

Traffic Management Plan – Bligh Street Site Access (supplementary to Principal Contractor's CTMP)

Line-wide Works Contract Sydney Metro City & Southwest

Project number: C600

Document number: SMCSWLWC-SYC-SMP-TF-BRN-005743

Revision date: 16 November 2020

Revision: A

Document Approval

Rev.	Date	Prepared by	Reviewed by	Recommended by	Approved by	Remarks
Α	16 Nov 2020	Mong Sim	Adam Binning	Jennan Becirevic	Scott Hunter	Initial submittal.
Signa	iture:	10	a B	8		

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
А	Issued for stakeholder review.

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1. Summary - Bligh Street Site Access

1.1. Access and Deliveries (Line-Wide Scope)

This briefing note addresses the logistics requirement to enter into Martin Place tunnel section from the Bligh Street compound via O'Connell Street. Logistics requirement to deliver concrete, tunnel fittings and various machineries (EWPs, small cranes) into the tunnel. This briefing note will form part of the Martin Place principal contractor's "Sydney Metro Martin Place Construction Traffic Management Plan".

Access from O'Connell Street into the tunnels via the Bligh Street compound is necessary in the Line-Wide scope to complete the tracks and tunnels fittings work. Access into the Martin Place tunnel site via the main Martin Place site gate off Castlereagh Street or Elizabeth Street is not possible due to the on-going work for the station.

The Bligh Street site is located at O'Connell St near Hunter Street intersection.

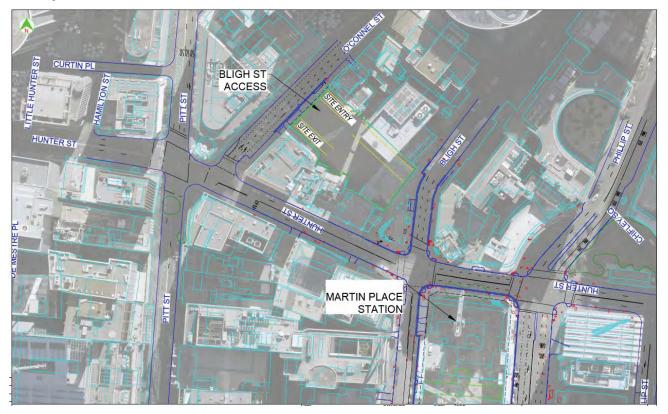


Figure 1 – Bligh St. site locality map (aerial photo is taken in August 2020). Refer to Appendix A for attachment.

Delivery routes to the site is via the approved routes shown below.



Figure 2. Delivery routes to the Bligh Street compound. Refer to Appendix B for larger print.



Figure 3. Bligh Street site looking from O'Connell St.

All deliveries to the Bligh Street compound will be coordinated 48 hours in advance in accordance to the principal contractor's nominated delivery management program – Voyer or similar per MP Integrated Station Development Construction Interface Management Plan Section 8.4).

Line-Wide will be responsible for all necessary permits (TCP, ROLs, council permits where applicable) and compliance including any audits or non-conformance reports.

Deliveries are generally consisting of ready mix concrete and tunnel fittings component (sleepers, M&E equipment) up to 12.5m long vehicle. Oversized load may require lane closure at O'Connell Street for unloading and these are generally handled during out of hours. Line-Wide will be managing all out of hours deliveries.

2. Traffic and Transport Management

2.1 Traffic Impact

Deliveries are not expected to cause major disruption to the area. Trucks over 12.5m are able to turn left straight into the entry gate similar to any turning movement into a driveway. Movements are low and insignificant to cause any impact to the road network. There shall be no queing or truck mashalling for the work.

2.2 Business / Resident Access

There are no impacted businesses nor residents access during the work.

2.3 Bus Operations

The work will not be impacting the operations of the bus.

2.4 Emergency Services

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

2.5 Pedestrian

Trucks are to giveway to pedestrian if there are pedestrians near the gates. There are existing flashing lights and signs on site cautioning pedestrians and other traffic to take extra care before the driveways. Traffic controllers are available on each gate to control pedestrians for truck movements.

2.6 Parking

Parking is not impacted from the work. The work area is with in the site driveways and existing loading zone.

2.7 Cyclist

No impact cyclist.

3. Stakeholder Key Contacts

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

Name	Role	Contact Details
Carl Mella	Transport NSW (Sydney Roads) – Integration Leader	0429 505 970
Jake Coles	Sydney Coordination Office - Operations Manager – CBD	0466 454 819
Stephen Brown	Sydney Coordination Office - Precinct Project Manager	0457 809 028
Phil Brogan / Ken Hind	Sydney Metro – Traffic Advisor	0401 719 632 0416 797 029
Josh Faull	City of Sydney Traffic & Transport Team Leader	0448 488 384
Matt Billings	Systems Connect – Environment Manager	0428 781 599
Jennan Becirevic	Systems Connect – Project Manager	0408 692 480
Craig Godwin	Systems Connect – Safety Manager	0458 498 107
Svetlana Paunovic	Systems Connect – Community Manager	0438 540 245
John McKosker	Systems Connect – Superintendent	0409 803 110
Mong Sim	Systems Connect – Traffic Engineer	0448 378 883
Adam Binning	Systems Connect – Sr. Traffic Engineer	0407 208 827

Name	Role	Contact Details
Cameron Savage	Martin Place ISD Sr. Project Engineer	0412 592 270

4. Communications and Community Strategy

Systems Connect (Line-Wide) 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 (City of Sydney, TfNSW and Sydney Metro) 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 (Line-Wide) will coordinate engagement with Sydney Metro, OSD Principal Contractor and the members of the TTLG to enable the local community and other stakeholders to receive timely and accurate information associated traffic and transport issues.

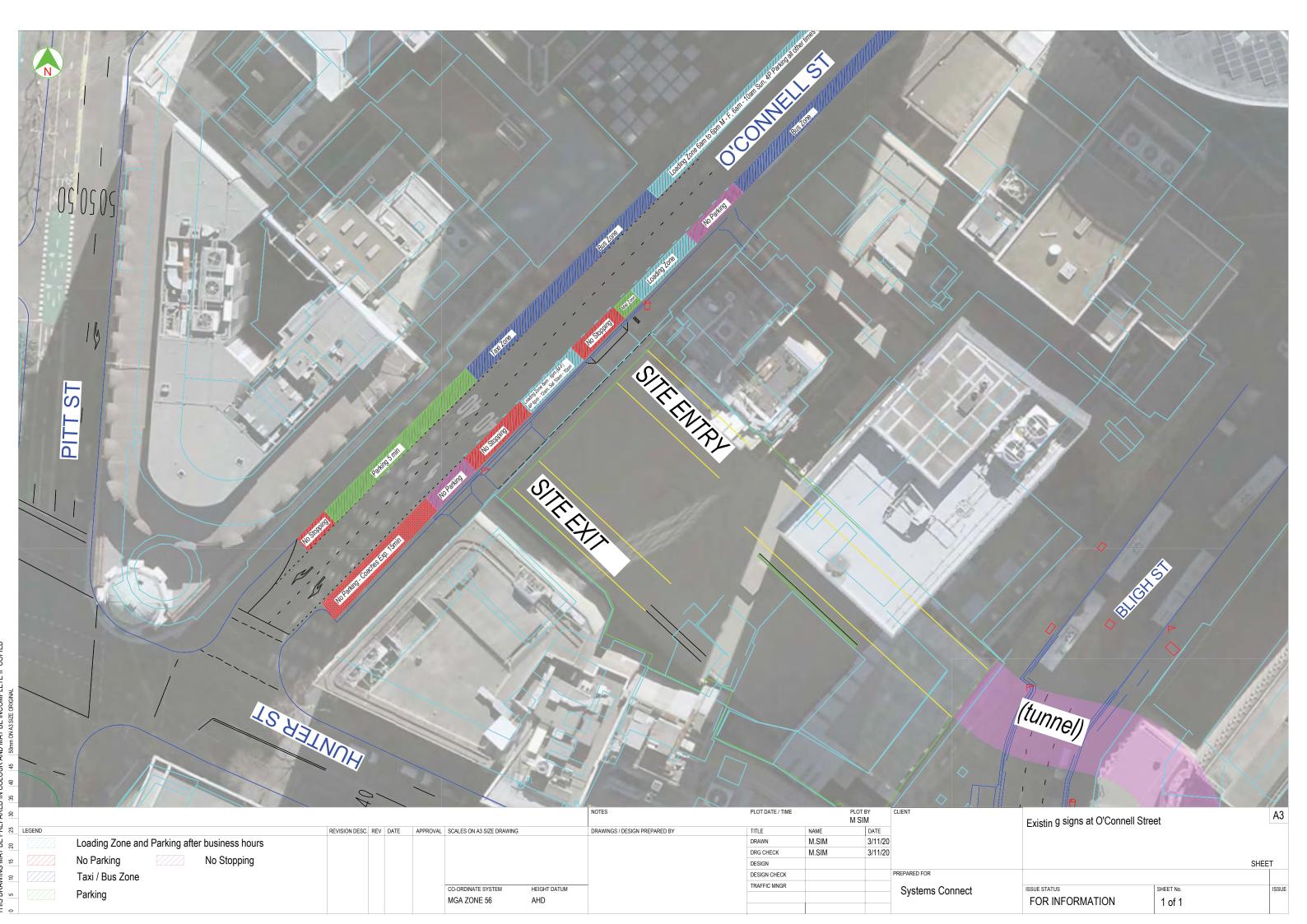
Tool	Purpose	Frequency
Traffic alert emails	Email alerts to Sydney Roads , Transport Management Centre, Council, transport operators and emergency services to advise of major traffic changes including road or lane closures and detours, incidents or undue congestion	5 business days prior to changes if applicable 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/or 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	As required
Community information line	Information to the project details with message service via an 1800 number	As required
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	As required

Tool	Purpose	Frequency
Systems Connect website	Information about the site 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.

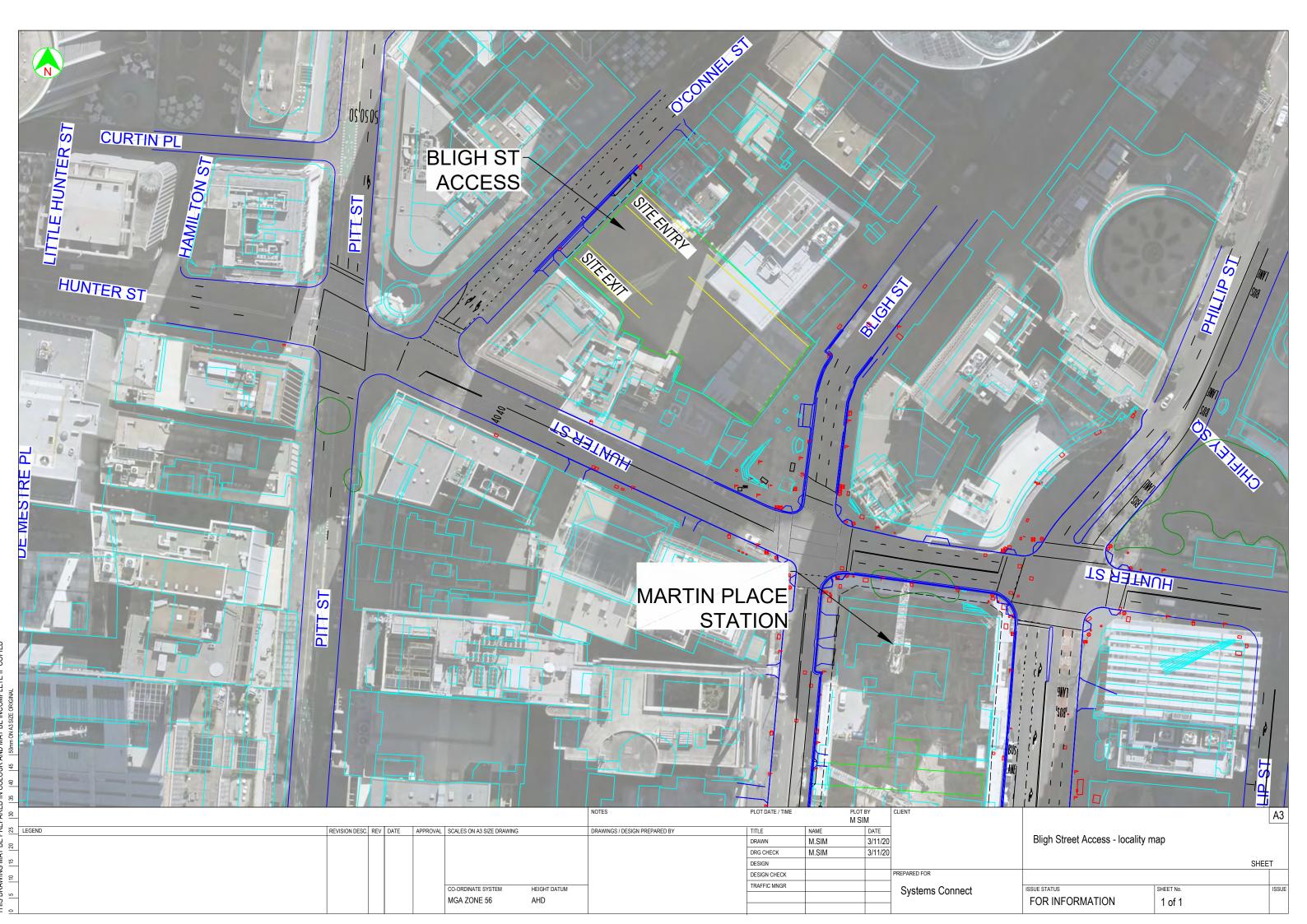
PART C – Appendices

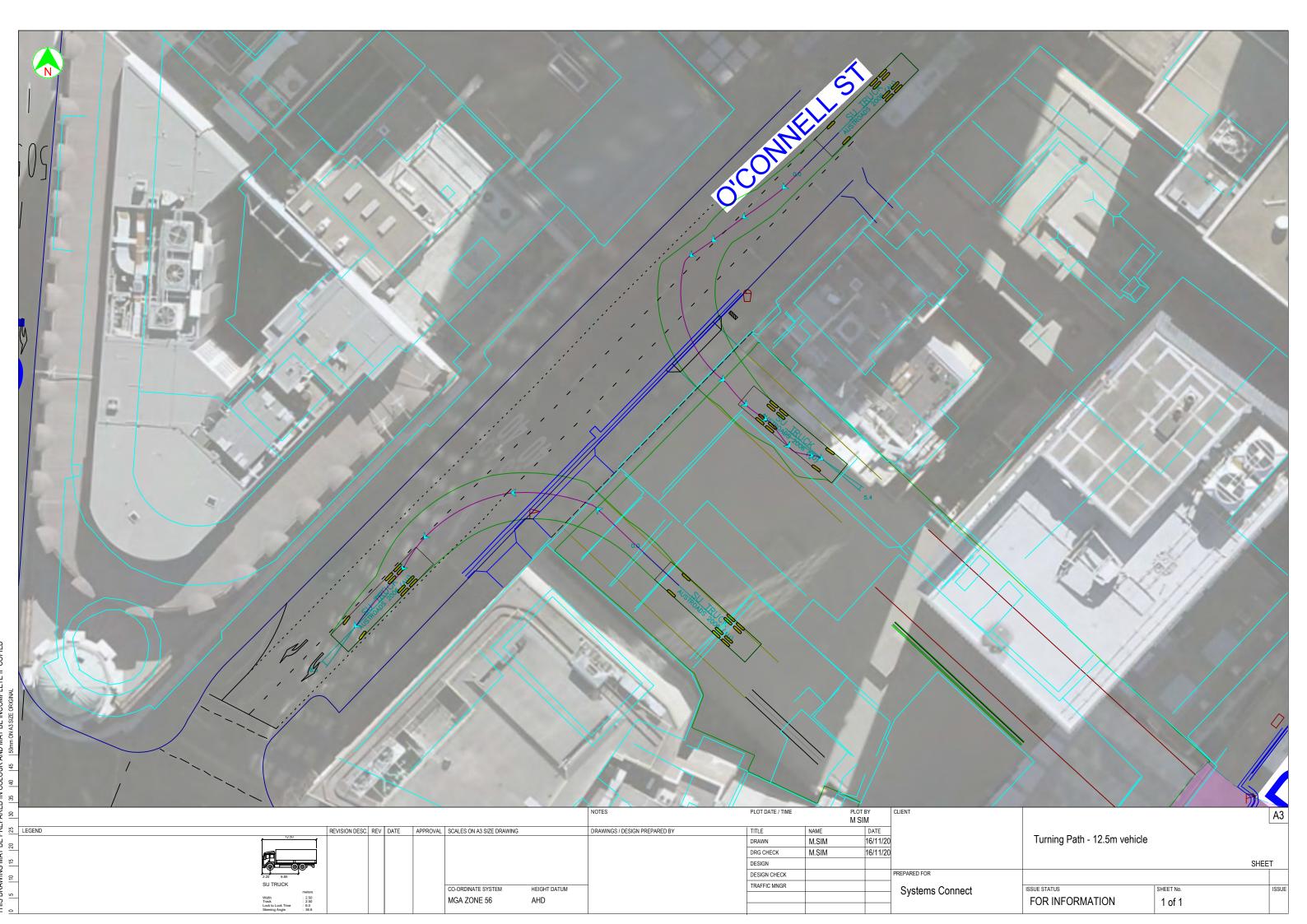
Appendix A. Current Site Conditions



Appendix B. TCP – Truck route and TCP







O'Connell St, Sydney



PROJECT/SITE OVERVIEW

Project/Site Description:

Location of Works:

O'Connell St, Sydney

Anticipated Commencement Date:

TBA

 Anticipated Commencement Date:
 TBA

 Estimated Duration of Works:
 TBA

 Working Hours:
 TBA

CLIENT DETAILS

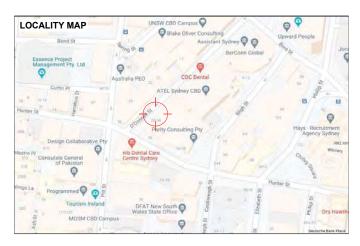
Client Name: Client Contact Name: Client Contact Number: PO/Contract Number: Systems Connect Mong Sim 0448 378 883

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:

UNOADING EQUIPMENT





THIS DOCUMENT HAS BEEN DEVELOPED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY OUR CLIENT: SYSTEMS CONNECT
THE SIGNING TMD IS NOT RESPONSIBLE FOR ANY OMISSIONS OR ERRORS IN THE BASE INFORMATION SUPPLIED BY THE ABOVE MENTIONED "CLIENT"
WHILE DUE CARE HAS BEEN TAKEN IN THE PREPARATION OF THIS DOCUMENT, TRAFFIC AND ON SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED WITHIN THIS DOCUMENT.

THE PRINCIPAL CONTRACTOR IS RESPONSIBLE FOR UNDERTAKING OF AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THOSE OUTLINED WITHIN THE TIMP AND IN THE TGS's AS APPROPRIATE. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM A TMD (TRAFFIC MANAGEMENT DESIGNER) SHOULD BE SOUGHT.

Evolution Traffic Management

51 Heathcote Road, Moorebank New South Wales, 2170

Ph: 1300 880 481.
RMS REGISTRATION CATAGORY G

EVOLUTIONTRAFFIC MANAGEMENT

PPROVED BY TM DESIGNER: KYLENE JONES 0052043634 PWZTMP-RIICWD503E

440395257

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1 = (LOW)

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

2 = (MEDIUM)

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

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.
- Ensure signs & devices are correct before works commence
-) 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

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. 11 - Pedestrians to be escorted through the work area when safe, as

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 assessmen 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 the TMC website or Mobile App. ROL must also be deactivated once shi 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

- er back to the coinciding note below
- Where this symbol appears, please refer back to the coinciding note below.
 101 Workman symbolics SHALL be removed or covered when workers are no longer visible to traffic. (TCAWS Ver.5, 5.2.3)
- Speed of the traffic SHALL be reduced to 40km/h when workers on foot will be within 1.2m of traffic. (TCAWS Ver.5, 3.6.4)
- 103 Traffic Controller Ahead/Prepare to Stop sign SHALL be used when a traffic controller is attending traffic. The sign SHALL NOT be displayed when the traffic controller is not in attendance controlling traffic. (TCAWS Ver 5 8 1 4)
- 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.
- 105 Access to bus stops to be maintained where possible. If not possible the client is to consult and gain written approval from Translink.
- Bus stop relocated. Buses to be advised 700mm traffic cones will be positioned at a maximum 4m apart. (TCAWS V5 Clause 5.2.2 - Table 5.1)
- At the start of a roadwork speed zone the Roadwork Speed Limit (see R4 212) signs shall be erected on both sides of the carriageway. (TCAWS Ver.5, 8,2,5)
- 109 At an active traffic control position, under conditions of heavy traffic or lengthy delays, or a combination of the two, long queues may form. Depending on speed of traffic and sight distance to the end of a queue additional advance warning may be required to avoid end-of-queue collisions. (TCAWS Ver.5, 3.5.7)
- Existing 3.0m lane width shall be maintained. A clearance area between the edge of traffic lane and delineation SHALL be provided. Measurements for this clearance are outlined under AGTTM03 CL 2.5.8 Table 2.5
- required.
- 12 Adjustments to the end of temporary speeds shall be made when school zones are in operation (0800-0930, 1430-1600 school days). Outside the school zone speeds will be reinstated once the traffic has passed the
- Where practicable, signs SHALL be erected on both sides of the roadway on multilane divided or one-way roads where the volume is 10000 vpd or greater. (MUTCD 2.5.2)

DESKTOP RISK ASSESSMENT

LOCATION OF WORKS DATE UNLOADING EQUIPMENT 4/11/2020

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

IDENTIFIED HAZARDS/RISKS:

- Clearance to traffic.
- 2 -Presence of workers at worksite.
- 3 -Cyclist / pedestrians through worksites.
- 4 -Poor observance by motorists of directions / instructions.
- 5 -High volume of traffic through worksites (>10,000 VPD)

ACTIONS TAKEN:

- 1,2,3 -Placement and duplication of advance warning signs.
- Separation of works from road users through delineation (cones). 1,2,3 -
- 3 -Placement of advance warning signs for Cyclist / pedestrians.
- 1.4.5 -Implementation of lane closure.
- 1,2,4 Speed reduction to 40 kph.

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

RESIDUAL RISK:

Pedestrians to be escorted through the work area when safe, as required.

4 = (VERY HIGH)

	LEG	END:	
	1	ACCREDITED TRAFFIC CONTROLLER with Approved Stop / Slow Bat	
	THE STATE OF THE S	TRAFFIC CONTROL VEHICLE with Illuminated Flashing Arrowboard	
	Ø	MANHOLE, ACCESS, POWER POLE as advised by Client	
		LATERAL HAZARD MARKER either T5-5 or T5-4 (Horizontal)	
	•	TRAFFIC CONES per TCAWS V5 Clause 3.3.3	
		PROPOSED WORK AREA as advised by Client	
		PROPOSED LANE CLOSURE per TCAWS requirements / Client request	
t via ift		EXCLUSION ZONE per TCAWS requirements	
	ļ	EXISTING W BARRIER / GUARD RAIL	

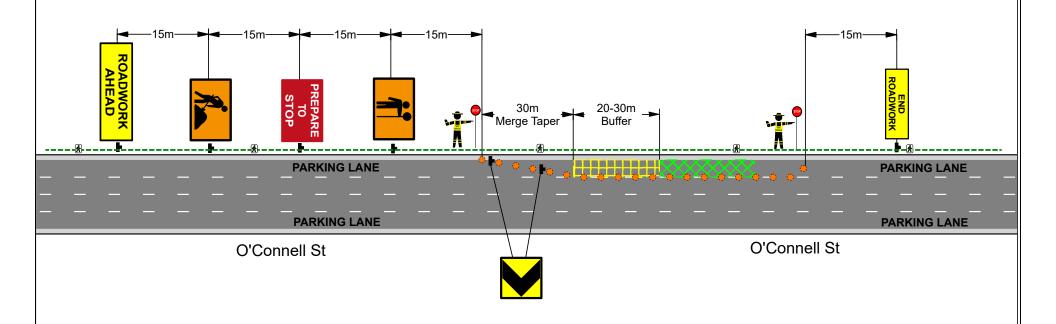
Likelihood	CONSEQUENCE							
Likelinood	Insignif.[1]	Minor [2]	Modera. [3]	Major [4]	Catastr. [5]			
Almost Certain [5]	3	3	4	4	4			
Likely [4]	2	3	3	4	4			
Possible [3]	1	2	3	4	4			
Unlikely [2]	1	2	2	3	4			
Rare [1]	1	2	2	3	3			

3 = (HIGH)

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:									
TGS REFERÊNCE:	REV.	DATE	PAGE(S) NO#	DESCRIPTION	PWZTMP	INIT	Evolution Traffic Management		APPROVED BY TM DESIGNER: KYLENE JONES
222353& 222354	00	4/11/2020	ENTIRE DOCUMENT	TRAFFIC MANAGEMENT PLAN DESIGNED FOR SYSTEMS CONNECT	0052043634	KJ	51 Heathcote Road, Moorebank	. .	0052043634 PWZTMP-RIICWD503D
	01						New South Wales, 2170	evalition	EVOLUTION JOB NUMBER:
	02							TRAFFIC MANAGEMENT	440395257
	03						Ph: 1300 880 481.		REFERENCE ID: REV# PAGE:
	04						RMS REGISTRATION CATAGORY G		EVO NOTES 01 00 2 of 3







PEDESTRIAN MANAGEMENT PLAN

IF PEDESTRIAN ACCESS IS RELOCATED THEN THE RELOCATED ACCESS IS TO BE DELINEATED FROM THE WORKS WITH APPROPRIATE FENCING AND SIGNAGE

IF THIS IS NOT PRACTICAL
THEN PEDESTRIANS WILL BE ESCORTED
THROUGH SITE BY TRAFFIC CONTROLLERS

CLIENT: SYSTEMS CONNECT

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH NOTES 01
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: XXXXXXXX SUBURB: XXXXXXXXX 1ST CROSS ST: XXXXXXXX 2ND CROSS ST: XXXXXXXX MAP REFERENCE: XXXXXXXX

TERM: SHOR ROAD TYPE: MULT POSTED SPEED: OPERATION: TRAVELLED PATH: PAST

SHORT MULTILANE 50KPH SHOULDER CLOSURE H: PAST Evolution Traffic Management 51 Heathcote Road, Moorebank New South Wales, 2170

UNLOADING EQUIPMENT

Ph: 1300 880 481.
RMS REGISTRATION CATAGORY G

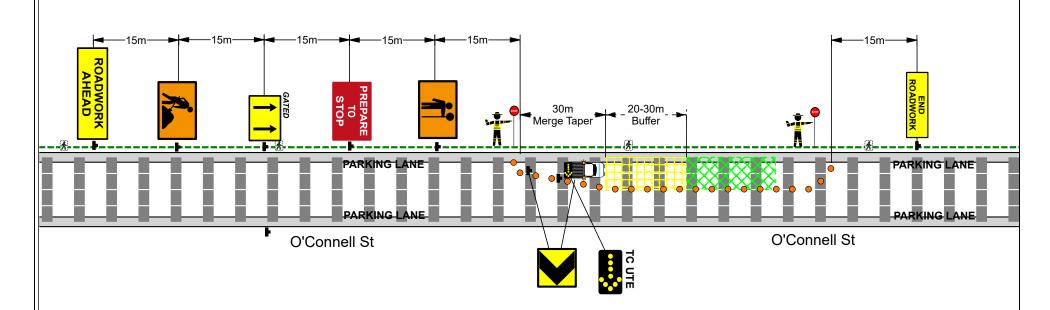


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PEDESTRIAN MANAGEMENT PLAN



IF PEDESTRIAN ACCESS IS RELOCATED THEN THE RELOCATED ACCESS IS TO BE DELINEATED FROM THE WORKS WITH APPROPRIATE FENCING AND SIGNAGE

IF THIS IS NOT PRACTICAL THEN PEDESTRIANS WILL BE ESCORTED THROUGH SITE BY TRAFFIC CONTROLLERS

CLIENT: SYSTEMS CONNECT
THIS (TGS) SHALL BE READ IN CONJUNCTION WITH NOTES 0'
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: NOT TO SCALE MAP REFERENCE: XXXXXXXX

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

SHORT MULTILANE 50KPH SHOULDER CLOSURE

UNLOADING EQUIPMENT

51 Heathcote Road, Moorebank New South Wales, 2170

Ph: 1300 880 481. RMS REGISTRATION CATAGORY G



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Appendix C. Copy of correspondence, photos etc (attach as required)						

Appendix D. Draft Communication notice and distribution areas	