



# Construction Traffic Management Plan – Pitt Street South Site – Demolition Works Amendment 1

Project: Sydney Metro City & Southwest – TSE Works

Document No: SMCSWTSE-JCG-SPS-TM-PLN-002288

## DOCUMENT APPROVAL

REVISION	DATE	PREPARED BY	REVIEWED BY	APPROVED BY	REMARKS
A	4/10/17	S Lewis	.		For road safety audit
B	10/10/17	S Lewis	A Mientus	J Glasgow	For external review
C	6 Nov 17	S Lewis	A Mientus	J Glasgow	For approval
D	22 Mar 18	S Lewis	T Ferrero	J Glasgow	Amendment for new driveway and crane works



REVISION	DATE	PREPARED BY	REVIEWED BY	APPROVED BY	REMARKS
E	30 Apr 18	S Lewis	T Ferrero	J Glasgow	Amendment for approval
F	4 May 18	S Lewis	T Ferrero	J Glasgow	Amendment for approval based on RMS received comments
<u>G</u>	<u>15 August 18</u>	<u>S Lewis</u>	<u>T Ferrero</u>	<u>J Glasgow</u>	<u>Date change</u>
<b>Signature:</b>					

Mr Stuart Hodgson  
Director  
Program Sustainability Environment & Planning  
Sydney Metro  
Transport for NSW  
PO Box K659  
HAYMARKET NSW 1240

16 May 2018

Ref: TSE CTMP PSS Amd 1

Dear Stuart

**RE: Endorsement of Construction Traffic Management Plan – Pitt Street South Site - Demolition Works Amendment 1: Sydney Metro City & Southwest – TSE Works**

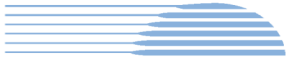
Reference is made to the following documents required by the Condition of Approval E82 of the Sydney Metro City & Southwest project (SSI – 15\_7400 January 9 2017) and submitted to the Environmental Representative (ER) for review and endorsement:

- Construction Traffic Management Plan – Pitt Street South Site – Demolition Works Amendment 1 SMCSWTSE-JCG-SPS-TM-PLN-002288 Rev F (dated 4 May 2018).
- Email from the Sydney Coordination office dated 15 May 2018 stating *“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 the Roads and Maritime Service of NSW and the Sydney Coordination Office approve the Sydney Metro City & South West Construction Traffic Management Plan – Pitt Street South Site - Demolition Works Amendment 1 SMCSWTSE-JCG-SPS-TM-PLN-002288 Rev F\*-01 for demolition and related removal works for the Pitt Street Site including a new driveway onto Pitt Street subject to the following requirements”.*

*\* Noted Revision change in follow up email with same date.*

The Roads and Maritime Service of NSW and the Sydney Coordination Office approval above is conditional on the following requirements:

- Ensuring operation of site access/egress does not allow both driveways to be used simultaneously;
- Obtaining Road Occupancy Licences (ROLs) from the Transport Management Centre for as required;
- Crane works are only undertaken at night, in accordance with approved ROLs;



- ☑ Complying with haulage routes as approved by SCO/RMS and described in Appendix 4 of the CTMP
- Addressing any safety issues identified within the Road safety Audit review of the Construction Traffic Management Plan;
- Addressing any issues raised by Council, STA, Taxi Council, residents/business and/or Emergency Services in the CTMP approval process;
- Addressing the requirements arising as an outcome of the Local Pedestrian Cycling and Traffic Calming Committee meeting; and
- Promptly addressing any CBD Taskforce and/or TMC and/or RMS issue that eventuates during the works

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the above documents. The review did not comprise a technical review, as the ERs are not traffic experts and have relied on the SCO/RMS Approval for technical aspects of the Plan. It is noted the document provides review comments and responses in Appendix 6.

It is considered that the plan is consistent with Condition E82 of the Project Approval subject to the above conditions being complied with and is endorsed in accordance with Condition A24(d) of the Infrastructure Approval.

Yours sincerely

Michael Woolley

Environmental Representative – Sydney Metro – City and South West

# FW: CTMP Approval - Pitt Street South Site - Demolition Works Amendment 1

**RAMIREZ Giovanni**

Tue 15/05/2018 12:26 PM

To:Tino Ferrero Sue Lewis ;

Cc:BERRY Adam ; ISSA Steven C <Steven.ISSA MELLA Carl

Tino / Sue

The approved version for below CTMP is Rev F, apologies for the confusion.

Regards

Giovanny Ramirez  
Associate Director Operations CBD & East  
CBD Transport Taskforce | Sydney Coordination Office  
Transport for NSW

[www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)

**Transport for NSW**

Sydney Coordination Office

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**From:** RAMIREZ Giovanni

**Sent:** Tuesday, 15 May 2018 11:44 AM

**To:** Sue Lewis; Tino Ferrero

**Cc:** BERRY Adam; ISSA Steven C; MELLA Carl A

**Subject:** CTMP Approval - Pitt Street South Site - Demolition Works Amendment 1

Tino / Sue

In accordance with clause 2.3 (c) of the General Conditions, Schedule E3-Project Planning Approval and Conditions & the SMR E – Sydney Metro City and Southwest Demolition Contract the Roads and Maritime Service of NSW and the Sydney Coordination Office approve the Sydney Metro City & South West Construction Traffic Management Plan – Pitt Street South Site - Demolition Works Amendment 1 SMCSWTSE-JCG-SPS-TM-PLN-002288 Rev C-01 for demolition and related removal works for the Pitt Street Site including a new driveway onto Pitt Street subject to the following requirements:

- Ensuring operation of site access/egress does not allow both driveways to be used simultaneously;

- Obtaining Road Occupancy Licences (ROLs) from the Transport Management Centre for as required;
- Crane works are only undertaken at night, in accordance with approved ROLs;
- Complying with haulage routes as approved by SCO/RMS and described in Appendix 4 of the CTMP
- Addressing any safety issues identified within the Road safety Audit review of the Construction Traffic Management Plan;
- Addressing any issues raised by Council, STA, Taxi Council, residents/business and/or Emergency Services in the CTMP approval process;
- Addressing the requirements arising as an outcome of the Local Pedestrian Cycling and Traffic Calming Committee meeting; and
- Promptly addressing any CBD Taskforce and/or TMC and/or RMS issue that eventuates during the works

Regards

Giovanny Ramirez  
Associate Director Operations CBD & East  
CBD Transport Taskforce | Sydney Coordination Office  
Transport for NSW

[www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)

**Transport for NSW**  
Sydney Coordination Office

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## 1. Introduction

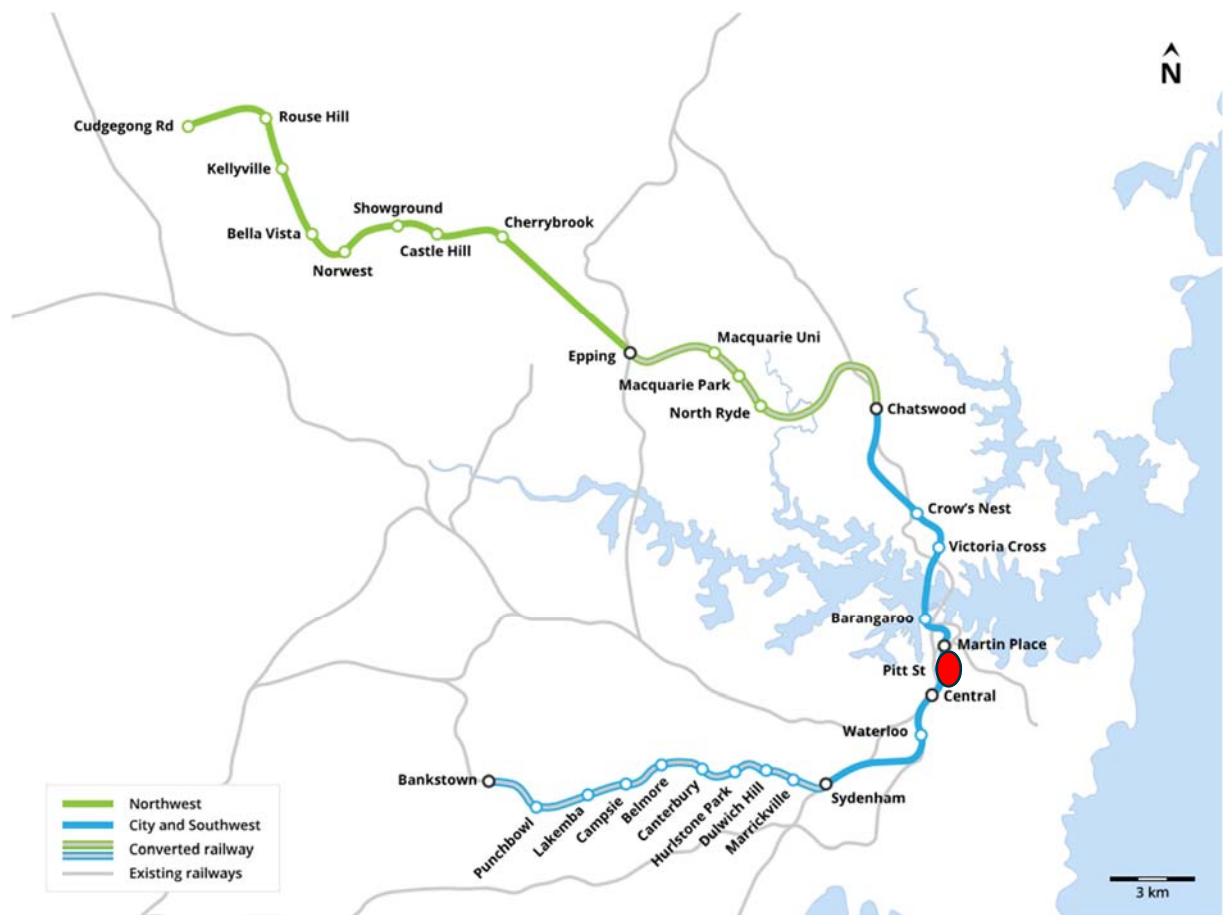
### 1.1. Project Overview

The Sydney Metro is Australia’s biggest public transport project. The metro project currently consists of:

- Stage one is the Sydney Metro Northwest, formerly the North West Rail Link, connecting the north western suburbs of Sydney, through to Chatswood.
- Stage two is the City & South West project linking Chatswood through to Sydenham.
- Stage three includes the upgrade of the existing rail line between Sydenham and Bankstown.

Figure 1 shows the proposed Sydney Metro project and stages.

Figure 1: Sydney Metro Project



### 1.2. Purpose of this Plan

The purpose of this *Construction Traffic Management Plan (CTMP): PITT STREET SOUTH SITE- DEMOLITION AMENDMENT 1* is to detail the site operations for the demolition phase of the Sydney Metro City & South West project. This plan will set out the traffic management initiative that will be deployed to minimise disruption to and ensure the safety of the wide range of stakeholders potentially affected by the works, including but not limited to: motorists, pedestrians; cyclists; public transport users, local residents and property owners; business owners; and workers/staff engaged on the Project..

## 2. Locality and existing conditions

The Pitt Street South site is bounded by Pitt Street to the west, Bathurst Street to the north, 137 Bathurst Street to the east and Princeton Apartments on Pitt Street to the south. The site is shown in Figure 2 below in red. The existing parking restrictions at the site are detailed below and are also included in Appendix 1.

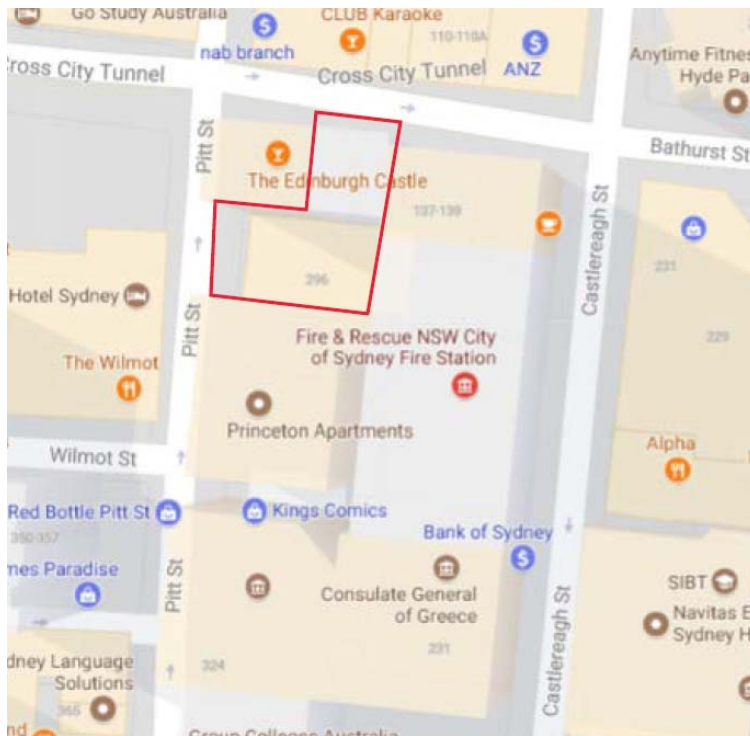


Figure 2: Pitt Street south site

### 2.1. Pitt Street

Pitt Street is a local road which connects Circular Quay to Broadway. Pitt Street is one way northbound between Liverpool and Bathurst streets, outside of this location, Pitt Street has numerous changes in traffic flow arrangements. A speed limit of 40 km/hr is in place.

No Stopping restrictions exist on the lead into the traffic signals for approximately 12m south of the intersection. South of this, a Mail Zone, Taxis excepted is in place for approximately 10m. No Parking exists across the frontage of the now closed Metro Hotel, with metered loading zones south until the existing driveway into the Princeton Apartments.

The effective width of the footpath is 2.9m (property boundary to face of kerb is 3.7m with 0.8m allocated to street furniture including parking meters and trees). There are no cycling facilities on this section of the Pitt Street. Signalised pedestrian crossings exist on all legs at the intersection of Bathurst Street.

## 3. Site Operations

*Duration:* 10 months

*Timing:* May 2018 to January/ February -2019

### 3.1. Works Required

The current work site within 302 Pitt Street contains lead paint which needs removal and thus requires isolation of the site from the rest of the demolition area. To facilitate this isolation, a new driveway is required to the north of the previously approved driveway. It will operate similar to the southernmost driveway as a right in, right out.

A driveway application will be provided prior to final approval of the CTMP. It is noted that for the Pitt Street South Demolition and Site Operations a site meeting was held, where Council officers confirmed that the driveway is only allowed to be 6m in width, with a 2m wing on the northern side of the northern driveway, 1m wings will be located on the remaining sides. Driveways will be a roll over kerb maintaining a level footway for pedestrians. The kerbing removed for the driveway will be taken to the City of Sydney' Depot.

With the work site at 302 Pitt Street not being available, there is now a requirement to locate a crane on Pitt Street to lift plant onto the existing building at 300 Pitt Street. This crane will require a 3 lane closure on Pitt Street, south of Bathurst Street overnight.

### 3.2. Operating Conditions

The previously approved CTMP detailed a driveway on Pitt Street to the southern extent of the site, adjacent to the driveway access serving Princeton Apartments. This driveway provided direct access to 302 Pitt Street. Since the initial works there is a requirement to isolate 302 Pitt Street due to lead paint removal required prior to commencing substantial demolition. Therefore, trucks associated with the works at 302 Pitt Street will be confined to the southern driveway. Trucks at the rest of the site will use the northern most driveway as an entry and exit. Once the HAZMAT strip of 302 is completed, vehicles will enter via the southern driveway and exit via the northern driveway. It is anticipated that the lead paint removal works will be completed within 8 weeks. Approximately 5 vehicles will need to access the isolated site per day. These vehicles will be service vehicles or smaller.

During the driveway construction a pedestrian detour will be implemented, refer to Appendix 3 for details.

The driveway will be constructed outside of peak periods and/ or night and/ or weekends subject to the approval of a Road Occupancy License (ROL). There is minimal impact on existing traffic arrangements for this site as the vehicle numbers are relatively low, with approximately 850 truck movements per month, averaging 35 truck movements per day. There will be minimal truck numbers during the peak periods (AM {0700-1000} and PM {1500-1900} peak periods and during the lunchtime peak of midday to 2PM Monday to Fridays). Pedestrians will only be held for short periods whilst the trucks enter/ exit the site and will not be unduly held by traffic controllers outside of immediate vehicle movements. All trucks will enter and exit site in a forward direction.

The crane works will be undertaken at night, refer to Appendix 3 for the Traffic Control plan. The crane works will take place over 3 weekends and will require the short-term occupation of traffic lanes on Pitt Street.

#### 3.2.1. Impact on Traffic Flows

Vehicles will operate with right turn movements into and out of site on Pitt Street. Machinery deliveries will be undertaken outside of site operating hours, where the machinery is unable to be delivered to site via the nominated vehicular crossing. Post the arrival of machinery on site, traffic generation at this site will typically be in the order of 850 truck movements per month, with an average of 35 truck movements per day. There will be minimal truck numbers during

the peak periods (AM and PM peak periods and during the lunchtime peak of midday to 2PM Monday to Fridays).

Crane works will be undertaken at night with 1 lane available to traffic, refer to Appendix 2 for lift study and Appendix 3 for the traffic control plan.

### **3.2.2. Impact on Public Transport**

There is no impact on public transport as no bus stops or routes are affected by either the long-term or short-term operations of the works.

### **3.2.3. Impact on Pedestrians and Cyclists**

There are currently no cycling facilities available on Pitt Street. There will be short term pedestrian impacts due to pedestrian detours at night and/ or weekends for driveway construction. Pedestrian management will be in place at the access/ egress points when in use. All other pedestrian impacts are as per the original approved CTMP.

### **3.2.4. Impacts on commercial and residential access**

The existing hotel, Edinburgh Castle, is bounded by the demolition site. During overnight and weekend closures of the footpath for works, patrons will be able to use the entry/ exits on Bathurst Street. Traffic controllers will be positioned to provide guidance to patrons. The Princeton Apartments and will be approached regarding service vehicle access requirements. There are no anticipated impacts on tenants' access to these premises.

The Primus Hotel opposite the work site will have their drop off/ pick up area directly outside the hotel impacted during the crane works. Discussions will be held with the Hotel on alternate access arrangements during the crane works. Similarly, discussions will be held with the construction site on the corner of Bathurst and Pitt streets for any out of hour deliveries that they may have. It is noted that they also have a work zone on Bathurst Street which seems to be the main entrance into the site.

### **3.2.5. Cumulative impacts**

There are numerous development applications either approved or on exhibition surrounding the site. The DAs tend to be either minor refurbishments or changes to hours of operation. It is not anticipated that the demolition site will impact on current DA or visa versa.

The Sydney Light Rail works are occurring on George Street between Circular Quay and Central. Where works are required to impact on traffic and pedestrian thoroughfares, contact will be made with the constructor to ascertain any conflicts.

### **3.2.6. Special Events**

There are numerous special events held within the Sydney CBD. In reviewing the City of Sydney's website, the majority of events are held within the Town Hall or other buildings. However, it is recognised that Class 1 and 2 events, as noted in the TMC's publication (Special Events Guide 2006) do occur within the city centre. JHCPBG JV will work with the various stakeholders in planning their works.

Events that are adjacent or directly impact the work site directly are typically held on a Sunday. These include the Sydney Running Festival events and City to Surf held in Spring.

### **3.2.7. Kerbside Use impacts**

As discussed at the site meeting attended by representatives from City of Sydney, RMS and SCO (refer to Table 4 for representatives) minor changes are required to the kerb side uses



along the Pitt Street frontage to facilitate the driveway operation. These changes include extension of the Mail Zone to the south and the removal of the loading zone across the northern driveway. 1 space for the loading zone will be provided between the two driveways. These details are shown in Figure 3 below.

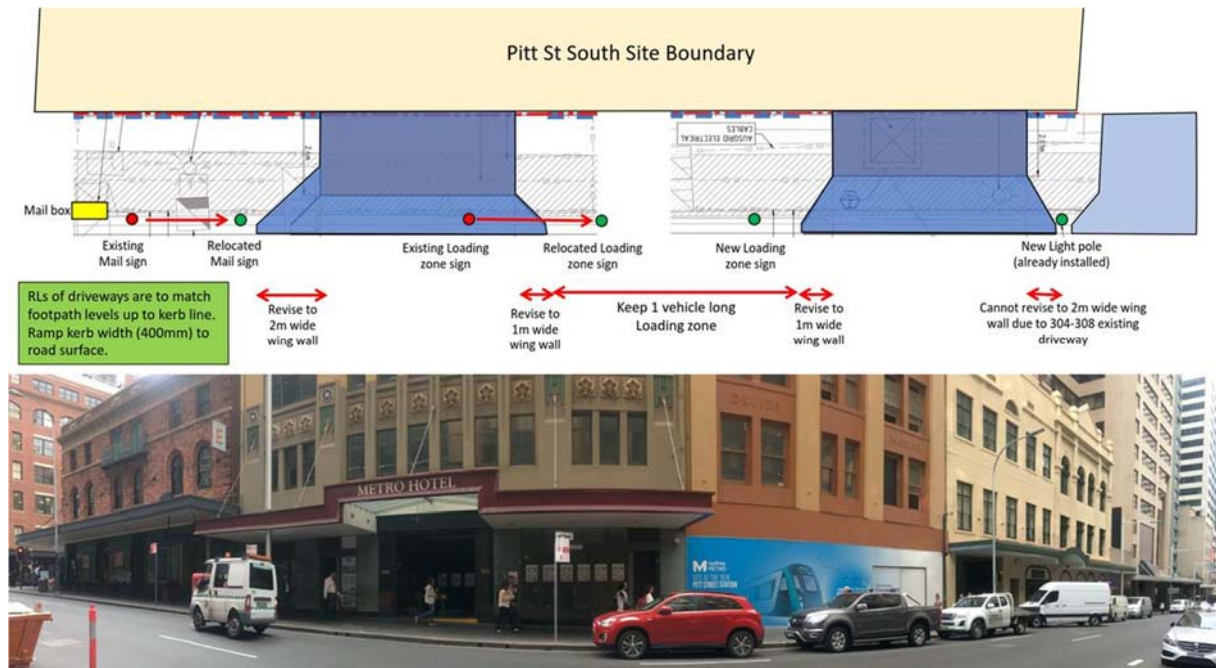


Figure 3 Kerbside use changes

### 3.2.8. Traffic Control Plan (TCP) / Road Occupancy License (ROL) Identified Works

The works identified in the previously approved CTMP will continue as per that CTMP. Works particular to this CTMP amendment that have been identified as requiring a Traffic Control Plan are detailed below. Appendix 3 provides details on timing for implementation, the works being undertaken and the expected traffic impacts.

1. Pedestrian management during access/ egress
2. Construction of driveways
3. Footpath/ lane closures

### 3.2.9. City of Sydney Council required approvals

Works that have been identified as requiring Council approval include:

1. Construction of driveway on Pitt Street
2. Oversize and over mass vehicle movements
3. Crane placement and works
4. Change to parking restrictions on Pitt Street

### 3.2.10. Roads and Maritime required approvals

Works that have been identified as requiring specific RMS approval include:

1. Oversize and over mass vehicle movements (crane delivery)

## 4. Fleet Management

Trucks to be used on the project will be compliant with NSW legislation and standards including the Heavy Vehicle National Legislation. All heavy vehicle operations will be conducted in accordance with the Chain of Responsibility (CoR) Management Plan (SMCSWTSE-JCG-TPW-HS-PLN-002164).

A combination of truck types will be used during the demolition works. These trucks will range in size from 5.5m to 12.5m. Table 1 provides an estimation of materials to be removed over the life of the works, whilst Table 2 provides a comparison of the EIS and TSE traffic movements at the site. (EIS figures quote are for Pitt Street north site as Pitt Street south site is not stipulated in the EIS) and projected traffic movements at the site.

Table 1: Material (Tonnes) estimate for Pitt Street site

BRICK	CONCRETE	STEEL	DEMOLITION WASTE	TIMBER
1140	6698	35	1160	269

Table 2: Average vehicle movements per hour

TIME	EIS LIGHT VEHICLES	TSE LIGHT VEHICLES	EIS HEAVY VEHICLES	TSE HEAVY VEHICLES
0700-1000	2	2	6	3
1000-1200	10	10	12	5
1200-1400	10	10	12	3
1400-1600	10	10	8	5
1600-1800	2	1	6	1
1800-0700	0-9	0	0-2	0

### 4.1. Haulage Routes

Generally, the haulage routes will be via arterial roads/ freeway or Tollway. Where possible the routes have taken into account the requirements of the Environmental Impact Statement (EIS). It is noted that the EIS for this site access shows access via Bathurst Street with egress onto Pitt Street. Where the routes differ from that in the EIS, the routes chosen to reach the arterial road/ motorway system are based on the availability of the arterial road system and swept paths of the vehicles and these are detailed in this CTMP. Figure 4 below details the nominated EIS haulage routes for both the Pitt Street north and south sites. Note that there is no proposed access from Bathurst Street with access/ egress only on Pitt Street. Appendix 4 provides the haulage routes proposed as part of this CTMP.

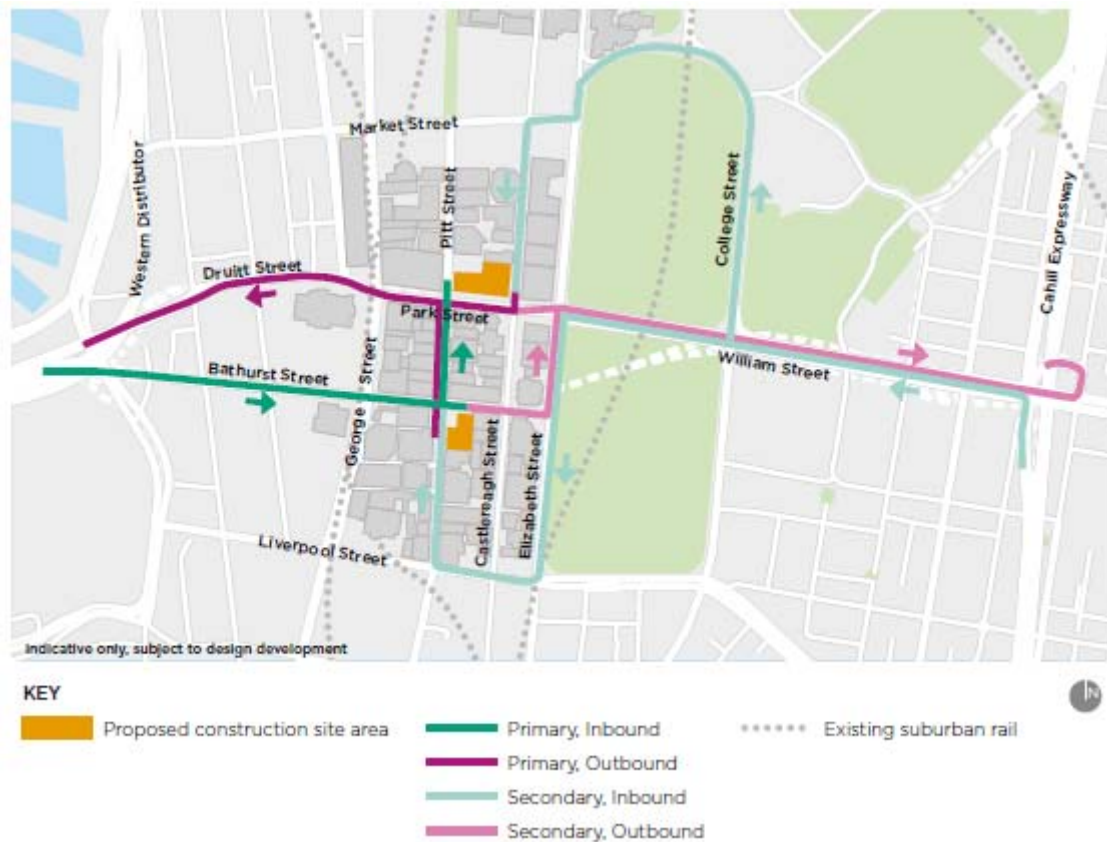


Figure 4: EIS nominated haulage routes

Material will be removed from and taken to authorised disposal sites around Sydney. The haul routes previously approved will be used.

#### 4.2. Permits/ Over Dimensional Vehicles

Permit issue for vehicles greater than 45.5 tonnes is through the National Heavy Vehicle Regulator (NHVR). This applies to particular special purpose vehicles (SPV) such as mobile cranes and other oversize/over mass vehicles (OSOM). At present, RMS is currently undertaking this permit issue for State roads and Council for local/ regional roads.

For over dimensional vehicles, generally vehicles that are greater than 25m length or 3.5m width require a pilot(s). Extremely long or wide vehicles will require an escort (fee payable). Permits will be applied for by the transport operator.

Oversize vehicles will be required at this site for the delivery and removal of the crane. These deliveries will occur at night.

#### 4.3. Drivers and Operators

Operator selection will be based on safety performance criteria. Operators and drivers will be required to have general construction industry induction cards and will be required to attend ongoing general project and site-specific inductions.

All operators will be comprehensively trained with regard to community expectations and impacts from haulage operations. The induction will have a particular focus on operator

behaviour. Operator competency and standards of behaviour will be continually assessed, and discipline procedures will be put in place to maintain compliance.

Queuing of trucks in local streets around the sites will not occur as there will be sufficient designated area within site for trucks to wait. Trucks will arrive post the site start times.

## 5. Other Considerations

### 5.1. Road Safety Audits

Road safety audits will be undertaken during the development of the CTMP and upon implementation of the long-term work site. Refer to Appendix 5 for the audit report.

### 5.2. Weekly Traffic Forecast

A weekly traffic forecast is provided to local councils, RMS, Emergency Services, TfNSW, SCO and other stakeholders as requested. This forecast details the up and coming works and details of timings including hours of the day and dates of works that will impact traffic- road, public transport, pedestrians and cyclist.

### 5.3. Police and Emergency Services

The Police and relevant Emergency Services will be informed in a timely manner of relevant activities proposed within this CTMP. The initial communication to these stakeholders will be via the Traffic and Transport Liaison Group (TTLG). Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations, through emails and face to face discussions.

### 5.4. Communications and the community

The TSE will be responsible for the dissemination of information to the community including affected residents, relevant Councils, businesses and the public. Refer to Sydney Metro Community Consultation Strategy – Early Works.

Any enquiries, complaints and/ or compliments are to be directed to the TfNSW’s Sydney Metro Project Information line - **1800 171 386** or via email to: [tunnels@transport.nsw.gov.au](mailto:tunnels@transport.nsw.gov.au) or Sydney Metro City & Southwest, PO Box K659, Haymarket, NSW 1240 or [Sydney Metro City & Southwest Website](#).

Table 3 provides the proposed communications to be implemented for this CTMP

Table 3 Proposed Communications

NOTIFICATION	APPLICABLE
Community notice	YES
Precinct update/ e-update	YES
Email	YES
Internet	YES
On site briefings	YES
Print advertising	YES – Quarterly newsletter only
Advance Warning Signs	YES



### 5.4.1. Travelling public

Where our works will impact on the travelling public we will undertake the following, where identified within this CTMP:

- Public transport interruptions will be communicated via on site signage
- Motoring public will be forewarned of any changes, including road closures, road changes and lane closures well in advance using appropriate signage, including variable message signs (VMS), where identified on the plans.
- Pedestrians and cyclists will be provided with advance warning signs, where identified on the plans

### 5.4.2. Stakeholders consulted

Table 4 identifies the stakeholders consulted during the development of this CTMP:

Table 4: Stakeholder consultation

STAKEHOLDER	DATE	CONSULTATION	MAIN CONTACT PEOPLE
TCG	6 <sup>th</sup> Mar 2018	Meeting/ presentation	Council/ RMS/ SCO/ TfNSW
CoS/ RMS/ SCO	20 <sup>th</sup> Mar 2018	On site meeting	Van Le, Tony Ly, Josh Faull, Chao Chen, Justine Bryant,
RMS	22 <sup>nd</sup> Mar 2018	CTMP Amendment	Carl Mella/ Chao Chen
SCO	22 <sup>nd</sup> Mar 2018	CTMP Amendment	Giovanny Ramirez/Justine Bryant
TfNSW	22 <sup>nd</sup> Mar 2018	CTMP Amendment	Berin Gordon
City of Sydney	22 <sup>nd</sup> Mar 2018	CTMP Amendment	Van Le/ Tony Ly/ Josh Faull
RMS	30 April 2018	Amendment resubmission	Carl Mella/ Chao Chen
SCO	30 April 2018	Amendment resubmission	Giovanny Ramirez/Justine Bryant
TfNSW	30 April 2018	Amendment resubmission	Berin Gordon
City of Sydney	30 April 2018	Amendment resubmission	Van Le/ Tony Ly/ Josh Faull
RMS	4 May 2018	Amendment resubmission	Carl Mella/ Chao Chen
SCO	4 May 2018	Amendment resubmission	Giovanny Ramirez/Justine Bryant
<u>TfNSW</u>	<u>15<sup>th</sup> August 2018</u>	<u>Amendment resubmission</u>	<u>Berin Gordon/ Edward Burgos</u>
<u>City of Sydney</u>	<u>15<sup>th</sup> August 2018</u>	<u>Amendment resubmission</u>	<u>Van Le/ Tony Ly/ Josh Faull/ Asad Rajbhoy</u>
<u>RMS</u>	<u>15<sup>th</sup> August 2018</u>	<u>Amendment resubmission</u>	<u>Carl Mella</u>
<u>SCO</u>	<u>15<sup>th</sup> August 2018</u>	<u>Amendment resubmission</u>	<u>Jake Coles/ Giovanny Ramirez</u>

### 5.5. Inspections and monitoring

The site will be monitored by the site supervisor. Any changes as noted in this CTMP, to signs/ lines that impact on the public will be monitored daily during site operating hours.

Traffic control used for pedestrian management, lane closures etc will need to provide records of the traffic control implemented. Any changes required to the traffic control set up will be

authorised by a holder of an RMS “Prepare a Work Zone Traffic Management Plan” or equivalent.

## 5.6. Environmental Maintenance

All works will be undertaken in accordance with the TSE Construction Environmental Management Plan (SMCTSE-JCG-TPW-EM-PLN-002010) and associated sub plans including the Construction Noise and Vibration Management Plan (SMCTSE-JCG-TPW-EM-PLN-002012). The TSE Works are also regulated by the NSW Environment Protection Authority and works to be undertaken outside of standard construction hours will need to comply with the requirements of the Environment Protection License.

## 5.7. Site Contacts

Table 5: Site contacts

NAME	POSITION	CONTACT #
Bobby Saeheng	Project Manager	0434 095 024
Tony MacPherson	PS Superintendent	0407 542 614
Sydney Metro Traffic Team	24/7 contact number	0428 033 283

## 5.8. References

The following documents were used in the development of this CTMP:

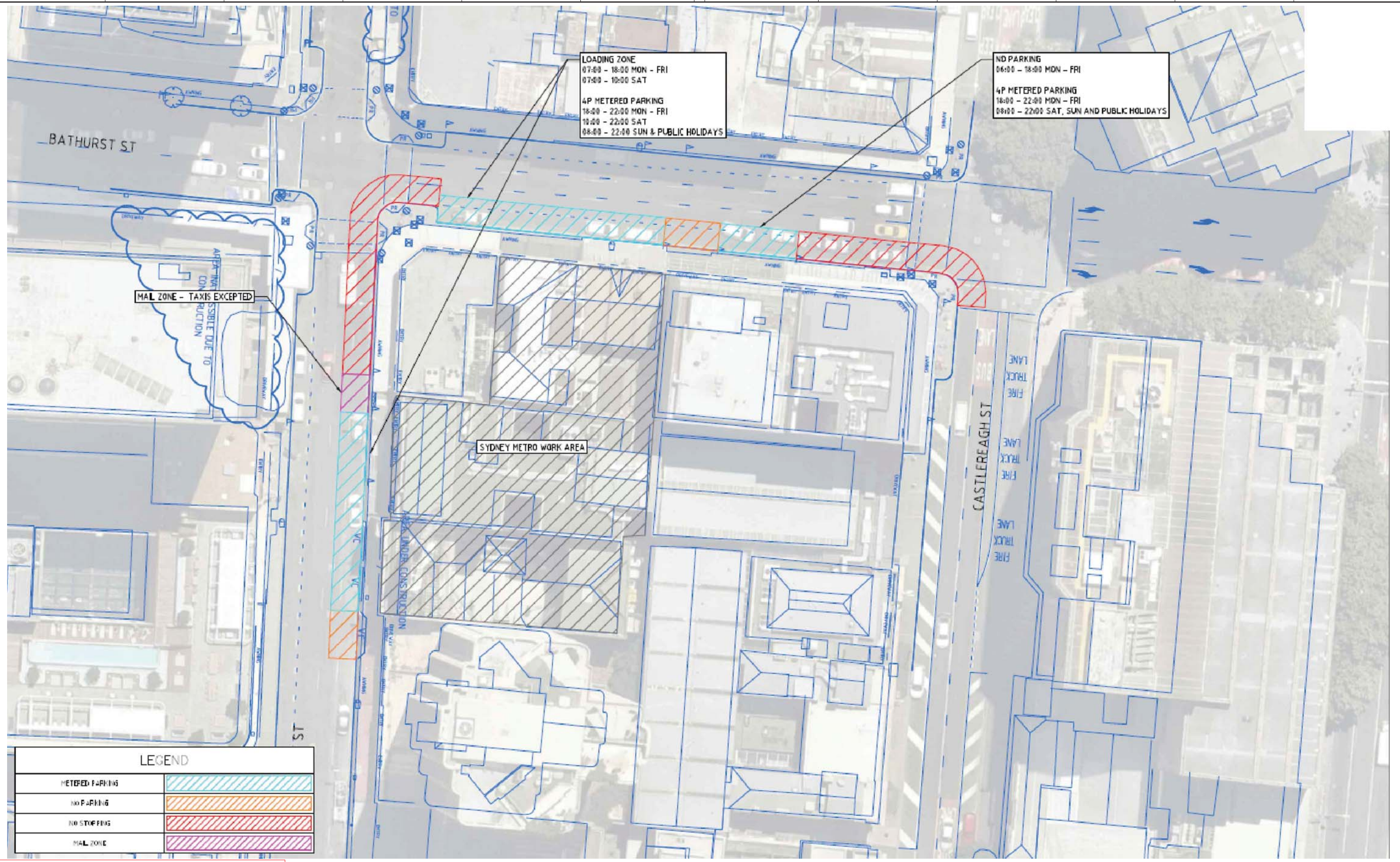
- Construction Traffic Management Framework –v2.5 provided 22<sup>nd</sup> December 2017
- Principal’s General Specification G10 Traffic and Transport Management, v2.0
- Roads and Maritime Service Traffic Control at Worksites Manual v 4.0
- Relevant AustRoads Guides and RMS Supplements
- Sydney Metro Principal Contractor Health and Safety Standard



## Appendix 1 Parking restrictions

DRAWING NUMBER	DESCRIPTION
SMCWTSE-JCG-SPS-TM-DWG-002288-0001	Existing parking restrictions





**LOADING ZONE**  
 07:00 - 18:00 MON - FRI  
 07:00 - 10:00 SAT  
**4P METERED PARKING**  
 18:00 - 22:00 MON - FRI  
 10:00 - 22:00 SAT  
 08:00 - 22:00 SUN & PUBLIC HOLIDAYS

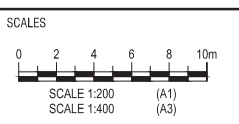
**NO PARKING**  
 06:00 - 18:00 MON - FRI  
**4P METERED PARKING**  
 18:00 - 22:00 MON - FRI  
 08:00 - 22:00 SAT, SUN AND PUBLIC HOLIDAYS

**MAL ZONE - TAXIS EXCEPTED**

**SYDNEY METRO WORK AREA**

LEGEND	
METERED PARKING	
NO PARKING	
NO STOP PICKUP	
MAL ZONE	

**DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR**



AMD	DESCRIPTION	DESIGNER SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE

CO-ORDINATE SYSTEM:      HEIGHT DATUM:      SCALE:

CLIENT

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SERVICE PROVIDERS

DRAWN	_____
DESIGNED	_____
DRG CHECK	_____
DESIGN CHECK	_____
APPROVED	_____

JCG-SPS-TM-DRG-002288-0004-

Existing Parking Restrictions

FILE NO.	_____
STATUS:	_____
DRG No.	_____
EDMS No.	_____

A B C D E F G H  
 File Plotted  
 Plot Date & Time 3/21/2016 1:27 PM  
 Plotted by PULLY1





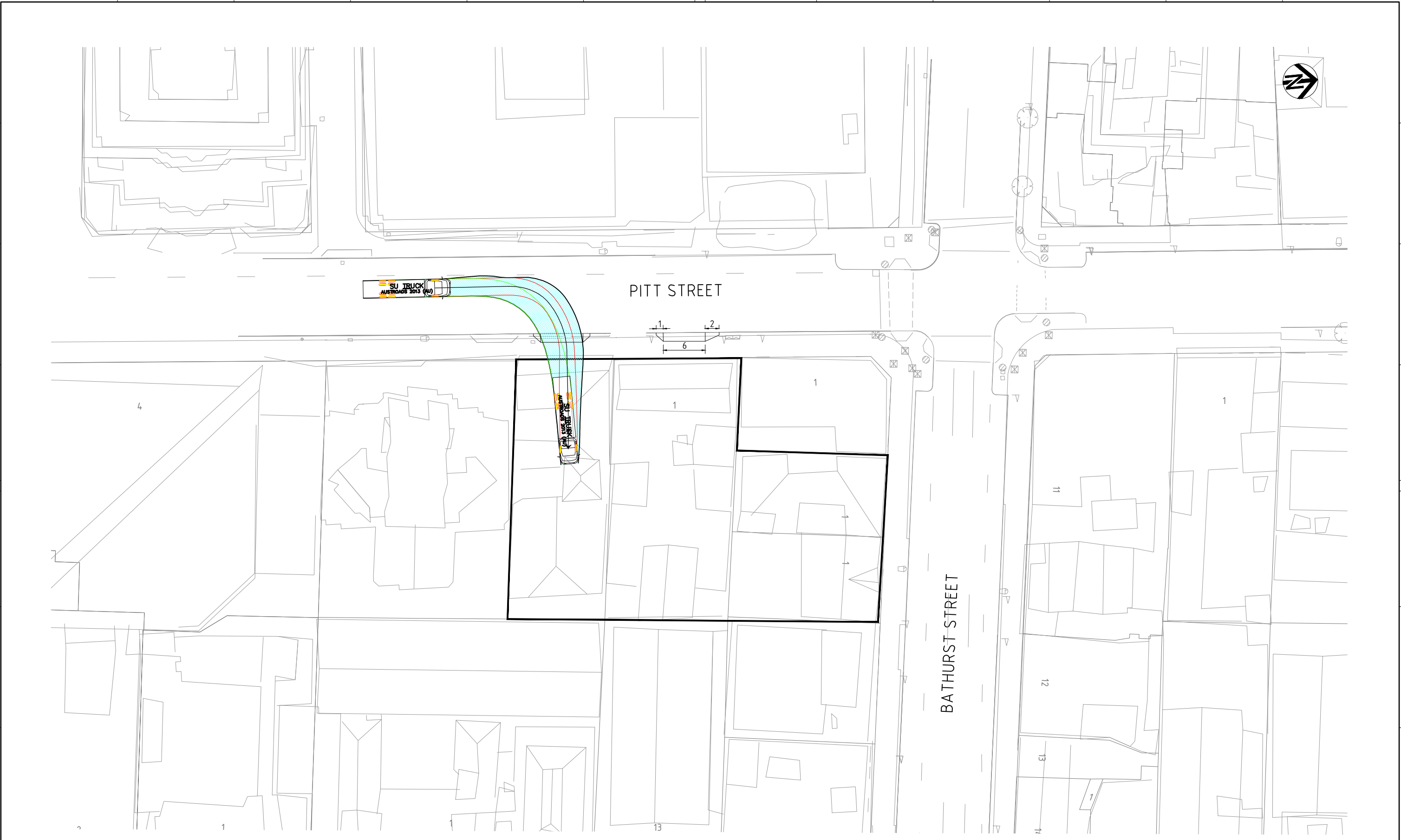
## Appendix 2 Proposed site operations

DRAWING NUMBER	DESCRIPTION
JCG-SPS-TM-DRG-002284-0051	Pitt St Access southern driveway
JCG-SPS-TM-DRG-002284-0052	Pitt St Access and Egress northern driveway
JCG-SPS-TM-DRG-002284-0053	Pitt Street access and egress southern driveway
	Lift Study

1 2 3 4 5 6 7 8 9 10 11 12

A  
B  
C  
D  
E  
F  
G

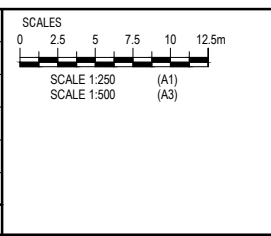
A  
B  
C  
D  
E  
F  
G



**DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR**

DESCRIPTION	DESIGNER SIGN./DATE	VERIFIED SIGN./DATE	APPROVED SIGN./DATE
A2 ISSUED FOR INTERNAL REVIEW	26.04.18 SL/26.04.18	SL/26.04.18	SL/26.04.18
A1 ISSUED FOR INTERNAL REVIEW	21.03.18 SL/21.03.18	SL/21.03.18	SL/21.03.18
AMD			

CO-ORDINATE SYSTEM: HEIGHT DATUM: SCALE:



CLIENT
NSW GOVERNMENT   Transport for NSW

SERVICE PROVIDERS	ROLE	NAME	DATE
	DRAWN	SATURN RAMOS	26.04.18
	DESIGNED	SUE LEWIS	26.04.18
	DRG CHECK	SUE LEWIS	26.04.18
	DESIGN CHECK	SUE LEWIS	26.04.18
	APPROVED	SUE LEWIS	26.04.18

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SYDNEY METRO CITY & SOUTHWEST	
PITT STREET STATION AND PRECINCT	
TRAFFIC MANAGEMENT	
PITT STREET ACCESS	
SU12.5-SWEPT PATH PLAN	
FILE No.	SHEET: 10F 1
STATUS:	
DRG No. JCG-SPS-TM-DRG-002284-0051	EDMS No. A2

1 2 3 4 5 6 7 8 9 10 11 12

File Plotted  
Plot Date & Time: 4/26/2018 9:03 AM  
Plotted by: SHAMUS

1 2 3 4 5 6 7 8 9 10 11 12

A

B

C

D

E

F

G

A

B

C

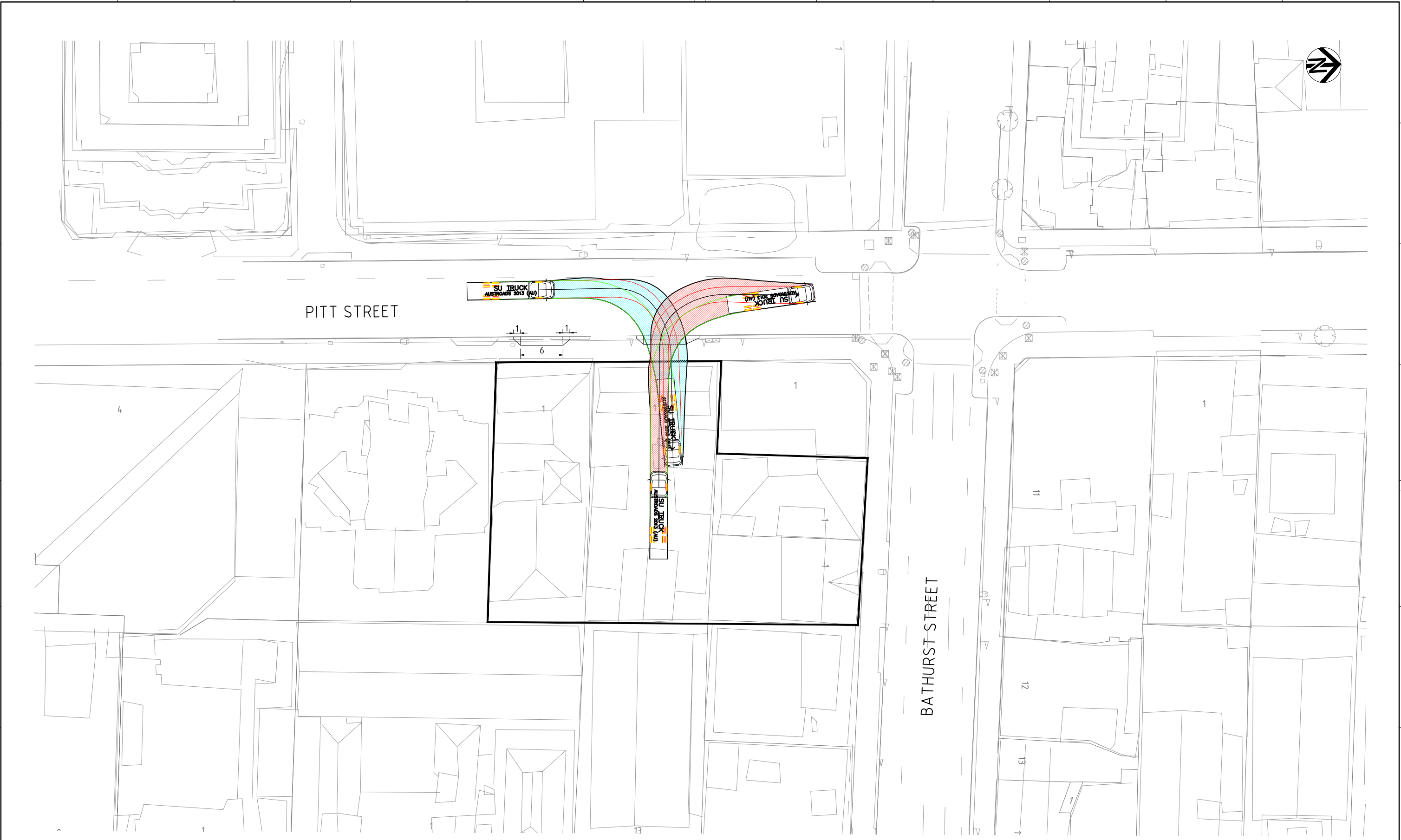
D

E

F

G

H

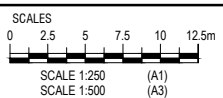


PITT STREET

BATHURST STREET

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

A1		ISSUED FOR INTERNAL REVIEW	21.03.18	SL/21.03.18	SL/21.03.18
AMD		DESCRIPTION	DESIGNER SIGN./DATE	VERIFIED SIGN./DATE	APPROVED SIGN./DATE
CO-ORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:		



CLIENT

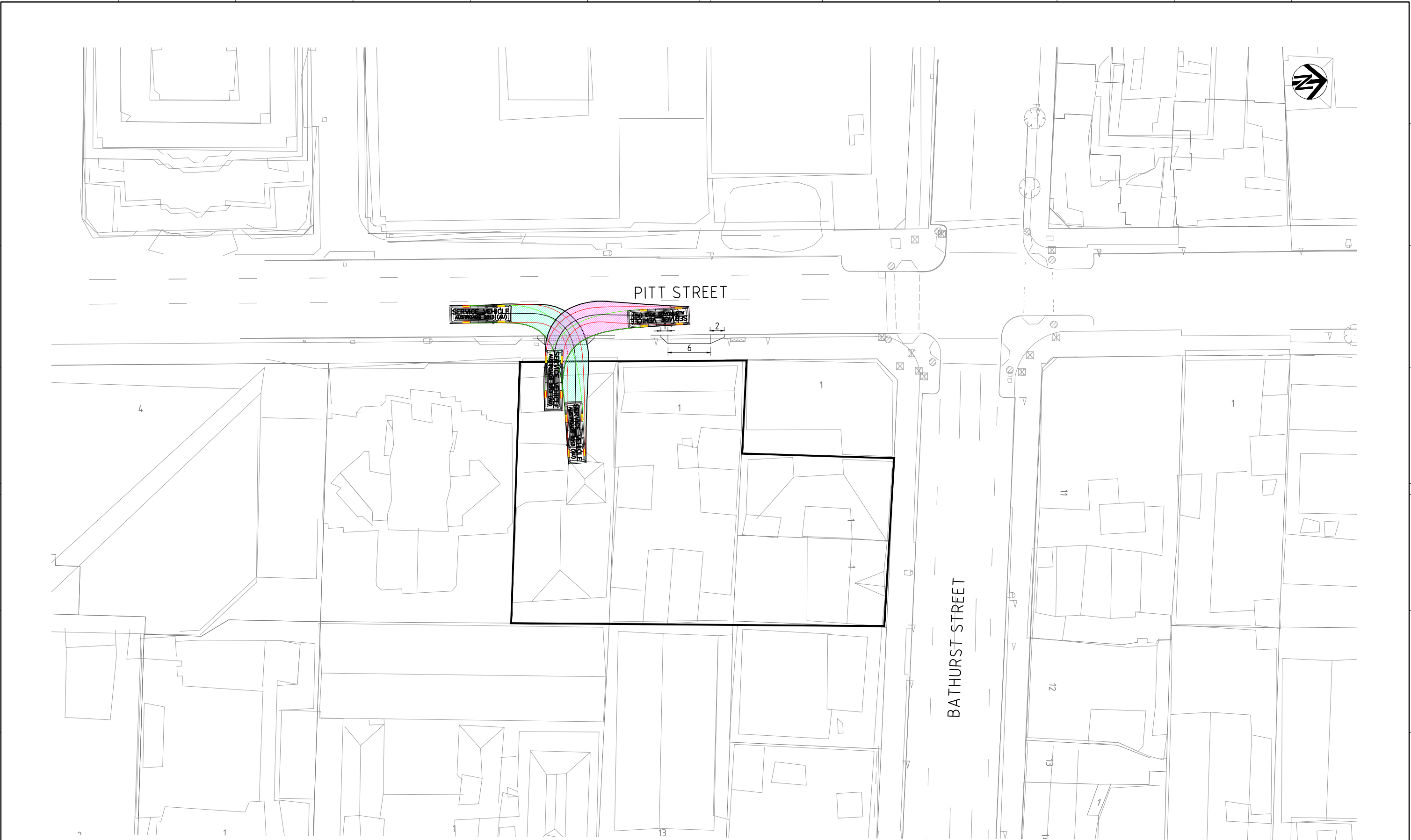
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SERVICE PROVIDERS		DRAWN	SATURN RAMOS	21.03.18
		DESIGNED	SUE LEWIS	21.03.18
		DRG CHECK	SUE LEWIS	21.03.18
		DESIGN CHECK	SUE LEWIS	21.03.18
		APPROVED	SUE LEWIS	21.03.18

<b>SYDNEY METRO CITY &amp; SOUTHWEST</b>	
PITT STREET STATION AND PRECINCT	
TRAFFIC MANAGEMENT	
PITT STREET ACCESS AND EGRESS	
SERVICE UTILITY 12.5-SWEEP PATH PLAN	
FILE No.	SHEET: 10F 1
STATUS:	
DRG No. JCG-SPS-TM-DRG-002284-0052	EDMS No. A1

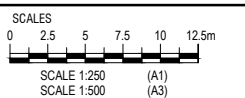
1 2 3 4 5 6 7 8 9 10 11 12

File Plotted: 8/21/2018 12:31 PM Plotted by: SHAMUS



**DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR**

ISSUED FOR INTERNAL REVIEW	26.04.18	SL/26.04.18	SL/26.04.18
DESCRIPTION	DESIGNER SIGN./DATE	VERIFIED SIGN./DATE	APPROVED SIGN./DATE
CO-ORDINATE SYSTEM:	HEIGHT DATUM:	SCALE:	



CLIENT

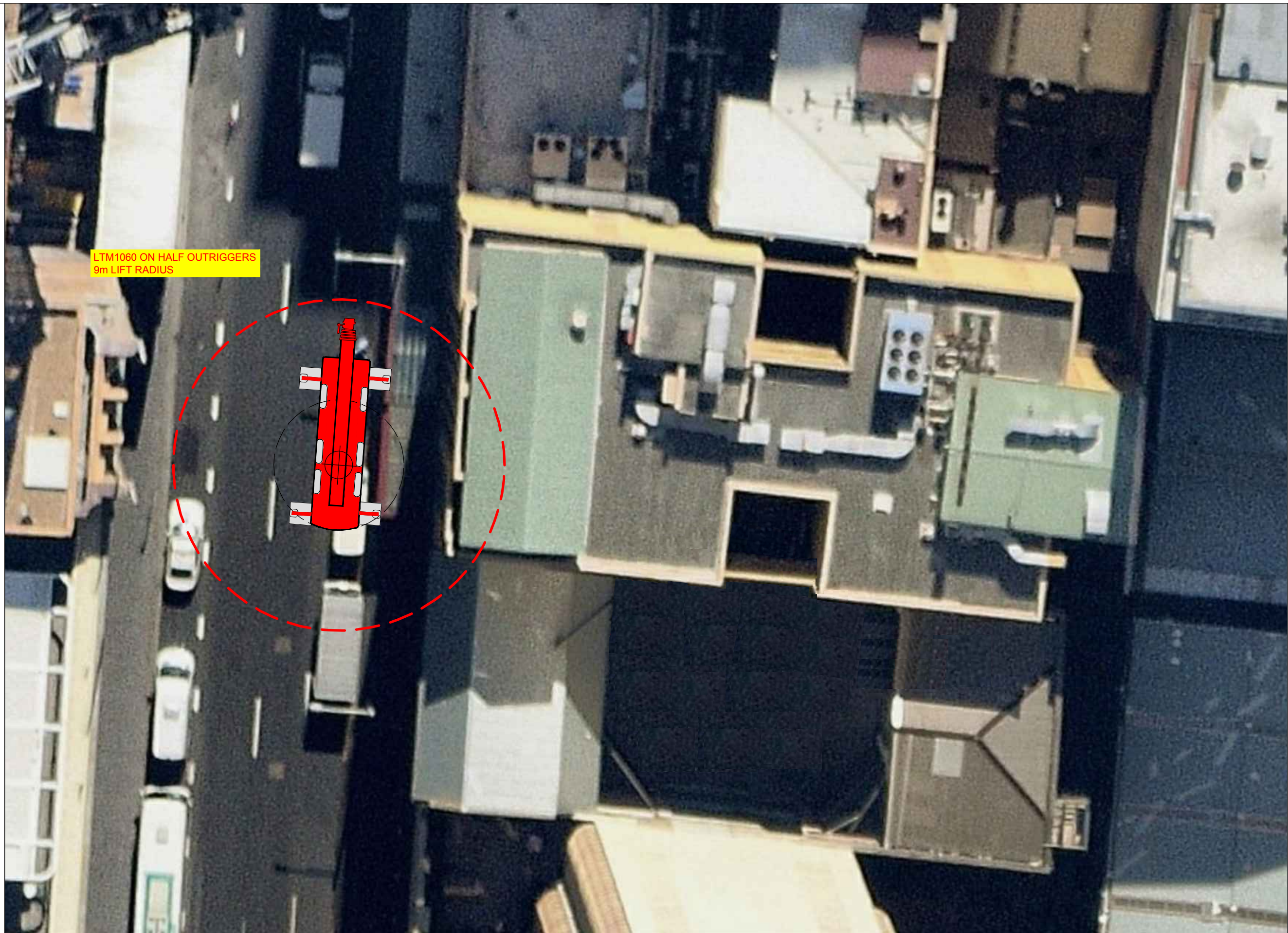
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SERVICE PROVIDERS		DRAWN SATURN RAMOS 26.04.18 DESIGNED SUE LEWIS 26.04.18 DRG CHECK SUE LEWIS 26.04.18 DESIGN CHECK SUE LEWIS 26.04.18 APPROVED SUE LEWIS 26.04.18
-------------------	--	--

**SYDNEY METRO CITY & SOUTHWEST**  
 PITT STREET STATION AND PRECINCT  
**TRAFFIC MANAGEMENT**  
 PITT STREET SOUTH ACCESS AND EGRESS  
 SERVICE VEHICLE 8.8m SWEEP PATH

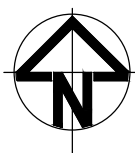
FILE No.	SHEET: 10F 1
STATUS:	EDMS No.
DRG No. JCG-SPS-TM-DRG-002284-0057	A1





LTM1060 ON HALF OUTRIGGERS  
9m LIFT RADIUS

PROJECT NORTH:



Issue	Date	Description	Drawn	Chkd	Appd
0	27.02.18	PRELIMINARY	MH	RE	RE



**Glendenning** 37 Cox Place NSW P: 02 8887 7888 F: 02 8887 7877  
**Rozelle** 84 Lilyfield Road NSW P: 02 9818 1 877 F: 02 9555 1 337

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PROJECT:  
300 PITT STREET

CLIENT:  
DELTA GROUP

TITLE:  
LTM1060 ALL TERRAIN & 20T ROUGH  
TERRAIN LIFTING EXCAVATOR AND  
GENERAL MATERIALS

Scale	Drawing No.	Issue
1:200 @ A3	001	0



# Single Crane Lift Study

Lift Study # **1**

<b>Project</b>	Sydney Metro
<b>Location</b>	300 Pitt St

<b>Lift Date (Planned)</b>	TBC
<b>Drawing Reference</b>	1

<b>Lifted piece description</b>	4t Excavator
---------------------------------	--------------

### Crane configuration

Crane Model	LTM1060.3
Main Boom Length in use	45.1
Main Boom Type (Hydraulic / Lattice)	Hyd
Main Hook Capacity (T)	13.3
Main Winch Line Pull (T)	4.5
Number of Falls in Main Rope	2
Auxiliary Jib Length (m)	0
Auxiliary Jib Offset (degrees)	0
Auxiliary Hook Capacity	0
Auxiliary Winch Line Pull (T)	0
Size of Winch Rope in Use (diam.)	17mm
Crane Computer Setup Mode	58
Crawler tracks or Outrigger deployment	Half
Counterweight setting	12.8
Superlift Counterweight	0

### Lifted Piece Dimensions

Length (m)	4.0
Width (m)	2.0
Height (m)	3.0
Piece Weight (kgs)	4,430
Other Allowances : 50% demolition	
<b>TOTAL PIECE WEIGHT (kg)</b>	<b>4,430</b>

### Lift Weight Summary

Total Fixed Weight (kg)	355
Total Piece Weight (kg)	4,430
Total other allowances (kg)	
<b>TOTAL LIFT WEIGHT (kg)</b>	<b>4,785</b>

### Articulated Cranes

Maximum Articulation (degrees)	0°
Side Slope Derating Factor (%)	0%

### Crane Pick Capacity

Radius (m)	9.0
Chart Capacity (kg)	7,400
Side Slope Derating Factor	
De-rated Capacity	
<b>PERCENTAGE OF CAPACITY</b>	<b>65%</b>

### Crane fixed weight (kg)

Main Hook	195 kg
Main Wire Rope	100 kg
Auxiliary Jib	
Auxiliary Hook	
Auxiliary Wire Rope	
<b>Rigging bill of Materials - total</b>	<b>60 kg</b>
<b>Total Fixed Weight (kg)</b>	<b>355 kg</b>

### Crane Place Capacity

Radius (m)	9.0
Chart Capacity (kg)	7,400
Side Slope Derating Factor	
De-rated Capacity	
<b>PERCENTAGE OF CAPACITY</b>	<b>65%</b>

### Rigging Bill of Materials

Description	Size	Rating	Length	Quantity	Wt:Unit	Weight
Chains	13mm	9.4	6	3	20	60 kg
<b>Total Weight</b>						<b>60 kg</b>

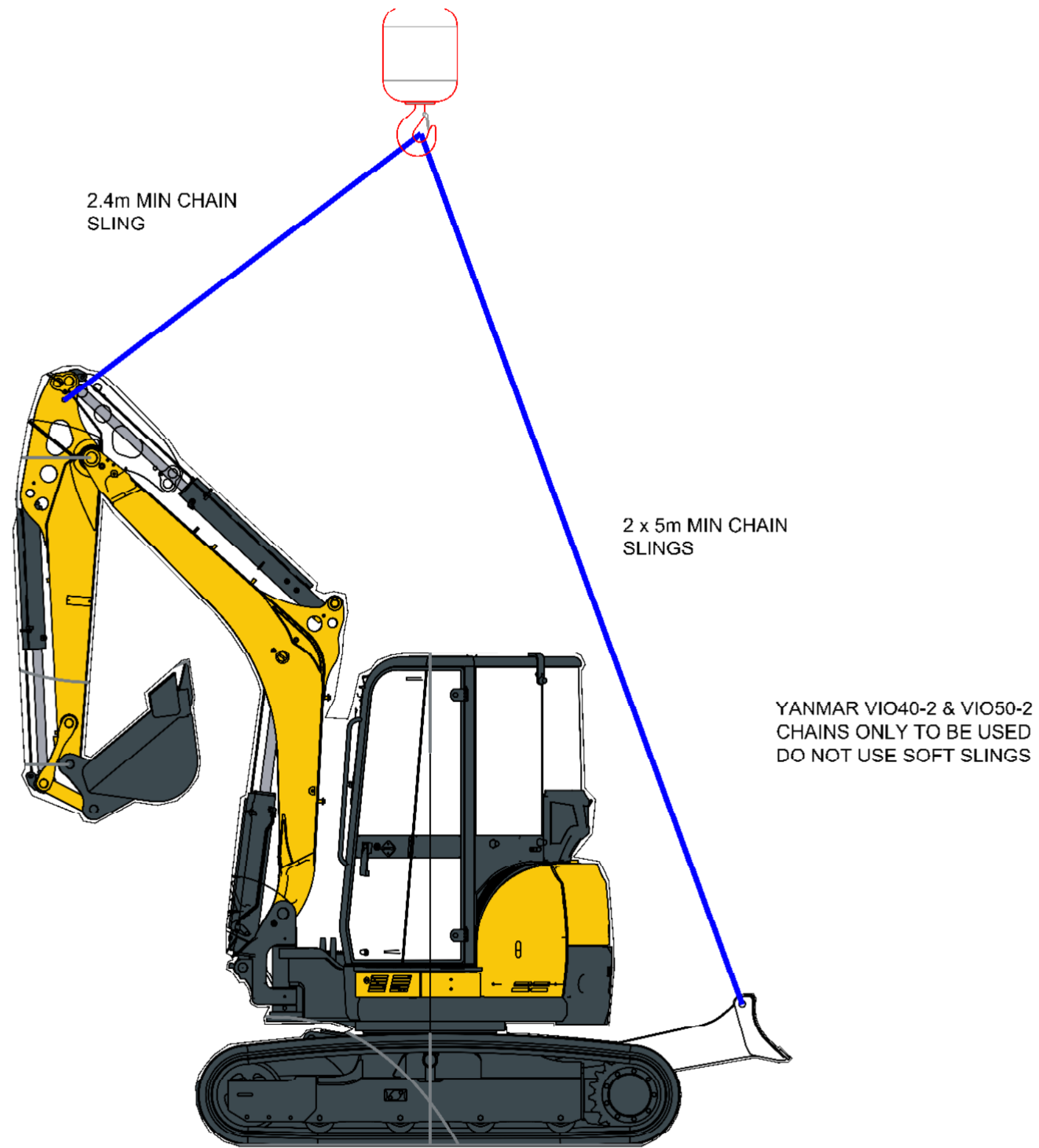
### Work Environment

<b>Minimum Clearance from Boom to Obstruction, Load or Spreader</b>	5.0
---	-----

<b>Max Ground Bearing Pressure - Actual</b>	11.6tpsm	<b>Allowable</b>	
---	----------	------------------	--

<b>Maximum Sail Area</b>	12.0 sqm	<b>Max Permissible Wind Speed</b>	9mps
--------------------------	----------	-----------------------------------	------





2.4m MIN CHAIN SLING

2 x 5m MIN CHAIN SLINGS

YANMAR VIO40-2 & VIO50-2 CHAINS ONLY TO BE USED DO NOT USE SOFT SLINGS

PROJECT NORTH:

Issue	Date	Description	Drawn	Chkd	Appd
0	13.07.17	PRELIMINARY	MH	RE	RE

**GILLESPIES** 1950  
Cranes & Access

**Glendinning** 37 Doe Placen NSW P: 02 8557 7588 F: 02 8687 7877

**Rozelle** 84 Ivy Ln, Rozelle NSW P: 02 9618 1577 F: 02 9555 1337

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PROJECT:  
EXCAVATOR LIFTS

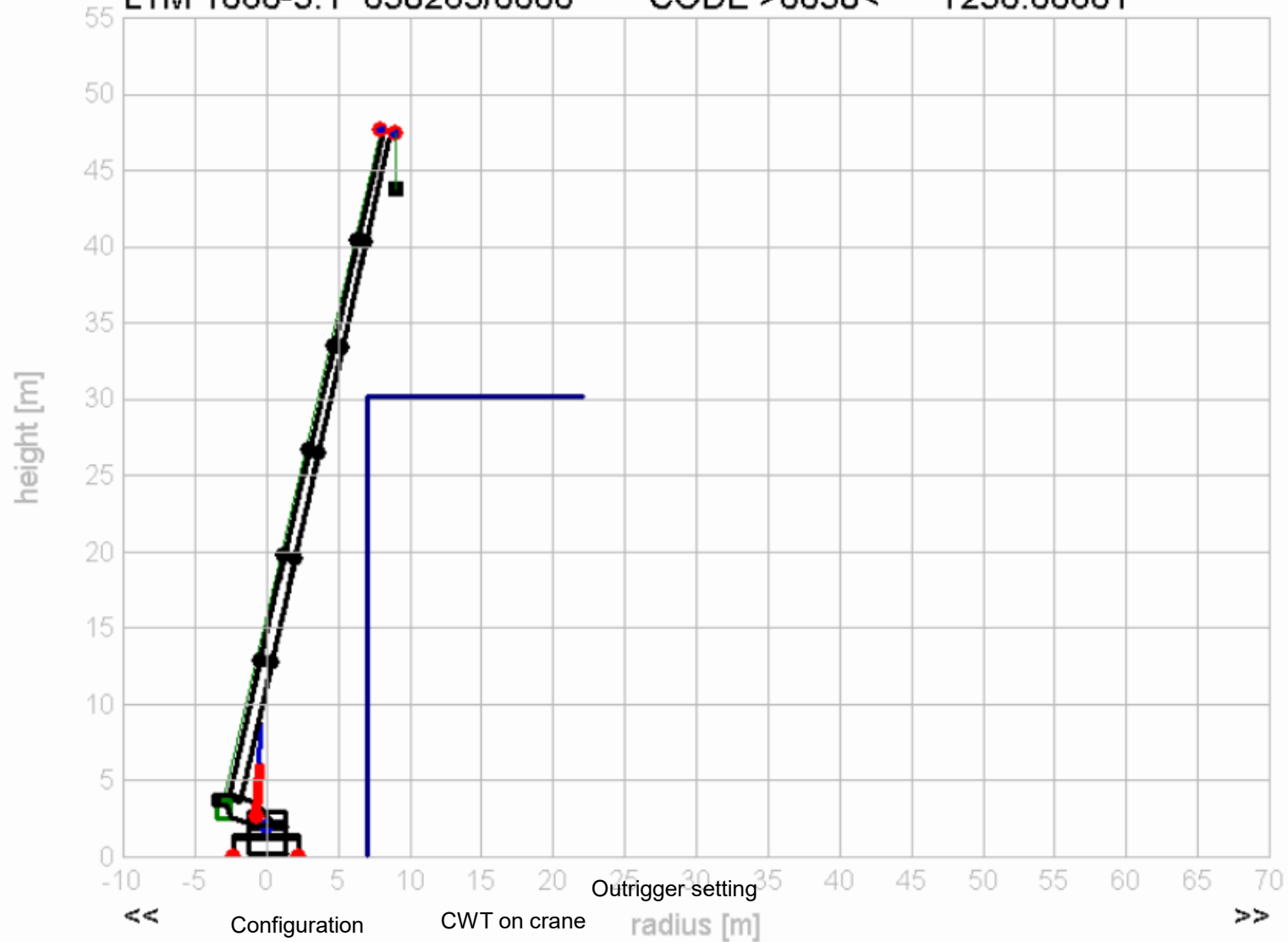
CLIENT:  
DELTA GROUP

TITLE:  
GENERAL RIGGING ARRANGEMENT FOR YANMAR VIO40-2 & VIO50-2

Scale 1:25 @ A3	Drawing No. 002	Issue 0
--------------------	--------------------	------------



LTM 1060-3.1 058263/0000 CODE >0058< T250.00601



	t	Load	$4^8$
		Capacity	$7^4$ (max)
	m	Radius	9.0
			76.4°
	t	Height under head	6
	m		45.1
	%		92 92 92 92 92
	m	Boom length & configuration	47.4
		Slew angle	90.0°

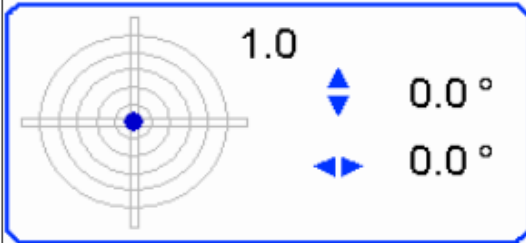
	T	--		12.8t		7.35 x 4.50 m		360°		n 2x
--	---	----	--	-------	--	---------------------	--	------	--	---------





LTM 1060-3.1 058263/0000 CODE >0058< T250.00601

Pad size 1m x 1m = 1sqm  
00t/1 = 20t per square meter



Boom length & configuration

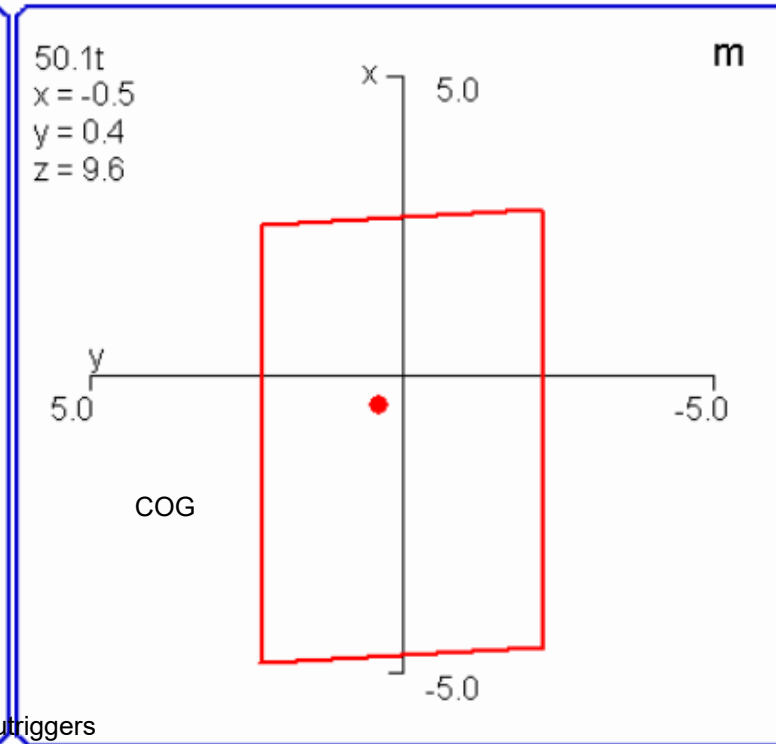
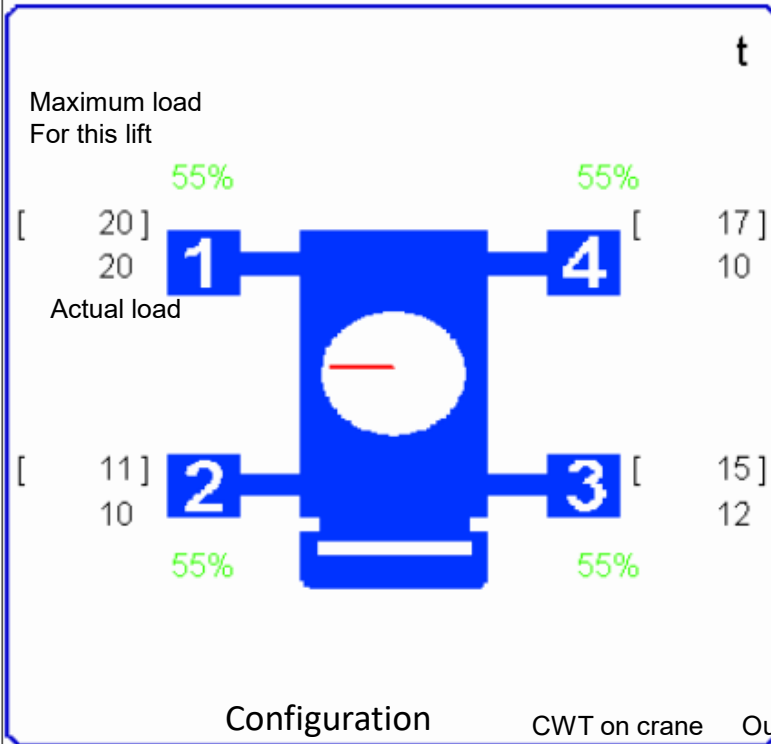
n=2  
Hook Load  $4^8$   
Capacity  $7^4$  (max)

m Radius 9.0  
76.4°

t m  $6^4$  45.1  
92 92 92 92 92

Height under head  
m 47.4

Slew angle  
90.0°



T --

12.8t

7.35 x  
4.50  
m

360°

n  
2x

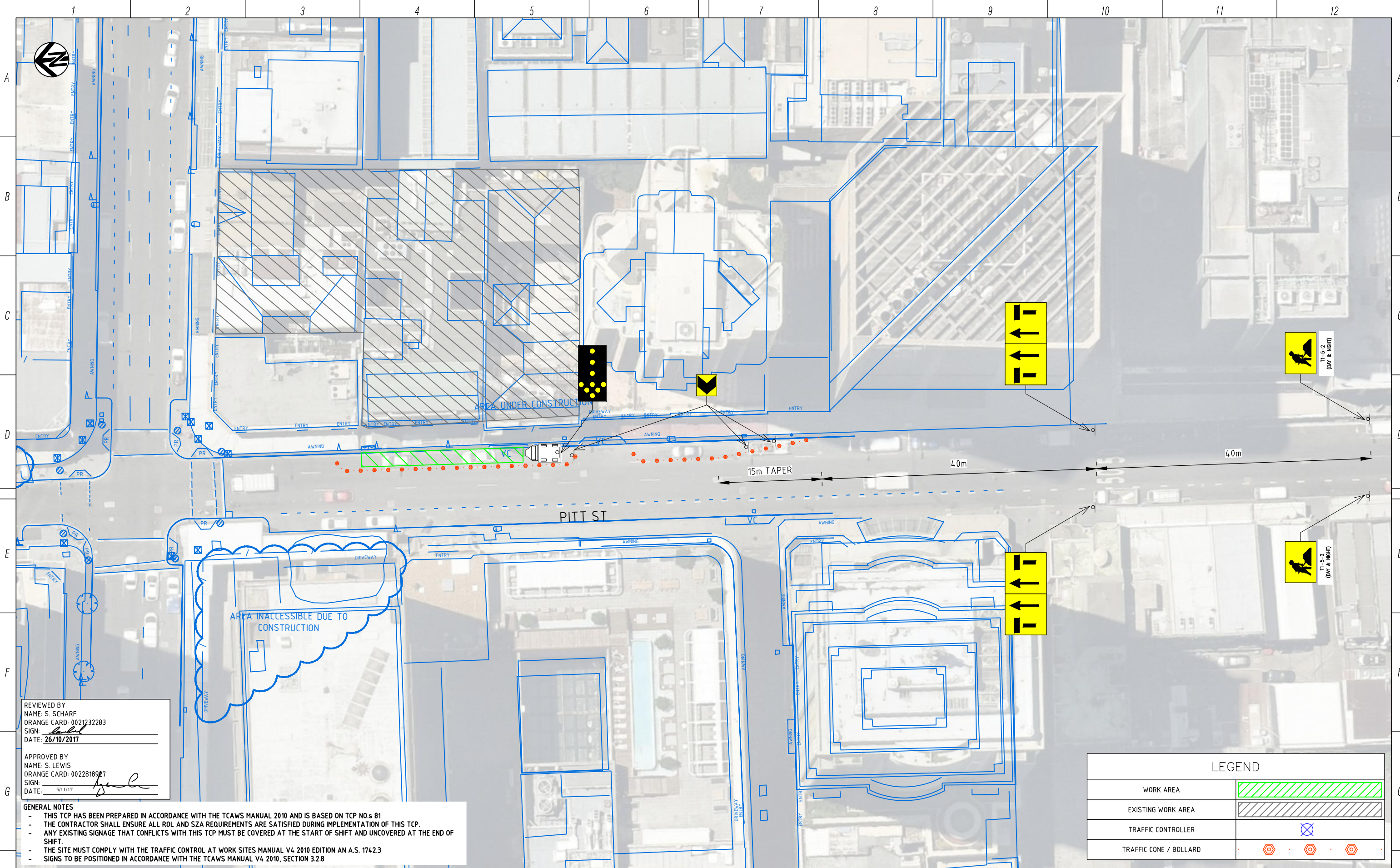




### Appendix 3 Traffic control plans

TCP #	LOCATION	FROM	TO	TIMING	TRAFFIC CONTROL	WORKS	IMPACTS
SMCWSTSE-JCG-SPS-TM-TCP-002288-0002	Pitt Street	Bathurst Street	South of Bathurst Street	Nights/ weekend/ Days outside of peak periods	Kerb side lane closure	<ul style="list-style-type: none"> <li>• Driveway construction</li> </ul>	Minimal impacts to traffic as taken outside of peak periods
SMCWSTSE-JCG-SPS-TM-TCP-002288-0003	Pitt Street	Bathurst Street	South of Bathurst Street	Nights/ weekend/ Days outside of peak periods	Pedestrian detour	<ul style="list-style-type: none"> <li>• Driveway construction</li> </ul>	Minimal impacts to traffic as taken outside of peak periods
TCP-SPS-PIT-NB-3401	Pitt Street	Bathurst Street	South of Bathurst Street	Nights	3 lane closure	<ul style="list-style-type: none"> <li>• Crane works</li> </ul>	Minimal impacts to traffic as undertaken at night
TCP-SPS-PIT-NB-0401	Pitt Street	Site Access	Site Egress	All	Pedestrian management	<ul style="list-style-type: none"> <li>• Access/ egress</li> </ul>	No traffic impacts





REVIEWED BY  
 NAME: S. SCHARF  
 ORANGE CARD: 0021232283  
 SIGN: *[Signature]*  
 DATE: 26/10/2017

APPROVED BY  
 NAME: S. LEWIS  
 ORANGE CARD: 0022818977  
 SIGN: *[Signature]*  
 DATE: 5/11/17

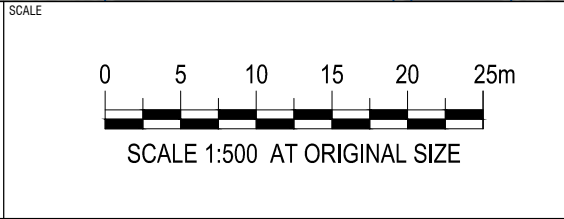
**GENERAL NOTES**

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010 AND IS BASED ON TCP NO.s 81
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8

LEGEND	
WORK AREA	
EXISTING WORK AREA	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD	

REV	BY	DATE	DESCRIPTION	APPD.
P3	LS	5/11/2017	AMENDED AS PER SL COMMENTS	
P2	LS	26/10/2017	AMENDED AS PER TINSW COMMENTS	
P1	LS	02/10/2017	INITIAL DRAFT	

DRAWN BY: LS  
 DRW CHECK: SS  
 APPROVED:  
 IND REVIEW:



**SYDNEY METRO**

**PITT ST SOUTH**  
 PITT ST FROM BATHURST ST TO SOUTH  
 SHORT TERM KERB SIDE LANE CLOSURE

DRAWING No: SMCWSTSE-JCG-SPS-TM-TCP-002288-0002

SHEET 1 OF 1

REVISION P3

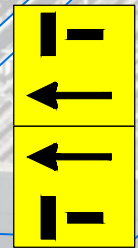




CASTLEREAGH ST

FOOTPATH CLOSED  
PEDESTRIANS

FOOTPATH CLOSED  
PEDESTRIANS

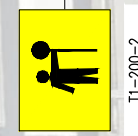
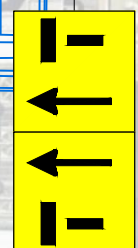


BATHURST ST

PITT ST

LIVERPOOL ST

LOCAL ACCESS MAINTAINED  
PROVIDE TEMPORARY PRAM RAMP FOR PEDESTRIANS CROSSING PITT ST  
TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS FIND GAPS IN TRAFFIC TO CROSS PITT ST



REVIEWED BY  
NAME: S. SCHARF  
ORANGE CARD: 0021232283  
SIGN: *[Signature]*  
DATE: 26/10/2017

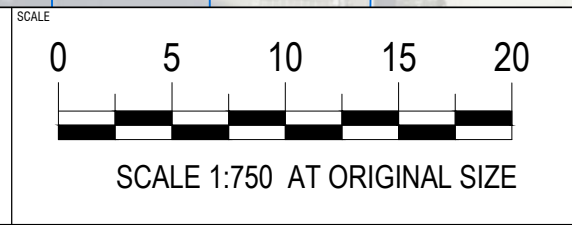
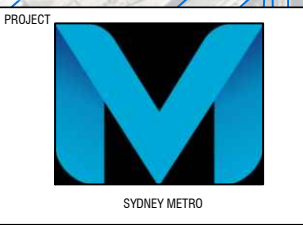
APPROVED BY  
NAME: S. LEWIS  
ORANGE CARD: 0022818927  
SIGN: *[Signature]*  
DATE: 5/11/17

**GENERAL NOTES**  
- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010 AND IS BASED ON TCP NO. 81  
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.  
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.  
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN S. 1742.3  
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8

LEGEND	
WORK AREA	
EXISTING WORK AREA	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD	
LOCAL ACCESS	

REV	BY	DATE	DESCRIPTION	APPD.
P3	LS	5/11/2017	AMENDED AS PER SL COMMENTS	
P2	LS	26/10/2017	AMENDED AS PER TINSW COMMENTS	
P1	LS	02/10/2017	INITIAL DRAFT	

DRAWN BY: LS  
 DRW CHECK: SS  
 APPROVED:  
 IND REVIEW:



**SYDNEY METRO**

PITT ST SOUTH  
 PITT ST FROM BATHURST ST TO SOUTH  
 PEDESTRIAN DETOUR DURING WORKS

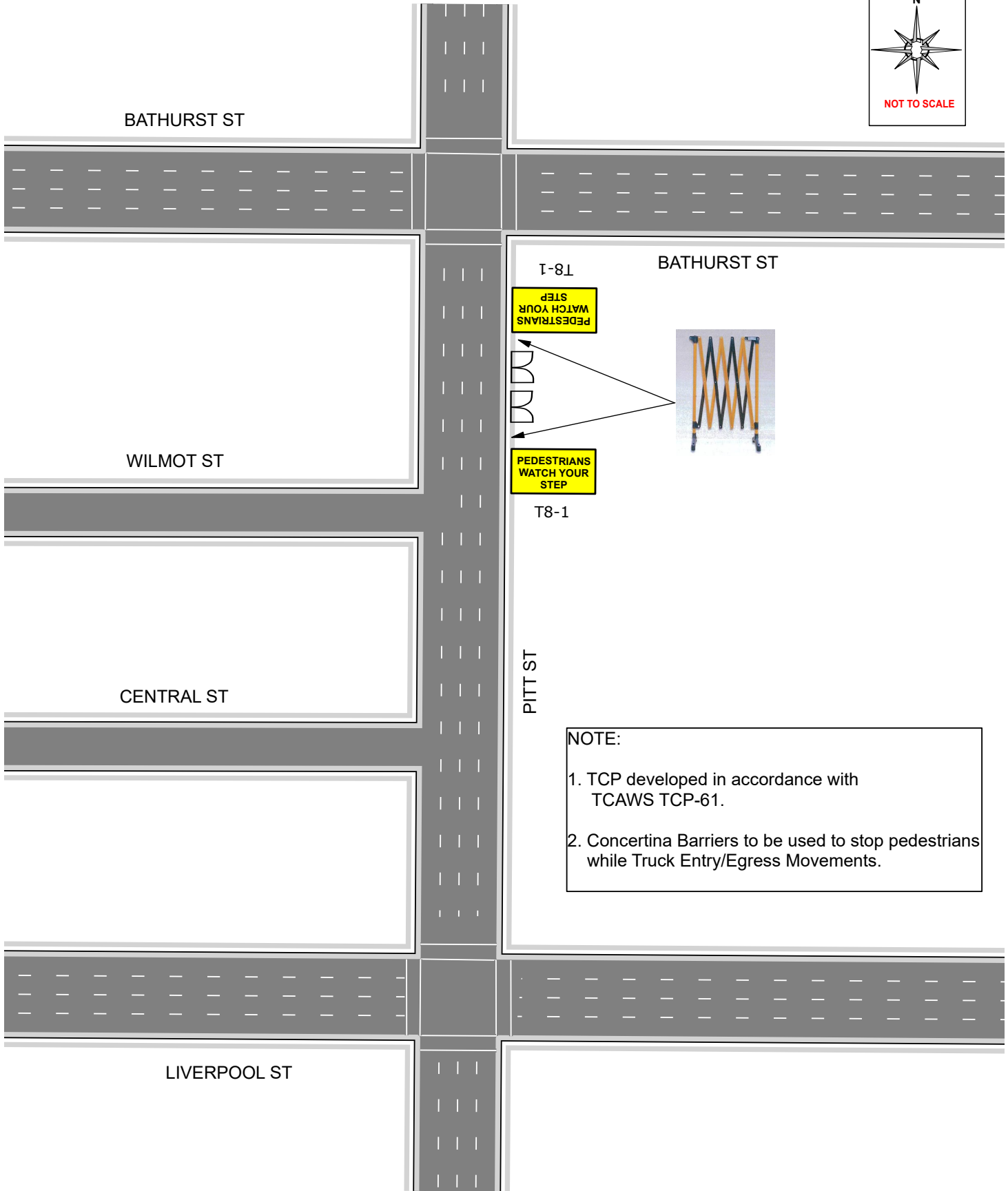
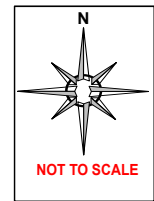
DRAWING No: SMCWSTSE-JCG-SPS-TM-TCP-002288-0003

SHEET 1 OF 1

REVISION P3







**NOTE:**

1. TCP developed in accordance with TCAWS TCP-61.
2. Concertina Barriers to be used to stop pedestrians while Truck Entry/Egress Movements.



**TRAFFIC CONTROL PLAN**  
 DATE: 15/04/2018  
 REV 1: 04/05/2018

\*Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & RTA Traffic control at Work Sites Manual Version 4 June 2010.  
 \*Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.  
 \*Signs should generally placed 1 metre clear of the travelled path.  
 \*Signs are to be Class 1 retro-reflective (daylight)

AREA:	SPS
LOCATION:	PITT ST, SYDNEY
TCP NO:	TCP-SPS-PIT-NB-0401
SHEET NO:	1 OF 1

Install as per TCP and in accordance with any changes as shown on TCP  
 Team Leader (Onsite):  
 Signature:  
 Date:  
 Ticket: Orange/Red/Yellow (Circle Appropriate)  
 Ticket No:  
 Reasons for modification:  
 Email to: NSW.SM2.TRAFFIC@SYDNEYMETRO2.COM.AU

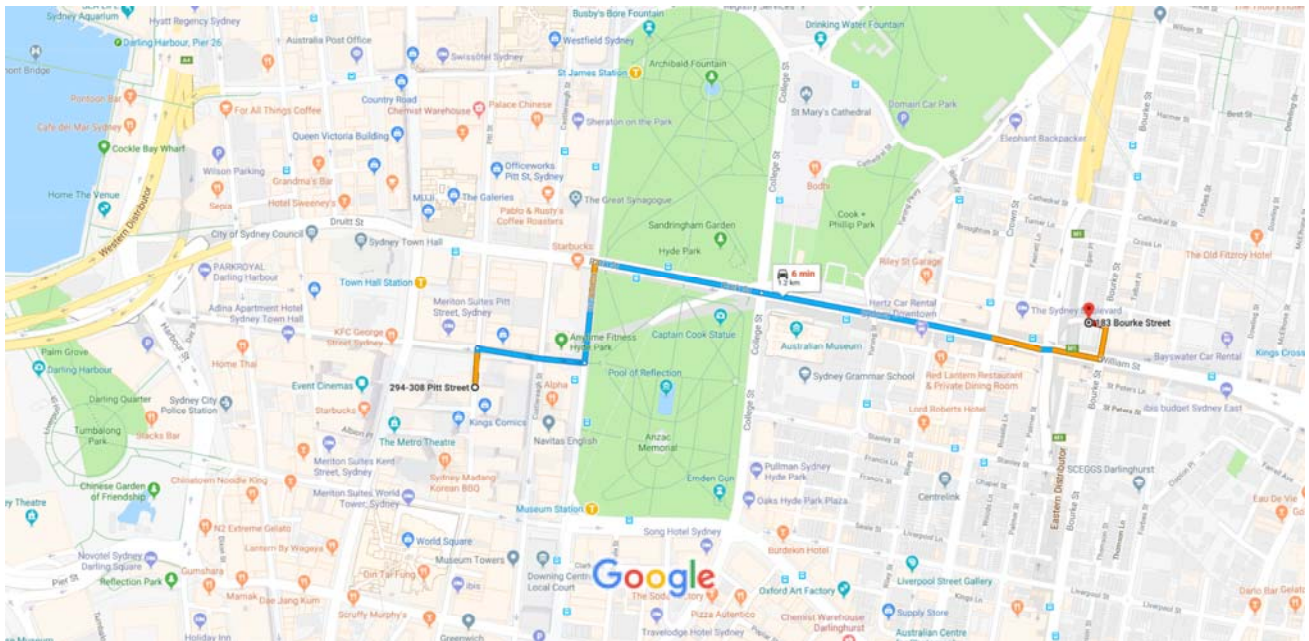
DRAWN BY:	SAMANTH JADALA
CERTIFICATE NO:	0044399691
SIGNATURE:	<i>[Signature]</i>
PLAN CHECKED BY:	ABDULLAH KHAN
CERTIFICATE NO:	0032576588
SIGNATURE:	<i>Abdullah Khan</i>

**LEGEND**

- SITE GATE ACCESS
- CONCERTINA BARRIERS
- AUTHORISED TRAFFIC CONTROLLER
- 700 MM TRAFFIC CONES WITH REFLECTIVE NIGHT STRIP WITH 220 MM SPACING

## Appendix 4 Haulage Routes

DRAWING NUMBER	DESCRIPTION
SMCSWTSE-JCG-SPS-CN-DWG-002288-0001	Site to southern Sydney
SMCSWTSE-JCG-SPS-CN-DWG-002288-0002	Southern Sydney to site
SMCSWTSE-JCG-SPS-CN-DWG-002288-0003	Site to western Sydney
SMCSWTSE-JCG-SPS-CN-DWG-002288-0004	Western Sydney to site
SMCSWTSE-JCG-SPS-CN-DWG-002288-0005	Site to northern Sydney
SMCSWTSE-JCG-SPS-CN-DWG-002288-0006	Northern Sydney to site



Map data ©2018 Google 100 m

- ↑ 1. Head north on Pitt St towards Bathurst St

---

58 m
- ↘ 2. Turn right at the 1st cross street onto Bathurst St

---

160 m
- ↙ 3. Use the 2nd from the left lane to turn left onto Elizabeth St

---

150 m
- ↘ 4. Use the right 2 lanes to turn right at the 1st cross street onto Park St

---

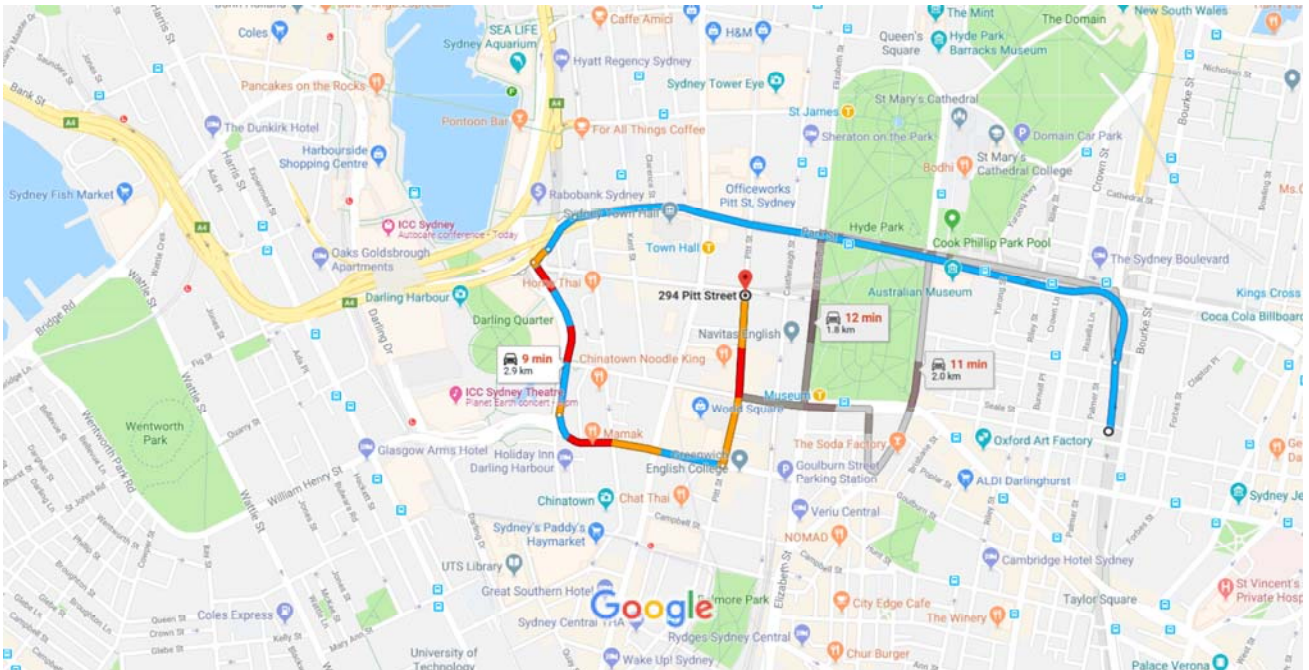
250 m
- ↑ 5. Continue onto William St

---

500 m
- ↙ 6. Turn left onto Bourke St

---

77 m



Map data ©2018 Google 200 m

- ↑ 1. Head north towards Cross City Tunnel

---

160 m
- ↘ 2. Slight right onto Cross City Tunnel

---

1.4 km
- ↙ 3. Slight left to stay on Cross City Tunnel

---

96 m
- ↘ 4. Use the 2nd from the left lane to turn slightly right to stay on Cross City Tunnel

---

45 m
- ↙ 5. Turn left at the 1st cross street onto Harbour St

---

400 m
- ↙ 6. Turn left onto Goulburn St

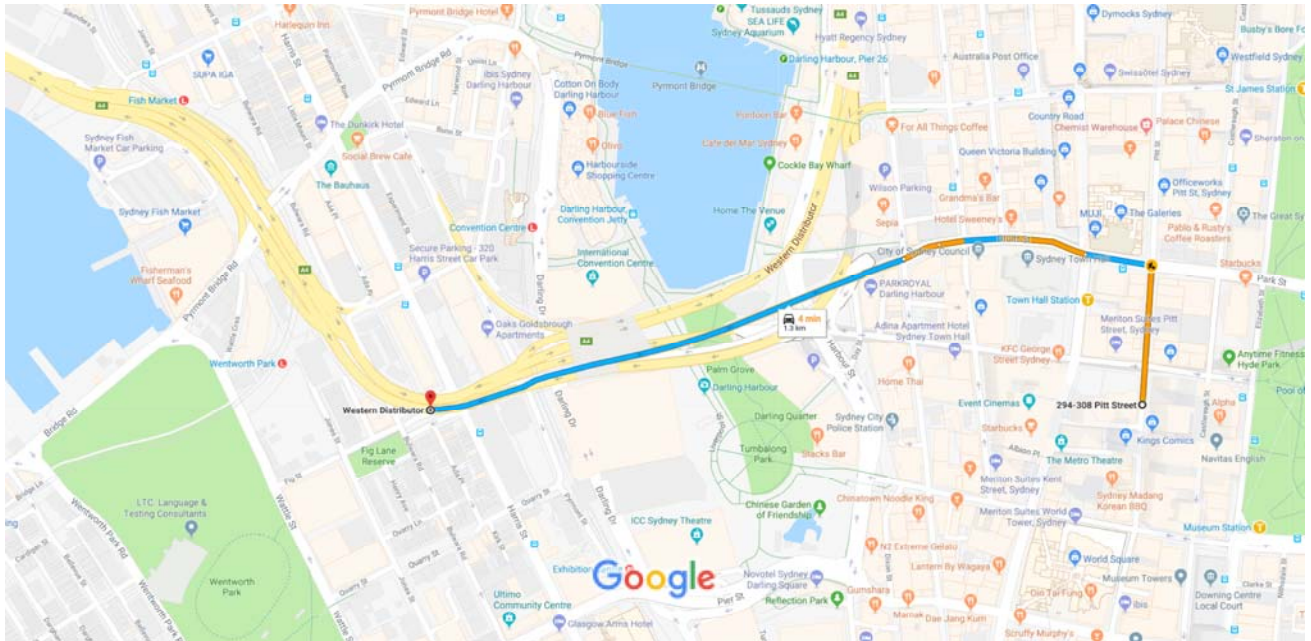
---

400 m
- ↙ 7. Turn left onto Pitt St

---

400 m





Map data ©2018 Google 100 m

- ↑ 1. Head north on Pitt St towards Bathurst St

---

210 m
- ↶ 2. Turn left at the 2nd cross street onto Park St

---

100 m
- ↑ 3. Continue onto DrUITT St

---

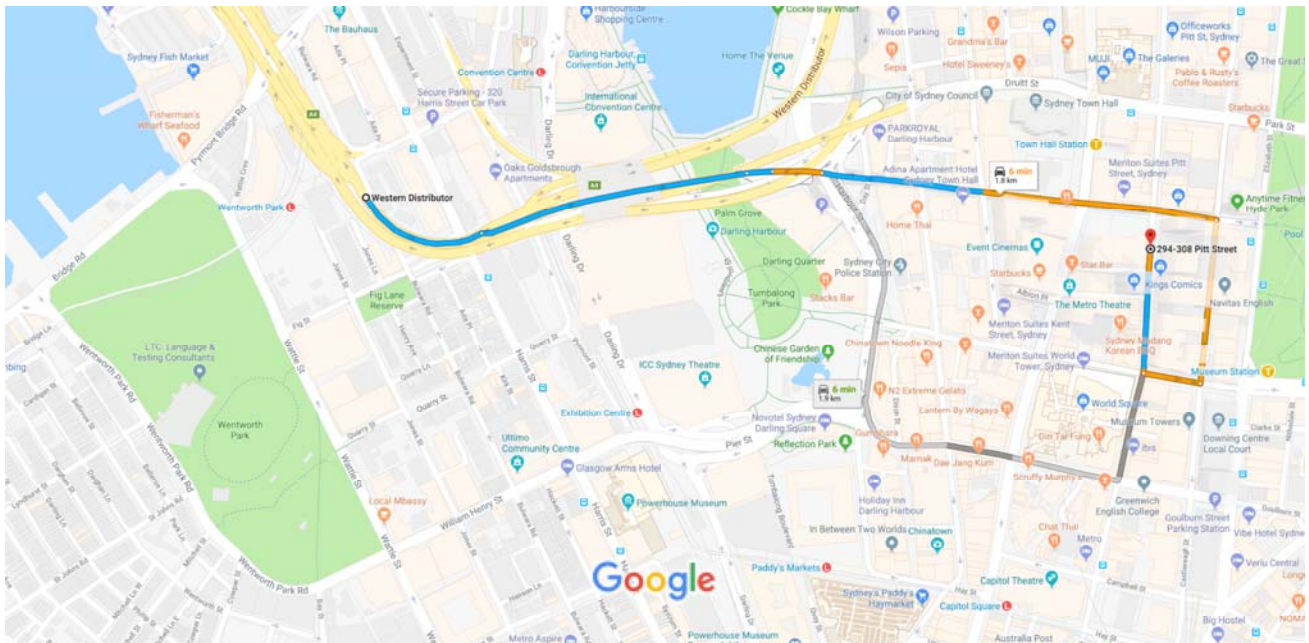
220 m
- ↑ 4. Continue onto Western Distributor

---

57 m
- ⤴ 5. Use any lane to merge onto Western Distributor/A4 via the slip road to Anzac Bridge/Western Suburbs

---

750 m



Map data ©2018 Google 100 m

**Continue to Sydney. Take the exit for Bathurst St from Western Distributor/A4**

- ↑ 1. Head south-east on Western Distributor/A4

---

200 m
- ↘ 2. Use the right lane to take the Bathurst St exit towards City Centre/Darling Harbour

---

400 m

**Take Bathurst St and Castlereagh St to Pitt St**

- ↩ 3. Use the middle lane to continue on Western Distributor

---

38 m
- ↘ 4. Keep right to stay on Western Distributor

---

74 m
- ↑ 5. Continue onto Bathurst St

---

600 m
- ↘ 6. Turn right onto Castlereagh St

---

240 m
- ↘ 7. Turn right onto Liverpool St

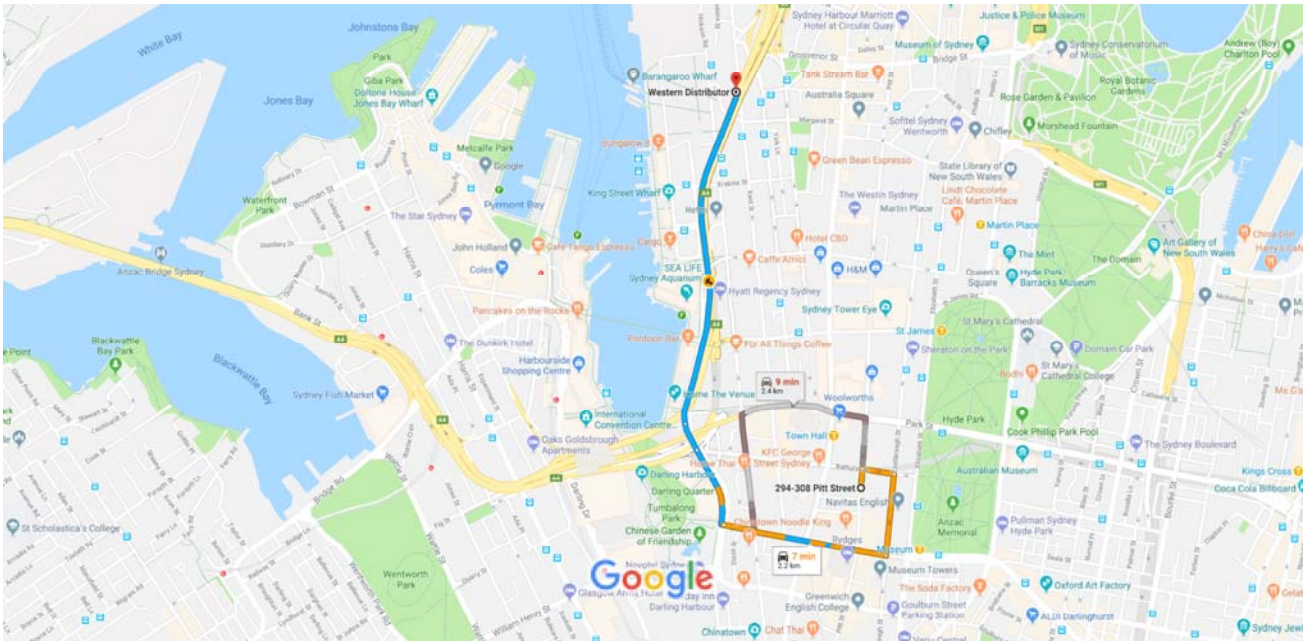
---

86 m
- ↘ 8. Turn right at the 1st cross street onto Pitt St

---

190 m





Map data ©2018 Google 200 m

- ↑ 1. Head north on Pitt St towards Bathurst St

---

58 m
- 2. Turn right at the 1st cross street onto Bathurst St

---

96 m
- 3. Turn right at the 1st cross street onto Castlereagh St

---

240 m
- 4. Turn right onto Liverpool St

---

500 m
- 5. Use the right 2 lanes to turn right onto Harbour St

---

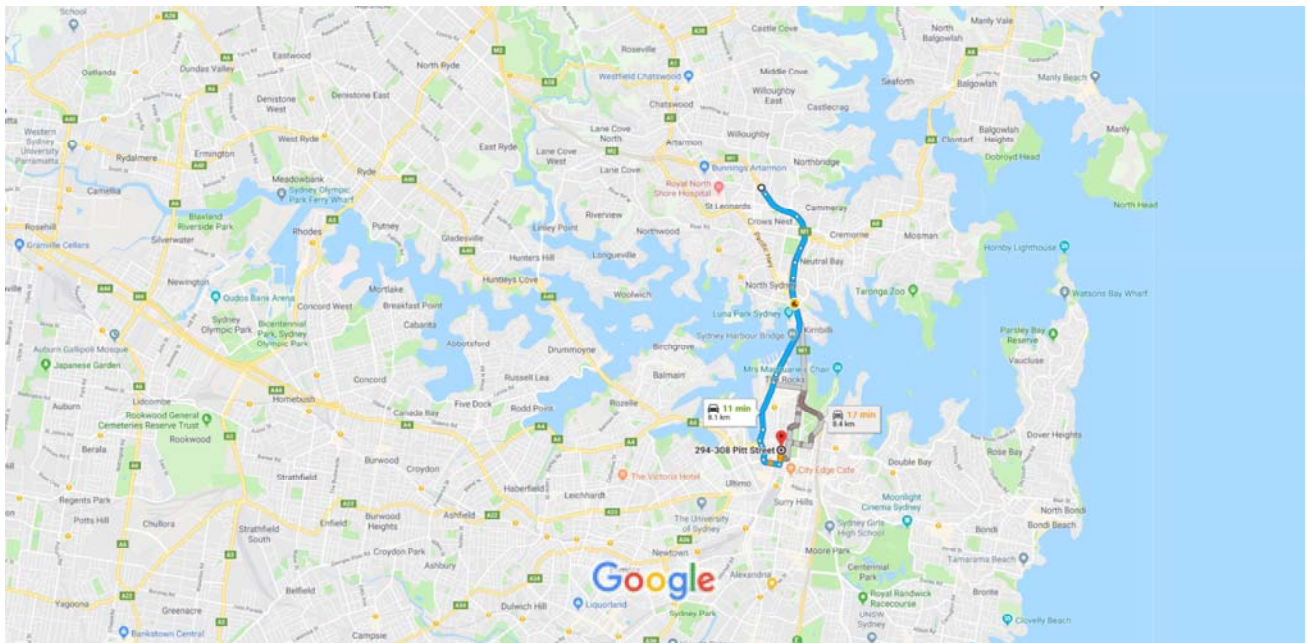
250 m
- ↑ 6. Continue onto Western Distributor

---

85 m
- 7. Keep right to stay on Western Distributor

---

1.0 km



Map data ©2018 Google 1 km

↑ 1. Head south-east towards M1  
 \_\_\_\_\_ 10 s (190 m)

**Continue on M1. Take Warringah Fwy and Bradfield Hwy to Western Distributor in Sydney. Take the exit towards City S/Darling Harbour from Western Distributor**  
 \_\_\_\_\_ 6 min (6.6 km)

⬆️ 2. Merge onto M1  
 \_\_\_\_\_ 1.0 km

➡️ 3. Use the middle 2 lanes to stay on M1  
 \_\_\_\_\_ 800 m

⬇️ 4. Use the left lane to keep left at the fork, stay on M1 and follow signs for A4/Western Suburbs  
 \_\_\_\_\_ 350 m

↘️ 5. Exit onto Warringah Fwy  
 \_\_\_\_\_ 400 m

➡️ 6. Keep right to stay on Warringah Fwy  
 \_\_\_\_\_ 650 m

↑ 7. Continue onto Bradfield Hwy  
 \_\_\_\_\_ 1.8 km

↩ 8. Use any lane to turn slightly left onto Bradfield Hwy/Western Distributor

---

200 m

↩ 9. Keep left to stay on Western Distributor

---

1.2 km

↪ 10. Use the right 2 lanes to take the exit towards City S/Darling Harbour

---

270 m

---

5 min (1.3 km)

↑ 11. Continue onto Western Distributor

---

120 m

↑ 12. Continue onto Harbour St

---

350 m

↩ 13. Turn left onto Goulburn St

---

400 m

↩ 14. Turn left onto Pitt St

---

350 m



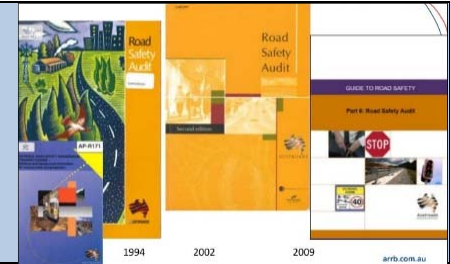
## Appendix 5 Road Safety Audit





# Road Safety Audit Report

SHORT FORMAT

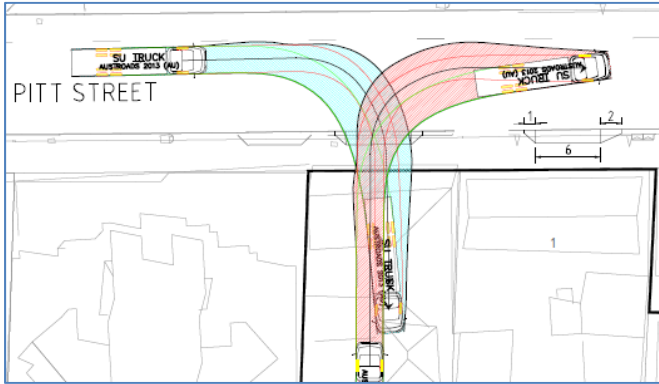
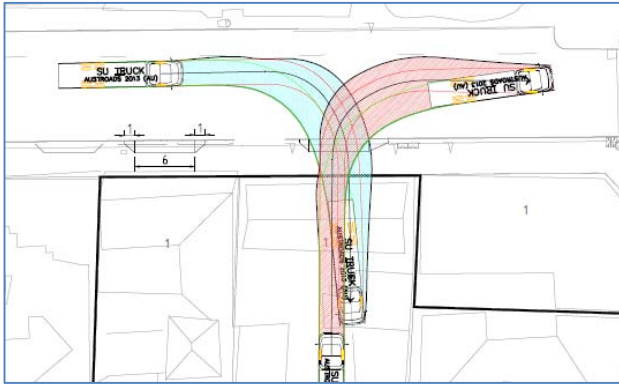


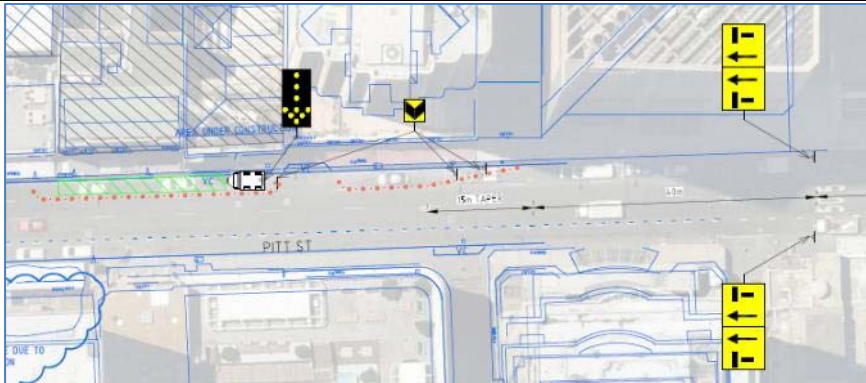

<b>Title / Project</b>	Sydney Metro	<b>RSA P/L Reference</b>	RSA-07074
<b>Work Package</b>	Pitt Street South Demolition (Revised)	<b>Report Date</b>	19 April 2018
<b>Audit Stage</b>	Desktop	<b>Lead (Senior) Auditor</b>	Peter Harris
<b>Client</b>	Sydney Metro JHCPBG JV	<b>Secondary Auditor / Reviewer</b>	Bob Cumming
<b>Report Provider</b>	Road Safety Audits P/L	<b>TMP / Drawings</b>	SMCSWTSE-JCG-SPS-TM-PLN-002288 Rev D (22/3/18)

**Background:** This is a revised plan set. RSA previously audited the plan set AA dated 6/10/17 (RSA ref: 06330). This audit takes into consideration the original audit comments and client responses and does not address those issues again. It is understood that the main changes since the previous audit is "the only changes are the installation of a second driveway on Pitt Street, north of the already approved driveway, the removal of any driveway on Bathurst Street and a crane set up on Pitt Street".

**Desktop TMP Scope:** The scope of the audit is to assess the plans on their merits and in the context of the road environment, not compliance-checking to standards and guidelines.

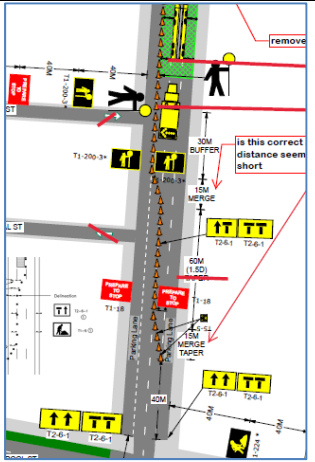
## Sydney Metro

Sydney Metro				
	Audit Point	Comment / Suggestion	Sydney Metro JHCPBG JV Contact:	
			Response <sup>x</sup>	Status <sup>y</sup>
1.	<p><b>Swept path / loading:</b> It is understood that there is a single loading bay to be retained in between the driveways.</p> <p>However, based on the swept path, it's unclear how realistic it will be to retain this loading bay given that the swept path for the two driveways encroaches into or close to the loading zone parking envelope. Also, loading vehicles are often vans or small rigid trucks which might encroach further than this modelling.</p>	<p>Review the expected site access movement frequencies with regard to this issue, and consider adjusting, omitting or monitoring accordingly.</p>	<p>Noted the loading zone changes will occur post the installation of the driveway and will likely be in place post the completion of the lead paint removal</p>	<p>Closed</p>
				

Sydney Metro				
	Audit Point	Comment / Suggestion	Sydney Metro JHCPBG JV Contact:	
			Response <sup>x</sup>	Status <sup>y</sup>
2.	<p><b>Sheet 0002:</b> Motorists are already used to the lane being closed (parking) and the closed lane will be obvious with the flashing arrow board and other devices.</p> <p>The lane status signs are often 'cobbled together' and hidden behind other obstacles and present their own hazard (to pedestrians; example below-right).</p>	<p>Consider omitting these signs unless considered absolutely necessary.</p> <p>Discretion should be applied as to whether this point applies to sheet 0003.</p>	<p>Agree however, these signs have been used previously for works at this site so suggest that we will retain</p>	<p>Closed</p>
				





Sydney Metro				
	Audit Point	Comment / Suggestion	Sydney Metro JHCPBG JV Contact:	
			Response <sup>x</sup>	Status <sup>y</sup>
4.	<p><b>TCP-SPS-PIT-NB-3401:</b> Motorists are chiefly concerned with understanding that there's a double lane drop. As such, they will be focussing on the flashing arrow board, bollard taper, and lane status signs.</p> <p>As such, it should be expected that the 'prepare to stop' and 'symbolic roadworker' signs will be 'washed out' from a driver's perspective (i.e. with little attention paid to them).</p>	<p>To mitigate the risk posed to the traffic controller, it is suggested that best practice be followed and their position be floodlit for the night works.</p>	<p>Noted – floodlighting to be provided on Pitt Street</p>	<p>Closed</p>
				

## Explanatory Notes

**Short Format:** This 'short format' report has been used by RSA P/L since 2008, initiated through requests by clients to assist their processes, for ease with stakeholders, and for timeliness. It is typically confined in use to construction traffic management and typically for discrete packages of plans / areas and often for large projects with repetitious small audit sections. The use of this format assumes that the reader/s know what a road safety audit is and how to respond to it.

**Projects:** Audit points are often raised in projects in relation to: 1. specific themes (e.g. the use of a safety barrier type), or 2. the treatment of particular locations. Once key issues have been initially raised, they will not necessarily be re-raised in future audits. This will depend on the issue, the RSA's perception of the client's assessment and understanding of the issue, and other factors. Therefore, discrete audits as part of a project should be read and actioned by a **project representative who is familiar with the audit history**.

**Responding:** Although the client receiving the report does not have to agree to the audit findings/suggestions, the issues and associated risks should be carefully considered. A written response should be made to all of the audit findings raised, then signed off by the responsible person from the project team.

**\*Response:** The responder should fully or partially accept / reject the audit point **and** the comment / suggestion (i.e. not merely the suggestion)

**†Status:** The status of the issue as it sits with the Project. i.e. 'actioned', 'closed', 'pending information / further guidance'.

### Language:

- o Note: RSA P/L does not typically use the [Austroads risk rating](#) method, mostly because it can only be applied to some points and therefore can skew the perceived risk of other points, and also due to it being a highly subjective approach, giving the false impression of objectivity.
- o 'Urgent' / 'High-Risk': Needs immediate attention / changes as per RSA suggestion or similar.
- o 'Recommend' / 'Serious' / 'Important': Must be robustly reviewed. Most likely requires a change to avoid a high-risk road environment for one or more user groups.
- o 'Should' / 'Suggest' / 'Significant': Based on the view of the RSA team the suggestion should be done, but it concedes that there could be reasons why inaction or alternative action is equally correct. Must be robustly reviewed by contractor and where relevant key traffic engineering project stakeholders.
- o 'Review' / 'Consider': RSA is raising an observation but has no *strong* opinion on the outcome and need for changes. Project should review because it's not an immediate and high risk and may not be immediately obvious to RSA the reasons for the practice / setup / behaviour. May need monitoring.
- o 'Minor': Typically a low road-safety consequence / compliance issues (to guidelines or plans) / administrative controls. Unlikely to increase risk of crash.
- o 'Note': Little or no road safety significance. Typically added to give a complete picture of the design, site, context, analysis, auditors understanding.

**Intent of Issues Listing Order:** Audit points might be clustered according to location, theme, or time. When this is not done and the audit comprises an uncategorised list of points, the key issues are often discussed first. However, there is no official ordering of points, and they should all be read on their merits and on the basis of the language guide above.

**References:** Construction: 1. Austroads Guide to Road Safety – Road Safety Audit – 2009, 2. AS 1742.3 – 2009, Austroads guidelines and state specific supplements and technical publications as relevant.

**Safe System:** Austroads guidelines encourage practitioners to adopt safe system principles within design and within road safety audits. Safe system (roads) calls for a design to not allow serious injury and fatalities to occur for the expected road users and the typical crash types expected for that design type. This design-objective is considered within this road safety audit as a 'good practice' objective. However, a road safety audit by definition does not have the aim of checking 'Safe System conformance'.

**Process and Quality:** RSA P/L's quality assurance process is based on its senior auditors having a rich experience base, but also utilises customised checklists designed for niche areas in traffic engineering/road design (e.g. safety barriers, pavement shaping, CBD traffic management), in conjunction with a four-layer audit process: 1. on-site inspection; 2. media and data capture and review; 3. specialist / second auditor input; and (where warranted) 4. secondary blinded reviews.

**Audit Coverage:** The audit has attempted to balance the safety needs of all road users. As per Austroads guidelines, the suggestions provided have attempted to be realistic/feasible and commensurate with the actual risk posed. Suggestions are made from a safety perspective only, and are made in the absence of full project knowledge and design constraints. RSA P/L can provide a detailed risk assessment / issue evaluation report upon request. The audit raises potential safety risks noted / observed / anticipated by the audit team, and in particular the higher-risk issues. However, a road safety audit is fundamentally a subjective qualitative process undertaken by people, highly influenced by the experience, views and limitations of the individual team members. It is expected that the project team has competence to identify safety issues itself as the project progresses, and to ask the audit team further questions where necessary.



## Appendix 6    Review Comments

# Sydney Metro City & Southwest Stakeholder Comment Tracker



**Transport  
for NSW**



**Transport  
Roads & Maritime  
Services**

Document: CTMP - Pitt Street South Demolition Amendment 1

Version: E

Date of review: 3/05/2018

RESPONSE STATUS  
O Open  
C Closed  
CS Closed subject to additional action /

Item No	Contract	Contractor	Doc Rev	Requirement Ref (COA or REMM)	Stakeholder	Reviewer	Date	Item Description, Page, Para, Drg ref	RMS comment	Contractor Response	Response Status (date)	TfNSW response (date)
1	TSE	JHCPBG	E		RMS	CM	03-May-2018	3.1	Please provide an indicative timeline between April 2018 and July 2018, in relation to when the driveway will be constructed, and when crane operations will be undertaken.	the crane operations will be subject to progression of works and ROL restrictions and will be included within the weekly traffic forecast. The driveways will be constructed once the CTMP is approved	Closed	Noted
2	TSE	JHCPBG	E		RMS	CM	03-May-2018	3.1	"the driveway is only allowed to be 6m in width, with 2m wings on the southern side of the southernmost driveway and on the northern side of the northern driveway, 1m wings will be located on the opposing sides." - This is not reflected in Appendix 2 'DRG-002284-0052' which shows 1m wings on both sides of the southernmost driveway.	Document amended	Closed	Noted
3	TSE	JHCPBG	E		RMS	CM	03-May-2018	3.2	"Crane works will be undertaken at night with 1 lane available to traffic..." How many nights are crane works expected? For the entire April-July duration?	Document amended	Closed	Noted
4	TSE	JHCPBG	E		RMS	CM	03-May-2018	3.2.4	Appendix 3 - 'TCP-002288-0003' shows work area outside Edinburgh Castle, which has an entry/exit within the marked work area. How will this entry/exit be managed to ensure people do not access the work area? Is there any evidence of any consultation with Edinburgh Castle regarding this issue?	Document amended - it should be noted that this drawing was previously approved as part of the demolition CTMP. Since that time the hoarding/ awnings have been removed under this TCP with no adverse impact noted	Closed	Noted
5	TSE	JHCPBG	E		RMS	CM	03-May-2018	3.2.6	"It is understood that as of 2017..." This information should be updated to reflect the status as of 2018.	Document amended	Closed	Noted
6	TSE	JHCPBG	E		RMS	CM	03-May-2018	5.1	"Refer to <b>Error! Reference source not found.</b> for the audit report." Audit report is found in Appendix 4	Document amended	Closed	Noted
.	TSE	JHCPBG	E		RMS	CM	03-May-2018	5.8	References list indicates that "Construction Traffic Management Framework - Version Tender" was used in the development of this CTMP. This CTMP should be developed in accordance with the <u>approved CTMF</u> . Approval for this CTMP will not be granted unless it is developed in accordance with the approved CTMF.	Document amended	Closed	Noted



8	TSE	JHCPBG	E		RMS	CM	03-May-2018	App 1	Although there is a drawing number indicated on the table, no drawing number is provided on the drawing.	There is no drawing number indicated on the table - this drawing is part of the Lift Study	Open	The table shown on page 15 of the pdf (Appendix 1 Parking restrictions) indicates a drawing number. The drawing on page 16 of the pdf does not have a drawing number on it. The information at the bottom of the drawing in the title block is generally missing.	Drawing number added
9	TSE	JHCPBG	E		RMS	CM	03-May-2018	App 1	Should clarify whether the 'existing parking restrictions' refers to the restrictions before Pitt Street South Demolition CTMP, or under the Pitt Street South Demolition CTMP, but before Amendment 1.	There were no changes required for the Pitt Street South demolition CTMP. The parking changes only came about when we had the on site meeting with Council this year as suggested by Council	Closed		Noted
10	TSE	JHCPBG	E		RMS	CM	03-May-2018	App 3	'SYDM-TYP-0000-02' - The arrangement shown in this plan is not typical for the Pitt Street South site access. This site is right in/right out.	This TCP is for pedestrian management set up	Open	It is noted that this drawing has been replaced by TCP-SPS-PIT-NB-0401. This site contains two driveways, however the drawing only shows pedestrian management for one.  Liverpool St, Pitt St and Bathurst St are already one way streets irrespective of these works. One Way (R2-17) signs are not required.	Drawing amended
11	TSE	JHCPBG	E		RMS	CM	03-May-2018	App 3	'TCP-SPS-PIT-NB-3401' - What distance is available from the end of the cones to the end of the kerbside lane? This length should be shown in the TCP.	Document amended	Open	Lane arrangement signs near Central Street have been changed to only show 3 lanes instead of 4 lanes, as shown at Liverpool St.	Drawing amended
12	TSE	JHCPBG	E		RMS	CM	03-May-2018	App 4	The included Road Safety Audit was completed in November 2017 and does not appear to include an assessment of the proposed amendments to the original CTMP, such as the use of 2 driveways.	This road safety audit is on the permanent arrangement which includes the use of 2 driveways	Closed	It is noted that an updated RSA (dated 19 April 2018) has now been included and this now appears in Appendix 5.	Noted
12	TSE	JHCPBG	E		RMS	CM	03-May-2018	NEW App 4	NEW ISSUE Haulage Routes - SCMSWTSE-JCG-SPS-CN-DWG-002288-0002 Southern Sydney to Site: This does not show a route to site, as suggested by the title.		Open	Drawing amended	

Item No	Item Description, Page, Para, Drg ref	TfNSW comment	Contractor Response
1	Section 3	Timings stated as: April 2018 to July 2018. This CTMP outlines three separate pieces of work, two of which are short term. Please provide a calendar, or similar, of when each of the works will occur, i.e. when does driveway build occur? When does crane lift occur? When does site operations, vehicle movement begin and end?	This is included within the weekly traffic forecast
2	Section 3.2	This section generally mentions three work fronts: Crane lift, driveway construction and site operations. Please review and provide clarity of what works and associated traffic management will occur as part of this CTMP.	Refer to response to Item 1
3		Why are truck movements mentioned in this section and Section 3.2.1 and Section 4? It would be clearer if it truck movements and associated analysis on impacts were mentioned once.  Also, it is assumed the truck movements are for the operation of the site, nothing else? Please make this clear, maybe a section on operations, a section on crane lift and a section on driveway construction?	This is as per the previously approved CTMP. All I have done is add in the crane works and new driveway including parking restriction changes. When I have done previous amendments, reviewers asked me to include the previous CTMP as they believed that the CTMP amendment overruled the previously approved CTMP - hence this CTMP - no change to document
4		"Crane works will be undertaken at night". There is no reference to the Appendix drawings and no further information. Please provide detail.	Document amended
5	Section 3.2.1	This sections appears to be a repeat of the section above, even the statement "Crane works will be undertaken at night" is repeated but with additional information attached. Could the sections be amalgamated?	Agree - refer to response to Item 3
6	Section 3.2.3	There are no dedicated cycling facilities at this location, but cyclists use the road. Will they be affected? If so, how will the impact be mitigated?	As per other vehicles
7	Section 3.2.4	This section mentions a building with accesses on Bathurst St, how will the Bathurst St access be affected by the Pitt St works?	Document amended
8	Section 3.2.6	This section is still referencing 2017 and requires an update, also, while events near the site are mentioned there is no analysis of the impacts or information on how impacts would be managed. Please review and update.	Document amended

9	Section 3.2.8	Will the changes to the parking arrangements need to be presented to City of Sydney Council's Local Traffic Committee? There is no mention of this in this section.	Yes - that is a separate process - document amended
10	Section 3.2.9 and Section 4.2	This section mentions oversize/over mass deliveries. Please provide likely time frames for these deliveries and whether any traffic control will be required/used. Consider combining the two sections.	This will be included within the Weekly Traffic Forecast
11	Section 4 - Table 2	The information in Table 2 does not match the information provided in Section 3.2 or Section 3.2.1	Document amended
12	Section 4.3	All heavy vehicles drivers are required to undergo the SMIC training. SMIC training is not mentioned in this section. Please advise how this works in relation to general project and site-specific inductions?	Refer to the relevant TSE management plan
13	Section 5.1	Remove the "Error! Reference source not found"	Document amended
14	Section 5.4.1	First dot point states public transport interruptions will be communicated by on site signage. Section 3.2.2 states there will be no impacts to public transport. Please clarify	Document amended
15		Second dot point suggests roads will be closed and VMS will be used. This is not likely is it, not for this CTMP? Please clarify.	The CTMP states: "Motoring public will be forewarned of any changes, including road closures, road changes and lane closures well in advance using appropriate signage, including variable message signs (VMS), <b>where identified on the plans</b> "
16		Third dot point states pedestrians and cyclists will be provided with advance warning. Section 3.2.3 states there will be no impacts to cyclists. Please clarify.	The CTMP states: '• Pedestrians and cyclists will be provided with advance warning signs, <b>where identified on the plans</b> '
17	Section 5.7	Will the stated engineers be on site? If not, who is the on-site contact? Are these contacts night or day contacts?	yes
18	Section 5.8	The CTMF is no longer in tender version. Update this reference	Document amended
19	Page 14 of the .pdf (no drawing number)	Will Council's Local Traffic Committee be advised of the changes to parking?	Refer to response to Item 9
20	JCG-SPS-TM-DRG-002284-0051 and JCG-SPS-TM-DRG-002284-0052	There are existing smart poles near the new driveways. They are not shown on the drawings. How have they been addressed?	They have been removed
21	SMCWSTE-JCG-SPS-TM-TCP-002288-0003	How will pedestrians at the corner of Bathurst St be managed, to prevent access to site; especially those leaving the Edinburgh pub?	with traffic controllers and containment tape where required
22		There is access from the Edinburgh pub onto the footpath directly into site. What measures are in place to prevent patrons from entering the green hatched area?	Refer to response to Item 21
23	SYDM-TYP-0000-02	Road layout shown is not typical to this project; Pitt St is one way, without street plantings and without median islands.	This is showing the pedestrian management at the site gate
24		Pedestrian signs are placed on the road. Review this location The sign shown says "Watch Your Step". This sign is usually used when there is a trip hazard or similar. Are there trip hazards or should another sign be considered?	Drawing replaced
25		Workmen signs are within the taper. See TCP 100 in the RMS Traffic Control at Worksites Manual	No Traffic Controller signs are in the buffer area

26	TCP-SPS-PIT-NB-3401	Pitt St is reduced to one lane. Directly opposite the worksite is the Primus Hotel drop-off. When guests are arriving or leaving from the hotel Pitt St will be "closed", i.e. no through access. How will this be managed?	The works will occur late at night - consultation will be undertaken with the hotel as there is an alternate No Parking further south - document amended
27		Pitt St is reduced to one lane. Directly opposite the worksite is the materials delivery drop off zone for the building construction site. Has the contractor undertaking the building construction been contacted? If there is a delivery or works during the work outlined in this TCP Pitt St will be "closed", no through access. How will this be managed?	The works will occur late at night - consultation will be undertaken with the constructors. There is an alternate location on Bathurst St for this site
28	Appendix 4	<p>Due to changes being made to the Pitt St Sth site this CTMP is being amended. The Road Safety Audit was completed in November 2017 (stated on title page and in Section 3.2 of the RSA), before the changes (and the impacts) outlined by this CTMP.</p> <p>This version of the RSA has a heavy focus on Pitt St North, not a subject of this CTMP.</p> <p>This version of the RSA does not appear to deal with two driveways at Pitt St South, only one driveway was considered (likely as two were not required at the time of this RSA in November 2017).</p> <p>An updated RSA should be considered.</p>	The only change on site is the removal of the smart pole at present. The RSA focuses on both north and south sites and does take into account the final arrangement which includes dual driveways.
29	Appendix 5	Review comments to be added	Yes





## CTMP Review Comments Sheet

<b>Project Title</b>	<b>Sydney Metro City &amp; south west –Tunnels and station excavation contract</b>
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CTMP Title: Pitt Street North Site Establishment

Document Number:

SMCSWTSE JCG SPS TM PLN 002284 D-

Reviewer: City of Sydney Van Le/ Tony Ly

Responder: S Lewis

Date: 23 April 2018

Date: 23 April 2018

Item	Section/ Page	Comments	Response
1	3.2.8	<p>The application and associated fees for oversize and over-mass deliveries using Council roads can be viewed via the following link:</p> <p><a href="http://www.cityofsydney.nsw.gov.au/business/business-responsibilities/traffic-management/oversize-and-over-mass-heavy-vehicles">http://www.cityofsydney.nsw.gov.au/business/business-responsibilities/traffic-management/oversize-and-over-mass-heavy-vehicles</a></p> <p>The application and associated fees for Mobile Hoisting Devices Operating from a Road/ Footpath can be viewed via the following link</p> <p><a href="http://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0007/264319/Mobile-hoisting-devices-operating-from-a-road-footway-application.pdf">http://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0007/264319/Mobile-hoisting-devices-operating-from-a-road-footway-application.pdf</a></p> <p>Any vehicle loading and unloading from the public road will also require a Temporary Works permit. The City's Temporary Works permit can be access via the following link</p>	Noted



Item	Section/ Page	Comments	Response
		<p><a href="http://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0011/118676/Temporary-Works-Application.pdf">http://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0011/118676/Temporary-Works-Application.pdf</a></p> <p>The construction of the driveways will also require a Road Opening Application and Temporary Works Application and payment of associated fees</p> <p><a href="http://www.cityofsydney.nsw.gov.au/development/building-and-construction-approvals/construction-regulation/road-openings">http://www.cityofsydney.nsw.gov.au/development/building-and-construction-approvals/construction-regulation/road-openings</a></p>	
2	Section 5.1	"Error! Reference source not found"	Document amended
3	Appendix 2	<p>It was agreed on site that only one driveway will be used at any time.</p> <p>Please clarify how access with the two driveways will be managed. Also outline the area within site that will be isolated for the asbestos removal and provide swept paths to show that the vehicles can turn around within site</p> <p>The number of trucks that are proposed to use each driveway are to be specified separately</p>	<p>The agreement on site was for the site operations phase with site access via the southern driveway and site egress via the northern driveway. This amendment of the demolition phase is to allow isolation of the lead paint removal site from the remainder of the site – hence why the two driveways will need to be used for both access and egress</p> <p>Vehicles using the southernmost driveway will be limited to the Hazmat removal until those works are complete – there will be approximately 5 vehicles per day using this area</p> <p>For the remainder of the site, Table 1 specifies the number of vehicles to be used</p>

Pitt Street North Site Establishment



Item	Section/ Page	Comments	Response
4	Appendix 3 SMCWSTSE-JCG-SPS-TM-TCP-002288-0002	The report will have to specific the position and number of traffic controllers that will be used to assist pedestrians cross the two parking lane and two traffic lanes. Note that traffic controllers are only able to manage one traffic lane at a time	Assume this is 0003 drawing – two traffic controllers are already shown on the drawing.

# Sydney Metro City & Southwest Stakeholder Comment Tracker



**Transport  
for NSW**



**Transport  
Roads & Maritime  
Services**

Document: CTMP - Pitt Street South Demolition Amendment 1

Version: D

Date of review: 29/03/2018

**RESPONSE STATUS**

- O Open
- C Closed
- CS Closed subject to additional action /

Item No	Contract	Contractor	Doc Rev	Requirement Ref (COA or REMM)	Stakeholder	Reviewer	Date	Item Description, Page, Para, Drg ref	RMS comment	Contractor Response
1	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	3.1	Please provide an indicative timeline between April 2018 and July 2018, in relation to when the driveway will be constructed, and when crane operations will be undertaken.	the crane operations will be subject to progression of works and ROL restrictions and will be included within the weekly traffic forecast. The driveways will be constructed once the CTMP is approved
2	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	3.1	"the driveway is only allowed to be 6m in width, with 2m wings on the southern side of the southernmost driveway and on the northern side of the northern driveway, 1m wings will be located on the opposing sides." - This is not reflected in Appendix 2 'DRG-002284-0052' which shows 1m wings on both sides of the southernmost driveway.	Document amended
3	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	3.2	"Crane works will be undertaken at night with 1 lane available to traffic..." How many nights are crane works expected? For the entire April-July duration?	Document amended
4	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	3.2.4	Appendix 3 - 'TCP-002288-0003' shows work area outside Edinburgh Castle, which has an entry/exit within the marked work area. How will this entry/exit be managed to ensure people do not access the work area? Is there any evidence of any consultation with Edinburgh Castle regarding this issue?	Document amended - it should be noted that this drawing was previously approved as part of the demolition CTMP. Since that time the hoarding/ awnings have been removed under this TCP with no adverse impact noted
5	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	3.2.6	"It is understood that as of 2017..." This information should be updated to reflect the status as of 2018.	Document amended
6	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	5.1	"Refer to <b>Error! Reference source not found.</b> for the audit report." Audit report is found in Appendix 4	Document amended
	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	5.8	References list indicates that "Construction Traffic Management Framework – Version Tender" was used in the development of this CTMP. This CTMP should be developed in accordance with the <u>approved CTME</u> . Approval for this CTMP will not be granted unless it is developed in accordance with the approved CTMF.	Document amended
8	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	App 1	Although there is a drawing number indicated on the table, no drawing number is provided on the drawing.	There is no drawing number indicated on the table - this drawing is part of the Lift Study



9	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	App 1	Should clarify whether the 'existing parking restrictions' refers to the restrictions before Pitt Street South Demolition CTMP, or under the Pitt Street South Demolition CTMP, but before Amendment 1.	There were no changes required for the Pitt Street South demolition CTMP. The parking changes only came about when we had the on site meeting with Council this year as suggested by Council
10	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	App 3	'SYDM-TYP-0000-02' - The arrangement shown in this plan is not typical for the Pitt Street South site access. This site is right in/right out.	This TCP is for pedestrian management set up
11	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	App 3	'TCP-SPS-PIT-NB-3401' - What distance is available from the end of the cones to the end of the kerbside lane? This length should be shown in the TCP.	Drawing amended
12	TSE	JHCPBG	D		RMS	CM	29-Mar-2018	App 4	The included Road Safety Audit was completed in November 2017 and does not appear to include an assessment of the proposed amendments to the original CTMP, such as the use of 2 driveways.	This road safety audit is on the permanent arrangement which includes the use of 2 driveways

*Register No. Issued to:    Date of Issue*  
 Register No.1            XXX  
 Register No.2            XXX  
 Register No.3            XXX

# Sydney Metro City & Southwest Stakeholder Comment Tracker



**Transport  
for NSW**



**Transport  
Roads & Maritime  
Services**

Document: CTMP: Pitt St South  
Demolition - Amendment 1

Version: D

Date of review: 29/03/2018

**RESPONSE STATUS**

- O Open
- C Closed
- CS Closed subject to additional action / information

Item No	Contract	Contractor	Doc Rev	Item Description, Page, Para, Drg ref	Stakeholder	Requirement Ref (COA or REMM)	TfNSW comment	Contractor Response
1	TSE	JHCPBG JV	D	2.1	SCO		Given the site is also bounded by Bathurst St, it would be beneficial to include detail of its existing conditions similar to those captured for Pitt St	This was included in the original document and has now been reincluded
2	TSE	JHCPBG JV	D	3.2	SCO		Please include some detail about how the lead paint will be removed from 302 Pitt St	Using dry ice or similar - all works are undertaken in accordance with approved hazmat removal methods
3	TSE	JHCPBG JV	D		SCO		Please advise when the likely completion date of the lead paint removal will be. Is this July 2018 as per the timing provided in Section 3?	Document amended
4	TSE	JHCPBG JV	D		SCO		Has a swept path analysis been conducted to confirm whether vehicles can turn around within site to enter/exit in a forward motion? Please investigate and provide turning paths in revised CTMP.	there is no excavation at this stage so vehicles have the entire site to turn around in - this may be done in one movement or with numerous movements internally dependent on the site configuration of the day of works. No reversing of vehicles within public areas will be required

5	TSE	JHCPBG JV	D		SCO	<p>At the on-site meeting it was discussed that some parking changes would be required to facilitate construction of the northern driveway.</p> <p>Please include some detail on the parking changes required and the associated impact.</p> <p>Please also advise if there a need to take these changes to local traffic committee for approval.</p>	Document amended
6	TSE	JHCPBG JV	D	3.2.1	SCO	<p>Details on traffic flow has been provided post the arrival of machinery, but what is the impact during the arrival of machinery?</p>	The CTMP states: "Machinery deliveries will be undertaken outside of site operating hours, where the machinery is unable to be delivered to site via the nominated vehicular crossing."
7	TSE	JHCPBG JV	D		SCO	<p>What is the expected impact on traffic flow during the crane works?</p>	Document amended
8	TSE	JHCPBG JV	D	3.2.3	SCO	<p>Please consider including a sentence on the pedestrian management in place during vehicle access and egress.</p>	Document amended
9	TSE	JHCPBG JV	D	3.2.4	SCO	<p>Please note that should impacts to neighbouring properties service vehicle access be identified during the consultation process, a local access plan may need to be developed.</p>	There is no requirement under any of the conditions of approval for a Local Access Plan - if we impact people's access we will talk with them but the lane closures and works have been designed to facilitate their access
10	TSE	JHCPBG JV	D	4.1	SCO	<p>It would be beneficial to include a snapshot of the EIS routes in the section.</p>	Document amended
11	TSE	JHCPBG JV	D		SCO	<p>Please advise of the haulage routes previously approved. It would be beneficial to have information on the haulage routes included in this CTMP.</p>	Document amended
12	TSE	JHCPBG JV	D		SCO	<p>Should routes differ from those approved previously, please advise if Council have provided their approval.</p>	They have been provided with this CTMP for review
13	TSE	JHCPBG JV	D	4.2	SCO	<p>The last sentence advises deliveries associated with the crane will take place outside of peak hours. Other sections of this CTMP advises this would occur at night. Please update to ensure information remains consistent throughout the CTMP.</p>	Document amended
14	TSE	JHCPBG JV	D	5.1	SCO	<p>"Error! Reference source not found" message appears. Please fix this error.</p>	Document amended
15	TSE	JHCPBG JV	D	5.4 - Table 3	SCO	<p>Please advise why advance warning signage would not be used as a communications channel for these works.</p>	Document amended
16	TSE	JHCPBG JV	D	5.8	SCO	<p>Please consider referencing the previous Pitt St South Demolition CTMP in this section.</p>	This is the same document number -

17	TSE	JHCPBG JV	D	DRG-002284-0051	SCO		Has a swept path analysis been conducted to confirm whether vehicles can turn around within site to enter/exit in a forward motion? Please investigate and provide turning paths in revised CTMP.	refer to response to Item 4
18	TSE	JHCPBG JV	D	DRG-002284-0052	SCO		Has a swept path analysis been conducted to confirm whether vehicles can turn around within site to enter/exit in a forward motion? Please investigate and provide turning paths in revised CTMP.	refer to response to Item 4
19	TSE	JHCPBG JV	D	TCP-SPS-PIT-NB-3401	SCO		A 15m merge taper appears to be a relatively short distance. Please ensure it is in accordance with TCAWS.	Drawing amended
20	TSE	JHCPBG JV	D		SCO		Service vehicles using Wilmot St may find it difficult to make the turn into / out of the street. Can you advise how this will be managed?	Drawing amended
21	TSE	JHCPBG JV	D		SCO		The cones to the north of the site (near Bathurst St) extend past the work area. Are they able to be pulled back to allow greater storage at the intersection?	Drawing amended
22	TSE	JHCPBG JV	D	Appendix 4 - RSA	SCO		The RSA provided makes reference to the northern Pitt St site and is based on drawings not included in this CTMP. Please provide an updated RSA relevant to this CTMP.	Document amended. It should be noted that the RSA previously included is for the Local Area works drawings which are relevant to this CTMP