Transport Access Program 3 | Footbridge St Marys MCC

150511-STM-PM-PLN-00015: Construction Traffic and Pedestrian Management Plan

revision and history

Document details	
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Revision	Date	Revision Description	Prepared	Reviewed	Approval
B	25/05/2023		Juan Sandoval	Paul Szubert	David Brockie
C	08/11/2023	In response to TfNSW and Council comments	Syed Ali (Sid)	Sebastian Vincent	Sebastian Vincent
D	17/06/2024	To accommodate additional work areas	Syed Ali (Sid)	Stephen James Albert	Stephen James Albert
E	25/07/2024	Updated in response to stakeholder comments	Syed Ali (Sid)	Stephen James Albert	Stephen James Albert

Distribution and Authorisation

Distribution

The master-controlled plan will be held within Laing O'Rourke's document management system for access by personnel as required.

Issue, revision and re-issue

This plan has been prepared in accordance with the relevant requirements. The initial issue of this plan has been reviewed by the relevant discipline leader and endorsed for use on the TAP3 Station Upgrades Managing Contractor Contract. This plan will be submitted to Transport for New South Wales (TfNSW) before the start of work on site.

Revisions of this plan may be required throughout the duration of the contract to reflect changing circumstances or identified opportunities for improvement. Revisions will be proposed by the relevant personnel and reviewed, developed and finalised in conjunction with TfNSW.

Revisions of this plan must not reduce the scope or level of management control. Revisions may result from:

- Management review
- Changes to the standard system
- Internal or external audit
- TfNSW feedback or non-conformance reports
- Legislative changes
- Improvement initiatives and process changes within Laing O'Rourke
- Lessons learned.

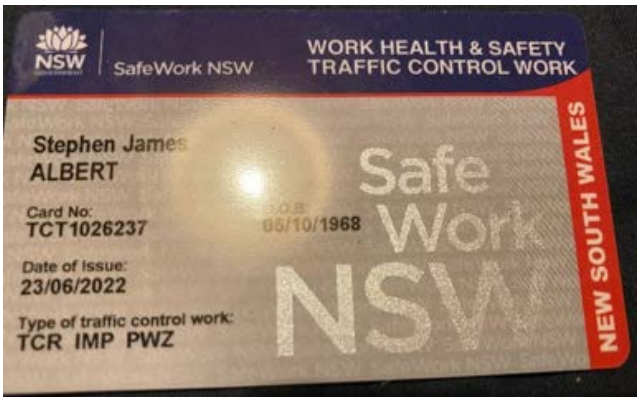
Initial updates to this plan will be issued alphabetically for review. Once approved by TfNSW, subsequent updates will be numbered consecutively and transmitted to holders of controlled copies.

CTPMP Authorisation

This CTPMP has been prepared and approved by suitably qualified personnel holding the SafeWork NSW Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Prepared by – Syed Faizan Ali – card no. TCT0071340

Approved by – Stephen James Albert – card no. TCT1026237



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Abbreviations and definitions

Table 1: Abbreviations and definitions

Abbreviation	Expanded text
AGTTM	Austroads Guide to Temporary Traffic Management
CEMP	Construction Environmental Management Plan
CoR	Chain of Responsibility
CSSI	Critical State Significant Infrastructure
CTPMP	Construction Traffic and Pedestrian Management Plan (This Document)
CJM	Customer Journey Management
CJP	Customer Journey Planning
DDA	Disability Discrimination Act 1992
DPE	Department of Planning and Environment
EB	Eastbound
EIS	Environmental Impact Statement
FPA	Federal Planning Approval
LTC	Local Traffic Committee (Councils)
MCoA	Ministers Condition of Approval
NB	Northbound
OPLINC	Online Planned Incident System (ROLs)
PMP	Pedestrian Management Plan
RASS	Radar Activated Speed Signs
REMM	Revised Environmental Management Measures
ROL	Road Occupancy Licence
ROP	Road Occupancy Permit (Councils)
SB	Southbound
SZA	Speed Zone Authorisation
TCG	Traffic Control Group
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
TMC	Transport Management Centre
TTLG	Traffic, Transport Liaison Group
VMP	Vehicle Movement Plan
VMS	Variable Message Sign
VSLS	Variable Speed Limit Sign

WB	Westbound
CMP	Contract Management Plan
PPE	Personal protective equipment
RMS	(TfNSW) Roads and Maritime Services
TAP3	Transport Access Program
TCAWS	Traffic Control at Work Sites (Technical Manual)

1. Introduction

1.1 Project Background

The Transport Access Program (TAP) 3 is a NSW Government initiative delivering safe, modern and accessible public transport infrastructure for the Sydney rail network. The initiative includes improvements to the public transport customer experience by providing equitable access and modern facilities in and around station precincts for persons with limited mobility, parents with prams, improvements to station amenities, as well as incorporating additional staff and customer facilities.

The Sydney Metro – Western Sydney Airport project comprises a new 23km railway line that will link the new Western Sydney Aerotropolis business hub and Airport to the south with the rest of Sydney's public transport network via St Marys to the north. The Project includes six new metro stations along the route, including one at the Western Sydney Aerotropolis, two at the new Airport site, one at Luddenham, Orchard Hills, and St Marys.

This project will deliver design, procurement, construction, commissioning and integration of upgrades to existing stations on the Sydney rail network, including at St Marys (see Figure 1 for the location of St Marys Station within the Sydney rail network).

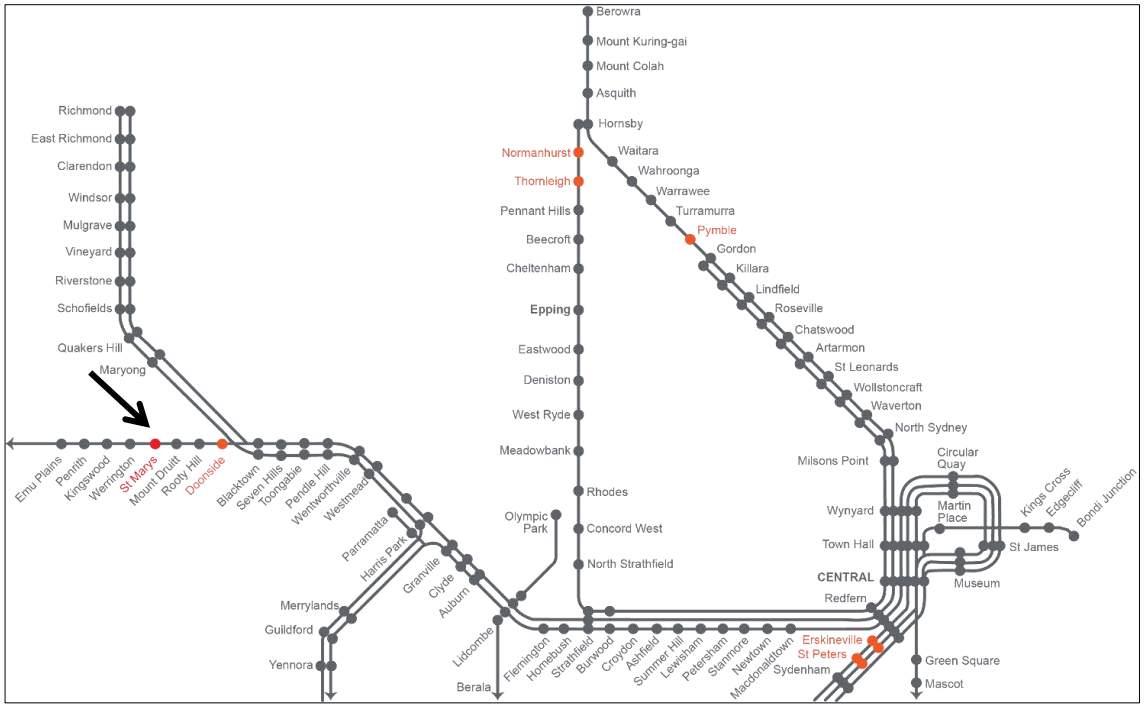

Figure 1 – St Marys station on the Sydney rail network

TAP3 works will provide facilities that:

- Are inviting and safe for customers to use
- Contribute to Commonwealth *Disability Discrimination Act* (DDA) related targets through Disability Standards for Accessible Public Transport (DSAPT) compliance upgrades (including associated customer benefits derived from DSAPT compliance)
- Are compliant with current standards of safety, access and amenity
- Are easy to operate and maintain by the Operator/Maintainer.

Provide safe, direct and continuous access paths within the site boundary between transportation mode change locations, accessible parking, passenger boarding points and other key facilities.

1.2 Proposed Scope of Work

The Footbridge St Marys package scope of works includes:

- Construction of a new intermodal footbridge at the eastern end of the station, connecting the existing Sydney Trains St Mary's Station to the proposed Sydney Metro St Marys Station, with a new Northern Portal providing access to Harris St to the north.
- Construction of four new 27-person lifts providing step-free access from the footbridge to the existing station platforms.
- Construction of four new escalators for access from the footbridge to the existing station platform.
- Construction of two new staircases for access to the existing station platforms.
- Construction of the Northern Portal, providing access from the footbridge to Harris St via a new staircase and one 33-person lift.
- Construction of a three-storey Sydney Trains facilities building adjacent to the Northern Portal, including a new electrical main switch room, HVAC, communications room, and station staff facilities.
- Provision of new fire safety systems for the facilities building, lifts and footbridge.
- Regrading of platforms for accessible paths, localised to the proposed works.
- Replacement of existing platform tactiles
- Installation of new canopies to the proposed stairs, escalators, and footbridge.
- Alterations and additions to the existing lighting on Harris St to suit the new entry.
- Hard and soft landscaping to the station entrance and surrounds.

Figure 2 overleaf shows the indicative layout of the proposed intermodal footbridge.

Figure 2 – Indicative layout of the new Intermodal Footbridge St Marys indicative proposed footbridge construction

1.2.1 Objectives

The primary objectives and principles of this CTPMP are to ensure that construction impacts are minimised and are within the scope permitted by relevant planning approvals. This includes:

- Keep traffic delays to a minimum
- Minimise disruption to businesses
- Minimise disturbance to the environment
- Ensure traffic impacts are within the scope permitted by Penrith City Council and Customer Journey Planning (CJP)
- Ensure the safety of employees, contractors, members of the public and all road users.

To achieve these objectives, Laing O'Rourke will:

- Ensure the design and operation of any proposed temporary traffic management measures are carefully planned, coordinated and implemented
- Meet pedestrians, cyclists and vehicle drivers' expectations with a high level of safety and service in using the existing road and pedestrian network
- This requires efficient, effective and reliable traffic management strategies to be in place that:
- Follow the Sydney Metro – Western Sydney Airport Construction Traffic Management Framework (CTMF) hierarchy of access
- Achieve uniform traffic throughput
- Minimise changes to pedestrian and cycle routes and movement
- Ensure reliable and consistent travel times
- Provide clear information to allow drivers and other road users to make appropriate decisions in relation to their journey
- Minimise potential road safety risks, especially for pedestrians and cyclists
- Understand the impacts of the Project and identify appropriate methods to mitigate these impacts
- Strategic advanced planning of traffic management
- Taking an approach to traffic management that minimises traffic disruption
- Ongoing stakeholder engagement and communication.

1.2.2 Compliance

This plan has been prepared to be compliant with the following legislative and other requirements:

Legislation

The main legislation relevant to traffic management for the Project includes:

- Environmental Planning and Assessment Act 1979
- Roads Act 1993
- Road Transport (Safety and Traffic Management) Act 1999 No 20 (repealed version for 1 July 2012 to 30 June 2013)
- Roads Regulation 2018 (repealed on 1 September 2018 by section 10 (2) of the Subordinate Legislation Act 1989)
- Disability Discrimination Act 1992.

Guidelines and standards

The main guidelines, specifications and policy documents relevant to this CTPMP include the following:

- Transport for NSW Traffic Control at Worksites Manual version 6.1 (2022)
- Australian Standard 1742.3-2019 'Manual of Uniform Traffic Control Devices – Part 3: Traffic control for works on roads

- Other documents and data as referenced in this plan.

Contractual

The main contractual documents relevant to this CTPMP include:

- Sydney Metro – Western Sydney Airport Conditions of Approval (CoA)
- Sydney Metro – Western Sydney Airport Construction Traffic Management Framework.

In addition to the above, a table provided in Appendix 1 correlates relevant CoA addressed in relevant sections of this plan.

2. Existing Transport Conditions

2.1 General Site Description

St Marys Station is located on the T1 Western Line, approximately 47km west of Central Station, in the City of Penrith. The station is bound by Harris Street to the north and Station Street to the south. The station has a S170 heritage listing and comprises two island platforms with access from both sides of the station via an overbridge.

The subject site for the intermodal footbridge is located on the eastern side of the existing St Marys Station platforms. The overall site also includes 5 separate site compounds. Figure 3 below shows the TAP 3 site in red. Details of the work compounds are discussed in Section 3.1 of this report.

Figure 3 – Site location and surrounding environs

2.2 Existing Road Network

Impacted roads on the existing road network are summarised in Table 2. The main impact on these roads is haulage only, with some minor short-term traffic management for access on some deliveries to the compound area.

Table 2: Existing road network summary.

Road	From	To	Classification	Speed	Lanes
Harris Street	Glossop Street	Forrester Road	Local (Penrith)	50km/h	2 – (1EB & 1WB)
Forrester Road	Harris Street	Glossop Street	Local (Penrith)	50km/h	Primarily 2 (1 NB & 1 SB with SB RTL)
Glossop Street	Great Western Highway	Forrester Road	Regional (7167)	60km/h	4 (2 NB & 2 SB divided)
Hobart Street	Glossop Street	Sydney Street	Local (Penrith)	50km/h	2 – (1 EB & 1 WB)
Australia Street	Hobart Street	Brisbane Street	Local (Penrith)	50km/h	2 – (1 NB & 1 SB)
Brisbane Street	Glossop Street	Australia Street	Local (Penrith)	50km/h	2 – (1 EB & 1 WB)

2.2.1 Harris Street

Harris Street is a local road that runs east-west and connects with both Glossop Street and Forrester Road. It is a two-way road with one lane in each direction and is an approved heavy vehicle route. Unrestricted parking is permitted on both sides of the road. It has a sign-posted speed limit of 50 km/h and an on-road cycle facility along its length. Adjacent land use is primarily commercial.

2.2.2 Forrester Road

Forrester Road is a Regional Road north of Glossop Street and a local road south of Glossop Street. It runs north-south, extending north from St Marys Station. The section from St Marys Station up to Glossop Street is a two-way undivided road with one traffic lane in each direction. Unrestricted parking is permitted along the eastern side of the road, and it has a sign posted speed limit of 50 km/h. Forrester Road is approved for haulage movement under the Sydney Metro- Western Sydney Airport Environmental Impact Statement (EIS).

A school zone area extends approximately from just north of the Harris Street intersection for 220m to #75 Forrester Road.

2.2.3 Glossop Street

Glossop Street is a Regional Road with intersections with both Harris Street and Forrester Road. Glossop Street functions as a collector road generally aligned in a north-south direction. It connects to the Great Western Highway in the south and Forrester Road in the north. Glossop Street is a divided carriageway with two lanes in each direction and has a sign-posted speed limit of 60 km/h. It is a public transport route with bus stops on both sides of the road.

2.2.4 Hobart Street

Hobart Street is a local road that runs east-west and connects with both Glossop Street and Australia Street. It is a two-way road with one lane in each direction. Unrestricted parking is permitted on both sides of the road. It has a sign-posted speed limit of 50 km/h and an on-road cycle facility along its length.

2.3 Rail

The only train line that services St Marys Railway Station is the T1 Western Line. Figure 4 shows the wider Sydney Trains Network and the location of St Marys Station serviced by T1 Western Line.

Figure 4 – Sydney Trains Network

A brief summary of the T1 western line is shown in Table 3 below.

Table 3: T1 Western Line Summary.

T1 Western Line						
Direction	**Day**	**First Service (St Marys)**	**Weekday AM Peak 7AM-9AM**	**Weekday PM Peak 4PM-6PM**	**Last Service (St Marys)**	**General frequency**
Emu Plans or Richmond to City	Mon-Fri	03:22	16 services	8 services	00:25	≈5-10min peak ≈10-15min off peak
	Sat	03:55			00:08	≈10-15mins
	Sun/Pub.Hol	03:55			23:38	≈15mins
City to Emu Plains or Richmond	Mon-Fri	04:51	8 services	9 services	02:10	≈5-10min peak ≈10-15min off peak
	Sat	05:57			02:13	≈10-15mins
	Sun/Pub.Hol	05:57			01:27	≈15mins

Data obtained from the "St Marys Station Commuter Car Park Expansion Traffic, Transport and Access Impact Assessment Prepared by Mott MacDonald for Transport for NSW" shows that:

- Approximately 10,000 passengers proceed through station entry/exits each weekday
- AM peak period of 6AM-10AM shows significant movement through the station
- Low movements through station between 8PM-5AM.

These movements are shown below in Figure 5 and Figure 6, also obtained from "St Marys Station Commuter Car Park Expansion Traffic, Transport and Access Impact Assessment Prepared by Mott MacDonald for Transport for NSW"

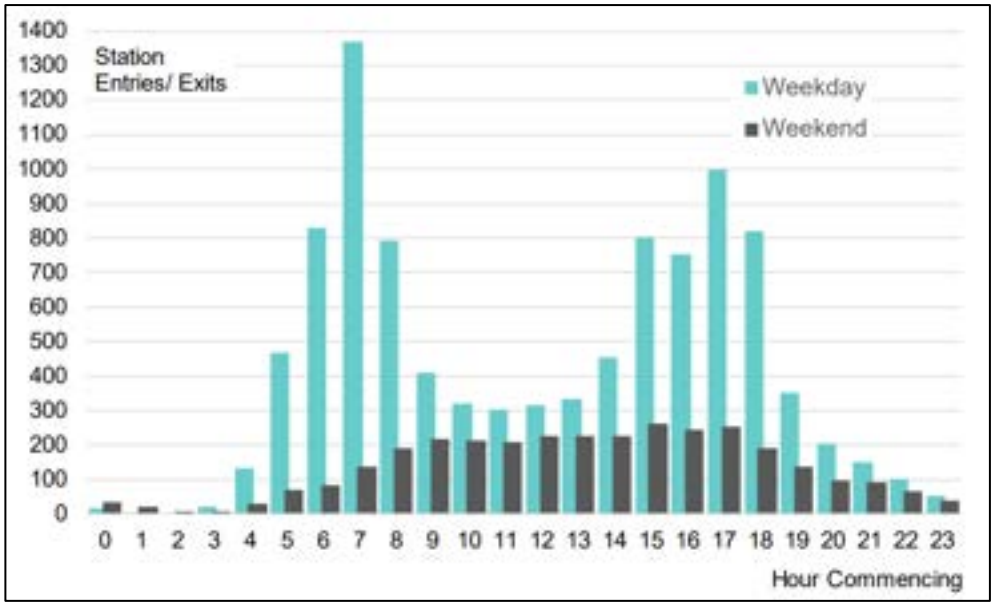

Figure 5 – T1 Hourly station entry/exit (Source: St Marys Station Commuter Car Park Expansion Traffic, Transport and Access Impact Assessment Prepared by Mott MacDonald for Transport for NSW)

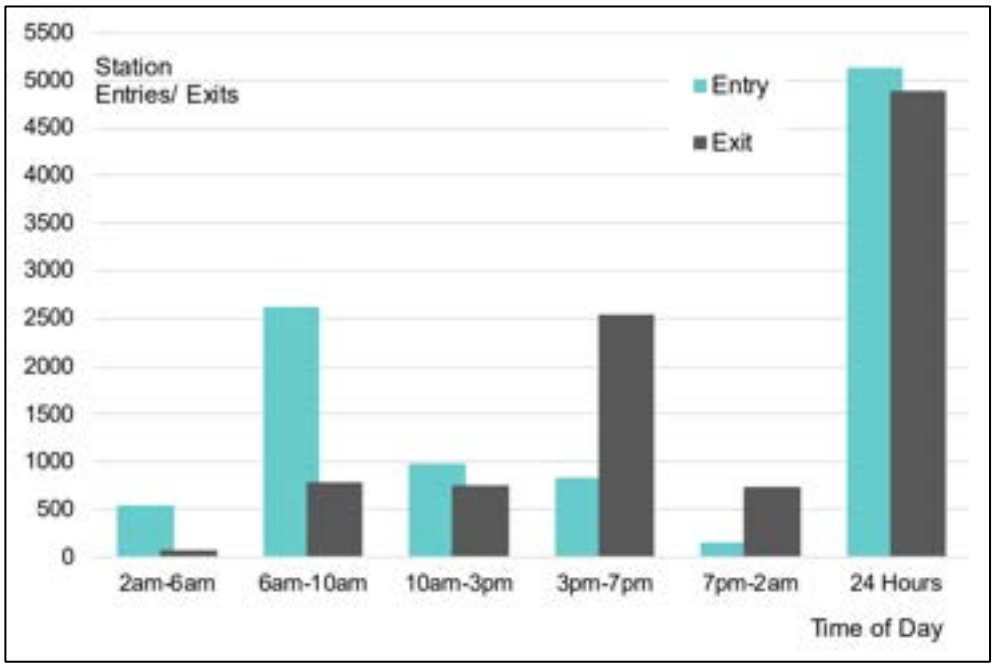

Figure 6 – Peak and Off-Peak station entry/exit (Source: St Marys Station Commuter Car Park Expansion Traffic, Transport and Access Impact Assessment Prepared by Mott MacDonald for Transport for NSW)

2.4 Buses

Thirteen (13) bus routes operate through the St Marys interchange, of which two (2) operate in the northern part of the interchange, which primarily provides local coverage and operates at low frequency, The two (2) northern interchange routes are summarised in Table 4 and Figure 7 below.

A taxi rank exists on Forrester Road south of the bus stop, which has the capacity for 3 ranked taxis. The current bus route has been checked in TfNSW busways in order to reflect the most updated bus route and road closures established by previous stakeholders.

All other routes and services are south of the station, and this project will have no effect on these services, stops or routes.

Table 4: Bus Routes, St Marys

Route	Description	Operator	Key Roads
759	St Marys via Mount Druitt via Ropes Crossing	Busways	Station Street, Lethbridge Street, Phillip Street, Glossop Street, Forrester Road, Gidley Street

			
780	Mt Druitt to Penrith via Ropes Crossing	Busways	Christie Street, Jacaranda Rd, Griffiths Street, Glossop Street, Forrester Road, Debrincat Ave

	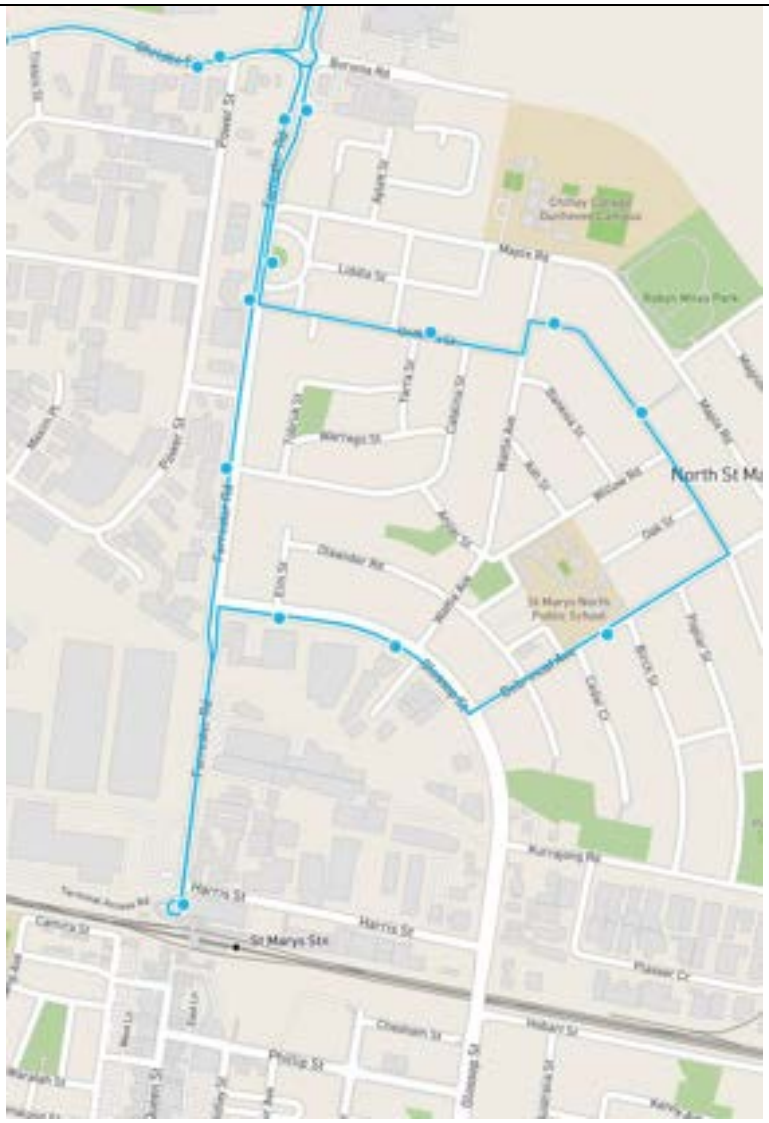		

Figure 7 – Greater Western Sydney Bus Network Map - Busways. (Source: Transport NSW)

2.5 Pedestrian and cyclist routes

The primary focus on pedestrian and cyclist routes is along Harris Street and Forrester Road.

A sealed footpath is present only on the southern side of Harris Street, but pedestrian thoroughfare also uses the northern side. Forrester Road has sealed footpaths on both sides of the road.

Cyclist assessment shows no dedicated cycleways, but low to moderate difficulty by utilising existing roads north of St Marys Station as on-road shared lanes.

The existing bicycle network and pedestrian paths are shown in Figures 8 and 9 below.

Figure 8 - Existing pedestrian pathways

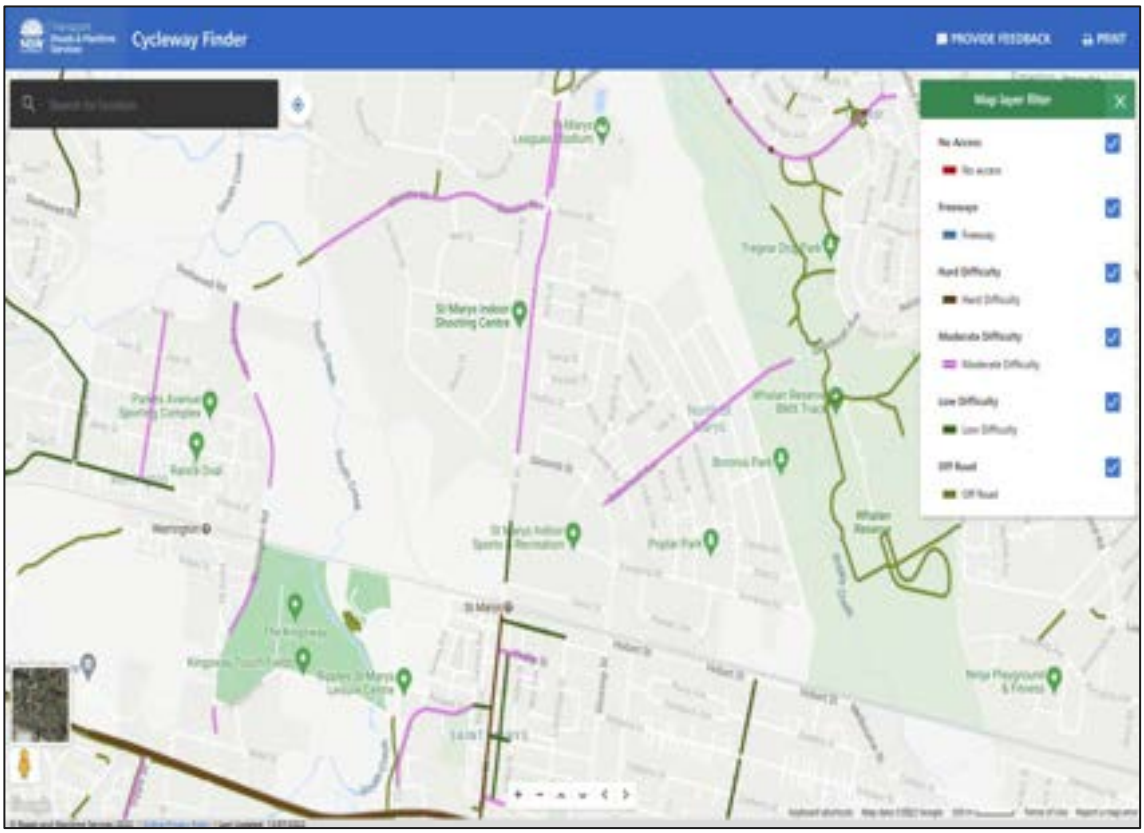

Figure 9 - Existing cyclist routes for St Marys Station

2.6 Parking

The existing parking areas and restrictions around St Marys Station are shown in Figure 10 below.

Figure 10 - Greater parking restrictions around St Marys Station (Source: EIS)

Table 5 overleaf assesses the parking areas and restrictions north of St Marys Station, only around the proposed compound and work area on Harris Street.

Table 5 - Parking assessment north of St Marys Station

Street/Road	From	To	Side of St	Type	Total
Harris Street	Glossop Street	Forrester Road	South	Unrestricted	54
			North		55
St Marys Station Commuter Car Park			South	Various	≈750
Forrester Road	Harris Street	Glossop Street	East	Unrestricted	26
Hobart Street	Glossop Street	Sydney Street	South	Unrestricted	≈40
			North		≈60
Forrester Road	Harris Street	St Marys Rail Perimeter	All	Bus Zone	2
				Taxi Zone	3
				P5 minute	9
				Mobility	1
Area total					≈985
On Street Total					235
Note: Bus Zone, Taxi zone, P5 minute and mobility spaces are excluded from the total.					

3. Proposed Construction Scheme

3.1 Construction Site Layout

As discussed earlier in the plan, the intermodal footbridge site is located east of the St Marys Railway Station's platform. However, to support the construction activities, a primary work compound is proposed on the southern side of Harris Street, adjacent to St Marys Railway Station's northern commuter car park. This TAP 3 work compound borders the T1 Western Line rail corridor along its southern boundary. It would also host the Northern Portal of the proposed footbridge, providing access from the footbridge to Harris Street.

Two separate work compounds are also proposed along Harris Street and at the southern end of Forrester Road. The work compounds will be protected with a chain wire fence and shed cloth. All construction activities related to St Marys Footbridge will be contained within the TAP 3 work compounds.

Two separate laydown areas within the railway corridor along Hobart Street and one new laydown area along Pacific National Pvt Dr are also proposed. These laydown areas will be used for material storage only.

In addition to the above, the existing site at 19 Harris Street will be used for construction worker parking. It is understood that only a limited number of parking spaces (approx. 16 spaces) will be allocated to Laing O'Rourke construction workers.

Figure 11 below shows the site and work compound locations.

Figure 11 -Construction site and work compounds

3.2 New Work and Laydown Compounds Uses

The additional laydown and work compounds other than the approved ones are proposed for the following reasons:

The laydown compound off Pacific National Pvt Rd is provided for the safe storage of materials outside the operation of trains and away from the construction site.

The laydown area along Hobart Street is required due to access requirements from rail possessions in upcoming works of the project.

Work Compound at the southern end of Forrester Road is required to access the Sydney Trains assets for upgrade works.

3.3 Construction Hours

Construction of the Footbridge is likely to commence in November 2023 or as agreed with relevant stakeholders. Construction activities will occur during the approved construction hours under Sydney Metro – Western Sydney Airport CoA E38 unless subject to variation under project Environmental and Community Controls:

- 7:00am to 6:00pm Monday to Friday
- 8:00am to 1:00pm Saturday
- No work Sundays and public holidays

Construction activities may be undertaken outside of the above hours subject to conditions outlined in clause E41 of the CoA.

Notification of construction activities outside of the permitted construction hours must be given to affected residents before undertaking the activities or as soon as is practical afterwards.

Laing O'Rourke shall ensure that all sub-contractors are aware of the permitted hours of operation and shall ensure that all activity occurs strictly within the hours stipulated by the Conditions of Consent.

3.4 Construction Worker Parking

As discussed above, approximately 16 construction worker parking spaces will be provided for Laing O'Rourke workers within the 19 Harris Street parking compound. All workers will be instructed to use public/active transport and not utilise the TfNSW commuter carpark and on-street parking along Harris Street and other surrounding streets. Laing O'Rourke would take appropriate action if informed of this activity occurring.

The site is in close proximity to well-established and high-frequency public transport services. Therefore, construction workers will be encouraged to use public transport to access the site. A tool drop-off and storage facility will be provided within the site office. This would allow tradespeople to drop off and store their tools and machinery, allowing them to use public transport to travel to/ from the site on a daily basis. This will be incorporated into the site induction program.

A Construction Worker Parking Strategy (see Appendix 2) has been prepared to minimise the demand for parking in nearby public and residential streets or public parking facilities.

All site staff related to the works who need to drive to/from the site are to park within the proposed on-grade carpark at 19 Harris Street. Figure 12 shows the carpark area anticipated to be used by Laing O'Rourke staff members.

Figure 12 -Worker parking area

3.5 On-Street Works Zone

All construction activities will be contained within the TAP 3 compound. An on-street works zone would not be required for the construction-related works. Should a works zone be required, a separate application will be made to the Council to organise appropriate approvals for the proposed works zone prior to the start of works, as well as the parking and traffic changes.

4. Traffic Management Plan

4.1 Traffic Management Strategy

Based on Section 3 of the TfNSW Traffic Control at Work Sites (TCAWS) manual, Temporary traffic management (TTM) is considered one of the highest-risk activities on a roadwork site. The traffic management planning process outlined in Figure 3-1 of the TCAWS manual (see below figure) shows the process of selecting an appropriate traffic management strategy and further developing a traffic management plan. However, it is important to note that this planning process is more relevant for a roadwork site than a site located within private boundaries.

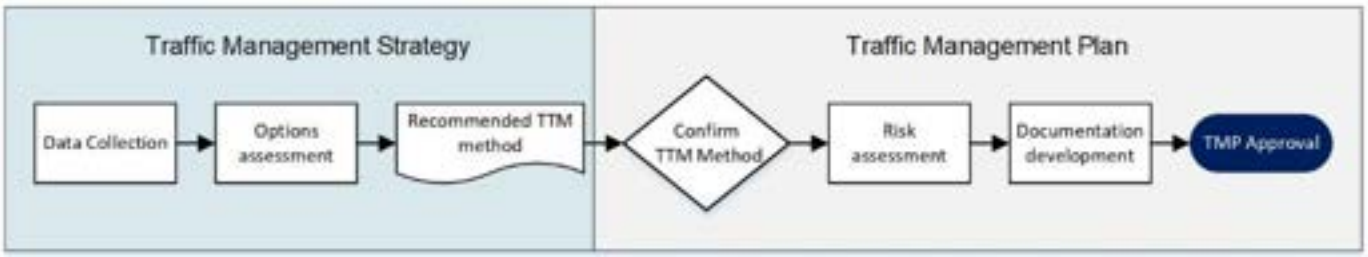

Figure 13 – Temporary traffic management process (Source: TfNSW TCAWS manual)

It is noted that the subject site under this CTPMP is not a roadwork site. In fact, the construction works in relation to the TAP 3 works would be contained within the site and associated work compounds.

Since the construction activities will occur within the site and associated compounds, the impact of construction works on surrounding roads will largely be limited to the movement of construction vehicles. Given consideration to the above, it is ascertained to implement a **Through** traffic management method in order to manage the impact of the proposed TAP 3 works. As such, the traffic operations along Harris Street and Hobart Street will largely remain unchanged, with general traffic allowed to pass along the site frontages. Nevertheless, temporary traffic management measures will be implemented near the site access points to ensure the safety of pedestrians and vehicles during construction truck access to site

compounds. All trucks will enter and exit the site under the guidance of TfNSW accredited traffic controllers.

In order to protect the traffic controllers (workers on foot), a 40km/h 'Road Work' speed zone will be adopted on Harris St & Hobart St eastbound/westbound lanes. Traffic Guidance Schemes (TGS) in Appendix 3 show the proposed temporary traffic management arrangements along the access roads to the work compounds.

4.2 Construction Site Access

TAP 3 Work Compounds (Access via Harris Street and Forrester Road)

Site access to the TAP 3 main work compound is proposed via 2 separate access gates off Harris Street. The gates are approx. 7m wide and allow construction vehicles to access the site from east and west of Harris Street. The largest truck accessing the main compound will be 19m long semi-trailer, however these large truck movements will generally occur during possession weekends and will be planned in advance as these truck movements will require temporary removal of on-street parking along Harris Street (details about temporary on-street parking removal are discussed in Section 5.5 of this plan). On day to day basis trucks up to 12.5m long Heavy Rigid Vehicle (HRV) will access the main work compound from both sides of Harris Street.

The other work compound on the eastern side of Harris Street will only allow truck access up to 8.8m long Medium Rigid Vehicle (MRV). Occasional access of 12.5m long HRV will also occur at this compound, however such movements will require temporary removal of at least one on-street parking space on either side of the access driveway. These on-street parking spaces will be temporarily occupied via the Council's permit to allow a 12.5m HRV to access this work compound.

It is important to note that due to an existing left turn restriction from Glossop Street to Harris Street, only vehicles up to 7m long trucks can access the work compounds along Harris St, Forrester Rd and Pacific National Pvt Drive from the east, whereas trucks over 7m would only access the site from the west side of Harris Street.

All trucks will enter and exit the site under the guidance of traffic controllers or as per road rules if entering and exiting the site in a forward direction. Figure 15 shows the truck entry/exit directions via the gates off Harris Street and Forrester Road.

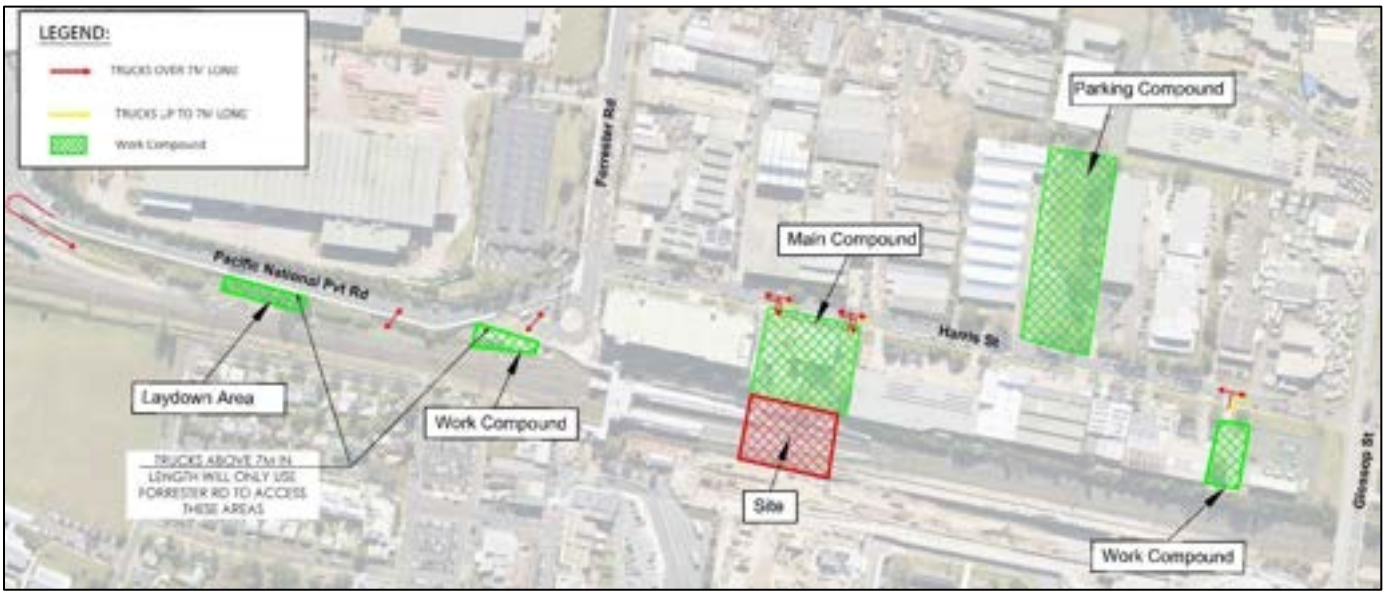

Figure 14 – TAP 3 main and other work compound access

TAP 3 Laydown Compound (Access via Hobart Street)

The access to the TAP 3 laydown compounds along Hobart Street is proposed via existing gates to the railway corridor off Hobart Street. The gates are approx. 6m wide and will be used for both ingress and egress truck movements.

Trucks will enter and exit the site by turning left-in and right-out accordingly. Figure 15 shows the truck entry/exit directions via the gates off Hobart Street.

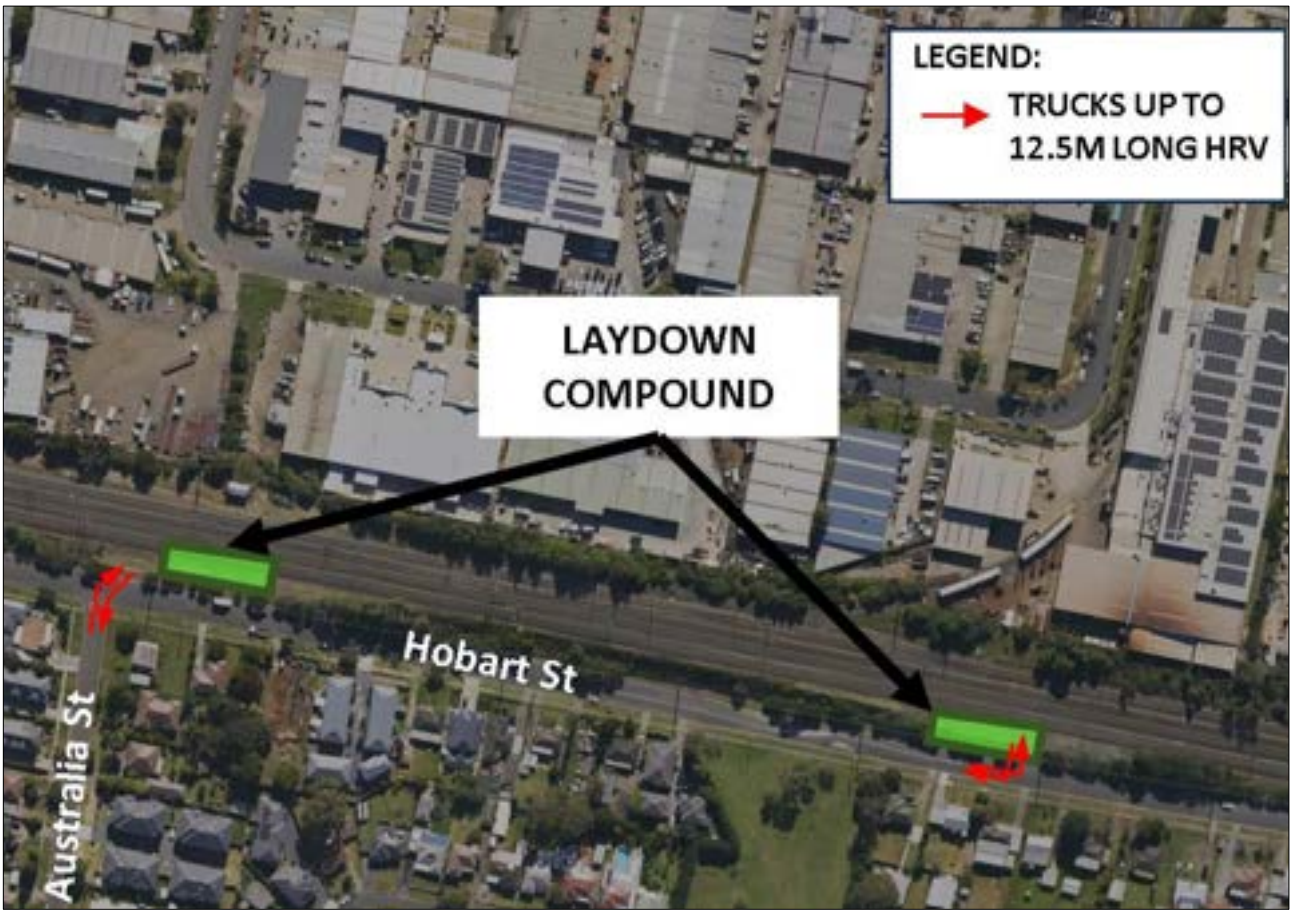

Figure 15 – TAP 3 laydown compound access

4.3 Pedestrian Access

Pedestrian access to the main work compound along Harris Street will be provided via a security-controlled gate on the northeastern corner of the site. All personnel entering the site will be required to undertake an induction program. Trained on-site personnel will be present at the site access to manage pedestrian movements and assist with vehicle ingress and egress.

4.4 Construction Traffic Haulage Route

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network as much as practically possible.

The proposed construction vehicle routes to and from the TAP 3 work compounds are primarily based on the approved truck routes under the Sydney Metro West CTMF. In addition, as per the existing road restriction, it is noted that a left turn from Glossop Street to Harris Street is only permitted for up to 7m long vehicles. As such, construction vehicles above 7m would only access the work compounds along Harris Street by turning left from Forrester Road onto Harris Street.

It is expected that construction trucks relevant to the TAP 3 main compound will predominantly use Glossop Street with access to/from Great Western Highway.

The construction trucks with TAP 3 laydown compounds as their primary destination would use southbound Glossop Street, turn left onto Brisbane Street, and further travel to the compound via local streets. Figure 16 and Figure 17 show the truck arrival and departure routes to and from the TAP 3 work compounds.

In addition, the project team will also access the rail corridor via Pacific National Pvt Road (see below figures for the access route). The largest truck to access the rail corridor will be 19m long truck and dog.

Swept path assessments of relevant construction trucks accessing the site compounds via proposed truck routes are provided in Appendix 4 of this plan.

The Planning Secretary shall approve all truck routes via local roads.

Truck drivers will be advised of the designated truck routes to/ from the site. No queuing or marshalling of trucks will be permitted on public roads in the vicinity of the site. In addition, construction vehicle movements will be minimised during school zone hours (i.e., 8:00am to 9:30am and 2:30pm to 4:00pm).

Accredited traffic controllers will ensure they are in radio contact with truck drivers, thus ensuring each vehicle's arrival is anticipated and planned. Such a process will be important in managing truck activity to ensure access to the construction site is available at all times and to remove any such likelihood of construction vehicles queuing and waiting along Harris Street or Hobart Street to enter the site, causing delays on surrounding roads.

A Heavy Vehicle Local Roads (HVLR) report assessing local roads for providing access to the site and work compounds is provided in Appendix 5 of this plan. The HVLR report has been prepared in response to the CoAs e105-106s.

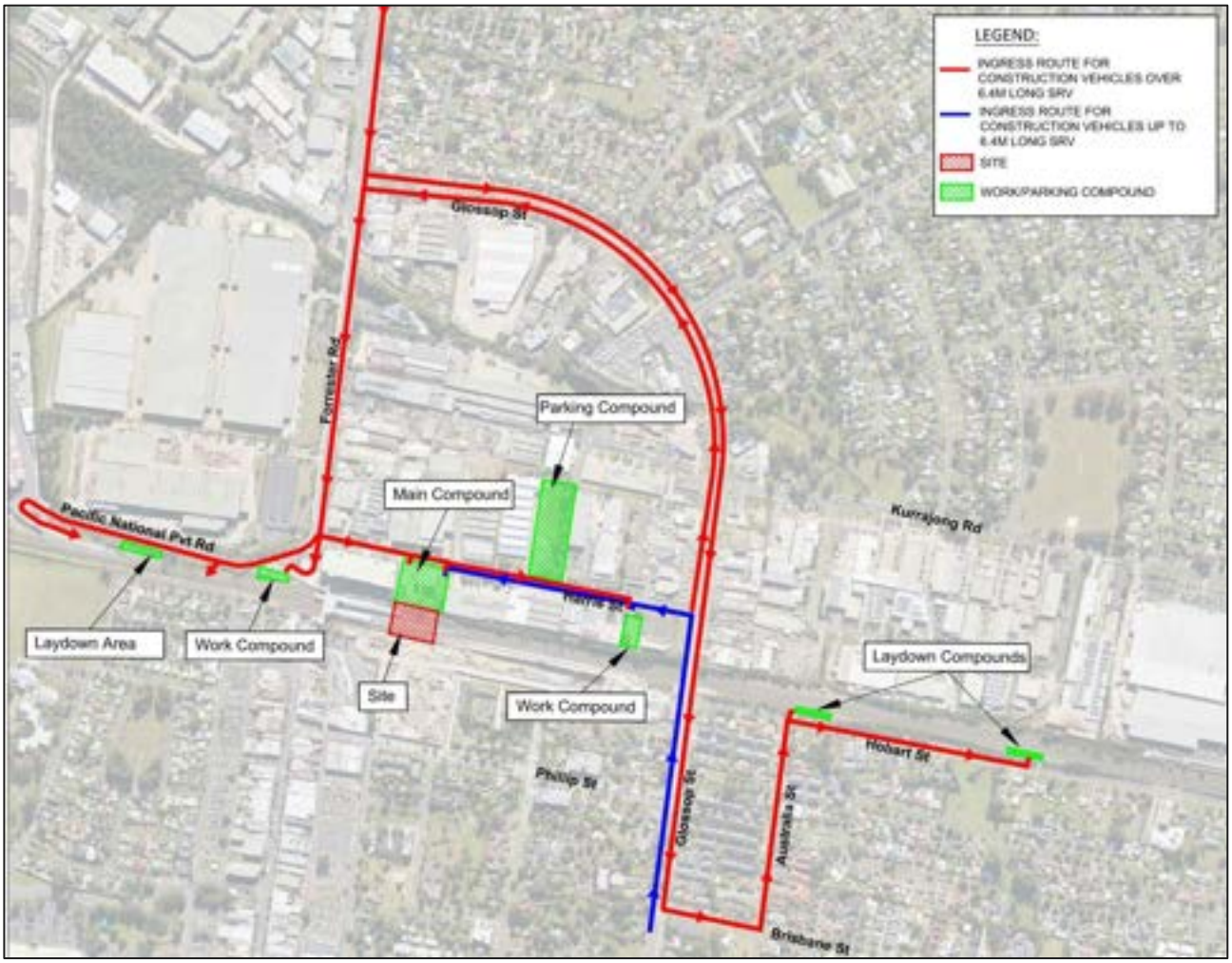

Figure 16 – Truck arrival route into TAP 3 main, work and laydown compounds

Figure 17 – Truck departure route from TAP 3 main, work and laydown compounds

4.5 Driver Code of Conduct

Impacts of Earthworks and Construction

Laing O'Rourke is committed to protecting the environment and preventing air, water and noise pollution. The operators of all construction-related vehicles are subject to environmental regulations relating to vehicle emission and product spill and to minimise the impacts of earthworks and construction on the local and regional road network.

Laing O'Rourke also understands and appreciates the seriousness of polluting the environment and the consequences of this. Any carelessness or neglect of responsibilities may cause personal injury, loss of life, property damage, substantial fines, and adverse publicity for the company.

All drivers of vehicles transporting loose materials will be required to ensure the entire load is covered using a tarpaulin or similar impervious material. The vehicle driver will need to take all precautions to prevent any excess dust or dirt particles from depositing onto the roadway during travel to and from the site. The truck cattle grid and wheel wash station shall be positioned at the exit point of all gates. The respective trades will be inducted by the head contractor into the above procedures and will monitor all trucks exiting the site to ensure the procedures are met.

Laing O'Rourke will monitor the roadways leading to and from the site on a daily basis and take all necessary steps to rectify any adversely impacted road deposits caused by site vehicles.

Conflicts with Other Road Users

While driving heavy vehicles, Laing O'Rourke requires all heavy vehicle operators to stay alert of their surroundings, specifically near the worksites and look out for pedestrian and cyclist movements, especially in the vicinity of St Marys Station. The truck drivers are also required to display courtesy and restraint towards pedestrians, cyclists and other road users to minimise conflicts with other road users.

Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances. All deliveries and works will be carried out within the site compounds. If there is a requirement to operate any material handling machinery on public access roads, Laing O'Rourke will seek separate Council/Police/TfNSW approval prior to the event.

Road Traffic Noise

Generating excessive noise is governed by legislation and is an offense. Heavy trucks generate a higher level of noise than light vehicles. The amenity of surrounding road users/residents is to be maintained as far as practical during the construction process. Vehicles traveling to, from and between the site compounds shall not create unreasonable or unnecessary noise or vibration to minimise interference to adjoining building operations. No tracked vehicles will be permitted or required on any paved roads. All heavy vehicle operators are required to adhere to the following during the course of their duty:

- If possible, minimise road traffic noise by not using engine brakes near residences and built-up areas.
- All vehicles must be fitted with audible reversing alarms. These are essential for the safety of all personnel. Reversing alarms are, however, the source of potential noise complaints from neighbouring residents, so all drivers should be aware of this and try to minimise reversing when possible.
- Avoid loading and unloading of materials/deliveries outside of daytime hours.
- Trucks should not idle near residential receivers.
- Stationary sources of noise, such as generators, should be located away from sensitive receivers.
- Project personnel, including relevant sub-contractors, to acquaint themselves with noise and vibration requirements and the location of sensitive receivers during inductions and toolbox talks.
- `Delivery vehicles should be fitted with straps rather than chains for unloading, wherever possible.
- Truck drivers should avoid compression braking as far as practicable.
- Where night-time works is required, trucks should use broadband reversing alarms.

4.6 Construction Traffic Generation

Vehicles of various sizes are expected to attend the worksite, including but not limited to light vehicles, tipper trucks, and concrete trucks during construction hours. The largest vehicle regularly accessing the site will be a 12.5m heavy rigid truck. In addition, a 19 m-long semi-trailer will also be used for larger deliveries, although these movements will be infrequent and will only occur with advance planning. Over-size and Over-mass vehicles may also access the site to deliver construction equipment and will be subject to obtaining a permit from the National Heavy Vehicle Regulator (NHVR) prior to accessing the site. Proposed EIS construction vehicle ingress/egress for the proposed work zone area is estimated as per to be 216 light vehicles (utes/staff) and 10 heavy vehicles (MRV, HRV and AVs) per day. TAP 3 – Laing O'Rourke project conservatively estimates that altogether, 57 light vehicles and 57 heavy vehicles will be accessing the overall site compounds in a day. It is noted that the 57 heavy vehicle movements are a conservative estimate and represent a scenario when all site compounds will see peak traffic generation on the same day.

Figure 18 below shows the anticipated construction trucks and worker vehicles accessing the site compounds.

Figure 18 – Proposed construction vehicle access distribution

All construction vehicles associated with this project are required to adhere to specific criteria relating to conditions of approval.

This criterion includes:

- That all construction vehicles would enter and exit construction sites in a forward direction, where feasible and reasonable. Where this is not possible, traffic management must be in place under approved CTPMP's, TGS's and Road Occupancy approvals.
- Construction vehicles will be managed to minimise movements during peak periods and in school zones. HV deliveries will be instructed via toolbox /prestart to ingress/egress on the proposed site during non-peak hours and current school times.
- Any construction vehicles that are required to move around the site will not be permitted to park or queue within the surrounding road network unless permission has been approved. Arrival of vehicles will be staggered to prevent queuing of vehicles related to the Project.
- Construction vehicles must not continuously idle or queue on any roads, and any marshalling required will also avoid sensitive land users, which will be advised in site inductions.

In addition:

- Vehicles must have rotating beacons that must be activated on approach and departure from work sites.
- All heavy vehicles serving the worksites must possess the safety features mandated in the Health and Safety Standard, including side-under-run protection, blind spot mirrors, and conspicuity markings.
- All trucks 12.5m long HRV and above must display a 'Do not overtake turning vehicle' sign at the back of the truck.
- Heavy vehicles used for spoil must be identified / marked with project number and company.
- Radio or phone ahead to ensure works sites are open and accessible.
- Always give way to pedestrians.
- Clearly signal intentions by indicating to traffic streams to enter or depart work sites.
- Construction traffic records in real-time will be implemented as part of Laing O'Rourke's proposed strategies

- Monitoring records will be maintained as part of Laing O'Rourke construction traffic generation
- Delivery of material that is required to be delivered outside of standard construction hours in Condition E41 to directly support tunnelling activities can be executed except between the hours 10:00 pm and 7:00 am to/ from the Orchard Hills ancillary facility.

4.7 Barrier Selection & Design

The TfNSW-approved barriers selected for work compounds and laydown areas are concrete. Laing O'Rourke will only use TfNSW approved barriers for any works proposed within the road reserve.

4.8 Site Induction and Occupational Health and Safety

All workers and visitors employed on the site by the Laing O'Rourke (including sub-contractors) will be required to undergo a formal 'site induction' process, and all the inductions will be performed specifically to each trade according to the occupational health and safety requirements of the New South Wales Work Cover Authority requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, and standard environmental, WHS, driver protocols and emergency procedures. The agreed work hours must be included as part of this induction.

4.9 Over-size and Over-mass Vehicles (OSOM)

No OSOM vehicles will be required for general construction works. If an OSOM vehicle is required to access the site, Laing O'Rourke will be responsible to obtain prior approval for the passage from NHVR, TfNSW for State Roads, or Council for Regional or Local Roads.

4.10 Road Serviceability

Laing O'Rourke will be responsible for monitoring and ensuring the road and footpath along Harris Street and Hobart Street will remain in a serviceable state during the course of the construction. Under the direction of the Council, Laing O'Rourke will restore any roadside facilities affected by the construction works, being footpaths, road pavement, etc., to the Council's satisfaction, at no cost to Council.

4.11 Spoil Management

To ensure that soil/excavated material is not transported on wheels or tracks of plants and deposited on surrounding roadways, the truck cattle grid and wheel wash station will be positioned at the site entry/exit point. Any run-off from the rumble grid will be directed to the sediment control system within the site.

5. Assessment of Construction Impacts

5.1 Impact on Traffic Flow

As articulated in the preceding section, the construction works will involve a variety of construction vehicles ranging between a 19m long semi-trailer and a normal utility vehicle. The envisaged construction traffic movements vary from time to time, depending on a range of factors, including:

- Processes
- Weather
- Time of day

Peak vehicle volumes would be in the order of 22 truck trips per day. Laing O'Rourke aims to minimise the construction truck movements during peak traffic and school zone hours (i.e., 8:00am to 9:30am and 2:30pm to 4:00pm) as much as practically possible. This would allow to improve the safety of traffic within school zones and minimise the traffic impacts and associated network delays when possible.

As such, with the proposed number of construction vehicle trips and traffic control strategy at the site access points, the project works would likely to have minimum impact on the surrounding road network

5.2 Impact on Pedestrians

During construction, pedestrian movements along Harris Street will be maintained at all times. Trained personnel will be made available as needed during construction hours to manage construction vehicle entry and exit and pedestrian movements at the site access, noting that pedestrian priority would be given.

It is noted that pedestrian movements along Hobart Street laydown compounds frontage is very limited, since there is no sealed footpath along the railway corridor frontage. A sealed footpath is available on southern side of Hobart Street, which generally serves most of the pedestrian traffic along Hobart Street. The footpath on southern side of Hobart Street remains unaffected by truck movements in and out of the laydown compounds.

In addition, during the truck access to all work and laydown compounds, it is proposed to place 'Be Truck Aware' decals on either side of the site accesses to provide a final warning to pedestrians on the possible presence of heavy vehicles before stepping into the roadway.

To minimise disruption to pedestrian movements, it is advised that truck movements are managed, wherever possible, to occur outside of peak pedestrian periods.

During the project lifetime, any changes or impacts on the current pedestrian footpath/ service will be analysed and presented to CJP via TTLG and CTPMP submission.

5.3 Impact on Cyclists

There are no bicycle routes along the site's frontages. It is noted that cyclists are legally allowed to ride along the road and in the vicinity of main work compound they are likely to use Harris Street to access St Marys Station.

However, it is anticipated that these limited bicycle movements are likely to occur during peak commuter hours when Laing O'Rourke intends to minimise the construction truck movements to and from the site compounds. With this in mind, the proposed construction works would have minimal but manageable impact on the cyclists using roads in the vicinity of site compounds.

5.4 Impact on Public Transport

There is no impact expected for bus services as a part of this CTPMP implementation. Any proposed Bus stop closure/ relocation or bus route change will be consulted in advance with relevant stakeholders and CJP.

5.5 Impacts on On-street Parking

A 19m long semi-trailer accessing the main work compound on Harris Street will impact the on-street parking in the immediate vicinity of the site. Given the 19m long semi-trailers are unable to circulate within the site, the trucks will be required to reverse into the site and exit the site in a forward direction (refer to truck swept paths in Appendix 4 of this plan). This movement will require a temporary removal of around 20 on-street parking spaces (see Figure 19 showing the extent of on-street parking removal in red colour). As discussed earlier, these truck movements will be planned well in advance, and this parking occupation will only occur the night before so that the trucks can access the site on the following day. All semi-trailers will access the site under the guidance of traffic controllers stationed at Harris Street. It is important to note that practically all these parking spaces will not be impacted due to the truck movements, however, to assure the safety of vehicles parking in the surrounding, it is recommended to remove these parking spaces temporarily only during construction hours and via Council's Section 138 permit. These truck movements will require Section 138 approval from Council prior to the implementation of temporary traffic management measures along Harris Street. It is noted that these 20 on-street parking spaces are also occupied under current operating conditions for larger vehicle access and mobile crane setup via Council's Section 138 permit.

In addition, one on-street parking space on both sides of the access driveway of the eastern compound along Harris Street is also proposed to be removed for occasional 12.5m long truck access. Temporary removal or blocking of these spaces will also require Council Section138 permit (see Figure 20, showing the extent of parking removal in red).

As discussed earlier in the plan, workers parking for Laing O'Rourke workers will be provided in limited numbers within the Parking compound off Harris Street. Since the project site is located right at St Marys Station with good public transport connectivity, all workers will be instructed to use public transport. Workers will not be allowed to park within on-street parking.

As part of Laing O'Rourke's strategy, use of public transport and carpool/ridesharing will be encouraged among workers. These options will be explained to the workforce in order to avoid the use of on-street parking. Previously mentioned commute options will be reminded during the toolbox/prestart meetings during the construction phase of the TAP3 project.

Based on the above, it is anticipated that the project will have minimal impact on the on-street parking and commuter carpark.

Any changes on current on-site and multi-deck parking conditions will require approval from the council, with local stakeholders/ residents also being consulted with TfNSW /CJP prior to activities commencing.

Figure 19 – On-street parking removal for 19m long semi-trailer movements in and out of the main work compound

Figure 20 – Proposed on-street parking removal on either side of the eastern work compound's driveway along Harris St

5.6 Impact on Existing Local Access

The proposed construction works are likely to have no significant impact on surrounding property accesses. Access to all residents and businesses will be maintained at all times. Any changes to local access will be made in consultation with relevant stakeholders.

Should any construction activity require blocking or interrupting access to surrounding property, Laing O'Rourke will be responsible for providing temporary alternate access to the affected property until the primary access is reinstated at no cost to the owner of the affected property.

5.7 Management of cumulative impacts

Cumulative traffic impacts will be assessed, ensuring vehicle management from surrounding developments and station sites. Laing O'Rourke will interface with a number of other contractors and stakeholders who may have works impacting the roads at the same time.

Through interface meetings, Laing O'Rourke will work to minimise cumulative impacts and combine traffic management sites where possible.

In addition, other cumulative impacts may include, but are not limited to:

- Bus stop and associated facilities relocation and service rerouting
- Short and long-term work zones on roads adjacent to the construction site
- Mail zone and associated facilities relocation
- Short and long-term works within the road reservation
- Regulatory, advisory and other signage changes and modifications
- Parking management, including on and off-street and remote parking and access

- Heavy vehicle movements
- Special event management.
- Liaison with adjacent projects/stakeholders will be coordinated for any proposal.

5.8 Impact on Emergency Services

Laing O'Rourke will ensure no truck parking or holding will occur on surrounding streets. The trucks will not block access to surrounding properties. As such, emergency vehicle access to surrounding properties will remain available as per existing conditions.

Access to the site by emergency vehicles would not be affected by the proposed construction works. Emergency protocols on the site would indicate a requirement for the traffic controller to assist with emergency access from Harris Street and Hobart Street. All truck movements to the site and the incident point would be suspended and cleared. Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

The liaison would be maintained with the police and emergency services agencies throughout the construction period, and a 24-hour contact would be made available for 'out-of-hours' emergencies and access. Thus, there would be no adverse impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed construction activities.

5.9 Impact on Major Events

There is no impact expected for major events as a part of this CTPMP implementation. If any special events are planned, works will be coordinated with those events and any specific road closures. Any modifications required to haulage routes due to special events, emergencies, or road closures will be made in consultation with relevant stakeholders /CJP.

5.10 Road Safety Audits (impacts)

A road safety audit has been conducted for this CTPMP by a suitably qualified and independent auditor with a Level 3 certification and another auditor with a Level 2 or higher certification.

The TGS is designed to assist the construction traffic movements address the deficiencies/impacts as identified in the Road Safety Audit. The road safety audit is provided in Appendix 6 of this CTPMP.

5.11 Section 138 Approval from Council

Based on the proposed TGSs provided in Appendix 3, it is noted that as part of temporary traffic management, 40 km/hr speed zones are adopted along Harris Street and Hobart Street. It is understood that under s138 of the Roads Act 1993, all proposed works within a road reserve require Council approval. As such, for the proposed temporary traffic management implementation on the local road network, Laing O'Rourke will be responsible for submitting the S138 Roads Act Application Form to Council and attaining Council's approval prior to the commencement of works.

6. Traffic Control Devices

6.1 Signage and Line marking

Laing O'Rourke will provide and install temporary traffic management signage as per the Traffic Guidance Scheme presented in Appendix 3 of this CTPMP.

The Site Manager/Supervisor will ensure:

- All road signs are used with approved stands or erected on posts set into the ground, where permitted by the relevant authorities

- All signs are placed in the most advantageous position, having regard for the nature of the hazard and the warning being conveyed to provide the maximum visual impact for approaching drivers.

Where signs are erected on posts set into the ground, the following applies:

- On kerbed roads, signs should be located back from the face of the kerb, not less than 300mm and no more than 1m. On urban roads that are not kerbed, the distances given for rural areas above should apply. The height of the sign should be about 2.5m above the kerb or footpath to reduce the interference from parked cars
- Where the signs are erected on temporary stands for short-term work, they should be erected on the road shoulder in un-kerbed areas no closer than 600mm to the running lane. In kerbed areas, the provisions outlined above for post-mounted signs shall be followed.

6.2 Intelligent Transport System Devices

As part of the Laing O'Rourke / TAP 3 planning process, a variable message strategy (if required) has been included as part of this CTPMP implementation. The proposed VMS strategy is presented in Appendix 7.

6.3 Traffic Signal Modifications

No impact is expected on traffic signals as a part of this CTPMP implementation.

7. Mitigation

Table 6 below identifies traffic risks and mitigation strategies to be implemented as part of this CTPMP.

Table 6: Traffic Risks.

Risks	Mitigation Strategy
Emergency Service Access	Emergency Service Access will be available. UHF channels are clearly visible at site access gates.
Worker safety risk with mobile compounds/ passing vehicles	Laing O'Rourke safety essentials (live traffic) are to be reinforced in prestart/ toolbox meetings.
Motorists unaware of the proposed Footbridge St Marys works	Compliant retroreflective street signage will be installed to highlight site operation. A proposed VMS strategy will be implemented (if required) in order to inform motorists driving on Glossop St and Forrester Rd.
Public members trying to enter into the site compounds.	At entry points into the construction access, supplementary “authorised vehicles excepted” and “no entry“ signs will be installed as part of this implementation. At entry points into the work site, the access gate shall always remain closed and managed by a traffic controller or spotter when construction vehicles are required to access the site.
Movement of plant and equipment in and out of the proposed construction access.	Vehicle Management Plan in place with swept path compiled for vehicles to show adequate vehicle travel paths. A clear line of sight to be always maintained around the proposed construction access. Advance truck warning /construction signs are to be installed close to the proposed construction gates in order to warn motorists of the proposed entry/exit of construction vehicles. Traffic Controller present at gates to assist with the truck movements during construction works as required. Construction vehicle movement decals will be implemented on-site in order to inform pedestrians of construction vehicle movements at the designated ingress/access construction gates.

8. Communication Strategy

A comprehensive campaign will be launched to inform the public of the Laing O'Rourke /TAP 3 works and to try and influence travel behaviour and trip planning. The TAP3 engagement strategy aims to inform and engage the community and relevant stakeholders (CJP /TfNSW & Council) in a constructive, transparent and fair process. To ensure this occurs, detailed and timely information will be provided to the TfNSW comms team to assist with fulfilling the consultation and notification requirements and incorporation into similar notifications for any relevant, adjoining works. This communication strategy has been created following appendix B1 (Overarching Community Communication Strategy).

Prior to undertaking any works associated with a partial closure of any road or footpath or any other interaction with transport infrastructure, the following stakeholders must be appropriately considered for consultation in relation to the road occupancy to ensure that all requirements are addressed.

As part of the dissemination of the CTPMP to the greater travelling public, the Laing O'Rourke Communication team will provide TfNSW content to be distributed for the media forms outlined in Table 7.

Table 7: Proposed communication

Communication Method	Footbridge St Marys
Community notice (including notification to local businesses and residents)	✓
Precinct update – *e* update	
Email	✓
Internet (whtbl@transport.nsw.gov.au.nsw.gov.au or livetraffic.com.au)	
Community information centre	
On-site brief	
Newspaper (Local)	
Radio advertising	
Variable Message Signs (if required)	✓
Advanced warning signs	✓
Local business open signs	

Penrith Council/CJP being a key stakeholder, will be forwarded a copy of this CTPMP and will be routinely consulted via TCG /TTLG Sydney metro meeting and informed of upcoming works, any expected site access changes, and temporary lane occupation or road closures.

9. Emergency Details

9.1 Key Contacts

Table 8 below provides a listing of key contacts available for this CTPMP.

Table 8: Emergency contact details

Name	Role	Contact Details
Martin Bibb	Project Leader	0401 775 978
Marijan Harris	Project Manager	0428 673 164
Laura Hogan	Community and Stakeholder Manager	0487 034 829
Charlotte Malone	Environmental Manager	0407 061 932
Sonita Thomas	Site WHS/Safety Manager	0430 028 849
Brad Jones	Site Manager by Laing O'Rourke	0408 718 186
Stephen James Albert (TCT1026237)	Nominated Traffic Control Site Manager by Trafek (sub-contractor of Laing O'Rourke)	0451 913 212

9.2 Site Access Emergency Procedure – General

In the event of an emergency occurring on-site, the Site Manager and Safety Manager will respond to the issue as per the Emergency Response Plan. Further details, including the location of the incident response plant and materials on site, emergency services access routes, work site evacuation routes and muster points, will be covered in the Construction Method Statement for each work area/ site.

When traffic controllers are on site, they will assist in the response to the best of their ability and as directed by the Area/ Safety Manager.

9.3 Traffic Incident Management and Reporting

Any traffic incidents occurring on roadways adjacent to the licensed construction area will be managed in accordance with the project Traffic Incident Response Plan. Where a breakdown or emergency services are required to attend the site, it is proposed that TfNSW Field Operations will assist with the management of incidents, within the licensed area once construction begins, as required by the CJM or Emergency Services. Future non-compliance/actions (CSSI) will be notified and reported to relevant stakeholders as part of Laing O'Rourke's communication strategy and incident management /reporting.

It is proposed that TfNSW Field Operations will provide support to emergency service agencies and road authorities in the management of emergencies and unplanned incidents on roadways approaching and within the licensed area and will assist in the restoration of normal traffic conditions. The types of emergencies or unplanned incidents that may occur include, but are not limited to, traffic incidents, vehicle breakdown, motor vehicle fire, adverse weather, hazards within the road reserve, traffic congestion, pavement failure, contraflow vehicle, pedestrian and cycle incident and anti-social behaviour. In the event of a traffic and transport related incident, the primary (first) point of contact for incident management is CJM. CJP will also be informed of the incident via CJM.

9.4 NSW Police and Emergency Services

The NSW Police and relevant Emergency Services are invited to comment on the initial submission of this

CTPMP. Emergency access will always remain available for emergency responders under lights and sirens.

10. Consultation with Stakeholders

During the development of CPTMP, HVLR report and CWPS, consultation with relevant stakeholders, including Sydney Metro West, TfNSW, and Council, have been made on various occasions.

Appendix 8 of the CPTMP provides the comments received from the stakeholders upon review of Revision D of this CTPMP and responses from Laing O'Rourke accordingly.

It is important to note that the CTPMP has progressed since the initial rounds of consultation, and Laing O'Rourke's responses may no longer be directly applicable. As such, the evidence from the consultation is attached to show the progression of the consultation process only.

This section will further be updated upon review of these updated documents by relevant stakeholders.

Appendices

Appendix 1 – Compliance with CoA and Mitigation Measures

Table 9: Ministers Conditions of Approval (CoAs)

Condition Classification	Reference	Description	Document Reference
Independent Environmental Audit	A36	Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).	This document
Incident and Non-compliance Notification and Reporting – Non-compliance Notification	A45	A non-compliance notification must identify the CSSI (including the application number for it), set out the condition of approval that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be undertaken to address the non-compliance. Note: A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	Section 9.3
Identification of Workforce	A46	All Heavy Vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the Heavy Vehicle standing 20 metres away.	Section 4.6 & Appendix 5
Provision of Electronic Information	B1	The Overarching Community Communication Strategy as provided in the documents listed in Condition A1, or updated Strategy must be implemented for the duration of the work. Should the Overarching Community Communication Strategy be updated, a copy must be provided to the Planning Secretary for information.	Section 8
Noise and Vibration - Construction Work Hours	E38	Work must only be undertaken during the following hours: (a)7:00am to 6:00pm Mondays to Fridays, inclusive; (b)8:00am to 1:00pm Saturdays; and (c)at no time on Sundays or public holidays.	Section 3.3
Noise and Vibration - Variation to Work Hours	E41	Notwithstanding Conditions E38 and E39 work may be undertaken outside the hours specified in the following circumstances: (a)Safety and Emergencies, including: (i)for the delivery of materials required by the NSW Police Force or other authority for safety	Section 3.3

		reasons; or (ii)where it is required in an emergency to avoid injury or the loss of life,to avoid damage or loss of property or to prevent environmental harm; or (b)Low impact, including: (i)construction that causes LA eq(15 minute) noise levels: •no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and •no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land user(s); and (ii)construction that causes: •continuous or impulsive vibration values, measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or •intermittent vibration values measured at the most affected residence are no more than the preferred values for human exposure to vibration,specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC,2006); or (c)By Approval, including: (i)where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or (ii)works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E42; or (iii)negotiated agreements with directly affected residents and sensitive and user(s); or (d)By Prescribed Activity, including: (i)tunnelling and ancillary support activities (excluding cut and cover tunnelling and surface works not directly supporting tunnelling) are permitted 24 hours a day, seven days a week; or (ii)grout batching at the Orchard Hills construction site is permitted 24hours per day, seven days per week; or (iii)delivery of material that is required to be delivered outside of standard construction hours in Condition E38 to directly support tunnelling activities, except between the hours 10:00 pm and 7:00 am to/ from the Orchard Hills ancillary facility; or (iv)haulage of spoil generated through tunnelling is permitted 24 hours per day, seven days per week except between the hours of 10:00 pm and 7:00 am to / from the Orchard	

		Hills construction site; or (v)works within an acoustic enclosure are permitted 24 hours a day, seven days a week where there is no exceedance of noise levels or intermittent vibration levels under Low impact circumstances identified in Condition E41(b), unless otherwise agreed with the Planning Secretary; or (vi)tunnel and underground station box fit out works are permitted 24hours per day, seven days per week. On becoming aware of the need for emergency work in accordance with (a)(ii) above, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. The Proponent must use best endeavours to notify as soon as practicable all noise and/or vibration affected sensitive land user(s) of the likely impact and duration of those work. Notes: 1.Tunnelling does not include station box excavation. 2.Tunnelling ancillary support activities includes logistics support and material handling and delivery	
Traffic and Transport	E103	Construction Traffic Management Plans (CTPMs) must be prepared in accordance with the Construction Traffic Management Framework. A copy of the CTPMPs must be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed within the relevant CTMP.	This document
Traffic and Transport – Management of Heavy Vehicle Movements	E104	The locations of all Heavy Vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one (1) year following the completion of construction.	Section 2.3.1 & Appendix 5
Traffic and Transport – Management of Heavy Vehicle Movements	E105	Local roads proposed to be used by Heavy Vehicles to directly access ancillary facilities / construction sites that are not identified in the documents listed in Condition A1 must be approved by the Planning Secretary and be included in the CTMP.	Section 4.4 Appendix 5

Traffic and Transport – Management of Heavy Vehicle Movements	E106	All requests to the Planning Secretary for approval to use local roads under Condition E105 above must include the following: (a)a swept path analysis; (b)demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways; (c)details as to the date of completion of the road dilapidation surveys for the subject local roads; and (d)measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times; and (e)written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to(d) of this condition.	Section 4.4 Appendix 5 Appendix 7
Traffic and Transport – Road Dilapidation	E107	Before any local road is used by a Heavy Vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the Relevant Road Authority(s) within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of the CSSI.	Appendix 5
Traffic and Transport – Road Dilapidation	E108	If damage to roads occurs as a result of the construction of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion): (a)compensate the Relevant Road Authority for the damage so caused;or (b)rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.	Appendix 5
Traffic and Transport - Parking and Access Management	E109	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to (a)minimise parking on public roads; (b) minimise idling and queueing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive land use(s);	Section 3.4 Section 4.4 Section 4.3 Section 4.5 Section 4.6 Appendix 2 Appendix 5

		(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTPMP.	
Traffic and Transport - Property Access	E110	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Section 0 Appendix 3
Traffic and Transport - Property Access	E111	The Proponent must maintain access to properties during the entirety of works unless an alternative access is agreed in writing with the landowner(s) whose access is impacted by the CSSI works.	Section 0 Appendix 3
Traffic and Transport - Property Access	E112	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road decided through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	Section 0
Traffic and Transport - Property Access	E113	Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier. Property access must be reinstated within one (1) month of the work that physically affected the access is completed or in any other timeframe agreed with the landowner or occupier.	Section 0
Traffic and Transport - Property Access	E114	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be avoided, alternative pedestrian, cyclist and vehicular access, and parking arrangements must be developed in consultation with affected businesses and landowners and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 5.2 Section 5.3 Section 0
Traffic and Transport - Pedestrian	E115	Safe pedestrian and cyclist access must be maintained around the St Marys construction site during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction	Section 5.2 Section 5.3

and Cyclist Access		activities, a proximate alternate route which complies with the relevant standards, must be provided and signposted before the restriction or removal of the impacted access.	
Traffic and Transport - Road Traffic and Safety	E116	A Traffic and Transport Liaison Group(s) must be established in accordance with the Construction Traffic Management Framework to inform the development of CCTPMP.	Section 8

Table 10: Revised Environmental Mitigation Measures (REMMs)

Condition Classification	Reference	Description	Document Reference
Traffic and Transport - Construction	TT1	Construction Traffic Management Plans would be prepared in accordance with the Construction Traffic Management Framework. A copy of the CTPMPs must be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed within the relevant CTPMP.	This document
Traffic and Transport - Construction	TT2	The Construction Traffic Management Plan for St Marys would be developed to ensure existing transport interchange infrastructure continues to operate effectively within the St Marys station precinct would be developed in consultation with the Traffic and Transport Liaison Group.	This document Section 8
Traffic and Transport - Construction	TT4	Road Safety Audits would be carried out to address vehicular access and egress, and pedestrian, cyclist and public transport safety. Road Safety Audits would be carried out as per the guidelines outlined in Section 10 of the Construction Traffic Management Framework	Section 5.10
Traffic and Transport - Construction	TT5	Maintain access for pedestrians and cyclists around construction sites as per the guidelines outlined in the Construction Traffic Management Framework. Appropriate signage and line marking would be provided to guide pedestrians and cyclists past construction sites and on the surrounding network to allow access to be maintained	Section 5.2 Section 5.3 Appendix 3
Traffic and Transport - Construction	TT6	Access for construction vehicles to be planned as per the guidelines outlined in the Construction Traffic Management Framework. Construction site traffic would be managed to minimise movements during peak periods.	Section 4.4

		Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety.	
Traffic and Transport - Construction	TT9	A construction worker car parking strategy for St Marys would be prepared in consultation with Penrith City Council and Transport for NSW prior to the commencement of construction. The strategy would seek to: • minimise overall demand for construction worker car parking through initiatives such as use of other project construction worksites in combination with shuttle buses, car-pooling and encouraging the use of public transport • minimise potential use of on-street car parking by construction workers The construction worker car parking strategy would be implemented throughout construction	Section 3.4 Appendix 2

Table 11: Environmental Impact Statement (EIS)

Condition Classification	Reference	Description	Document Reference
Chapter 8	8.9.7	The proposed indicative access to the construction sites are shown in the site layout figures presented in **Section 8.7**. The indicative temporary access and egress to constructions sites would be subject to confirmation by the construction contractor(s) through the Construction Traffic Management Plans which would be prepared in accordance with the Construction Traffic Management Framework (refer Appendix G (**Construction Traffic Management Framework**)). Further information relating to construction traffic impacts and mitigation is provided in **Chapter 9** (Transport).	Section 4.2 Section 4.4 Appendix 5
Chapter 8	8.9.7	**Table 8-6** St Marys • minor temporary localised modifications to Harris Street to facilitate access for construction vehicles entering and exiting the Harris Street construction site • permanent removal of the at-grade commuter car park on Harris Street (around 130 to 140 car park spaces). This car park would be retained during the start of construction and would be permanently closed when the extension of the existing multi-deck commuter	Section 4.3 Appendix 3

		car park (subject to separate approval) is completed At St Marys, works to extend the existing multi-deck commuter car park are proposed (subject to separate approval) and would be completed prior to the occupation of the at-grade commuter car park on Harris Street for the purposes of construction of the project. Commuter parking spaces removed by the project during construction would be accommodated nearby in conjunction with the extension of the multi-deck commuter car park. Some construction vehicles may need to temporarily use Lethbridge Street to access Phillip Street until heavy vehicle routes have been established within the construction footprint. existing footpath on Harris Street would be temporarily affected by the movement of construction vehicles into the proposed construction site access point. Pedestrian access would be maintained through local traffic controls • pedestrian access to Station Street would be temporarily blocked during construction. Pedestrian access to St Marys Station would be maintained through diversions via Queen Street • pedestrian access to residential properties on Station Street would be maintained through local traffic controls.	
Chapter 9	9.5.1	During construction of the project, it is anticipated that access would generally be maintained for local vehicles, pedestrians and cyclists, however, some temporary diversions may be required, and space may be constrained. Some temporary delays may also be experienced due to obstruction by construction vehicles. These potential impacts would be experienced by pedestrians, cyclists and vehicles accessing properties within the local network. Access to the existing St Marys Station would be maintained during construction. Access to properties near the project would be maintained at all times except where properties are proposed to be acquired or used for the project. In St Marys, access to East Lane would be	Section 5.1 Section 5.2 Appendix 4

		maintained during construction. Access under normal conditions would be maintained along Chesham Street. Access would also be maintained for emergency, delivery and waste collection vehicles during the construction period of the project albeit that in some locations waste bins may need to be temporarily relocated to areas accessible for collection by the waste collection service.	
Chapter 9	9.5.1	On-street and off-street parking During construction, some on-street parking would be temporarily or permanently unavailable. In particular, the St Marys town centre is likely to experience potential impacts during construction. In total, about 435 car parking spaces are temporarily impacted within the St Marys precinct and the road network immediately surrounding the station during the construction period. This includes about 310 off-street parking spaces and 125 on-street parking spaces, comprising both restricted and unrestricted spaces. These car parking spaces are generally used for on-street parking by the retail and commercial establishments in this area as well as by commuters using the St Marys Station. At St Marys additional parking would be provided by extending the existing multi-level commuter car park on Harris Street by two additional levels (subject to separate approval) and is proposed to be in place prior to the removal of the Harris Street at-grade commuter car park. These spaces would replace the commuter car parking spaces lost as a result of the construction of the project. The car parking survey undertaken by Sydney Metro in 2019 indicates there is existing on-street and off-street capacity within the town centre at St Marys to accommodate the temporary loss of car parking spaces. Outside of the St Marys precinct, construction of the project is not anticipated to impact on-	Section 2.6 Section 5.5 Appendix 2

		street parking arrangements, given the existing land uses in the remaining precincts largely comprise greenfield and rural lands. In these precincts, available on-street car parking is limited and largely consists of informal parking. Construction worker parking Some construction worker parking would be provided at construction sites however it will not meet the demand based on the construction workforce. Construction worker parking would be managed in accordance with the Construction Traffic Management Framework (Appendix G).	
Chapter 9	9.5.1	The introduction of additional heavy vehicles to the network during construction has the potential to result in safety impacts to pedestrians, cyclists and other motorists, especially where there is an increased likelihood for interaction. Existing pedestrian and cycle infrastructure within the traffic study area is primarily limited to areas adjacent to construction sites at St Marys, Claremont Meadows and Orchard Hills. Pedestrian access to St Marys Station would be maintained at all times during construction. During rail possessions, access may be temporarily altered to facilitate construction activities. Construction works may potentially restrict access to pedestrian facilities and cycle routes surrounding the station but in these circumstances access to the station would be maintained through temporary diversions. These temporary diversions may result in increased travel distances for pedestrians and cyclists seeking to access the station. Pedestrian access to residential properties along Station Street would be maintained via local traffic control measures. Construction vehicle access to the new Harris Street construction site may potentially impact the existing footpath on Harris Street and local traffic control measures would be provided to maintain pedestrian access.	Section 4.3 Section 5.2 Section 5.3 Appendix 5

Appendix 2 – Construction Worker Parking Strategy

Transport Access Program 3 | Footbridge St Marys MCC

Construction Workers Parking Strategy

revision and history

Document details	
Title	Construction Worker Parking Strategy
Client	Transport for New South Wales
Planned commencement date	November 2024
Estimated completion date	November 2027

Document revision history and sign off

Revision	Date	Revision Description	Prepared	Reviewed	Approval
A	08/11/2023	In response to TfNSW and Council comments	Syed Ali (Sid)	Sebastian Vincent	Sebastian Vincent

Table of Contents

Abbreviations and definitions

Table 1: Abbreviations and definitions

Abbreviation	Expanded text
AGTTM	Austroads Guide to Temporary Traffic Management
CEMP	Construction Environmental Management Plan
CoR	Chain of Responsibility
CSSI	Critical State Significant Infrastructure
CCTMP	Construction Traffic Management Plan (This Document)
CJM	Customer Journey Management
CJP	Customer Journey Planning
DDA	Disability Discrimination Act 1992
DPE	Department of Planning and Environment
EB	Eastbound
EIS	Environmental Impact Statement
FPA	Federal Planning Approval
LTC	Local Traffic Committee (Councils)
MCoA	Ministers Condition of Approval
NB	Northbound
OPLINC	Online Planned Incident System (ROLs)
PMP	Pedestrian Management Plan
RASS	Radar Activated Speed Signs
REMM	Revised Environmental Management Measures
ROL	Road Occupancy Licence
ROP	Road Occupancy Permit (Councils)
SB	Southbound
SZA	Speed Zone Authorisation
TCG	Traffic Control Group
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
TMC	Transport Management Centre
TTLG	Traffic, Transport Liaison Group
VMP	Vehicle Movement Plan
VMS	Variable Message Sign
HVLR	Heavy Vehicle Local Roads Report
WB	Westbound

WSIA	Western Sydney International Airport
CMP	Contract Management Plan
PPE	Personal protective equipment
RMS	(TfNSW) Roads and Maritime Services
TAP3	Transport Access Program
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales
TMC	(TfNSW) Transport Management Centre
CCTMP	Construction Traffic Management Plan
UV	Ultraviolet

1. Introduction

1.1 Project Background

The Transport Access Program (TAP) 3 is a NSW Government initiative delivering safe, modern and accessible public transport infrastructure for the Sydney rail network. The initiative includes improvements to the public transport customer experience by providing equitable access and modern facilities in and around station precincts for persons with limited mobility, parents with prams, improvements to station amenity, as well as incorporating additional staff and customer facilities.

The Sydney Metro – Western Sydney Airport project comprises a new 23km railway line that will link the new Western Sydney Aerotropolis business hub and Airport to the south, with the rest of Sydney's public transport network via St Marys to the north. The Project includes six new metro stations along the route, including one at the Western Sydney Aerotropolis, two at the new Airport site, one at Luddenham, Orchard Hills, and St Marys.

This project will deliver design, procurement, construction, commissioning and integration of upgrades to existing stations on the Sydney rail network, including at St Marys (Figure 1).

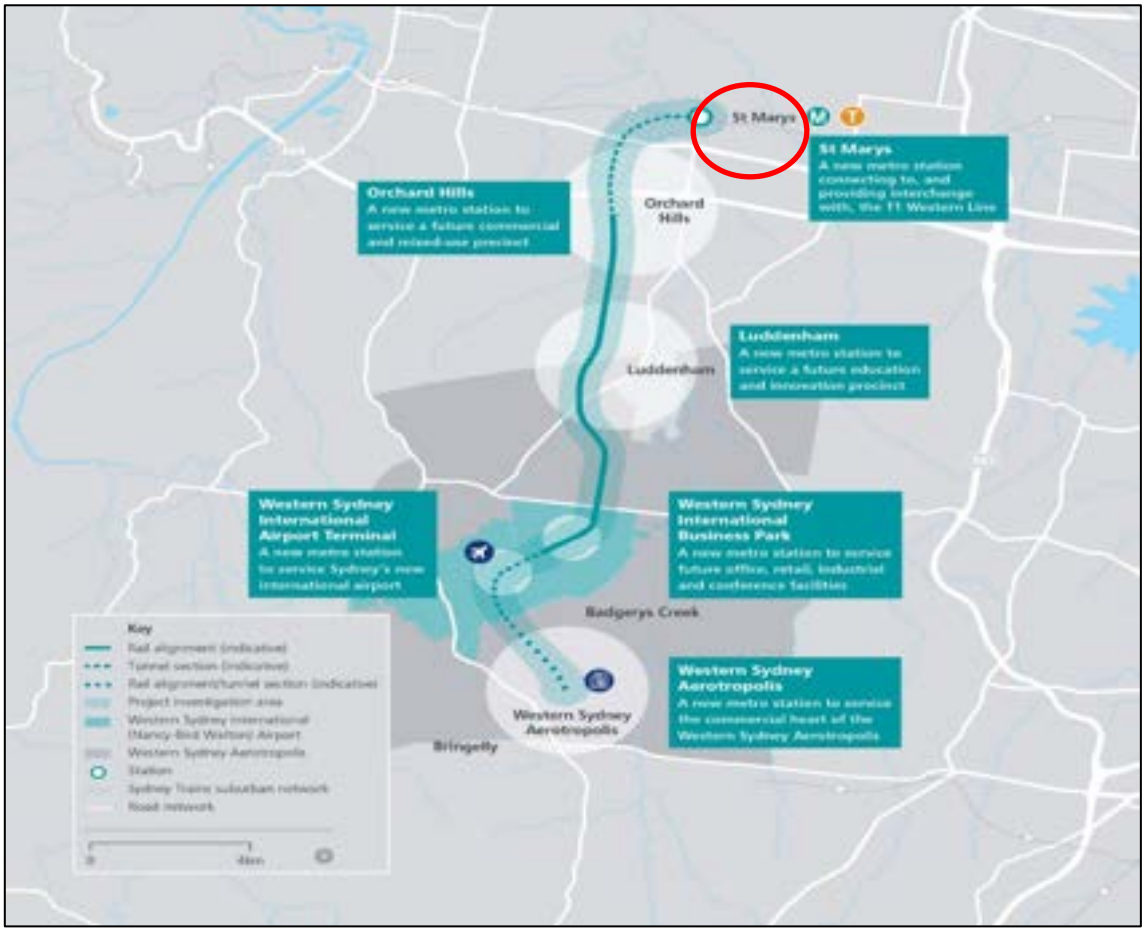

Figure 1 – St Marys station (TAP 3) on the Sydney rail network

TAP3 works will provide facilities that:

- Are inviting and safe for customers to use
- Contribute to Commonwealth *Disability Discrimination Act* (DDA) related targets through Disability Standards for Accessible Public Transport (DSAPT) compliance upgrades (including associated customer benefits derived from DSAPT compliance)

- Are compliant with current standards of safety, access and amenity
- Are easy to operate and maintain by the Operator/Maintainer.

Provide safe, direct and continuous access paths within the site boundary between transportation mode change locations, accessible parking, passenger boarding points and other key facilities.

1.2 Proposed Scope of Work

The Footbridge St Marys package scope of works includes:

- Construction of a new intermodal footbridge at the eastern end of the station, connecting the existing Sydney Trains St Mary's Station to the proposed Sydney Metro St Marys Station, with a new Northern Portal providing access to Harris St to the north.
- Construction of four new 27-person lifts providing step-free access from the footbridge to the existing station platforms.
- Construction of four new escalators for access from the footbridge to the existing station platform.
- Construction of two new staircases for access to the existing station platforms.
- Construction of the Northern Portal, providing access from the footbridge to Harris St via a new staircase and one 33-person lift.
- Construction of a three-storey Sydney Trains facilities building adjacent to the Northern Portal, including a new electrical main switch room, HVAC, communications room, and station staff facilities.
- Provision of new fire safety systems for the facilities building, lifts and footbridge.
- Regrading of platforms for accessible paths, localised to the proposed works.
- Replacement of existing platform tactiles
- Installation of new canopies to the proposed stairs, escalators, and footbridge.
- Alterations and additions to the existing lighting on Harris St to suit the new entry.
- Hard and soft landscaping to the station entrance and surrounds.

Figure 2 overleaf shows the indicative layout of the proposed intermodal footbridge.

Figure 2 – Indicative layout of the new Intermodal Footbridge St Marys indicative proposed footbridge construction

1.3 Purpose

The purpose of this report is to provide a comprehensive Construction Workers Transportation Strategy, in order to minimise the impact of construction workers parking on the surrounding road to the site and its compounds.

2. Strategies

2.1 Construction Workers Parking Strategy

As identified in the CTPMP, approximately 16 construction worker parking spaces will be provided for Laing O'Rourke (LOR) workers within the 19 Harris Street parking compound (see below figure for LOR worker parking compound). It is understood that the proposed parking spaces would not be able to fulfil the overall worker parking demand relevant to the proposed works. As such, the available parking spaces will only be allocated to limited number of staff and trade contractors (who reside in areas with very limited public transport connectivity).

Given the limited off-street parking availability and location of the site as right on the St Marys Station, all workers will be instructed to use public transport and not utilise the TfNSW commuter carpark and on-street parking along Harris Street and other surrounding streets.

Figure 3 -Worker parking area

A tool drop-off and storage facility will be provided within the site office. This would allow tradespeople to drop off and store their tools and machinery, allowing them to use public transport to travel to/ from the site on a daily basis.

In order to minimise the impact on the on-street parking, the workers, who **needed** to drive to work due to limited public transport availability, would be required to locate the nearest TfNSW commuter carpark (excluding the commuters carpark on Harris Street) from their residences and utilise the facility to access the site via public transport network.

The above strategies will be communicated to construction workers during employment interviews, site inductions and regular toolbox talks, ensuring construction workers are aware of the construction worker transportation strategy.

Further to employee assistance, the following sections provide details of the available public transport options near the site.

2.2 Train

As discussed above, the subject site is located at St Marys Train Station, which is about 2-minute walk to the Main Work Compound. St Marys Station is serviced by T1 Western Line. Services along the T1 Western Line operate every 5 to 10 minutes during peak commuting periods. It interchanges with the T5 and T1 Richmond Line at Blacktown, the T2 Inner West Line at Parramatta, the T2 Leppington at Granville, the T3 Lidcombe and T7 Olympic Park Line at Lidcombe, the T9 Northern Line at Strathfield and to all available lines at Central Station. Details of the existing train services are provided in Appendix A.

2.3 Buses

The nearest bus stop to the site is St Marys Temporary Bus Interchange, located to the south of St Marys Train Station. There are 13 bus routes operating or passing through the Temporary Bus Interchange and connecting the site to various locations within Greater Sydney. Out of 12, 2 bus routes operate through the north, and 10 operate through the south of St Marys Station. The table below outlines the current bus routes servicing the St Marys Temporary Bus Interchange with detailed bus routes provided in Appendix 2.

Table 2: Bus Routes, St Marys Temporary Bus Interchange

Route	Description	Peak Frequency
745	St Marys to Norwest Private Hospital via Stanhope Gardens	1 hour
758	St Marys to Mount Druitt via Tregear & Shalvey	30 mins
759	St Marys to Mount Druitt via Ropes Crossing	30 mins
770	Mount Druitt to Penrith via St Marys	30 mins
771	St Marys to Mount Druitt via Colyton	30 mins
774	Mount Druitt to Penrith via Nepean Hospital	30 mins
775	Mount Druitt to Penrith via Erskine Park	10 to 15 mins
776	Penrith to Mount Druitt via St Clair	20 mins
779	St Marys to Kemps Creek via Erskine Park	1 hour
780	Mount Druitt to Penrith via Ropes Crossing	20 mins
781	St Marys to Penrith via Glenmore Park	45 mins
782	St Marys to Penrith via Werrington	45 mins – 1 hour
835	WSU Penrith to Prairiewood	20 mins – 30 min

3. Consultation with Stakeholders

During the development of CPTMP, HVLR report and CWPS consultation with relevant stakeholders, including Sydney Metro West, TfNSW, and Council, have been made on various occasions.

Appendix 8 of the CPTMP provides the comments received from the stakeholders upon review of earlier versions of the CTPMP and responses from Laing O'Rourke accordingly.

It is important to note that the CTPMP has progressed since the initial rounds of consultation, and Laing O'Rourke's responses may no longer be directly applicable. As such, the consulting evidence is attached to show the progression of the consultation process only.

This section will further be updated upon review of these updated documents by relevant stakeholders.

Appendices

Appendix 1 Train Services

Sydney rail network

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M Metro T Trains

Sydney metro and train lines

M Metro North West Line — Chatswood, Tallawong

T1 North Shore & Western Line — North Shore, Western, Richmond

T2 Inner West & Leppington Line — Inner West, Leppington, City

T3 Bankstown Line — Liverpool, Lidcombe, City

T4 Eastern Suburbs & Illawarra Line — Eastern Suburbs, Illawarra, Cronulla

T5 Cumberland Line — Leppington, Richmond

T7 Olympic Park Line — Olympic Park, Lidcombe

T8 Airport & South Line — Airport, South, City

T9 Northern Line — Northern, Gordon

Stop · Interchange · Interchange · End of line

NORTH

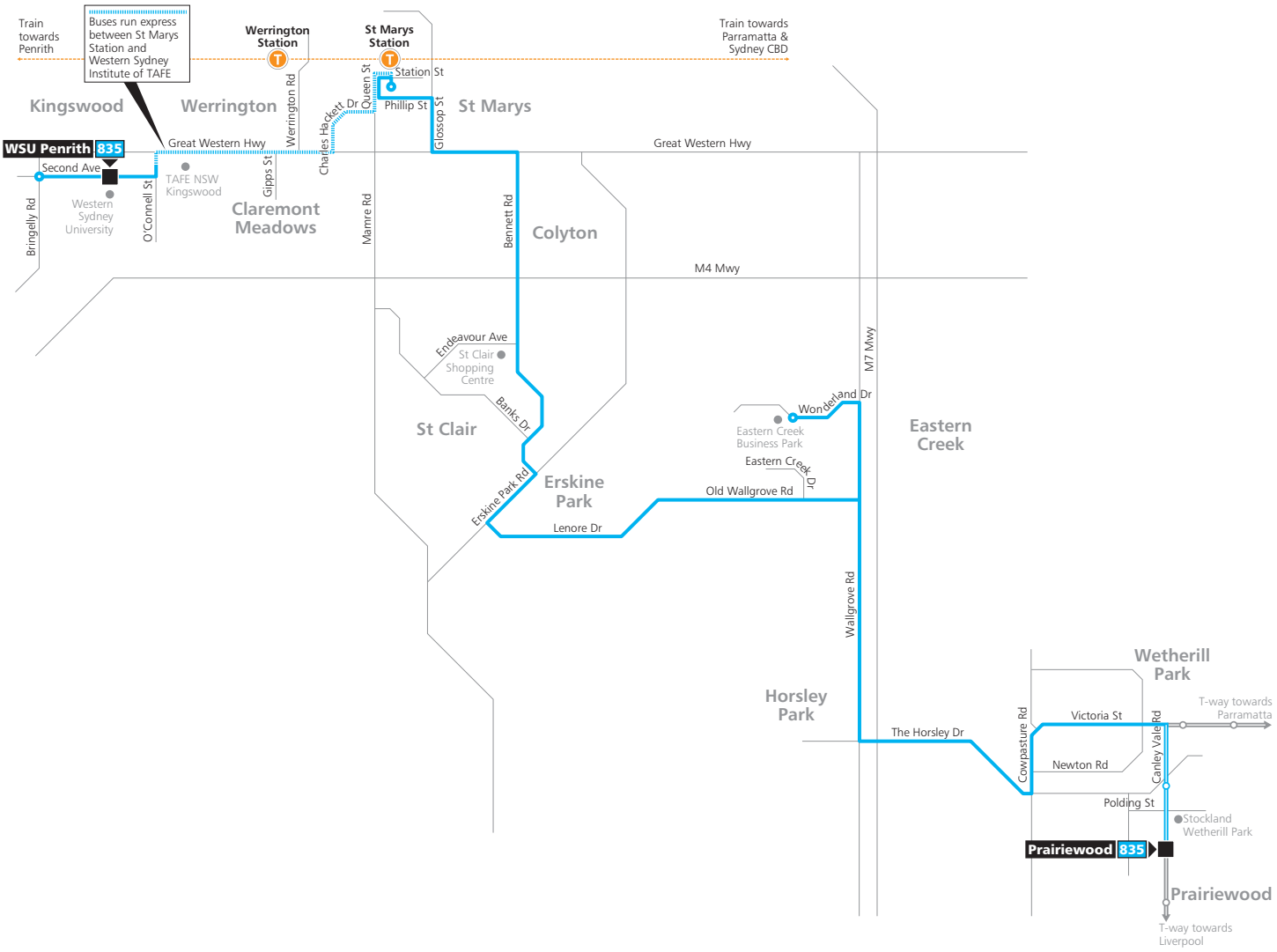
Line under construction

Check timetables and trip planners for train services and connections

Visit **transportnsw.info**

Appendix 2 Bus Routes

Route 835



Legend

- Bus route
- 835 Bus route number
- Bus route start/finish
- Train line/station
- T-way/stop
- T-way/stop near route

North

Diagrammatic Map
Not to Scale

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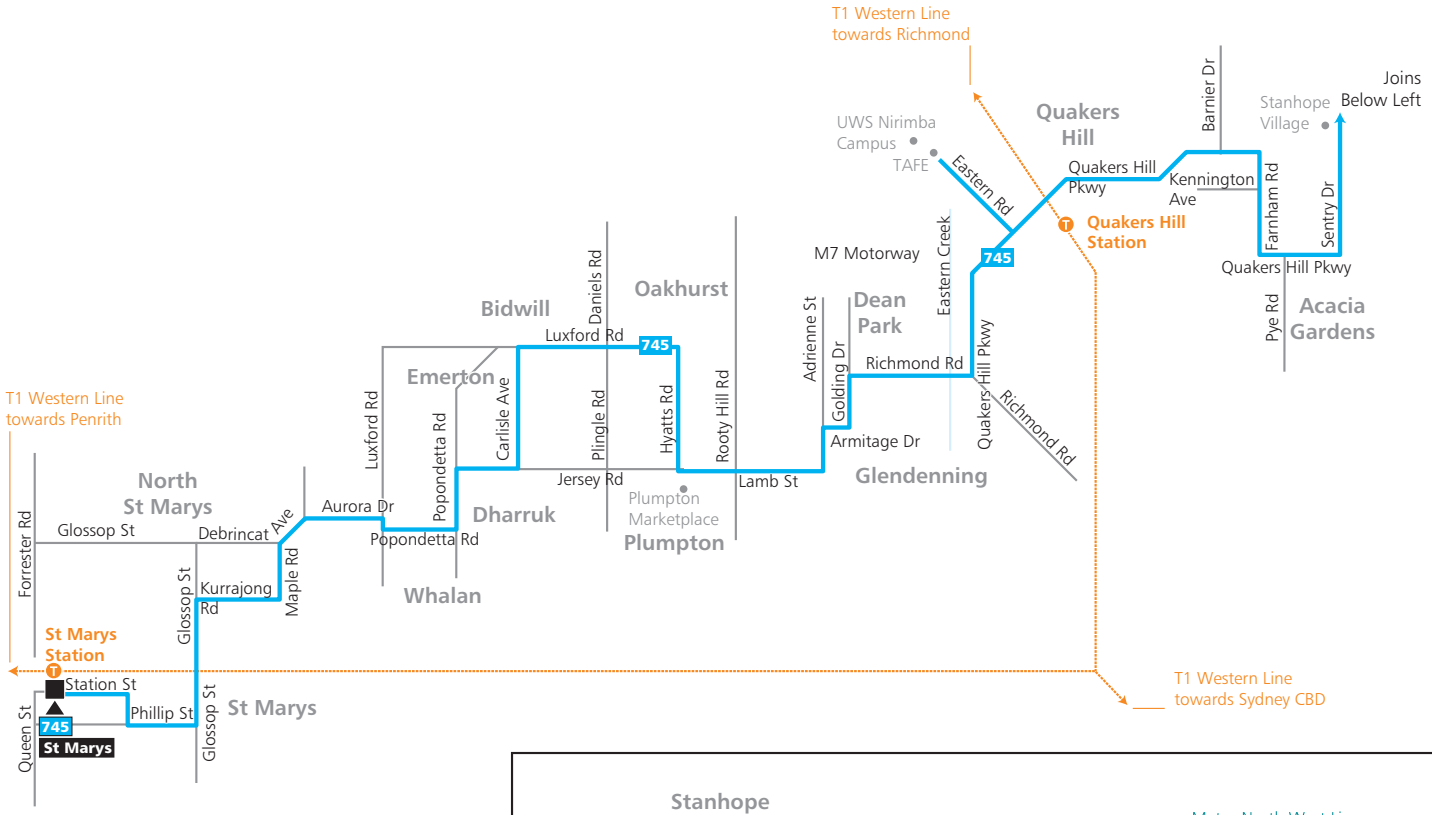
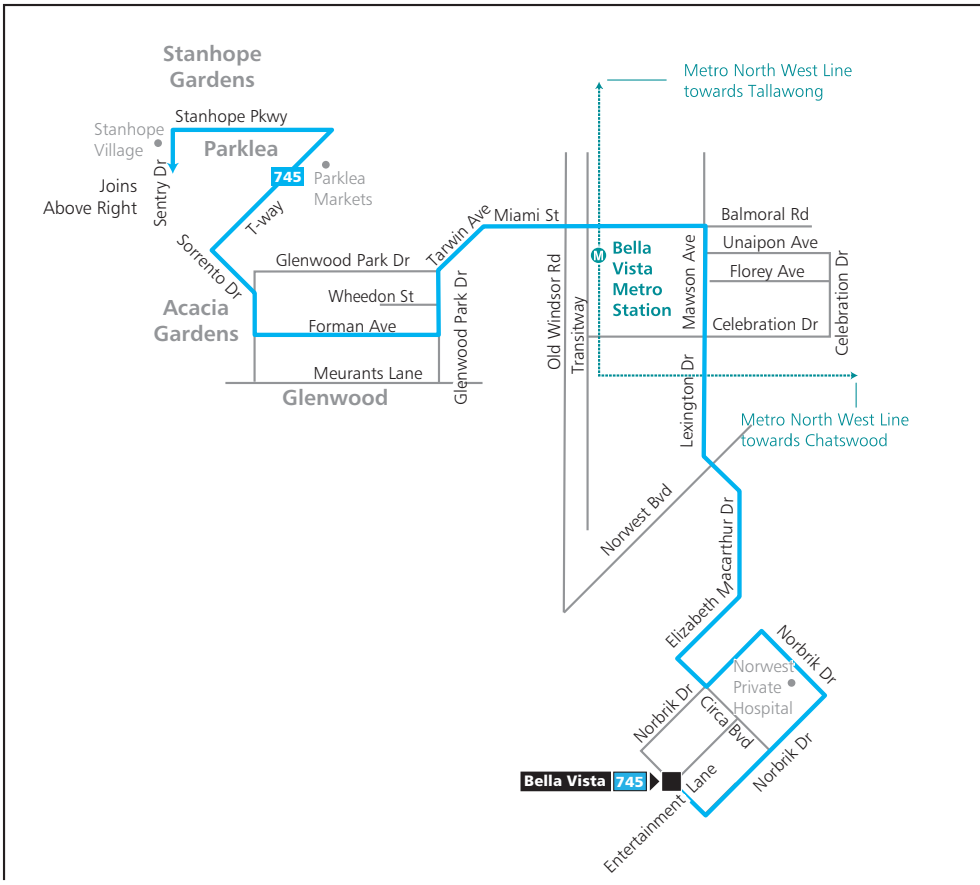
Route 745

B





Legend

- Bus route
- 745 Bus route number
- Bus route start/finish
- Train line/station

Diagrammatic Map
Not to Scale
North

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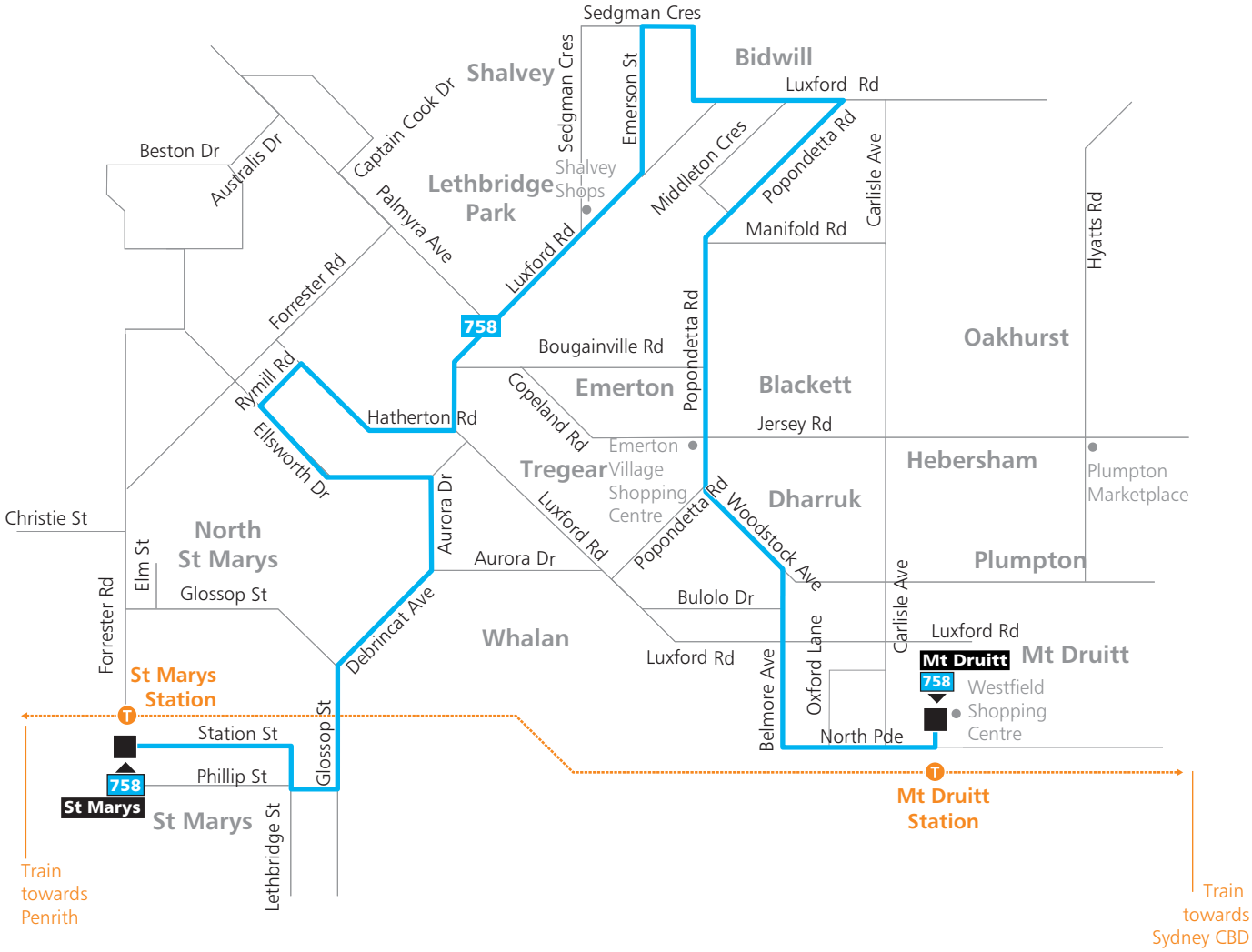
Route 758



Legend

- Bus route
- 758 Bus route number
- Bus route start/finish
- Train line/station

Diagrammatic Map
Not to Scale
North

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Transport

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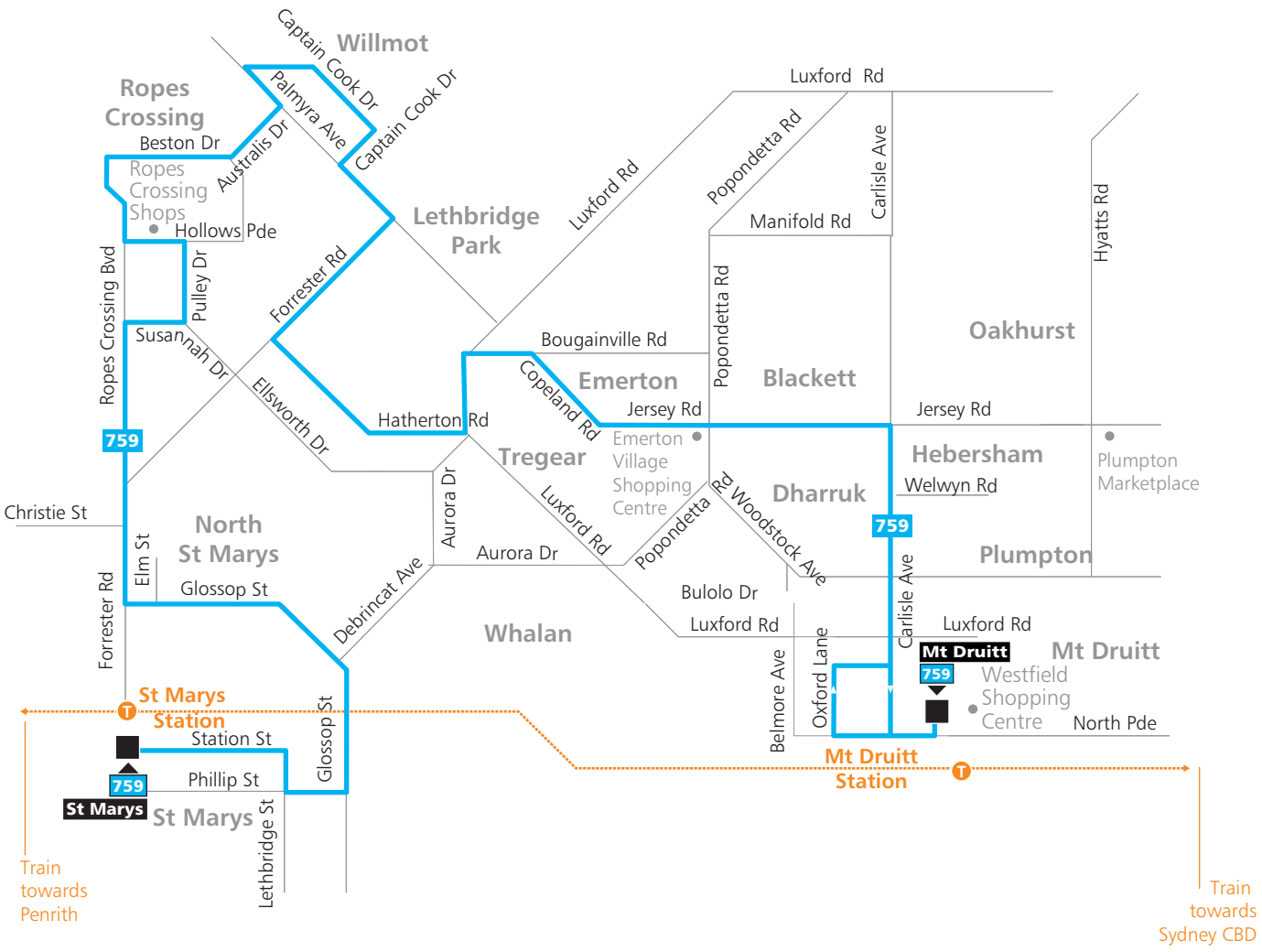
Route 759

B



Legend

- Bus route
- 759 Bus route number
- Bus route start/finish
- Train line/station

North

Diagrammatic Map
Not to Scale

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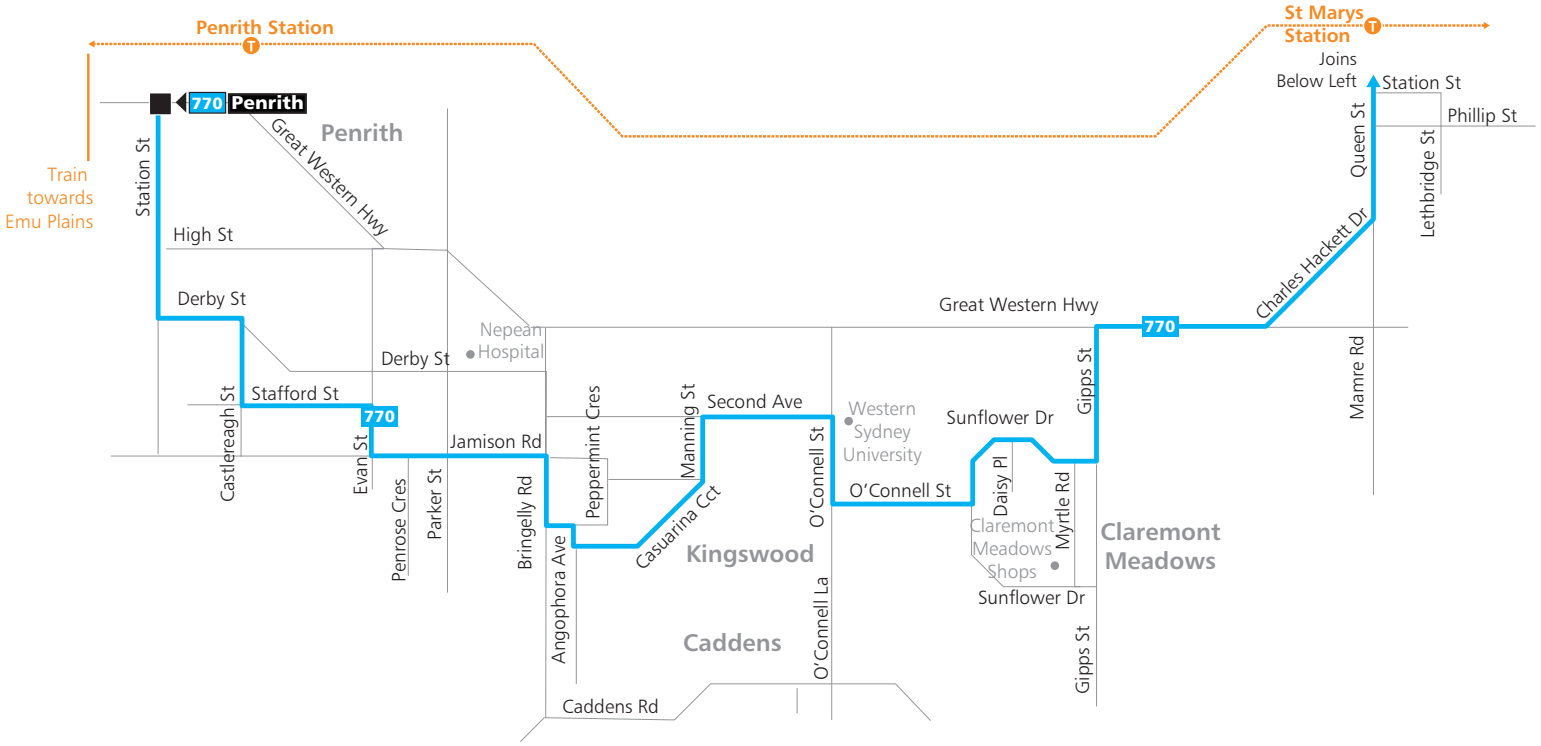
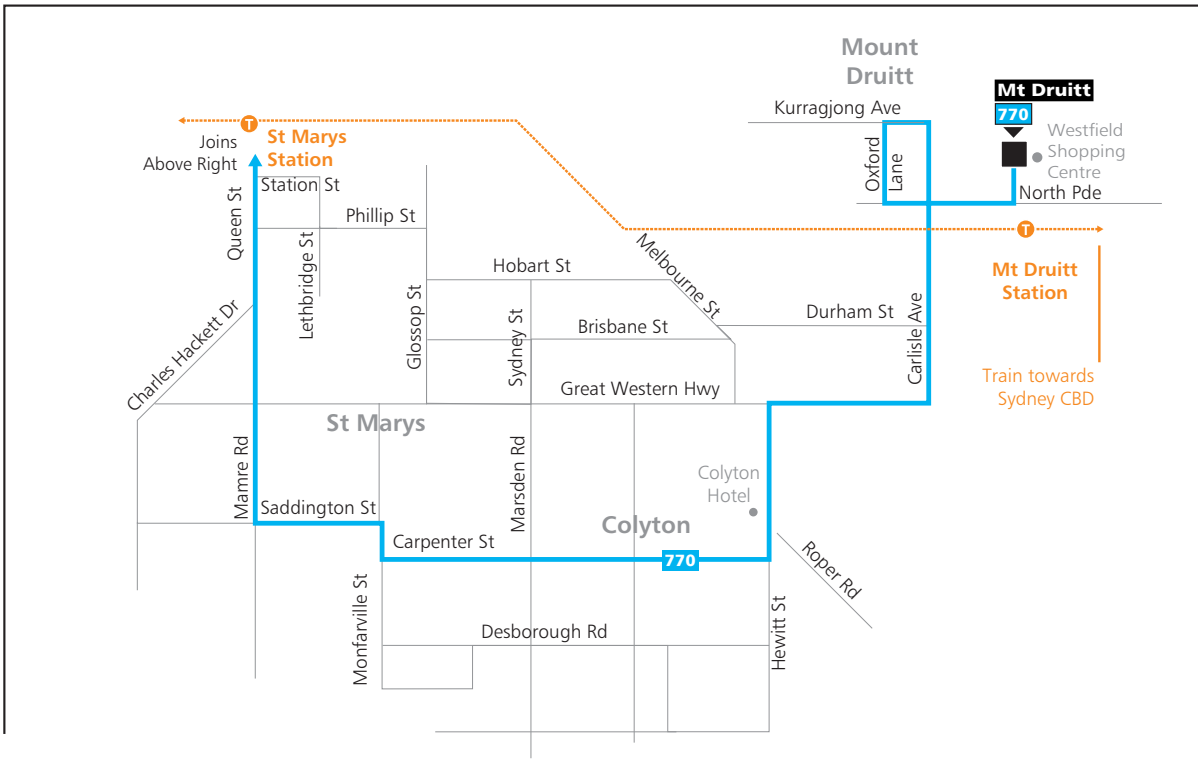
Route 770





Legend

- Bus route
- 770 Bus route number
- Bus route start/finish
- Train line/station

North — Diagrammatic Map Not to Scale

NSW GOVERNMENT Transport

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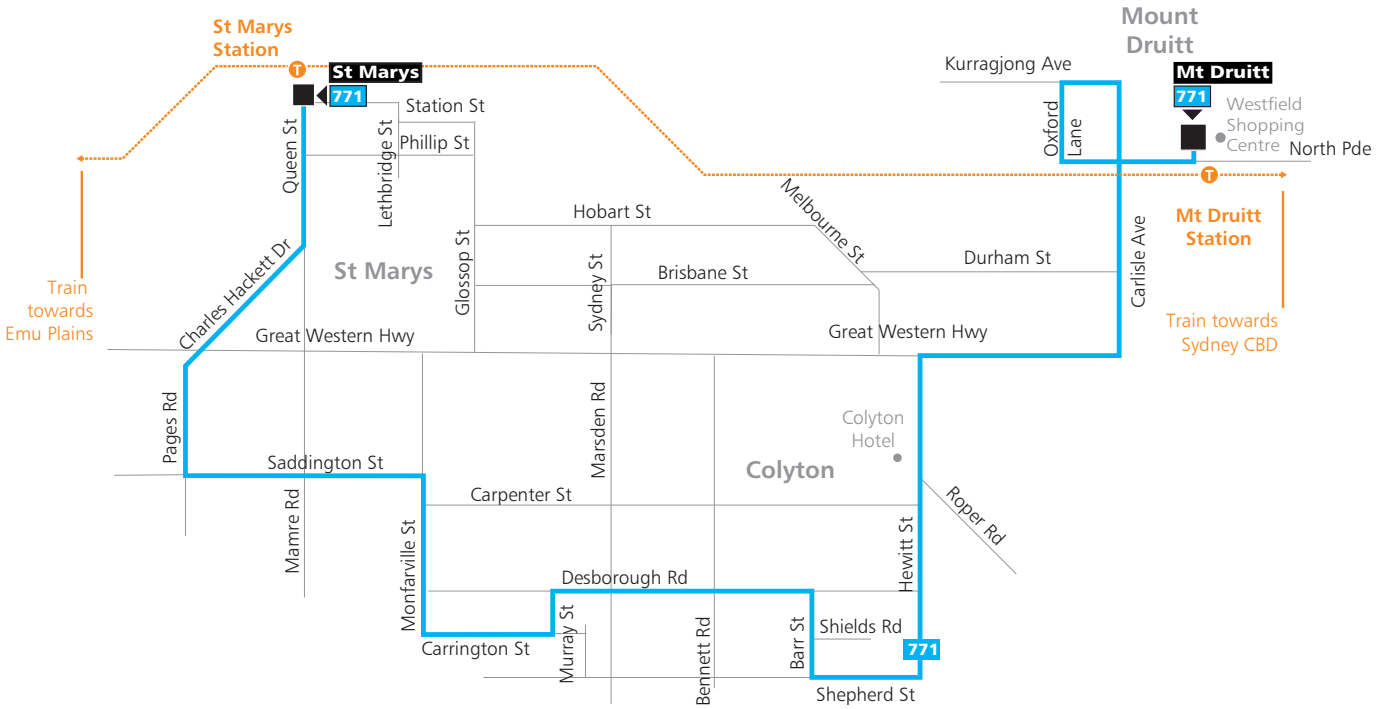
Route 771



Legend

- Bus route
- 771 Bus route number
- Bus route start/finish
- Train line/station

North

Diagrammatic Map
Not to Scale

NSW GOVERNMENT

Transport

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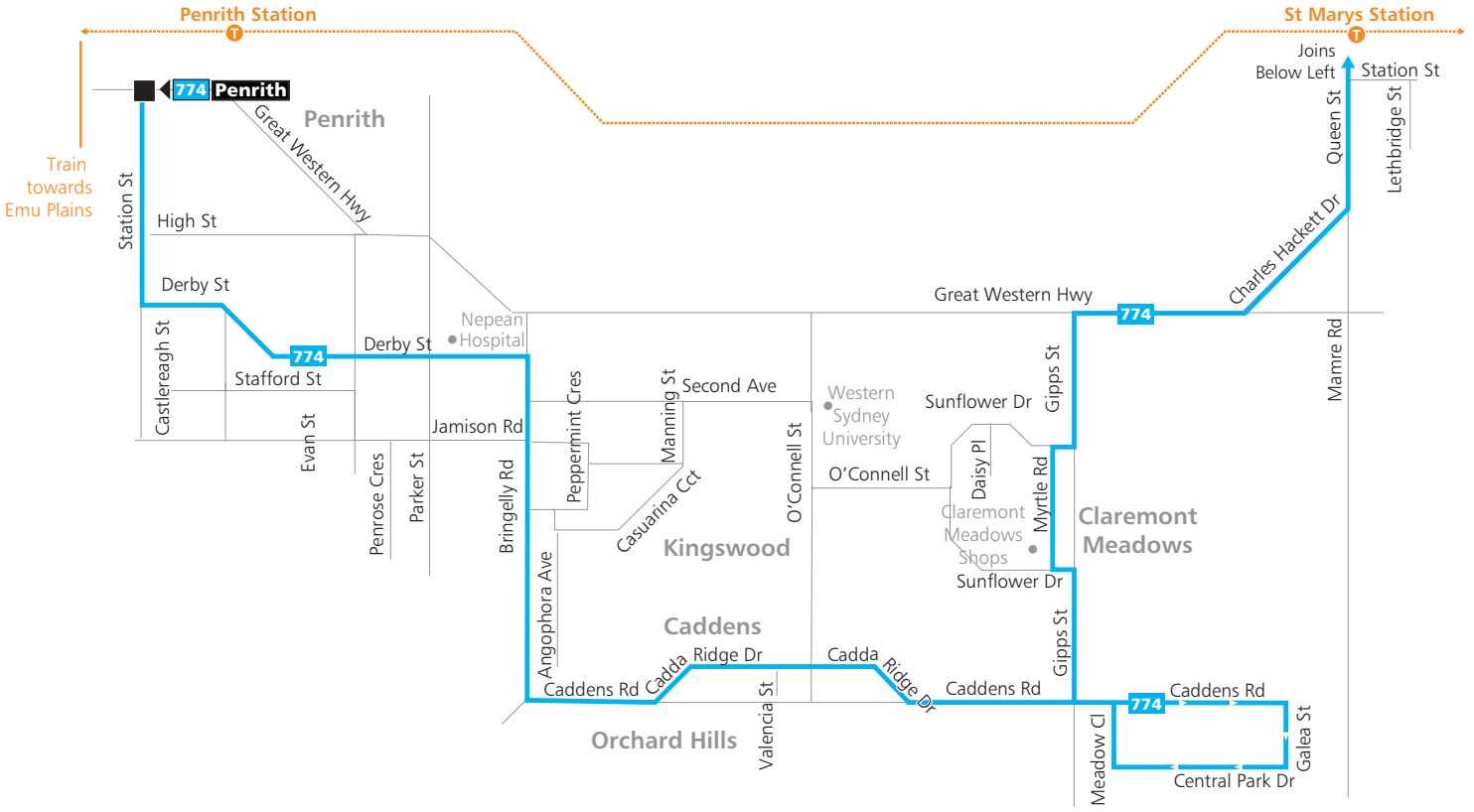
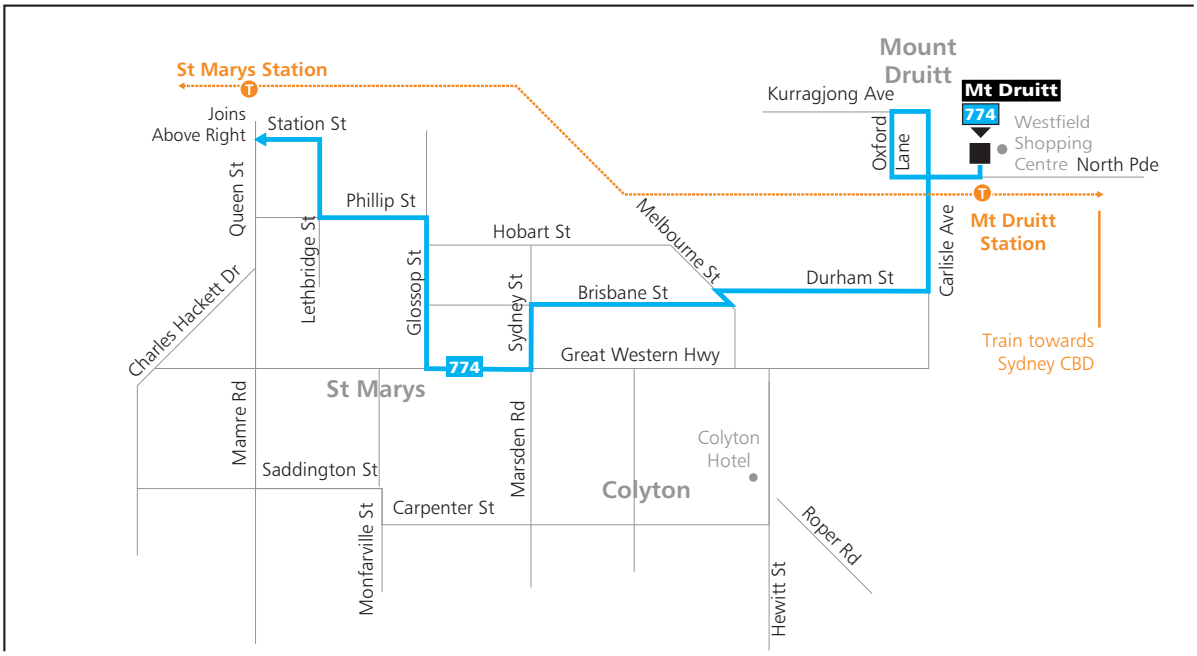
Route 774





Legend

- Bus route
- 774 Bus route number
- Bus route start/finish
- Train line/station

North — Diagrammatic Map Not to Scale

NSW GOVERNMENT Transport

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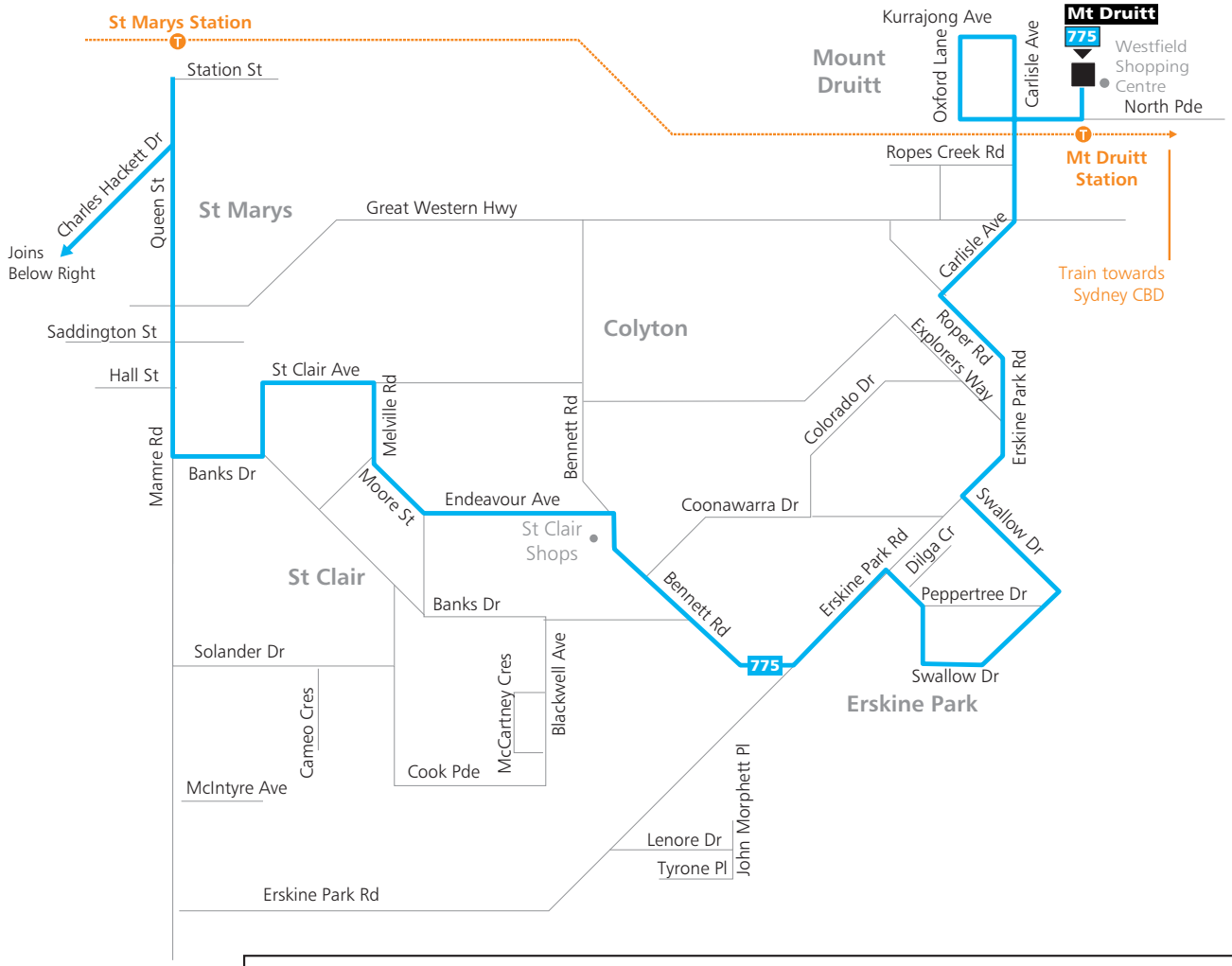
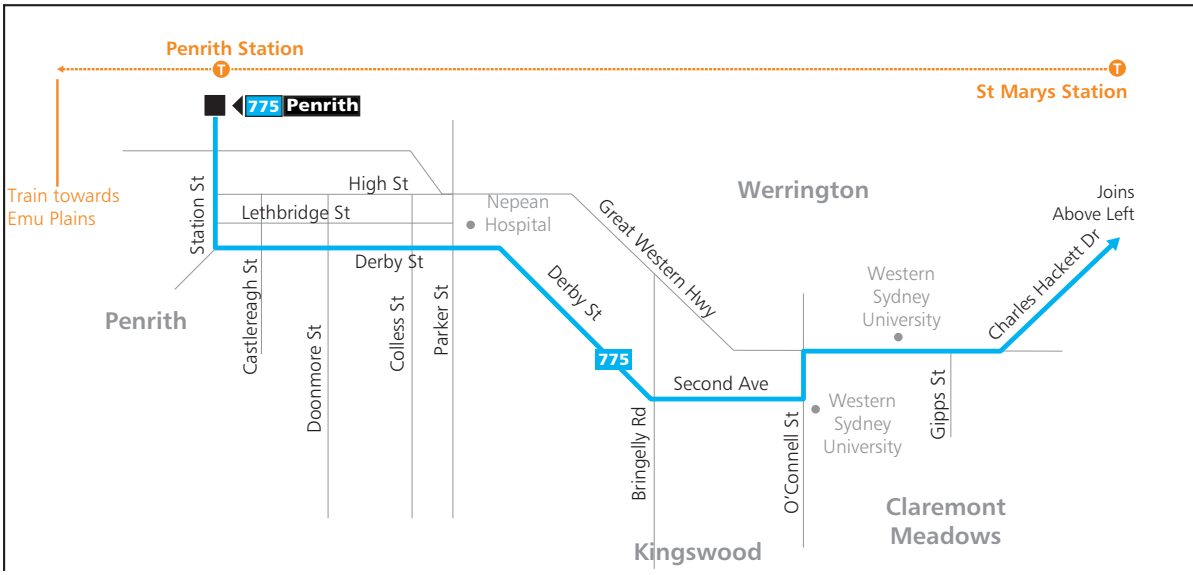
Route 775





Legend

- Bus route
- 775 Bus route number
- Bus route start/finish
- Train line/station

Diagrammatic Map
Not to Scale
North

NSW GOVERNMENT Transport

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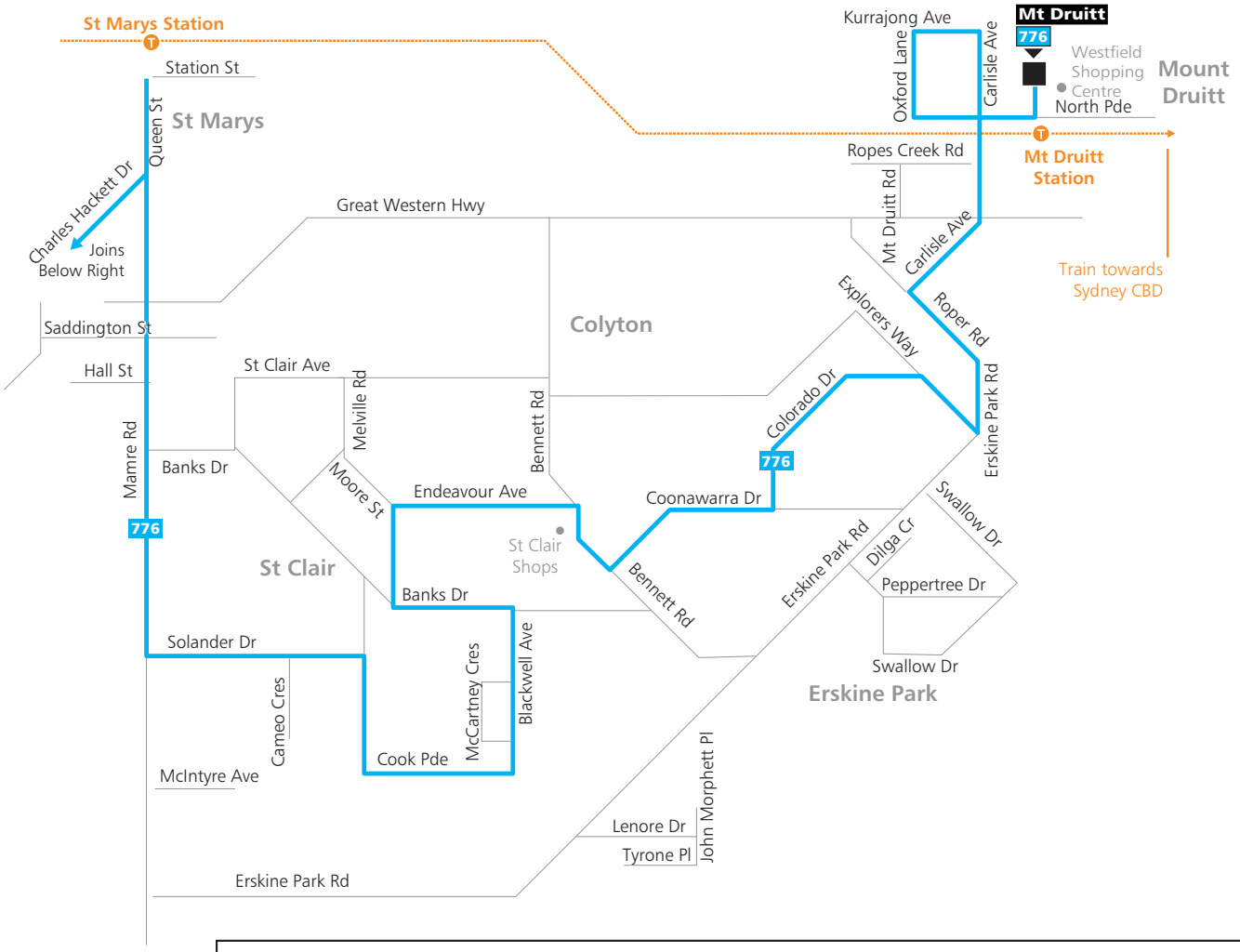
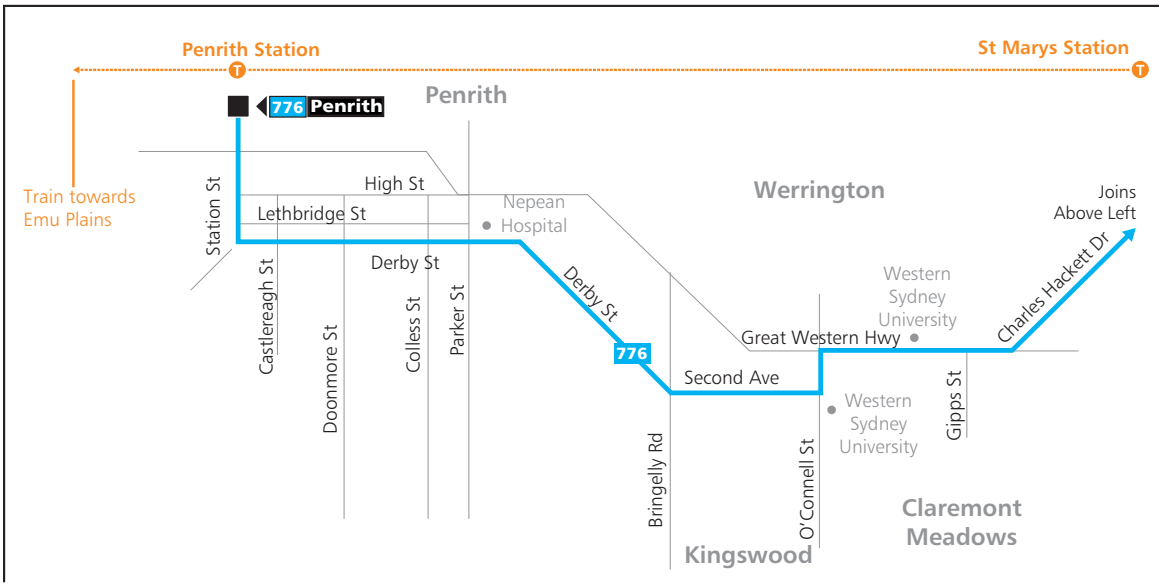
Route 776





Legend

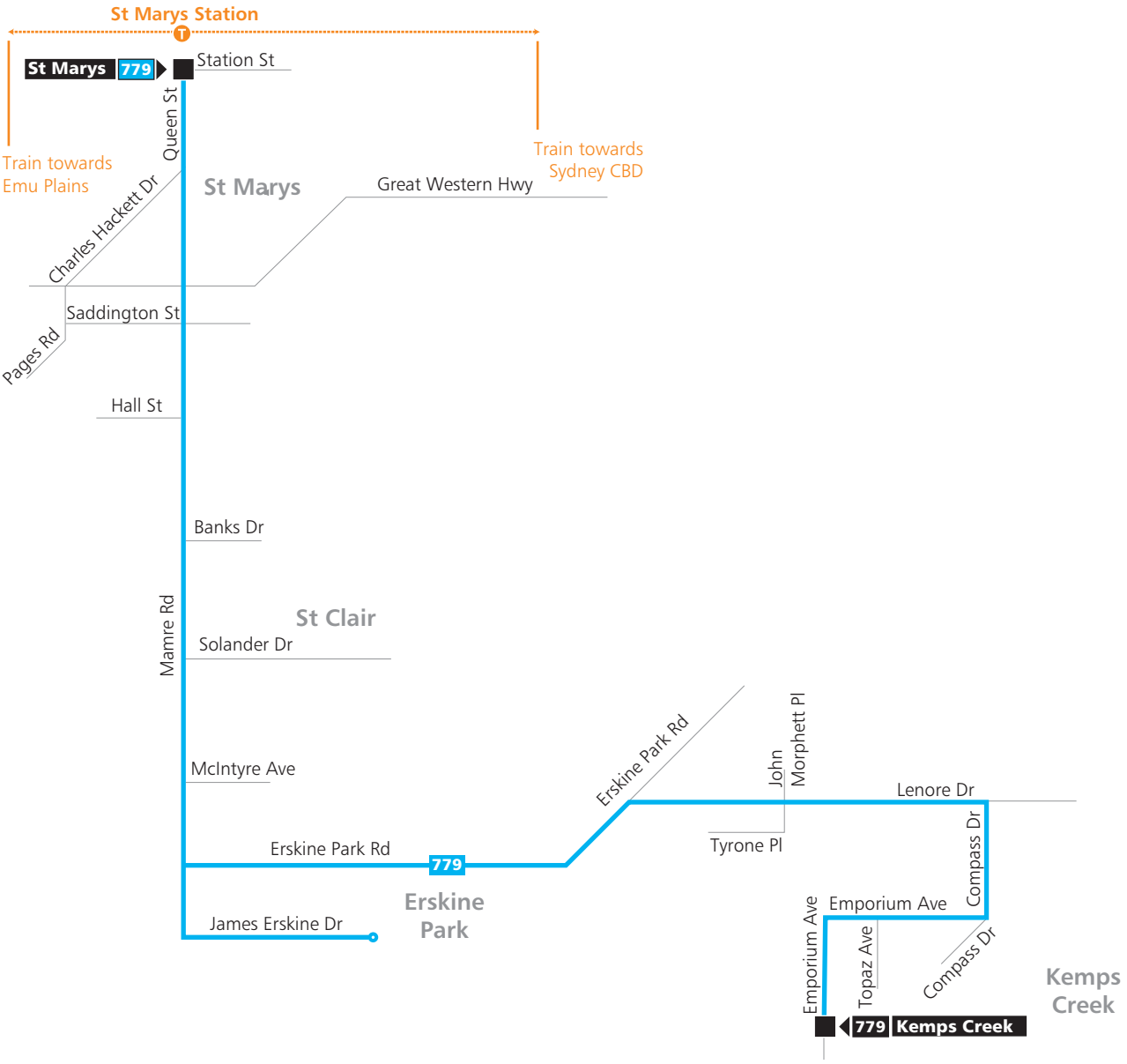
- Bus route
- 776 Bus route number
- Bus route start/finish
- Train line/station

Diagrammatic Map Not to Scale
North

NSW GOVERNMENT Transport

transportnsw.info

Route 779



Legend

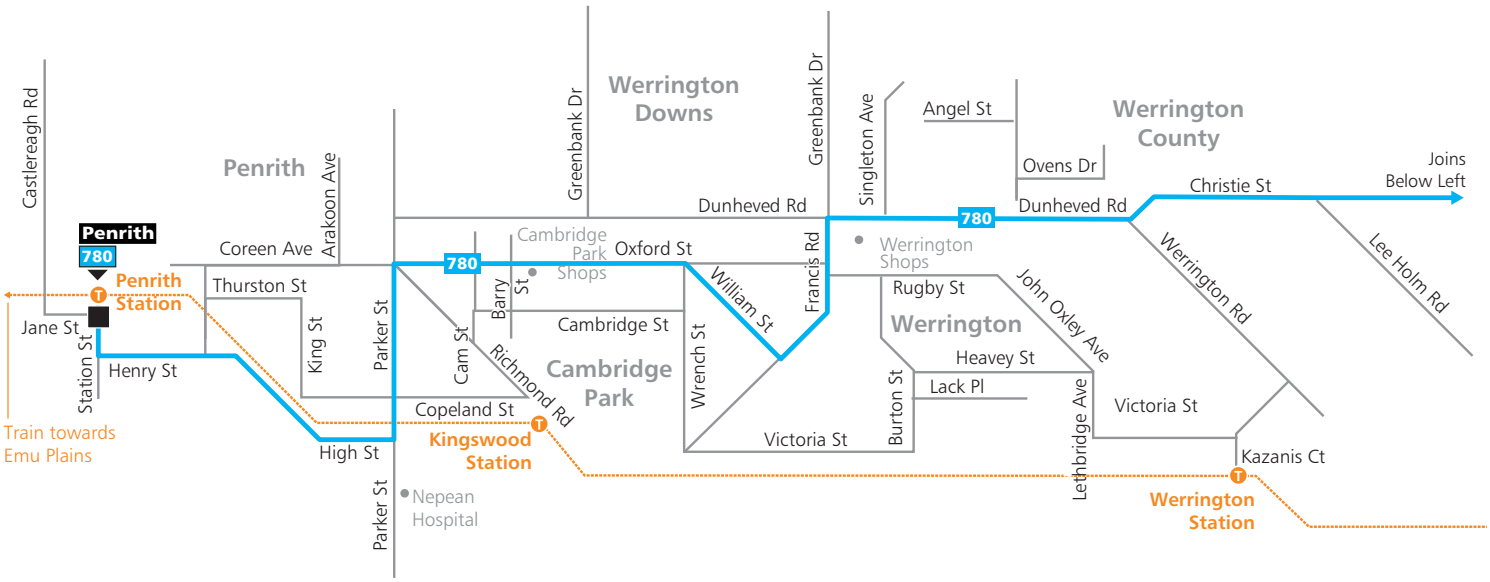
- Bus route
- 779 Bus route number
- Bus route start/finish
- Train line/station

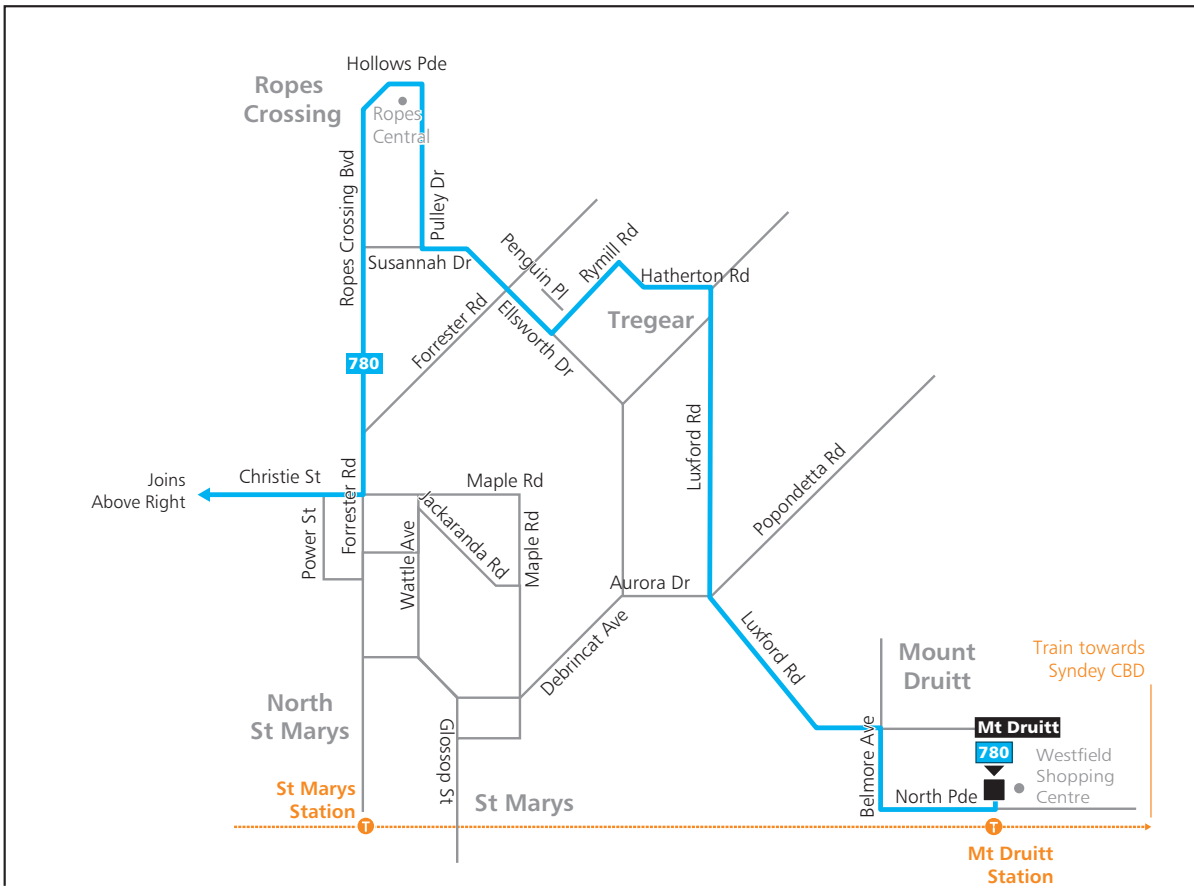
Diagrammatic Map
Not to Scale
North

NSW GOVERNMENT Transport

transportnsw.info

Route 780





Legend

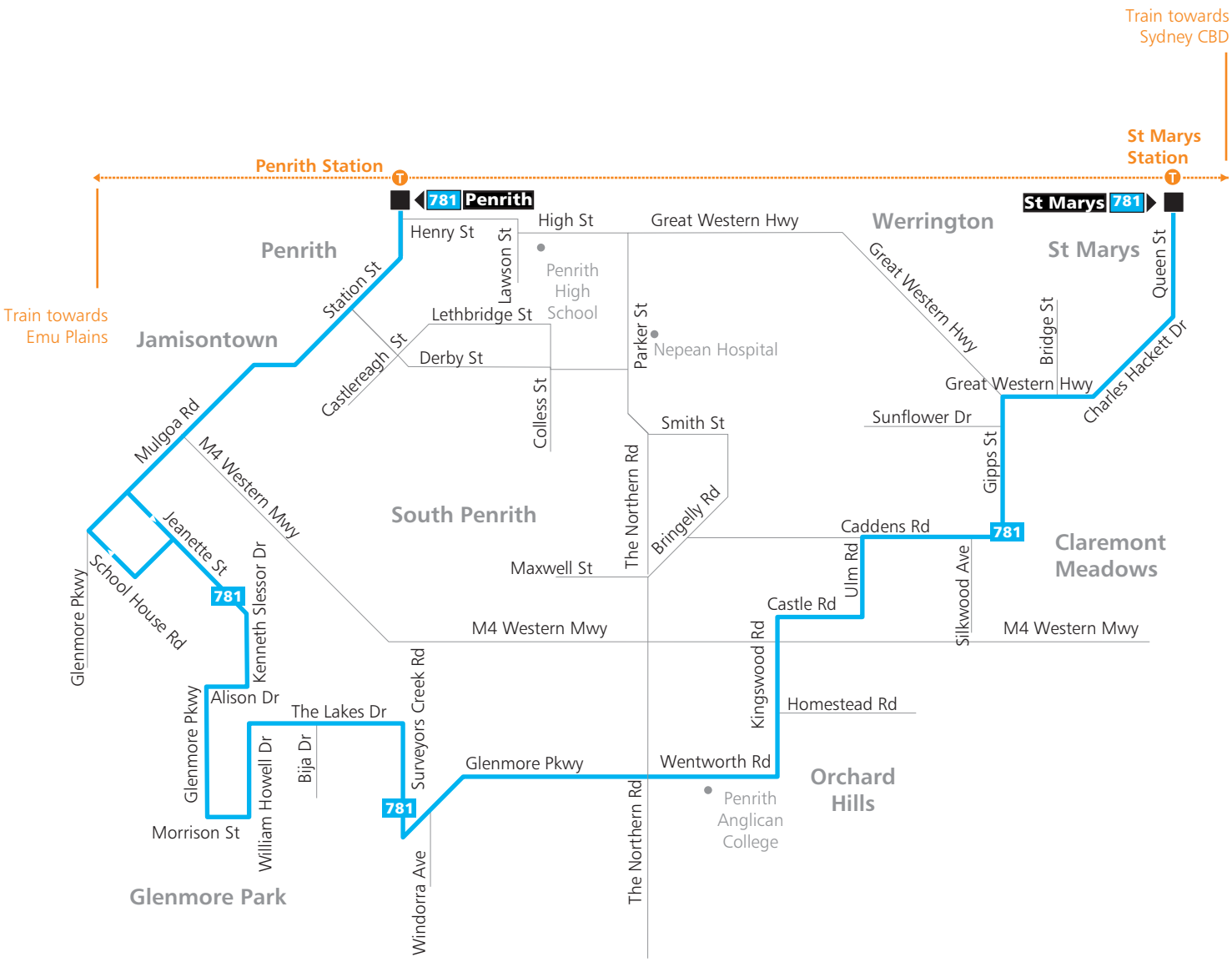
- Bus route
- 780 Bus route number
- Bus route start/finish
- Train line/station

North — Diagrammatic Map Not to Scale

NSW GOVERNMENT Transport

transportnsw.info

Route 781



Legend

- Bus route
- 781 Bus route number
- Bus route start/finish
- Train line/station

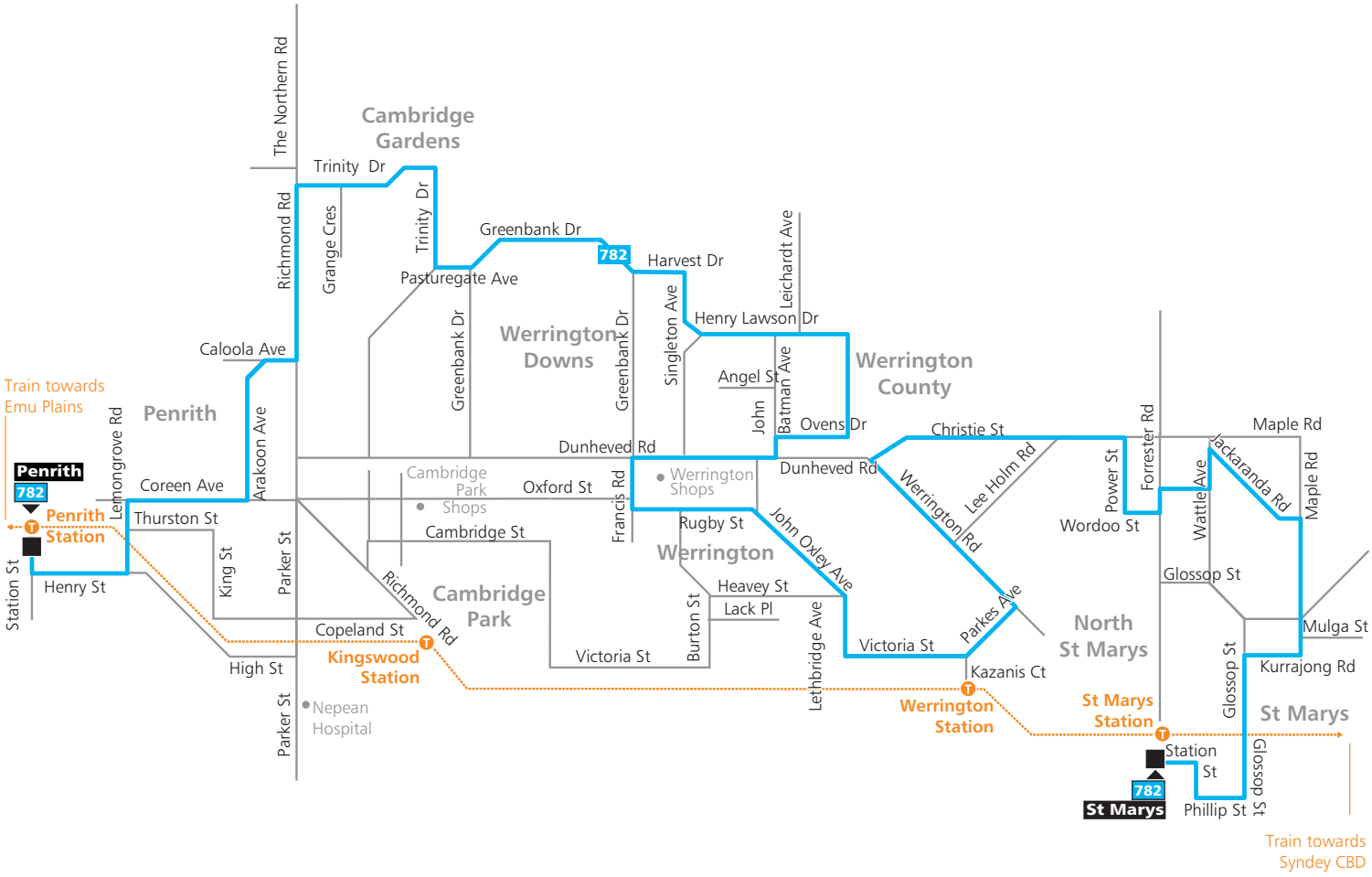
North — Diagrammatic Map Not to Scale

NSW GOVERNMENT Transport

transportnsw.info

Route 782

B



Legend

- Bus route
- 782 Bus route number
- Bus route start/finish
- Train line/station

Diagrammatic Map
Not to Scale
North

NSW GOVERNMENT Transport

transportnsw.info

Appendix 3 – Traffic Guidance Scheme

CERTIFICATION

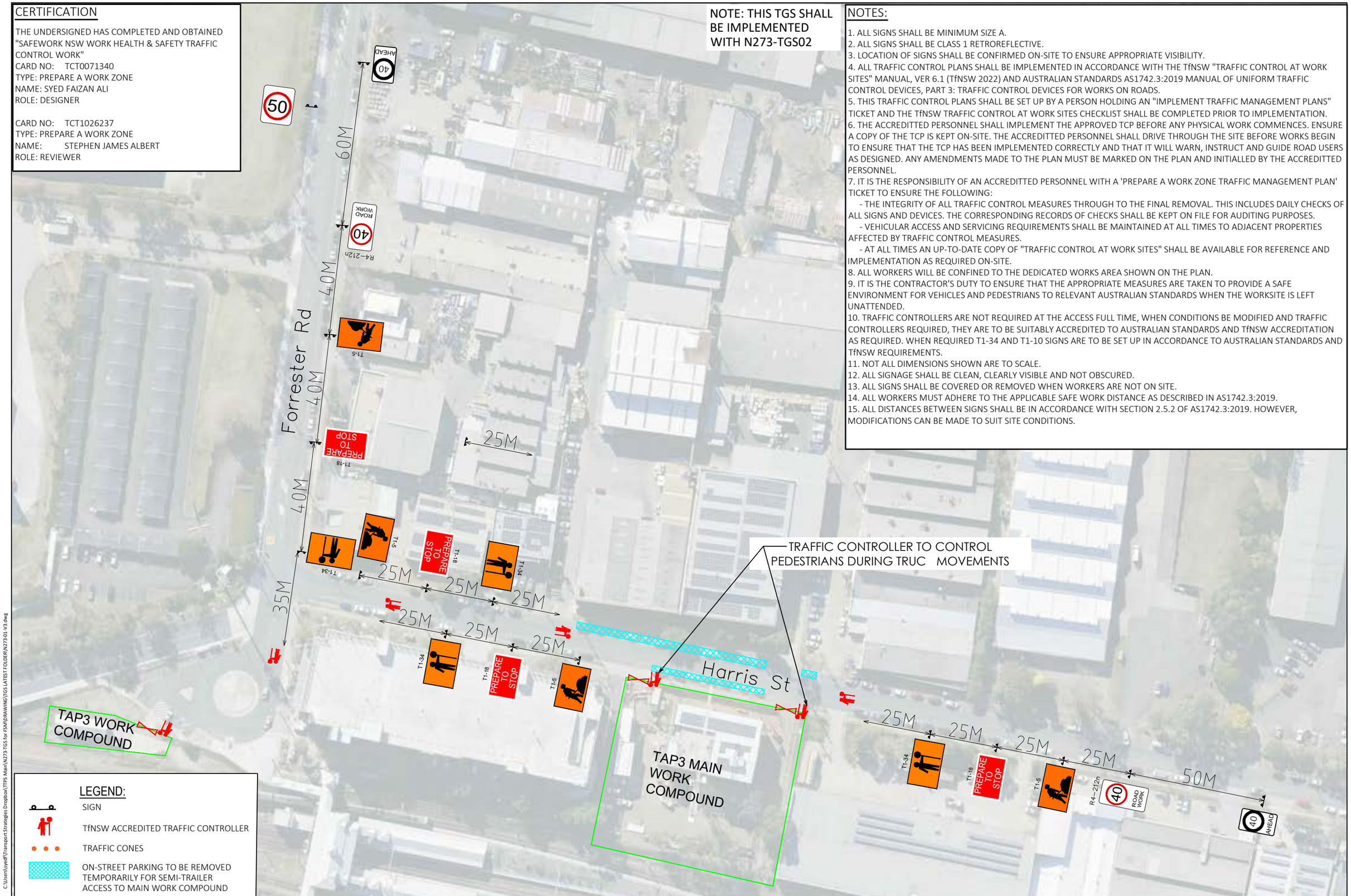
THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"
CARD NO: TCT0071340
TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

NOTE: THIS TGS SHALL BE IMPLEMENTED WITH N273-TGS02

NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
5. THIS TRAFFIC CONTROL PLANS SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
6. THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.
7. IT IS THE RESPONSIBILITY OF AN ACCREDITTED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
   - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TfNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TfNSW REQUIREMENTS.
11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



LEGEND:

- SIGN
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- TRAFFIC CONES
- ON-STREET PARKING TO BE REMOVED TEMPORARILY FOR SEMI-TRAILER ACCESS TO MAIN WORK COMPOUND

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
WOR COMPOUNDS AT HARRIS ST AND FORRESTER ROAD
TRAFFIC GUIDANCE SCHEME FOR SEMI-TRAILER ACCESS
DRAWING REF NO. N273-TGS01A

DESIGNED BY S.ALI
REVIEWED BY S.ALBERT
SCALE A3
NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

C:\Users\syedf\Transport Strategies Dropbox\TPS Main\N273-TGS for FSM\DRAWINGS\TGS LATEST FOLDER\N273-01-V3.dwg

Plotted by Syed Ali

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"

CARD NO: TCT0071340
TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

NOTE: THIS TGS SHALL BE IMPLEMENTED WITH N273-TGS02

NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
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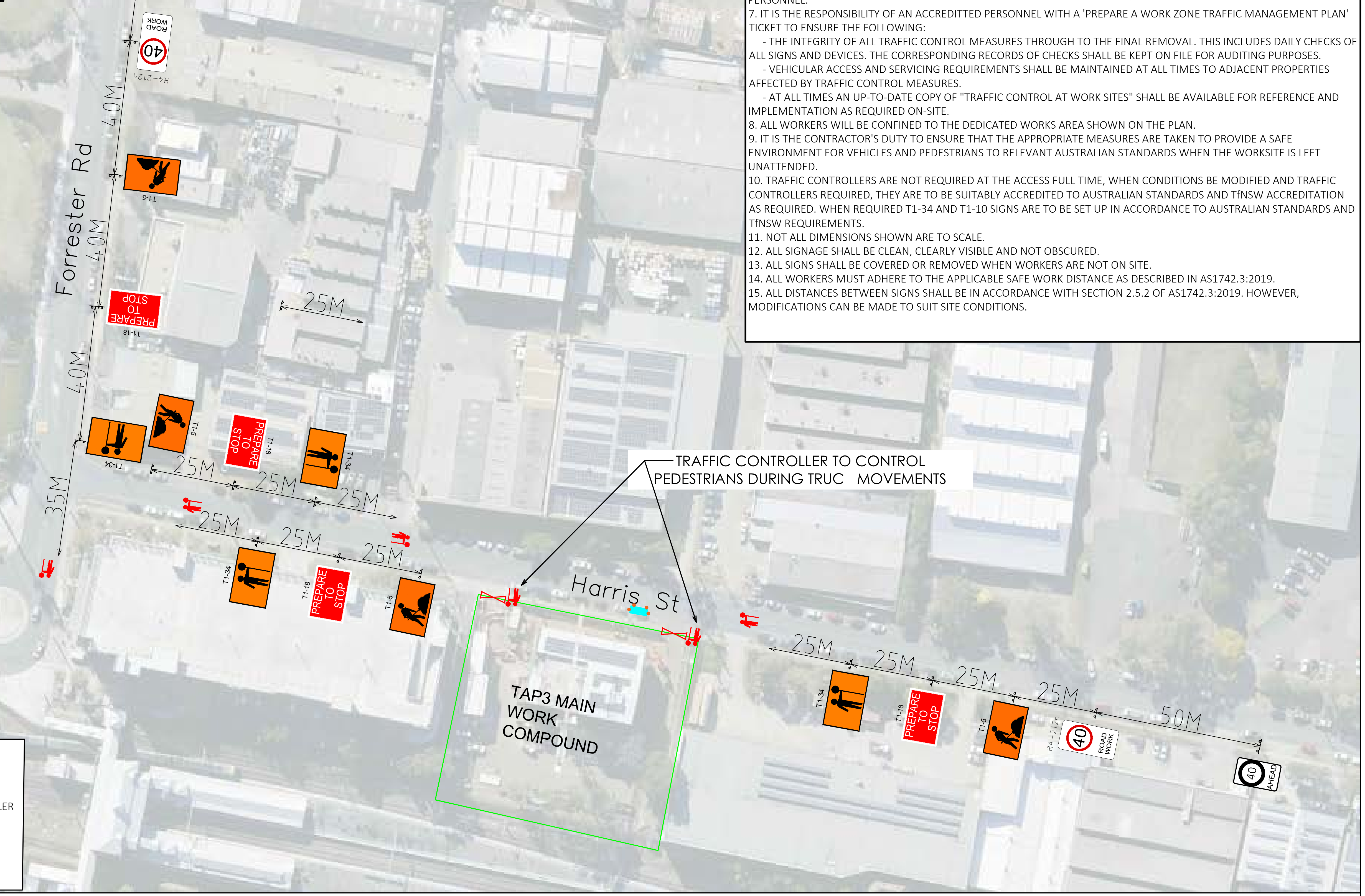
11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



LEGEND:

- SIGN
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- TRAFFIC CONES
- NO PARKING ZONE PROTECTED WITH CONES TO AVOID ILLEGAL PARKING

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Plotted by Syed Ali

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
WOR COMPOUNDS AT HARRIS ST AND FORRESTER ROAD
TRAFFIC GUIDANCE SCHEME - FOR DAILY ACTIVITIES
DRAWING REF NO. N273-TGS01

DESIGNED BY S.ALI
REVIEWED BY S.ALBERT
SCALE A3
NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"
CARD NO: TCT0071340
TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

NOTE: THIS TGS SHALL BE IMPLEMENTED WITH N273-TGS01A OR N273-TGS01 AS RE UIRED

NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
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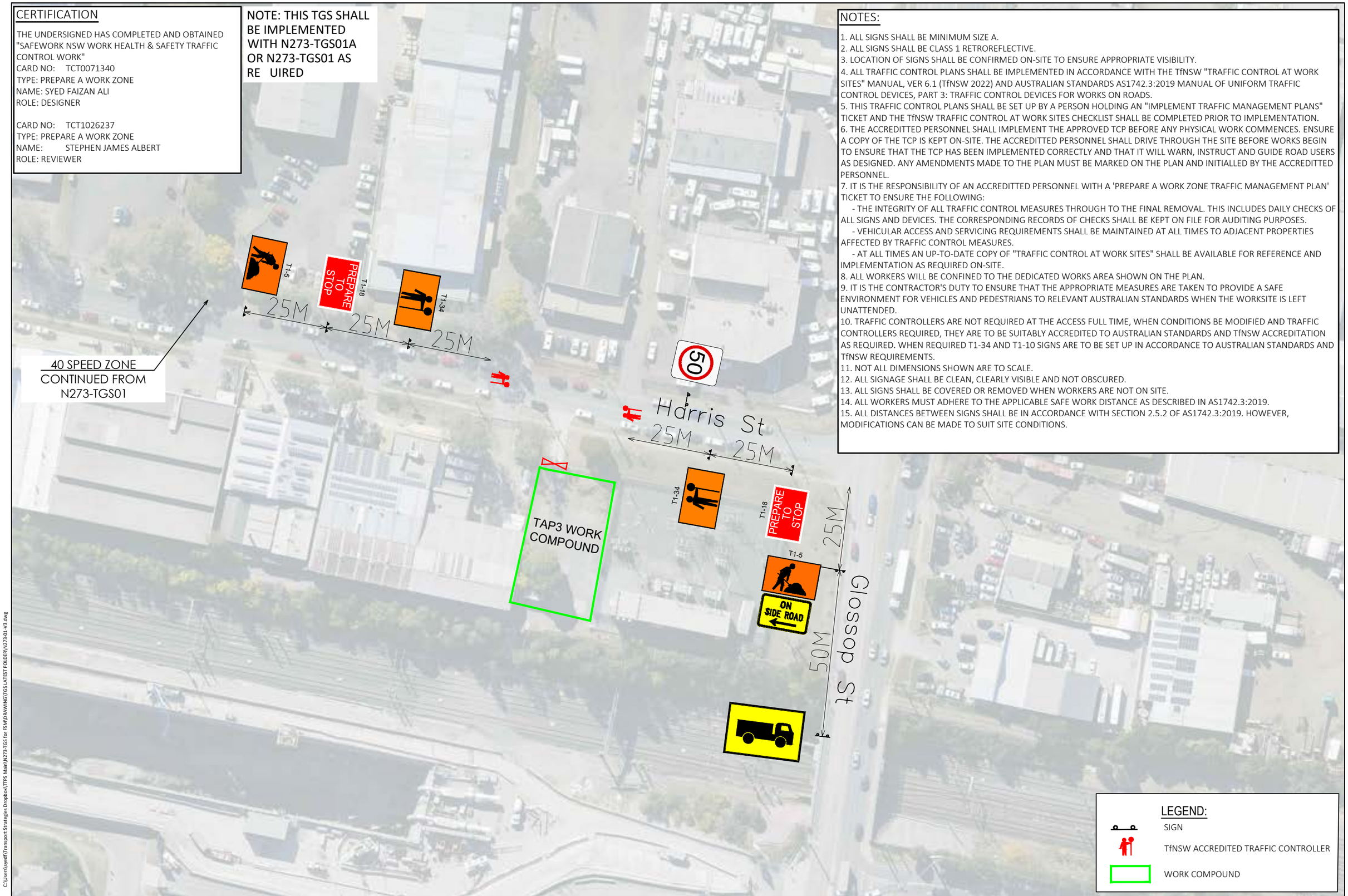

LEGEND:

- SIGN
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- WORK COMPOUND

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
HARRIS ST-GLOSSOP ST
TRAFFIC GUIDANCE SCHEME
DRAWING REF NO. N273-TGS02

DESIGNED BY S.ALI
REVIEWED BY S.ALBERT
SCALE A3
NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

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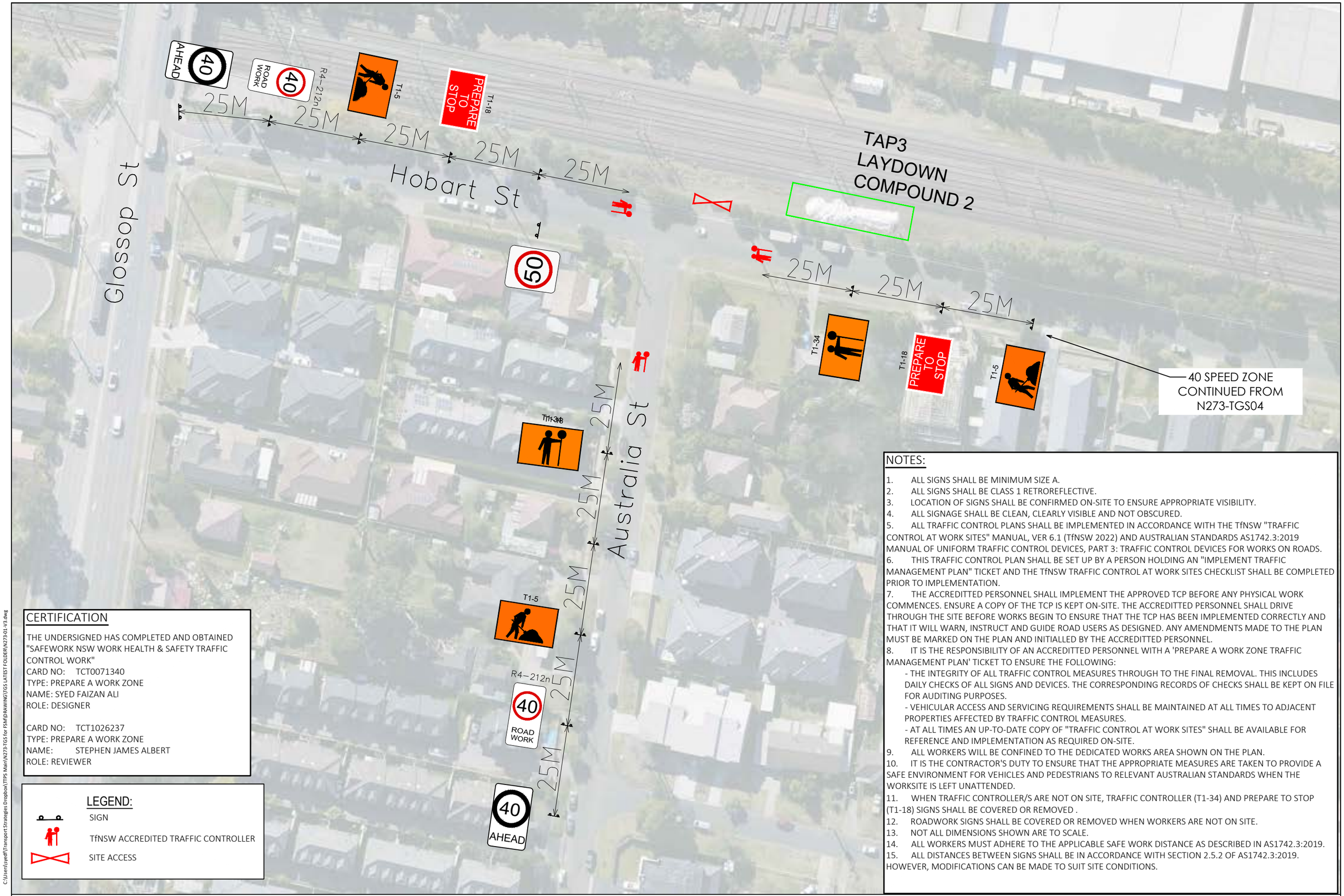
Plotted by Syed Ali



CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"
CARD NO: TCT0071340
TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

LEGEND:

SIGN

TfNSW ACCREDITED TRAFFIC CONTROLLER

SITE ACCESS

NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
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6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.
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9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
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11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED .
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
LAYDOWN COMPOUND 2 AT HOBART ST
TRAFFIC GUIDANCE SCHEME
DRAWING REF NO. N273-TGS03

DESIGNED BY S.ALI
REVIEWED BY S.ALBERT
SCALE A3
NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"
CARD NO: TCT0071340
TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

LEGEND:

SIGN

TfNSW ACCREDITED TRAFFIC CONTROLLER

SITE ACCESS

NOTES:

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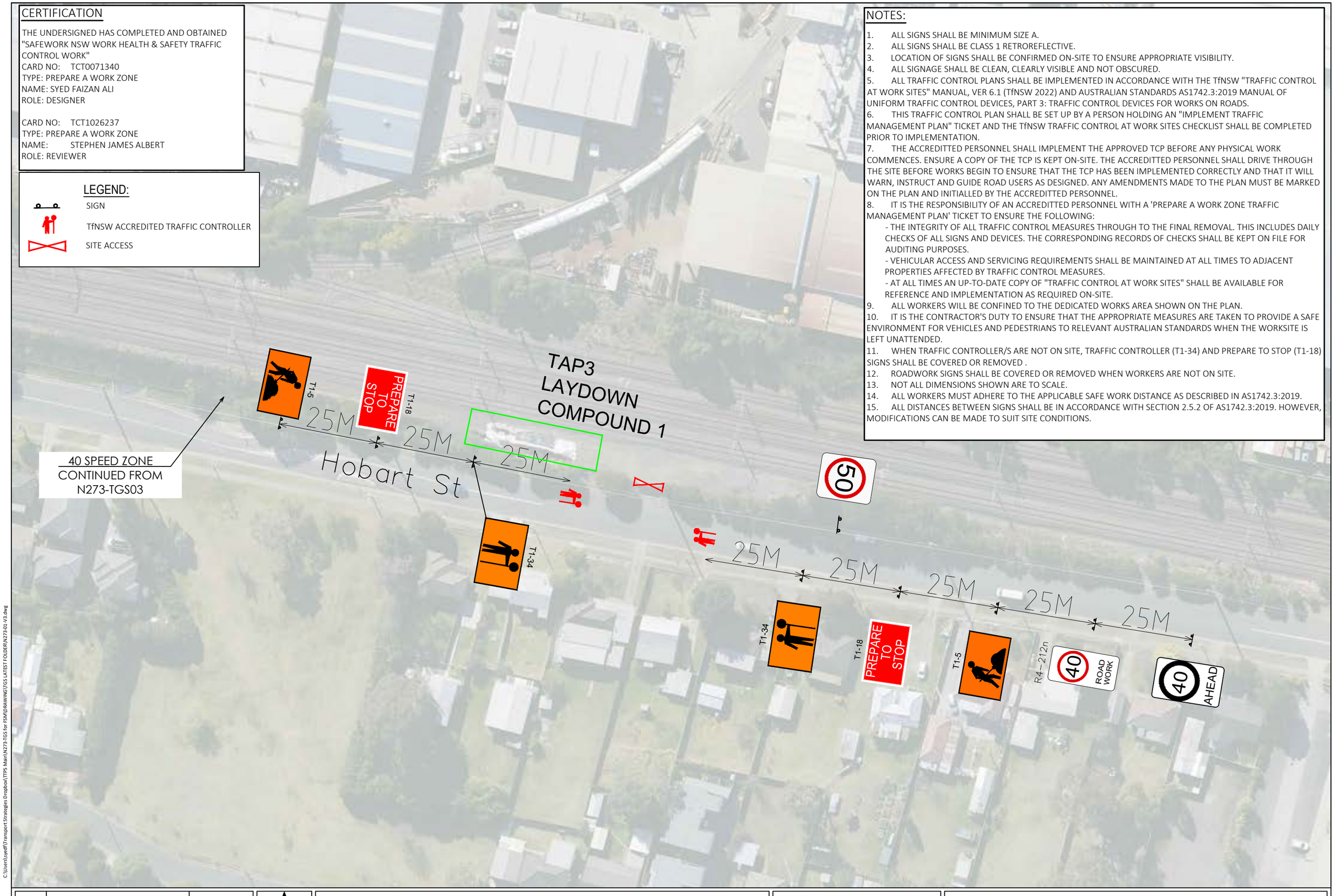
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED .
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
LAYDOWN COMPOUND 1 AT HOBART ST
TRAFFIC GUIDANCE SCHEME
DRAWING REF NO. N273-TGS04

DESIGNED BY	REVIEWED BY
S.ALI	S.ALBERT

SCALE A3 — NTS

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Plotted by Syed Ali

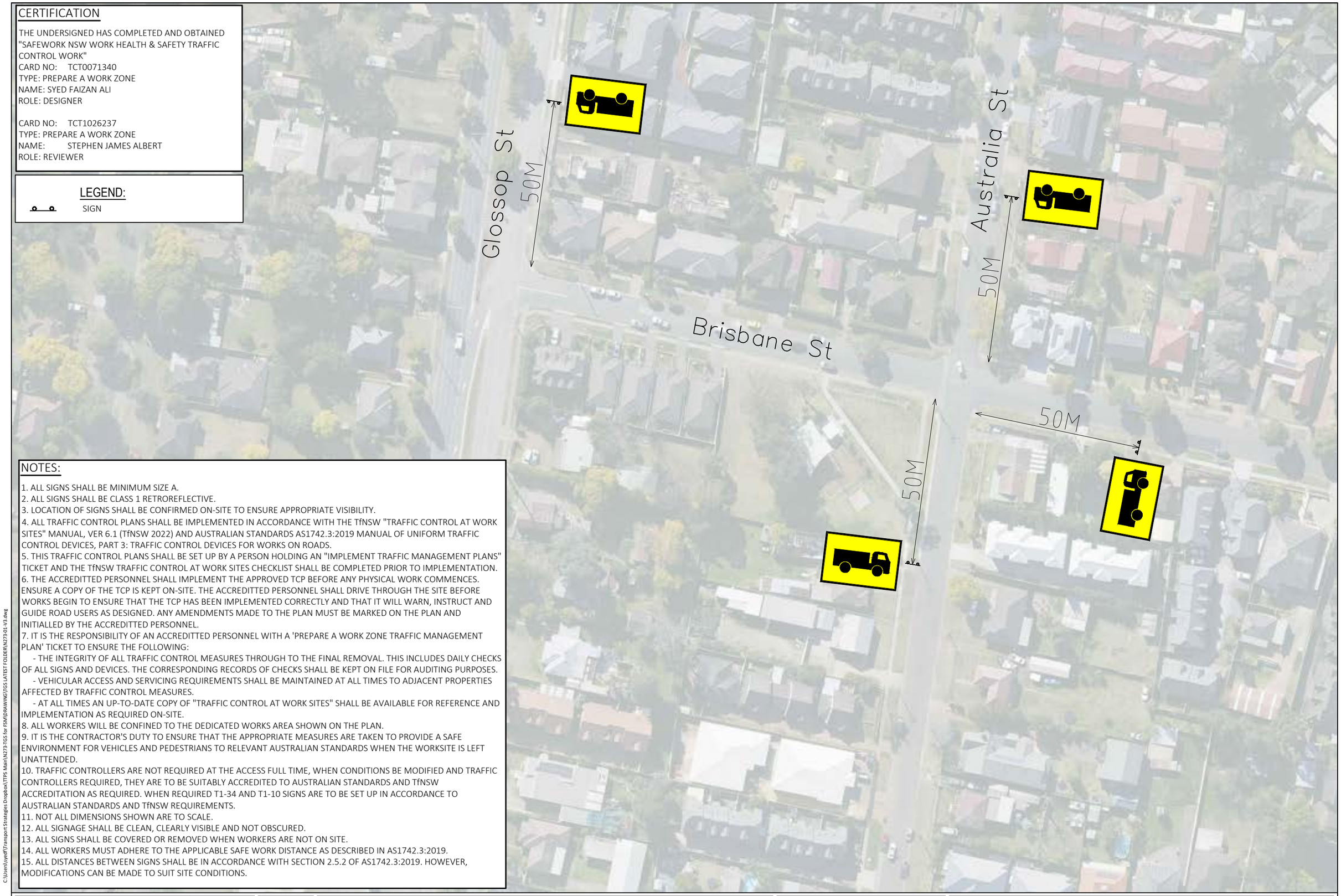
CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"
CARD NO: TCT0071340
TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

LEGEND:

SIGN



NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
5. THIS TRAFFIC CONTROL PLANS SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
6. THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.
7. IT IS THE RESPONSIBILITY OF AN ACCREDITTED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
   - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TfNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TfNSW REQUIREMENTS.
11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
BRISBANE ST- AUSTRALIA ST-GLOSSOP ST
TRAFFIC GUIDANCE SCHEME
DRAWING REF NO. N273-TGS0

DESIGNED BY S.ALI
REVIEWED BY S.ALBERT
SCALE A3
NTS

TRAFEK
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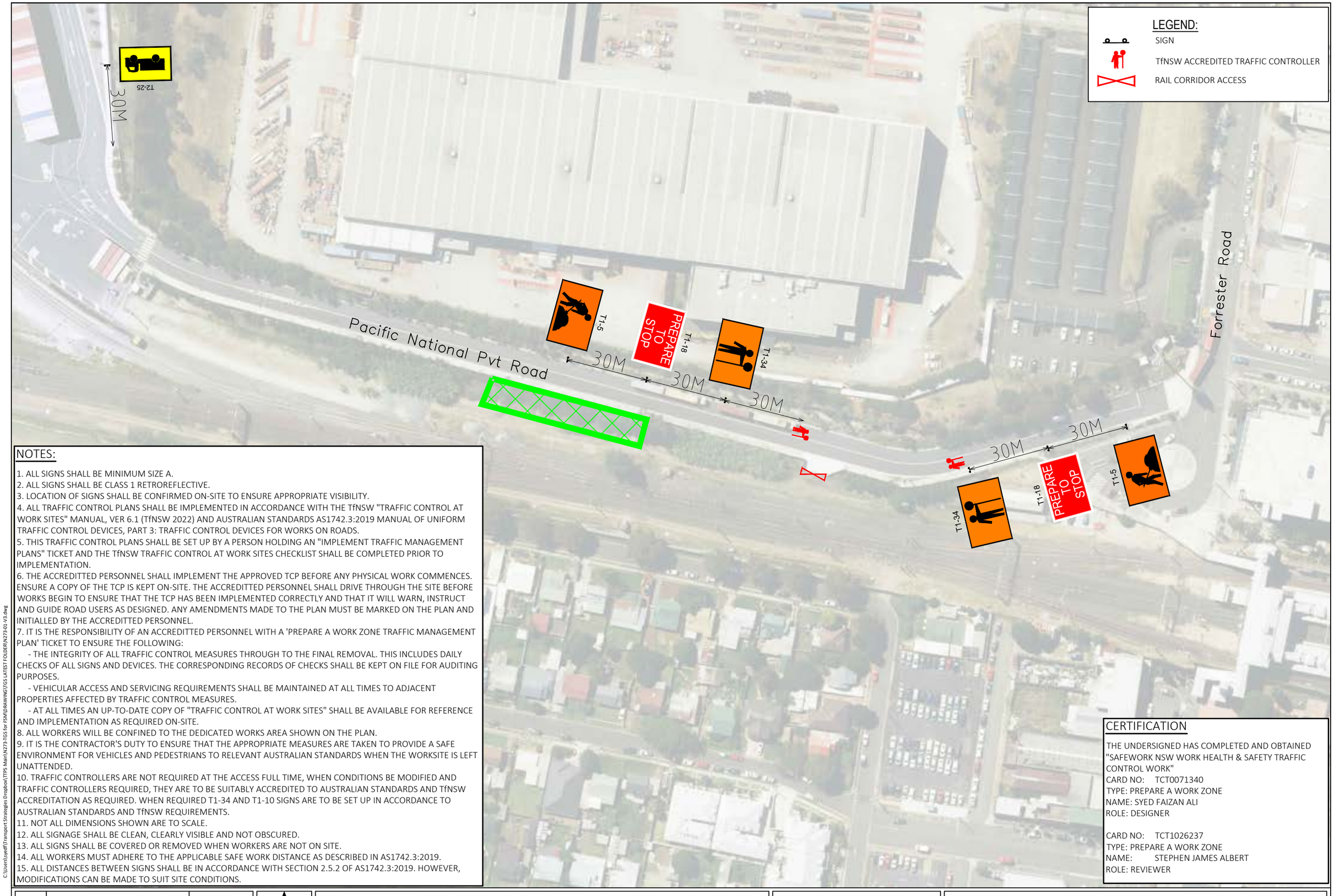
Plotted by Syed Ali



NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
5. THIS TRAFFIC CONTROL PLANS SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
6. THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.
7. IT IS THE RESPONSIBILITY OF AN ACCREDITTED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
   - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TfNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TfNSW REQUIREMENTS.
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CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"
CARD NO: TCT0071340
TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
ACCESS TO RAIL CORRIDOR VIA PACIFIC NATIONAL PVT ROAD
TRAFFIC GUIDANCE SCHEME
DRAWING REF NO. N273-TGS06

DESIGNED BY S.ALI
REVIEWED BY S.ALBERT
SCALE A3
NTS

TRAFEK
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Website: www.trafek.com.au

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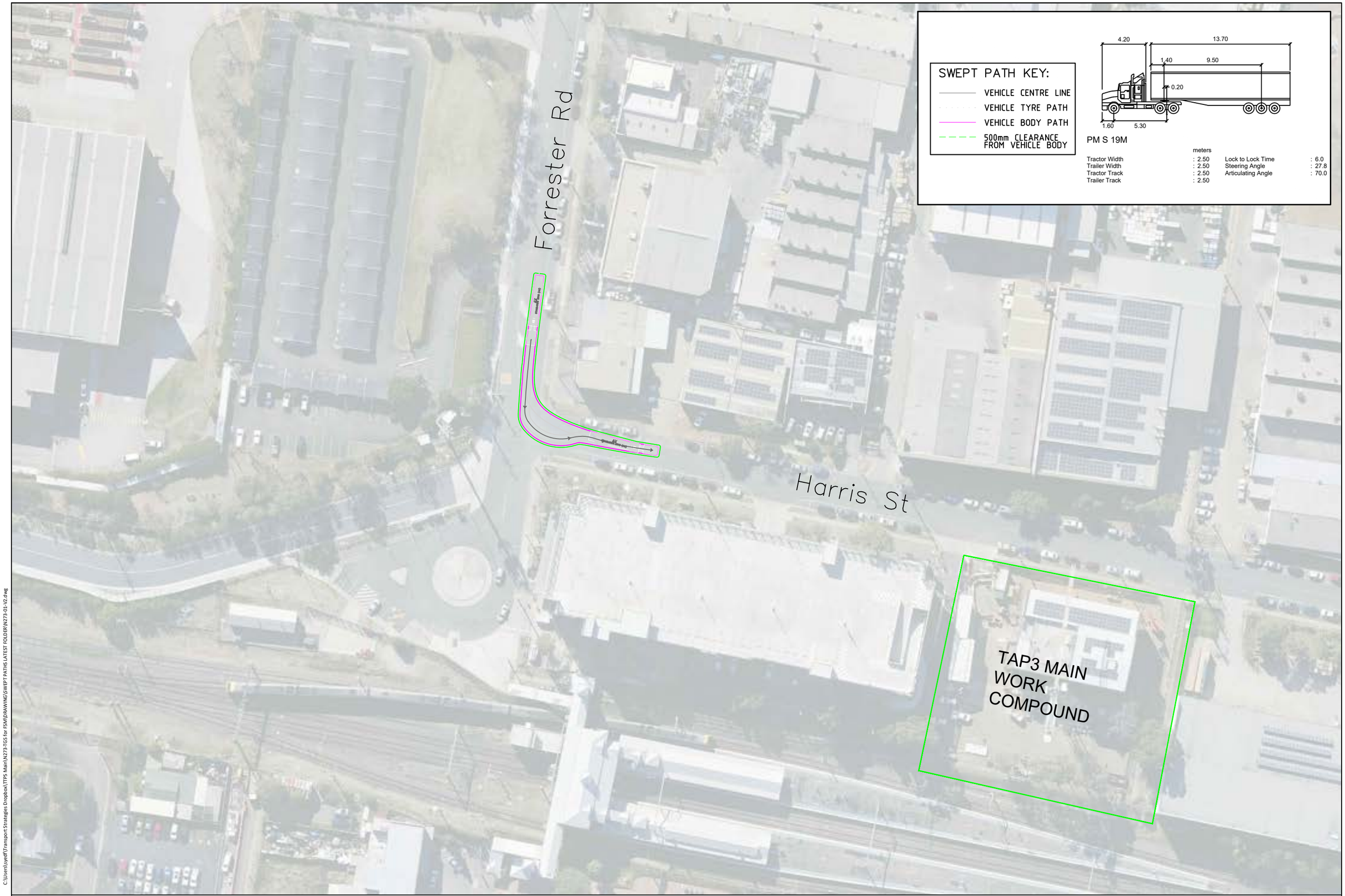
Plotted by Syed Ali

Appendix 4 – Swept Path Assessment



SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

PM S 19M

meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

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Plotted by Syed Afi

REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	30/10/2023

ST MARYS FOOTBRIDGE
19M LONG SEMI-TRAILER ENTERING MAIN WORK COMPOUND VIA HARRIS ST
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP01

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT

SCALE A3
NTS

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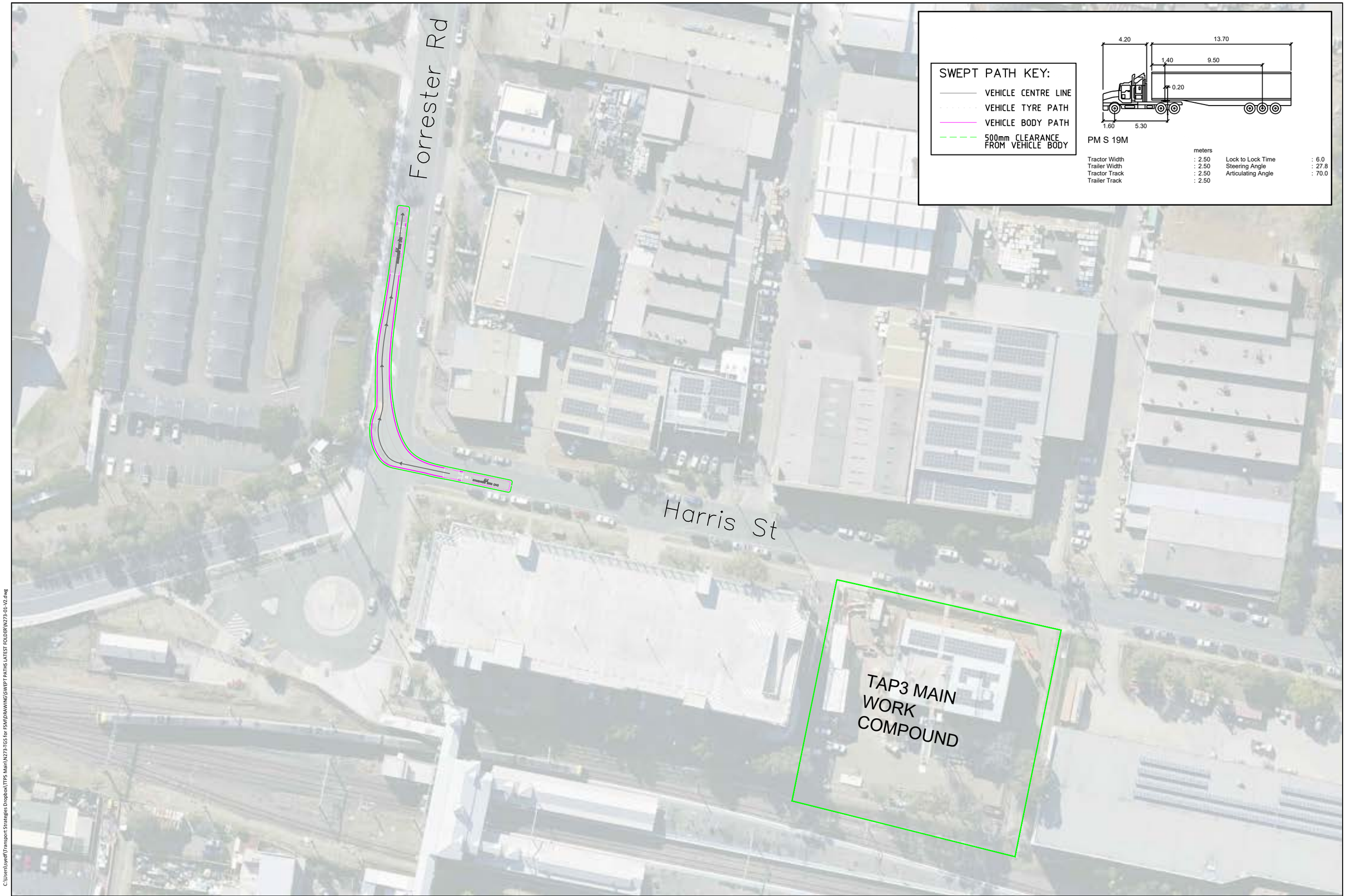

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

PM S 19M

meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	30/10/2023

ST MARYS FOOTBRIDGE
19M LONG SEMI-TRAILER EXITING MAIN WORK COMPOUND ONTO HARRIS ST
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP02

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT
SCALE A3
NTS

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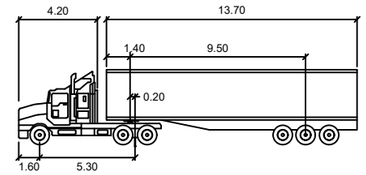
Plotted by Syed Ali

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



PM S 19M

meters			
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

AV STANDARDS 2002 (AU)

AV STANDARDS 2002 (AU)

AV STANDARDS 2002 (AU)

AV STANDARDS 2002 (AU)

ON-STREET PARKING SPACES WILL BE TEMPORARIL REMOVED. REFER TO FIGURE 19 OF THE CTPMP TO SEE THE EXTENT OF TEMPORAR ON-STREET PARKING REMOVAL

Harris St

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Plotted by Syed Ali

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
19M LONG SEMI-TRAILER REVERSING INTO MAIN WORK COMPOUND VIA WESTERN GATE
SWEPT PATH ASSESSMENT

DRAWING REF NO. N273-SP03

DESIGNED BY S.ALI

REVIEWED BY S.VINCENT

SCALE A3

NTS

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Harris St

AV
STANDARDS 2002 (AU)

AV
STANDARDS 2002 (AU)

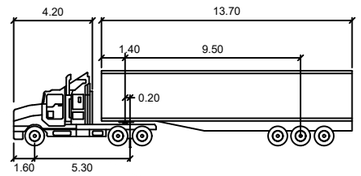
AV
STANDARDS 2002 (AU)

AV
STANDARDS 2002 (AU)

ON-STREET PARKING SPACES WILL BE TEMPORARIL REMOVED. REFER TO FIGURE 19 OF THE CTPMP TO SEE THE EXTENT OF TEMPORAR ON-STREET PARKING REMOVAL

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



PM S 19M

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

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Plotted by Syed Ali

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
19M LONG SEMI-TRAILER REVERSING INTO MAIN WORK COMPOUND VIA EASTERN GATE
SWEPT PATH ASSESSMENT

DRAWING REF NO. N273-SP04

DESIGNED BY	REVIEWED BY
S.ALI	S.VINCENT

SCALE A3 — NTS

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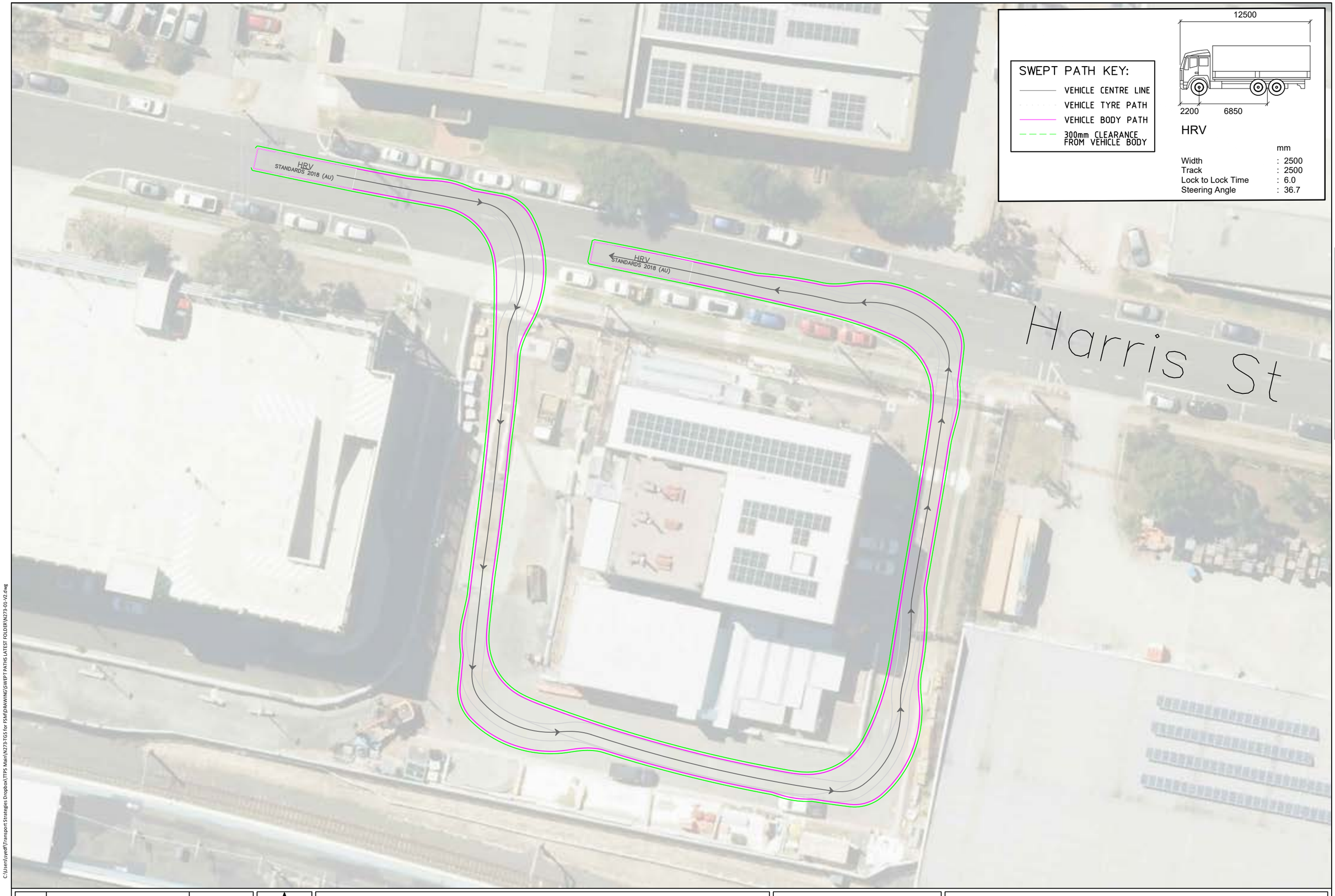

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
12.5M LONG HRV TRUCK ACCESSING THE MAIN WORK COMPOUND VIA WESTERN GATE
SWEPT PATH ASSESSMENT

DRAWING REF NO. N273-SP05

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT

SCALE A3 NTS

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Website: www.trafek.com.au

Plotted by Syed Ali

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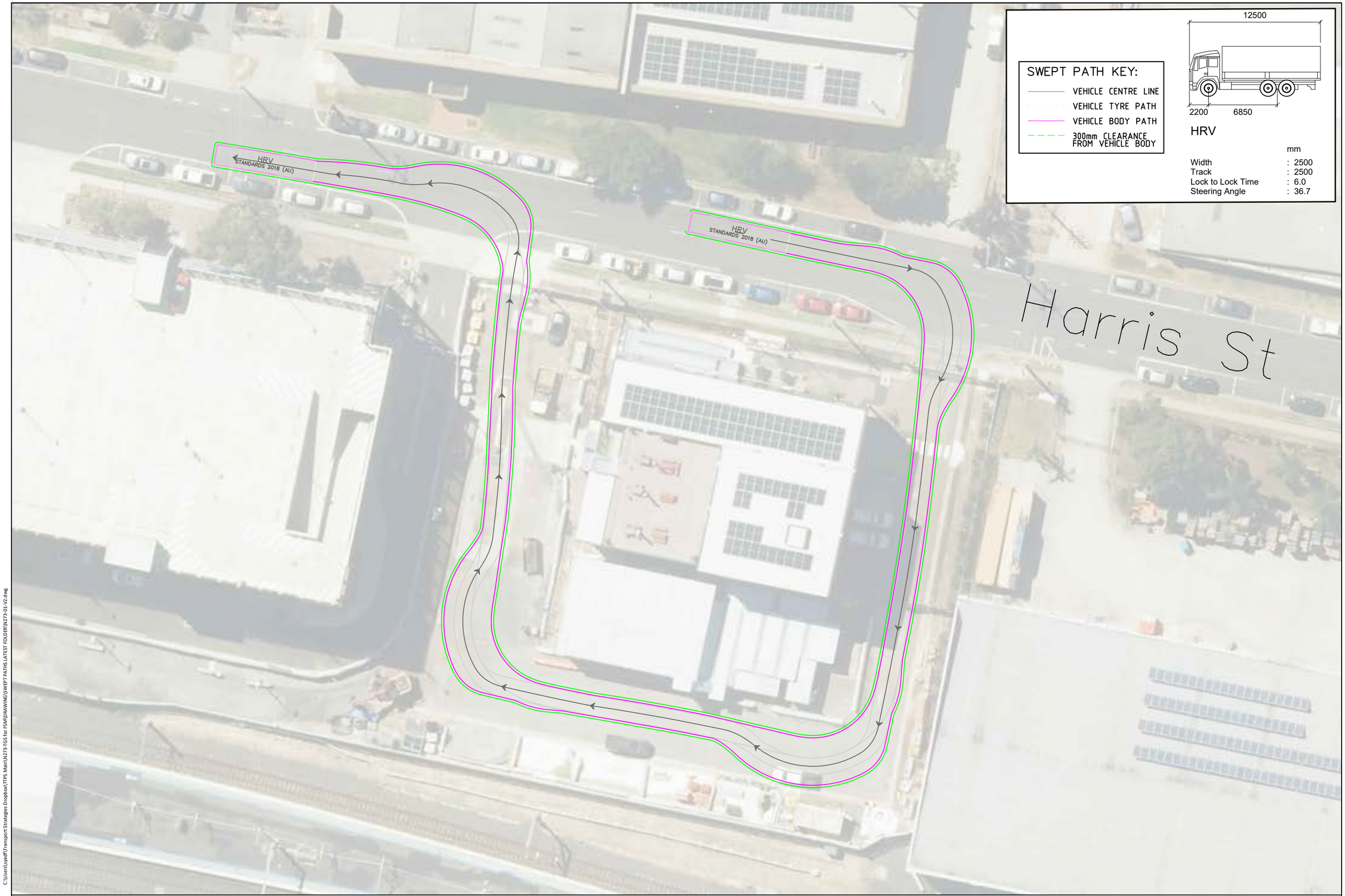

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
12.5M LONG HRV TRUCK ACCESSING THE MAIN WORK COMPOUND VIA EASTERN GATE
SWEPT PATH ASSESSMENT

DRAWING REF NO. N273-SP0

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT

SCALE A3 NTS

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Website: www.trafek.com.au

Plotted by Syed Ali

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Plotted by Syed Ali

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
19M LONG TRUCK AND DOG ACCESSING THE RAIL CORRIDOR VIA PACIFIC NATIONAL PVT ROAD
SWEPT PATH ASSESSMENT

DRAWING REF NO. N273-SP07

DESIGNED BY	REVIEWED BY
S.ALI	S.VINCENT

SCALE A3 NTS

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Website: www.trafek.com.au

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
12.5M LONG HRV TRUCK ACCESSING THE RAIL CORRIDOR VIA PACIFIC NATIONAL PVT ROAD
SWEPT PATH ASSESSMENT

DRAWING REF NO. N273-SP08

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT

SCALE A3 NTS

TRAFEK
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Website: www.trafek.com.au

Plotted by Syed Ali

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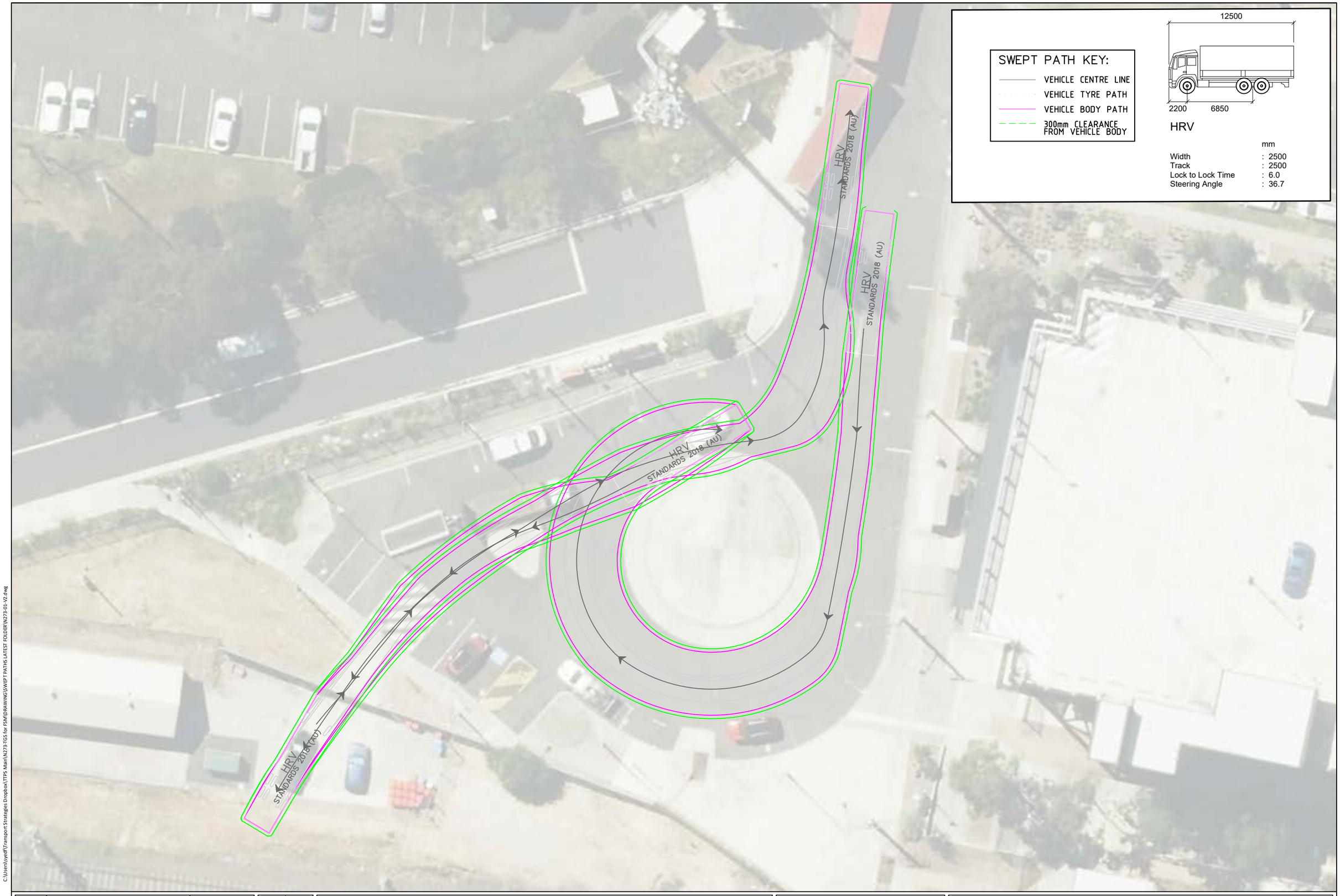

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
12.5M LONG HRV TRUCK ACCESSING THE WORK COMPOUND
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP09

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT
SCALE A3
NTS

TRAFEK
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Website: www.trafek.com.au

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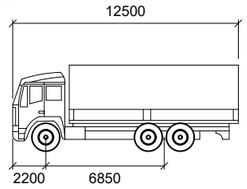
Plotted by Syed Ali

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

ON-STREET PARKING SPACES WILL BE TEMPORARIL REMOVED. REFER TO FIGURE 19 OF THE CTPMP TO SEE THE EXTENT OF TEMPORAR ON-STREET PARKING REMOVAL

Harris St

GLOSSOP ST

HRV STANDARDS 2018 (AU)

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Plotted by Syed Ali

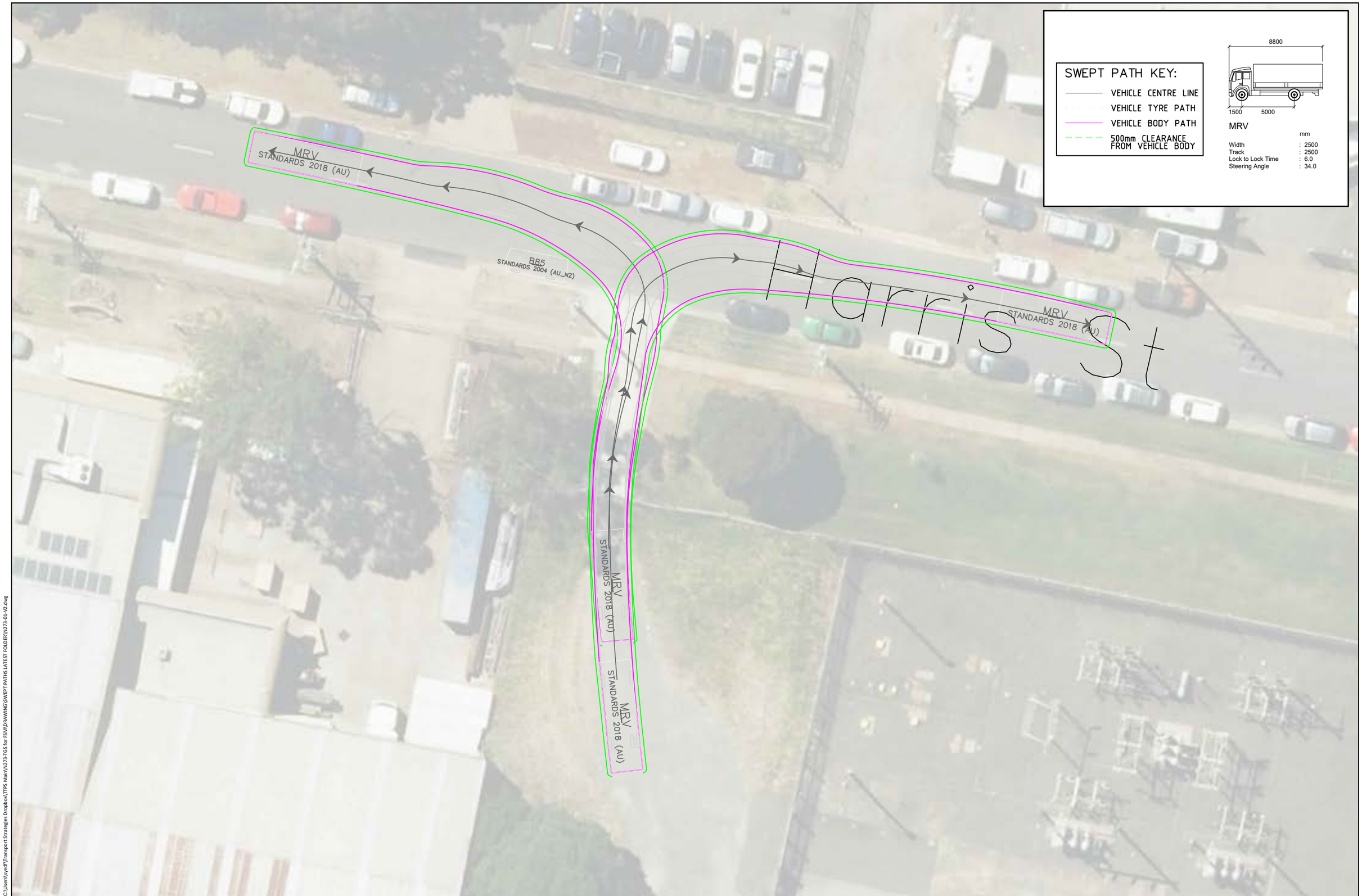
REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
12.5M LONG HRV TRUCK ACCESSING THE WORK COMPOUND
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP10

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT

SCALE A3
NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au



REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
8.8M LONG MRV TRUCK ACCESSING THE WORK COMPOUND
SWEPT PATH ASSESSMENT

DRAWING REF NO. N273-SP10A

DESIGNED BY	REVIEWED BY
S.ALI	S.VINCENT

SCALE
A3

NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

Plotted by Syed Ali

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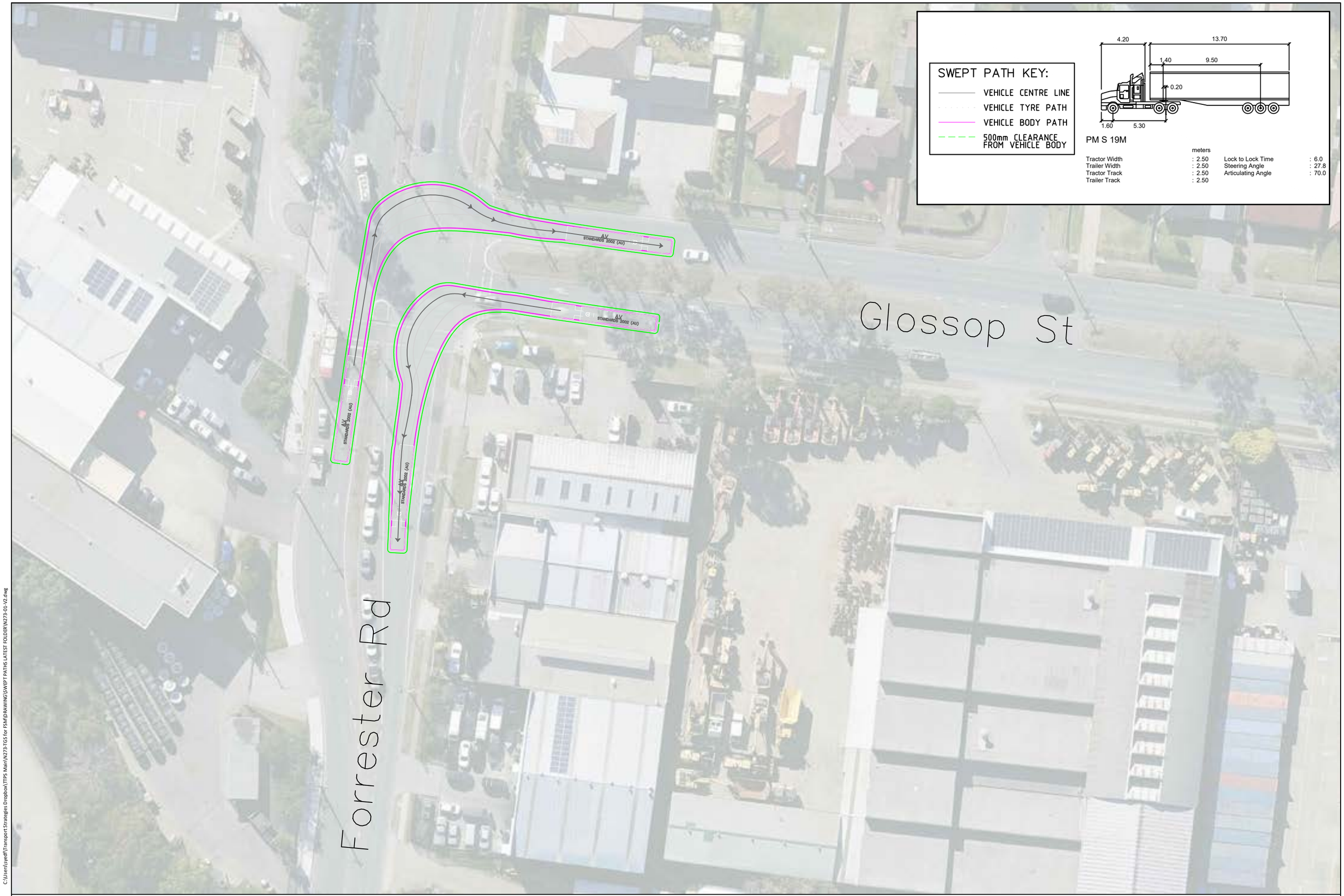

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

PM S 19M

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

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Plotted by Syed Ali

REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	30/10/2023

ST MARYS FOOTBRIDGE
19M LONG SEMI-TRAILER ACCESSING SIGNALI ED INTERSECTION OF
FORRESTOR RD AND GLOSSOP ST
SWEPT PATH ASSESSMENT

DRAWING REF NO. N273-SP11

DESIGNED BY	REVIEWED BY
S.ALI	S.VINCENT

SCALE A3 — NTS

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Phone: 02 8379 7756
Website: www.trafek.com.au

VEHICLE ENTERING

VEHICLE EXITING

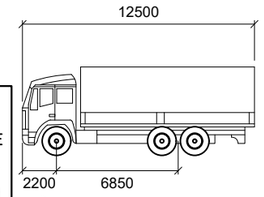
Glossop St

Brisbane St

Australia St

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	30/10/2023

ST MARYS FOOTBRIDGE
12.5M LONG HRV ACCESSING BRISBANE ST AND AUSTRALIA ST
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP12

DESIGNED BY	REVIEWED BY
S.ALI	S.VINCENT

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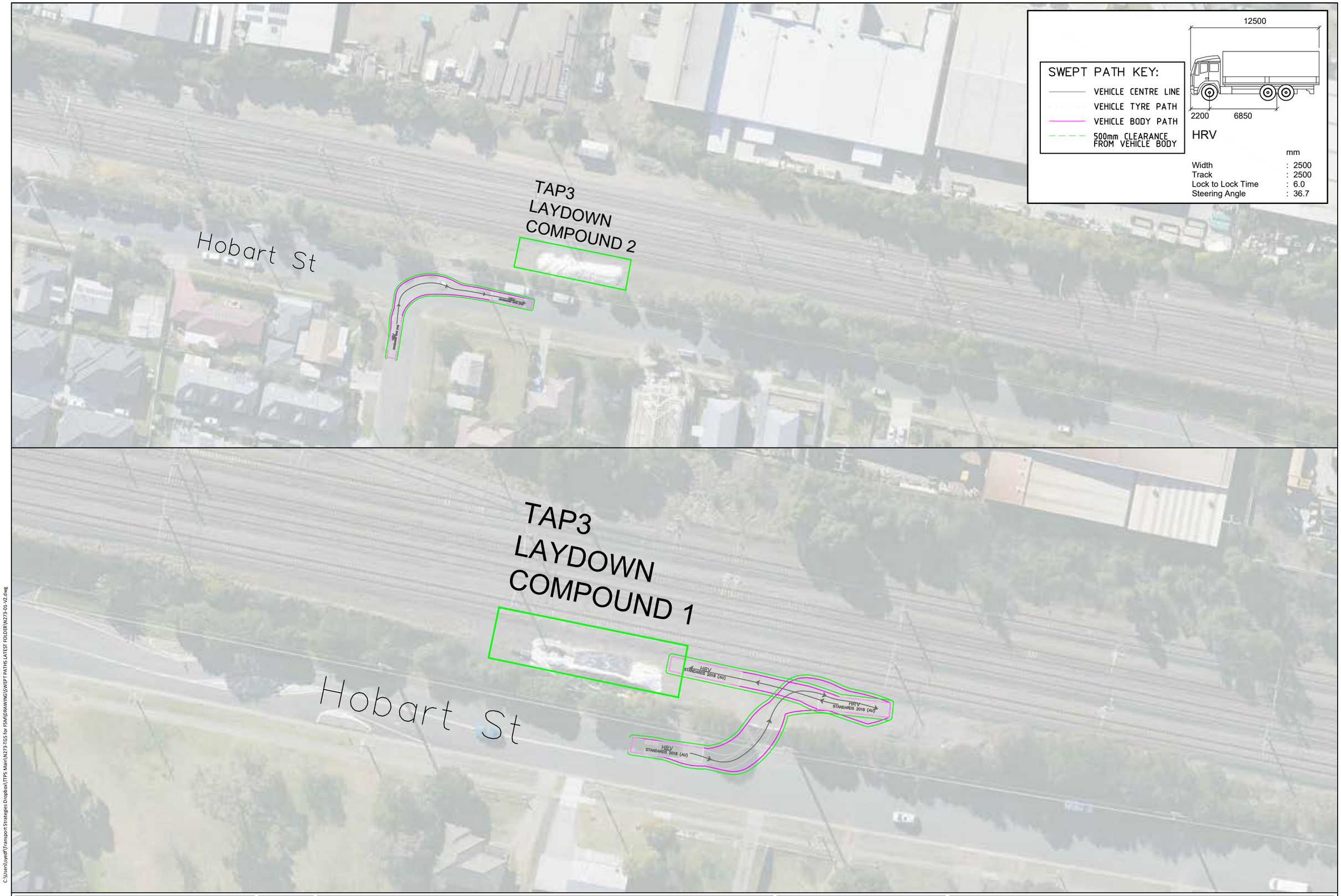
Plotted by Syed Ali



SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	30/10/2023

ST MARYS FOOTBRIDGE
12.5M LONG HRV ACCESSING HOBART ST AND TAP3 LAYDOWN COMPOUND 1
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP13

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT
SCALE A3
NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
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Website: www.trafek.com.au

Hobart St

Australia St

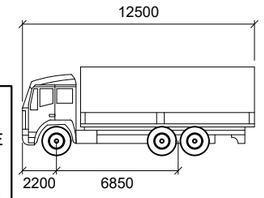
COMPOUND 2

TAP3
LAYDOWN
COMPOUND 1

Hobart St

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

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Plotted by Syed Ali

REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	30/10/2023

ST MARYS FOOTBRIDGE
12.5M LONG HRV EXITING TAP3 LAYDOWN COMPOUND 1 ONTO HOBART ST
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP14

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT

SCALE A3 NTS

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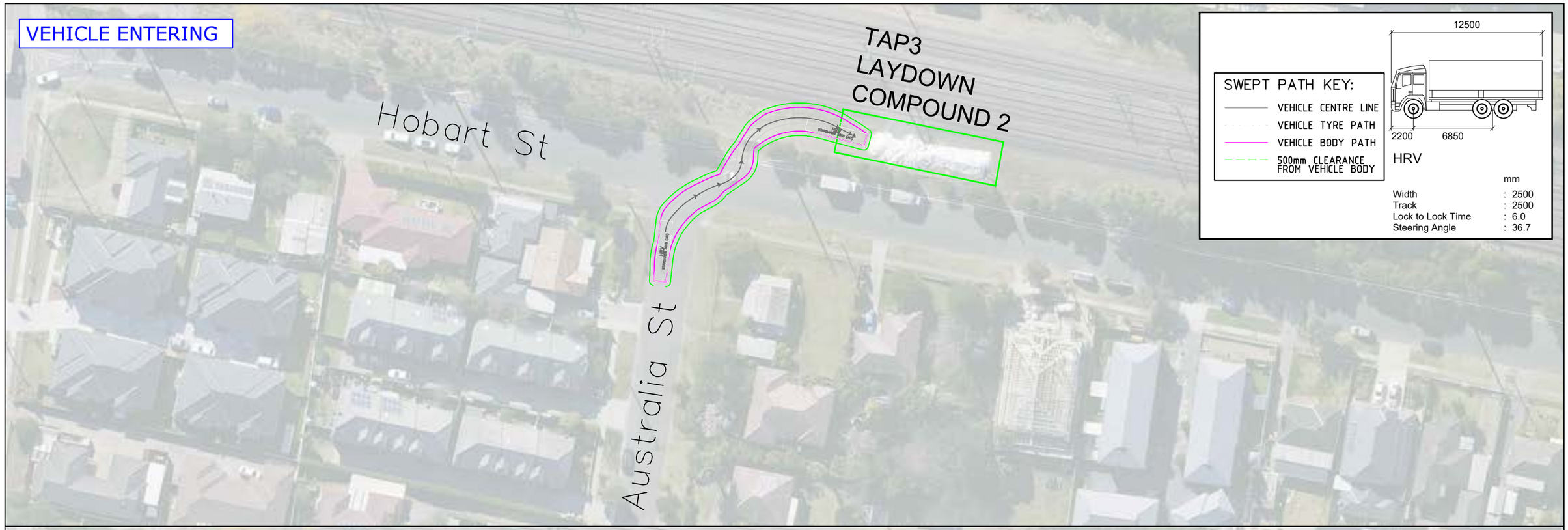
Website: www.trafek.com.au

VEHICLE ENTERING



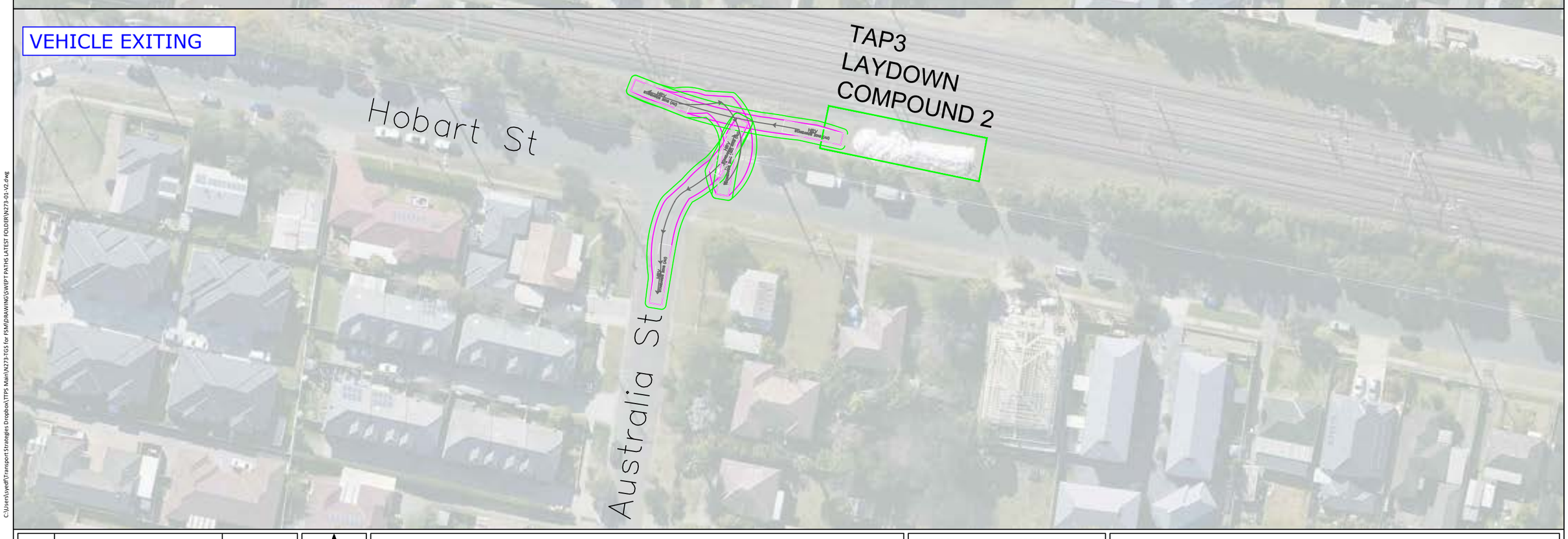
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

VEHICLE EXITING



REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	30/10/2023

ST MARYS FOOTBRIDGE
12.5M LONG HRV ACCESSING HOBART ST AND TAP3 LAYDOWN COMPOUND 2
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP15

DESIGNED BY	REVIEWED BY
S.ALI	S.VINCENT

SCALE A3 NTS

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Plotted by Syed Ali

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Appendix 5 – Heavy Vehicle Load Report

Transport Access Program 3 | Footbridge St Marys MCC

Heavy Vehicle Local Roads Report

revision and history

Document details	
Title	Heavy Vehicle Local Roads Report
Client	Transport for New South Wales
Planned commencement date	November 2023
Estimated completion date	November 2027

Document revision history and sign off

Revision	Date	Revision Description	Prepared	Reviewed	Approval
B	25/05/2023		Juan Sandoval	Paul Szubert	David Brockie
C	08/11/2023	In response to TfNSW and Council comments	Syed Ali (Sid)	Sebastian Vincent	Sebastian Vincent
D	27/11/2023	For discussion with TfNSW	Syed Ali (Sid)	Sebastian Vincent	Sebastian Vincent
D.1	7/12/2023	Minor changes as per TfNSW's recommendation	Syed Ali (Sid)	Sebastian Vincent	Sebastian Vincent
E	17/06/2024	Updated report to include work compound south of Forrester Road	Syed Ali (Sid)	Stephen James Albert	Stephen James Albert
F	25/07/2024	Updated in response to stakeholder comments	Syed Ali (Sid)	Stephen James Albert	Stephen James Albert
G	06/08/2024	Updated in response to SM comments	Syed Ali (Sid)	Stephen James Albert	Stephen James Albert
H	13/09/2024	Updated in response to SM comments	Syed Ali (Sid)	Stephen James Albert	Stephen James Albert

Authorisation

HVLR Authorisation

This HVLR report has been prepared and approved by suitably qualified personnel holding the SafeWork NSW Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Prepared by – Syed Faizan Ali – card no. TCT0071340

Approved by – Stephen James Albert – card no. TCT1026237

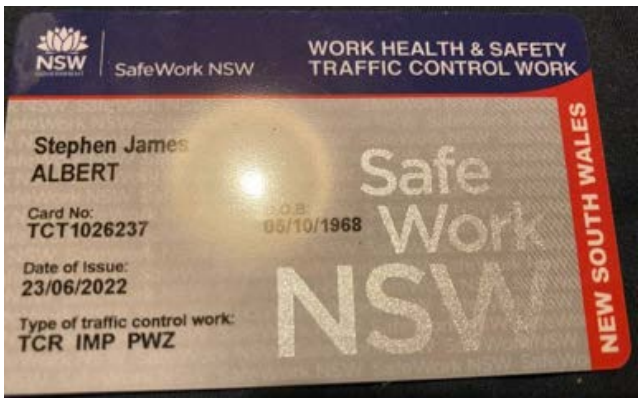


Table of Contents

Abbreviations and definitions

Table 1: Abbreviations and definitions

Abbreviation	Expanded text
AGTTM	Austroads Guide to Temporary Traffic Management
CEMP	Construction Environmental Management Plan
CoR	Chain of Responsibility
CSSI	Critical State Significant Infrastructure
CCTMP	Construction Traffic Management Plan (This Document)
CJM	Customer Journey Management
CJP	Customer Journey Planning
DDA	Disability Discrimination Act 1992
DPE	Department of Planning and Environment
EB	Eastbound
EIS	Environmental Impact Statement
FPA	Federal Planning Approval
FSM	Footbridge St Marys
LTC	Local Traffic Committee (Councils)
MCoA	Ministers Condition of Approval
NB	Northbound
OPLINC	Online Planned Incident System (ROLs)
PMP	Pedestrian Management Plan
RASS	Radar Activated Speed Signs
REMM	Revised Environmental Management Measures
ROL	Road Occupancy Licence
ROP	Road Occupancy Permit (Councils)
SB	Southbound
SZA	Speed Zone Authorisation
TCG	Traffic Control Group
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
TMC	Transport Management Centre
TTLG	Traffic, Transport Liaison Group
VMP	Vehicle Movement Plan
VMS	Variable Message Sign
HVLR	Heavy Vehicle Local Roads Report

WB	Westbound
WSIA	Western Sydney International Airport
CMP	Contract Management Plan
PPE	Personal protective equipment
RMS	(TfNSW) Roads and Maritime Services
TAP3	Transport Access Program
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales
TMC	(TfNSW) Transport Management Centre
CCTMP	Construction Traffic Management Plan
UV	Ultraviolet

1. Introduction

1.1 Project Background

The Transport Access Program (TAP) 3 is a NSW Government initiative delivering safe, modern and accessible public transport infrastructure for the Sydney rail network. The initiative includes improvements to the public transport customer experience by providing equitable access and modern facilities in and around station precincts for persons with limited mobility, parents with prams, improvements to station amenities, as well as incorporating additional staff and customer facilities.

The Sydney Metro – Western Sydney Airport project comprises a new 23km railway line that will link the new Western Sydney Aerotropolis business hub and Airport to the south with the rest of Sydney's public transport network via St Marys to the north. The project includes six new metro stations along the route including one at the Western Sydney Aerotropolis, two at the new Airport site, one at Luddenham, Orchard Hills, and St Marys.

This project will deliver design, procurement, construction, commissioning and integration of upgrades to existing stations on the Sydney rail network, including at St Marys (Figure 1).

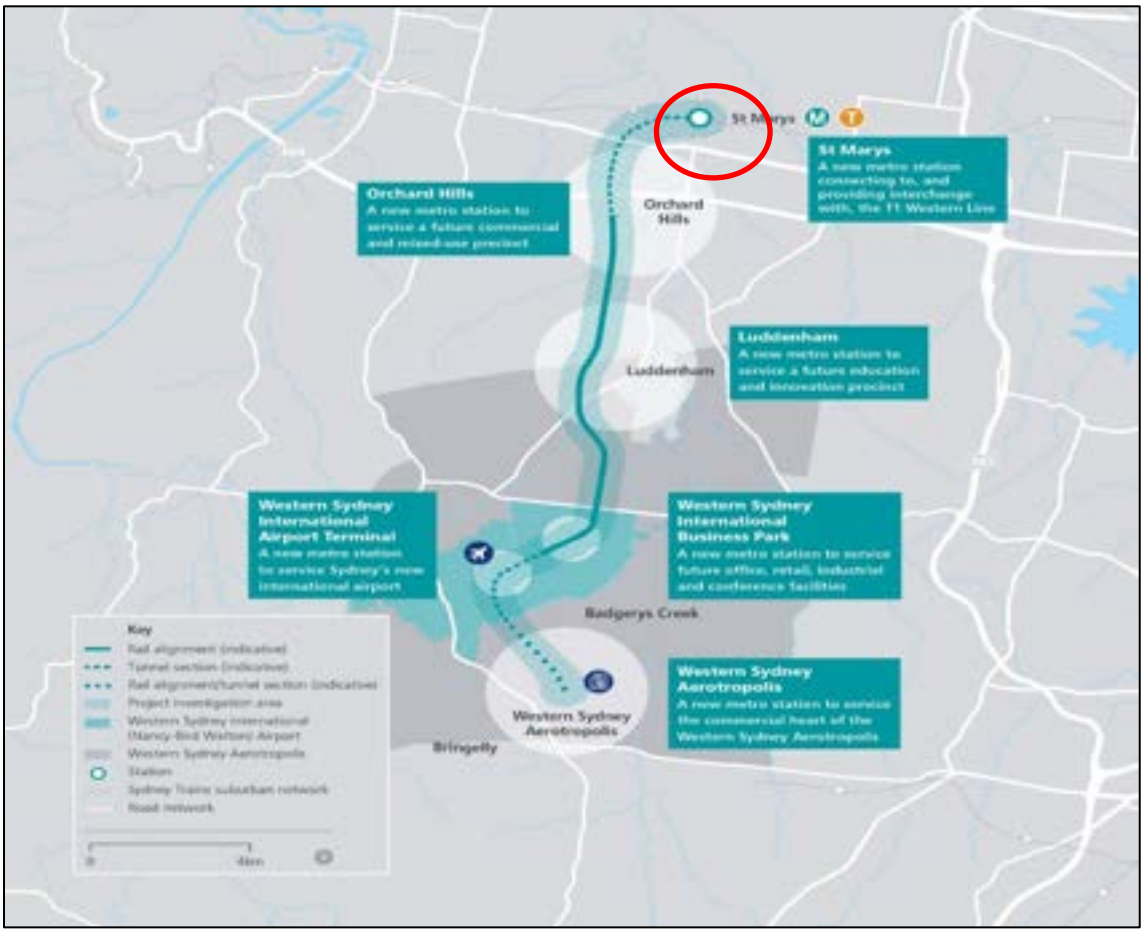


Figure 1 – St Marys station (FSM) on the Sydney rail network

FSM works will provide facilities that:

- Are inviting and safe for customers to use
- Contribute to Commonwealth *Disability Discrimination Act* (DDA) related targets through Disability Standards for Accessible Public Transport (DSAPT) compliance upgrades (including associated customer benefits derived from DSAPT compliance)

- Are compliant with current standards of safety, access and amenity
- Are easy to operate and maintain by the Operator/Maintainer.

Provide safe, direct and continuous access paths within the site boundary between transportation mode change locations, accessible parking, passenger boarding points and other key facilities.

1.2 Scope of Works Proposed

The Footbridge St Marys package scope of works includes:

- Construction of a new intermodal footbridge at the eastern end of the station, connecting the existing Sydney Trains St Mary's Station to the proposed Sydney Metro St Marys Station, with a new Northern Portal providing access to Harris St to the north.
- Construction of four new 27-person lifts providing step-free access from the footbridge to the existing station platforms.
- Construction of four new escalators for access from the footbridge to the existing station platform.
- Construction of two new staircases for access to the existing station platforms.
- Construction of the Northern Portal, providing access from the footbridge to Harris St via a new staircase and one 33-person lift.
- Construction of a three-storey Sydney Trains facilities building adjacent to the Northern Portal, including a new electrical main switch room, HVAC, communications room, and station staff facilities.
- Provision of new fire safety systems for the facilities building, lifts and footbridge.
- Regrading of platforms for accessible paths, localised to the proposed works.
- Replacement of existing platform tactiles
- Installation of new canopies to the proposed stairs, escalators, and footbridge.
- Alterations and additions to the existing lighting on Harris St to suit the new entry.
- Hard and soft landscaping to the station entrance and surrounds.

Figure 2 overleaf shows the indicative layout of the proposed intermodal footbridge.

Figure 2 – Indicative layout of the new Intermodal Footbridge St Marys indicative proposed footbridge construction

1.3 Purpose

This Heavy Vehicle Local Roads (HVLR) report has been developed to address conditions E105 and E106 of the Ministerial Conditions of Approval related to the Critical State Significant Infrastructure of Sydney Metro – Western Sydney Airport.

This HVLR report identifies and assesses the heavy vehicle routes into the work areas and site compounds not identified in the Environmental Impact Statement (EIS). The road classification and the suitability of the routes are based on swept path analysis and adjacent land uses.

1.4 Scope of this HVLR Report

The scope of this report is for the use of local roads by heavy vehicles required for the St Marys footbridge Works (FSM), which includes Local Roads under Penrith City Council.

- Australia Street between Hobart Street and Brisbane Street
- Brisbane Street between Glossop Street and Australia Street
- Hobart Street between Glossop Street and Sydney Street
- Forrester Road between Harris Street and Rail Corridor

The suitability of these routes is assessed based on the construction trucks up to 12.5m long Heavy Rigid Vehicle (HRV) that are expected to service the work/laydown compounds along Hobart Street and southern end of Forrester Road. Assessment will be conducted on several factors, which are:

- Swept Path Analysis (SPA)
- Road Dilapidation Surveys
- Road Safety
- Avoidance of Schools and School Zones where possible
- Avoidance of childcare and aged care centres.

It is important to note, due to the nature of the works, being a brownfield construction of the St Marys train station. There is very restricted access to the worksite. Works are completed by accessing the platforms via the rail tracks during Rail Possession weekends. The rail gates along Hobart Street are the closest accessible areas to the station during particular possession configurations. The possession works are generally restricted to Saturdays and Sundays, resulting in materials being delivered to these locations during the week prior to the possession, during the possession, and then removed in the following 2 weeks of the possession. Routes in the HVLR are anticipated to be used until June 2027, however will only be utilised 1 week prior and 2 weeks after possession weekends, which occur on average 6 times a year (spread across every 1-2 months). During these periods, the expected number of heavy vehicles per day is 15 over a 12-hour shift (i.e. approximately 1 HV movement per hour) to each laydown area.

The out-of-hour nature of the work requires that we issue notifications to residents within the area affected by our work. These notifications will continue throughout the life of the project.

The table below outlines the anticipated truck movements to and from Hobart Street Gates.

Table 2 - Vehicle Movements at Hobart Street Gates

						Possession Weekend																
	Mon	Tues	Wed	Thurs	Fri*	Sat*	Sat night	Sun^	Sun night	Mon^	Tues	Wed	Thurs	Fri	Sat	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
Number of HV			8	8	15	15	15	15	15	15	4									15	15		
Number of HV Movements			16	16	30	30	30	30	30	30	8									30	30		
Number of LV			5	5	8	10	10	10	10	4	2									2	2		
Number of LV Movements			10	10	16	20	20	20	20	8	4									4	4		
					*Vehicles mobilising to the site for works over the weekend															Removal of Spoil			
					^Vehicles demobilising from the site at the end of the weekend																		

2. Proposed Construction Truck Route and Local Roads

2.1 Construction Site Layout

The St Marys footbridge site is located east of the St Marys Railway Station's platform. However, to support the construction activities, a primary work compound is proposed on the southern side of Harris Street, adjacent to St Marys Railway Station's northern commuter car park. This TAP 3 work compound borders the T1 Western Line rail corridor along its southern boundary. It would also host the Northern Portal of the proposed footbridge, providing access from the footbridge to Harris Street.

Two separate work compounds and one laydown compound are also proposed along Harris Street, at the southern end of Forrester Road, and within the railway corridor adjacent to Pacific National Pvt Road, respectively. The work compounds will be protected with a chain wire fence and shed cloth. All construction activities related to St Marys Footbridge will be contained within the TAP 3 work compounds.

Two separate laydown areas are also approved for use within the railway corridor along Hobart Street, and one laydown area along Pacific National Pvt Dr. These laydown areas will be used for material storage only.

In addition to the above, the existing site at 19 Harris Street will be used for construction worker parking. It is understood that only a limited number of parking spaces (approx. 16 spaces) will be allocated to Laing O'Rourke construction workers. Figure 3 below shows the site and work compound locations.

Figure 3 – Construction site and work compounds

2.2 Proposed Haulage Route within Local Roads

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network as much as practically possible.

The proposed construction vehicle routes to and from the FSM main work compound are primarily based on the approved truck routes under the Sydney Metro Western Sydney Airport Construction Traffic Management Framework (CTMF).

However, for construction vehicle access to the laydown compounds along Hobart Street, at the southern end of Forrester Road, and within the railway corridor adjacent to Pacific National Pvt Road, construction trucks will be required to travel on the local roads, which are not approved under the Sydney Metro Western Sydney Airport CTMF.

Figure 4 and Figure 5 show the truck route to the proposed laydown compounds along Hobart Street and the southern end of Forrester Road using non-approved local roads.

A swept path assessment of relevant construction trucks accessing the laydown compounds via proposed truck routes is provided in Appendix 1 of this plan.

It is understood that after consultation with TTLG and TCG, proposed truck routes via local roads shall be approved by the Planning Secretary.

Truck drivers will be advised of the designated truck routes to/ from the laydown. No queuing or marshaling of trucks will be permitted on public roads in the vicinity of the site.

Accredited traffic controllers will ensure they are in radio contact with truck drivers, thus ensuring each vehicle's arrival is anticipated and planned. Such a process will be important in managing truck activity to ensure access to the construction site is available at all times and to remove any such likelihood of construction vehicles queuing and waiting along local roads.

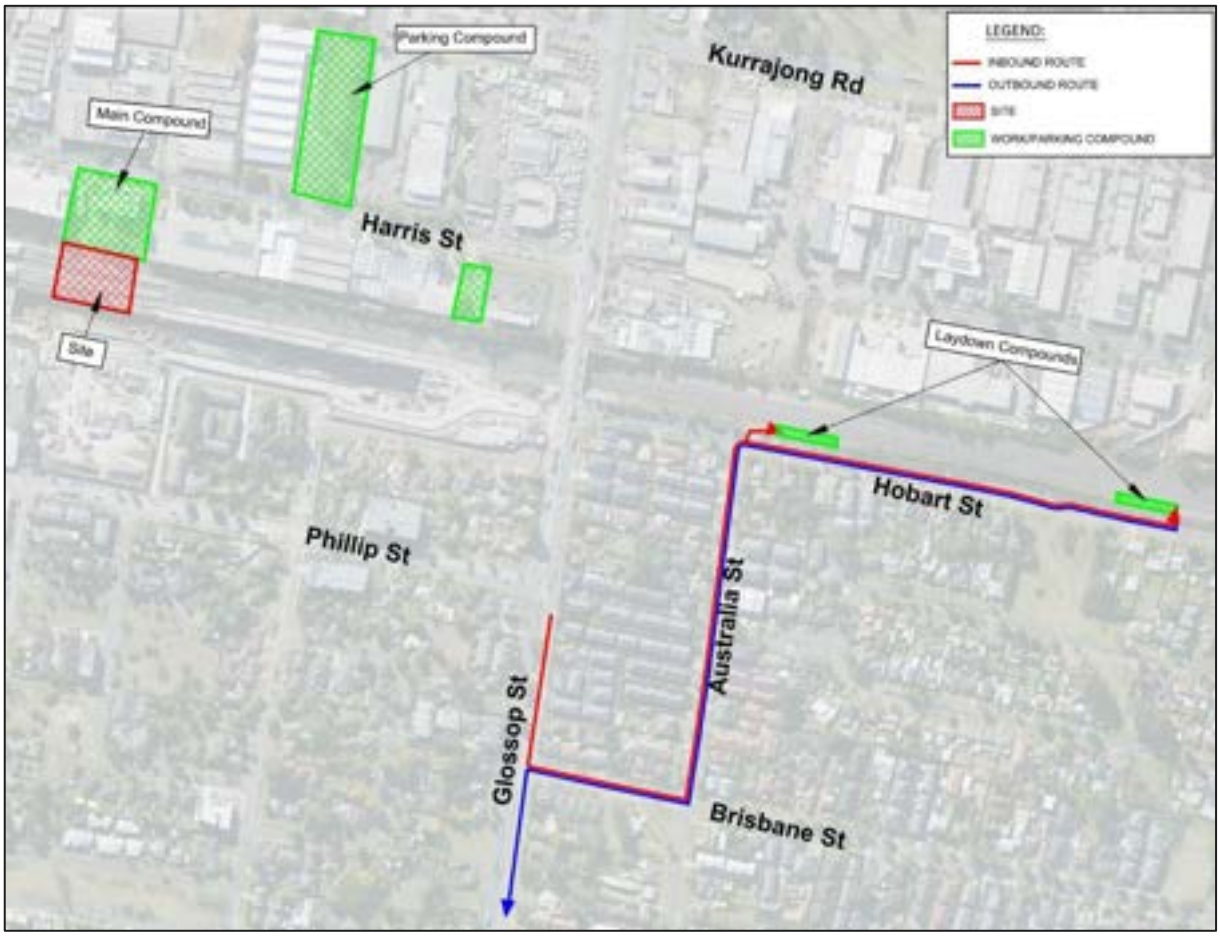


Figure 4: Truck route from FSM main compound to laydown compound

Figure 5: Truck route to/from FSM compounds on the southern end of Forrester Road

2.3 Traffic Guidance Scheme

Laing O'Rourke will implement temporary traffic management signage as per the Traffic Guidance Scheme presented in Appendix 2 of this HVLR.

The Site Manager/Supervisor will ensure:

- All road signs are used with approved stands or erected on posts set into the ground, where permitted by the relevant authorities
- All signs are placed in the most advantageous position, having regard for the nature of the hazard and the warning being conveyed to provide the maximum visual impact for approaching drivers.

Where signs are erected on posts set into the ground, the following applies:

- On kerbed roads, signs should be located back from the face of the kerb, not less than 300mm and no more than 1m. On urban roads that are not kerbed, the distances given for rural areas above should apply. The height of the sign should be about 2.5m above the kerb or footpath to reduce the interference from parked cars
- Where the signs are erected on temporary stands for short-term work, they should be erected on the road shoulder in un-kerbed areas no closer than 600mm to the running lane. In kerbed areas, the provisions outlined above for post-mounted signs shall be followed.

2.4 Road Safety Audit

A road safety audit has been conducted for the local roads proposed to be used as truck routes by a suitably qualified and independent auditor with a Level 3 certification and another auditor with a Level 2 or higher certification.

The road safety audit is provided in Appendix 3 of this HVLR.

2.5 Public Transport Network

S11 (St Marys to St Clair – Loop Service) is the only bus route that runs along Brisbane Street, which forms part of the proposed truck route using local roads. The bus route S11 operates with a limited frequency only during morning and afternoon peak hours.

Given the limited number of trucks on the proposed route and no proposed closure of the local roads or bus stops, the proposed truck route is unlikely to impact bus service running along Brisbane Street and other surrounding roads.

Any proposed Bus stop closure/ relocation or bus route change will be consulted in advance with relevant stakeholders and CJP.

2.6 Pedestrian and cyclist routes

During construction, pedestrian movements along Hobart Street will be maintained at all times. Trained personnel will be made available as needed during construction hours to manage construction vehicle entry and exit and pedestrian movements at the site access, noting that pedestrian priority would be given.

To minimise disruption to pedestrian movements, it is advised that truck movements are managed, wherever possible, to occur outside of peak pedestrian periods.

During the project's lifetime, any changes or impacts on the current pedestrian footpath/ service will be analysed and presented to relevant stakeholders.

2.7 School zone

There are no school zones available along the local roads that are proposed to be use for the construction truck movements to and from the laydown compounds. Therefore, no significant impact is anticipated on the school zones in the surrounding area.

2.8 Construction Traffic Generation

The largest vehicle regularly accessing the proposed laydown compounds will be a 12.5m HRV truck. FSM – Laing O'Rourke project estimates up to 15 heavy vehicles will be accessing the proposed laydown compounds in a midweek work day and 15 heavy vehicles per 12hr shifts during a weekend possession. It is anticipated that trucks will access both Laydown Compounds 1 and 2.

All construction vehicles associated with this project are required to adhere to specific criteria relating to conditions of approval.

This criterion includes:

- All construction vehicles would enter and exit construction sites in a forward direction, where feasible and reasonable. Where this is not possible, traffic management must be in place under approved CTPMP's, TGS's and Road Occupancy approvals.
- Construction vehicles will be managed to minimise movements during peak periods and in school zones. HV deliveries will be instructed via toolbox /prestart to ingress/egress on the proposed site during non-peak hours and current school times.

- Construction vehicles will not be permitted to park or queue within the surrounding road network unless the Council permits them to do so. Arrival of vehicles will be staggered to prevent queuing of vehicles related to the project.

In addition:

- Vehicles must have rotating beacons that must be activated on approach and departure from work sites
- Heavy vehicles used for spoil must be identified/marked with the project number and company.
- Radio or phone ahead to ensure works sites are open and accessible
- Always give way to pedestrians
- Clearly signal intentions by indicating to traffic streams to enter or depart work sites.
- Construction traffic records in real-time will be implemented as part of Laing O'Rourke's proposed strategies
- Monitoring records will be maintained as part of Laing O'Rourke construction traffic generation
- Delivery of material that is required to be delivered outside of standard construction hours in Condition E41 to directly support tunnelling activities can be executed except between the hours 10:00 pm and 7:00 am to/ from the Orchard Hills ancillary facility.

3. Dilapidation

3.1 Dilapidation report

Prior to the use of local roads by heavy vehicles associated with the works, a road dilapidation survey has been completed and provided to Sydney Metro – Western Sydney Airport and Penrith City Council.

Road dilapidation surveys were completed on 04 August 2023 and the report was provided to Penrith City Council.

As per Condition of approval E 108, if damage to roads occurs as a result of the construction of Stage 1 of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion):

(a) compensate the Relevant Road Authority for the damage so caused; or

(b) rectify the damage to restore the road to at least the condition it was in pre-work, as identified in the Road Dilapidation Report.

The dilapidation reports of local roads to be used for truck routes are provided in Appendix 4 of this report.

4. Communication Strategy

A comprehensive campaign will be launched to inform the public of the Laing O'Rourke/FSM works and to try and influence travel behaviour and trip planning. The FSM engagement strategy aims to inform and engage the community and relevant stakeholders (CJP /TfNSW & Council) in a constructive, transparent and fair process. To ensure this occurs, detailed and timely information will be provided to the TfNSW comms team to assist with fulfilling the consultation and notification requirements and incorporation into similar notifications for any relevant, adjoining works. This communication strategy has been created following an Overarching Community Communication Strategy.

Prior to undertaking any works associated with the partial closure of any road or footpath or any other interaction with transport infrastructure, the following stakeholders must be appropriately considered for consultation in relation to the road occupancy to ensure that all requirements are addressed.

As part of the disseminating of the CTPMP to the greater travelling public, the Laing O'Rourke Communication team will provide TfNSW content to be distributed for the media forms outlined in Table 3.

Table 3: Proposed communication

Communication Method	Footbridge St Marys
Community notice (including notification to local business and residents)	✓
Precinct update – *e* update	
Email	✓
Internet (whtbl@transport.nsw.gov.au.nsw.gov.au or livetraffic.com.au)	
Community information centre	
On-site brief	
Newspaper (Local)	
Radio advertising	
Variable Message Signs (if required)	✓
Advanced warning signs	✓
Local business open signs	

Penrith Council/CJP, being a key stakeholder, will be forwarded a copy of this HVLR and will be routinely consulted via TCG /TTLG Sydney metro meeting and informed of upcoming works, any expected site access changes, and temporary lane occupation or road closures.

5. Summary

A review of swept paths has been reviewed and tabled (table 5) as per below:

Table 4: Turn path summary

Swept Path / Drawing	Turn Path Description	Heavy Vehicles	Determination
N273-SP12	Australia St/Brisbane St Glossop St/Brisbane St	12.5m single-unit truck	Suitable
N273- SP13 N273- SP14 N273-SP15	Australia St / Hobart Street Hobart Street Laydown Compounds Access	12.5m single-unit truck	Suitable ONLY with traffic control as required for managing ingress/egress construction vehicle movements
N273- SP07 N273- SP08 N273-SP09	Forrester Road and Pacific National Pvt Road	12.5m single-unit truck	Suitable ONLY with traffic control as required for managing ingress/egress construction vehicle movements

5.1 Advice From the Author

Based on the above assessment, swept path analysis has shown that there are some minor issues with some of the proposed heavy vehicle routes due to lane cross and site access.

Minor issues can be mitigated with the implementation of temporary traffic management measures as shown in the Traffic Guidance Scheme provided in Appendix 2 of this report.

As an appropriately qualified professional and having reviewed and compiled this document, I am satisfied that the requirements of conditions E105 and 106 have been met, specifically noting:

a) Swept path analysis of the surrounding local roads has been undertaken.

b) The report identifies the local road areas that may be problematic for larger vehicles and provides reasonable mitigations (either suggesting a more appropriate route or the use of short-term traffic control)

c) The routes proposed in the report sufficiently avoid aged care facilities and ensure that school speed restriction on Forrester Road and Sydney Street is followed during their peak operation.

Based on the above, it is my conclusion that provided the mitigation measures are implemented, as noted in the report, the proposed heavy vehicle routes are suitable for the work.

Therefore, the proposed heavy vehicle route is considered suitable for use and is recommended for approval.

6. Consultation with Stakeholders

During the development of CPTMP, HVLR report and CWPS, consultation with relevant stakeholders including Sydney Metro Western Sydney Airport, TfNSW, and Council, have been made on various occasions.

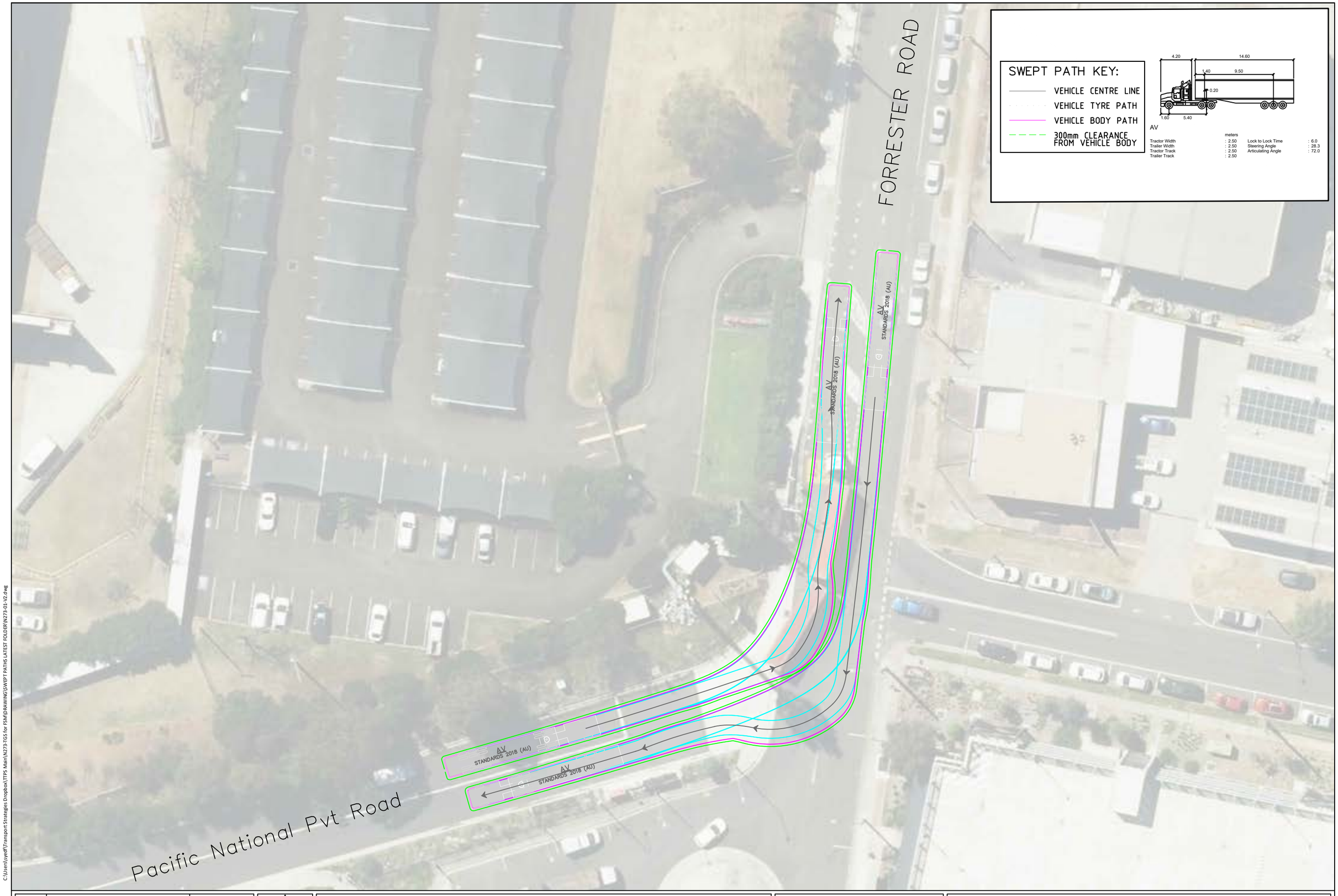
Appendix 5 of this report provides the comments received from the stakeholders upon review of of Revision E of the HVLR report and responses from Laing O'Rourke accordingly.

It is important to note that this HVLR report has progressed since the initial rounds of consultation, and Laing O'Rourke's responses may no longer be directly applicable. As such, the consulting evidence is attached to show the progression of the consultation process only.

This section will further be updated upon review of this updated document by relevant stakeholders.

Appendices

Appendix 1 Swept Path Assessment (Along Proposed Haulage Routes)



SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

AV

meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
20M LONG SEMI-TRAILER ACCESSING PACIFIC NATIONAL PVT ROAD FROM FORRESTER ROAD
SWEPT PATH ASSESSMENT

DRAWING REF NO. N273-SP1

DESIGNED BY S.ALI

REVIEWED BY S.VINCENT

SCALE A3

NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

Plotted by Syed Ali

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Plotted by Sid Ali

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
19M LONG TRUCK AND DOG ACCESSING THE RAIL CORRIDOR VIA PACIFIC NATIONAL PVT ROAD
SWEPT PATH ASSESSMENT

DRAWING REF NO. N273-SP07

DESIGNED BY	REVIEWED BY
S.ALI	S.VINCENT

SCALE A3 NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
12.5M LONG HRV TRUCK ACCESSING THE RAIL CORRIDOR VIA PACIFIC NATIONAL PVT ROAD
SWEPT PATH ASSESSMENT

DRAWING REF NO. N273-SP08

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT

SCALE A3 NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

Plotted by: Sid Ali

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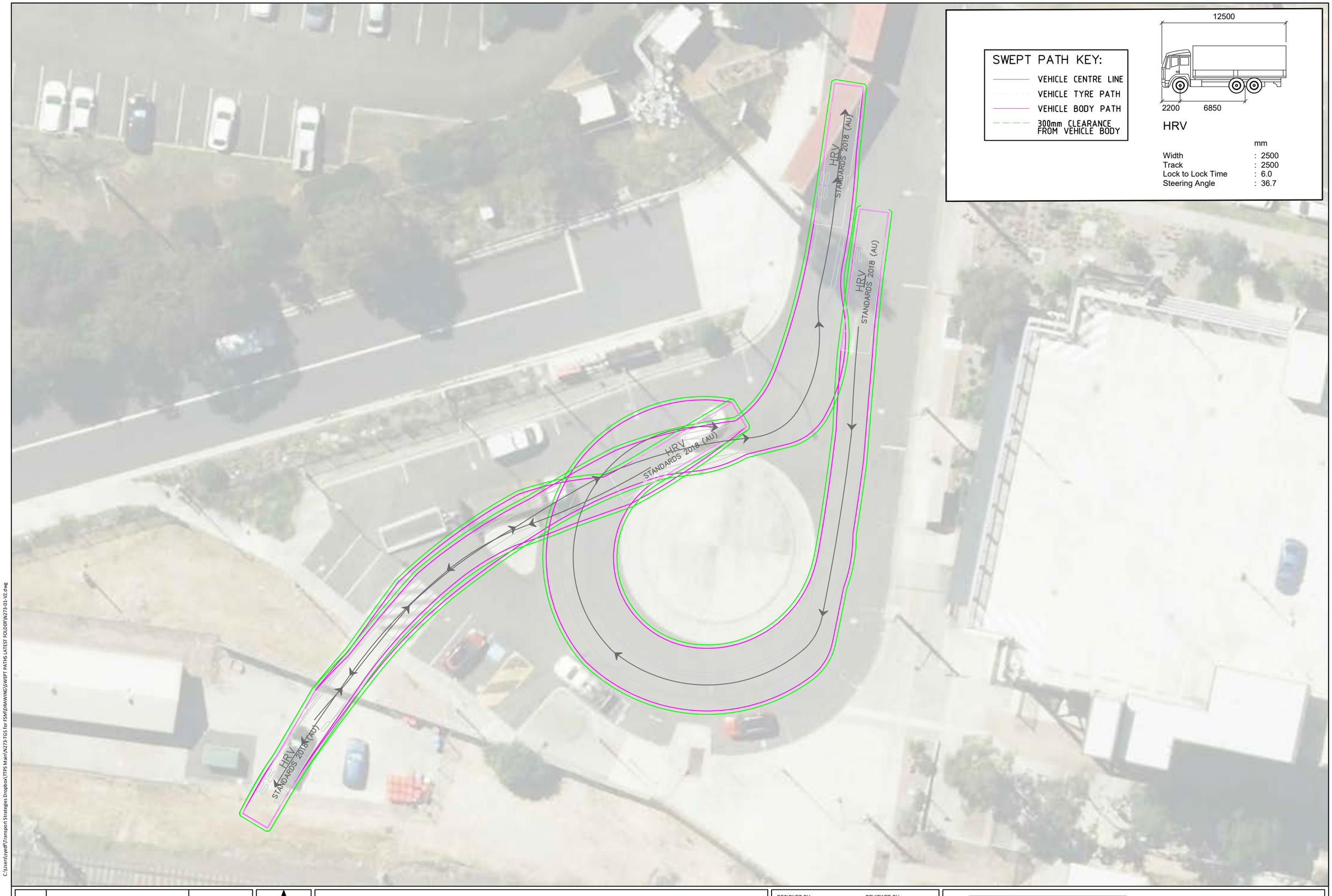


REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
12.5M LONG HRV TRUCK ACCESSING THE WORK COMPOUND
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP09

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT
SCALE A3
NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

VEHICLE ENTERING

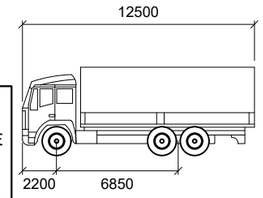
Glossop St

Brisbane St

Australia St

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

VEHICLE EXITING

Glossop St

Brisbane St

REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	30/10/2023

ST MARYS FOOTBRIDGE
12.5M LONG HRV ACCESSING BRISBANE ST AND AUSTRALIA ST
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP12

DESIGNED BY	REVIEWED BY
S.ALI	S.VINCENT

SCALE A3 NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

Plotted by: Sid Ali

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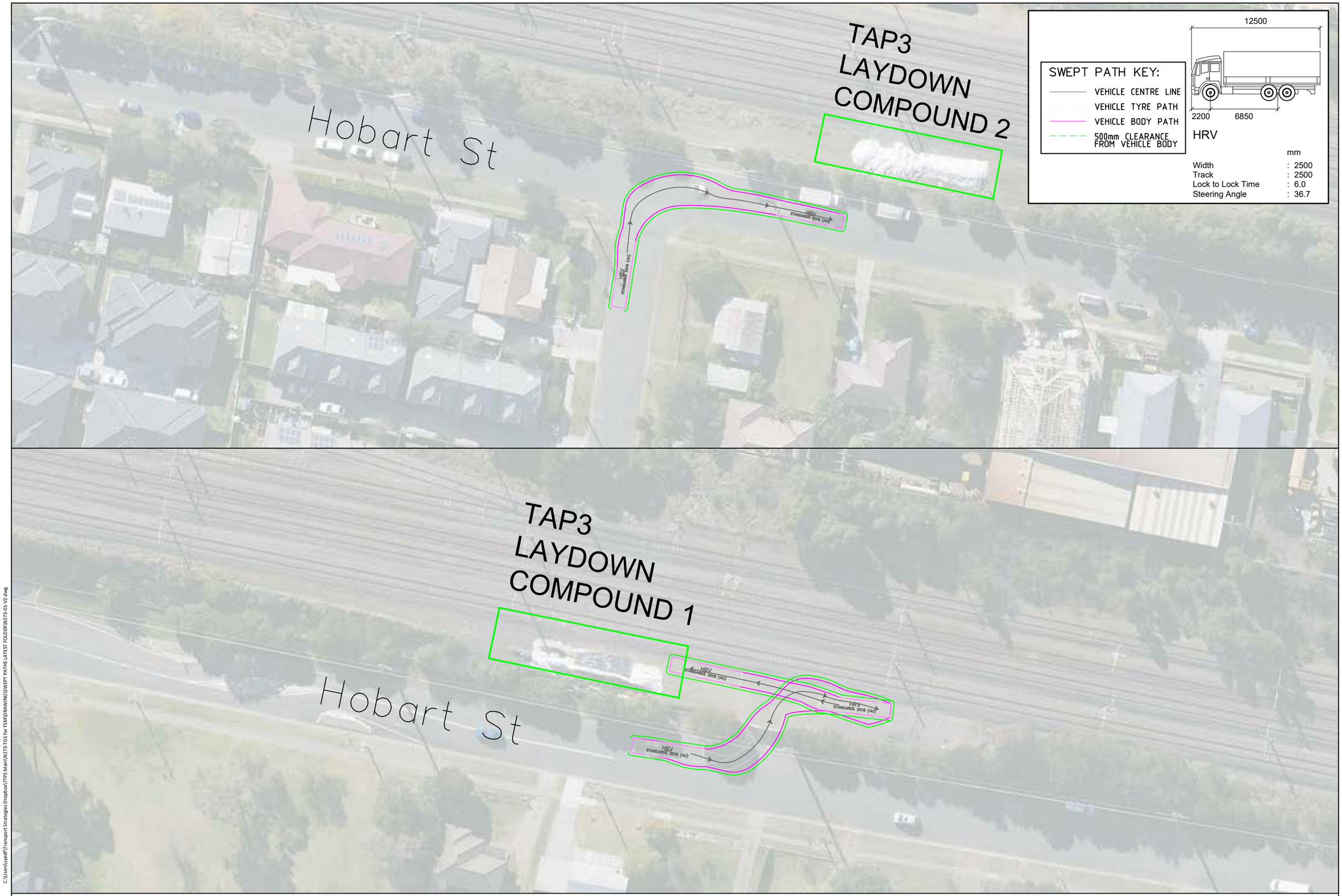

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	30/10/2023

ST MARYS FOOTBRIDGE
12.5M LONG HRV ACCESSING HOBART ST AND TAP3 LAYDOWN COMPOUND 1
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP13

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT

SCALE A3 NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

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Plotted by Sid Ali

Hobart St

COMPOUND 2

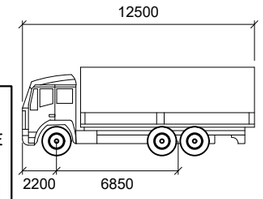
Australia St

TAP3
LAYDOWN
COMPOUND 1

Hobart St

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

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Plotted by Sid Ali

REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	30/10/2023

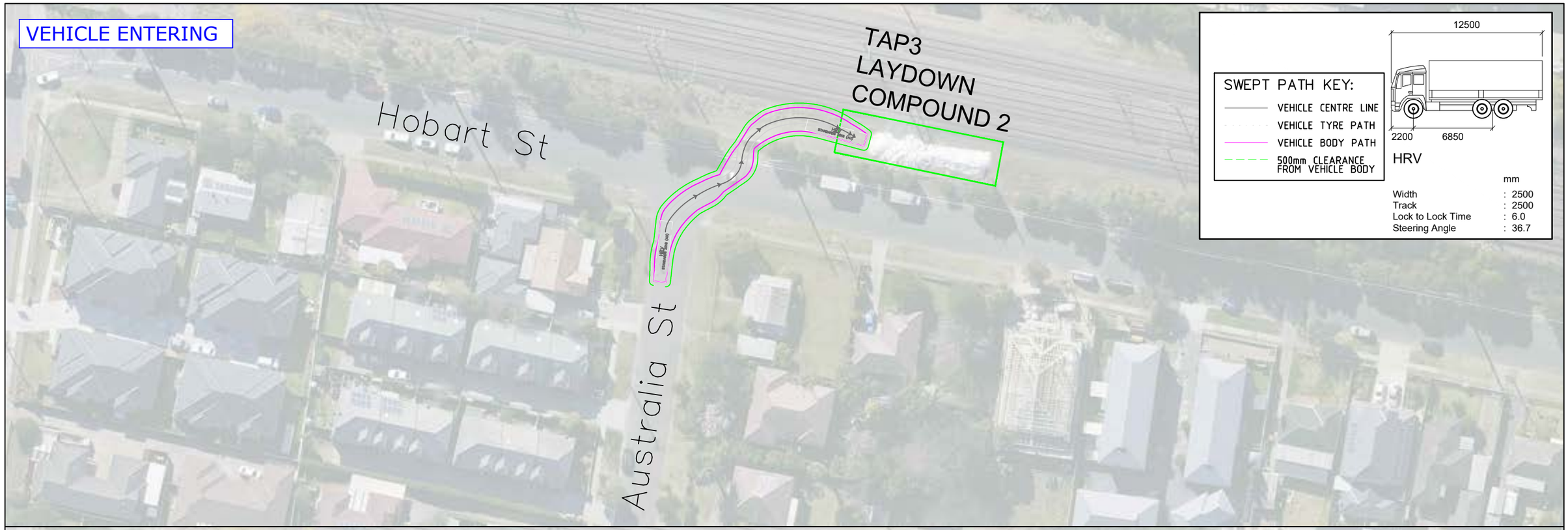
ST MARYS FOOTBRIDGE
12.5M LONG HRV EXITING TAP3 LAYDOWN COMPOUND 1 ONTO HOBART ST
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP14

DESIGNED BY S.ALI
REVIEWED BY S.VINCENT

SCALE A3 NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

VEHICLE ENTERING



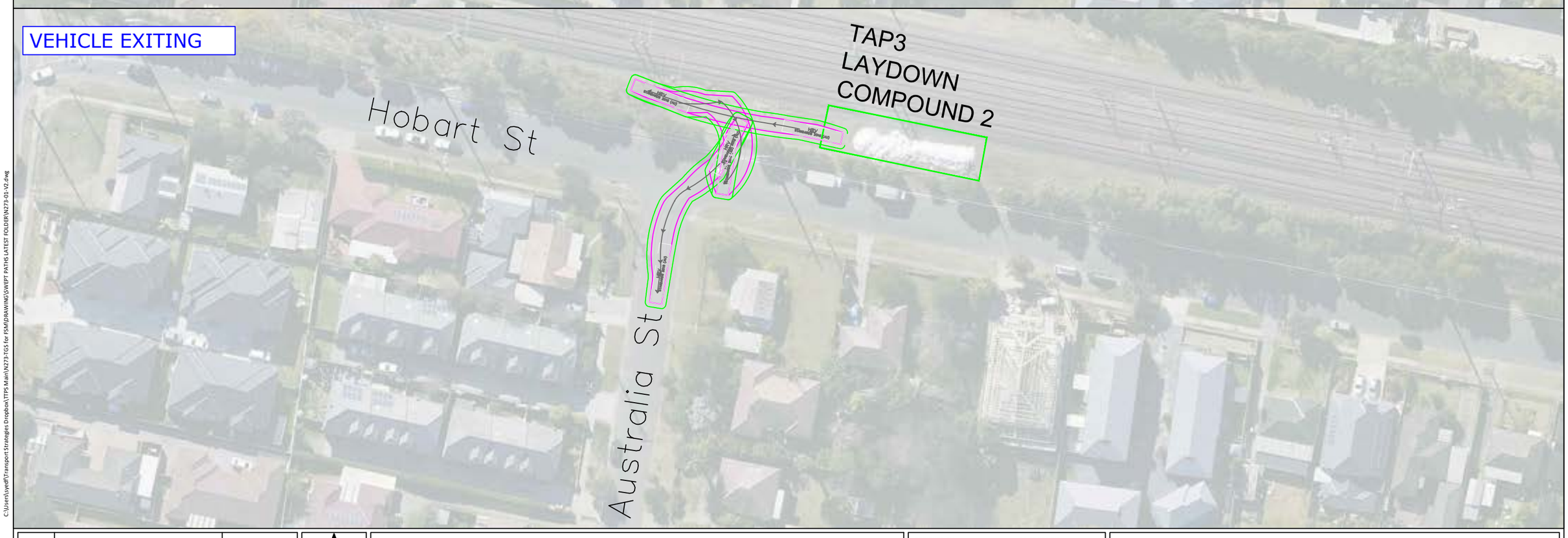
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

VEHICLE EXITING



REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	30/10/2023

ST MARYS FOOTBRIDGE
12.5M LONG HRV ACCESSING HOBART ST AND TAP3 LAYDOWN COMPOUND 2
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-SP15

DESIGNED BY	REVIEWED BY
S.ALI	S.VINCENT
SCALE A3	NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

Plotted by Sid Ali

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Appendix 2 Traffic Guidance Scheme

CERTIFICATION

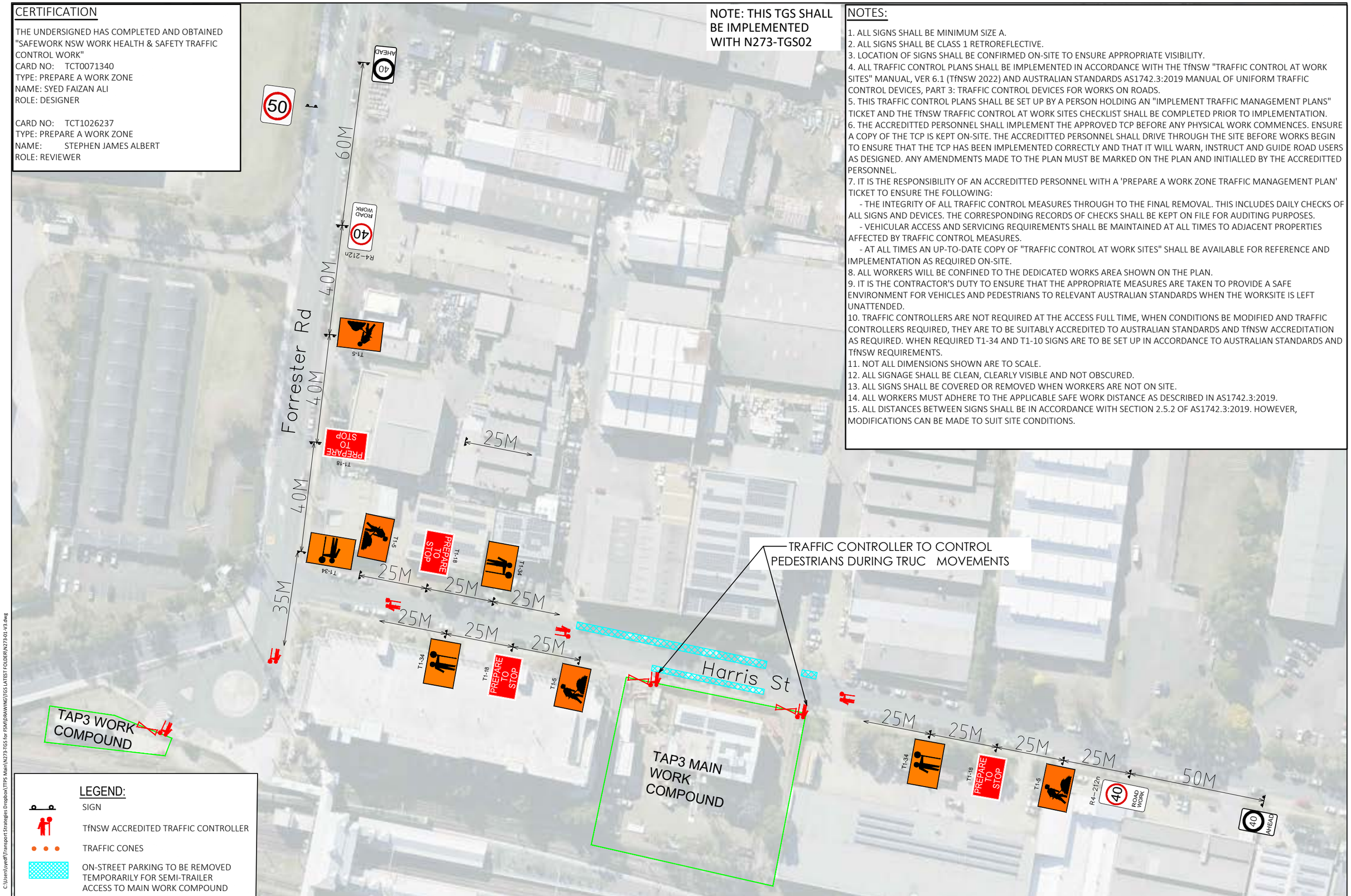
THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"
CARD NO: TCT0071340
TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

NOTE: THIS TGS SHALL BE IMPLEMENTED WITH N273-TGS02

NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
5. THIS TRAFFIC CONTROL PLANS SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
6. THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.
7. IT IS THE RESPONSIBILITY OF AN ACCREDITTED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
   - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TfNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TfNSW REQUIREMENTS.
11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



LEGEND:

- SIGN
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- TRAFFIC CONES
- ON-STREET PARKING TO BE REMOVED TEMPORARILY FOR SEMI-TRAILER ACCESS TO MAIN WORK COMPOUND

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
WOR COMPOUNDS AT HARRIS ST AND FORRESTER ROAD
TRAFFIC GUIDANCE SCHEME FOR SEMI-TRAILER ACCESS
DRAWING REF NO. N273-TGS01A

DESIGNED BY S.ALI
REVIEWED BY S.ALBERT
SCALE A3
NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

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Plotted by Syed Ali

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"

CARD NO: TCT0071340
TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

NOTE: THIS TGS SHALL BE IMPLEMENTED WITH N273-TGS02

NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
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6. THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.
7. IT IS THE RESPONSIBILITY OF AN ACCREDITTED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
   - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
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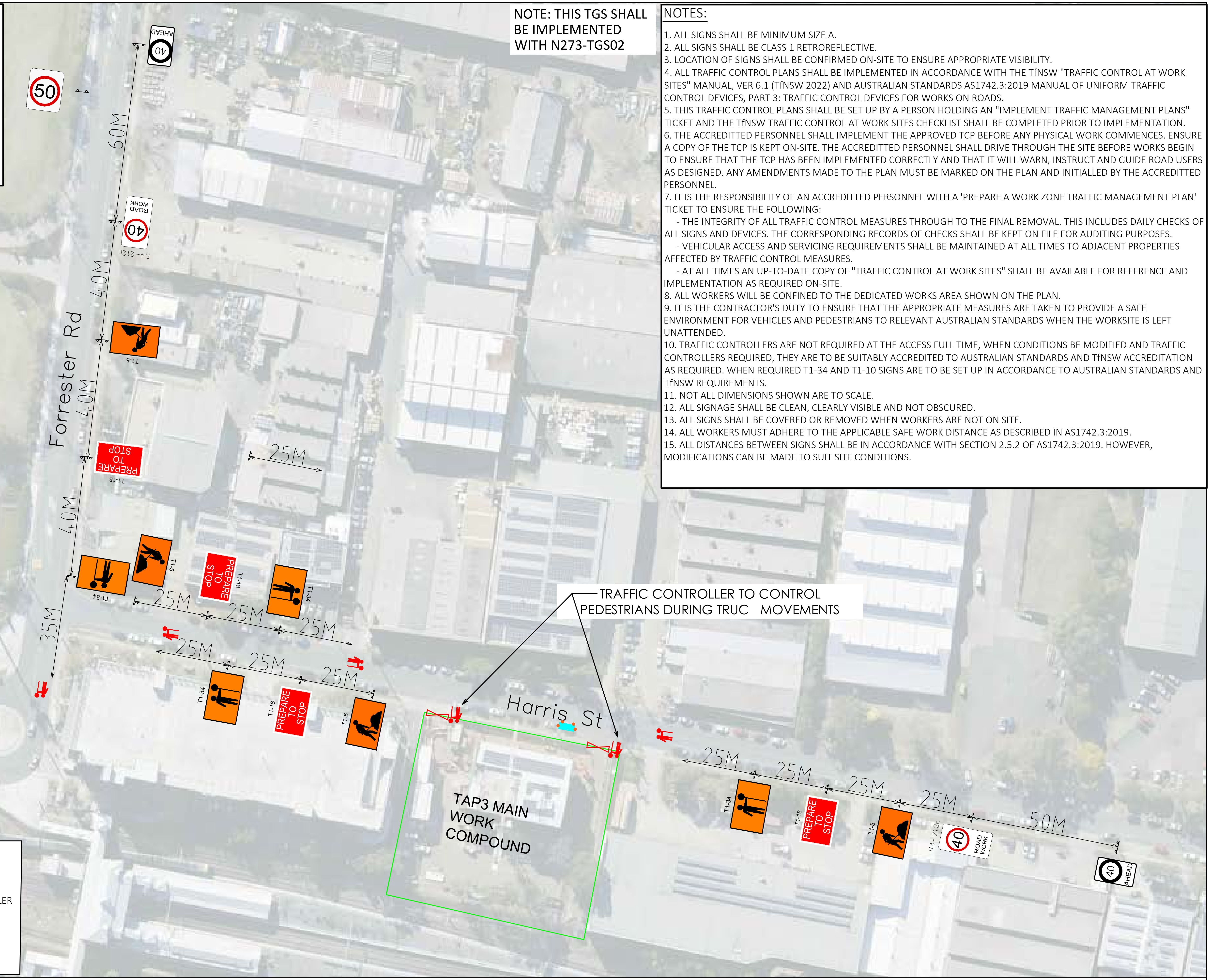
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



LEGEND:

- SIGN
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- TRAFFIC CONES
- NO PARKING ZONE PROTECTED WITH CONES TO AVOID ILLEGAL PARKING

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
WOR COMPOUNDS AT HARRIS ST AND FORRESTER ROAD
TRAFFIC GUIDANCE SCHEME - FOR DAILY ACTIVITIES
DRAWING REF NO. N273-TGS01

DESIGNED BY S.ALI
REVIEWED BY S.ALBERT
SCALE A3 NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

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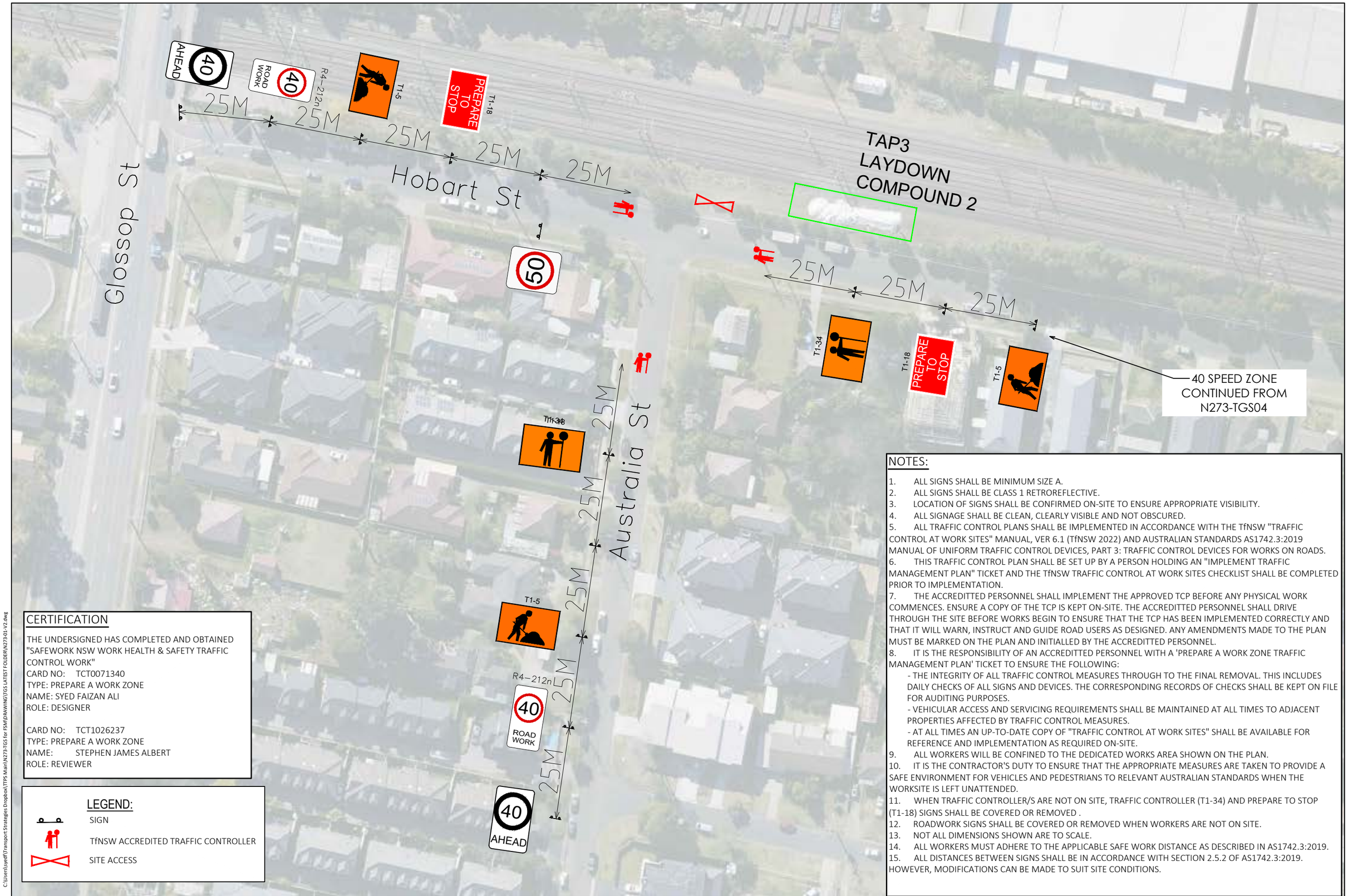
Plotted by Syed Ali



CERTIFICATION

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TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

LEGEND:

SIGN

TfNSW ACCREDITED TRAFFIC CONTROLLER

SITE ACCESS

NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
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   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
   - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
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10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
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12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
LAYDOWN COMPOUND 2 AT HOBART ST
TRAFFIC GUIDANCE SCHEME
DRAWING REF NO. N273-TGS03

DESIGNED BY S.ALI
REVIEWED BY S.ALBERT
SCALE A3
NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"
CARD NO: TCT0071340
TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

LEGEND:

SIGN

TfNSW ACCREDITED TRAFFIC CONTROLLER

SITE ACCESS

NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.
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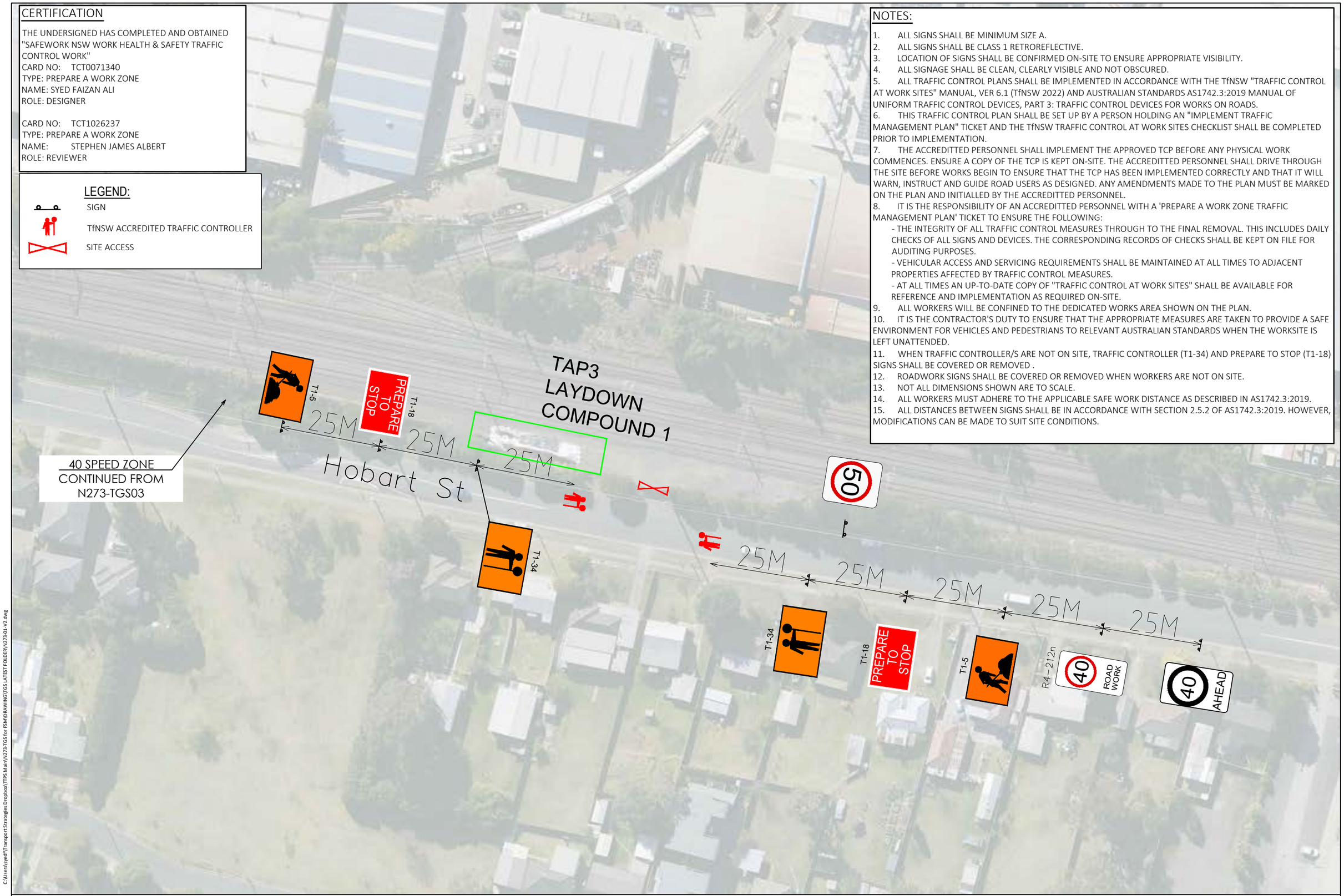


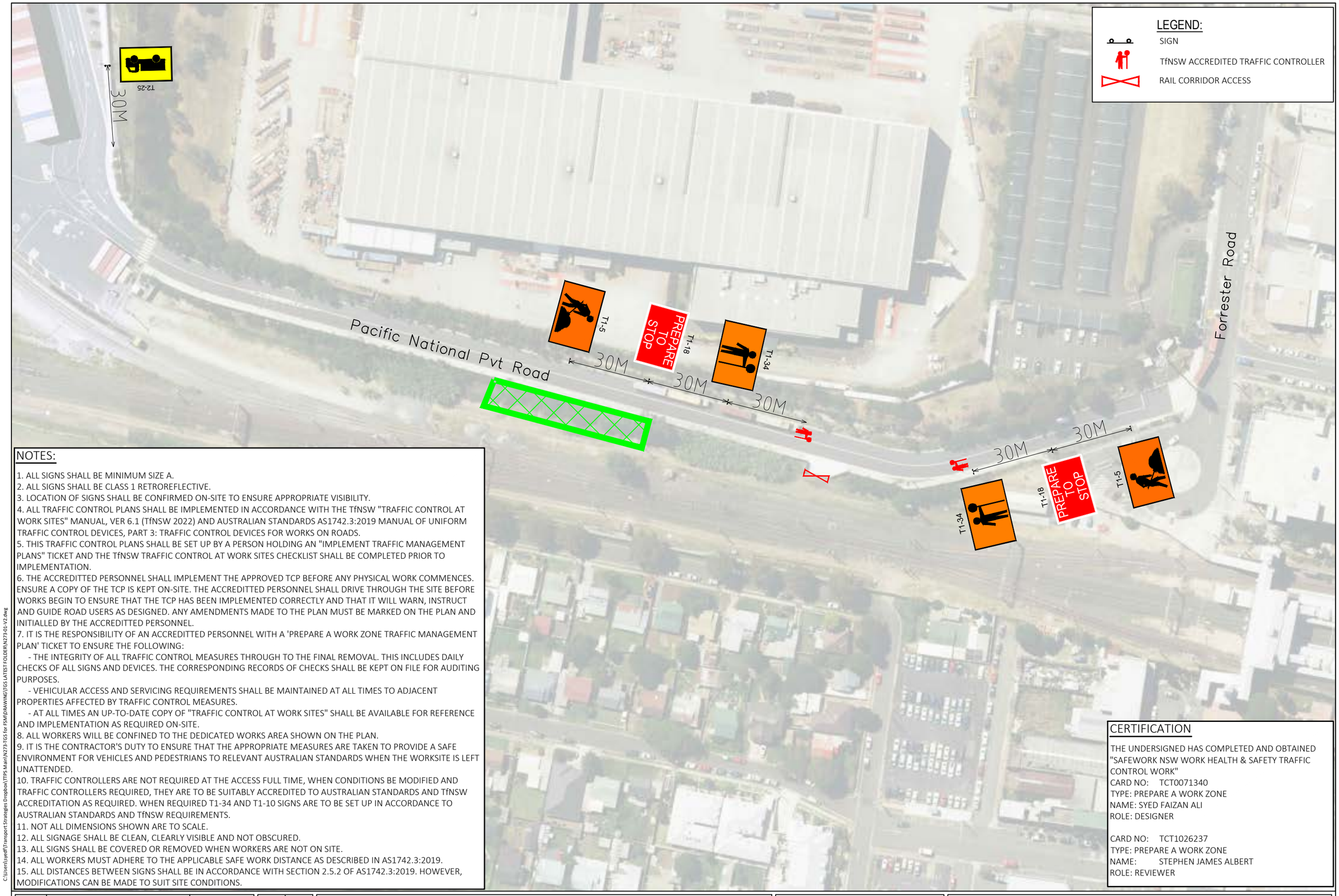
REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
LAYDOWN COMPOUND 1 AT HOBART ST
TRAFFIC GUIDANCE SCHEME
DRAWING REF NO. N273-TGS04

DESIGNED BY S.ALI
REVIEWED BY S.ALBERT
SCALE A3
NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

Plotted by: Sid Ali
C:\Users\syedf\Transport Strategies Dropbox\TTPS Main\N273-TGS for FSM\DRAWINGS\TGS\ LATEST FOLDER\N273-01-V2.dwg



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10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TfNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TfNSW REQUIREMENTS.
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12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
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CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"
CARD NO: TCT0071340
TYPE: PREPARE A WORK ZONE
NAME: SYED FAIZAN ALI
ROLE: DESIGNER

CARD NO: TCT1026237
TYPE: PREPARE A WORK ZONE
NAME: STEPHEN JAMES ALBERT
ROLE: REVIEWER

REV	DESCRIPTION	DATE

ST MARYS FOOTBRIDGE
ACCESS TO RAIL CORRIDOR VIA PACIFIC NATIONAL PVT ROAD
TRAFFIC GUIDANCE SCHEME
DRAWING REF NO. N273-TGS06

DESIGNED BY S.ALI
REVIEWED BY S.ALBERT
SCALE A3
NTS

TRAFEK
Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

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Plotted by Sid Ali

Appendix 3 Road Safety Audit

HEAVY VEHICLE LOCAL ROAD
ROAD SAFETY AUDIT

LAING O'ROURKE
TAP3 – FOOTBRIDGE ST MARYS MCC

Civlink Consulting Pty Ltd
ABN 64 633 194 948
Telephone +61 432 544 458
Email alex@civlink-consulting.com.au
Website www.civlink-consulting.com.au

Sue Lewis Consulting
Construction Traffic Planning

CONTENTS

Document Control

Title:	Description
Ref No.:	20231130-LOR-STM-HVLR RSA
Description:	Heavy Vehicle Local Road – Road Safety Audit

Role	Name	Position
Author:	Alex Gosper	Level 3 (Lead) Road Safety Auditor

Document Revisions

No.	Date	Issue / Description
00	30.11.2023	ORIGINAL ISSUE

Executive Summary

Audited Project:	TAP3 – Footbridge St Marys MCC (CN. ISD-18-7541-G)
Audit for:	Laing O'Rourke
Address:	N/A
Email Address:	smccleery@laingorourke.com.au
Clients Contact:	Sam McCleery
Auditors:	**Alex Gosper** (Level 3 Road Safety Auditor – ID:0908), Director / Senior Civil Engineer – Civlink Consulting Pty Ltd **Sue Lewis** (Level 2 Road Safety Auditor), Sue Lewis Consulting Pty Ltd **Declan McGarry** (Level 1 Road Safety Auditor – ID:1419), CGU **Abdullah Khan** (Level 1 Road Safety Auditor – ID:1363), CPB
Audit Type:	Roadworks road safety audit
Commencement Meeting:	29th November 2023
Site Visit:	30th November 2023
Completion Meeting:	To be advised
Previous Audit:	N/A

1. Introduction

1.1 Purpose of Audit

This report presents findings of a Pre-construction Road Safety Audit. The audit reviewed the proposed local road use by heavy vehicles as outlined in the HVLR document. It will also review the associated swept paths, Traffic Guidance Schemes and associated documentation in relation to the local road use as part of the project.

The audit is conducted to verify the implemented site arrangement for the works, and within the specified area affected by the project works. The audit scrutinizes the 'safe system' approach to road design and the traffic management planning, targeting roadside hazards including (but not limited to) signage and pavement marking, pedestrian & cyclists' facilities, delineation, sight distances, intersection controls and safety barriers.

The site being audited covers the areas affected by changes, including the removal of the traffic blisters and islands and the installation of road plates on Grand Avenue. The areas that are the subject of this audit is the red area shown in Figure 1, below;

Figure 1: Road Safety Audit Scope

[Source: Google]

1.2 Audit Objectives

The objective of this road safety audit was to identify relevant road safety deficiencies in the site which, if addressed, would improve safety for road users.

The other objectives of this Road Safety Audit were to:

- Check the compatibility between the traffic management's safety features and the functional classification of the roads.
- Identify any design feature's that can, either now or with time, create a traffic safety issue.
- identify additional design's features at the site that pose a safety hazard or risk to any of the road users
- Determine the extent of the deficiencies in the design, considering all road user groups.

1.3 Procedures and reference material

The procedures used are those in the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022) and RTA Guidelines for Road Safety Audit Practices 2011.

Technical reference documents for Traffic Guidance Schemes is the Traffic Control at Worksites Manual (TCAWS) Version 6.1, 2021.

1.4 Audit Team

This Audit Team consisted of:

a) **Alex Gosper** (Civlink Consulting Director / Traffic Manager / Senior Civil Engineer). Alex is a registered Road Safety Auditor with the Institute of Public Works Engineers Australia, NSW and Senior auditor in both VIC & QLD. Alex is a registered Level 3 Road Safety Auditor in NSW.

b) **Sue Lewis** (Sue Lewis Consulting Pty Ltd) Sue has 20+ years experience in the traffic industry, with significant experience working on some of the largest infrastructure projects in Australia. Sue is a Level 2 Road Safety Auditor in NSW.

c) **Declan C Mc Garry** (CGU) Declan has more than 5 years experience working in traffic management roles across a number of significant infrastructure and upgrade projects in NSW. Declan is a Level 1 Road Safety Auditor in NSW.

d) **Abdullah Khan** Abdullah has more than 7 years' experience in the traffic industry across a number of State Significant Infrastructure projects in NSW. Abdullah is a Level 1 Road Safety Auditor in NSW.

1.5 Statement of Independence

The audit team are independent from the design team and have not been involved in the development of the traffic strategies selected for implementation on this project and site. The audit has been carried out independently of the design team in accordance with Austroads Guide to Road Safety; Part 6 – Road Safety Audit and NSW Centre for Road Safety: Guidelines for Road Safety Audit Practices.

2. Road Safety Audit Program

2.1 Commencement Meeting

Wednesday the 29th of November a commencement email was received from Sue Lewis requesting an audit be conducted on the Heavy Vehicle Local Road (HVLR) report to support the use of local roads within the Penrith Council area at St Marys as part of the TAP3 St Marys station upgrade. The audit was to be conducted by Alex Gosper, Lead Road Safety Auditor (Civlink Consulting) with the assistance of Sue Lewis, Abdullah Khan and Declan McGarry. The audit was to be conducted on the swept paths, traffic guidance schemes and proposed scope included within the HVLR document from the Project.

2.2 Completion meeting

Project representatives are to advise of the need for a Completion meeting.

2.3 Responding to the audit report

The responsibility for the design and implementation of this project rests with the client's project management team, not with the auditors. The project manager is under no obligation to accept the audit findings. Also, it is not the role of the auditor to agree or to approve the project manager's responses to the audit. Rather, the audit provides the opportunity to highlight potential road safety problems and have them formally considered by the project manager or design manager in conjunction with all other project considerations.

2.4 Corrective action response

The road safety audit is a formal process. The road safety audit report is by no means the end of the audit process. The audit report documents the audit teams' identified concerns made to improve the safety of the roads. This report must be responded to by the client with a written response to each audit finding.

2.5 Disclaimer

The findings and opinions in the report are based on the examination of the site and might not address all concerns existing at the time of the audit. The auditors have endeavoured to identify features of the site that could be modified or removed in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as safe.

The problems identified have been noted in this report and should be considered for improving road safety. Where corrective actions are not taken, this should be reported in writing, providing the reason for the decision. Readers are urged to seek specific advice on matters and not to rely solely on this report. While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that everyone relying on it does so at their own risk without any liability to the Auditors.

3. Risk Assessment Approach

This audit identified and rated risks per the Austroads recommendation using the assessment process below. Potential safety hazards were identified and categorised based on the frequency of occurrence and severity (consequence of crash). A preliminary risk rating for each identified issue has been assigned in Section 4 which were determined via a subjective judgement by the Auditor guided by the Austroads "*Guide to Road Safety, Part 6: Road Safety Audit*".

Austroads' provides an indication of the level of risk and what response may be appropriate – refer to the tables below.

3.1 Likelihood

	Description
Almost Certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years

3.2 Severity

	Description
Insignificant	Property damage
Minor	Minor first aid
Moderate	Major first aid and/or presents to hospital (not admitted)
Serious	Admitted to hospital
Fatal	At scene or within 30 days of the crash

3.3 Risk Rating

		Severity				
		Insignificant	**Minor**	**Moderate**	**Serious**	**Fatal**
Likelihood	**Almost Certain**	**Medium**	**High**	**High**	**Extreme**	**Extreme**
	Likely	**Medium**	**Medium**	**High**	**Extreme**	**Extreme**
	Possible	**Low**	**Medium**	**High**	**High**	**Extreme**
	Unlikely	**Negligible**	**Low**	**Medium**	**High**	**Extreme**
	Rare	**Negligible**	**Negligible**	**Low**	**Medium**	**High**

3.4 Treatment

Risk	Suggested treatment approach
Negligible	No action required
Low	Should be corrected or the risk reduced if the treatment cost is low
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate but not high
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high
Extreme	Must be corrected regardless of cost

4. Audit Findings

No.	Location / Document reference	Description of Deficiency / Observation	Risk level
1	N273-HVSP01	The proposed 12.5m swept path for trucks entering and exiting Brisbane Street from Glossop Street encroach into the opposing lane. Trucks exiting Brisbane Street and heading south should have limited issues as they can await for two lanes to be clear, however the entering vehicle shows an impact on the westbound Brisbane Street traffic. Although unlikely, this may increase the likelihood of some low speed side-swipe type collisions. It is noted that the movements will primarily be outside of peak periods and school pickup and drop-off which is reflected in a reduced likelihood.	**Likelihood – Unlikely** **Severity – Minor** **Risk Rating – Low**
2	N273-HVSP01	The proposed 12.5m swept path for trucks turning left into Australia Street from Brisbane Street heading westbound (similar to item 1) encroach into the area of road for opposing traffic. This movement requiring the full road width may increase the likelihood of some low speed side-swipe type collisions. It is noted however that this section of Australia Street is not line marked and appears to carry very low volumes of traffic which will reduce the likelihood of an impact and is reflected in the likelihood.	**Likelihood – Unlikely** **Severity – Minor** **Risk Rating – Low**

3	N273-HVSP02	The swept path for entry proposes a forward in movement to the compound / laydown. The exit also suggests a forward movement to exit. It is unclear if it is possible to be able to u-turn or achieve a 3-point turn with a 12.5m truck in the corridor proposed (without impacting or driving on the rail formation). Should the drivers need to reverse onto the road, it may pose some additional challenges with the interface with traffic. Alternatively, where they opt to reverse within site, and drive out forwards, it may see the trucks perform differently when exiting site. It is noted however that traffic control will be in place so these configurations are unlikely to exacerbate any existing safety risks.	**Note only**
4	N273-TGS03	General note – The TGS speed reduction signs are only single signs. These are typically duplicated or repeated in accordance with Section 4.5.5 of the TCWS Version 6.1	**Note only**
5	N273-TGS03	General note – The TGS proposes the use of manual traffic controllers. It is unclear from the plans if this has been demonstrated to be a safer outcome than PTCDs in accordance with TCWS.	**Note only**
6	N273-TGS03	General note – Where manual traffic controllers are demonstrated to provide a safer outcome than PTCD, TCWS requires four (4) cones be placed in advance of the traffic controller (either in the centre of the road or immediately in advance of the traffic controller in the shoulder, or both). This doesn't appear to be included on the traffic plan.	**Note only**

5. Conclusion

The report outlines where potential deficiencies have been identified for consideration by the project manager, designer and/or engineer.

The findings and opinions in the report are based on the examination of the planning documents and site at St Marys as part of the TAP3 station upgrade works. The Auditors have endeavoured to identify features of the arrangement that could be modified or removed to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as safe. While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that anyone relying on it does so at their own risk without any liability to the Auditors.

Date: 30.11.2023

Alex Gosper

Director | Level 3 Road Safety Auditor
Civlink Consulting Pty Ltd
M +61 432 544 458

Alex@civlink-consulting.com.au

Date: 30.11.2023

Sue Lewis

Level 2 Road Safety Auditor
Sue Lewis Consulting Pty LTd

Date: 30.11.2023

Declan McGarry

Level 1 Road Safety Auditor

Date: 30.11.2023

Abdullah Khan

Level 1 Road Safety Auditor

HEAVY VEHICLE LOCAL ROAD
ROAD SAFETY AUDIT

LAING O'ROURKE

TAP3 – ST MARYS FOOTBRIDGE – HVLR AND SWEPT PATH – REV G

CIVLINK CONSULTING

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ABN 64 633 194 948
Telephone +61 432 544 458
Email alex@civlink-consulting.com.au
Website www.civlink-consulting.com.au

CONTENTS

Document Control

Title:	Description
Ref No.:	20240909-LOR-STM-HVLR RSA-0002
Description:	Heavy Vehicle Local Road – Road Safety Audit

Role	Name	Position
Author:	Alex Gosper	Level 3 (Lead) Road Safety Auditor

Document Revisions

No.	Date	Issue / Description
00	09.08.2024	ORIGINAL ISSUE

Executive Summary

Audited Project:	TAP3 – Footbridge St Marys MCC (CN. ISD-18-7541-G)
Audit for:	Laing O'Rourke
Address:	N/A
Email Address:	smccleery@laingorourke.com.au
Clients Contact:	Sam McCleery
Auditors:	**Alex Gosper** (Level 3 Road Safety Auditor – ID:0908), Director / Senior Civil Engineer – Civlink Consulting Pty Ltd **Sue Lewis** (Level 2 Road Safety Auditor), Sue Lewis Consulting Pty Ltd **Declan McGarry** (Level 1 Road Safety Auditor – ID:1419), CGU **Abdullah Khan** (Level 1 Road Safety Auditor – ID:1363), CPB
Audit Type:	Roadworks road safety audit
Commencement Meeting:	6th September 2024
Site Visit:	7th September 2024
Completion Meeting:	To be advised
Previous Audit:	Revision D of the HVLR TAP3 document

1. Introduction

1.1 Purpose of Audit

This report presents findings of a Roadworks Road Safety Audit. The audit reviewed the local road use by heavy vehicles as outlined in the HVLR document revision G. It reviewed the associated swept paths, Traffic Guidance Schemes and associated documentation in relation to the local road use as part of the project and included a site inspection to observe the operation of the vehicle movements.

The audit is conducted to verify the implemented site arrangement for the works, and within the specified area affected by the project works. The audit scrutinizes the 'safe system' approach to road design and the traffic management planning, targeting roadside hazards including (but not limited to) signage and pavement marking, pedestrian & cyclists' facilities, delineation, sight distances, intersection controls and safety barriers.

The site being audited covers the Forrester Road and private road adjacent to the rail line. The areas that are the subject of this audit is the red area shown in Figure 1, below;

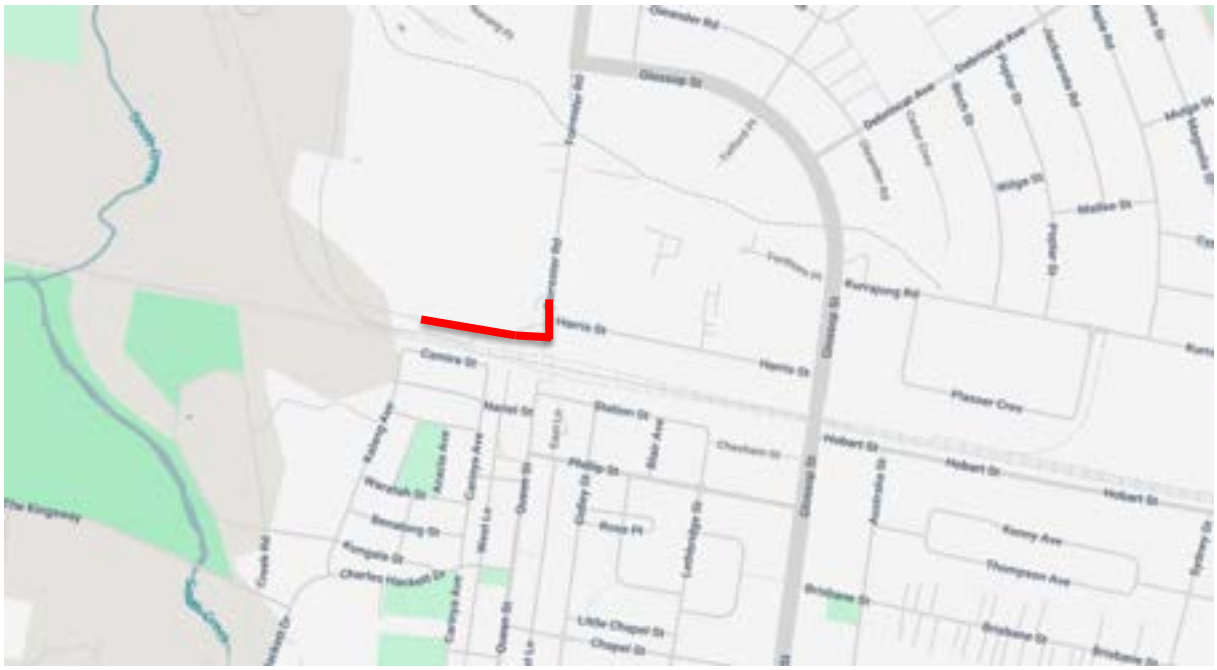

Figure 1: Road Safety Audit Scope

[Source: Google]

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- Determine the extent of the deficiencies in the design, considering all road user groups.

1.3 Procedures and reference material

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2. Road Safety Audit Program

2.1 Commencement Meeting

On Friday 6th of September 2024 a commencement email was received from Sue Lewis requesting an audit be conducted on the Heavy Vehicle Local Road (HVLR) report to support the use of local roads within the Penrith Council area at St Marys as part of the TAP3 St Marys station upgrade. The audit was to be conducted by Alex Gosper, Lead Road Safety Auditor (Civlink Consulting) with the assistance of Sue Lewis, Abdullah Khan and Declan McGarry. The audit was to be conducted on the swept paths, traffic guidance schemes and proposed scope included within the HVLR document from the Project,m specifically concentrating on the Forrester Road roundabout and Terminal Access Road.

2.2 Completion meeting

Project representatives are to advise of the need for a Completion meeting.

2.3 Responding to the audit report

The responsibility for the design and implementation of this project rests with the client's project management team, not with the auditors. The project manager is under no obligation to accept the audit

findings. Also, it is not the role of the auditor to agree or to approve the project manager's responses to the audit. Rather, the audit provides the opportunity to highlight potential road safety problems and have them formally considered by the project manager or design manager in conjunction with all other project considerations.

2.4 Corrective action response

The road safety audit is a formal process. The road safety audit report is by no means the end of the audit process. The audit report documents the audit teams' identified concerns made to improve the safety of the roads. This report must be responded to by the client with a written response to each audit finding.

2.5 Disclaimer

The findings and opinions in the report are based on the examination of the site and might not address all concerns existing at the time of the audit. The auditors have endeavoured to identify features of the site that could be modified or removed in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as safe.

The problems identified have been noted in this report and should be considered for improving road safety. Where corrective actions are not taken, this should be reported in writing, providing the reason for the decision. Readers are urged to seek specific advice on matters and not to rely solely on this report. While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that everyone relying on it does so at their own risk without any liability to the Auditors.

3. Risk Assessment Approach

This audit identified and rated risks per the Austroads recommendation using the assessment process below. Potential safety hazards were identified and categorised based on the frequency of occurrence and severity (consequence of crash). A preliminary risk rating for each identified issue has been assigned in Section 4 which were determined via a subjective judgement by the Auditor guided by the Austroads "*Guide to Road Safety, Part 6: Road Safety Audit*".

Austroads' provides an indication of the level of risk and what response may be appropriate – refer to the tables below.

3.1 Likelihood

	Description
Almost Certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years

3.2 Severity

	Description
Insignificant	Property damage
Minor	Minor first aid
Moderate	Major first aid and/or presents to hospital (not admitted)
Serious	Admitted to hospital
Fatal	At scene or within 30 days of the crash

3.3 Risk Rating

		Severity				
		Insignificant	**Minor**	**Moderate**	**Serious**	**Fatal**
Likelihood	**Almost Certain**	**Medium**	**High**	**High**	**Extreme**	**Extreme**
	Likely	**Medium**	**Medium**	**High**	**Extreme**	**Extreme**
	Possible	**Low**	**Medium**	**High**	**High**	**Extreme**
	Unlikely	**Negligible**	**Low**	**Medium**	**High**	**Extreme**
	Rare	**Negligible**	**Negligible**	**Low**	**Medium**	**High**

3.4 Treatment

Risk	Suggested treatment approach
Negligible	No action required
Low	Should be corrected or the risk reduced if the treatment cost is low
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate but not high
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high
Extreme	Must be corrected regardless of cost

4. Audit Findings

No.	Location / Document reference	Description of Deficiency / Observation	Risk level
1	Private access road, turning onto Forresters Road	The stop bar and STOP sign is positioned a long way from through traffic. It is not possible to clearly see oncoming traffic, to allow giving way. It is noted however that there is ample room to roll forward to allow visibility. 	Note only

2	STM-PM-PLN-HVLR-Rev G	There appears to be ample room to turn heavy vehicles around at the roundabout and areas proposed for use under the HVLR. There are however some instances where vehicles are proposed to be reversing over pedestrian footpaths. It is unclear how this operation will be undertaken, and if there is any pedestrian demand on the footpaths. Should the footpaths be regularly trafficked by pedestrians, it may result in an increased probability of vehicles and pedestrian collisions.  	**Likelihood – Rare** **Severity – Serious** **Risk Rating – Medium**

3	Forrester Street southbound approaching roundabout and private access road	The linemarking approaching the southern end of Forresters Road is deteriorated in places reducing the ability to determine lane configurations. This may result in some drivers deviating from their lane, and resulting in poor lane positioning or an increased risk of side-swipe type collisions. It is noted that approaching the roundabout section the operating speed of traffic is very low, resulting in a very low probability of an incident. 	**Likelihood – Unlikely** **Severity – Minor** **Risk Rating – Low**
4	General note	No further issues were identified at night.	**Note only**

5. Conclusion

The report outlines where potential deficiencies have been identified for consideration by the project manager, designer and/or engineer.

The findings and opinions in the report are based on the examination of the planning documents and site at St Marys as part of the TAP3 station upgrade works. The Auditors have endeavoured to identify features of the arrangement that could be modified or removed to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as safe. While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that anyone relying on it does so at their own risk without any liability to the Auditors.

Date: 09.09.2024

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Date: 09.09.2024

Sue Lewis

Level 2 Road Safety Auditor
Sue Lewis Consulting Pty LTd

Date: 09.09.2024

Declan McGarry

Level 1 Road Safety Auditor

Date: 09.09.2024

Abdullah Khan

Level 1 Road Safety Auditor

Appendix 4 Dilapidation Report

Land Surveys
NO PROBLEMS JUST SOLUTIONS

EXISTING CONDITION
SURVEY REPORT

Project Name:	2002003_Laing O'Rourke_P204_StMarys_TAP3
Client:	Laing O'Rourke
Prepared by:	Land Surveys
Date:	04/08/2023

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1 DOCUMENT CONTROL

1.1 Revisions

Issues of this document shall be identified as Revision 1, 2, 3 etc. Upon each update this shall be changed to a sequential number.

On receipt of a revision, the copyholder shall incorporate the revised pages into this document. The document shall be subject to reissue after a practical number of changes have been made.

Date	Rev	Details	Section	Prepared	Approved
04/08/2023	0	Original	All	Land Surveys	Bruce Baker

1.2 Distribution List

Copyholder details	Document #	Revision#
Laing O'Rourke	Existing Condition Report	0

2 EXECUTIVE SUMMARY

2.1 Inspection Brief

The survey involves capturing high resolution 360 imagery within specific areas, as per scope of works.

Any cracks and/or defects captured from the initial survey can be reassessed periodically (if necessary) to detect any further movement or change in conditions.

2.2 Data Capture

A road condition surveys was undertaken with the utilization of a 360-degree spherical camera mounted to the roof of a vehicle. The georeferenced spherical imagery was captured at traffic speed and at various intervals along the road corridor as per scope of works.

Data captured is delivered as geotagged high-resolution photographic imagery.

The data is provided in a web based online viewer (similar to Google Streetview), and no additional software is required to view.

2.3 Navigating through the Virtual Tour

The dataset can be navigated through the virtual viewer provided, simply clink on the URL link in section 10 to view.

Photographs can be zoomed, panned and rotated allowing investigation of any areas along the corridor.

A location map is also provided with a pin for each photo representing its location.

2.4 Conditions and Defects Observed

For definitions of defects used throughout this report refer to item 4.1 Definitions of Defects.

A tabulated list of observed defects has been prepared identifying location, node number (relating to the 360 virtual tour) and comments of defects.

3 ASSUMPTIONS AND EXCLUSIONS

3.1 Weather Conditions

The survey was undertaken on the date as specified within this report and in prevailing weather and environmental conditions.

3.2 Exclusions

Defects and existing conditions within this report may exclude:

- Inaccessible areas
- Defects not apparent at the time of the inspection
- Defects only apparent in different weather or environmental conditions
- Minor defects (such as super fine hairline cracking) which may be difficult to observe
- Defects outside the scope of works

3.3 Access

Consent to access any private land and or structures was obtained from the appropriate persons prior to entry. In cases where access to specific areas/rooms were denied, no survey within this area has been undertaken and a note will be made within the report.

All surveys were undertaken from a reasonable distance to any moving vehicles, machinery, plant, equipment and/or any other possible dangers.

Some areas may be restricted in visibility due to:

- Traffic conditions
- Road closures
- Parked vehicles/pedestrians
- Obscured by trees and/or other objects
- Obscured by furniture, blinds and/or other fittings or fixtures
- Locked rooms or areas
- Height or depth of structures

3.4 Unless Otherwise Specified

- No soil, etc. has been excavated nor has any investigation of sub ground drainage been made
- No special investigation of insect, asbestos or soil contamination has been made
- No plant, trees, fixtures, cladding, or lining materials have been removed for further investigation
- No items of furniture or chattels have been moved whilst conducting the survey
- No access to roof, roof space or subfloor has been made
- No inspection to frame work or footings has been undertaken
- No underground services have been inspected

3.5 Sole Use of Client

This report is provided solely for the use of the persons named within this report and no responsibility to other persons is accepted.

3.6 Report Reproduction

Any reproduction of this report must be done so in its entirety.

3.7 Disclaimer

Land Surveys has attempted to show all obvious visual defects, however, cannot guarantee all dilapidation has been identified and has no accountability for any omissions.

The survey only covers the status of the site at the time of inspection. Land Surveys does not accept any liability of damages caused to any properties or structures after site inspection. Land Surveys also accepts no responsibility for any amendments or additions made to the report after delivery.

Land Surveys staff members are not structural engineers or registered building surveyors and are not in a position to comment on the causes of damage or assess any future damages. Land Surveys makes no evaluation on property or structures in terms of its structural stability, with the contents of this report intended as a visual reference only.

4 DEFECT DEFINITIONS AND CLASSIFICATIONS

The following definitions and classifications may be used throughout this report to describe the general condition of various features, surfaces or structures. They are to be used as a guide only and are not an exact.

The photography taken is for record purposes only. Land Surveys make no comment or inference regarding the cause of dilapidation or the potential impact or effect of dilapidation.

4.1 Definitions of Defects

Defect Type	Definition
Blistering	A bubbling effect often caused by heat, moisture or chemical
Chipping	Section of a surface that has broken away
Corrosion	Degradation of a metal caused by its environment
Corrugation Defect	Formation of ripples across a surface
Cracking	A break/split in a surface or structure without complete separation
Damage	Generic term for something that has been broken, smashed, crushed or ruptured
Depressions	Concave deformation of a surface
Deterioration	Progressively worsening
Deviation	Variation within a surface or structure
Discolouration	Change in hue or visual appearance to a material
Displacement/Misalignment	Incorrect position or placement of a structure or surface
Efflorescence	The formation of salt/crystalline deposit on surfaces of masonry, stucco or concrete
Gouges/Scuffs/Dints	Indentation, groove or scrape to a surface
Ground Subsidence	Sinking or settling of the grounds surface
Moss/Mould Buildup	Gradual accumulation of an algae/fungus on a surface
Patching	Surface that has been repaired
Patching Failures	Repaired surfaces that show signs of reoccurring distress
Peeling	The outer layer or skin detached from its surface
Ponding	Water or other liquids forming a small body of standing water
Pothole	Bowl shape depression in a pavement as a result of the loss of the pavement surface
Ravelling	Progressive disintegration of a pavement surface through loss of both binder and aggregate
Rust	A red/orange/brown flaking coating of iron oxide that is formed on metal by oxidation
Rutting	Longitudinal vertical deformation of a pavement surface in a wheel path
Separation/Delamination	A break, split or variation between various surfaces or structures
Shape Loss	Generic term for a number of defects including; corrugations, depressions, shoving
Shoving	Convex deformation of a surface
Spalling	Result of water entering brick, concrete or stone and forcing the surface to peel, pop out or flake off
Stripping	Loss of aggregate within a pavement surface, resulting in exposed binder and/or pavement
Water Ingress/Damage	Water or liquid entering a surface or structure/causing damage
Weathered	Worn by long periods of exposure to natural elements

4.2 Crack Type

Crack Type	Definition
Longitudinal	Cracks that run along the length of a carriageway/path. It can consist of a single crack or a series of parallel cracks
Transverse	Cracks that run perpendicular to the carriageway/path. It can consist of a single crack or a series of parallel cracks
Lineal	Cracks running in a direct line. It can consist of a single crack or a series of parallel cracks
Reflective	Cracks that occur directly over joints or cracks in a concrete pavement or overlay of a deteriorated asphalt pavement due to the movement of the old pavement
Slippage	Cracks forming the shape a crescent or half-moon, generally having two ends pointed into the direction of traffic.
Edge	Cracks that appear on the edge of a road or path
Crocodile	Interconnecting or interlaced cracking, resembling the hide of a crocodile
Block	Interconnected cracks that divide the surface up into rectangular pieces
Craze	A network of cracks running in various directions
Pattern	Cracks that are part of a network of cracks that form an identifiable grouping of shapes
Vertical	Cracks that are parallel to the vertical direction
Horizontal	Cracks that are parallel to the plane of the horizon
Diagonal	Cracks running crossways across a surface of structure
Step	The crack pattern follows the mortar joints between masonry units in a stair stepping pattern
Cogged	The crack pattern follows the mortar joints between masonry units in a vertical rotational pattern
Joint	Lineal cracks that run along the connection of construction joints, expansion joints, isolation joints and at the junction of structures and forms
Various	Generic term for a combination of several crack types

4.3 Crack Classification

Crack Width (mm)	Crack Classification (Class)
<0.1	0
0.1-1	1
1-5	2
5-15	3
15-25	4
>25	5

5 REPORT REVIEW AND ACCEPTANCE

Location of Survey:

- Hobart street
- Australia Street
- Sydney Street
- Brisbane street

Date of Survey: 04/08/2023

Survey conducted by Land Surveys

5.1 Client Acceptance

I accept that this report is true and a correct record of conditions.

Signature of Client Representative

Full Name of Client Representative

Date

6 INTRODUCTION

Land Surveys has been contracted by Laing O'Rourke to undertake a dilapidation survey and existing condition report of structures adjacent to P204St Marys TAP3, prior to the commencement of any construction works.

7 SCOPE OF WORKS

The survey involves capturing high resolution 360 imagery of existing conditions and observed defects located at:

- Hobart street
- Australia Street
- Sydney Street
- Brisbane street

8 SITE CONDITION & GENERAL OBSERVATIONS

Date of Survey	04/08/2023
Survey Type	360 Virtual Tour of Road Corridor
Site Conditions	Pre-Construction
Weather Conditions	Dry, Sunny
Lighting Conditions	Ideal
Significant Trees	Significant Trees within 10 Metres of Road Corridor
Ground Conditions	No Major Faults Observed
Access	All Areas Accessed

9 SURVEY LOCATION

10 360 VIRTUAL TOUR

Click to access 360 Virtual Tour

11 SCHEDULE OF DEFECTS

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1000	Hobart Street	Westbound Lane	Asphalt Asphalt	Stripping Cracking	Crocodile	2
1001	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Stripping Patching	Crocodile	2
1002	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Stripping Patching	Crocodile	2
1003	Hobart Street	Westbound Lane	Asphalt Kerb Channel	Stripping Cracking	Longitudinal	2
1004	Hobart Street	Westbound Lane	Asphalt	Stripping		
1005	Hobart Street	Westbound Lane	Kerb Channel	Chipping		
1006	Hobart Street	Westbound Lane	Asphalt	Stripping		
1007	Hobart Street	Westbound Lane	Kerb Channel	Cracking	Lineal	2
1008	Hobart Street	Westbound Lane	Kerb	Chipping		
1009	Hobart Street	Westbound Lane	Asphalt	Stripping		
1010	Hobart Street	Westbound Lane	Kerb	Chipping		
1011	Hobart Street	Westbound Lane	Kerb	Chipping		
1012	Hobart Street	Westbound Lane	No Defect Observed			
1013	Hobart Street	Westbound Lane	Asphalt	Stripping		
1014	Hobart Street	Westbound Lane	Asphalt	Stripping		
1015	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Stripping Depressions	Crocodile	2
1016	Hobart Street	Westbound Lane	Asphalt	Stripping		
1017	Hobart Street	Westbound Lane	Asphalt	Stripping		
1018	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1019	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1020	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1021	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1022	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1023	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1024	Hobart Street	Westbound Lane	Asphalt	Stripping		
1025	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1026	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1027	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1028	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1029	Hobart Street	Westbound Lane	Kerb	Chipping		
1030	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Gouges Stripping Cracking	 Edge	 2
1031	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1032	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1033	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1034	Hobart Street	Westbound Lane	Kerb Channel	Cracking	Lineal	2
1035	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1036	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1037	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1038	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1039	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1040	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1041	Hobart Street	Westbound Lane	Asphalt	Patching		
1042	Hobart Street	Westbound Lane	Asphalt	Stripping		
1043	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1044	Hobart Street	Westbound Lane	Asphalt	Stripping		
1045	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1046	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Cracking	Longitudinal Transvers	2 2
1047	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Stripping Patching	Longitudinal	2
1048	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Cracking Stripping	Longitudinal Transvers	2 2
1049	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Stripping Patching Cracking	 Craze	 2
1050	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Edge	2
1051	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Crocodile	2
1052	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Various	2
1053	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Patching Stripping	Various	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1054	Hobart Street	Westbound Lane	Asphalt	Damage		
1055	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Depressions Stripping	Various	2
1056	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Craze	2
1057	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Patching Stripping	Craze	2
1058	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
1059	Hobart Street	Westbound Lane	Asphalt	Stripping		
1060	Hobart Street	Westbound Lane	No Defect Observed			
1061	Hobart Street	Westbound Lane	No Defect Observed			
1062	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1063	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1064	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1065	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Patching	Longitudinal	2
1066	Hobart Street	Westbound Lane	Asphalt	Patching		
1067	Hobart Street	Westbound Lane	Asphalt	Patching		
1068	Hobart Street	Westbound Lane	Asphalt Asphalt	Patching Cracking	Longitudinal	2
1069	Hobart Street	Westbound Lane	Asphalt Asphalt	Gouges Stripping		
1070	Hobart Street	Westbound Lane	Asphalt	Stripping		
1071	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1072	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1073	Hobart Street	Westbound Lane	No Defect Observed			
1074	Hobart Street	Westbound Lane	Asphalt	Patching		
1075	Hobart Street	Westbound Lane	Asphalt Asphalt	Stripping Patching		
1076	Hobart Street	Westbound Lane	Asphalt Asphalt	Stripping Cracking	Longitudinal	2
1077	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Cracking Stripping	Crocodile Longitudinal	1 2
1078	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Stripping Patching Cracking	Longitudinal	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1079	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Patching Stripping Cracking	 Longitudinal	 2
1080	Hobart Street	Westbound Lane	Asphalt	Stripping		
1081	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1082	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1083	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Patching	Edge	2
1084	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Stripping Patching	Various	2
1085	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt Asphalt	Stripping Patching Cracking Depressions	Various	2
1086	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Patching Stripping	Various	2
1087	Hobart Street	Westbound Lane	Asphalt	Cracking Stripping	Various	3
1088	Hobart Street	Westbound Lane	Asphalt	Cracking Cracking	Transvers Edge	2 2
1089	Hobart Street	Westbound Lane	Asphalt	Stripping		
1090	Hobart Street	Westbound Lane	Asphalt	Stripping Cracking Cracking	 Transvers Longitudinal	 2 2
1091	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1092	Hobart Street	Westbound Lane	Asphalt	Cracking Stripping	Longitudinal	2
1093	Hobart Street	Westbound Lane	Asphalt	Stripping		
1094	Hobart Street	Westbound Lane	Asphalt	Cracking Stripping	Longitudinal	2
1095	Hobart Street	Westbound Lane	Asphalt	Cracking Stripping	Transvers	2
1096	Hobart Street	Westbound Lane	Asphalt	Stripping		
1097	Hobart Street	Westbound Lane	Asphalt	Stripping		
1098	Hobart Street	Westbound Lane	Asphalt	Stripping		
1099	Hobart Street	Westbound Lane	Asphalt	Stripping		
1100	Hobart Street	Westbound Lane	Asphalt	Damage		
2001	Sydney Street	Southbound Lane	Asphalt Asphalt	Stripping Patching		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
2002	Sydney Street	Southbound Lane	Asphalt	Stripping		
2003	Sydney Street	Southbound Lane	Asphalt	Stripping		
2004	Sydney Street	Southbound Lane	Asphalt	Stripping		
2005	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Stripping Depressions Patching		
2006	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Depression Stripping Patching		
2007	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Failures Stripping Cracking	Crocodile	2
2008	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Stripping Patching Cracking	Crocodile	2
2009	Sydney Street	Southbound Lane	Asphalt	Stripping		
2010	Sydney Street	Southbound Lane	Asphalt	Stripping		
2011	Sydney Street	Southbound Lane	Asphalt	Stripping		
2012	Sydney Street	Southbound Lane	Asphalt Asphalt	Patching Failures Cracking	Crocodile	2
2013	Sydney Street	Southbound Lane	Asphalt Asphalt	Stripping Patching		
2014	Sydney Street	Southbound Lane	Asphalt	Stripping		
2015	Sydney Street	Southbound Lane	Asphalt	Stripping		
2016	Sydney Street	Southbound Lane	Asphalt Asphalt	Patching Stripping		
2017	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Depressions Patching Stripping		
2018	Sydney Street	Southbound Lane	Asphalt	Stripping		
2019	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Ravelling Gouges Cracking	Craze	2
2020	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt Asphalt	Patching Failures Gouges Cracking Ravelling	Various	2
2021	Sydney Street	Southbound Lane	Asphalt Asphalt	Ravelling Cracking	Crocodile	2
2022	Sydney Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
2023	Sydney Street	Southbound Lane	Asphalt	Stripping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
2024	Sydney Street	Southbound Lane	Asphalt	Stripping		
2025	Sydney Street	Southbound Lane	Asphalt	Stripping		
2026	Sydney Street	Southbound Lane	Asphalt	Stripping		
2027	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Stripping Cracking	Craze	1
2028	Sydney Street	Southbound Lane	Asphalt Asphalt	Patching Stripping		
2029	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Failures Stripping Depression		
2030	Sydney Street	Southbound Lane	Asphalt Asphalt	Patching Stripping		
2031	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Ravelling Cracking Gouges	Transvers	2
2032	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Ravelling Cracking Patching Failures	Crocodile	2
2033	Sydney Street	Southbound Lane	Asphalt	Stripping		
2034	Sydney Street	Southbound Lane	Asphalt Asphalt	Stripping Depression		
2035	Sydney Street	Southbound Lane	Asphalt Asphalt	Stripping Patching		
2036	Sydney Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Transvers	2
2037	Sydney Street	Southbound Lane	Island Asphalt	Chipping Stripping		
2038	Sydney Street	Southbound Lane	Asphalt Roundabout	Stripping Gouges		
2039	Sydney Street	Southbound Lane	Asphalt Roundabout	Patching Chipping		
2040	Sydney Street	Southbound Lane	Asphalt Roundabout	Patching Chipping		
3000	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Kerb Channel Kerb	Edge Stripping Chipping	2
3001	Brisban Street	Westbound Lane	Asphalt	Cracking	Edge	2
3002	Brisban Street	Westbound Lane	Kerb	Cracking	Lineal	2
3003	Brisban Street	Westbound Lane	Kerb Channel	Cracking	Lineal	2
3004	Brisban Street	Westbound Lane	Kerb	Chipping		
3005	Brisban Street	Westbound Lane	Kerb	Chipping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
3006	Brisban Street	Westbound Lane	Kerb	Chipping		
3007	Brisban Street	Westbound Lane	No Defect Observed			
3008	Brisban Street	Westbound Lane	Asphalt	Cracking	Edge	2
3009	Brisban Street	Westbound Lane	Kerb	Chipping		
3010	Brisban Street	Westbound Lane	Kerb	Chipping		
3011	Brisban Street	Westbound Lane	No Defect Observed			
3012	Brisban Street	Westbound Lane	No Defect Observed			
3013	Brisban Street	Westbound Lane	No Defect Observed			
3014	Brisban Street	Westbound Lane	Asphalt	Stripping		
3015	Brisban Street	Westbound Lane	Asphalt	Stripping		
3016	Brisban Street	Westbound Lane	No Defect Observed			
3017	Brisban Street	Westbound Lane	Asphalt	Stripping		
3018	Brisban Street	Westbound Lane	Asphalt	Patching		
3019	Brisban Street	Westbound Lane	Asphalt	Stripping		
3020	Brisban Street	Westbound Lane	Asphalt	Stripping		
3021	Brisban Street	Westbound Lane	Island	Gouges		
3022	Brisban Street	Westbound Lane	Asphalt	Stripping		
3023	Brisban Street	Westbound Lane	Island	Gouges		
3024	Brisban Street	Westbound Lane	Asphalt	Stripping		
3025	Brisban Street	Westbound Lane	Asphalt	Stripping		
3026	Brisban Street	Westbound Lane	Asphalt	Stripping		
3027	Brisban Street	Westbound Lane	No Defect Observed			
3028	Brisban Street	Westbound Lane	No Defect Observed			
3029	Brisban Street	Westbound Lane	Asphalt	Stripping		
3030	Brisban Street	Westbound Lane	No Defect Observed			
3031	Brisban Street	Westbound Lane	Asphalt	Stripping		
3032	Brisban Street	Westbound Lane	No Defect Observed			
3033	Brisban Street	Westbound Lane	No Defect Observed			
3034	Brisban Street	Westbound Lane	Asphalt	Stripping		
3035	Brisban Street	Westbound Lane	No Defect Observed			
3036	Brisban Street	Westbound Lane	Asphalt	Stripping		
3037	Brisban Street	Westbound Lane	No Defect Observed			
3038	Brisban Street	Westbound Lane	No Defect Observed			
3039	Brisban Street	Westbound Lane	Asphalt	Stripping		
3040	Brisban Street	Westbound Lane	No Defect Observed			
3041	Brisban Street	Westbound Lane	Asphalt	Stripping		
3042	Brisban Street	Westbound Lane	Asphalt	Stripping		
3043	Brisban Street	Westbound Lane	No Defect Observed			

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
3044	Brisban Street	Westbound Lane	No Defect Observed			
3045	Brisban Street	Westbound Lane	No Defect Observed			
3046	Brisban Street	Westbound Lane	No Defect Observed			
3047	Brisban Street	Westbound Lane	Asphalt	Stripping		
3048	Brisban Street	Westbound Lane	Asphalt	Patching		
3049	Brisban Street	Westbound Lane	Asphalt	Stripping		
3050	Brisban Street	Westbound Lane	No Defect Observed			
3051	Brisban Street	Westbound Lane	Asphalt	Stripping		
3052	Brisban Street	Westbound Lane	Asphalt Asphalt	Stripping Cracking	Longitudinal	2
3053	Brisban Street	Westbound Lane	Asphalt Asphalt	Gouges Stripping		
3054	Brisban Street	Westbound Lane	Asphalt Asphalt	Gouges Stripping		
3055	Brisban Street	Westbound Lane	No Defect Observed			
3056	Brisban Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
3057	Brisban Street	Westbound Lane	Kerb Channel	Cracking	Lineal	2
3058	Brisban Street	Westbound Lane	No Defect Observed			
3059	Brisban Street	Westbound Lane	Asphalt	Stripping		
3060	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Patching Failures Depressions Cracking	Crocodile	2
3061	Brisban Street	Westbound Lane	Asphalt	Stripping		
3062	Brisban Street	Westbound Lane	No Defect Observed			
3063	Brisban Street	Westbound Lane	No Defect Observed			
3064	Brisban Street	Westbound Lane	No Defect Observed			
3065	Brisban Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
3066	Brisban Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
3067	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Depressions Stripping	Crocodile	2
3068	Brisban Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Crocodile	2
3069	Brisban Street	Westbound Lane	No Defect Observed			
3070	Brisban Street	Westbound Lane	No Defect Observed			
3071	Brisban Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
3072	Brisban Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
3073	Brisban Street	Westbound Lane	Asphalt	Stripping		
3074	Brisban Street	Westbound Lane	Asphalt	Stripping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
3075	Brisban Street	Westbound Lane	Asphalt	Patching		
3076	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Stripping Cracking Patching	Longitudinal	2
3077	Brisban Street	Westbound Lane	Kerb Channel Asphalt Asphalt	Cracking Gouges Stripping	Lineal	2
3078	Brisban Street	Westbound Lane	Asphalt	Stripping		
3079	Brisban Street	Westbound Lane	No Defect Observed			
3080	Brisban Street	Westbound Lane	No Defect Observed			
3081	Brisban Street	Westbound Lane	Asphalt	Stripping		
3082	Brisban Street	Westbound Lane	Asphalt	Stripping		
3083	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Depressions Cracking Stripping	Crocodile	2
3084	Brisban Street	Westbound Lane	Asphalt	Damage		
3085	Brisban Street	Westbound Lane	Asphalt	Damage		
3086	Brisban Street	Westbound Lane	Asphalt Asphalt	Cracking Cracking	Longitudinal Crocodile	2 2
3087	Brisban Street	Westbound Lane	Asphalt Asphalt	Cracking Cracking	Longitudinal Crocodile	2 2
3088	Brisban Street	Westbound Lane	Asphalt Asphalt	Cracking Cracking	Crocodile Longitudinal	2 2
3089	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Stripping Cracking Depressions	Various	2
3090	Brisban Street	Westbound Lane	Asphalt	Stripping		
3091	Brisban Street	Westbound Lane	Asphalt Asphalt	Stripping Cracking	Longitudinal	2
3092	Brisban Street	Westbound Lane	Asphalt Asphalt	Stripping Cracking	Longitudinal	2
4000	Australia Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Failures Cracking Stripping	Crocodile	2
4001	Australia Street	Southbound Lane	Asphalt Asphalt	Stripping Cracking	Crocodile	2
4002	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
4003	Australia Street	Southbound Lane	Asphalt Kerb	Cracking Chipping	Craze	2
4004	Australia Street	Southbound Lane	Asphalt Kerb & Channel	Cracking Chipping	Crocodile	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
4005	Australia Street	Southbound Lane	Asphalt Kerb	Cracking Cracking	Craze Lineal	2 2
4006	Australia Street	Southbound Lane	Asphalt Kerb	Stripping Cracking	 Lineal	 2
4007	Australia Street	Southbound Lane	Asphalt Kerb	Stripping Chipping		
4008	Australia Street	Southbound Lane	Asphalt	Stripping		
4009	Australia Street	Southbound Lane	Asphalt	Stripping		
4010	Australia Street	Southbound Lane	Asphalt Asphalt	Patching Cracking	 Longitudinal	 2
4011	Australia Street	Southbound Lane	Asphalt	Stripping		
4012	Australia Street	Southbound Lane	Asphalt	Stripping		
4013	Australia Street	Southbound Lane	Asphalt	Stripping		
4014	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Gouges	Transvers	2
4015	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Patching	Craze	2
4016	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Pattern	2
4017	Australia Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Cracking Cracking	 Craze Longitudinal	 2 2
4018	Australia Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Cracking Stripping	 Longitudinal	 2
4019	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
4020	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
4021	Australia Street	Southbound Lane	Asphalt	Stripping		
4022	Australia Street	Southbound Lane	Asphalt	Cracking	Craze	2
4023	Australia Street	Southbound Lane	Asphalt	Stripping		
4024	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Crocodile	2
4025	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Crocodile	2
4026	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Striping	Crocodile	2
4027	Australia Street	Southbound Lane	Asphalt	Patching		
4028	Australia Street	Southbound Lane	Asphalt Asphalt	Patching Stripping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
4029	Australia Street	Southbound Lane	Asphalt	Patching		
4030	Australia Street	Southbound Lane	Asphalt Asphalt	Patching Stripping		
4031	Australia Street	Southbound Lane	Asphalt Asphalt	Patching Cracking	Crocodile	2
4032	Australia Street	Southbound Lane	Asphalt	Cracking	Longitudinal	2
4033	Australia Street	Southbound Lane	Asphalt	Stripping		
4034	Australia Street	Southbound Lane	Asphalt	Stripping		
4035	Australia Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Stripping Cracking	Longitudinal	2

Appendix 5 Consultation with Stakeholders

Review Comments Register

Project: St Marys Footbridge (FSM)
Project ID: ISD-18-7541-G MC Footbridge St Marys (FSM)
Document title: Construction Traffic and Pedestrian Management Plan
Revision: B
Date: 25/05/2023

TfNSW									LORAC			TfNSW		
Item No	Document Number	Document Title	Document Rev No.	Discipline	Reference Page #, Para #, DRG # Detail or item	Reviewer Name	Reviewer Comment Date	Reviewer Comment	Response by	Response Date	Response/Action for Resolution	Status	Closed by	Closed Date
1	150511-STM-PM-PLN-0001S	CTMP	A			Paul Kim	31/03/2023	Overarching comment: The CTMP is to be formally submitted to relevant local government authority (PCC) and stakeholders via TeamBinder, as per the process outlined in the SMWSA Construction Traffic Management Framework (CTMF)	SMc	9/05/2023	CTMP formally submitted via teambinder on 4/05/2023 to be submitted onwards.	Closed	Paul Kim	21/06/23
2	150511-STM-PM-PLN-0001S	CTMP	B	RD	Document Revision History & Sign Off	K.Leehy TCT0105299	23.06.2023	Plan is not approved as per TCAWS Table 3.5, where the Developer, Reviewer & Approvers are required to have the appropriate PWZTMP accreditation issued by SafeWork NSW. Evidence of this has not been provided. Note that the template being used has been superceded elsewhere by LORA and is inconsistent with Versions 4.2, 5.0, 6.0 & 6.1 of TCAWS. Non-compliant with TfNSW policy.	Sid	6/11/2023	The plan is now prepared and approved by appropriately qualified personnel with PWZTMP accreditation. (see CTPMP Authorisation section in the plan)			
3	150511-STM-PM-PLN-0001S	CTMP	B	RD	2.3.1	K.Leehy TCT0105299	23.06.2023	Impact on Traffic Flow - does not appear to have followed the TCAWS assessment requirements in TCAWS Section 3 with data collection, options assessment and recommendations to support the proposed HighRisk controls, mitigation and methodology. The contention of 'no intricate Traffic Management Strategy required" needs to be supported. Non-Compliance.	Sid	6/11/2023	Refer to Section 4.1 of the updated CTPMP			
4	150511-STM-PM-PLN-0001S	CTMP	B	RD	1.22 Legislation / Guidelines & Standards	K.Leehy TCT0105299	23.06.2023	AS1742.3-2009 has been superced by AS1742.3-2019, the reference in "Compliance" does potentially indicate aspects of why the TTMP has issues. Non_Compliance. Note : *This document maps the content from the superseded AS1742.3 (2009) to either the revised standard AS1742.3 (2019) or Austroads Guide to Temporary Traffic Management. The 2019 update of AS1742.3 by Standards Australia resulted in the removal of content from the 2009 standard that was determined to be guidance material. This guidance material has been substantially transferred into the Austroads Guide to Temporary Traffic Management and expanded based on information from Austroads member organisations. To help stakeholders understand these changes, the content from AS1742.3 (2009) has been mapped to identify the new location of this content in either AS1742.3 (2019) or Guide to Temporary Traffic Management.*	Sid	6/11/2023	Now updated (see section 1.2.2)			
5	150511-STM-PM-PLN-0001S	CTMP	B	RD	Appendix 3	K.Leehy TCT0105299	23.06.2023	RMS no longer exists. Are the Road Safety Auditors TfNSW accredited?	Sid	6/11/2023	All the accreditions are now under TfNSW. The Road Safety Auditors are TfNSW accredited			
6	150511-STM-PM-PLN-0001S	CTMP	B	RD	Appendix 3	K.Leehy TCT0105299	23.06.2023	With the issues raised by the RSA, LORA have indicated close-out, that is not supported with Traffic Guidance Schemes ? No evidence of compliance provided.	Sid	6/11/2023	Please review the updated plan, Swept paths and TGSs provided in Appendix 3 & and 4 of the updated CTPMP.			
7	150511-STM-PM-PLN-0001S	CTMP	B	RD	Appendix 4	K.Leehy TCT0105299	23.06.2023	If the "Local Access Plan" for LORA Construction Vehicle Access, then vehicle restrictions, vehicle equipment etc also needs to be defined (like flashing amber beacons, non-tonal reversing alarms etc for safe egress and transit.	Sid	6/11/2023	See section 4.5 and 4.6 of the updated CTPMP			
8	150511-STM-PM-PLN-0001S	CTMP	B	RD	TGS-01-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. The TGS approval is non-conforming.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
9	150511-STM-PM-PLN-0001S	CTMP	B	RD	TGS-01-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. Additional - any TGS approval is conditional on the LRA S138 approval from PCC, and any conditions there-in.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			

10	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	TGS-02-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. The TGS approval is non-conforming.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
11	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	TGS-02-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. Additional - any TGS approval is conditional on the LRA S138 approval from PCC, and any conditions there-in.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
12	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	STM-2305-01	K.Leehy TCT0105299	23.06.2023	The TRAFEK TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
13	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	STM-2305-02	K.Leehy TCT0105299	23.06.2023	The TRAFEK TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
14	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	STM-2305-03	K.Leehy TCT0105299	23.06.2023	The TRAFEK TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
15	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	STM-2305-04	K.Leehy TCT0105299	23.06.2023	The TRAFEK TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
16	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	STM-2305-05	K.Leehy TCT0105299	23.06.2023	The TRAFEK TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
17	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	Roads Act Approvals	K.Leehy TCT0105299	23.06.2023	Not Provided - for the all TGSs to change nroad network operations, the mandatory requirement from TCAWS Annex A.2.2 to approve the TMP by providing the ROL (in this case the Council S-138) has not been provided. As er TCAWS cannot be approved - NonCompliant.	Sid	6/11/2023	Please refer to Section 5.11 of the updated CTPMP			
18	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	Roads Act Approvals	K.Leehy TCT0105299	23.06.2023	Not Provided - for the all TGSs to change road network operations by varying the speed limit, to provide through traffic at 40km/h, the mandatory requirement from TCAWS Annex A.2.2 to approve the TMP by providing the ROL/SZA (in this case the Council S-138) has not been provided. As er TCAWS cannot be approved - NonCompliant.	Sid	6/11/2023	Please refer to Section 5.11 of the updated CTPMP			
19	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	6.1	K.Leehy TCT0105299	23.06.2023	Mark Tadic is the nominated Traffic Control Site Manager by LORA, no CV provided. However is he qualified consistent with the requirements of TCAWS (which cross-references G10). Please advise	Sid	6/11/2023	Key contacts are now updated. Please refer to Section 9.1 of the updated CTPMP			
20	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	VMS Strategy	K.Leehy TCT0105299	23.06.2023	Is this consistent and supported by the Community Management and Road Authority?	Sid	6/11/2023	Upon review of the updated CTPMP, VMS strategy will be further discussed with Council and TfNSW			
21	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	Pedestrian Management Plan	K.Leehy TCT0105299	23.06.2023	There is no apparent Pedestrian Management Plan addressing the requiements in Section 4 of TCAWS. Non-Compliant	Sid	6/11/2023	Refer to TGSs provided in Appendix 3 and commentary provided in Section 4.3 and 5.2 of updated CTPMP.			

22	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	No Nominated accreditd personnel	K.Leehy TCT0105299	23.06.2023	Not Provided - for the all TTM works to provide appropriately qualified personnel, the mandatory requirement from TCAWS Annex A.2.2 to approve the TMP by providing the appropriate verified records. If using a TfNSW G Registered organisation, that can be checked, or individual records need to be advised. As er TCAWS cannot be approved - NonCompliant.	Sid	6/11/2023	The plan is now prepared and approved by appropriately qualified personnel with PWZTMP accreditation. (see CTPMP Authorisation section in the plan)			
23	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Legislation	K.Leehy TCT0105299	24.06.2023	Road Transport (Safety and Traffic Management) Act 1999 - this Act was repealed in 2013	Sid	6/11/2023	Updated, please refer to section 1.22 of the updated CTPMP			
24	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Legislation	K.Leehy TCT0105299	24.06.2023	**Roads Regulation 2008. Repealed & updated in 2018**	Sid	6/11/2023	Updated, please refer to section 1.22 of the updated CTPMP			
25	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Temporary Works Traffic Plan 01	K.Leehy TCT0105299	24.06.2023	Barriers - General Notes. Does not provide a Works Design consistent with sign-off requirements of TCAWS Annex A.2.3, to be provided with details of design deflection and acrredited installation plan by an appropriately qualified TAO - indicative options only. The proposed controls require detailed outcomes, that are confirmed. Non-compliant	Sid	6/11/2023	Laing O'Rourke will only use TfNSW approved barriers in case of using them on any works proposed within the road reserves. (See section 4.7)			
26	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Temporary Works Traffic Plan 01	K.Leehy TCT0105299	24.06.2023	Barriers - Note 3 for water-filled barriers is no longer supportd in the warrants for use and TCAWS where used for delineation only. Non-compliant	Sid	6/11/2023	Laing O'Rourke will only use TfNSW approved barriers in case of using them on any works proposed within the road reserves. (See section 4.7)			
27	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Temporary Works Traffic Plan 01	K.Leehy TCT0105299	24.06.2023	Barriers - Note 8 appears to indicate optioneering to be further undertaken	Sid	6/11/2023	Laing O'Rourke will only use TfNSW approved barriers in case of using them on any works proposed within the road reserves. (See section 4.7)			
28	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Aftercare	K.Leehy TCT0105299	24.06.2023	Aftercare has not been assessed or addressed. Aftercare is where lnes, signs, demarcation, barriers etc are provided for the planned normal hours tasks. Where these provisions are maintained after shifts, ongoing TTM provisions are required to be safe and appropriate. eg 40 zones for work, with lane narrowing is indicated in the staging plans and TGSs, with resumption to standard speeds after. Is this safe for the road user, or are longer term network impacts occurring? Non-compliant potential until verified.	Sid	6/11/2023	Please refer to the noted provided in TGSs within Appendix 3 of the updated CTPMP			
29	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	OSOM	K.Leehy TCT0105299	24.06.2023	OSOM is indicated, however final details are incomplete. If oversiized construction segments are proposed for lift in, with construction off-site, this needs to be assessed. ATT S&L (steel bridge) have this capacity at Glendenning. If unavailable, other qualified fabricators are located outside Sydney metro area and will require further assessment.	Sid	6/11/2023	See section 4.9 of the updated CTPMP. Can the reviewer provide further clarification to this comment?			
30	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	TfNSW G10 Specification	K.Leehy TCT0105299	24.06.2023	The referenced specification is also incorporated for use in TCAWS. If the PC is considering a staged TMP submission, then the processes in G10 are a reasonable guideline to follow. If the PC is seking for a completed and approved TTMP submission, then the list of mandatory inclusions in the Appendices are required.	Sid	6/11/2023	Can the reviewer provide further clarification to this comment?			
31	**150511-STM-PM-PLN-00015**	**CTMP**	D	RD	HVLR, Section 1.4, Table 2	G.Spark	5/07/2024	Table 2 needs to be updated with anticipated vehicle movements as described in the text above the table. Note that this table also just refers to Hobart St Gates, should it also make mention of the other compound access points? They might not be used during a posession but would likely be used during the period following a posession.	Sid	25/07/2024	Updated in the report			
32	**150511-STM-PM-PLN-00015**	**CTMP**	D	RD	HVLR, Section 6	G.Spark	5/07/2024	Section 6 to be updated to include latest stakeholder consultation	Sid	25/07/2024	Updated in the report			

Land Surveys
NO PROBLEMS JUST SOLUTIONS

EXISTING CONDITION
SURVEY REPORT

Forrester Road

Project Name:	2002003_Laing O'Rourke - P204 St Marys TAP3
Client:	Laing O'Rourke
Prepared by:	Land Surveys
Date:	04/08/2023

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1 DOCUMENT CONTROL

1.1 Revisions

Issues of this document shall be identified as Revision 1, 2, 3 etc. Upon each update this shall be changed to a sequential number.

On receipt of a revision, the copyholder shall incorporate the revised pages into this document. The document shall be subject to reissue after a practical number of changes have been made.

Date	Rev	Details	Section	Prepared	Approved
04/08/2023	0	Original	All	Land Surveys	Bruce Baker

1.2 Distribution List

Copyholder details	Document #	Revision#
Laing O'Rourke	Existing Condition Report	0

2 EXECUTIVE SUMMARY

2.1 Inspection Brief

The survey involves capturing high resolution 360 imagery within specific areas, as per scope of works.

Any cracks and/or defects captured from the initial survey can be reassessed periodically (if necessary) to detect any further movement or change in conditions.

2.2 Data Capture

A road condition surveys was undertaken with the utilization of a 360-degree spherical camera mounted to the roof of a vehicle. The georeferenced spherical imagery was captured at traffic speed and at various intervals along the road corridor as per scope of works.

Data captured is delivered as geotagged high-resolution photographic imagery.

The data is provided in a web based online viewer (similar to Google Streetview), and no additional software is required to view.

2.3 Navigating through the Virtual Tour

The dataset can be navigated through the virtual viewer provided, simply clink on the URL link in section 10 to view.

Photographs can be zoomed, panned and rotated allowing investigation of any areas along the corridor.

A location map is also provided with a pin for each photo representing its location.

2.4 Conditions and Defects Observed

For definitions of defects used throughout this report refer to item 4.1 Definitions of Defects.

A tabulated list of observed defects has been prepared identifying location, node number (relating to the 360 virtual tour) and comments of defects.

3 ASSUMPTIONS AND EXCLUSIONS

3.1 Weather Conditions

The survey was undertaken on the date as specified within this report and in prevailing weather and environmental conditions.

3.2 Exclusions

Defects and existing conditions within this report may exclude:

- Inaccessible areas
- Defects not apparent at the time of the inspection
- Defects only apparent in different weather or environmental conditions
- Minor defects (such as super fine hairline cracking) which may be difficult to observe
- Defects outside the scope of works

3.3 Access

Consent to access any private land and or structures was obtained from the appropriate persons prior to entry. In cases where access to specific areas/rooms were denied, no survey within this area has been undertaken and a note will be made within the report.

All surveys were undertaken from a reasonable distance to any moving vehicles, machinery, plant, equipment and/or any other possible dangers.

Some areas may be restricted in visibility due to:

- Traffic conditions
- Road closures
- Parked vehicles/pedestrians
- Obscured by trees and/or other objects
- Obscured by furniture, blinds and/or other fittings or fixtures
- Locked rooms or areas
- Height or depth of structures

3.4 Unless Otherwise Specified

- No soil, etc. has been excavated nor has any investigation of sub ground drainage been made
- No special investigation of insect, asbestos or soil contamination has been made
- No plant, trees, fixtures, cladding, or lining materials have been removed for further investigation
- No items of furniture or chattels have been moved whilst conducting the survey
- No access to roof, roof space or subfloor has been made
- No inspection to frame work or footings has been undertaken
- No underground services have been inspected

3.5 Sole Use of Client

This report is provided solely for the use of the persons named within this report and no responsibility to other persons is accepted.

3.6 Report Reproduction

Any reproduction of this report must be done so in its entirety.

3.7 Disclaimer

Land Surveys has attempted to show all obvious visual defects, however, cannot guarantee all dilapidation has been identified and has no accountability for any omissions.

The survey only covers the status of the site at the time of inspection. Land Surveys does not accept any liability of damages caused to any properties or structures after site inspection. Land Surveys also accepts no responsibility for any amendments or additions made to the report after delivery.

Land Surveys staff members are not structural engineers or registered building surveyors and are not in a position to comment on the causes of damage or assess any future damages. Land Surveys makes no evaluation on property or structures in terms of its structural stability, with the contents of this report intended as a visual reference only.

4 DEFECT DEFINITIONS AND CLASSIFICATIONS

The following definitions and classifications may be used throughout this report to describe the general condition of various features, surfaces or structures. They are to be used as a guide only and are not an exact.

The photography taken is for record purposes only. Land Surveys make no comment or inference regarding the cause of dilapidation or the potential impact or effect of dilapidation.

4.1 Definitions of Defects

Defect Type	Definition
Blistering	A bubbling effect often caused by heat, moisture or chemical
Chipping	Section of a surface that has broken away
Corrosion	Degradation of a metal caused by its environment
Corrugation Defect	Formation of ripples across a surface
Cracking	A break/split in a surface or structure without complete separation
Damage	Generic term for something that has been broken, smashed, crushed or ruptured
Depressions	Concave deformation of a surface
Deterioration	Progressively worsening
Deviation	Variation within a surface or structure
Discolouration	Change in hue or visual appearance to a material
Displacement/Misalignment	Incorrect position or placement of a structure or surface
Efflorescence	The formation of salt/crystalline deposit on surfaces of masonry, stucco or concrete
Gouges/Scuffs/Dints	Indentation, groove or scrape to a surface
Ground Subsidence	Sinking or settling of the grounds surface
Moss/Mould Buildup	Gradual accumulation of an algae/fungus on a surface
Patching	Surface that has been repaired
Patching Failures	Repaired surfaces that show signs of reoccurring distress
Peeling	The outer layer or skin detached from its surface
Ponding	Water or other liquids forming a small body of standing water
Pothole	Bowl shape depression in a pavement as a result of the loss of the pavement surface
Ravelling	Progressive disintegration of a pavement surface through loss of both binder and aggregate
Rust	A red/orange/brown flaking coating of iron oxide that is formed on metal by oxidation
Rutting	Longitudinal vertical deformation of a pavement surface in a wheel path
Separation/Delamination	A break, split or variation between various surfaces or structures
Shape Loss	Generic term for a number of defects including; corrugations, depressions, shoving
Shoving	Convex deformation of a surface
Spalling	Result of water entering brick, concrete or stone and forcing the surface to peel, pop out or flake off
Stripping	Loss of aggregate within a pavement surface, resulting in exposed binder and/or pavement
Water Ingress/Damage	Water or liquid entering a surface or structure/causing damage
Weathered	Worn by long periods of exposure to natural elements

4.2 Crack Type

Crack Type	Definition
Longitudinal	Cracks that run along the length of a carriageway/path. It can consist of a single crack or a series of parallel cracks
Transverse	Cracks that run perpendicular to the carriageway/path. It can consist of a single crack or a series of parallel cracks
Lineal	Cracks running in a direct line. It can consist of a single crack or a series of parallel cracks
Reflective	Cracks that occur directly over joints or cracks in a concrete pavement or overlay of a deteriorated asphalt pavement due to the movement of the old pavement
Slippage	Cracks forming the shape a crescent or half-moon, generally having two ends pointed into the direction of traffic.
Edge	Cracks that appear on the edge of a road or path
Crocodile	Interconnecting or interlaced cracking, resembling the hide of a crocodile
Block	Interconnected cracks that divide the surface up into rectangular pieces
Craze	A network of cracks running in various directions
Pattern	Cracks that are part of a network of cracks that form an identifiable grouping of shapes
Vertical	Cracks that are parallel to the vertical direction
Horizontal	Cracks that are parallel to the plane of the horizon
Diagonal	Cracks running crossways across a surface of structure
Step	The crack pattern follows the mortar joints between masonry units in a stair stepping pattern
Cogged	The crack pattern follows the mortar joints between masonry units in a vertical rotational pattern
Joint	Lineal cracks that run along the connection of construction joints, expansion joints, isolation joints and at the junction of structures and forms
Various	Generic term for a combination of several crack types

4.3 Crack Classification

Crack Width (mm)	Crack Classification (Class)
<0.1	0
0.1-1	1
1-5	2
5-15	3
15-25	4
>25	5

5 REPORT REVIEW AND ACCEPTANCE

Location of Survey:

Forrester Road

Date of Survey: 04/08/2023

Survey conducted by Land Surveys

5.1 Client Acceptance

I accept that this report is true and a correct record of conditions.

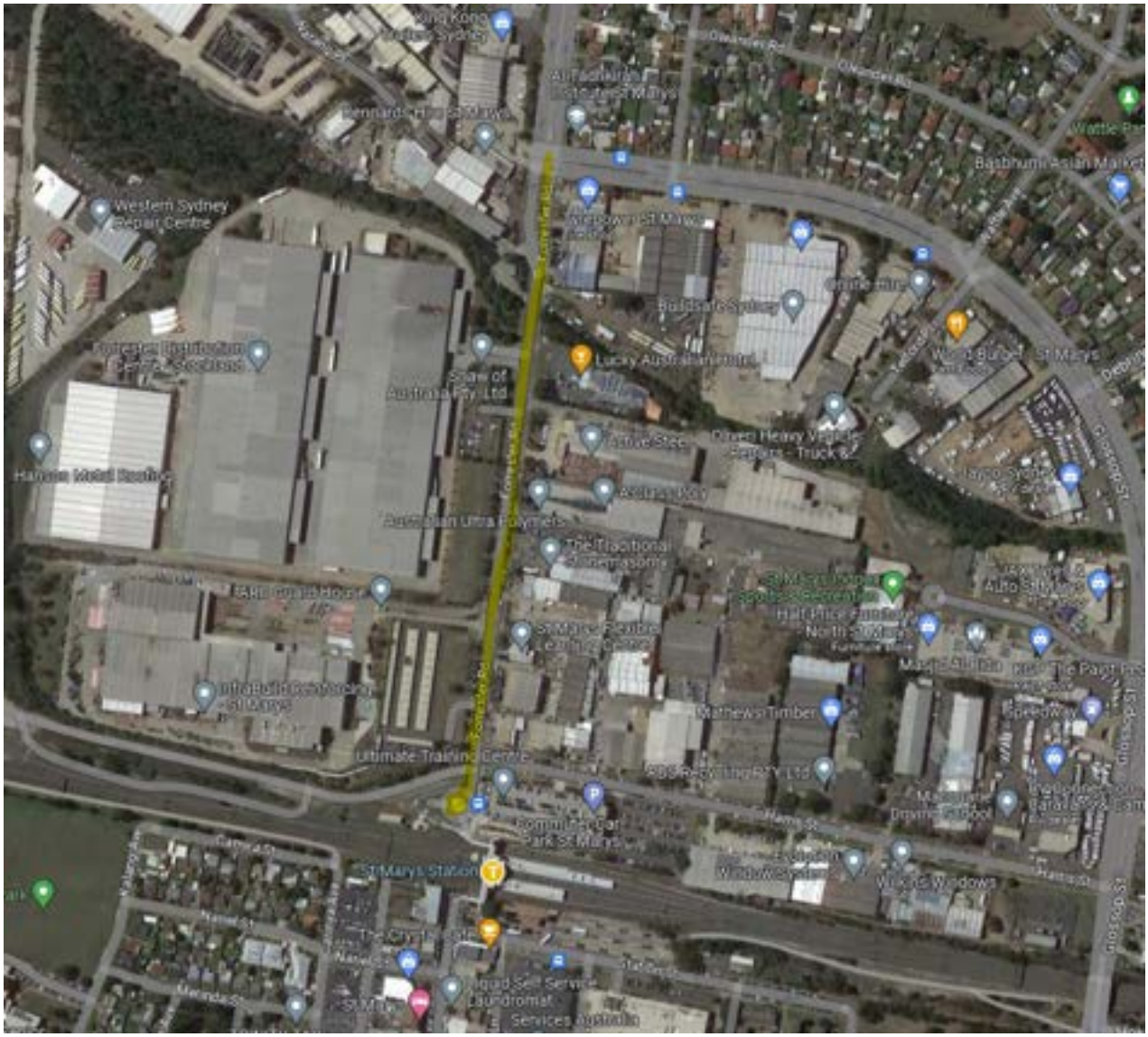
Signature of Client Representative
Full Name of Client Representative
Date

6 INTRODUCTION

Land Surveys has been contracted Laing O'Rourke to undertake a dilapidation survey and existing condition report of structures adjacent to TAP 3, prior to the commencement of any construction/demolition works.

7 SCOPE OF WORKS

The survey involves capturing high resolution 360 imagery of existing conditions and observed defects.



8 SITE CONDITION & GENERAL OBSERVATIONS

Date of Survey	04/09/2023
Survey Type	360 Virtual Tour of Road Corridor
Site Conditions	Pre-Construction
Weather Conditions	Dry, Sunny
Lighting Conditions	Ideal
Significant Trees	Significant Trees within 10 Metres of Road Corridor
Ground Conditions	No Major Faults Observed
Access	All Areas Accessed

9 SURVEY LOCATION

10 360 VIRTUAL TOUR

Click to access 360 Virtual Tour

11 SCHEDULE OF DEFECTS

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1000	Forrester Road	Southbound Lane	Asphalt Kerb	Chipping Stripping Patching Damage		
1001	Forrester Road	Southbound Lane	Asphalt Kerb	Chipping Stripping Patching Damage		
1002	Forrester Road	Southbound Lane	Asphalt Kerb	Chipping Stripping Patching Damage		
1003	Forrester Road	Southbound Lane	Asphalt Kerb	Chipping Stripping Patching Damage		
1004	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Chipping Stripping Patching Damage Cracking	 Lineal	 2
1005	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Chipping Stripping Patching Damage Cracking	 Lineal	 2
1006	Forrester Road	Southbound Lane	Asphalt	Chipping Stripping		
1007	Forrester Road	Southbound Lane	Asphalt Kerb	Chipping Stripping Damage		
1008	Forrester Road	Southbound Lane	Asphalt Kerb	Chipping Damage		
1009	Forrester Road	Southbound Lane	Asphalt Kerb	Chipping Patching Damage		
1010	Forrester Road	Southbound Lane	Asphalt Kerb	Chipping Patching Damage		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1011	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Chipping Stripping Damage Cracking	Lineal	2
1012	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Chipping Patching Stripping Damage Cracking	Lineal	2
1013	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Chipping Patching Stripping Damage Cracking Damage	Lineal	2
1014	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Chipping Patching Stripping Damage Cracking Cracking	Vertical Lineal	2 2
1015	Forrester Road	Southbound Lane	Asphalt Kerb	Chipping Stripping Damage Cracking	Vertical	2
1016	Forrester Road	Southbound Lane	Asphalt Kerb	Chipping Stripping Damage Cracking	Vertical	2
1017	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Stripping Cracking Damage Cracking	Vertical Lineal	2 2
1018	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage	Vertical	2
1019	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Chipping Damage		
1020	Forrester Road	Southbound Lane	Asphalt	Stripping Patching		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
				Cracking	Longitudinal	1
			Kerb	Damage		
1021	Forrester Road	Southbound Lane	Asphalt	Patching		
				Stripping		
				Cracking	Craze	2
1022	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Patching		
1023	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Chipping		
				Patching		
			Kerb	Damage		
			Kerb Channel	Cracking	Lineal	2
1024	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Chipping		
				Patching		
				Cracking	Split	2
			Kerb	Damage		
1025	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Chipping		
				Patching		
				Cracking	Split	2
			Kerb	Damage		
			Kerb Channel	Cracking	Lineal	2
1026	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Chipping		
				Patching		
			Kerb	Damage		
1027	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Chipping		
				Patching		
			Kerb	Damage		
1028	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Patching		
			Kerb	Damage		
1029	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Patching		
			Kerb	Damage		
1030	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Patching		
			Kerb	Damage		
1031	Forrester Road	Southbound Lane	Asphalt	Stripping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
			Kerb	Patching Damage		
1032	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Patching Damage		
1033	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Patching Damage		
1034	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Stripping Damage Cracking	Lineal	2
1035	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Stripping Damage Cracking	Lineal	2
1036	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Stripping Damage Cracking	Lineal	2
1037	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Stripping Damage Cracking Chipping	Lineal	2
1038	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Stripping Damage Cracking Chipping	Lineal	2
1039	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Stripping Damage Cracking Chipping	Lineal	2
1040	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Stripping Damage Cracking Chipping	Lineal	2
1041	Forrester Road	Southbound Lane	Asphalt	Stripping Patching		
1042	Forrester Road	Southbound Lane	Asphalt Kerb Channel	Stripping Cracking Cracking	Longitudinal Lineal	2 2
1043	Forrester Road	Southbound Lane	Asphalt	Stripping Cracking	Craze	2
1044	Forrester Road	Southbound Lane	Asphalt	Stripping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
				Cracking	Craze	2
1045	Forrester Road	Southbound Lane	Asphalt	Stripping Cracking	 Longitudinal	 1
1046	Forrester Road	Southbound Lane	Asphalt	Stripping		
1047	Forrester Road	Southbound Lane	Asphalt	Stripping		
1048	Forrester Road	Southbound Lane	Asphalt Kerb Channel	Stripping Cracking Chipping Cracking	 Longitudinal Lineal	 2 2
1049	Forrester Road	Southbound Lane	Asphalt Kerb Channel	Stripping Cracking Chipping Cracking	 Longitudinal Lineal	 2 2
1050	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage	 Longitudinal	 2
1051	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage	 Longitudinal	 2
1052	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage	 Longitudinal	 2
1053	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage	 Longitudinal	 2
1054	Forrester Road	Southbound Lane	Asphalt Street Sign Kerb	Stripping Misalignment Damage		
1055	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Stripping Cracking Damage Cracking Chipping	 Longitudinal Vertical	 2 2
1056	Forrester Road	Southbound Lane	Asphalt	Stripping Cracking	 Longitudinal	 2
1057	Forrester Road	Southbound Lane	Asphalt	Stripping Cracking	 Longitudinal	 2
1058	Forrester Road	Southbound Lane	Asphalt	Stripping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
				Cracking	Longitudinal	2
1059	Forrester Road	Southbound Lane	Asphalt	Stripping Cracking	 Longitudinal	 2
1060	Forrester Road	Southbound Lane	Asphalt	Stripping Cracking	 Longitudinal	 2
1061	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage Cracking	 Longitudinal Vertical	 2 2
1062	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage Cracking	 Longitudinal Vertical	 2 2
1063	Forrester Road	Southbound Lane	Asphalt Kerb Reflector	Stripping Cracking Damage Cracking Damage	 Longitudinal Vertical	 2 2
1064	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage Cracking	 Longitudinal Vertical	 2 2
1065	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage Cracking	 Longitudinal Vertical	 2 2
1066	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage	 Craze Longitudinal	 2
1067	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage	 Longitudinal	 2
1068	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Damage	 Longitudinal	 2
1069	Forrester Road	Southbound Lane	Asphalt Kerb Kerb Channel	Stripping Cracking Patching Damage Cracking	 Longitudinal Lineal	 2 2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1070	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
1071	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
1072	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
			Kerb Channel	Cracking	Lineal	2
1073	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
			Kerb Channel	Cracking	Lineal	2
1074	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1075	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1076	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1077	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1078	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1079	Forrester Road	Southbound Lane	Asphalt	Stripping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1080	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1081	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
1082	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
1083	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
1084	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1085	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1086	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1087	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1088	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1089	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1090	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1091	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
				Cracking	Lineal	1
1092	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Cracking	Lineal	2
			Kerb Channel	Cracking	Lineal	2
1093	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Craze	2
			Kerb	Damage		
1094	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Craze	2
			Kerb	Damage		
1095	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Craze	2
			Kerb	Damage		
1096	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Craze	2
			Kerb	Damage		
1097	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
1098	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
1099	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
1100	Forrester Road	Southbound Lane	Asphalt	Stripping		
1101	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1102	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb Channel	Cracking	Lineal	2
1103	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb Channel	Cracking	Lineal	2
1104	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb Channel	Cracking	Lineal	2
1105	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb Channel	Cracking	Lineal	2
1106	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
1107	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb Channel	Cracking	Lineal	2
1108	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb Channel	Cracking	Lineal	2
1109	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb Channel	Cracking	Lineal	2
1110	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb Channel	Cracking	Lineal	2
1111	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	3
				Patching		
			Kerb Channel	Cracking	Lineal	2
1112	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	3
				Patching		
1113	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	3
				Patching		
1114	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
1115	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
			Kerb	Damage		
1116	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
1117	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
			Kerb Channel	Cracking	Lineal	2
1118	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
			Kerb Channel	Cracking	Lineal	2
1119	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
			Kerb Channel	Cracking	Lineal	2
1120	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
			Kerb Channel	Cracking	Lineal	2
1121	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Patching		
				Cracking	Longitudinal	2
			Kerb	Damage		
			Kerb Channel	Cracking	Lineal	2
1122	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Patching		
				Cracking	Longitudinal	2
			Kerb	Damage		
			Kerb Channel	Cracking	Lineal	3
1123	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Ravelling		
				Patching		
			Kerb Channel	Cracking	Lineal	3
			Kerb	Damage		
1124	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Ravelling		
				Patching		
			Kerb	Damage		
1125	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Ravelling		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
				Patching		
			Kerb	Damage		
1126	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Patching		
				Cracking	Crocodile	3
				Ravelling		
			Kerb	Damage		
				Cracking	Vertical	2
1127	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Patching		
				Cracking	Crocodile	3
				Ravelling		
			Kerb	Damage		
				Cracking	Vertical	2
			Kerb Channel	Cracking	Lineal	2
1128	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Patching		
				Cracking	Crocodile	3
				Ravelling		
			Kerb	Damage		
				Cracking	Vertical	2
			Kerb Channel	Cracking	Lineal	2
1129	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Patching		
				Cracking	Crocodile	3
			Kerb	Damage		
				Cracking	Vertical	2
			Kerb Channel	Cracking	Lineal	2
1130	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	1
			Kerb	Damage		
				Cracking	Vertical	3
			Kerb Channel	Cracking	Lineal	3
1131	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	1
			Kerb	Damage		
				Cracking	Vertical	3
			Kerb Channel	Cracking	Lineal	3
1132	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Vertical	3

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
			Kerb Channel	Cracking	Lineal	3
1133	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Vertical	3
			Kerb Channel	Cracking	Lineal	3
1134	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Vertical	3
			Kerb Channel	Cracking	Lineal	3
1135	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Vertical	3
1136	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
			Kerb	Damage		
				Cracking	Vertical	3
1137	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
				Patching		
			Kerb	Damage		
1138	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
				Patching		
			Kerb	Damage		
1139	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
				Patching		
			Kerb	Damage		
1140	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
				Patching		
			Kerb	Damage		
1141	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2
				Patching		
			Kerb	Damage		
1142	Forrester Road	Southbound Lane	Asphalt	Stripping		
				Cracking	Longitudinal	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
			Kerb	Patching Damage		
1143	Forrester Road	Southbound Lane	Asphalt Kerb	Stripping Cracking Patching Damage	Longitudinal	2

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FSM	**SMWSAFSM-SMD-STM-PM-PLN-000001**	**Transport Access Program 3 | Footbridge St Marys MCC - Construction Traffic and Pedestrian Management Plan**	D.01	S3	01	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.1.4	CTMF	Section 2.1.4 - make sure the document acknowledges the revised bus routing and road closures put in place in March 2022 when the St Marys Temporary Bus Interchange became operational.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.1.4	CTMF		Observation		Y
					01.01	21/06/2024	SMD	MFELARCA	-	-	-	Contractor response Section 2.1.4 updated A taxi rank exists on Forrester Road south of the bus stop which has the capacity for 3 ranked taxis. Current bus route has been checked in TfNSW busways in order to reflect the most updated bus route and road closures established by previous stakeholders. Table 4 updated showing bus routes mentioned in the CTMP.'	Observation		Y
									-	-	-		Observation		Y
					02	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	Figure 11	CTMF & CCSI Approval	Figure 11 – have the proposed haulage routes been identified in the WSA EIS and do any of those proposed trigger CSSI Condition E105	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Figure 11	CTMF & CCSI Approval		Observation		Y
					02.01	21/06/2024	SMD	MFELARCA	-	-	-	Contractor response Section 2.2.2 updated Figure 11 depicts the proposed haulage route for heavy vehicles accessing the proposed construction access as part of this CTMP implementation. 12.5 m construction vehicles will be required to access the proposed LOR laydown area on Hobart St using the existing local roads (Brisbane St - Australia St - Sydney St). HVLR report assessing local roads included as part of the CoAs e105-106 has been addressed in order to provide access to the proposed LOR work/laydown areas. Copy of the HVLR report included in CTMP report as an Appendix 7 Heavy Vehicle Load Report (HVLR) Update turning paths and routes via Sydney St to be removed from HVLR'	Observation		Y
									-	-	-		Observation		Y
					03	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	General	CTMF	Make clear in the document whether any aspect of the works triggers the need for referral to the local traffic committee.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	General	CTMF		Observation		Y
					03.01	21/06/2024	SMD	MFELARCA				Contractor response "Section 5 updated Penrith Council/CJP being a key stakeholders will be forwarded a copy of this CTMP and will be routinely consulted via TCG /TTLG Sydney metro meeting and informed of up-coming works, site access changes, lane and road closures. "	Observation		Y
													Observation		Y
					04	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1 Construction Traffic Generation	NA	The second dot point on page 22 refers to minimising construction vehicle movements during peak periods and school times - with only 10 HV movements per day can you please confirm if any will take place during peak hours or school zone times. Ideally, with so few movements we should be avoiding these times altogether - especially school zone times on the haulage route that traverses the school zone.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1 Construction Traffic Generation	NA		Observation		Y
					04.01	21/06/2024	SMD	MFELARCA				Contractor response "Section 2.2.1 Updated (page 23) Construction vehicles will be managed to minimise movements during peak periods and in school zones. HV deliveries will be instructed via toolbox /prestart to ingress/egress on the proposed site during non-peak hours and current school times. "	Observation		Y
													Observation		Y

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					05	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.2 Material Haulage / site traffic	NA	Please confirm within this section if the routes are EIS approved routes. Then if they are not, details on why these routes are being proposed and what mitigation measures are being put in place to manage other road users safety. I note that the HVLR is added at the end of the document, but these are usually submitted as separate documents and the info should be included in both.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.2 Material Haulage / site traffic	NA		Observation		Y
					05.01	21/06/2024	SMD	MFELARCA				Contractor response "See item 02 response Routes are not EIS approved routes, but are required for removal of spoil from the rail corridor"	Observation		Y
													Observation		Y
					06	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	4. Mitigation Table 6	NA	In terms of mitigation measures for the movement of plant in and out of the construction access please consider the use of Be Truck Aware decals on either side of the driveway to provide a final warning to pedestrians on the possible presence of HVs before stepping into the roadway. These decals are used across all Metro construction sites and provide a low cost SFAIRP mitigation measure for pedestrian safety.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	4. Mitigation Table 6	NA		Observation		Y
					06.01	21/06/2024	SMD	MFELARCA				Contractor response "Section 4 updated (table 6 - Movement of plant and equipment in and out of the proposed construction access) Construction vehicle movement decals will be implemented on-site in order to inform pedestrians of construction vehicle movements at the designated ingress/access construction gates. Appendices 2 & 5 updated"	Observation		Y
													Observation		Y
					07	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - STM-LORCASE-TW-DRG-0001	NA	Is there a reason traffic controllers are not shown on this traffic plan, especially with the swept paths showing exiting vehicles crossing into the oncoming lane?	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - STM-LORCASE-TW-DRG-0001	NA		Observation		Y
					07.01	21/06/2024	SMD	MFELARCA				Contractor response "Traffic controllers positions are shown in Appendix 5. Appendix 2 updated Notes included in the drawings."	Observation		Y
													Observation		Y
					08	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.9 Road Safety Audits	NA	The text in this section incorrectly states that this was a desktop RSA (which would make it a non complying RSA), when in fact the audit states that a site visit was undertaken. Please update the text to remove the reference to "desktop" so as to not cause any confusion.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.9 Road Safety Audits	NA		Observation		Y
					08.01	21/06/2024	SMD	MFELARCA				"Section 2.3.9 updated Contractor response A road safety audit will be conducted for this Construction Traffic Management Plan by a suitably qualified and independent auditor with a Level 3 certification and another auditor with Level 2 or higher certification. Where road safety deficiencies/impacts are identified through these audits, the relevant design/ implementation will be amended to address the deficiencies/impacts, where required. The road safety audit is provided in Appendix 3 Road Safety Audit."	Observation		Y
													Observation		Y
					09	15/05/2023	TFN	QMINHLA	SMWSASSM-PLD-OHE-SN150-PU-RPT-000001	General	SM-WSA-SSTOM-PS-MS-7888, SM-WSA-SSTOM-PS-MS-7991	KH - It has been requested by some residents living on the GHW that heavy vehicles minimise as much as possible the use of exhaust brakes when travelling through the residential areas along the Great Western Highway and other approach roads to the sites	Observation	41	Y
									SMWSASSM-PLD-OHE-SN150-PU-RPT-000001	General	SM-WSA-SSTOM-PS-MS-7888, SM-WSA-SSTOM-PS-MS-7991		Observation		Y
					09.01	21/06/2024	SMD	MFELARCA				Contractor response "Noted To be addressed via dynamic toolbox talks and pre-start briefings, as well as subcontractor commencement meetings"	Observation		Y
													Observation		Y

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					10	22/05/2023	PCC	LVALLEJO	SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.3.4	NA	Section 2.3.4 of the CTMP mentions a parking strategy being developed in the future. The parking strategy details should be submitted with this CTMP, and not in the future. Council requests that parking details are included and submitted for review and comment.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.3.4	NA		Observation		Y
					10.01	21/06/2024	SMD	MFELARCA				Contractor response "Site parking conditions were described in section 2.1.6 and as per section 2.3.4 ""As part of Laing O'Rourke's parking strategy, encouragement of the use of public transport and carpool/ridesharing, will be explained to the workforce in order to minimise the use of street parking. Previously mentioned commute options will be reminded during the toolbox/prestart meetings during the construction phase the of TAP3 project."" Any changes (IF REQUIRED) on current on-site & multi-deck parking conditions will require consultation/approval from the council with local stakeholders/ residents also being consulted. Update worker parking requirements"	Observation		Y
													Observation		Y
					10.01.01	21/06/2024	PCC	LVALLEJO				Council has nothing further and the comments can be closed noting further work on parking is still required.	Observation		Y
													Observation		Y
					11	22/05/2023	PCC	LVALLEJO	SMWSAFSM-SMD-STM-PM-PLN-000001	General	NA	Some of the swept paths show that traffic control is required for heavy vehicles at intersections including: - Harris St / Forrerster Rd (takes out parking) - Harris St / Glossop St - Brisbane St / Australia St / Glossop St - Brisbane St / Sydney St (mounting kerbs) TGS's for these intersections are requested to be included in the CTMP for Council review and comment.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	General	NA		Observation		Y
					11.01	21/06/2024	SMD	MFELARCA				Contractor response "Appendix 5 updated (TGS drawings). 12 m truck construction vehicle deliveries will be coordinated with Laing O'Rourke traffic/construction teams in order to use traffic control shadow vehicles in order to avoid issues with motorist at proposed intersections. Appendix 2 updated Notes included in the drawings."	Observation		Y
													Observation		Y
					11.01.01	21/06/2024	PCC	LVALLEJO				Council has nothing further and the comments can be closed noting further work on parking is still required.	Observation		Y
													Observation		Y
					12	22/05/2023	TFN	FLARUE	SMWSAFSM-SMD-STM-PM-PLN-000001	1.2	NA	Is there some sort of drawing/ graphic that shows what is actually being built to go with the wider context picture in the TMP?	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	1.2	NA		Observation		Y
					12.01	21/06/2024	SMD	MFELARCA				Contractor response "Section 1.2 updated Figure 2 updated"	Observation		Y
													Observation		Y
					13	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1	NA	To clarify, 216 light vehicles and 10 heavy vehicles are expected per day which equates to 432 LV and 20 HV movements? Is there an expected hourly breakdown of vehicle numbers? And what is the split between the two compounds? Every effort should be made to reduce all movements during peak periods.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1	NA		Observation		Y
					13.01	21/06/2024	SMD	MFELARCA				Contractor response "Proposed light and heavy vehicle movements are expected for all proposed construction gate access. Section 2.2.1 Updated (page 23) Construction vehicles will be managed to minimise movements during peak periods and in school zones. HV deliveries will be instructed via toolbox /prestart to ingress/egress on the proposed site during non-peak hours and current school times. Update with anticipated LV usage on possessions v midweek"	Observation		Y
													Observation		Y

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					14	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.4 and Appendix 2	NA	What is the reason for the proposed 40km/h speed zone on Harris St and Hobart St?	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.4 and Appendix 2	NA		Observation		Y
					14.01	21/06/2024	SMD	MFELARCA				Contractor response Proposed speed reduction will be required in order to implement stop / slow traffic setup for construction vehicle maneuvers (If required).	Observation		Y
													Observation		Y
					15	22/05/2023	TFN	FLARUE	SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.4	NA	Any parking loss, especially within the commuter car park area will need to be off set at another location so that the project minimises the impact to the local parking availability.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.4	NA		Observation		Y
					15.01	21/06/2024	SMD	MFELARCA				Contractor response LOR - TAP 3 project will not use commuter car parking. Any changes (if required) will be consulted with CJP and relevant authorities.	Observation		Y
													Observation		Y
					16	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.6	NA	Ongoing liaison with adjacent project teams will be important to ensure works can be effectively coordinated and conflicts minimised.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.6	NA		Observation		Y
					16.01	21/06/2024	SMD	MFELARCA				Contractor response Liason with stakeholders and authorities will be consulted prior works or any future changes.	Observation		Y
													Observation		Y
					17	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA	In the event of an incident impacting traffic or transport, CJM/TMC should be contacted however there is no guarantee that resources would be available to assist in the management of an incident. The project will also need to work with relevant authorities.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA		Observation		Y
					17.01	21/06/2024	SMD	MFELARCA				Contractor response Noted	Observation		Y
													Observation		Y
					18	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA	Emergency services should be contacted in the first instance should the health and safety of others be impacted and/or at risk	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA		Observation		Y
					18.01	21/06/2024	SMD	MFELARCA				Contractor response Noted	Observation		Y
													Observation		Y

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					19	22/05/2023	TFN	FLARUE	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 1	NA	It is unclear if this is a whole of Sydney Metro WSA framework impacts or an activity specific impact because Section 9.5.1 mentions the loss of 435 spaces being temporarily impacted. If this is the case, then section 2.3.4 in adequately addresses this and the impact to commuters and the local community.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 1	NA		Observation		Y
					19.01	21/06/2024	SMD	MFELARCA				Contractor response Section 9.5.1 is included as a reference from EIS chapter 9. LOR-TAP 3 projects will not remove or change current street parking conditions. LOR-TAP 3 project will encourage the workforce to use public transport and park in designated laydown areas in order to reduce the parking impact on street parking.	Observation		Y
													Observation		Y
					20	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - Swept Paths	NA	Several of the turn paths are shown to protrude into the opposing carriageway (e.g. 19m HV on Hobart St out of the compound, 19m HV on Harris St both in/out of the compound, 12.5m HV into Australia St, 12.5m right turn from Hobart St compound). Of particular concern is Harris St where the 19m semi-trailer is shown to continue straddling between both carriageways following its left turn in from Glossop St. These are unsafe movements that should be avoided where possible. How are they expected to be safely managed?	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - Swept Paths	NA		Observation		Y
					20.01	21/06/2024	SMD	MFELARCA	-	-	-	Contractor response 'Traffic control shadow vehicles and coordination with drivers will be in place for 19 semi deliveries. Specific TGSs have been provided with traffic control personnel Appendices 2 & 5 are updated.' 25/5 – Updated TGSs to be provided with traffic control personnel prior to use of proposed routes. Included in CTMP update	Observation		Y
									-	-	-		Observation		Y
					21	22/05/2023	TFN	TNG	150511-STM-PM-PLN-00015 Document	Section 2.2.1	-	The level of trip generation by project (216 LV & 10 HV daily) is anticipated to impact the operation of local road network. Please clarify/quantify project traffic to the Harris St & Hobbart St work sites during AM & PM peak hours. Would key access intersections on Glossops St and Forrester Rd be able to manage such traffic growth? How do these intersections perform at present and the assessed LoS during project operation?	Minor Non-Compliance		Y
									150511-STM-PM-PLN-00015 Document	Section 2.2.1	-		Minor Non-Compliance		Y
					21.01	21/06/2024	SMD	MFELARCA				Contractor response 25/5 - As per item 13, update with anticipated LV usage on possessions vs midweek. Provide ratio of vehicles per access gate. Section 2.2.1 Updated Vehicles of various sizes are expected to attend the worksite including but not limited to light vehicles, tipper trucks, concrete trucks during construction hours. The largest vehicles regularly accessing the site will be a 12.5m heavy rigid truck, oversize vehicles may access the site to deliver construction equipment and will subject to obtaining a permit from the National Heavy Vehicle Regulator prior to accessing site. Proposed EIS construction vehicle ingress/egress for the proposed work zone area is estimated as per to be 216 light vehicles (utes/staff) and 10 heavy vehicles (MRV, HRV and AVs) per day. TAP 3 – Laing O'Rourke project estimates that 50 light vehicles and 10 heavy vehicle will be accessing during non peak hours or school times to the proposed construction gates. The following distribution construction vehicle between in compounds is presented in Figure 11. Section 2.3.1 Minimum impact on Traffic flow is expected as a part of this CTMP implementation. The Traffic Management Strategy for this project primarily involves short term and intermittent traffic controls to manage larger vehicle movements and deliveries. As the site is fully contained within a hoarded area and heavy vehicle movements are infrequent, an intricate Traffic Management Strategy is not required. Laing O'Rourke will assess and identify improvement opportunities for the road network intersections (Glossop St / Forrester Rd & Glossop St / Great Western Highway intersections) ensuring adequate level of service on perk hours. Proposed construction traffic generation mentioned on section 2.2.1 will not have a detrimental effect on the current level of service of the close by traffic	Minor Non-Compliance		Y
													Minor Non-Compliance		Y
					21.01.01	21/06/2024	TFN	TNG	150511-STM-PM-PLN-00015 Document	Section 2.2.1	-	Closed - noted the daily construction demands of 50 LVs and 22 HVs, as well as the access ratios at various sites.	Minor Non-Compliance		Y
									150511-STM-PM-PLN-00015 Document	Section 2.2.1	-		Minor Non-Compliance		Y

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					22	22/05/2023	TFN	TNG	150511-STM-PM-PLN-00015 Document	Figure 11 (pg.23)	-	Any rationales for having a haul route via Sydney St, Hobart St & Brisbane St (east of Australia St)? It is a longer route compared to Australia St-Brinbane St, and trucks are required to mount the central island at Sydney St/Brisbane St. Please note that dilapidation report & swept paths are required for using local roads not listed in the EIS.	Observation		Y
									150511-STM-PM-PLN-00015 Document	Figure 11 (pg.23)	-		Observation		Y
					22.01	21/06/2024	SMD	MFELARCA				Contractor response "25/5 - As per item 02, LOR agree to remove Sydney St from proposed haul route. CTMP updated accordingly. Section 2.2.2 updated Figure 11 depicts the proposed haulage route for heavy vehicles accessing the proposed construction access as part of this CTMP implementation. 12.5 m construction vehicles will be required to access to the proposed laydown area on Hobart St using the existing local roads (Brisbane St - Australia St). HVLR report assessing local roads no included as part of the CoAs e105-106 has been addressed in order to provide access to the proposed work / laydown areas. Appendices 2 & 7 updated"	Observation		Y
													Observation		Y
					23	22/05/2023	TFN	TNG	150511-STM-PM-PLN-00015 Document	TGS-01-LOR-ST MARYS-TAP3 (pg. 82,83)	-	To minimise construction traffic on local roads, construction traffic enter/exit the Hobbart St work site should avoid the use of Sydney St, Hobbart St & Brisbane St (east of Australia St). Need clarification.	Observation		Y
									150511-STM-PM-PLN-00015 Document	TGS-01-LOR-ST MARYS-TAP3 (pg. 82,83)	-		Observation		Y

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					23.01	21/06/2024	SMD	MFELARCA				Contractor response "25/5 - As per item 02, LOR agree to remove Sydney St from proposed haul route. CTMP updated accordingly. Section 2.2.2 updated Figure 11 depicts the proposed haulage route for heavy vehicles accessing the proposed construction access as part of this CTMP implementation. 12.5 m construction vehicles will be required to access to the proposed laydown area on Hobart St using the existing local roads (Brisbane St - Australia St). HVLR report assessing local roads no included as part of the CoAs e105-106 has been addressed in order to provide access to the proposed work / laydown areas. Appendices 2 & 7 updated"	Observation		Y
													Observation		Y
					24	22/05/2023	TFN	TNG	150511-STM-PM-PLN-00015 Document	Appendix 2 - CONSTRUCTION VEHICLE TURN PATHS		Sweth path on pg.53: semi-trailer left turning from Forrester Rd onto Harris St doesn't seem suitable. How safety to be managed? Swept path on pg.54: semi-trailer left in/left out via Glossop St uses two lanes. How safety to be managed? Swept path on pg.59:HRV left in/left out via Glossop St requires kerb mounting or use of two lanes. How safety to be managed?	Potential Non-Compliance		Y
									150511-STM-PM-PLN-00015 Document	Appendix 2 - CONSTRUCTION VEHICLE TURN PATHS			Potential Non-Compliance		Y
					24.01	21/06/2024	SMD	MFELARCA				Contractor response 25/5 - Appendices 2 & 7 updated	Potential Non-Compliance		Y
													Potential Non-Compliance		Y
					24.01.01	21/06/2024	TFN	TNG	150511-STM-PM-PLN-00015 Document	Appendix 2 - CONSTRUCTION VEHICLE TURN PATHS		Conditionally closed - subject to additional TGS controls being deployed during HRV turns from Glossop onto Brisbane St, and from Brisbane St onto Australia St. This is to manage the turn paths (pg.99 of CTMP) encroaching opposite lanes along the designated haul route.	Potential Non-Compliance		Y
									150511-STM-PM-PLN-00015 Document	Appendix 2 - CONSTRUCTION VEHICLE TURN PATHS			Potential Non-Compliance		Y
					25	24/06/2024	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	4.5 Driver code of conduct - conflicts with other road users	NA	Within the conflict with other road users section, please consider expanding the text to include drivers being aware of and watching out for pedestrians and cyclists around the worksites, especially those near the station where higher levels of vulnerable road user movements are expected.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	4.5 Driver code of conduct - conflicts with other road users	NA	Addressed with updated commentary. Please refer to the relevant section of the report	Observation		N
					26	24/06/2024	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	4.6 Construction traffic generation	NA	The additional features listed on page 30 should include the heavy vehicle safety features mandated in the Health and Safety Standard - including side under run protection, blind spot mirrors and conspicuity markings.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	4.6 Construction traffic generation	NA	Addressed with updated commentary. Please refer to the relevant section of the report	Observation		N
					27	24/06/2024	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	5.3 Impact on cyclists	NA	This section talks about no impact on cyclists as there are no dedicated facilities along the sites frontages. Please consider rewording to expected minimal impact as cyclists are still legally allowed to ride along the roads and are likely to be using Harris St to access the station.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	5.3 Impact on cyclists	NA	Addressed with updated commentary. Please refer to the relevant section of the report	Observation		N
					28	24/06/2024	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 4 - Swept Path Assessment	NA	The swept path assessment for the roundabout at the end the end of Forresters Road appears to show the 12.5m HRV truck needing to reverse into the site access gate. The corresponding TGS indicates there will be a TC on the road, but it does not show anyone controlling pedestrian movements. Given the location and likely pedestrian volume moving to and from the station and bus interchange please consider having a TC to control pedestrian movements to reduce the risk of collision between HV and pedestrians while the HV is reversing.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 4 - Swept Path Assessment	NA	Please refer to the updated TGS in Appendix 4. A traffic controller is now proposed to manage pedestrians during truck access.	Observation		N

CONTRACT NO.	DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
					29	24/06/2024	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 4 - swept path assessment	NA	The swept paths for the left turn from Glossop St into Brisbane St and the left turn from Brisbane St into Australia St shows the 12.5m vehicle moving into the oncoming traffic lane, increasing the risk of head on collisions with other vehicles. A truck waiting for a vehicle to exit Brisbane St onto Glossop St will also increase the risk of rear end collisions on Glossop St as traffic comes to a stop Please consider the use of TC to manage these movements and/or provide details on how the risk of collision will be mitigated so far as is reasonably practicable.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 4 - swept path assessment	NA	As noted in the CTPMP these movements will primarily be outside of peak periods and school pickup and drop-off times. Therefore the Road Safety Audit has given a low risk rating to these movements. Moreover, these truck movements are in compliance with Australian Road Rules and they currently occur on a daily basis without any noted or reported safety issues. Please note as per our recommendation in Section 4.6 of the CTPMP, all trucks are required to display 'do not overtake turning vehicle' sign. These signs will alert the vehicle driving behind the turning truck and minimise any chances of rear-end collision.	Observation		N
					30	28/06/2024	TFN	FLARUE	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	The TMP needs to be updated to make it explicity clear what is current and what is new / proposed. Using Fig. 8 and Fig. 11 as an example, the two images should be different but are instead the exact same (minus the pedestrian path overlay). It also needs to include the what to detail the new work activities and why the new areas are required.	Observation	General	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Addressed with updated commentary and figures. Please refer to the relevant Section 3.2 of the CTPMP.	Observation		N

CONTRACT NO.	DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
					31	28/06/2024	TFN	JHODDER	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Conflicting information has been provided about the size restriction imposed on the left turn from Glossop St onto Harris St - 6.4m and 7m have been referenced.	Observation	4.2/4.4	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Relevant figure and commentary have been updated	Observation		N
					32	28/06/2024	TFN	JHODDER	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Would this apply to Forrester Rd and Pacific National Pvt Dr as well?	Observation	4.1	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Yes, relevant figures and commentary have been updated	Observation		N
					33	28/06/2024	TFN	JHODDER	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	What about the other streets? Only details about Harris St have been provided.	Observation	5.2	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	We have proposed to place Be Truck Aware decals on either side of the site accesses. In addition, pedestrian traffic controllers are proposed to be stationed at the main work compound and the work compound south of Forrester Rd. It is noted that pedestrian movements along Hobart St laydown compounds frontage is very limited, since there is no footpath along railway corridor frontage. Sealed footpath is only available on the southern side of Hobart St which is not affected by truck movements in and out of the laydown compounds. Please refer to section 5.2 of the CTPMP for updated commentary.	Observation		N
					34	28/06/2024	TFN	JHODDER	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Does the removal of 20 spaces on Harris St already occur with current operations? Is this temporary during construction hours and ROL/Council permit approved times only? And again, what about the other locations?	Observation	5.5	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	As per the current operational details, these parking spaces are temporarily removed for larger truck access and Mobile crane setup. These parking spaces are removed via Councils Section 138 permit and this will continue as per this CTPMP. In addition, 1 parking space on both sides of the eastern work compound along Harris Street is also proposed to be temporarily removed via Section 138 permit for 12.5m truck access. The proposed removal of parking spaces will only occur temporarily during Section 138 permit approved times only.	Observation		N
					35	28/06/2024	TFN	JHODDER	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	There are several swept paths that indicate vehicles would need to utilise the opposing carriageway in order to complete a turn. These movements will need to be safely managed under traffic control, with relevant permits obtained. For example: - left turn from Forrester St into Harris St for 19m vehicles - in/out of main compound on Harris St for 12.5m and 19m vehicles - westbound movement into Pacific National Pvt Dr for 12.5m vehicles, which also includes a reverse movements not discussed previously - left turn from Glossop St onto Brisbane St for 12.5m vehicles	Observation	Appendix 4	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	All truck movements except the ones along Glossop St and Brisbane Street are proposed to be managed under Traffic Controllers.	Observation		N

Appendix 6 – Road Safety Audit

HEAVY VEHICLE LOCAL ROAD
ROAD SAFETY AUDIT

LAING O'ROURKE
TAP3 – FOOTBRIDGE ST MARYS MCC

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Sue Lewis Consulting
Construction Traffic Planning

CONTENTS

Document Control

Title:	Description
Ref No.:	20231130-LOR-STM-HVLR RSA
Description:	Heavy Vehicle Local Road – Road Safety Audit

Role	Name	Position
Author:	Alex Gosper	Level 3 (Lead) Road Safety Auditor

Document Revisions

No.	Date	Issue / Description
00	30.11.2023	ORIGINAL ISSUE

Executive Summary

Audited Project:	TAP3 – Footbridge St Marys MCC (CN. ISD-18-7541-G)
Audit for:	Laing O'Rourke
Address:	N/A
Email Address:	smccleery@laingorourke.com.au
Clients Contact:	Sam McCleery
Auditors:	**Alex Gosper** (Level 3 Road Safety Auditor – ID:0908), Director / Senior Civil Engineer – Civlink Consulting Pty Ltd **Sue Lewis** (Level 2 Road Safety Auditor), Sue Lewis Consulting Pty Ltd **Declan McGarry** (Level 1 Road Safety Auditor – ID:1419), CGU **Abdullah Khan** (Level 1 Road Safety Auditor – ID:1363), CPB
Audit Type:	Roadworks road safety audit
Commencement Meeting:	29th November 2023
Site Visit:	30th November 2023
Completion Meeting:	To be advised
Previous Audit:	N/A

1. Introduction

1.1 Purpose of Audit

This report presents findings of a Pre-construction Road Safety Audit. The audit reviewed the proposed local road use by heavy vehicles as outlined in the HVLR document. It will also review the associated swept paths, Traffic Guidance Schemes and associated documentation in relation to the local road use as part of the project.

The audit is conducted to verify the implemented site arrangement for the works, and within the specified area affected by the project works. The audit scrutinizes the 'safe system' approach to road design and the traffic management planning, targeting roadside hazards including (but not limited to) signage and pavement marking, pedestrian & cyclists' facilities, delineation, sight distances, intersection controls and safety barriers.

The site being audited covers the areas affected by changes, including the removal of the traffic blisters and islands and the installation of road plates on Grand Avenue. The areas that are the subject of this audit is the red area shown in Figure 1, below;

Figure 1: Road Safety Audit Scope

[Source: Google]

1.2 Audit Objectives

The objective of this road safety audit was to identify relevant road safety deficiencies in the site which, if addressed, would improve safety for road users.

The other objectives of this Road Safety Audit were to:

- Check the compatibility between the traffic management's safety features and the functional classification of the roads.
- Identify any design feature's that can, either now or with time, create a traffic safety issue.
- identify additional design's features at the site that pose a safety hazard or risk to any of the road users
- Determine the extent of the deficiencies in the design, considering all road user groups.

1.3 Procedures and reference material

The procedures used are those in the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022) and RTA Guidelines for Road Safety Audit Practices 2011.

Technical reference documents for Traffic Guidance Schemes is the Traffic Control at Worksites Manual (TCAWS) Version 6.1, 2021.

1.4 Audit Team

This Audit Team consisted of:

a) **Alex Gosper** (Civlink Consulting Director / Traffic Manager / Senior Civil Engineer). Alex is a registered Road Safety Auditor with the Institute of Public Works Engineers Australia, NSW and Senior auditor in both VIC & QLD. Alex is a registered Level 3 Road Safety Auditor in NSW.

b) **Sue Lewis** (Sue Lewis Consulting Pty Ltd) Sue has 20+ years experience in the traffic industry, with significant experience working on some of the largest infrastructure projects in Australia. Sue is a Level 2 Road Safety Auditor in NSW.

c) **Declan C Mc Garry** (CGU) Declan has more than 5 years experience working in traffic management roles across a number of significant infrastructure and upgrade projects in NSW. Declan is a Level 1 Road Safety Auditor in NSW.

d) **Abdullah Khan** Abdullah has more than 7 years' experience in the traffic industry across a number of State Significant Infrastructure projects in NSW. Abdullah is a Level 1 Road Safety Auditor in NSW.

1.5 Statement of Independence

The audit team are independent from the design team and have not been involved in the development of the traffic strategies selected for implementation on this project and site. The audit has been carried out independently of the design team in accordance with Austroads Guide to Road Safety; Part 6 – Road Safety Audit and NSW Centre for Road Safety: Guidelines for Road Safety Audit Practices.

2. Road Safety Audit Program

2.1 Commencement Meeting

Wednesday the 29th of November a commencement email was received from Sue Lewis requesting an audit be conducted on the Heavy Vehicle Local Road (HVLR) report to support the use of local roads within the Penrith Council area at St Marys as part of the TAP3 St Marys station upgrade. The audit was to be conducted by Alex Gosper, Lead Road Safety Auditor (Civlink Consulting) with the assistance of Sue Lewis, Abdullah Khan and Declan McGarry. The audit was to be conducted on the swept paths, traffic guidance schemes and proposed scope included within the HVLR document from the Project.

2.2 Completion meeting

Project representatives are to advise of the need for a Completion meeting.

2.3 Responding to the audit report

The responsibility for the design and implementation of this project rests with the client's project management team, not with the auditors. The project manager is under no obligation to accept the audit findings. Also, it is not the role of the auditor to agree or to approve the project manager's responses to the audit. Rather, the audit provides the opportunity to highlight potential road safety problems and have them formally considered by the project manager or design manager in conjunction with all other project considerations.

2.4 Corrective action response

The road safety audit is a formal process. The road safety audit report is by no means the end of the audit process. The audit report documents the audit teams' identified concerns made to improve the safety of the roads. This report must be responded to by the client with a written response to each audit finding.

2.5 Disclaimer

The findings and opinions in the report are based on the examination of the site and might not address all concerns existing at the time of the audit. The auditors have endeavoured to identify features of the site that could be modified or removed in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as safe.

The problems identified have been noted in this report and should be considered for improving road safety. Where corrective actions are not taken, this should be reported in writing, providing the reason for the decision. Readers are urged to seek specific advice on matters and not to rely solely on this report. While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that everyone relying on it does so at their own risk without any liability to the Auditors.

3. Risk Assessment Approach

This audit identified and rated risks per the Austroads recommendation using the assessment process below. Potential safety hazards were identified and categorised based on the frequency of occurrence and severity (consequence of crash). A preliminary risk rating for each identified issue has been assigned in Section 4 which were determined via a subjective judgement by the Auditor guided by the Austroads "*Guide to Road Safety, Part 6: Road Safety Audit*".

Austroads' provides an indication of the level of risk and what response may be appropriate – refer to the tables below.

3.1 Likelihood

	Description
Almost Certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years

3.2 Severity

	Description
Insignificant	Property damage
Minor	Minor first aid
Moderate	Major first aid and/or presents to hospital (not admitted)
Serious	Admitted to hospital
Fatal	At scene or within 30 days of the crash

3.3 Risk Rating

		Severity				
		Insignificant	**Minor**	**Moderate**	**Serious**	**Fatal**
Likelihood	**Almost Certain**	**Medium**	**High**	**High**	**Extreme**	**Extreme**
	Likely	**Medium**	**Medium**	**High**	**Extreme**	**Extreme**
	Possible	**Low**	**Medium**	**High**	**High**	**Extreme**
	Unlikely	**Negligible**	**Low**	**Medium**	**High**	**Extreme**
	Rare	**Negligible**	**Negligible**	**Low**	**Medium**	**High**

3.4 Treatment

Risk	Suggested treatment approach
Negligible	No action required
Low	Should be corrected or the risk reduced if the treatment cost is low
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate but not high
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high
Extreme	Must be corrected regardless of cost

4. Audit Findings

No.	Location / Document reference	Description of Deficiency / Observation	Risk level
1	N273-HVSP01	The proposed 12.5m swept path for trucks entering and exiting Brisbane Street from Glossop Street encroach into the opposing lane. Trucks exiting Brisbane Street and heading south should have limited issues as they can await for two lanes to be clear, however the entering vehicle shows an impact on the westbound Brisbane Street traffic. Although unlikely, this may increase the likelihood of some low speed side-swipe type collisions. It is noted that the movements will primarily be outside of peak periods and school pickup and drop-off which is reflected in a reduced likelihood.	**Likelihood – Unlikely** **Severity – Minor** **Risk Rating – Low**
2	N273-HVSP01	The proposed 12.5m swept path for trucks turning left into Australia Street from Brisbane Street heading westbound (similar to item 1) encroach into the area of road for opposing traffic. This movement requiring the full road width may increase the likelihood of some low speed side-swipe type collisions. It is noted however that this section of Australia Street is not line marked and appears to carry very low volumes of traffic which will reduce the likelihood of an impact and is reflected in the likelihood.	**Likelihood – Unlikely** **Severity – Minor** **Risk Rating – Low**

3	N273-HVSP02	The swept path for entry proposes a forward in movement to the compound / laydown. The exit also suggests a forward movement to exit. It is unclear if it is possible to be able to u-turn or achieve a 3-point turn with a 12.5m truck in the corridor proposed (without impacting or driving on the rail formation). Should the drivers need to reverse onto the road, it may pose some additional challenges with the interface with traffic. Alternatively, where they opt to reverse within site, and drive out forwards, it may see the trucks perform differently when exiting site. It is noted however that traffic control will be in place so these configurations are unlikely to exacerbate any existing safety risks.	**Note only**
4	N273-TGS03	General note – The TGS speed reduction signs are only single signs. These are typically duplicated or repeated in accordance with Section 4.5.5 of the TCWS Version 6.1	**Note only**
5	N273-TGS03	General note – The TGS proposes the use of manual traffic controllers. It is unclear from the plans if this has been demonstrated to be a safer outcome than PTCDs in accordance with TCWS.	**Note only**
6	N273-TGS03	General note – Where manual traffic controllers are demonstrated to provide a safer outcome than PTCD, TCWS requires four (4) cones be placed in advance of the traffic controller (either in the centre of the road or immediately in advance of the traffic controller in the shoulder, or both). This doesn't appear to be included on the traffic plan.	**Note only**

5. Conclusion

The report outlines where potential deficiencies have been identified for consideration by the project manager, designer and/or engineer.

The findings and opinions in the report are based on the examination of the planning documents and site at St Marys as part of the TAP3 station upgrade works. The Auditors have endeavoured to identify features of the arrangement that could be modified or removed to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as safe. While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that anyone relying on it does so at their own risk without any liability to the Auditors.

Date: 30.11.2023

Alex Gosper

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Date: 30.11.2023

Sue Lewis

Level 2 Road Safety Auditor
Sue Lewis Consulting Pty LTd

Date: 30.11.2023

Declan McGarry

Level 1 Road Safety Auditor

Date: 30.11.2023

Abdullah Khan

Level 1 Road Safety Auditor

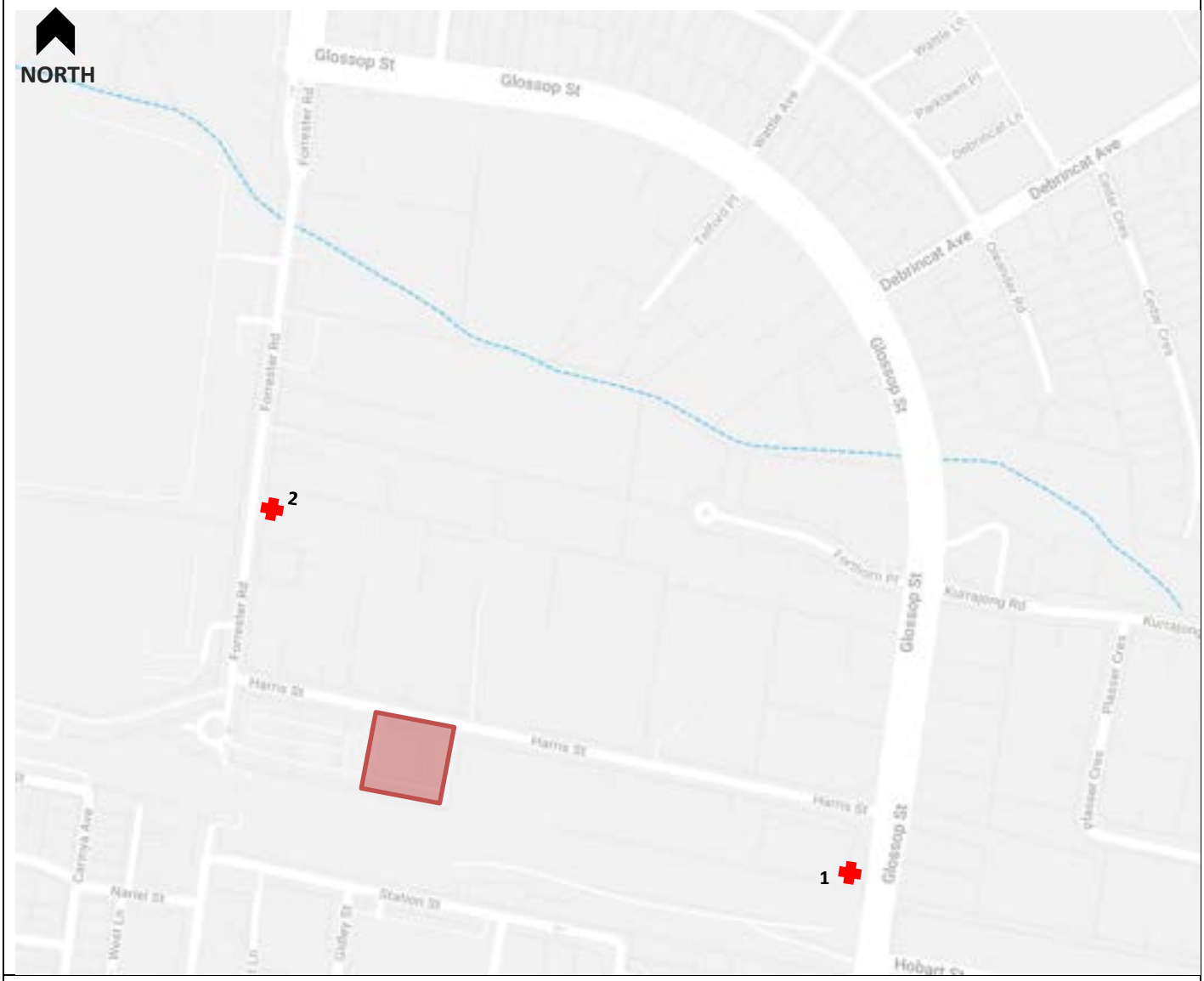
Appendix 7 – VMS Strategy

Portable VMS Strategy

TAP 3 footbridge works / St Marys
Project manager/ engineer: David Brockie
Traffic Engineer: Juan Sandoval
Rev #: 00
Date: 23/02/2023

Strategy Dates: TBC

PORTABLE VMS STRATEGY



Key:

Location of VMS

Site Location

Figure 1 - Portable VMS Locations

1. Glossop St northbound lanes

Pre-Occupation: 0:00AM DATE to 0:00AM DATE

Message 1	Message 2
HARRIS ST ROAD WORKS	(DAY) (DATE) (TIME)

During-Occupation: 0:00AM DATE to 0:00AM DATE

Message 1	Message 2
HARRIS ST ROAD WORKS	USE CAUTION

Location Photo:

Notes:
To be located on the western shoulder of Glossop St facing northbound traffic.
After Glossop St rail bridge.
Size **C** VMS Board to be provided.

2. Forrester Rd southbound lanes

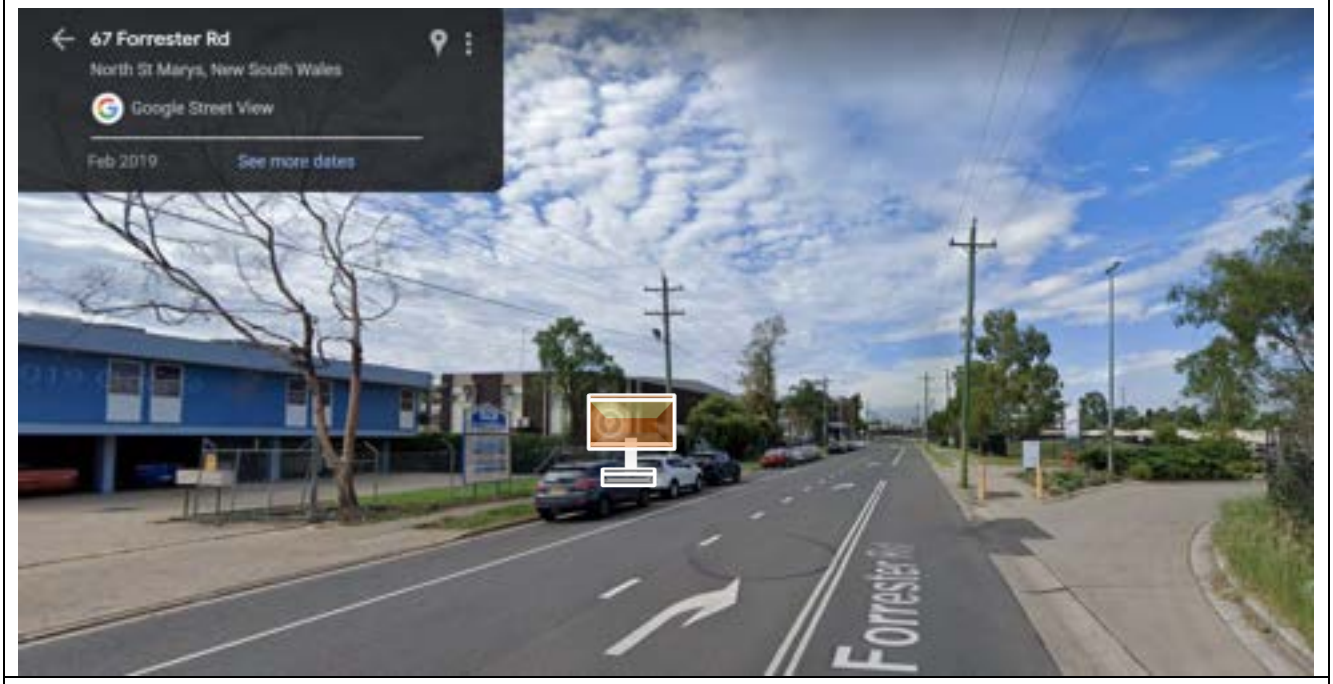
Pre-Occupation: 0:00AM DATE to 0:00AM DATE

Message 1	Message 2
HARRIS ST ROAD WORKS	(DAY) (DATE) (TIME)

During-Occupation: 0:00AM DATE to 0:00AM DATE

Message 1	Message 2
HARRIS ST ROAD WORKS	USE CAUTION

Location Photo:



Notes:
To be located on the eastern shoulder / parking spot of Forrester Rd facing southbound traffic.
After 65-67 Forrester driveway.
Size **C** VMS Board to be provided.

Appendix 8 – Consultation with Stakeholders

Review Comments Register

Project: St Marys Footbridge (FSM)
Project ID: ISD-18-7541-G MC Footbridge St Marys (FSM)
Document title: Construction Traffic and Pedestrian Management Plan
Revision: B
Date: 25/05/2023

TfNSW									LORAC			TfNSW		
Item No	Document Number	Document Title	Document Rev No.	Discipline	Reference Page #, Para #, DRG # Detail or item	Reviewer Name	Reviewer Comment Date	Reviewer Comment	Response by	Response Date	Response/Action for Resolution	Status	Closed by	Closed Date
1	150511-STM-PM-PLN-0001S	CTMP	A			Paul Kim	31/03/2023	Overarching comment: The CTMP is to be formally submitted to relevant local government authority (PCC) and stakeholders via TeamBinder, as per the process outlined in the SMWSA Construction Traffic Management Framework (CTMF)	SMc	9/05/2023	CTMP formally submitted via teambinder on 4/05/2023 to be submitted onwards.	Closed	Paul Kim	21/06/23
2	150511-STM-PM-PLN-0001S	CTMP	B	RD	Document Revision History & Sign Off	K.Leehy TCT0105299	23.06.2023	Plan is not approved as per TCAWS Table 3.5, where the Developer, Reviewer & Approvers are required to have the appropriate PWZTMP accreditation issued by SafeWork NSW. Evidence of this has not been provided. Note that the template being used has been superceded elsewhere by LORA and is inconsistent with Versions 4.2, 5.0, 6.0 & 6.1 of TCAWS. Non-compliant with TfNSW policy.	Sid	6/11/2023	The plan is now prepared and approved by appropriately qualified personnel with PWZTMP accreditation. (see CTPMP Authorisation section in the plan)			
3	150511-STM-PM-PLN-0001S	CTMP	B	RD	2.3.1	K.Leehy TCT0105299	23.06.2023	Impact on Traffic Flow - does not appear to have followed the TCAWS assessment requirements in TCAWS Section 3 with data collection, options assessment and recommendations to support the proposed HighRisk controls, mitigation and methodology. The contention of 'no intricate Traffic Management Strategy required" needs to be supported. Non-Compliance.	Sid	6/11/2023	Refer to Section 4.1 of the updated CTPMP			
4	150511-STM-PM-PLN-0001S	CTMP	B	RD	1.22 Legislation / Guidelines & Standards	K.Leehy TCT0105299	23.06.2023	AS1742.3-2009 has been superced by AS1742.3-2019, the reference in "Compliance" does potentially indicate aspects of why the TTMP has issues. Non_Compliance. Note : *This document maps the content from the superseded AS1742.3 (2009) to either the revised standard AS1742.3 (2019) or Austroads Guide to Temporary Traffic Management. The 2019 update of AS1742.3 by Standards Australia resulted in the removal of content from the 2009 standard that was determined to be guidance material. This guidance material has been substantially transferred into the Austroads Guide to Temporary Traffic Management and expanded based on information from Austroads member organisations. To help stakeholders understand these changes, the content from AS1742.3 (2009) has been mapped to identify the new location of this content in either AS1742.3 (2019) or Guide to Temporary Traffic Management.*	Sid	6/11/2023	Now updated (see section 1.2.2)			
5	150511-STM-PM-PLN-0001S	CTMP	B	RD	Appendix 3	K.Leehy TCT0105299	23.06.2023	RMS no longer exists. Are the Road Safety Auditors TfNSW accredited?	Sid	6/11/2023	All the accreditions are now under TfNSW. The Road Safety Auditors are TfNSW accredited			
6	150511-STM-PM-PLN-0001S	CTMP	B	RD	Appendix 3	K.Leehy TCT0105299	23.06.2023	With the issues raised by the RSA, LORA have indicated close-out, that is not supported with Traffic Guidance Schemes ? No evidence of compliance provided.	Sid	6/11/2023	Please review the updated plan, Swept paths and TGSs provided in Appendix 3 & and 4 of the updated CTPMP.			
7	150511-STM-PM-PLN-0001S	CTMP	B	RD	Appendix 4	K.Leehy TCT0105299	23.06.2023	If the "Local Access Plan" for LORA Construction Vehicle Access, then vehicle restrictions, vehicle equipment etc also needs to be defined (like flashing amber beacons, non-tonal reversing alarms etc for safe egress and transit.	Sid	6/11/2023	See section 4.5 and 4.6 of the updated CTPMP			
8	150511-STM-PM-PLN-0001S	CTMP	B	RD	TGS-01-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. The TGS approval is non-conforming.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
9	150511-STM-PM-PLN-0001S	CTMP	B	RD	TGS-01-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. Additional - any TGS approval is conditional on the LRA S138 approval from PCC, and any conditions there-in.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			

10	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	TGS-02-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. The TGS approval is non-conforming.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
11	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	TGS-02-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. Additional - any TGS approval is conditional on the LRA S138 approval from PCC, and any conditions there-in.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
12	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	STM-2305-01	K.Leehy TCT0105299	23.06.2023	The TRAFEK TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
13	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	STM-2305-02	K.Leehy TCT0105299	23.06.2023	The TRAFEK TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
14	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	STM-2305-03	K.Leehy TCT0105299	23.06.2023	The TRAFEK TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
15	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	STM-2305-04	K.Leehy TCT0105299	23.06.2023	The TRAFEK TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
16	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	STM-2305-05	K.Leehy TCT0105299	23.06.2023	The TRAFEK TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP			
17	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	Roads Act Approvals	K.Leehy TCT0105299	23.06.2023	Not Provided - for the all TGSs to change nroad network operations, the mandatory requirement from TCAWS Annex A.2.2 to approve the TMP by providing the ROL (in this case the Council S-138) has not been provided. As er TCAWS cannot be approved - NonCompliant.	Sid	6/11/2023	Please refer to Section 5.11 of the updated CTPMP			
18	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	Roads Act Approvals	K.Leehy TCT0105299	23.06.2023	Not Provided - for the all TGSs to change road network operations by varying the speed limit, to provide through traffic at 40km/h, the mandatory requirement from TCAWS Annex A.2.2 to approve the TMP by providing the ROL/SZA (in this case the Council S-138) has not been provided. As er TCAWS cannot be approved - NonCompliant.	Sid	6/11/2023	Please refer to Section 5.11 of the updated CTPMP			
19	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	6.1	K.Leehy TCT0105299	23.06.2023	Mark Tadic is the nominated Traffic Control Site Manager by LORA, no CV provided. However is he qualified consistent with the requirements of TCAWS (which cross-references G10). Please advise	Sid	6/11/2023	Key contacts are now updated. Please refer to Section 9.1 of the updated CTPMP			
20	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	VMS Strategy	K.Leehy TCT0105299	23.06.2023	Is this consistent and supported by the Community Management and Road Authority?	Sid	6/11/2023	Upon review of the updated CTPMP, VMS strategy will be further discussed with Council and TfNSW			
21	**150511-STM-PM-PLN-0001S**	**CTMP**	B	RD	Pedestrian Management Plan	K.Leehy TCT0105299	23.06.2023	There is no apparent Pedestrian Management Plan addressing the requiements in Section 4 of TCAWS. Non-Compliant	Sid	6/11/2023	Refer to TGSs provided in Appendix 3 and commentary provided in Section 4.3 and 5.2 of updated CTPMP.			

22	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	No Nominated accreditd personnel	K.Leehy TCT0105299	23.06.2023	Not Provided - for the all TTM works to provide appropriately qualified personnel, the mandatory requirement from TCAWS Annex A.2.2 to approve the TMP by providing the appropriate verified records. If using a TfNSW G Registered organisation, that can be checked, or individual records need to be advised. As er TCAWS cannot be approved - NonCompliant.	Sid	6/11/2023	The plan is now prepared and approved by appropriately qualified personnel with PWZTMP accreditation. (see CTPMP Authorisation section in the plan)			
23	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Legislation	K.Leehy TCT0105299	24.06.2023	Road Transport (Safety and Traffic Management) Act 1999 - this Act was repealed in 2013	Sid	6/11/2023	Updated, please refer to section 1.22 of the updated CTPMP			
24	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Legislation	K.Leehy TCT0105299	24.06.2023	**Roads Regulation 2008. Repealed & updated in 2018**	Sid	6/11/2023	Updated, please refer to section 1.22 of the updated CTPMP			
25	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Temporary Works Traffic Plan 01	K.Leehy TCT0105299	24.06.2023	Barriers - General Notes. Does not provide a Works Design consistent with sign-off requirements of TCAWS Annex A.2.3, to be provided with details of design deflection and acrredited installation plan by an appropriately qualified TAO - indicative options only. The proposed controls require detailed outcomes, that are confirmed. Non-compliant	Sid	6/11/2023	Laing O'Rourke will only use TfNSW approved barriers in case of using them on any works proposed within the road reserves. (See section 4.7)			
26	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Temporary Works Traffic Plan 01	K.Leehy TCT0105299	24.06.2023	Barriers - Note 3 for water-filled barriers is no longer supportd in the warrants for use and TCAWS where used for delineation only. Non-compliant	Sid	6/11/2023	Laing O'Rourke will only use TfNSW approved barriers in case of using them on any works proposed within the road reserves. (See section 4.7)			
27	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Temporary Works Traffic Plan 01	K.Leehy TCT0105299	24.06.2023	Barriers - Note 8 appears to indicate optioneering to be further undertaken	Sid	6/11/2023	Laing O'Rourke will only use TfNSW approved barriers in case of using them on any works proposed within the road reserves. (See section 4.7)			
28	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	Aftercare	K.Leehy TCT0105299	24.06.2023	Aftercare has not been assessed or addressed. Aftercare is where lnes, signs, demarcation, barriers etc are provided for the planned normal hours tasks. Where these provisions are maintained after shifts, ongoing TTM provisions are required to be safe and appropriate. eg 40 zones for work, with lane narrowing is indicated in the staging plans and TGSs, with resumption to standard speeds after. Is this safe for the road user, or are longer term network impacts occurring? Non-compliant potential until verified.	Sid	6/11/2023	Please refer to the noted provided in TGSs within Appendix 3 of the updated CTPMP			
29	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	OSOM	K.Leehy TCT0105299	24.06.2023	OSOM is indicated, however final details are incomplete. If oversiized construction segments are proposed for lift in, with construction off-site, this needs to be assessed. ATT S&L (steel bridge) have this capacity at Glendenning. If unavailable, other qualified fabricators are located outside Sydney metro area and will require further assessment.	Sid	6/11/2023	See section 4.9 of the updated CTPMP. Can the reviewer provide further clarification to this comment?			
30	**150511-STM-PM-PLN-00015**	**CTMP**	B	RD	TfNSW G10 Specification	K.Leehy TCT0105299	24.06.2023	The referenced specification is also incorporated for use in TCAWS. If the PC is considering a staged TMP submission, then the processes in G10 are a reasonable guideline to follow. If the PC is seking for a completed and approved TTMP submission, then the list of mandatory inclusions in the Appendices are required.	Sid	6/11/2023	Can the reviewer provide further clarification to this comment?			
31	**150511-STM-PM-PLN-00015**	**CTMP**	D	RD	HVLR, Section 1.4, Table 2	G.Spark	5/07/2024	Table 2 needs to be updated with anticipated vehicle movements as described in the text above the table. Note that this table also just refers to Hobart St Gates, should it also make mention of the other compound access points? They might not be used during a posession but would likely be used during the period following a posession.	Sid	25/07/2024	Updated in the report			
32	**150511-STM-PM-PLN-00015**	**CTMP**	D	RD	HVLR, Section 6	G.Spark	5/07/2024	Section 6 to be updated to include latest stakeholder consultation	Sid	25/07/2024	Updated in the report			

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FSM	**SMWSAFSM-SMD-STM-PM-PLN-000001**	**Transport Access Program 3 | Footbridge St Marys MCC - Construction Traffic and Pedestrian Management Plan**	D.01	S3	01	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.1.4	CTMF	Section 2.1.4 - make sure the document acknowledges the revised bus routing and road closures put in place in March 2022 when the St Marys Temporary Bus Interchange became operational.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.1.4	CTMF		Observation		Y
					01.01	21/06/2024	SMD	MFELARCA	-	-	-	Contractor response Section 2.1.4 updated A taxi rank exists on Forrester Road south of the bus stop which has the capacity for 3 ranked taxis. Current bus route has been checked in TfNSW busways in order to reflect the most updated bus route and road closures established by previous stakeholders. Table 4 updated showing bus routes mentioned in the CTMP.'	Observation		Y
									-	-	-		Observation		Y
					02	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	Figure 11	CTMF & CCSI Approval	Figure 11 – have the proposed haulage routes been identified in the WSA EIS and do any of those proposed trigger CSSI Condition E105	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Figure 11	CTMF & CCSI Approval		Observation		Y
					02.01	21/06/2024	SMD	MFELARCA	-	-	-	Contractor response Section 2.2.2 updated Figure 11 depicts the proposed haulage route for heavy vehicles accessing the proposed construction access as part of this CTMP implementation. 12.5 m construction vehicles will be required to access the proposed LOR laydown area on Hobart St using the existing local roads (Brisbane St - Australia St - Sydney St). HVLR report assessing local roads included as part of the CoAs e105-106 has been addressed in order to provide access to the proposed LOR work/laydown areas. Copy of the HVLR report included in CTMP report as an Appendix 7 Heavy Vehicle Load Report (HVLR) Update turning paths and routes via Sydney St to be removed from HVLR'	Observation		Y
									-	-	-		Observation		Y
					03	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	General	CTMF	Make clear in the document whether any aspect of the works triggers the need for referral to the local traffic committee.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	General	CTMF		Observation		Y
					03.01	21/06/2024	SMD	MFELARCA				Contractor response "Section 5 updated Penrith Council/CJP being a key stakeholders will be forwarded a copy of this CTMP and will be routinely consulted via TCG /TTLG Sydney metro meeting and informed of up-coming works, site access changes, lane and road closures. "	Observation		Y
													Observation		Y
					04	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1 Construction Traffic Generation	NA	The second dot point on page 22 refers to minimising construction vehicle movements during peak periods and school times - with only 10 HV movements per day can you please confirm if any will take place during peak hours or school zone times. Ideally, with so few movements we should be avoiding these times altogether - especially school zone times on the haulage route that traverses the school zone.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1 Construction Traffic Generation	NA		Observation		Y
					04.01	21/06/2024	SMD	MFELARCA				Contractor response "Section 2.2.1 Updated (page 23) Construction vehicles will be managed to minimise movements during peak periods and in school zones. HV deliveries will be instructed via toolbox /prestart to ingress/egress on the proposed site during non-peak hours and current school times. "	Observation		Y
													Observation		Y

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					05	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.2 Material Haulage / site traffic	NA	Please confirm within this section if the routes are EIS approved routes. Then if they are not, details on why these routes are being proposed and what mitigation measures are being put in place to manage other road users safety. I note that the HVLR is added at the end of the document, but these are usually submitted as separate documents and the info should be included in both.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.2 Material Haulage / site traffic	NA		Observation		Y
					05.01	21/06/2024	SMD	MFELARCA				Contractor response "See item 02 response Routes are not EIS approved routes, but are required for removal of spoil from the rail corridor"	Observation		Y
													Observation		Y
					06	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	4. Mitigation Table 6	NA	In terms of mitigation measures for the movement of plant in and out of the construction access please consider the use of Be Truck Aware decals on either side of the driveway to provide a final warning to pedestrians on the possible presence of HVs before stepping into the roadway. These decals are used across all Metro construction sites and provide a low cost SFAIRP mitigation measure for pedestrian safety.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	4. Mitigation Table 6	NA		Observation		Y
					06.01	21/06/2024	SMD	MFELARCA				Contractor response "Section 4 updated (table 6 - Movement of plant and equipment in and out of the proposed construction access) Construction vehicle movement decals will be implemented on-site in order to inform pedestrians of construction vehicle movements at the designated ingress/access construction gates. Appendices 2 & 5 updated"	Observation		Y
													Observation		Y
					07	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - STM-LORCASE-TW-DRG-0001	NA	Is there a reason traffic controllers are not shown on this traffic plan, especially with the swept paths showing exiting vehicles crossing into the oncoming lane?	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - STM-LORCASE-TW-DRG-0001	NA		Observation		Y
					07.01	21/06/2024	SMD	MFELARCA				Contractor response "Traffic controllers positions are shown in Appendix 5. Appendix 2 updated Notes included in the drawings."	Observation		Y
													Observation		Y
					08	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.9 Road Safety Audits	NA	The text in this section incorrectly states that this was a desktop RSA (which would make it a non complying RSA), when in fact the audit states that a site visit was undertaken. Please update the text to remove the reference to "desktop" so as to not cause any confusion.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.9 Road Safety Audits	NA		Observation		Y
					08.01	21/06/2024	SMD	MFELARCA				"Section 2.3.9 updated Contractor response A road safety audit will be conducted for this Construction Traffic Management Plan by a suitably qualified and independent auditor with a Level 3 certification and another auditor with Level 2 or higher certification. Where road safety deficiencies/impacts are identified through these audits, the relevant design/ implementation will be amended to address the deficiencies/impacts, where required. The road safety audit is provided in Appendix 3 Road Safety Audit."	Observation		Y
													Observation		Y
					09	15/05/2023	TFN	QMINHLA	SMWSASSM-PLD-OHE-SN150-PU-RPT-000001	General	SM-WSA-SSTOM-PS-MS-7888, SM-WSA-SSTOM-PS-MS-7991	KH - It has been requested by some residents living on the GHW that heavy vehicles minimise as much as possible the use of exhaust brakes when travelling through the residential areas along the Great Western Highway and other approach roads to the sites	Observation	41	Y
									SMWSASSM-PLD-OHE-SN150-PU-RPT-000001	General	SM-WSA-SSTOM-PS-MS-7888, SM-WSA-SSTOM-PS-MS-7991		Observation		Y
					09.01	21/06/2024	SMD	MFELARCA				Contractor response "Noted To be addressed via dynamic toolbox talks and pre-start briefings, as well as subcontractor commencement meetings"	Observation		Y
													Observation		Y

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					10	22/05/2023	PCC	LVALLEJO	SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.3.4	NA	Section 2.3.4 of the CTMP mentions a parking strategy being developed in the future. The parking strategy details should be submitted with this CTMP, and not in the future. Council requests that parking details are included and submitted for review and comment.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.3.4	NA		Observation		Y
					10.01	21/06/2024	SMD	MFELARCA				Contractor response "Site parking conditions were described in section 2.1.6 and as per section 2.3.4 ""As part of Laing O'Rourke's parking strategy, encouragement of the use of public transport and carpool/ridesharing, will be explained to the workforce in order to minimise the use of street parking. Previously mentioned commute options will be reminded during the toolbox/prestart meetings during the construction phase the of TAP3 project."" Any changes (IF REQUIRED) on current on-site & multi-deck parking conditions will require consultation/approval from the council with local stakeholders/ residents also being consulted. Update worker parking requirements"	Observation		Y
													Observation		Y
					10.01.01	21/06/2024	PCC	LVALLEJO				Council has nothing further and the comments can be closed noting further work on parking is still required.	Observation		Y
													Observation		Y
					11	22/05/2023	PCC	LVALLEJO	SMWSAFSM-SMD-STM-PM-PLN-000001	General	NA	Some of the swept paths show that traffic control is required for heavy vehicles at intersections including: - Harris St / Forrerster Rd (takes out parking) - Harris St / Glossop St - Brisbane St / Australia St / Glossop St - Brisbane St / Sydney St (mounting kerbs) TGS's for these intersections are requested to be included in the CTMP for Council review and comment.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	General	NA		Observation		Y
					11.01	21/06/2024	SMD	MFELARCA				Contractor response "Appendix 5 updated (TGS drawings). 12 m truck construction vehicle deliveries will be coordinated with Laing O'Rourke traffic/construction teams in order to use traffic control shadow vehicles in order to avoid issues with motorist at proposed intersections. Appendix 2 updated Notes included in the drawings."	Observation		Y
													Observation		Y
					11.01.01	21/06/2024	PCC	LVALLEJO				Council has nothing further and the comments can be closed noting further work on parking is still required.	Observation		Y
													Observation		Y
					12	22/05/2023	TFN	FLARUE	SMWSAFSM-SMD-STM-PM-PLN-000001	1.2	NA	Is there some sort of drawing/ graphic that shows what is actually being built to go with the wider context picture in the TMP?	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	1.2	NA		Observation		Y
					12.01	21/06/2024	SMD	MFELARCA				Contractor response "Section 1.2 updated Figure 2 updated"	Observation		Y
													Observation		Y
					13	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1	NA	To clarify, 216 light vehicles and 10 heavy vehicles are expected per day which equates to 432 LV and 20 HV movements? Is there an expected hourly breakdown of vehicle numbers? And what is the split between the two compounds? Every effort should be made to reduce all movements during peak periods.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1	NA		Observation		Y
					13.01	21/06/2024	SMD	MFELARCA				Contractor response "Proposed light and heavy vehicle movements are expected for all proposed construction gate access. Section 2.2.1 Updated (page 23) Construction vehicles will be managed to minimise movements during peak periods and in school zones. HV deliveries will be instructed via toolbox /prestart to ingress/egress on the proposed site during non-peak hours and current school times. Update with anticipated LV usage on possessions v midweek"	Observation		Y
													Observation		Y

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					14	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.4 and Appendix 2	NA	What is the reason for the proposed 40km/h speed zone on Harris St and Hobart St?	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.4 and Appendix 2	NA		Observation		Y
					14.01	21/06/2024	SMD	MFELARCA				Contractor response Proposed speed reduction will be required in order to implement stop / slow traffic setup for construction vehicle maneuvers (If required).	Observation		Y
													Observation		Y
					15	22/05/2023	TFN	FLARUE	SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.4	NA	Any parking loss, especially within the commuter car park area will need to be off set at another location so that the project minimises the impact to the local parking availability.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.4	NA		Observation		Y
					15.01	21/06/2024	SMD	MFELARCA				Contractor response LOR - TAP 3 project will not use commuter car parking. Any changes (if required) will be consulted with CJP and relevant authorities.	Observation		Y
													Observation		Y
					16	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.6	NA	Ongoing liaison with adjacent project teams will be important to ensure works can be effectively coordinated and conflicts minimised.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.6	NA		Observation		Y
					16.01	21/06/2024	SMD	MFELARCA				Contractor response Liason with stakeholders and authorities will be consulted prior works or any future changes.	Observation		Y
													Observation		Y
					17	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA	In the event of an incident impacting traffic or transport, CJM/TMC should be contacted however there is no guarantee that resources would be available to assist in the management of an incident. The project will also need to work with relevant authorities.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA		Observation		Y
					17.01	21/06/2024	SMD	MFELARCA				Contractor response Noted	Observation		Y
													Observation		Y
					18	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA	Emergency services should be contacted in the first instance should the health and safety of others be impacted and/or at risk	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA		Observation		Y
					18.01	21/06/2024	SMD	MFELARCA				Contractor response Noted	Observation		Y
													Observation		Y

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					19	22/05/2023	TFN	FLARUE	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 1	NA	It is unclear if this is a whole of Sydney Metro WSA framework impacts or an activity specific impact because Section 9.5.1 mentions the loss of 435 spaces being temporarily impacted. If this is the case, then section 2.3.4 in adequately addresses this and the impact to commuters and the local community.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 1	NA		Observation		Y
					19.01	21/06/2024	SMD	MFELARCA				Contractor response Section 9.5.1 is included as a reference from EIS chapter 9. LOR-TAP 3 projects will not remove or change current street parking conditions. LOR-TAP 3 project will encourage the workforce to use public transport and park in designated laydown areas in order to reduce the parking impact on street parking.	Observation		Y
													Observation		Y
					20	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - Swept Paths	NA	Several of the turn paths are shown to protrude into the opposing carriageway (e.g. 19m HV on Hobart St out of the compound, 19m HV on Harris St both in/out of the compound, 12.5m HV into Australia St, 12.5m right turn from Hobart St compound). Of particular concern is Harris St where the 19m semi-trailer is shown to continue straddling between both carriageways following its left turn in from Glossop St. These are unsafe movements that should be avoided where possible. How are they expected to be safely managed?	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - Swept Paths	NA		Observation		Y
					20.01	21/06/2024	SMD	MFELARCA	-	-	-	Contractor response 'Traffic control shadow vehicles and coordination with drivers will be in place for 19 semi deliveries. Specific TGSs have been provided with traffic control personnel Appendices 2 & 5 are updated.' 25/5 – Updated TGSs to be provided with traffic control personnel prior to use of proposed routes. Included in CTMP update	Observation		Y
									-	-	-		Observation		Y
					21	22/05/2023	TFN	TNG	150511-STM-PM-PLN-00015 Document	Section 2.2.1	-	The level of trip generation by project (216 LV & 10 HV daily) is anticipated to impact the operation of local road network. Please clarify/quantify project traffic to the Harris St & Hobbart St work sites during AM & PM peak hours. Would key access intersections on Glossops St and Forrester Rd be able to manage such traffic growth? How do these intersections perform at present and the assessed LoS during project operation?	Minor Non-Compliance		Y
									150511-STM-PM-PLN-00015 Document	Section 2.2.1	-		Minor Non-Compliance		Y
					21.01	21/06/2024	SMD	MFELARCA				Contractor response 25/5 - As per item 13, update with anticipated LV usage on possessions vs midweek. Provide ratio of vehicles per access gate. Section 2.2.1 Updated Vehicles of various sizes are expected to attend the worksite including but not limited to light vehicles, tipper trucks, concrete trucks during construction hours. The largest vehicles regularly accessing the site will be a 12.5m heavy rigid truck, oversize vehicles may access the site to deliver construction equipment and will subject to obtaining a permit from the National Heavy Vehicle Regulator prior to accessing site. Proposed EIS construction vehicle ingress/egress for the proposed work zone area is estimated as per to be 216 light vehicles (utes/staff) and 10 heavy vehicles (MRV, HRV and AVs) per day. TAP 3 – Laing O'Rourke project estimates that 50 light vehicles and 10 heavy vehicle will be accessing during non peak hours or school times to the proposed construction gates. The following distribution construction vehicle between in compounds is presented in Figure 11. Section 2.3.1 Minimum impact on Traffic flow is expected as a part of this CTMP implementation. The Traffic Management Strategy for this project primarily involves short term and intermittent traffic controls to manage larger vehicle movements and deliveries. As the site is fully contained within a hoarded area and heavy vehicle movements are infrequent, an intricate Traffic Management Strategy is not required. Laing O'Rourke will assess and identify improvement opportunities for the road network intersections (Glossop St / Forrester Rd & Glossop St / Great Western Highway intersections) ensuring adequate level of service on perk hours. Proposed construction traffic generation mentioned on section 2.2.1 will not have a detrimental effect on the current level of service of the close by traffic	Minor Non-Compliance		Y
													Minor Non-Compliance		Y
					21.01.01	21/06/2024	TFN	TNG	150511-STM-PM-PLN-00015 Document	Section 2.2.1	-	Closed - noted the daily construction demands of 50 LVs and 22 HVs, as well as the access ratios at various sites.	Minor Non-Compliance		Y
									150511-STM-PM-PLN-00015 Document	Section 2.2.1	-		Minor Non-Compliance		Y

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					22	22/05/2023	TFN	TNG	150511-STM-PM-PLN-00015 Document	Figure 11 (pg.23)	-	Any rationales for having a haul route via Sydney St, Hobart St & Brisbane St (east of Australia St)? It is a longer route compared to Australia St-Brinbane St, and trucks are required to mount the central island at Sydney St/Brisbane St. Please note that dilapidation report & swept paths are required for using local roads not listed in the EIS.	Observation		Y
									150511-STM-PM-PLN-00015 Document	Figure 11 (pg.23)	-		Observation		Y
					22.01	21/06/2024	SMD	MFELARCA				Contractor response "25/5 - As per item 02, LOR agree to remove Sydney St from proposed haul route. CTMP updated accordingly. Section 2.2.2 updated Figure 11 depicts the proposed haulage route for heavy vehicles accessing the proposed construction access as part of this CTMP implementation. 12.5 m construction vehicles will be required to access to the proposed laydown area on Hobart St using the existing local roads (Brisbane St - Australia St). HVLR report assessing local roads no included as part of the CoAs e105-106 has been addressed in order to provide access to the proposed work / laydown areas. Appendices 2 & 7 updated"	Observation		Y
													Observation		Y
					23	22/05/2023	TFN	TNG	150511-STM-PM-PLN-00015 Document	TGS-01-LOR-ST MARYS-TAP3 (pg. 82,83)	-	To minimise construction traffic on local roads, construction traffic enter/exit the Hobbart St work site should avoid the use of Sydney St, Hobbart St & Brisbane St (east of Australia St). Need clarification.	Observation		Y
									150511-STM-PM-PLN-00015 Document	TGS-01-LOR-ST MARYS-TAP3 (pg. 82,83)	-		Observation		Y

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					23.01	21/06/2024	SMD	MFELARCA				Contractor response "25/5 - As per item 02, LOR agree to remove Sydney St from proposed haul route. CTMP updated accordingly. Section 2.2.2 updated Figure 11 depicts the proposed haulage route for heavy vehicles accessing the proposed construction access as part of this CTMP implementation. 12.5 m construction vehicles will be required to access to the proposed laydown area on Hobart St using the existing local roads (Brisbane St - Australia St). HVLR report assessing local roads no included as part of the CoAs e105-106 has been addressed in order to provide access to the proposed work / laydown areas. Appendices 2 & 7 updated"	Observation		Y
													Observation		Y
					24	22/05/2023	TFN	TNG	150511-STM-PM-PLN-00015 Document	Appendix 2 - CONSTRUCTION VEHICLE TURN PATHS		Sweth path on pg.53: semi-trailer left turning from Forrester Rd onto Harris St doesn't seem suitable. How safety to be managed? Swept path on pg.54: semi-trailer left in/left out via Glossop St uses two lanes. How safety to be managed? Swept path on pg.59:HRV left in/left out via Glossop St requires kerb mounting or use of two lanes. How safety to be managed?	Potential Non-Compliance		Y
									150511-STM-PM-PLN-00015 Document	Appendix 2 - CONSTRUCTION VEHICLE TURN PATHS			Potential Non-Compliance		Y
					24.01	21/06/2024	SMD	MFELARCA				Contractor response 25/5 - Appendices 2 & 7 updated	Potential Non-Compliance		Y
													Potential Non-Compliance		Y
					24.01.01	21/06/2024	TFN	TNG	150511-STM-PM-PLN-00015 Document	Appendix 2 - CONSTRUCTION VEHICLE TURN PATHS		Conditionally closed - subject to additional TGS controls being deployed during HRV turns from Glossop onto Brisbane St, and from Brisbane St onto Australia St. This is to manage the turn paths (pg.99 of CTMP) encroaching opposite lanes along the designated haul route.	Potential Non-Compliance		Y
									150511-STM-PM-PLN-00015 Document	Appendix 2 - CONSTRUCTION VEHICLE TURN PATHS			Potential Non-Compliance		Y
					25	24/06/2024	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	4.5 Driver code of conduct - conflicts with other road users	NA	Within the conflict with other road users section, please consider expanding the text to include drivers being aware of and watching out for pedestrians and cyclists around the worksites, especially those near the station where higher levels of vulnerable road user movements are expected.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	4.5 Driver code of conduct - conflicts with other road users	NA	Addressed with updated commentary. Please refer to the relevant section of the report	Observation		N
					26	24/06/2024	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	4.6 Construction traffic generation	NA	The additional features listed on page 30 should include the heavy vehicle safety features mandated in the Health and Safety Standard - including side under run protection, blind spot mirrors and conspicuity markings.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	4.6 Construction traffic generation	NA	Addressed with updated commentary. Please refer to the relevant section of the report	Observation		N
					27	24/06/2024	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	5.3 Impact on cyclists	NA	This section talks about no impact on cyclists as there are no dedicated facilities along the sites frontages. Please consider rewording to expected minimal impact as cyclists are still legally allowed to ride along the roads and are likely to be using Harris St to access the station.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	5.3 Impact on cyclists	NA	Addressed with updated commentary. Please refer to the relevant section of the report	Observation		N
					28	24/06/2024	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 4 - Swept Path Assessment	NA	The swept path assessment for the roundabout at the end the end of Forresters Road appears to show the 12.5m HRV truck needing to reverse into the site access gate. The corresponding TGS indicates there will be a TC on the road, but it does not show anyone controlling pedestrian movements. Given the location and likely pedestrian volume moving to and from the station and bus interchange please consider having a TC to control pedestrian movements to reduce the risk of collision between HV and pedestrians while the HV is reversing.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 4 - Swept Path Assessment	NA	Please refer to the updated TGS in Appendix 4. A traffic controller is now proposed to manage pedestrians during truck access.	Observation		N

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					29	24/06/2024	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 4 - swept path assessment	NA	The swept paths for the left turn from Glossop St into Brisbane St and the left turn from Brisbane St into Australia St shows the 12.5m vehicle moving into the oncoming traffic lane, increasing the risk of head on collisions with other vehicles. A truck waiting for a vehicle to exit Brisbane St onto Glossop St will also increase the risk of rear end collisions on Glossop St as traffic comes to a stop Please consider the use of TC to manage these movements and/or provide details on how the risk of collision will be mitigated so far as is reasonably practicable.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 4 - swept path assessment	NA	As noted in the CTPMP these movements will primarily be outside of peak periods and school pickup and drop-off times. Therefore the Road Safety Audit has given a low risk rating to these movements. Moreover, these truck movements are in compliance with Australian Road Rules and they currently occur on a daily basis without any noted or reported safety issues. Please note as per our recommendation in Section 4.6 of the CTPMP, all trucks are required to display 'do not overtake turning vehicle' sign. These signs will alert the vehicle driving behind the turning truck and minimise any chances of rear-end collision.	Observation		N
					30	28/06/2024	TFN	FLARUE	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	The TMP needs to be updated to make it explicity clear what is current and what is new / proposed. Using Fig. 8 and Fig. 11 as an example, the two images should be different but are instead the exact same (minus the pedestrian path overlay). It also needs to include the what to detail the new work activities and why the new areas are required.	Observation	General	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Addressed with updated commentary and figures. Please refer to the relevant Section 3.2 of the CTPMP.	Observation		N

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					31	28/06/2024	TFN	JHODDER	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Conflicting information has been provided about the size restriction imposed on the left turn from Glossop St onto Harris St - 6.4m and 7m have been referenced.	Observation	4.2/4.4	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Relevant figure and commentary have been updated	Observation		N
					32	28/06/2024	TFN	JHODDER	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Would this apply to Forrester Rd and Pacific National Pvt Dr as well?	Observation	4.1	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Yes, relevant figures and commentary have been updated	Observation		N
					33	28/06/2024	TFN	JHODDER	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	What about the other streets? Only details about Harris St have been provided.	Observation	5.2	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	We have proposed to place Be Truck Aware decals on either side of the site accesses. In addition, pedestrian traffic controllers are proposed to be stationed at the main work compound and the work compound south of Forrester Rd. It is noted that pedestrian movements along Hobart St laydown compounds frontage is very limited, since there is no footpath along railway corridor frontage. Sealed footpath is only available on the southern side of Hobart St which is not affected by truck movements in and out of the laydown compounds. Please refer to section 5.2 of the CTPMP for updated commentary.	Observation		N
					34	28/06/2024	TFN	JHODDER	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Does the removal of 20 spaces on Harris St already occur with current operations? Is this temporary during construction hours and ROL/Council permit approved times only? And again, what about the other locations?	Observation	5.5	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	As per the current operational details, these parking spaces are temporarily removed for larger truck access and Mobile crane setup. These parking spaces are removed via Councils Section 138 permit and this will continue as per this CTPMP. In addition, 1 parking space on both sides of the eastern work compound along Harris Street is also proposed to be temporarily removed via Section 138 permit for 12.5m truck access. The proposed removal of parking spaces will only occur temporarily during Section 138 permit approved times only.	Observation		N
					35	28/06/2024	TFN	JHODDER	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	There are several swept paths that indicate vehicles would need to utilise the opposing carriageway in order to complete a turn. These movements will need to be safely managed under traffic control, with relevant permits obtained. For example: - left turn from Forrester St into Harris St for 19m vehicles - in/out of main compound on Harris St for 12.5m and 19m vehicles - westbound movement into Pacific National Pvt Dr for 12.5m vehicles, which also includes a reverse movements not discussed previously - left turn from Glossop St onto Brisbane St for 12.5m vehicles	Observation	Appendix 4	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	All truck movements except the ones along Glossop St and Brisbane Street are proposed to be managed under Traffic Controllers.	Observation		N