

Preliminary Construction Pedestrian Traffic Management Plan

**Australian Museum Additions
and Alterations**

Prepared for Australian Museum / 17 August 2018

151965

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Revision Register

Rev	Date	Prepared By	Approved By	Remarks
0	10/07/18	GC	PY	Preliminary Draft
0.1	17/08/18	GC	PY	For review
1	09/10/18	GC	PY	For issue

1.0 Preliminary Information

This Preliminary Construction Pedestrian Traffic Management Plan (CPTMP) addresses the proposed Australian Museum Additions and Alterations project. It discusses the management of local traffic and construction vehicles related to the project. A Preliminary CPTMP is required for this site as part of the Secretary's Environmental Assessment Requirements.

The purpose of a Preliminary CPTMP is to demonstrate appropriate consideration has been given to construction management and access as part of a Development Application approval. The document provides a framework within which a future CPTMP can be developed and implemented and provides only a low level of detail.

A detailed CPTMP cannot be developed without the involvement of a builder and consideration of all final design selections. A design methodology, project phasing, site access, proposed signage, and other relevant site details can only be provided by or in coordination with the selected builder. A CPTMP will be required to be approved by Council's Traffic Committee prior to Council issuing the relevant Construction Certificate for the proposed works. This may involve detailed consultation with Council, emergency services, and other relevant local stakeholders.

A CPTMP is developed to satisfy the duties of various work health and safety legislation, regulations, and codes of practice. Traffic Control Plans (TCPs) will also need to be developed for the site to demonstrate the traffic control procedures to be implemented, and these must also be in accordance with RMS and Australian Standards requirements.

In addition to development of a detailed CPTMP, the builder shall be responsible for acquiring the necessary certificates, licences, consents, permits, and approvals relevant to the construction on this site.

2.0 Introduction

2.1 Site Location

The subject site is located at 1 William Street, Sydney and is within the bounds of the City of Sydney local government area. The land is currently occupied by the existing Australian Museum, which is proposed to be refurbished and renewed as part of the project.

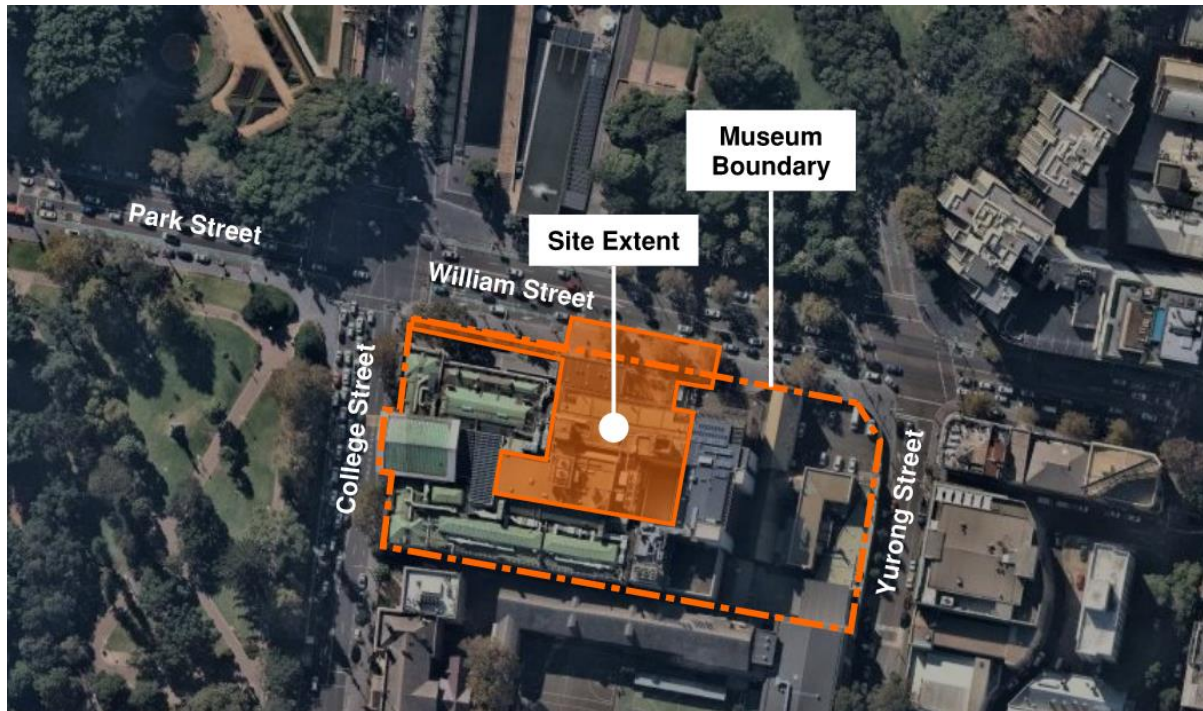


Figure 2.1: Site Location

2.2 Scope of Works

The proposed development includes:

- A new entry proposed adjacent to William Street on the basement floor suited towards the movement of groups into and out of the Museum.
- Extension of the Crystal Hall to allow for greater queuing area.
- Proposed landscaping to the ground floor adjacent to the new groups entry within the undercroft of the Crystal Hall.
- Associated kerb, footpath and roadway works with a new bus bay located on William Street adjacent to the new groups entry.

2.3 Construction Activities

It is proposed that access for all construction activities take place via William Street. This shall include demolition and removal of spoil, delivery of new materials, and all provision of equipment and machinery.

It is likely that during construction some on street parking will be lost on William Street and Yurong Street to facilitate the loading and unloading of materials. The extent of impacted on street parking will be determined during the preparation of the final Construction Pedestrian Traffic Management Plan.

Access to adjacent properties will be maintained throughout the construction period.

3.0 Traffic Environment

3.1 Road Network

William Street at the site's frontage is a local road, later becoming a state road to the east at its intersection with Crown Street. The road provides an east-west connection to the Sydney CBD and connects to the Kings Cross Tunnel. There is some limited on street parking provided in locations along the road. The road has a dedicated bicycle lane and transit lanes. The street has a varied speed limit, with a 40km/h zone located near to the intersection with College Street for high pedestrian activity and a speed limit of 50km/h otherwise.

College Street is a local road that provides a north-south connection through the Sydney CBD and connects to Macquarie Street and Oxford Street. A speed limit of 40km/h applies for high pedestrian activity and a school zone provided for Sydney Grammar School.

Yurong Street is a local road with one travelling lane in each direction and kerbside parking on both sides of the road. It connects to William Street and Stanley Street. The speed limit is signposted as 40km/h.

Stanley Street is a local road that has an entry and exit point from College Street and a one-way exit onto Yurong Street. The speed limit is signposted as 40km/h and there is kerbside parking on both sides. Some angled parking occurs closer to Yurong Street.

The **Cross City Tunnel** provides a connection to the state road network via William Street

Sir John Young Crescent provides a connection to the Harbour Bridge.

3.2 Transport Facilities

3.2.1 Public Transport

Public bus services operate along William Street in both directions. The nearest bus stops are located within 5 minutes' walk of the Museum. Figure 3.1 shows the availability of local bus services.

The nearest train stations to the site are Museum Station (500m), St James Station (550m) and Town Hall Station (700m). These stations provide services to multiple routes.

Circular Quay Wharf is located 20 minutes' walk away and is serviced by all ferry routes.

The Museum is located 15 minutes' walk away from the Capitol Square Light Rail Station which is serviced by the L1 Inner West Line.

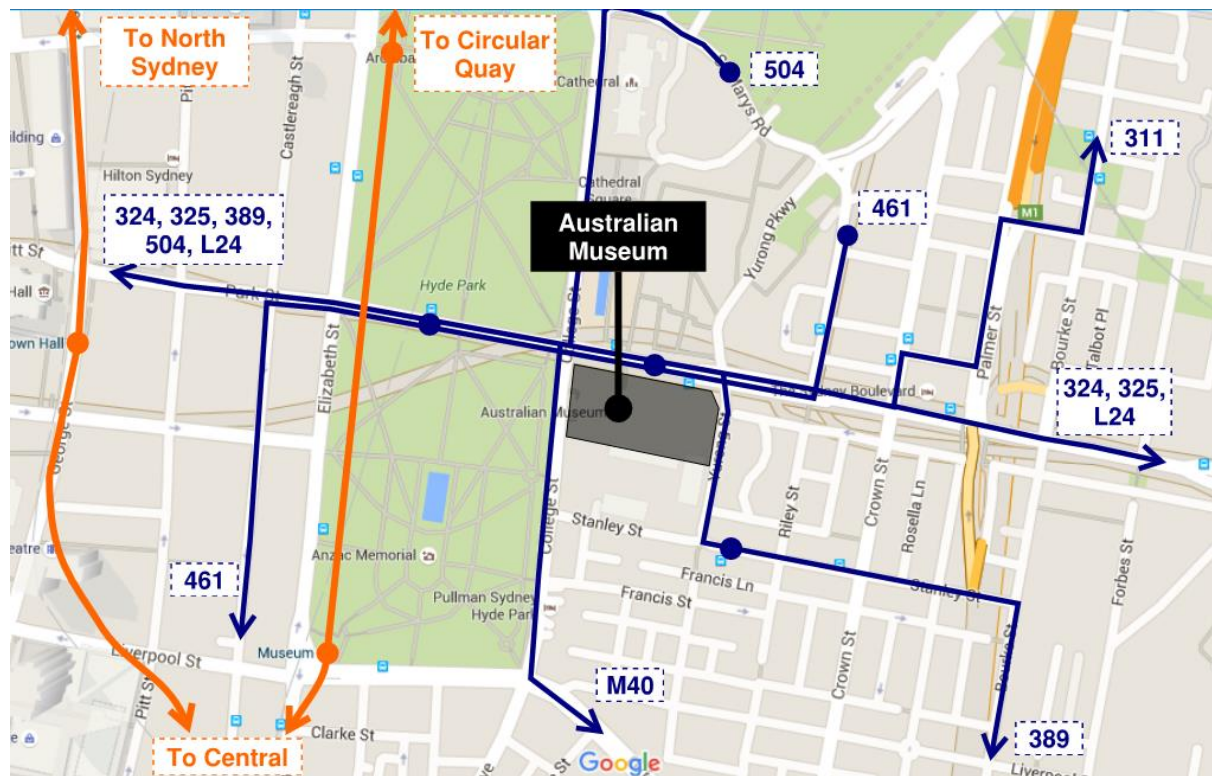


Figure 3.1: Public Transport near the Museum

3.2.2 Pedestrian Movements

Pedestrian footpaths are provided along all frontages of the site and both sides of Smith Street. The area generally experiences a high volume of pedestrian movements. A number of signalised intersections near the site allow for controlled pedestrian movements.

3.2.3 Cyclist Movements

There are several cycleways near to the site as shown in Figure 3.2. On road bicycle lanes are located on William Street and Park Street. Parts of Stanley Street and Yurong Street are marked on road bicycle routes.

College Street, William Street and Park Street have 40 km/h zones in the vicinity of the site due to high pedestrian activity.

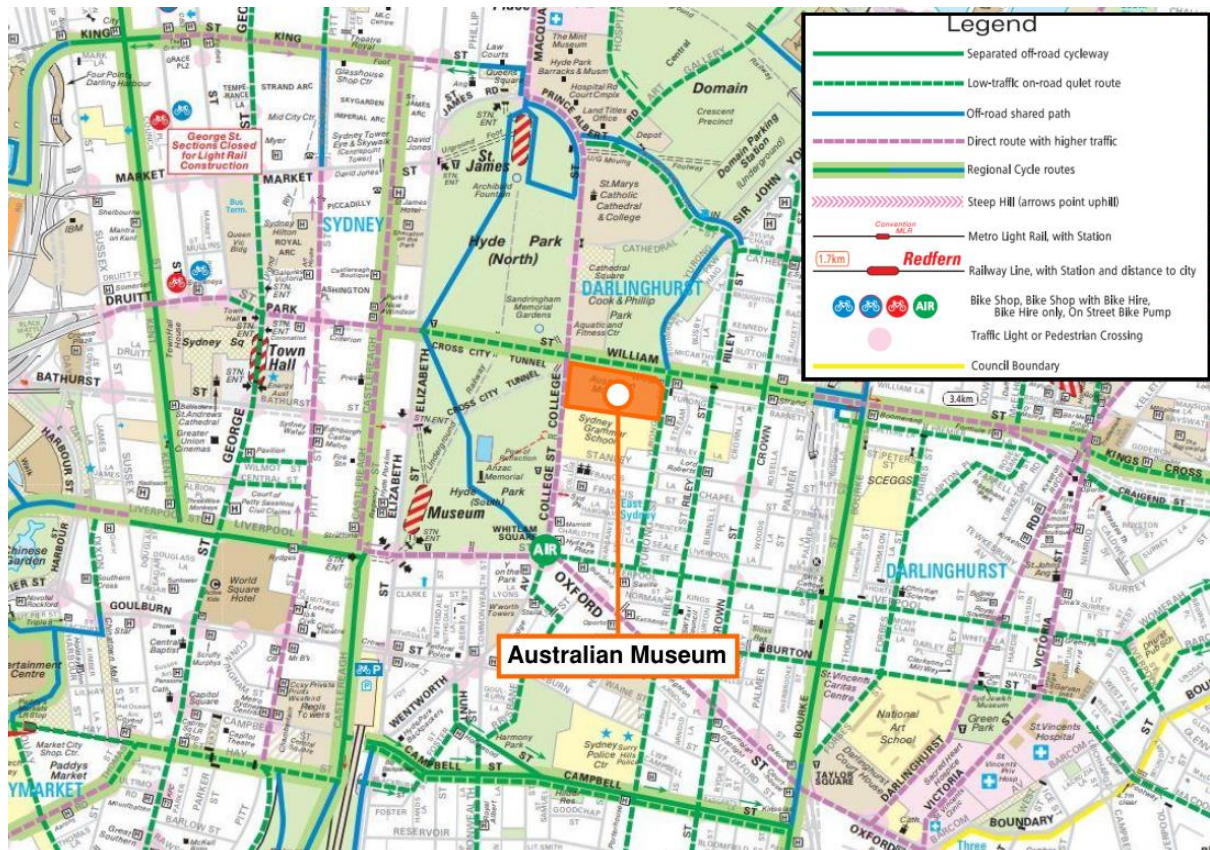


Figure 3.2: Cycleways near to the Museum
Source: Sydway Bicycle Maps

4.0 Management of Construction Vehicles

4.1 Truck Routes to/from Site

As the site will likely require a Works Zone along William Street and/or Yurong Street to facilitate construction activities, vehicles using this area will be required to approach from the east.

Continuing from the Works Zone, vehicles would be required to travel west on William Street.

Recommended access routes are described below and shown in Figure 4.1. It is noted that during the preparation of the final Construction Pedestrian Traffic Management Plan these routes are subject to change following consultation with City of Sydney and TfNSW's CBD Coordination Office. These routes are also subject to the construction access to the site, the following routes have assumed vehicles will access the site from the east on William Street and exit to the west on William Street.

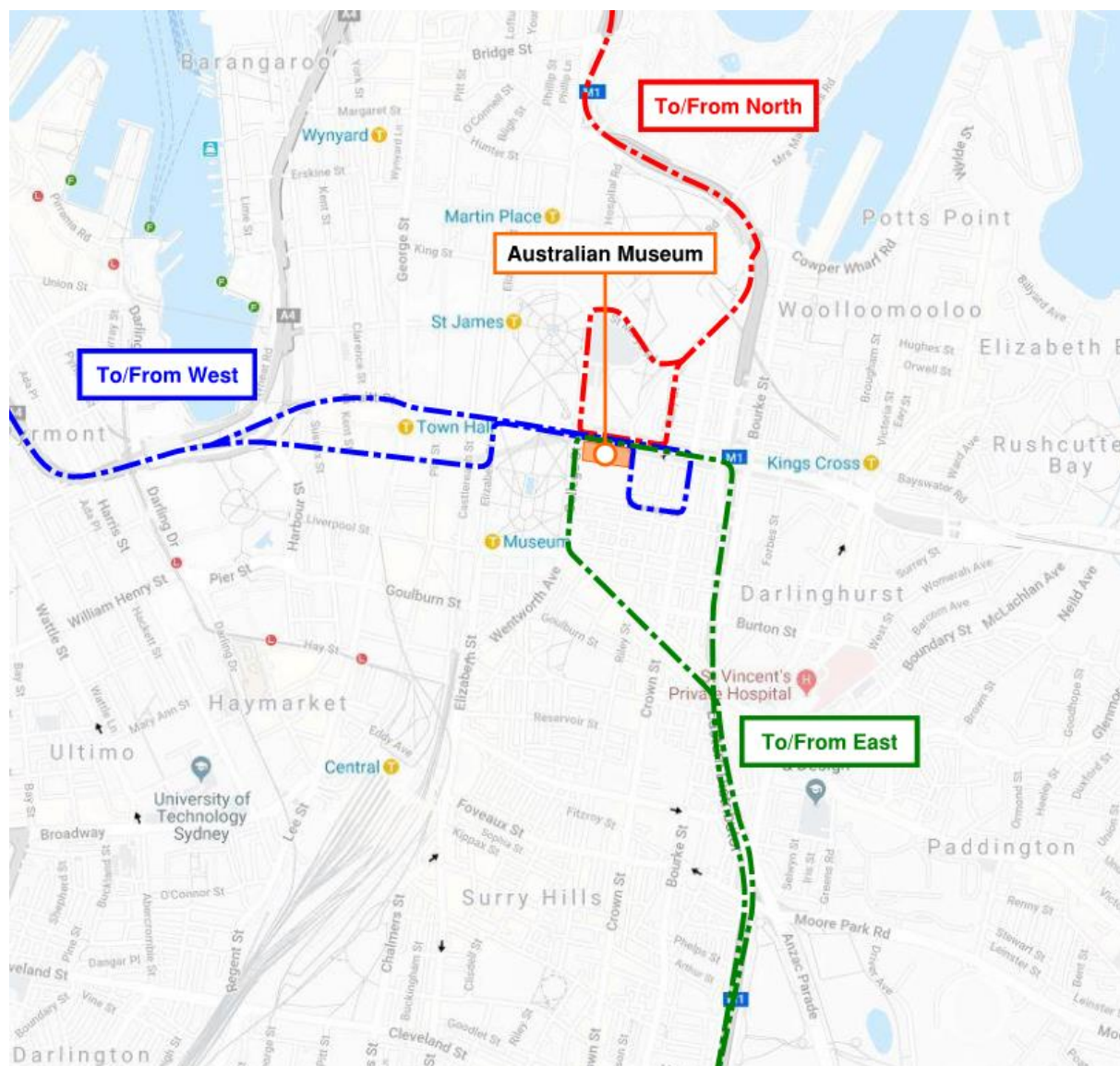


Figure 4.1: Construction Vehicle Routes

North

Access from the north will be via the following route:

- Take the Harbour Tunnel from the north
- Turn right onto Cowper Wharf Road
- Take the exit towards City/City North
- Turn left onto Sir John Young Crescent
- Turn left onto Riley Street
- Turn right onto William Street
- Access site

Egress to the north will be via the following route:

- Continue onto William Street
- Turn right onto College Street
- Turn right onto St Marys Road
- Turn left onto Sir John Young Crescent
- Continue into the Harbour Tunnel

Note that high height vehicles and those carrying dangerous goods will be required to take a detour to the Harbour Bridge.

West

Access from the west will be via the following route:

- Travel on the Western Distributor
- Continue onto Bathurst Street
- Turn left onto Elizabeth Street
- Turn right onto Park Street
- Continue onto William Street
- Turn right onto Yurong Street
- Turn left onto Stanley Street
- Turn left onto Crown Street
- Turn left onto William Street
- Access site

Egress to the west will be via the following route:

- Head west on William Street
- Continue onto Park Street
- Continue onto Drutt Street
- Continue onto Western Distributor

Note that larger vehicles may be required to approach the site via the Eastern Distributor. This will be subject to consultation with City of Sydney during the preparation of the detailed CPTMP.

South and East

Access from the South/East will be via the following route:

- Travel on Southern Cross Drive/M1
- Take the exit for the Eastern Distributor
- Turn left onto William Street
- Access site

Egress to the South/East will be via the following route:

- Continue on William Street
- Turn left onto College Street
- Turn left onto Oxford Street
- Turn right onto Flinders Street
- Turn right onto South Dowling Street
- Merge onto Eastern Distributor/M1

Suitable traffic control signage will be erected to advise motorists of the works area that will be outlined in a Traffic Control Plan to be prepared prior to construction.

Any vehicles carrying hazardous materials will be required to consider any relevant restrictions in tunnels prior to travel.

5.0 Impact of Project

5.1 Traffic Flow

Construction of the proposed works will result in minor impacts to traffic flows around the site associated with the possible Works Zones on William Street and/or Yurong Street. Any proposed road closures would be operated under full traffic control and would form part of the final Construction Traffic Management Plan to be approved by Council.

Traffic impacts from the construction works are expected to be limited to the truck routes detailed in this report. These routes are likely to experience only minor impacts due to the presence of additional vehicle movements. These are not expected to cause delays on local roads or create flow-on impacts to other roads.

There shall be no changes to local public transport routes and services as a result of the construction.

Access to all adjoining properties shall be maintained through the works.

As William Street has a bicycle path and also experiences significant pedestrian volumes, cyclist and pedestrian safety will be maintained throughout the works through traffic control measures and hoarding.

5.2 Parking Impacts

A Works Zone is likely to be required for this site along the William Street frontage and possibly on Yurong Street. Any works zone on these streets would require the removal of some on street parking spaces. The requirements for a Works Zone will be finalised once a builder has been appointed to the project.

It is likely that no on-site parking will be provided for contractors due to the restricted nature of the site. Limited provision of 1-2 spaces may be provided for the Head Contractor within the site if available.

Contractors should be encouraged to make use of public transport options or carpooling initiatives as part of site induction to minimise their impact.

5.3 Pedestrian and Cyclist Access

Traffic control and site hoarding will be in place to maintain access by pedestrians and cyclists along William Street. Site plans and traffic control plans will be prepared as part of the detailed CPTMP that will provide further information on the arrangements to be in place for the provision of safe pedestrian and cyclist access adjacent to the site.

5.4 Emergency Access

Emergency access to the construction site will be coordinated with emergency services as necessary.

5.5 Cumulative Impacts

According to NSW Major Projects, there are a number of nearby State Significant Developments or Infrastructure within the Sydney CBD that would impact the construction of the site including, but not limited to:

- Pitt Street (North) Over Station Development (SSD 17_8875)
- Pitt Street (South) Over Station Development (SSD 17_8876)
- Sydney Modern Art Gallery of NSW (SSD 14_6471)

Once the construction phasing has been finalised and during the preparation of the detailed CPTMP, review of any development applications and near to the site should be conducted to determine if the staging of other local developments may have an impact.

6.0 Further Information

6.1 Construction Traffic Management

A detailed Construction Pedestrian Traffic Management Plan and Site Plan will be developed and submitted to the appropriate approval authorities prior to any works commencing on-site. A final CPTMP requires detailed information from the builder regarding construction methodologies, works phasing, proposed access arrangements, signage, timing, and other works details which cannot be provided at the State Significant Development Application Stage.

Additional application may be required where Works Zone restrictions are proposed, and these would also require lodgement through the appropriate pathways.

6.2 Overall Impacts

The construction traffic impacts and requirements of this project are deemed to be manageable within the site constraints. Impact is expected to remain limited to the site frontage, with limited vehicle access and loading areas to be in place as necessary.

Full access will be retained for all vehicles to all adjacent properties. Appropriate hoarding and protection measures will be implemented to ensure the safety of all users of the area at all times.

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