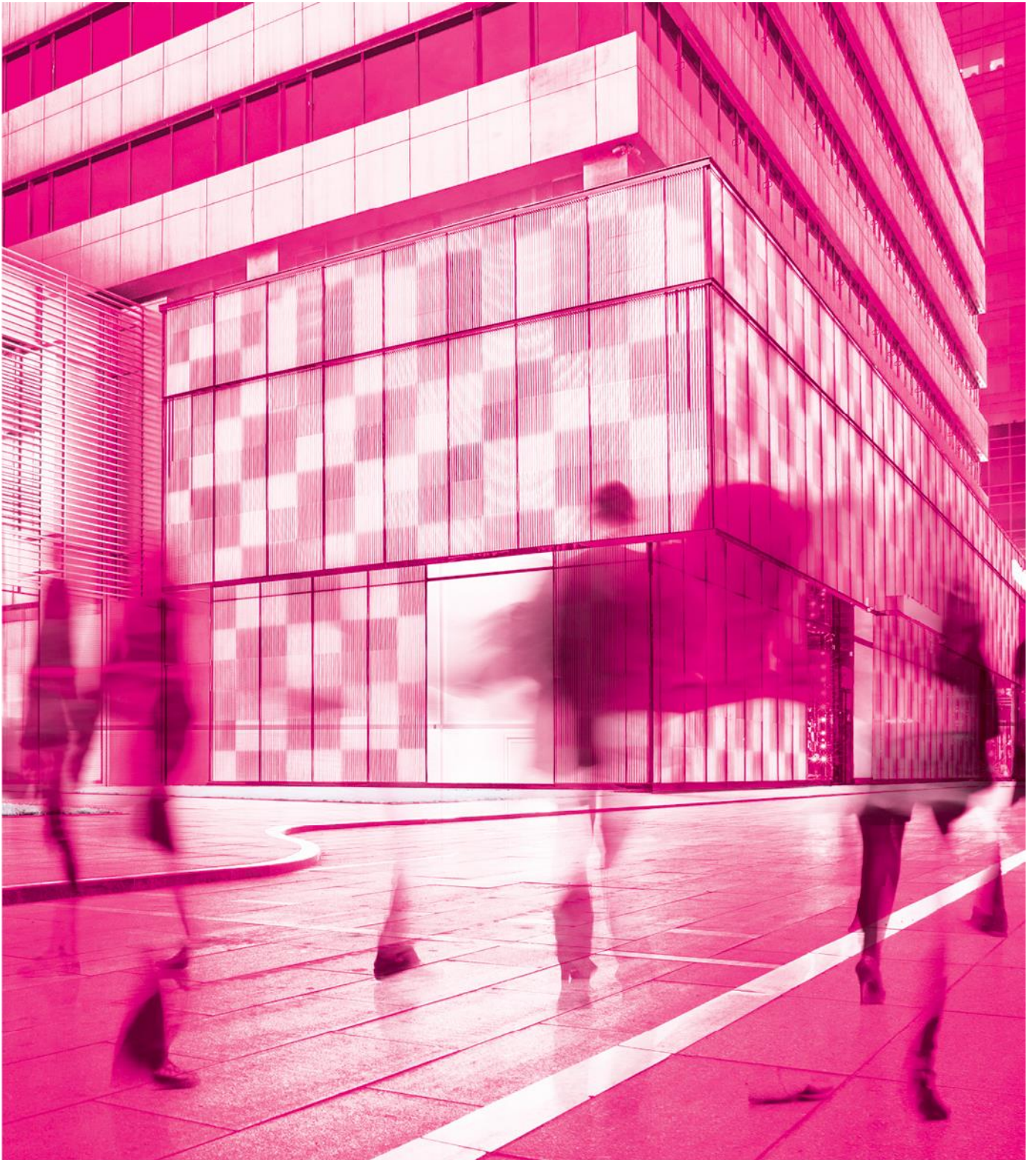




Construction Pedestrian & Traffic Management Plan

new Sydney Fish Markets:
Bridge Road Traffic
Staging

For Multiplex
7th June 2024

parking;
traffic;
civil design;
wayfinding;
ptc.

Document Control

new Sydney Fish Markets: Bridge Road Traffic Staging, Construction Pedestrian & Traffic Management Plan

Issue	Date	Issue Details	Author	Reviewed	For the attention of
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2	29/07/2022	Response to TfNSW	DB/AM	AM	Andrew Xydas
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12	07/06/2024	Update CTMP	JAJ	SW	Mitch Pelling

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1 Introduction

1.1 Project Description

ptc. has been engaged by Multiplex to prepare a Construction Pedestrian Traffic Management Plan (CPTMP) for submission to the City of Sydney Council (the City), Transport for New South Wales (TfNSW) and various authorities for roadwork on Bridge Road along the frontage of the new Sydney Fish Markets at Blackwattle Bay.

This CPTMP addresses the traffic staging of the works on Bridge Road only. For details of the traffic management associated with the Fish Markets construction project, refer to the CTMP prepared by ptc.

The location of the Bridge Road works is shown in Figure 1.

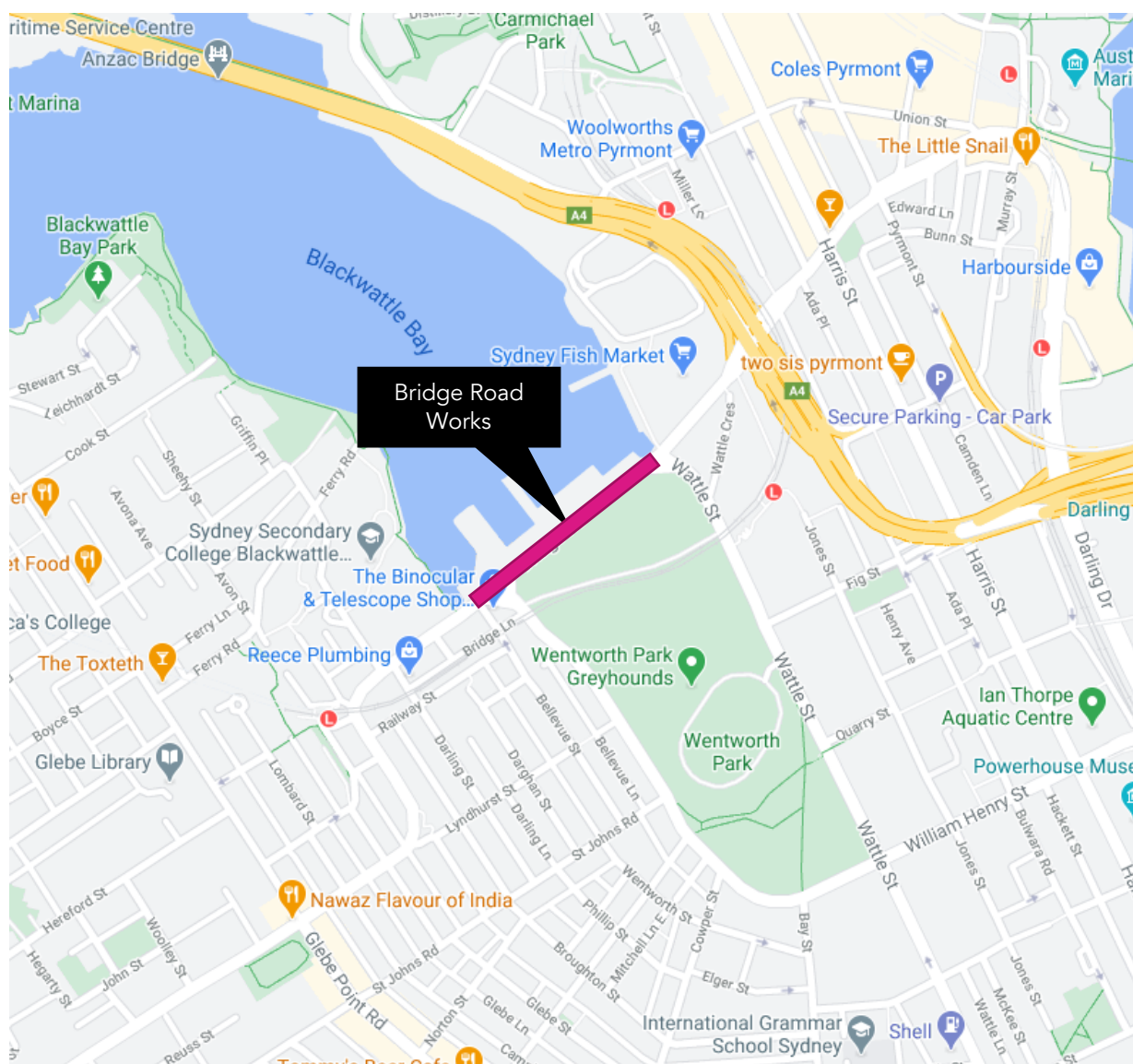


Figure 1: Site Location (Source: Google Maps)

1.2 Purpose of this Report

This CPTMP addresses the potential construction activity associated with the construction of the Bridge Road works, including:

- Location of any proposed Work Zones, site boundary, and any site office, crane locations, material and waste storage area and other components as necessary;
- Haulage routes;
- Construction vehicle access arrangements;
- A heavy vehicle swept path assessment, demonstrating feasibility of any proposed Works Zones or site access, in addition to haulage routes if required;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction program;
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicle during the construction of the proposed works;
- Measures proposed to mitigate any associated general traffic, public transport, pedestrian, and cyclist impacts; and
- Development of a traffic management plan (TMP), outlining the construction access to the development and a description of traffic control measures required.

In view of the above, included as Attachment A is a copy of the Standard Conditions, which apply to all construction projects in the City. These conditions have also been considered in the preparation of this CPTMP.

2 Background

2.1 Sydney Fish Market

The existing Sydney Fish Markets facility is located approximately 2 km from Sydney CBD. The market sells approximately 4,500 tonnes of seafood annually and attracts more than 3 million visitors each year. In November 2016, the NSW Premier announced a new fish market would be built at the head of Blackwattle Bay, adjacent to the existing fish market.

2.2 The new Sydney Fish Market

The new Fish Markets project will provide a contemporary urban design that will provide unique experiences for visitors as well as world-class auction and wholesale facilities. The new facility will be set within an improved public domain including the creation of a waterfront promenade, Ground Floor Precinct, loading docks and a basement car park, with improved access to Blackwattle Bay and linking to surrounding areas and to public transport.

2.3 Bridge Road Works

As part of the new Fish Markets project, road work on Bridge Road along the frontage of the site is required.

The approximate extent of the Bridge Road works and the relationship to the new Fish Markets construction site is presented in Figure 2.

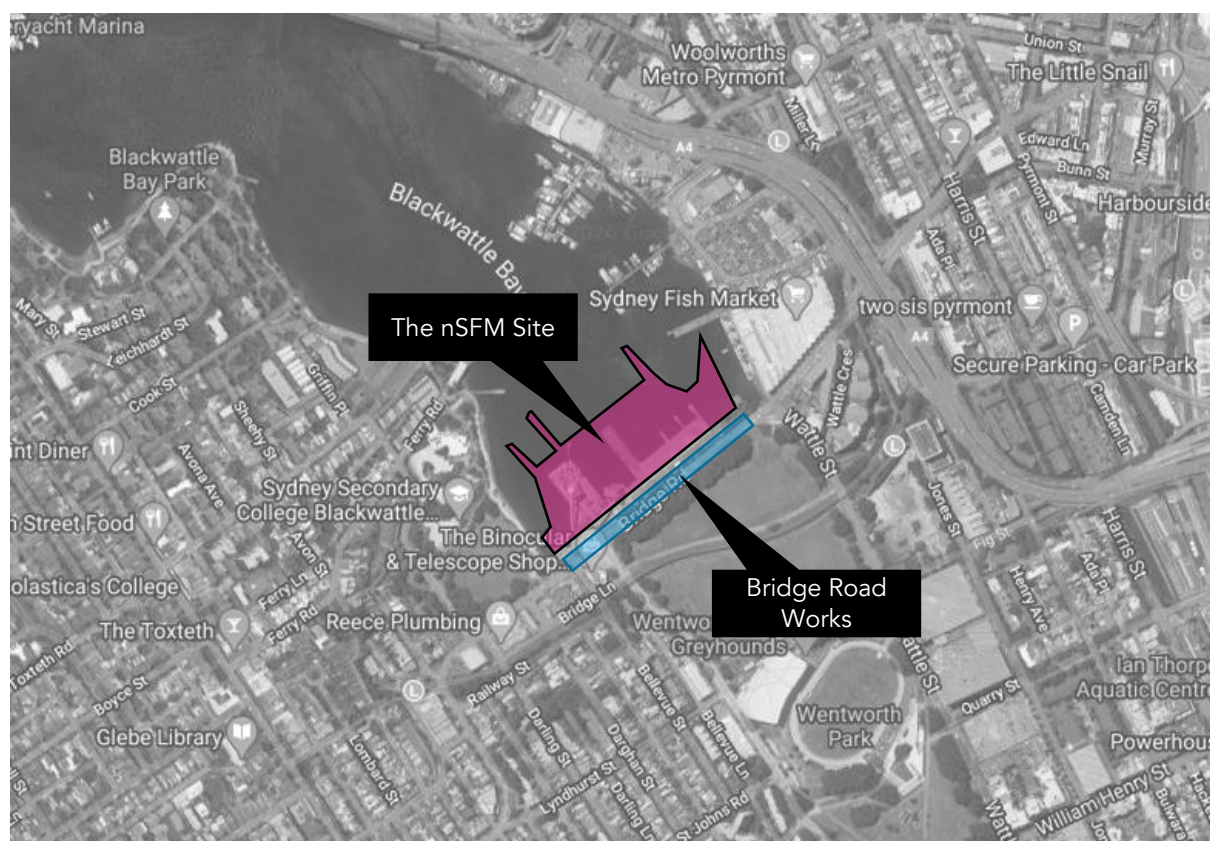


Figure 2: Aerial View of the Development (Source: Google Maps)

3 Existing Transport Facilities

3.1 Road Hierarchy

The development site is located in the City of Sydney and is primarily serviced by:

- Bridge Road
- Wattle Street
- Anzac Bridge / Western Distributor
- Wentworth Park Road

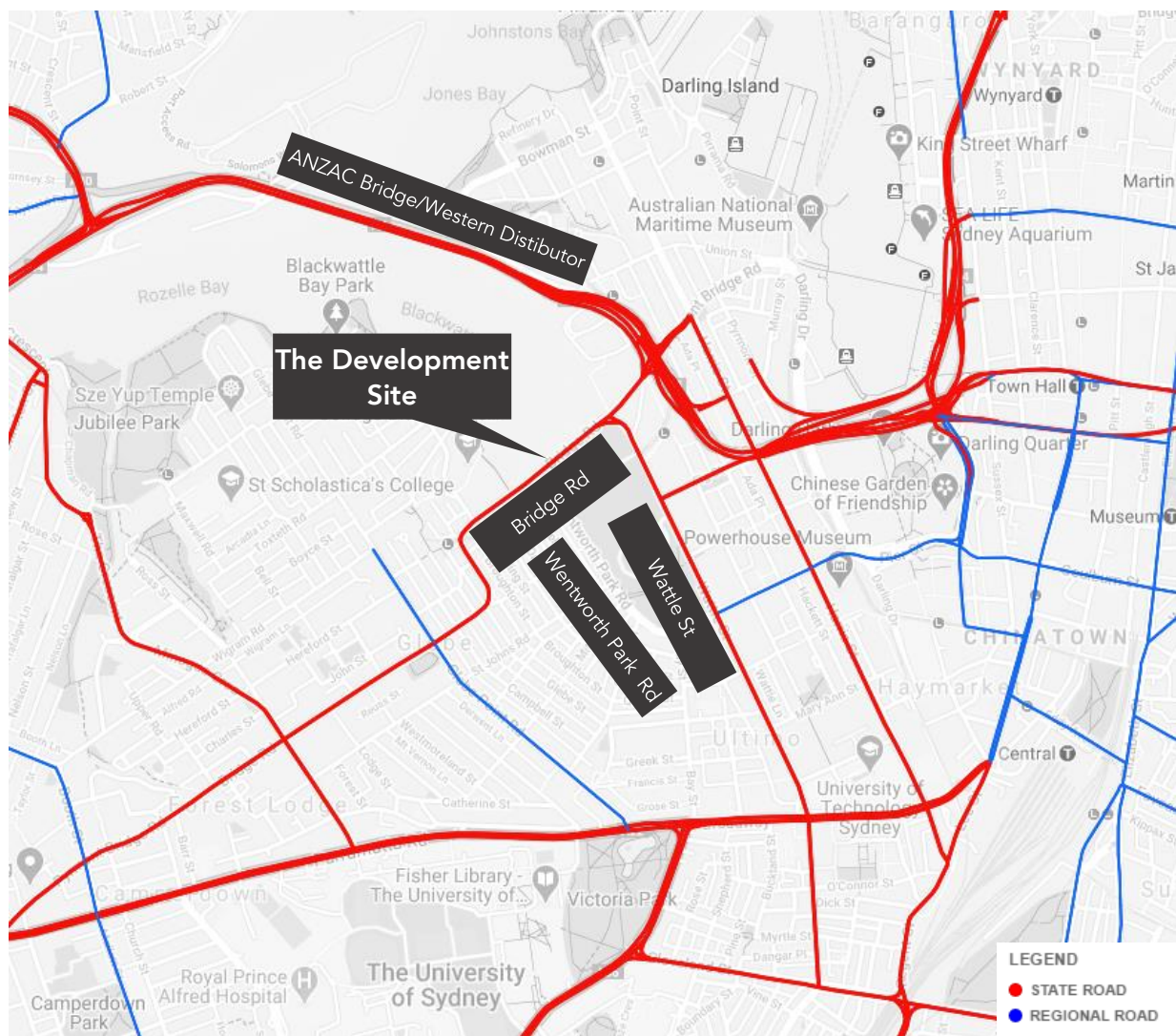


Figure 3: Road Hierarchy

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

- State Roads - Freeways and Primary Arterials (TfNSW managed)
- Regional Roads - Secondary or sub arterials (Council managed, partly funded by the State)
- Local Roads - Collector and local access roads (Council managed)

The road network serving the site includes:

Table 1: Existing Road Network – Bridge Road

Bridge Road	
Road Classification	State Road
Alignment	South-west to North-east
Number of Lanes	2 lanes in each direction
Carriageway Type	Divided
Carriageway width	12m
Speed Limit	40 km/hr (local traffic area)
School Zone	No
Parking Controls	Clearways
Forms Site Frontage	Yes



Figure 4: Street view of the Existing Road Network – Bridge Road (Westbound)

Table 2: Existing Road Network – Wattle Street

Wattle Street	
Road Classification	State Road
Alignment	North-west to South-east
Number of Lanes	2 lanes in each direction (north to the Fig St intersection); 4 lanes one way (south to the Fig St intersection)
Carriageway Type	Divided
Carriageway width	Varies between 12m and 14m
Speed Limit	50 km/hr
School Zone	Yes
Parking Controls	No Stopping; No Parking; Clearways; 2P Ticket 8am-7pm; 1P Ticket 8am-6pm; 2P 10am-3pm Monday-Friday; 4P Ticket 8am-7pm
Forms Site Frontage	No



Figure 5: Street view of the Existing Road Network – Wattle Street (Northbound)

Table 3: Existing Road Network – ANZAC Bridge

ANZAC Bridge	
Road Classification	State Road
Alignment	North-west to south-east
Number of Lanes	4 lanes in each direction
Carriageway Type	Divided
Carriageway width	24m
Speed Limit	60 km/hr
School Zone	No
Parking Controls	No Stopping
Forms Site Frontage	No



Figure 6: Street view of the Existing Road Network – ANZAC Bridge (Eastbound)

Table 4: Existing Road Network – Wentworth Park Road

Wentworth Park Road	
Road Classification	Local Road
Alignment	North-west to South-east
Number of Lanes	2 lane in each direction (1 parking lane)
Carriageway Type	Typically undivided; divided at intersections
Carriageway width	12m
Speed Limit	50 km/hr
School Zone	No
Parking Controls	2P Ticket 8am-6pm; 4P Ticket 6pm-10pm
Forms Site Frontage	No

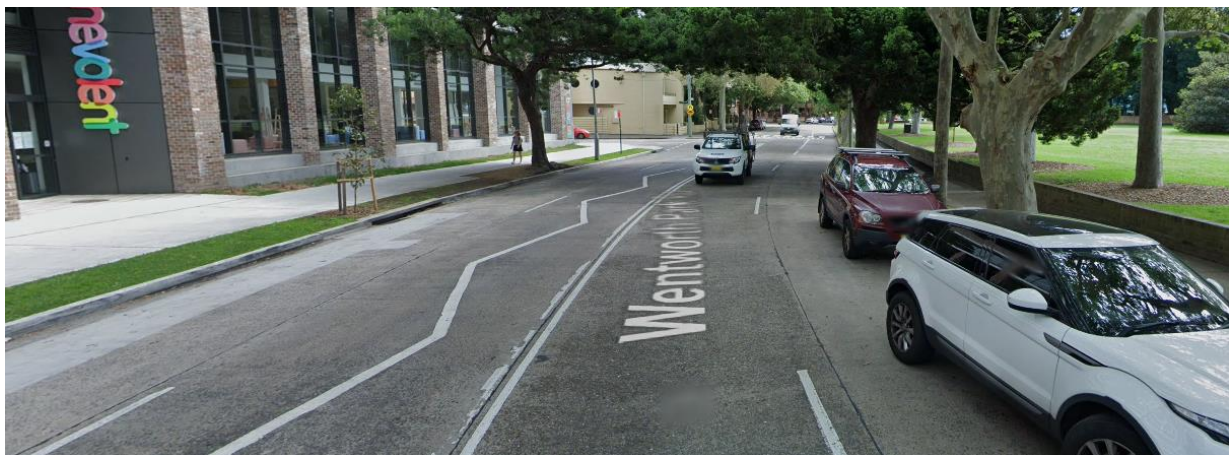


Figure 7: Street view of the Existing Road Network – Wentworth Road (Northbound)

3.2 Key Intersections

The key intersections in the vicinity of the development site and their characteristics are listed below:

- Bridge Road / Wattle Street 3-arm signalised intersection;
- Wattle Street / William Henry Street 4-arm signalised intersection; and
- Bridge Road / Wentworth Park Road 3-arm priority-controlled intersection

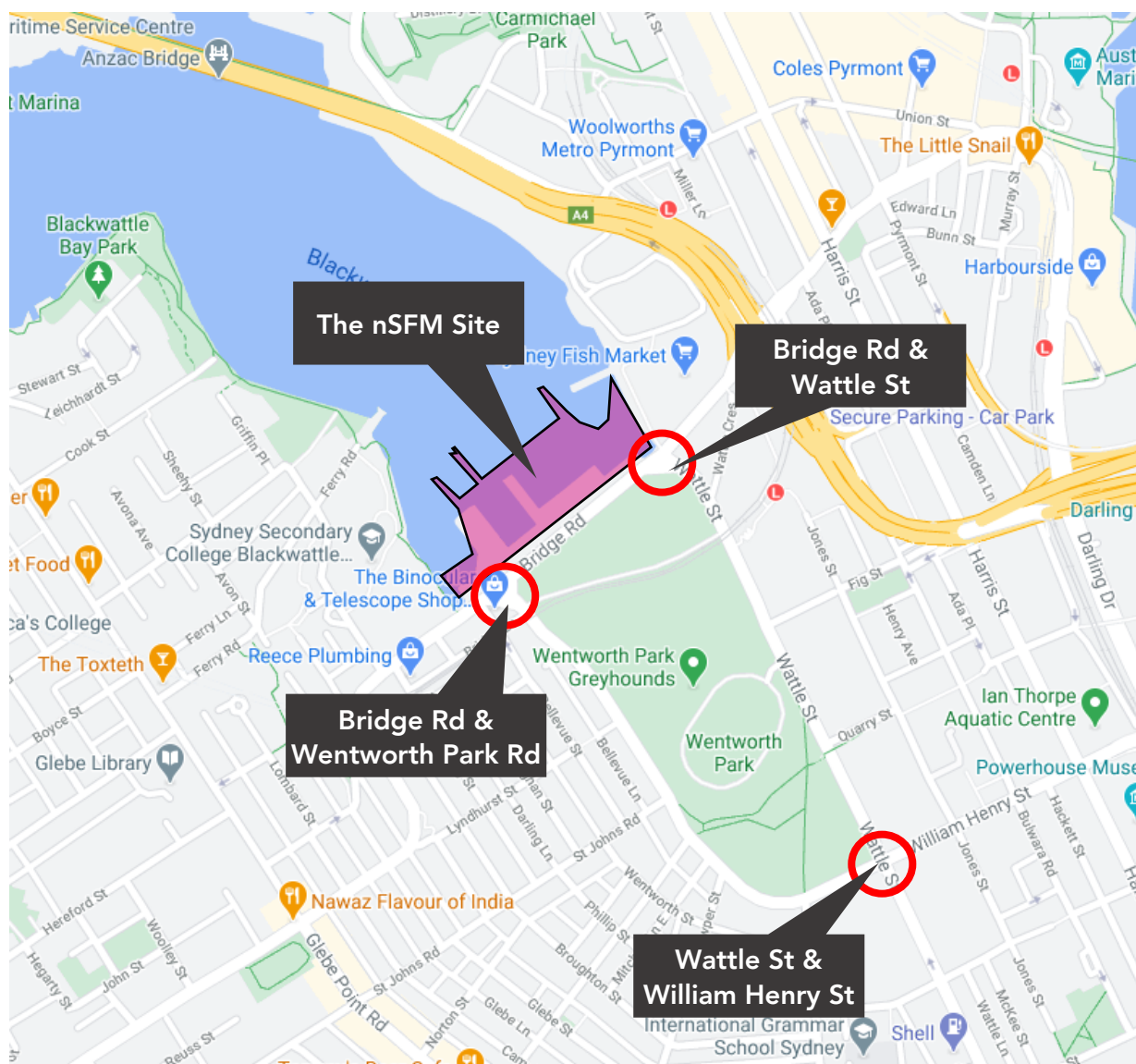


Figure 8: Key Intersections

3.3 Public and Active Transport

For details of public and active travel options, refer to Sections 6.3 and 6.4.

4 Proposed Works

4.1 Design Overview

Following authority and stakeholder consultation, the road design has been rationalised from the original SSDA scheme, with the amendments being formalised via a planning modification (MOD 11) and the TfNSW WAD process. MOD 11 was approved by the Department of Planning in October 2023. The revised scheme considers feedback received during the design development and approval phase, and will bring a broad range of benefits including significantly reduced impacts to traffic and stakeholders during construction.

Under the revised scheme the existing Bridge Road levels will be retained, in lieu of being raised up by 1.2 metres as per the previous scheme. Roadworks will extend from south of Wentworth Park Road to just west of Wattle Street, and provide a signalised access connection to the new Sydney Fish Market development. Bridge Road is to be locally widened to the north to provide a bus lay-by along the nSFM frontage.

The intersection of Wentworth Park Road is being upgraded to a signalised intersection with a fourth leg access road to the nSFM, removal of the existing left slip lane, pedestrian crossings on all legs and turning lanes. The existing Wattle Street intersection is signalised and is to retain its current configuration.

The road upgrade includes provision of new pedestrian/cyclist promenade along the frontage of the nSFM, relocation of existing utilities, street lighting, pavement drainage, landscaping, and urban design features.

4.2 Bridge Road Construction Overview

Bridge Road is a strategically important east-west road connection and while alternative routes are available, (as described in this document) it is not feasible to undertake a full road closure. Partial closure of the carriageway is therefore required, allowing for a limited number of lanes to operate whilst the works are carried out.

The predominant traffic management along Bridge Road will include the retention of at least two operating lanes (one in each direction), which provides a balance between maintaining Bridge Road as an east-west connection, while enabling a feasible working area during each stage.

During night works, a reduction of Bridge Road to a single lane shall occur in some instances. This will be managed by Traffic Controllers (TCs), and given the low volumes of traffic at night, it is not expected to generate significant queuing or congestion.

It is proposed that the works will be undertaken in three primary stages (1-3), and will comprise a combination of day shifts, night shifts, and extend weekend shifts, to help minimise disruption to traffic and stakeholders. These stages are outlined as follows;

4.2.1 Stage 1 – Preparatory Works

- Stage 1 – Preparatory Works – Within Site

Stage 1 involves a range of preparatory works within the site boundary, including earthworks, footing construction, and new utilities infrastructure installation. These works will generally be undertaken within standard construction hours, and will have minimal impacts on traffic and stakeholders.

- Stage 1A – Preparatory Works – Within Road Corridor

Stage 1A involves a series of preparatory works along the Bridge Road corridor between Wattle Street and Wentworth Park Road, predominantly at the intersections. The preparatory works generally comprise inground service works including relocation of existing assets and provision of new utilities infrastructure.

The work will be a combination of day works, night works and weekend works.

4.2.2 Stage 2 – Roadworks

- Stage 2A – Road Works – Wentworth Park Rd Intersection

This stage will include localised pavement construction at the Wentworth Park Road intersection, as well as some associated kerb and stormwater works.

Stage 2A will be undertaken over a series of weekends.

- Pedestrian Diversion

Towards the end of the Stage 2A Road Works, pedestrians and cyclists from the northern side of Bridge Road will be temporarily diverted to the southern side via a signalised crossing at Wentworth Park Road. This will enable road construction works to the northern side of Bridge Road.

- Stage 2B – Road Works – New Bus Lane and Northern Kerb

Following the temporary diversion of pedestrians and cyclists, roadworks will commence on the northern side of Bridge Road, adjacent to the development. This will centre around construction of the new bus lane, along with associated stormwater, kerb and pavement works.

Stage 2B works will be undertaken during day shifts and some night shifts, subject to authority consultation and approval.

4.2.3 Stage 3 – Finishes and Commissioning

- Stage 3 – Finishing Works

Stage 3 will comprise the finishing works including surface treatments, signage, linemarking and permanent traffic signals. The finishing works will be a combination of day works, night works and weekend works, subject to authority consultation and approval.

The end of Stage 3 will mark the completion of the road works to suit the final design configuration, with the works to be progressively opened to the public.

The various stages of work are represented in the Staging Summary Drawings prepared by Multiplex in Figure 9 to Figure 16 below. Note that the extents are indicative only, and subject to final design and authority approvals.

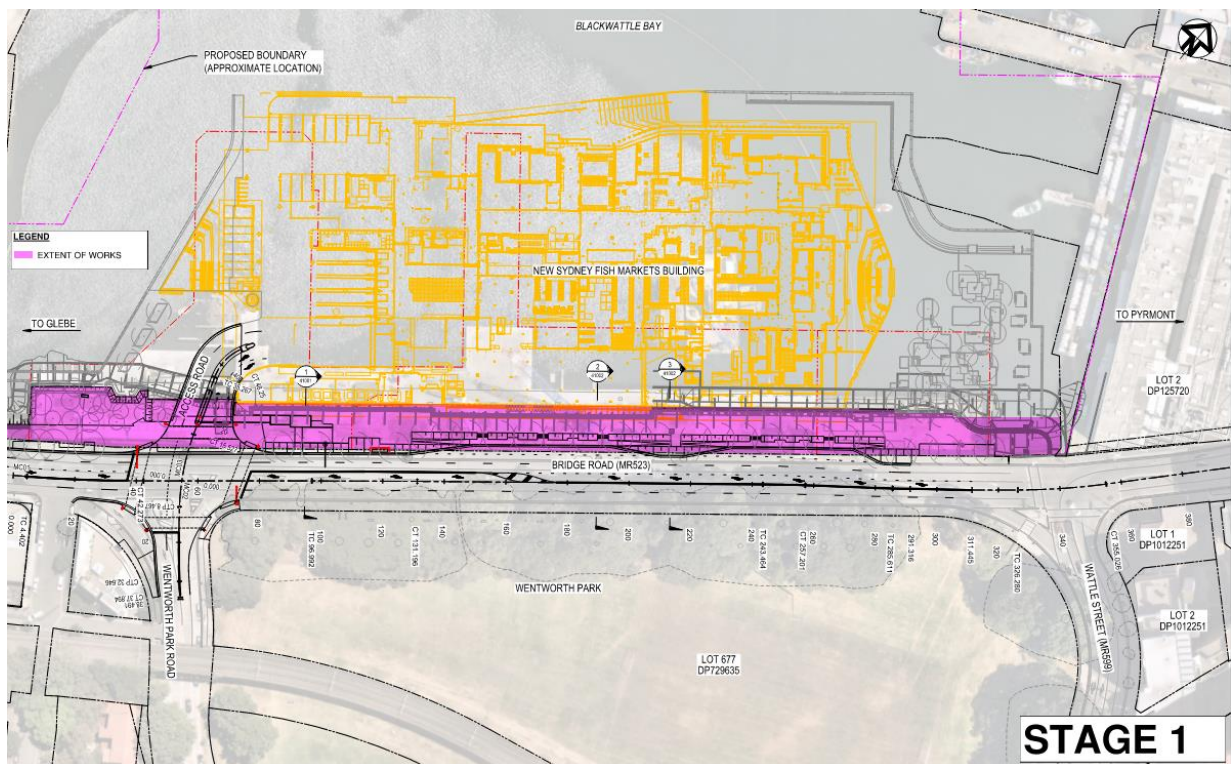


Figure 9: Multiplex Staging Summary Drawings (Stage 1)

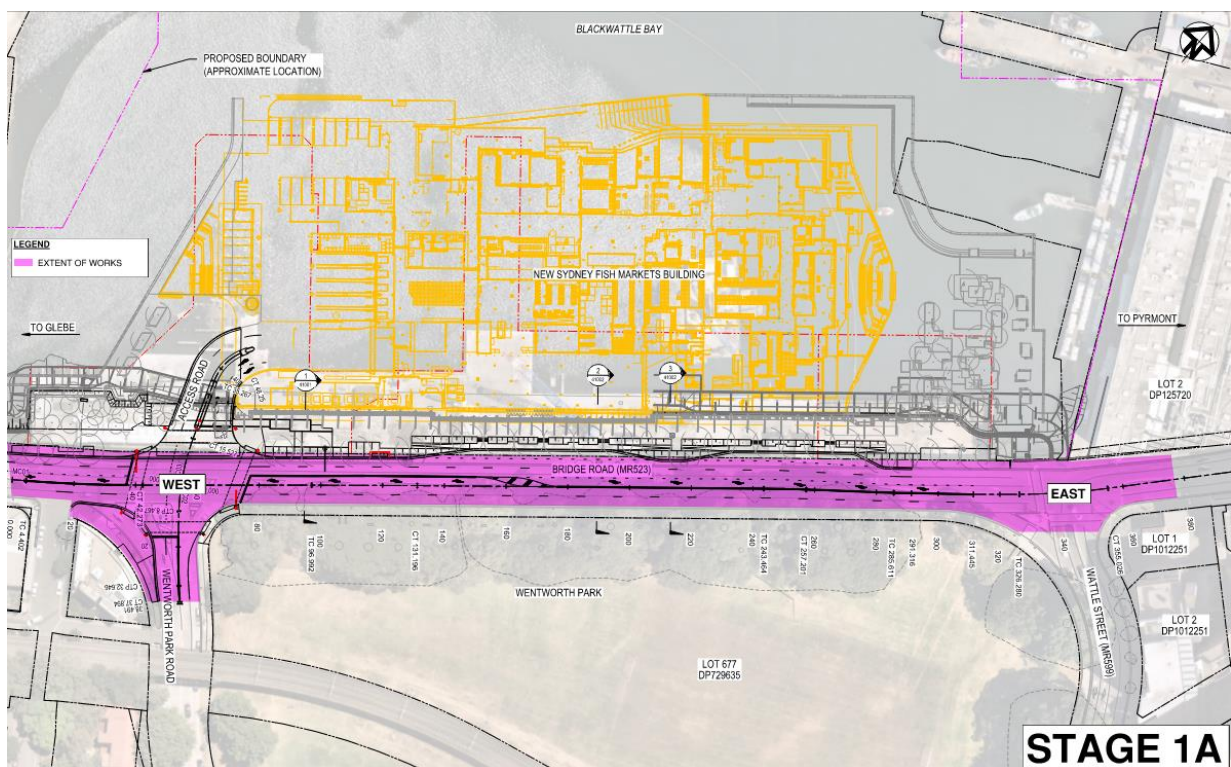


Figure 10: Multiplex Staging Summary Drawings (Stage 1a)

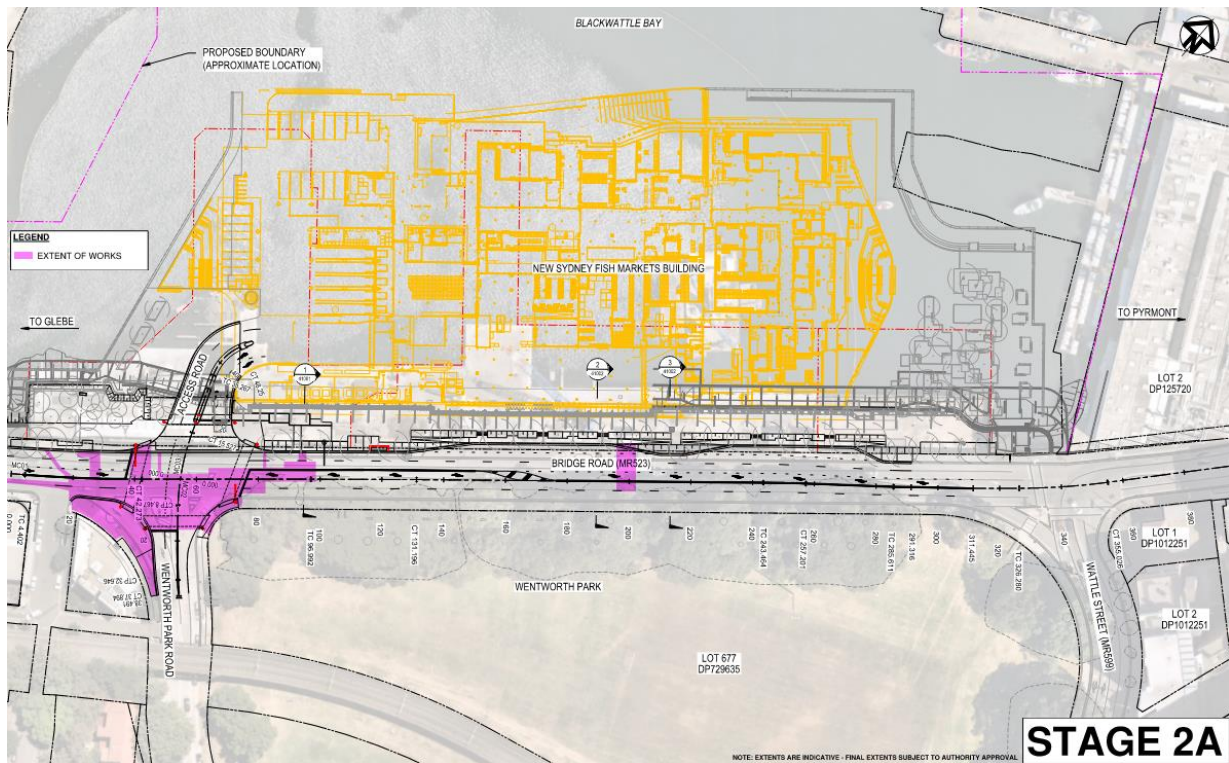


Figure 11: Multiplex Staging Summary Drawings (Stage 2a)

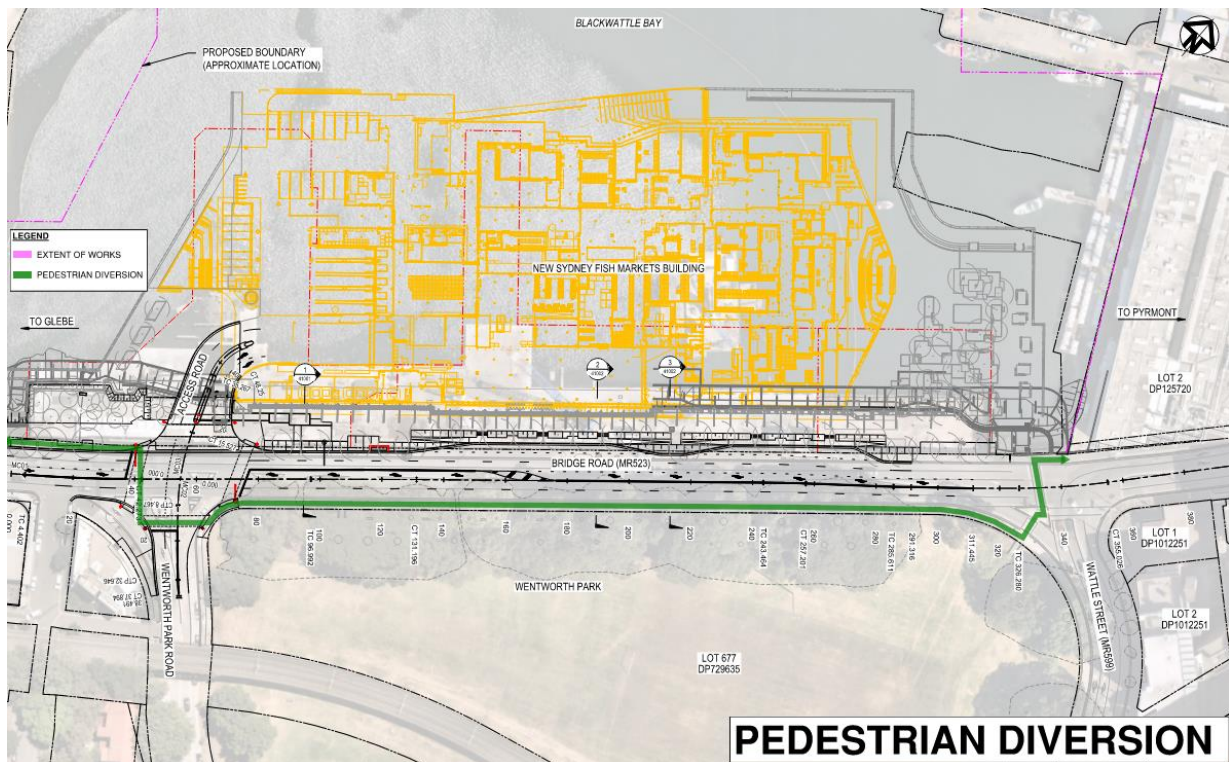


Figure 12: Multiplex Staging Summary Drawings (Pedestrian Diversion)

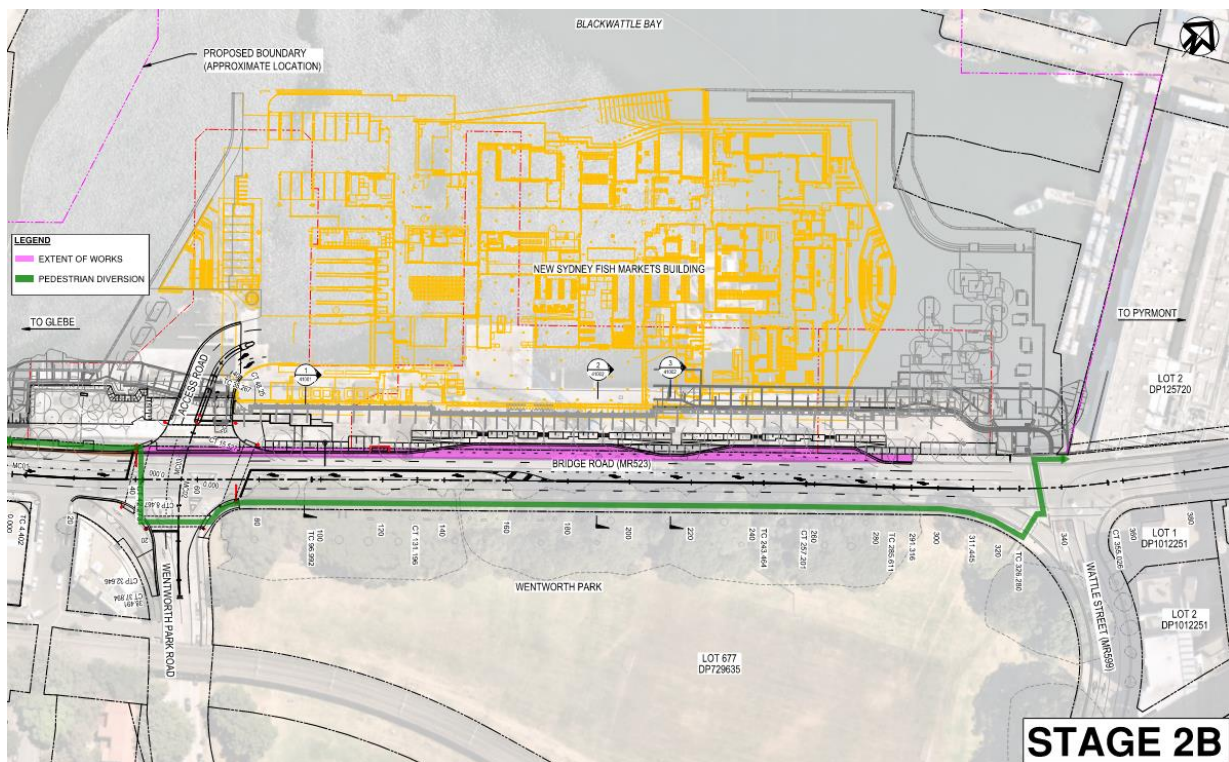


Figure 13: Multiplex Staging Summary Drawings (Stage 2b)

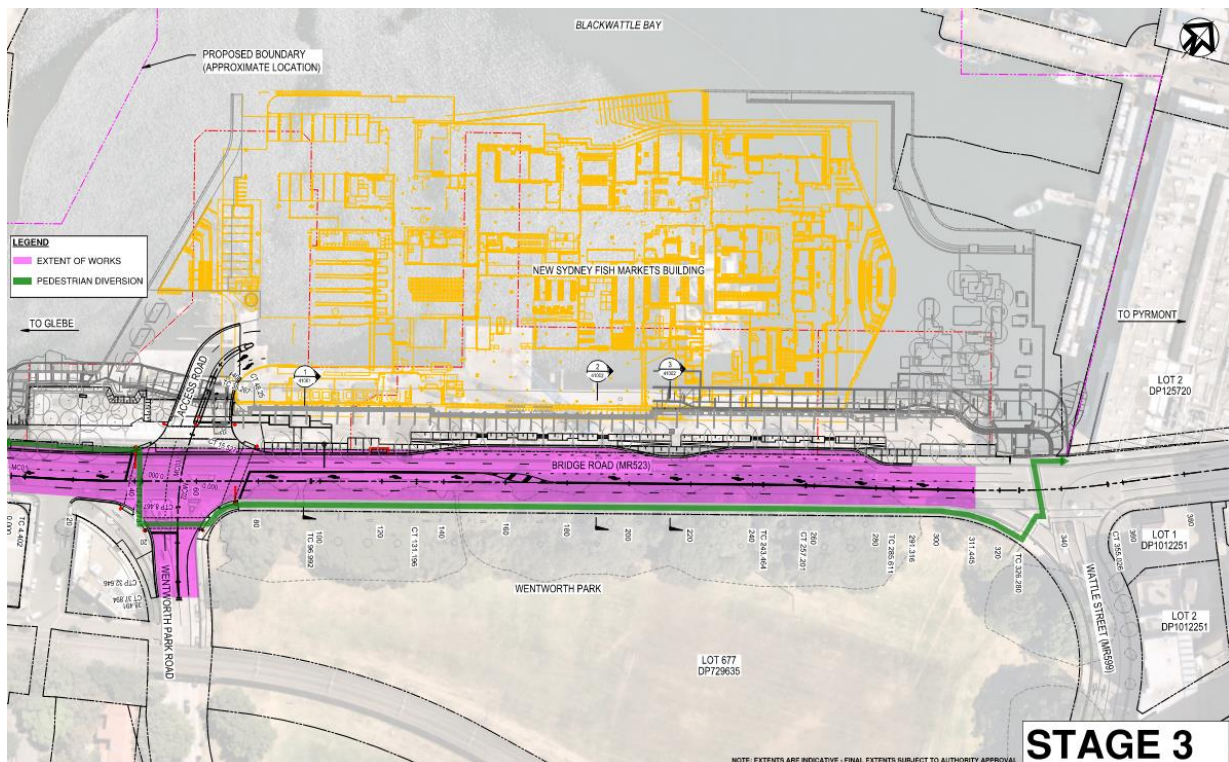


Figure 14: Multiplex Staging Summary Drawings (Stage 3)

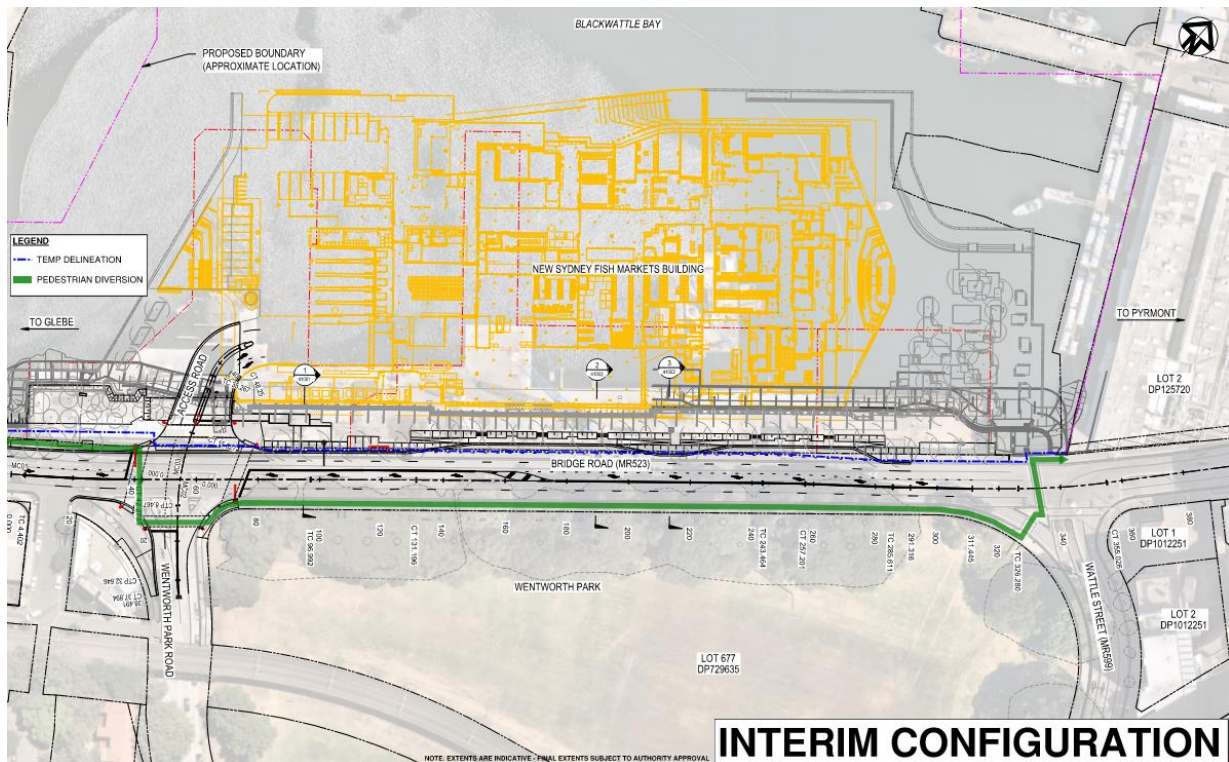


Figure 15: Multiplex Staging Summary Drawings (Interim Scenario)

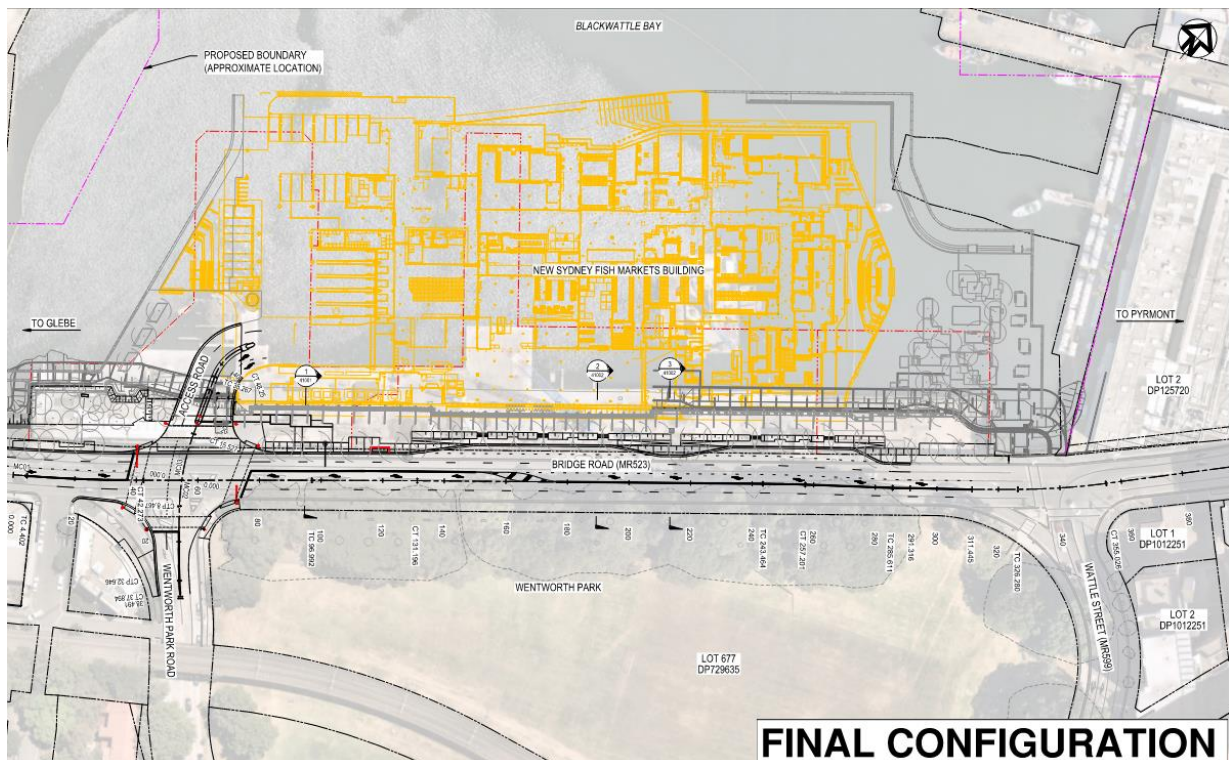


Figure 16: Multiplex Staging Summary Drawings (Final Configuration)

4.3 Construction Staging Details

Further to the construction overview provided in Section 4.2, further detail on the traffic management approach to each stage of the works is provided below. Additionally, detailed drawings of the stages are presented in Attachment B, courtesy of Ferrycarrig.

4.3.1 Stage 1a – West

- Work Zone

At the commencement of Stage 1a works, a Work Zone closure of the left turn slip lane at Wentworth Park Road (WPR) and Bridge Road shall be established. Two night shifts will be required to adjust the existing left turn lane from WPR onto Bridge Road to ensure 3.2m plane widths are maintained, such that the Work Zone can be accommodated.

Once established, the Work Zone shall be delineated using water filled barriers, and enable various utility and preparatory works to proceed during standard construction hours (day shifts) with minimal disruption to traffic, pedestrians and stakeholders. The Work Zone is expected to be in place for approximately five weeks.

- Weekend Works

For works near the Wentworth Park Rd intersection that cannot be completed within the Work Zone, a series of temporary traffic diversions will be implemented over extended weekend shifts to reduce the overall impacts to traffic, pedestrians and stakeholders. Each weekend will be planned such that a targeted scope of works can be achieved using localised traffic and pedestrian diversions. This approach follows consultation with authorities including TfNSW and Council.

4.3.2 Stage 1a – East

- Night Works

Due to the heavy vehicular and pedestrian traffic volumes at the Wattle Street intersection with Bridge Road, works are required to be undertaken during night shifts. These night shifts will see localised traffic management measures established to facilitate inground utility works. Typically, there will be two night shifts per week for a period of approximately 12 weeks.

4.3.3 Stage 2a

- Weekend Works

Similar to Stage 1a, it is proposed to implement a series of extended weekend shifts to reduce the overall impacts to traffic, pedestrians and stakeholders. This approach remains subject to final design and authority approvals.

4.3.4 Stage 2b

- Bus Lane Works

Upon diversion of pedestrians and cyclists to the southern side of Bridge Road, a single-lane closure of the northern-most lane adjacent to the development is proposed, such that construction of the new adjacent bus lane, stormwater, kerb and pavement works can commence. The lane closure is required to accommodate safe construction of the revised design, allowing for barriers, excavation,

offsets and the like. The lane closure will be implemented with approved traffic management measures in consultation with TfNSW and Council.

Following establishment, it is proposed that these works be generally undertaken during standard construction hours (day shift), except where otherwise required by authorities. The lane closure would be in place for approximately 3 months, and appropriate communication strategies will be implemented to stakeholders prior to commencement.

It is noted that this approach sees significant reductions in overall impacts to road users, compared with the original approved scheme in which the Bridge Road levels were raised. This revised scheme, approved via MOD 11, sees impacts to westbound traffic largely eliminated, greatly reducing flow-on effects to the traffic network. Durations of lane closures to eastbound traffic have also been reduced by a number of months, representing an improved outcome for road users.

4.3.5 Stage 3

- **Asphalt and Linemarking Works**

The final extent of asphalt surfacing works remains subject to TfNSW approval, but are likely to extend along Bridge Road from approximately Bellevue Street to just west of Wattle Street, within the road alignment. Staging will be governed in part by the final extent of works and by authority approval, but will likely be undertaken under a combination of day shifts, night shifts and weekend works. Appropriate communication strategies will be implemented to stakeholders prior to commencement.

- **Intersection and Finishing Works**

The signal works at the Wentworth Park Road intersection will be staged to suit the adjacent pavement works. There will be some minor traffic disruptions to accommodate installation of sensors and infrastructure, but commissioning works will be undertaken offline where possible to help minimise impacts.

Similarly, signage and ancillary finishes can largely be undertaken with minimal disruption to traffic.

Any traffic impacts associated with these works will be managed using localised traffic control provisions, and will target standard construction hours where permissible.

4.3.6 Interim Scenario

At the completion of Stage 3, the road works will be progressively opened to the public in a sequence that accommodates construction of the new Sydney Fish Markets precinct, noting the timing of this development may not align with completion of the roadworks. During this interim scenario, various temporary provisions will be in place to help delineate the construction site from the public, as works on the new building and Public Domain are completed.

These provisions will include the pedestrian diversion, temporary signal phasing and temporary barriers/delineation along the northern kerb and new bus lane. Works to the Eastern and Western extents will be staged locally in a manner that enables footpath and landscaping works to be completed whilst maintaining continued through access for pedestrians and cyclists. All traffic through lanes (2 x eastbound and 2 x westbound) from the ultimate scenario will be operational during this time, though the bus lane will not be fully operational until the new Sydney Fish Market is open.

4.4 Construction Staging Summary

Indicative staging plans and TGS's have been prepared by Ferrycarrig (presented in the following sections and in Attachment B) and the stages are summarised in Table 5.

A summary of the anticipated impacts for each stage is provided in Table 5 below. It is noted that these are indicative only, and remain subject to a number of factors including final design and authority approval. Ongoing communications with impacted stakeholders will be provided prior to commencement and throughout the works, in line with project requirements.

Table 5: Construction Staging Summary

Stage	Day Work	Night Work	Weekend Works
Stage 1a – West	Work Zone (~ 5 weeks)	Work Zone Establishment (~2 nights)	Weekend Works (~10 weekends)
Stage 1a – East	-	Night Works (~12 Weeks)	-
Stage 2a			Weekend Works (~5 weekends)
Stage 2b	Bus Lane Works (~3 months)	Pedestrian Diversion (~2 Shifts) Establishment of Lane Closure (~2 Shifts) TBC pending authority consultation	
Stage 3	TBC pending authority consultation	Asphalt and Linemarking Works (~3 weeks)	Intersection and Finishing Works (~3 Weekends)

4.4.1 Construction Program

The following construction program has been supplied by Multiplex. The dates contained therein are indicative, and subject to change pending authority consultation and approvals, as well as inclement weather, among other considerations.

Table 6: Construction Program

Stage	Duration	Start Date	End Date
Stage 1a – West	-	-	Q2 2024
Stage 1a – East	-	-	Q2 2024
Stage 2a	8 Weeks	Q3 2024	Q3 2024
Stage 2b	3 months	Q3 2024	Q4 2024

Stage 3	6 – 8 Weeks (excl holiday period)	Q4 2024	Q1 2025
Interim Stage	TBC	Q1 2025	TBC

4.5 Public Holidays, Christmas & School Holidays

The nature of the Bridge Road works means that lane alterations will be in place through the duration of the project, including holidays and festive events. While school holidays typical result in fewer peak hour trips (which will require a lower percentage of traffic diversion), Christmas and Easter are known to increase traffic associated with the existing Fish Markets and the vicinity, which includes Bridge Road. The permanent and temporary signage would have been in place for many months prior to Christmas 2022 and it may be necessary to increase the public notification (local radio etc) throughout holiday periods.

4.6 Communications Strategy

Communication of the works will be undertaken in line with authority protocols (such as ROL's and ROP's). These will be supplemented by project requirements as outlined in the Community Communication Strategy which includes a series of notifications and consultation to targeted stakeholders.

Localised signage will be in place for all stages, to help communicate with road users.

The signage strategy will involve the proposed use of Variable Message Signage network in a similar method used around the major projects (Westconnex etc.) and large events (Vivid etc.).

During Stage 1 Preparatory Works and Stage 3, it is not anticipated that VMS signage is necessary, given that there are no proposed closures of vehicle routes. Similarly, the stage 2a works are being undertaken during weekends, where traffic volumes are reduced.

During Stage 2b Roadworks, the changed road conditions will be communicated to road users via several methods including signage and notifications. VMS signage will be installed at targeted locations during this stage, to help advise traffic users and encourage the use of alternate routes. These messages will be to the effect of "Roadwork on Bridge Road, Find alternative route".

The following figure presents the locations at which relevant signs could be used. The final location and extents are to be agreed with TfNSW.

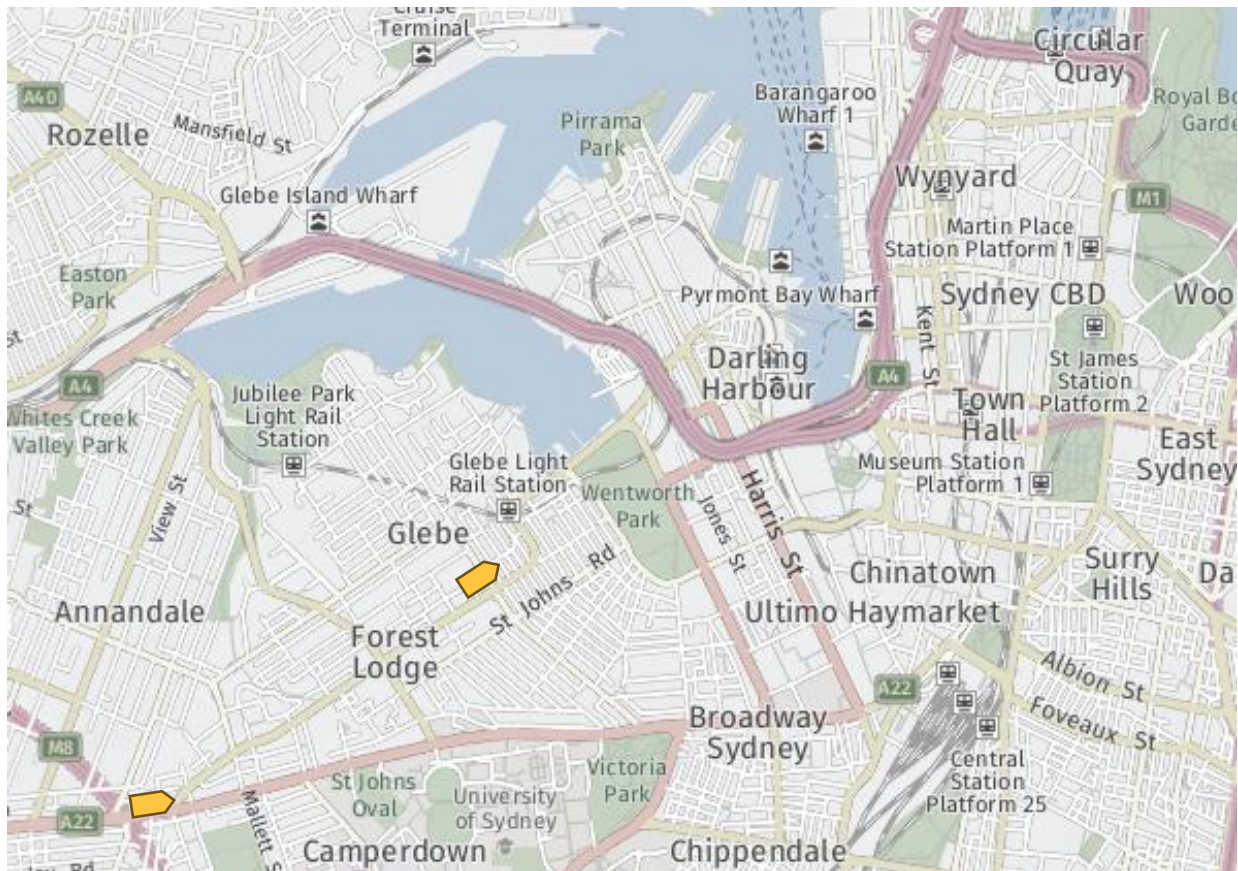


Figure 17: VMS Locations

The communications plan would also include:

- Consultation / TfNSW / Local Traffic Committee
- TMC engagement
- Navigation App updates (Google Maps, Wazes, Uber/Taxi etc.)
- Permanent (existing) or temporary VMS in proximity
- Meeting with the CCC forum
- Signage with QR codes around the area to advise of change

5 Construction Traffic Management Plan

The following sections outline the proposed construction activity, anticipated timeline as well as the proposed management measures relating to vehicular access, pedestrian access and other key considerations for the duration of the works.

The traffic management methodology proposed has been considered in accordance with the relevant governing documentation, including Traffic Control at Worksites (TCAWS) version 6.1 and Amendments 1 and 2.

5.1 Objectives

The traffic management plan associated with the Bridge Road construction activity aims to ensure the safety of all workers and road users within the vicinity of the construction site and the following are the primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction workers;
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site;
- To provide information regarding the changed access arrangement and also a description of the proposed external routes for vehicles including the construction vehicles accessing the site; and
- Establishment of a safe pedestrian environment in the vicinity of the site.

5.2 Hours of Work

All works associated with construction, including the delivery of materials to and from the site will seek to fall within the following permitted working hours:

- Monday to Friday: 7:00am to 5:30pm; and
- Saturday: 7:30am to 3:30pm;
- Sunday, Public Holidays: No work to be carried out without prior approval from the City of Sydney Council and/or TfNSW.

Activities such as rock breaking, rock hammering, sheeting piling, pile driving and of the like will only be carried out during the following hours:

- Monday to Friday: 9:00am to 12:00pm, 1:00pm to 5:00pm
- Saturday: 9:00am to 1.00pm.

Some works will require operation outside of standard construction hours. This will be managed via a suite of authority protocols including TfNSW ROLs, CoS ROPs, Customer Journey Planning (CJP) consultation, supplemented with project specific requirements such as community and stakeholder consultation by the Community Consultative Committee (CCC).

The staging methodology nominates specific night time operations which may be supplemented periodically by other works in line with the above processes.

All subcontractors are inducted on to the site and will be informed of the working hours. In the case that a vehicle arrives / departs the site outside of the approved working hours, the vehicle will either be turned away from the site or permitted to enter if this presents a safer option, and Multiplex will inform the subcontractors involved and re-induct the drivers where necessary.

5.2.1 Extended Hours

Extended work hours have been sought for various sections of the project construction. Refer to the CPTMP prepared by **ptc.** for the new Sydney Fish Markets for details of these extended work hours.

5.2.2 Out of Hours Work

Activities may be undertaken outside the standard construction hours in accordance with condition C4 as stipulated in the SSD 8925. Refer to the CPTMP prepared by **ptc.** for the new Sydney Fish Markets for details.

5.2.3 Corrective Action Protocols

In the event that project personnel are found to have deviated from the protocols contained within this CPTMP, Multiplex will correct the activities in a manner deemed safe, to ensure compliance. Subsequently, Multiplex will identify the parties in question and take further corrective actions as appropriate (eg formal notifications, re-inductions and tool box talks).

5.3 General Requirements

In accordance with TfNSW requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, dust or dirt particles depositing onto the roadway during travel to and from the site. All subcontractors must be inducted by the lead contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The lead contractors will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicles operating to and from and within the site shall do so in a manner, which does not create unnecessary noise or vibration.

Generally, requirements for the use of tracked vehicles on paved roads will be minimised, by substitution with alternative plant and methods. Where tracked vehicles are required on the road, rubber tracks or similar protective measures will be adopted.

Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances. No construction vehicles are permitted to double park, or park on the public road.

The application/contractor is required to follow and abide by the specific standard requirements for construction management as set out within the City Standard Requirements for a Construction and Pedestrian Traffic Management Plan. These standard requirements are attached as Attachment A.

5.3.1 Night Works

In addition to the above general requirements, the following items in accordance with Traffic Control at Worksites (TCAWS) are applicable specifically to road work which is to be undertaken at night.

- All signage as part of the Traffic Guidance Schemes implemented shall have adequate night-time visibility,
- The work site shall have adequate flood lighting to ensure all Traffic Controllers, site personnel, signage and road alignment is visible,
- All personnel on the site wear approved high visibility clothing,
- The use of a two way radio is essential if clear sight between operators is not available, are located an extended distance apart, or they are working at night,
- An illuminated wand may be used to supplement the STOP/SLOW bat during night works or when visibility is limited, and
- The visual lighting intensity of the VMS display must not generate a distraction or blinding risk for road users, particularly at night.
- Noise and vibration impacts to be managed in line with the approved Construction Noise and Vibration Management Plan for Bridge Road, as per the requirements of SSD8925.

5.4 Construction Vehicle Types

The construction stage of the development will involve the use of a number of different vehicle types in relation to the various stages and tasks involved. All vehicles will be limited to up to a 19m long Articulated Vehicle (AV) for all material removal and deliveries.

Specialised road paving or asphaltting vehicles will be required as part of the Bridge Road works.

Any oversized vehicle (including the use of mobile cranes) that is required to travel to the project into the vicinity of the site will be dealt with separately, with the submission of required permits to and subsequent approval by the Customer Journey Planning and the City and TfNSW prior to any delivery being undertaken.

5.5 Construction Traffic Volumes

The estimated construction traffic volumes for the standard operations are outlined in Table 7.

Table 7: Construction traffic loading

Activity	Period	Vehicle Type	Bridge Road E/B	Bridge Road W/B	Wattle Street	Wentworth Park Road	Average no. of Trucks per day
Standard Operations	Apr 2021 – Jan 2023	19m Articulated vehicle	-	5	5	-	10
		Heavy Rigid Vehicle	15	15	20	-	50
Standard Operations	Jan 2023 – Dec 2024	19m Articulated vehicle	5	5	5	-	15
		Heavy Rigid Vehicle	30	15	20	-	65

Table 8: Additional loading for specific operations

Activity	Period	Vehicle Type	Bridge Road E/B	Bridge Road W/B	Wattle Street	Wentworth Park Road	Average no. of Trucks per day
Sydney Fish Market Works -Large Concrete Pour	Dec 2022 – Dec 2023	Heavy Rigid Vehicle	30	15	30	-	75
Bridge Road WAD Works - Stage 2	Jul 2024 – Dec 2024	Heavy Rigid Vehicle	20	10	15	-	45
Bridge Road WAD Works - Stage 3	Nov 2024 – Jan 2025	Heavy Rigid Vehicle	20	10	15	-	45

The use of Wentworth Park Road is subject to prior consultation and approval from City of Sydney Council.

During times of additional vehicular traffic such as concrete pours, Multiplex will endeavour to minimise deliveries and heavy vehicle movements for standard operations during peak traffic periods where possible. Indicative forecasts of truck movements during concrete pours will be provided to TfNSW as appropriate, to help enable monitoring of the network.

5.6 Construction Vehicle Routes

5.6.1 General Requirements

The Bridge Road work is located opposite Wentworth Park, which is surrounded by many residential properties, therefore the proposed construction vehicle routes have regard for the surrounding traffic arrangements in the vicinity of the site. No queuing or marshalling of trucks is permitted on any public road and all loading and unloading of materials will be undertaken either within the site or within the Works Zones as described in Section 5.7.

All vehicle routes to site are constrained to existing public roads that have the physical geometry to accommodate the turning movements. The truck route diagram provided in Figure 18 is indicative, and all truck access and egress routes shall be verified and confirmed suitable by the contractor. All vehicles over 19m AVs are considered to be oversized, and treated as special deliveries. Refer to Section 5.11.

The site is accessible from the south via Wattle Street, north and inner west via the Western Distributor and the west via Parramatta Road (Bridge Road eastbound). These routes are shown in Figure 18.

The Wattle Street route and the Bridge Road route from Parramatta Road require trucks to pass schools to get to the site. Along Wattle Street trucks will pass Ultimo Public school and Fort Street Public temporary school. Along the Bridge Road route trucks will pass Forest Lodge Public School and Montessori School. It is required that during school zone hours that truck movements are limited along Wattle Street after Wentworth Park Road and Bridge Road between the site and Parramatta Road.

The construction vehicle route along Bridge Road to the west of the site is designed to allow for 19m articulated vehicles. However, due to the introduction of pop-up cycleways in 2020, our assessment has shown that 19m articulated vehicles are no longer able to navigate westbound through the road bend between Gottenham Street and Railway Street. As such, only eastbound travel is permitted for 19 metre articulated vehicles along this stretch of road. No articulated vehicles are to travel westbound along Bridge Road to the west of the site as the road geometry does not allow for it.

The breakdown of the access arrangements for various hours of the day is as follows:

During peak hours (6am to 10am)

- AV's and HRVs are to use Bridge Rd heading eastbound and turn left into site as a primary route
- The use of Bridge Rd heading westbound turning right into site is not permitted during these hours

During non-peak hours

- AV's and HRV's are to use Bridge Rd heading westbound turning right into site as primary route.
- It is still acceptable to use Bridge Rd heading eastbound / turning left during non-peak hour, however this route should be minimised as much as possible.

Wentworth Park Rd is an Alternate Route

- Wentworth Park Road can only be used as an alternative route when prior consultation with Council has been approved.
- Wentworth Park Road as an egress route is proposed only in special occasions, where required for oversize or overmass (OSOM) vehicles. These occasions would occur with special controls in place in accordance with the National Heavy Vehicle Regulator (NHVR) and the City.

Construction deliveries will also be received via shipments from Glebe Island. Glebe Island is an existing shipping facility which has an existing arrangement for heavy vehicle access and egress routes.

Figure 18 indicates the proposed truck routes, indicating the maximum vehicles permitted for each approach or departure route. Note that the routes are subject to the time of day restrictions outlined in above. Dashed routes indicate a requirement for consultation and approval from City of Sydney Council prior to use of the route for AVs and HRVs.

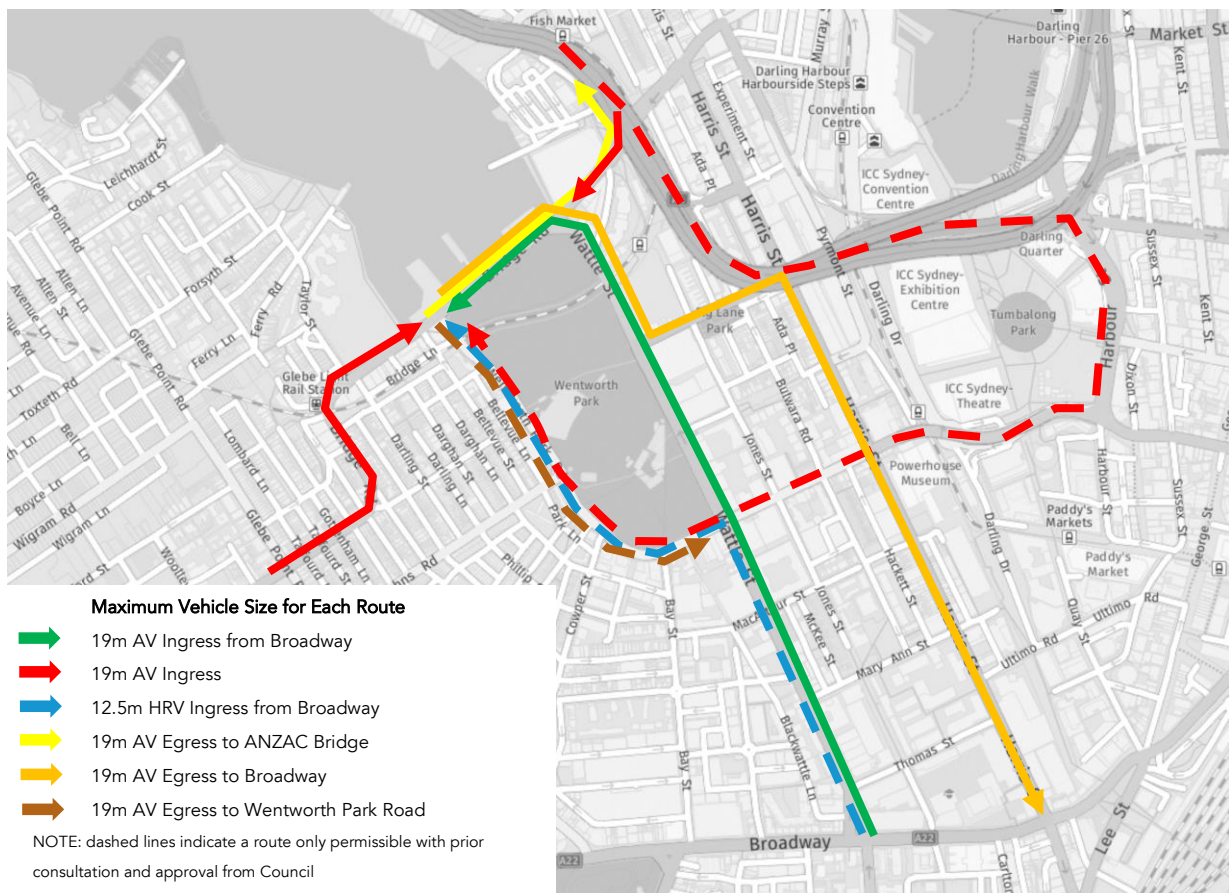


Figure 18 - Construction Vehicle Route Plan

5.6.2 Concrete Agitator Truck Route

The route below is dictated for concrete agitators during the hours of 6am to 10am, when access into the site via right turn is not permitted. Outside of these hours, an approach to the site both east and west bound is permitted. This route is shown in Figure 19. An evaluation of the road geometry and permitted turning movements in the local vicinity has been undertaken in the process of determining the most suitable truck route during the 6am to 10am time window.

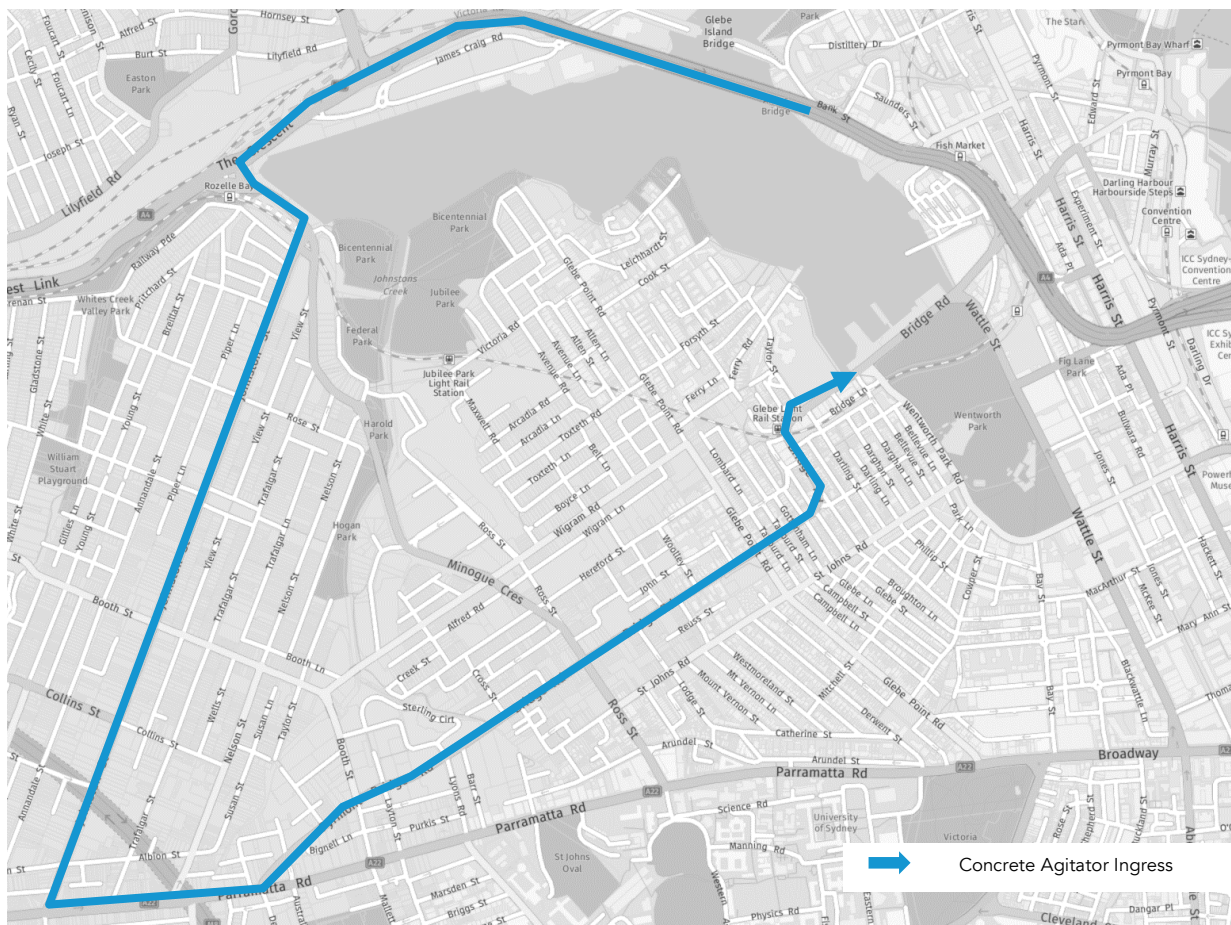


Figure 19: Concrete Agitator Route

Swept path analysis of the 19m Articulated Vehicle and a Heavy Rigid Vehicle has been undertaken on the key intersections outlined in Section 3.2 and are shown in Figure 20 to Figure 22.



Figure 20: Construction Vehicle Swept Paths – Wattle Street & Fig Street

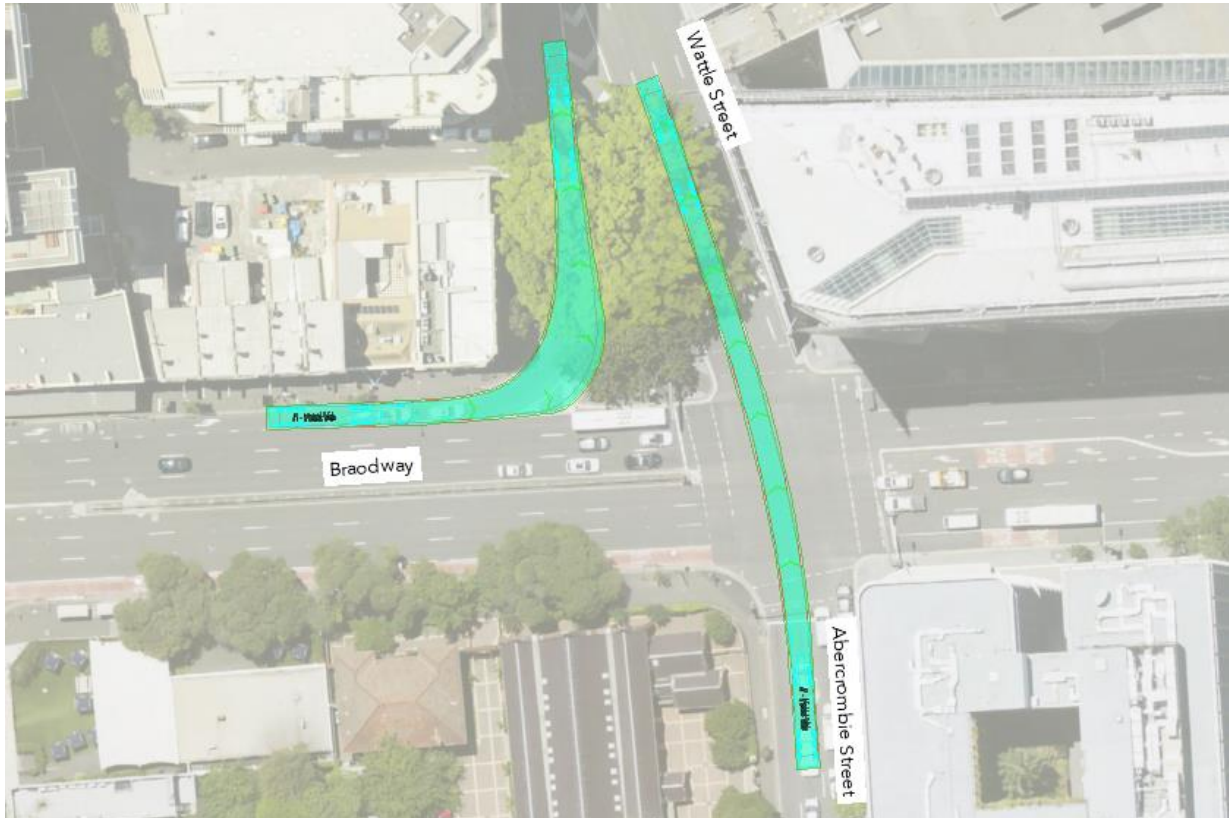


Figure 21: Construction Vehicle Swept Paths – Broadway & Abercrombie Street & Wattle Street



Figure 22: Construction Vehicle Swept Paths – Bridge Road & Western Distributor

5.7 Works Zones

There are no work zones proposed as part of this Construction Traffic Management Plan.

5.8 Emergency Vehicle Access

The proposed traffic control arrangements do not propose closure of any local roads. Any emergency vehicles requiring access to the project site will do so via Bridge Road.

A detailed Emergency Management Plan will be further developed by Multiplex prior to site establishment works.

5.9 Traffic Control Measures

The Traffic Guidance Schemes (TGS) prepared by Ferrycarrig outline the proposed traffic management to inform road users of the changed traffic conditions in the vicinity of the works site.

Traffic control will be required along Bridge Road, particularly during night works where additional lane closures will have greatest impacts on the navigable traffic lanes. Each stage of the Bridge Road surfacing works will require a detailed TGS to be developed by Ferrycarrig.

It is noted that detailed TGSs are to be prepared by the appointed traffic management contractor prior to commencement of works and submitted to the City and TfNSW for approval. All Traffic guidance schemes associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control at Work Sites Guidelines, inclusive of work at night and work at intersections.

Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - the vehicles already on the road have right-of-way.

Additional information regarding pedestrian diversion is provided in Section 5.10. Upon closure of the northern shared path, active gates will only require a single gate controller to manage the access point.

Any speed reductions are to be undertaken in line with the approved ROLs and TGSs.

5.10 Pedestrian Access

The general public will not be allowed access to the Bridge Road works areas. Due to the nature of the site and the emphasis placed on materials handling, the efficient control and protection of pedestrian traffic is of utmost importance.

Any barriers along closed lanes during Bridge Road works are to be implemented in accordance with relevant standards and guidelines.

Various stages of the works include pedestrian detours along Bridge Road, which shall be appropriately signposted and managed with traffic controllers where required.

5.10.1 Pedestrian Detour

Pedestrians will be managed throughout the construction stages as indicated in Sections 4.2 and 4.3, and as per the Construction Staging Diagrams by Ferrycarrig (Refer Attachment B).

Of particular note is a pedestrian diversion which will be implemented towards the completion of the Stage 2A Road Works. This will see pedestrians and cyclists from the northern side of Bridge Road temporarily diverted to the southern side via a signalised crossing at Wentworth Park Road. This will enable road construction works to the northern side of Bridge Road.

The signalised temporary crossing will be implemented in accordance with an approved TfNSW traffic control signal (TCS) design, using approved temporary provisions that will mimic the permanent design. These provisions will gradually be transitioned to the permanent as the works progress.

At the completion of Stage 3 roadworks, the pedestrian diversion will remain in place using the permanent design with an interim signal phasing, until such times as the new Sydney Fish Markets precinct is complete and the Shared Path along the Bridge Road frontage made available to public.

Multiplex is committed to a proactive Management Process for the Public Safety which will progressively increase and develop as the Project evolves including particular attention to the Public interface associated with the proposal.

5.11 Special Deliveries

It is understood that oversize and over-mass vehicles are generally not permitted to travel on Local Roads unless approval for a one-off occasion is obtained from the National Heavy Vehicle Regulator (NHVR) and the City. Requests to use these vehicles must be submitted to the NHVR 28 days prior to the vehicle's scheduled travel date. For more information, please contact the NHVR on 1300 696 487 or www.nhvr.gov.au.

Should the contractor require a partial road closure on State, Regional and/or Local Roads, or carry out work within 100m of traffic signals, an application will be made to the relevant authority to obtain their approval.

5.12 Work Site Security

To provide security to the works site and protection to the general public, it is proposed that the site perimeters, for main works, resurfacing works and any other ancillary works, consist of A class hoarding, installed during the various construction phases. These hoardings will be established immediately following site possession and fitted with appropriate public directional signage.

All gates are securely locked outside of working hours and may be regularly patrolled by security staff. This security network will continue to work closely with Multiplex to ensure that security is being maintained throughout construction. All road/lane closure areas are to be sealed off from public access with suitable barriers and fencing.

Multiplex will maintain a site entry register requiring all visitors to sign in upon entry. All visitors are required to wear an identification "visitor" badge and wear appropriate PPE at all times while on site.

All visitors to the site will also be issued with temporary site access ID card, in order to gain authorised entry to the project site and for display whilst being escorted on site.

5.13 Staff Induction

All Multiplex staff and subcontractors are required to undergo a site-specific online induction which outlines the construction procedures and management framework specific to the project. The induction is aimed at instilling in each person a common-sense approach to safety, to ensure they employ the responsible environmental practices and awareness needed to deliver the project in accordance with the relevant regulations and standards.

5.14 Access to Adjoining Properties

Access to all adjoining properties will be maintained throughout the works. The adjacent landowners will be notified of works via letter box distribution and road signage to advised of anticipated truck movements in operation with access to adjoining properties being maintained at all times.

5.15 Occupational Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold TfNSW accreditation in accordance with Section 2.4 of Traffic Control at Worksites.

The comprehensive Work Health & Safety Management Plan will be provided by Multiplex and shall be constantly reviewed as the design and construction methodology progress.

5.16 Consultation and Method of Communicating Traffic Changes

Traffic guidance schemes in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and TfNSW Traffic Control at Worksites manual will advise motorists of upcoming changes in the road network.

During construction the contractor shall each morning, prior to work commencing, ensure all signage is erected in accordance with the TGS and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required. Sign size is to be size “A”.

Any variation to the layout of the TGS on site is to be recorded and certified by authorised TfNSW accredited personnel. The associated TGS road signage will inform drivers of works activities in the area including truck movements in operation. It must also be approved by CRU prior to implementing any changes.

5.17 Contact Details for On-Site Enquiries and Site Access

The principal contractor is Multiplex and all on-site enquiries can be addressed to Mitch Pelling. Contact details are listed below:

Phone: 0402 850 448

Email: mitch.pelling@multiplex.global

For community enquiries, a dedicated project 1800-line and email address are key access points for the community to receive project information. Protocols are in place for managing enquiries and complaints received via these channels:

P: 1800 271114

E: nfsm.community@multiplex.global

5.18 Maintenance of Roads and Footpaths

The roads and footpaths along the route of travel will be kept in a serviceable state at all times. Any damage arising as a result of the proposed truck movements will be treated / repaired by the principal contractor at no cost to Council.

5.19 Risk Management Assessment

This CPTMP specific to the Bridge Road Construction Work is to be read in conjunction with the main works New Sydney Fish Market CPTMP prepared by ptc.

Risks specific to the road work proposed under this Bridge Road CPTMP are assessed below.

All construction projects entail a set of risks—from a traffic and transport perspective—that may need to be mitigated. Some of these hazards and risks are related to:

- Moving traffic;
- Queued traffic;
- Site vehicle access and egress points;
- Highly vulnerable road user activity;
- Other construction activity or roadworks in close proximity to the proposed work site; and

- Reduced lane and shoulder widths.

This is appropriate for the construction of the development because of the following:

Risk Matrix Reference: R1 – Conflict between construction traffic and the general public, especially vulnerable road users such as pedestrians and cyclists.

Risk Matrix Reference: R2 – Construction traffic creating localised negative impact to the surrounding road network.

A risk matrix has been prepared to assist with rating the risk of deviation to the procedures described in this report. The risk matrix is shown in using the following definitions:

Risk Rating

- Very High (VH)
- High (H)
- Medium (M)
- Low (L)

Consequence

- Insignificant: Illness, first aid or injury not requiring medical treatment. No lost time.
- Minor: Minor injury or illness requiring medical treatment. No lost time post medical treatment.
- Moderate: Minor injuries or illnesses resulting in lost time.
- Major: 1 to 10 serious injuries or illnesses resulting in lost time or potential permanent impairment.
- Severe: single fatality and/or 11 to 20 serious injuries or illnesses resulting in lost time or potential permanent impairment.
- Catastrophic: multiple fatalities and/or more than 20 serious injuries or illnesses resulting in lost time or potential permanent impairment.

Likelihood

- Almost certain: expected to occur multiple times (10 or more times) during any given year.
- Very likely: expected to occur occasionally (1 to 10 times) during any given year.
- Likely: expected to occur once during any given year.
- Unlikely: expected to occur once every 1 to 10 years.
- Very unlikely: expected to occur once every 10 to 100 years.
- Almost unprecedented: not expected to occur in the next 100 years.

The resulting level of risk and treatment approach is:

-  Intolerable: Must be corrected.
-  High: Should be corrected or the risk significantly reduced, even if the treatment costs is high.
-  Medium: Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high.
-  Low: Should be corrected or the risk reduced if the treatment cost is low.

Table 9: Risk Matrix

Likelihood	Consequence						
		Insignificant	Minor	Moderate	Major	Severe	Catastrophic
	Almost certain						
	Very likely						
	Likely						
	Unlikely						
	Very unlikely		R2				
	Almost unprecedented					R1	

Risk mitigation measures proposed as part of these works to address the identified risks include but are not limited to:

- Implementation of appropriate traffic control where required to reduce potential conflict between road users,
- Adequate advance signage and warning of the ongoing construction activity at the site (TGS),
- Implementation of a communication strategy to the wider traffic network to reduce the volume of vehicles travelling in proximity to the work site.

6 Green Travel Plan

6.1 Purpose of a Green Travel Plan (GTP)

The purpose of this section of the CPTMP is to outline the transport options and arrangements associated with the construction workforce, which seek to reduce the use of vehicles travelling to / from the site.

The CPTMP indicates that public transport is encouraged for construction workers. The Customer Journey Planning requests further information on how this will be implemented and what measures will be in place to monitor uptake of this. The SCO also request clarification on how workers who require a vehicle to transport tools and equipment will be managed.

Further to the previous point, the SCO suggests that a more detailed worker travel management plan would be beneficial, to be included in the onsite induction process and addressing:

- Travel options for workers, including the location of the nearest major transport interchanges;
- Arrangement for workers with tools/equipment (e.g. such as through the provision of onsite drop-off/storage areas); and
- Nearest available off-street parking options for workers who are required to drive.

6.2 Staff Induction

All Multiplex staff and subcontractors are required to undergo a site-specific induction which outlines the construction procedures and management framework specific to the project. The induction will include a description of the available transport options and the policy towards site access (there is no parking available on-site), parking at nearby car parks, and the storage of tools at the site to reduce the need to bring vehicles to site.

6.3 Public Transport

This section outlines public transport accessibility to the site, which may be utilised by construction staff over the project duration. Staff inductions (see above) will include information on the available travel options that staff may take to access the site.

The subject site has been assessed for its potential accessibility via modes of existing public transport likely to be utilised by prospective residents, employees and visitors of the proposed development. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggest that 400m-800m is a comfortable walking distance and 1.5km is a comfortable cycling distance. A map with the 400m and 800m catchment is shown in Figure 23

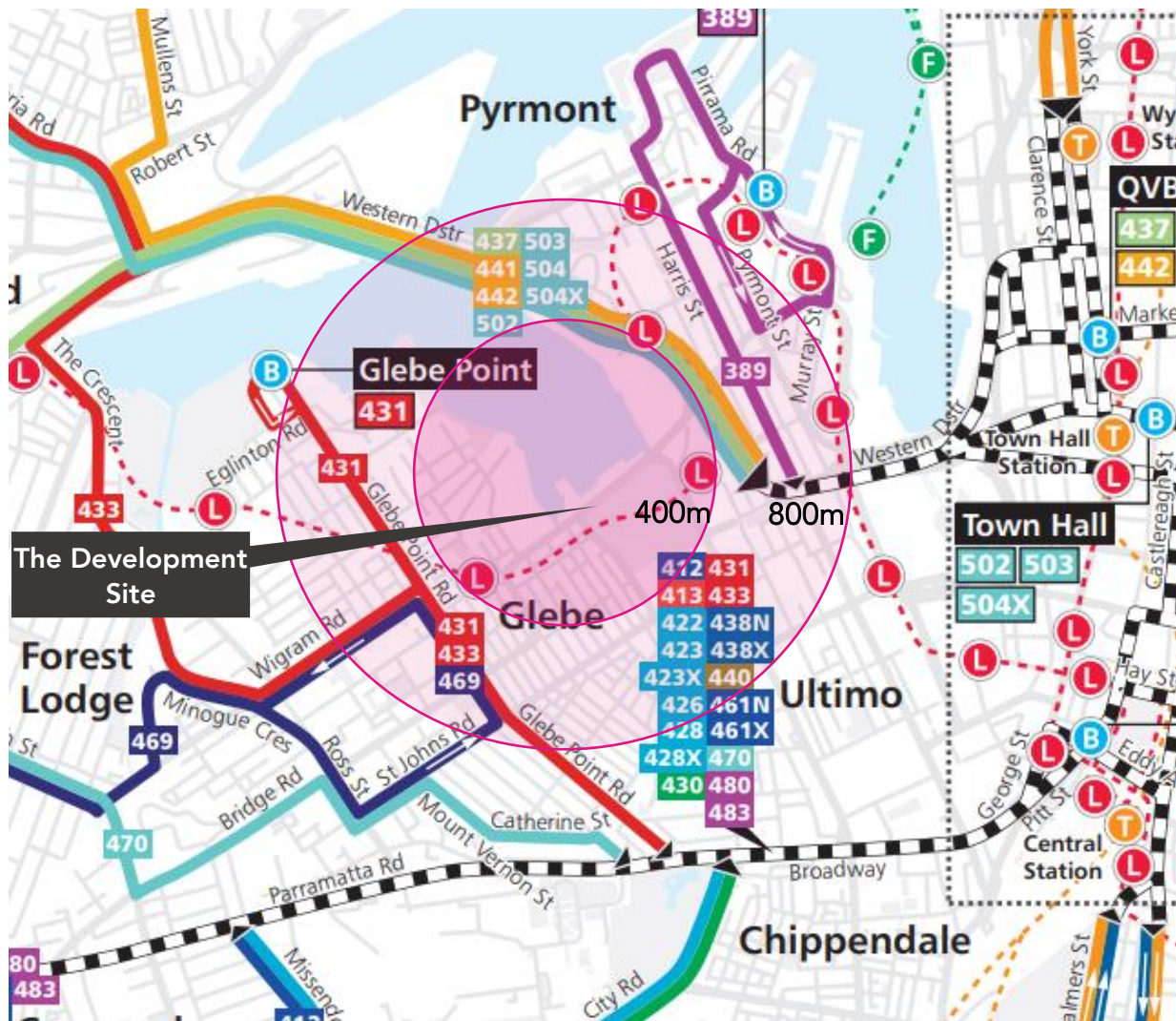


Figure 23: 400m and 800m Catchment from the Development Site¹

6.3.1 Trains

The closest train station to the development site is the Town Hall Train Station, which is approximately 1.8km or 24 min walk, making it relatively inconvenient for walking.

Figure 24 illustrates the distance from the subject site to the closest heavy rail train station.

¹ NSW Transport website - <https://transportnsw.info/>

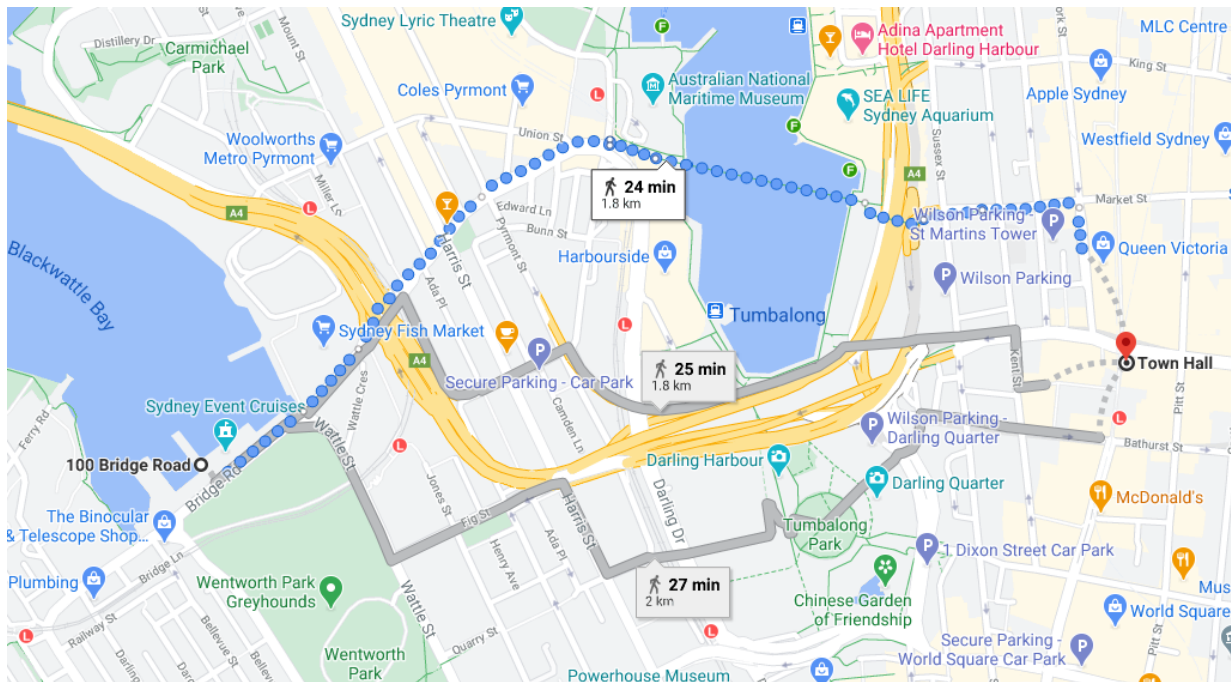


Figure 24: Pedestrian Access from Town Hall Train Station

6.3.2 Light Rail

Three light rail stations are close to the development site, Wentworth Park Station (350m or 4min walk), Glebe Station (450m or 6min walk) and Fish Market (650m or 8min walk), served by L1 Dulwich Hill Line. The services are operated seven days a week with city-bound services operating every 8-10 minutes during peak hours and every 15mins off peak during weekdays and weekends.

6.3.3 Buses

The nearest bus stops are located within 400-800m. A number of bus routes are identified operating within walking distance of the proposed development, summarised in Table 10.

Table 10: Bus Service Summary

Bus Route	Coverage	Operation
370	Leichhardt Marketplace to Coogee	Every 10-15min on weekdays; every 15min on weekend
389	Bondi Junction to Pyrmont	Every 5-7min (peak) and 10-12min (off peak) on weekdays; every 15min on weekend
431	Glebe Point to City Martin Place	Every 10min (peak) and every 15min (off peak) on weekdays; every 12-15min on weekend
433	Balmain Gladstone Park to Central Pitt St	Every 5min (peak) and every 10-15min (off peak) on weekdays; every 12-15min on weekend
469	Market Place Leichhardt to Glebe (Loop Service)	Every 20 minutes (peak) and every 30 minutes (off-peak) on weekdays, every 30 minutes on weekends
501	West Ryde to Central Pitt St	Every 5-10min (peak) and every 20min (off peak) on weekdays; every 30min on weekend

6.3.4 Proposed Public Transport Upgrades

As part of the Sydney Metro West development, Pyrmont will be receiving a new metro station to link Greater Parramatta and the Sydney CBD. The exact location of the Pyrmont station is still undergoing planning. As shown in Figure 23, Pyrmont is situated mostly within walking distance with many connecting public transport options enabling access to the proposed site. This future public transport option will not be completed before the end of construction of the Sydney Fish Market, therefore it will not be used by the construction workers but will inevitably be a convenient transport option for employees and visitors of the site.

6.4 Active Travel

As described in the Section 6.3, the walking catchments of 400m and 800m (5 minutes and 10 minutes respectively) encapsulate the nearby public transport stops and the residential area of Pyrmont and Glebe. There are also a range of regional and local cycleways provided within the City of Sydney LGA which provide effective connections to the development site.

Due to the reduction of traffic during the current climate of COVID-19, the City of Sydney has also implemented pop up cycleways to promote the use of active transport. One of the cycleways provided runs along Bridge Road and finishes at Taylor Street to the west of the site.

Figure 25 shows the existing and proposed cycleways, including the pop-up cycleways within the site proximity.

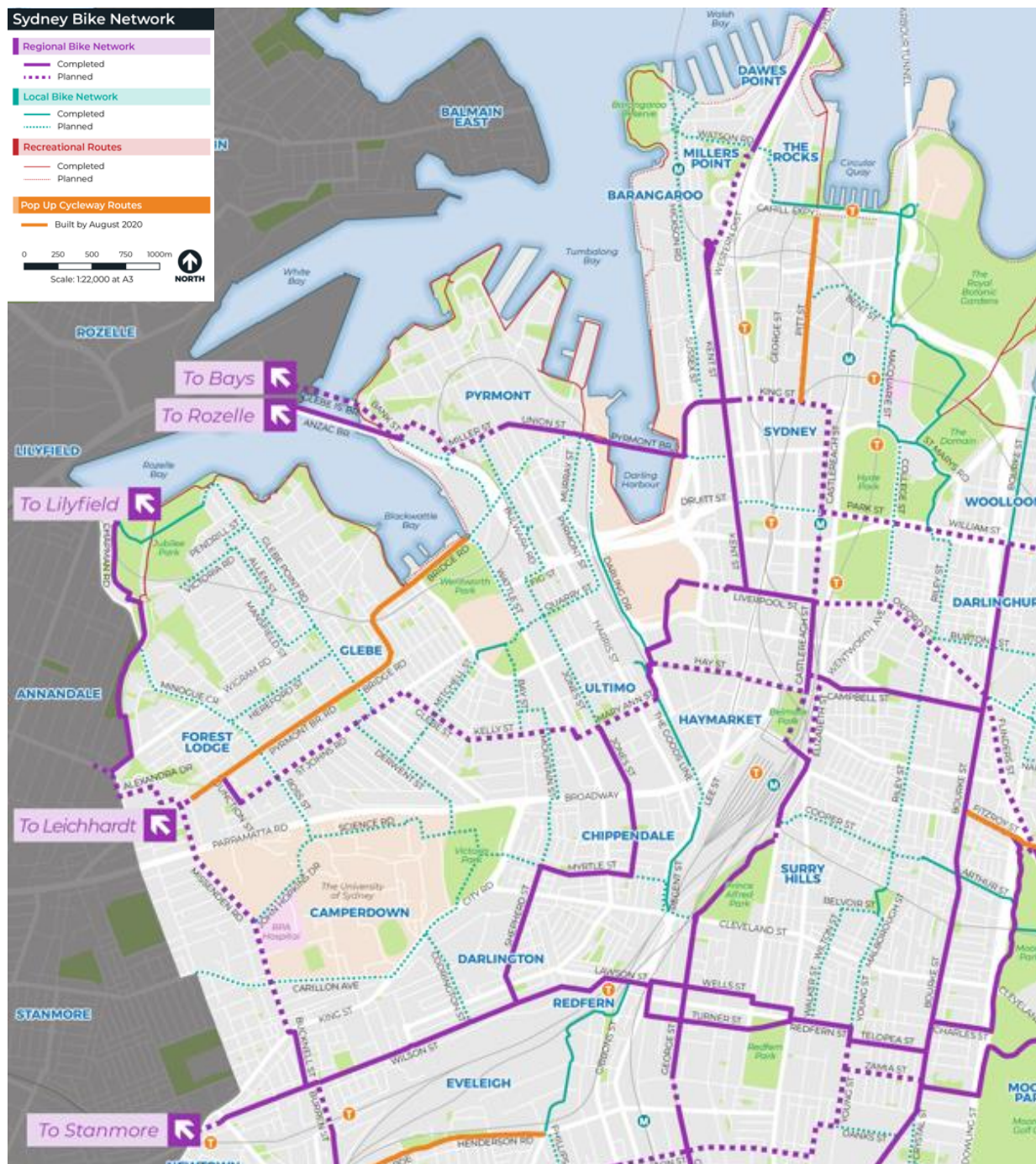


Figure 25: City of Sydney – Bike Plan

6.5 Staff Parking

The site will not be providing any staff parking as there are a vast array of public and active transport options for construction workers. Staff who require the use of vehicles will be able to use the Secure and Wilson car parks available in Darling Harbour which are both approximately 700-800m (10 min walk).

7 Summary

This CPTMP has been prepared to outline the construction traffic measures to improve site safety to the public and workers and the construction process.

It is envisaged that this document will be continually reviewed and amended if required, due to changes in design, TfNSW, the City or any other authority requirements. Should any changes be made, they will need to be reviewed and approved by the City and TfNSW.

Attachment A City of Sydney Standard Requirements of a CPTMP

The City of Sydney

Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works.

1. Details of routes to and from site and entry and exit points from site – site specific

Refer to Section 5.7

2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific

Refer to Section 5.7

3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.

Refer to Section 5.5

4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).

Refer to Section 6.6

5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).

Refer to Section 6.6

6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.

Refer to Section 5.4

NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).

7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.

Refer to Section 6.11

8. No queuing or marshalling of trucks is permitted on any public road.

Refer to Section 5.7

9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.

Refer to Section 5.12.

10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off-street area or be encouraged to use public transport and not park on the public road.

Refer to Section 6

11. All loading and unloading must be within the development site or at an approved "Works Zone".

Refer to Section 5.7

12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.

Refer to Section 5.7

13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.

Refer to Section 6.3, 6.18

14. The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.

Refer to Section 6.18

15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.

Refer to Section 5.3

16. The Applicant must comply with development consent for hours of construction.

Refer to Section 5.2

17. All Traffic guidance schemes associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites Guidelines.

Refer to Section 5.9

18. Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special

treatment to trucks leaving a construction site - **the vehicles already on the road have right-of-way.**

Refer to Section 5.9

19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not the trucks.**

Refer to Section 5.9

20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.
21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.
22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.

Refer to Section 5.9

23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also, WorkCover requires that Traffic guidance schemes must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).
24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.

Attachment B Bridge Road Construction Staging Drawings



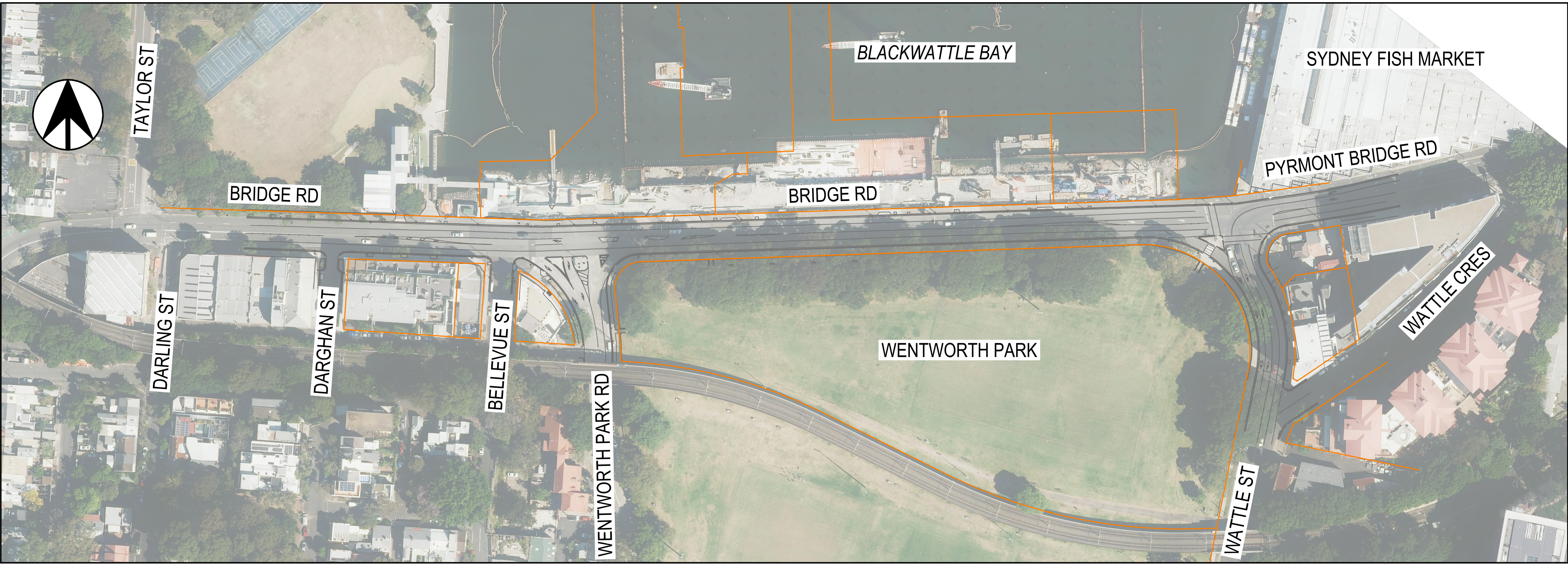
CITY OF SYDNEY

BRIDGE ROAD (MR523)

SYDNEY FISH MARKET REDEVELOPMENT

CONSTRUCTION STAGING

DETAILED DESIGN



LOCALITY PLAN
NOT TO SCALE

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								COVER SHEET			
								DRAWING SET No:			
								STATUS: DETAILED DESIGN			
								BRIDGE No:			
								REV A03			
								EDMS No.			
								AMD No.			
COORDINATE SYSTEM: MGA94 ZONE 56				HEIGHT DATUM: AHD		DESIGN LOT CODE:					

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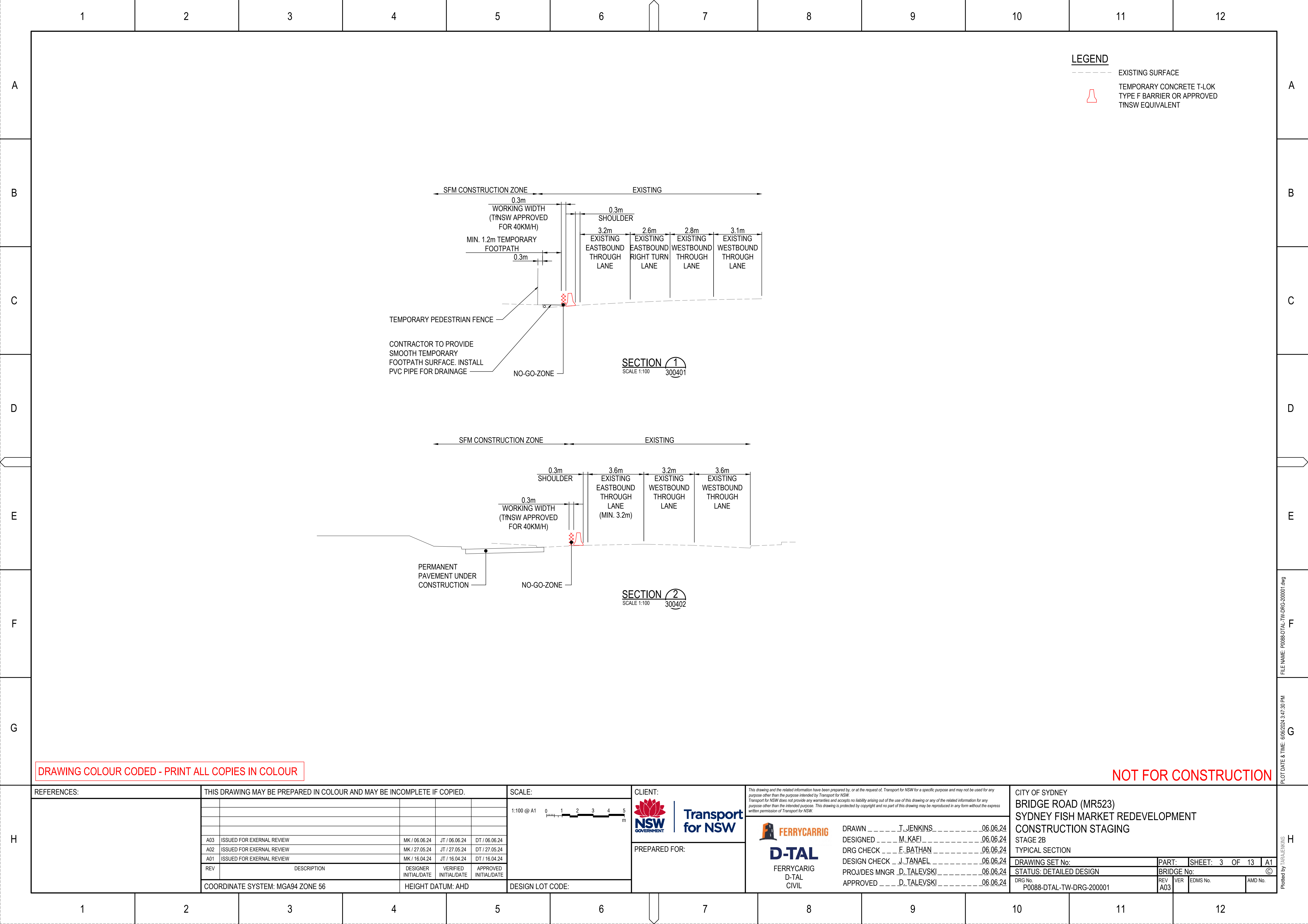
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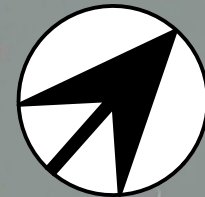
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Plotted by TARA JENKINS

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A	GENERAL P0088-DTAL-TW-DRG-100001 P0088-DTAL-TW-DRG-100002 COVER SHEET INDEX SHEET AND GENERAL NOTES TYPICAL SECTIONS P0088-DTAL-TW-DRG-200001 TYPICAL SECTION - STAGE 2B PLANS P0088-DTAL-TW-DRG-300101 P0088-DTAL-TW-DRG-300102 STAGE 1 - PLAN - SHEET 1 OF 2 STAGE 1 - PLAN - SHEET 2 OF 2 P0088-DTAL-TW-DRG-300201 P0088-DTAL-TW-DRG-300202 STAGE 1A - PLAN - SHEET 1 OF 2 STAGE 1A - PLAN - SHEET 2 OF 2 P0088-DTAL-TW-DRG-300301 P0088-DTAL-TW-DRG-300302 STAGE 2A - PLAN - SHEET 1 OF 2 STAGE 2A - PLAN - SHEET 2 OF 2 P0088-DTAL-TW-DRG-300401 P0088-DTAL-TW-DRG-300402 STAGE 2B - PLAN - SHEET 1 OF 2 STAGE 2B - PLAN - SHEET 2 OF 2 P0088-DTAL-TW-DRG-300501 P0088-DTAL-TW-DRG-300502 STAGE 3 - PLAN - SHEET 1 OF 2 STAGE 3 - PLAN - SHEET 2 OF 2 GENERAL NOTES 1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. 2. COORDINATE CONTROL IS TO MAP GRID OF AUSTRALIA (MGA 94) ZONE 56.REDUCED LEVELS ARE TO AUSTRALIAN HEIGHT DATUM (AHD). 3. ANY SURVEY CONTROL MARKS, PERMANENT MARKS AND STATE SURVEY MARKS MUST BE PRESERVED. WHERE DISTURBANCE OF A SURVEY MARK OCCURS OR IS UNAVOIDABLE, ADVICE MUST BE SOUGHT FROM A SURVEYOR AUTHORISED BY THE SURVEYOR-GENERAL OR A SURVEYOR ENGAGED BY A NSW PUBLIC AUTHORITY NOTING THAT A REPLACEMENT MARK OR MARKS MAY NEED TO BE INSTALLED. FINES APPLY. 4. ALL MATERIALS AND WORKMANSHIP IS TO BE IN ACCORDANCE WITH RELEVANT VERSION OF THE TNSW D&C SPECIFICATION FOR THE WORK. 5. ALL TEMPORARY WORKS WITHIN CONSTRUCTION AREAS ARE NOT PART OF THIS PACKAGE. REFER TO THE SITE SPECIFIC CONSTRUCTION MANAGEMENT PLAN FOR DETAILS REGARDING TEMPORARY STRUCTURES, FOUNDATIONS, FENCING, HOARDING, DEBRIS, FALL PROTECTION, ETC. 6. A CORRESPONDING 3D STRING MODEL IS PROVIDED IN GENIO FORMAT AS PART OF THIS DESIGN PACKAGE. WHERE A DISCREPANCY EXISTS BETWEEN THE MODEL FILE AND THE DRAWINGS, THE FORMAL DESIGN DRAWINGS SHALL TAKE PRECEDENCE. 7. THE ALIGNMENT AND KERB SETOUT TO BE PICKED UP FROM THE AVAILABLE CAD FILE/ROAD MODEL. 8. ALL EARTHWORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE RELEVANT VERSION OF TNSW D&C R44 SPECIFICATION. 9. ALL LOCATIONS, ORIENTATION AND EXISTING ASSETS SHALL BE CONFIRMED ON SITE BEFORE COMMENCING ANYCONSTRUCTION OR FABRICATION WORK. REFER DISCREPANCIES TO THE DESIGNER'S REPRESENTATIVE FOR CLARIFICATION BEFORE PROCEEDING WITH WORKS. DO NOT RELY ON DIMENSIONS FROM SCALING. 10. NO TEMPORARY WORKS DETAILS HAVE BEEN PROVIDED FOR COLUMNS, FOUNDATIONS, CONDUITS, PITS AND LIGHTING WORKS. DETAILS TO BE MANAGED BY THE CONTRACTOR. 11. THE CONTRACTOR MUST PROVIDE AND MAINTAIN SAFE AND ACCESSIBLE FOOTPATHS AT ALL TIMES FOR PEDESTRIANS. THIS INCLUDES PROVIDING TEMPORARY KERB RAMPS IF NEEDED. 12. ALL CONSTRUCTION SITE ACCESS GATES TO BE MANAGED BY TRAFFIC CONTROL. ROAD FURNITURE NOTES 1. ANY NON FRANGIBLE ROAD FURNITURE ARE TO BE PLACED OUTSIDE THE CLEAR ZONE OR TO BE PROTECTED ADEQUATELY BY A SAFETY BARRIER. 2. SAFETY BARRIERS MUST COMPLY WITH TNSW SPECIFICATION D&C R132. ALL ROAD SAFETY BARRIERS MUST BE INSTALLED IN ACCORDANCE WITH TNSW SAFETY BARRIER SYSTEM ACCEPTANCE CONDITION. 3. ALL ROAD SAFETY BARRIER TERMINALS MUST BE INSTALLED IN ACCORDANCE WITH TNSW SAFETY BARRIER SYSTEM ACCEPTANCE. 4. FENCING MUST COMPLY WITH TNSW SPECIFICATIONS R201. PRODUCTS ARE TO BE INSTALLED AS PER THE MANUFACTURERS SPECIFICATIONS AND IN ACCORDANCE WITH TNSW CONDITIONS OF APPROVAL. 5. KERBS MUST COMPLY WITH TNSW SPECIFICATIONS R15. PRODUCTS ARE TO BE INSTALLED AS PER THE MANUFACTURERS SPECIFICATIONS AND IN ACCORDANCE WITH TNSW CONDITIONS OF APPROVAL. 6. FOR STANDARD KERB SHAPES, DETAILS AND TRANSITIONS REFER TO TNSW MODEL DRAWING SERIES R0300. 7. FOR STANDARD DETAILS OF THE KERB RAMPS REFER TO TNSW MODEL DRAWING SERIES R0300-11. 8. EXISTING BARRIERS ARE TO BE MAINTAINED WHERE NO DESIGN CHANGE IS SHOWN. 9. STEEL PINNED BARRIERS - PINS MUST BE SUITABLE FOR PAVEMENT IN ACCORDANCE WITH TNSW SAFETY BARRIER SYSTEM ACCEPTANCE CONDITIONS AND MANUFACTURERS INSTALLATION GUIDE. PAVEMENT AND SUBSURFACE DRAINAGE NOTES 1. NO PAVEMENT OR SUBSURFACE DRAINAGE DETAILS HAVE BEEN PROVIDED AS PART OF THE CONSTRUCTION STAGING DESIGN PACKAGE. ALL TEMPORARY PAVEMENTS, EDGE DETAILS AND INTERFACE DETAILS WILL BE COMPLETED BY THE CONTRACTOR. 2. THE CONTRACTOR IS TO CONFIRM THE LOCATION OF EXISTING UNDERGROUND FEATURES AND IDENTIFY POTENTIAL CONFLICTS PRIOR TO ANY PAVEMENT AND/OR SUBSURFACE DRAINAGE WORKS BEING UNDERTAKEN. DELINEATION NOTES 1. ALL DELINEATION IS TO BE IN ACCORDANCE WITH THE TNSW DELINEATION MANUAL, AUSTRALIAN STANDARD 1742 AND TNSW SUPPLEMENT TO AUSTRALIAN STANDARD 1742. 2. RETROREFLECTIVE RAISED PAVEMENT MARKERS (RRPM) SHALL BE PROVIDED IN ACCORDANCE WITH TNSW D&C SPECIFICATION R142. 3. PAVEMENT MARKINGS TO BE PROVIDED IN ACCORDANCE WITH TNSW D&C SPECIFICATION R145. 4. DELINEATORS MUST BE INSTALLED ON ALL TEMPORARY ROAD SAFETY BARRIERS. SIGN POSTING NOTES 1. EXISTING SIGNS CONTRACTING TEMPORARY SIGNAGE TO BE COVERED OR REMOVED DURING TEMPORARY TRAFFIC MANAGEMENT WORKS. 2. SIGNAGE SHOWN IS FOR INFORMATION ONLY. SIGNAGE DOCUMENTATION AND APPROVAL IS FORMALLY CONTAINED WITHIN THE TRAFFIC MANAGEMENT PLAN (TMP) PROCESS. ANY DISCREPANCY OR CHANGES TO SIGNAGE THROUGH THE TMP PROCESS SUPERSEDES SIGNAGE AS SHOWN ON THE PLANS. 3. ALL REGULATORY AND WARNING SIGN FACES ARE TO BE IN ACCORDANCE WITH THE TFNSW SIGN REGISTER UNLESS NOTED OTHERWISE. 4. MANUFACTURE, SUPPLY AND INSTALLATION OF SIGNPOSTING SHALL BE IN ACCORDANCE WITH TFNSW D&C SPECIFICATION R143. 5. TO ELIMINATE EXCESSIVE GLARE FROM THE SURFACE OF A SIGN IT SHOULD BE TURNED APPROXIMATELY 5° AWAY FROM THE NORMAL TO THE HEADLIGHT BEAM / LINE OF SIGHT. 6. ALL SIGNAGE TO BE CLEAR OF ALL VEGETATION AND OBSTRUCTIONS. 7. THE LOCATIONS OF ALL EXISTING SIGNAGE TO BE CONFIRMED PRIOR TO COMMENCING WORK. ENSURE ADOPTED METHOD OF CONSTRUCTION WILL AVOID DAMAGE TO ALL SERVICES. 8. CONDITION ASSESSMENT TO BE UNDERTAKEN ON ALL EXISTING SIGN FACES TO BE RELOCATED PRIOR TO BEING REUSED IN ACCORDANCE WITH RELEVANT SPECIFICATIONS AND STANDARDS AS DIRECTED BY THE PRINCIPAL. 9. SIGN POSTS AND SIGN POST FOOTINGS TO BE INSTALLED IN ACCORDANCE WITH TNSW INSTALLATION AND MAINTENANCE OF SIGNS AND TNSW TCWS MANUAL. 10. WHERE SIGNS ARE INSTALLED CLOSE TO A KERB THEY SHOULD NOT BE MOUNTED PARALLEL TO THE KERB BUT TURNED 30 DEGREES +/- 10 DEGREES TO PARTIALLY FACE ONCOMING TRAFFIC E.G. PARKING AND CLEAR WAY TYPE SIGNS. UTILITIES NOTES 1. NO UTILITIES HAVE BEEN SHOWN ON THE CONSTRUCTION STAGING PLANS. THE PRESENCE OF A UTILITY, ITS SIZE AND LOCATION SHOULD BE CONFIRMED BY FIELD INSPECTION, PRIOR TO THE COMMENCEMENT OF ROADWORK AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALING 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHOULD BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITIES. 2. THESE DRAWINGS SHOULD BE READ IN CONJUNCTION WITH THE PERMANENT WORKS DRAWINGS, UTILITY REPORTS/MODELS, AND THE DETAILED DESIGN REPORT. 3. FOR DETAILS OF EXISTING AND PROPOSED UTILITIES REFER TO PERMANENT WORKS DESIGN PACKAGE. EXISTING DRAINAGE PITS AND PIPES NOTES 1. EXISTING STORMWATER PIPES THAT ARE IDENTIFIED TO BE DECOMMISSIONED OR ABANDONED SHALL BE REFERRED TO THE PRINCIPAL FOR ASSESSMENT OF THE APPROPRIATE TREATMENT WHICH INCLUDES: 1.1. SEAL AND GROUT: PIPE END TO BE CAPPED AND PIPES INFILLED WITH 5MPa GROUT. 1.2. REMOVE AND BACKFILL: EXISTING PIPES/PITS TO BE REMOVED WITH TRENCH BACKFILLED AND COMPACTED IN ACCORDANCE WITH TNSW STANDARD SPECIFICATION. 1.3. SEAL ONLY: PIPE ENDS TO BE CAPPED AND PIPES MAY REMAIN INSITU SUBJECT TO DURABILITY ASSESSMENT. 2. EXISTING STORMWATER DRAINAGE PITS THAT ARE LOCATED ON ABANDONED LINES TO BE DEMOLISHED/REMOVED AND BACKFILLED TO SPECIFICATION UNLESS NOTED OTHERWISE. EXISTING DRAINAGE PITS AND PIPES NOTES 1. REFER TO PERMANENT WORKS DRAWING PACKAGE FOR DETAILS. GEOTECHNICAL NOTES 1. TEMPORARY EMBANKMENTS HEIGHT SHALL NOT EXCEED 1 METRE FOR BATTERS WITH 1.5:1 SLOPE. SITE GEOTECHNICAL ENGINEER SHALL CONFIRM THE SUITABILITY OF THE MAXIMUM TEMPORARY SLOPE BATTER AND HEIGHT BASED ON ACTUAL GROUND CONDITIONS. 2. EROSION PROTECTION SHALL BE PROVIDED TO PREVENT SURFACE EROSION AND/OR INSTABILITY OF SLOPE SURFACE. 3. SURFACE RUNOFF SHALL BE DIVERTED AWAY FROM THE TEMPORARY SLOPE.												A	B	C	D	E	F	G	H																																																																																																																																							
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STAGE 1 - PREPARATORY WORKS (WITHIN SITE)

INVOLVES A RANGE OF PREPARATORY WORKS WITHIN THE SITE BOUNDARY, INCLUDING EARTHWORKS, FOOTING CONSTRUCTION AND NEW UTILITIES INFRASTRUCTURE INSTALLATION.

EXISTING ROAD ALIGNMENT IS GENERALLY UNAFFECTED IN THIS STAGE AND WILL BE RETURNED TO EXISTING CONDITIONS AT THE END OF EACH SHIFT.

REFER TO TRAFFIC MANAGEMENT PLAN (TMP) FOR DETAILS.

BLACKWATTLE BAY

SYDNEY FISH MARKET

PYRMONT BRIDGE RD

VORTH PARK

WENTHWORTH PARK

WATTLE
ST



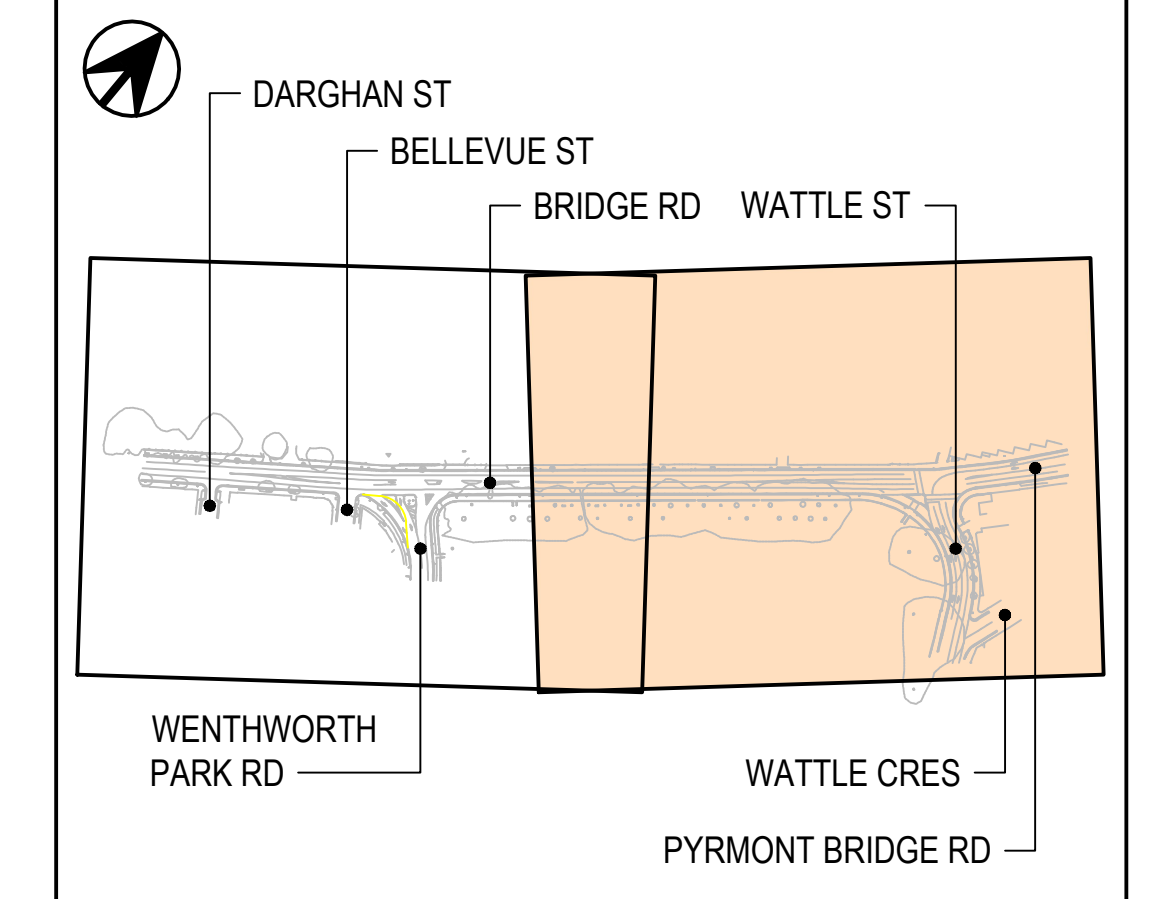
WATTLE CRES

LEGEND

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|---|--------------------------------------|
|  | SURVEY |
|  | CADASTRAL BOUNDARY |
|  | SYDNEY FISH MARKET CONSTRUCTION ZONE |
|  | PEDESTRIAN MOVEMENT |
|  | VEHICLE MOVEMENT |
|  | CONSTRUCTION VEHICLE MOVEMENT |
|  | EXISTING SITE HOARDING |
|  | EXISTING SITE GATE |

NOTES

1. ALL CONSTRUCTION SITE ACCESS GATES TO BE MANAGED BY TRAFFIC CONTROL.

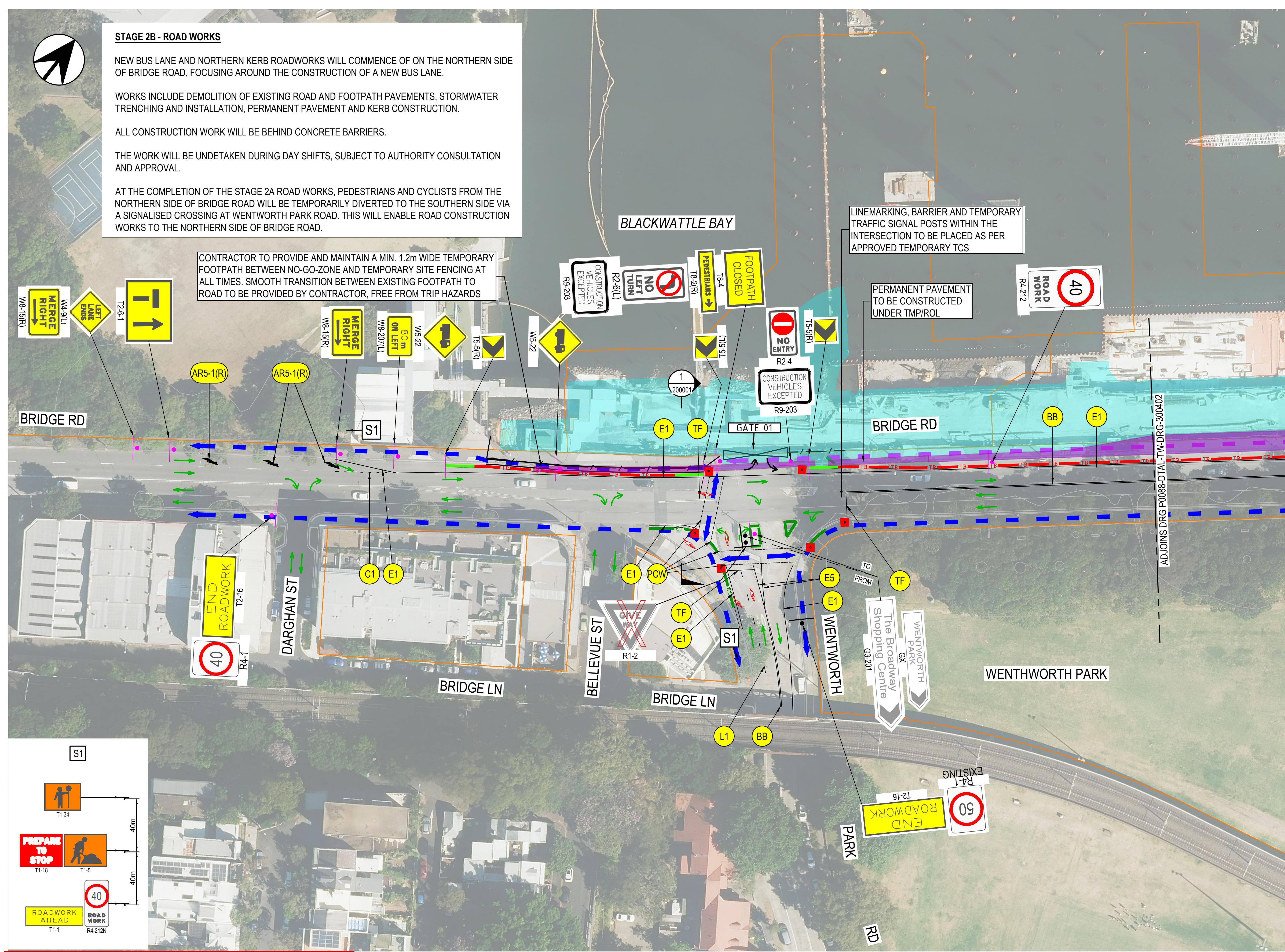


KEY PLAN
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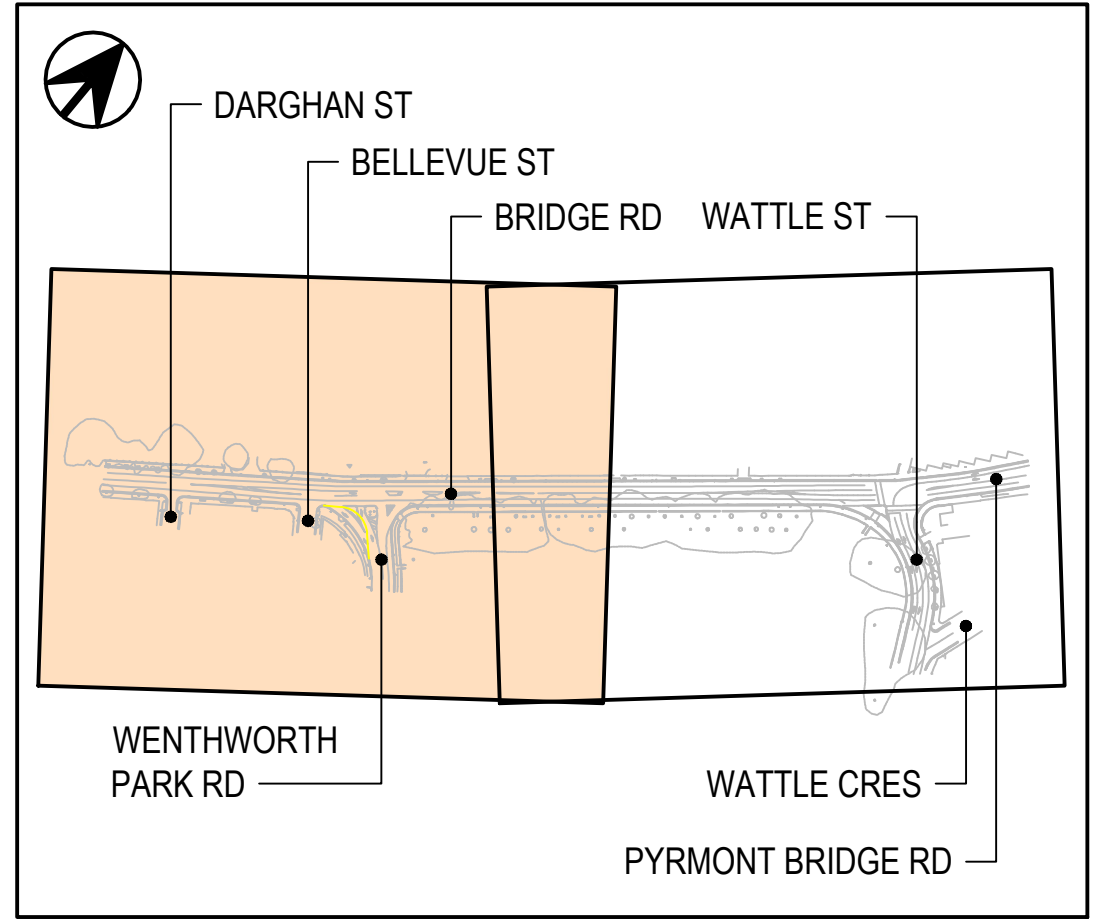
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								PREPARED FOR:			
	A03	ISSUED FOR EXTERNAL REVIEW	MK / 06.06.24	JT / 06.06.24	DT / 06.06.24						
	A02	ISSUED FOR EXTERNAL REVIEW	MK / 27.05.24	JT / 27.05.24	DT / 27.05.24						
	A01	ISSUED FOR EXTERNAL REVIEW	MK / 16.04.24	JT / 16.04.24	DT / 16.04.24						
	REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE						
	COORDINATE SYSTEM: MGA94 ZONE 56			HEIGHT DATUM: AHD		DESIGN LOT CODE:					



- LEGEND**
- SURVEY
 - CADASTRAL BOUNDARY
 - TEMPORARY CONCRETE T-LOK TYPE F BARRIER OR APPROVED TNSW EQUIVALENT
 - TEMPORARY BARRIER ARMORZONE MASH
 - PLASTIC WATER FILLED SYSTEM OR APPROVED TNSW EQUIVALENT
 - TEMPORARY ABSORB M CRASH CUSHION
 - DESIGN STRINGS
 - EXISTING SITE HOARDING
 - SITE HOARDING
 - EXISTING SITE GATE
 - SITE GATE
 - DESIGN CONTROL
 - DESIGN CONTROL STRING LABEL
 - LINEMARKING LABEL
 - SYDNEY FISH MARKET CONSTRUCTION ZONE
 - PERMANENT PAVEMENT CANNOT BE CONSTRUCTED
 - PERMANENT PAVEMENT UNDER CONSTRUCTED
 - VEHICLE MOVEMENT
 - CONSTRUCTION VEHICLE MOVEMENT
 - PEDESTRIAN MOVEMENT
 - PEDESTRIAN MOVEMENT NOT AVAILABLE
 - EXISTING SIGN POST
 - TEMPORARY SIGN POST
 - TEMPORARY TRAFFIC SIGNAL POST
 - EXISTING PAVEMENT MARKING TO BE REMOVED
 - TEMPORARY PAVEMENT ARROWS
 - EXISTING SIGNAGE
 - EXISTING SIGNAGE TO BE REMOVED
 - EXISTING SIGNAGE TO BE RELOCATED
 - PROPOSED SIGNAGE

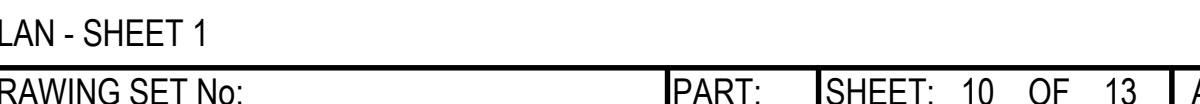
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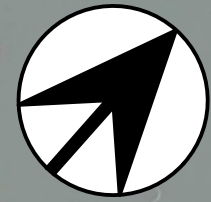


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						1:500 @ A1 	 Transport for NSW	 FERRYCARRIG  D-TAL FERRYCARIG D-TAL CIVIL	DRAWN _____ <u>T. JENKINS</u> _____ 06.06.24							
					DESIGNED _____ <u>M. KAFI</u> _____ 06.06.24											
					DRG CHECK _____ <u>F. BATHAN</u> _____ 06.06.24											
					DESIGN CHECK _____ <u>J. TANAEL</u> _____ 06.06.24											
					PROJ/DES MNGR <u>D. TALEVSKI</u> _____ 06.06.24											
A03	ISSUED FOR EXTERNAL REVIEW			MK / 06.06.24		JT / 06.06.24	DT / 06.06.24	APPROVED _____ <u>D. TALEVSKI</u> _____ 06.06.24								
A02	ISSUED FOR EXTERNAL REVIEW			MK / 27.05.24		JT / 27.05.24	DT / 27.05.24									
A01	ISSUED FOR EXTERNAL REVIEW			MK / 16.04.24		JT / 16.04.24	DT / 16.04.24									
REV	DESCRIPTION			DESIGNER INITIAL/DATE		VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE									
COORDINATE SYSTEM: MGA94 ZONE 56					HEIGHT DATUM: AHD			DESIGN LOT CODE:								

FILE NAME: P0088-DTAL-TW-DRG-300401.dwg
PLOT DATE & TIME: 6/06/2024 3:49:47 PM
Plotted by: JARA JENKINS



STAGE 2B - ROAD WORKS

NEW BUS LANE AND NORTHERN KERB ROADWORKS WILL COMMENCE ON THE NORTHERN SIDE OF BRIDGE ROAD, FOCUSING AROUND THE CONSTRUCTION OF A NEW BUS LANE.

WORKS INCLUDE DEMOLITION OF EXISTING ROAD AND FOOTPATH PAVEMENTS, STORMWATER TRENCHING AND INSTALLATION, PERMANENT PAVEMENT AND KERB CONSTRUCTION.

ALL CONSTRUCTION WORK WILL BE BEHIND CONCRETE BARRIERS.

THE WORK WILL BE UNDETAKEN DURING DAY SHIFTS, SUBJECT TO AUTHORITY CONSULTATION AND APPROVAL.

AT THE COMPLETION OF THE STAGE 2A ROAD WORKS, PEDESTRIANS AND CYCLISTS FROM THE NORTHERN SIDE OF BRIDGE ROAD WILL BE TEMPORARILY DIVERTED TO THE SOUTHERN SIDE VIA A SIGNALISED CROSSING AT WENTWORTH PARK ROAD. THIS WILL ENABLE ROAD CONSTRUCTION WORKS TO THE NORTHERN SIDE OF BRIDGE ROAD.

BLACKWATTLE BAY

ACCESS TO GATE AND WORK SITE
TO BE PHYSICALLY RESTRICTED
USING TEMPORARY BARRIER
OUTSIDE OF WORKING HOURS.

PERMANENT PAVEMENT TO BE
CONSTRUCTED UNDER ROL.

SYDNEY FISH MARKET

PYRMONT BRIDGE RD

BRIDGE RD

WENTHWORTH PARK

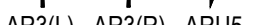
VORTH PARK

S1



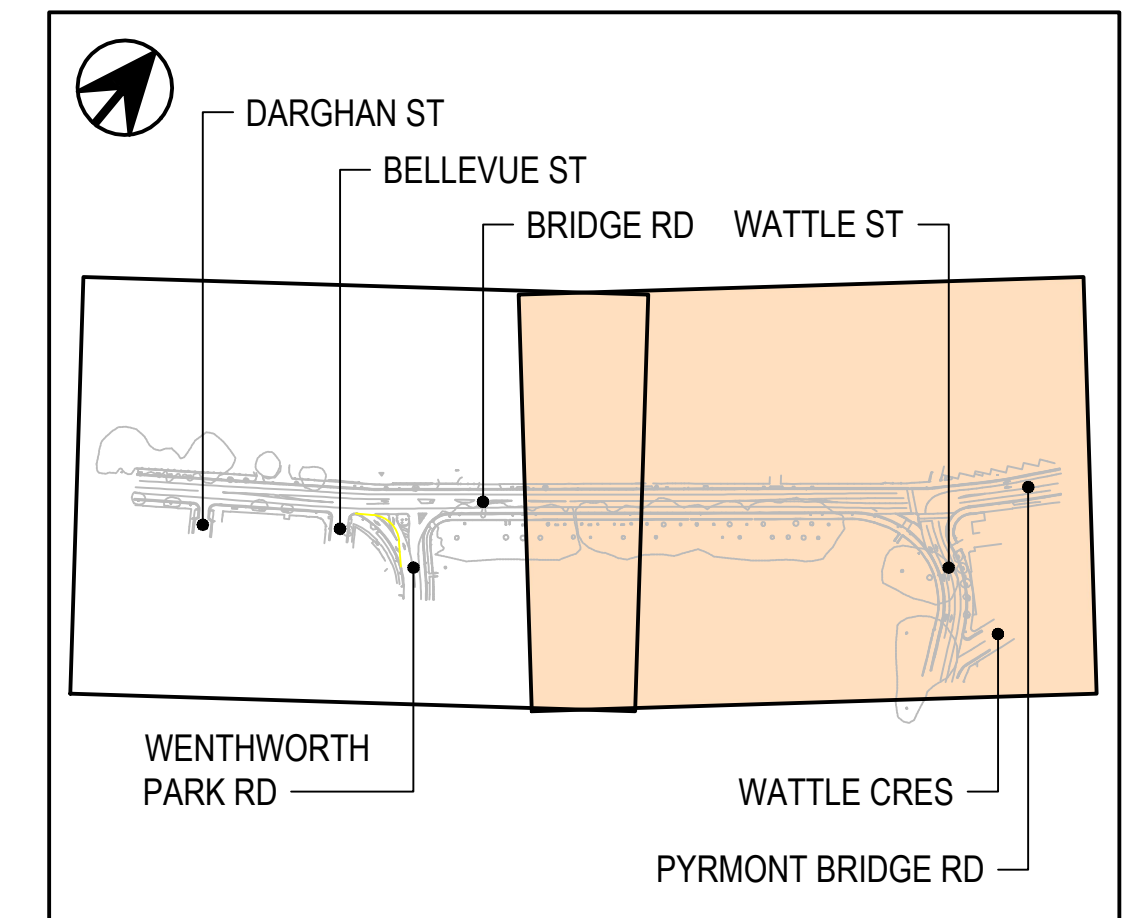
DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

LEGEND

- | | |
|---|--|
|  | SURVEY |
|  | CADASTRAL BOUNDARY |
|  | TEMPORARY CONCRETE T-LOK TYPE F BARRIER OR APPROVED TINSW EQUIVALENT |
|  | TEMPORARY BARRIER ARMORZONE MASH |
|  | PLASTIC WATER FILLED SYSTEM OR APPROVED TINSW EQUIVALENT |
|  | TEMPORARY ABSORB M CRASH CUSHION |
|  | DESIGN STRINGS |
|  | EXISTING SITE HOARDING |
|  | SITE HOARDING |
|  | EXISTING SITE GATE |
|  | SITE GATE |
|  | DESIGN CONTROL |
|  | DESIGN CONTROL STRING LABEL |
|  | LINEMARKING LABEL |
|  | SYDNEY FISH MARKET CONSTRUCTION ZONE |
|  | PERMANENT PAVEMENT CANNOT BE CONSTRUCTED |
|  | PERMANENT PAVEMENT UNDER CONSTRUCTED |
|  | VEHICLE MOVEMENT |
|  | CONSTRUCTION VEHICLE MOVEMENT |
|  | PEDESTRIAN MOVEMENT |
|  | PEDESTRIAN MOVEMENT NOT AVAILABLE |
|  | EXISTING SIGN POST |
|  | TEMPORARY SIGN POST |
|  | TEMPORARY TRAFFIC SIGNAL POST |
|  | EXISTING PAVEMENT MARKING TO BE REMOVED |
|  | TEMPORARY PAVEMENT ARROWS |
|  | EXISTING SIGNAGE |
|  | EXISTING SIGNAGE TO BE REMOVED |
|  | EXISTING SIGNAGE TO BE RELOCATED |
|  | PROPOSED SIGNAGE |

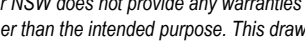
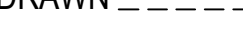
NOTES

1. ALL CONSTRUCTION SITE ACCESS GATES TO BE MANAGED BY TRAFFIC CONTROL.

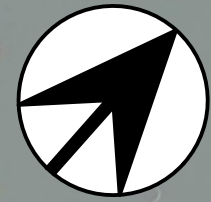


KEY PLAN
NOT TO SCALE

NOT FOR CONSTRUCTION

REFERENCES:	THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.					SCALE: 1:500 @ A1 	CLIENT:   This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.	CITY OF SYDNEY BRIDGE ROAD (MR523) SYDNEY FISH MARKET REDEVELOPMENT CONSTRUCTION STAGING STAGE 2B PLAN - SHEET 2			
	A03	ISSUED FOR EXTERNAL REVIEW	MK / 06.06.24	JT / 06.06.24	DT / 06.06.24						
	A02	ISSUED FOR EXTERNAL REVIEW	MK / 27.05.24	JT / 27.05.24	DT / 27.05.24						
	A01	ISSUED FOR EXTERNAL REVIEW	MK / 16.04.24	JT / 16.04.24	DT / 16.04.24						
REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE	PREPARED FOR:   FERRYCARIG D-TAL CIVIL	 DRAWN _____ T. JENKINS _____ 06.06.24 DESIGNED _____ M. KAFI _____ 06.06.24 DRG CHECK _____ F. BATHAN _____ 06.06.24 DESIGN CHECK _____ J. TANAEF _____ 06.06.24 PROJ/DES MNGR _____ D. TALEVSKI _____ 06.06.24 APPROVED _____ D. TALEVSKI _____ 06.06.24					
COORDINATE SYSTEM: MGA94 ZONE 56										HEIGHT DATUM: AHD	DESIGN LOT CODE:
					DRAWING SET No.: _____ PART: _____ SHEET: 11 OF 13 A1						
					STATUS: DETAILED DESIGN BRIDGE No.: _____ ©						
					DRG No. P0088-DTAL-TW-DRG-300402 REV A03 VER EDMS No. AMD No.						

Plotted by: JARA JENKINS



STAGE 3

WILL COMPRISE OF THE FOLLOWING CONSTRUCTION ACTIVITIES:
PAVEMENT PROFILING, SURFACE TREATMENTS, ASPHALTING,
TRAFFIC SIGNALS COMMISSIONING, SIGNAGE AND LINEMARKING.

THE WORK WILL BE A COMBINATION OF DAY WORKS, NIGHT WORKS AND WEEKEND WORKS, SUBJECT TO AUTHORITY CONSULTATION.

REFER TO TRAFFIC MANAGEMENT PLAN (TMP) FOR DETAILS.

CONSTRUCTION WORK AREAS AND ROAD USER SAFETY AT GATE LOCATIONS ARE TO BE MANAGED BY THE CONTRACTOR ON-SITE.

BLACKWATTLE BAY

SYDNEY FISH MARKET

PYRMONT BRIDGE RD

VORTH PARK

WENTHWORTH PARK



WATTLE CRES

RD WATTLE ST 7

WENTHWORTH
PARK RD

WATTLE CRES —

KEY PLAN
NOT TO SCALE

NOT FOR CONSTRUCTION

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

REFERENCES:

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.

SCALE:

CLIENT:	
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PREPARED FOR:

This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW.



DRAWN	T. JENKINS	06.06.24
DESIGNED	M. KAFI	06.06.24
DRG CHECK	F. BATHAN	06.06.24
DESIGN CHECK	J. TANAEL	06.06.24
PROJ/DES MNGR	D. TALEVSKI	06.06.24
APPROVED	D. TALEVSKI	06.06.24

CITY OF SYDNEY
BRIDGE ROAD (MR523)
SYDNEY FISH MARKET REDEVELOPMENT
CONSTRUCTION STAGING

STAGE 3

PLAN - SHEET 2

DRAWING SET No:
STATUS: DETAILED DESIGN

DRG No. _____

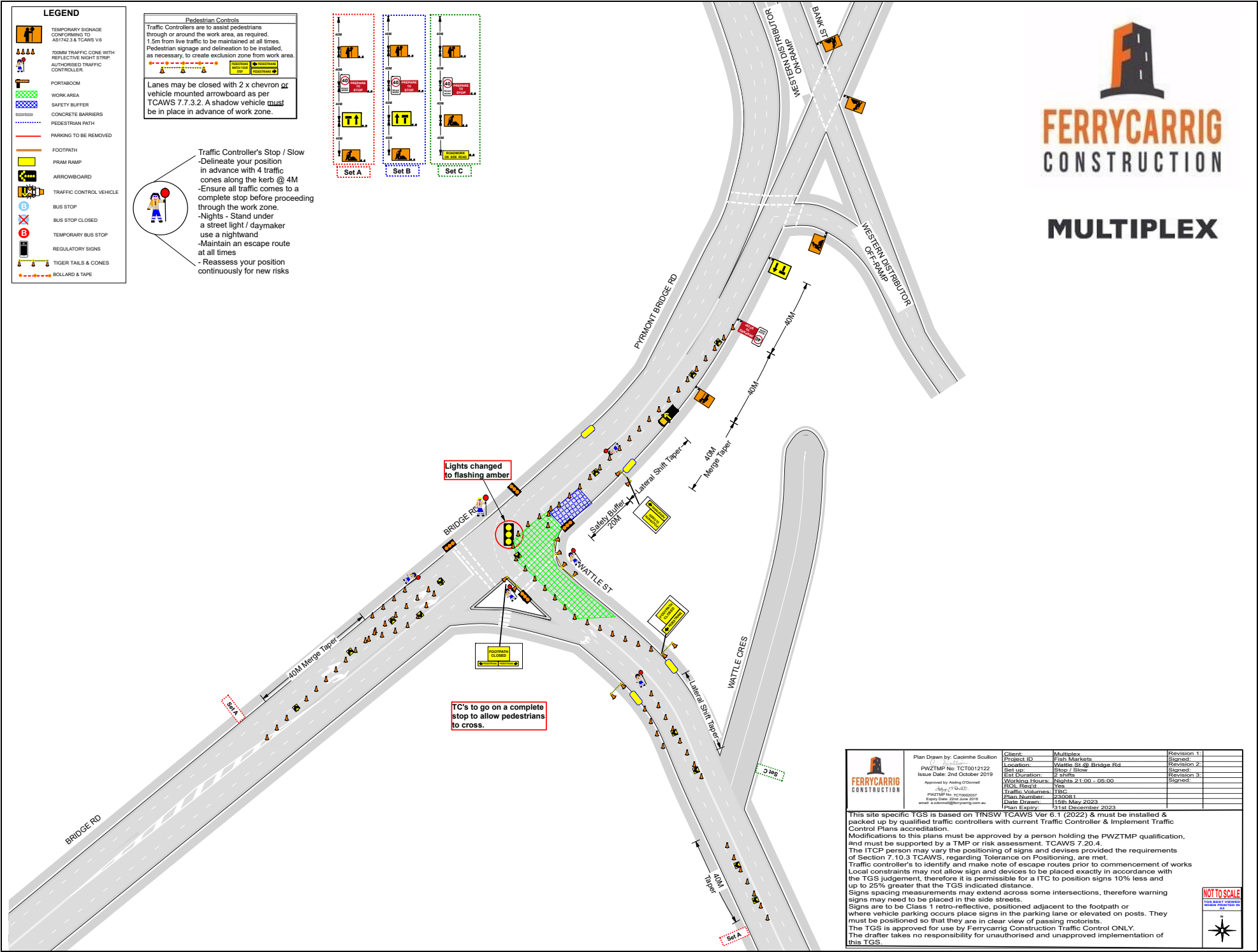
PART:	SHEET: 13 OF 13	A1
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BRIDGE No: _____				(C)
REF:	VER:	EDMON:	AMDAL:	

REV A03	VER	EDMS Nö.	AMD Nö.
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1	2	3	4	5	6	7	8	9	10	11	12
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Attachment C Traffic Guidance Schemes (Ferry carrig) – Stage 1



	Plan Drawn by: Caoimhe Scullion	Client: Multiplex	Revision 1:	
	PWZTMP No: TCT0012122	Project ID: F&M Markets	Revision 2:	
	Issue Date: 2nd October 2019	Location: Wattle St @ Bridge Rd	Revision 3:	
	Approved by: Andrew O'Donnell	Set up: Stop / Slow	Revision 4:	
	Project No: TCT00001	Est Duration: 2 shifts	Revision 5:	
	Project Date: 2nd June 2019	Working Hours: Nights 21:00 - 05:00		
	Project No: TCT00001	Traffic Volume: TBC		
	Project Date: 2nd June 2019	Plan Number: 230081		
	Project No: TCT00001	Date Drawn: 15th May 2023		
	Project Date: 2nd June 2019	Plan Expiry: 31st December 2023		

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The ITC person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater than the TGS indicated distance.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

The TGS is approved for use by Ferrycarrig Construction Traffic Control ONLY.

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.



LEGEND



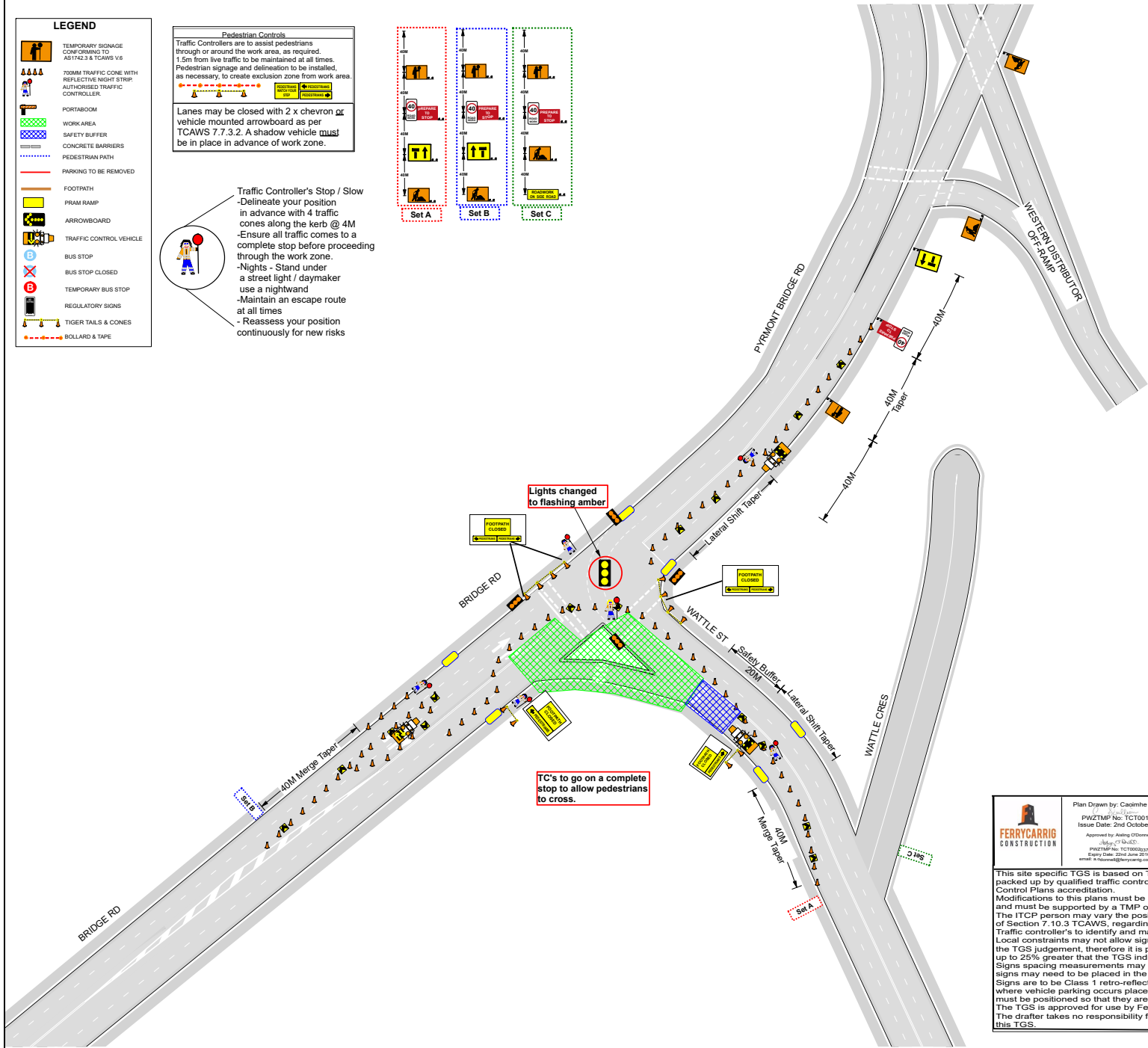
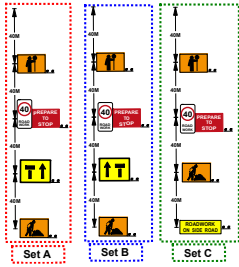
Pedestrian Controls

Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.

Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle **must** be in place in advance of work zone.

Traffic Controller's Stop / Slow

- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
- Ensure all traffic comes to a complete stop before proceeding through the work zone.
- Nights - Stand under a street light / daymaker use a nightwand
- Maintain an escape route at all times
- Reassess your position continuously for new risks



	Plan Drawn by: Caoimhe Scullion	Client: Multiplex	Revision 1:
	PWZTMP No: TCT0012122	Project ID: Fish Markets	Signed:
	Issue Date: 2nd October 2019	Location: Wattle St at Bridge Rd	Revision 2:
	Approved by: Aisling O'Donnell	Set up: Stop / Slow	Signed:
	Superv: C10-05	Est Duration: 2 shifts	Revision 3:
		Working Hours: 01-00 - 05-00	Signed:
		RCL Rec'd: Yes	
		Traffic Volume: 1180	
		Plan Number: 230082	
		Date Drawn: 16th May 2023	
		Plan Expiry: 31st December 2023	

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The TPC person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a TPC to position signs 10% less and up to 25% greater that the TGS indicated distance.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

The TGS is approved for use by Ferry Carrig Construction Traffic Control ONLY.

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.





MULTIPLEX

LEGEND

TEMPORARY SIGNAGE CONFORMING TO AS1742.3 & TCAWS V.6

700MM TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP

AUTHORISED TRAFFIC CONTROLLER

PORTABOM

WORK AREA

SAFETY BUFFER

CONCRETE BARRIERS

PEDESTRIAN PATH

PARKING TO BE REMOVED

FOOTPATH

PRAM RAMP

ARROWBOARD

TRAFFIC CONTROL VEHICLE

BUS STOP

BUS STOP CLOSED

TEMPORARY BUS STOP

REGULATORY SIGNS

TIGER TAILS & CONES

BOLLARD & TAPE

Pedestrian Controls

Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.

Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone.

Traffic Controller's Stop / Slow

-Delineate your position in advance with 4 traffic cones along the kerb @ 4M

-Ensure all traffic comes to a complete stop before proceeding through the work zone.

-Nights - Stand under a street light / daymaker use a nightwand

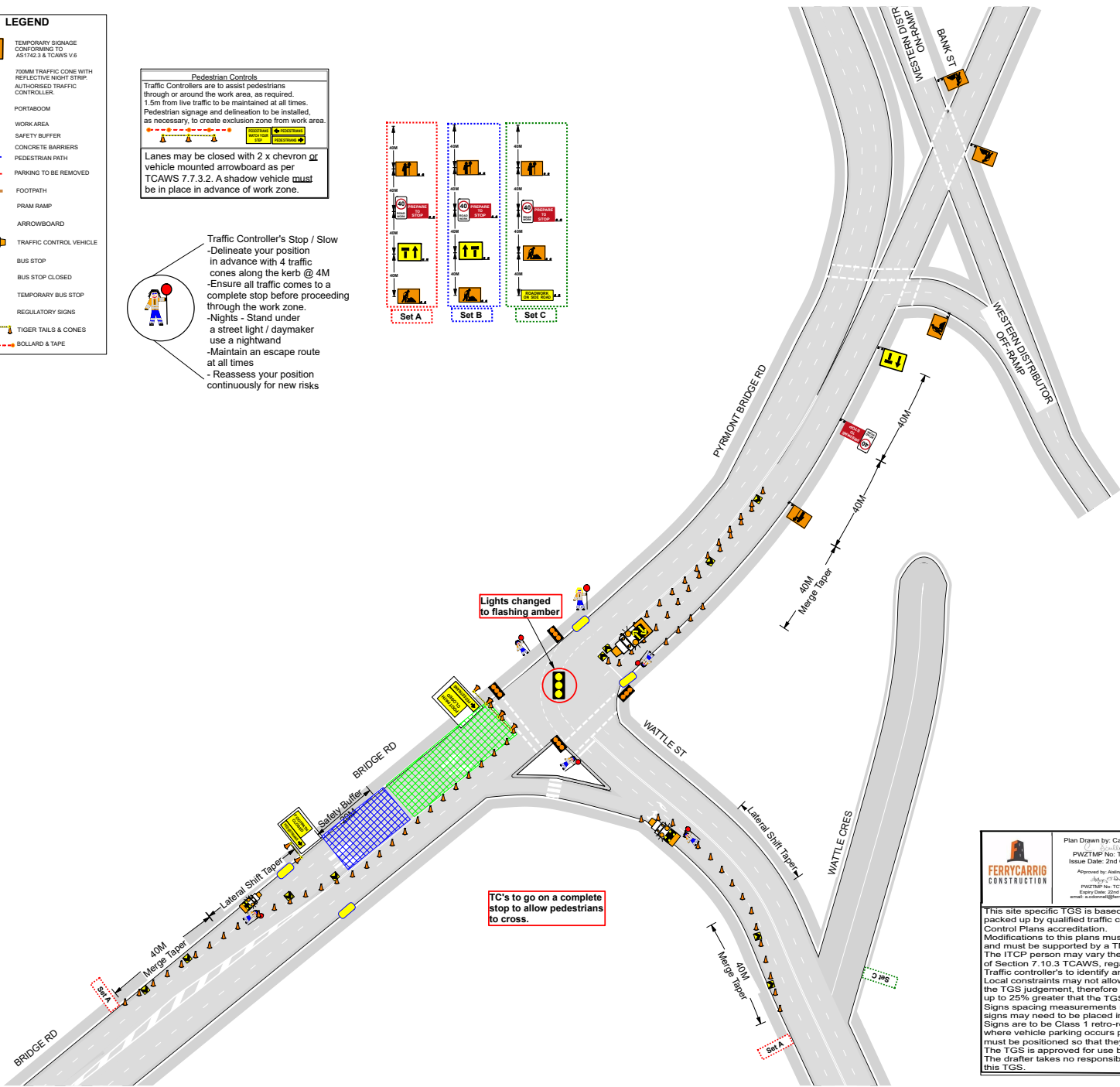
-Maintain an escape route at all times

-Reassess your position continuously for new risks

Set A

Set B

Set C



Plan Drawn by: Caoimhe Scullion

PWZTMP No: TCT0012122

Issue Date: 2nd October 2019

Approved by: Aisling O'Donnell

Plan No: TCT002027

Expiry Date: 2nd June 2018

email: a.odonell@ferrycarrig.com.au

Client: Multiplex

Project ID: P20 Markets

Location: Bridge Rd @ Wattle St

Set up: Stop / Slow

Est Duration: 2 shifts

Working Hours: Nights 21:00 -05:00

Roll Back: Yes

Traffic Volumes: TBC

Plan Number: 200003

Date Drawn: 16th May 2023

Plan Expiry: 31st December 2023

Revision 1:

Revision 2:

Revision 3:

Signed:

Signed:

Signed:

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The TCGP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a TCG to position signs 10% less and up to 25% greater that the TGS indicated distance.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

The TGS is approved for use by Ferrycarrig Construction Traffic Control ONLY.

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.

NOT TO SCALE

	Plan Drawn by: Mairead Mc Kenna	Client: Multiplex	Revision 1:
	M.H.L.	Project ID: Fish Markets	Signed:
	PWZTMP No: TCT0045233	Location: Wentworth Park Rd @ Bridge Rd	Revision 2:
	Issue Date: 02.08.2023	Set up: Contraflow	Signed:
	Approved by: Aidan O'Donnell	Est. Duration: 2 shifts	Revision 3:
	Adge (19/03/23)	Working Hours: 15C	Signed:
	PWZTMP No: TCT0045233	ECOL Rec'd: Yes	
	Issue Date: 20th June 2023	Traffic Volumes: 15C	
	email: a.odonnell@ferrycarrig.com.au	Plan Number: 2300991	
		Date Drawn: 10th August 2023	
		Plan Expiry: 31st December 2023	

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The ITCP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works.

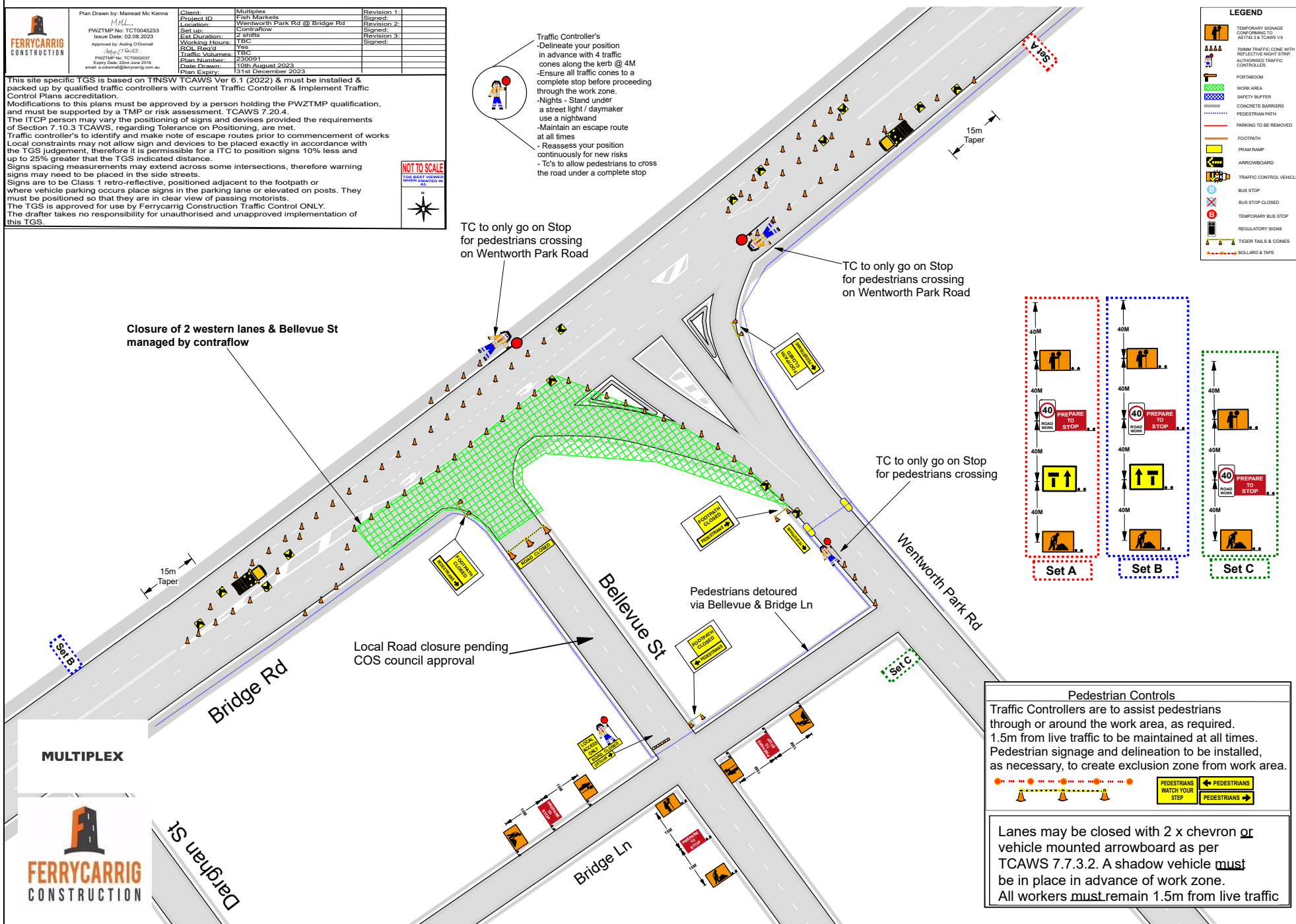
Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater that the TGS indicated distance.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

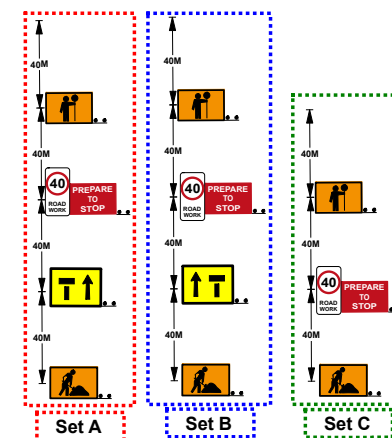
Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

The TGS is approved for use by FerryCarrig Construction Traffic Control ONLY.

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.



LEGEND	
	TEMPORARY SIGNAGE CONFORMING TO AS1742 & TCAWS V6
	ROAD TRAFFIC CONE WITH REFLECTIVE HOOT STRIP AUTHORIZED TRAFFIC CONTROLLER
	POSTBOX
	WORK AREA
	SAFETY BUFFER
	CONCRETE BARRIERS
	PEDESTRIAN PATH
	PAVING TO BE REMOVED
	FOOTPATH
	PRISM RAMP
	ARROWBOARD
	TRAFFIC CONTROL VEHICLE
	BUS STOP
	BUS STOP CLOSED
	TEMPORARY BUS STOP
	REGULATORY SIGNS
	TIGER TAILS & CONES
	BOLLARD & TAPE



Pedestrian Controls

Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.



Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone. All workers must remain 1.5m from live traffic

MULTIPLEX



FERRYCARRIG
CONSTRUCTION

	Plan Drawn by: Mairiad Mc Kenna	Client: Multiplex	Revision 1: Signed
	M.H.L.	Project ID: Fish Markets	Revision 2: Signed
PWZTMP No: TC10045233	Location: Wentworth Park Rd @ Bridge Rd	Revision 3: Signed	
Issue Date: 02.08.2023	Set up: Contraflow with Stop Slow		
Approved by: Aisling O'Donnell	Est. Duration: 2 shifts		
Adgey (19/03/23)	Working Hours: 15:00		
PWZTMP No: TC10045233	ECOL Req'd: Yes		
Issue Date: 20th June 2019	Traffic Volumes: 1500		
email: a.odonnell@ferrycarrig.com.au	Plan Number: 2300992		
	Date Drawn: 10th August 2023		
	Plan Expiry: 31st December 2023		

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The ITCP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works.

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater that the TGS indicated distance.

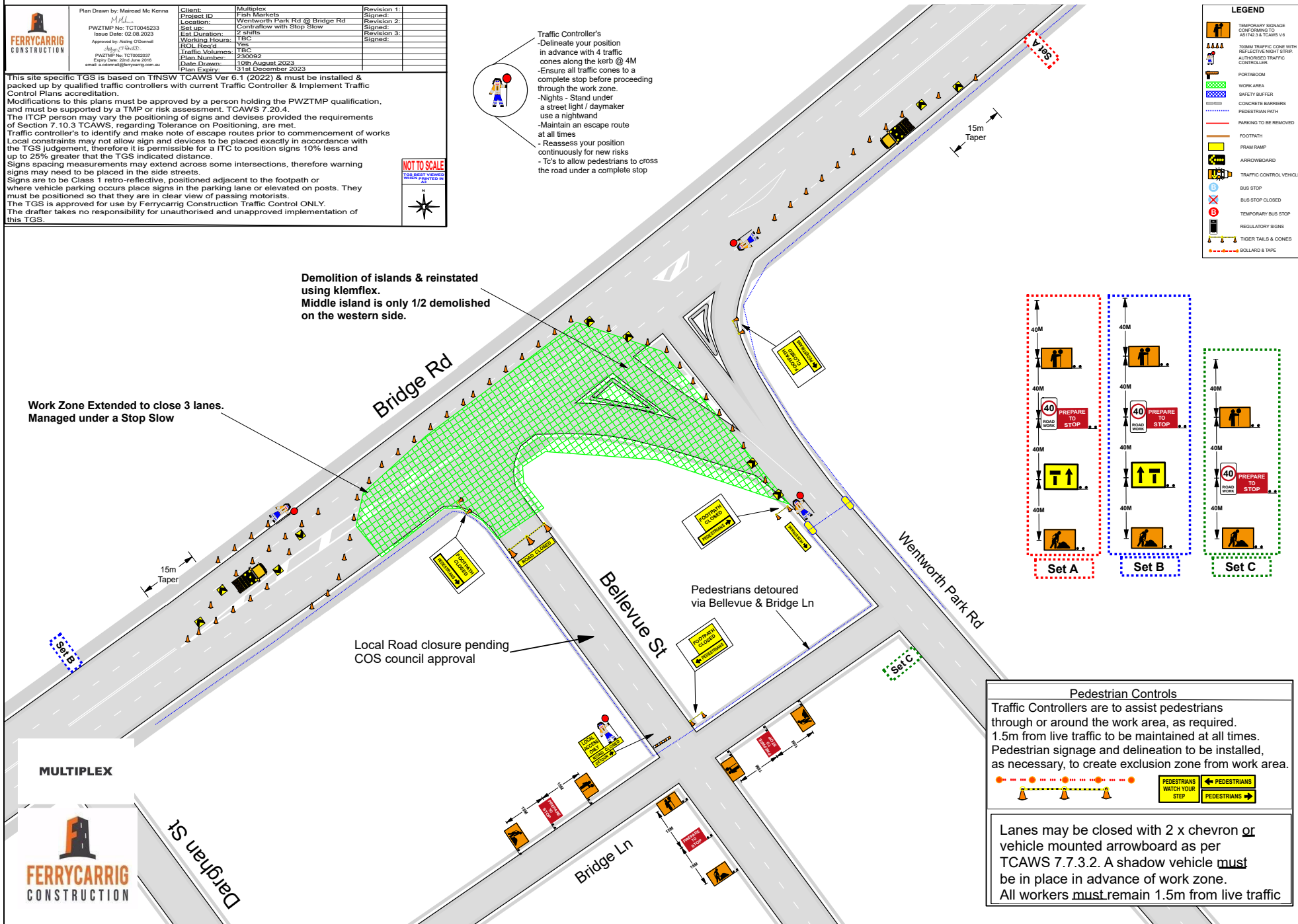
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

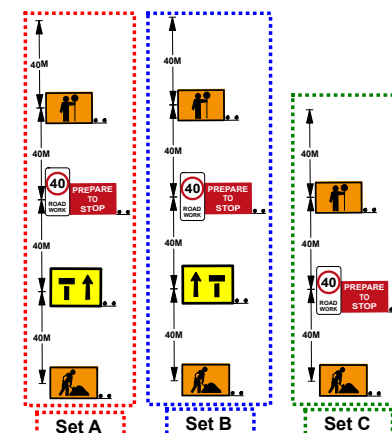
The TGS is approved for use by Ferrycarrig Construction Traffic Control ONLY.

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.

NOT TO SCALE
TOP BEST VIEWED WHEN VIEWED IN THE AIR

LEGEND	
	TEMPORARY SIGNAGE CONFORMING TO AS1742 & TCAWS V8
	ROAD TRAFFIC CONE WITH REFLECTIVE HOOT STOP, AUTHORISED TRAFFIC CONTROLLER
	POSTBOX
	WORK AREA
	SAFETY BUFFER
	CONCRETE BARRIERS
	PEDESTRIAN PATH
	PARKING TO BE REMOVED
	FOOTPATH
	PRISM RAMP
	ARROWBOARD
	TRAFFIC CONTROL VEHICLE
	BUS STOP
	BUS STOP CLOSED
	TEMPORARY BUS STOP
	REGULATORY SIGNS
	TIGER TAILS & CONES
	BOLLARDS & TAPE



Pedestrian Controls

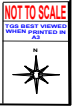
Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.



Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone. All workers must remain 1.5m from live traffic

	Plan Drawn by: Mairéad Mc Kenna	Client: Multiplex	Revision 1:
	M.H.L.	Project ID: Fish Markets	Revision 2:
	PWZTMP No: TCT0045233	Location: Wentworth Park Rd @ Bridge Rd	Revision 3:
	Issue Date: 02.08.2023	Set up: Contraflow	
	Approved by: Niall O'Donnell	Est. Duration: 2 shifts	
	Adopted: 15/08/23	Working Hours: TBC	
		ROL Rec'd: Yes	
		Traffic Volume: TBC	
		Plan Number: 230093	
		Date Drawn: 10th August 2023	
	Plan Expiry: 31st December 2023		

This site specific TGS is based on TfNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation. Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4. The TCTP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met. Traffic controller's to identify and make note of escape routes prior to commencement of works. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a TCT to position signs 10% less and up to 25% greater than the TGS indicated distance. Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets. Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists. The TGS is approved for use by FerryCarrig Construction Traffic Control ONLY. The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.



MULTIPLEX



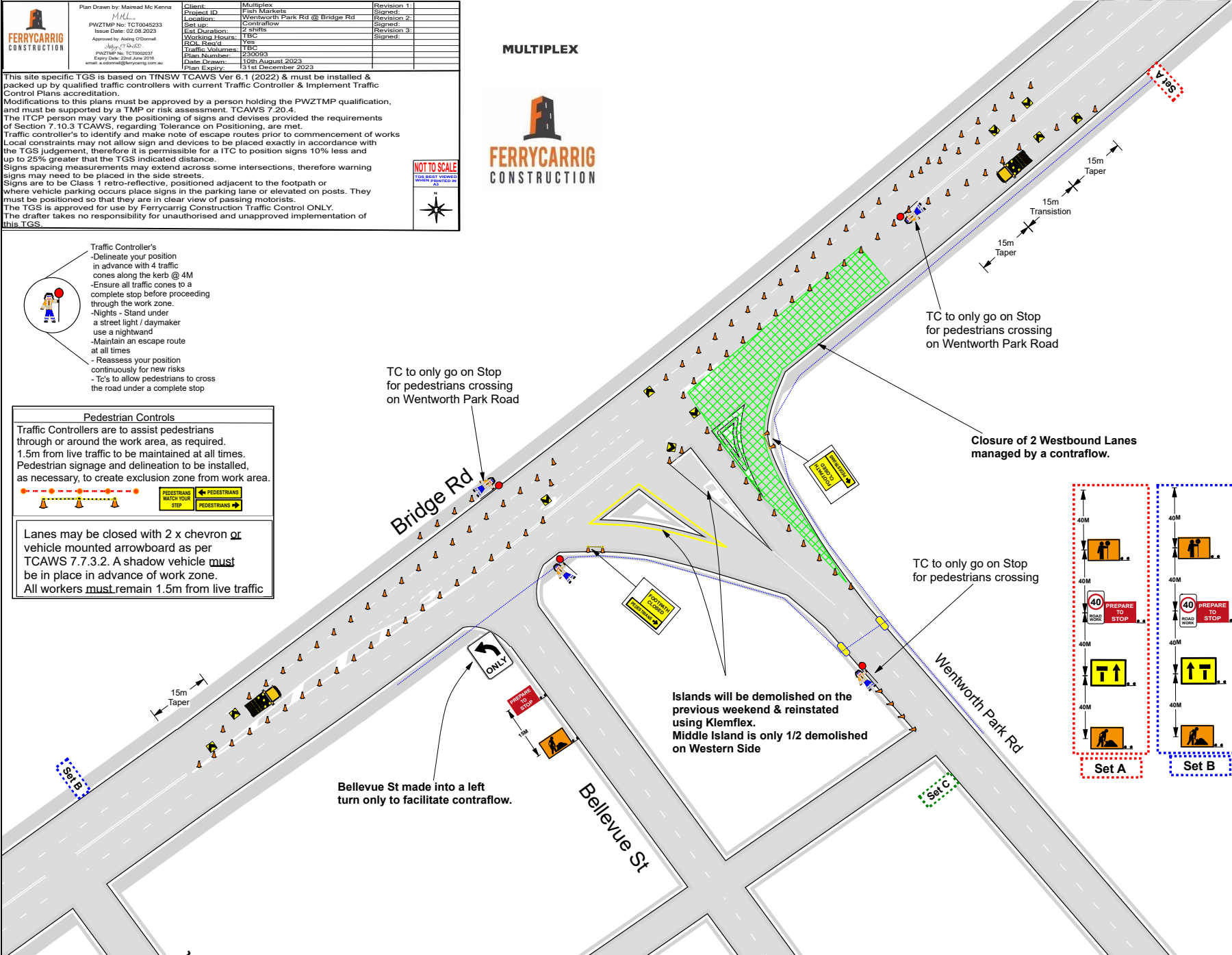
- Traffic Controller's**
- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 - Ensure all traffic cones to a complete stop before proceeding through the work zone.
 - Nights - Stand under a street light / daymaker use a nightwand
 - Maintain an escape route at all times
 - Reassess your position continuously for new risks
 - Tc's to allow pedestrians to cross the road under a complete stop

Pedestrian Controls

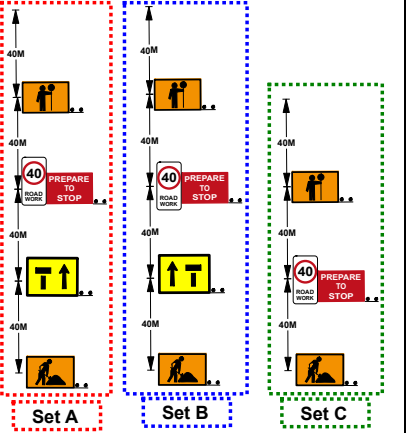
Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.



Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone. All workers must remain 1.5m from live traffic



LEGEND	
	TEMPORARY SIGNAGE CONFORMING TO AS1742 & TCAWS V6
	ROAD TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP AUTHORIZED TRAFFIC CONTROLLER
	PORTABOOM
	WORK AREA
	SAFETY BUFFER
	CONCRETE BARRIERS
	PEDESTRIAN PATH
	PARKING TO BE REMOVED
	FOOTPATH
	PRISM RAMP
	ARROWBOARD
	TRAFFIC CONTROL VEHICLE
	BUS STOP
	BUS STOP CLOSED
	TEMPORARY BUS STOP
	REGULATORY SIGNS
	TIGER TAILS & CONES
	BOLLARD & TAPE



	Plan Drawn by: Mairéad Mc Kenna	Client: Multiplex	Revision 1: Signed
	PWZTMP No: TCT0045233	Project ID: Fish Markets	Revision 2: Signed
Approved by: Andy O'Donnell	Issue Date: 02.08.2023	Location: Wentworth Park Rd @ Bridge Rd	Revision 3: Signed
	Adopted: 01.08.2023	Set up: Contraflow and Stop Slow	
PWZTMP No: TCT0045233	Est. Duration: 2 shifts	Est. Duration: 2 shifts	
	Working Hours: 15:00 - 18:00	Working Hours: 15:00 - 18:00	
Expiry Date: 20th June 2024	ROL Rec'd: Yes	ROL Rec'd: Yes	
	Traffic Volume: 1500	Traffic Volume: 1500	
Email: a.odonnell@ferrycarrig.com.au	Plan Number: 2300984	Plan Number: 2300984	
	Date Drawn: 10th August 2023	Date Drawn: 10th August 2023	
	Plan Expiry: 31st December 2023	Plan Expiry: 31st December 2023	

This site specific TGS is based on TfNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation. Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4. The ITC person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met. Traffic controller's to identify and make note of escape routes prior to commencement of works. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater than the TGS indicated distance. Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets. Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists. The TGS is approved for use by FerryCarrig Construction Traffic Control ONLY. The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.



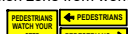
MULTIPLEX



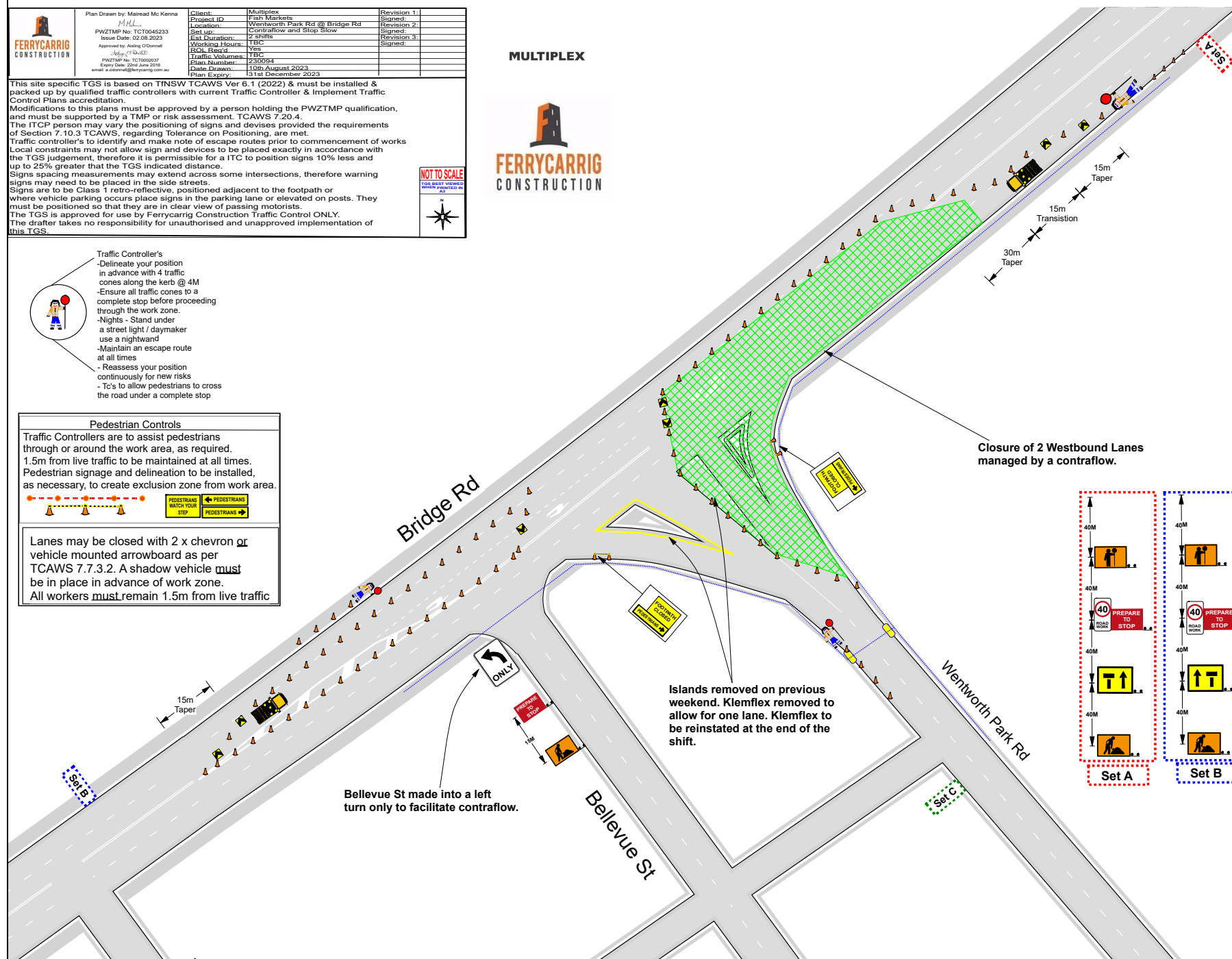
- Traffic Controller's**
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 - Nights - Stand under a street light / daymaker use a nightwand
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 - Reassess your position continuously for new risks
 - Tc's to allow pedestrians to cross the road under a complete stop

Pedestrian Controls

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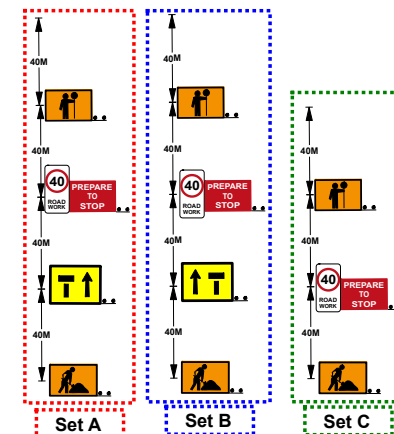


LEGEND	
	TEMPORARY SIGNAGE CONFORMING TO AS1742.3 & TCAWS V6
	ROAD TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP AUTHORIZED TRAFFIC CONTROLLER
	PORTABROOM
	WORK AREA
	SAFETY BUFFER
	CONCRETE BARRIERS
	PEDESTRIAN PATH
	PARKING TO BE REMOVED
	FOOTPATH
	PRISM RAMP
	ARROWBOARD
	TRAFFIC CONTROL VEHICLE
	BUS STOP
	BUS STOP CLOSED
	TEMPORARY BUS STOP
	REGULATORY SIGNS
	TIGER TAILS & CONES
	BOLLARD & TAPE

Closure of 2 Westbound Lanes managed by a contraflow.

Islands removed on previous weekend. Klemflex removed to allow for one lane. Klemflex to be reinstated at the end of the shift.

Bellevue St made into a left turn only to facilitate contraflow.





Plan Drawn by: Mairead Mc Kenna
 PWZTMP No: TCT0045233
 Issue Date: 02.08.2023
 Approved by: Niall O'Donnell
 PWZTMP No: TCT000037
 Expiry Date: 22nd June 2025
 email: a.odonnell@ferrycarrig.com.au

Client: Multiplex
 Project ID: Fish Markets
 Location: Bridge Rd @ Wentworth Park Rd
 Set up: Contraflow
 Est. Duration: 2 shifts
 Working Hours: TBC
 RCU Reg'd: Yes
 Traffic Volume: TBC
 Plan Number: 230095
 Date Drawn: 10th August 2023
 Plan Expiry: 31st December 2023

Revision 1:
 Signed:
 Revision 2:
 Signed:
 Revision 3:
 Signed:

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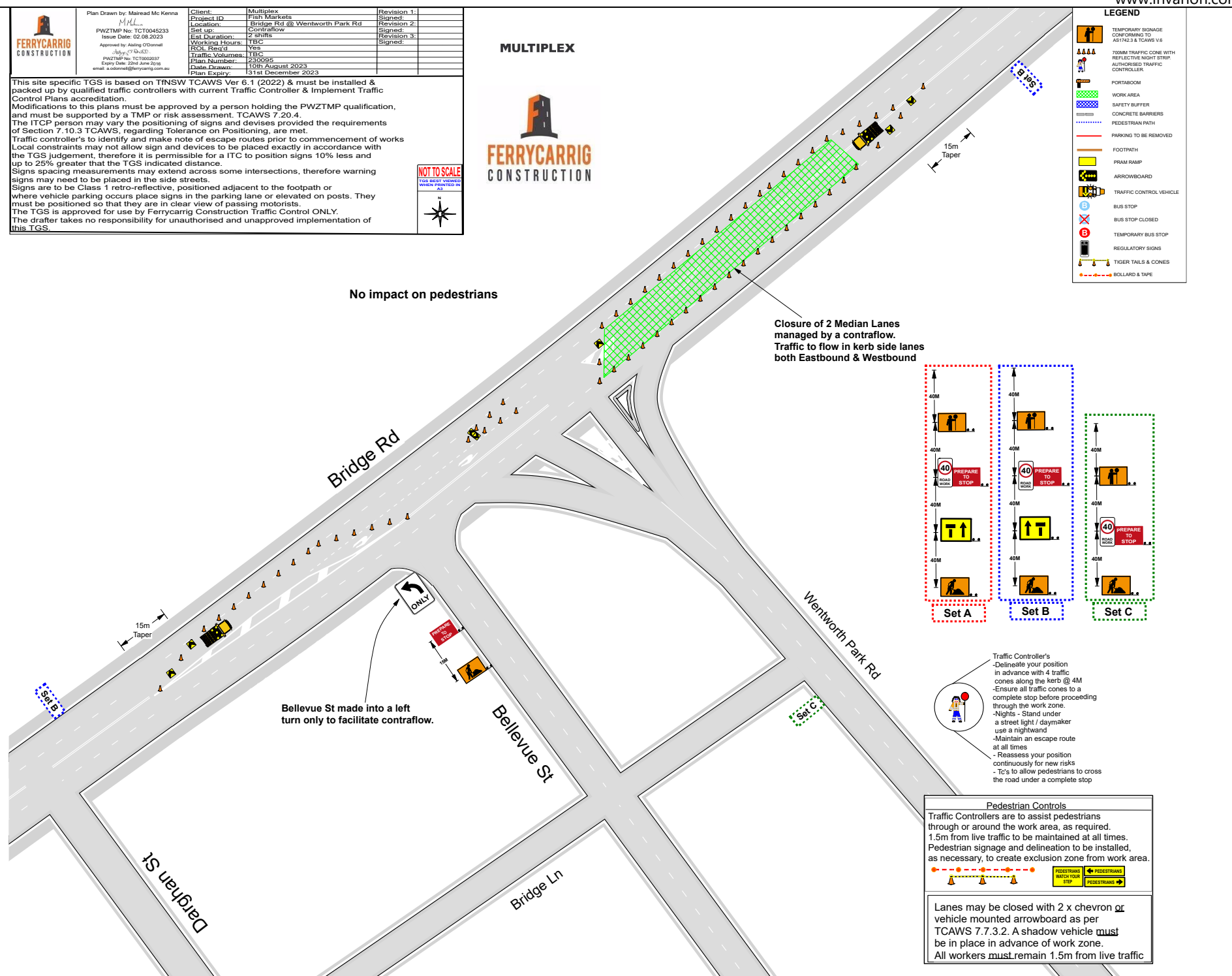
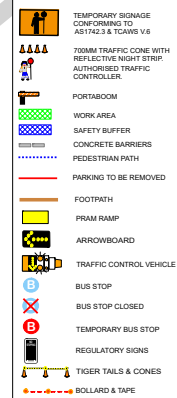
MULTIPLEX



No impact on pedestrians

Closure of 2 Median Lanes managed by a contraflow.
 Traffic to flow in kerb side lanes both Eastbound & Westbound

LEGEND





Plan Drawn by: Mairead Mc Kenna
 PWZTMP No: TCT0045233
 Issue Date: 02.08.2023
 Approved by: Niall O'Donnell
 PWZTMP No: TCT0002037
 Issue Date: 22nd June 2019
 email: a.odonnell@ferrycarrig.com.au

Client: Multiplex
 Project ID: Fish Markets
 Location: Bridge Rd @ Wentworth Park Rd
 Set up: Contraflow and Stop Slow
 Est. Duration: 2 shifts
 Working Hours: 7:00 - 18:00
 RCU Reg'd: Yes
 Traffic Volume: 1800
 Plan Number: 230098
 Date Drawn: 10th August 2023
 Plan Expiry: 31st December 2023

Revision 1:
 Signed
 Revision 2:
 Signed
 Revision 3:
 Signed

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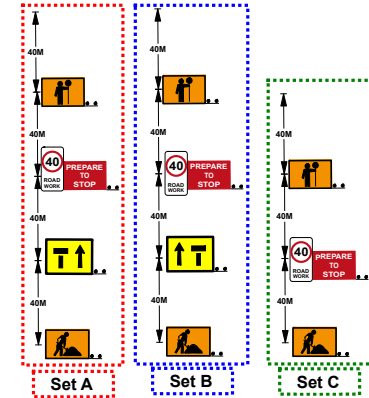
MULTIPLEX



No impact on pedestrians

Closure of 3 lanes
 Traffic to flow in kerb side lane
 both Eastbound & Westbound
 under Stop Slow.

LEGEND



Traffic Controller's
 -Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 -Ensure all traffic cones to a complete stop before proceeding through the work zone.
 -Nights - Stand under a street light / daymaker use a nightwand
 -Maintain an escape route at all times
 -Reassess your position continuously for new risks
 -Tc's to allow pedestrians to cross the road under a complete stop

Pedestrian Controls

Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.



Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone. All workers must remain 1.5m from live traffic



Plan Drawn by: Mairead Mc Kenna
 PWZTMP No: TCT0045233
 Issue Date: 02.08.2023
 Approved by: Niall O'Donnell
 PWZTMP No: TCT0002037
 Issue Date: 22nd June 2019
 email: a.odonnell@ferrycarrig.com.au

Client: Multiplex
 Project ID: Fish Markets
 Location: Bridge Rd @ Wentworth Park Rd
 Set up: Contraflow and Stop Slow
 Est. Duration: 2 shifts
 Working Hours: 7:00 - 15:00
 RCU Reg'd: Yes
 Traffic Volumes: TBC
 Plan Number: 230097
 Date Drawn: 10th August 2023
 Plan Expiry: 31st December 2023

Revision 1:
 Signed:
 Revision 2:
 Signed:
 Revision 3:
 Signed:

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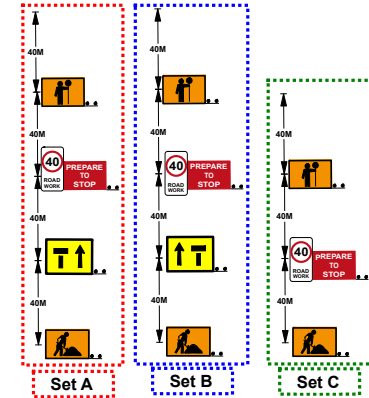
MULTIPLEX



No impact on pedestrians

Closure of 3 lanes
 Traffic to flow in kerb side lane
 both Eastbound & Westbound
 under Stop Slow.

LEGEND



Traffic Controller's
 -Delineate your position in advance with 4 traffic cones along the kerb @ 4M
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Attachment D Traffic Guidance Schemes (Ferry carrig) – Stage 2

	Plan Drawn by: Mairead Mc Kenne	Client: Multiplex	Revision 1:
	M.H.L.	Project ID: Fish Markets	Signed:
	PWZTMP No: TCT0045233	Location: Wentworth Park Rd @ Bridge Rd	Revision 2:
	Issue Date: 02.08.2023	Set up: Contraflow	Signed:
	Approved by: Aidan O'Donnell	Est. Duration: 2 shifts	Revision 3:
	Job No: 19-03-23	Working Hours: 15:00	Signed:
	PWZTMP No: TCT0000007	ECOL Rec'd: Yes	
	Issue Date: 27.04.2018	Traffic Volumes: 1500	
	email: a.odonnell@ferrycarrig.com.au	Plan Number: 2300991	
		Date Drawn: 10th August 2023	
		Plan Expiry: 31st December 2023	

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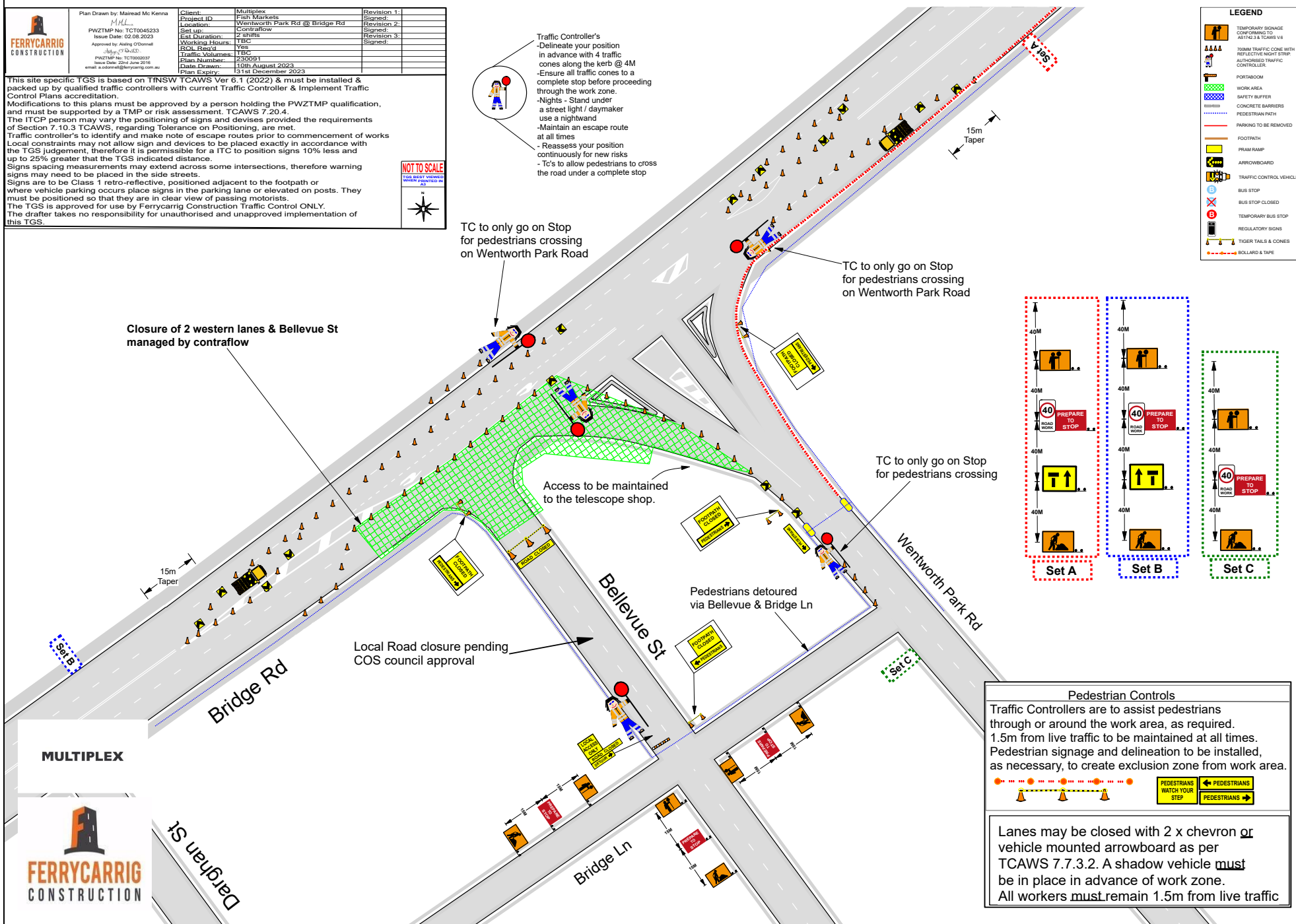
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The TGS is approved for use by FerryCarrig Construction Traffic Control ONLY.

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.

NOT TO SCALE
TOP RIGHT VIEWED
WITH PROJECT IN
AS



	Plan Drawn by: Mairead Mc Kenna	Client: Multiplex	Revision 1: Signed
	M.H.L.	Project ID: Fish Markets	Revision 2: Signed
	PWZTMP No: TC10045233	Location: Wentworth Park Rd @ Bridge Rd	Revision 3: Signed
	Issue Date: 02.08.2023	Set up: Contraflow with Stop Slow	
	Approved by: Aisling O'Donnell	Est. Duration: 2 shifts	
	Working Hours: 15C	Yes	
	RCOL Req'd: 15C	Yes	
	Traffic Volumes: 2300992		
	Plan Number: 1000 August 2023		
	Date Drawn: 131st December 2023		
	Plan Expiry:		

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NOT TO SCALE
TOP BEST VIEWED WHEN APPROVED BY AS

- Traffic Controller's**
- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 - Ensure all traffic cones to a complete stop before proceeding through the work zone.
 - Nights - Stand under a street light / daymaker use a nightward
 - Maintain an escape route at all times
 - Reassess your position continuously for new risks
 - To's to allow pedestrians to cross the road under a complete stop

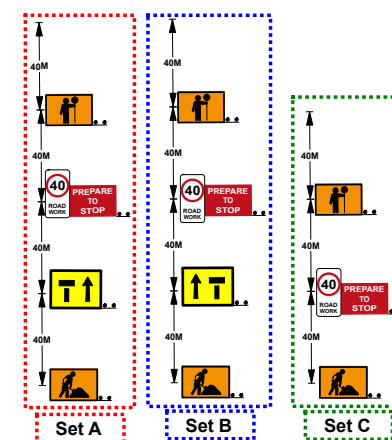


Demolition of islands & reinstated using klemflex.
Middle island is only 1/2 demolished on the western side.

Work Zone Extended to close 3 lanes.
Managed under a Stop Slow

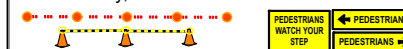
Local Road closure pending
COS council approval

Pedestrians detoured
via Bellevue & Bridge Ln



Pedestrian Controls

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MULTIPLEX





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- Tc's to allow pedestrians to cross the road under a complete stop

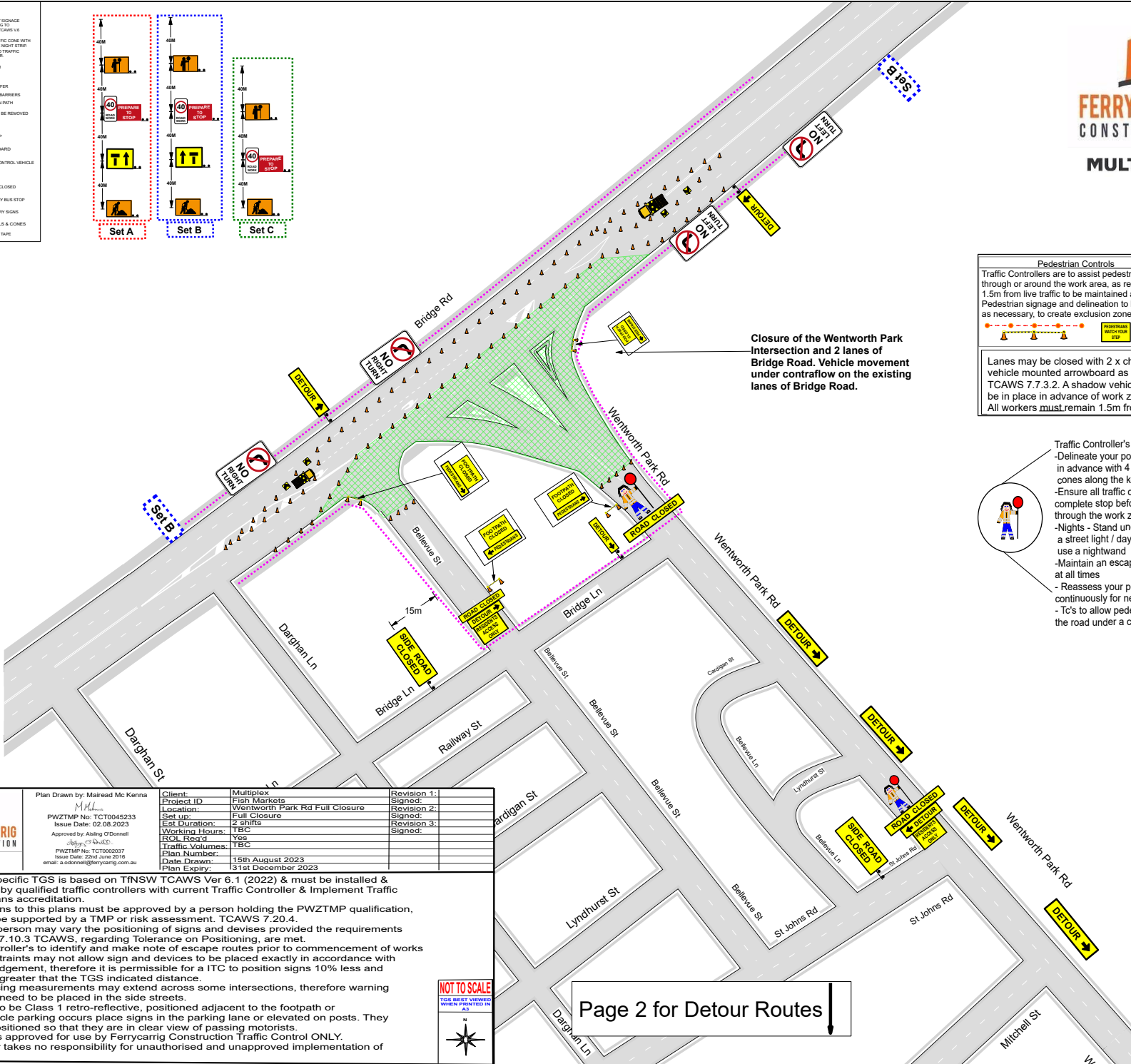
LEGEND

- TEMPORARY SIGNAGE CONFORMING TO AUSTRA & TOWNSHIP
- TRAM TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP AUTHORIZED TRAFFIC CONTROLLER
- PORTABOON
- WORK AREA
- SAFETY SUPPLY
- CONCRETE BARRIERS
- PEDESTRIAN FENCE
- PARKING TO BE REMOVED
- FOOTPATH
- PRISM RAMP
- ARROWBOARD
- TRAFFIC CONTROL VEHICLE
- BUS STOP
- BUS STOP CLOSED
- TEMPORARY BUS STOP
- REGULATORY SIGNS
- TIGER TAILS & CONES
- STANDARD & TAPE

Set A

Set B

Set C



Closure of the Wentworth Park Intersection and 2 lanes of Bridge Road. Vehicle movement under contraflow on the existing lanes of Bridge Road.

	Plan Drawn by: Mairead Mc Kenna	Client: Multiplex	Revision 1: Signed:
	 PWZTMP No: TCT0045233	Project ID: Fish Markets	Revision 2: Signed:
	Issue Date: 02.08.2023	Location: Wentworth Park Rd Full Closure	Revision 3: Signed:
	Approved by: Aisling O'Donnell	Set up: Full Closure	
	 PWZTMP No: TCT0003037	Est Duration: 2 shifts	
	Issue Date: 22nd June 2016	Working Hours: TBC	
	email: a.odonnell@ferrycarrig.com.au	ROL Red'd: Yes	
	Traffic Volumes: TBC		
	Plan Number:		
	Date Drawn: 15th August 2023		
	Plan Expiry: 31st December 2023		

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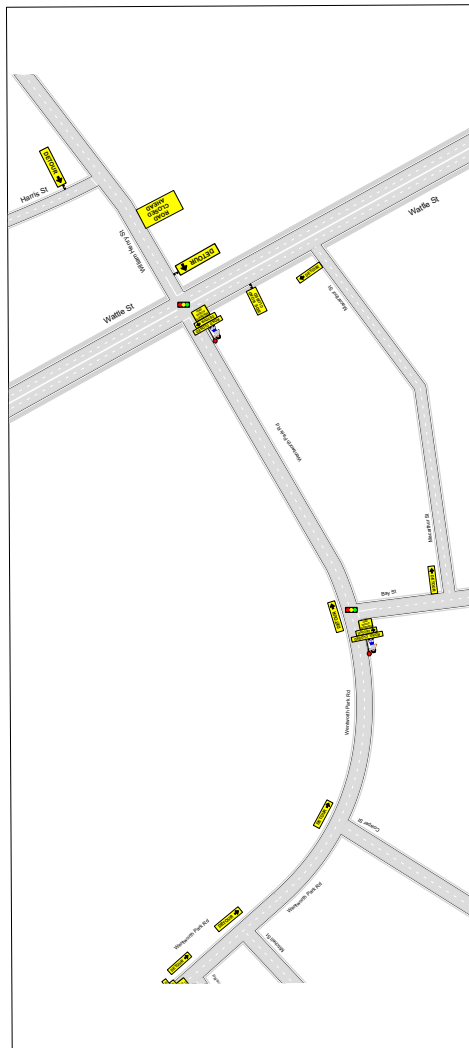
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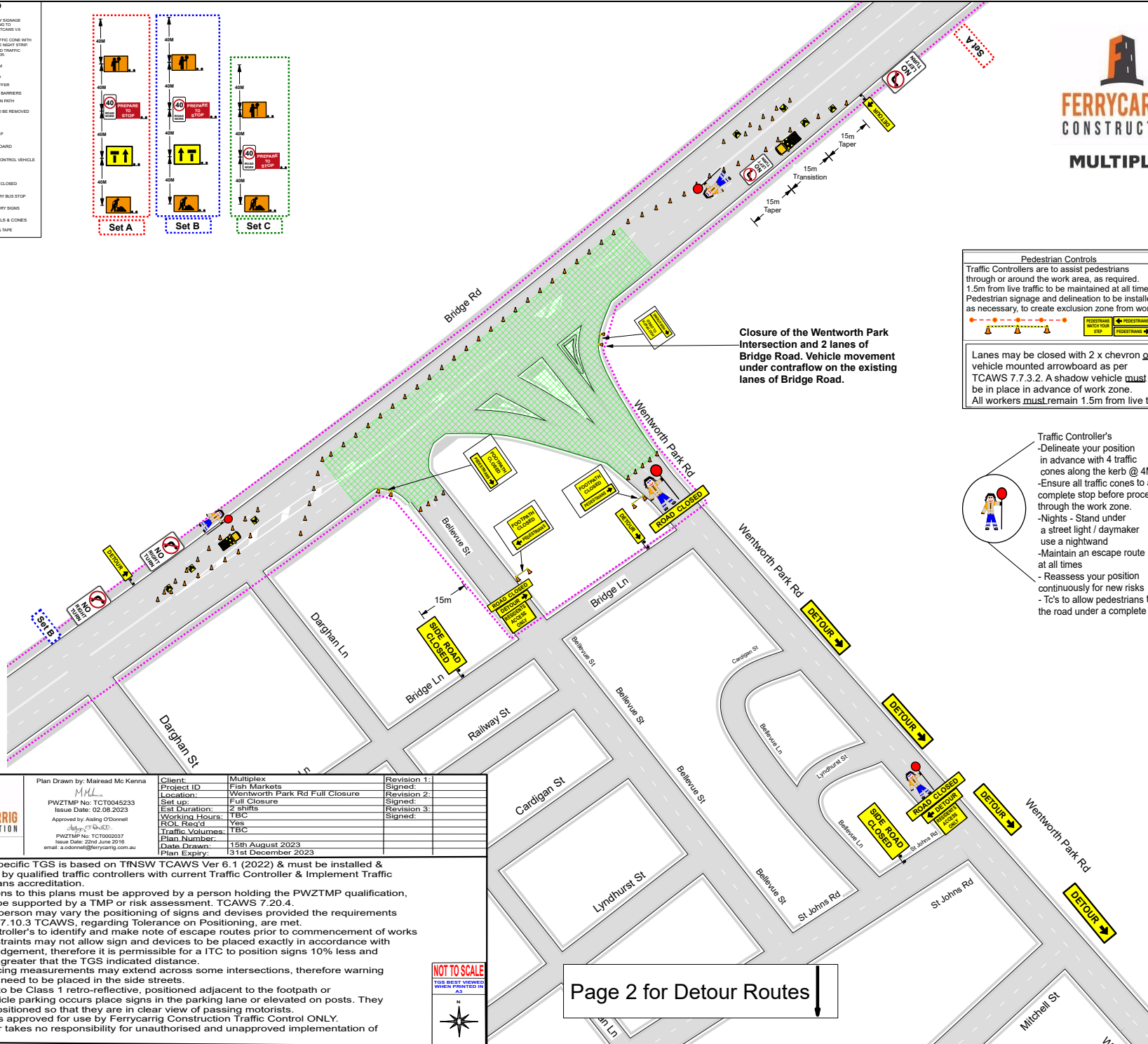
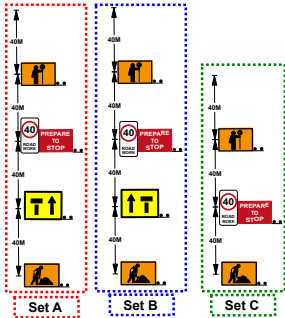
The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.







LEGEND	
	TEMPORARY SIGNAGE CONFORMING TO AUSTRA & TOWNSHIP
	TRAFFIC CONTROLLER
	WORK AREA
	SAFETY BUFFER
	CONCRETE BARRIERS
	PEDESTRIAN PATH
	PARKING TO BE REMOVED
	FOOTPATH
	PAVEMENT RAMP
	ARROW BOARD
	TRAFFIC CONTROL VEHICLE
	BUS STOP
	BUS STOP CLOSED
	TEMPORARY BUS STOP
	REGULATORY SIGNS
	TRAFFIC CONES
	SCAFFOLDING



Pedestrian Controls

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- Traffic Controller's**
- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 - Ensure all traffic cones to a complete stop before proceeding through the work zone.
 - Nights - Stand under a street light / daymaker use a nightwand
 - Maintain an escape route at all times
 - Reassess your position continuously for new risks
 - Tc's to allow pedestrians to cross the road under a complete stop

	Plan Drawn by: Mairead McKenna	Client: Multiplex	Revision 1: Signed:
	PWZTMP No: TCT0045233	Project ID: Fish Markets	Revision 2: Signed:
	Issue Date: 02.08.2023	Location: Wentworth Park Rd Full Closure	Revision 3: Signed:
	Approved by: Aisling O'Donnell	Set up: Full Closure	
		Est Duration: 2 shifts	
		Working Hours: TBC	
	PWZTMP No: TCT0002037	Yes	
	Issue Date: 22nd June 2016	Traffic Volumes: TBC	
	email: a.odonnell@ferrycarrig.com.au	Plan Number:	
		Date Drawn: 15th August 2023	
		Plan Expiry: 31st December 2023	

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The ITCP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater that the TGS indicated distance.

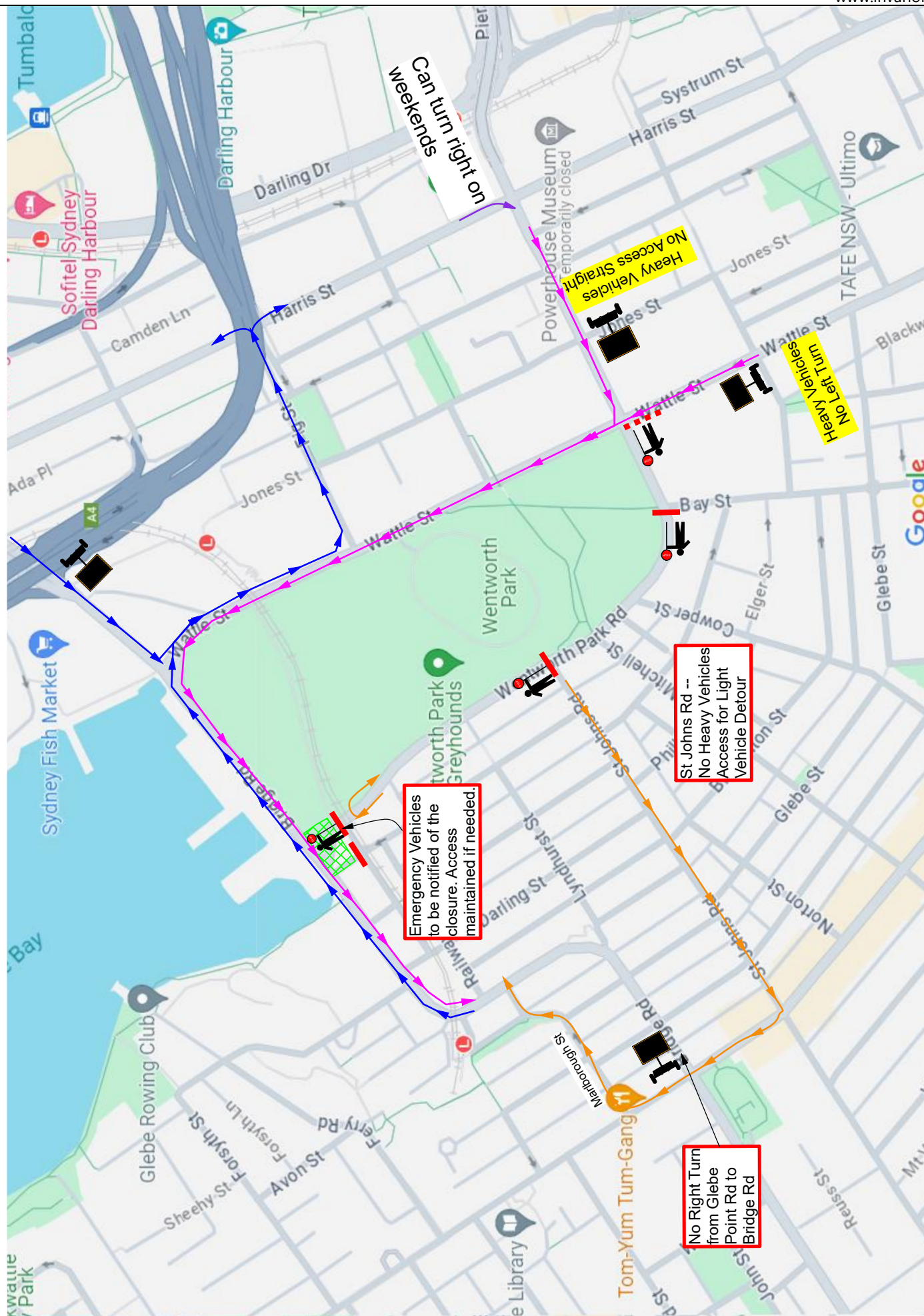
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

The TGS is approved for use by Ferrycarrig Construction Traffic Control ONLY.

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.





	Plan Drawn by: Mairiad Mc Kenna	Client: Multiplex	Revision 1: Signed
	PWZTMP No: TCT0045233	Project ID: Fish Markets	Revision 2: Signed
	Issue Date: 02.08.2023	Location: Bridge Rd at Wentworth Park Rd	Revision 3: Signed
	Approved by: Aisling O'Donnell	Set up: Stop Slow	
	PWZTMP No: TCT0045233	Test Duration: 2 shifts	
	Working Hours: 18.00-05.00		
	RCL Road: Yes		
	Traffic Volumes: TBC		
	Plan Number: FCS100		
	Date Expiry: 10th August 2023		
	Plan Expiry: 1st December 2023		

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The ITC person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater that the TGS indicated distance.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

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NOT TO SCALE



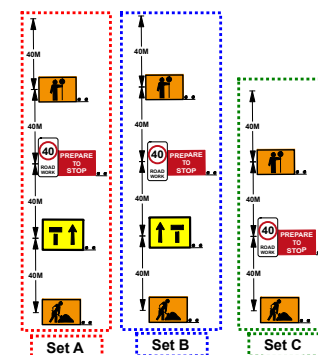
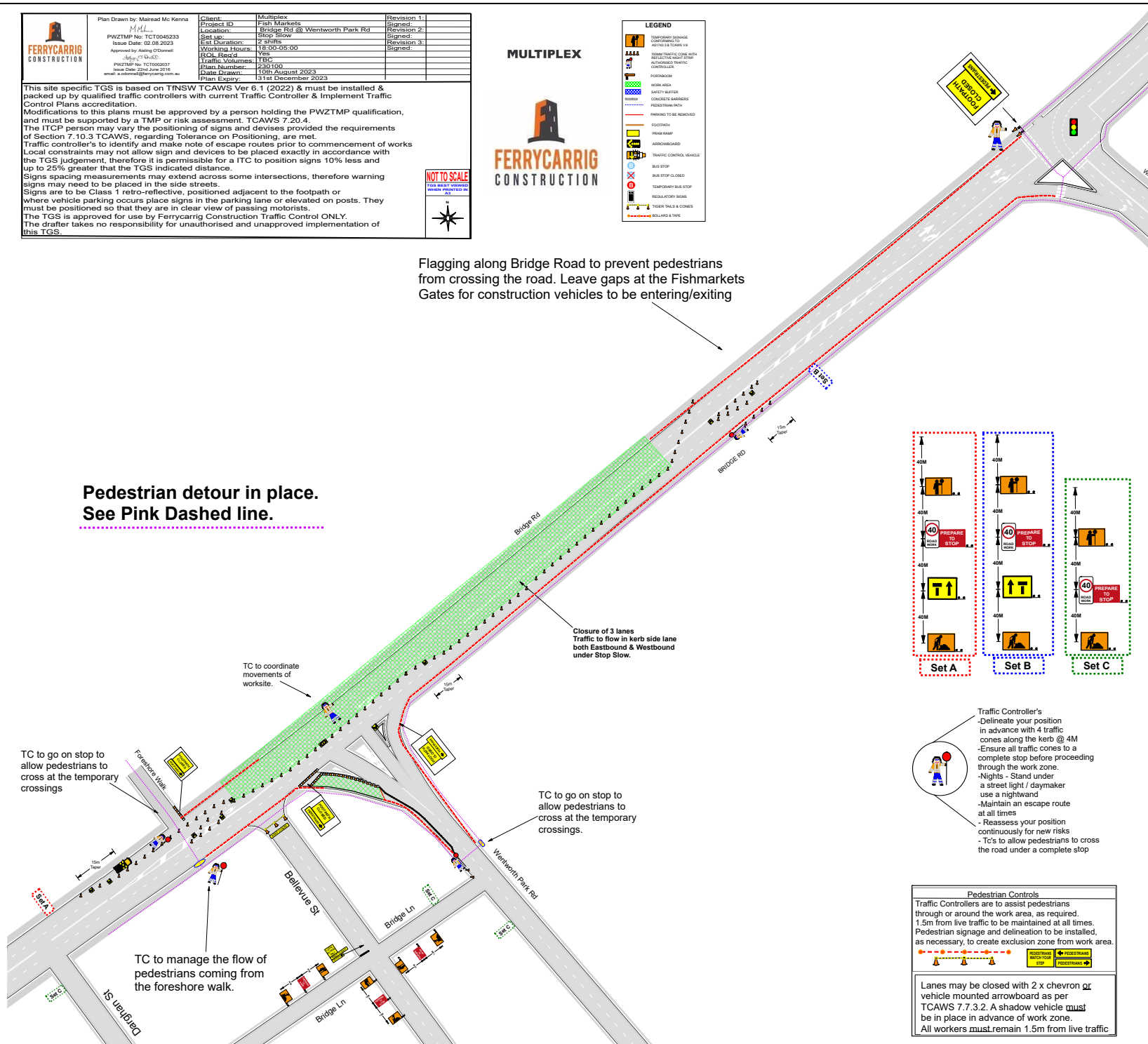
MULTIPLEX



LEGEND	
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Flagging along Bridge Road to prevent pedestrians from crossing the road. Leave gaps at the Fishmarkets Gates for construction vehicles to be entering/exiting

Pedestrian detour in place.
See Pink Dashed line.



- Traffic Controller's**
- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 - Ensure all traffic cones to a complete stop before proceeding through the work zone.
 - Nights - Stand under a street light / daymaker use a nightward
 - Maintain an escape route at all times
 - Reassess your position continuously for new risks
 - TC's to allow pedestrians to cross the road under a complete stop

Pedestrian Controls	
Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.	
	
Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone. All workers must remain 1.5m from live traffic	

	Plan Drawn by: Marnold Mc Kenna	Client: Multiplex	Revision 1:
	PWZTMP No: TCT0045233	Project ID: Fish Markets	Revision 2:
	Issue Date: 02.08.2023	Location: Bridge Rd @ Wentworth Park Rd	Revision 3:
	Approved by: Aiding O'Donnell	Set up: Contraflow and Stop Slow	Revision 4:
	May 27th 2023	Est Duration: 2 shifts	Revision 5:
	PWZTMP No: TCT0045233	Working Hours: TBC	
	Issue Date: 02.08.2023	Traffic Volumes: TBC	
	Plan Number: 2-25101	Plan Date: 16th August 2023	
	Plan Expiry: 31st December 2023		

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.
 Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.
 The TCTP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.
 Traffic controller's to identify and make note of escape routes prior to commencement of works.
 Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a TCT to position signs 10% less and up to 25% greater than the TGS indicated distance.
 Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
 Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
 The TGS is approved for use by Ferry Carrig Construction Traffic Control ONLY.
 The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.

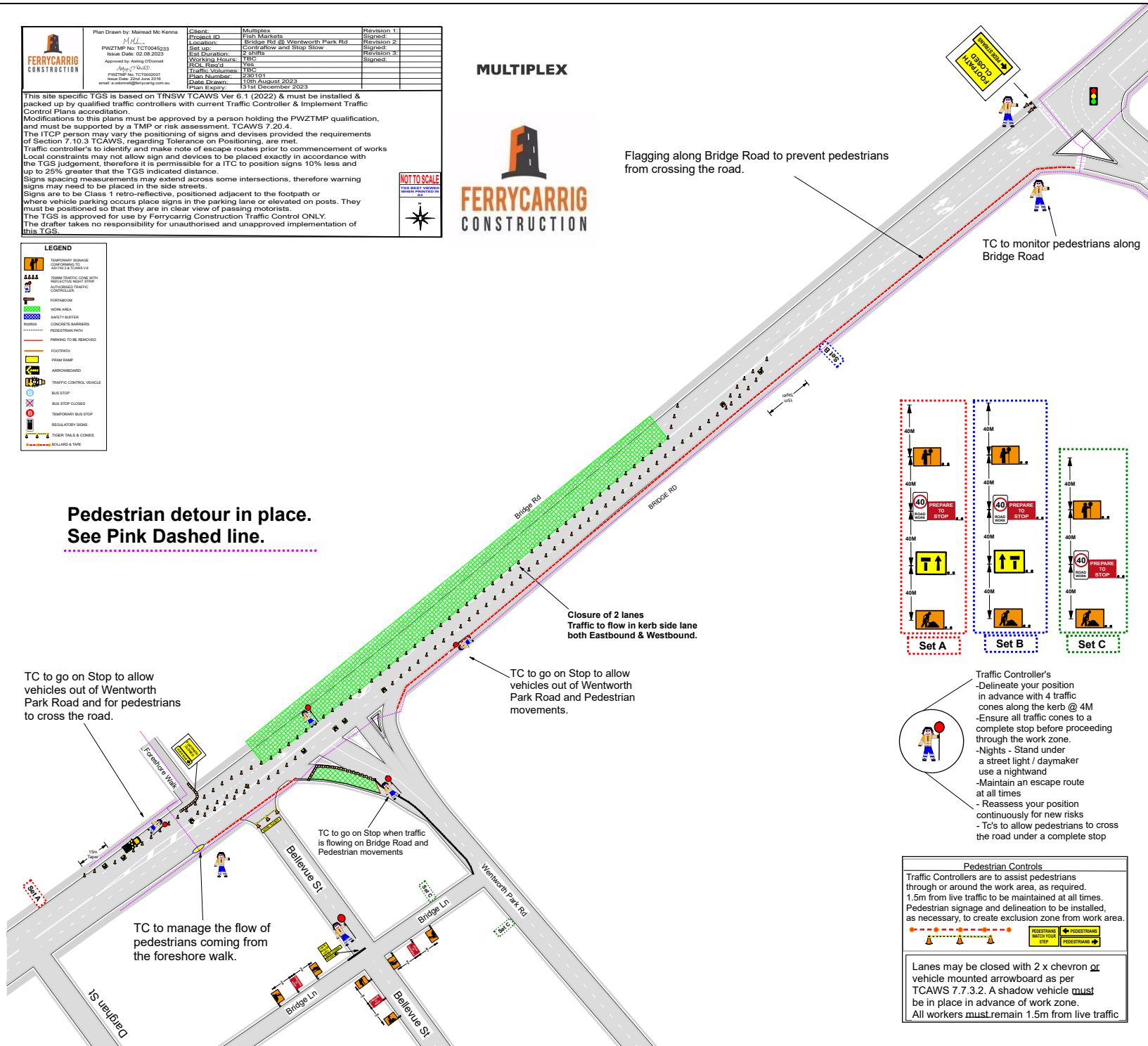
NOT TO SCALE
 THIS PLAN IS APPROVED FOR POSITIONING



LEGEND

	TEMPORARY STORAGE CONTAINER
	TEMPORARY TRAFFIC CONTROL VEHICLE
	TEMPORARY TRAFFIC CONTROL VEHICLE
	TEMPORARY TRAFFIC CONTROL VEHICLE
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**Pedestrian detour in place.
See Pink Dashed line.**



MULTIPLEX

**FERRYCARRIG
CONSTRUCTION**

Flagging along Bridge Road to prevent pedestrians from crossing the road.

TC to monitor pedestrians along Bridge Road

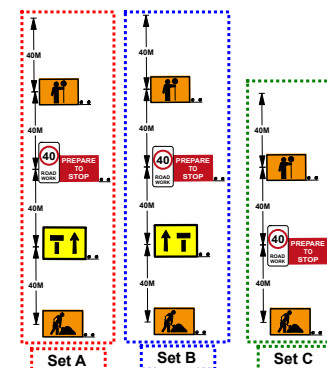
Closure of 2 lanes
Traffic to flow in kerb side lane
both Eastbound & Westbound.

TC to go on Stop to allow vehicles out of Wentworth Park Road and for pedestrians to cross the road.

TC to go on Stop to allow vehicles out of Wentworth Park Road and Pedestrian movements.

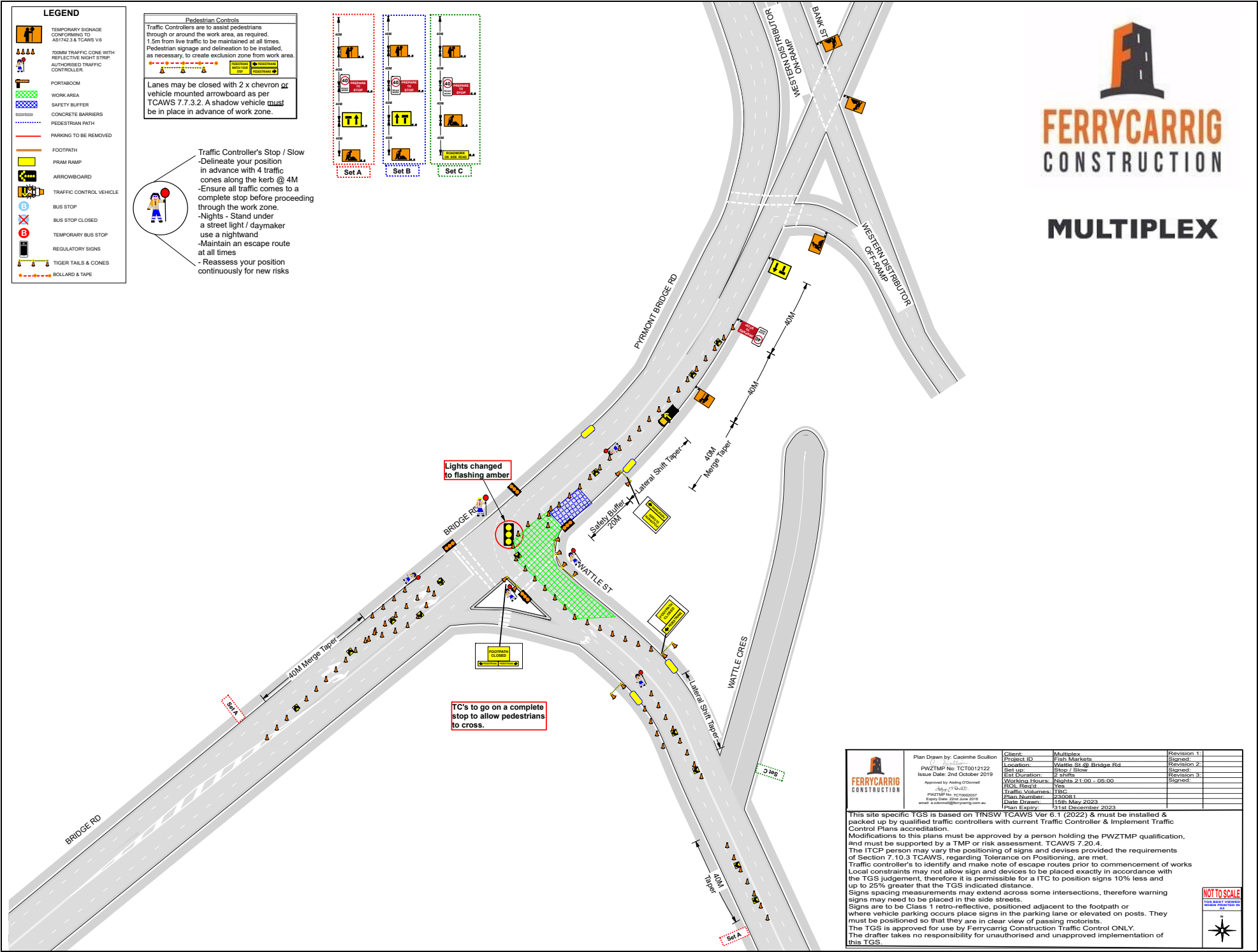
TC to manage the flow of pedestrians coming from the foreshore walk.

TC to go on Stop when traffic is flowing on Bridge Road and Pedestrian movements



- Traffic Controller's**
- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 - Ensure all traffic cones to a complete stop before proceeding through the work zone.
 - Nights - Stand under a street light / daymaker use a nightwand
 - Maintain an escape route at all times
 - Reassess your position continuously for new risks
 - Tc's to allow pedestrians to cross the road under a complete stop

Pedestrian Controls Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.	
	
Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone. All workers must remain 1.5m from live traffic	



	Plan Drawn by: Caoimhe Scullion	Client: Multiplex	Revision 1:	
	PWZTMP No: TCT0012122	Project ID: F&M Markets	Revision 2:	
	Issue Date: 2nd October 2019	Location: Wattle St @ Bridge Rd	Revision 3:	
	Approved by: Andrew O'Donnell	Set up: Stop / Slow	Revision 4:	
	Project No: TCT00001	Est Duration: 2 shifts	Revision 5:	
	Project Name: Bridge Rd @ Wattle St	Working Hours: Nights 21:00 - 05:00		
	Project Manager: Caoimhe Scullion	Traffic Volume: TBC		
		Plan Number: 230081		
		Date Drawn: 15th May 2023		
		Plan Expiry: 31st December 2023		

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

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The ITC person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater than the TGS indicated distance.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

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The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.

LEGEND

- TEMPORARY SIGNAGE CONFORMING TO AS1429.3 & TCAWS V.6
- 700MM TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP, AUTHORISED TRAFFIC CONTROLLER
- PORTABOOM
- WORK AREA
- SAFETY BUFFER
- CONCRETE BARRIERS
- PEDESTRIAN PATH
- PARKING TO BE REMOVED
- FOOTPATH
- PRAM RAMP
- ARROWBOARD
- TRAFFIC CONTROL VEHICLE
- BUS STOP
- BUS STOP CLOSED
- TEMPORARY BUS STOP
- REGULATORY SIGNS
- TIGER TAILS & CONES
- BOLLARD & TAPE

Pedestrian Controls

Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.

Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle **must** be in place in advance of work zone.

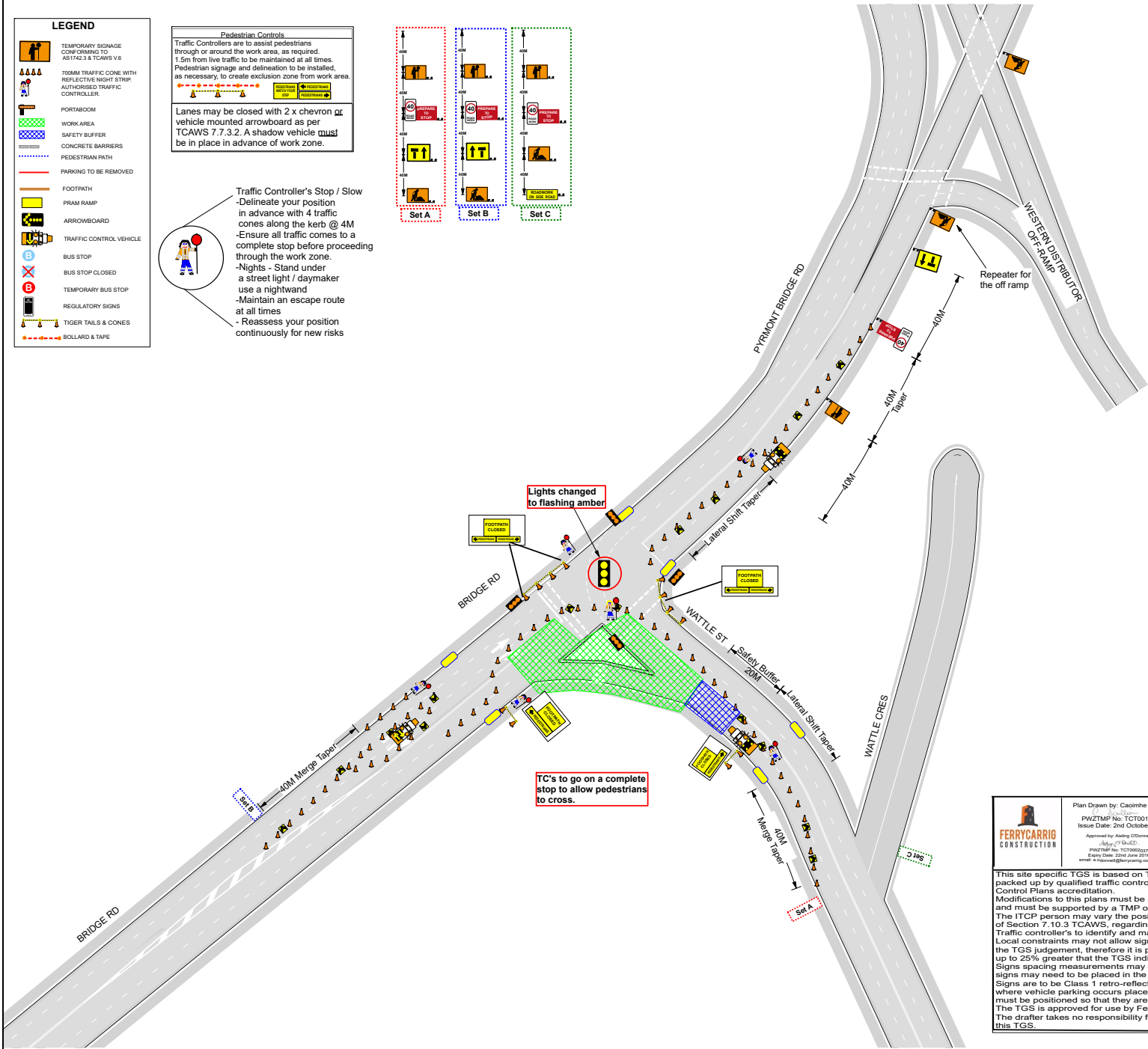
Traffic Controller's Stop / Slow

- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
- Ensure all traffic comes to a complete stop before proceeding through the work zone.
- Nights - Stand under a street light / daymaker use a nightwand
- Maintain an escape route at all times
- Reassess your position continuously for new risks

Set A

Set B

Set C



FERRYCARRIG CONSTRUCTION

MULTIPLEX

	Plan Drawn by: Caoimhe Scullion	Client: Multiplex	Revision 1: Signed: _____
	PWZTMP No: TCT0012122	Project ID: Fish Markets	Revision 2: Signed: _____
	Issue Date: 2nd October 2019	Location: Wattle St at Bridge Rd	Revision 3: Signed: _____
	Approved by: Aisling O'Donnell	Set up: Stop / Slow	
	By: C14-03	Est Duration: 2 shifts	
	Working Hours: 01-02-05-00		
	Traffic Volume: 118c		
	Plan Number: 230682		
	Date Drawn: 16th May 2023		
	Plan Expiry: 31st December 2023		

This site specific TGS is based on TfNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The TPC person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a TPC to position signs 10% less and up to 25% greater than the TGS indicated distance.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

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NOT TO SCALE



MULTIPLEX

LEGEND

TEMPORARY SIGNAGE
CONFORMING TO
AS1742.3 & TCAWS V.6

700MM TRAFFIC CONE WITH
REFLECTIVE NIGHT STRIP
AUTHORISED TRAFFIC
CONTROLLER

PORTABOOM

WORK AREA

SAFETY BUFFER

CONCRETE BARRIERS

PEDESTRIAN PATH

PARKING TO BE REMOVED

FOOTPATH

PRISM RAMP

ARROWBOARD

TRAFFIC CONTROL VEHICLE

BUS STOP

BUS STOP CLOSED

TEMPORARY BUS STOP

REGULATORY SIGNS

TIGER TAILS & CONES

BOLLARD & TAPE

Pedestrian Controls

Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.

Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone.

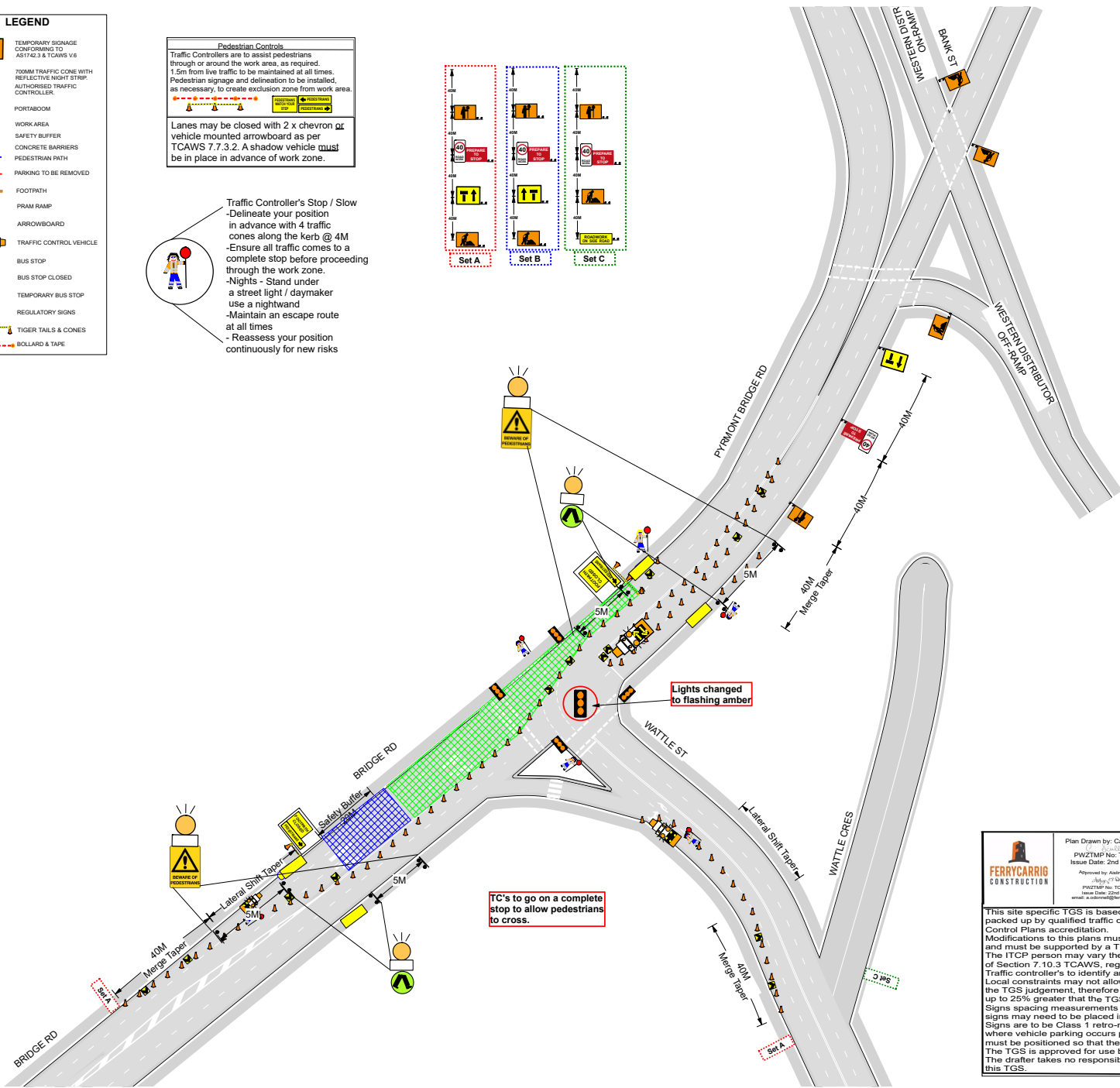
Traffic Controller's Stop / Slow

- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
- Ensure all traffic comes to a complete stop before proceeding through the work zone.
- Nights - Stand under a street light / daymaker use a nightwand
- Maintain an escape route at all times
- Reassess your position continuously for new risks

Set A

Set B

Set C



Plan Drawn by: Caoimhe Scullion

PWZTMP No: TCT0012122

Issue Date: 2nd October 2019

Approved by: Aisling O'Donnell

SAIG: 07134623

PWZTMP No: TCT0020207

Issue Date: 22nd June 2018

email: a.odonnell@ferrycarrig.com.au

Client: Multiplex

Project ID: P20 Markets

Location: Bridge Rd @ Wattle St

Set up: Stop / Slow

Est Duration: 2 shifts

Working Hours: Nights 21:00 -05:00

Roll Back: Yes

Traffic Volumes: TBC

Plan Number: 230067

Date Drawn: 17th July 2023

Plan Expiry: 31st December 2023

Revision 1:

Revision 2:

Revision 3:

THIS site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The TFCP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a TFC to position signs 10% less and up to 25% greater that the TGS indicated distance.

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The TGS is approved for use by Ferrycarrig Construction Traffic Control ONLY.

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.

NOT TO SCALE

	Plan Drawn by: Mairéad Mc Kenna	Client: Multiplex	Revision 1: Signed
	PWZTMP No: TCT0045233	Project ID: Fish Markets	Revision 2: Signed
Approved by: Andy O'Donnell	Issue Date: 02.08.2023	Location: Wentworth Park Rd @ Bridge Rd	Revision 3: Signed
	Adopted: 01.08.2023	Set up: Contraflow	
PWZTMP No: TCT0045233	Issue Date: 02.08.2023	Est. Duration: 2 shifts	
	Issue Date: 02.08.2023	Working Hours: 15:00 - 18:00	
Email: a.odonnell@ferrycarrig.com.au		ROL Rec'd: Yes	
		Traffic Volumes: 1500	
		Plan Number: 2300993	
		Date Drawn: 12th August 2023	
		Plan Expiry: 31st December 2023	

MULTIPLEX



This site specific TGS is based on TfNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

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The TCTP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works.

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a TCT to position signs 10% less and up to 25% greater than the TGS indicated distance.

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- Traffic Controller's**
- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 - Ensure all traffic cones to a complete stop before proceeding through the work zone.
 - Nights - Stand under a street light / daymaker use a nightwand
 - Maintain an escape route at all times
 - Reassess your position continuously for new risks
 - Tc's to allow pedestrians to cross the road under a complete stop

Pedestrian Controls

Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.



Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone. All workers must remain 1.5m from live traffic

TC to only go on Stop for pedestrians crossing on Wentworth Park Road

TC to only go on Stop for pedestrians crossing on Wentworth Park Road

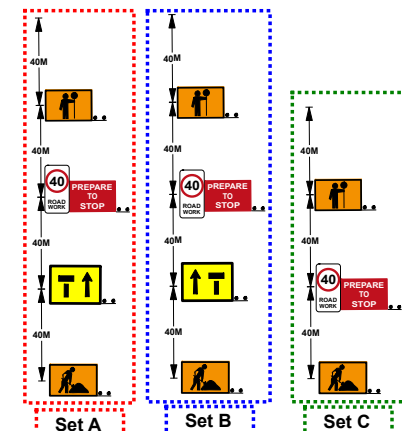
Closure of 2 Westbound Lanes managed by a contraflow.

TC to only go on Stop for pedestrians crossing

Islands will be demolished on the previous weekend & reinstated using Klemflex. Middle Island is only 1/2 demolished on Western Side

Bellevue St made into a left turn only to facilitate contraflow.

LEGEND	
	TEMPORARY SIGNAGE CONFORMING TO AS1742 & TCAWS V6
	ROAD TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP AUTHORIZED TRAFFIC CONTROLLER
	PORTABOOM
	WORK AREA
	SAFETY BUFFER
	CONCRETE BARRIERS
	PEDESTRIAN PATH
	PARKING TO BE REMOVED
	FOOTPATH
	PRISM RAMP
	ARROWBOARD
	TRAFFIC CONTROL VEHICLE
	BUS STOP
	BUS STOP CLOSED
	TEMPORARY BUS STOP
	REGULATORY SIGNS
	TIGER TAILS & CONES
	BOLLARD & TAPE



	Plan Drawn by: Mairead Mc Kenna	Client: Multiplex	Revision 1: Signed
	PWZTMP No: TCT0045233	Project ID: Fish Markets	Revision 2: Signed
Approved by: Andy O'Donnell	Issue Date: 02.08.2023	Location: Wentworth Park Rd @ Bridge Rd	Revision 3: Signed
	Adopted: 01.08.2023	Set up: Contraflow and Stop Slow	
PWZTMP No: TCT0045233	Issue Date: 02.08.2023	Est. Duration: 2 shifts	
	Issue Date: 02.08.2023	Working Hours: 15:00 - 18:00	
Email: a.odonnell@ferrycarrig.com.au	Issue Date: 02.08.2023	ROL Rec'd: Yes	
	Issue Date: 02.08.2023	Traffic Volumes: 1500	
	Issue Date: 02.08.2023	Plan Number: 2300984	
	Issue Date: 02.08.2023	Date Drawn: 10th August 2023	
	Issue Date: 02.08.2023	Plan Expiry: 31st December 2023	
	Issue Date: 02.08.2023		

MULTIPLEX



This site specific TGS is based on TfNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

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Traffic controller's to identify and make note of escape routes prior to commencement of works.

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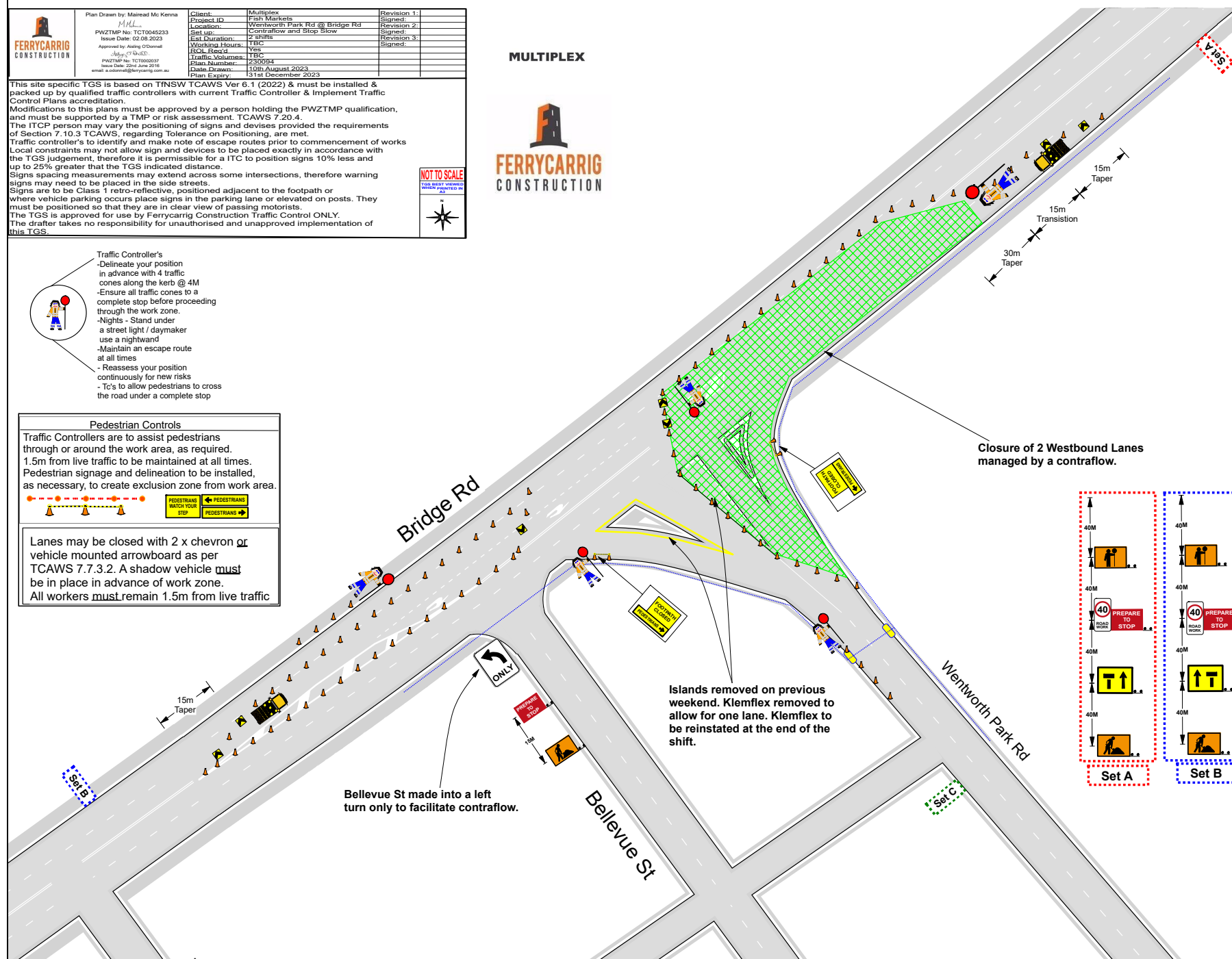
- Traffic Controller's**
- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 - Ensure all traffic cones to a complete stop before proceeding through the work zone.
 - Nights - Stand under a street light / daymaker use a nightwand
 - Maintain an escape route at all times
 - Reassess your position continuously for new risks
 - Tc's to allow pedestrians to cross the road under a complete stop

Pedestrian Controls

Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.



Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone. All workers must remain 1.5m from live traffic

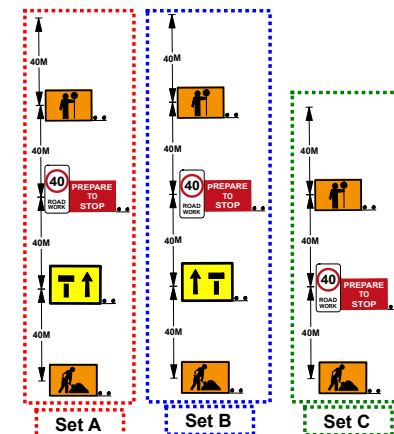


LEGEND	
	TEMPORARY SIGNAGE CONFORMING TO AS1742.3 & TCAWS V6
	800MM TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP AUTHORIZED TRAFFIC CONTROLLER
	PORTABOOM
	WORK AREA
	SAFETY BUFFER
	CONCRETE BARRIERS
	PEDESTRIAN PATH
	FOOTPATH
	PRISM RAMP
	ARROWBOARD
	TRAFFIC CONTROL VEHICLE
	BUS STOP
	BUS STOP CLOSED
	TEMPORARY BUS STOP
	REGULATORY SIGNS
	TIGER TAILS & CONES
	BOLLARD & TAPE

Closure of 2 Westbound Lanes managed by a contraflow.

Islands removed on previous weekend. Klemflex removed to allow for one lane. Klemflex to be reinstated at the end of the shift.

Bellevue St made into a left turn only to facilitate contraflow.



Attachment E Traffic Guidance Schemes (Ferry carrig) – Stage 3

	TEMPORARY SIGNAGE CONFORMING TO AS1742.3 (ORANGE)
	700M TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP
	AUTHORISED TRAFFIC CONTROLLER
	PORTABOOM
	WORK AREA
	SAFETY BUFFER
	CONCRETE BARRIERS
	PEDESTRIAN PATH
	PARKING TO BE REMOVED
	FOOTPATH
	PRAM RAMP
	ARROWBOARD
	TRAFFIC CONTROL VEHICLE
	BUS STOP
	BUS STOP CLOSED
	TEMPORARY BUS STOP
	REGULATORY SIGNS
	TIGER TAILS & CONES
	BOLLARDS & TAPE

Pedestrian Controls

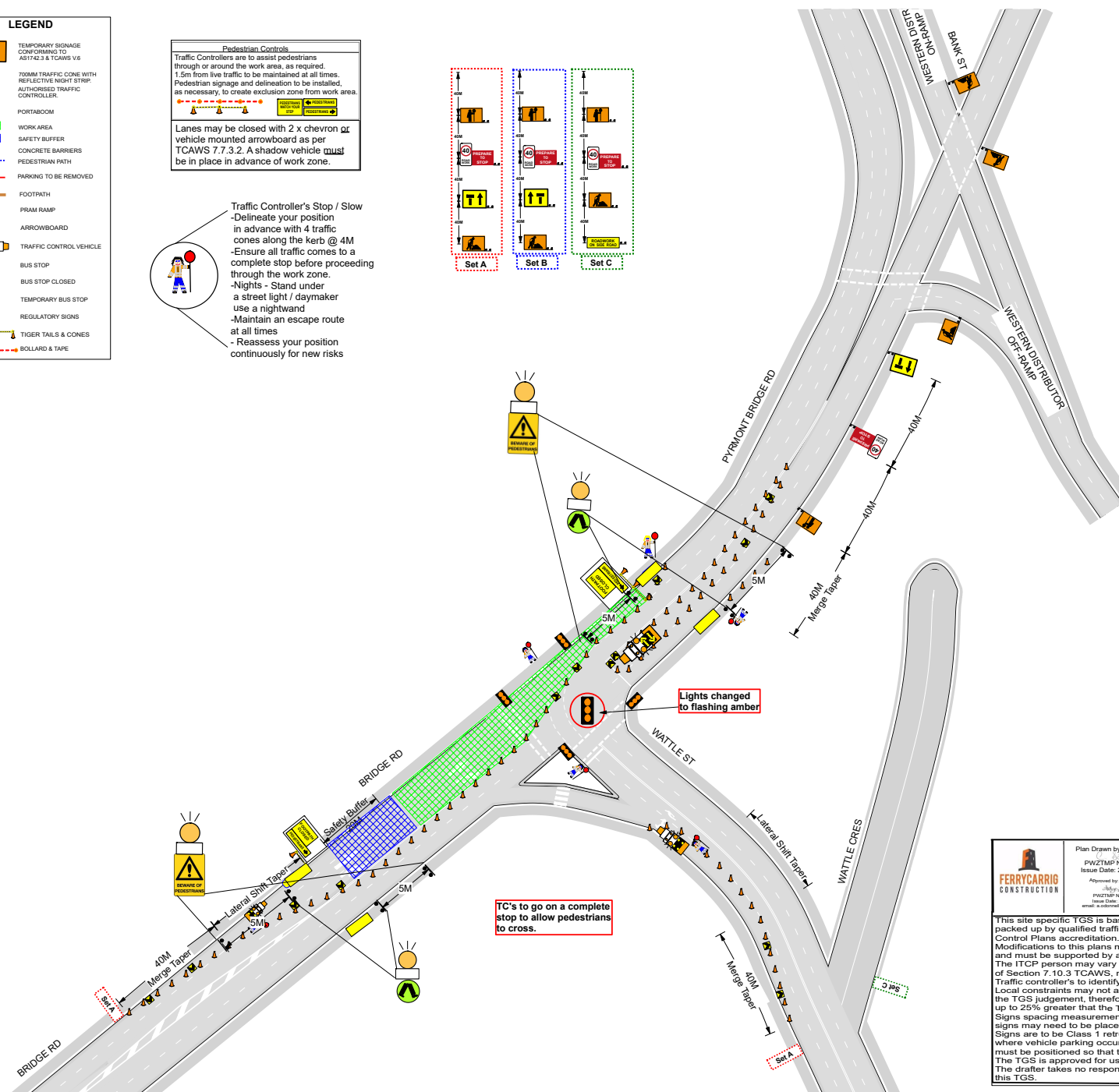
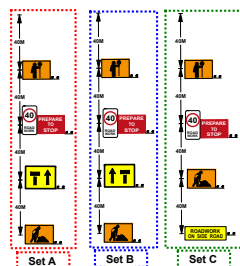
Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.

The diagram illustrates a pedestrian exclusion zone. A horizontal line of four orange traffic cones is shown. To the right of the cones, two rectangular signs are displayed. The top sign is yellow with black text and a black arrow pointing right, reading 'PEDESTRIAN STOP'. The bottom sign is black with yellow text and a yellow arrow pointing right, reading 'PEDESTRIAN'.

Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone.



- Traffic Controller's Stop / Slow
- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
- Ensure all traffic comes to a complete stop before proceeding through the work zone.
- Nights - Stand under a street light / daymaker
- use a nightwand
- Maintain an escape route at all times
- Re-assess your position continuously for new risks



 Plan Drawn by: Cacinthe Scullion PW/ITMP No: TC'D0012122 Issue Date: 22nd October 2019 Approved by: Aisling O'Donnell ITMP/MP No: TC-1002027 Issue Date: 22nd June 2016 Email: a.odonnell@ferrycarrie.com.au	Client:	Multiplex	Revision 1:
	Project ID:	Fish Markets	Revision 2:
	Location:	Site 42, Watville St	Revision 3:
	Set-up:	Stump / Stow	Revision 4:
	Duration:	12	Revision 5:
	Working Hours:	Nights 21:00 -05:00	Revision 6:
	Yes		
	Traffic Volume:	TBC	
	Stump Numbers:	0-2027	
	Drawn:	17th July 2023	

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2008). The TGS must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification. Signs must be supplied with TMS or TMS/TMP or risk assessment. TCAWS 7.20.4.

The ITCP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic Controller's must ensure that the positioning of signs and devices does not present a risk of works to road users. Traffic Controller's must ensure that the positioning of signs and devices does not present a risk of works to road users. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater than the TGS indicated distance.

Signs spacing measurements may be extended where there are some intersections, therefore warning signs may need to be placed in the side streets.

Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or on the side of the road where the works are taking place. Signs may be elevated on posts. They must be positioned so that they are in clear view of passing motorists.

The TGS is approved for use by Ferrycarrig Construction Traffic Control ONLY.

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.

NOT TO SCALE



	Plan Drawn by: Mansoor Mc Kenna	Client: Multiplex	Revision 1:
	PWZTMP No: TCT0404253	Project ID: P147	Revision 2:
	Issue Date: 02.08.2023	Location: Bridge Rd - VWWP - Wallis	Revision 3:
	Approved by: Aileen O'Donnell	Contractor: and Environment Stops	
	Project Manager: Aileen O'Donnell	Estimate: 2 SHIRTS	
	Project No: TCT0404253	Working Hours: 05:00-18:00	
	Issue Date: 02.08.2023	ROL Reg'd: Yes	
		Traffic Volume: 1500	
		Plan Number: TSC	
		Date Drawn: 17th June 2024	

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & picked up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The TCGP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a TCG to position signs 10% less and up to 25% greater than the TGS indicated distance.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

The TGS is approved for use by Ferrycarrig Construction Traffic Control ONLY.

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.

Pedestrian Controls

Traffic Controllers are to assist pedestrians through or around the work area, as required. 1.5m from live traffic to be maintained at all times. Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.



Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle **must** be in place in advance of work zone. All workers **must** remain 1.5m from live traffic

- Traffic Controller's
- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 - Ensure all traffic cones to a complete stop before proceeding through the work zone.
 - Nights - Stand under a street light / daymaker use a nightwand
 - Maintain an escape route at all times
 - Reassess your position continuously for new risks
 - Tc's to allow pedestrians to cross the road under a complete stop

LEGEND	
	TEMPORARY SIGNAGE
	SAFETY BARRIERS
	SAFETY BARRIERS
	SAFETY BARRIERS
	SAFETY BARRIERS
	SAFETY BARRIERS
	SAFETY BARRIERS
	SAFETY BARRIERS
	SAFETY BARRIERS
	SAFETY BARRIERS
	SAFETY BARRIERS

MULTIPLEX



Pedestrian detour in place.
See Pink Dashed line.

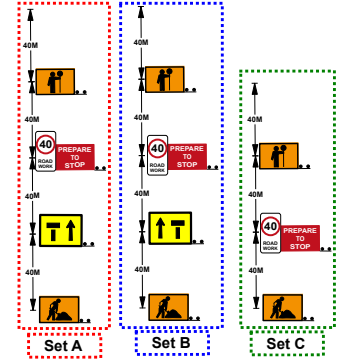
TC to go on Stop to allow vehicles out of Wentworth Park Road and for pedestrians to cross the road.

TC to manage the flow of pedestrians coming from the foreshore walk.

Closure of 2 lanes
Traffic to flow in kerb side lane both Eastbound & Westbound.

TC to go on Stop to allow vehicles out of Wentworth Park Road and Pedestrian movements.

Flagging along Bridge Road to prevent pedestrians from crossing the road.





Plan Drawn by: Mairéad Mc Kenna

MML

PWZTMP No: TCT0045293

Issue Date: 02.06.2023

Approved by: Aisling O'Donnell

Project No: TCT0000007

PWZTMP No: TCT0000007

Issue Date: 20th June 2016

email: a.odonnell@ferrycarrig.com.au

Client: Multiplex

Project ID: Fish Markets

Location: Bridge Rd - YVWP Wattle

Set up: Contraflow

Est Duration: 2 shifts

Working Hours: 05:00-18:00

FOI: R603

Traffic Volume: TBC

Plan Number:

Date Drawn: 7th June 2024

Plan Expiry: 7th June 2025

Revision 1: Signed

Revision 2: Signed

Revision 3: Signed

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The TPCP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a TCT to position signs 10% less and up to 25% greater that the TGS indicated distance.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

The TGS is approved for use by Ferrycarrig Construction Traffic Control ONLY

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.

NOT TO SCALE



- 
- Traffic Controller's

 - Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 - Ensure all traffic cones to a complete stop before proceeding through the work zone.
 - Nights - Stand under a streetlight / daymaker use a nightwand
 - Maintain an escape route at all times
 - Reassess your position continuously for new risks
 - Tc's to allow pedestrians to cross the road under a complete stop



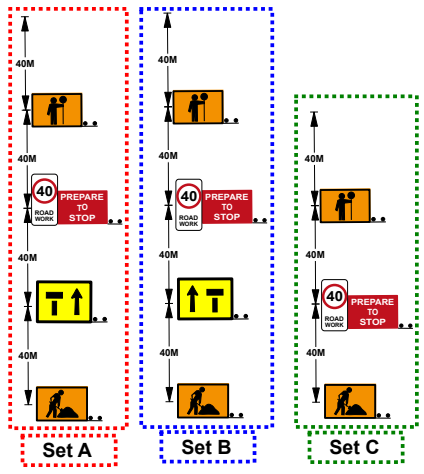
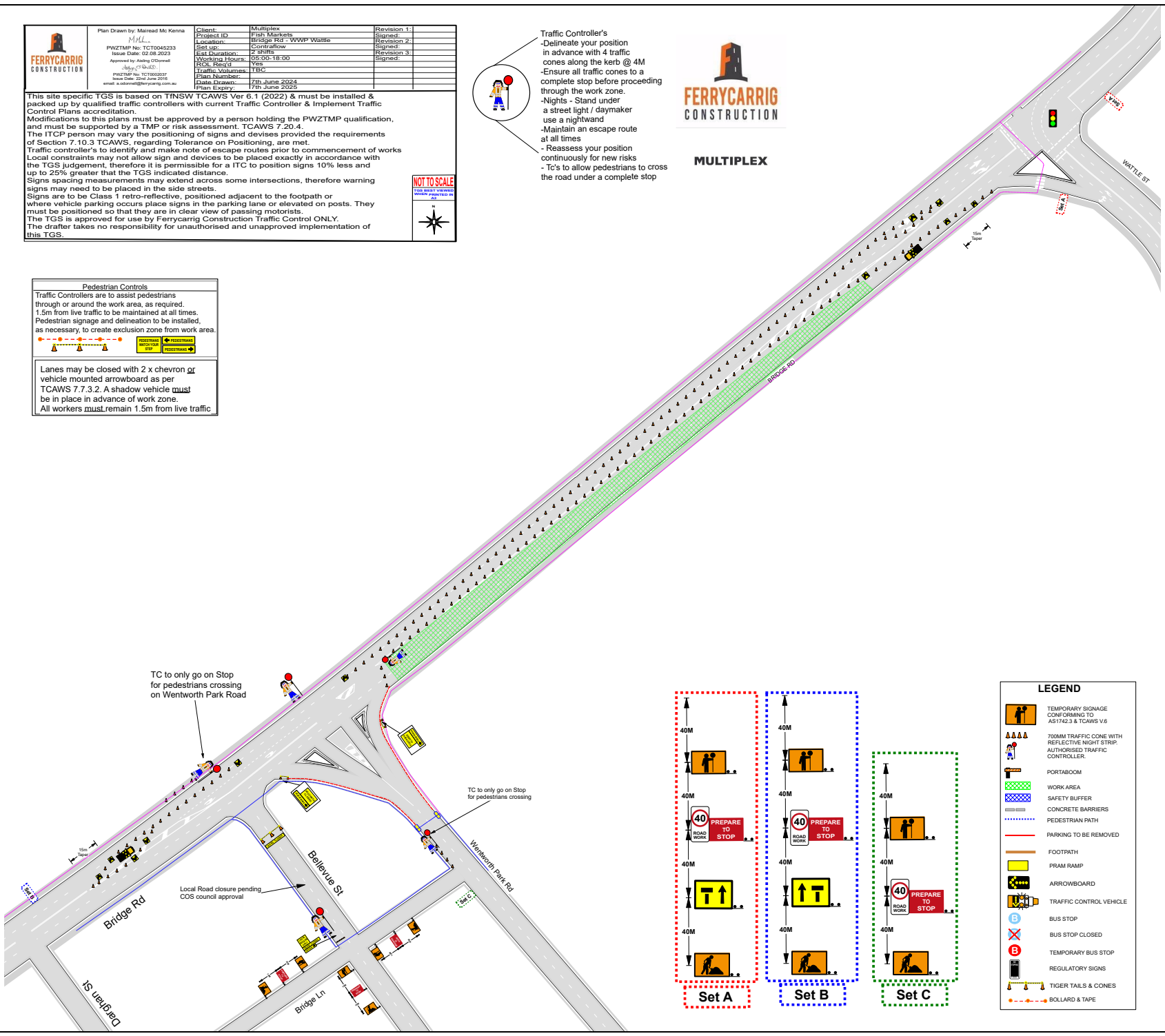
MULTIPLEX

Pedestrian Controls

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Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle **must** be in place in advance of work zone. All workers **must** remain 1.5m from live traffic



LEGEND



TEMPORARY SIGNAGE CONFORMING TO AS1742.3 & TCAWS V.6



700MM TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP. AUTHORISED TRAFFIC CONTROLLER.



PORTABOOM



WORK AREA



SAFETY BUFFER



CONCRETE BARRIERS



PEDESTRIAN PATH



PARKING TO BE REMOVED



FOOTPATH



PRISM RAMP



ARROWBOARD



TRAFFIC CONTROL VEHICLE



BUS STOP



BUS STOP CLOSED

TEMPORARY BUS STOP

REGULATORY SIGNS

TIGER TAILS & CONES

BOLLARD & TAPE

	Plan Drawn by: Mairiad Mc Kenna	Client: Multiplex	Revision 1:
	PWZTMP No: TCT0545233	Project ID: P121 Markets	Signed:
	Issue Date: 02.08.2023	Location: Bridge Rd - WWVP - Wattle	Revision 2:
	Approved by: Aisling O'Donnell	Set up:	Signed:
	PWZTMP No: TCT0545233	Stop Blow:	Revision 3:
Issue Date: 22nd June 2018	Est Duration: 2 shifts	Working Hours: 20:00-05:00	Signed:
email: a.aisling@ferrycarrig.com.au	Roll back:	Traffic Volumes: TBC	
	Plan Number:	Date Drawn:	
	Plan Expiry:	7th June 2025	

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.

Modifications to this plans must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment. TCAWS 7.20.4.

The ITC person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.

Traffic controller's to identify and make note of escape routes prior to commencement of works

Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater that the TGS indicated distance.

Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.

Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

The TGS is approved for use by Ferrycarrig Construction Traffic Control ONLY.

The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.

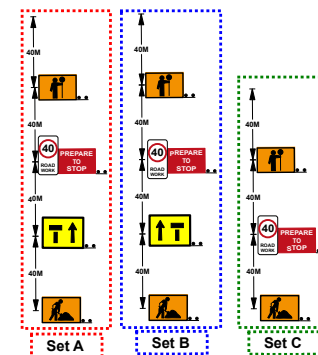
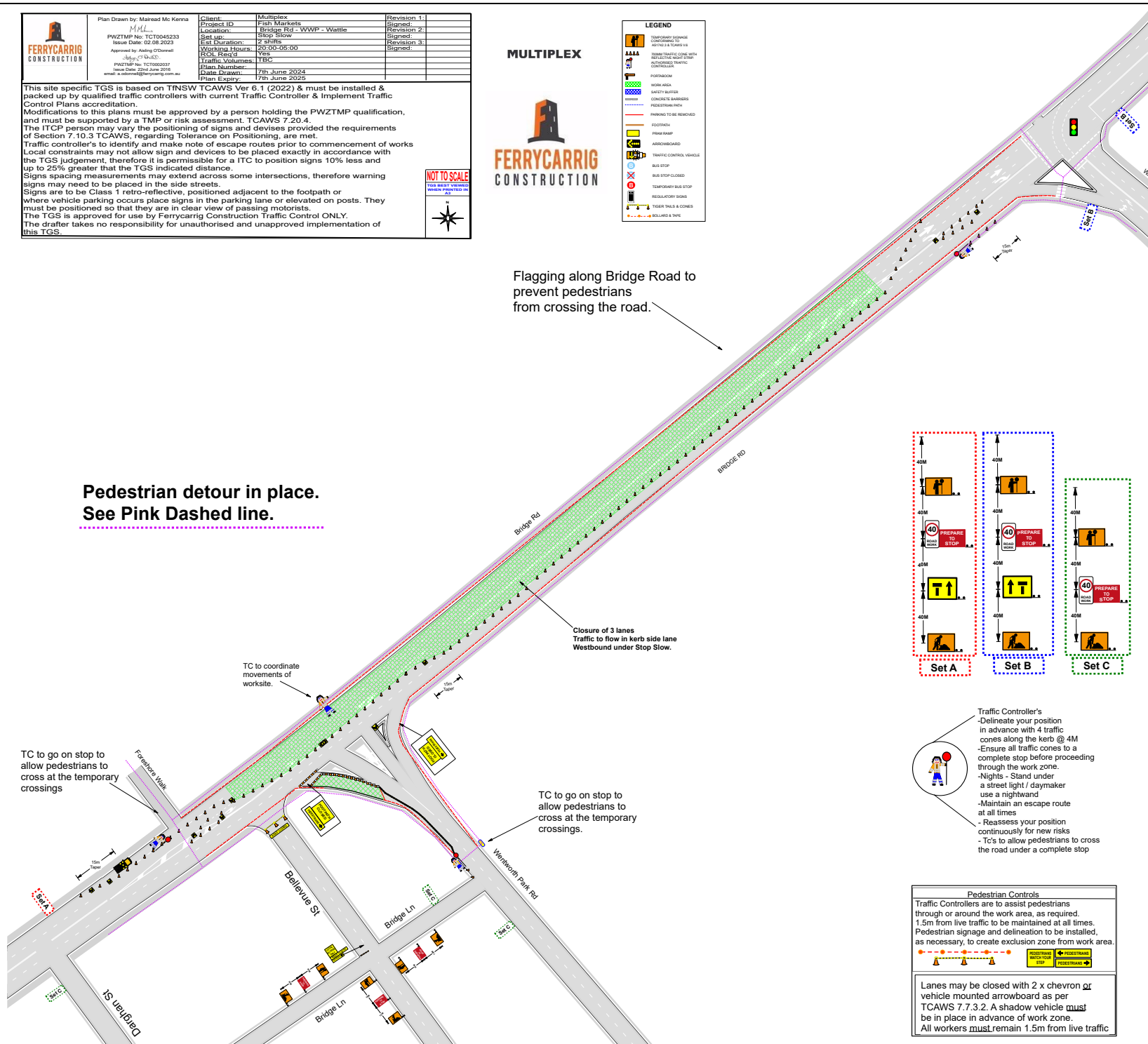
MULTIPLEX



LEGEND	
	TEMPORARY SIGNAGE
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	TEMPORARY SIGNAGE
	TEMPORARY SIGNAGE

Flagging along Bridge Road to prevent pedestrians from crossing the road.

Pedestrian detour in place.
See Pink Dashed line.



- Traffic Controller's
- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 - Ensure all traffic cones to a complete stop before proceeding through the work zone.
 - Nights - Stand under a street light / daymaker use a nightward
 - Maintain an escape route at all times
 - Reassess your position continuously for new risks
 - TC's to allow pedestrians to cross the road under a complete stop

Pedestrian Controls

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Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone. All workers must remain 1.5m from live traffic.



Plan Drawn by: Mairead Mc Kenna
PWZTMP No: TC10045233
Issue Date: 02.08.2023
Approved by: Aisling O'Donnell
PWZTMP No: TC10060807
Expiry Date: 22nd June 2016
email: a.odonnell@ferrycarrig.com.au

Client:	Multiplex	Revision 1:	
Project ID:	Fish Markets	Signed:	
Location:	Bridge Rd - WWVP - Wattle	Revision 2:	
Set up:	Stop Slow	Signed:	
Est Duration:	2 shifts	Revision 3:	
Working Hours:	20:00-05:00	Signed:	
ROL Res'd:	Yes		
Traffic Volumes:	TBC		
Plan Number:			
Date Drawn:	7th June 2024		
Plan Expiry:	7th June 2025		

This site specific TGS is based on TNSW TCAWS Ver 6.1 (2022) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.
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MULTIPLEX



- Traffic Controller's
- Delineate your position in advance with 4 traffic cones along the kerb @ 4M
 - Ensure all traffic cones to a complete stop before proceeding through the work zone.
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 - Maintain an escape route at all times
 - Reassess your position continuously for new risks
 - Tc's to allow pedestrians to cross the road under a complete stop

LEGEND	
	TEMPORARY SIGNAGE CONFORMING TO AS1742.3 & TCAWS V.6
	700MM TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP
	AUTHORISED TRAFFIC CONTROLLER
	PORTABOOM
	WORK AREA
	SAFETY BUFFER
	CONCRETE BARRIERS
	PEDESTRIAN PATH
	PARKING TO BE REMOVED
	FOOTPATH
	PRAM RAMP
	ARROWBOARD
	TRAFFIC CONTROL VEHICLE
	BUS STOP
	BUS STOP CLOSED
	TEMPORARY BUS STOP
	REGULATORY SIGNS
	TIGER TAILS & CONES
	BOLLARD & TAPE

Pedestrian Controls	
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Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle <u>must</u> be in place in advance of work zone. All workers <u>must</u> remain 1.5m from live traffic	

