ALTUS GROUP GARTNERROSE

MODUS
Transport & Traffic Engineering

Traffic, Transport & Access Management Plan (TTAMP) Stage 1 *(CEMP Sub-Plan)*

PROJECT: Sydney Terminal Building Revitalisation Project (Central Station)

LOCATION: Eddy Avenue, Haymarket, NSW

Document Information

Prepared for: Altus Group / Gartner Rose	**Project Reference:** MOD24754NSW
Project: Eddy Avenue, Haymarket, NSW – TTAMP	**Doc Reference:** MOD24754NSW-R01-F09-TTAMP

Document Control

Version	Date	Description of Revision	Prepared by	Approved By
D-01	21/05/2025	Issue for Approval	JL	NP/NV
F-01	28/05/2025	Client Comments	JL	NP/NV
F-02	5/06/2025	Additional Comments	JL	NP/NV
F-03	13/06/2025	Additional Comments	JL	NP/NV
F-04	17/06/2025	Additional Comments	JL/NP	NP/NV
F-05	3/07/2025	Environmental Review Comments	JL/NP	NP/NV
F-06	14/07/2025	Final Updates	JL/NP	NP/NV
F-07	15/07/2025	Amended Final Updates	JL/NP	NP/NV
F-08	18/07/2025	Amended Updates	JL/NP	NP/NV
F-09	22/07/2025	City of Sydney Updates	JL/NP	NP/NV

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Whether your project is a small residential development, mixed-use development, a large commercial precinct or anything in between, our experienced traffic engineers will apply sound and practical traffic engineering principles to achieve an outstanding outcome for your project.

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Contents

Table Index

Figure Index

1 Introduction

1.1 Background

Modus Transport and Traffic Engineering has been engaged by Altus Group / Gartner Rose on behalf of Gartner Rose who have been awarded the contract to deliver the Sydney Terminal Building Revitalisation Project located at Central Station (subject site) Stage 1, south of the Sydney CBD in NSW.

Modus will prepare a Traffic, Transport & Access Management Plan (TTAMP) as a sub-plan to the required Construction Environment Management Plan (CEMP) for the project which includes the refurbishment and restoration of the Sydney Terminal Building at Central Station as part of the wider Central Precinct Renewal Program.

The Sydney Terminal Building Revitalisation project received planning approval in November 2023 and will be delivered in stages. The NSW Government has awarded Gartner Rose with the contract to deliver Stage 1 of the project, focused on upgrading Eddy Avenue to improve public space safety and connectivity as well as new and upgraded retail spaces, improving the customer experience and creating a vibrant and modern environment for passengers and visitors.

To enable construction of the development, temporary traffic management will be required. The level of traffic control required will be dependent on the stage of construction and accessibility to the subject site. Based on the information provided by TfNSW (Transport), Gartner Rose and Altus Group / Gartner Rose, it is anticipated that the proposed construction work may have some impact to the local road network.

1.2 Purpose of TTAMP

This TTAMP is a sub plan of the Construction Environmental Management Plan (CEMP) and addressed the requirements of the Minister's Conditions of Approval (CoA) for SSI-45421960 as per condition CoA C6(c), C7, D71, D72, D76, D77, D82 and D83.

The purpose of this TTAMP is to:

- Detail how Altus Group / Gartner Rose will implement the works in order to achieve the environmental performance outcomes identified in:
  - Sydney Terminal Building Revitalisation Environmental Impact Statement, dated February 2023
  - Sydney Terminal Building Revitalisation Submissions Report, dated August 2023
- Describe how Altus Group / Gartner Rose will implement the work in accordance with the requirements outlined in this TTAMP and any conditions set by TfNSW or City of Sydney.
- Ensure the works are carried out and constructed in accordance with the following:
  - AS 1742.3:2019 – Manual of Uniform Traffic Control Devices, Part 3: Traffic Control for Works on Road
  - NSW Traffic Control at Worksites (TCAWS) Technical Manual, Version 6.1 – 28 February 2022
  - TfNSW QA Specification G10 Traffic Management – 2020e
  - Austroads Guide to Temporary Traffic Management (AGTTM) – 2021
- Detail the required environmental management measures including TT05 (entirety of the TTAMP), TT06, TT13, Section 3), TT14 (Section 3.3).

Altus Group / Gartner Rose acknowledges the importance of safety for all road users, and the effective management of traffic is paramount during the works. Therefore, this TTAMP seeks to ensure the prescribed road user requirements including provision of a safe environment for workers and the travelling public, while minimising impacts on the road network.

1.3 Objective of TTAMP

The key objectives of this TTAMP are to ensure:

- The project maximises the safety of all road users within the immediate work area of the subject site and the surrounding road network, ensuring traffic control complies with best practice.
- All road users are able to safely negotiate around, through or past traffic controls where applicable providing protection to workers and the general public (including pedestrians and cyclists) from traffic hazards that may arise due to the works.
- The performance of the adjacent road network is not unduly impacted and any potential disruption and/or inconvenience to other road users, businesses or general public are to be minimised for the duration of the works ensuring network performance is maintained at an acceptable level.

In an effort to meet these objectives the TTAMP will incorporate the following strategies:

- Ensuring delays for other operations within the immediate vicinity are minimised, and all potential hazards and risks are identified, assessed, and controlled.
- Ensure all road users accessing subject site and surround properties can do so in a safe manner.
- Ensure suitable traffic management guidance and clear instruction for traffic management implementation.

1.4 Performance Outcomes

Performance Outcomes relevant to traffic, transport and access during construction are shown below in **Table 1**.

Performance Outcome	How the performance outcome will be achieved	Source
Network connectivity, safety and efficiency of the transport system in the vicinity of the project are managed to minimise impacts.	The project will maintain network connectivity in the vicinity of the project, by minimising any potential disruptions to the road or public transport network with operators.	**EIS 23.2.4**
The safety of transport system customers is maintained.	To ensure the safety of the transport system for customers, safety measures to direct traffic and pedestrians around construction areas will be implemented during construction. These are detailed in the Traffic Guidance scheme and include illuminated boom-gates, extensive signage, traffic control devices and traffic control personnel.	**EIS 23.2.4**
Impacts on network capacity and the level of service are effectively managed.	The project minimises impacts on the efficiency of the transport system, by carefully planning the timing and location of construction activities to minimise disruptions to traffic flow.	**EIS 23.2.4**
Works are compatible with existing infrastructure and future transport corridors.	The project will maintain access and connectivity for people walking and cycling or using public transport during construction.	**EIS 23.2.4**

Table 1: Performance Outcomes

1.5 Minister's Conditions of Approval

Primary Conditions of Approval are shown below in **Table 2**.

CoA	Description/Item	Document Reference	How it was addressed
C6	The following CEMP Sub-plans (and any CEMP Sub-plan identified in the documents listed in Condition A1) must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan: (c) Traffic, Transport & Access – City of Sydney	Section 1.4	City of Sydney have been consulted on the development of this TTAMP. This has involved sharing the TTAMP with City of Sydney for review, then receiving comments and updating the TTAMP as required to close-out the comments.
C7	The CEMP sub-plans must state how:		
C7 (a)	the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved;	Section 1.3 Section 1.4	The objectives relating to traffic, transport and access management are included in Section 1.3. The performance outcomes and how they will be achieved is included in Section 1.4
C7 (b)	the mitigation measures identified in the documents listed in Condition A1 will be implemented.	Section 1.2	The environmental mitigation measures are listed in Section 1.2 which refers to the relevant section where the implementation of each mitigation measure is detailed.
C7 (c)	the relevant terms of this approval will be complied with; and	Section 1.5	Section 1.5 outlines the approval conditions concerning traffic, transport and access that the works are to comply with and how they are addressed.
C7 (d)	issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.		A risk assessment was undertaken to identify impact in relation to traffic, transport and access. This is included in Section 7.
D71	Access to all utilities and properties must be maintained during construction, where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Appendix A	Access to utilities and properties is maintained as shown in the Traffic Guidance Schemes in Appendix A.
D72	Safe pedestrian and cyclist access must be maintained around work sites during construction.	Appendix A	Safe pedestrian and cyclist access is maintained as shown in the Traffic Guidance Schemes in Appendix A.

	Where pedestrian or cyclist access is restricted or removed due to construction, a nearby alternative route must be provided (including signposting) which complies with relevant standards, before the restriction or removal of the impacted access.		
D76	Vehicles (including light and heavy vehicles) associated with the SSI must be managed to: (a) avoid parking on public roads. (b) avoid 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, except as permitted by Condition D72. (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the documents listed in Condition A1.	Appendix A Section 4.4.	Vehicles will avoid parking on public roads as they will use Sydney Yard as shown in the Traffic Guidance Schemes in Appendix A. Vehicles will avoid idling, queuing and blocking access as they will be following the Traffic Guidance Scheme in Appendix A. Spoil haulage vehicles will adhere to nominated routes as detailed in Section 4.4.
D82	Bus stops (including coach bays) must not be closed or relocated (either temporarily or permanently).	Appendix A	Access to bus stops is maintained as shown in the Traffic Guidance Schemes in Appendix A.
D83	Before the completion of construction, all bus stops (including coach bays) temporarily closed must be reinstated in a manner that complies with relevant standards, provides equal or improved capacity, amenity and accessibility (including footpaths and road crossings) in consultation with relevant council(s).	Appendix A	Access to bus stops is maintained as shown in the Traffic Guidance Schemes in Appendix A.

Table 2: Conditions of Approval

1.6 Environmental Management Measures

Environmental management measures relevant to traffic, transport and access during construction, are shown below in **Table 3**.

Reference	Impact / Uncertainty	Environmental Management Measure	Timing	How it was addressed
TT05	Impact | Construction traffic impacts	A Construction Traffic Management Plan (CTMP) will be prepared and implemented in accordance with Traffic Control at Work Sites (Transport for NSW, 2022v) and QA	Pre-construction / construction	Entirety of this TTAMP

		Specification G10 - Traffic Management (Transport for NSW, 2020e). The CTMP will focus on maintaining general traffic flows, finalising site entry and exit arrangements, including haulage and circulation around the station, and construction parking. The CTMP will be prepared in consultation with City of Sydney Council, Sydney Trains, Sydney Metro, and the emergency services.		
TT06	Impact | Movement restrictions in Central Station	A Delivery and Service Management Plan will be prepared and implemented as part of the CTMP. The Plan will confirm the procedure to ensure emergency, delivery, operation, and maintenance vehicles can still service Central Station throughout construction.	Pre-construction / construction	Section 3.5
TT13	Impact | Construction traffic impacts	Construction traffic, including deliveries and waste vehicles, will be prevented from arriving and leaving site during the morning and afternoon peaks other than in critical periods such as concrete pours. Outside of these periods, construction traffic movements will be prioritised to less busy periods.	Pre-construction / construction	Section 3
TT14	Impact | Pedestrian, cyclist, road user and worker safety	Vehicle access to and from construction sites will be managed to ensure pedestrian, cyclist, and motorist safety. Depending on the activity, this may require manual supervision, physical barriers, or temporary traffic management.	Pre-construction / construction	Section 3.3

Table 3: Environmental Management Measures

1.7 Consultation

This TTAMP will be presented to the City of Sydney (CoS) by the Transport for NSW (TfNSW) for their review in accordance with NSW CoA Condition C6 and Sydney Trains and Emergency Services as per CoA C7 (b) and mitigation measures TT05.

Gartner Rose will send through the final Comment Register to be added in appendix, once approved by CoS. Key matters and feedback will be addressed in subsequent revisions of this TTAMP.

1.8 Limitations of this TTAMP

This TTAMP, developed by Modus, considers the impacts of the proposed works on all road users, including vehicles, pedestrians, cyclists, and public transport users. It is based on the project scope, construction methodology, and Traffic Guidance Schemes (TGSs) provided by Altus Group / Gartner Rose.

Should any change to the construction scope, program, or methodology occur, this TTAMP must be reviewed and, if necessary, amended accordingly by Modus Transport and Traffic Engineering.

While the Austroads Guide to Temporary Traffic Management (AGTTM) provides general guidance, traffic management on NSW roads must comply with the Traffic Control at Work Sites (TCAWS) Technical Manual.

Where controls are classified as mandatory under TCAWS, they must be implemented by all duty holders to comply with obligations under the WHS Act and WHS Regulations.

In particular, this applies to treatments addressing Transport Critical Risk #CR01 – Working Near Traffic, which requires the separation and protection of plant and personnel from live traffic.

These requirements are not discretionary and must be implemented where specified. Responsibility for applying and maintaining this TTAMP onsite rests with Altus Group / Gartner Rose.

Modus, as the traffic engineering consultant, does not assume responsibility for on-site implementation.

However, any departure from prescribed mandatory controls must be reviewed and risk-assessed in consultation with a qualified Traffic Management Designer (TMD) and approved where required by TfNSW or relevant authorities.

1.9 References and Supporting Documents

The TTAMP and associated Traffic Guidance Schemes (TGS) have been developed in accordance with the requirements of the documents listed in **Table 4**, below.

References and Supporting Documents
Australian Standards
AS 1742.3:2019 – Manual of Uniform Traffic Control Devices, Part 3: Traffic Control for Works on Road
Other Guidelines and Standards
Austroads Guide to Temporary Traffic Management (AGTTM) – 2021
NSW Traffic Control at Worksites (TCAWS) Technical Manual Issue 6.1 – February 2022
TfNSW QA Specification G10 Traffic Management – 2020e
Acts, Regulations and Legislation
Work Health and Safety Act 2011
Local Government Act 1993
Road Transport Act 2013
Road Rules 2014

Table 4: References and Support Documents

1.10 Key Personnel and Contact Details

The following in **Table 5** are key TTAMP personnel with contact details:

Contact Name/Role	Company	Contact Details
Peter Ingram (Planning Manager – NSW)	Altus Group	0411 875 291 peter.ingram@altusgroup.com.au
Nuria Douglas-Jones (Design Manager)	Gartner Rose	0406 717 822 nuria.douglas-jones@gartnerrose.com
Negin Vaez (Chief Executive Officer)	Modus Traffic Engineering	0438 621 125 negin.vaez@moduseng.com.au
Neill Phillips (Team Leader – Traffic Safety	Modus Traffic Engineering	0457 617 007 neill.phillips@moduseng.com.au
Jarrod Lea (Traffic Engineer)	Modus Traffic Engineering	0466 498 707 jarrod.lea@moduseng.com.au

Table 5: Key Personnel and Contact Details

1.11 Abbreviations and Definitions

The following in **Table 6** are key abbreviations and definitions throughout this TTAMP.

Abbreviation	Definition
AGTTM	Australian Guide to Temporary Traffic Management
CEMP	Construction Environment Management Plan
CoA	Conditions of Approval
CoS	City of Sydney
DDA	Disability Discrimination Act
EMP	Environmental Management Plan
HRV	Heavy Rigid Vehicle
LV	Light Vehicle
MRV	Medium Rigid Vehicle
PICOW	Person in Charge of Works
PTCD	Portable Traffic Control Devices
PWZTMP	Prepare Work Zone Traffic Management Plan
ROL	Road Occupancy Licence
ROLA	Road Occupancy Licence Application
SWTC	Scope of Works Technical Criteria
SLR	Sydney Light Rail
SRV	Small Rigid Vehicle
SSI	State Significant Infrastructure
TC	Traffic Controller
TCS	Traffic Control Signals
TCAWS	Traffic Control at Work Sites
TIMP	Traffic Incident Management Plan
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
TMC	Traffic Management Centre
TMD	Traffic Management Designer
TMI	Traffic Management Implementer
TTM	Temporary Traffic Management
TTAMP	Traffic, Transport & Access Management Plan

Table 6: Abbreviations and Definitions

1.12 TTAMP Certification

This Traffic, Transport & Access Traffic Management Plan (TTAMP) has been prepared in accordance with the requirements of the NSW Traffic Control at Work Sites (TCAWS) Technical Manual (Issue 6.1 – February 2022) Table 3.6, AS 1742.3:2019 – Manual of Uniform Traffic Control Devices Part 3: Traffic Control for Works on Roads, and the Austroads Guide to Temporary Traffic Management (AGTTM) 2021.

Refer to **Appendix C** for Traffic Management Plan and Approval Template.

The contents of this TTAMP reflect site-specific conditions, proposed construction staging, and the temporary traffic management arrangements expected to be implemented throughout the duration of the works.

The TTAMP aims to ensure the safety of all road users and workers, while minimising disruptions to the transport network and surrounding community.

This TTAMP has been prepared by a person holding current accreditation under the NSW Traffic Control Accreditation Scheme.

Neill Phillips

Neill Phillips – **AMR-001696**

Team Leader – Traffic Safety

I certify that this TTAMP meets the relevant legislative and technical requirements and is suitable for submission to the relevant authority for review and/or approval.

Negin Vaez

Negin Vaez - **TCT0054345**

Chief Executive Officer – Modus Transport and Traffic Engineering

2 Project Description

2.1 Site Location

The subject site is located within the Sydney CBD occupying a large city block which separates Haymarket, Surry Hills and the CBD, bounded by Railway Square and Pitt Street in the West, Eddy Avenue in the North, and Elizabeth Street in the East, with Devonshire Street Tunnel to the South.

Located within the City of Sydney Local Government Area (LGA). The subject site is indicated in **Figure 1** below.

To enable the construction activities to commence, it is proposed to undertake all works under a range of temporary traffic management arrangements. This TTAMP applies to the stages of the project that are external to the subject site.

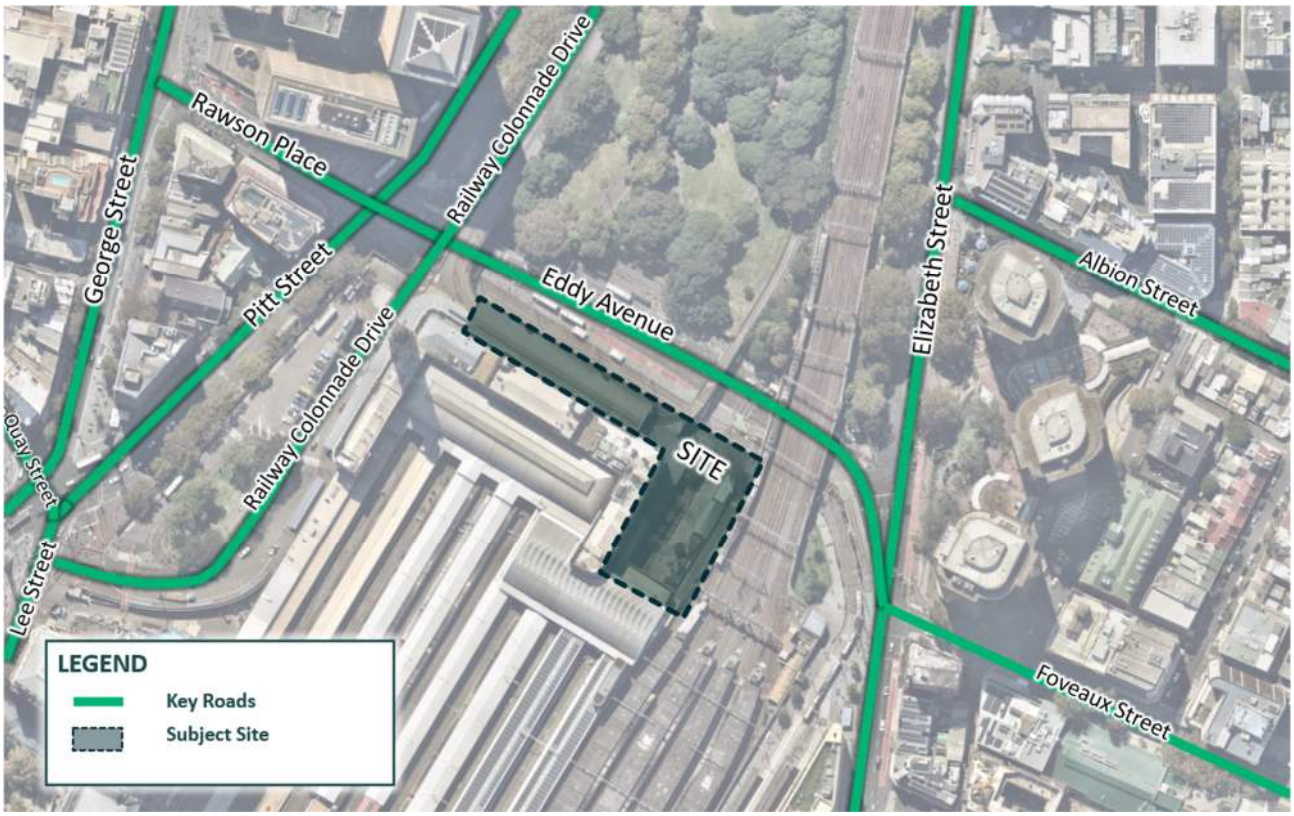


Figure 1: Site Location

2.2 Scope of Works

The Sydney Terminal Building Revitalisation project will be delivered in stages. Gartner Rose are contracted to deliver Stage 1 of the project with the focus on upgrading Eddy Avenue to improve pedestrian access and connectivity as well as new and upgraded retail spaces, improving the customer experience and creating a vibrant and modern environment for train, light rail and bus passengers and visitors.

To minimise traffic impacts and mitigate any road safety concern along the subject site frontage on Eddy Avenue, appropriate traffic management strategies will be implemented, dependent on construction requirements and stage of works, including:

- Vehicle Movements over the Light Rail only between 2:00am and 4:00am
- Eddy Avenue to have one (1) lane closed with intermitted "hold and release" for construction and work vehicles to reverse into the subject site.
- Pedestrian management and spotters will be deployed for all reversing activities and to assist with light rail passengers alighting from trams.
- Traffic Controller (TC) spotters will also be deployed for the works compound in Sydney Yard, located at 60 Regent Street, including staff car parking.
- Work related vehicles are restricted from crossing Sydney Light Rail tracks outside of their stand down times of 2:00am and 4:00am with no construction access.
- Set-up of Traffic Control and lane closures will commence no earlier than 11:00pm.
- The lane closure will not be used as a truck-staging or parking area for any vehicles other than the Traffic Control vehicles undertaking lane-closure duties.
- Any vehicles waiting until 2:00am to undertake deliveries/pick-up from the Eddy Plaza site will be required to wait within Gartner Rose's designated compound over at Sydney Yard. Parking for worker's vehicles (e.g. utilities, vans) are only allowed within Sydney Yard.
- When each vehicle is required to enter into the Eddy Plaza site, it may enter and wait in the lane closure no more than 15 minutes prior to crossing into the plaza, in order for the vehicle height to be physically measured prior to crossing under the Light Rail Overhead Wires.
- Only one (1) vehicle will be allowed to wait/enter at a time. All other vehicles must wait at Sydney Yard.

Altus Group / Gartner Rose, through Gartner Rose will manage the associated works along Regent Street (continuation of Lee Street) via ingress/egress for construction vehicles to the Sydney Yard Site Compound, as shown below in **Figure 2**.

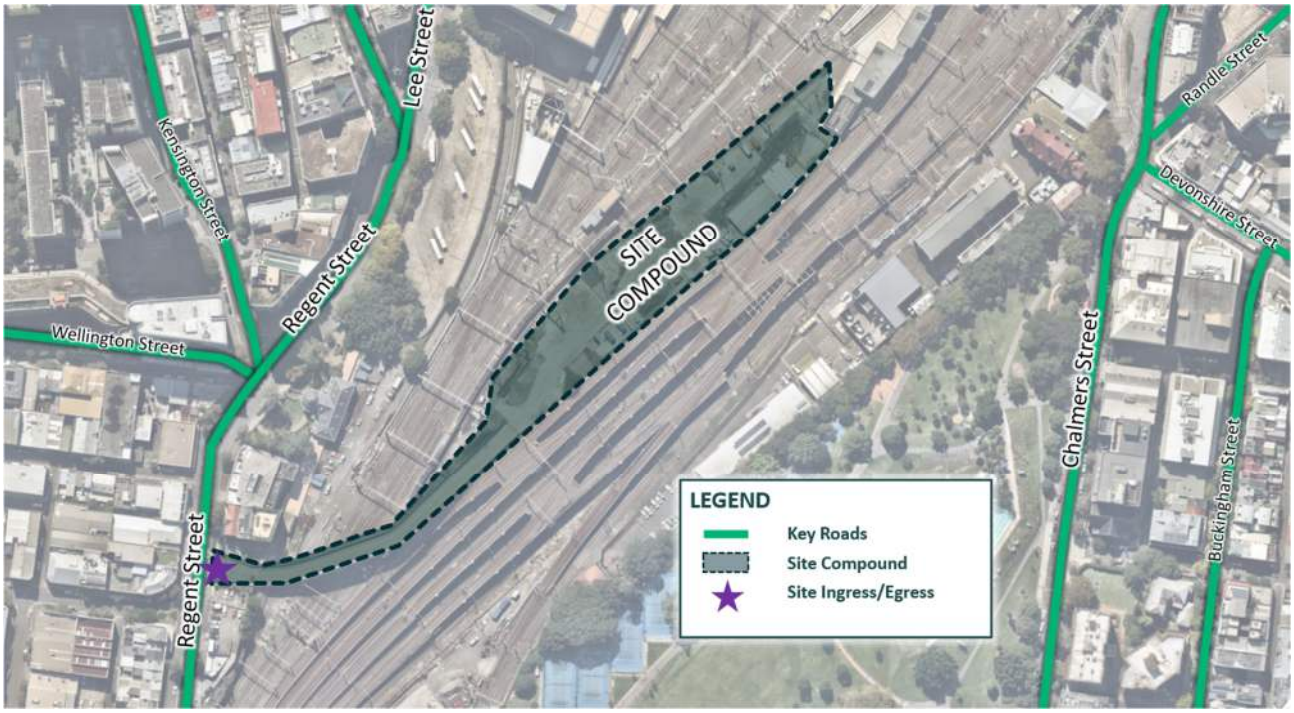


Figure 2: Regent Street Work Site Compound

The Sydney Yard site compound includes the following areas as shown below in **Figure 3**.

- Staff Lunchroom and Toilets
- Stockpile Area
- Concrete Pumping Area
- Truck Turnaround Area
- Access to Eddy Avenue vis Platform 14

Traffic Management strategies for this stage of works have been prepared but are subject to the construction methodology prepared by Gartner Rose.

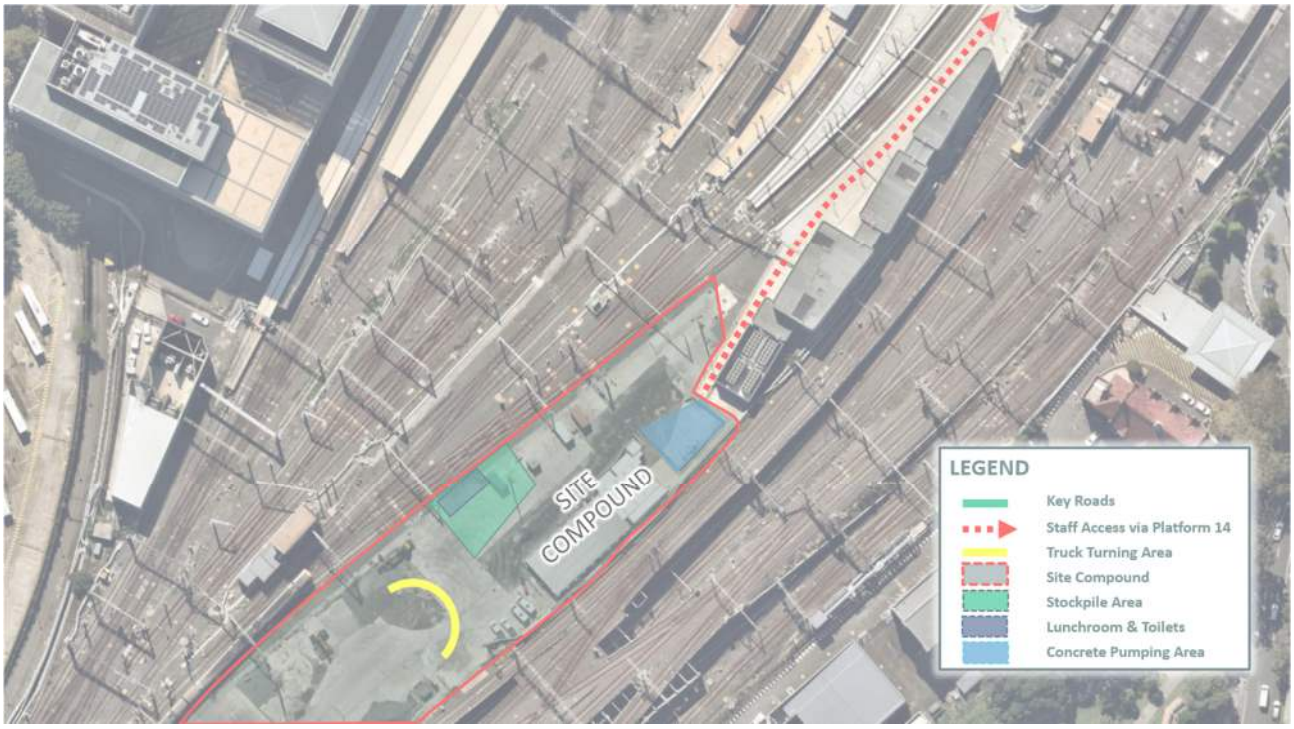


Figure 3: Sydney Yard Work Site Compound

2.3 Project Duration and Working Hours

The anticipated commencement date for the construction works is July 2025, with practical completion of work stages by March 2026. However, exact dates are subject to council approval of the TTAMP and dependent on weather and other environmental factors that may affect the schedule and are subject to change.

Works will be broken down into access, staging and sequencing arrangements to achieve a safe and successful delivery of the project.

The project will be split into three (3) separate zones, and associated stages whilst works will be ongoing and completed as per **Table 7** below, works will also overlap between zones:

Zone Description	Commencement Date	Practical Completion Date
Zone A – Eddy Avenue	June 2025	December 2025
Zone B – Eddy Avenue	August 2025	February 2026
Zone C – Eddy Avenue	November 2025	March 2026

Table 7: Work Zone Descriptions

Both day and night shifts will be undertaken for certain stages of the project which will be detailed further in the staging below. The night shift will be mainly utilised to manage the movement of materials on and off site. It will also be utilised to install some of the temporary and permanent work when the station is at its quietest during off peak times.

The proposed works are permitted to be carried out between 7:00am and 6:00pm Monday to Friday, and Public Holidays, 8:00am and 6:00pm Saturday, with no work on Sundays, as shown below in **Table 8**. Works requiring to be undertaken outside construction hours will be approved under the SSI. However, may also be subject to ROL approval from the City of Sydney.

Shift	Time	Location	Plant/Tools
Day • Monday to Friday • Saturday	• 7:00am to 6:00pm • 8:00am to 6:00pm	Eddy Avenue	Float Plant • 23T Excavator • 18m Knuckle Boom • 9m Scissor Lift Hiab Truck 60T Crane 12.5m HRV Vac Truck
Day • Monday to Friday • Saturday	• 7:00am to 6:00pm • 8:00am to 6:00pm	Sydney Yard	Concrete Line Pump Concrete Agis 12.5 HRV Hiabs
Night • Monday to Friday	• 11:00pm to 5:00am	Sydney Yard/Eddy Avenue	Tipper Trucks 12.5 HRV Hiabs Float 23T excavator
Public Holidays	• 7:00am to 6:00pm	Sydney Yard/Eddy Avenue	Float Plant • 23T Excavator • 18m Knuckle Boom • 9m Scissor Lift Hiab Truck 60T Crane 12.5m HRV Vac Truck
No Sunday Works			

Table 8: Works Program

2.4 Stakeholder Management & Community Consultation

Transport and Gartner Rose are committed to working closely with the community and key stakeholders throughout the Project. Given Central Station's major role in public transportation, maintaining smooth operations during construction is essential.

The Project involves a diverse range of stakeholders including government agencies, local businesses, residents, community groups and commuters which are outlined within the Community Communications Strategy (CCS) at 5.1.

Key stakeholders related to traffic, transport and access include, but are not limited to:

- Altus Group
- Transport for NSW (TfNSW)
- Sydney Trains
- Transdev Services (Light Rail operator)
- City of Sydney (CoS)
- Emergency Services (Police, Fire, Ambulance)
- Modus Traffic and Transport Engineering
- Local residents, businesses, and the general public

In accordance with condition B1 of the CoA, Transport and Gartner Rose will utilise a range of tools and techniques throughout the duration of the Project to effectively inform and engage with stakeholders.

These tools and techniques are included in the CCS at 4.4 and include:

- **Project Notifications:** Providing information about upcoming work, changes or disruptions, including out of hours work and are distributed by email, letterbox and available on the Project website. Notifications are to be distributed no less than five (5) business days before regular work starts and ten (10) working days for impacted sensitive receivers for OOHW.
- **Meetings and doorknocks:** Undertaken as and when required to provide important or urgent information about project impacts or where consultation with individual stakeholders is required.
- **Construction response line and Project email:** the Project's construction response line will be available 24 hours, 7 days a week. A response will be provided within two hours at times that construction activity is taking place, and within 24 hours outside of construction times.
- **Project signage:** Signage will be placed at key locations to inform of road closures, path closures, traffic impacts, and exclusion zones as and when required.

Refer to the CCS for further information

3 Impacts to Existing Transport Infrastructure

3.1 Road Network

The road hierarchy and characteristics of roads in the vicinity of the work site are shown below in **Table 9**.

Road	Speed Limit	Carriageway		Classification	Authority
		Width	Lanes		
Regent Street	50 km/h	14 m	Sealed undivided carriageway with two (2) x 3.0 m lanes on the western side of the road and three (3) x 3.0 m lanes on the eastern side. Limited on-street parking, bus route with bus stops. Pedestrian pathway provided both sides. No bikes lanes.	State Road	TfNSW
Lee Street	50 km/h	16 m	Sealed undivided carriageway with two (2) x 3.0 m lanes in both directions. Dedicated Bus Lanes on the eastern and western sides. No on-street parking permitted. No bike lanes. Pedestrian pathway provided on both sides.	State Road	TfNSW
Eddy Avenue	50 km/h	25 m	Sealed undivided carriageway with three (3) x 3.0 m lanes in both directions. Dedicated Bus Zone on the southern side. Turning lane provisions at intersections. No on-street parking permitted. No bike lanes. Pedestrian pathway provided on both sides. Light Rail provisions on southern side platform adjacent to the southern traffic lanes.	Regional Road	City of Sydney
Elizabeth Street	50 km/h	7.5 m	Sealed undivided carriageway with two (2) x 3.0 m lanes in both directions. Dedicated Bus Lanes on the eastern and western sides. No on-street parking permitted. No bike lanes. Pedestrian pathway provided on both sides.	Regional Road	City of Sydney
George Street	40 km/h	21 m	Sealed undivided carriageway with two (2) x 3.0 m lanes one (1) in each direction. Limited on-street parking with restrictions both sides of the road. No bike lanes. Pedestrian pathway provided on both sides.	Regional Road	City of Sydney
Pitt Street	40 km/h	22 m	Sealed undivided carriageway with two (2) x 3.0 m lanes in both directions. Bus Lanes on the eastern and western sides. No on-street parking permitted. No bike lanes.	Local Road	City of Sydney

			Pedestrian pathway provided on both sides.		
Railway Square (Railway Colonnade Square)	10 km/h	7.5 m	Sealed undivided carriageway with two (2) x 3.0 m lanes in both directions. On-street parking permitted on the eastern side, along with pedestrian pathway provided on eastern side only. No bike lanes. .	Local Road	City of Sydney

Table 9: Surround Road Network Hierarchy

3.2 Public Transport

There are existing public transport routes (buses) along Eddy Avenue and Regent Street. Light Rail is prominent long Eddy Avenue which heavy pedestrian activity may impact construction works and access to the site during peak period operations. Refer to *Section 1.4 Consultation*.

3.2.1 Light Rail Management

To address the risks of managing access over the light rail tracks at Eddy Avenue during live construction, Gartner Rose has worked closely with Transdev and Quantum Safety (PICOW supplier) to develop the Transdev Worksite Protection Plan which details the required procedure for vehicle crossing the Light Rail Corridor.

Altus Group / Gartner Rose will aim to prioritise deliveries between the hours of 2:00am and 4:00am each night, in which strict implementation of Traffic Guidance Schemes (TGSs) and possible installation of safety barriers as required and display of clear temporary traffic management signage.

Altus Group / Gartner Rose have worked closely with Transdev and Quantum Safety to determine best practices for crossing the light rail corridor. The Transdev Worksite Protection Plan is attached in **Appendix F**.

3.2.2 Heavy Rail Management

To address the risks of working in close proximity to the heavy rail corridor, Altus Group / Gartner Rose will bring their knowledge and extensive experience when it comes to working in and around a live rail corridor which includes Level 5 documentation and Safe Approach Distances of the live Track OHW, to planning, management and coordination of completing possession works on time and safely.

Whilst this project is technically outside the rail corridor, Gartner Rose have identified the significant challenges and risks the project entails when having the heavy rail corridor border the site.

3.3 Pedestrians and Cyclists

Due to the high intensity of pedestrian, commuter, light rail and vehicle movements associated with this project, the following has been provided below:

- During normal dayshift operations, there is no impact to the pedestrian travel path along Eddy Avenue footpath as the extents of the construction site hoarding at Eddy Avenue Plaza do not encroach on the Eddy Avenue footpath. Pedestrians exiting from Central Station to Eddy Avenue have egress along the colonnade, around the plaza.

- During night-shift operations (off-peak hours), the management of pedestrians and cyclists and their travel paths around Eddy Avenue site access point is detailed in Sheet 3 of the Traffic Guidance Scheme (TGS-25-05-106509-03-RevA), including:
    - Traffic controllers will be positioned on both sides of the roadway along with the driveway at the site access point to manage pedestrian and vehicular interactions safely.
    - Additional traffic controllers will be stationed at the adjacent cycle lane to stop and hold cyclists using a Stop/Slow bat, ensuring safe passage for site vehicles.
    - Additional traffic controllers will be stationed at the adjacent pedestrian footpath to stop and hold pedestrians using a Stop/Slow bat, ensuring safe passage for site vehicles.
    - Advanced warning signage for pedestrians and/or cyclists are implemented.
- There is an on-road bicycle facility (dedicated cycle lane) in the vicinity of the traffic-control set-up area for the site access at Eddy Avenue.

Regular communication about changes will be required to ensure traffic controllers are clearly informed as required. Specific construction works will be scheduled during off-peak hours to minimise disruptions. Altus Group / Gartner Rose with ensure their site team and safety officers conduct frequent safety assessments to adjust plans as needed. Altus Group TGS includes a risk assessment with mitigation controls. These are included in **Appendix B** Risk Assessment.

3.4 Vehicle Access

Vehicle access to the subject site will be via Eddy Avenue as shown in **Figure 4** below.

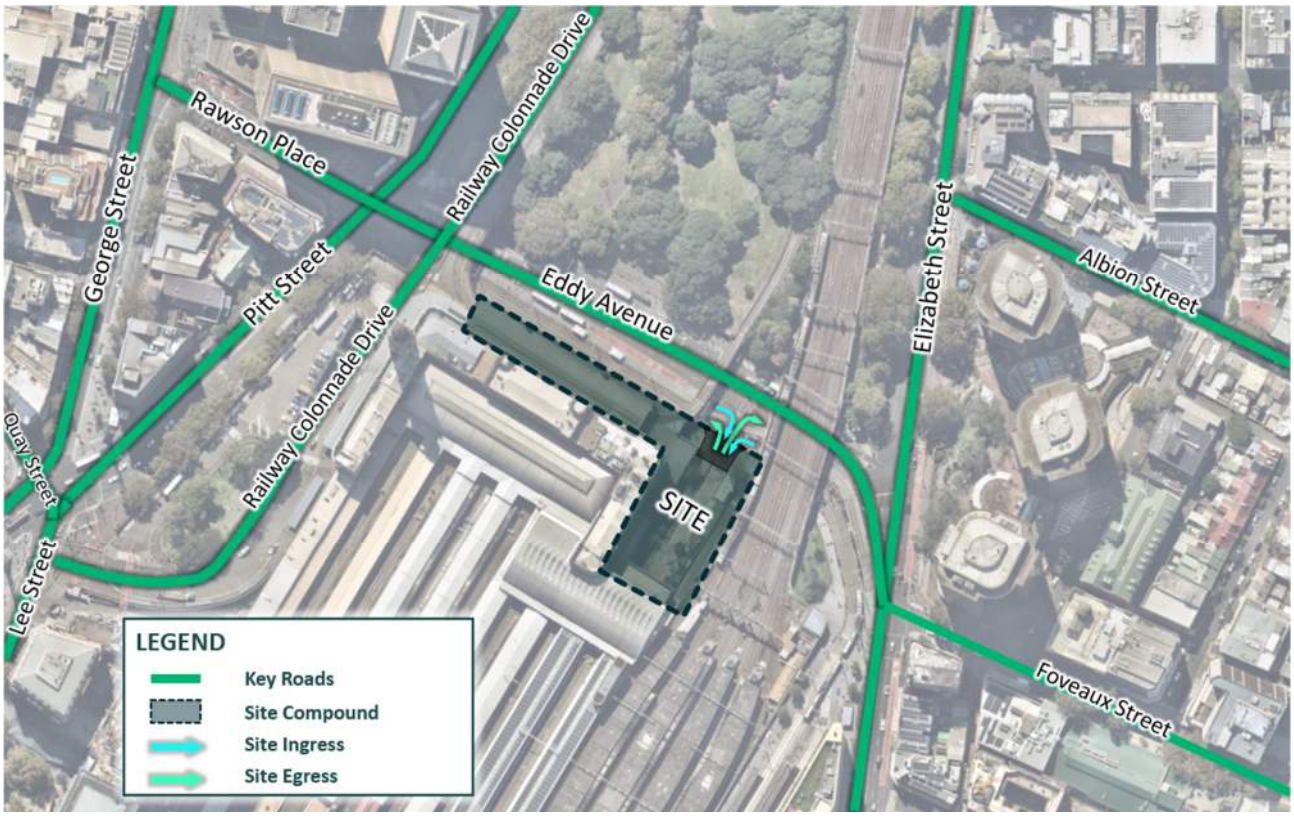


Figure 4: Eddy Avenue Site Ingress/Egress

Regent Street access to the site compound for construction vehicles, materials, deliveries, concrete pumping trucks and staff car parking is shown in **Figure 5** below.

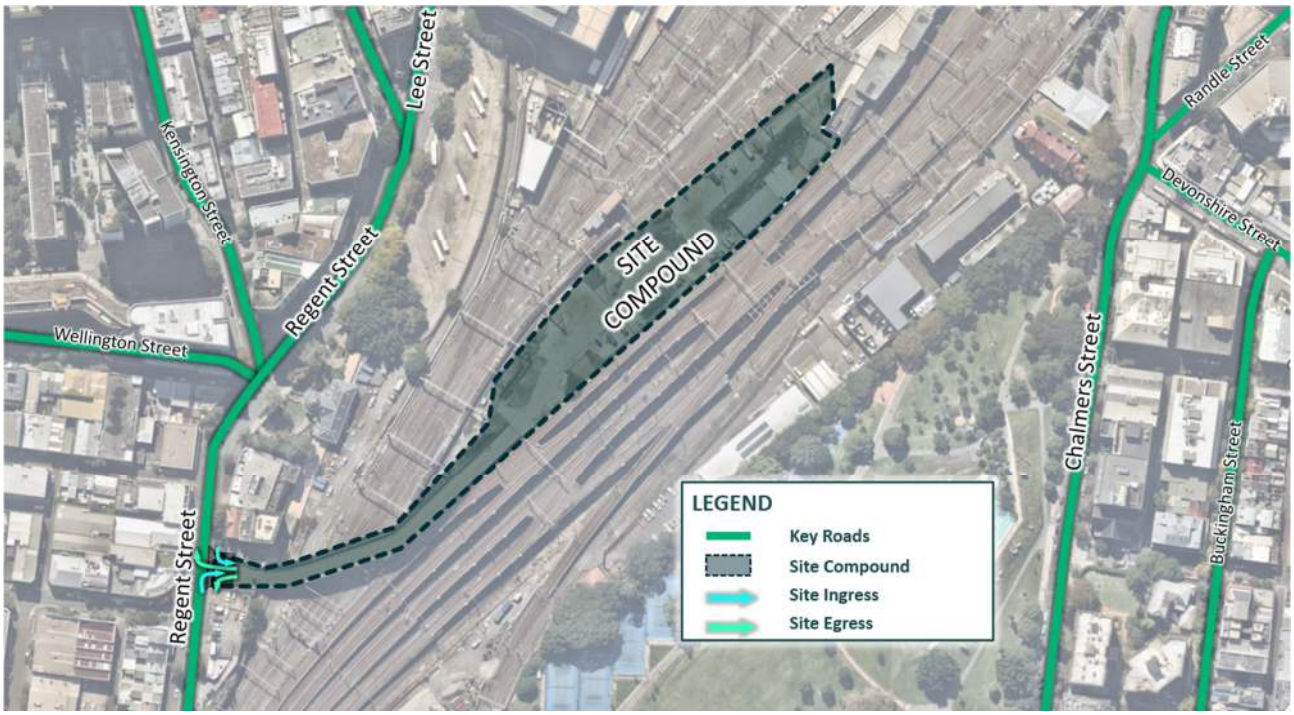


Figure 5: Vehicle ingress/egress via Regent Street

Altus Group / Gartner Rose has advised that the largest vehicle accessing the subject site will be a 12.5m Heavy Rigid Vehicle (HRV). Swept-path analysis has been undertaken to determine the accessibility requirements to ensure the required construction vehicles can safely access the subject site. Any larger vehicles requiring access to the subject site have not been considered and may require further assessment.

Vehicular access will be maintained to the surrounding road network and properties throughout the duration of the project for all road users.

Refer **Appendix A** for further details.

3.5 Delivery and Service Management

3.5.3 Eddy Avenue Plaza and Colonnade

Following the development of the Sydney Light Rail between Haymarket and Central Chalmers stations, the access for vehicles into Eddy Avenue Plaza and colonnade has been completely blocked.

No vehicles are permitted to cross the Light Rail Corridor at this location without a specific permit on an as-required basis from Transdev.

Access for delivery of goods and materials into the retail tenancies within Central Station and colonnade is made via the Loading Dock on the western side of Central Station and then via use of trolley or palette jack through the baggage tunnel.

Therefore, there is no impact to delivery vehicles from the Eddy Avenue Plaza construction site establishment. Emergency vehicle access to Fire Hydrant Boosters at the frontage of plaza is maintained throughout the duration of construction works.

3.5.4 Sydney Yard

The Traffic Guidance Scheme (TGS) for Sydney Yard **(Appendix A)** details the access and egress available for delivery, operational and emergency vehicles in and out of Sydney Yard.

As shown in the TGS and the swept paths, there is no impact to the movement of these vehicles from authorities/other contractors into/out of the yard and a sufficient turning circle will be available for Heavy Vehicles to turnaround within Sydney Yard as per usual operations of the yard.

3.6 Incident Management

Altus Group / Gartner Rose will need to supply an incident management plan as per TCAWS Section 5.3, 5.3.1 which needs to include the following:

- Names and contact details of nominated personnel responsible for dealing with traffic incidents occurring at the work site
- Contact details of the person responsible for the works, TMC operation representative, police, and emergency services representatives (where appropriate)
- Procedure to be followed in the event of a traffic incident at the site
- List of plant that will be available for moving portable concrete safety barriers (if in use on-site)
- Inventory of safety barriers, signs etc. and their storage location(s) that will be available to replace damaged barriers in event of a traffic accident (if in use on-site)
- Procedure for carrying out investigations of traffic incidents involving members of the public or workers. This should include:
    - Checking that the traffic control measures in place are in accordance with the TTAMP and its component plans, and ROL conditions
    - Carrying out a “drive through” and video recording of the roadway, including the location where the incident has taken place
- Information required for initial notification to the person responsible for the works, and where necessary, other relevant authorities
- Format for reporting and communication of the results of traffic incident investigations, and lessons learned.

In the event of any vehicle breakdowns or accidents occur during the works, the removal of any vehicles will be undertaken by a local towing company. In the event of an accident or incident, Modus Transport and Traffic engineering adheres strictly to TCAWS Section 5.3, 5.3.1 as well as the Principal Contractors *Incident Management Policy.*

This policy outlines the procedures to ensure swift and effective response, prioritising the safety of all involved. All incidents will be handled according to the Principal Contractors guidelines, including reporting, investigation, and corrective actions.

To address risks at Central Station's Eddy Avenue during live construction, Altus Group / Gartner Rose will implement clear signage, barriers, and designated pedestrian paths. Regular communication about changes will be provided and traffic controllers deployed for guidance as required.

Specific construction works will be scheduled during off-peak hours to minimise disruptions. Altus Group / Gartner Rose site team and safety officers will conduct frequent safety assessments to adjust plans as needed.

Altus Group / Gartner Rose will manage risks related to identification and protection of critical services at Central Station during live construction thorough site service searching and identifications assessments ensuring accurate mapping of utilities to be completed and displayed in areas visible to all contractors.

Altus Group / Gartner Rose will establish clear communication channels with all stakeholders, implement protective barriers, and continuously monitor activities to prevent disruptions or damage to essential services.

Any Temporary Traffic Management (TTM), if safe to do so, all devices will be removed from the roadway. There is no active work on the roadway for this project, so TTM can be removed at any time.

Refer to **Appendix D** – Traffic Incident Management Plan (TIMP).

3.7 Traffic Guidance Schemes

Traffic Guidance Schemes (TGSs) have been prepared by Altus Group for implementation by Gartner Rose associated with the Sydney Terminal Building Revitalisation Project and are provided within **Appendix A** of this TTAMP.

The TGSs provided are suitable to cover all internal and external stages of the construction works and minimises the exposure to road users and workers. Temporary traffic management control shall be implemented on Eddy Avenue, Elizabeth Street and Regent Street on approach to the work areas to warn road users of the works.

A long term TGS will be implemented during working hours to reduce vehicle speed past the work site, direct pedestrians around the site and warn motorists of trucks entering the roadway.

Based on the information provided by Gartner Rose, it is not anticipated that any further temporary traffic control measures will be implemented on the surrounding local roads. Project vehicles will not impede any property access adjacent to the Regent Street driveway to Sydney Yard.

Additional TGSs for any activity associated with the works, including the use of temporary warning signs, will be required to be developed by an accredited Traffic Management Designer (TMD) and based on the following documents and in the order of hierarchy listed below:

- AS 1742.3:2019 – Manual of Uniform Traffic Control Devices Traffic Control for Works on Roads
- Traffic Control at Work Sites (TCAWS) Technical Manual Issue 6.1 2022
- TfNSW QA Specification G10 Traffic Management – 2020e
- Austroads Guide to Temporary Traffic Management (AGTTM) Set

Property access, side roads and any special features affecting the position of signs and devices will be shown on TGSs, including all road names and adjoining local road names. TGSs are designed and implemented to allow for and accommodate the passage of buses and emergency service vehicles through all the road occupancies during

construction. TGSs will show various full road closures and partial lane closures, including all detour routes, as required.

Additionally, a Swept-Path Analysis of a 12.5m HRV have been completed for HRV access to the work area on Eddy Avenue and Regent Street during TGS implementation, to ensure access for HRV's is unimpeded. The Swept-Path analysis was undertaken in accordance with the guidance of Austroads. It has been verified that HRV access will be unimpeded. If there are onsite constraints during implementation, the TGS will be adjusted to suit.

For the scope of works that has been advised by Altus Group / Gartner Rose, two (2) TGSs have been developed to be implemented for the first stage in which further TGSs will be required for subsequent stages as they arise throughout the life of the project.

TGSs 1, 2 & 3 have been specifically developed for the construction works associated with the Central Station site.

- **TGS 1** – long term TGS to be implemented during construction hours and aims to reduce vehicle speeds past the work site for the protection of workers, pedestrians and advise motorists of trucks entering the roadway along Eddy Avenue. Loading / unloading of materials on the roadway is not permitted with this TGS. TGS 1 is to be implemented when works are contained within the subject site, including loading / unloading – TGS 25-05-106509-01-RevA – 2:00am to 4:00am.
- **TGS 2** – is a long term TGS to be implemented for the site compound / stockpile ingress/egress via Regent Street. All construction, concrete pumping trucks and staff for parking will be undertaken within the site compound. Traffic Control (TC) will be required at the access point via Regent Street to ensure unrestricted access, and safe pedestrian access within the public realm is maintained, without impacting the adjacent road network. TGS 25-05-16509-02-RevA – all hours.
- **TGS 3** – is a long term TGS to be implemented for the lane closure along Eddy Avenue for both eastbound and westbound traffic with reduced vehicle speeds past the work site for the protection of workers, and motorists of trucks entering/exiting the roadway in which pedestrians and cyclists will be held for a maximum of 30 seconds to allow reversing manoeuvres for trucks into the worksite. TGS 25-05-16509-03-RevA – 9:00pm to 5:00am.

The preliminary concept of TGSs and Swept-Path Analysis can be found in **Appendix A** of this report.

3.7.1 Modifications to TGSs

All TGSs shall be regularly reviewed for their effectiveness, and shall be amended by a person holding a PWZTMP qualification, and must be supported by a TMP or risk assessment to ensure all TGSs consider and mitigate identified site-specific conditions and risks, as well as recorded in traffic control register with revision and approval date:

- As and when deemed necessary to maintain or improve safety of the public and construction activities, including both vehicular and pedestrian movements.
- When there are programmed changes to the construction activities that will affect traffic movements on public roads.
- When existing traffic control measures are required to be amended to improve traffic flow or to minimise the impact of construction traffic on road users.

Any modifications to approved TGSs may require approval from the City of Sydney.

3.7.2 Reviews to TGSs

Generic TGSs must be reviewed by a PWZTMP qualified person every 12 months so that they remain appropriate. Once reviewed the date and details of the PWZTMP person must be updated on the TGS to ensure persons selecting can confirm currency.

All active Site Specific and Site Suitable TGSs must be reviewed as part of the weekly inspections detailed in Section 8.1 Work site inspections, reviews and audits. A Site Specific or Site Suitable TGS must only be used for the duration of the work activity noted on the TGS.

If the work activity is intended to be longer than 12 months, then the TGS must be formally reviewed by a PWZTMP qualified person at least every 12 months and issued with the review date and the details of the PWZTMP qualified person undertaking the review and recorded on the TGS.

3.7.3 TGS Design Parameters

This Section must be used to determine the use and placement of TTM signs and devices at Transport work sites by persons qualified with PWZTMP or ITCP as applicable. The Section includes defining the clearances and spacing for signs and devices as well as the sequence of installation and removal. The devices in this Section include:

- Portable traffic control devices (PTCDs)
- Safety barriers
- Traffic guidance and delineation devices
- Other safety devices

In relation to this Section the following must not be used:

- Isolated or non-continuous safety barrier units
- Barrier boards parallel to the direction of traffic flow
- Any other traffic control device that is not authorised for use

For authorising the use of an unaccepted traffic control device see *Section 2.8 Departures from this Technical Manual.*

4 Traffic Management & Safety Strategies

4.1 General Road Users and The Public

Altus Group / Gartner Rose will provide the skills and resources required to minimise the overall impact of the works to road users and the public to keep safety at front of mind. This will be done through strategic planning and implementation of sound construction techniques that will always consider the impact and safety of road users and the public.

Measures Altus Group / Gartner Rose will use to deliver public safety include:

- Providing separation between the public and the construction works. This is a key element to providing safety for road users and the construction team. This will be done through temporary devices providing sufficient separation, including temporary fencing, construction bunting, etc. and safety measures to minimise the impact of the works.
- Limiting the working hours of works that could pose substantial impact on road users and the public.
- Minimising disruption outside peak periods, over public holiday weekends and school holidays by limiting the extent of traffic management undertaken during these times.
- Implementation of visual delineating devices (traffic cones, T-top bollards, etc) to reduce potential distraction of road users.
- Community consultation and notification to keep road users and the public up to date regarding traffic management measures or restrictions.
- Liaising with other construction works in the area so minimal disruption to both this project and others occurs.

The strategy and subsequent refinement of the TTAMP will consider and address the potential safety impact of construction works on the public. Altus Group / Gartner Rose will manage these issues through planning, implementation, and inspection of the works.

4.2 Defining the Work Area

To provide a safe environment for all road users, Altus Group / Gartner Rose will clearly define the boundaries of the work area and provide defined walking paths, where required. Fencing will be installed to restrict physical access to hazardous areas and for site security, which will be appropriately sign posted.

Various types of temporary and semi-permanent fencing may be installed including plastic mesh, weldmesh pool fencing, chain wire mesh, Colourbond fencing or similar. All physical delineating devices are to be maintained during the project and appropriately secured to prevent injury to the public.

Additionally, clear signage shall be installed site frontages advising a point of contact for the community to make enquiries to regarding the construction works. The signage will include the company name, contact name, position, email address and phone number.

4.3 Construction Vehicles

Throughout the construction phase of the project, various types of commercial vehicles will require access to the subject site by performing forward direction movements in and out of the site. It is important to note that the maximum sized for the project is a 12.5m HRV.

To mitigate any potential impact on the current traffic volume on the surrounding road network, Altus Group / Gartner Rose is entrusted with the responsibility of managing deliveries and construction vehicle access to the site. This strategic management approach is designed to minimise disruptions to the existing traffic flow and ensure the smooth operation of vehicular movement in the surrounding area.

By coordinating and optimising the scheduling of deliveries and construction-related traffic, the Contractor aims to uphold traffic management best practices, ensuring the least possible impact on the road's current traffic volume. This proactive management strategy aligns with our commitment to responsible construction practices and the overall well-being of the community.

The anticipated construction vehicles onsite are anticipated to include, but is not limited to:

- Heavy Rigid Vehicles (HRV) - 12.5m long
- Mobile Concrete Pump –8.77m long
- Medium Rigid Vehicles (MRV)
- Small Rigid Vehicles (SRV)
- Light Vehicles (LV)

All vehicles accessing the subject site shall follow a set procedure when entering and exiting the site.

The approximate volumes of heavy vehicle deliveries during each construction zone are shown below in **Table 10**.

Zone Description	Number of Heavy Vehicles between 2:00AM and 4:00AM
Zone A – Eddy Avenue	4
Zone B – Eddy Avenue	6
Zone C – Eddy Avenue	4

Table 10: Number of Vehicles per Zone

4.3.1 Light Vehicles

All light vehicles associated with the construction works shall conform with the following:

- Decelerate slowly on approach to the work area.
- Activate rotating flashing yellow lamp upon entry to the work area (if fitted to vehicle).
- Switch on the vehicle hazard lights once the vehicle is stationary.
- Vehicles shall comply with all parking regulations, not obstruct any footpaths and pedestrian crossing (if any) and shall ensure sight lines remain clear for all road users.

- Vehicles shall only enter the subject site via the designated vehicle access on either Eddy Avenue or Regent Street. Under no circumstances are construction vehicles permitted to enter the subject site via any unauthorised vehicle accesses.
- Vehicles to contact Traffic Contril via UHF Radio, and follow instructions for accessing into the site, and vehicles to follow the approved Traffic Guidance Schemes (TGSs).

4.3.2 Heavy Vehicles (Concrete Pump, HRVs & MRVs)

All heavy vehicles (including concrete pumps and trucks) associated with the construction works shall conform with the following:

- Decelerate slowly on approach to the work area and signal their intention by indicator to leave the traffic lane.
- Activate rotating flashing yellow lamp upon entry to the work area (if fitted to vehicle).
- Switch on the vehicle hazard lights once the vehicle is stationary.
- Vehicles shall comply with all parking regulations, not obstruct any footpaths and pedestrian crossing (if any) and shall ensure sight lines remain clear for all road users.
- Vehicles shall only enter the subject site via the designated vehicle access on Eddy Avenue or Regent Street. Under no circumstances are construction vehicles permitted to enter the subject site via any unauthorised vehicle access point.
- All heavy vehicles must enter the subject site to load / unload goods and materials, unless an appropriate TGS is implemented for the heavy vehicle to load / unload good and materials within the public road reserve. It is not anticipated that any heavy vehicles will need to be loaded / unloaded within the public road reserve.
- Vehicles to contact Traffic Contril via UHF Radio, and follow instructions for accessing into the site, and vehicles to follow the approved Traffic Guidance Schemes (TGSs).

4.3.3 Plant & Equipment

It is not anticipated that any Plant and equipment will be required to operate within the public road reserve during the Stage 1 construction works. All plant and equipment will be contained within the subject site boundary.

Plant and equipment for the roadworks and intersection upgrade will be required, however the detail for this stage of work will be advised prior to commencement of the external roadworks.

4.4 Haulage Management

This section outlines the strategies to manage the safe and efficient movement of construction-related heavy vehicles to and from the site, while minimising disruption to the local road network, surrounding land uses, and public safety.

Altus Group / Gartner Rose is committed to ensuring that all haulage activities are undertaken in accordance with TfNSW and the City of Sydney's requirements and best-practice construction traffic principles.

4.4.1 Haulage Routes

Designated haulage routes have been selected by Gartner Rose in consultation with Altus Group. These haulage routes are selected in line with the Environmental Impact Statement (EIS), with the road hierarchy from City of Sydney, and with road safety considerations.

Inbound routes point of origin will vary dependant on supplier and the materials / goods being transported to the subject site in which the following routes are for inbound movements are proposed:

- From South Dowling Street (M1) head east onto Cleveland Street.
- Then head north onto Chalmers Street, turning north-east onto Randle Steet.
- Continue along Randle Street, turning north along Elizabeth Street.
- Continue along Elizabeth Street, turning west onto Eddy Avenue.
- Ingress/egress access points are available along Eddy Avenue to the subject site for 12.5m HRVs.
- Continuing west along Eddy Avenue, turning south onto Pitt Street, there is another proposed ingress/egress access point.
- Continuing further west along Pitt Street, heading south onto Lee Street, continuing onto Regent Street southbound, and then turning east with ingress/egress access points into Sydney Yard for heavy and light vehicles.

Outbound routes will typically be as follows:

- Egress from Sydney Yard onto Regent Street heading south to Cleveland Street.
- Turning east along Cleveland Street and continuing until South Dowling Street (Eastern Distributor, M1) in which vehicles can turn north or south.

Figure 6 below shows the haulage management access routes, construction footprint, access points and in/out vehicle movements.

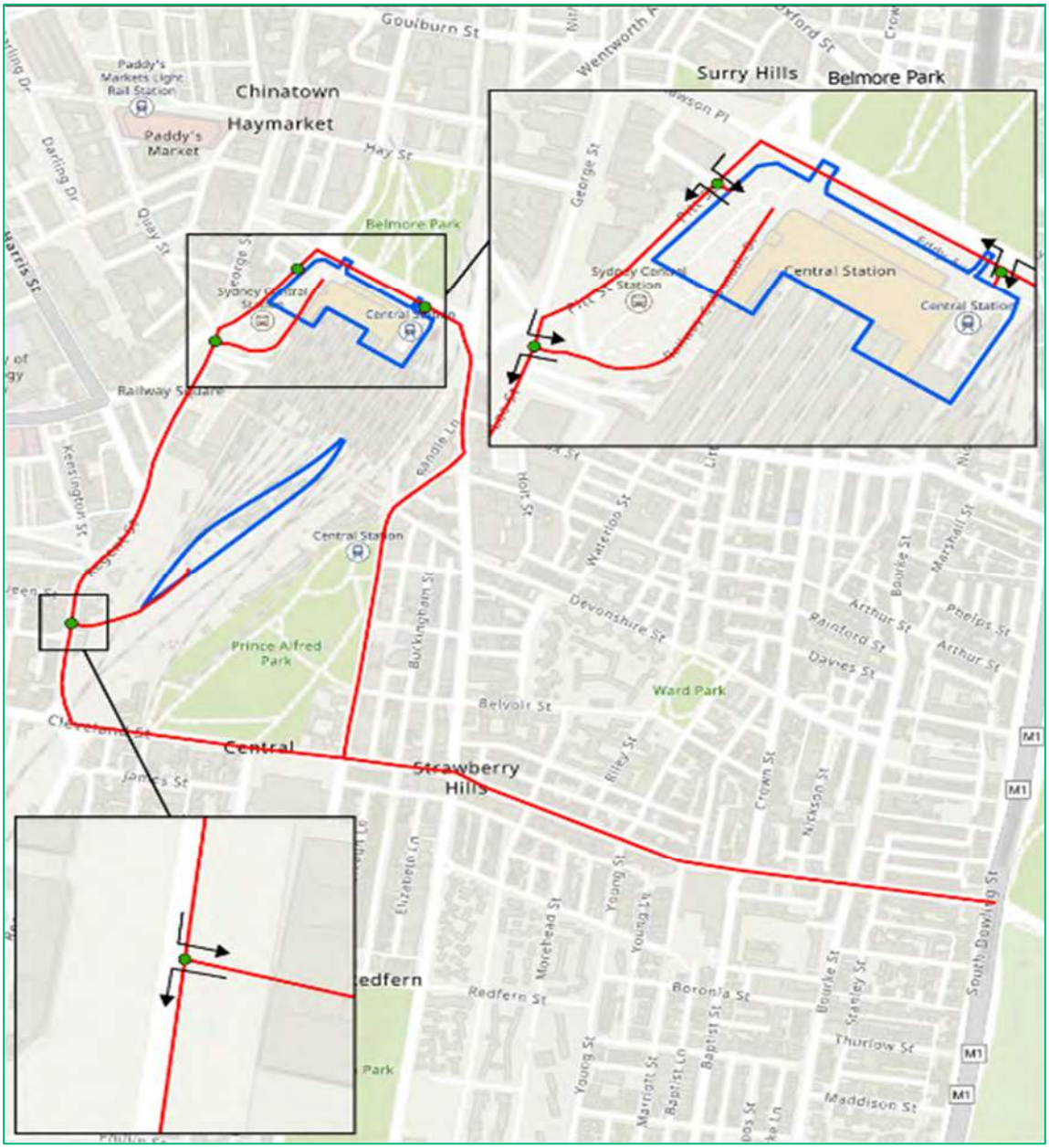


Figure 6: Haulage Access Routes

Vehicles for the export of waste materials will likely be bound for a waste management facility. The closest waste management facility to the subject site is Sydney Rubbish Services, located at 1 Goodlet Street, Surry Hills.

4.4.2 Vehicle Types

The anticipated vehicle types associated with the haulage task include:

- Heavy Rigid Vehicles (HRV) - 12.5m long
- Mobile Concrete Pump –8.77m long
- Medium Rigid Vehicles (MRV)
- Small Rigid Vehicles (SRV)
- Light Vehicles (LV)

Deliveries and haulage operations may be scheduled to avoid network peak periods (typically 7:00am–9:00am and 2:30pm–4:30pm) to reduce conflicts with local commuter traffic and school zone activity.

4.4.3 Safety and Amenity Controls

To mitigate risks associated with construction haulage, the following controls will be implemented:

- **Driver Induction & Toolbox Talks:** All drivers will be inducted into haulage-specific procedures, site rules, and haul routes. Toolbox talks will reinforce these measures throughout the project.
- **Vehicle Compliance:** All haulage vehicles will comply with NHVR heavy vehicle regulations, be roadworthy, and properly secured to prevent load spillage.
- **Dust and Noise Mitigation:** Loads will be covered. Dust suppression (e.g. water carts) will be used on-site. No haulage will occur outside of approved working hours.
- **Speed Controls:** Adherence to speed limits will be enforced, with additional controls (e.g. temporary signage) as required in sensitive zones.
- **Environmental Protection:** Measures will be taken to avoid sediment runoff, and any incidents will be reported in line with environmental compliance protocols.

4.4.4 Monitoring and Compliance

The haulage operation will be monitored by the site manager or appointed traffic controller to ensure ongoing compliance with this Haulage Management Plan. Any non-compliances, incidents, or complaints will be logged and investigated, with corrective actions implemented as necessary.

Regular reviews of haulage impacts, and route effectiveness will be undertaken, and modifications may be made in consultation with TfNSW and the City of Sydney, if required.

4.5 Parking Management

The Parking Management Strategy forms a key part of the TTAMP for the construction works. The objective is to ensure that all construction-related parking activities are undertaken in a safe, orderly, and legally compliant manner, with minimal disruption to public roads, adjacent land uses, and traffic operations.

This strategy specifically responds to the site constraints along Eddy Avenue, as the main access to Eddy Avenue is over the L2 and L3 Light Rail corridor. The current Light Rail possession calendar only extends to June 2025, but Gartner Rose have included these known possessions within the construction program.

Gartner Rose will also work closely with PICOW providers to consult and engage with Transdev as required, specifically for the possessions and the nighttime crossings during the 2:00am to 4:00am window. The following strategies will be implemented for managing construction vehicle parking:

4.5.1 Vehicle Parking

All construction vehicles, including staff vehicles, delivery vehicles, site plant, and subcontractor vehicles, will be fully contained within Sydney Yard via Regent Street. No parking will occur on Eddy Avenue or any surrounding public roads.

Sydney Yard has capacity for twelve (12) vehicles to be parked, which is anticipated maximum parking demand. If demand exceeds supply, subcontractors with multiple personnel will be advised to carpool together to reduce vehicles onsite. Labourers and personnel without tools are encouraged to use public transport.

- Adequate space will be provided within the site boundaries to accommodate:
- Light vehicle parking for site personnel and subcontractors
- Designated loading / unloading for heavy vehicles
- Turn-around areas to eliminate reversing movements onto public roads

Site parking layouts will be maintained and updated in line with construction staging.

4.6 Emergency Vehicle Access

In the event that temporary traffic control measures are in place, emergency services will be impacted for a short hold and release if there is a construction vehicle undertaking a reversing manoeuvre. If emergency services are on approach prior to construction vehicles reversing, these vehicles will be required to continue and undertake a loop around the worksite and come back once clear.

Priority will be given to emergency vehicles where possible to ensure rapid and unimpeded access past the worksite. All traffic controllers and site personnel must respond promptly to approaching emergency vehicles by stopping all other traffic, ceasing work if necessary, and providing a safe path of travel.

Additionally, ongoing coordination with emergency responders is essential to adapt traffic management measures as needed, minimising delays while maintaining the safety of workers and road users.

4.7 Construction Activities

All construction-related movements, including vehicular activities and operations, may be conducted under the supervision of trained traffic controllers, where there is an unacceptable level of risk to the general public and workers, and specified under a TGS.

Any required supervision will be implemented exclusively during designated working hours. The objective is to ensure the safety of both road users and construction staff through a controlled and coordinated approach. It is also understood that Altus Group / Gartner Rose will ensure that safe and unrestricted access to neighbouring properties is maintained at all times.

4.7.1 Loading / Unloading Activities (Lifting Activities)

For the duration of the construction work, loading / unloading activities will be undertaken within the established subject site to minimise traffic impacts and interaction along Eddy Avenue as much as possible. Additional temporary traffic management controls will be implemented, as per Section 6 of this TTAMP and include:

- Vehicle Movements over the Light Rail only between 2:00am and 4:00am
- Eddy Avenue to have one (1) lane closed with intermitted “hold and release” for construction and work vehicles to reverse into the subject site.
- Pedestrian management and spotters will be deployed for all reversing activities and to assist with light rail passengers alighting from trams.

- Traffic Controller (TC) spotters will also be deployed for the works compound in Sydney Yard, located at 60 Regent Street, including staff car parking.

4.7.2 Concrete Pouring / Concrete Pumping Activities

During the construction work, concrete pouring activities will be undertaken within Eddy Plaza. All concrete pumping activities will be undertaken completely within the construction site, to avoid interaction with the road network and Light Rail. Concrete delivery trucks would access into the plaza site with full traffic-control set-up as per the TGS, during the approved nightshift hours.

Alternatively, a pump-line can be set-up from Sydney Yard, in which case the concrete delivery trucks would access into Sydney Yard via Regent Street, and pump the concrete to Eddy Plaza via the pipeline, also maintained completely within the approved construction areas within Central Station.

4.8 Pedestrian Management

A standalone Pedestrian Management Sub-Plan has not been provided, as it is not warranted by the scale or nature of the pedestrian interface. The required pedestrian controls are intermittent short duration holds of approximately 30 seconds to allow truck reversing manoeuvres across the footpath, as per the provided TGSs in **Appendix A**.

These controls are administrative in nature, carried out by certified Traffic Controllers (TCs) under hold-and-release procedures. The pedestrian path remains unobstructed outside these brief periods, and a clear 1.5 m minimum width is maintained at all other times in compliance with TCAWS and DDA requirements.

For the duration of the construction project the pedestrian pathways will remain open to the public. Additional warning signage will be established where there is a significant risk to pedestrian traffic during the lifetime of the construction project. Pedestrian closures are not anticipated to occur at any time, however detours will be required at the property frontage.

It shall be noted that there are existing pedestrian pathways on Eddy Avenue. Pedestrian management will be incorporated within all Traffic Guidance Schemes (TGSs) created for the project, however formalised detour routes are not possible due to the existing road environment constraints with the light rail and buses.

Stringent safety measures will be adhered to ensure the safety of the general public. These measures include:

- **Unimpeded Access:** All construction materials, equipment, or miscellaneous construction items are to remain clear of pedestrian pathways. A minimum clear width of 1.5 metres shall be provided at all times for pedestrians to safely pass the work site.
- **Increased Vigilance:** All construction personnel, including traffic controllers, will maintain heightened vigilance to identify and respond to pedestrians in the area.
- **Traffic Controller Assistance:** Trained traffic controllers may be positioned strategically to assist pedestrians, ensuring their safe passage and providing guidance, if required due to high-risk work activities.
- **Communication Measures:** Efforts will be made to communicate the construction activities and potential pedestrian routes, if available, through various channels to ensure that pedestrians are well-informed.

- **Flexible Adjustments:** The construction management team will remain flexible in adapting to the dynamic conditions and will adjust protocols as needed to accommodate pedestrians safely.
- **Continuous Monitoring:** Continuous monitoring of pedestrian movement will be carried out to identify patterns and make real-time adjustments to enhance safety.

Additional pedestrian and cyclists' management notes as per the amended TGSs provided by Altus Group are as follows:

- Works involve construction activities for the upgrade of Central Station, Sydney.
- Work vehicles will enter and exit the site by driving forward and reversing across the adjacent footpath.
- Vehicle movements will be managed using a "hold and release" method by a traffic controller with a PTCD.
- Traffic controllers will be positioned on both sides of the roadway along with the driveway at the site access point to manage pedestrian and vehicular interactions safely.
- Additional traffic controllers will be stationed at the adjacent cycle lane to stop and hold cyclists using a Stop/Slow bat, ensuring safe passage for site vehicles.
- Additional traffic controllers will be stationed at the adjacent pedestrian footpath to stop and hold pedestrians using a Stop/Slow bat, ensuring safe passage for site vehicles.
- Pedestrian and cyclist access will be maintained at all times.

4.9 For Works Requiring A Road Occupancy Licence (ROL)

Where any work by Altus Group / Gartner Rose will or is likely to obstruct or have the effect of restricting, closing, interfering with, or obstructing the free flow of traffic on any lane or shoulder of the existing roads or local road, Altus Group / Gartner Rose will lodge with TfNSW and/or the local council being City of Sydney (in the case of local road closures and occupancies) a Road Occupancy Licence Application (ROLA), providing all relevant details of the proposed work; and a relevant TGSs as required by SWTC.

At this stage, it is understood that lane closure arrangements are required for different stages of the works. It is also understood that:

- All ROLAs to be submitted ten (10) business days in advance
- All ROLAs will include The Project name prior to submission
- Any ROLAs that have been applied for or licenced without the Major Project Name should be re-applied for using the Major Project Name
- All activation and deactivation of ROLAs for work shifts will be applied via the web application system and not by calling the TMC directly
- All ROLAs must include the project name prior to submission

Altus Group / Gartner Rose will obtain the ROLAs as part of the consultation with TfNSW as the owner and will maintain records as required by Schedule 30 of The Project Deed.

It is noted that consent under Section 138 of the Roads Act will need to be obtained from City of Sydney for any work proposed to be undertaken within the road reserve of local roads which Council is the road authority.

An application and TGS will be lodged no less than ten (10) business days prior to the date when Altus Group / Gartner Rose intends to undertake the work, to allow TfNSW to review the application and TGS, issue a ROL and, where appropriate, make arrangements for implementation of the TGSs.

The application to TfNSW and/or Council will include:

- Submission of a completed road occupancy application form
- Brief details of the works to be conducted
- Any relevant design drawings of the works
- Program of the works
- Copies of TGSs
- If applicable, details of speed limit authorisation submission
- Contact details of a construction site representative

Altus Group / Gartner Rose will consider traffic volumes during the period of the ROL that is likely to exceed the capacity of the subject road such as during holiday periods, during a special event or during other periods of, or other circumstances which give rise to, increased traffic volumes, reduced traffic speeds or lowered capacity of the road.

ROL applications will be submitted to TfNSW for approval and work will not begin until the TfNSW has approved and issued the ROL. A copy of any ROL issued pursuant to the provisions of The Project Deed and including all the TfNSW, conditions and requirements will be available at the location of the relevant road occupancy; and always when construction activities associated with the ROL are taking place.

When any unplanned closure of a lane or a restriction in the flow of traffic occurs, Altus Group / Gartner Rose will immediately advise TfNSW of the nature of the closure or restriction and of the schedule for reopening of the lanes. Altus Group / Gartner Rose will take all required measures to open the lane as quickly as possible.

If required, an Incident Report in accordance with the WHS Management Plan will be forwarded to TfNSW for information or concurrence. Altus Group / Gartner Rose will design temporary works to minimise any impact on existing infrastructure and environments and will monitor (as required) to prevent negative impact or damage to existing infrastructure or environments.

Design and proposed construction methodologies for proposed temporary works will be submitted to TfNSW and Principal Contractor for approval prior to works commencing.

Altus Group / Gartner Rose will make a copy of the ROLs available to TfNSW, NSW Police and City of Sydney, in which the following have been approved:

- ROL Licence No: 2488126
- ROL Licence No: 2488138
- ROL Licence No: 2487790
- ROL Licence No: 2489866

Refer to **Appendix E** for ROLs.

4.10 Clarification of ROLs

There are four (4) Road Occupancy Licences (ROLs) associated with this project. Each ROL serves a distinct operational purpose during the work period:

- ROLs for Lane Closures and TTM Setup to prepare for the closure of SLR and work vehicle access/egress (9:00 PM – 5:00 AM):
  - These ROLs cover the implementation of lane closures and associated temporary traffic management setups:
    1. Eddy Avenue: ROL 2492878 – to be used in conjunction with TGS - 25-05-106509-02
    2. Elizabeth Street: ROL 2492886 – to be used in conjunction with TGS - 25-05-106509-02
    3. Eddy Avenue Turn Lanes: ROL 2492876 – to be used in conjunction with TGS - 25-05-106509-02
- ROL for Hold and Release Movements including the blacking out of Traffic Control Signals (TCS) (2:00 AM – 4:00 AM):
  - This ROL is specifically for the intermittent hold and release of traffic to allow safe entry and exit of work vehicles from the site:
    4. Work Vehicle Movements: ROL 2492882 - to be used in conjunction with TGS - 25-05-106509-01-REV A

These ROLs have been requested to ensure both staged TTM implementation and operational flexibility during peak work periods.

4.11 Implementation of ROLs

All ROLs are activated via the on-line portal, accessible at https://myrol.transport.nsw.gov.au. If this function is unavailable at the time of activation, Altus Group / Gartner Rose will telephone 1800 679 782 to advise of their inability to instate the ROL via the on-line portal. Manual activation will then take place over the phone. Obtaining a licence establishes this direct communication and co-ordination of possibly conflicting demands on the network. Altus Group / Gartner Rose understands that an ROL is subject to certain conditions including, but not limited to:

- Altus Group / Gartner Rose on-site representative is required to contact TMC prior to closing lane(s) or adjusting lane configurations, and again upon re-opening at completion of the work
- This is done through the online portal, or via telephone if online activation is not possible
- There must be a copy of the licence on-site at all times
- The TMC must be kept informed of any change of details regarding the on-site contact

4.12 Opening to Traffic Upon Completion

All relevant sign posting, pavement markings, delineation device or similar required for the project is to be appropriate in place or removed if not required prior to opening of any part of the project works to traffic. All temporary traffic control devices no longer required for the safety of traffic, when any part of the project works is opened to traffic, are also to be removed or covered. At least one (1) business day's written notice is to be given to TfNSW of the date of the opening of any part of the works to traffic. Consultations for opening traffic are to be carried out with TfNSW, NSW Police and City of Sydney.

5 Traffic Management Implementation

5.1 Traffic Controller

The Contractor will ensure that, always during working hours, all persons conducting traffic control are accredited in the following:

- RIIWHS205D – Control Traffic with Stop/Slow Bat
- RIIWHS305D – Implement Traffic Control Plans

The responsibilities of nominated Traffic Control personnel include:

- When conditions suit the use of a traffic guidance scheme, only workers with the NSW qualification to implement Traffic Guidance Schemes shall set up and take down the signage in accordance with the TGS
- Traffic controllers with approved traffic control devices will be in attendance, to control and monitor any vehicular traffic movements, as required
- Traffic controllers must always have their traffic control licenses available for inspection whilst performing traffic control duties
- Traffic controllers shall wear high-visibility clothing in addition to other protective equipment required (e.g., footwear, eye protection, helmet sun protection etc.), always whilst on the Work Site as specified in the Traffic Controller Accreditation Scheme Approved Procedure
- Traffic controllers must ensure they have a clear escape route to a non-traffic (closed) section of the roadway, e.g., road shoulder, escape door (where possible)
- Traffic controllers must comply with the requirements of the TGS and ensure no activity is undertaken that will endanger the safety of other workers or the public
- Traffic controllers must enter and leave the Work Site by approved routes and in accordance with safe work practices

All traffic control signage and devices shall comply with AS 1742.3:2019 and TCAWS.

5.2 Monitoring and Inspections

In addition to the inspections conducted by a person who is a qualified Traffic Controller, a nominated member of the Project Team, is required to inspect the temporary traffic controls during construction, focusing on monitoring compliance against the TGS and identifying safety hazards, to enable implementation of corrective solutions.

The Traffic Manager, or delegate, will be required to conduct three (3) main types of inspections:

1. Daily pre-start and pre-close inspections of short-term traffic control
2. Weekly inspections of long-term traffic control
3. Night inspections of long-term traffic control

Records of inspections of road conditions and traffic control measures will be maintained by the nominated Traffic Manager.

5.3 Review and Improvement

Continuous improvement of this plan will be achieved by the monthly evaluation of the policies, objectives and targets set out in this plan for the purpose of identifying opportunities for improvement. The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of traffic management
- Determine the cause or causes of non-conformances and deficiencies
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies
- Verify the effectiveness of the corrective and preventative actions
- Document any changes in procedures resulting from process improvement
- Make comparisons with objectives and targets

For this plan, the process for measurement and improvement, including corrective actions, is addressed in the Quality Management Plan. A copy of the updated TTAMP and changes will be distributed to stakeholders.

In addition, as part of satisfying it is intended purpose, the Contractor will undertake ongoing development, amendment and updating of the TTAMP throughout the duration of the work to account for:

- Variations
- Changes in law
- Changes in the design and construction process
- The need to prevent the recurrence of any compromise to the safety of road users and the public during construction, including landscaping maintenance
- Any other event or circumstance impacting the delivery of the works

5.4 Signage Placement

Placement of signs must be arranged so that they are prominently displayed to traffic and will command attention. Signs must be properly displayed at all times and within the line of sight of the intended road user. Regulatory and detour signs must be located nearest to the travel edge of the lane. Signs must not:

- Be obscured from view such as vegetation or parked cars.
- Obscure other devices from the line of sight of road users.
- Create a hazard to road workers and road users (including pedestrians and cyclist).
- Be a hazard that deflects traffic into an undesirable path.
- Restrict sight distance for drivers entering from side roads or streets, or private driveways.

5.5 Roles and responsibilities

To ensure safe and compliant traffic management throughout the construction project, the following personnel roles and responsibilities have been established. Personnel names will not be known until time of booking the works which Altus Group will provide as required.

5.5.1 Traffic Management Designer (TMD)

- Holds current TMD accreditation under TfNSW requirements.
- Designs, certifies, and signs off Traffic Management Plans (TMPs) and Traffic Guidance Schemes (TGSs).
- Ensures TGSs meet the requirements of AS1742.3, AGTTM and TCAWS.
- Reviews and updates TGSs when site conditions or work staging changes.

5.5.2 Traffic Management Implementer (TMI)

- Holds Traffic Management Implementer (TMI) accreditation as required for site duties.
- Installs and maintains temporary traffic control devices as per approved TGSs.
- Assesses real-time site safety risks and adapts measures accordingly.
- Ensures signage and delineation are clearly visible and effective throughout the work period.

5.5.3 Traffic Controller (TC)

- Holds current Traffic Controller (TC) accreditation under TfNSW requirements.
- Controls traffic using a stop/slow bat as per the approved TGS.
- Maintains communication with other traffic control personnel and adapts controls to site conditions.

5.5.4 Site Supervisor (Contractor Representative)

- Coordinates all site activities in compliance with this TTAMP.
- Ensures workers are inducted and understand site-specific traffic management.
- Maintains safe access to surrounding properties.
- Liaises with the traffic management provider to coordinate any TGS updates.

5.5.5 Traffic Engineer (Modus)

- Prepares the TTAMP and coordinates with stakeholders.
- Liaises with the Principal Contractor and TMD for revisions and compliance audits.
- Responds to council queries and facilitates permit and approval processes.

5.5.6 Emergency Services Liaison (Contractor)

- Ensures ongoing consultation with NSW Police, Fire and Rescue and Ambulance Services.
- Maintains access to the site and surrounding roadways for emergency vehicles.
- Coordinates response protocol in the event of a critical incident.

6 Construction Staging

The period between contract award in February 2025 and achieving AFC in May 2025 will be utilised to complete the project specific documentation and potentially an early works design package. The work that will be completed in Stage 1 will not require an AFC design to be in place as its mainly demolition works and service isolations.

It is Altus Group / Gartner Rose intention to run both day and night shifts for certain stages of the project which will be detailed further in the staging below. The night shift will be mainly utilised to manage the movement of materials on and off site. It will also be utilised to install some of the temporary and permanent work when the station is at its quietest during off peak times.

6.1.1 Management of access over the Light Rail tracks (materials in and out of site)

To address the risks of managing access over light rail tracks at Eddy Avenue during live construction, we will aim to prioritise deliveries between the 2:00am and 4:00am window each night.

Altus Group / Gartner Rose will implement strict traffic management plans, install safety barriers as required and display clear signage. We will work closely with our PICOW supplier to coordinate with Transdev to determine best practices for crossing the light rail corridor.

6.1.2 Identification and protection of critical station services

To address risks related to identification and protection of critical station services during live construction the following will be undertaken by Altus Group / Gartner Rose:

- Conduct thorough site service searching and identifications assessments.
- Ensure accurate mapping of utilities is completed and displayed in areas visible to all contractors.
- Establish clear communication channels with all stakeholders, implement protective barriers, and continuously monitor activities to prevent disruptions or damage to essential services.

6.1.3 Identification and preservation of archaeological finds

To address the risks of identifying and preserving archaeological finds during the demolition and excavation phases, Altus Group / Gartner Rose will implement protective barriers as required and conduct thorough site assessments with archaeologists.

Altus Group / Gartner Rose will also coordinate closely with heritage consultants, and if required, adjust construction timelines and methodologies to prioritise the management of an unexpected find of archaeological importance.

6.1.4 Zone A – Eddy Avenue (June 2025 to August 2025)

There will be a single point of access for vehicles at all stages/zones which will be as shown in the staging diagram in **Figure 7** below, crossing into Eddy Plaza only, as per the Traffic Guidance Schemes (TGSs).

Materials for Eastern Terrace will then be lifted onto the Eastern Terrace using a mobile crane set-up inside the plaza.

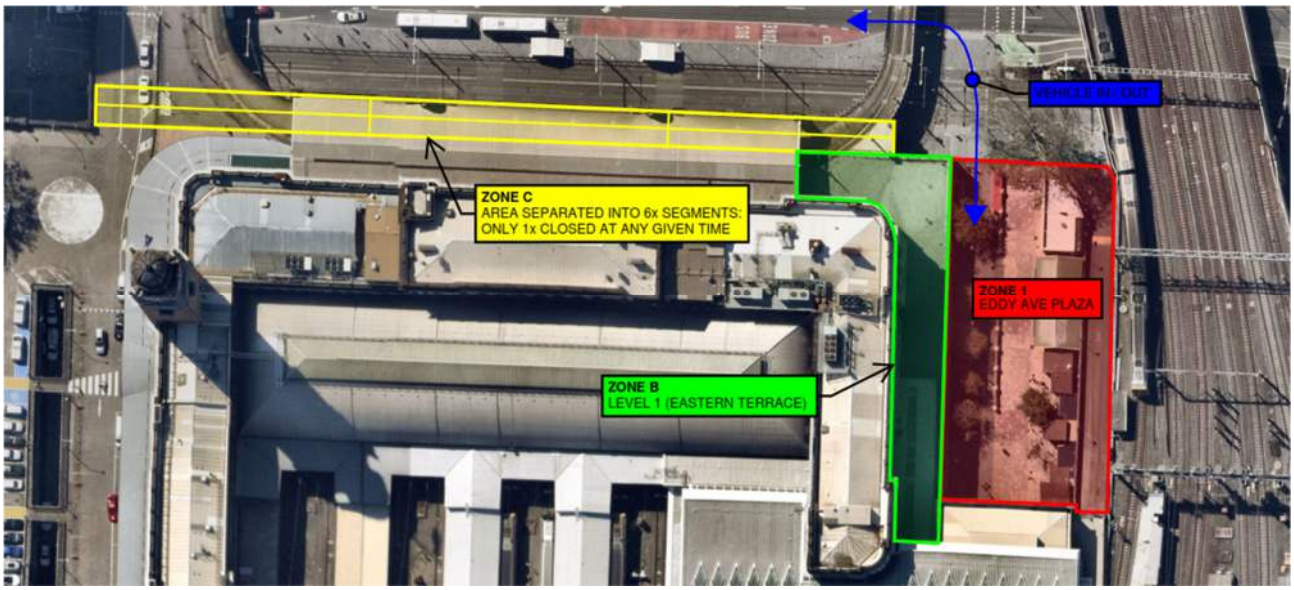


Figure 7: Staging Diagram

Stage 1 – June 2025 to July 2025

During this stage, it will be Altus Group / Gartner Rose intention to complete the following works:

- Site establishment including environmental controls
- Erection of Class A hoarding (area A)
- Existing service identification and isolation
- Removal of existing trees and light poles
- Install of temporary lighting (to replace light poles to be removed)
- Demolition of existing buildings
- Demolition of Central Electric mezzanine level (tbc)

Once site offices and amenities have been established, in consultation with the Gartner Rose Environmental Manager and the Construction Environmental Management Plan, Altus Group / Gartner Rose will install all erosion and sediment controls required before any works are commenced onsite.

A Class A hoarding will be constructed to separate construction zones from live paths of travel. To free up more commuter access space after the Class A hoarding has been erected, Altus Group / Gartner Rose will complete night shifts to remove the existing trees and light poles and make good the pavement surfaces.

To replace any lost area lighting, temporary lighting will be reinstated on the class A hoarding. After in-depth site service investigations, and consultation with the stakeholders and asset owners, all services clashing with new construction works will be temporarily isolated and relocated.

If the option to proceed with the demolition of the Central Electric mezzanine level is confirmed, Altus Group / Gartner Rose will utilise the existing ramp to remove the demolition waste from this area.

Small plant such as forklifts will be utilised to move small skip bins from the mezz level to the base of the ramp so they can be moved off site during the night shift.

Stage 2 – July 2025 to August 2025

During this stage, it will be Altus Group / Gartner Rose intention to complete the following works:

- Relocation of existing hydrant boosters
- Staged removal of the existing ramp
- Install of rock anchors to wall of rail corridor (in conjunction with the above ramp works)
- Reduce level excavation to plaza
- Installation of new inground services

At this stage of project, the full AFC design will in place so Altus Group / Gartner Rose can commence new construction works. The priority here will be the relocation of the existing hydrant boosters to make way for new construction works and open up clear access points for construction access into site and commuter access in the zone A area B.

These works will be carefully coordinated via stakeholder management with the relevant asset owner. Gartner Rose has identified that the removal of the existing ramp to be a high-risk activity due to the proximity of the heavy rail corridor.

During the design development period, further geotechnical investigations will be completed to inform the design which will most likely mean the installation of rock anchors as additional support for the wall of the heavy rail corridor. These works will be integrated with the removal of the ramp meaning we will stage the removal of the ramp, so that rock anchors are being installed as the ramp gets lowered to formation level for the new works. Gartner Rose also acknowledges the heritage significance of the existing brickwork currently forming part of the external ramp wall. In consultation with our heritage team, we will implement controls to save as much of the heritage brickwork for future incorporation into new construction.

Once the ramp has been removed, we will then commence the major excavation works to reduce the overall level of the existing plaza. Once the appropriate waste classification has been completed, materials will again be separated into individual stockpiles for disposal off site, i.e., concrete waste, rock, GSW.

The waste material will be placed into skip bins and removed off site via multiple night shifts to licenced waste facilities. Once the reduced level works are completed, we will then construct any inground service routes required and backfill accordingly. Similar to the waste removal, new materials will be imported into site via the night shifts.

Gartner Rose acknowledges the heritage and archaeological significance of these works and will have an Excavation Director onsite as required to ensure that any unexpected finds are treated with the utmost importance at all times. Should any unexpected finds be identified, all works will be immediately ceased, and protocols with the relevant management plans, be strictly implemented.

Stage 3 – August 2025 to October 2025

During this stage, it will be Altus Group / Gartner Rose intention to complete the following works:

- Install of a Class B hoarding tunnel (area B)
- FRP new building substructure (foundations and GF slab)
- FRP base and concrete subgrades for new hard paving (area A)
- FRP escape stairs & concrete seating

- Erection of structural steel for new building
- Installation of roof and external facades of new building
- Services fit out to new building
- Install of new hard paving, street furniture and bollards to plaza
- Install of external plaza services (i.e., lighting, CCTV and PA)

With Zone A stages 1 & 2 now complete, Gartner Rose will then utilise night shifts to implement temporary commuter diversions so the class B hoarding can be installed in Zone A area B.

This class B hoarding will serve multiple purposes for the next phase of the project. It will provide safe commuter access into the station whilst major works such as concrete and structural steel placement is being completed.

Stage 4 – November 2025 to December 2025

During this stage, it will be Altus Group / Gartner Rose intention to complete the following works:

- Partial opening of the plaza (area A)
- Removal of the Class B hoarding (area B)
- Installation of the Landscaping strata vaults
- Complete inground services (area B)
- FRP base and concrete subgrades & install of hard paving (area B)
- Installation of soft landscaping permanent wayfinding signage

Now that zone A area A is open to the public, we will again utilise night shifts to remove the class B hoarding when the Plaza is at its quietest. As the class B comes down, we will modify the class A so as to maintain a solid and safe isolation for new construction works in zone A area B.

Traffic control set-ups and vehicles movements will be limited between the dates of 8th December 2025 and 2nd January 2026 in accordance with the City of Sydney's End of Year Works Exclusion Zone.

6.1.5 Zone B – Eddy Avenue (August 2025 to February 2026)

Stage 1 – August 2025 to February 2026

During this stage, it will be Altus Group / Gartner Rose intention to complete the following works:

- FRP new building substructure (foundations and GF slab)
- Installation of the Landscaping strata vaults
- FRP escape stairs & concrete seating
- Erection of structural steel for new building
- Installation of roof and external facades of new building
- Services fit out to new building
- Partial opening of the plaza

As per the previous note, we will commence works on the Eddy Avenue in August which mainly consists of the installation of the new canopy. Gartner Rose will utilise the time from achieving full AFC design in May, to tender, shop draw and manufacture the steel which will take approximately twelve (12) weeks.

These works will also need to be completed via day and night shifts. To keep impacts to commuters to a minimum, we will temporarily close down access to the existing escalators via night shifts, so we can demolish the existing canopy directly over the escalators.

The class B hoarding will provide safe access for commuters entering the station from the Plaza level.

Traffic control set-ups and vehicles movements will be limited between the dates of 8th December 2025 and 2nd January 2026 in accordance with the City of Sydney's End of Year Works Exclusion Zone.

6.1.6 Zone C – Eddy Avenue (November 2025 to March 2026)

Stage 1 –November 2025 to March 2026

During this stage, it will be Altus Group / Gartner Rose intention to complete the following works:

- Complete inground services
- FRP base and concrete subgrades & install of hard paving
- Install of new hard paving, street furniture and bollards to plaza
- Install of external plaza services (i.e., lighting, CCTV and PA)
- Installation of soft landscaping permanent wayfinding signage

As this is a very busy pedestrian thoroughfare, Altus Group / Gartner Rose will split these works into four (4) different stages to minimise disruption to public as well as establish temporary fencing to enclose each stage before any works are commencing.

Then environmental controls will be implemented as per Altus Group / Gartner Rose ECM and CEMP, in which an extensive service searching and identification process will be undertaken before any excavation works are commenced.

Traffic control set-ups and vehicles movements will be limited between the dates of 8th December 2025 and 2nd January 2026 in accordance with the City of Sydney's End of Year Works Exclusion Zone.

Stage 2 – Mid December 2025 to January 2026

During this stage, it will be Altus Group / Gartner Rose intention to complete the following works:

- Erect temporary fencing to Stage 2 area
- Removal of existing pavement and subgrades
- Install new services (CCTV and lights)
- Install new hard pavement
- Upgrades to existing shop fronts and ceilings

Traffic control set-ups and vehicles movements will be limited between the dates of 8th December 2025 and 2nd January 2026 in accordance with the City of Sydney's End of Year Works Exclusion Zone.

Stage 3 – January 2026 to Mid-February 2026

During this stage, it will be Altus Group / Gartner Rose intention to complete the following works:

- Erect temporary fencing to Stage 3 area
- Removal of existing pavement and subgrades
- Install new services (CCTV and lights)
- Install new hard pavement

Stage 4 – Mid-February 2026 to March 2026

During this stage, it will be Altus Group / Gartner Rose intention to complete the following works.

- Erect temporary fencing to Stage 4 area
- Removal of existing pavement and subgrades
- Install new services (CCTV and lights)
- Install new hard pavement

6.1.7 Project Zones

Altus Group / Gartner Rose have advised that the project will be delivered across three (3) zones. These zones which also include stages and scope of works are provided in **Table 11** below.

Zone	Scope of Works
A	**Eddy Avenue** - Demolition of existing buildings and ramp - Relocation of hydrant boosters - Major excavation, installation of in-ground services - Construction of new retail buildings, public plaza, lighting, and landscaping
B	**Eddy Avenue** - Removal and installation of canopies (heritage-sensitive) - Installation of glass, steel, and balustrades - Waterproofing, paving, and installation of lighting and CCTV
C	**Eddy Avenue** - Upgrades to paving, services, shopfronts, and ceilings - Works Staged in four (4) parts to minimise public disruption - Installation of hard pavement, lighting, and street furniture

Table 11: Project stages and scope of works.

Additional key risks, challenges and pre-construction activities are described below:

Key Risks and Challenges

- Live operational environment (Central Station)
- Heritage protection (sandstone, archaeology)
- Light Rail corridor access
- Environmental impacts (noise, dust, stormwater)
- Stakeholder coordination

Pre-Construction Activities

- Finalisation of design (currently at ~70%)
- Community engagement & stakeholder coordination
- Approvals: heritage, environmental, planning compliance
- Preparation of multiple management plans:
    - Traffic and pedestrian management
    - Environmental management
    - Heritage construction plan
    - Safety and site establishment

Commissioning & Testing

- Conducted post-construction for all new services
- Includes integration into operational precinct and stakeholder sign-off

7 Risk Assessment

A Risk Assessment is the first step in developing a traffic management plan for a work site and is a requirement of the AS1742.3. The purpose of the Risk Assessment is to identify the risk of events, the probability of the event occurring and the severity of the consequences if the risk was to lead to or contribute to an incident.

Based on those assessments, the Risk Assessment process then identifies appropriate design elements and management procedures to eliminate or minimise the risk.

A documented risk assessment shall be undertaken for all types works to identify and analyse all hazards for work zones or other working near traffic activities, to ensure appropriate measures are taken to manage these risks.

As per AS1742.3, a risk assessment should:

- Consider how the existing road environment will influence the works
- Identify foreseeable risks and hazards
- Seek to eliminate risk to health and safety
- When elimination of risks to health and safety is not reasonably practicable, document the strategies for minimising risks so far as is reasonably practicable (SFAIRP)
- Assess the effects

The following steps should be followed when creating a risk assessment:

- Step 1: Identify and List the Hazards to Health and Safety
- Step 2: Assess the Risks Arising from The Hazards
- Step 3: Treat the Risks Using Risk Controls
- Step 4: Monitor and review

Where traffic control is required, a portable traffic control device (PTCD) must be used rather than using a manual traffic controller when the existing permanent speed limit is greater than 45 km/h, see Section 5.4.2 Traffic control types of TCAWS.

Section 5.4 Traffic control provides the conditions under which a manual traffic controller may be used:

- Where PTCDs or traffic controllers are used, approach speeds of traffic must be reduced to less than 65
- km/h
- All persons operating a portable traffic control device or performing manual traffic control must be:
    - Qualified with ‘Traffic Control’ training; and
    - Authorised by the relevant road authority

Section 5.4 Traffic control permits the use of a manual traffic controller provided all of the following conditions are met:

- The use of a PTCD is demonstrated to not achieve the safest outcome
- The decision to use a manual traffic controller instead of a PTCD is documented
- Approval is granted by the one-up manager of the PWZTMP qualified person or the nominated divisional representative.

Additionally, a manual traffic controller may be used in instances of emergency response. If a manual traffic controller has been justified and approved in the TMP, the manual traffic controller must have four (4) cones placed at 4 m spacing at a safe location immediately preceding the location of the traffic controller on the edge line, centre line or both, and the appropriate signage in accordance with Section 5.4 Traffic control.

Initial consultation with the City of Sydney, it was advised that manual traffic controllers be deployed around the existing traffic signals adjacent to the site. TGSs have been updated to now show PTCD installed.

Refer to **Appendix A** for updated TGSs and **Appendix B** for Risk Assessment details for this project.

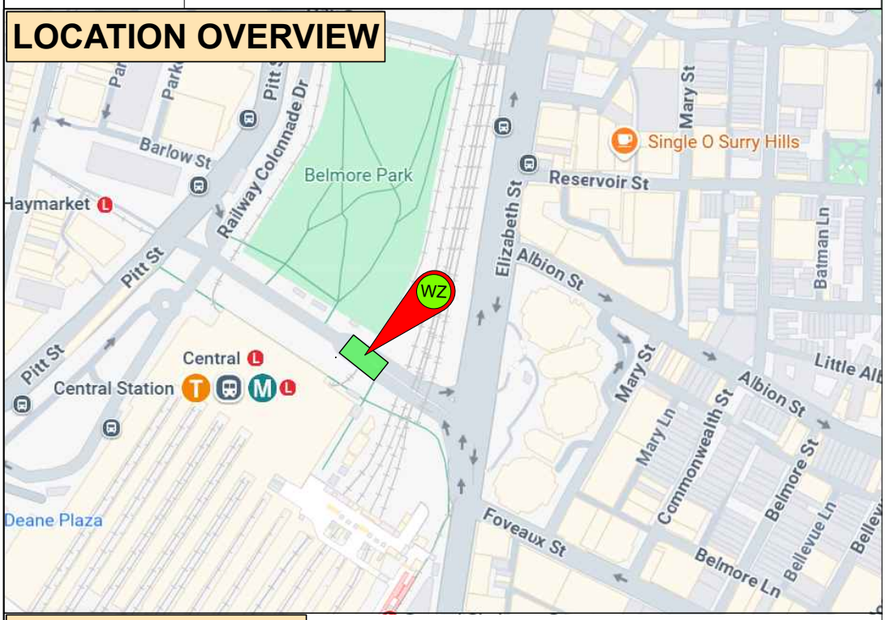
APPENDIX A

Traffic Guidance Schemes (TGS)

Swept Path Analysis

TABLE OF CONTENTS

LOCATION OVERVIEW



SIGNS MANIFEST

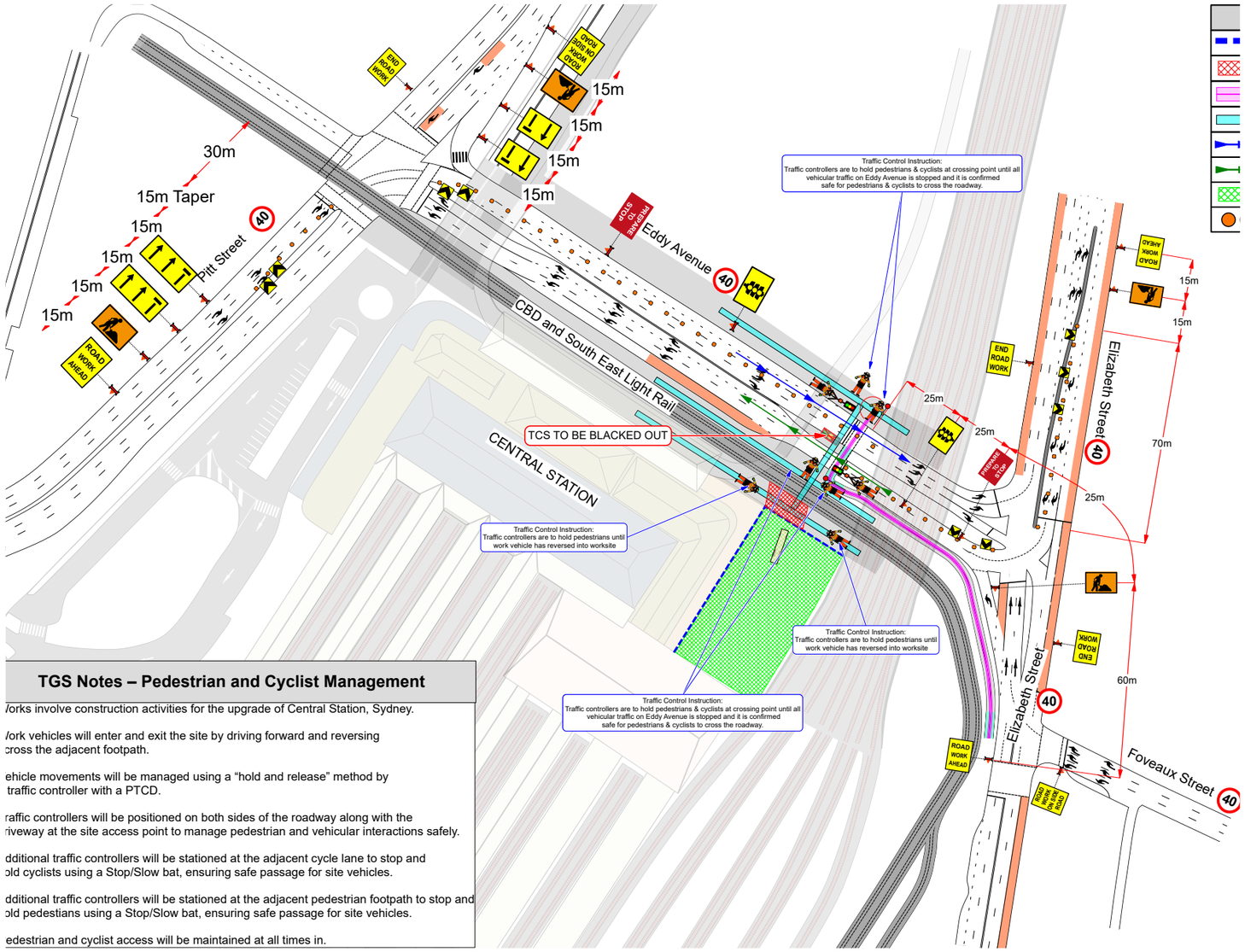
63 x Traffic Cone
8 x RADIO
4 x T1-5 WORKERS AHEAD
3 x T2-17 END ROAD WORK
2 x Lane Status (Ahead, Ahead, Dead)
2 x STOP BAT
2 x T1-25
2 x Work Area
9 x T5-5 HAZARD WARING MARKER
8 x Traffic Controller
3 x T1-31 ROAD WORK AHEAD
2 x E-Stop (Portable Traffic Lights)
2 x Lane Status (Ahead, Dead)
2 x T1-18 PREPARE TO STOP
2 x T1-30 SIGNALS AHEAD
1 x T1-34 TRAFFIC CONTROLLER AHEAD

TRAFFIC CONTROL RESOURCE REQUIREMENTS

PERSONNEL		EQUIPMENT		VEHICLE	
JOB TITLE	QUANTITY	TYPE	QUANTITY	TYPE	QUANTITY
TEAM LEADER	-	*PTCD*	-	*TC UTE*	-
TRAFFIC CONTROLLER	-	*ARROW BOARD*	-	*VMS UTE*	-
TC SPOTTER	-	*VMS*	-	*DROPDECK*	-
TMA OPERATOR	-	*LIGHT TOWER*	-	*TMA*	-

Disclaimer: The resource requirements listed above are for guidance only and may be adjusted due to unforeseen circumstances. We reserve the right to modify personnel and equipment allocations as needed to ensure operational safety, efficiency, and effectiveness.

TGS OVERVIEW



TGS Notes – Pedestrian and Cyclist Management

/orks involve construction activities for the upgrade of Central Station, Sydney.

/ork vehicles will enter and exit the site by driving forward and reversing
ross the adjacent footpath.

ehicle movements will be managed using a “hold and release” method by
traffic controller with a PTCD.

raffic controllers will be positioned on both sides of the roadway along with the
iveway at the site access point to manage pedestrian and vehicular interactions safely.

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old pedestians using a Stop/Slow bat, ensuring safe passage for site vehicles.

edestrian and cyclist access will be maintained at all times in.

DURATION OF WORKS : Long Term
SCOPE OF WORKS : Train Station Construcion
TTM CONTROL: Hold & Release
PERMITS REQUIRED: Yes
TfNSW ROAD OCCUPANCY LICENCE: [X] COUNCIL: [X] MOTORWAY: [ ]

N

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	*PI*	*AK*	*05/05/2025*	*ISSUED FOR IMPLEMENTATION*
A	*PI*	*AK*	*04/06/2025*	*Add TTM for TCS & Pedestrian and Cyclists travel paths*
B	-	-	-	-
C	-	-	-	-

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SITE & CLIENT DETAILS

ALTUS GROUP DESIGN NUMBER :25-05-106509	**CLIENT COMPANY :**Gartner Rose
WORKS LOCATION : Eddy Ave, Sydney	**CLIENT CONTACT :**Matthew Jones
CROSS STREET : Pitt St & Elizabeth St	**CLIENT REFERENCE NUMBER :**Central Station
ESTIMATED JOB DATE :TBA - TBA	**WORKSITE ROAD AUTHORITY :**TfNSW & Council
ESTIMATED JOB TIME :0200 - 0400	SITE SETUP TGS AND SETUP RISK ASSESSMENT | NSU01-SS | ARS: 4/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Ashley Kelly
PWZTMP #: TCT0006840
ISSUED DATE: 08/12/2017
JOB TITLE : NSW Planner

GARTNERROSE

SITE MARKER COMMON LEGEND

- WORK AREA
- SPECIFIC WORKS LOCATION
- SAFETY BUFFER
- EQL — ESTIMATED QUE LENGTH
- ISOLATION/NO GO ZONE
- PLANT/ EQUIPMENT LAYDOWN
- B — TEMPORARY BUS STOP ZONE
- PEDESTRIAN PATH

DEVICE COMMON LEGEND

- TRAFFIC CONTROLLER
- POLICE OFFICER
- WORKER / SPOTTER / MARSHALL
- CONES - 700MM OR HIGHER
- BARRIER BOARD
- THM - TEMPORARY HAZARD MARKER OR CHEVRONS
- BOX EDGE / MMS - SIGN FRAME/STAND
- VMS TRAILER / PTAB - PORATABLE TRAILER ARROW BOARD
- PTCD- PORTABLE TRAFFIC CONTROL DEVICE

COMMON VEHICLE LEGEND

- UTE — *(SIGNAGE VEHICLE)*
- VMS UTE — *(VARIABLE MESSAGING SYSTEM VEHICLE)*
- POLICE SERVICES — *(POLICE VEHICLE)*
- DDV — *(DROP DECK VEHICLE)*
- TMA/IPV — *(TRUCK MOUNTED ATTENUATOR/ IMPACT PROTECTION VEHICLE)*

CLIENT VEHICLES

- WV UTE — *(WORK VEHICLE)*
- *(ELEVATED WORKING PLATFORM)*

ALTUS GROUP GENERAL NOTES - LIMITED TO NECESSARY NOTATIONS

GENERAL

- TTM MEASURES SHALL BE INSTALLED, MAINTAINED AND REMOVED IN A PLANNED AND SAFE MANNER. BEFORE COMMENCING, THE IMPLEMENTER SHALL CHECK AND REVIEW THE APPROVED TMP/TGS, THE WORKSITE AND THE PROPOSED ACTIVITIES TO ENSURE THEY ARE COMPLEMENTARY AND ARE APPROPRIATE.
- THE ITCP SHALL CHECK THE ROAD ENVIRONMENT, ESPECIALLY THE "ON THE DAY" TRAFFIC FLOWS, TO ENSURE THAT IT IS AT AN APPROPRIATE LEVEL FOR THE TTM INTENDED.
- A 5-MINUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VALUES RECORDED IN THE TMP/TGS.
- IF THE WORKSITE AND THE APPROVED TMP ARE NOT COMPLEMENTARY, BEFORE OCCUPYING THE WORKSITE, THE IMPLEMENTER SHALL DETERMINE WHETHER THEY CAN:
  - * MAKE COMPLIANT ADJUSTMENTS (E.G., LENGTHEN TAPER WITHIN TOLERANCES) TO THE TMP/TGS
  - * CONTACT PERSONS WITH THE RELEVANT ACCREDITATION TO APPROVE MODIFICATIONS TO THE TMP/TGS (E.G., ADDITIONAL SIGNS OR DISTANCES OUTSIDE OF TOLERANCES)
  - * CONTACT THE RELEVANT ROAD INFRASTRUCTURE MANAGER TRAFFIC CONTROL FACILITY TO INITIATE ACTIONS IDENTIFIED ON THE TMP/TGS TO BE TAKEN (E.G., CHANGE IN THE VMS, VARIABLE SPEED LIMIT SIGNS OR LANE USAGE SIGNAGE).
- WHERE THE TMP/TGS CANNOT BE SUITABLY ADJUSTED OR MODIFIED, THE IMPLEMENTER SHOULD ADVISE Gartner Rose THAT THEY ARE NOT APPROPRIATE, AND THE WORKS SHOULD BE POSTPONED.
- ALL SITE INFORMATION WORK HOURS, INSTALLATIONS, ADJUSTMENTS AND AUTHORISED MODIFICATIONS ARE TO BE DOCUMENTED ON THE TMP AND TGS AS WELL AS AN APPROVED ON-SITE/WORKS RECORD.
- A COPY OF THE APPROVED TMP/TGS SHALL BE KEPT ON-SITE AT ALL TIMES.

PRE-START REQUIREMENT/S

- ALL PERSONS INVOLVED WITH TTM ACTIVITIES SHALL BE BRIEFED/INDUCTED BY THE ITCP AND HAVE THIS DOCUMENTED ON THE SITE RECORDS.
- THE TOOLBOX TALK FOR TTM STAFF IS USED TO EXPLAIN THE:
  - *KEY ASPECTS OF THE TGS/TMP
  - *IDENTIFIED HAZARDS
  - *TTM REQUIREMENTS FOR THE WORKSITE
  - *SAFETY ZONE REQUIREMENTS AND LIMITS
  - *COMMUNICATION PROCESSES

INCIDENT MANAGEMENT

- IF A DRIVER DISOBEYS A TRAFFIC CONTROL INSTRUCTION:
  - * PRIORITISE PERSONAL SAFETY.
  - * USE THE PREDETERMINED ESCAPE ROUTE, IF NECESSARY.
  - * WARN OTHER MEMBERS OF THE CREW AS EARLY AS POSSIBLE. A WARNING SYSTEM MUST BE AGREED UPON BEFOREHAND, SUCH AS RADIOS, WHISTLES, SHOUTING ETC.
- THE FIRST PREFERENCE IS TO USE THE TWO-WAY RADIO TO COMMUNICATE WHERE AVAILABLE.

- TAKE THE FOLLOWING ACTIONS IF AN INCIDENT OCCURS WITHIN THE TRAFFIC CONTROLLER'S DESIGNATED WORKSITE OR TRAFFIC CONTROL OPERATIONAL AREA:
  - * FIRST AID RESPONSE (WHERE POSSIBLE).
  - * CALL FOR ASSISTANCE (IF NEEDED).
  - * EMERGENCY SERVICES CONTACT (IF REQUIRED)
  - * NOTIFY THE WORKSITE SUPERVISOR OR TEAM LEADER AND ALTUS GROUP OFFICE/SUPERVISOR
  - * MAINTAIN EFFECTIVE TRAFFIC CONTROL.
  - * MOVE THE TRAFFIC CONTROL STATION TO A SUITABLE LOCATION THAT INCLUDES THE ACCIDENT SITE WITHIN THE TRAFFIC CONTROL (IF NECESSARY)
  - * OPERATIONAL AREA.
  - * RECORD SUFFICIENT NOTES OF THE INCIDENT, INCLUDING THEIR OBSERVATIONS, TO COMPLETE AN INCIDENT REPORT.
  - * CLEAR THE INCIDENT AREA OF ANY ITEMS NOT PRESENT PRIOR TO WORKS INSTALLATION

DUTY OF CARE

-Gartner Rose ENSURES A COMMITMENT TO RESPONSIBILITY OF IMPLEMENTATION AND EXERCISING A DUTY OF CARE TO THE WORKS AND ALL ROAD USERS.
- ALTUS GROUP COMMITMENT AND OHS PROCEESES CONTAINED WITHIN THIS LINK : HSEQ-SODC LINK AND SWMS
- RESPONSIBILITIES SHALL BE HELD IN ACCORDANCE WITH THE AS1742.3 & TCAWS v6.1

TRAFFIC CONTROLLERS

- ONLY COMPETENT PERSONS WITH APPROPRIATE CERTIFICATION SHALL BE APPOINTED AS TRAFFIC CONTROLLERS.
- SPEED SHALL BE 60 KM/H MAXIMUM. PROVIDE A TEMPORARY SPEED LIMIT OF 60 KM/H OR LESS ON THE APPROACH TO A TRAFFIC CONTROLLER IF THE SPEED IS HIGHER (SEE SECTION 5.4.3 FROM TCAWS V6.1).
- AN ESCAPE ROUTE SHALL BE IDENTIFIED FOR EACH TRAFFIC CONTROLLER FROM THEIR TRAFFIC CONTROL POSITION.
- TRAFFIC CONTROLLERS SHALL CONDUCT DUTIES WITH A CLEAR SIGHT DISTANCE FROM APPROACHING ROAD USERS.
- ENSURE A WORK VEHICLE IS NOT PARKED IN A WAY THAT IMPACTS THE VISIBILITY OF THE SITE OR TRAFFIC CONTROLLER OR LIMITS THE TRAFFIC CONTROLLER'S ESCAPE ROUTE.
- ENSURE THAT TRAFFIC CONTROLLERS ARE VISIBLE AT ALL TIMES OF THE DAY, PARTICULARLY AT DAWN, DUSK, AGAINST LOW MORNING OR EVENING SUN, WHEN IN THE SHADE ON A SUNNY DAY OR WORKING IN DUSTY CONDITIONS.
- ENSURE THAT TRAFFIC CONTROLLERS ARE WELL ILLUMINATED AT NIGHT. WHERE CONTROL POINTS IDENTIFY LIMITED VISIBILITY, PCBU IS TO BE ENGAGED TO PROVIDE ADDITIONAL LIGHTING.
- RELIEVE TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES.
- WHERE CONE TAPERS ARE USED DURING SHUTTLE FLOW OPERATIONS, POSITION THE TRAFFIC CONTROLLER 6 M IN FRONT OF THE TAPER ON THE LEFT-HAND SHOULDER OR EDGE OF THE ROAD AND FACING APPROACHING TRAFFIC.
- PLACE FOUR TRAFFIC CONES SPACED 4 M APART, ON THE CENTER-LINE 6 M IN FRONT OF THE TRAFFIC CONTROLLER POSITION WHERE RISK MANAGEMENT ALLOWS INSTALLATION TO OCCUR.
- IF THERE IS A QUEUE OF 2 OR MORE VEHICLES, WHEN SAFE TO DO SO, TRAFFIC CONTROLLERS CAN MOVE INTO THE CENTER OF THE ROAD AND INLINE WITH THE DRIVER'S SIDE OF THE FIRST VEHICLE TO REMAIN VISIBLE TO ALL ROAD USERS AND AVOID OVERTAKING MANEUVERS OCCURRING IN ONCOMING TRAFFIC.
- UNDER NO CIRCUMSTANCES ARE TRAFFIC CONTROLLERS TO STAND OR OPERATE UNPROTECTED IN A LANE CARRYING TRAFFIC.
- TRAFFIC CONTROLLERS ARE TO ONLY COMMUNICATE WITH A ROAD USER ONCE THE VEHICLE HAS STOPPED AND IS SAFE TO DO SO.
- ENSURE A SINGLE TRAFFIC CONTROLLER NEVER CONTROLS MORE THAN ONE LANE OF TRAFFIC OR MORE THAN ONE APPROACH. A SINGLE TRAFFIC CONTROLLER CAN OPERATE TWO PTSS AT ONE TIME WHERE TRAINED TO DO SO, AND TGS IDENTIFIES THE REQUIREMENT TO OCCUR.
- SOME INTERSECTIONS REQUIRE THREE OR MORE TRAFFIC CONTROLLERS. WHERE MULTIPLE TRAFFIC CONTROLLERS ARE USED, THEY ARE REQUIRED TO:
  - *ENSURE THAT ROAD USERS DO NOT SEE CONFLICTING MESSAGES
  - *BE IN CONTINUOUS RADIO CONTACT WITH EACH OTHER WHEN THEY ARE NOT VISIBLE TO EACH OTHER.
- TRAFFIC CONTROLLERS ARE TO MONITOR END OF QUE SUITABILITY BY PLACING TRAFFIC CONES AT THE ESTIMATED END OF QUE SHOWN ON THE PLAN; WHERE QUES EXCEED THIS PLACEMENT, THEY ARE THEN REQUIRED TO CONTACT PWZTMP TO RE-EVALUATE SIGNAGE POSITIONS.

VULNERABLE ROAD USERS

- SITE-SPECIFIC RISK ASSESSMENT SHALL BE PERFORMED ON SITE BEFORE IMPLEMENTATION TO HELP IDENTIFY TGS COMPLIANCE AND VALUE TO THE PROTECTION OF WORKS, CONTROLLERS AND VULNERABLE ROAD USERS.
- SPECIFIC CONTROLS IDENTIFIED FOR PEDESTRIANS AND CYCLISTS AT THE DESIGN STAGE AND SHOWN ON ATP ANALYSIS.

- MOTORCYCLISTS POSE A UNIQUE PROBLEM TO THE DESIGN PHASE OF WORKS AS THERE IS NO IDENTIFIABLE DIFFERENCE IN FREQUENCY OF USE ON ROAD NETWORKS.
- VULNERABLE ROAD USER CONFIRMATION OF INSTALLATION ISSUES TO CONSIDER REGARDING THE IMPACT OF WORKS ON MOTORCYCLISTS AND THEIR SAFETY INCLUDE:
  - *HAS THE LOCATION OF TRAFFIC CONTROL DEVICES THAT MIGHT DESTABILISE A MOTORCYCLE BEEN AVOIDED ON THEIR TRAVEL PATH?
  - *IS THERE SUFFICIENT CLEARANCE OF OBSTRUCTIONS (E.G., SIGNS, DELINEATION) SO THAT MOTORCYCLISTS CAN LEAN INTO CURVES?
  - *IS THE ADVANCE WARNING AND DELINEATION ADEQUATE FOR MOTORCYCLISTS?
  - *IS THE ROAD SURFACE SAFE FOR MOTORCYCLISTS?

ORIENTATION OF SIGNS AND DEVICES

- SIGNS ARE TO FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER.
- AT CURVED RIGHT ALIGNMENTS, THE SIGN SHOULD BE PLACED APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT OF A MOTORIST 50M IN ADVANCE OF THE SIGN

PURPOSE:

THE PURPOSE OF THIS DOCUMENT IS TO OUTLINE A DESIRABLE TEMPORARY TRAFFIC MANAGEMENT ARRANGEMENT APPLICABLE TO THE FOLLOWING SCOPE, ENSURING ALL IDENTIFIED VULNERABLE ROAD USERS ARE CONSIDERED AND THE HIGHEST POSSIBLE LEVEL OF SAFETY OUTCOMES FOR ALL INVOLVED ARE ACHIEVED.

POSITIONING OF SIGNS AND DEVICES

- SIGNS AND DEVICES ARE TO BE POSITIONED AND ERECTED SO THAT:
  - *THEY ARE PROPERLY DISPLAYED AND SECURELY MOUNTED.
  - *THEY ARE WITHIN THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY CAN NOT BE OBSCURED FROM VIEW (E.G., BY VEGETATION OR PARKED CARS).
  - *THEY DO NOT OBSCURE OTHER DEVICES FROM THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY DO NOT BECOME A POSSIBLE HAZARD TO WORKERS, PEDESTRIANS, CYCLISTS OR VEHICLES.
  - *THEY DO NOT DEFLECT TRAFFIC OR VULNERABLE ROAD USERS INTO AN UNDESIRABLE PATH.
  - *THEY DO NOT RESTRICT SIGHT DISTANCE FOR DRIVERS ENTERING FROM SIDE ROADS, STREETS OR PRIVATE DRIVEWAYS.
  - *THEY ARE NOT INSTALLED USING SUPPORTS THAT COULD BE A HAZARD IF STRUCK BY A VEHICLE.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE FITTED WITH RETRO-REFLECTIVE BANDS BE STABLE TO REDUCE THE RISK OF DISPLACEMENT FROM AIR TURBULENCE FROM PASSING TRAFFIC OR MINOR IMPACT.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE SECURELY FIXED OR WEIGHED DOWN WHEN ROAD WORKERS ARE NOT PRESENT ON SITE.
  - *STANDARD TRAFFIC CONES/BOLLARDS (700 MM OR HIGHER) SHALL BE USED FOR ALL OTHER ROAD APPLICATIONS WHERE THE SPEED IS MORE THAN 70 KM/H.
- EDGE OF TRAFFIC LANE TO LINE OF TRAFFIC CONES, BOLLARDS OR LONGITUDINAL CHANNELISING DEVICES:
  - *0.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS UP TO AND INCLUDING 60 KM/H.
  - *1.0M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS OVER 60 KM/H.
- EDGE OF TRAFFIC LANE TO ROAD WORK DELINEATORS OR TEMPORARY HAZARD MARKERS – 1.0m

EMERGENCY ARRANGEMENTS

- ALL EMERGENCY SERVICES VEHICLES SHALL BE GIVEN PRIORITY ACCESS.
- * CEASE ALL WORK IMMEDIATELY, TURN MACHINERY AND VEHICLES OFF AND CLEAR THE AREA OF PERSONNEL.
- * NOTIFY EMERGENCY SERVICES OF THE PROPOSED WORKS NATURE, LOCATION, DATE AND TIMES, AS WELL AS CONTACT DETAILS FOR THE SITE SUPERVISOR
- * ITCP TO INSTALL A SITE-SPECIFIC DETOUR ROUTE AND/OR ROAD CLOSURE POINT, IN A MANNER WHICH CATERS FOR ALL TYPES OF VEHICLES REQUIRED TO USE THEM (WHERE INCIDENTS ARE SERIOUS ENOUGH TO WARRANT CLOSURE AND DIVERSION OF ROADWAYS)

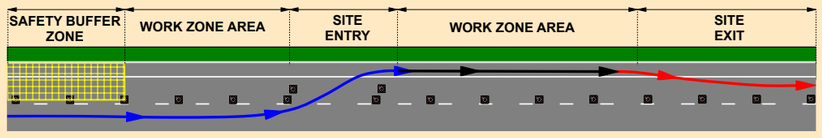
TOLERANCES

- IF SIGNS AND DEVICES ARE REQUIRED TO BE MOVED DUE TO OBSTRUCTIONS AND RELOCATION EXCEEDS TOLERANCES, THE INSTALLER SHALL CONTACT THE DESIGNER FOR INSTRUCTION ON ALTERNATE INSTALLATION METHODS OR OPTIONS.
- JUDGEMENT WILL BE NECESSARY TO PLACE SIGNS AND DEVICES AS CLOSE AS POSSIBLE TO THE LOCATIONS / SPACINGS INDICATED.
- SHOULD VARIATIONS TO THE RECOMMENDED SPACING BE REQUIRED, THEN IT IS GENERALLY PREFERABLE TO INCREASE THE SPACING WITHIN TOLERANCES.
- TOLERANCES FOR PLACEMENT OF SIGNS AND DEVICES (SECTION 7.10.3 FROM TCAWS V6.1) ARE:
  - * UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ BOLLARD INSTALLATION.
  - * UP TO 25% MORE THAN THE DISTANCES GIVEN.
- ADJUSTMENTS TO A TTM INSTALLATION:
  - * ANY CHANGES THAT EXCEED TOLERANCES ARE CLASSED AS A MODIFICATION/VERIATION AND SHALL BE AUTHORISED AND ENDORSED BY AN APPROPRIATELY QUALIFIED INDIVIDUAL.

DESIGN FACTORS/OUTCOMES

- NATIONAL COMPLIANCE: AS1742.3
- LOCAL COMPLIANCE: TCAWS v6.1
- LOCAL ROAD INFRASTRUCTURE REQUIREMENTS: TfNSW & Council
- SITE IMPACT / TRAVEL TIME:
- INNOVATIVE TREATMENTS:
- REVIEW PERFORMED: 04/06/2025 20:39
- OH&S ITEMS ARE HELD IN THE ALTUS GROUP SWMS.
- REGISTERS: KEY PERSONNEL - HELD ON TITLEBLOCK, INCIDENTS/VARIATIONS/COMPLIANCE/DAILY INSPECTIONS REGISTERS - HELD IN ALTUS GROUP DAILY RECORDS AND INCIDENT MANAGEMENT PROCESSES.
  CONSULTATION REGISTER - CONTAINS PRIVATE CONTACT DETAILS AND IS HELD SEPARATE FROM GENERAL-USE DOCUMENTS.
- CONTINGENCY PLANNING: RESTORATION OF THE ROUTE IN EXISTENCE BEFORE IMPLEMENTATION OF THE TEMPORARY TRAFFIC ROUTE ALTERATION UNTIL SUCH TIME THAT ALTERNATIVE ARRANGEMENTS CAN BE DEVELOPED/DESIGNED.

PREFERRED SITE ENTRY AND EXIT PROCESS



= Personnel ingress path = Site personnel path = Personnel exit path

1. Site Ingress and Egress
- Site ingress and egress points must be clearly marked using double cones or other prominent indicators.
- As the site develops, the Traffic Control Supervisor must reposition these markers to appropriate locations.
- Any changes to ingress and egress points must be communicated to all staff via UHF radio.

2. Vehicle Entry and Exit Procedures
- Before any vehicle enters or exits the worksite, the rotating beacon must be activated.
- Drivers must notify the Traffic Control Marshal or Supervisor via UHF radio least 100m in advance or out of the site.
- If the above procedures are missed or not followed, traffic controllers must direct the vehicle to loop around and attempt re-entry.

3. On-Site Vehicle Movements
- All vehicle movements within the site must be conducted under a full stop.
- Public vehicles must be stopped and cleared from the roadway before worksite vehicles proceed.
- The Traffic Control Marshal or Supervisor must communicate via UHF radio when it is safe for vehicles to move.

SIGN COVERS

SIGN COVER — ALL PERMANENT SPEED SIGNS SHOULD BE SHOWN ON TGS WITH NOTE COVERING WHEN REQUIRED

EXISTING AND PERMANENT SIGNS

ALL EXISTING AND PERMANENT SIGNS ON THE TGS ARE DISPLAYED IN BLACK AND WHITE, THIS IS TO HIGHLIGHT EFFECTIVE SIGNS THAT WILL IMPACT THE TRAFFIC CONTROL SETUP.

TOLERANCES IN DISTANCES - (ALL VALUES ARE IN METERS)

MEASUREMENT	- 10%	+ 25%
15	13	18
20	18	25
30	27	37
45	41	56
60	54	75
90	81	112

GENERAL DISCLAIMER:

- TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS.
- Gartner Rose IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE 'ON-SITE APPLICATION CONSTRAINTS' OUTLINED WITHIN THE TGS/TMP. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUAL/S SHALL BE SOUGHT PRIOR TO IMPLEMENTATION.
- THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.

N

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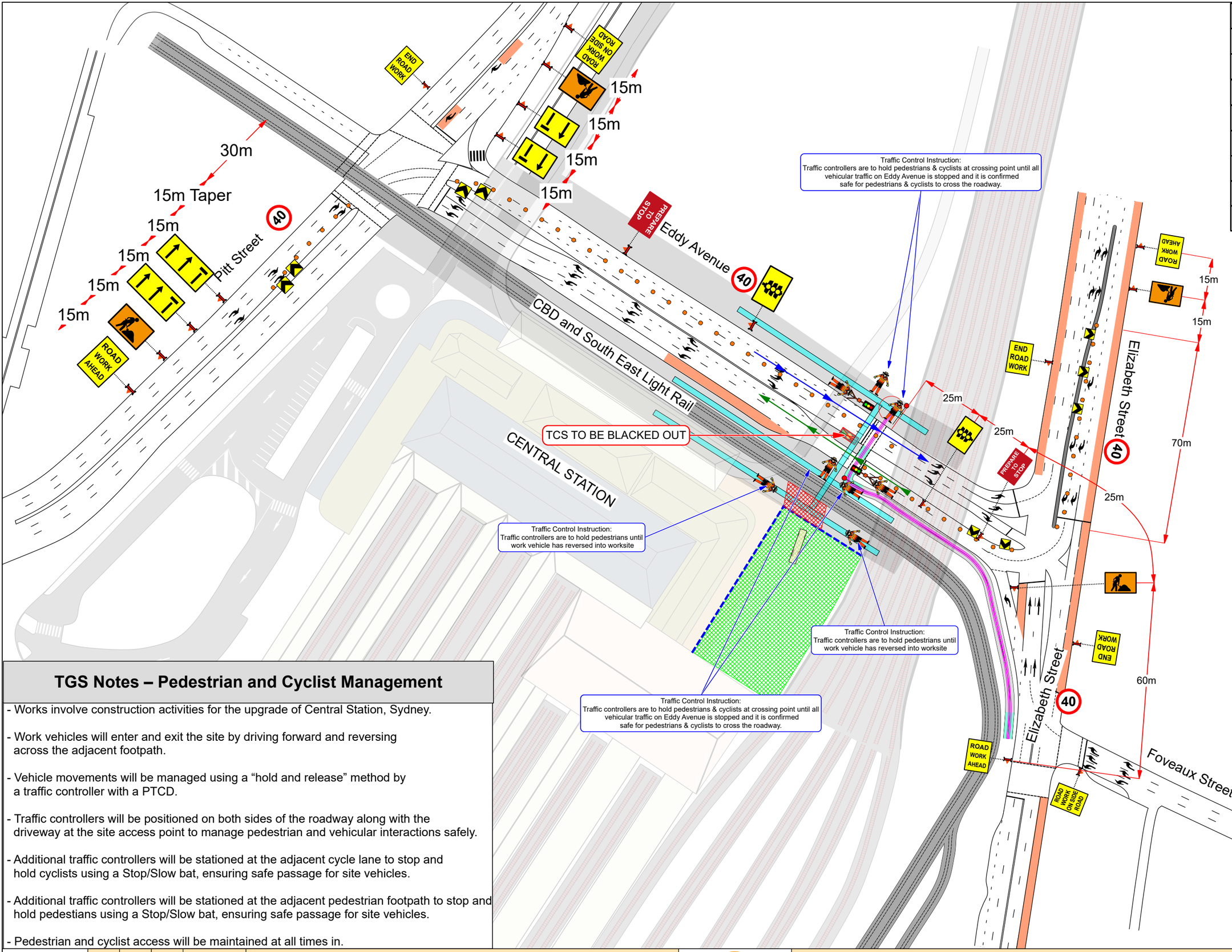
ESTIMATED JOB TIME :0200 - 0400	SITE SETUP TGS AND SETUP RISK ASSESSMENT — NSU01-SS — ARS: 4/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Ashley Kelly
PWZTMP #: TCT0006840
ISSUED DATE: 08/12/2017
JOB TITLE : NSW Planner

GARTNERROSE



TGS Notes – Pedestrian and Cyclist Management

- Works involve construction activities for the upgrade of Central Station, Sydney.
- Work vehicles will enter and exit the site by driving forward and reversing across the adjacent footpath.
- Vehicle movements will be managed using a “hold and release” method by a traffic controller with a PTCD.
- Traffic controllers will be positioned on both sides of the roadway along with the driveway at the site access point to manage pedestrian and vehicular interactions safely.
- Additional traffic controllers will be stationed at the adjacent cycle lane to stop and hold cyclists using a Stop/Slow bat, ensuring safe passage for site vehicles.
- Additional traffic controllers will be stationed at the adjacent pedestrian footpath to stop and hold pedestians using a Stop/Slow bat, ensuring safe passage for site vehicles.
- Pedestrian and cyclist access will be maintained at all times in.

N

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AROUND THROUGH PAST ANALYSIS & RISK ASSESSMENT
TGS NUMBER - 25-05-106509

TRAFFIC LOGISTICS
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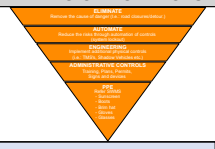
RATING OF CONTROLS



RISK MATRIX

LIKELIHOOD DESCRIPTOR TABLE

Probability	<5% probability	5-20% probability	20-80% probability	80-95% probability	>95% probability
Frequency	One event > 10 years	One event every 5-10 years	One event every 1-5 years	One event every 3-12 months	One or more events in next 3 months
Description	The threat is conceivable but only in exceptional circumstances.	The threat is improbable	The threat could occur sometime, or "I've heard of it happening."	The threat is known to occur, or "it has happened from time to time."	The threat is a common or frequent occurrence.

LIKELIHOOD

CONSEQUENCED DESCRIPTOR TABLE — IMPACT

HEALTH, SAFETY & ENVIRONMENT	Index	E. Rare	D. Unlikely	C. Possible	B. Likely	A. Almost Certain
Fatality or multiple fatalities. Catastrophic Environmental harm with long term serious impact or is not rectifiable.	5. Catastrophic	High (5E)	High (5D)	Extreme (5C)	Extreme (5B)	Extreme (5A)
Permanent Injury – damage which permanently alters a person's future. Significant Environmental harm with medium to long term impact before rectification	4. Severe	Medium (4E)	Medium (4D)	High (4C)	High (4B)	Extreme (4A)
Lost Time Injury (LTI) – damage which temporarily alters a person future Major Environmental harm that can be rectified in the medium term (1-3 months)	3. Major	Low (3E)	Medium (3D)	Medium (3C)	High (3B)	High (3A)
Medical Treatment Injury (MTI) – damage which temporarily inconveniences a person. Localised reversable environmental harm that can be rectified <1 month	2. Minor	Low (2E)	Low (2D)	Medium (2C)	Medium (2B)	High (2A)
First Aid Injury (FAI) – an actual injury which requires either no treatment or simple first aid. Minimal environmental harm that can be quickly rectified.	1. Insignificant	Low (1E)	Low (1D)	Low (1C)	Medium (1B)	Medium (1A)

Step 3 - The risk rating is where the LIKELIHOOD and the IMPACT intersect

TRAFFIC MANAGEMENT METHOD

TRAFFIC MANAGEMENT METHOD	DESCRIPTION	METHOD TYPE	ADOPTION METHOD ROAD TRAFFIC	ADOPTION METHOD PEDESTRIAN	ADOPTION METHOD CYCLIST
AROUND (elimination)	An around method is where traffic is completely separated from the work area. An around method is the preferred TTM method where achievable, as a majority of risks associated with TTM are eliminated and it generally provides the lowest overall net risk option. This method must be considered as the first option, however if it cannot be achieved, justification must be provided in the TMP.	• A road closure requiring a detour of all traffic. • Construction of a sidetrack. • Contraflow of traffic via a separated median.			
PAST (isolation or engineering)	A past method is where substitution, isolation and engineering controls are used to guide traffic along an adjacent path to the work area. A past method includes the use of a barrier or shifting of traffic to provide complete separation of workers and traffic.	• Contraflow without a separated median. • A lateral shift taper. • Use of an accepted temporary barrier system. • A shoulder Closure. • A lane Closure. • One lane alternate flow.			
THROUGH (administration and PPE)	A through method relies on administrative, training and PPE controls only. A through method does not provide separation of traffic to the work area and requires the passage of traffic through the work area. A through method must only be considered when around and past strategies are not achievable or the risk generated by installing those options outweigh the safety benefit.	• Directing road users immediately over the work area. • Separation only achieved by use of cones or bollards. • Pilot vehicle used to platoon road users.	SELECTED Hold & Release For Site Access Only	SELECTED Hold & Release For Site Access Only	SELECTED Hold & Release For Site Access Only

Risk Assessment - Acceptance & Departures

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
TGS implemented by unqualified person or organization	- Unaware members of public - TTM set up non compliant - NSW requirements & standards not met	- MOP confused and unaware creating frustration or collision - Motor vehicle incident, end of queue collision - Non conformance reports, restriction on approvals	Medium (3D)	- Undertake license inspection pre implementation. - Check qualifications in design stages. - Design to comply with TCAWs technical manual.	Low (3E)
Stop bat used instead of PTCD	- Traffic Controller struck by motorist - Line of site - Reduced area of escape route	- TC required to stand closer to live lane making a higher chance of of being struck by MOP vehicle - TC visibility restricted due to positioning required to use stop/slow bat	High (4C)	- Design TGS for the use of PTCD. - Undertake prestart checks on PTCD. - Implement road closures and lane closures where possible. - Maintain suitable escape routes. - Stay clear of live lane when using stop/slow bat.	Medium (3D)
Speed Zones extend past the Min or Max lengths	- Driver Compliance - Adverse road user behaviour	- MOP may increase speed if they see no reason to slow down - Driver frustration due to extended travel time	High (3B)	- Use of pilot vehicles - Duplication or repeated of speed signage - Use of variable message signage - Electronic speed display signs - Chicanes or lateral shift tapers	Medium (2C)
Variations at the design stage required that fall outside of the standards?	- Changes in design that deviate from established standards.	- Non-standard changes made to address non-standard situations, deviating from established standards.	High (3B)	Variations to standards must be discussed with and approved by the relevant authorities and clearly highlighted on the Traffic Guidance Scheme (TGS). The state-standard departure process must be completed as part of the design.	Medium (3D)

Risk Assessment - Environment

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Environmental or manufactured hazards that could potentially impact the works?	- Vehicle interaction - Restricted visibility - Noise & distractions	- Collision with Workers, plant, or road users - Workers obstructed by vegetation or structures - Impaired situational awareness for workers or drivers	High (3B)	- Implement TGS devices to cater for environmental & manufactured hazards. - Stage TGS design to suit vegetation & structures. - Prestart meetings to highlight noise and distraction items. - Use of warning lights, sirens, airhorns to signal approaching hazards. - Adjust TGS to suit local restraints within TCAWS tolerances and guidelines.	Medium (3C)
Road shoulders and work site surroundings free of flora	- Restricted visibility to workers - Slips, Trips and Falls - Water Hazards - Visibility of TTM devices	- Workers obstructed by vegetation - Worker injury - Vehicles getting bogged - TTM devices obstructed by overgrown flora	High (3B)	- Remove vegetation prior to works - Implement TGS devices to cater for environmental & manufactured hazards. - Stage TGS design to suit vegetation. - Position additional signage at strategic locations.	Medium (2C)
Wind, Rain & Fog present	- Reduced visibility - Reduced stopping capabilities - falling/moving objects	- Public Traffic unaware of traffic impacts ahead - End of queue collisions due to wet / slippery roadways - TTM signage blowing over reduction advanced warning signage - Falling objects causing injury	Extreme (5C)	- Implement VMS vehicle for digital messaging for advanced warning signage.. - Extend Advanced warning signage - repeated or duplicated. - End of Queue monitors with VMS messages. - Prestart meetings to highlight overhead hazards within the surroundings.	High (3B)
Works undertaken at night	- Poor visibility of the work area - Driver Fatigue - Reduced response time for motorists	- Motorist not seeing control points or TTM set up/advanced warning - Lapse in concentration causing collision - Motorist not stopping at control points	Medium (3C)	- Ensure sufficient illumination at control points and work zone. - Use of light towers. - Retro reflective signage and PPE.	Medium (2C)

Risk Assessment - Members of Public

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works impact existing public transport services or infrastructure including bus stops & taxi ranks?	- Delays - Queuing - Road user visibility - Bus & taxi Accessibility	- Public transport delays - Queuing onto main roads - Queuing into live lane from bus stop or taxi rank - Collision due to blocked access	Medium (2C)	- Notification to bus companies that operate in the area. - Provide adequate provision for public transport companies, or carry out work outside of operation hours. - Where temporary bus stops are created, ensure buses are able to meet the curb. - Ensure TGS clearly shows affected stops and controls in place. - Traffic controllers to manage and assist where safe and possible.	Low (2E)
Works impact existing footpaths, pedestrian crossings, cycle lanes or principle shared paths ?	- Exposure to traffic or work zone - enter road way or work zone - Pedestrian movements - Crossing points - Dedicated bike paths	- Struck by a vehicle - Verbal or physical abuse - Pedestrian or cyclist slip, trip or fall - Elderly or disability access restricted	Medium (3C)	- Ensure TGS caters for all road users including pedestrians and cyclists. - Always clearly delineate the work area. - Do not obstruct pedestrian and cyclists travel paths with traffic control signs and devices. - Consider the use of additional warning and guidance signage for pedestrians, cyclists and motorists. - Consider the use of additional traffic control to monitor and assist pedestrian and cyclist movements where required. - Ensure the use of existing or temporary ramps for crossing points. - Traffic Control to manually stop pedestrians and cyclists until safe to cross roadway	Medium (3D)
Works affect any driveways, including residential, commercial, or public access points?	- Collisions - Visibility - Incursions - Accessibility	- Poor line of sight - Restricted access to MOP - Restricted access in event of emergency - Verbal or physical abuse - Collision due to blocked access	Medium (3C)	- Consider staging work outside of business hours. - Create physical barrier to prevent traffic entering site & driveways. - Notification to residents & businesses. - have contingency plan in place for emergency services access.	Medium (3D)

Risk Assessment - Speed Zones

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works being conducted on roads with speed limits of 70 km/h or higher?	- Exposure to traffic - Challenges during signage installation - Reduced response times	- Reduced response time to erratic or distracted motorists - Risk of being struck by a vehicle or plant, or causing a vehicle incident - High-speed road networks typically involve risks such as driver error or poor visibility	High (4B)	- Implementation of shadow vehicle. - Driver remains in vehicle and spots for erratic or distracted motor vehicles. - Truck mounted attenuator to be used where applicable. - Buffer zones to be set pre set up of TTM.	Medium (4E)
Temporary speed zones below 70 km/h be required during the works operations?	- Offset speed zones - Proximity to workers - Exposure to traffic - Workers on foot within 1.5 to 3 m	- Unusual travel speeds for motorists along work zones. - Vehicles traveling in opposite directions at conflicting speeds. - Slower speeds give motorists a false sense of how much room they have. - Slower speeds increase the time each vehicle spends adjacent to the work area.	Medium (2B)	- Speed reduction signage to be duplicated or repeated and clearly visible. - Conflicting speed signage to be covered. - Exclusion zones of 1.5m to 3m of live traffic to be implemented. - Comply with Min & Max speed zone lengths. - Variable speed compliance signage or variable message boards.	Medium (2C)
Workers on foot within 1.5m of live traffic?	- Offset speed zones - Proximity to workers - Increased exposure to traffic - Workers on foot within 1.5 m	- Unusual travel speeds for motorists along work zones. - Vehicles travelling in opposite directions at conflicting speeds - Slower speeds give false belief to motorists of how much room they have. - Slower speeds increases time traffic spends adjacent to the work area per vehicle.	High (4C)	- Ensure speed zones are designed in accordance with TCAWS, AS1742.3 and AGTTM. - Ensure speed zoning is consistent with the work activity and road environment. - Consider the use of speed radar VMS to monitor traffic speeds and advise	Medium (3D)

Risk Assessment - Works

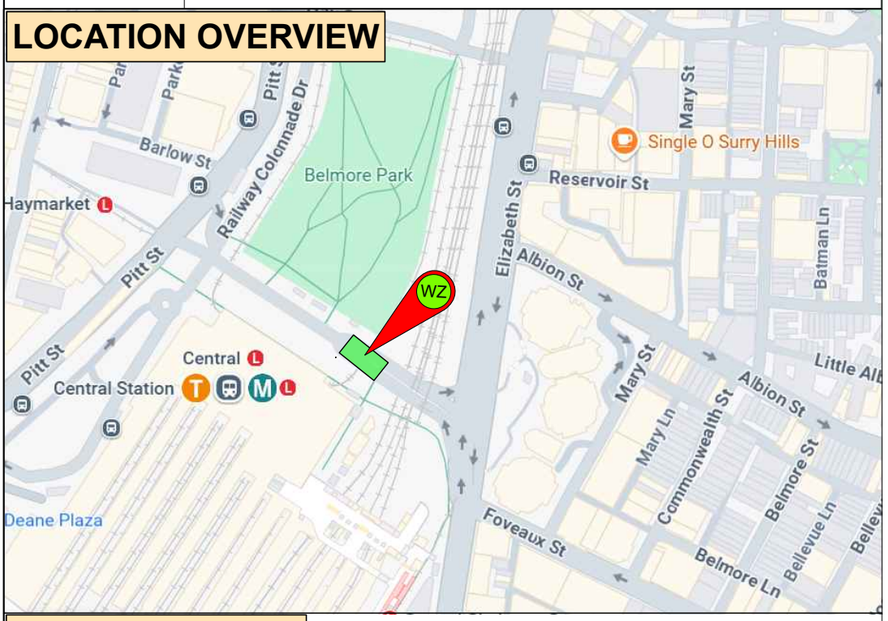
Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Excavated areas exceeding a depth of 500mm?	- Presence of excavation - Workers in close proximity - Exposure to traffic - Driver incursions into the work area - Collapse of adjacent ground/pavement	- Vulnerable road user (VRU) access to excavations An engineered barrier design is required to proceed	High (4C)	- Excavations under 0.5m and within 3m of the edge of traffic lane, physical delineation placed perpendicular to the traffic flow or cones/bollards. (eg: ATF, Mesh fence, barriers) - Excavations over 0.5m and within 3m of the edge of traffic lane, a temporary safety barrier must be installed. - Where the excavation is deeper than 200mm, is open for more than 2 weeks and the distance from the edge of traffic lane is less than 3m for 60km/h, 6m for 80km/h, plates and secured ATF is to be used to restrict access of MOP.	Medium (3D)
Works involve overhead operations?	- Drop and swing hazards - Bounce and roll zones - Exposure to road users	- Lifting overhead objects, creating potential drop & crush hazards. - Swing radius and exposure to members of public - Collision of boom arms overhanging roadway	Medium (3C)	- TGS to show exclusion zones or hold point for lifting operations. - Separation of traffic and pedestrians while overhead works are undertaken. - Signage, delineation devices & Spotters to be used to prevent unauthorized access to restricted area.	Medium (3D)
Works be completed in a single shift?	- Traffic/Pedestrians exposure to danger - Impact to road users - Visibility of Site	- Worksite presence and post works road network changes - Pedestrian/Motorest confusion with long term alterations to verge or road networks.	Medium (2C)	- Aftercare TGS must be designed and installed afterhours or between shifts. - RWA (T1-1) to be installed on long term road work sites - Variable message signage to be used for long term or after hours works.	Low (2D)
Heavy vehicles or plant enter or exit the worksite?	- Visibility - Collisions - Road user confusion	- Motorists following work vehicles into the site. - Site vehicles unable to gain access due to interventions by other road users (e.g., queuing, blockages, or incidents). - Abruptly slowing/stopping of vehicles during ingress & egress	Medium (3D)	- TGS to illustrate permitted ingress and egress points, as well as vehicle movements, - TGS to be designed with hold and release of traffic where applicable. - Site ingress & egress points to be highlighted by bollards, double traffic cones or other applicable devices. - UHF radio to be used as communication for site ingress & egress. - Flashing beacons to be initialized prior to ingress or egress.	Low (2E)
Traffic Controllers required to hold traffic continuously?	- End of Queue Collision - Work vehicle entering/exiting work zone - Congestion of road network - Traffic controller fatigue	- Extended queues past advanced warning signage - MOP following work vehicles - Negative driver behavior - Extended trip time of road network - Lapse in traffic control concentration	High (3B)	- Repeater advanced warning signage. - Calling and flagging work vehicles and stopping of MOP behind them. - Releasing traffic from key directions to limit queueing traffic. - Advanced Warning variable message signage. - End of queue management.	Medium (2B)

Risk Assessment - Road Use

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works require changed traffic conditions, such as closures or detours, or changes in alignment, including surface conditions, road widths, traffic delays, or congestion?	- Motorist loses control - Motorist confusion - Motorist attempts a banned manoeuvre - Emergency Agency access through and past site - Loose surfaces	- Motorists unaware of disruptions and become confused. - Emergency service not aware of road impacts. - Heavy vehicle movements on unconfirmed routes. - Surface works reduces tire adhesion and flying objects. - Changes to the work area may include partial or full excavation of the roadway.	High (3A)	- Installation of directions signage. - Community and stake holder notification. - Clear delineation of travel paths. - Regular clean up of road surfaces. - Pavement markers.	Medium (3D)
Works impact heavy vehicle networks?	- HV cannot travel past work site - Queuing and delays - Collisions - Abnormal movements	- HV making contact with delineation or barriers - Extended queue lengths resulting in collision - HV & OSOM vehicle causing congestion for maneuvers	High (4B)	- Comply with shoulder and lane width criteria in the design of the TGS. - During the design of the TGS, check vehicle swept path where necessary to ensure the largest known vehicle travelling through the work site can negotiate the changed traffic conditions. - Traffic controllers to communicate with heavy vehicle and OSOM drivers to warn and guide them through the work site as required. - Traffic control to monitor heavy vehicle movements and if required, make adjustments to the signs and devices within approved tolerances. If more significant	Medium (3D)
Works are performed on high-speed and/or high-volume roads, causing delays, requiring stopping or merging, or creating non-standard road operations?	- Non-standard road user movements - Road environments unsuited for non-standard movements - Limited visibility or the presence of obstructions - High-speed or high-volume road environments - Abrupt stopping or unusual vehicle movements	- Road users may become confused and perform illegal or contradictory vehicle movements. - Pedestrian movements are at higher risk of occurring within areas of motorist confusion. - Works are located in higher-than-usual risk environments.	High (4B)	-Additional signage requirements, in accordance with state-specific standards (e.g., "Two Way," "Look Both Ways," and designated crossing points), must be reviewed and clearly included in the Traffic Guidance Scheme. -Consider utilizing Variable Message Signs (VMS) to inform and educate drivers about potential hazards or required movements. -For long-term, high-volume, high-speed works, incorporate Variable Message Signs. -TGS to show all signage and delineation clearly.	Medium (2C)
Works are likely to negatively impact other parts of the road network, such as side roads, ramps, or crossings?	- Queuing and delays - Collisions - Increased traffic volume	- Vehicles enters work site from a side road/ramp and collides with workers - Adverse impact on the road network due to queuing or limited visibility	Medium (2C)	- TGS to outline clear delineation and signage in side roads, ramps and crossings - Continual monitoring of road network via TC inspections.	Low (2D)
General Traffic	- Motorists speeding - Motorists not concentrating - Motorists tired - Motorists distracted.	- Motorists colliding with TTM - Motorists entering work zone - Motorists causing congestions on road network	High (4B)	- Consider use of TMA on higher speed roads >80km - Use speed reduction best suited to work activity and road environment - Use applicable AW signage displayed on AWV - Ensure sight distances between AWV, shadow vehicles are clearly labelled on TGS - Ensure 20-40m buffer zone between shadow vehicle and work vehicle. No less than 40m when using a TMA as a shadow vehicle	Medium (3C)

TABLE OF CONTENTS

LOCATION OVERVIEW



SIGNS MANIFEST

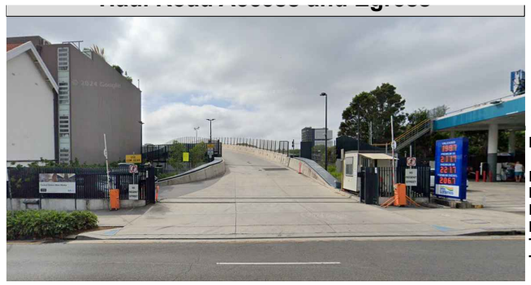
3 x T5-5 HAZARD WARING MARKER **1 x** PORTABOOM
1 x RADIO **1 x** Traffic Controller

TRAFFIC CONTROL RESOURCE REQUIREMENTS

PERSONNEL		EQUIPMENT		VEHICLE	
JOB TITLE	QUANTITY	TYPE	QUANTITY	TYPE	QUANTITY
TEAM LEADER	-	*PTCD*	-	*TC UTE*	-
TRAFFIC CONTROLLER	-	*ARROW BOARD*	-	*VMS UTE*	-
TC SPOTTER	-	*VMS*	-	*DROPDECK*	-
TMA OPERATOR	-	*LIGHT TOWER*	-	*TMA*	-

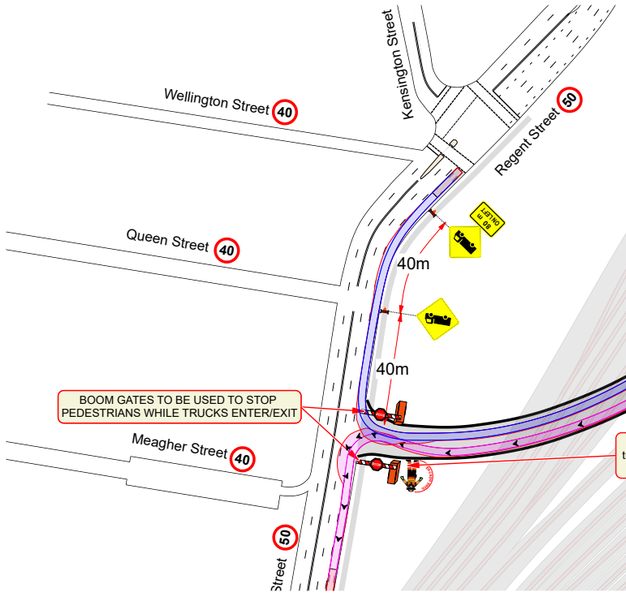
Disclaimer: The resource requirements listed above are for guidance only and may be adjusted due to unforeseen circumstances. We reserve the right to modify personnel and equipment allocations as needed to ensure operational safety, efficiency, and effectiveness.

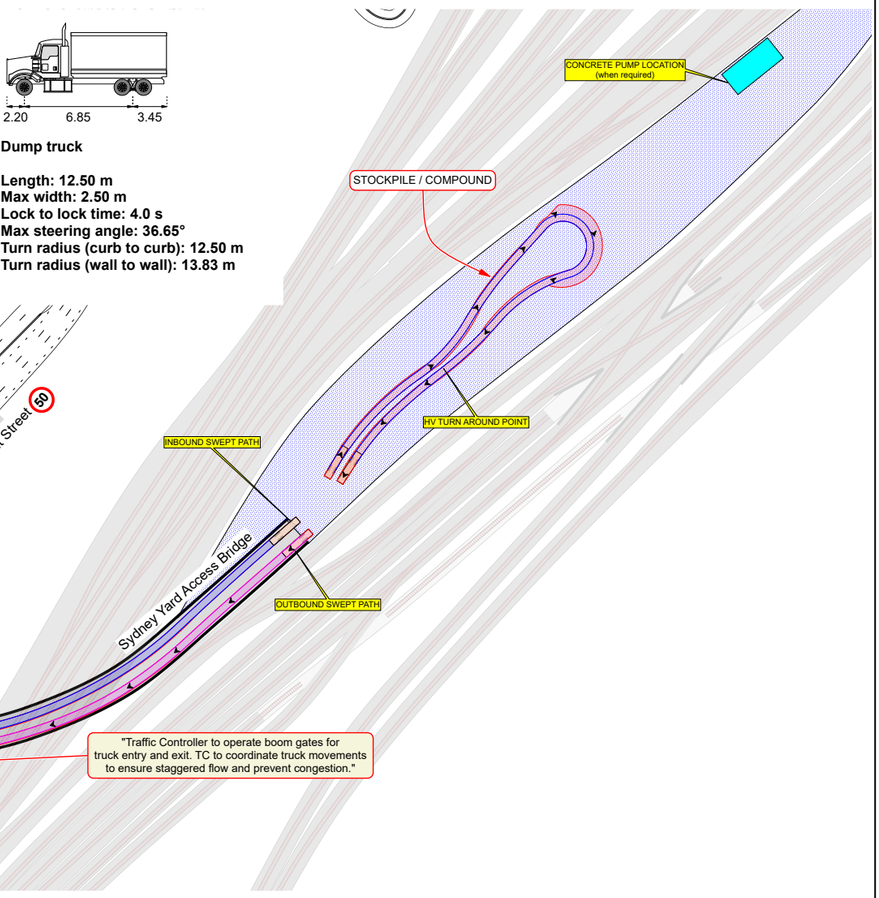
TGS OVERVIEW



Dump truck

Length: 12.50 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 36.65°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.83 m





DURATION OF WORKS : Long Term
SCOPE OF WORKS : Compound/ Stockpile access
TTM CONTROL: Hold & Release
PERMITS REQUIRED: Yes
TfNSW ROAD OCCUPANCY LICENCE: [X] COUNCIL: [X] MOTORWAY: [ ]

N

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	*PI*	*AK*	*05/05/2025*	*ISSUED FOR IMPLEMENTATION*
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

SITE & CLIENT DETAILS

ALTUS GROUP DESIGN NUMBER :25-05-106509-02	**CLIENT COMPANY :**Gartner Rose
WORKS LOCATION : Regent St, Sydney - Sydney Yard Access Bridge	**CLIENT CONTACT :**Matthew Jones
CROSS STREET : Kensington St & Maegher St	**CLIENT REFERENCE NUMBER :**Central Station
ESTIMATED JOB DATE :TBA - TBA	**WORKSITE ROAD AUTHORITY :**TfNSW & Council
ESTIMATED JOB TIME :TBA - TBA	SITE SETUP TGS AND SETUP RISK ASSESSMENT — **NSU01-SS** — ARS: 4/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Ashley Kelly
PWZTMP #: TCT0006840
ISSUED DATE: 08/12/2017
JOB TITLE : NSW Planner

GARTNERROSE

SITE MARKER COMMON LEGEND

- WORK AREA
- ISOLATION/NO GO ZONE
- SPECIFIC WORKS LOCATION
- PLANT/ EQUIPMENT LAYDOWN
- SAFETY BUFFER
- TEMPORARY BUS STOP ZONE (B)
- EQL — ESTIMATED QUE LENGTH
- PEDESTRIAN PATH

DEVICE COMMON LEGEND

- TRAFFIC CONTROLLER
- CONES - 700MM OR HIGHER
- BOX EDGE / MMS - SIGN FRAME/STAND
- POLICE OFFICER
- BARRIER BOARD
- VMS TRAILER / PTAB - PORATABLE TRAILER ARROW BOARD
- WORKER / SPOTTER / MARSHALL
- THM - TEMPORARY HAZARD MARKER OR CHEVRONS
- PTCD- PORTABLE TRAFFIC CONTROL DEVICE

COMMON VEHICLE LEGEND

- UTE — *(SIGNAGE VEHICLE)*
- VMS UTE — *(VARIABLE MESSAGING SYSTEM VEHICLE)*
- POLICE SERVICES — *(POLICE VEHICLE)*
- DDV — *(DROP DECK VEHICLE)*
- TMA/IPV — *(TRUCK MOUNTED ATTENUATOR/ IMPACT PROTECTION VEHICLE)*

CLIENT VEHICLES

- WV UTE — *(WORK VEHICLE)*
- *(ELEVATED WORKING PLATFORM)*

ALTUS GROUP GENERAL NOTES - LIMITED TO NECESSARY NOTATIONS

GENERAL

- TTM MEASURES SHALL BE INSTALLED, MAINTAINED AND REMOVED IN A PLANNED AND SAFE MANNER. BEFORE COMMENCING, THE IMPLEMENTER SHALL CHECK AND REVIEW THE APPROVED TMP/TGS, THE WORKSITE AND THE PROPOSED ACTIVITIES TO ENSURE THEY ARE COMPLEMENTARY AND ARE APPROPRIATE.
- THE ITCP SHALL CHECK THE ROAD ENVIRONMENT, ESPECIALLY THE "ON THE DAY" TRAFFIC FLOWS, TO ENSURE THAT IT IS AT AN APPROPRIATE LEVEL FOR THE TTM INTENDED.
- A 5-MINUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VALUES RECORDED IN THE TMP/TGS.
- IF THE WORKSITE AND THE APPROVED TMP ARE NOT COMPLEMENTARY, BEFORE OCCUPYING THE WORKSITE, THE IMPLEMENTER SHALL DETERMINE WHETHER THEY CAN:
  - * MAKE COMPLIANT ADJUSTMENTS (E.G., LENGTHEN TAPER WITHIN TOLERANCES) TO THE TMP/TGS
  - * CONTACT PERSONS WITH THE RELEVANT ACCREDITATION TO APPROVE MODIFICATIONS TO THE TMP/TGS (E.G., ADDITIONAL SIGNS OR DISTANCES OUTSIDE OF TOLERANCES)
  - * CONTACT THE RELEVANT ROAD INFRASTRUCTURE MANAGER TRAFFIC CONTROL FACILITY TO INITIATE ACTIONS IDENTIFIED ON THE TMP/TGS TO BE TAKEN (E.G., CHANGE IN THE VMS, VARIABLE SPEED LIMIT SIGNS OR LANE USAGE SIGNAGE).
- WHERE THE TMP/TGS CANNOT BE SUITABLY ADJUSTED OR MODIFIED, THE IMPLEMENTER SHOULD ADVISE Gartner Rose THAT THEY ARE NOT APPROPRIATE, AND THE WORKS SHOULD BE POSTPONED.
- ALL SITE INFORMATION WORK HOURS, INSTALLATIONS, ADJUSTMENTS AND AUTHORISED MODIFICATIONS ARE TO BE DOCUMENTED ON THE TMP AND TGS AS WELL AS AN APPROVED ON-SITE/WORKS RECORD.
- A COPY OF THE APPROVED TMP/TGS SHALL BE KEPT ON-SITE AT ALL TIMES.

PRE-START REQUIREMENT/S

- ALL PERSONS INVOLVED WITH TTM ACTIVITIES SHALL BE BRIEFED/INDUCTED BY THE ITCP AND HAVE THIS DOCUMENTED ON THE SITE RECORDS.
- THE TOOLBOX TALK FOR TTM STAFF IS USED TO EXPLAIN THE:
  - *KEY ASPECTS OF THE TGS/TMP
  - *IDENTIFIED HAZARDS
  - *TTM REQUIREMENTS FOR THE WORKSITE
  - *SAFETY ZONE REQUIREMENTS AND LIMITS
  - *COMMUNICATION PROCESSES

INCIDENT MANAGEMENT

- IF A DRIVER DISOBEYS A TRAFFIC CONTROL INSTRUCTION:
  - * PRIORITISE PERSONAL SAFETY.
  - * USE THE PREDETERMINED ESCAPE ROUTE, IF NECESSARY.
  - * WARN OTHER MEMBERS OF THE CREW AS EARLY AS POSSIBLE. A WARNING SYSTEM MUST BE AGREED UPON BEFOREHAND, SUCH AS RADIOS, WHISTLES, SHOUTING ETC.
- THE FIRST PREFERENCE IS TO USE THE TWO-WAY RADIO TO COMMUNICATE WHERE AVAILABLE.

- TAKE THE FOLLOWING ACTIONS IF AN INCIDENT OCCURS WITHIN THE TRAFFIC CONTROLLER'S DESIGNATED WORKSITE OR TRAFFIC CONTROL OPERATIONAL AREA:
  - * FIRST AID RESPONSE (WHERE POSSIBLE).
  - * CALL FOR ASSISTANCE (IF NEEDED).
  - * EMERGENCY SERVICES CONTACT (IF REQUIRED)
  - * NOTIFY THE WORKSITE SUPERVISOR OR TEAM LEADER AND ALTUS GROUP OFFICE/SUPERVISOR
  - * MAINTAIN EFFECTIVE TRAFFIC CONTROL.
  - * MOVE THE TRAFFIC CONTROL STATION TO A SUITABLE LOCATION THAT INCLUDES THE ACCIDENT SITE WITHIN THE TRAFFIC CONTROL (IF NECESSARY)
  - * OPERATIONAL AREA.
  - * RECORD SUFFICIENT NOTES OF THE INCIDENT, INCLUDING THEIR OBSERVATIONS, TO COMPLETE AN INCIDENT REPORT.
  - * CLEAR THE INCIDENT AREA OF ANY ITEMS NOT PRESENT PRIOR TO WORKS INSTALLATION

DUTY OF CARE

-Gartner Rose ENSURES A COMMITMENT TO RESPONSIBILITY OF IMPLEMENTATION AND EXERCISING A DUTY OF CARE TO THE WORKS AND ALL ROAD USERS.
- ALTUS GROUP COMMITMENT AND OHS PROCEESES CONTAINED WITHIN THIS LINK : HSEQ-SODC LINK AND SWMS
- RESPONSIBILITIES SHALL BE HELD IN ACCORDANCE WITH THE AS1742.3 & TCAWS v6.1

TRAFFIC CONTROLLERS

- ONLY COMPETENT PERSONS WITH APPROPRIATE CERTIFICATION SHALL BE APPOINTED AS TRAFFIC CONTROLLERS.
- SPEED SHALL BE 60 KM/H MAXIMUM. PROVIDE A TEMPORARY SPEED LIMIT OF 60 KM/H OR LESS ON THE APPROACH TO A TRAFFIC CONTROLLER IF THE SPEED IS HIGHER (SEE SECTION 5.4.3 FROM TCAWS V6.1).
- AN ESCAPE ROUTE SHALL BE IDENTIFIED FOR EACH TRAFFIC CONTROLLER FROM THEIR TRAFFIC CONTROL POSITION.
- TRAFFIC CONTROLLERS SHALL CONDUCT DUTIES WITH A CLEAR SIGHT DISTANCE FROM APPROACHING ROAD USERS.
- ENSURE A WORK VEHICLE IS NOT PARKED IN A WAY THAT IMPACTS THE VISIBILITY OF THE SITE OR TRAFFIC CONTROLLER OR LIMITS THE TRAFFIC CONTROLLER'S ESCAPE ROUTE.
- ENSURE THAT TRAFFIC CONTROLLERS ARE VISIBLE AT ALL TIMES OF THE DAY, PARTICULARLY AT DAWN, DUSK, AGAINST LOW MORNING OR EVENING SUN, WHEN IN THE SHADE ON A SUNNY DAY OR WORKING IN DUSTY CONDITIONS.
- ENSURE THAT TRAFFIC CONTROLLERS ARE WELL ILLUMINATED AT NIGHT. WHERE CONTROL POINTS IDENTIFY LIMITED VISIBILITY, PCBU IS TO BE ENGAGED TO PROVIDE ADDITIONAL LIGHTING.
- RELIEVE TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES.
- WHERE CONE TAPERS ARE USED DURING SHUTTLE FLOW OPERATIONS, POSITION THE TRAFFIC CONTROLLER 6 M IN FRONT OF THE TAPER ON THE LEFT-HAND SHOULDER OR EDGE OF THE ROAD AND FACING APPROACHING TRAFFIC.
- PLACE FOUR TRAFFIC CONES SPACED 4 M APART, ON THE CENTER-LINE 6 M IN FRONT OF THE TRAFFIC CONTROLLER POSITION WHERE RISK MANAGEMENT ALLOWS INSTALLATION TO OCCUR.
- IF THERE IS A QUEUE OF 2 OR MORE VEHICLES, WHEN SAFE TO DO SO, TRAFFIC CONTROLLERS CAN MOVE INTO THE CENTER OF THE ROAD AND INLINE WITH THE DRIVER'S SIDE OF THE FIRST VEHICLE TO REMAIN VISIBLE TO ALL ROAD USERS AND AVOID OVERTAKING MANEUVERS OCCURRING IN ONCOMING TRAFFIC.
- UNDER NO CIRCUMSTANCES ARE TRAFFIC CONTROLLERS TO STAND OR OPERATE UNPROTECTED IN A LANE CARRYING TRAFFIC.
- TRAFFIC CONTROLLERS ARE TO ONLY COMMUNICATE WITH A ROAD USER ONCE THE VEHICLE HAS STOPPED AND IS SAFE TO DO SO.
- ENSURE A SINGLE TRAFFIC CONTROLLER NEVER CONTROLS MORE THAN ONE LANE OF TRAFFIC OR MORE THAN ONE APPROACH. A SINGLE TRAFFIC CONTROLLER CAN OPERATE TWO PTSS AT ONE TIME WHERE TRAINED TO DO SO, AND TGS IDENTIFIES THE REQUIREMENT TO OCCUR.
- SOME INTERSECTIONS REQUIRE THREE OR MORE TRAFFIC CONTROLLERS. WHERE MULTIPLE TRAFFIC CONTROLLERS ARE USED, THEY ARE REQUIRED TO:
  - *ENSURE THAT ROAD USERS DO NOT SEE CONFLICTING MESSAGES
  - *BE IN CONTINUOUS RADIO CONTACT WITH EACH OTHER WHEN THEY ARE NOT VISIBLE TO EACH OTHER.
- TRAFFIC CONTROLLERS ARE TO MONITOR END OF QUE SUITABILITY BY PLACING TRAFFIC CONES AT THE ESTIMATED END OF QUE SHOWN ON THE PLAN; WHERE QUES EXCEED THIS PLACEMENT, THEY ARE THEN REQUIRED TO CONTACT PWZTMP TO RE-EVALUATE SIGNAGE POSITIONS.

VULNERABLE ROAD USERS

- SITE-SPECIFIC RISK ASSESSMENT SHALL BE PERFORMED ON SITE BEFORE IMPLEMENTATION TO HELP IDENTIFY TGS COMPLIANCE AND VALUE TO THE PROTECTION OF WORKS, CONTROLLERS AND VULNERABLE ROAD USERS.
- SPECIFIC CONTROLS IDENTIFIED FOR PEDESTRIANS AND CYCLISTS AT THE DESIGN STAGE AND SHOWN ON ATP ANALYSIS.

- MOTORCYCLISTS POSE A UNIQUE PROBLEM TO THE DESIGN PHASE OF WORKS AS THERE IS NO IDENTIFIABLE DIFFERENCE IN FREQUENCY OF USE ON ROAD NETWORKS.
- VULNERABLE ROAD USER CONFIRMATION OF INSTALLATION ISSUES TO CONSIDER REGARDING THE IMPACT OF WORKS ON MOTORCYCLISTS AND THEIR SAFETY INCLUDE:
  - *HAS THE LOCATION OF TRAFFIC CONTROL DEVICES THAT MIGHT DESTABILISE A MOTORCYCLE BEEN AVOIDED ON THEIR TRAVEL PATH?
  - *IS THERE SUFFICIENT CLEARANCE OF OBSTRUCTIONS (E.G., SIGNS, DELINEATION) SO THAT MOTORCYCLISTS CAN LEAN INTO CURVES?
  - *IS THE ADVANCE WARNING AND DELINEATION ADEQUATE FOR MOTORCYCLISTS?
  - *IS THE ROAD SURFACE SAFE FOR MOTORCYCLISTS?

ORIENTATION OF SIGNS AND DEVICES

- SIGNS ARE TO FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER.
- AT CURVED RIGHT ALIGNMENTS, THE SIGN SHOULD BE PLACED APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT OF A MOTORIST 50M IN ADVANCE OF THE SIGN

PURPOSE:

THE PURPOSE OF THIS DOCUMENT IS TO OUTLINE A DESIRABLE TEMPORARY TRAFFIC MANAGEMENT ARRANGEMENT APPLICABLE TO THE FOLLOWING SCOPE, ENSURING ALL IDENTIFIED VULNERABLE ROAD USERS ARE CONSIDERED AND THE HIGHEST POSSIBLE LEVEL OF SAFETY OUTCOMES FOR ALL INVOLVED ARE ACHIEVED.

POSITIONING OF SIGNS AND DEVICES

- SIGNS AND DEVICES ARE TO BE POSITIONED AND ERECTED SO THAT:
  - *THEY ARE PROPERLY DISPLAYED AND SECURELY MOUNTED.
  - *THEY ARE WITHIN THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY CAN NOT BE OBSCURED FROM VIEW (E.G., BY VEGETATION OR PARKED CARS).
  - *THEY DO NOT OBSCURE OTHER DEVICES FROM THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY DO NOT BECOME A POSSIBLE HAZARD TO WORKERS, PEDESTRIANS, CYCLISTS OR VEHICLES.
  - *THEY DO NOT DEFLECT TRAFFIC OR VULNERABLE ROAD USERS INTO AN UNDESIRABLE PATH.
  - *THEY DO NOT RESTRICT SIGHT DISTANCE FOR DRIVERS ENTERING FROM SIDE ROADS, STREETS OR PRIVATE DRIVEWAYS.
  - *THEY ARE NOT INSTALLED USING SUPPORTS THAT COULD BE A HAZARD IF STRUCK BY A VEHICLE.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE FITTED WITH RETRO-REFLECTIVE BANDS BE STABLE TO REDUCE THE RISK OF DISPLACEMENT FROM AIR TURBULENCE FROM PASSING TRAFFIC OR MINOR IMPACT.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE SECURELY FIXED OR WEIGHED DOWN WHEN ROAD WORKERS ARE NOT PRESENT ON SITE.
  - *STANDARD TRAFFIC CONES/BOLLARDS (700 MM OR HIGHER) SHALL BE USED FOR ALL OTHER ROAD APPLICATIONS WHERE THE SPEED IS MORE THAN 70 KM/H.
- EDGE OF TRAFFIC LANE TO LINE OF TRAFFIC CONES, BOLLARDS OR LONGITUDINAL CHANNELISING DEVICES:
  - *0.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS UP TO AND INCLUDING 60 KM/H.
  - *1.0M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS OVER 60 KM/H.
- EDGE OF TRAFFIC LANE TO ROAD WORK DELINEATORS OR TEMPORARY HAZARD MARKERS – 1.0m

EMERGENCY ARRANGEMENTS

- ALL EMERGENCY SERVICES VEHICLES SHALL BE GIVEN PRIORITY ACCESS.
- * CEASE ALL WORK IMMEDIATELY, TURN MACHINERY AND VEHICLES OFF AND CLEAR THE AREA OF PERSONNEL.
- * NOTIFY EMERGENCY SERVICES OF THE PROPOSED WORKS NATURE, LOCATION, DATE AND TIMES, AS WELL AS CONTACT DETAILS FOR THE SITE SUPERVISOR
- * ITCP TO INSTALL A SITE-SPECIFIC DETOUR ROUTE AND/OR ROAD CLOSURE POINT, IN A MANNER WHICH CATERS FOR ALL TYPES OF VEHICLES REQUIRED TO USE THEM (WHERE INCIDENTS ARE SERIOUS ENOUGH TO WARRANT CLOSURE AND DIVERSION OF ROADWAYS)

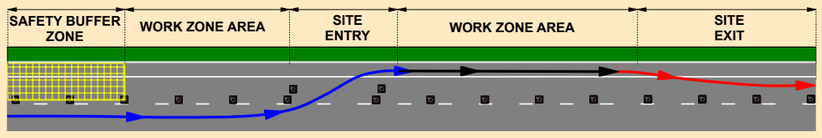
TOLERANCES

- IF SIGNS AND DEVICES ARE REQUIRED TO BE MOVED DUE TO OBSTRUCTIONS AND RELOCATION EXCEEDS TOLERANCES, THE INSTALLER SHALL CONTACT THE DESIGNER FOR INSTRUCTION ON ALTERNATE INSTALLATION METHODS OR OPTIONS.
- JUDGEMENT WILL BE NECESSARY TO PLACE SIGNS AND DEVICES AS CLOSE AS POSSIBLE TO THE LOCATIONS / SPACINGS INDICATED.
- SHOULD VARIATIONS TO THE RECOMMENDED SPACING BE REQUIRED, THEN IT IS GENERALLY PREFERABLE TO INCREASE THE SPACING WITHIN TOLERANCES.
- TOLERANCES FOR PLACEMENT OF SIGNS AND DEVICES (SECTION 7.10.3 FROM TCAWS V6.1) ARE:
  - * UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ BOLLARD INSTALLATION.
  - * UP TO 25% MORE THAN THE DISTANCES GIVEN.
- ADJUSTMENTS TO A TTM INSTALLATION:
  - * ANY CHANGES THAT EXCEED TOLERANCES ARE CLASSED AS A MODIFICATION/VERIATION AND SHALL BE AUTHORISED AND ENDORSED BY AN APPROPRIATELY QUALIFIED INDIVIDUAL.

DESIGN FACTORS/OUTCOMES

- NATIONAL COMPLIANCE: AS1742.3
- LOCAL COMPLIANCE: TCAWS v6.1
- LOCAL ROAD INFRASTRUCTURE REQUIREMENTS: TfNSW & Council
- SITE IMPACT / TRAVEL TIME:
- INNOVATIVE TREATMENTS:
- REVIEW PERFORMED: 08/05/2025 15:00
- OH&S ITEMS ARE HELD IN THE ALTUS GROUP SWMS.
- REGISTERS: KEY PERSONNEL - HELD ON TITLEBLOCK, INCIDENTS/VARIATIONS/COMPLIANCE/DAILY INSPECTIONS REGISTERS - HELD IN ALTUS GROUP DAILY RECORDS AND INCIDENT MANAGEMENT PROCESSES.
  CONSULTATION REGISTER - CONTAINS PRIVATE CONTACT DETAILS AND IS HELD SEPARATE FROM GENERAL-USE DOCUMENTS.
- CONTINGENCY PLANNING: RESTORATION OF THE ROUTE IN EXISTENCE BEFORE IMPLEMENTATION OF THE TEMPORARY TRAFFIC ROUTE ALTERATION UNTIL SUCH TIME THAT ALTERNATIVE ARRANGEMENTS CAN BE DEVELOPED/DESIGNED.

PREFERRED SITE ENTRY AND EXIT PROCESS



= Personnel ingress path = Site personnel path = Personnel exit path

1. **Site Ingress and Egress**
   - Site ingress and egress points must be clearly marked using double cones or other prominent indicators.
   - As the site develops, the Traffic Control Supervisor must reposition these markers to appropriate locations.
   - Any changes to ingress and egress points must be communicated to all staff via UHF radio.
2. **Vehicle Entry and Exit Procedures**
   - Before any vehicle enters or exits the worksite, the rotating beacon must be activated.
   - Drivers must notify the Traffic Control Marshal or Supervisor via UHF radio least 100m in advance or out of the site.
   - If the above procedures are missed or not followed, traffic controllers must direct the vehicle to loop around and attempt re-entry.
3. **On-Site Vehicle Movements**
   - All vehicle movements within the site must be conducted under a full stop.
   - Public vehicles must be stopped and cleared from the roadway before worksite vehicles proceed.
   - The Traffic Control Marshal or Supervisor must communicate via UHF radio when it is safe for vehicles to move.

SIGN COVERS

SIGN COVER — ALL PERMANENT SPEED SIGNS SHOULD BE SHOWN ON TGS WITH NOTE COVERING WHEN REQUIRED

EXISTING AND PERMANENT SIGNS

ALL EXISTING AND PERMANENT SIGNS ON THE TGS ARE DISPLAYED IN BLACK AND WHITE, THIS IS TO HIGHLIGHT EFFECTIVE SIGNS THAT WILL IMPACT THE TRAFFIC CONTROL SETUP.

TOLERANCES IN DISTANCES - (ALL VALUES ARE IN METERS)

MEASUREMENT	- 10%	+ 25%
15	13	18
20	18	25
30	27	37
45	41	56
60	54	75
90	81	112

GENERAL DISCLAIMER:

- TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS.
- Gartner Rose IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE 'ON-SITE APPLICATION CONSTRAINTS' OUTLINED WITHIN THE TGS/TMP. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUAL/S SHALL BE SOUGHT PRIOR TO IMPLEMENTATION.
- THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.

N

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PI	AK	05/05/2025	ISSUED FOR IMPLEMENTATION
A	-	-	-	-
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

SITE & CLIENT DETAILS

ALTUS GROUP DESIGN NUMBER :25-05-106509-02	CLIENT COMPANY :Gartner Rose
WORKS LOCATION :Regent St, Sydney - Sydney Yard Access Bridge	CLIENT CONTACT :Matthew Jones
CROSS STREET :Kensington St & Maegher St	CLIENT REFERENCE NUMBER :Central Station
ESTIMATED JOB DATE :TBA - TBA	WORKSITE ROAD AUTHORITY :TfNSW & Council
ESTIMATED JOB TIME :TBA - TBA	SITE SETUP TGS AND SETUP RISK ASSESSMENT — NSU01-SS — ARS: 4/5

TGS PREPARED / DESIGNED BY:	
DESIGNED BY :	Peter Ingram
PWZTMP #:	TCT0058356
ISSUED DATE:	05/04/2016
JOB TITLE :	Planning Manager
TGS REVIEWED / APPROVED BY:	
DESIGNED BY :	Ashley Kelly
PWZTMP #:	TCT0006840
ISSUED DATE:	08/12/2017
JOB TITLE :	NSW Planner

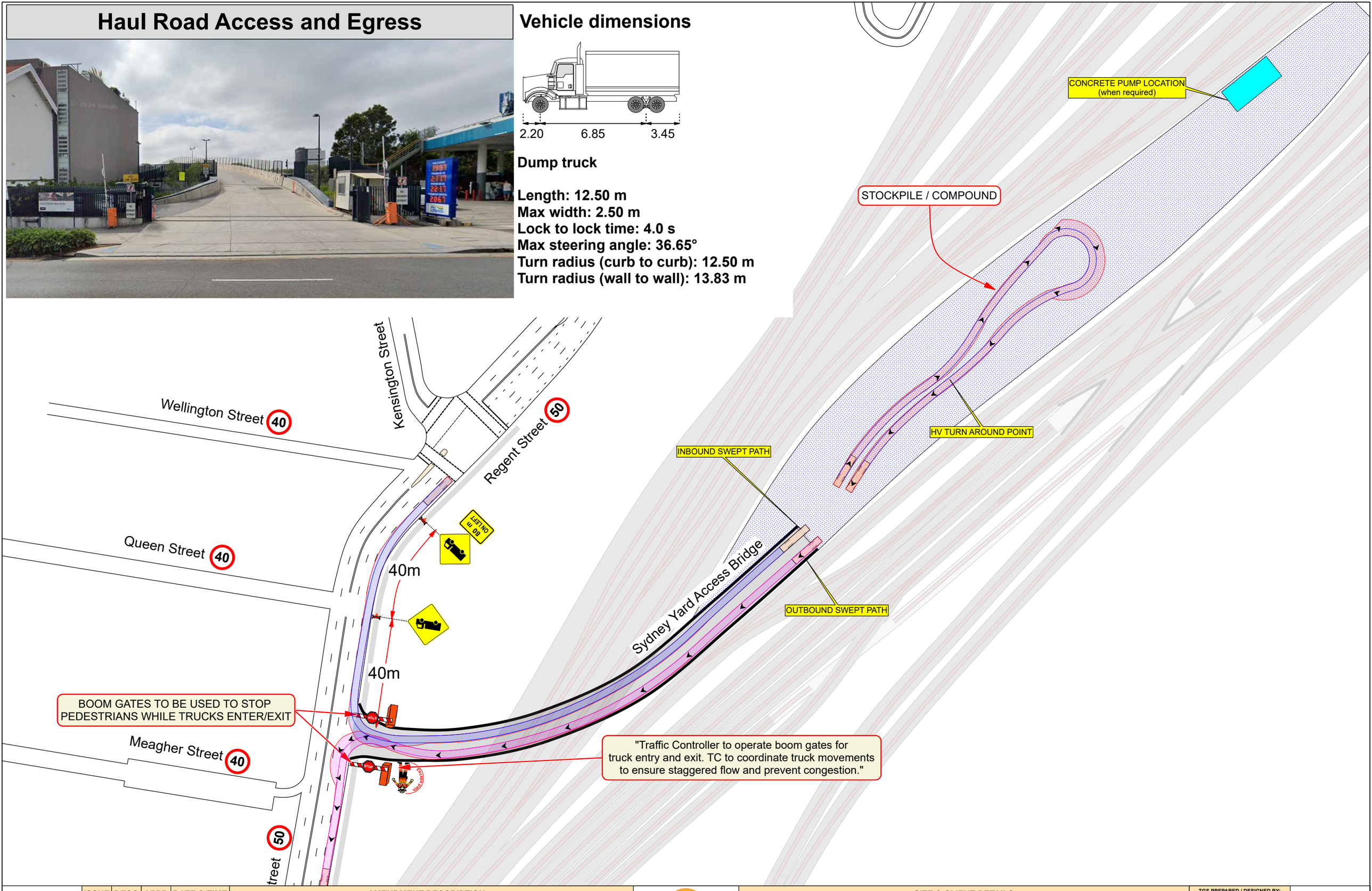
GARTNERROSE

Haul Road Access and Egress

Vehicle dimensions

Dump truck

Length: 12.50 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 36.65°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.83 m



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ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
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TGS PREPARED / DESIGNED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Ashley Kelly
PWZTMP #: TCT0006840
ISSUED DATE: 08/12/2017
JOB TITLE : NSW Planner

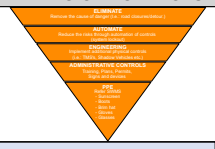
GARTNERROSE

ALTUS GROUP
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

AROUND THROUGH PAST ANALYSIS & RISK ASSESSMENT
TGS NUMBER - 25-05-106509-02

TRAFFIC LOGISTICS
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

RATING OF CONTROLS



RISK MATRIX

LIKELIHOOD DESCRIPTOR TABLE

Probability	<5% probability	5-20% probability	20-80% probability	80-95% probability	>95% probability
Frequency	One event > 10 years	One event every 5-10 years	One event every 1-5 years	One event every 3-12 months	One or more events in next 3 months
Description	The threat is conceivable but only in exceptional circumstances.	The threat is improbable	The threat could occur sometime, or "I've heard of it happening."	The threat is known to occur, or "it has happened from time to time."	The threat is a common or frequent occurrence.

LIKELIHOOD

CONSEQUENCED DESCRIPTOR TABLE — IMPACT

HEALTH, SAFETY & ENVIRONMENT	Index	E. Rare	D. Unlikely	C. Possible	B. Likely	A. Almost Certain
Fatality or multiple fatalities. Catastrophic Environmental harm with long term serious impact or is not rectifiable.	5. Catastrophic	High (5E)	High (5D)	Extreme (5C)	Extreme (5B)	Extreme (5A)
Permanent Injury – damage which permanently alters a person's future. Significant Environmental harm with medium to long term impact before rectification	4. Severe	Medium (4E)	Medium (4D)	High (4C)	High (4B)	Extreme (4A)
Lost Time Injury (LTI) – damage which temporarily alters a person future Major Environmental harm that can be rectified in the medium term (1-3 months)	3. Major	Low (3E)	Medium (3D)	Medium (3C)	High (3B)	High (3A)
Medical Treatment Injury (MTI) – damage which temporarily inconveniences a person. Localised reversable environmental harm that can be rectified <1 month	2. Minor	Low (2E)	Low (2D)	Medium (2C)	Medium (2B)	High (2A)
First Aid Injury (FAI) – an actual injury which requires either no treatment or simple first aid. Minimal environmental harm that can be quickly rectified.	1. Insignificant	Low (1E)	Low (1D)	Low (1C)	Medium (1B)	Medium (1A)

Step 3 - The risk rating is where the LIKELIHOOD and the IMPACT intersect

TRAFFIC MANAGEMENT METHOD

TRAFFIC MANAGEMENT METHOD	DESCRIPTION	METHOD TYPE	ADOPTION METHOD ROAD TRAFFIC	ADOPTION METHOD PEDESTRIAN	ADOPTION METHOD CYCLIST
AROUND (elimination)	An around method is where traffic is completely separated from the work area. An around method is the preferred TTM method where achievable, as a majority of risks associated with TTM are eliminated and it generally provides the lowest overall net risk option. This method must be considered as the first option, however if it cannot be achieved, justification must be provided in the TMP.	• A road closure requiring a detour of all traffic. • Construction of a sidetrack. • Contraflow of traffic via a separated median.			
PAST (isolation or engineering)	A past method is where substitution, isolation and engineering controls are used to guide traffic along an adjacent path to the work area. A past method includes the use of a barrier or shifting of traffic to provide complete separation of workers and traffic.	• Contraflow without a separated median. • A lateral shift taper. • Use of an accepted temporary barrier system. • A shoulder Closure. • A lane Closure. • One lane alternate flow.	SELECTED		
THROUGH (administration and PPE)	A through method relies on administrative, training and PPE controls only. A through method does not provide separation of traffic to the work area and requires the passage of traffic through the work area. A through method must only be considered when around and past strategies are not achievable or the risk generated by installing those options outweigh the safety benefit.	• Directing road users immediately over the work area. • Separation only achieved by use of cones or bollards. • Pilot vehicle used to platoon road users.		SELECTED Hold & Release For Site Access Only	SELECTED Hold & Release For Site Access Only

Risk Assessment - Acceptance & Departures

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
TGS implemented by unqualified person or organization	- Unaware members of public - TTM set up non compliant - NSW requirements & standards not met	- MOP confused and unaware creating frustration or collision - Motor vehicle incident, end of queue collision - Non conformance reports, restriction on approvals	Medium (3D)	- Undertake license inspection pre implementation. - Check qualifications in design stages. - Design to comply with TCAWs technical manual.	Low (3E)
Stop bat used instead of PTCD	- Traffic Controller struck by motorist - Line of site - Reduced area of escape route	- TC required to stand closer to live lane making a higher chance of of being struck by MOP vehicle - TC visibility restricted due to positioning required to use stop/slow bat	High (4C)	- Design TGS for the use of PTCD. - Undertake prestart checks on PTCD. - Implement road closures and lane closures where possible. - Maintain suitable escape routes. - Stay clear of live lane when using stop/slow bat.	Medium (3D)
Speed Zones extend past the Min or Max lengths	- Driver Compliance - Adverse road user behaviour	- MOP may increase speed if they see no reason to slow down - Driver frustration due to extended travel time	High (3B)	- Use of pilot vehicles - Duplication or repeated of speed signage - Use of variable message signage - Electronic speed display signs - Chicanes or lateral shift tapers	Medium (2C)
Variations at the design stage required that fall outside of the standards?	- Changes in design that deviate from established standards.	- Non-standard changes made to address non-standard situations, deviating from established standards.	High (3B)	Variations to standards must be discussed with and approved by the relevant authorities and clearly highlighted on the Traffic Guidance Scheme (TGS). The state-standard departure process must be completed as part of the design.	Medium (3D)

Risk Assessment - Environment

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Environmental or manufactured hazards that could potentially impact the works?	- Vehicle interaction - Restricted visibility - Noise & distractions	- Collision with Workers, plant, or road users - Workers obstructed by vegetation or structures - Impaired situational awareness for workers or drivers	High (3B)	- Implement TGS devices to cater for environmental & manufactured hazards. - Stage TGS design to suit vegetation & structures. - Prestart meetings to highlight noise and distraction items. - Use of warning lights, sirens, airhorns to signal approaching hazards. - Adjust TGS to suit local restraints within TCAWS tolerances and guidelines.	Medium (3C)
Road shoulders and work site surroundings free of flora	- Restricted visibility to workers - Slips, Trips and Falls - Water Hazards - Visibility of TTM devices	- Workers obstructed by vegetation - Worker injury - Vehicles getting bogged - TTM devices obstructed by overgrown flora	High (3B)	- Remove vegetation prior to works - Implement TGS devices to cater for environmental & manufactured hazards. - Stage TGS design to suit vegetation. - Position additional signage at strategic locations.	Medium (2C)
Wind, Rain & Fog present	- Reduced visibility - Reduced stopping capabilities - falling/moving objects	- Public Traffic unaware of traffic impacts ahead - End of queue collisions due to wet / slippery roadways - TTM signage blowing over reduction advanced warning signage - Falling objects causing injury	Extreme (5C)	- Implement VMS vehicle for digital messaging for advanced warning signage.. - Extend Advanced warning signage - repeated or duplicated. - End of Queue monitors with VMS messages. - Prestart meetings to highlight overhead hazards within the surroundings.	High (3B)
Works undertaken at night	- Poor visibility of the work area - Driver Fatigue - Reduced response time for motorists	- Motorist not seeing control points or TTM set up/advanced warning - Lapse in concentration causing collision - Motorist not stopping at control points	Medium (3C)	- Ensure sufficient illumination at control points and work zone. - Use of light towers. - Retro reflective signage and PPE.	Medium (2C)

Risk Assessment - Members of Public

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works impact existing public transport services or infrastructure including bus stops & taxi ranks?	- Delays - Queuing - Road user visibility - Bus & taxi Accessibility	- Public transport delays - Queuing onto main roads - Queuing into live lane from bus stop or taxi rank - Collision due to blocked access	Medium (2C)	- Notification to bus companies that operate in the area. - Provide adequate provision for public transport companies, or carry out work outside of operation hours. - Where temporary bus stops are created, ensure buses are able to meet the curb. - Ensure TGS clearly shows affected stops and controls in place. - Traffic controllers to manage and assist where safe and possible.	Low (2E)
Works impact existing footpaths, pedestrian crossings, cycle lanes or principle shared paths ?	- Exposure to traffic or work zone - enter road way or work zone - Pedestrian movements - Crossing points - Dedicated bike paths	- Struck by a vehicle - Verbal or physical abuse - Pedestrian or cyclist slip, trip or fall - Elderly or disability access restricted	Medium (3C)	- Ensure TGS caters for all road users including pedestrians and cyclists. - Always clearly delineate the work area. - Do not obstruct pedestrian and cyclists travel paths with traffic control signs and devices. - Consider the use of additional warning and guidance signage for pedestrians, cyclists and motorists. - Consider the use of additional traffic control to monitor and assist pedestrian and cyclist movements where required.	Medium (3D)
Works affect any driveways, including residential, commercial, or public access points?	- Collisions - Visibility - Incursions - Accessibility	- Poor line of sight - Restricted access to MOP - Restricted access in event of emergency - Verbal or physical abuse - Collision due to blocked access	Medium (3C)	- Consider staging work outside of business hours. - Create physical barrier to prevent traffic entering site & driveways. - Notification to residents & businesses. - have contingency plan in place for emergency services access.	Medium (3D)
Works affecting any existing parking spaces or restricted areas?	- Conflicting movements - Impacts on local businesses & Residents	- Vulnerable road user (VRU) confusion and increased site movements - Site incursions caused by VRUs attempting to access parking areas within control points - Collision due to blocked access	Medium (3C)	- Always check adequate parking is available for workers. - Relocation of parking spaces and advanced warning signage. - Create physical barrier for restricted access. - Notification to stakeholders	Low (3E)

Risk Assessment - Speed Zones

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works being conducted on roads with speed limits of 70 km/h or higher?	- Exposure to traffic - Challenges during signage installation - Reduced response times	- Reduced response time to erratic or distracted motorists - Risk of being struck by a vehicle or plant, or causing a vehicle incident - High-speed road networks typically involve risks such as driver error or poor visibility	High (4B)	- Implementation of shadow vehicle. - Driver remains in vehicle and spots for erratic or distracted motor vehicles. - Truck mounted attenuator to be used where applicable. - Buffer zones to be set pre set up of TTM.	Medium (4E)
Temporary speed zones below 70 km/h be required during the works operations?	- Offset speed zones - Proximity to workers - Exposure to traffic - Workers on foot within 1.5 to 3 m	- Unusual travel speeds for motorists along work zones. - Vehicles traveling in opposite directions at conflicting speeds. - Slower speeds give motorists a false sense of how much room they have. - Slower speeds increase the time each vehicle spends adjacent to the work area.	Medium (2B)	- Speed reduction signage to be duplicated or repeated and clearly visible. - Conflicting speed signage to be covered. - Exclusion zones of 1.5m to 3m of live traffic to be implemented. - Comply with Min & Max speed zone lengths. - Variable speed compliance signage or variable message boards.	Medium (2C)
Workers on foot within 1.5m of live traffic?	- Offset speed zones - Proximity to workers - Increased exposure to traffic - Workers on foot within 1.5 m	- Unusual travel speeds for motorists along work zones. - Vehicles travelling in opposite directions at conflicting speeds - Slower speeds give false belief to motorists of how much room they have. - Slower speeds increases time traffic spends adjacent to the work area per vehicle.	High (4C)	- Ensure speed zones are designed in accordance with TCAWS, AS1742.3 and AGTTM. - Ensure speed zoning is consistent with the work activity and road environment. - Consider the use of speed radar VMS to monitor traffic speeds and advise	Medium (3D)

Risk Assessment - Works

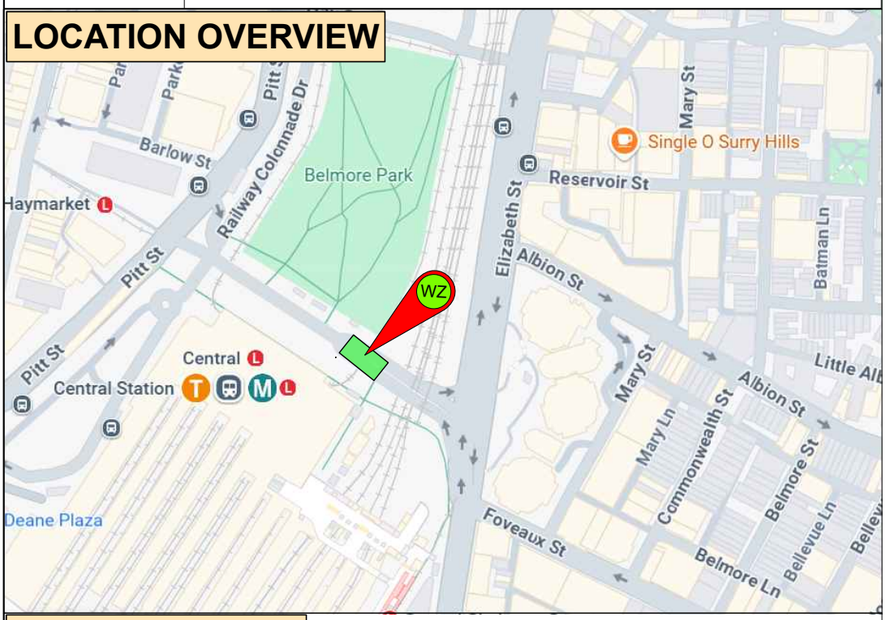
Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Excavated areas exceeding a depth of 500mm?	- Presence of excavation - Workers in close proximity - Exposure to traffic - Driver incursions into the work area - Collapse of adjacent ground/pavement	- Vulnerable road user (VRU) access to excavations An engineered barrier design is required to proceed	High (4C)	- Excavations under 0.5m and within 3m of the edge of traffic lane, physical delineation placed perpendicular to the traffic flow or cones/bollards. (eg: ATF, Mesh fence, barriers) - Excavations over 0.5m and within 3m of the edge of traffic lane, a temporary safety barrier must be installed. - Where the excavation is deeper than 200mm, is open for more than 2 weeks and the distance from the edge of traffic lane is less than 3m for 60km/h, 6m for 80km/h, plates and secured ATF is to be used to restrict access of MOP.	Medium (3D)
Works involve overhead operations?	- Drop and swing hazards - Bounce and roll zones - Exposure to road users	- Lifting overhead objects, creating potential drop & crush hazards. - Swing radius and exposure to members of public - Collision of boom arms overhanging roadway	Medium (3C)	- TGS to show exclusion zones or hold point for lifting operations. - Separation of traffic and pedestrians while overhead works are undertaken. - Signage, delineation devices & Spotters to be used to prevent unauthorized access to restricted area.	Medium (3D)
Works be completed in a single shift?	- Traffic/Pedestrians exposure to danger - Impact to road users - Visibility of Site	- Worksite presence and post works road network changes - Pedestrian/Motorest confusion with long term alterations to verge or road networks.	Medium (2C)	- Aftercare TGS must be designed and installed afterhours or between shifts. - RWA (T1-1) to be installed on long term road work sites - Variable message signage to be used for long term or after hours works.	Low (2D)
Heavy vehicles or plant enter or exit the worksite?	- Visibility - Collisions - Road user confusion	- Motorists following work vehicles into the site. - Site vehicles unable to gain access due to interventions by other road users (e.g., queuing, blockages, or incidents). - Abruptly slowing/stopping of vehicles during ingress & egress	Medium (3D)	- TGS to illustrate permitted ingress and egress points, as well as vehicle movements, - TGS to be designed with hold and release of traffic where applicable. - Site ingress & egress points to be highlighted by bollards, double traffic cones or other applicable devices. - UHF radio to be used as communication for site ingress & egress. - Flashing beacons to be initialized prior to ingress or egress.	Low (2E)
Traffic Controllers required to hold traffic continuously?	- End of Queue Collision - Work vehicle entering/exiting work zone - Congestion of road network - Traffic controller fatigue	- Extended queues past advanced warning signage - MOP following work vehicles - Negative driver behavior - Extended trip time of road network - Lapse in traffic control concentration	High (3B)	- Repeater advanced warning signage. - Calling and flagging work vehicles and stopping of MOP behind them. - Releasing traffic from key directions to limit queueing traffic. - Advanced Warning variable message signage. - End of queue management.	Medium (2B)

Risk Assessment - Road Use

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works require changed traffic conditions, such as closures or detours, or changes in alignment, including surface conditions, road widths, traffic delays, or congestion?	- Motorist loses control - Motorist confusion - Motorist attempts a banned manoeuvre - Emergency Agency access through and past site - Loose surfaces	- Motorists unaware of disruptions and become confused. - Emergency service not aware of road impacts. - Heavy vehicle movements on unconfirmed routes. - Surface works reduces tire adhesion and flying objects. - Changes to the work area may include partial or full excavation of the roadway.	High (3A)	- Installation of directions signage. - Community and stake holder notification. - Clear delineation of travel paths. - Regular clean up of road surfaces. - Pavement markers.	Medium (3D)
Works impact heavy vehicle networks?	- HV cannot travel past work site - Queuing and delays - Collisions - Abnormal movements	- HV making contact with delineation or barriers - Extended queue lengths resulting in collision - HV & OSOM vehicle causing congestion for maneuvers	High (4B)	- Comply with shoulder and lane width criteria in the design of the TGS. - During the design of the TGS, check vehicle swept path where necessary to ensure the largest known vehicle travelling through the work site can negotiate the changed traffic conditions. - Traffic controllers to communicate with heavy vehicle and OSOM drivers to warn and guide them through the work site as required. - Traffic control to monitor heavy vehicle movements and if required, make adjustments to the signs and devices within approved tolerances. If more significant	Medium (3D)
Works are performed on high-speed and/or high-volume roads, causing delays, requiring stopping or merging, or creating non-standard road operations?	- Non-standard road user movements - Road environments unsuited for non-standard movements - Limited visibility or the presence of obstructions - High-speed or high-volume road environments - Abrupt stopping or unusual vehicle movements	- Road users may become confused and perform illegal or contradictory vehicle movements. - Pedestrian movements are at higher risk of occurring within areas of motorist confusion. - Works are located in higher-than-usual risk environments.	High (4B)	-Additional signage requirements, in accordance with state-specific standards (e.g., "Two Way," "Look Both Ways," and designated crossing points), must be reviewed and clearly included in the Traffic Guidance Scheme. -Consider utilizing Variable Message Signs (VMS) to inform and educate drivers about potential hazards or required movements. -For long-term, high-volume, high-speed works, incorporate Variable Message Signs. -TGS to show all signage and delineation clearly.	Medium (2C)
Works are likely to negatively impact other parts of the road network, such as side roads, ramps, or crossings?	- Queuing and delays - Collisions - Increased traffic volume	- Vehicles enters work site from a side road/ramp and collides with workers - Adverse impact on the road network due to queuing or limited visibility	Medium (2C)	- TGS to outline clear delineation and signage in side roads, ramps and crossings - Continual monitoring of road network via TC inspections.	Low (2D)
General Traffic	- Motorists speeding - Motorists not concentrating - Motorists tired - Motorists distracted.	- Motorists colliding with TTM - Motorists entering work zone - Motorists causing congestions on road network	High (4B)	- Consider use of TMA on higher speed roads >80km - Use speed reduction best suited to work activity and road environment - Use applicable AW signage displayed on AWV - Ensure sight distances between AWV, shadow vehicles are clearly labelled on TGS - Ensure 20-40m buffer zone between shadow vehicle and work vehicle. No less than 40m when using a TMA as a shadow vehicle	Medium (3C)

TABLE OF CONTENTS

LOCATION OVERVIEW



SIGNS MANIFEST

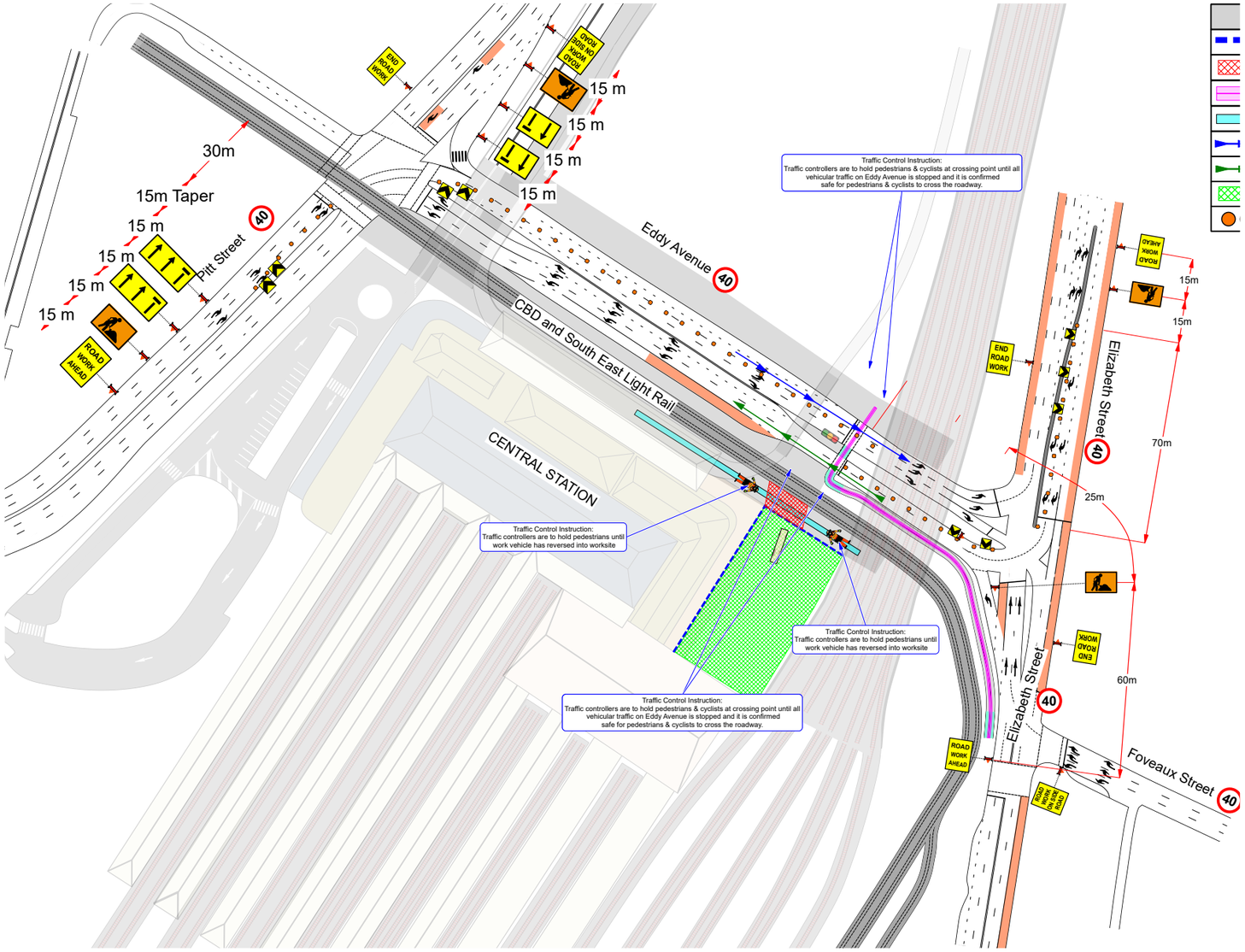
63 x Traffic Cone
4 x T1-5 WORKERS AHEAD
3 x T2-17 END ROAD WORK
2 x Lane Status (Ahead, Dead)
2 x T1-25
2 x Work Area
9 x T5-5 HAZARD WARING MARKER
3 x T1-31 ROAD WORK AHEAD
2 x Lane Status (Ahead, Ahead, Dead)
2 x RADIO
2 x Traffic Controller

TRAFFIC CONTROL RESOURCE REQUIREMENTS

PERSONNEL		EQUIPMENT		VEHICLE	
JOB TITLE	QUANTITY	TYPE	QUANTITY	TYPE	QUANTITY
TEAM LEADER	-	*PTCD*	-	*TC UTE*	-
TRAFFIC CONTROLLER	-	*ARROW BOARD*	-	*VMS UTE*	-
TC SPOTTER	-	*VMS*	-	*DROPDECK*	-
TMA OPERATOR	-	*LIGHT TOWER*	-	*TMA*	-

Disclaimer: The resource requirements listed above are for guidance only and may be adjusted due to unforeseen circumstances. We reserve the right to modify personnel and equipment allocations as needed to ensure operational safety, efficiency, and effectiveness.

TGS OVERVIEW



DURATION OF WORKS : Long Term
SCOPE OF WORKS : Train Station Construcion
TTM CONTROL: Hold & Release
PERMITS REQUIRED: Yes
TfNSW ROAD OCCUPANCY LICENCE: [X] COUNCIL: [X] MOTORWAY: [ ]

N

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	*PI*	*AK*	*13/06/2025*	*ISSUED FOR IMPLEMENTATION*
A				
B	-	-	-	-
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

SITE & CLIENT DETAILS

ALTUS GROUP DESIGN NUMBER :25-05-106509-03	**CLIENT COMPANY :**Gartner Rose
WORKS LOCATION : Eddy Ave, Sydney	**CLIENT CONTACT :**Matthew Jones
CROSS STREET : Pitt St & Elizabeth St	**CLIENT REFERENCE NUMBER :**Central Station
ESTIMATED JOB DATE :TBA - TBA	**WORKSITE ROAD AUTHORITY :**TfNSW & Council
ESTIMATED JOB TIME :1100 - 0500	SITE SETUP TGS AND SETUP RISK ASSESSMENT | NSU01-SS | ARS: 4/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Ashley Kelly
PWZTMP #: TCT0006840
ISSUED DATE: 08/12/2017
JOB TITLE : NSW Planner

GARTNERROSE

SITE MARKER COMMON LEGEND

- WORK AREA
- SPECIFIC WORKS LOCATION
- SAFETY BUFFER
- EQL — ESTIMATED QUE LENGTH
- ISOLATION/NO GO ZONE
- PLANT/ EQUIPMENT LAYDOWN
- B — TEMPORARY BUS STOP ZONE
- PEDESTRIAN PATH

DEVICE COMMON LEGEND

- TRAFFIC CONTROLLER
- POLICE OFFICER
- WORKER / SPOTTER / MARSHALL
- CONES - 700MM OR HIGHER
- BARRIER BOARD
- THM - TEMPORARY HAZARD MARKER OR CHEVRONS
- BOX EDGE / MMS - SIGN FRAME/STAND
- VMS TRAILER / PTAB - PORATABLE TRAILER ARROW BOARD
- PTCD- PORTABLE TRAFFIC CONTROL DEVICE

COMMON VEHICLE LEGEND

- UTE — *(SIGNAGE VEHICLE)*
- VMS UTE — *(VARIABLE MESSAGING SYSTEM VEHICLE)*
- POLICE SERVICES — *(POLICE VEHICLE)*
- DDV — *(DROP DECK VEHICLE)*
- TMA/IPV — *(TRUCK MOUNTED ATTENUATOR/ IMPACT PROTECTION VEHICLE)*

CLIENT VEHICLES

- WV UTE — *(WORK VEHICLE)*
- *(ELEVATED WORKING PLATFORM)*

ALTUS GROUP GENERAL NOTES - LIMITED TO NECESSARY NOTATIONS

GENERAL

- TTM MEASURES SHALL BE INSTALLED, MAINTAINED AND REMOVED IN A PLANNED AND SAFE MANNER. BEFORE COMMENCING, THE IMPLEMENTER SHALL CHECK AND REVIEW THE APPROVED TMP/TGS, THE WORKSITE AND THE PROPOSED ACTIVITIES TO ENSURE THEY ARE COMPLEMENTARY AND ARE APPROPRIATE.
- THE ITCP SHALL CHECK THE ROAD ENVIRONMENT, ESPECIALLY THE "ON THE DAY" TRAFFIC FLOWS, TO ENSURE THAT IT IS AT AN APPROPRIATE LEVEL FOR THE TTM INTENDED.
- A 5-MINUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VALUES RECORDED IN THE TMP/TGS.
- IF THE WORKSITE AND THE APPROVED TMP ARE NOT COMPLEMENTARY, BEFORE OCCUPYING THE WORKSITE, THE IMPLEMENTER SHALL DETERMINE WHETHER THEY CAN:
  - * MAKE COMPLIANT ADJUSTMENTS (E.G., LENGTHEN TAPER WITHIN TOLERANCES) TO THE TMP/TGS
  - * CONTACT PERSONS WITH THE RELEVANT ACCREDITATION TO APPROVE MODIFICATIONS TO THE TMP/TGS (E.G., ADDITIONAL SIGNS OR DISTANCES OUTSIDE OF TOLERANCES)
  - * CONTACT THE RELEVANT ROAD INFRASTRUCTURE MANAGER TRAFFIC CONTROL FACILITY TO INITIATE ACTIONS IDENTIFIED ON THE TMP/TGS TO BE TAKEN (E.G., CHANGE IN THE VMS, VARIABLE SPEED LIMIT SIGNS OR LANE USAGE SIGNAGE).
- WHERE THE TMP/TGS CANNOT BE SUITABLY ADJUSTED OR MODIFIED, THE IMPLEMENTER SHOULD ADVISE Gartner Rose THAT THEY ARE NOT APPROPRIATE, AND THE WORKS SHOULD BE POSTPONED.
- ALL SITE INFORMATION WORK HOURS, INSTALLATIONS, ADJUSTMENTS AND AUTHORISED MODIFICATIONS ARE TO BE DOCUMENTED ON THE TMP AND TGS AS WELL AS AN APPROVED ON-SITE/WORKS RECORD.
- A COPY OF THE APPROVED TMP/TGS SHALL BE KEPT ON-SITE AT ALL TIMES.

PRE-START REQUIREMENT/S

- ALL PERSONS INVOLVED WITH TTM ACTIVITIES SHALL BE BRIEFED/INDUCTED BY THE ITCP AND HAVE THIS DOCUMENTED ON THE SITE RECORDS.
- THE TOOLBOX TALK FOR TTM STAFF IS USED TO EXPLAIN THE:
  - *KEY ASPECTS OF THE TGS/TMP
  - *IDENTIFIED HAZARDS
  - *TTM REQUIREMENTS FOR THE WORKSITE
  - *SAFETY ZONE REQUIREMENTS AND LIMITS
  - *COMMUNICATION PROCESSES

INCIDENT MANAGEMENT

- IF A DRIVER DISOBEYS A TRAFFIC CONTROL INSTRUCTION:
  - * PRIORITISE PERSONAL SAFETY.
  - * USE THE PREDETERMINED ESCAPE ROUTE, IF NECESSARY.
  - * WARN OTHER MEMBERS OF THE CREW AS EARLY AS POSSIBLE. A WARNING SYSTEM MUST BE AGREED UPON BEFOREHAND, SUCH AS RADIOS, WHISTLES, SHOUTING ETC.
- THE FIRST PREFERENCE IS TO USE THE TWO-WAY RADIO TO COMMUNICATE WHERE AVAILABLE.

- TAKE THE FOLLOWING ACTIONS IF AN INCIDENT OCCURS WITHIN THE TRAFFIC CONTROLLER'S DESIGNATED WORKSITE OR TRAFFIC CONTROL OPERATIONAL AREA:
  - * FIRST AID RESPONSE (WHERE POSSIBLE).
  - * CALL FOR ASSISTANCE (IF NEEDED).
  - * EMERGENCY SERVICES CONTACT (IF REQUIRED)
  - * NOTIFY THE WORKSITE SUPERVISOR OR TEAM LEADER AND ALTUS GROUP OFFICE/SUPERVISOR
  - * MAINTAIN EFFECTIVE TRAFFIC CONTROL.
  - * MOVE THE TRAFFIC CONTROL STATION TO A SUITABLE LOCATION THAT INCLUDES THE ACCIDENT SITE WITHIN THE TRAFFIC CONTROL (IF NECESSARY)
  - * OPERATIONAL AREA.
  - * RECORD SUFFICIENT NOTES OF THE INCIDENT, INCLUDING THEIR OBSERVATIONS, TO COMPLETE AN INCIDENT REPORT.
  - * CLEAR THE INCIDENT AREA OF ANY ITEMS NOT PRESENT PRIOR TO WORKS INSTALLATION

DUTY OF CARE

-Gartner Rose ENSURES A COMMITMENT TO RESPONSIBILITY OF IMPLEMENTATION AND EXERCISING A DUTY OF CARE TO THE WORKS AND ALL ROAD USERS.
- ALTUS GROUP COMMITMENT AND OHS PROCEESES CONTAINED WITHIN THIS LINK : HSEQ-SODC LINK AND SWMS
- RESPONSIBILITIES SHALL BE HELD IN ACCORDANCE WITH THE $03.4NATIONAL_COMPLIANCE$ &

TRAFFIC CONTROLLERS

- ONLY COMPETENT PERSONS WITH APPROPRIATE CERTIFICATION SHALL BE APPOINTED AS TRAFFIC CONTROLLERS.
- SPEED SHALL BE 60 KM/H MAXIMUM. PROVIDE A TEMPORARY SPEED LIMIT OF 60 KM/H OR LESS ON THE APPROACH TO A TRAFFIC CONTROLLER IF THE SPEED IS HIGHER (SEE SECTION 5.4.3 FROM TCAWS V6.1).
- AN ESCAPE ROUTE SHALL BE IDENTIFIED FOR EACH TRAFFIC CONTROLLER FROM THEIR TRAFFIC CONTROL POSITION.
- TRAFFIC CONTROLLERS SHALL CONDUCT DUTIES WITH A CLEAR SIGHT DISTANCE FROM APPROACHING ROAD USERS.
- ENSURE A WORK VEHICLE IS NOT PARKED IN A WAY THAT IMPACTS THE VISIBILITY OF THE SITE OR TRAFFIC CONTROLLER OR LIMITS THE TRAFFIC CONTROLLER'S ESCAPE ROUTE.
- ENSURE THAT TRAFFIC CONTROLLERS ARE VISIBLE AT ALL TIMES OF THE DAY, PARTICULARLY AT DAWN, DUSK, AGAINST LOW MORNING OR EVENING SUN, WHEN IN THE SHADE ON A SUNNY DAY OR WORKING IN DUSTY CONDITIONS.
- ENSURE THAT TRAFFIC CONTROLLERS ARE WELL ILLUMINATED AT NIGHT. WHERE CONTROL POINTS IDENTIFY LIMITED VISIBILITY, PCBU IS TO BE ENGAGED TO PROVIDE ADDITIONAL LIGHTING.
- RELIEVE TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES.
- WHERE CONE TAPERS ARE USED DURING SHUTTLE FLOW OPERATIONS, POSITION THE TRAFFIC CONTROLLER 6 M IN FRONT OF THE TAPER ON THE LEFT-HAND SHOULDER OR EDGE OF THE ROAD AND FACING APPROACHING TRAFFIC.
- PLACE FOUR TRAFFIC CONES SPACED 4 M APART, ON THE CENTER-LINE 6 M IN FRONT OF THE TRAFFIC CONTROLLER POSITION WHERE RISK MANAGEMENT ALLOWS INSTALLATION TO OCCUR.
- IF THERE IS A QUEUE OF 2 OR MORE VEHICLES, WHEN SAFE TO DO SO, TRAFFIC CONTROLLERS CAN MOVE INTO THE CENTER OF THE ROAD AND INLINE WITH THE DRIVER'S SIDE OF THE FIRST VEHICLE TO REMAIN VISIBLE TO ALL ROAD USERS AND AVOID OVERTAKING MANEUVERS OCCURRING IN ONCOMING TRAFFIC.
- UNDER NO CIRCUMSTANCES ARE TRAFFIC CONTROLLERS TO STAND OR OPERATE UNPROTECTED IN A LANE CARRYING TRAFFIC.
- TRAFFIC CONTROLLERS ARE TO ONLY COMMUNICATE WITH A ROAD USER ONCE THE VEHICLE HAS STOPPED AND IS SAFE TO DO SO.
- ENSURE A SINGLE TRAFFIC CONTROLLER NEVER CONTROLS MORE THAN ONE LANE OF TRAFFIC OR MORE THAN ONE APPROACH. A SINGLE TRAFFIC CONTROLLER CAN OPERATE TWO PTSS AT ONE TIME WHERE TRAINED TO DO SO, AND TGS IDENTIFIES THE REQUIREMENT TO OCCUR.
- SOME INTERSECTIONS REQUIRE THREE OR MORE TRAFFIC CONTROLLERS. WHERE MULTIPLE TRAFFIC CONTROLLERS ARE USED, THEY ARE REQUIRED TO:
  - *ENSURE THAT ROAD USERS DO NOT SEE CONFLICTING MESSAGES
  - *BE IN CONTINUOUS RADIO CONTACT WITH EACH OTHER WHEN THEY ARE NOT VISIBLE TO EACH OTHER.
- TRAFFIC CONTROLLERS ARE TO MONITOR END OF QUE SUITABILITY BY PLACING TRAFFIC CONES AT THE ESTIMATED END OF QUE SHOWN ON THE PLAN; WHERE QUES EXCEED THIS PLACEMENT, THEY ARE THEN REQUIRED TO CONTACT PWZTMP TO RE-EVALUATE SIGNAGE POSITIONS.

VULNERABLE ROAD USERS

- SITE-SPECIFIC RISK ASSESSMENT SHALL BE PERFORMED ON SITE BEFORE IMPLEMENTATION TO HELP IDENTIFY TGS COMPLIANCE AND VALUE TO THE PROTECTION OF WORKS, CONTROLLERS AND VULNERABLE ROAD USERS.
- SPECIFIC CONTROLS IDENTIFIED FOR PEDESTRIANS AND CYCLISTS AT THE DESIGN STAGE AND SHOWN ON ATP ANALYSIS.

- MOTORCYCLISTS POSE A UNIQUE PROBLEM TO THE DESIGN PHASE OF WORKS AS THERE IS NO IDENTIFIABLE DIFFERENCE IN FREQUENCY OF USE ON ROAD NETWORKS.
- VULNERABLE ROAD USER CONFIRMATION OF INSTALLATION ISSUES TO CONSIDER REGARDING THE IMPACT OF WORKS ON MOTORCYCLISTS AND THEIR SAFETY INCLUDE:
  - *HAS THE LOCATION OF TRAFFIC CONTROL DEVICES THAT MIGHT DESTABILISE A MOTORCYCLE BEEN AVOIDED ON THEIR TRAVEL PATH?
  - *IS THERE SUFFICIENT CLEARANCE OF OBSTRUCTIONS (E.G., SIGNS, DELINEATION) SO THAT MOTORCYCLISTS CAN LEAN INTO CURVES?
  - *IS THE ADVANCE WARNING AND DELINEATION ADEQUATE FOR MOTORCYCLISTS?
  - *IS THE ROAD SURFACE SAFE FOR MOTORCYCLISTS?

ORIENTATION OF SIGNS AND DEVICES

- SIGNS ARE TO FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER.
- AT CURVED RIGHT ALIGNMENTS, THE SIGN SHOULD BE PLACED APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT OF A MOTORIST 50M IN ADVANCE OF THE SIGN

PURPOSE:

THE PURPOSE OF THIS DOCUMENT IS TO OUTLINE A DESIRABLE TEMPORARY TRAFFIC MANAGEMENT ARRANGEMENT APPLICABLE TO THE FOLLOWING SCOPE, ENSURING ALL IDENTIFIED VULNERABLE ROAD USERS ARE CONSIDERED AND THE HIGHEST POSSIBLE LEVEL OF SAFETY OUTCOMES FOR ALL INVOLVED ARE ACHIEVED.

POSITIONING OF SIGNS AND DEVICES

- SIGNS AND DEVICES ARE TO BE POSITIONED AND ERECTED SO THAT:
  - *THEY ARE PROPERLY DISPLAYED AND SECURELY MOUNTED.
  - *THEY ARE WITHIN THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY CAN NOT BE OBSCURED FROM VIEW (E.G., BY VEGETATION OR PARKED CARS).
  - *THEY DO NOT OBSCURE OTHER DEVICES FROM THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY DO NOT BECOME A POSSIBLE HAZARD TO WORKERS, PEDESTRIANS, CYCLISTS OR VEHICLES.
  - *THEY DO NOT DEFLECT TRAFFIC OR VULNERABLE ROAD USERS INTO AN UNDESIRABLE PATH.
  - *THEY DO NOT RESTRICT SIGHT DISTANCE FOR DRIVERS ENTERING FROM SIDE ROADS, STREETS OR PRIVATE DRIVEWAYS.
  - *THEY ARE NOT INSTALLED USING SUPPORTS THAT COULD BE A HAZARD IF STRUCK BY A VEHICLE.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE FITTED WITH RETRO-REFLECTIVE BANDS BE STABLE TO REDUCE THE RISK OF DISPLACEMENT FROM AIR TURBULENCE FROM PASSING TRAFFIC OR MINOR IMPACT.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE SECURELY FIXED OR WEIGHED DOWN WHEN ROAD WORKERS ARE NOT PRESENT ON SITE.
  - *STANDARD TRAFFIC CONES/BOLLARDS (700 MM OR HIGHER) SHALL BE USED FOR ALL OTHER ROAD APPLICATIONS WHERE THE SPEED IS MORE THAN 70 KM/H.
- EDGE OF TRAFFIC LANE TO LINE OF TRAFFIC CONES, BOLLARDS OR LONGITUDINAL CHANNELISING DEVICES:
  - *0.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS UP TO AND INCLUDING 60 KM/H.
  - *1.0M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS OVER 60 KM/H.
- EDGE OF TRAFFIC LANE TO ROAD WORK DELINEATORS OR TEMPORARY HAZARD MARKERS – 1.0m

EMERGENCY ARRANGEMENTS

- ALL EMERGENCY SERVICES VEHICLES SHALL BE GIVEN PRIORITY ACCESS.
- * CEASE ALL WORK IMMEDIATELY, TURN MACHINERY AND VEHICLES OFF AND CLEAR THE AREA OF PERSONNEL.
- * NOTIFY EMERGENCY SERVICES OF THE PROPOSED WORKS NATURE, LOCATION, DATE AND TIMES, AS WELL AS CONTACT DETAILS FOR THE SITE SUPERVISOR
- * ITCP TO INSTALL A SITE-SPECIFIC DETOUR ROUTE AND/OR ROAD CLOSURE POINT, IN A MANNER WHICH CATERS FOR ALL TYPES OF VEHICLES REQUIRED TO USE THEM (WHERE INCIDENTS ARE SERIOUS ENOUGH TO WARRANT CLOSURE AND DIVERSION OF ROADWAYS)

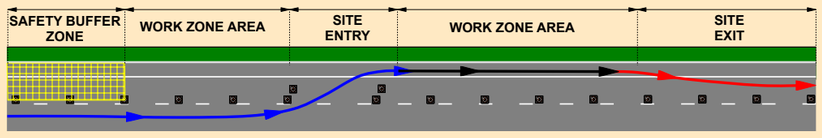
TOLERANCES

- IF SIGNS AND DEVICES ARE REQUIRED TO BE MOVED DUE TO OBSTRUCTIONS AND RELOCATION EXCEEDS TOLERANCES, THE INSTALLER SHALL CONTACT THE DESIGNER FOR INSTRUCTION ON ALTERNATE INSTALLATION METHODS OR OPTIONS.
- JUDGEMENT WILL BE NECESSARY TO PLACE SIGNS AND DEVICES AS CLOSE AS POSSIBLE TO THE LOCATIONS / SPACINGS INDICATED.
- SHOULD VARIATIONS TO THE RECOMMENDED SPACING BE REQUIRED, THEN IT IS GENERALLY PREFERABLE TO INCREASE THE SPACING WITHIN TOLERANCES.
- TOLERANCES FOR PLACEMENT OF SIGNS AND DEVICES (SECTION 7.10.3 FROM TCAWS V6.1) ARE:
  - * UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ BOLLARD INSTALLATION.
  - * UP TO 25% MORE THAN THE DISTANCES GIVEN.
- ADJUSTMENTS TO A TTM INSTALLATION:
  - * ANY CHANGES THAT EXCEED TOLERANCES ARE CLASSED AS A MODIFICATION/VERIATION AND SHALL BE AUTHORISED AND ENDORSED BY AN APPROPRIATELY QUALIFIED INDIVIDUAL.

DESIGN FACTORS/OUTCOMES

- NATIONAL COMPLIANCE: $03.4NATIONAL_COMPLIANCE$
- LOCAL COMPLIANCE: $03.3LOCAL_COMPLIANCE$
- LOCAL ROAD INFRASTRUCTURE REQUIREMENTS: TfNSW & Council
- SITE IMPACT / TRAVEL TIME:
- INNOVATIVE TREATMENTS:
- REVIEW PERFORMED: 13/06/2025 14:52
- OH&S ITEMS ARE HELD IN THE ALTUS GROUP SWMS.
- REGISTERS: KEY PERSONNEL - HELD ON TITLEBLOCK, INCIDENTS/VARIATIONS/COMPLIANCE/DAILY INSPECTIONS REGISTERS - HELD IN ALTUS GROUP DAILY RECORDS AND INCIDENT MANAGEMENT PROCESSES. CONSULTATION REGISTER - CONTAINS PRIVATE CONTACT DETAILS AND IS HELD SEPARATE FROM GENERAL-USE DOCUMENTS.
- CONTINGENCY PLANNING: RESTORATION OF THE ROUTE IN EXISTENCE BEFORE IMPLEMENTATION OF THE TEMPORARY TRAFFIC ROUTE ALTERATION UNTIL SUCH TIME THAT ALTERNATIVE ARRANGEMENTS CAN BE DEVELOPED/DESIGNED.

PREFERRED SITE ENTRY AND EXIT PROCESS



= Personnel ingress path = Site personnel path = Personnel exit path

1. Site Ingress and Egress
- Site ingress and egress points must be clearly marked using double cones or other prominent indicators.
- As the site develops, the Traffic Control Supervisor must reposition these markers to appropriate locations.
- Any changes to ingress and egress points must be communicated to all staff via UHF radio.

2. Vehicle Entry and Exit Procedures
- Before any vehicle enters or exits the worksite, the rotating beacon must be activated.
- Drivers must notify the Traffic Control Marshal or Supervisor via UHF radio least 100m in advance or out of the site.
- If the above procedures are missed or not followed, traffic controllers must direct the vehicle to loop around and attempt re-entry.

3. On-Site Vehicle Movements
- All vehicle movements within the site must be conducted under a full stop.
- Public vehicles must be stopped and cleared from the roadway before worksite vehicles proceed.
- The Traffic Control Marshal or Supervisor must communicate via UHF radio when it is safe for vehicles to move.

SIGN COVERS

SIGN COVER — ALL PERMANENT SPEED SIGNS SHOULD BE SHOWN ON TGS WITH NOTE COVERING WHEN REQUIRED

EXISTING AND PERMANENT SIGNS

ALL EXISTING AND PERMANENT SIGNS ON THE TGS ARE DISPLAYED IN BLACK AND WHITE, THIS IS TO HIGHLIGHT EFFECTIVE SIGNS THAT WILL IMPACT THE TRAFFIC CONTROL SETUP.

TOLERANCES IN DISTANCES - (ALL VALUES ARE IN METERS)

MEASUREMENT	- 10%	+ 25%
15	13	18
20	18	25
30	27	37
45	41	56
60	54	75
90	81	112

GENERAL DISCLAIMER:

- TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS.
- Gartner Rose IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE 'ON-SITE APPLICATION CONSTRAINTS' OUTLINED WITHIN THE TGS/TMP. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUAL/S SHALL BE SOUGHT PRIOR TO IMPLEMENTATION.
- THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.

N

ISSUE	DESG	APPD	DATE & TIME	AMENDMENT DESCRIPTION
00	PI	AK	13/06/2025	ISSUED FOR IMPLEMENTATION
A	PI	AK	04/06/2025	Add TTM for TCS & Pedestrian and Cyclists travel paths
B	-	-	-	Add TTM for TCS & Pedestrian and Cyclists travel paths
C	-	-	-	-

ALTUS GROUP EMAIL: NSW.planning@altusgroup.com.au | ALTUS GROUP WEBSITE: www.altusgroup.com.au | ALTUS GROUP CONTACT: 1300 872 334 | BEST VIEWED DIGITALLY - NOT TO SCALE

ALTUS GROUP
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

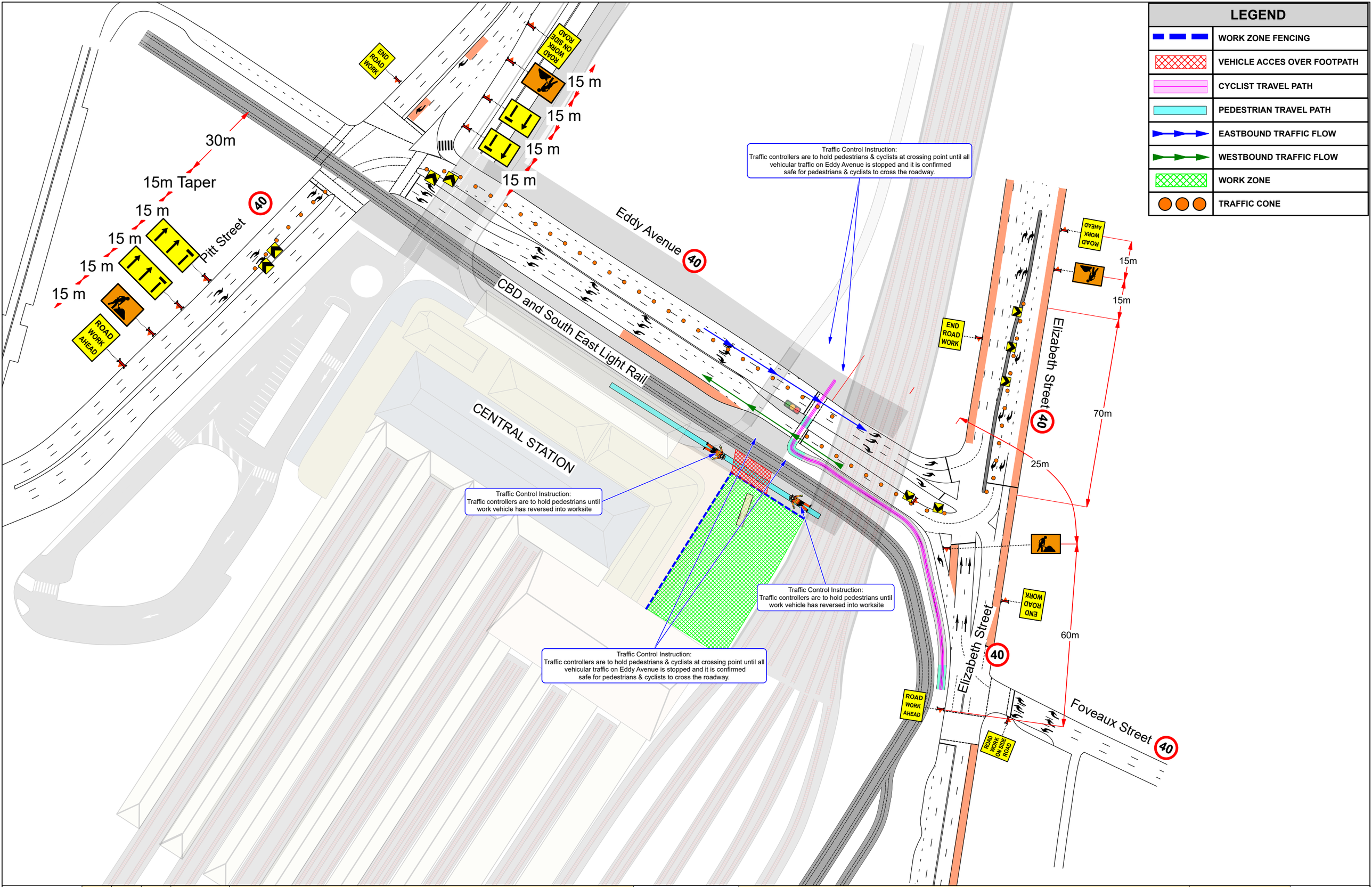
SITE & CLIENT DETAILS

ALTUS GROUP DESIGN NUMBER :25-05-106509-03	CLIENT COMPANY :Gartner Rose
WORKS LOCATION :Eddy Ave, Sydney	CLIENT CONTACT :Matthew Jones
CROSS STREET :Pitt St & Elizabeth St	CLIENT REFERENCE NUMBER :Central Station
ESTIMATED JOB DATE :TBA - TBA	WORKSITE ROAD AUTHORITY :TfNSW & Council
ESTIMATED JOB TIME :2100 - 0500	SITE SETUP TGS AND SETUP RISK ASSESSMENT — NSU01-SS — ARS: 4/5

TGS PREPARED / DESIGNED BY:
DESIGNED BY : Peter Ingram
PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
JOB TITLE : Planning Manager

TGS REVIEWED / APPROVED BY:
DESIGNED BY : Ashley Kelly
PWZTMP #: TCT0006840
ISSUED DATE: 08/12/2017
JOB TITLE : NSW Planner

GARTNERROSE



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ESTIMATED JOB DATE :TBA - TBA	**WORKSITE ROAD AUTHORITY :**TfNSW & Council
ESTIMATED JOB TIME :1100 - 0500	SITE SETUP TGS AND SETUP RISK ASSESSMENT — NSU01-SS — ARS: 4/5

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PWZTMP #: TCT0058356
ISSUED DATE: 05/04/2016
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JOB TITLE : NSW Planner

GARTNERROSE

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AROUND THROUGH PAST ANALYSIS & RISK ASSESSMENT
TGS NUMBER - 25-05-106509-03

TRAFFIC LOGISTICS
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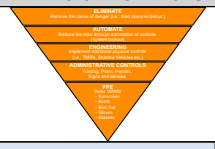
ABN 84 102 768 061

RATING OF CONTROLS



RISK MATRIX

LIKELIHOOD DESCRIPTOR TABLE

Probability	<5% probability	5-20% probability	20-80% probability	80-95% probability	>95% probability
Frequency	One event > 10 years	One event every 5-10 years	One event every 1-5 years	One event every 3-12 months	One or more events in next 3 months
Description	The threat is conceivable but only in exceptional circumstances.	The threat is improbable	The threat could occur sometime, or "I've heard of it happening."	The threat is known to occur, or "it has happened from time to time."	The threat is a common or frequent occurrence.

LIKELIHOOD

CONSEQUENCED DESCRIPTOR TABLE — IMPACT

HEALTH, SAFETY & ENVIRONMENT	Index	E. Rare	D. Unlikely	C. Possible	B. Likely	A. Almost Certain
Fatality or multiple fatalities. Catastrophic Environmental harm with long term serious impact or is not rectifiable.	5. Catastrophic	High (5E)	High (5D)	Extreme (5C)	Extreme (5B)	Extreme (5A)
Permanent Injury – damage which permanently alters a person's future. Significant Environmental harm with medium to long term impact before rectification	4. Severe	Medium (4E)	Medium (4D)	High (4C)	High (4B)	Extreme (4A)
Lost Time Injury (LTI) – damage which temporarily alters a person future Major Environmental harm that can be rectified in the medium term (1-3 months)	3. Major	Low (3E)	Medium (3D)	Medium (3C)	High (3B)	High (3A)
Medical Treatment Injury (MTI) – damage which temporarily inconveniences a person. Localised reversable environmental harm that can be rectified <1 month	2. Minor	Low (2E)	Low (2D)	Medium (2C)	Medium (2B)	High (2A)
First Aid Injury (FAI) – an actual injury which requires either no treatment or simple first aid. Minimal environmental harm that can be quickly rectified.	1. Insignificant	Low (1E)	Low (1D)	Low (1C)	Medium (1B)	Medium (1A)

Step 3 - The risk rating is where the LIKELIHOOD and the IMPACT intersect

TRAFFIC MANAGEMENT METHOD

TRAFFIC MANAGEMENT METHOD	DESCRIPTION	METHOD TYPE	ADOPTION METHOD ROAD TRAFFIC	ADOPTION METHOD PEDESTRIAN	ADOPTION METHOD CYCLIST
AROUND (elimination)	An around method is where traffic is completely separated from the work area. An around method is the preferred TTM method where achievable, as a majority of risks associated with TTM are eliminated and it generally provides the lowest overall net risk option. This method must be considered as the first option, however if it cannot be achieved, justification must be provided in the TMP.	• A road closure requiring a detour of all traffic. • Construction of a sidetrack. • Contraflow of traffic via a separated median.			
PAST (isolation or engineering)	A past method is where substitution, isolation and engineering controls are used to guide traffic along an adjacent path to the work area. A past method includes the use of a barrier or shifting of traffic to provide complete separation of workers and traffic.	• Contraflow without a separated median. • A lateral shift taper. • Use of an accepted temporary barrier system. • A shoulder Closure. • A lane Closure. • One lane alternate flow.			
THROUGH (administration and PPE)	A through method relies on administrative, training and PPE controls only. A through method does not provide separation of traffic to the work area and requires the passage of traffic through the work area. A through method must only be considered when around and past strategies are not achievable or the risk generated by installing those options outweigh the safety benefit.	• Directing road users immediately over the work area. • Separation only achieved by use of cones or bollards. • Pilot vehicle used to platoon road users.	SELECTED Hold & Release For Site Access Only	SELECTED Hold & Release For Site Access Only	SELECTED Hold & Release For Site Access Only

Risk Assessment - Acceptance & Departures

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
TGS implemented by unqualified person or organization	- Unaware members of public - TTM set up non compliant - NSW requirements & standards not met	- MOP confused and unaware creating frustration or collision - Motor vehicle incident, end of queue collision - Non conformance reports, restriction on approvals	Medium (3D)	- Undertake license inspection pre implementation. - Check qualifications in design stages. - Design to comply with TCAWs technical manual.	Low (3E)
Stop bat used instead of PTCD	- Traffic Controller struck by motorist - Line of site - Reduced area of escape route	- TC required to stand closer to live lane making a higher chance of of being struck by MOP vehicle - TC visibility restricted due to positioning required to use stop/slow bat	High (4C)	- Design TGS for the use of PTCD. - Undertake prestart checks on PTCD. - Implement road closures and lane closures where possible. - Maintain suitable escape routes. - Stay clear of live lane when using stop/slow bat.	Medium (3D)
Speed Zones extend past the Min or Max lengths	- Driver Compliance - Adverse road user behaviour	- MOP may increase speed if they see no reason to slow down - Driver frustration due to extended travel time	High (3B)	- Use of pilot vehicles - Duplication or repeated of speed signage - Use of variable message signage - Electronic speed display signs - Chicanes or lateral shift tapers	Medium (2C)
Variations at the design stage required that fall outside of the standards?	- Changes in design that deviate from established standards.	- Non-standard changes made to address non-standard situations, deviating from established standards.	High (3B)	Variations to standards must be discussed with and approved by the relevant authorities and clearly highlighted on the Traffic Guidance Scheme (TGS). The state-standard departure process must be completed as part of the design.	Medium (3D)

Risk Assessment - Environment

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Environmental or manufactured hazards that could potentially impact the works?	- Vehicle interaction - Restricted visibility - Noise & distractions	- Collision with Workers, plant, or road users - Workers obstructed by vegetation or structures - Impaired situational awareness for workers or drivers	High (3B)	- Implement TGS devices to cater for environmental & manufactured hazards. - Stage TGS design to suit vegetation & structures. - Prestart meetings to highlight noise and distraction items. - Use of warning lights, sirens, airhorns to signal approaching hazards. - Adjust TGS to suit local restraints within TCAWS tolerances and guidelines.	Medium (3C)
Road shoulders and work site surroundings free of flora	- Restricted visibility to workers - Slips, Trips and Falls - Water Hazards - Visibility of TTM devices	- Workers obstructed by vegetation - Worker injury - Vehicles getting bogged - TTM devices obstructed by overgrown flora	High (3B)	- Remove vegetation prior to works - Implement TGS devices to cater for environmental & manufactured hazards. - Stage TGS design to suit vegetation. - Position additional signage at strategic locations.	Medium (2C)
Wind, Rain & Fog present	- Reduced visibility - Reduced stopping capabilities - falling/moving objects	- Public Traffic unaware of traffic impacts ahead - End of queue collisions due to wet / slippery roadways - TTM signage blowing over reduction advanced warning signage - Falling objects causing injury	Extreme (5C)	- Implement VMS vehicle for digital messaging for advanced warning signage.. - Extend Advanced warning signage - repeated or duplicated. - End of Queue monitors with VMS messages. - Prestart meetings to highlight overhead hazards within the surroundings.	High (3B)
Works undertaken at night	- Poor visibility of the work area - Driver Fatigue - Reduced response time for motorists	- Motorist not seeing control points or TTM set up/advanced warning - Lapse in concentration causing collision - Motorist not stopping at control points	Medium (3C)	- Ensure sufficient illumination at control points and work zone. - Use of light towers. - Retro reflective signage and PPE.	Medium (2C)

Risk Assessment - Members of Public

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works impact existing public transport services or infrastructure including bus stops & taxi ranks?	- Delays - Queuing - Road user visibility - Bus & taxi Accessibility	- Public transport delays - Queuing onto main roads - Queuing into live lane from bus stop or taxi rank - Collision due to blocked access	Medium (2C)	- Notification to bus companies that operate in the area. - Provide adequate provision for public transport companies, or carry out work outside of operation hours. - Where temporary bus stops are created, ensure buses are able to meet the curb. - Ensure TGS clearly shows affected stops and controls in place. - Traffic controllers to manage and assist where safe and possible.	Low (2E)
Works impact existing footpaths, pedestrian crossings, cycle lanes or principle shared paths ?	- Exposure to traffic or work zone - enter road way or work zone - Pedestrian movements - Crossing points - Dedicated bike paths	- Struck by a vehicle - Verbal or physical abuse - Pedestrian or cyclist slip, trip or fall - Elderly or disability access restricted	Medium (3C)	- Ensure TGS caters for all road users including pedestrians and cyclists. - Always clearly delineate the work area. - Do not obstruct pedestrian and cyclists travel paths with traffic control signs and devices. - Consider the use of additional warning and guidance signage for pedestrians, cyclists and motorists. - Consider the use of additional traffic control to monitor and assist pedestrian and cyclist movements where required. - Ensure the use of existing or temporary ramps for crossing points. - Traffic Control to manually stop pedestrians and cyclists until safe to cross roadway	Medium (3D)
Works affect any driveways, including residential, commercial, or public access points?	- Collisions - Visibility - Incursions - Accessibility	- Poor line of sight - Restricted access to MOP - Restricted access in event of emergency - Verbal or physical abuse - Collision due to blocked access	Medium (3C)	- Consider staging work outside of business hours. - Create physical barrier to prevent traffic entering site & driveways. - Notification to residents & businesses. - have contingency plan in place for emergency services access.	Medium (3D)

Risk Assessment - Speed Zones

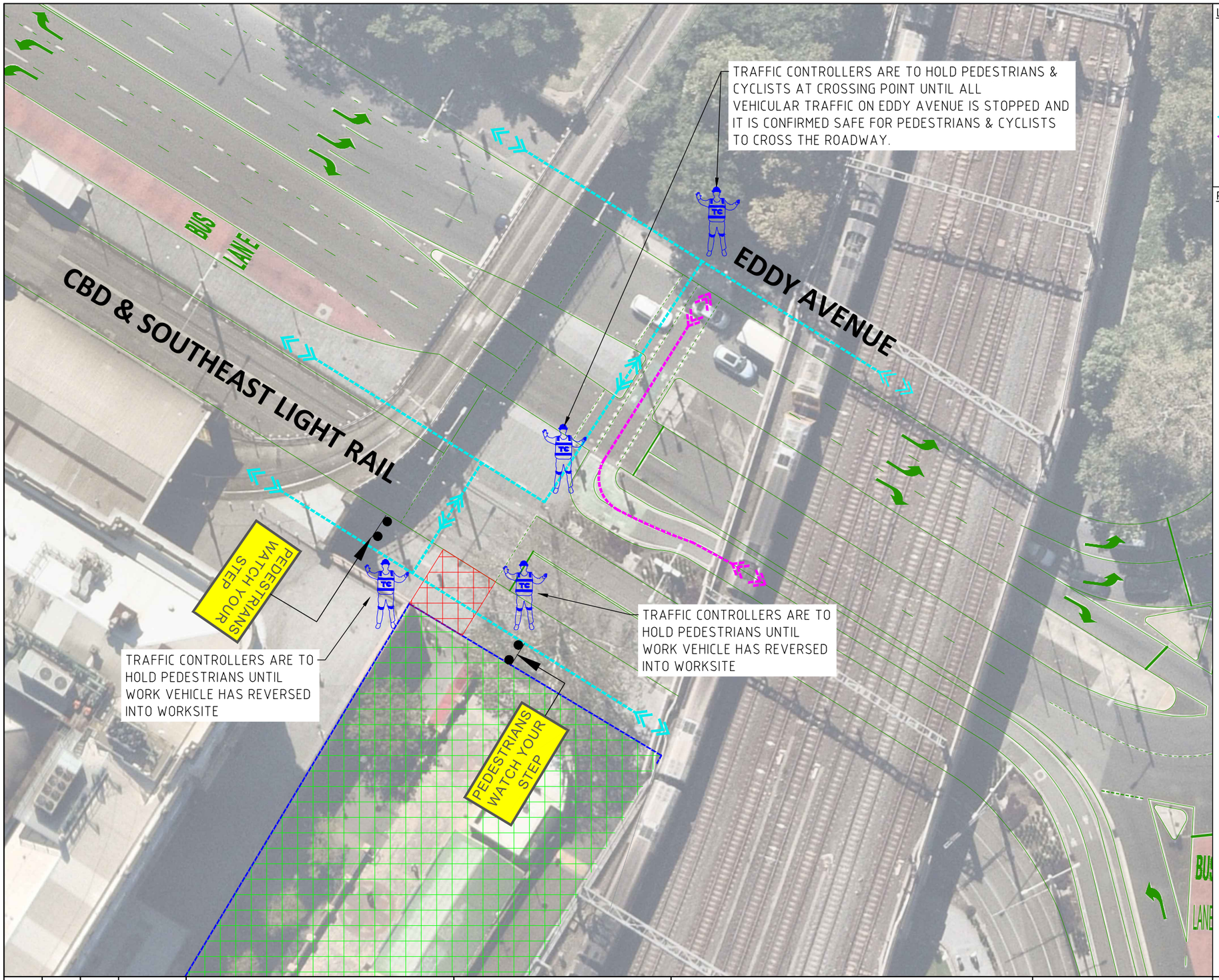
Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works being conducted on roads with speed limits of 70 km/h or higher?	- Exposure to traffic - Challenges during signage installation - Reduced response times	- Reduced response time to erratic or distracted motorists - Risk of being struck by a vehicle or plant, or causing a vehicle incident - High-speed road networks typically involve risks such as driver error or poor visibility	High (4B)	- Implementation of shadow vehicle. - Driver remains in vehicle and spots for erratic or distracted motor vehicles. - Truck mounted attenuator to be used where applicable. - Buffer zones to be set pre set up of TTM.	Medium (4E)
Temporary speed zones below 70 km/h be required during the works operations?	- Offset speed zones - Proximity to workers - Exposure to traffic - Workers on foot within 1.5 to 3 m	- Unusual travel speeds for motorists along work zones. - Vehicles traveling in opposite directions at conflicting speeds. - Slower speeds give motorists a false sense of how much room they have. - Slower speeds increase the time each vehicle spends adjacent to the work area.	Medium (2B)	- Speed reduction signage to be duplicated or repeated and clearly visible. - Conflicting speed signage to be covered. - Exclusion zones of 1.5m to 3m of live traffic to be implemented. - Comply with Min & Max speed zone lengths. - Variable speed compliance signage or variable message boards.	Medium (2C)
Workers on foot within 1.5m of live traffic?	- Offset speed zones - Proximity to workers - Increased exposure to traffic - Workers on foot within 1.5 m	- Unusual travel speeds for motorists along work zones. - Vehicles travelling in opposite directions at conflicting speeds - Slower speeds give false belief to motorists of how much room they have. - Slower speeds increases time traffic spends adjacent to the work area per vehicle.	High (4C)	- Ensure speed zones are designed in accordance with TCAWS, AS1742.3 and AGTTM. - Ensure speed zoning is consistent with the work activity and road environment. - Consider the use of speed radar VMS to monitor traffic speeds and advise	Medium (3D)

Risk Assessment - Works

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Excavated areas exceeding a depth of 500mm?	- Presence of excavation - Workers in close proximity - Exposure to traffic - Driver incursions into the work area - Collapse of adjacent ground/pavement	- Vulnerable road user (VRU) access to excavations An engineered barrier design is required to proceed	High (4C)	- Excavations under 0.5m and within 3m of the edge of traffic lane, physical delineation placed perpendicular to the traffic flow or cones/bollards. (eg: ATF, Mesh fence, barriers) - Excavations over 0.5m and within 3m of the edge of traffic lane, a temporary safety barrier must be installed. - Where the excavation is deeper than 200mm, is open for more than 2 weeks and the distance from the edge of traffic lane is less than 3m for 60km/h, 6m for 80km/h, plates and secured ATF is to be used to restrict access of MOP.	Medium (3D)
Works involve overhead operations?	- Drop and swing hazards - Bounce and roll zones - Exposure to road users	- Lifting overhead objects, creating potential drop & crush hazards. - Swing radius and exposure to members of public - Collision of boom arms overhanging roadway	Medium (3C)	- TGS to show exclusion zones or hold point for lifting operations. - Separation of traffic and pedestrians while overhead works are undertaken. - Signage, delineation devices & Spotters to be used to prevent unauthorized access to restricted area.	Medium (3D)
Works be completed in a single shift?	- Traffic/Pedestrians exposure to danger - Impact to road users - Visibility of Site	- Worksite presence and post works road network changes - Pedestrian/Motorest confusion with long term alterations to verge or road networks.	Medium (2C)	- Aftercare TGS must be designed and installed afterhours or between shifts. - RWA (T1-1) to be installed on long term road work sites - Variable message signage to be used for long term or after hours works.	Low (2D)
Heavy vehicles or plant enter or exit the worksite?	- Visibility - Collisions - Road user confusion	- Motorists following work vehicles into the site. - Site vehicles unable to gain access due to interventions by other road users (e.g., queuing, blockages, or incidents). - Abruptly slowing/stopping of vehicles during ingress & egress	Medium (3D)	- TGS to illustrate permitted ingress and egress points, as well as vehicle movements, - TGS to be designed with hold and release of traffic where applicable. - Site ingress & egress points to be highlighted by bollards, double traffic cones or other applicable devices. - UHF radio to be used as communication for site ingress & egress. - Flashing beacons to be initialized prior to ingress or egress.	Low (2E)
Traffic Controllers required to hold traffic continuously?	- End of Queue Collision - Work vehicle entering/exiting work zone - Congestion of road network - Traffic controller fatigue	- Extended queues past advanced warning signage - MOP following work vehicles - Negative driver behavior - Extended trip time of road network - Lapse in traffic control concentration	High (3B)	- Repeater advanced warning signage. - Calling and flagging work vehicles and stopping of MOP behind them. - Releasing traffic from key directions to limit queueing traffic. - Advanced Warning variable message signage. - End of queue management.	Medium (2B)

Risk Assessment - Road Use

Work Site Component	Potential Hazard	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Works require changed traffic conditions, such as closures or detours, or changes in alignment, including surface conditions, road widths, traffic delays, or congestion?	- Motorist loses control - Motorist confusion - Motorist attempts a banned manoeuvre - Emergency Agency access through and past site - Loose surfaces	- Motorists unaware of disruptions and become confused. - Emergency service not aware of road impacts. - Heavy vehicle movements on unconfirmed routes. - Surface works reduces tire adhesion and flying objects. - Changes to the work area may include partial or full excavation of the roadway.	High (3A)	- Installation of directions signage. - Community and stake holder notification. - Clear delineation of travel paths. - Regular clean up of road surfaces. - Pavement markers.	Medium (3D)
Works impact heavy vehicle networks?	- HV cannot travel past work site - Queuing and delays - Collisions - Abnormal movements	- HV making contact with delineation or barriers - Extended queue lengths resulting in collision - HV & OSOM vehicle causing congestion for maneuvers	High (4B)	- Comply with shoulder and lane width criteria in the design of the TGS. - During the design of the TGS, check vehicle swept path where necessary to ensure the largest known vehicle travelling through the work site can negotiate the changed traffic conditions. - Traffic controllers to communicate with heavy vehicle and OSOM drivers to warn and guide them through the work site as required. - Traffic control to monitor heavy vehicle movements and if required, make adjustments to the signs and devices within approved tolerances. If more significant	Medium (3D)
Works are performed on high-speed and/or high-volume roads, causing delays, requiring stopping or merging, or creating non-standard road operations?	- Non-standard road user movements - Road environments unsuited for non-standard movements - Limited visibility or the presence of obstructions - High-speed or high-volume road environments - Abrupt stopping or unusual vehicle movements	- Road users may become confused and perform illegal or contradictory vehicle movements. - Pedestrian movements are at higher risk of occurring within areas of motorist confusion. - Works are located in higher-than-usual risk environments.	High (4B)	-Additional signage requirements, in accordance with state-specific standards (e.g., "Two Way," "Look Both Ways," and designated crossing points), must be reviewed and clearly included in the Traffic Guidance Scheme. -Consider utilizing Variable Message Signs (VMS) to inform and educate drivers about potential hazards or required movements. -For long-term, high-volume, high-speed works, incorporate Variable Message Signs. -TGS to show all signage and delineation clearly.	Medium (2C)
Works are likely to negatively impact other parts of the road network, such as side roads, ramps, or crossings?	- Queuing and delays - Collisions - Increased traffic volume	- Vehicles enters work site from a side road/ramp and collides with workers - Adverse impact on the road network due to queuing or limited visibility	Medium (2C)	- TGS to outline clear delineation and signage in side roads, ramps and crossings - Continual monitoring of road network via TC inspections.	Low (2D)
General Traffic	- Motorists speeding - Motorists not concentrating - Motorists tired - Motorists distracted.	- Motorists colliding with TTM - Motorists entering work zone - Motorists causing congestions on road network	High (4B)	- Consider use of TMA on higher speed roads >80km - Use speed reduction best suited to work activity and road environment - Use applicable AW signage displayed on AWV - Ensure sight distances between AWV, shadow vehicles are clearly labelled on TGS - Ensure 20-40m buffer zone between shadow vehicle and work vehicle. No less than 40m when using a TMA as a shadow vehicle	Medium (3C)



LEGEND

- EXISTING FEATURES
- WORK ZONE FENCING
- WORK ZONE
- VEHICLE ACCESS OVER FOOTPATH
- PEDESTRIAN ROUTE
- CYCLIST ROUTE
- TRAFFIC CONTROLLER

PROPOSED SIGN

ADVANCE WARNING SIGNS		
SIGN	SIGN IMAGE	SIGN QUANTITY
PEDESTRIANS WATCH YOUR STEP	PEDESTRIANS WATCH YOUR STEP	2

N

ISSUE	DESG	APP'D	DATE	AMENDMENT DESCRIPTION
A	JL	NP	JUN 2025	ISSUED FOR INFORMATION

CLIENT:

ALTUS TRAFFIC

ALTUS GROUP

NOTES:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD 1742 SET, AGTTM SET AND TRAFFIC CONTROL AT WORK SITES (TCAWS) TO ENSURE CORRECT INSTALLATION OF TRAFFIC CONTROL DEVICES.
2. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
3. LOCAL ROAD:
   EDDY AVENUE (SPEED ZONE 40 KM/H)

WARNING

BEWARE OF UNDERGROUND SERVICES. THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

0 5 10 15 20 25 30m
5 4 3 2 1
SCALE 1: 750

DESIGNED: J. LEA
DATE: JUN-2025
APPROVED: N. PHILLIPS
DRAWING NUMBER: MOD24751NSW-DG-100
SHEET NO: 1 OF 1
ISSUE: A

PROJECT:

ALTUS GROUP
EDDY AVENUE, SYDNEY
TRAFFIC MANAGEMENT PLAN
PEDESTRIAN & CYCLIST MOVEMENT

STATUS: PRELIMINARY CONCEPT
REVIEW DATE: INPUT DATE

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Transport and Traffic Engineering
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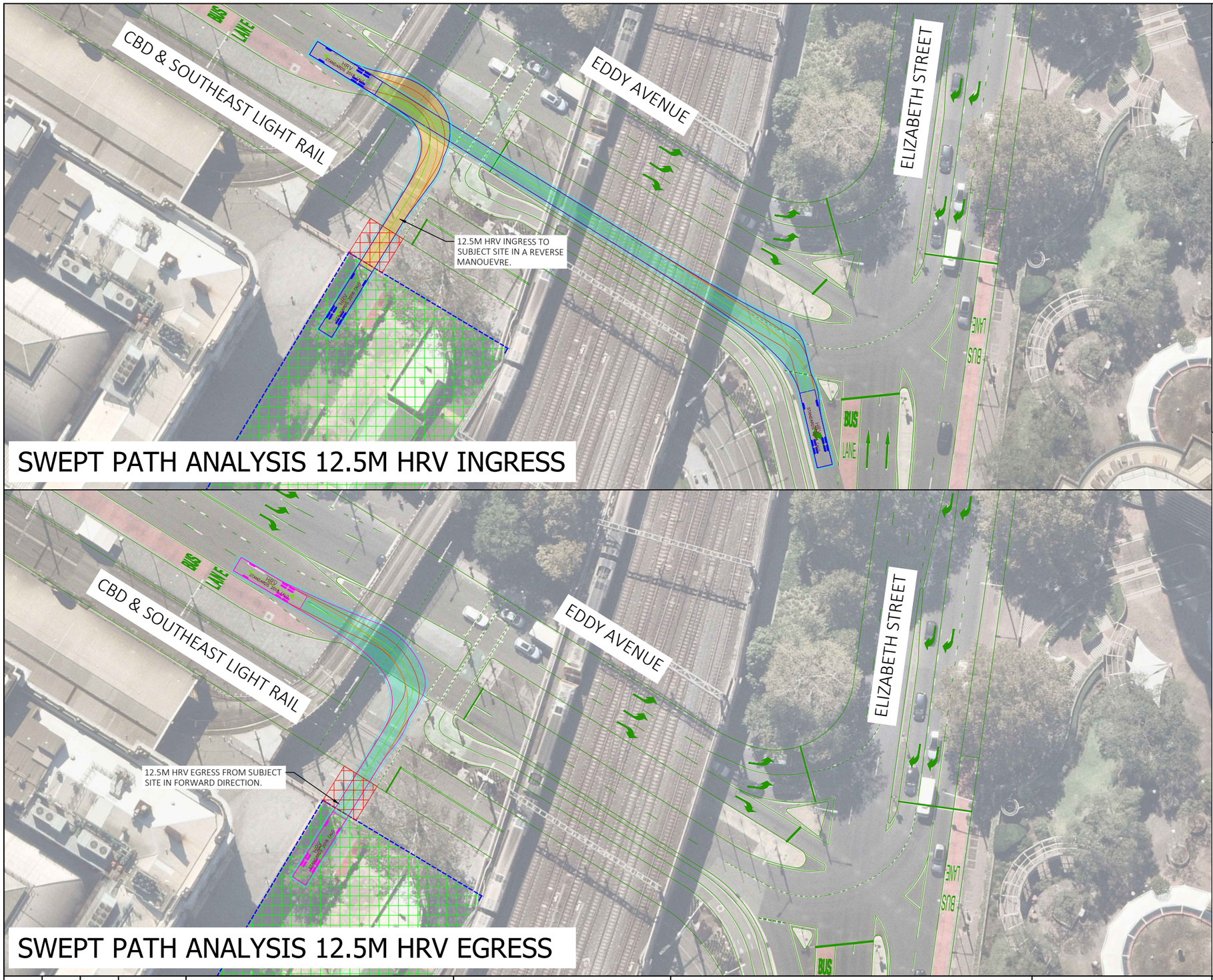


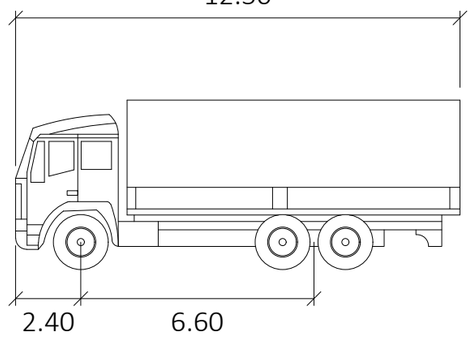
LEGEND

- EXISTING FEATURES
- WORK ZONE FENCING
- WORK ZONE
- VEHICLE ACCESS OVER FOOTPATH

SWEPT PATH LEGEND

- FRONT TYRES
- REAR TYRES
- VEHICLE PATH
- INGRESS VEHICLE BODY
- EGRESS VEHICLE BODY
- VEHICLE CLEARANCE (300MM)
- FORWARD MANEUVER
- REVERSE MANEUVER

DESIGN VEHICLE USED IN SIMULATION



HRV 12.5M

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Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 35.2

N

ISSUE	DESG	APP'D	DATE	AMENDMENT DESCRIPTION
A	JL	NP	MAY 2025	ISSUED FOR INFORMATION

CLIENT:
ALTUS TRAFFIC
ALTUS GROUP

NOTES:
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0 5 10 15 20 25 30m
5 4 3 2 1
SCALE 1: 750

DESIGNED: J. LEA
DATE: MAY-2025
APPROVED: N. PHILLIPS
DRAWING NUMBER: MOD24751NSW-DG-100
SHEET NO: 1 OF 1
ISSUE: A

PROJECT:
ALTUS GROUP
EDDY AVENUE, SYDNEY
SWEPT PATH ANALYSIS
12.5M HRV

STATUS: PRELIMINARY CONCEPT
REVIEW DATE: INPUT DATE

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Transport and Traffic Engineering
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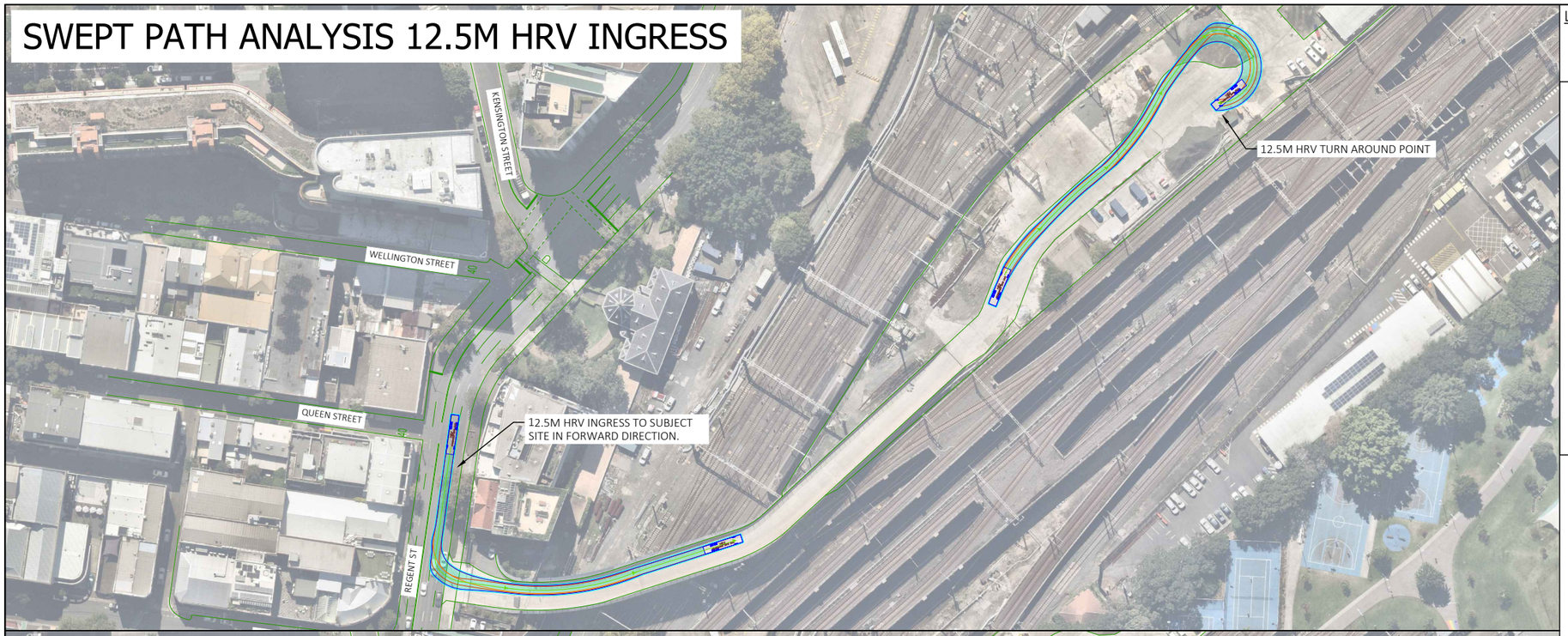
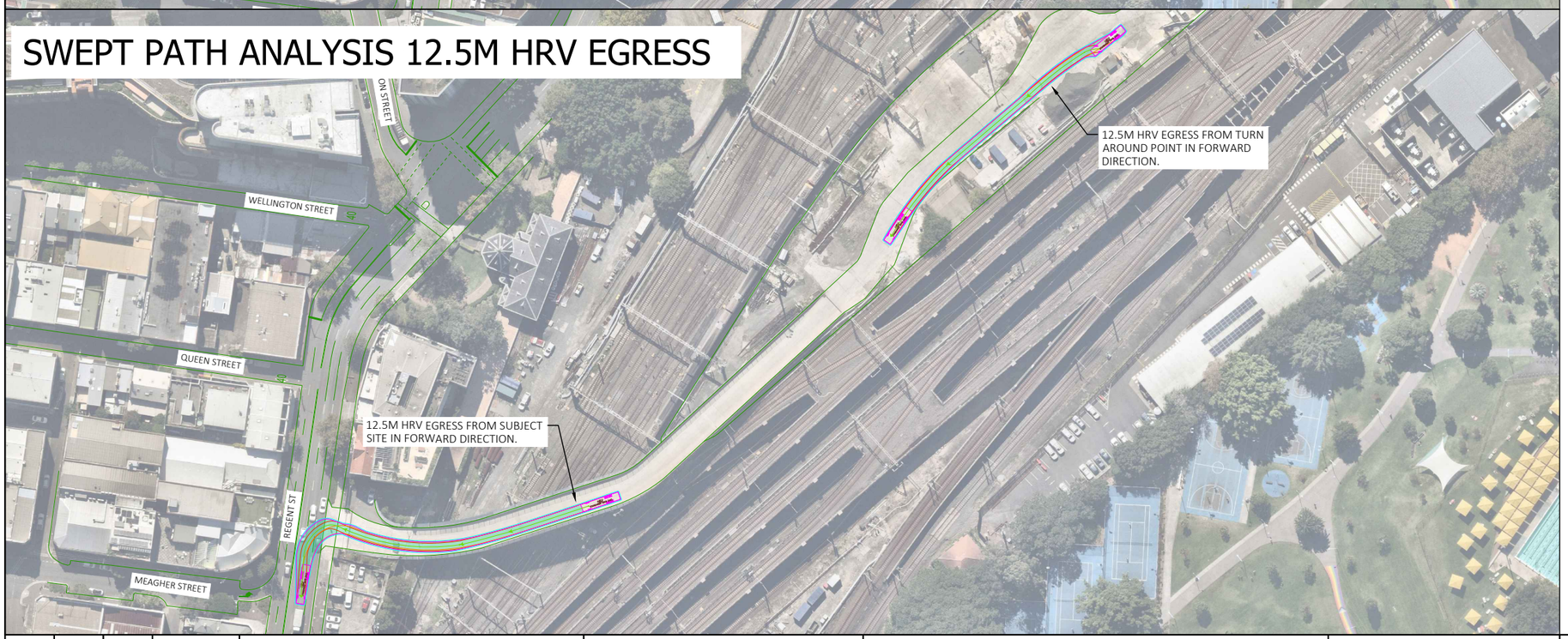
SWEPT PATH ANALYSIS 12.5M HRV INGRESS



SWEPT PATH ANALYSIS 12.5M HRV EGRESS



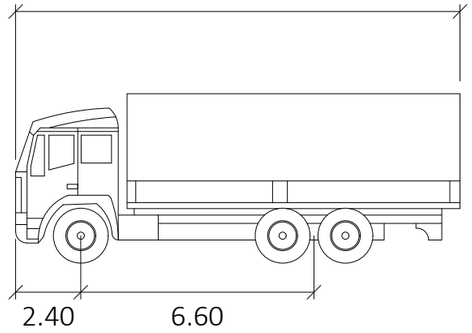
LEGEND

EXISTING FEATURES

SWEPT PATH LEGEND

- FRONT TYRES
- REAR TYRES
- VEHICLE PATH
- INGRESS VEHICLE BODY
- EGRESS VEHICLE BODY
- VEHICLE CLEARANCE (300MM)
- FORWARD MANEUVER
- REVERSE MANEUVER

DESIGN VEHICLE USED IN SIMULATION



HRV 12.5M

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 35.2

N

ISSUE	DESG	APP'D	DATE	AMENDMENT DESCRIPTION
A	JL	NP	MAY 2025	ISSUED FOR INFORMATION

CLIENT:

ALTUS TRAFFIC

ALTUS GROUP

NOTES:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD 1742 SET, AGTTM SET AND TRAFFIC CONTROL AT WORK SITES (TCAWS) TO ENSURE CORRECT INSTALLATION OF TRAFFIC CONTROL DEVICES.
2. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
3. LOCAL ROAD: REGENT STREET (SPEED ZONE 50 KM/H)

WARNING

BEWARE OF UNDERGROUND SERVICES. THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

0 10 20 30 40 50 60 70 80 90 100m

SCALE 1:2000

2016/12 @ A4

DESIGNED: J. LEA

DATE: MAY-2025

APPROVED: N. PHILLIPS

DRAWING NUMBER: MOD24751NSW-DG-100

SHEET NO: 1 OF 1

ISSUE: A

PROJECT:

ALTUS GROUP
REGENT ST, SYDNEY
SWEPT PATH ANALYSIS
12.5M HRV

STATUS: PRELIMINARY CONCEPT

REVIEW DATE: INPUT DATE

MODUS
Transport and Traffic Engineering
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APPENDIX B

Risk Assessment

Likelihood Descriptions

LIKELIHOOD	DESCRIPTION
Almost certain	• Expected to occur in most circumstances or • Expected to occur at least 8 in 10 times the event or action occurs, i.e., more than an 80% chance of occurrence or • Will probably occur with a frequency more than 10 times per year.
Likely	• Expected to occur multiple times during any given year or • Expected to occur between 8 in 10 and 1 in 10 times the event or action occurs, i.e., between a 10% to 80% chance of occurrence or • This risk is known to occur often but less than 10 times per year
Possible	• Expected to occur once during any given year or • Expected to occur between 1 in 10 and 1 in 100 times the event or action occurs, i.e., 1% to 10% chance of occurrence or • This risk is known to have occurred on occasions
Unlikely	• Expected to occur once every 1 to10 years or • Expected to occur between 1 in 100 and 1 in 1000 times the event or action occurs, i.e., 0.1% to 1.0% chance of occurrence or • This risk could occur but not often
Rare	• Not expected to occur in the next 10 years i.e., less than once every 10 years or • Expected to occur less than 1 in 1000 times the event or action occurs, i.e., less than 0.1% chance of occurrence or • It is unusual that this risk occurs, but it has happened

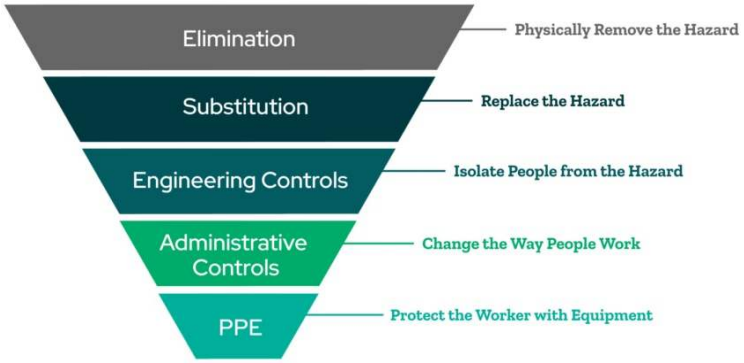
Consequence Descriptions

Rating	Traffic Impacts	Vulnerable Road User (VRU) Impacts	Property Damage Impacts	Safety and Health Impacts
Catastrophic	• Hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity as detailed in AGTTM03 • Unacceptable impact on the performance of the network	• Unacceptable impact on paths or routes • No suitable alternative routes • Exposure to deep excavations and multiple heavy plant items • Major additional uncontrolled exposure to road traffic	Total property damage	Multiple fatalities
Major	• Hourly traffic flow per lane is equal to and greater than 135% and less than 170% of allowable road capacity as detailed in AGTTM03 • Major impact on the performance of the network	• Major impact on paths or routes • Unformed path surfaces • Exposure to deep excavations and manual workers/ tools • Major additional exposure to road traffic and additional road crossings	Major property damage	Single fatality, or major injuries, or severe permanent disablement
Moderate	• Hourly traffic flow per lane is equal to and greater than 110% and less than 135% of allowable road capacity as detailed in AGTTM03 • Moderate impact on the performance of the network	• Moderate impact on paths or routes • Rough path surfaces • Exposure to shallow excavations and manual workers/ tools • Moderate additional exposure to road traffic and additional road crossings	Moderate property damage	Medical treatment required or lost time injury
Minor	• Hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity as detailed in AGTTM03. • Minor impacts on the performance of the network	• Minor impacts to paths or routes • Some exposure to rough surfaces in the work site • Minor additional exposure to road traffic	Minor property damage	First aid treatment required
Insignificant	• Hourly traffic flow per lane is equal to or less than the allowable lane capacity detailed in AGTTM03 • No impact on the performance of the network	• No impacts to paths or routes	No property damage	No treatment required

Qualitative Risk Analysis Matrix – Risk Ratings

Consequence	Likelihood				
	Almost certain (A)	Likely (B)	Possible (C)	Unlikely (D)	Rare (E)
Catastrophic (1)	Very High	Very High	High	High	Medium
Major (2)	Very High	Very High	High	Medium	Low
Moderate (3)	High	High	Medium	Low	Low
Minor (4)	High	Medium	Low	Low	Low
Insignificant (5)	Medium	Low	Low	Low	Negligible

Hierarchy of Controls



Management Approach for Residual Risk Ratings

RESIDUAL RISK RATING	REQUIRED TREATMENT	
Very High	Unacceptable. Must be corrected.	Significant and urgent action is required to eliminate the safety risk or reduce the consequence or likelihood of the risk and overall risk exposure.
High	Should be corrected or the risk significantly reduced, even if the treatment costs are high.	Immediate action is required, and effort must be made to ensure that the safety risk is eliminated so far as is practicable or minimised so far as is practicable if elimination is not reasonably practicable.
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high.	Action is required and effort must be made to ensure that the safety risk is eliminated so far as is practicable or minimised so far as is practicable if elimination is not reasonably practicable.
Low	Should be corrected or the risk reduced if the treatment cost is low.	A level of safety risk that requires monitoring and review to ensure that the safety risk remains at this level.
Negligible	No action required	Safety risk has been determined to be so low that no further action is required. In this case the consequence is considered to not result in any injury to any person.

Risk Register

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			Likelihood	Consequence	Residual Risk Rating		Likelihood	Consequence	Residual Risk Rating
1.	Vehicles crashing into / through the worksite/road closure due to drivers' distractions, missing advanced warning signs in regard to the works and/or presence of TC, speeding, confusion or accident. **ALL TGSs**	Causing injury to work personnel and/or TC. Causing damage to services and properties.	C	3	Medium	Provide traffic management as per this Traffic, Transport & Access Management Plann (TTAMP). Traffic arrangements to be evaluated for effectiveness following initial opening to traffic. Speed reduction is to be implemented. Where workers have their back to traffic, a spotter is to be present to alert worker to approaching vehicles.	E	3	Low
2.	Work personnel on site may enter roadway and be hit due to not cooperating with Traffic Controllers' advice and not being visible to approaching traffic. **ALL TGSs**	Causing injury to work personnel.	B	3	High	Traffic Controllers to act as a spotter and advise personnel to only enter roadway where safe. All personnel on site to wear high visibility clothing with retro reflective strips. Radio contact or adequate visual/verbal communications between site workers and traffic controllers to be applied. All workers to be informed of the procedures of the TC's to gain access to road reserves. All personnel are required to remain within worksite unless spotter provided. Traffic stopped in case of workers requiring access across or onto carriage way, if gaps in traffic are not sufficient.	D	3	Low
3.	Restrictions associated with traffic control measures may cause unacceptable delays to emergency services. **ALL TGSs**	Leading to a reduced response time for Police, Fire or Ambulance services, resulting in poor outcome for affected person/s and/or property.	C	3	Medium	On site crews to monitor traffic congestion. Emergency services vehicles shall always be a priority. Traffic Controller to hold all traffic when emergency vehicle is approaching. All works personnel shall respond to emergency traffic to ensure safe and un-hindered passage. Emergency services will be notified prior to work commencing.	E	3	Low
4.	Traffic controllers and/or workers may be hit by vehicles during set up and/or dismantling of traffic management or being unseen on encroach onto the traffic lane. **ALL TGSs**	Causing injury to traffic controllers and/or workers.	C	4	High	Shadow vehicle with flashing lights used to protect workers. Workers wear high visibility garments. Driver of a shadow vehicle to act as spotter. Spotter to sound horn to warn workers of approaching stray vehicle and/or inherent risk. Spotter to assist at all times.	E	4	Low

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			Likelihood	Consequence	Residual Risk Rating		Likelihood	Consequence	Residual Risk Rating
5.	Inclement weather resulting in decreased visibility to traffic control delineation and signage increasing the potential for crashes and impact with work site. **ALL TGSs**	Resulting in equipment and properties damage.	B	2	Very High	Contractor and/or traffic controllers on site to undertake regular audits of the traffic control measures implemented and make necessary adjustments to guarantee sufficient visibility to maintain a safe work environment. Where visibility isn't acceptable, works shall be ceased and signage and equipment to be removed from the roadway until such a time that it is safe to continue. Repeater signs may be used if required. All signs to be Class 1 retro reflective. Any changes to be recorded in the Daily Diary.	D	2	Medium
6.	Inclement weather resulting in decreased visibility to traffic control delineation, signage, traffic controllers and workers presence on site increasing the potential for crashes and impact with work personnel and traffic controllers. **ALL TGSs**	Resulting in injury to work personnel and/or traffic controllers.	B	2	Very High	Contractor and/or traffic controllers on site to undertake regular audits of the traffic control measures implemented and make necessary adjustments to guarantee sufficient visibility to maintain a safe work environment. Where visibility isn't acceptable, works shall be ceased and signage and equipment to be removed from the roadway until such a time that it is safe to continue. Repeater signs may be used if required. All signs to be Class 1 retro reflective, any changes to be recorded in the Daily Diary.	D	2	Medium
7.	Plant access/egress to/from work area may conflict with traffic and impact with it. **ALL TGSs**	Resulting in an accident leading to injury to workers and/or road users. Resulting in an accident leading to delays and/or property/equipment damages.	C	3	Medium	Construction vehicles fitted with warning devices. Operators instructed on safe procedures. "Spotters" will assist work vehicles and/or workers in entering or leaving worksite. Plant exit may be done within gaps of traffic. If required, traffic is to be briefly stopped to allow plant and vehicles to safely enter and/or leave the work area.	E	3	Low
8.	Pedestrians / Cyclists travelling too close to the worksite or disobeying signage may interfere with works and be hit by mobile plants. **ALL TGSs**	Resulting in injury to pedestrians and/or cyclists.	C	3	Medium	Advanced warning signage for pedestrians and/or cyclists to be implemented as per TTAMP. If needed, an additional traffic controller to be used to provide pedestrians and/or cyclists with assistance around the site. Additional pedestrian travel path TGSs showing how pedestrians move past, around and through the work site.	E	3	Low
9.	Road users become confused or disorientated entering the works area.	Resulting in an accident leading to delays and/or damages.	B	2	Very High	Implement signage as per the TGS for the specific work area. Traffic cones to delineate all work areas. Temporary Hazard Markers are to be used to delineate traffic from lane closures / road closures. Drive through the site by supervisor following set up to ensure travel paths are clear and do not conflict.	D	2	Medium
10.	Vehicles attempting to access beyond the road closures and impacting with workers.	Injury to workers.	C	2	High	Appropriate advanced warning signs and road barriers will be in place as per TGS. Traffic controllers to be stationed at selected intersections to monitor and assist all road users if required.	D	2	Medium

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			Likelihood	Consequence	Residual Risk Rating		Likelihood	Consequence	Residual Risk Rating
	ALL TGSs					Traffic cones and barrier boards implemented to delineate closed road section			
11.	Lifting operations may increase the risk of impact between object lifted and road users if it starts to swing during the operation. **ALL TGSs**	Resulting in injury to pedestrians, road users and/or work personnel.	C	2	High	Exclusion zones to be delineated and to be kept delineated to avoid any road user/pedestrian to pass through it. Traffic controllers maintain good sightlines to the work site and continue communication. If an exclusion zone is not possible to provide, live traffic and pedestrians to be both stopped until lifting operation is completed and safe or adequately guided around the work area. Appropriate PPE shall be worn by all personnel at all times.	E	2	Low
12.	Lifting operations may increase the risk of impact between object lifted and road users if it starts to swing during the operation. **ALL TGSs**	Resulting in equipment and/or property damage.	C	2	High	Exclusion zones to be delineated and to be kept delineated to avoid any road user/pedestrian to pass through it. Traffic controllers maintain good sightlines to the work site and continue communication. If an exclusion zone is not possible to provide, live traffic and pedestrians to be both stopped until lifting operation is completed and safe or adequately guided around the work area. Appropriate PPE shall be worn by all personnel at all times.	E	2	Low
13.	Shadow vehicle struck by approaching vehicle during setup of lane closures or while works are taking place resulting in risk of injury to workers or traffic management personnel from moving struck shadow vehicle. **ALL TGSs**	Resulting in injury to work personnel.	C	2	High	Shadow vehicle to be positioned 20m - 30m in advance of personnel and work area. Operator to ensure vehicle mounted warning devices are operating at all times.	D	2	Medium
14.	Implementation of lane closure/road closure, causing congestion to NB/SB traffic on Leitchs Road **ALL TGSs**	Resulting in delays and reduction in quality of services to road users.	C	3	Medium	Works to be undertaken outside peak hours where traffic count is at its lowest. Traffic analysis to be undertaken to set work timeframe and necessary restrictions. Traffic controllers to constantly monitor the traffic flow and if congestion occur that is considered unacceptable, works are to be suspended, site to be packed up and road cleared from any hazard.	D	3	Low
15.	Workers crossing the road may get struck by oncoming vehicles. **ALL TGSs**	Resulting in injury to workers.	B	2	Very High	TC to act as spotter and advise workers to cross the road only when is safe to so, between traffic gaps. TC may hold traffic for short periods to allow workers to cross, as required.	E	2	Low
16.	Incorrectly designed and or installed TTM devices may result in inadequate protection of the worksite with a subsequent increased potential for crashes and injury.	Resulting in injury to road workers and traffic control personnel.	B	2	Very High	Qualified and experienced personnel employed for the preparation of the TTAMP & TGSs and appropriately qualified and experienced personnel to implement and maintain the traffic control onsite.	E	4	Low

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			Likelihood	Consequence	Residual Risk Rating		Likelihood	Consequence	Residual Risk Rating
	ALL TGSs								
17.	Vehicle breakdown or collision may block the through carriageway causing congestion and leading to unacceptable network delays and congestion. **All TGSs**	Leading to a reduced response time for Police, Fire or Ambulance services, resulting in poor outcome for affected person/s and/or property.	D	2	Medium	This TTAMP outlines how the impact of vehicular breakdown or crashes will be managed.	E	2	Low
18.	Work vehicles entering/exiting the site may result in impact between themselves if not properly managed. **ALL TGSs**	Injury to drivers.	B	2	Very High	Two-way radio communication to be undertaken at all times and all drivers to follow instruction received. All personnel to be previously trained on safety procedures. Entering vehicles to be prioritised respect the exiting one, which will be hold until safe entry manoeuvre is completed.	E	2	Low
19.	Work vehicles entering/exiting the site may result in impact between themselves if not properly managed. **ALL TGSs**	Property/equipment damage.	B	3	High	One gate supervisor to attend each gate and manage movements through them. Two-way radio communication to be undertaken at all times and all drivers to follow instruction received. All personnel to be previously trained on safety procedures. Entering vehicles to be prioritised respect the exiting one, which will be hold until safe entry manoeuvre is completed.	E	3	Low
20.	Unauthorised vehicles enter the construction zone by following work vehicles. **ALL TGSs**	Injury to drivers and on-site personnel.	C	3	Medium	All personnel to monitor and allow access to site only to authorised vehicles.	E	3	Low
21.	Wide load approaching the work area may be not able to bypass the setup. **ALL TGSs**	Network congestion and/or interruption; heavy delay.	D	3	Low	Traffic controllers to allow oversize vehicle passage ASAP. Communication between TC and heavy vehicles drivers to be maintained at all times via two ways radio on channel 40. TC to act as a spotter for workers close to the traffic lane to stand down till the vehicle has past and to move any signs or delineation to allow the oversized vehicle to pass safely. A minimum of 3.5m lane width to be maintained at all times. If required all traffic has to be stopped until this operation is completed.	E	3	Low
22.	Line of sight being affected for traffic on approach to works. **ALL TGSs**	Resulting in an accident leading to injury, delays and/or damages	B	2	Very High	Lane closure/ delineated area to be extended to ensure vehicles adjust position before line of sight is an issue. Signage to be positioned at a further expansion / Repeated to accommodate for longer worksite, if required. Traffic controllers to assess each location before implementation. No works are to proceed if too dangerous due to geometry of road.	D	2	Medium

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			Likelihood	Consequence	Residual Risk Rating		Likelihood	Consequence	Residual Risk Rating
23.	Strong winds in the region resulting in traffic control signage/equipment on site being blown over **ALL TGSs**	Resulting in damage to property and/or worksite having insufficient warning signs visible	C	3	Medium	Contractor and/or traffic controllers on site undertake regular audits of the traffic control measures implemented. Where conditions aren't acceptable, works shall be ceased and signage and equipment to be removed from the roadway until such a time that it is safe to continue. Weights installed on the legs of signs and cones to be double stacked if necessary.	E	3	Low
24.	Incorrect PPE being worn by personnel on site.	Causing workers to become insufficiently visible and /or protected within working conditions leading to serious injury.	B	2	Very High	ALL works personnel wear appropriate PPE prior to works commencing. Crew leader to ensure traffic controller are wearing PPE. Prestart to be conducted with a checklist to ensure PPE is suitable and appropriate as defined by Australian Standards and TCAWS.	D	2	Medium

Additional risks identified on site

To be completed by traffic management accredited personnel on site/site supervisor

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			L	C	RR		L	C	RR
1.									
2.									
3.									
4.									
5.									

- Identify foreseeable risks and hazards
- Seek to eliminate risk to health and safety
- When elimination of risks to health and safety is not reasonably practicable, document the strategies for minimising risks so far as is reasonably practicable (SFAIRP)
- Assess the effects

APPENDIX C

TCAWS Appendix 2.3 – Traffic Management Plan and Approval

A.2.3 Traffic management plan and approval template

Prepared by			
Name:	Negin Vaez	Role:	Chief Executive Officer
Card number:	TCT0054345	Organisation:	Modus Transport and Traffic Engineering
Signature:	Negin Vaez	Date:	04/06/2025

Location of works	
Project	Prepare a Traffic, Transport & Access Management Plan (TTAMP) as a sub-plan to the required Construction Environment Management Plan (CEMP) for the project which includes the refurbishment and restoration of the Sydney Terminal Building at Central Station as part of the wider Central Precinct Renewal Program.
Activity / work	The Sydney Terminal Building Revitalisation project will be delivered in stages. Gartner Rose are contracted to deliver Stage 1 of the project with the focus on upgrading Eddy Avenue to improve pedestrian access and connectivity as well as new and upgraded retail spaces, improving the customer experience and creating a vibrant and modern environment for train, light rail and bus passengers and visitors.
Location	Sydney Terminal Building Revitalisation Project located at Central Station, Eddy Avenue.
Dates relevant for TMP work	*DD/MM/YY – DD/MM/YY* June 2025 through to April 2026.

Traffic Management Strategy (TMS) Verification	
Has the TMS been received and attached to this TMP?	☑ Yes ☐ No *If "no" has been selected a TMP should not be developed until TMS information is obtained*
Provide updated information regarding TMS if required	
Current existing speed limit/s	*(Road name 1: limit* Eddy Avenue - 40 km/h *Road name 2: limit)* Regent Street - 50 km/h

Traffic Management Strategy (TMS) Verification			
Updated traffic data	Traffic volumes (ADT):		Traffic volumes (AADT): if available
	Hourly traffic volumes :		Operating speed
	Peak times AM:		Peak times PM:
Traffic composition If yes provide details	☐ OSOM	☐ Heavy vehicles _____ (%)	☐ Permit vehicle routes
	Details: Altus Group / Gartner Rose to provide. Refer to TTAMP.		
Site and work specific considerations	*Additional to TMS, additional time, with environment or community concerns* Altus Group / Gartner Rose to provide. Refer to TTAMP.		
Additional options available	*For additional options identified, the process of assessment outlined in the TMS must be completed* All traffic data needs to be collected for all surronding roads.		

Decision point: Temporary Traffic Management Method			
Was an options assessment completed by the client?	☑ Yes ☐ No If yes, review and provide summary below If no, undertake an assessment		
Summary of TMS options	Altus Group / Gartner Rose to provide.		
TTM method	☑ Around	☑ Past	☑ Through
	Option Selected: *nominate option selected from TMS* Altus Group / Gartner Rose to provide.		

Decision point: Temporary Traffic Management Method	
Justification	Altus Group / Gartner Rose to provide.

Traffic Management Planning				
TTM type	☐ Mobile	☐ Low impact	☒ Static	
Will lane or shoulder widths need to be modified?	☒ Yes	☐ No		
	If yes provide justifications and drawings: Altus Group / Gartner Rose to provide. Refer to TTAMP.			
Specific road users impacted	☒ Pedestrians	☒ Cyclists	☒ Motorcyclist	☐ OSOM
	☐ Freight Industry	☒ Persons with disability, prams or children	☒ Public transport e.g. bus, tram.	☐ Other
	If one or more groups selected provide details of impacts and considerations: Altus Group / Gartner Rose to provide. Refer to TTAMP.			
Additional location specific requirements to be considered?				

Risk assessment				
Undertake and attach to this TMP a risk assessment of the proposed works with the determined strategy.				
List of sources of information used in risk assessment	Altus Group / Gartner Rose to provide. Refer to TTAMP.			
Has the risk assessment considered?	☑ Proximity of traffic	☑ Queued traffic	☑ High traffic volume	☑ Traffic speed and compliance behaviour
	☑ Traffic composition	☑ Exposure and proximity of workers to live traffic	☑ Length of delays for road users	☑ Traffic generating land use (hospital, mine, school)
	☐ Non-compliance with temporary speed limits	☑ Reduced lane and shoulder widths	☑ Compromised access points	☑ Site vehicle access and egress points
	☐ Horizontal (curves) and vertical (crests/sags) alignment	☑ Utilities including above and below services	☐ Crash history	☐ Topographical constraints
	☑ Sight distances	☑ Emergency services	☑ Car parking impacted	☑ Transport services (bus stops etc)
	☑ Access to private and commercial properties	☑ Local road access	☐ Special events or high risk venues	☐ Other _____
Key risks identified as a result of works:	Altus Group / Gartner Rose to provide. Refer to TTAMP.			

Risk assessment			
Specific controls required:			
Protection of workers	☒ Barriers	☒ Delineation	☐ Other
	Provide details: Altus Group / Gartner Rose to provide. Refer to TTAMP		
Will a speed restriction be required?	☒ Yes	☐ No	
	If yes provide justifications and drawings: Altus Group / Gartner Rose to provide. Refer to TTAMP		
End queue management strategy:	*Provide details of:* *Calculated end-of-queue length* *Control required* *Sight distances* Altus Group / Gartner Rose to provide. Refer to TTAMP		
Delineation of site	*Detail how site must be delineated: e.g. reflectivity, non-contradictory signs, devices and delineation* Altus Group / Gartner Rose to provide. Refer to TTAMP		
Emergency service access and notification	*Provide details of emergency service strategy for site and who has been contacted* Altus Group / Gartner Rose to provide. Refer to TTAMP		

Relevant Documentation		
Have the following ***mandatory*** documents been provided as part of the overall TMP?		
☒ All approved TGS required	☒ Road Occupancy Licence	☒ Plans showing access to local properties or side roads
☐ WHS documentation	☒ Approved list of TTM personnel and contacts	☒ Vehicle movement plans
☐ Traffic incident plans		
***STOP**: If one of the above documents has not been selected the TTMP cannot be approved*		

Relevant Documentation	
Other documents provided	
☒ Traffic staging arrangements including Traffic Staging Plans	☐ Speed Zone Authorisation
☒ Design drawings	☒ Council permits
☒ Pedestrians and cyclists movement plans	☒ Consultation with public transport operator
☐ Other:	

Monitoring activities required			
Person responsible for monitoring *daily* TTM work activities			
Name:		Role:	
Unit:		Division:	
Qualification:		Card Number:	
Comments:	Altus Group / Gartner Rose to provide.		
Person responsible for TTM works			
Name:		Role:	
Unit:		Division:	
Qualification:		Card Number:	
Comments:	Altus Group / Gartner Rose to provide. Refer to TTAMP		

Review activities required			
Activity	**Required**		**Frequency or details**
Shift inspections	▣ Yes	☐ No	
Weekly Inspections	▣ Yes	☐ No	
TMP review	▣ Yes	☐ No	
Road safety audit	☐ Yes	▣ No	
Other:	☐ Yes	☐ No	
Other:	☐ Yes	☐ No	
Comments:	Altus Group / Gartner Rose to provide. Refer to TTAMP		

Endorsed by (when a Principal Contractor undertaking the work)			
Name:			
Role:		Organisation	
Signature:		Date:	

Approval			
I have reviewed the relevant documents for the works and approve works to be completed in accordance with the TTM Plan.			
Name:			
Qualification:		Card Number:	
Unit:		Division:	
Signature:		Date:	

APPENDIX D

Traffic Incident Management Plan (TIMP)

Appendix D – Traffic Incident Management Plan (TIMP)

1. Purpose

This Traffic Incident Management Plan (TIMP) outlines the response framework and responsibilities for managing traffic-related incidents during the Sydney Terminal Building Revitalisation Project, in accordance with TCAWS Section 5.3.

2. Objectives

To ensure a coordinated and effective response to traffic incidents.
To minimise risk to workers, road users, and the public.
To promptly restore safe traffic conditions.
To comply with TfNSW and WHS legislative requirements.

3. Incident Types Covered

Collision involving vehicles or plant
Near-miss incidents involving personnel and traffic
Damage to traffic control devices or infrastructure
Public complaints related to traffic control
Breakdown of plant within the live traffic zone

4. Roles and Responsibilities

Role	Name	Contact Details	Responsibilities
Project Engineer Gartner Rose	Tom Fisher	0410 853 828	Lead on-site response, coordinate emergency actions
Project Engineer Gartner Rose	Taras Cherkasov	0427 618 950	Lead on-site response, coordinate emergency actions
Traffic Manager Altus Group	Dwayne Sardelic	0429 422 697	Ensure TGS compliance, contact TMC, initiate recovery plan
Emergency Services Liaison	TBC – GARTNER ROSE TO ADVISE	[TBC]	Communication with Police/Fire/Ambulance as required
Modus Engineer	Negin Vaez Neill Phillips	0438 621 125 0457 617 007	Technical review and updates to TTAMP

5. Incident Response Procedure

1. **Initial Response**
   - Secure the site and ensure safety.
   - Stop all traffic or works if immediate danger exists.
   - Notify emergency services if required.
2. **Notification**
   - Contact TMC via the ROL system or by phone (1800 679 782 if portal is offline).
   - Notify Site Supervisor and Traffic Manager.
3. **Contain and Recover**
   - Relocate vehicles or plant where safe.
   - Replace or repair TTM devices using backup inventory (see Section 7).
   -Remove TTM devices
   - Document with photos and prepare site sketch.
4. **Investigation and Reporting**
   - Complete incident report as per Principal Contractor WHS policy.
   - Conduct debrief and root cause analysis.
   - Submit report to TfNSW and other stakeholders.

6. Communication and Notification Matrix

Stakeholder	Trigger Event	Method	Response Time
TMC	Traffic lane blocked or public risk	ROL Portal / Phone	Immediate
Police / Emergency	Injury, collision, major obstruction	Direct Call (000)	Immediate
TfNSW	Incident affecting road network	Email / Portal	Within 24 hours
Principal Contractor	All traffic-related incidents	Internal report	Same day

7. Equipment and Inventory for Recovery

- Spare signage: STOP/SLOW bats, detour Signage, Advanced Warning Signage
- Delineation: cones, bollards, barriers
- Additional TTM devices: portable lighting towers, beacons, vehicle mounted arrow boards, vehicle mounted VMS boards
- Recovery plant: site machinery (Excavator, bobcat, crane, tow truck (All Sydney Tow Truck – ph0451120120 or Sydney City Tow Truck – ph47083278.)

8. Review and Improvement

This plan shall be reviewed monthly and after any traffic incident. Revisions must be signed off by the Traffic Manager and communicated to all site personnel.

9. Removal of Temporary Traffic Control Measures

All temporary traffic management devices and signage used for this project are limited to managing controlled access into and out of the work site. These devices are not associated with full road closures or large-scale diversions.

As such, in the event of an incident or at the end of a work shift, all TTM devices may be quickly and safely removed from the site, provided it is safe to do so. The Site Supervisor and Traffic Manager will ensure that:

- All traffic control devices are removed in the reverse sequence of their deployment.
- No devices or signage obstruct footpaths, bike lanes, or road lanes after removal.
- Pedestrian access is restored with a minimum 1.5 m clear width.
- All TTM-related plant or equipment is withdrawn from the road reserve.

The nature of this TTAMP allows for rapid demobilisation of traffic control due to its limited scope for site access management only. Therefore, in any emergency or upon project completion, TTM removal can be executed swiftly without requiring extended closure periods.

APPENDIX E

Road Occupancy Licences (ROLs)

ROAD OCCUPANCY LICENCE

LICENCE NO : 2487790

TRANSPORT MANAGEMENT CENTRE (TMC)

Phone: 0283961513 Monday To Friday 8.30 AM - 4.30 PM

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

NON DEVELOPMENT - SRA WORKS

Project: Not Applicable

This Activity : LANE CLOSURE WITH PTCD FOR CENTRAL STATION UPGRADE

TCS TO BE BLACKED OUT THROUGHOUT WORKS

LOCATION

Subject Road: EDDY AV

From: PITT ST, HAYMARKET

To: ELIZABETH ST, SURRY HILLS

Council: SYDNEY

LICENSEE

Organisation: Altus Group Pty Ltd

Ref No:

Name: NSW PLANNING ALTUS GROUP PTY LTD

Phone: 0288876900

ONSITE CONTACT

Name: TOM FISHER

Phone: 0410853828

TRAFFIC MANAGEMENT

Flow Management: Standard Lane Merge; Portable Signals; Short Term / Intermittent Works; Stop / Slow Control

Closure Type: All lanes one direction

Closure Lane(s): Shoulder; Median Shoulder

Direction(s): All Directions

LICENCE DURATION

From: 17-Jun-2025

To: 02-Jul-2025

LICENCE CONDITIONS

1. FOR INFORMATION ON THE LATEST NSW ROADWORK RESTRICTIONS AND FILMING GUIDELINES PLEASE VISIT TFNSW WEBPAGE: roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html.
2. THIS LICENCE IS NOT AN APPROVAL OF THE PROPONENT'S TRAFFIC GUIDANCE SCHEMES (TGS). PLEASE NOTE WORKCOVER REQUIRES THAT TRAFFIC GUIDANCE SCHEMES (TGS) COMPLY WITH AS1742.3
3. ALL MATTERS RELATING TO NOISE GENERATION OR OTHER ENVIRONMENTAL FACTORS ON SITE ARE UNDER THE JURISDICTION OF THE LOCAL COUNCIL AND/OR THE ENVIRONMENTAL PROTECTION AUTHORITY.
4. NOTIFICATION TO AFFECTED BUSINESSES, RESIDENTS AND OTHER STAKEHOLDERS MUST BE UNDERTAKEN AT LEAST 5 BUSINESS DAYS PRIOR TO WORKS COMMENCING
5. ACCESS TO KERB RAMPS & PUSH BUTTON AT TCS SITES MUST BE MAINTANEND AT ALL TIMES. SHOULD FOOTPATH BE CLOSED, SAFE PEDESTRIAN DETOUR MUST BE PROVIDED IN ACCORDANCE WITH AS 1742.10.
6. PORTABLE VMS MUST BE LOCATED TO PROVIDE FOR THE SAFE MOVEMENT OF CYCLISTS AND PEDESTRIANS PARTICULARLY THE VULNERABLE PEDESTRIANS SUCH AS MOBILITY AND VISION IMPAIRED PEDESTRIANS AND CHILDREN. PORTABLE VMS SHOULD NOT BE PLACED ON A FOOTPATH OR FOOTWAY. HOWEVER IN ENVIRONMENTS WHEN THIS IS UNAVOIDABLE A SAFE ALTERNATIVE ROUTE MUST BE PROVIDED FOR THESE ROAD USERS AND APPROVAL MUST BE SOUGHT FROM THE RELEVANT LOCAL COUNCIL.
7. PROPONENT MUST GET WRITTEN APPROVAL FROM LOCAL COUNCIL, BUS AND LIGHT RAIL TRANSDEV
8. PROPONENT MUST IMPLEMENT APPROVED TMP

APPROVED DATES & TIMES

From Shift					To Shift			
From	D	M	Time	-	To	D	M	Time
Tue	17	Jun	02:00	-	Tue	17	Jun	04:00
Wed	18	Jun	02:00	-	Wed	18	Jun	04:00
Thu	19	Jun	02:00	-	Thu	19	Jun	04:00
Fri	20	Jun	02:00	-	Fri	20	Jun	04:00
Sat	21	Jun	02:00	-	Sat	21	Jun	04:00
Sun	22	Jun	02:00	-	Sun	22	Jun	04:00
Mon	23	Jun	02:00	-	Mon	23	Jun	04:00
Tue	24	Jun	02:00	-	Tue	24	Jun	04:00
Wed	25	Jun	02:00	-	Wed	25	Jun	04:00
Thu	26	Jun	02:00	-	Thu	26	Jun	04:00
Fri	27	Jun	02:00	-	Fri	27	Jun	04:00
Sat	28	Jun	02:00	-	Sat	28	Jun	04:00
Sun	29	Jun	02:00	-	Sun	29	Jun	04:00
Mon	30	Jun	02:00	-	Mon	30	Jun	04:00
Tue	01	Jul	02:00	-	Tue	01	Jul	04:00
Wed	02	Jul	02:00	-	Wed	02	Jul	04:00

All pages of this Road Occupancy Licence and associated Speed Zone Authorisation(s) must be available on site at all times and must be produced for inspection when requested by representatives of NSW Police, Roads & Maritimes Services, Transport for NSW and other Government Agencies.

ROAD OCCUPANCY LICENCE

LICENCE NO : 2487790

TRANSPORT MANAGEMENT CENTRE (TMC)

Phone: 0283961513 Monday To Friday 8.30 AM - 4.30 PM

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

NON DEVELOPMENT - SRA WORKS

Project: Not Applicable

This Activity : LANE CLOSURE WITH PTCD FOR CENTRAL STATION UPGRADE

TCS TO BE BLACKED OUT THROUGHOUT WORKS

LOCATION

Subject Road: EDDY AV

From: PITT ST, HAYMARKET

To: ELIZABETH ST, SURRY HILLS

Council: SYDNEY

LICENSEE

Organisation: Altus Group Pty Ltd

Ref No:

Name: NSW PLANNING ALTUS GROUP PTY LTD

Phone: 0288876900

ONSITE CONTACT

Name: TOM FISHER

Phone: 0410853828

TRAFFIC MANAGEMENT

Flow Management: Standard Lane Merge; Portable Signals; Short Term / Intermittent Works; Stop / Slow Control

Closure Type: All lanes one direction

Closure Lane(s): Shoulder; Median Shoulder

Direction(s): All Directions

LICENCE DURATION

From: 17-Jun-2025

To: 02-Jul-2025

LICENCE CONDITIONS

9 THE LICENCEE OF THIS ROL MUST CONTACT THE FOLLOWING PROPONENT(S) PRIOR TO WORKS COMMENCING TO AVOID CONFLICTS WITH THEIR WORKS.
ROADWORK SOLUTIONS
PROPONENT - NAME
MITCHELL DWYER
PROPONENT - PHONE
1300433093

WEST SYDNEY TRAFFIC CONTROL PTY LTD
PROPONENT - NAME
NADEAN ARNOLD
PROPONENT - PHONE
0416140604
PROPONENT - EMAIL
INFO@WSTC.COM.AU
ON SITE CONTACT - NAMENADEAN ARNOLD
ON SITE CONTACT - PHONE0416140604

10 ANY STOPPAGES OF TRAFFIC RESULTING FROM ACTIVITIES IN THIS LICENCE MUST NOT EXCEED 2 MINUTES PER INSTANCE. ALL TRAFFIC QUEUES MUST BE CLEARED AND TRAFFIC RETURNED TO FREE FLOWING CONDITION BETWEEN STOPPAGES.

11 THIS ROL MUST NOT BE EXTENDED PRIOR TO SEEKING APPROVAL ON CTMP

12 TRAFFIC SIGNALS MUST BE REQUESTED TO BE SWITCHED TO FLASHING AMBER AND INTERSECTION MANUALLY CONTROLLED USING QUALIFIED TRAFFIC CONTROLLERS OR NSW POLICE.

All pages of this Road Occupancy Licence and associated Speed Zone Authorisation(s) must be available on site at all times and must be produced for inspection when requested by representatives of NSW Police, Roads & Maritimes Services, Transport for NSW and other Government Agencies.

ROAD OCCUPANCY LICENCE

LICENCE NO : 2488126

TRANSPORT MANAGEMENT CENTRE (TMC)

Phone: 0283961513 Monday To Friday 8.30 AM - 4.30 PM

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

NON DEVELOPMENT - SRA WORKS

Project: Not Applicable

This Activity : LANE CLOSURE WITH STOP/SLOW WITH FOR CONSTRUCTION DELIVERIES

TCS TO BE BLACKED OUT DURING WORKS

LOCATION

Subject Road: EDDY AV

From: ELIZABETH ST, SURRY HILLS

To: PITT ST, HAYMARKET

Council: SYDNEY

LICENSEE

Organisation: Altus Group Pty Ltd

Ref No:

Name: NSW PLANNING ALTUS GROUP PTY LTD

Phone: 0288876900

ONSITE CONTACT

Name: TOM FISHER

Phone: 0410853828

TRAFFIC MANAGEMENT

Flow Management: Standard Lane Merge; Portable Signals; Short Term / Intermittent Works; Stop / Slow Control

Closure Type: 1 lane of 2

Closure Lane(s): Lane 1 (kerb lane/s); Lane 2 (next after kerb lane)

Direction(s): Westbound

LICENCE DURATION

From: 16-Jun-2025

To: 02-Jul-2025

LICENCE CONDITIONS

1. FOR INFORMATION ON THE LATEST NSW ROADWORK RESTRICTIONS AND FILMING GUIDELINES PLEASE VISIT TFNSW WEBPAGE: roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html.
2. THIS LICENCE IS NOT AN APPROVAL OF THE PROPONENT'S TRAFFIC GUIDANCE SCHEMES (TGS). PLEASE NOTE WORKCOVER REQUIRES THAT TRAFFIC GUIDANCE SCHEMES (TGS) COMPLY WITH AS1742.3
3. ALL MATTERS RELATING TO NOISE GENERATION OR OTHER ENVIRONMENTAL FACTORS ON SITE ARE UNDER THE JURISDICTION OF THE LOCAL COUNCIL AND/OR THE ENVIRONMENTAL PROTECTION AUTHORITY.
4. NOTIFICATION TO AFFECTED BUSINESSES, RESIDENTS AND OTHER STAKEHOLDERS MUST BE UNDERTAKEN AT LEAST 5 BUSINESS DAYS PRIOR TO WORKS COMMENCING
5. ACCESS TO KERB RAMPS & PUSH BUTTON AT TCS SITES MUST BE MAINTANEND AT ALL TIMES. SHOULD FOOTPATH BE CLOSED, SAFE PEDESTRIAN DETOUR MUST BE PROVIDED IN ACCORDANCE WITH AS 1742.10.
6. PORTABLE VMS MUST BE LOCATED TO PROVIDE FOR THE SAFE MOVEMENT OF CYCLISTS AND PEDESTRIANS PARTICULARLY THE VULNERABLE PEDESTRIANS SUCH AS MOBILITY AND VISION IMPAIRED PEDESTRIANS AND CHILDREN. PORTABLE VMS SHOULD NOT BE PLACED ON A FOOTPATH OR FOOTWAY. HOWEVER IN ENVIRONMENTS WHEN THIS IS UNAVOIDABLE A SAFE ALTERNATIVE ROUTE MUST BE PROVIDED FOR THESE ROAD USERS AND APPROVAL MUST BE SOUGHT FROM THE RELEVANT LOCAL COUNCIL.
7. PROPONENT MUST GET WRITTEN APPROVAL FROM LOCAL COUNCIL, BUS AND LIGHT RAIL TRANSDEV
8. THIS ROL MUST NOT BE EXTENDED PRIOR TO SEEKING APPROVAL ON CTMP
9. ANY STOPPAGES OF TRAFFIC RESULTING FROM ACTIVITIES IN THIS LICENCE MUST NOT EXCEED 30 SECONDS PER INSTANCE. ALL TRAFFIC QUEUES MUST BE CLEARED AND TRAFFIC RETURNED TO FREE FLOWING CONDITION BETWEEN STOPPAGES.

APPROVED DATES & TIMES

From Shift					To Shift			
From	D	M	Time	-	To	D	M	Time
Mon	16	Jun	21:00	-	Tue	17	Jun	05:00
Tue	17	Jun	21:00	-	Wed	18	Jun	05:00
Wed	18	Jun	21:00	-	Thu	19	Jun	05:00
Thu	19	Jun	21:30	-	Fri	20	Jun	05:00
Fri	20	Jun	21:00	-	Sat	21	Jun	05:00
Sat	21	Jun	21:00	-	Sun	22	Jun	05:00
Sun	22	Jun	21:00	-	Mon	23	Jun	05:00
Mon	23	Jun	21:00	-	Tue	24	Jun	05:00
Tue	24	Jun	21:00	-	Wed	25	Jun	05:00
Wed	25	Jun	21:00	-	Thu	26	Jun	05:00
Thu	26	Jun	21:30	-	Fri	27	Jun	05:00
Fri	27	Jun	21:00	-	Sat	28	Jun	05:00
Sat	28	Jun	21:00	-	Sun	29	Jun	05:00
Sun	29	Jun	21:00	-	Mon	30	Jun	05:00
Mon	30	Jun	21:00	-	Tue	01	Jul	05:00
Tue	01	Jul	21:00	-	Wed	02	Jul	05:00

All pages of this Road Occupancy Licence and associated Speed Zone Authorisation(s) must be available on site at all times and must be produced for inspection when requested by representatives of NSW Police, Roads & Maritimes Services, Transport for NSW and other Government Agencies.

ROAD OCCUPANCY LICENCE

LICENCE NO : 2488126

TRANSPORT MANAGEMENT CENTRE (TMC)

Phone: 0283961513 Monday To Friday 8.30 AM - 4.30 PM

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

NON DEVELOPMENT - SRA WORKS

Project: Not Applicable

This Activity : LANE CLOSURE WITH STOP/SLOW WITH FOR CONSTRUCTION DELIVERIES

TCS TO BE BLACKED OUT DURING WORKS

LOCATION

Subject Road: EDDY AV

From: ELIZABETH ST, SURRY HILLS

To: PITT ST, HAYMARKET

Council: SYDNEY

LICENSEE

Organisation: Altus Group Pty Ltd

Ref No:

Name: NSW PLANNING ALTUS GROUP PTY LTD

Phone: 0288876900

ONSITE CONTACT

Name: TOM FISHER

Phone: 0410853828

TRAFFIC MANAGEMENT

Flow Management: Standard Lane Merge; Portable Signals; Short Term / Intermittent Works; Stop / Slow Control

Closure Type: 1 lane of 2

Closure Lane(s): Lane 1 (kerb lane/s); Lane 2 (next after kerb lane)

Direction(s): Westbound

LICENCE DURATION

From: 16-Jun-2025

To: 02-Jul-2025

LICENCE CONDITIONS

10 THE LICENCEE OF THIS ROL MUST CONTACT THE FOLLOWING PROPONENT(S) PRIOR TO WORKS COMMENCING TO AVOID CONFLICTS WITH THEIR WORKS.
ROADWORK SOLUTIONS
PROPONENT - NAME
MITCHELL DWYER
PROPONENT - PHONE
1300433093

WEST SYDNEY TRAFFIC CONTROL PTY LTD
PROPONENT - NAME
NADEAN ARNOLD
PROPONENT - PHONE
0416140604
PROPONENT - EMAIL
INFO@WSTC.COM.AU
ON SITE CONTACT - NAME NADEAN ARNOLD
ON SITE CONTACT - PHONE 0416140604

11 ONE (1) TRAFFICABLE LANE/S MUST REMAIN OPEN TO TRAFFIC TO FREE FLOW AT ALL TIMES. LANE WIDTHS AND TRAFFICABLE LANES MUST NOT BE REDUCED AND MUST ALSO MAINTAIN SAFE HEAVY VEHICLES ACCESS.

All pages of this Road Occupancy Licence and associated Speed Zone Authorisation(s) must be available on site at all times and must be produced for inspection when requested by representatives of NSW Police, Roads & Maritimes Services, Transport for NSW and other Government Agencies.

ROAD OCCUPANCY LICENCE

LICENCE NO : 2488138

TRANSPORT MANAGEMENT CENTRE (TMC)

Phone: 0283961513 Monday To Friday 8.30 AM - 4.30 PM

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

NON DEVELOPMENT - SRA WORKS

Project: Not Applicable

This Activity : LANE CLOSURE IN CONJUNCTION WITH ROL 2488126 OR 2489866 FOR CENTRAL STATION UPGRADE WORKS

LOCATION

Subject Road: ELIZABETH ST turn lane

From: FOVEAUX ST, SURRY HILLS

To: RESERVOIR ST, HAYMARKET

Council: SYDNEY

LICENSEE

Organisation: Altus Group Pty Ltd

Ref No:

Name: NSW PLANNING ALTUS GROUP PTY LTD

Phone: 0288876900

ONSITE CONTACT

Name: TOM FISHER

Phone: 0410853828

TRAFFIC MANAGEMENT

Flow Management: Standard Lane Merge

Closure Type: 1 lane of 3

Closure Lane(s): Lane 3; Median Shoulder

Direction(s): Southbound

LICENCE DURATION

From: 16-Jun-2025

To: 02-Jul-2025

LICENCE CONDITIONS

1. FOR INFORMATION ON THE LATEST NSW ROADWORK RESTRICTIONS AND FILMING GUIDELINES PLEASE VISIT TFNSW WEBPAGE: roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html.
2. THIS LICENCE IS NOT AN APPROVAL OF THE PROPONENT'S TRAFFIC GUIDANCE SCHEMES (TGS). PLEASE NOTE WORKCOVER REQUIRES THAT TRAFFIC GUIDANCE SCHEMES (TGS) COMPLY WITH AS1742.3
3. ALL MATTERS RELATING TO NOISE GENERATION OR OTHER ENVIRONMENTAL FACTORS ON SITE ARE UNDER THE JURISDICTION OF THE LOCAL COUNCIL AND/OR THE ENVIRONMENTAL PROTECTION AUTHORITY.
4. NOTIFICATION TO AFFECTED BUSINESSES, RESIDENTS AND OTHER STAKEHOLDERS MUST BE UNDERTAKEN AT LEAST 5 BUSINESS DAYS PRIOR TO WORKS COMMENCING
5. ACCESS TO KERB RAMPS & PUSH BUTTON AT TCS SITES MUST BE MAINTANEND AT ALL TIMES. SHOULD FOOTPATH BE CLOSED, SAFE PEDESTRIAN DETOUR MUST BE PROVIDED IN ACCORDANCE WITH AS 1742.10.
6. PORTABLE VMS MUST BE LOCATED TO PROVIDE FOR THE SAFE MOVEMENT OF CYCLISTS AND PEDESTRIANS PARTICULARLY THE VULNERABLE PEDESTRIANS SUCH AS MOBILITY AND VISION IMPAIRED PEDESTRIANS AND CHILDREN. PORTABLE VMS SHOULD NOT BE PLACED ON A FOOTPATH OR FOOTWAY. HOWEVER IN ENVIRONMENTS WHEN THIS IS UNAVOIDABLE A SAFE ALTERNATIVE ROUTE MUST BE PROVIDED FOR THESE ROAD USERS AND APPROVAL MUST BE SOUGHT FROM THE RELEVANT LOCAL COUNCIL.
7. PROPONENT MUST ENSURE BUSES ARE PRIORITISED THROUGH THE WORKSITE AT ALL TIMES WITHOUT DELAY.
8. IF ANY EXISTING BUS ROUTES/STOPS ARE IMPACTED BY ANY PROPOSED ROAD WORKS, PRIOR APPROVAL MUST BE OBTAINED IN CONSULTATION WITH TFNSW TRANSPORT INTEGRATION. CONTACT: BUSAPPROVAL@TRANSPORT.NSW.GOV.AU
9. THE LICENCEE OF THIS ROL MUST CONTACT THE FOLLOWING PROPONENT(S) PRIOR TO WORKS COMMENCING TO AVOID CONFLICTS WITH THEIR WORKS.
   SYDNEY CIVIL PTY LTD
   PROPONENT - NAME
   CAROLINA SANCHEZ ANZOLA
   PROPONENT - PHONE
   0424171837
   PROPONENT - EMAIL
   TMP@SYDNEYCIVIL.COM
   ON SITE CONTACT - NAMEABBAS NAJDI
   ON SITE CONTACT - PHONE0415904871

APPROVED DATES & TIMES

From Shift					To Shift			
From	D	M	Time	-	To	D	M	Time
Mon	16	Jun	21:00	-	Tue	17	Jun	05:00
Tue	17	Jun	21:00	-	Wed	18	Jun	05:00
Wed	18	Jun	21:00	-	Thu	19	Jun	05:00
Thu	19	Jun	21:30	-	Fri	20	Jun	05:00
Fri	20	Jun	21:00	-	Sat	21	Jun	05:00
Sat	21	Jun	21:00	-	Sun	22	Jun	05:00
Sun	22	Jun	21:00	-	Mon	23	Jun	05:00
Mon	23	Jun	21:00	-	Tue	24	Jun	05:00
Tue	24	Jun	21:00	-	Wed	25	Jun	05:00
Wed	25	Jun	21:00	-	Thu	26	Jun	05:00
Thu	26	Jun	21:30	-	Fri	27	Jun	05:00
Fri	27	Jun	21:00	-	Sat	28	Jun	05:00
Sat	28	Jun	21:00	-	Sun	29	Jun	05:00
Sun	29	Jun	21:00	-	Mon	30	Jun	05:00
Mon	30	Jun	21:00	-	Tue	01	Jul	05:00
Tue	01	Jul	21:00	-	Wed	02	Jul	05:00

All pages of this Road Occupancy Licence and associated Speed Zone Authorisation(s) must be available on site at all times and must be produced for inspection when requested by representatives of NSW Police, Roads & Maritimes Services, Transport for NSW and other Government Agencies.

ROAD OCCUPANCY LICENCE

LICENCE NO : 2488138

TRANSPORT MANAGEMENT CENTRE (TMC)

Phone: 0283961513 Monday To Friday 8.30 AM - 4.30 PM

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

NON DEVELOPMENT - SRA WORKS

Project:	Not Applicable
This Activity :	LANE CLOSURE IN CONJUNCTION WITH ROL 2488126 OR 2489866 FOR CENTRAL STATION UPGRADE WORKS

LOCATION

Subject Road:	ELIZABETH ST turn lane
From:	FOVEAUX ST, SURRY HILLS
To:	RESERVOIR ST, HAYMARKET
Council:	SYDNEY

LICENSEE

Organisation:	Altus Group Pty Ltd
Ref No:	
Name:	NSW PLANNING ALTUS GROUP PTY LTD
Phone:	0288876900

ONSITE CONTACT

Name:	TOM FISHER
Phone:	0410853828

TRAFFIC MANAGEMENT

Flow Management:	Standard Lane Merge
Closure Type:	1 lane of 3
Closure Lane(s):	Lane 3; Median Shoulder
Direction(s):	Southbound

LICENCE DURATION

From:	16-Jun-2025
To:	02-Jul-2025

LICENCE CONDITIONS

10 THIS ROL MUST NOT BE EXTENDED PRIOR TO SEEKING APPROVAL ON CTMP

11 TWO (2) TRAFFICABLE LANE/S MUST REMAIN OPEN TO TRAFFIC TO FREE FLOW AT ALL TIMES. LANE WIDTHS AND TRAFFICABLE LANES MUST NOT BE REDUCED AND MUST ALSO MAINTAIN SAFE HEAVY VEHICLES ACCESS.

12 PROPONENT MUST GET WRITTEN APPROVAL FROM LOCAL COUNCIL, BUS AND LIGHT RAIL TRANSDEV

All pages of this Road Occupancy Licence and associated Speed Zone Authorisation(s) must be available on site at all times and must be produced for inspection when requested by representatives of NSW Police, Roads & Maritimes Services, Transport for NSW and other Government Agencies.

ROAD OCCUPANCY LICENCE

LICENCE NO : 2489866

TRANSPORT MANAGEMENT CENTRE (TMC)

Phone: 0283961513 Monday To Friday 8.30 AM - 4.30 PM

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

NON DEVELOPMENT - SRA WORKS

Project: Not Applicable

This Activity : LANE CLOSURE FOR SET UP OF WORKS PRIOR TO BLACKOUT

ROL TO BE USED PRIOR TO ROL 2487790 & 2488126

LOCATION

Subject Road: EDDY AV INCL TURN LANES

From: ELIZABETH ST, SURRY HILLS

To: PITT ST, HAYMARKET

Council: SYDNEY

LICENSEE

Organisation: Altus Group Pty Ltd

Ref No:

Name: NSW PLANNING ALTUS GROUP PTY LTD

Phone: 0288876900

ONSITE CONTACT

Name: TOM FISHER

Phone: 0410853828

TRAFFIC MANAGEMENT

Flow Management: Standard Lane Merge

Closure Type: 1 lane of 2

Closure Lane(s): Lane 1 (kerb lane/s); Lane 2 (next after kerb lane); Shoulder; Median Shoulder

Direction(s): Eastbound and Westbound

LICENCE DURATION

From: 16-Jun-2025

To: 02-Jul-2025

LICENCE CONDITIONS

1. FOR INFORMATION ON THE LATEST NSW ROADWORK RESTRICTIONS AND FILMING GUIDELINES PLEASE VISIT TFNSW WEBPAGE: roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html.
2. THIS LICENCE IS NOT AN APPROVAL OF THE PROPONENT'S TRAFFIC GUIDANCE SCHEMES (TGS). PLEASE NOTE WORKCOVER REQUIRES THAT TRAFFIC GUIDANCE SCHEMES (TGS) COMPLY WITH AS1742.3
3. ALL MATTERS RELATING TO NOISE GENERATION OR OTHER ENVIRONMENTAL FACTORS ON SITE ARE UNDER THE JURISDICTION OF THE LOCAL COUNCIL AND/OR THE ENVIRONMENTAL PROTECTION AUTHORITY.
4. NOTIFICATION TO AFFECTED BUSINESSES, RESIDENTS AND OTHER STAKEHOLDERS MUST BE UNDERTAKEN AT LEAST 5 BUSINESS DAYS PRIOR TO WORKS COMMENCING
5. ACCESS TO KERB RAMPS & PUSH BUTTON AT TCS SITES MUST BE MAINTANEND AT ALL TIMES. SHOULD FOOTPATH BE CLOSED, SAFE PEDESTRIAN DETOUR MUST BE PROVIDED IN ACCORDANCE WITH AS 1742.10.
6. PORTABLE VMS MUST BE LOCATED TO PROVIDE FOR THE SAFE MOVEMENT OF CYCLISTS AND PEDESTRIANS PARTICULARLY THE VULNERABLE PEDESTRIANS SUCH AS MOBILITY AND VISION IMPAIRED PEDESTRIANS AND CHILDREN. PORTABLE VMS SHOULD NOT BE PLACED ON A FOOTPATH OR FOOTWAY. HOWEVER IN ENVIRONMENTS WHEN THIS IS UNAVOIDABLE A SAFE ALTERNATIVE ROUTE MUST BE PROVIDED FOR THESE ROAD USERS AND APPROVAL MUST BE SOUGHT FROM THE RELEVANT LOCAL COUNCIL.

APPROVED DATES & TIMES

From Shift					To Shift			
From	D	M	Time	-	To	D	M	Time
Mon	16	Jun	21:00	-	Tue	17	Jun	05:00
Tue	17	Jun	21:00	-	Wed	18	Jun	05:00
Wed	18	Jun	21:00	-	Thu	19	Jun	05:00
Thu	19	Jun	21:30	-	Fri	20	Jun	05:00
Fri	20	Jun	21:00	-	Sat	21	Jun	05:00
Sat	21	Jun	21:00	-	Sun	22	Jun	05:00
Sun	22	Jun	21:00	-	Mon	23	Jun	05:00
Mon	23	Jun	21:00	-	Tue	24	Jun	05:00
Tue	24	Jun	21:00	-	Wed	25	Jun	05:00
Wed	25	Jun	21:00	-	Thu	26	Jun	05:00
Thu	26	Jun	21:30	-	Fri	27	Jun	05:00
Fri	27	Jun	21:00	-	Sat	28	Jun	05:00
Sat	28	Jun	21:00	-	Sun	29	Jun	05:00
Sun	29	Jun	21:00	-	Mon	30	Jun	05:00
Mon	30	Jun	21:00	-	Tue	01	Jul	05:00
Tue	01	Jul	21:00	-	Wed	02	Jul	05:00

All pages of this Road Occupancy Licence and associated Speed Zone Authorisation(s) must be available on site at all times and must be produced for inspection when requested by representatives of NSW Police, Roads & Maritimes Services, Transport for NSW and other Government Agencies.

ROAD OCCUPANCY LICENCE

LICENCE NO : 2489866

TRANSPORT MANAGEMENT CENTRE (TMC)

Phone: 0283961513 Monday To Friday 8.30 AM - 4.30 PM

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

NON DEVELOPMENT - SRA WORKS

Project: Not Applicable

This Activity : LANE CLOSURE FOR SET UP OF WORKS PRIOR TO BLACKOUT

ROL TO BE USED PRIOR TO ROL 2487790 & 2488126

LOCATION

Subject Road: EDDY AV INCL TURN LANES

From: ELIZABETH ST, SURRY HILLS

To: PITT ST, HAYMARKET

Council: SYDNEY

LICENSEE

Organisation: Altus Group Pty Ltd

Ref No:

Name: NSW PLANNING ALTUS GROUP PTY LTD

Phone: 0288876900

ONSITE CONTACT

Name: TOM FISHER

Phone: 0410853828

TRAFFIC MANAGEMENT

Flow Management: Standard Lane Merge

Closure Type: 1 lane of 2

Closure Lane(s): Lane 1 (kerb lane/s); Lane 2 (next after kerb lane); Shoulder; Median Shoulder

Direction(s): Eastbound and Westbound

LICENCE DURATION

From: 16-Jun-2025

To: 02-Jul-2025

LICENCE CONDITIONS

7 THE LICENCEE OF THIS ROL MUST CONTACT THE FOLLOWING PROPONENT(S) PRIOR TO WORKS COMMENCING TO AVOID CONFLICTS WITH THEIR WORKS.
ROADWORK SOLUTIONS
PROPONENT - NAME
MITCHELL DWYER
PROPONENT - PHONE
1300433093

WEST SYDNEY TRAFFIC CONTROL PTY LTD
PROPONENT - NAME
NADEAN ARNOLD
PROPONENT - PHONE
0416140604
PROPONENT - EMAIL
INFO@WSTC.COM.AU
ON SITE CONTACT - NAME NADEAN ARNOLD
ON SITE CONTACT - PHONE 0416140604

8 THIS ROL MUST NOT BE EXTENDED PRIOR TO SEEKING APPROVAL ON CTMP

9 PROPONENT MUST GET WRITTEN APPROVAL FROM LOCAL COUNCIL, BUS AND LIGHT RAIL TRANSDEV

10 EFFECTIVE MONITORING OF END-OF-QUEUE CONDITION MUST BE IMPLEMENTED. IF QUEUING CONTRARY TO CONDITIONS OF THIS LICENCE OCCURS, THEN THE ROAD MUST BE RE-OPENED AND TRAFFIC QUEUE MUST BE CLEARED. NOTIFICATION OF TRAFFIC QUEUING MUST BE MADE TO THE TMC OPERATIONAL COORDINATION ON 1800 679 782.

11 ANY STOPPAGES OF TRAFFIC RESULTING FROM ACTIVITIES IN THIS LICENCE MUST NOT EXCEED 30 SECONDS PER INSTANCE. ALL TRAFFIC QUEUES MUST BE CLEARED AND TRAFFIC RETURNED TO FREE FLOWING CONDITION BETWEEN STOPPAGES.

12 ONE (1) TRAFFICABLE LANE/S MUST REMAIN OPEN TO TRAFFIC TO FREE FLOW AT ALL TIMES. LANE WIDTHS AND TRAFFICABLE LANES MUST NOT BE REDUCED AND MUST ALSO MAINTAIN SAFE HEAVY VEHICLES ACCESS.

All pages of this Road Occupancy Licence and associated Speed Zone Authorisation(s) must be available on site at all times and must be produced for inspection when requested by representatives of NSW Police, Roads & Maritimes Services, Transport for NSW and other Government Agencies.

APPENDIX F

Transdev Work Permit / Protection Plan

ON TRACK PERMIT

Permit # 25-0394

Applicant	Tom Fisher Level 3, 15 Blue Street, North Sydney NSW 2060	Contractor	Sean Whyte

Description of works

Work Title:
On-track crossing of Light Rail Tracks
CCB# CCR-000512

Work Location:
Pedestrian Crossing of Eddy Ave (Central Chalmers and Haymarket Stop)

Work Description:
Vehicles crossing from Eddy Avenue public roadway, over the Light Rail Tracks, into Eddy Avenue Plaza / entrance to Central Station.

PICOW to adhere to specific and default conditions.

Works permitted between:	Central Chalmers Street	and	Haymarket
Permit valid from:	11/06/2025	Permit valid to:	02/07/2025
	01:45		04:00

Note: Works need to be scheduled in advance unless an exception is stipulated in the conditions on page 2

This permit is approved on the condition that works are conducted as requested and documented. All conditions stipulated in this permit must be adhered to. Transdev reserves the right to cancel a permit if the permit conditions are not adhered to.

Approved by: Larry Nguyen
2025.06.16 11:22:19

Permit Activation: Contact the OCC prior to starting work

	Name	Date	Time	Work Party call sign
Network Controller				

Permit Deactivation: Contact the OCC to deactivate the permit

'Work site clear' declaration: I being the Person in charge of these works declare that the track is clear with no known damage to infrastructure and is safe for tram operations to resume

	Sign	Date	Time

	Name	Date	Time
Network Controller			

PERMIT CONDITIONS

Permit # **25-0394**

NOTE: The following conditions must be explicitly complied with. If in doubt please stop and clarify.

SPECIFIC CONDITIONS:
-PICOW to be in radio contact with OCC at all times.
-PICOW to confirm with OCC whether and transfers are scheduled during that shift.
-PICOW to ensure no disruption to light rail operations under this permit.
-PICOW to place stopboards in accordance to Gartner Rose's submitted Worksite Protection Plan.
-PICOW to ensure their contact details are clearly attached to the Stopboard.
-An Asset hand back form duly signed by a competent person must be sent to SLR.Assets@transdev.com.au
-Asset hand back form to confirm that track area is clear of debris and contamination before resumption of light rail services.

DEFAULT CONDITIONS:
-Activate & deactivate permit with OCC prior to start and on completion of works. Permit activation is not authorisation to start work.
-PICOW must radio OCC and receive authorisation to access each work location prior to getting on track and when works are finished at each location.
-Primary OCC number 02 8286 6193.
-Work party safety to be managed by a PICOW. PICOW to ensure the safety of work site by using Stop Boards where clear line of sight and easily reachable safe place is not available.
-Lead PICOW (PO) and PICOW Lookouts must confirm together visually the placement location of all stop boards prior to track access during LRV operational hours if applicable.
-All work party members that will work adjacent to or on Light Rail must complete the new Working on Light Rail induction www.onlineinduction.com/trams and be able to provide proof of successful completion.
-Permit limited to works as per permit application including SWMS, equipment list and work site location drawing.
-All shared corridors must have an approved Sydney Light Rail pedestrian/traffic management plan as required.
-Keep work site area to a minimum.
-All incidents (injury/near miss/asset damage etc.) must be reported to the Network Controller immediately.
-Ensure track area is free from debris before deactivating your permit with OCC.
-Work parties may not work more than 14 hours without a 10-hour break.
-On completion of work each day a PDF scan of the completed permit must be sent to SLR.Permits@transdev.com.au

transdev
the mobility company

PERMIT SIGN ON

Permit # 25-0394

PLEASE NOTE: <u>All</u> work party members to sign on to the permit

By signing on to this permit you are acknowledging that:

- You are free from drugs and alcohol (as per National Rail Safety law 2012)
- You are aware of the conditions placed on this permit and failure to adhere to the conditions may result in permit cancellation
- You are physically able and competent to undertake your tasks
- You will adhere to all safety related instructions given to you by the PICOW (Person in charge of works)
- You will only undertake tasks as defined in the attached SWMS (Safe work method statement)
- You are aware of the work site boundaries as defined in this permit
- You will report any incidents or injuries to the OCC

No	Role	Print Name	Signature	Time On	Signature	Time Off
1	**Job Supervisor:**					
2	**PICOW:**					
3	**Workers**					
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						

If the work party will be working multiple shifts then work party members must sign on and off for each shift

This completed document is to be emailed to <u>slr.permits@transdev.com.au</u> at the end of the works

APPENDIX G

Consultation with Stakeholders

Sydney Terminal Building Revitalisation Project Stage 1 - TfNSW Comments

Objective Ref: A70284836
Teambinder Ref: CPRPTB006-TFNSW-HRSCENEAP-PM-REG-000001
Revision: H

TfNSW Comment									Gartner Rose Response			TfNSW Close-Out	
#	Document Number	Document Title	Rev No.	Discipline	Reference	Reviewer Name	Comment Date	Reviewer Comment	Response by	Response Date	Response/Action for Resolution	Status	Closed Date
1	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Enviro	Section 2.3	Rachel Gardner	22-May-25	Anticipated construction timeframes to be updated	Modus	27-May-25	Updated	Closed	05-Jun-25
2	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Enviro	Section 4.4.1	Rachel Gardner	22-May-25	It says haulage routes aren't known at time of writing the TMP however, haulage routes were assessed in the EIS - please refer to this.	Modus	27-May-25	Updated	Closed	05-Jun-25
3	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Enviro	General	Rachel Gardner	22-May-25	Should be renamed Traffic, Transport & Access CEMP sub-plan to be consisent with the wording of CoA C6, and the remove any question of what this document has been prepared in response to.	Modus	27-May-25	Name has been changed to Construction Traffic Management Plan (CTMP) CEMP Sub-Plan	Closed	05-Jun-25
4	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Enviro	General	Rachel Gardner	22-May-25	This CEMP sub-plan needs to include a section which clearly demonstrates how it has been prepared in consultation with City of Sydney (as required by CoA C6) and Sydney Trains and emergency services (as per CoA C7(b) and mitigation measure TT05), and also meets the requirements of CoA C7. In particular it needs to breakdown how all the relevant mitigation measures are met (see CoA C7(b)).	Modus	27-May-25	TMP will be updated after submitted to CoS for review 16/06/25: Consultation requirements added. Consultation will proceed after approval from TfNSW as per other plans.	Closed	17-Jun-25
5	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Enviro	Section 4.5	Rachel Gardner	22-May-25	Question whether the Light Rail possession calendar now extends beyond June 2025	Modus	27-May-25	No changes found	Closed	05-Jun-25
6	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Enviro	Section 6.1.10	Rachel Gardner	22-May-25	Update staging timing and check this throughout	Modus	27-May-25	Updated	Closed	05-Jun-25
7	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	Authorisation	Kevin Leehy	27-May-25	The TMP has no evidence that it has been developed as per Table 3.6 of TCAWS .3.3.6 with suitably qualified personnel (refer SafeWork NSW TCT accreditations), not withstanding the sign-off by Negin Vaez. Note TCAWS Annex A2.3 requirements for Approving a TMP is the ongoing reference.	Modus	4-Jun-25	TTAMP has been developed in accordance with Table 3.6 of TCAWS 3.3.6 with sign-off by accredited PWZ certifiation. Annex.2.3 Traffic Management Plan and Approval Template is completed. 16/06/25: Updated	Closed	17-Jun-25
8	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	1.4 Limitations of this TMP	Kevin Leehy	27-May-25	The limitations indicated appear to contradict the TCAWS requirement to providefor the obligations under the WHS Act & WHS Regulations for Transport Critical Risk #CR01 Working Near Traffic & providing Plant & Personnel from adjacent Traffic	Modus	4-Jun-25	TTAMP is based information provided by Altus Group / Gartner Rose. This needs to be updated by the client. 16/06/25: Updated	Closed	17-Jun-25
9	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	3.3 Pedestrians & Cyclists	Kevin Leehy	27-May-25	Please supply the risk assessment and mitigation controls consideration with Around / Isolation or Engineering / Administration and PPE (TCAWS 3.2 Temporary Traffic Management Strategy) to maintain 1.5m clearance between works / personnel / public / traffic.	Modus	4-Jun-25	Altus Group / Gartner Rose are to provide risk assessment and mitigation measures showing pedestrian travel paths around, past and through the work site. This is also included in the Modus Risk Assessment as an item. 16/06/25: The Risk Assessment for "Around, Through, Past" has been undertaken by ALTUS and is provided on the final page of Appendix A in the TTAMP (page 54 of the PDF) Pedestrian travel paths are shown on the previous page in drawing MOD24751NSW-DG-100.	Closed	17-Jun-25
10	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	3.4 Vehicle Access	Kevin Leehy	27-May-25	Please provide the swept path diagrams & details of any temporary works to provide gates & access paths.	Modus	4-Jun-25	Swept path analysis has been provided for 12.5m HRV at the workzone on Eddy Avenue and Sydney Yard laydown area. Altus Group / Gartner Rose to provide further details regarding any gated systems or access paths in which further SPAs are required. 16/06/25: Swept Path Diagrams for 12.5 m Heavy Rigid Vehicles have been provided in Appendix A of the TTAMP, demonstrating ingress and egress to the subject site from Eddy Avenue and Regent Street. These diagrams show clear tracking, turning envelopes, and clearance requirements for safe entry and exit in accordance with AGTTM and TCAWS standards. Temporary access works, including site entry gates and pedestrian/cyclist paths, are addressed in Sections 4 and 6 of the TTAMP. These include the installation of Class A hoarding, fencing, and the use of Traffic Controllers and PTCDs to manage interface points. Safe hold-and-release procedures are implemented to ensure public protection during vehicle movements.	Closed	17-Jun-25
11	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	3.5 Incident Management	Kevin Leehy	27-May-25	The Incident Management as required by TCAWS requires that there be a specific Traffic Incident Management Plan & responsible personnel - not provided in the Policy reference?	Modus	4-Jun-25	Altus Group / Gartner Rose are to provide specific Traffic Incident Management Response Plan and responsible personnel to be included in the TTAMP. 16/06/25: TIMP added to Appendix D	Closed	17-Jun-25
12	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	3.6 Traffic Guidance Schemes	Kevin Leehy	27-May-25	TfNSW QA Specification G10 Traffic Management - Rev 5 has been superceded	Modus	4-Jun-25	TfNSW QA Specification G10 Traffic Management - Rev 5, 2020 is still on TfNSW website. Please provide link to updated version. 16/06/25: Searched on NSW Government website and TS 03401.1 still comes up as Edition 7 / Revision 5 2020. See attached screenshot.	Closed	17-Jun-25
13	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	3.6.1 Modifications to TGS	Kevin Leehy	27-May-25	Please review revised TCAWS 7.9 for TGS revision and authorisation and amend TMP.	Modus	4-Jun-25	Amended. 16/06/25: Amended	Closed	17-Jun-25
14	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	4 Traffic Management & Safety Strategies	Kevin Leehy	27-May-25	Please provide the relevant ROLs (either TMC or City of Sydney + Road Infrastructure Manager (RIM)) with relevant conditions and times to verify if strategy is consistent?	Modus	4-Jun-25	Amended. 16/06/25: Updated	Closed	17-Jun-25
15	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	4.8 Pedestrian Management	Kevin Leehy	27-May-25	Please provide the Pedestrian Management sub-plan	Modus	4-Jun-25	Amended. 16/06/25: A standalone Pedestrian Management Sub-Plan has not been provided, as it is not warranted by the scale or nature of the pedestrian interface. The required pedestrian controls are intermittent short-duration holds (approx 30 seconds) to allow truck reversing manoeuvres across the footpath, and these are: Outlined in Section 4.8 of the TTAMP; and Shown in the Traffic Guidance Schemes included in the TTAMP. These controls are administrative in nature, carried out by certified Traffic Controllers under hold-and-release procedures. The pedestrian path remains unobstructed outside these brief periods, and a 1.5 m minimum clear width is maintained at all other times in compliance with TCAWS and DDA requirements.	Closed	17-Jun-25
16	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	5.5 Roles and Responsibilities	Kevin Leehy	27-May-25	Please indicate the relevant personnel / people specific to the project	Modus	4-Jun-25	Personnel will be determined further on site	Closed	10-Jun-25
17	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	7. Risk Assessment	Kevin Leehy	27-May-25	Site specific Risk Assessment is indicated but not provided.	Modus	4-Jun-25	Amended.	Closed	10-Jun-25
18	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	7. Risk Assessment	Kevin Leehy	27-May-25	Justification that use of Portable Traffic Control Devices is not safer (TCAWS 2.5)	Modus	4-Jun-25	Amended	Closed	10-Jun-25
19	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	3.6 Traffic Guidance Schemes	Kevin Leehy	27-May-25	What "aftercare" TGSs relate to the site specific compound & signs for the compound, access, gates etc	Modus	4-Jun-25	Amended	Closed	10-Jun-25
20	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	TTMSP	Kevin Leehy	27-May-25	Who is the Temporary Traffic Management Service Provider (TTMSP)? It may be implied, but not confirmed.	Modus	4-Jun-25	Altus Group 16/06/25: Altus Group are the TTMSP.	Closed	17-Jun-25
21	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	Public Transport	Kevin Leehy	27-May-25	What are the Public Transport Impacts & stakeholder feed-back & communications?	Modus	4-Jun-25	Council consultation approval once TfNSW approved. 16/06/25: Section 1.4 added. Council consultation will occur after close out of TfNSW comments as project protocol.	Closed	17-Jun-25
22	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	Emergency Services	Kevin Leehy	27-May-25	What are the Emergency Services Impacts & stakeholder feed-back & communications?	Modus	4-Jun-25	Amended in Section 4.6	Closed	10-Jun-25
23	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	Traffic Signals	Kevin Leehy	27-May-25	The TGS layouts provided omit to show the Traffic Signals (TCS - SCATS) - where TTM cannot be undertaken with operating Traffic Signals. How are the TGSs intended to operate?	Modus	4-Jun-25	Amended 16/06/25: TGS Updated	Closed	17-Jun-25

24	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Construction	Traffic Signals	Kevin Leehy	27-May-25	Please advise Stakeholder consultation to conduct TTM near the TCS? Additionally, will intersection operation be impacted? What RIM authority approvals are held?	Modus	4-Jun-25	Consultation will be via the the ROL application 16/06/25: Consultation completed through ROL process and approved as per ROL 2488126, 2488138, 2489866, 2487790	Closed	17-Jun-25
25	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Enviro	Throughout	Josh Daniel	30-May-25	Review all references to 'Eastern Avenue Plaza' and 'Eastern Avenue Colonnade' - replace with Eddy Avenue as applicable	Modus	4-Jun-25	Updated where applicable 16/06/25: Amended	Closed	17-Jun-25
26	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	D-01	Communcations	Overall	Katie Turnbull	02-Jun-25	Edits/comments made directly into pdf version - shared by Lachlan Wallace	Modus	4-Jun-25	Updated	Closed	13-Jun-25
27	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	C	TMC	General	Salona Allimia	18-Jun-25	Existing lane configuration (number of lanes, width of lanes, length of lanes) on Eddy Av must be maintained as existing, outside of approved ROL times for short term works	Tom Fisher (Gartner Rose)	18-Jun-25	Gartner Rose acknowledges TMC's comments. These have been discussed and confirmed with the Site Team and ALTUS (Traffic Control subcontractor).	Closed	18-Jun-25
28	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	C	TMC	General	Salona Allimia	18-Jun-25	Pedestrian management: - Pedestrian footpaths must be maintained at all times - No trip hazards should be present on the pedestrian footpath - Worksite must be safely fenced off/delineated from pedestrian footpaths - Ensure all pedestrian paths widths and pram ramps comply with TfNSW specifications	Tom Fisher (Gartner Rose)	18-Jun-25	Gartner Rose acknowledges TMC's comments. These have been discussed and confirmed with the Site Team and ALTUS (Traffic Control subcontractor).	Closed	18-Jun-25
29	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	C	TMC	General	Salona Allimia	18-Jun-25	Construction vehicles - No traffic controllers should stop general traffic to allow construction vehicles to enter or exit, without an approved ROL - Site access must be left in left out, in a forward motion only unless otherwise approved by Local Council - No Construction vehicles should obstruct any pedestrian crossings or footpaths. - No Construction vehicles should queue/layover on Eddy Av without an approved ROL	Tom Fisher (Gartner Rose)	18-Jun-25	Gartner Rose acknowledges TMC's comments. These have been discussed and confirmed with the Site Team and ALTUS (Traffic Control subcontractor).	Closed	18-Jun-25
30	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	C	TMC	General	Salona Allimia	18-Jun-25	Road Occupancy Licenses - Date and time of lane closures will be as per approved ROL - All ROLAs to be submitted 10 business days in advance - All activation and deactivation of ROLs for work shifts must use the web application system and not call the TMC	Tom Fisher (Gartner Rose)	18-Jun-25	Gartner Rose acknowledges TMC's comments. These have been discussed and confirmed with the Site Team and ALTUS (Traffic Control subcontractor).	Closed	18-Jun-25
31	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	C	TMC	General	Salona Allimia	18-Jun-25	Local Business & Resident access must be maintained at all times	Tom Fisher (Gartner Rose)	18-Jun-25	Gartner Rose acknowledges TMC's comments. These have been discussed and confirmed with the Site Team and ALTUS (Traffic Control subcontractor).	Closed	18-Jun-25
32	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	C	TMC	General	Salona Allimia	18-Jun-25	Buses: - Close contact must be maintained with buses through TfNSW Transport Integration (busapproval@transport.nsw.gov.au), including rail replacement busing - Access to bus stops for both buses and passengers must be maintained, including bus draw in and draw out distances	Tom Fisher (Gartner Rose)	18-Jun-25	Gartner Rose acknowledges TMC's comments. These have been discussed and confirmed with the Site Team and ALTUS (Traffic Control subcontractor).	Closed	18-Jun-25
33	CPRPTB006-GARTN-HRSCENEAP-PM-PLN-000029	Traffic, Transport & Access Management Plan	C	TMC	General	Salona Allimia	18-Jun-25	Close contact must be maintained with Transdev Light Rail throughout the project, and appropriate permits must be obtained prior to any works commencing.	Tom Fisher (Gartner Rose)	18-Jun-25	Gartner Rose acknowledges TMC's comments. These have been discussed and confirmed with the Site Team and ALTUS (Traffic Control subcontractor).	Closed	18-Jun-25

Tom Fisher

Subject: FW: TRIM CM: SSI - Sydney Terminal Revitalisation - R/2022/8 - Condition C7
Attachments: MOD24754NSW-R01-F05-TTAMP.pdf

From: Tom Fisher
Sent: Monday, 7 July 2025 4:17 PM
To: MJStephens@cityofsydney.nsw.gov.au
Cc: Sam Dinkciler <sam.dinkciler@transport.nsw.gov.au>; Lachlan Wallace <lachlan.wallace@transport.nsw.gov.au>; Josh.Daniel@transport.nsw.gov.au; ccorradi@cityofsydney.nsw.gov.au; Sean Whyte <Sean.Whyte@gartnerrose.com>; Taras Cherkasov <taras.cherkasov@gartnerrose.com>; Nuria Douglas-Jones <nuria.douglas-jones@gartnerrose.com>
Subject: RE: TRIM CM: SSI - Sydney Terminal Revitalisation - R/2022/8 - Condition C7

Hi Michael,

As discussed, please find attached updated version of the Traffic, Transport and Access Management Plan, following on from City of Sydney's comments made in email below on 24/06/25.

The table below provides a response to each comment and details the update which was made.

City of Sydney Comment 24/06/25	**GR Update 04/07/25**
1. Figure 3 – Note - Use of Truck and Dogs not supported per City's standard CTMP requirements.	"Truck and Dog" has now been removed from this Figure - this will be a normal truck turning area only. (Figure 3 was a layout of how Sydney Yard has been established by the other contractors in the yard, who currently use this area as a Truck and Dog turning area.)
2. Section 4.3 – Approximate volumes of heavy vehicle deliveries during each construction stage is required	Table 7 has now been added giving the number of vehicles in each stage
3. Section 4.3.1 – TTAMP should specify that trucks need to obey traffic controllers / relevant TGS for Eddy Ave access	**Section has been updated to confirm the following:** "Vehicles to contact Traffic Control via UHF Radio, and follow instructions for accessing into site" and "Vehicle to follow the approved Traffic Guidance Scheme"
4. Section 4.3.2 – As per comment 3	**Section has been updated to confirm the following:** "Vehicles to contact Traffic Control via UHF Radio, and follow instructions for accessing into site" and "Vehicle to follow the approved Traffic Guidance Scheme"
5. Section 4.5.1 Vehicle Parking - What is the inventory of site parking available and what is the anticipated maximum parking demand? What measures will be taken to encourage workers to use alternate means of transport if demand exceeds supply? I.e. travel plans, on-site tool storage etc.	**Section has been updated to confirm the following:** Sydney Yard has capacity for 16 vehicles to be parked, which is anticipated maximum parking demand. If demand exceeds supply, subcontractors with multiple personnel will be advised to carpool together to reduce vehicles on-site. Labourers / personnel without tools are encouraged to use public transport.
6. Section 4.7.2 – Where is the concept TGS for the concrete pour in the road reserve? What hours will it take place?	**Section has been updated to confirm the following:** During the construction work, concrete pouring activities will be undertaken within Eddy Plaza. All concrete pumping activities will undertaken completely within the construction site, to avoid interaction with the road network and Light Rail. Concrete delivery trucks would access into the plaza site with full traffic-control set-up as per the TGS, during the approved nightshift hours. Alternatively, a pump-line can be set-up from Sydney Yard, in which case the concrete delivery trucks would access into Sydney Yard via Regent Street, and pump the concrete to Eddy Plaza via the pumpline, also maintained completely within the approved construction areas within Central Station.
7. Section 6.1.4 – Staging plan / diagram required showing approximate extent of hoardings in each stage and location of Zone A and Zone B. Diagram should also illustrate vehicle access location for each stage.	**Staging Plan Diagram has been added and section has been updated to confirm that:**There will be a single point of access for vehicles at all stages/zones which will be as shown, crossing into Eddy Plaza only, as per the TGS. Materials for the Eastern Terrace will then be lifted onto the Eastern Terrace using a mobile crane set-up inside the plaza.

8. Appendices - Reversing 12.5m vehicles across a pedestrian crossing is inherently risky. Swept path analysis for each stage assessing potential for trucks to turn around within the site when possible is to be provided.	For Stage 1 and Stage 2 of works, the plaza will still have a partition wall separating two separate levels with 5x stairs level difference. For Stage 3, the new retail building will be under construction, blocking the eastern area of plaza. Therefore, there will not be an opportunity for trucks to turnaround within Eddy Plaza site. These movements are only undertaken during the nightshift hours on regular weekdays (no special events) when the pedestrian volume is much lower. The TGS / traffic-control set-up provides 6no. traffic controllers dedicated to the management of any pedestrians, to ensure the area is completely clear of pedestrians. To ensure control of risk, a spotter is always used for reversing trucks and the traffic controllers maintain constant direct verbal communication with the reversing driver or directly via two-way radio, as per the Risk Register provided in Appendix B of the TTAMP.
9. General - More assessment is required regarding the viability of reversing over the pedestrian crossing. Controllers need to be able to ensure both the footpath at the site's frontage and the pedestrian island is kept clear before a truck reverses. People walking at these times may be under the influence of alcohol or otherwise less likely to obey controllers. Pedestrian volumes are required for a typical Friday night. Details of how deliveries will be managed when they coincide with special events that may increase late night foot traffic is also required.	As per the TGS, it is a mandatory requirement that the footpath and pedestrian island are completely clear of pedestrians, prior to truck reversing. No truck will be allowed to reverse until the Team Leader of the Traffic Control team radios the driver via UHF or direct verbal instruction through the cab window. This is reflected in the Risk Assessment provided in Appendix B of the TTAMP. Including these controls: - Team Leader to be in constant communication with reversing driver. - All workers (drivers and TCs) to be briefed regarding the management of potentially intoxicated and disorderly members of public. Standard working week will be Sunday night to Thursday night (Friday morning). Friday nights, Saturday nights and special events will be avoided.
10. Section 6 - This site falls within the City's End of Year Works Exclusion zone. Construction work approvals will be limited from 8 December 2025 to 2 January 2026. Update Section 6 to reflect this.	**Sections have been updated to confirm the following:** Traffic control set-ups and vehicles movements will be limited between the dates of 8th December 2025 and 2nd January 2026 in accordance with the City of Sydney's End of Year Works Exclusion Zone.

Thanks and regards,

Tom

From: Michael Stephens <MJStephens@cityofsydney.nsw.gov.au>
Sent: 24 June 2025 4:36 PM
To: Sam Dinkciler <Sam.Dinkciler@transport.nsw.gov.au>
Cc: Billy Lai <billy.lai@transport.nsw.gov.au>; Lachlan Wallace <Lachlan.Wallace@transport.nsw.gov.au>; Josh Daniel <Josh.Daniel@transport.nsw.gov.au>; Christopher Corradi <ccorradi@cityofsydney.nsw.gov.au>
Subject: TRIM CM: SSI - Sydney Terminal Revitalisation - R/2022/8 - Condition C7

Hi Sam,

City Infrastructure and Traffic Operations have reviewed the CTMP and provide the following comments.

1. **Figure 3** – Note - Use of Truck and Dogs not supported per City's standard CTMP requirements.
2. **Section 4.3** – Approximate volumes of heavy vehicle deliveries during each construction stage is required
3. **Section 4.3.1** – TTAMP should specify that trucks need to obey traffic controllers / relevant TGS for Eddy Ave access
4. **Section 4.3.2** – As per comment 3

5. **Section 4.5.1 Vehicle Parking** - What is the inventory of site parking available and what is the anticipated maximum parking demand? What measures will be taken to encourage workers to use alternate means of transport if demand exceeds supply? I.e. travel plans, on-site tool storage etc.
6. **Section 4.7.2** – Where is the concept TGS for the concrete pour in the road reserve? What hours will it take place?
7. **Section 6.1.4** – Staging plan / diagram required showing approximate extent of hoardings in each stage and location of Zone A and Zone B. Diagram should also illustrate vehicle access location for each stage.
8. **Appendices -** Reversing 12.5m vehicles across a pedestrian crossing is inherently risky. Swept path analysis for each stage assessing potential for trucks to turn around within the site when possible is to be provided.
9. **General -** More assessment is required regarding the viability of reversing over the pedestrian crossing. Controllers need to be able to ensure both the footpath at the site's frontage and the pedestrian island is kept clear before a truck reverses. People walking at these times may be under the influence of alcohol or otherwise less likely to obey controllers. Pedestrian volumes are required for a typical Friday night. Details of how deliveries will be managed when they coincide with special events that may increase late night foot traffic is also required.
10. **Section 6** - This site falls within the City's End of Year Works Exclusion zone. Construction work approvals will be limited from 8 December 2025 to 2 January 2026. Update Section 6 to reflect this.

I will upload a copy of this email to the Major Projects Portal for completeness.

Regards,

Michael Stephens (he/him)
Senior Planner
Planning Assessments

CITY OF SYDNEY

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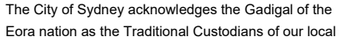

From: Michael Stephens
Sent: Friday, 20 June 2025 10:36 AM
To: Sam Dinkciler <sam.dinkciler@transport.nsw.gov.au>
Cc: Billy Lai <billy.lai@transport.nsw.gov.au>; Lachlan Wallace <Lachlan.Wallace@transport.nsw.gov.au>; Josh Daniel <Josh.Daniel@transport.nsw.gov.au>; Christopher Corradi <ccorradi@cityofsydney.nsw.gov.au>
Subject: TRIM CM: SSI - Sydney Terminal Revitalisation - R/2022/8 - Conditions C6-C8

Hi Sam,

The City has reviewed the CEMP heritage sub-plan and has no objections or comments. Thankyou for consulting with the City on this matter.

I will upload a copy of this email to the Major Projects Portal for completeness.

Kind regards,

Michael Stephens (he/him)
Senior Planner
Planning Assessments

CITY OF SYDNEY

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