



Harbour Control Tower Demolition Works

Traffic Management Plan

Prepared by
Liberty Industrial Pty Ltd
for
Barangaroo Delivery Authority

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00	15.02.2016	TS	First Issue
01	23.02.2016	TS	Inclusion of Traffic Through City

Specialist Deconstruction Services

- Industrial demolition contractors ■ Mine closure consulting ■ 3D Modelling
 - Demolition consultants ■ Asbestos abatement
- Liberty Industrial Pty Ltd A.B.N. 99 147 758 487



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1 PURPOSE

This Traffic Management Plan establishes the controls required to ensure the safe movement of all vehicles to, from, and on the demolition site.

The purpose of this document is to ensure that all parties concerned with this project have a full understanding of all of the measures proposed for the safe and successful completion of the deconstruction and demolition works.

The method detailed in the Demolition Work Plan (DWP) provides a superior outcome in regards to traffic impact to the method described in the Evans & Peck report "Proposed Removal of Sydney Harbour Control Tower - Demolition Review".

The method in the DWP provides better outcomes with respect to:

- The amount of time required to shut down Merriman Street;
- The extent of the Merriman Street closure;
- The amount of truck movements; and
- The risk to damaging the kerbs on the eastern side of Merriman Street.

2 SITE

Harbour Control Tower (HCT) Demolition Works at Merriman Street, Millers Point NSW, 2000.

Although the site is relatively small, consideration must be made for the external traffic conditions when trucks entering and exiting the site.

3 SCOPE

The Scope of Work includes the following:

- Demolition of the Harbour Control Tower.
- Demolition of the footing of the HCT.
- Pouring of a new slab in The Cutaway and Landscaping works.

4 LIBERTY INDUSTRIAL RESPONSIBILITIES

Liberty Industrial will conduct activities to interfere as little as possible with public travel outside of the Access Areas, whether vehicular or pedestrian and whether adjacent to roadways. Liberty will be utilising a method which aims to minimise public disturbance as much as possible.

Whenever it is necessary to cross, obstruct, or close roads, whether public or private, Liberty Industrial will provide and maintain suitable detours or other temporary measures

to accommodate public and private travel, and shall provide reasonable notice to owners of private drives before interfering with them.

Any closure of roads must be approved by the Council of City of Sydney.

5 ROLES AND RESPONSIBILITIES

All workers on the project, including subcontractors, have a responsibility for ensuring the health and safety of themselves and of others. The specific responsibilities of key persons for ensuring effective WHS outcomes during a project are specified below.

5.1 PROJECT MANAGER

The Project Manager is the key person for the success of the company's traffic management policy, and has overall responsibility for the implementation and administration of the Management System. The Project Manager's responsibilities include, but not limited to:

- Being informed of all worker(s) accessing the Demolition Controlled Zone.
- Ensuring traffic movements on site is conducted in a safe and proper manner.
- Site Administration Staff;
- Supervisors;
- HSEQ Manager;
- Contractors, Subcontractors, Suppliers, and workers;
- Consultants;
- Visitors;
- Liberty Industrial will explicitly comply with the KPI's as agreed with the contract owner.

5.2 WHS RESPONSIBILITIES

- Develop, where necessary, detailed procedures for the safe performance of work and review these procedures for adequacy;
- Ensure all necessary plant and equipment is provided to enable work to be carried out safely, ensuring such plant is maintained to the manufacturer's specification by competent persons;
- Keep the workplace well organised and tidy by establishing at the early stages, correct laydown areas and rubbish removal;
- Set up facilities for First Aid, Fire Fighting and Emergency Procedures, and ensure compliance with State authorities;
- Establish with all subcontractors the traffic requirements prior to work commencing;

- Review traffic procedures and work methods submitted by subcontractors and ensure compliance with State legislation and company policy;
- Ensure due diligence in appropriating sufficient resources to eliminate or minimise risk to health and safety from work carried out;
- Ensure that no Prohibited Tools are brought on site and seek approval for tools prior to bring them on site;

5.3 EDUCATION AND TRAINING

- Identify training needs of workers, and release them to undertake the specific training;
- Ensure the subcontractor provides evidence of the experience, training, and proficiency of workers prior to starting work on site;

5.4 ACCIDENT/INCIDENT REPORTING

- Establish and maintain necessary procedures for the recording and reporting of traffic accidents and incidents at the workplace;
- Encourage worker participation in reporting hazards/incidents and near misses, and with suggestions to reduce accident potential;
- Ensure the relevant reports and statistical information is forwarded from Liberty Industrial Head Office to the client's representative;
- Ensure all accident/incidents are investigated and reported in accordance with Liberty Industrial procedures;
- Incidents are recorded in the incident register and are followed up through the internal audit process which measures the effectiveness of the changes;
- Not alter the site where an injury occurs without the permission of an inspector;

5.5 ESTABLISH AND MAINTAIN SAFETY AWARENESS

- Daily prestart meetings are a mandatory requirement. You will be advised of the traffic movements at the pre-start;
- Safety talks, demonstrations, posters, etc. will be undertaken during the course of the project to promote safety awareness;
- Encourage all workers to maintain acceptable standards of health and safety and foster an awareness of health and safety benefits;

5.6 DISCIPLINE

Disciplinary action will be taken in the event of a breach of WHS rules detailed in the Liberty Industrial site induction.

5.7 SUPERVISORS

Supervisors (Engineers, Project Managers, Site Supervisors, Leading Hands) have the greatest impact on project safety and are directly accountable for the WHS and traffic movements of workers under their control. They have an obligation to lead by example and set the benchmark for health and safety. Their responsibilities include, but are not limited to:

- Ensure that any non-inducted individual, or site visitor are accompanied on site with an approved and inducted site supervisor.
- Ensure that correct and safe work and environmental procedures are implemented and adhered to by all persons;
- Identify and take corrective action to eliminate or control hazardous work conditions, equipment and/or practices;
- Ensure housekeeping is maintained to a standard that prevents and/or eliminates the majority of risks which includes slips, trips, and falls;
- Ensure that workers are supplied with protective clothing and equipment along with training in the use PPE where necessary;
- Investigate and document all recordable incidents in line with company procedures, and ensure corrective action and notification is actioned;
- Participate in, and contribute to, the effectiveness of health and safety meetings;
- Facilitate and support daily toolbox talks, and communicate safety feedback and information;
- Ensure that subcontractors adhere to their submitted traffic plan;
- Undertake daily work area inspections.

Note: Should at any time, any of the above mentioned responsibilities not be able to be fulfilled, the Project Manager is to be informed immediately.

5.8 HSEQ MANAGER

Specific HSEQ Manager include, but are not limited to:

- Conduct a review of this traffic plan to assess its suitability for the scope of work on site, for a period deemed as appropriate or when required;
- Update the Project Manager and supervisory staff on overall health and safety at the site;
- Ensure workplace inspections are conducted by site management to ensure the observance of traffic standards, and take corrective measures as required;
- Ensure all incidents and near misses are recorded and investigated along with corrective action recommendations;
- Ensure protective equipment and clothing is supplied to site and is being used correctly by all workers in the site;

- Conduct safety induction training;
- Maintain up-to-date records for implementation verification of this plan;
- Review submitted subcontractor Safe Work Method Statements (SWMS) ensuring compliance with this plan, WHS Act and subordinate legislation;
- Carry out audits of this plan to ensure compliance;
- Liaise with the Project Manager and supervisory staff on all site traffic matters;

5.9 ALL SITE WORKERS

All workers are responsible for:

- Ensuring traffic procedures are being adhered to on site;
- The safety of themselves and others. If a hazard is identified, all workers have a duty to inform their supervisors;
- Carrying out their work in a manner, which does not put themselves or others at risk of harm;
- Promoting a traffic incident free culture;
- Ensuring they have the training and competence to carry out the task without risk;
- Clarifying with their supervisor any matter, which has the effect of putting themselves or others at risk;
- Reporting all incidents and near misses;
- Complying with the Fitness for Work policy;
- Complying with statutory requirements;
- Attending all site inductions, toolbox talks and pre-start meetings;
- Correct use, storage and care of PPE;
- Maintaining a high standard of housekeeping in their area over which they have control;

6 TRAFFIC MANAGEMENT

6.1 ROUTE INSPECTION

Prior to any traffic movements, an inspection of the proposed route will be undertaken by the Project Manager. The inspection will consider, but not be limited to, the following:

- Visibility at intersections;
- Width of load and the route to be taken;
- Condition of road shoulder and its weight bearing capacity;
- Areas of low clearance or height restrictions;
- Overhead services;
- Location of and availability of barricades for road closures;
- Location of Traffic Controllers;
- Potential for disruption to Operations;
- Permits required e.g. road closures;
- Authority to Work permit;
- Notifications required e.g. Operations, Security;
- Potential for collisions;

Before any truck movements the Austroads Swept Path Assessment Diagrams for 19m Articulated Vehicles/12.5m Heavy Rigid Vehicles into and out of Merriman Street should be consulted.

6.2 TRAFFIC CONTROLLER

Due to the location of the site entry, no traffic controller is intended to be used throughout the main part of the works.

During site establishment traffic controllers will be required for temporary full road closures and directing traffic and pedestrians. A copy of the Traffic Control Plan (TCP) for these works can be seen in Appendix B.

All trucks will be escorted into the demolition site in the cutaway to ensure they are working in compliance with this document.

6.3 SIGNAGE

15km/hr speed limit signs will be posted at the access gates to the demolition site. Strict adherence to the speed limit is required.

All Liberty vehicles and trucks will obey all traffic signs in the Cutaway loading dock area.

6.4 SPECIAL CONSIDERATION

Throughout the works the service access points will be kept open at all times so as to maintain access and vehicle movements.

6.5 ROUTE TO SITE

All access and egress to the site during the demolition works will be via the following route:

Trucks will travel from the west along the A4 then take the King St exit towards the city centre. The trucks then turn left onto Sussex Street, continue onto Hickson Road then turn left onto Towns Place. The trucks will then continue straight through the roundabout and enter the loading dock for “The Cutaway”. The trucks will enter the Cutaway under escort from Liberty personnel and enter the demolition site through a gate in the hording.

The trucks will exit the site along the same route.

See appendix A – “Traffic Routes” for detail on the routes to site. The appendix includes a drawing small scale plan showing ingress and egress and a large scale plan showing directions through the city.

6.6 SITE ACCESS / EGRESS

Vehicles required to be driven into the secured demolition site need to be authorised to do so and will access this secure area via the entrance to the loading dock in the cut-away.

All drivers who have to alight from their vehicle to carry out work are required to be inducted. No induction is required for delivery of smaller items to the main office compound area.

On entry to the demolition site, the driver is directed to the designated area, and if the truck and load is “oversize or over width” the vehicle will be escorted.

When exiting “The Cutaway” a red light / green light system is employed to ensure pedestrians can safely cross the road. Trucks exiting will require a build-up of speed to do so, which may impact the time it takes to stop at the red light. As such, all truck drivers must be made aware of the light system and, if required, will be escorted out of the cut-away.

6.7 FREQUENCY OF MOVEMENTS

The expected frequency of traffic movements will vary dependant on the works being undertaken. All traffic movements will be discussed during the course of the daily pre start meeting. Truck movements for the removal of demolition waste are expected to be 1 to 2 trucks per day once concrete has begun to be produced.

6.8 LOADING / UNLOADING OF VEHICLES

All loads delivered to the demolition site are unloaded and loaded in the designated area as defined by the Project Manager or delegate at time of entry.

When loading out demolition material, truck drivers are to follow the instruction of the plant operator at all times and be in radio contact with same. All vehicles are to be loaded to their prescribed weight limits.

6.9 SITE ROAD RULES

The following, but not limited to, will be followed:

- 10km/hr. speed limit – or sign posted speed limits.
- UHF radio communication shall be used for all communication between all vehicles and workers;
- Guidelines for abnormal road conditions prior to use (e.g. rain, high winds) giving “go/no go” criteria and stating the responsible person for this decision shall be provided at the pre-start meeting or via UHF radio;

6.10 ROAD CLOSURES

Any road closures required outside the work zone will require approval from the client's representative and if required, local council which will be sought at the appropriate time.

6.11 PARKING

All vehicles must reverse park when parking in designated parking areas.

Parked up light vehicles must be reversed parked.

During refuelling or maintenance, positive and effective isolation must be adhered to.

6.12 PEDESTRIAL MOVEMENTS

All pedestrian movements within the Demolition Controlled Zone will require approval from the project manager. Any non-inducted pedestrian or visitor who enters the Demolition Controlled Zone must be accompanied with an inducted person at all times.

6.13 PUBLIC AND WORKER(S) PROTECTION

Temporary panel fencing and A or B-class hording, in conjunction with the existing perimeter fencing will create a secure demolition site area and will remain secured and in place for the duration of the works.

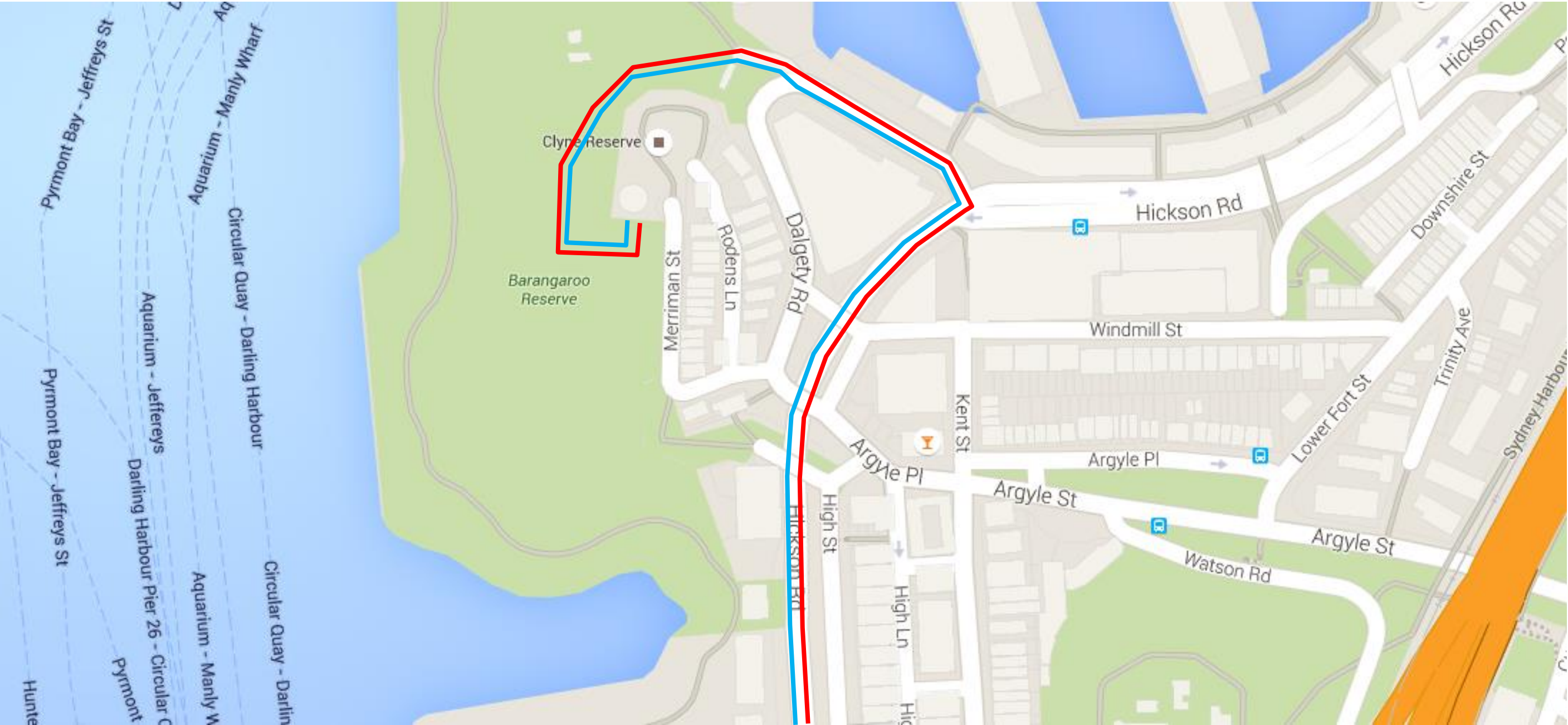
6.14 VISITORS AND NON-INDUCTED PERSONNEL

Any non-inducted pedestrian or visitor who enters the Demolition Controlled Zone must be accompanied with an inducted worker at all times. Approval to enter the site must be sought from the project manager before entering the site.

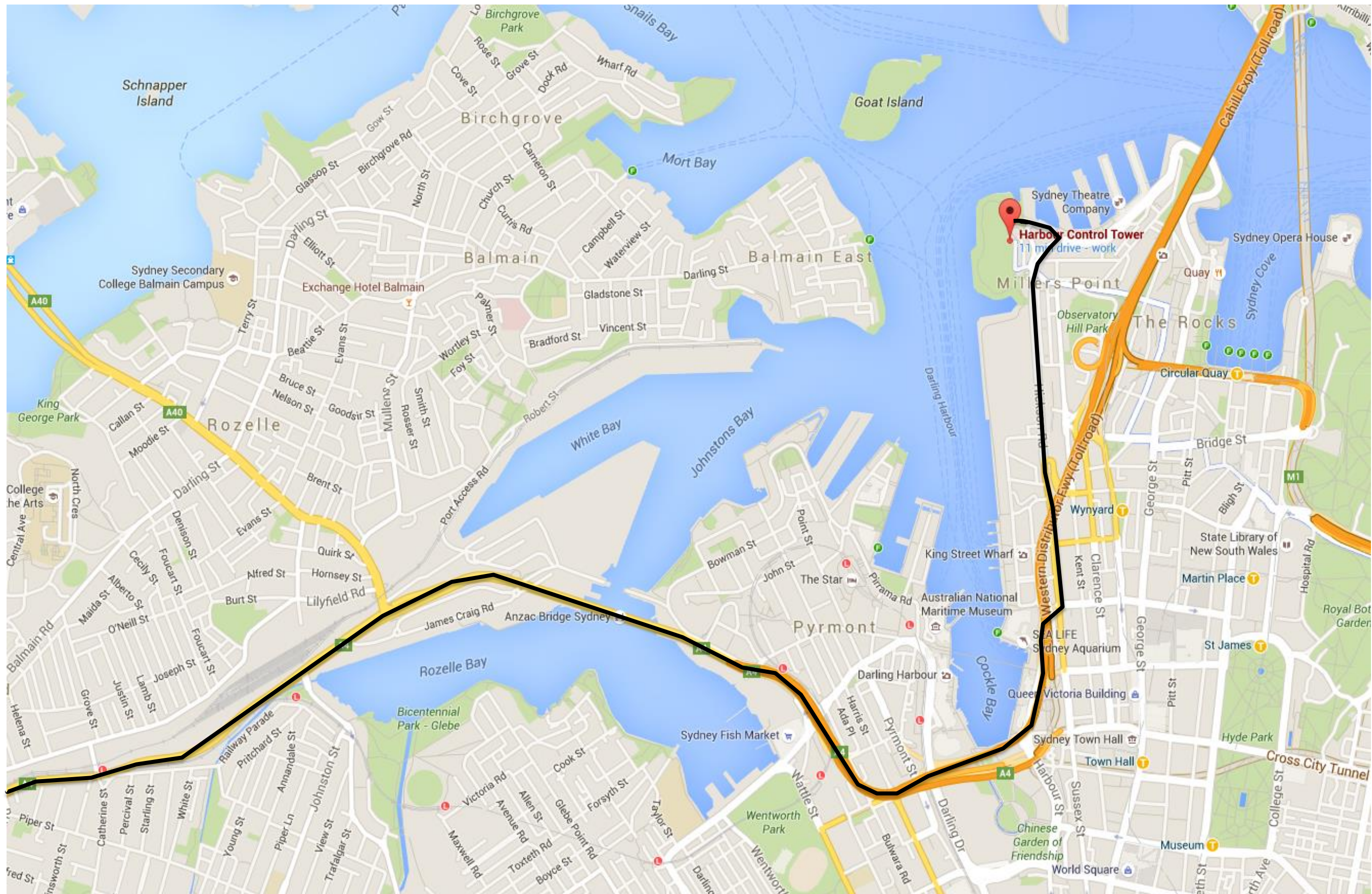
6.15 EMERGENCIES

Procedures for any emergency or evacuation shall be in accordance with the Emergency Management Plan. If an emergency is declared, the project manager must be informed immediately. Any vehicle movements associated with evacuation must adhere to the Emergency Management Plan.

7 APPENDIX A – TRAFFIC ROUTES

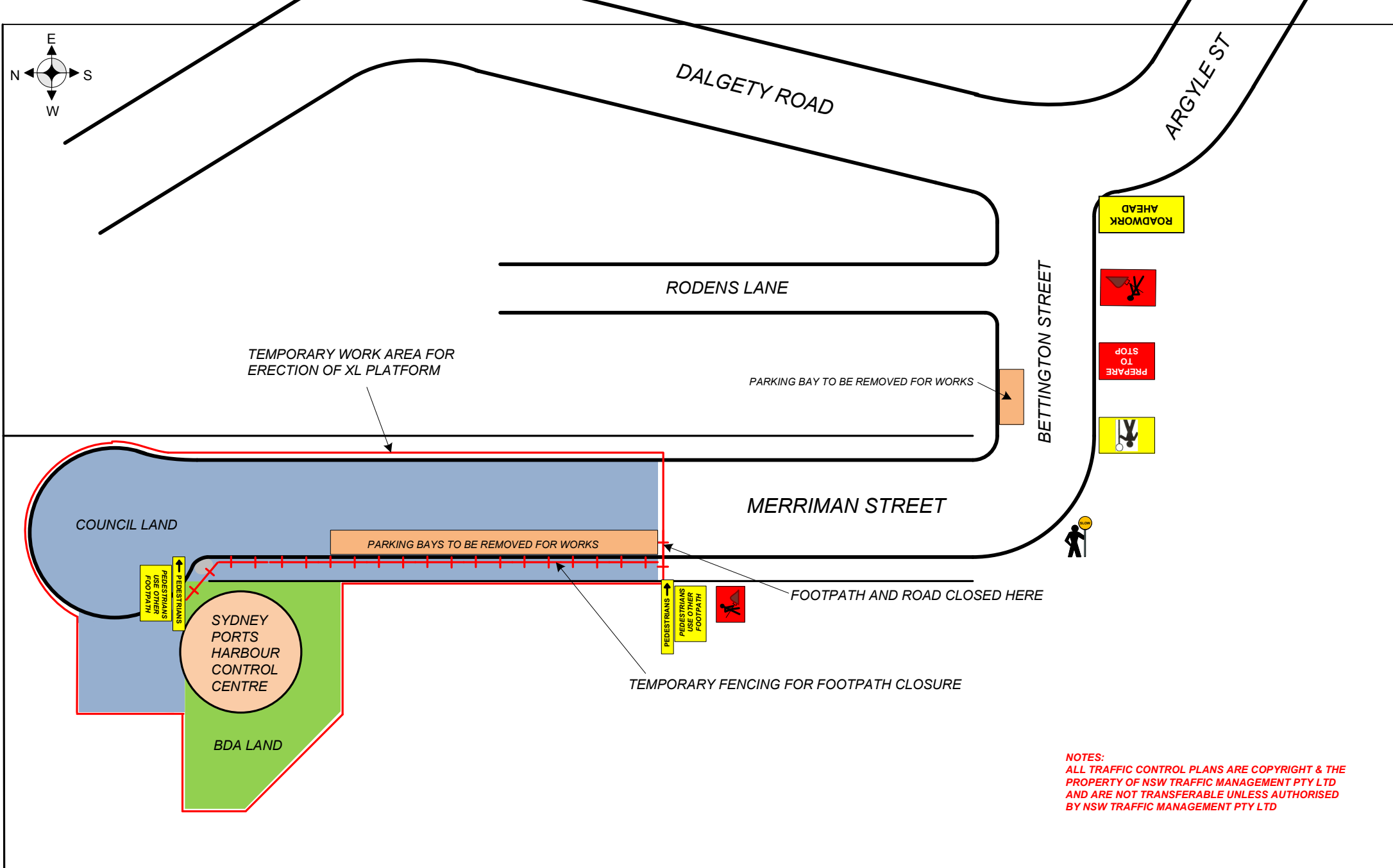




- - Path into site
- - Path out of site



— - Path to and from site

8 APPENDIX B – ROAD CLOSURE TRAFFIC CONTROL PLAN



	12/7 Hoyle Ave, Castle Hill NSW 2154 Email: david@adamstraffic.com.au Email: kerrye@adamstraffic.com.au David 0415 475 742 Fax: 9899 3304 Kerrye 0415 925 861 0402 420 164 Ph.: 1800 330 378 Website: adamstraffic.com.au	Client: <h1>LIBERTY INDUSTRIAL</h1> Location: <h2>MERRIMAN STREET MILLERS POINT</h2>	Approach Speeds = up to 40KM Day/Night - Class 1 Signs to be used All Personnel to wear Hi Vis Clothing, Cone Spacing 5M in Taper Cone Spacing 10M in Delineation Vehicles to park within the worksite RMS certified Traffic Controllers to be employed NOTE: Distances between signs to be equal to posted speed limit in metres	NOTE: This traffic control plan is drawn to AS 1742.3 and the RMS worksite manual for traffic control at work sites and is to be implemented as such. This TCP can be altered on site, & must be dated & signed by an RMS accredited person, who then becomes responsible for the implementation of the changed TCP.	Drawn by: E.P.Gasser RMS No: 2243016735 Exp Date: 20/09/2017 Signed by:  Date: 9/02/16	NOT TO SCALE UBD Ref 236 B4 TCP No 4046-3
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