

Reference: 19.063r08v02

23 June 2022

Cox Architecture  
Level 6, 155 Clarence Street  
Sydney NSW 2000

Attention: Anthony Crozier

**Re: Cricket NSW Centre of Excellence  
State Significant Development SSD 10354  
Response To MOD 2 Sydney Olympic Park Comments**

Dear Anthony,

We refer to the subject MOD 2 application for the Cricket NSW Centre of Excellence. TRAFFIX has been forwarded the comments from Sydney Olympic Park Authority (SOPA) concerning the proposal as contained in their letter dated 16 May 2022.

TRAFFIX has reviewed all relevant comments and has prepared a Traffic Management Plan (TMP) in response to SOPA's concerns. Specifically, the TMP seeks to improve the following:

- Pedestrian safety;
- Traffic Circulation; and,
- Signage and Line-marking Controls.

## ➤ Issues Identified

SOPA has expressed the following concerns in relation to the approved maintenance shed/operations:

*"Given that on busy days, there will be cars, bicycles and pedestrians in the car park and on the access road, it is considered prudent to prepare a Traffic Management Plan (TMP) given that maintenance equipment, tractors, mowers, etc, will also need to travel through the public car park to access the CNSW lease area"*

This Traffic Management Plan has thus been prepared to outline the traffic management principles necessary to minimise risks associated with maintenance vehicles on the internal roadway.

## **Traffic Management Plan**

It is expected that Cricket NSW will implement their own WHS policies for maintenance staff operating vehicles on-site. Nevertheless, the following points below provide a summary of the key traffic management measures recommended for implementation before operations commence.

### **Driver Inductions**

All maintenance staff will be inducted to the site and will be made aware of their WHS responsibilities when driving through the internal road system.

### **Staff Shift Times**

Maintenance staff will generally work on-site between 6:00am to 5:00pm Monday to Saturday. Additional maintenance may be required for match days which may require work to be undertaken on Sundays.

### **Times of Maintenance**

Generally, maintenance work will be scheduled outside of peak event times, where possible, to minimise impacts to patrons attending the site.

### **Types of Vehicles**

Typical maintenance vehicles that will traverse the site will include utes, tractors, and mowers etc. All maintenance staff (including contractors) will be trained and qualified to operate each piece of mobile plant as required. Maintenance staff are to be provided with necessary information, training, instruction, or supervision necessary to protect them and others from the risks associated with traffic in the workplace.

It is recommended that all maintenance vehicles be installed with reversing cameras, mirrors and rotating lights or audible reversing alarms.

All staff are to operate vehicles in accordance with the relevant WHS legislation and internal policies.

### **Number of Vehicle Movements**

It is expected that maintenance vehicle movements within the internal roadway will be limited, noting the nature and activities associated with maintaining a cricket facility. Nevertheless, maintenance staff will be inducted into the necessary WHS policies to ensure staff and patron safety is prioritised at all times.

### **Internal Road Speed Limits**

All maintenance staff are to comply with internal road speed limits at all times. It is recommended that a 10km/h speed limit be implemented within the internal roads through appropriate signage and line marking.

### **Pedestrians and Other Road Users**

All maintenance workers shall give priority to pedestrians, cyclists and other road users at all times when driving through the internal road system.

### **Incident Reporting**

All incidents or near misses are to be logged by the WHS officer and a post incident evaluation is to be undertaken to minimise future risks. This procedure should be documented in any internal WHS policies.

### **Monitoring and Review**

It is recommended that any internal WHS policies and traffic management measures outlined above should be monitored and reviewed on a regular basis, to ensure they remain effective, taking into consideration any changes, the nature and duration of work and that the system is working as planned. These monitoring and review procedures should be documented in any internal WHS policies.

### **➤ Conclusion**

This Traffic Management Plan is considered appropriate for the operation of maintenance vehicles within the site. It should also be noted that CNSW will likely implement their own WHS policies for workers traversing the site in vehicles.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss them prior to any determination being made.

Yours faithfully,

**Traffix**



Ben Liddell  
**Director**