

The Axis Project

Stage: 2, Traffic & Pedestrian Management Plan for: Construction at No 2 Herb Elliot Ave Sydney Olympic Park by Taylor Constructions.



Prepared for:

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PROPOSED TRAFFIC ARRANGEMENTS FOR: Stage 2 The Axis Project.

This Traffic Management Plan in conjunction with attached Traffic Control Plan No:2013/142 Is intended for use during construction works to be undertaken at construction site located at 2 Herb Elliot Ave Sydney Olympic Park, Stage 2.

Site hours are Monday to Friday 7.00am to 6.00pm and Saturday 8.00am to 3.00pm. Project start and finish dates to be determined upon final approval process.

Scope of Traffic and Pedestrian Management Plan:

- 1.** Provide construction vehicle drivers with nominated arrival and departure routes.
- 2.** Ensure safe entry of construction / excavation plant and machinery to construction site entry Gate 1 access point of Australia Ave utilising existing concrete layback and bitumen footpath crossing driveway located approx 90 metres South of intersection with Herb Elliot Ave. Ensure safe exit of construction vehicles through Gate 3 onto Herb Elliot Ave utilising new road concrete layback and bitumen cross footpath drive way access located approx 100 metres West of Australia Ave intersection. Outline site entry and exit procedures for construction vehicle drivers, construction personnel, and traffic controllers/ marshals define responsibilities of each ensuring safe passage for pedestrian, vehicular and construction traffic at all times.
- 3.** Reduce impact of construction vehicle movements to North / South bound pedestrian traffic on Australia Ave Western footpath and East / West bound pedestrian traffic on Herb Elliot Southern Footpath and Cyclists travelling in kerbside or parking lanes in all directions.
- 4.** Nominate appropriate areas to be used as haulage roads , material delivery and handling area entry/ exit procedure as well as construction personnel amenities, induction and site sheds.

For construction vehicle movements out side of scope covered by Traffic Management Plan and Traffic Control Plans, a separate Traffic Control Plan will need to be designed and implemented in accordance with Roads and Maritime Services 'Traffic Control at Worksites Manual, Version 4 : 2010' and AS 1742.3. Approval must be sought form appropriate authorities for all works affecting public area use (SOPA).

Authorised Traffic Controllers must not operate on public way without correct authority.

1. Construction vehicle arrival and departure routes:

Expected daily traffic 10- 15 light commercial vehicles and 5- 10 heavy vehicles in and out of site.
Increased during concrete pump, excavation and fill operations to 20 heavy vehicles a day.

Construction Vehicle Drivers are to follow nominated Haulage Routes for approach and return from site:

- (a) Construction Vehicles (CVS) will approach site from East or West Bound on Homebush Bay Drive by turning onto Australia Ave and proceeding North and completing a left hand turn into site at Site Entry Gate 1 (new development Stages 1 & A new road) and proceed in a forward direction into Gate 4 to the materials handling area.
- (b) Once completed onsite tasks CVS will under direction of authorised traffic controller, reverse out of material handling area whilst traffic on new road is stopped, turn right and proceed up new road to intersection with Herb Elliot Ave then turn right onto Herb Elliot Ave proceed to signalled intersection with Australia Ave, turn right on green phase and return to Homebush Bay Drive.

Local roads are designated 50/ 40kmh speed limit site roads (interior) are 10kmh shared zones at all times.

All vehicles are to enter site in a forward direction. Should the need arise to reverse oversize or large vehicles into the site a hazard/ risk inspection shall be carried out to determine the need for appropriate vehicle/ pedestrian traffic diversionary signage and authorised traffic controllers. A separate Traffic Control Plan would need to be developed and submitted to the appropriate authorities to be reviewed before on site implementation.

Once inside the site confines all construction vehicles will be marshalled by a Taylor Constructions appointed and authorised spotter to ensure personnel safety during all vehicle operation and movements.

2. Safe Entry / Exit procedures:

Construction vehicles are not to turn, u turn, reverse, load, unload, park, wait, stop or stand on Australia Ave, Herb Elliot Ave or any other adjoining roads throughout Sydney Olympic Park or surrounding suburbs, Drivers of construction vehicles are to obey all Federal, State and Local road rules and regulations at all times on approach to, within, and on return route from site. Drivers must give way to pedestrians and cyclist traffic when crossing footpaths, road shoulders, parking lanes and obey the directions of Authorised Traffic Controllers and spotters during all vehicle movements and operate in accordance with Section 7 of T.C.A.W.S Manual Version 4, 2010.

Trucks Turning warning signage is to be placed as depicted in Traffic Control Plan 2013/142 on North bound Australia Ave approach to Gate 1 (new road) and Eastern and Western approaches on Herb Elliot Ave to Gate 2 . Given the prevailing speed limit of 50KMH sign W8-207 & W5-205 shall be placed 100 metres from gate followed by sign W5-22 placed 50 metres from gate, with the

exception of West bound Signage on Herb Elliot Ave which are to be placed 30m intervals. These signs are to be mounted in accordance with and conform to all the conditions set out in Section 3.0 of The Traffic Control At Worksites Manual Version 4.2, 2011 and Standard TCP 195 Appendix D.

Where more than twenty vehicle movements are to take place (site entry/ exit) in one shift Authorised traffic Controllers will need to be placed at gates to ensure safe passage for pedestrians at the discretion. In addition to controllers a Workman Symbol T1-5 will need to be placed 120 metres in advance, a Prepare to Stop T1-18, 80 metres in advance and a Traffic Controller Ahead T1-200, signage 40 metres in advance of the traffic controller position will need to be installed on each approach, these signs must be covered up or removed from site when traffic controllers are not present.

Where practicable all mobile crane works, concrete pump works, bulk material delivery/ removal from site , shall be undertaken within the confines of the site hardstand area. For any other arrangements that may be required during the project a separate traffic / pedestrian management plan will need to be designed and forwarded to appropriate authorities.

3. Pedestrians and Cyclists:

Pedestrians during Stage 2 will be directed by the way of advisory signage depicted in plan 2013/142 to pass under the 'B' Class Hoarding along the Herb Elliot frontage **BEWARE TRUCKS ENTERING/ EXITING''** or '**BEWARE TRUCKS CROSSING'** must be placed at footpath edge on approach to site entry and exit gates in both directions. Footpaths must be swept and cleared between loads to ensure there are no slip/ trip hazards.

Footpaths adjoining, surrounding site must remain clear of machinery, plant, materials, vehicles, signage (other than advisory/ warning), personnel and all obstacles throughout the project. In the event the need to excavate footpath for service location or disturb footpath for any other reason a separate traffic / pedestrian management plan must be drafted and submitted to appropriate authorities for approval before implementation on site. Any disturbance to footpaths will need to be considered and staged accurately so as to be timed outside of pedestrian peak flows normally realised during business operating hours or during events within the Sydney Olympic Park precinct.

Cyclists will normally travel in lane 1 (kerbside lane) on both Australia Ave and Herb Elliot Ave, consideration must be made for them when placing advance or warning signage in the road shoulder particularly on Herb Elliot Ave West bound approach where signage will need to be displayed adequately to approaching motorists and allow for parked vehicles in the 4 parking spots between Australia Ave and new road layback/ footpath crossing.

Authorised Traffic Controllers and Spotters/ Marshals will also need to consider the time required for Cyclists to pass Site gates before directing CVS to proceed into traffic lanes, at all times approaching cyclists shall pass site gates before vehicle movements. In the event that damage to the road surface occurs this must be made obvious to all road users by the placement of aftercare signage T3-3 (Slippery) and T3-9 (Loose Rocks) on all approaches 20 metres in advance of the changed road surface.

4. Site Areas and Zones.

During construction of Stage 2, temporary Road as depicted on plan 2013/142 will be the main access route throughout site a posted speed limit of 10kmh shall prevail . The Western and Southern property boundary fences will be retained throughout works with temporary safety fence used to fill in any areas not currently secured and enable a delineation of the completed works from Stages 1 and 1A. . No excavation proposed for this stage all undertaken on previous approval.

General deliveries and materials handling will take place in the area as nominated for Stage 2 development in the South Western Corner of the subject property an onsite tower crane will be able to unload vehicles from this area.

Site Sheds and construction personnel amenities will be located both on top of 'B' Class Hoarding . Site sheds to be moved to new road alignment Eastern side for Stage 2 when required.

All excavations in site confines to be adequately fenced and secured between spoil truck entry / exit vehicle movements. During crane, concrete pump, excavator and all plant operations personnel exclusion zones must be fenced and marked at all times.

Site Entry / Exit gates are to be closed and secured at all times to ensure general public are not able to access site. Only persons carrying out business or undertaking arranged by Taylors Constructions are to be granted access to site , and all must be inducted into the Site Safety Procedures and in the case of drivers the site vehicle movement plan as depicted in plan 2013/142.

General Conditions:

1.Traffic control signage must conform to AS1743 and AS 1742.2 class "B". Sign mounting and positioning is to be carried out in accordance to Sections 3.2.3, 3.2.4,3.2.5,3.2.6 and 3.2.7 of the RTA Traffic Control At Worksites Manual Version 3, 2003 (T.C.A.W.S, RTA)

Signage is to be maintained during course of project as per section 3.5.3 of T.C.A.W.S, RTA.

2.Barrier Boards must conform to RTA QA Specification 3385 and shall be used in accordance with Section 3.3.1 of T.C.A.W.S, RTA .

3. Authorised traffic controllers and Spotters/ Marshals are to be appropriately trained in their duties and certified as competent. Traffic controllers are to wear the approved High Visibility Clothing at all times. Traffic controllers Spotters/ Marshals must have a portable 2 way radio on them and maintain contact with construction vehicle drivers at all times.

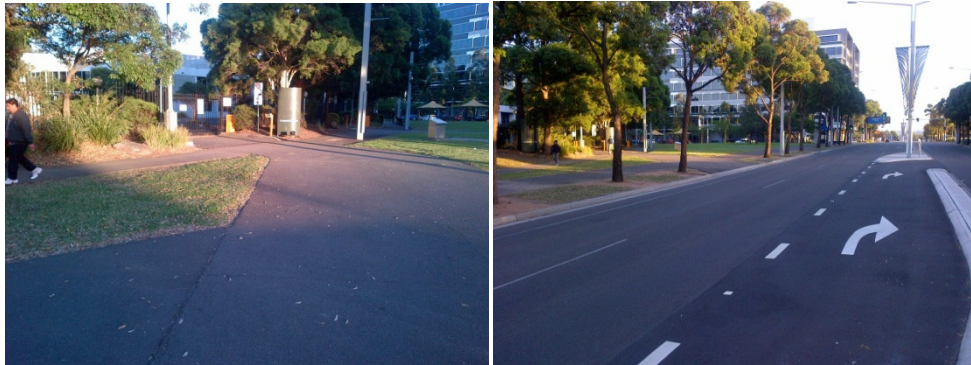
4. Construction site personnel and visitors are to park in materials handling area where directed by Taylor Constructions management, not in adjoining precinct streets.

5. At all times, advise drivers by use of stop slow bat and 2 way radio when obstacles or traffic is located in the way and maintain pedestrian and traffic delineation signs and devices throughout site operating hours.

Traffic controllers must operate in accordance with Sections 8.1.1, 8.1.4, 8.1.5 and 3.6.4

Of T.C.A.W.S, RTA.

Site Entry Gate 1 (new road)off Australia Ave.



Revisions:

Date: _____ Issue No: _____

Signed _____

Peter Turner : RTA Design Audit Traffic Plans No:2133007465.

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