WARD CIVIL AND ENVIRONMENTAL ENGINEERING PTY LIMITED



UTS – Thomas St Building Bulk Excavation

Traffic Management Plan

REFERENCE: 602-002.MAN/A4

REVISION STATUS					
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1.0 PURPOSE

This document sets out the process of managing truck movements and site access/ egress during the bulk excavation [only] for the proposed UTS development at the corner of Thomas and Jones Streets. The primary purpose of this document is to establish a communicable plan for the management of traffic in and around the site and ensure suitable controls are implemented to protect the safety of personnel working on the site and members of the general public (pedestrians and motorists).

2.0 SCOPE

The site is situated on the corner of Thomas St and Jones St in Ultimo and borders building 2 (UTS) on the Southern boundary and the ramped driveway entering a carpark beneath UTS tower building on the Eastern boundary

The project involves the bulk excavation of approximately 80,000m3 to a depth of 18m-22m and a pile and temporary ground anchor perimeter shoring system. This document will outline the planned traffic movements into, out of and around the construction site. The bulk excavation and cartage of materials from the site is planned to be undertaken in two separate stages:

- Stage 1 Construction traffic and vehicle entry will be via Thomas St site ramp and exit via Jones St site ramp
 - Stage 1a Construction traffic and vehicle entry/ exit will be via Thomas St
 - Stage 1b Construction traffic and vehicle entry/ exit will be via Jones St
- Stage 2 Construction traffic will drive onto and exit the loading platform via Thomas St. No construction traffic will be entering the excavation during this time

This plan shall be reviewed on a regular basis and revised as necessary to ensure it is appropriate throughout the course of our works. Any minor changes made to better reflect the traffic conditions would be forwarded to all relevant groups. The relevant bodies prior to works however will approve significant changes. Minor changes will be covered on a daily basis pre start meetings. Any time a change of stage is planned which affects the parking arrangements, Council will be notified prior. All signage used to direct traffic flows will be in accordance with the Australian Standards AS1742.3- Manual of uniform traffic control devices and as described in the attached Traffic Control Plans, corresponding to each to Stage of excavation (Appendix 1-4). All loading and unloading of materials must be done within the site boundary, or in an approved 'Work Zone.' A 'Permit to Stand Plant' must be received prior to blocking Thomas Street for any deliveries.

3.0 WORKING HOURS

The working hours for works in Sydney City Council, as per the standard conditions are detailed below:

"The hours of construction and work on the development must be as follows:

- (a) All work, including demolition, excavation and building work, and activities in the vicinity of the site generating noise associated with preparation for the commencement of work (e.g. loading and unloading of goods, transferring of tools, etc) in connection with the proposed development must only be carried out between the hours of 7.00am and 7.00pm on Monday to Fridays, inclusive, and 7.00am and 5.00pm on Saturdays, and no work must be carried out on Sundays or Public Holidays.
- (b) All work, including, demolition, excavation and building work must comply with the City of Sydney Code of Practice for Construction Hours/Noise 1992 and Australian Standard 2436-1981 'Guide to Noise Control on Construction, Maintenance and Demolition Sites'."

Noting this however, the Notice of Determination – Approval allows for work within the hours of 7:30-17:30. Therefore these will be adopted as the working hours on site.

It is anticipated that the excavation phase of the project will be approximately seven months which includes shoring works, construction of a loading platform, and excavation.

4.0 IMPACT OF WORKS

i. <u>Current Conditions</u>

Currently several ticketed parking spaces and motorcycle parking (adjacent to site) exists on Thomas Street and ticketed parking spaces and a bus zone exists on Jones Street. The traffic generally consists of University and TAFE traffic, with higher volumes occurring in the standard morning and afternoon peaks. A ramp through the site is currently in use, to be closed shortly, for all underground vehicular access to UTS via the new eastern ramp. Figure 1 below displays the site boundaries and the locations of designated parking, no parking, etc areas, with the following sections to show how these may be impacted with construction traffic.



5.0 CONSTRUCTION TRAFFIC

During bulk excavation and carting, a designated gateman will call trucks via 2 way radio to site from an appropriate waiting area, once the site is clear. Preliminary investigation has been carried out into a suitable waiting location, which has revealed James Craig Road in Glebe as a potential option. This however is still to be confirmed with further investigation and consultation. The trucks will be waiting in an area whereby minimal disturbance to normal traffic flow and local businesses/ residents will occur. All trucks will be required to contact the gateman on approach to site to verify that the site is ready to receive them, or if they need to continue circling. Pedestrians will be managed using scissor gates, and traffic will be managed as required by ticketed traffic controllers under approved Traffic Control Plans.

i. <u>Stage 1 Excavation – Standard Double Ramp Access</u>

Stage 1 excavation will have truck entry via Wattle Street to Thomas Street and a right hand turn into the site. The site egress will be through a right turn onto Jones Street (See figure 2 below). This will require some parking areas shown in Figure 1 to be signposted as Work Zones between the working hours, to allow safe truck access and egress. The length required on Thomas Street is approximately 7m and the length required on Jones Street is approximately 15m.



This stage will require gatemen at both gates for pedestrian management and truck communication and traffic control at both gates. Trucks will enter the site in such a way that minimizes any disruption to public traffic access.

Table 1 below shows the changes to existing parking and proposed work zones for stage 1:

STAGE	TYPE AFFECTED	APPROX LENGTH (m)	CHANGE TO	APPROX START DATE	APPROX END DATE
1	Motorcycle Parking	7	Work Zone, No	TBC	TBC
	(Thomas St)		Parking		
	Ticketed Parking (Jones	15	Work Zone, No	TBC	TBC
	St)		Parking		

Table 1 - Stage 1 Summary

ii. <u>Stage 1a Excavation – Standard Single Ramp Access</u>

Stage 1a excavation is a contingency option and there is no intention to use this for a long period of time. This access via Broadway in/out on Jones Street and out via Thomas Street is only to be used in the event that shoring and platform construction become critical, requiring removal of any Thomas Street ramps temporarily. It is understood that Jones St access from Broadway is will be closed sometime in the near future. This option would become redundant once this closure occurs.



This stage will require a gatemen on Jones Street for pedestrian management and truck communication, and two ticketed traffic controllers for general traffic control. Trucks will enter the site in such a way that minimizes any disruption to public traffic access.

Table 2 below shows the ch	anges to existing	narking and nro	posed work zones	for stage 1a
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STAGE	TYPE AFFECTED	APPROX LENGTH (m)	CHANGE TO	APPROX START DATE	APPROX END DATE
1a	Ticketed Parking (Jones	20	Work Zone, No	TBC	TBC
	St)		Parking		

Table 2 - Stage 1a Summary

iii. <u>Stage 1b Excavation – Standard Single Ramp Access</u>

Stage 1b excavation is a contingency option if problems arise with Jones Street access. Right turn entry and exits reduces vehicles crossing the road under required traffic control.



Figure 4 - Stage 1b Truck Movements

This stage will require a gatemen on Thomas Street for pedestrian management and truck communication, and two ticketed traffic controllers for general traffic control. Trucks will enter the site in such a way that minimizes any disruption to public traffic access.

Table 3 below shows	the changes to exi	sting parking and	proposed work zon	es for stage 1b:
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STAGE	TYPE AFFECTED	APPROX LENGTH (m)	CHANGE TO	APPROX START DATE	APPROX END DATE
1b	Motorcycle Parking	7	Work Zone, No	TBC	TBC
	(Thomas St)		Parking		

Table 3 - Stage 1b Summary

iv. <u>Stage 2 Excavation – Use of Loading Platform</u>

Stage 2 excavation will have truck entry via Wattle Street to Thomas Street and a right hand turn into the site, followed by a right turn back onto Thomas Street. This will require some parking areas shown in Figure 1 to be signposted as Work Zones between the working hours including 7m on Thomas Street whereby existing motorcycle parking is (as per Stage 1), and 3m on the exit. These areas are marked in Figure 5 below.



Figure 5 - Stage 2 Truck Movements

STAGE	TYPE AFFECTED	APPROX LENGTH (m)	CHANGE TO	APPROX START DATE	APPROX END DATE
2	Motorcycle Parking	7	Work Zone, No	TBC	TBC
			Parking		
	Motorcycle Parking (2)	3	Work Zone, No	TBC	TBC
			Parking		

Table 4 below shows the changes to existing parking and proposed work zones for Stage 2:

Table 4 - Stage 2 Summary

6.0 **REFERENCES**

OHS Act 2000 OHS Regulation 2001 RTA Traffic Control at Work Sites September 2003. Moving Plant on Construction Sites COP

7.0 **DEFINITIONS**

Nil

8.0 **RESPONSIBILITIES**

WCEE Field Supervisor (FS) will be responsible for ensuring all WCEE personnel are made aware of this plan and its requirements and implementing the plan onsite. The FS will monitor traffic and pedestrian movements in and around the site on a weekly basis and communicate any problems or changes required to the Project Engineer (PE) or Project Manager (PM) for review. Scissor pedestrian barriers will be used for their safety; however pedestrians have the right of way on the footpath.

The induction officer (FS or PE) will communicate the traffic control requirements to the site personnel during their site induction, and truck drivers will also be required to undergo a driver induction. This will outline the truck route (also discussed with drivers prior to site), council rules (entering/ exiting the site facing forwards) and safety requirements of the site and this plan.

The PE will be responsible for ensuring the requirements of this TMP are clearly communicated to the WCEE purchasing department to ensure operators/ drivers are aware of site requirements prior to approaching site.

All personnel nominated to control traffic and pedestrian movements will be required to hold a current RTA traffic controller ticket.

Access and egress from site will be managed such that pedestrians and motorists are kept clear of moving construction vehicles. Truck approach to site will be managed such that there is minimal impact on normal traffic conditions. All access and egress from site must be done in a forward manner. That is, there is to be no reversing into or out of site.

APPENDIX

9.0



Site Overview



Nard Civili - Thomas Street Ultimo Site Access 01 Date: 1001/2012 Author: ityle Flag Propect: Footpath Excavation Learner Learner

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Appendix 2 – TCP Stage 1a: ii.



Site Overvier



Legend

10/01/2012 Author: Nyla Filiog Project: Foolpath Excavition acr: 2420/2748 Note: All sams are used in accordance with ASNZ 1742 32003

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Appendix 3 – TCP Stage 1b: iii.



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iv. <u>Appendix 4 – TCP Stage 2:</u>





