



Sydney Olympic Park Additional Heavy Vehicle Routes

SMWSTCTP-AFJ-OLP-TF-RPT-000002 Revision 00

Sydney Metro West – Central Tunnelling Package



DOCUMENT APPROVAL

	Prepared By	Reviewed By	Approved By
Name:	Alex Gosper	Jared Lipton	Alex Gosper
Position:	Traffic Manager	Environment Manager	Traffic Manager
Date:			

REVISION HISTORY

Rev:	Date:	Pages:	By:	Description:
00	25/11/2022	All	Alex Gosper	For review

CONTENTS

1. INTRODUCTION	1
2. PURPOSE AND SCOPE.....	1
3. PROPOSED ROUTES	4
3.1 PROPOSED HEAVY VEHICLE ENTRY ROUTE	4
3.2 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE ROUTE	5
3.3 ROAD DILAPIDATION SURVEY.....	5
3.4 IMPACT TO SCHOOL, AGED CARE, OR CHILDCARE	5
3.5 CONSTRUCTION TRAFFIC MANAGEMENT	5
3.6 PEDESTRIAN SAFETY	5
4. CONSULTATION	6
4.1 CONSULTATION WITH SOPA.....	6
4.2 TRAFFIC AND TRANSPORT LIAISON GROUP (TTLG)	6
4.3 TRAFFIC CONTROL GROUP (TCG)	7
5. PROFESSIONAL QUALIFICATION	7
6. APPROVAL.....	8
7. CONCLUSION.....	8
APPENDIX A SWEPT PATH ANALYSIS.....	9
APPENDIX B SOPA CONSULTATION RECORD	10
APPENDIX C VEHICLE MOVEMENT PLAN	11

1. INTRODUCTION

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019. The Sydney Metro network also includes Sydney Metro City & Southwest, Sydney Metro West and Sydney Metro Western Sydney Airport. Sydney Metro West is a new 24 kilometre metro line between Westmead and the Sydney CBD (the Project). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes. The planning approvals and environmental impact assessment for Sydney Metro West has been split into a number of stages recognising the size of the project. This includes:

- Stage 1 – Concept and all major civil construction works including station excavation and tunnelling between Westmead and The Bays. Planning approval for this stage was granted in March 2021.
- Stage 2 – All major civil construction works including station excavation and tunnelling from The Bays to Sydney CBD
- Stage 3 – Tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line

Due to the Project's importance, the Project was declared to be Critical State Significant Infrastructure by the Minister for Planning and Public Spaces. An Environmental Impact Statement (EIS) (Jacobs/Arcadis, 2020) for the Concept and Stage 1 (herein referred to as the Project) was placed on public exhibition from 30 April 2020 to 26 June 2020. Submissions were received from government, agencies, organisations and the public in response to the project. A Submissions Report was prepared by Sydney Metro in response to submissions received during the exhibition period and an Amendment Report was prepared by Sydney Metro in 2020 as a result of continued design development and refinement. The Project was approved on 11 March 2021 (SSI 10038).

Stage 1 of the Project is being delivered under a number of packages in accordance with the Sydney Metro West Phasing Report. The packages include:

- Phase A – Power Enabling Works
- Phase B1 – Central Tunnelling Package (Civils Works)
- Phase B2 – Central Tunnelling Package (Tunnelling Works)
- Phase C – Parramatta, Westmead and Clyde Demolition Works
- Phase D – Greater Sydney Road Works
- Phase E – Existing Rail Corridor Enabling Works
- Phase F – Western Tunnelling

The Central Tunnelling Package (CTP) involves the design and construction of 11km of twin tunnels and underground station excavations from The Bays to Sydney Olympic Park.

This document has been prepared for CTP for the proposal of heavy vehicles access on specific local roads within Sydney Olympic Park not identified in Condition A1 of the Project Conditions of Approval (CoA) for Sydney Metro West, to access and/or egress to or from the CTP Sydney Olympic Park Station construction site.

2. PURPOSE AND SCOPE

This document has been prepared to address the Sydney Metro West Central Tunnelling Package (CTP) project Condition of Approval as shown in Table 1, which includes a cross reference to where the information has been addressed within this document.

TABLE 1 RELEVANT CONDITIONS OF APPROVAL

Project Planning Approval (dated 11 March (SSI 10038))		Where addressed
D86	Local roads proposed to be used by Heavy Vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 of this schedule must be approved by the Planning Secretary and be included in the CTMPs.	This document
D87	<p>All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following:</p> <ul style="list-style-type: none"> (a) a swept path analysis; (b) demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways; (c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and (d) measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times; and (e) written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to(d) of this condition. 	<p>(a) Section 3.2 & Appendix A</p> <p>(b) Section 3.6</p> <p>(c) Section 3.3</p> <p>(d) Section 3.4</p> <p>(e) Section 5</p>
D88	<p>Before any local road is used by a Heavy Vehicle for the purposes of construction of Stage 1 of</p> <p>the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the Relevant Road Authority(s) within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of Stage 1 of the CSSI.</p>	Section 3.3
D89	<p>If damage to roads occurs as a result of the construction of Stage 1 of the CSSI, the Proponent</p> <p>must either (at the Relevant Road Authority's discretion):</p> <ul style="list-style-type: none"> (a) compensate the Relevant Road Authority for the damage so caused; or (b) rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report. 	Section 3.3
D90	<p>Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to:</p> <ul style="list-style-type: none"> (a) minimise parking on public roads; (b) minimise idling and queueing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive land user(s); (d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and 	Section 3.5

Project Planning Approval (dated 11 March (SSI 10038))		Where addressed
	(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 3.1
TT7	Construction site traffic would be managed to minimise movements during peak periods	Section 3.5
TT8	Construction site traffic immediately around construction sites would be managed to minimise vehicle movements through school zones during pick up and drop off times	Section 3.4
TT24	<p>Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time:</p> <ul style="list-style-type: none"> • Transport for NSW including Transport Coordination • Department of Planning, Industry and Environment • Sydney Trains • NSW Trains • Sydney Buses • Sydney Water • Port Authority of NSW • Sydney Motorways Corporation • Emergency service providers • Utility providers <p>Construction contractors Coordination and consultation with these stakeholders would include:</p> <ul style="list-style-type: none"> • Provision of regular updates to the detailed construction program, construction sites and haul routes • Identification of key potential conflict points with other construction projects • Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict this could involve: <ul style="list-style-type: none"> ○ Adjustments to the Sydney Metro construction program work activities or haul routes or adjustments to the program activities or haul routes of other construction projects ○ Coordination of traffic management arrangements between projects 	<p>Section 4.1</p> <p>Section 4.2</p> <p>Section 4.3</p>

3. PROPOSED ROUTES

3.1 PROPOSED HEAVY VEHICLE ENTRY ROUTE

In addition to the previously approved heavy vehicle route within Sydney Olympic Park, Acciona Ferrovia Joint Venture (AFJV) propose to make available an additional haul route (and paired alternative option) to provide an opportunity to increase spoil truck movements to reduce program. The additional route utilises a different connection to the M4 Motorway and Parramatta Road, and is intended to avoid exacerbating existing congestion at the Australia Avenue and Homebush Bay Drive interchange and roundabout.

The additional haulage route would provide a new connection to the site from the M4 Motorway via the existing, unutilised bus exit ramp, which provides direct access into Olympic Park from the M4 Motorway. The connection joins onto Shirley Strickland Avenue and Olympic Boulevard. The remainder of the route to the construction site within Olympic Park is as per the existing, approved route to the north of Sarah Durack Avenue.

To exit it is proposed to return to the M4 Motorway via Olympic Boulevard south then along Shirley Strickland Avenue to the West, left into Rod Laver Drive and then back onto Homebush Bay Drive. When this new, additional route is unavailable due to events it is proposed to use Herb Elliott Avenue, Australia Ave, Sarah Durack Avenue and then left into Olympic Boulevard and use the exit and entry route described above.

The proposed route is shown below, in Figure 1. The orange route is for during events where Olympic Boulevard may be closed:

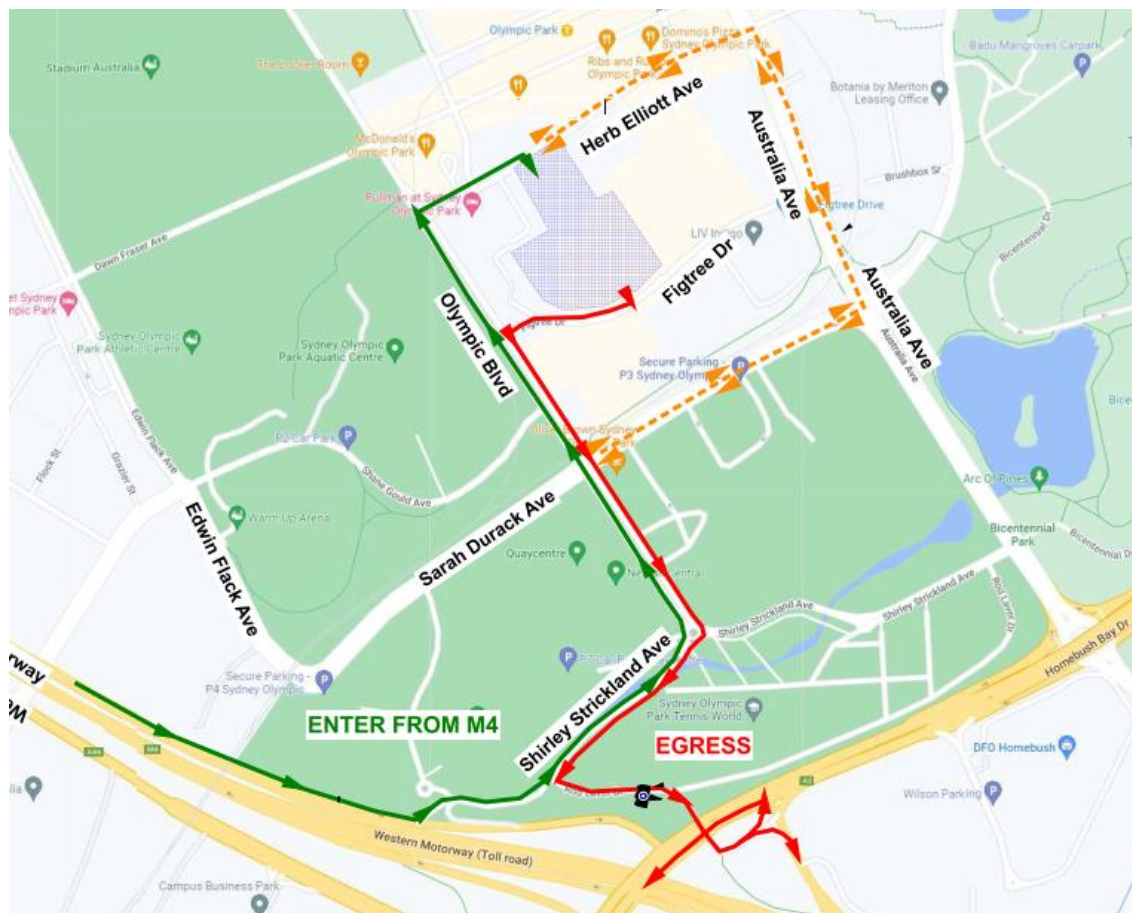


FIGURE 1 PROPOSED HEAVY VEHICLE ROUTE

These roads were only partially identified in the originally EIS documentation.

The use of this road as construction site access/egress has been identified in consultation with Sydney Olympic Park Authority as required under CoA D84. Evidence of this consultation is included in Appendix B as required in accordance with CoA A6.

To provide safe access to the work sites, all trucks are to enter sites in a forward direction, where feasible and reasonable.

The routes will be utilised as outlined in the attached Vehicle Movement Plans included in **Appendix C**.

3.2 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE ROUTE

A swept path analysis for the above access roads has been undertaken to determine the suitability of these roads for heavy vehicle use. This is included in **Appendix A**. The route is anticipated to be suitable for truck and trailer combinations. Where movements are conducted that would otherwise require additional space may be conducted with the assistance of traffic control to hold conflicting movements to ensure safe thoroughfare of the trucks.

Swept path analysis shows that the proposed heavy vehicle entry route is suitable for the anticipated spoil trucks (including 19m truck and trailer combinations) for regular use.

3.3 ROAD DILAPIDATION SURVEY

Road dilapidation survey was completed in October 2022 for the affected roads, as well as the backup spoil route in accordance with CoA D88. A copy of the dilapidation video records will be distributed to Sydney Olympic Park Authority in accordance with CoA D87(c) one month prior to the use of the roads by construction vehicles.

Any damage caused to the local roads proposed for use will be rectified in consultation with SOPA or compensated for damage caused. A post use joint inspection will be conducted with SOPA representatives when the road is no longer required for use for the project.

3.4 IMPACT TO SCHOOL, AGED CARE, OR CHILDCARE

There are no schools on the additional, proposed route within Sydney Olympic Park.

There are no aged care facilities or childcare facilities on the new route.

3.5 CONSTRUCTION TRAFFIC MANAGEMENT

A traffic controller will be positioned at the exit gate when increased movements are being used. They will be tasked with directing the trucks to the respective routes to ensure impacts on the wider network are minimised.

Truck and construction vehicle marshalling will not be carried out near sensitive land user(s). No pedestrian or shared user paths will be blocked during these works unless an alternate access has been provided.

Spoil haulage vehicles will be monitored to ensure they adhere to the haulage routes identified in the site specific CTMPs.

No parking changes are proposed as part of this HVLR submission. Parking of construction vehicles will be minimised on public roads.

3.6 PEDESTRIAN SAFETY

The access and egress point to and from the site crosses a pedestrian footpath. The management of the footpath will incorporate signs, traffic controllers and site-specific management strategies as part of the already approved Construction Traffic Management Plan.

The pedestrian volumes in the area have been observed to be quite low, and where spoil trucks are interfacing with the pedestrian footpath the interface will be managed with either spotters or traffic controllers performing a gatekeeper function to ensure the safety of pedestrians is maintained.

4. CONSULTATION

4.1 CONSULTATION WITH SOPA

The constraints of the site, and the requirement for use of this route to service the site has been discussed with Sydney Olympic Park Authority through face-to-face meetings as well as preliminary review of this document. Correspondence pertaining to the preliminary review of the HVLR document is included in **Appendix B**.

Initial consultation with SOPA outlined some key considerations which are anticipated to be addressed as part of this document, and through an update to the CTMP for the site. These issues are listed below, with anticipated mitigation measures for consideration and agreement with SOPA and other respective stakeholders.

TABLE 2 - SOPA ISSUES AND MITIGATION MEASURES

SOPA Concern Raised	AFJV Proposed Mitigation
Road cleanliness – some areas of the roadway to date had not been kept clean or street sweeping effectiveness poor.	Prior to the commencement of incorporating an additional haul route wheel wash facilities will be commissioned on site. A more rigorous sweeping and cleaning regime has also commenced on site. Inspection of the wheel wash on commissioning will be organised to ensure it is achieving the intended outcome.
Truck route designation, and to ensure they stay on prescribed routes. It has been witnessed some trucks have not followed the prescribed route properly.	AFJV will ensure GPS tracking and intervention of trucks utilising incorrect routes will be incorporated and monitored. Notifications for incorrect road use around Sydney Olympic Park will be programmed to flag any incorrect road use.
High concentration of school aged children between December and April 2023 for the peak athletics period. General high concentration of pedestrian movements around SOPA otherwise	Revised route via the M4 bus access configuration avoids the high concentration of school aged children as part of these school carnival arrangements.

4.2 TRAFFIC AND TRANSPORT LIAISON GROUP (TTLG)

AFJV has been undertaking consultation and communication with stakeholders regarding traffic management. The community will be notified of any current and upcoming construction works and traffic arrangement that have the potential to impact on stakeholders, community and businesses, prior to them occurring.

A Traffic and Transport Liaison Group (TTLG) will be established to discuss with stakeholders in relation to the proposed construction activities, upcoming works and related traffic and transport implications.

AFJV Traffic Manager is to participate in monthly TTLG meetings throughout the project, or at an agreed frequency. The Traffic Manager is a member of the TTLG and acts as the authorised

representative for the Project in matters related to traffic and transport. The Traffic Manager provides the relevant information relating to the Project to the group.

AFJV consult with all relevant stakeholders prior to the commencement of any works. Potential stakeholders for this Project include:

- Sydney Metro
- Transport for NSW including:
 - Centre for Road and Maritime Safety
 - Metro Bus and Ferry Planning and Development
 - Greater Sydney Planning and Programs
- Freight Strategy and Planning
- Customer Journey Planning
- Sydney Trains
- Port Authority of NSW
- Infrastructure NSW
- Department of Planning, Industry and Environment
- NSW Police
- NSW Fire and Rescue
- NSW Ambulance Service
- Inner West Council
- City of Canada Bay Council
- Burwood Council
- Parramatta City Council
- Bus operators
- Sydney Olympic Park Authority
- Concord Oval Redevelopment

4.3 TRAFFIC CONTROL GROUP (TCG)

Sydney Metro has established a project TCG and the Traffic Manager will attend on behalf of AFJV and meet weekly, fortnightly or as agreed. TCG members typically include the Project Traffic Manager and representatives from TfNSW, SM, and where required Councils and SOPA.

The TCG is to discuss and agree on any and traffic and transport related issues associated with the Project. It is the TCG where decisions and changes are made on CTMPs, traffic management issues as they relate to the project work.

5. PROFESSIONAL QUALIFICATION

The author of this document – Alex Gosper, is a qualified engineer and an accredited Level 3 Road Safety Auditor in NSW. He has more than ten years of experience and considers the proposed heavy vehicle route to be suitable for use under CoA D87.

6. APPROVAL

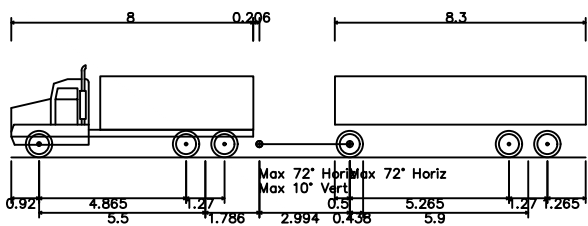
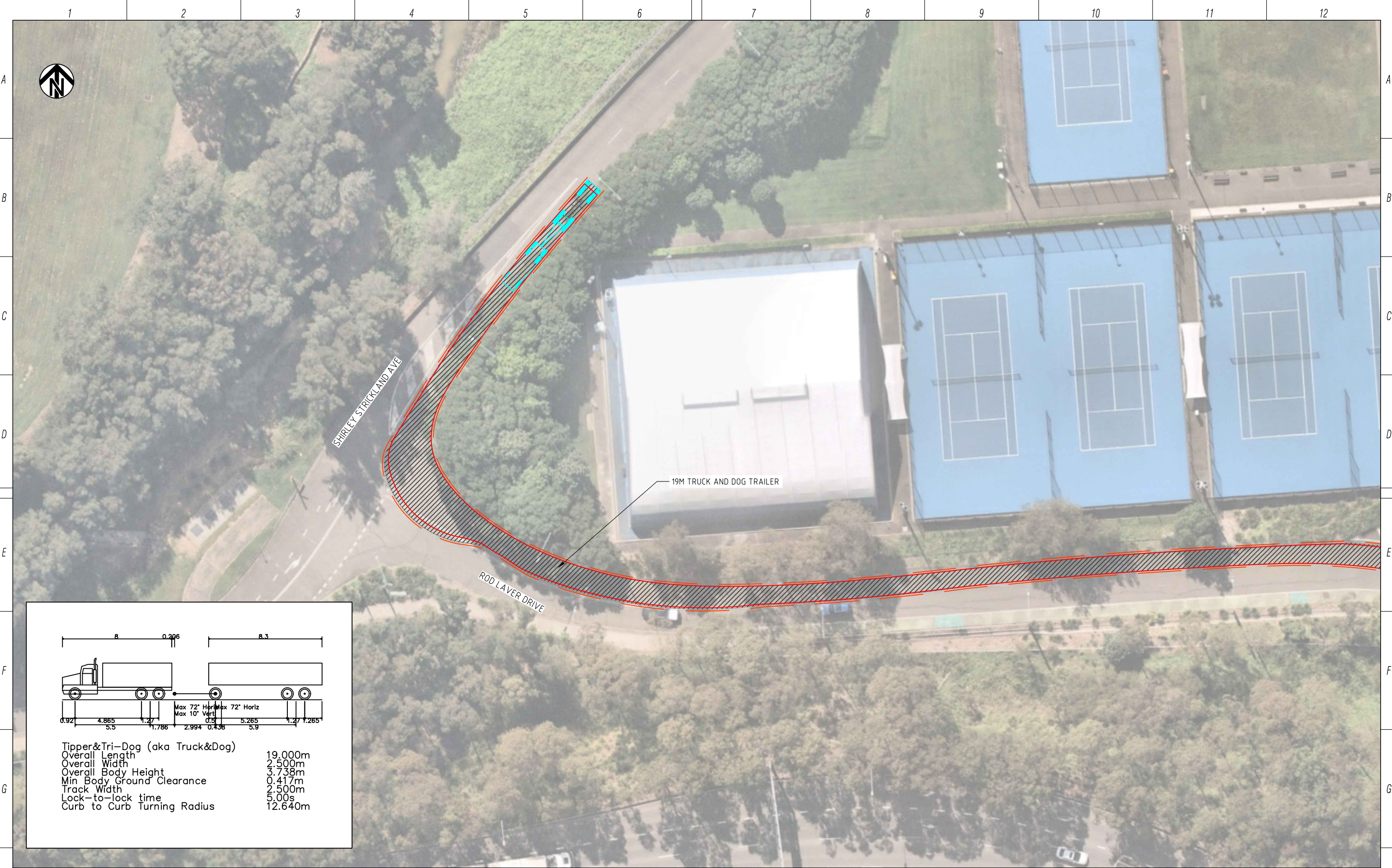
This document will be provided to the Planning Secretary for approval in accordance with CoA D86.

Approved local roads will be included in the Construction Traffic Management Plans (CTMPs) required under CoA D85, which will also be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed under each CTMP.

7. CONCLUSION



Swept path analysis have shown that the route will be suitable for the expected heavy vehicles without any modifications or concessions. The proposed heavy vehicle entry and exit route is considered suitable for use and is recommended for approval.

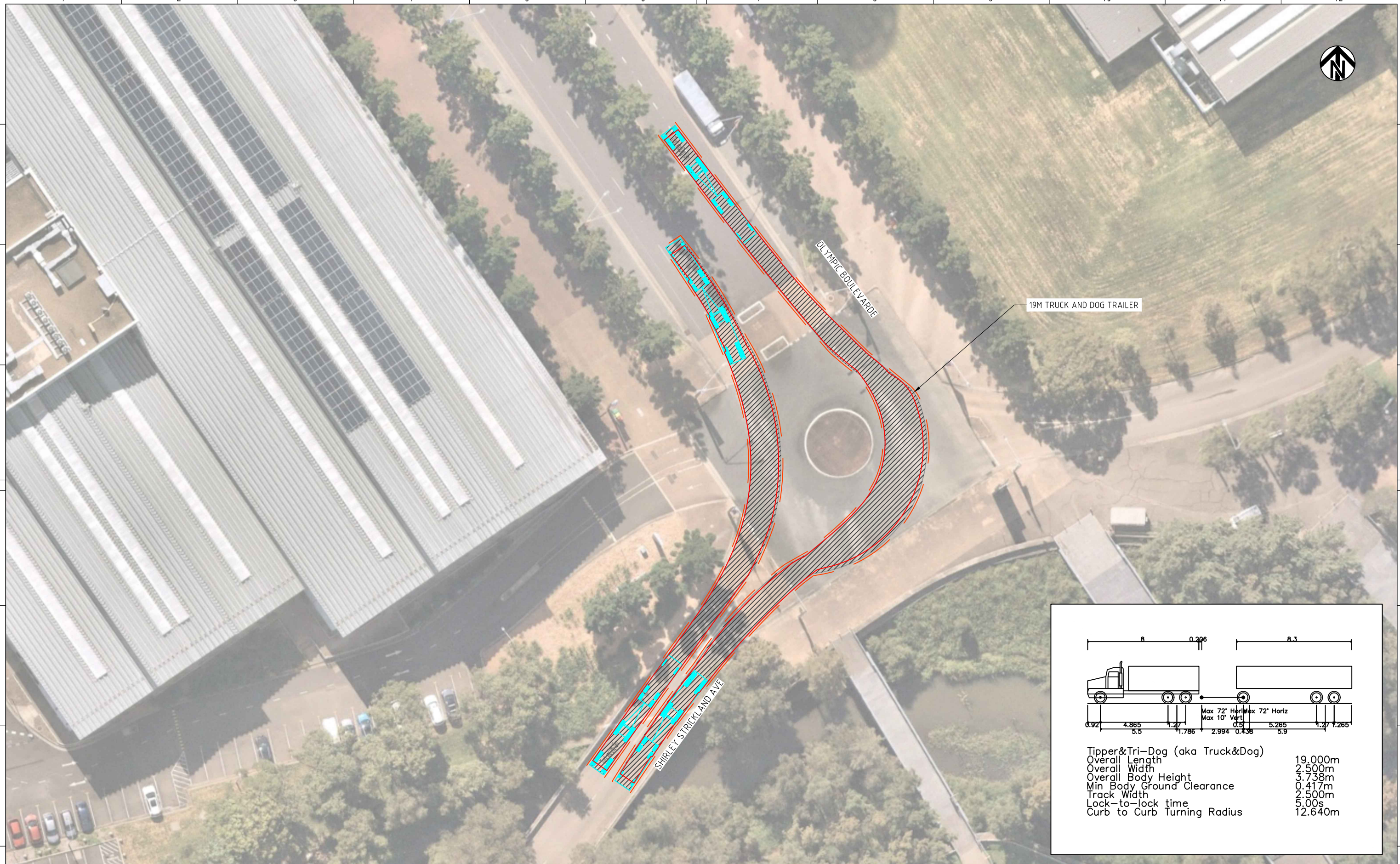
APPENDIX A SWEPT PATH ANALYSIS





Tipper&Tri-Dog (aka Truck&Dog)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

H	-	-	-	-	-	DRAWN BY: LP	DESIGNER		CLIENT		AFJV - SYDNEY OLYMPIC PARK STATION			DRAWING No: AFJ-CTP-OLP-SKT-0002-00	
	-	-	-	-	-						APPROVED: LP	OLYMPIC PARK - ADDITIONAL HAUL ROUTE HVL R SWEEP PATH ASSESSMENT HILL ROAD AND OLD HILL LINK INTERSECTIONS			
	-	-	-	-	-										
	-	-	-	-	-										IND REVIEW: N/A
	00	LP	14.07.22	ORIGINAL ISSUE							LP	REVISION 00			
	REV	BY	DATE	DESCRIPTION							APPD.				
	COORDINATE SYSTEM:			HEIGHT DATUM:		SCALE:									
1			2		3	4	5	6	7	8	9	10	11	12	
Plot Date: 25 November 2022 - 4:22 PM															
Cad File No: C:\Users\Alex\OneDrive\00_Civlink Consulting\Projects\2022\131 - CTP AFJV\10_TCPs\AFJ-CTP-OLP-SKT-0002-00.dwg															



-	-	-	-	-	DRAWN BY:	LP	DESIGNER		CLIENT		AFJV - SYDNEY OLYMPIC PARK STATION	DRAWING No: AFJ-CTP-OLP-SKT-0002-00			
-	-	-	-	-							OLYMPIC PARK - ADDITIONAL HAUL ROUTE HVL R SWEEP PATH ASSESSMENT HILL ROAD AND OLD HILL LINK INTERSECTIONS	SHEET	4	OF	4
-	-	-	-	-								REVISION	00		
-	-	-	-	-											
-	-	-	-	-											
00	LP	14.07.22	ORIGINAL ISSUE		LP	IND REVIEW:	N/A								
REV	BY	DATE	DESCRIPTION		APPD.										
COORDINATE SYSTEM:			HEIGHT DATUM:		SCALE:										

APPENDIX B SOPA CONSULTATION RECORD

Alex Gosper

From: Viveca Mcghie <Viveca.McGhie@sopa.nsw.gov.au>
Sent: Friday, 25 November 2022 10:20 AM
To: Anne Andersen
Cc: Alex Gosper; Sally Hamilton; Susan Skuodas
Subject: RE: SOPA follow up_ proposed additional haulage route

Hi Anne,

Following up from my verbal conversation with Susan and relevant SOPA staff – I can confirm that SOPA support this suggested route.

Please proceed with your investigation.

Kind regards,

Viv

Viveca McGhie
Infrastructure and Environmental Compliance Officer
Sydney Olympic Park Authority

M 0431 693 311
viveca.mcghie@sopa.nsw.gov.au
Level 8, 5 Olympic Boulevard, Sydney Olympic Park NSW 2127

From: Viveca Mcghie
Sent: Wednesday, 23 November 2022 9:35 AM
To: Anne Andersen <anne.andersen@ctp-afjv.com.au>
Cc: Alex Gosper <alex.gosper@ctp-afjv.com.au>; Sally Hamilton <Sally.Hamilton@sopa.nsw.gov.au>
Subject: RE: SOPA follow up_ proposed additional haulage route

Hi Anne,

Thank you for advising – I have sent the request for confirmation from Michael and Susan earlier this morning, and will forward confirmation back to you as soon as I receive it.

Kind regards,

Viv

Viveca McGhie
Infrastructure and Environmental Compliance Officer
Sydney Olympic Park Authority

M 0431 693 311
viveca.mcghie@sopa.nsw.gov.au
Level 8, 5 Olympic Boulevard, Sydney Olympic Park NSW 2127

From: Anne Andersen <anne.andersen@ctp-afjv.com.au>
Sent: Tuesday, 22 November 2022 9:44 PM
To: Viveca Mcghie <Viveca.McGhie@sopa.nsw.gov.au>
Cc: Alex Gosper <alex.gosper@ctp-afjv.com.au>; Sally Hamilton <Sally.Hamilton@sopa.nsw.gov.au>
Subject: RE: SOPA follow up_ proposed additional haulage route

Hi Viv

We have spoken further with CJP/TfNSW and it appears the alternate route proposed by SOPA can be accommodated. Before we progress with updating all the approvals documentation, can you please confirm with Michael and Susan that this route is supported by SOPA. I note we have already completed dilap on this road which we will send through to SOPA.

Once I have this confirmation then we will proceed with the updates (including the CTMP).

Regards



Anne Andersen
Interface & Integration Manager
Acciona Ferrovia Joint Venture

*Sydney Metro West
Central Tunnelling Package
+61 408 115 870*

This message is intended only for the use of the individual or entity to whom it is addressed and may contain information that is privileged, confidential, protected by copyright, and exempt from disclosure under applicable law. Any unauthorised use, disclosure, copying or distribution of this message or information is prohibited. If you receive this message in error, please immediately contact the sender and destroy this email. Any confidentiality or privilege is not waived or lost because this email has been sent to you by mistake. Acciona Ferrovia Joint Venture does not warrant that this email is error or virus free.

Sydney Olympic Park. Sydney's Beating Green Heart.

Energised everyday | Country-First, Nature Positive | Where Sydney Comes to Play

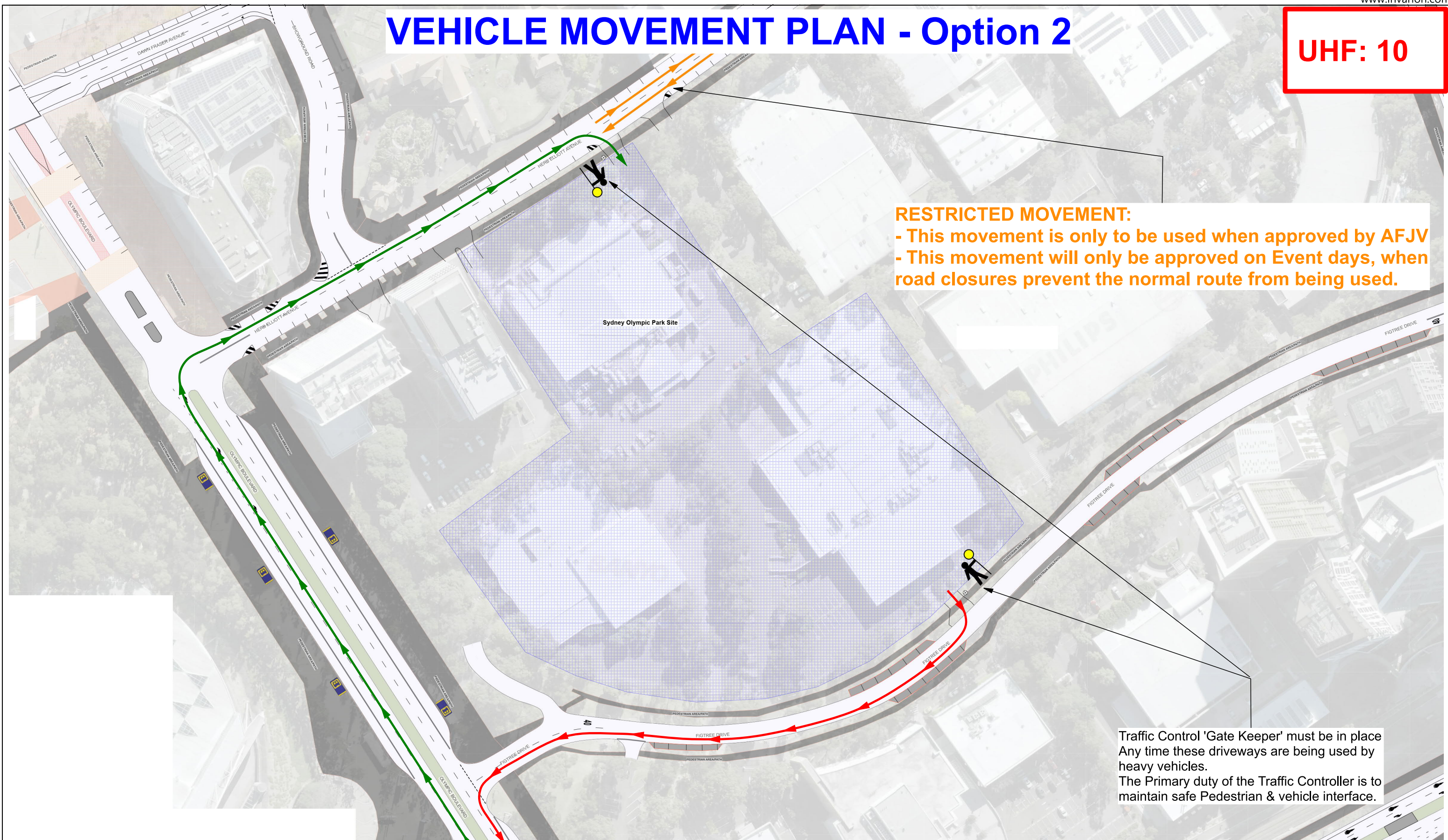
Stay up to date on everything happening at the Park. [Join What's On](#)

This email is intended for the addressee(s) named and may contain confidential and/or privileged information. If you are not the intended recipient, please notify the sender and then delete it immediately.

Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of Sydney Olympic Park Authority.

APPENDIX C VEHICLE MOVEMENT PLAN

VEHICLE MOVEMENT PLAN - Option 2

UHF: 10

Date: 24/11/2022 **Location:** Sydney Olympic Park site

Author name: Anthony Swann **Author accreditation:** TCT0006148 **Signed:**
VMP Number: AFJVCPT-VMP-0055 **Page:** 1 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

VMP Approved by
Name:
Signature:
Date:
Corrine Porter

Digitally signed by Corrine Porter
DN: cn=Corrine Porter, c=AU, o=AFJV, ou=Traffic Management, email=corrine.porter@afjv.com.au
Date: 2022.11.25 09:33:55 +1100

PROJECT:

SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND


Workzone



Access



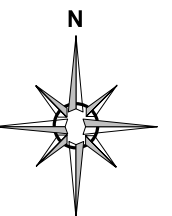
Egress



Signalised intersection



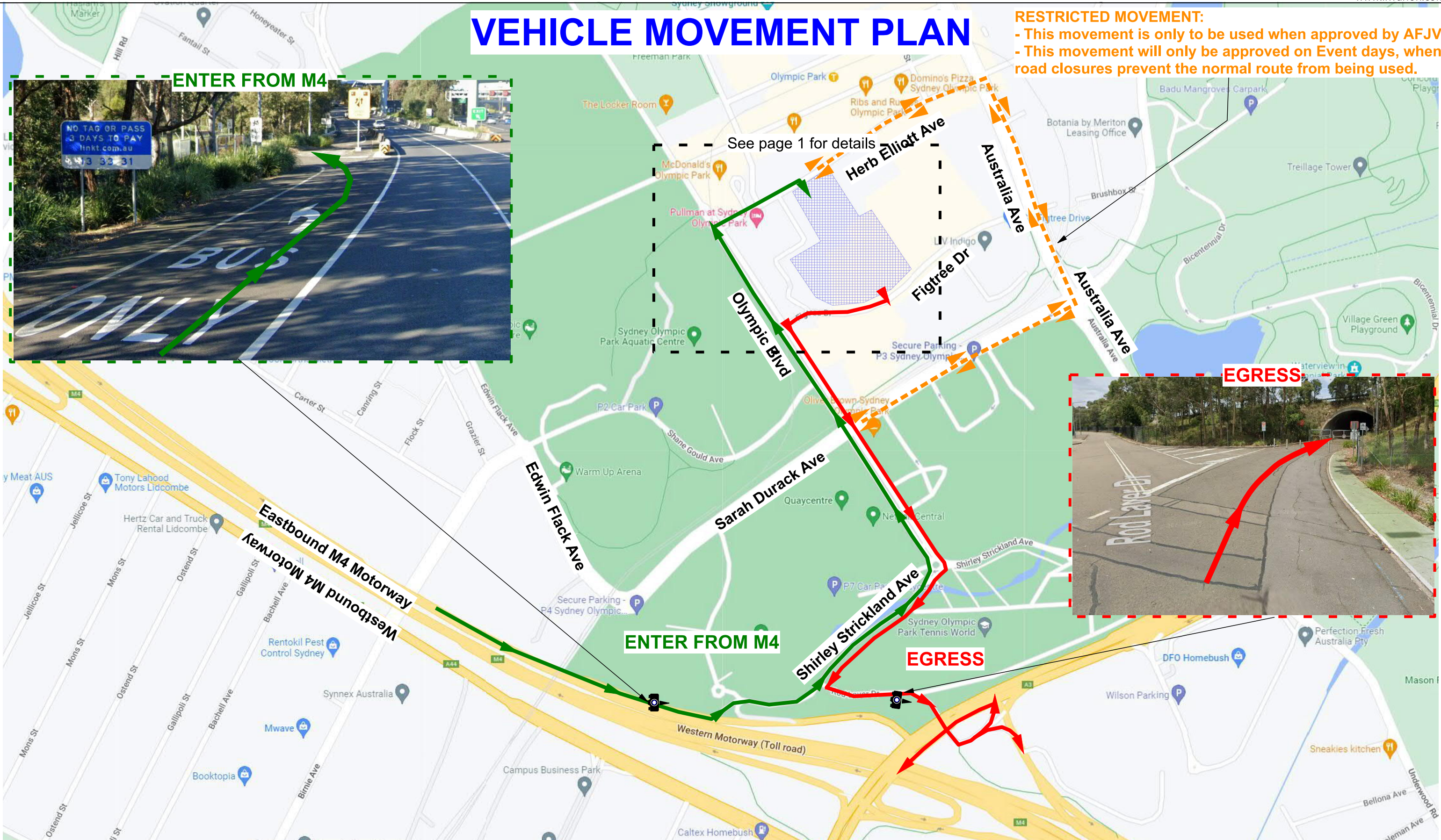
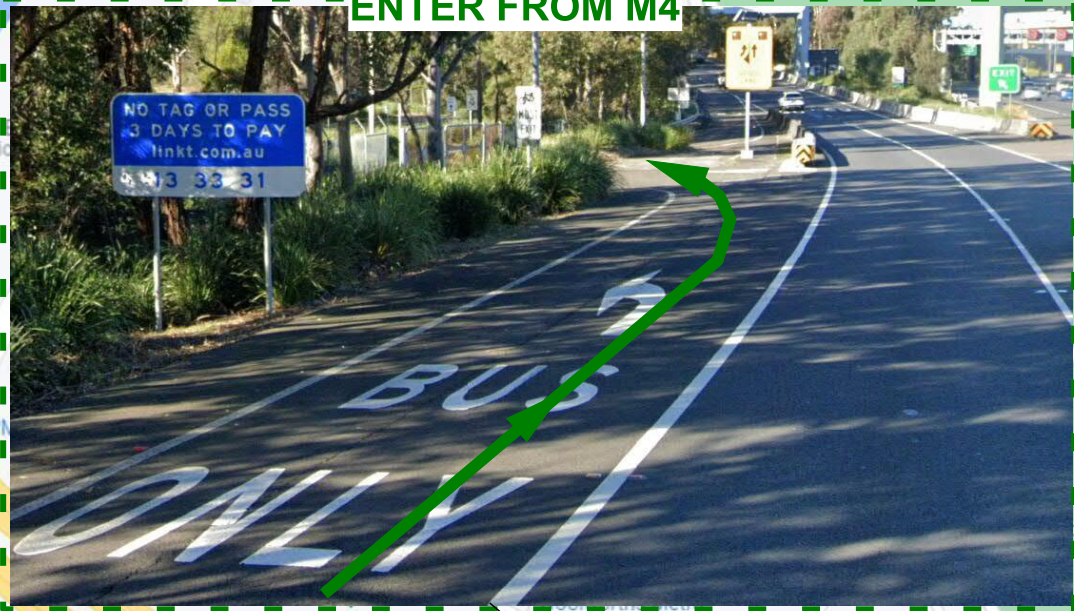
Restricted movement



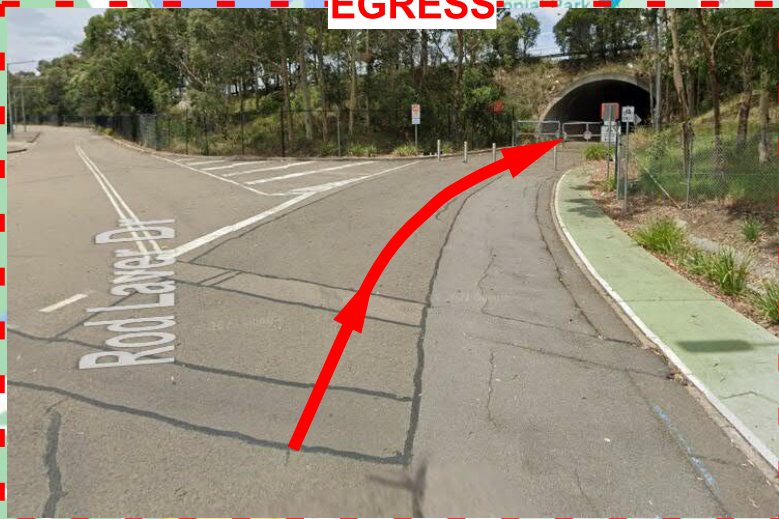
VEHICLE MOVEMENT PLAN

RESTRICTED MOVEMENT:
- This movement is only to be used when approved by AFJV
- This movement will only be approved on Event days, when road closures prevent the normal route from being used.

ENTER FROM M4



EGRESS



ENTER FROM M4

EGRESS

Date: 24/11/2022 **Location:** Sydney Olympic Park site

Author name: Anthony Swann **Author accreditation:** TCT0006148 **Signed:**  **VMP Number:** AFJVCTP-VMP-0055 **Page:** 2 of 3

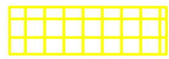
Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are on use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Access



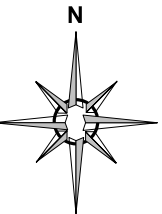
Egress

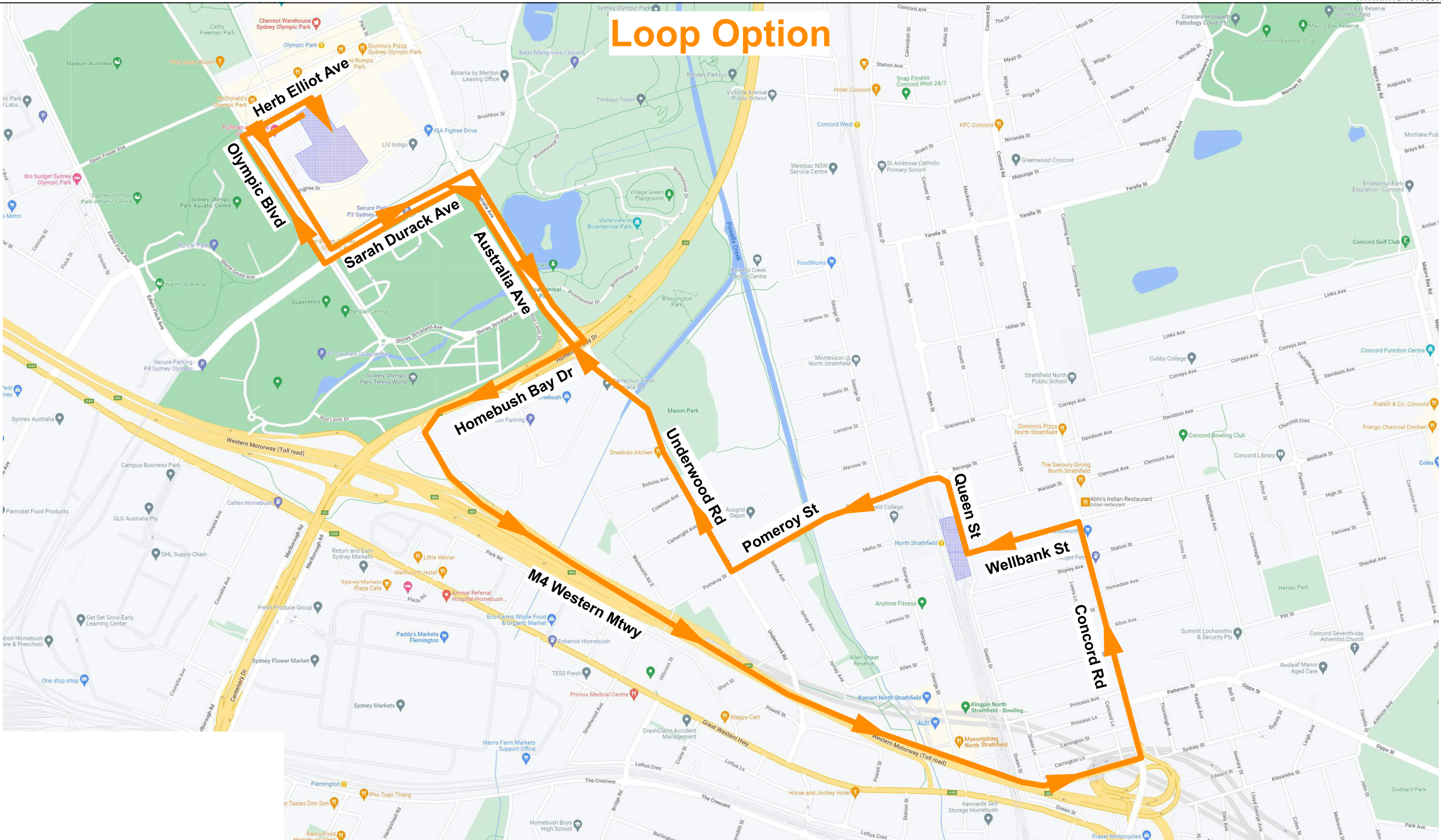



Signalised intersection



Restricted movement










Date: 24/11/2022 **Location:** Sydney Olympic Park site **Author name:** Anthony Swann **Author accreditation:** TCT0006148 **Signed:**  **VMP Number:** AFJVCTP-VMP-0055 **Page:** 3 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are on use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE	
LEGEND	
	Workzone
	Access
	Egress
	Signalised intersection
	Loop option

