audits of temporary traffic arrangement." RSA on a temporary traffic management may not be providing any beneficial value. The site operations does not change from its current operations.	1.2	Y
E79	The Proponent must consult with the Relevant Road Authority regarding the use of any weight restricted road by heavy vehicles.	Routes proposed not travelling through weight restricted roads.	1.2	Y
E80	The Proponent must minimise truck movements during peak periods within commercial centres. Peak periods are 7am to 10am and 4pm to 7pm Monday to Friday.	Proposed trucks movement to this site is not within commercial centres.	n/a	n/a
E81	The Proponent must prepare and implement a Construction Traffic Management Framework (CTMF). The CTMF must be prepared in consultation with TTLG(s) and submitted to the Secretary for approval no later than one (1) month before the commencement of construction (or within any other timeframe agreed with the Secretary). The CTMF will set out the approach to managing issues across the CSSI and include but not be limited to:	Refer to E82.	1.3	Y
E81(a)	construction site access, including the efficient and safe egress and ingress of vehicles, consistent relevant Austroads, Australian Standards and RMS requirements;	Entry and exit to site are existing conditions.	n/a	n/a
E81(b)	the erection and maintenance of hoardings, scaffolds and associated structures on roads;	No such structures are proposed.	n/a	n/a
E81(c)	short and long term lane and road closures including those associated with plant, crane and other operations between the road reservation and construction site;	No lane closure are proposed.	n/a	n/a
E81(d)	cumulative construction vehicle management from surrounding developments;	LW and TSE are sharing the current EIS volume.	3	Y
E81(e)	bus stop and associated facilities relocation and service rerouting;	No bus stop along Edinburgh Road is proposed to be relocated.	n/a	n/a
E81(f)	short and long term works zones on roads adjacent to the construction site;	No work zone applied adjacent to construction site.	n/a	n/a
E81(g)	mail zone and associated facilities relocation;	No proposed relocation of mail zone.	n/a	n/a
E81(h)	short and long term works within the road reservation;	No road upgrade within LW scope.	n/a	n/a
E81(i)	regulatory, advisory and other signage changes and modifications;	No new proposed signages.	n/a	n/a
E81(j)	parking management, including on and off street and remote parking and access;	Parking is available within the compound in general. Refer condition in T12.	3; 4.2	Y
E81(k)	heavy vehicle management, the restriction (unless otherwise approved) of heavy vehicles to certain routes and the minimisation of heavy vehicle traffic in peak traffic periods;	(same as E80). Trucks are scheduled to miss traffic peak.	2	Y
E81(l)	special event management;	n/a along Southern Dive area.	n/a	n/a
E81(m)	the retention and reinstatement of emergency and property access;	Access is maintained. No modification to any access or driveways.	3.3	Y
E81(n)	the retention of user and passenger safety, including pedestrians, cyclists, public transport users, including at stops and related facilities;	No road is closed.	3.2	Y
E81(o)	incident response planning around construction worksites; and	Item identified on Section 1.2 bullet point 8.	1.2; 7	Y
E81(p)	monitoring of transport and access related impacts attributable to the CSSI.	Item identified on Section 1.2 bullet point 9. Refer to E75 (b) and (c).	1.2	Y
E82	Construction Traffic Management Plans (CTMPs), consistent with the CMF and CTMF required in Condition E81, must be prepared for each construction site in consultation with the TTLG(s), and submitted to the RMS for approval following Sydney Coordination Office endorsement before construction commences at the relevant construction site. A copy of any Construction Traffic Management Plans approved by the RMS must be submitted to the Secretary for information.	CTMP prepared with CTMF guidelines. CTMP first presented on TCG on 16 June 2020 and TTLG on 24 June 2020.	5	Y
E83	Where construction results in a worsening of the matters identified in Condition E81(a)-(o), the Proponent must review the measures identified in the CTMPs in consultation with the TTLG(s), as relevant. Any changes to the CTMPs must be submitted to the RMS for approval following Sydney Coordination Office endorsement and implemented.	This item was identified on Section 1.2 bullet point 9. CTMP review and update as required.	1.2	Y
E85	Heavy vehicle haulage must not use local roads unless no feasible alternatives are available.	Southern dive has to travel through Local Roads to get to the destination.	3.1; 3.3	Y
E86	During construction, measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses. Such arrangements must be outlined in the Business Management Plan required in Condition E64 and implemented as required. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	The CTMP does not propose any road closures etc.	n/a	n/a
E88	Details of haulage routes and heavy vehicle sizes to transport material to and from any construction site must be specified in the Construction Traffic Management Plan(s) and be approved by the RMS following endorsement by Sydney Coordination Office and consultation with the TTLG(s).	Route are detailed on section 3.2; and 3.3.	3.2; 3.3	Y
E89	The Proponent must implement traffic and transport management measures with the aid of a truck marshalling and logistics facility located within close proximity to the Sydney and North Sydney CBDs. The facility must be operational in advance of tunnel spoil generation. Details of the facility must be documented in the Ancillary Facilities Management Plan required by Condition A16.	(not applicable for this site)	n/a	n/a
E90	A Road Dilapidation Report must be prepared for local roads proposed to be used by heavy vehicles for the purposes of the CSSI before the commencement of use by such vehicles. Copies of the Road Dilapidation Report must be provided to the Relevant Council within three (3) weeks of completing the surveys and no later than one (1) month before the use of local roads by heavy vehicles.	Report to be submitted to council for information.	Dilap. Report on separate doc.	Y
E91	If damage to roads occurs as a result of construction of CSSI, the Proponent must either (at the landowner's discretion);	E91 is subject to E90.	n/a	n/a
E91(a)	compensate the landowner for the damage so caused. The amount of compensation may be agreed with the landowner; or	E91(a) is subject to E90.	n/a	n/a
E91(b)	rectify the damage so as to restore the road to at least the condition it was before construction commenced as identified in the Road Dilapidation Report(s).	E91(b) is subject to E90.	n/a	n/a
T1	Ongoing consultation would be carried out with (as relevant to the location) the CBD Coordination Office, Roads and Maritime Services, Sydney Trains, NSW Trains, the Port Authority of NSW, Barangaroo Delivery Authority, local councils, emergency services and bus operators in order to minimise traffic and transport impacts during construction.	In addition to CTMP Section 1.2, an active communications with the group is in place.	1.2	Y
T2	Road Safety Audits would be carried out at each construction site. Audits would address vehicular access and egress, and pedestrian, cyclist and public transport safety.	Refer to E76.	1.2	Y

T3	Directional signage and line marking would be used to direct and guide drivers and pedestrians past construction sites and on the surrounding network. This would be supplemented by Variable Message Signs to advise drivers of potential delays, traffic diversions, speed restrictions, or alternate routes.	Not applicable as no pavement realignment is to be completed.	1.2	Y
T4	In the event of a traffic related incident, co-ordination would be carried out with the CBD Coordination Office and / or the Transport Management Centre's Operations Manager.	Report traffic related incident to TMC command centre not to "CBD Coordination Office".	7	Y
T5	The community would be notified in advance of proposed road and pedestrian network changes through media channels and other appropriate forms of community liaison.	Community notification is in the early progress.	5	Y
T6	Vehicle access to and from construction sites would be managed to ensure pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasions, police presence.	All movements are in and out in one movement.	n/a	n/a
T8	Access to existing properties and buildings would be maintained in consultation with property owners.	No properties are impacted from this site operations.	3.3	Y
T9	All trucks would enter and exit construction sites in a forward gear, where feasible and reasonable.	Entry and exit gate available.	3	Y
T11	For special events that require specific traffic measures, those measures would be developed in consultation the CBD Coordination Office (for relevant locations), Roads and Maritime Services, Barangaroo Delivery Authority (for relevant locations) and the organisers of the event.	So special events known to this area.	n/a	n/a
T12	Construction sites would be managed to minimise construction staff parking on surrounding streets. The following measures would be implemented: •Encouraging staff to use public or active transport •Encouraging ride sharing •Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable. Transport for NSW would work with local councils to minimise adverse impacts of construction on parking and other kerbside use in local streets, such as loading zones, bus zones, taxi zones and coach zones.	The southern dive site has parking capacity of 300 vehicles.	4.1	Y
T13	Construction site traffic would be managed to minimise movements in the AM and PM peak periods.	Trucks are adjusted to take advantage of the lesser traffic conditions from 7pm to 5am time where trucks are generating better average speed, better fuel management and have less idle and stationary time as shown on the table.	3	Y
T14	Construction site traffic immediately around construction sites would be managed to minimise movements through school zones during pick up and drop off times.	No schools immediately within the work area.	n/a	n/a
T19	Where existing parking is removed to facilitate construction activities, alternative parking facilities would be provided where feasible and reasonable.	No modifications to existing conditions.	n/a	n/a
T21	The potential combined impact of trucks from multiple construction sites would be further considered during the development of Construction Traffic Management Plans.	TSE work is to be completed before mobilisation. If there is a potential of overlap between groups during the transition (handing over), the TSE is at the end state of the their work peak and does not generate trucks volume that is significant. A revised volume is being discussed.	3.3	Y
T22	Where existing footpath routes used by pedestrians and / or cyclists are affected by construction, a condition survey would be carried out to confirm they are suitable for use (eg suitably paved and lit), with any necessary modifications to be carried out in consultation with the relevant local council.	Not applicable for this site	n/a	n/a

Appendix E. (correspondence – attached as required)

Monthly Update – Marrickville dive site

September 2020

Sydney Metro is Australia's biggest public transport project.

Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 kilometre standalone metro railway system. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

John Holland CPB Ghella (JHCPBG) is building the 15.5 kilometre long twin railway tunnels between Chatswood and Sydenham and excavating six new metro stations. Systems Connect (a joint venture between CPB contractors and UGL Limited) is delivering line-wide work to turn the excavated tunnels into a working railway between Chatswood and Sydenham.

Upcoming work at Marrickville dive site and stabling yard

Current approved work hours at the Marrickville dive site are **7am to 6pm Monday to Sunday**. Work planned in September is summarised in the table below and work locations are shown on the map on the next page.

Location	Work during standard hours
Edinburgh Road and adjoining streets (see map next page)	<ul style="list-style-type: none"> Locating and making changes to underground utility services Upgrading underground drainage systems Making temporary changes to the road alignment, roundabouts and parking
Marrickville dive site and stabling yard	<ul style="list-style-type: none"> Building formwork, steel fixing and concrete work including concrete pumping Excavating and constructing the drainage network involving concrete work and installation of pre-fabricated concrete segments Removing concrete at various locations Tree and vegetation clearing within the site Piling, excavating and removing excavated material from the site Site investigations and set up of Systems Connect office Delivering materials and plant Using the dive site to access the tunnel for deliveries
Location	Out-of-hours work
Edinburgh Road and surrounding streets	<ul style="list-style-type: none"> Utility investigation and installation; changes to the road alignment, roundabouts and parking (mostly during standard hours, but some work will need to occur at night time)
Marrickville dive site and stabling yard	<ul style="list-style-type: none"> Some work within the site including crane lifts, excavation, formwork and concrete work may be undertaken outside standard construction hours Deliveries of plant and materials for work in the tunnels

What to expect

- Equipment used will include excavators, a piling rig, cranes, forklift, vacuum trucks, tippers, heavy vehicles, road sweeper, road saw, jack hammers, roller, auger bore, concrete trucks, asphalt pavers, and pumps.
- Periodic traffic and pedestrian changes will be required including lane and footpath closures. Traffic control and signage will be placed according to the specific work location. Automated traffic lights at the Railway Parade work site will remain in operation throughout the month.
- Extended concrete pours, finishing and cleaning work may be required outside standard construction hours on some occasions, involving concrete trucks and pumps, high pressure hoses, a small crane and excavators.
- Truck movements and deliveries to and from the site may occur outside standard construction hours.

Thank you for your cooperation while we complete this essential work. If you have any questions or would like to register for email updates, please call the community team on **1800 171 386** (24-hour community information line). For information about JHCPBG work, ask for **Dave** or email tunnels@transport.nsw.gov.au. For Systems Connect work, ask for **Grace** or email LinewideMetro@transport.nsw.gov.au.

Marrickville dive site work locations



SMCSWTSE-JCG-DSY-SH-NFS-030820

sydnymetro.info



Contact us

- 📞 1800 171 386 Community information line open 24 hours
- ✉️ tunnels@transport.nsw.gov.au
- 📍 Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240
- 🗣️ If you need an interpreter, contact TIS National on 131 450 and ask them to call 1800 171 386

Sim, Mong

From: George Tsaprounis <George.Tsaprounis@innerwest.nsw.gov.au>
Sent: Thursday, 24 September 2020 1:23 PM
To: Sim, Mong
Cc: Manoj Isac; Jennifer Adams; Phoon, George; Tibbett, Simon; Bitmanis, Jason; Kevin Barry; Ash Jarvis; Manod Wickramasinghe
Subject: RE: council consent for rail delivery trucks to use Marrickville local roads
Attachments: Southern Dive Rev D_compressed.pdf

Hi Mong,

I have reviewed the CTMP (as attached) and I have discussed this matter with you and I concur with the CTMP subject to the following conditions;

1. The median island at Fitzroy Street and Edinburgh Road (eastern leg) if damaged as a result of an oversized truck(s) shall be replaced at the applicant's expense and to Innerwest Council satisfaction. The applicant is to provide comprehensive photographic evidence (date and time stamp) of the condition of the median island before the proposed truck/delivery route comes into effect and immediately after the proposed truck/delivery routes ceases use (effectively only for the proposed 25m long delivery vehicles. That is, 5-7 nights from 28th September, 2020).
2. Council has agreed to the closure of a section of Edinburgh Road between Murray Street and Railway Parade to allow for works. This section of Edinburgh Road is to be closed for a 6 week period from 12 September, 2020 to 24 October, 2020. Future 25m long truck deliveries which occur outside of this closure date shall revert back to Bedwin Road Bridge, Railway Parade and Edinburgh Road. A turning movement analysis shall be undertaken on all relevant Council roads for the proposed 25m long trucks, a verification of load capacity of the Bedwin Road bridge shall be undertaken and comprehensive photographic evidence (before and after) on all affected traffic islands and K&G shall be undertaken. Repair/replacement of stated infrastructure as a result of damage during the period of approval shall be at the applicant's expense.
3. Night deliveries involving Fitzroy Street (outside of the period 12 September, 2020 to 24 October, 2020) shall revert back to normal approval conditions for the route/Street.

Happy to discuss.

Regards,

George

George Tsaprounis

Coordinator Traffic Engineering Services

p +61 2 9335 2215 e George.Tsaprounis@innerwest.nsw.gov.au



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.

Solar Garden

Click here to find out more

From: Sim, Mong <Mong.Sim@sclww.com.au>

Sent: Wednesday, 23 September 2020 9:40 AM

To: George Tsaprounis <George.Tsaprounis@innerwest.nsw.gov.au>

Cc: Manoj Isac <manoj.isac@innerwest.nsw.gov.au>; Jennifer Adams <jennifer.adams@innerwest.nsw.gov.au>; Phoon, George <George.Phoon@sclww.com.au>; Tibbett, Simon <Simon.Tibbett@sclww.com.au>; Bitmanis, Jason <Jason.Bitmanis@sclww.com.au>; Kevin Barry <Kevin.Barry@transport.nsw.gov.au>; Ash Jarvis <Ash.Jarvis2@transport.nsw.gov.au>

Subject: council consent for rail delivery trucks to use Marrickville local roads

George,

A CTMP detailing rail sections delivery route via the Princes Highway to Railway Road – Marrickville Road – Buckley Street – Sydenham Road – Fitzroy Street – Edinburgh Road – Sydney Steel Road to the Marrickville site was first submitted (Rev. A) on 15 July 2020 via TeamBinder. A fourth revision, Revision D was sent on 16 Sept 2020.

The CTMP is pending council's consent/confirmation for using the proposed route.

Please can you provide a written confirmation for council no objection or a conditional approval.

Work is planned for the 28 Sept and is urgently requiring IWC input.

Please let me know if you need further details. A copy of the CTMP is attached for information.

Regards

Mong Sim

Project Engineer - Systems Connect
Sydney Metro City & Southwest Line-wide Works



Levels 1 and 3 116 Miller Street, North Sydney, NSW 2060, Australia

T M 0448 378 883

E Mong.Sim@sclww.com.au

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LWC General Correspondence

Reference No: SMCSWLWC-RMS-LWC-GEN-000040
Project Title: Sydney Metro City & Southwest - LWC, TSOM
Contract No: LWC - Line Wide Contracts
Sub Contract: -
Orig Ref No:
DLM:

Date: 29 September 2020, 10:23 PM **Response required by:**

From: Carl Mella (Roads and Maritime Services (part of TfNSW division))

To: Susan Dai (Systems Connect)

Cc: Chris Berg (Sydney Metro) ; Ken Hind (Sydney Metro) ; JOSE ARGUETADOMINGUEZ (Sydney Metro) ; Phil Brogan (Sydney Metro) ; Nathan Hoffmeister (Sydney Metro) ; Deepak Shahani (Sydney Metro) ; Errol Pather (Sydney Metro) ; Quac Minh LA (Roads and Maritime Services (part of TfNSW division)) ; Carl Mella (Roads and Maritime Services (part of TfNSW division)) ; Jake Coles (Sydney Coordination Office) ; Hugh Chapman (Sydney Metro) ; Ali Faniad (Sydney Metro) ; Oscar Wang (Sydney Metro) ; Hayden Wright (Sydney Metro) ; Mathew Billings (Systems Connect) ; Mark Marriott (Sydney Metro) ; Jill Downing (Systems Connect) ; Kirimaru Friscan (Systems Connect) ; Mathew Johnston (Systems Connect) ; Mong Sim (Systems Connect) ; John Grant (Systems Connect)

Subject: **Construction Traffic Management Plan - SMTF South Site Operations - TfNSW (former RMS) approval**

Susan

In reference to your transmittal SMCSWLWC-SYC-TX-003673 dated 24/09/2020.

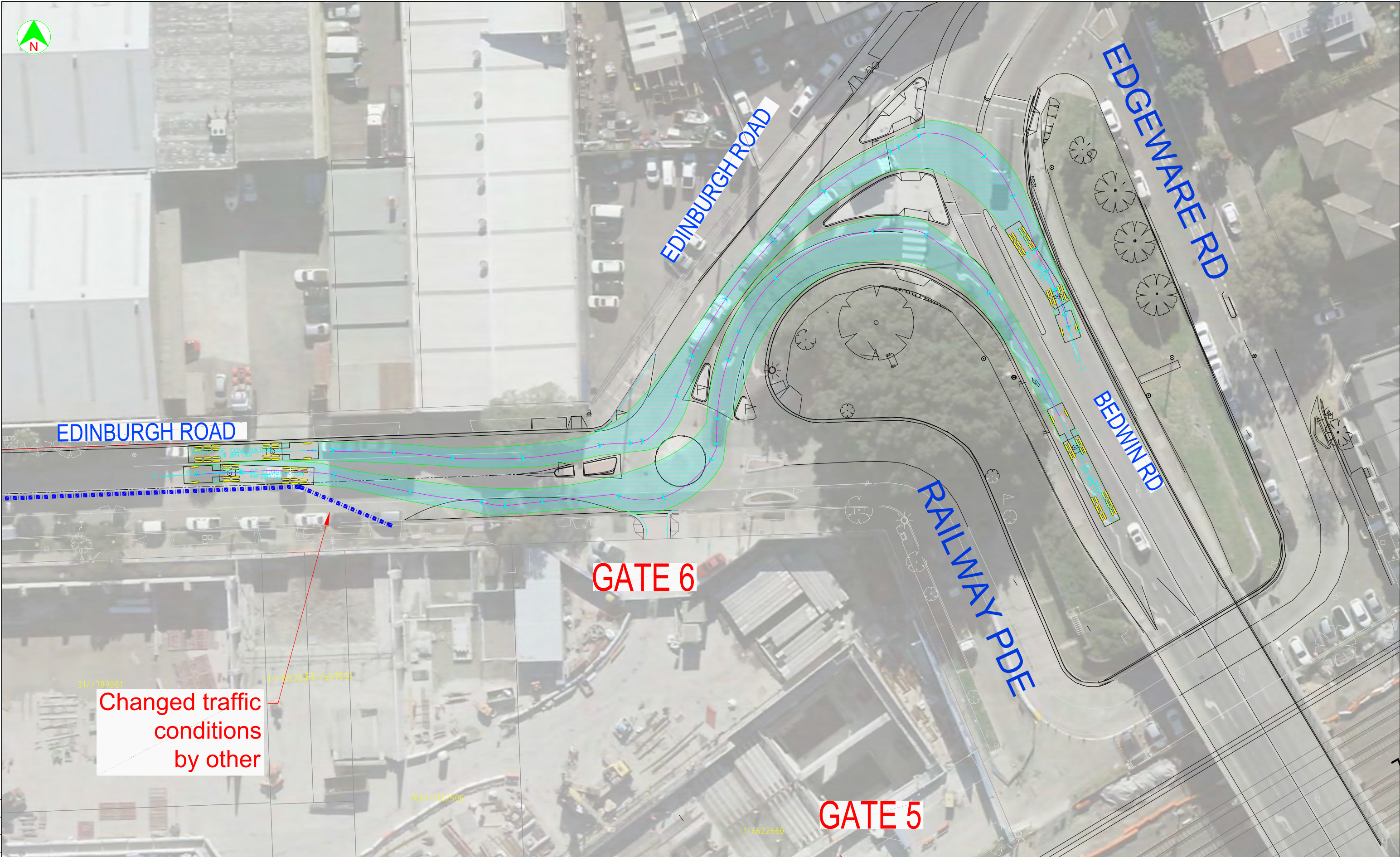
In accordance with Schedule C1 Appendix A.9 Section 2.1 (c) and 2.2 (c) of the Principal's General Specifications G10 – Traffic and Transport Management and Minister's Condition of Approval E82 for the Sydney Metro City & South West, Transport for NSW – Greater Sydney – Planning and Programs, and the Transport Coordination Office approve the Sydney Metro City & South West Traffic Management Plan – Line Wide Works – SMTF South Site Operations (SMCSWLWC-SYC-SFC-TF-PLN-003852.E.RVW.E.01) for the Sydney Metro City & South West project subject to the following requirements:


- providing 19m vehicles swept paths for the nominated early access route via Bedwin Rd and Edinburgh Rd for consideration before commencing use of 19m vehicles on this route, given the changed geometry of Edinburgh Rd;
- community notifications regarding the rail deliveries via the non-EIS approved route being distributed with the appropriate lead times in accordance with the project requirements;
- obtaining Road Occupancy Licenses (RoLs) from the Transport Management Centre as required;
- complying with construction vehicle routes as approved by TCO/TfNSW and shown in Appendix B of the CTMP;
- addressing any safety issues identified within the Road Safety Audit review for this CTMP in advance of any works commencing;
- addressing any issues raised by Council, STA, Taxi Council, residents/businesses or Emergency Services in the CTMP approval process;

- addressing the requirements arising as an outcome of the Local Traffic Committee meeting;
- promptly addressing any TCO and/or TMC and/or TfNSW issue that eventuates during the works

Regards,
Carl

	Design Series:	
Discipline:	Design Lots:	Location:



		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		A3						
LEGEND		SCALES ON A3 SIZE DRAWING		TITLE	NAME						DATE			
		SCALE 1:200  AT A3		DRAWN	M.SIM	14/10/20	19m semi turning verification at Bedwin Road - Edinburgh Road area during the changed road geometry.							
				DRG CHECK	M.SIM	14/10/20								
				CO-ORDINATE SYSTEM MGA ZONE 56		HEIGHT DATUM AHD		DESIGN			SHEET			
								DESIGN CHECK						
				TRAFFIC MNGR			PREPARED FOR		Systems Connect		ISSUE STATUS		SHEET No.	ISSUE
							FOR INFORMATION				1 of 1	0		

Appendix F – Construction route update



LEGEND

Updated construction vehicle route

Current EIS nominated route

CO-ORDINATE SYSTEM
MGA ZONE 56

HEIGHT DATUM
AHD

PLOT DATE / TIME

PLOT BY
M SIM

CLIENT

SCALES ON A3 SIZE DRAWING

TITLE

NAME

DATE

DRAWN

DRG CHECK

DESIGN

DESIGN CHECK

TRAFFIC MNGR

PREPARED FOR

Systems Connect

Marrickville Site

Construction Vehicle Route Update to include:
Edinburgh Road between Victoria Road and Sydney Steel Road;
Railway Parade between Edinburgh Road and Edgware Road

SHEET

ISSUE STATUS

FOR INFORMATION

SHEET No.

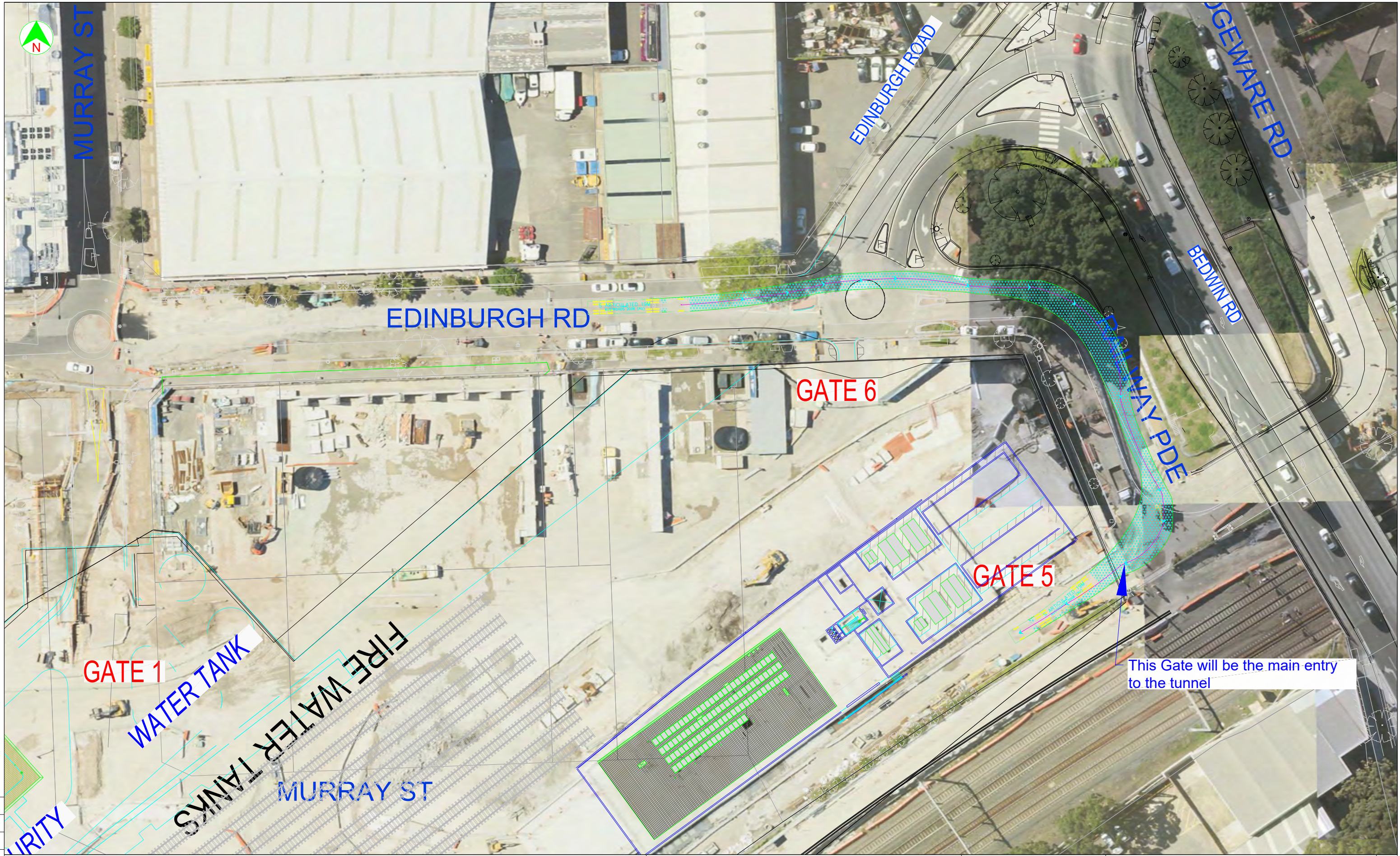
1 of 1

ISSUE

0

A3

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
150mm ON A3 SIZE ORIGINAL



		PLOT DATE / TIME		PLOT BY M.SIM		CLIENT					
LEGEND		SCALES ON A3 SIZE DRAWING		TITLE	NAME		DATE	Marrickville Site 19m semi turning verification into Gate 5 from Railway Parade <div>SHEET</div>			
				DRAWN	M.SIM		26/2/21				
				DRG CHECK	M.SIM		26/2/21				
				DESIGN							
				DESIGN CHECK			PREPARED FOR	Systems Connect			
				TRAFFIC MNGR							
		CO-ORDINATE SYSTEM		HEIGHT DATUM				ISSUE STATUS		SHEET No.	ISSUE
		MGA ZONE 56		AHD				FOR INFORMATION		1 of 1	0

Appendix G – Parking lane closure at Edinburgh Road

Water main Installation work at Edinburgh Road

1.1. Introduction

The Marrickville train facility requires a new water connection to be supplied from a water main source located under the existing footpath at the Edinburgh Road. The work requires approx. 140m of HDPE pipes to be installed underground.

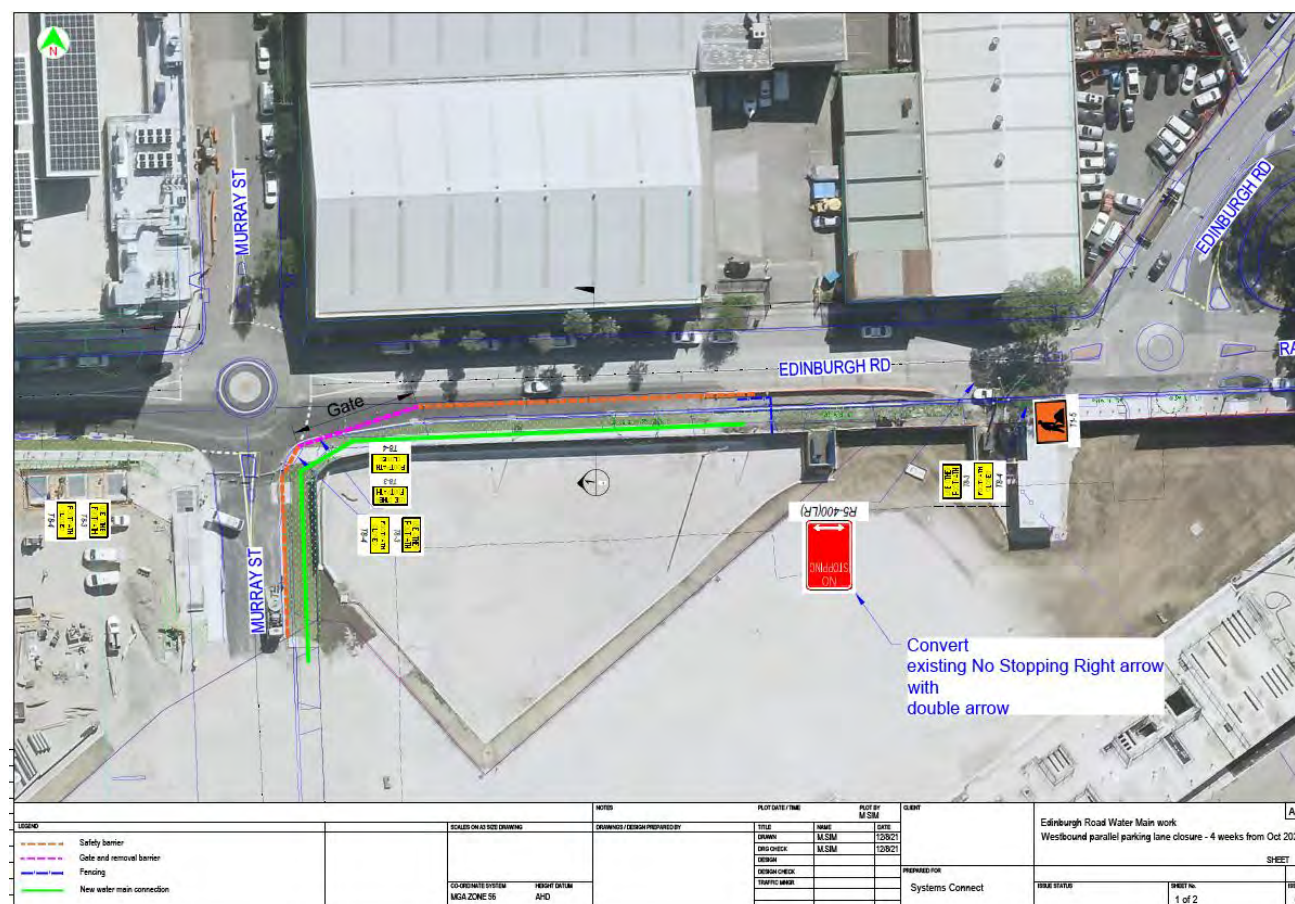


Figure 1. New alignment of the water main from the site to the water supply source

The installation of the water main requires the footpath and the parallel parking lane to be temporarily closed to allow for the excavation and installation work from October 2021 for approximately 4 weeks. Trafficable lane is not impacted. A row of temporary safety barrier will be installed off the parking lane (work area) to provide a work separation from general through traffic.

A work program is attached below:

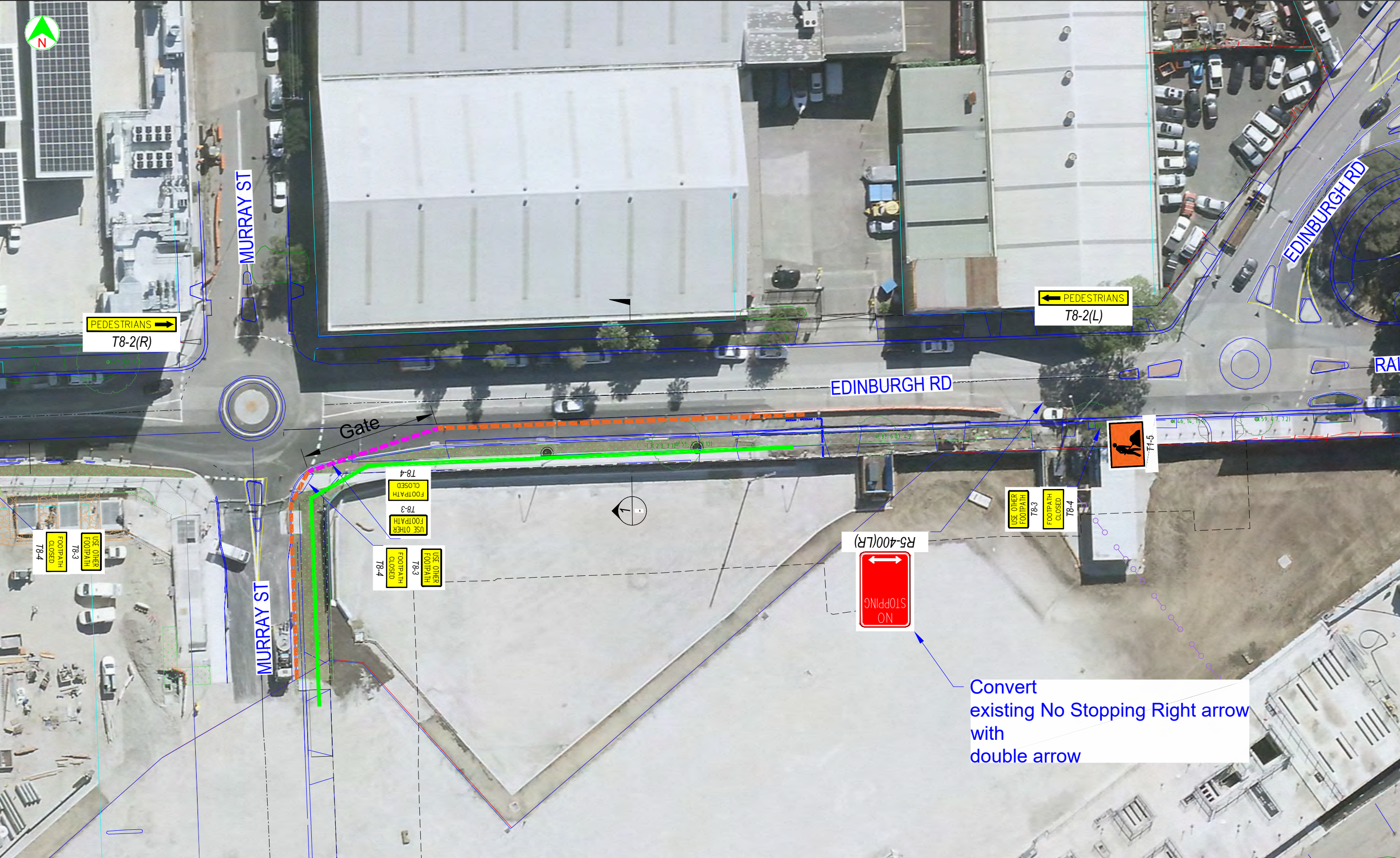
	Monday, 4 October 2021	Tuesday, 5 October 2021	Wednesday, 6 October 2021	Thursday, 7 October 2021	Friday, 8 October 2021	Saturday, 9 October 2021	Sunday, 10 October 2021	Monday, 11 October 2021	Tuesday, 12 October 2021	Wednesday, 13 October 2021	Thursday, 14 October 2021	Friday, 15 October 2021	Saturday, 16 October 2021	Sunday, 17 October 2021	Monday, 18 October 2021	Tuesday, 19 October 2021	Wednesday, 20 October 2021	Thursday, 21 October 2021	Friday, 22 October 2021	Saturday, 23 October 2021	Sunday, 24 October 2021	Monday, 25 October 2021	Tuesday, 26 October 2021	Wednesday, 27 October 2021	Thursday, 28 October 2021	Friday, 29 October 2021
Work area setup (night)	x																									
Excavation and installation		x	x	x	x			x	x	x	x	x			x	x	x	x	x							
Commissioning																							x	x	x	x
Removal of work area (night)																										x





*Date subject to change

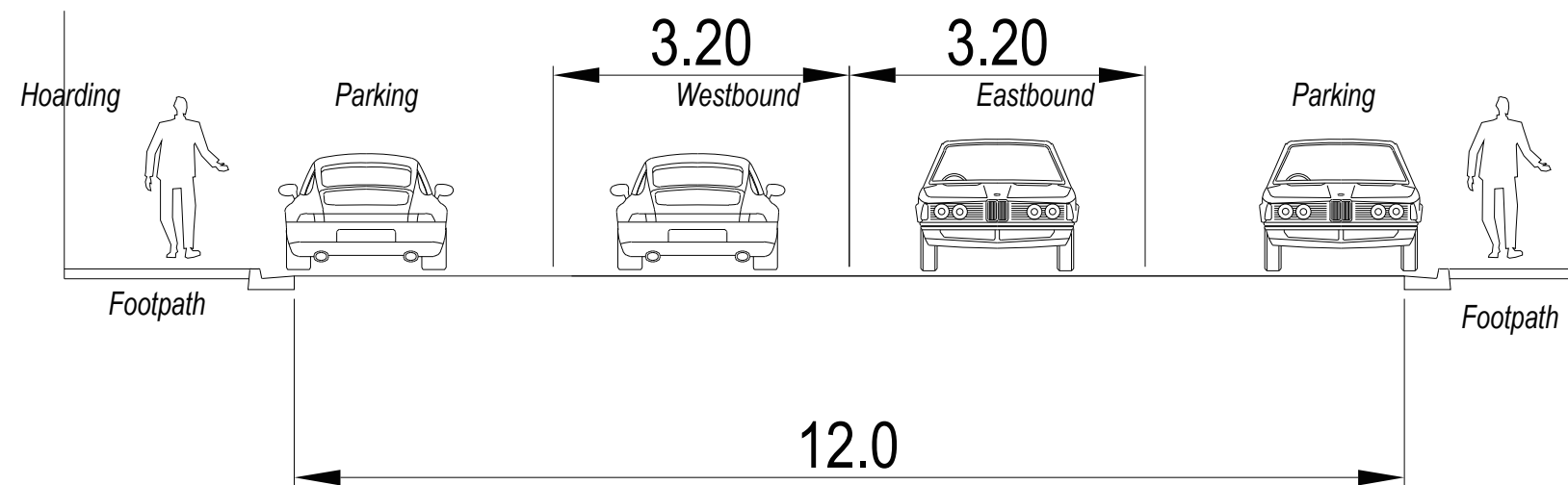


Figure 2. Edinburgh Road looking towards Murray Street

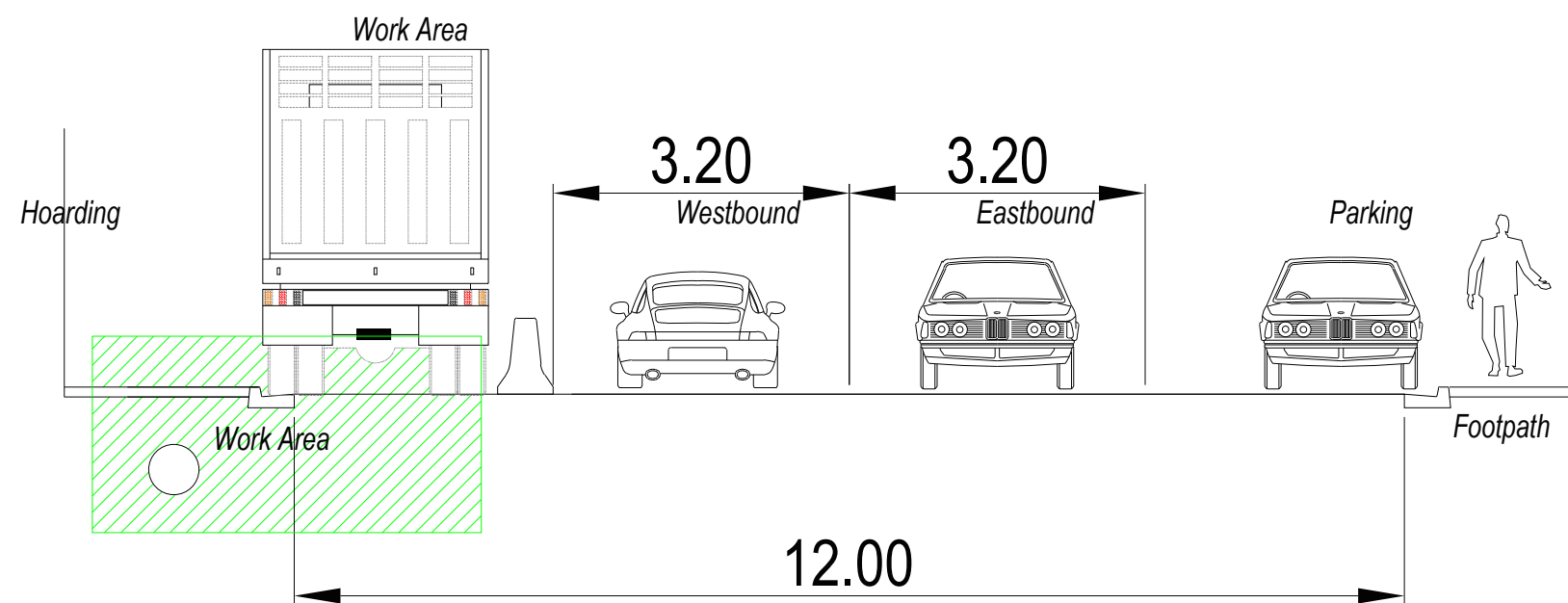
Construction traffic into the work site is shown on the turning path below. Construction vehicle entering the work area is expected to be minimal. The work area is tight and could only fit one rigid truck at a time. Estimated movement to the work area is approx. 2 – 4 trucks per day.



			NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Edinburgh Road Water Main work Westbound parallel parking lane closure - 4 weeks from Oct 2021			A3	
LEGEND			SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE	NAME							DATE
 Safety barrier							DRAWN	M.SIM							12/8/21
 Gate and removal barrier							DRG CHECK	M.SIM							12/8/21
 Fencing							DESIGN			PREPARED FOR		SHEET			
 New water main connection							DESIGN CHECK								
							TRAFFIC MNGR								
										Systems Connect		ISSUE STATUS		SHEET No. 1 of 2	ISSUE 0





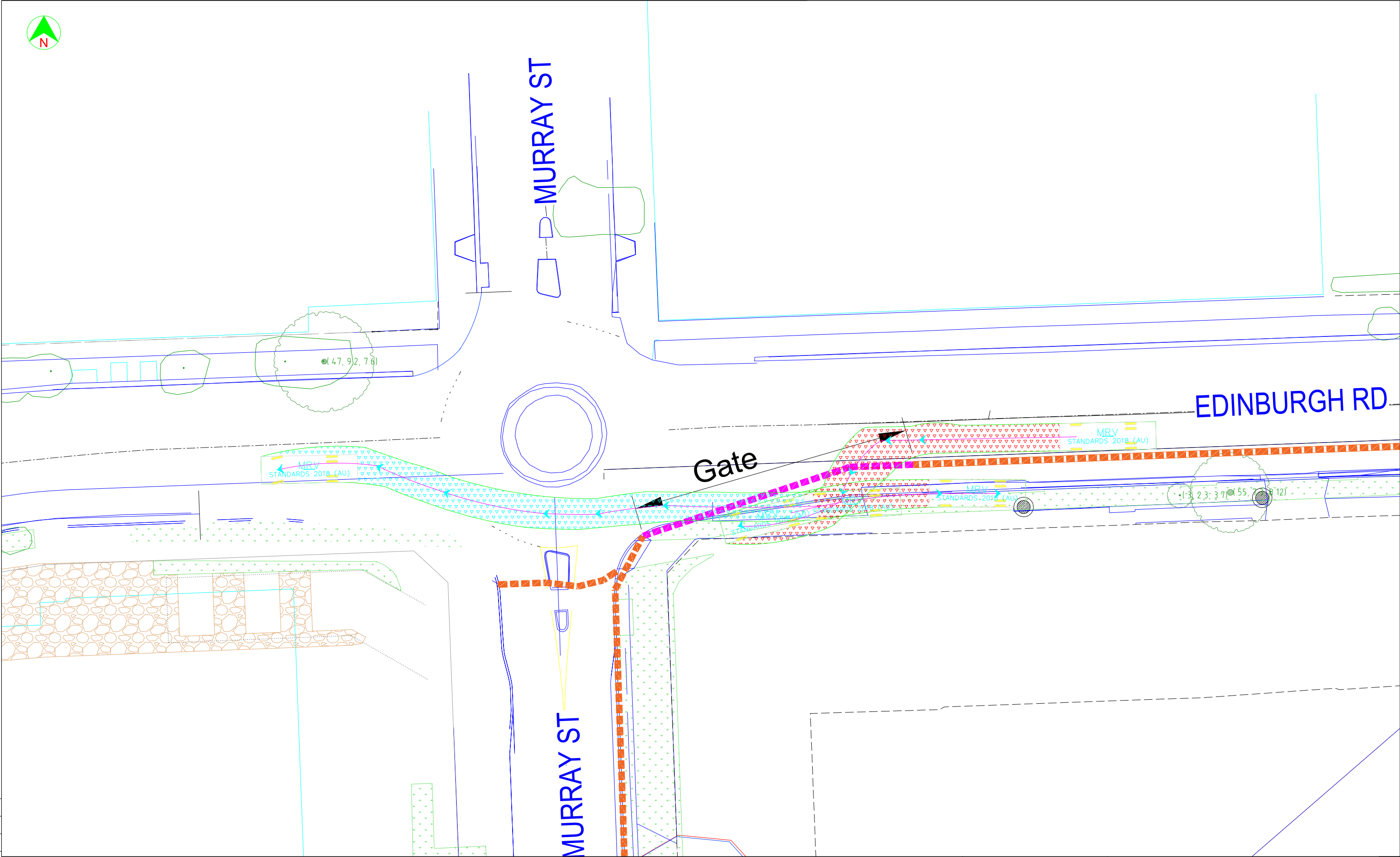
SECTION 1 Existing Conditions
SCALE 1: -








SECTION 1 Proposed during watermain installation
SCALE 1: -



			NOTES	PLOT DATE / TIME		PLOT BY	CLIENT		A3	
LEGEND			SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	Edinburgh Road Water Main work Westbound parallel parking lane closure - 4 weeks from Oct 2021	SHEET	
Safety barrier				DRAWN	M.SIM	12/8/21	PREPARED FOR			
 Gate and removal barrier				DRG CHECK	M.SIM	12/8/21				
 Fencing				DESIGN						
New water main connection				DESIGN CHECK						
			CO-ORDINATE SYSTEM	HEIGHT DATUM	TRAFFIC MNGR			Systems Connect	ISSUE STATUS	SHEET No.
			MGA ZONE 56	AHD						
									</	



				NOTES	PLOT DATE / TIME		PLOT BY M SIM	CLIENT		Edinburgh Road Water Main work Construction vehicle entry and exit to work area			A3
LEGEND			SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE						
	Safety barrier		Truck entry path		DRAWN	M.SIM	12/8/21						
	Gate and removal barrier				DRG CHECK	M.SIM	12/8/21						
	Fencing		Truck exit path		DESIGN				PREPARED FOR		SHEET		
					DESIGN CHECK								
					TRAFFIC MNGR								
				CO-ORDINATE SYSTEM	HEIGHT DATUM				Systems Connect		ISSUE STATUS	SHEET No.	ISSUE
				MGA ZONE 56	AHD							1 of 1	0



LEGEND			NOTES		PLOT DATE / TIME		PLOT BY		CLIENT		A3	
Safety barrier			DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE		Edinburgh Road Water Main work	
Gate and removal barrier			Mong Sim.		DRAWN		M.SIM		30/8/21		TCP - Concrete barrier setup for the closed section of parallel parking at Edinburgh Road, Marrickville	
Fencing			PWZTMP Card # 0052317834		DRG CHECK		M.SIM		30/8/21		SHEET	
Work area					DESIGN						SC TCP ER 1000	
					DESIGN CHECK						ISSUE STATUS	
					TRAFFIC MNGR						SHEET No.	
											1 of 1	
											ISSUE	
											0	

Appendix H – Traffic Management at Sydenham station

Fundamentally majority of construction vehicles will be still entering into the rail corridor via existing Gate 5 off Railway Parade. Remainder of the lesser construction traffic working in the platform area of the station will be entering via the new driveway off Sydenham Road at a frequency of approx. 1 - 2 movement per week. Maintenance management crew (drainage or enviromental) for the vacant lane (swale area) will enter the area via Garden Street at a very low volume on a as required basis.

1.2. Traffic Management at Sydenham Road

A temporary “Pedestrian Watch For Turning Vehicles” will be installed on both sides of the Sydenham new permanent driveways to highlight the site is still a construction site. Additional supplementary stick on signs “Look out for trucks” will also be installed on the ground similar to TfNSW truck aware campaign design. The new driveway is in an urban environment and it is currently unsignposted on its final design. Pedestrians and entering vehicles are to co-exists in these environments and are expected to allow movements to the other entity when required. For example the vehicles are expected to wait till the group of pedestrians has cleared and also acknowledging there could be general traffic behind queing behind the turning vehicles. Pedestrians are also expected to provide an opportunity for the entering/exiting vehicles to enter or leave the driveways.



Figure 2. Access into the Sydenham Station via Sydenham Road

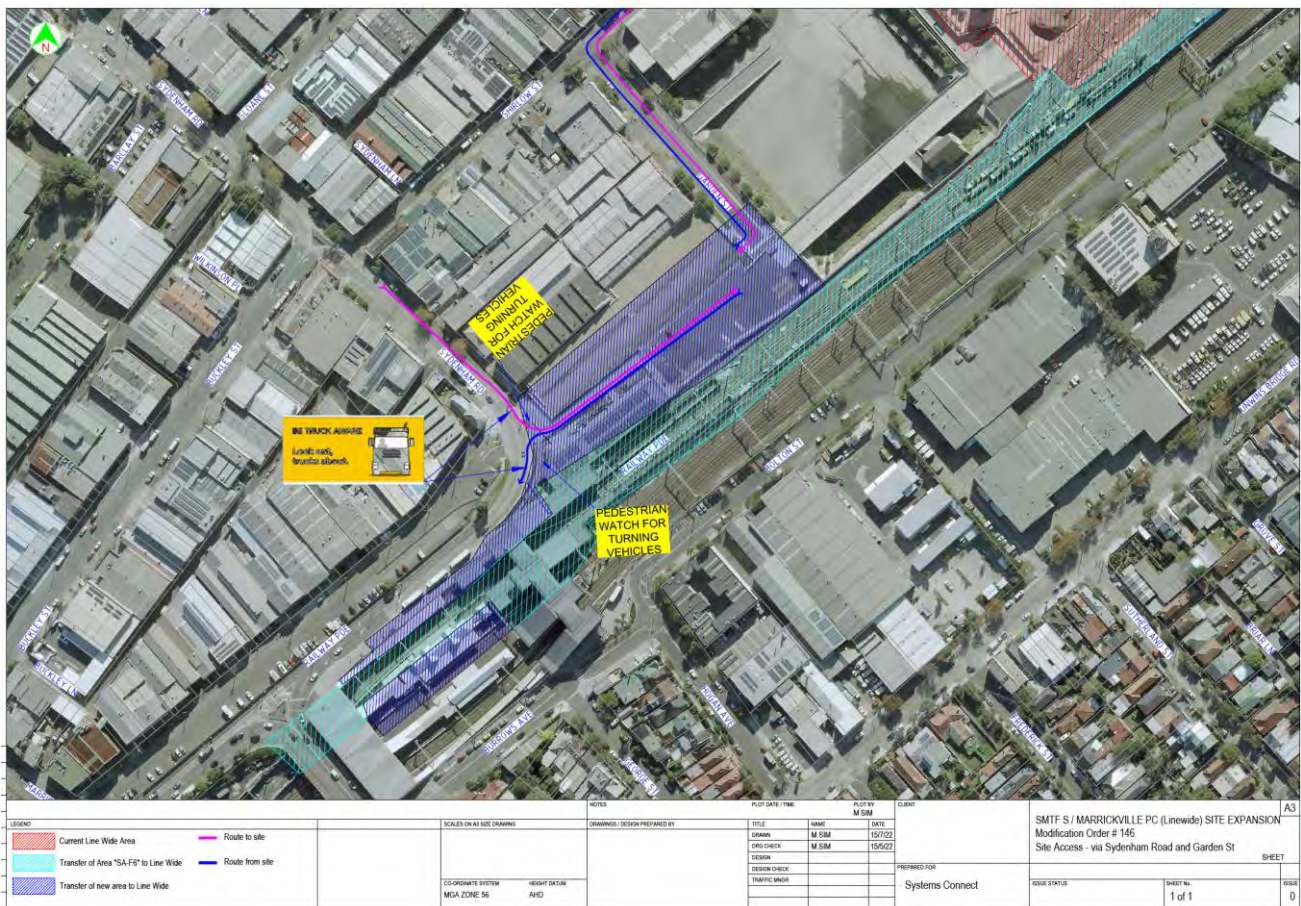


Figure 3. Access into the Sydenham Station via Sydenham Road and Garden Street

1.3. Traffic Management at Garden Street

Minimal construction traffic will be needing be at the area off Garden Street unless it is for maintenance or inspection work. Construction traffic will be travelling normally to this site via the entry Garden Street. Due to the sheer low volume, no temporary signs are required for this site gate.



Figure 4. Gate to site (the swale and not an active work site). View from Garden Street

1.4. Traffic Management at Gate 5 off Railway Parade

Construction traffic to this site is covered on CTMP update Rev 1 Appendix F previously. Refer to Appendix F for more information.

1.5. Attachments – TGS (sign posting plan only), construction vehicle route, overall area map



LEGEND		NOTES		PLOT DATE / TIME		PLOT BY		CLIENT		A3	
Current Line Wide Area		Route to site		TITLE		NAME		DATE		SMTF S / MARRICKVILLE PC (Linewide) SITE EXPANSION	
Transfer of Area "SA-F6" to Line Wide		Route from site		DRAWN		M.SIM		15/7/22		Modification Order # 146	
Transfer of new area to Line Wide		CO-ORDINATE SYSTEM		DRG CHECK		M.SIM		15/5/22		Site Access - via Sydenham Road and Garden St	
		HEIGHT DATUM		DESIGN						SHEET	
		MGA ZONE 56		DESIGN CHECK						ISSUE STATUS	
		AHD		TRAFFIC MNGR						SHEET No.	
										1 of 1	
										ISSUE	
										0	



AREA 'SA-F1' DERIVED FROM WARREN SMITH & PARTNERS PIL PDF PLAN (REF. Sydenham revised SMTFS footprint with Sydney Water culverts under the SM...pdf, DATE: MAR 2018) PROVIDED BY TRANSPORT FOR NSW ON 05.04.2018. AREA 'SA-F1' GEOMETRY IS APPROXIMATE AND INDICATIVE ONLY.

Note: areas with red boundary within Sydenham station area are added areas to the SA-F6.

Sketch