

Construction Traffic Management Plan – Elizabeth Drive Gate 6

Western Sydney Airport – Surface and Civil Alignment Works

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Document Approval

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Signatures					

Distribution and Authorisation

Document Control

The CPBUI JV Project Director is responsible for ensuring this plan is reviewed and approved. The Construction Manager is responsible for updating this plan to reflect changes to the project, legal and other requirements, as required.

The controlled master version will be maintained on Teambinder. All circulated hard copies are deemed to be uncontrolled.

Amendments

The implementation of this Plan is under the authority of the CPBUI Delegated Authority Matrix. All Contract personnel will perform their duties in accordance with this Plan, supporting plans, and related procedures.

Revision Details

Rev.	Details
A	For external review
B	Revised based on comments received and minor change to initial access/ egress
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Abbreviations and definitions

Table 1 Abbreviations and definitions

Abbreviation	Description
CJP	Customer Journey Planning (formerly SCO)
CPB	CPB Contractors Pty Ltd
CPBUI JV	CPB Contractors Pty Limited and United Infrastructure Pty Limited Joint Venture
CTMP	Construction Traffic Management Plan
HML	Higher Mass Limit
HVNL	Heavy Vehicle National Law
IAP	Intelligent Access Program
LTC	Local Traffic Committees
OSOM	Oversize and/or over mass
PedMP	Pedestrian Management Plan
PMP	Project Management Plan
PMS	Project Management System
PkMP	Parking Management Plan
QR	Quick Response
RAV	Restricted Access Vehicle
ROL	Road Occupancy Licence
RSA	Road Safety Audit
SBT	Sydney Metro – Western Sydney Airport, Station Boxes and Tunnelling package
SCAW	Western Sydney Airport Surface and Civil Alignment Works package
SCO	Sydney Coordination Office (now CJP)
SSTOM	Sydney Metro – Western Sydney Airport, Stations, Systems, Trains, Operations and Maintenance package
SWTC	Scope of Work and Technical Criteria
TCG	Transport Coordination Group
TCP	Traffic Control Plan now known as Traffic Guidance Scheme
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme (formerly TCP)
TTLG	Traffic and Transport Liaison Group
UI	United Infrastructure Pty Limited
VMP	Vehicle Movement Plan
VMS	Variable message signs
WSA	Western Sydney Airport
WSI	Western Sydney International

Part A Overview

1. Introduction

1.1. Project Scope

The SMWSA Project involves the construction and operation of a new 23km metro rail line that extends from the existing Sydney Trains suburban T1 western line (at St Marys) in the north to the Aerotropolis (at Bringelly) in the south. The alignment includes a combination of tunnels and civil structures, including viaducts, bridges, and surface and open-cut troughs between the two tunnel sections. The Project also includes six new metro stations, and a stabling and maintenance facility and operational control centre at Orchard Hills. The SCAW package is the second major contract package to be procured for the Project. The successful and timely completion of the SCAW package is critical to the subsequent construction activities and ultimate completion of the entire Project.

1.1.1. Surface, Civil and Alignment Works (SCAW) scope

The scope for the SCAW package includes approximately 10.6km of alignment up to the underside of track formation from Orchard Hills to the WSI airport. This includes approximately:

- 3.6km of viaduct
 - 400m of viaduct over Blaxland Creek
 - 660m of viaduct over the Patons Lane area and un-named creek
 - 2.5km of viaduct in the Luddenham Road area including across the Warragamba pipeline, at Luddenham Station, across Luddenham Road and across Cosgrove Creek
- 205m of bridges
 - An over rail bridge, approximately 180m long, over the proposed M12 Motorway
 - An over rail bridge, approximately 25m long, over the drainage swale on the WSI airport site
- 6.9km of at-grade alignment
 - 600m at Orchard Hills, south of Lansdowne Road
 - 1.6km alongside the stabling maintenance facility in Orchard Hills
 - 900m to the north of the Warragamba pipelines
 - 1.1km north of the proposed M12 motorway
 - 1.4km south of the proposed M12 Motorway on Elizabeth Drive
 - 1.3km within the Airport site from the northern boundary to the Airport Business Park Station
- Temporary and permanent access roads.

The scope of works can be seen on Figure 1, noting that the tunnel and station works are by others.

1.2. Plan Purpose and Objectives

The Elizabeth Drive Construction Traffic Management Plan (CTMP or this plan) has been developed by CPB Contractors, United Infrastructure Joint Venture (CPBUIJV) to identify the traffic management measures at the Elizabeth Drive worksite for all phases of works associated with the Sydney Metro Western Sydney Airport Surface Civils and Alignment Works (SCAW works).

The plan sets out the traffic management initiatives that will be deployed to minimise disruption and ensure the safety of the wide range of stakeholders potentially affected by the SCAW works including but not limited to motorists, pedestrians, cyclists, public transport users, local residents, property owners, business owners and workers/ staff.

This plan has been prepared in accordance with the Construction Traffic Management Framework, SSI 10051 Planning Approval Condition E103 and will be submitted to the Planning Secretary of the NSW Department of Planning and Environment for information prior to the commencement of activities noted in the CTMP.

The key objectives of this plan are to ensure:

- The provision of a safe environment for road users, pedestrians, cyclists and workers
- Any impact on road users is kept to a minimum
- Access is maintained for the local community, transport operators and commercial developments
- Works are staged on key parts of the network to maintain levels of service
- The SCAW package is represented as a proactive member of relevant local traffic coordination groups
- Road users, local businesses, local Councils, Emergency Services, stakeholders and local communities are informed to changed traffic conditions, and
- There is sufficient advance warning of changes to normal traffic conditions.

2. Locality and existing conditions

The site is located on the northern side of Elizabeth Drive and is the fourth leg of the intersection where a new roundabout has been installed by others, refer to Figure 2.



Figure 2: Elizabeth Drive/ Badgerys Creek Road roundabout and fourth leg of intersection

The road networks surrounding the compound is as noted on Figure 3.

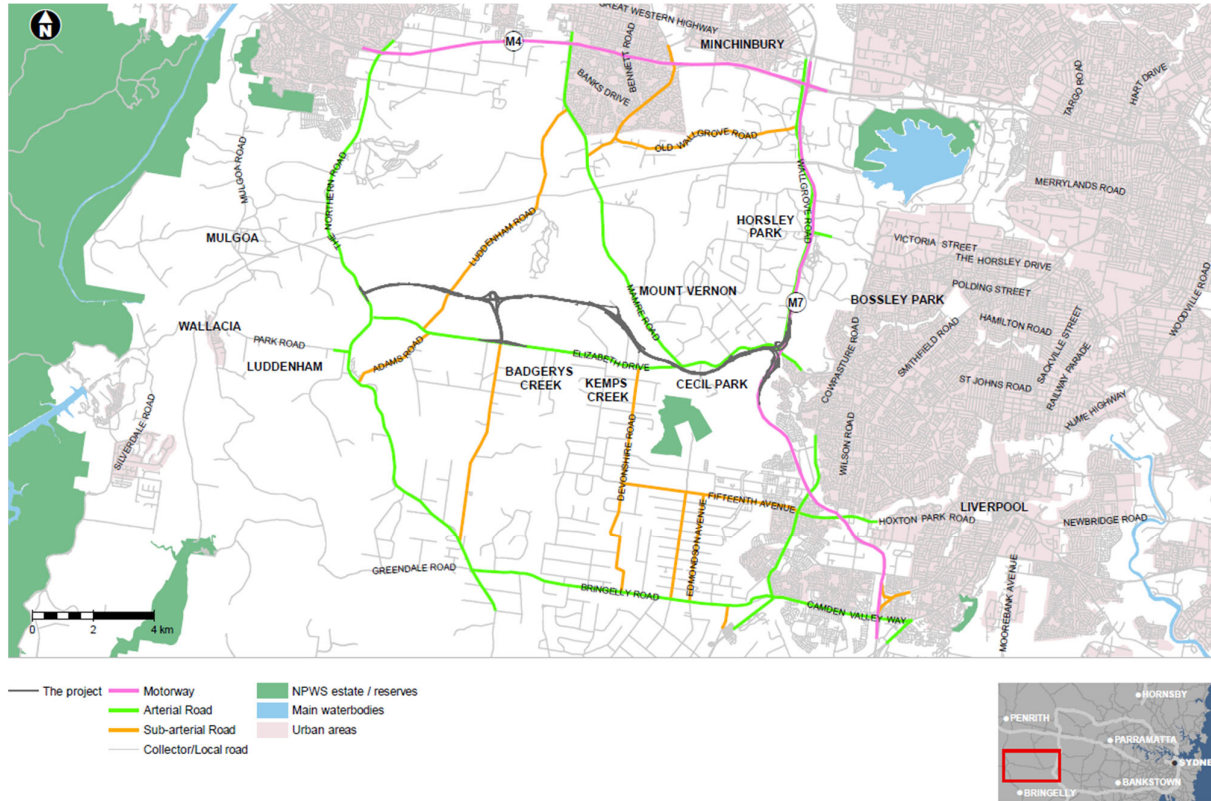


Figure 3 Road network surrounding the project

2.1. Elizabeth Drive, Badgerys Creek

Elizabeth Drive is an arterial road the care and control of Transport for NSW. Elizabeth Drive runs in an east-west direction. Elizabeth Drive terminates to the east at Macquarie Street, Liverpool and to the west at The Northern Road, Luddenham. It has a speed limit of 60km/hr near the work area. There is no on street parking along Elizabeth Drive.

There are no existing footpaths or off road cycle facilities along Elizabeth Drive, refer to Figure 4.

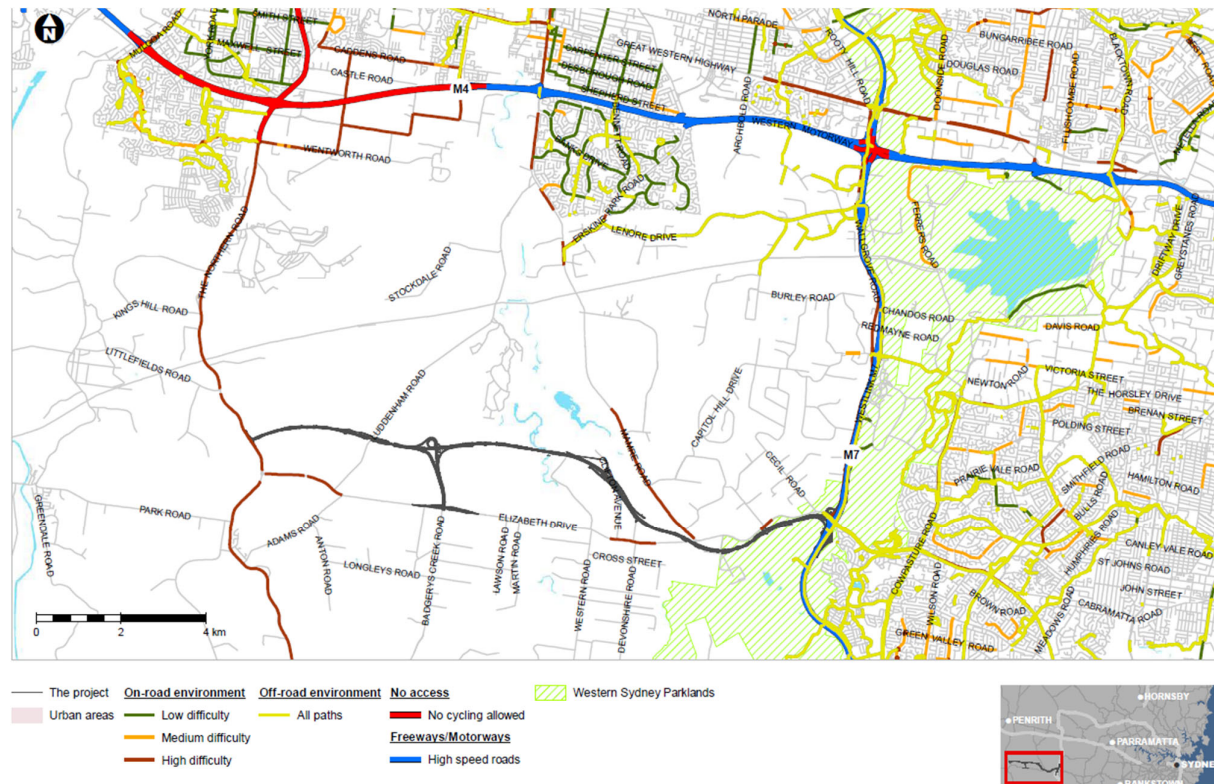


Figure 4: Existing cycle network

TransitSystems operates the following routes via Elizabeth Drive:

- Route 813 (Liverpool town centre to Badgerys Creek Road) runs to the east of Mamre Road on Elizabeth Drive. This is a local bus service that operates on weekdays only with 4 services a day in each direction between 0930 and 1820
- Route 801 (Bonnyrigg to Fairfield) travels up to Badgerys Creek Road. There are no bus services or bus facilities west of Badgerys Creek Road on Elizabeth Drive. This is local bus route that operates on weekdays only with two services in the peak direction in the morning and evening peaks.

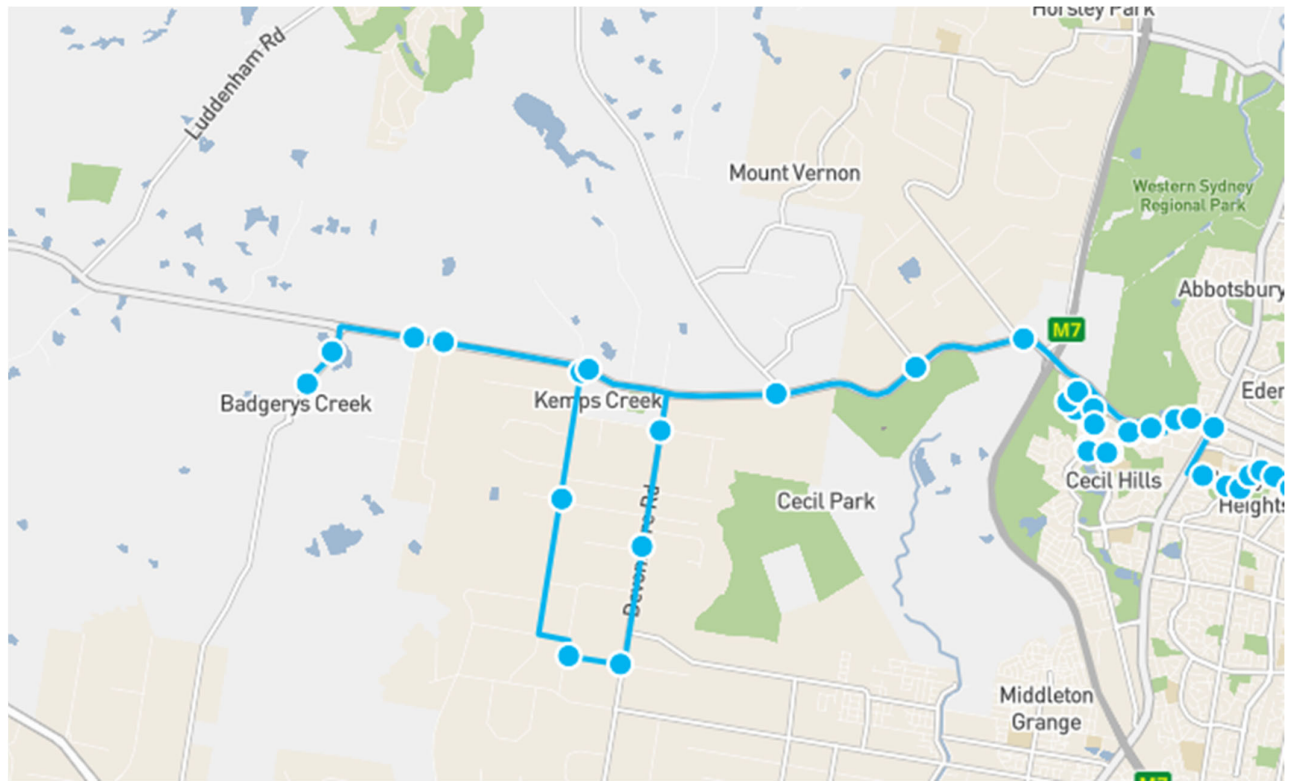


Figure 5: Elizabeth Drive public transport route 801

3. Site early works

Duration: approximately 2 months

Timing: September 2022 to October 2022

3.1. Works required

Works to be undertaken during the site early works predominantly relate to the importation of materials to allow the commencement on the internal haul roads. All works are contained within the site. Other works to be undertaken include:

- Installation of fencing around the site
- Clearing and grubbing including site levelling
- Installation of environmental controls within the site including run off protection
- Installation of site services
- Site investigation works
- Construction of internal access roads
- Installation of site sheds and amenities
- Earthworks including stockpiling

Works will generally be undertaken between the hours of 7AM-6PM Monday to Friday and 8AM-1PM Saturday,

3.2. Operating conditions

Vehicles will enter the site via the existing M12 corridor access point, located on Elizabeth Drive to the west of the ultimate access/ egress arrangement for SCAW, refer to Figure 6

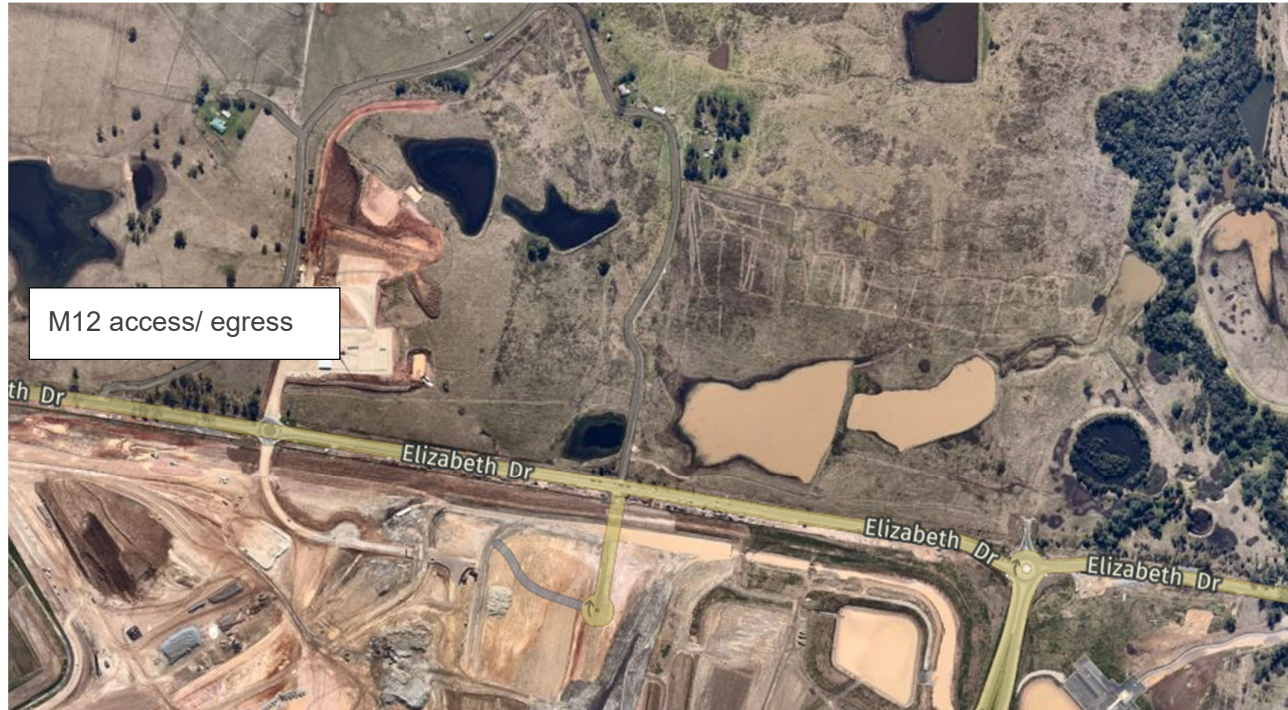


Figure 6: M12 access/ egress

Once the internal access road is constructed, vehicles will enter and exit the site via Elizabeth Drive/ Badgerys Creek Road intersection, refer to Figure 7, .



Figure 7: Elizabeth Drive access

3.2.1. Impact on traffic flow

There will be 80 truck and dog vehicles per day for the transportation of materials with a further 20 light vehicle per day. Based on a standard 11 hour day, this would mean 7 heavy vehicles per hour with light vehicle movements generally taking place prior to the commencement of the work day and at the end of the work day.

3.2.2. Impact on public transport

There is no impact on public transport during these works as there are limited services that operate in the area, as noted in section 2.1. No bus stops or services will be affected by the works.

3.2.3. Impact on active transport users

There are no existing footpaths or cycles routes provided along Elizabeth Drive in the vicinity of the compound.

3.2.4. Impact on property and utilities access

Access to residential-and commercial properties will be retained during the site establishment works and ancillary facilities (compounds) operations. Access for utility providers/ maintainers will not be impacted.

Any property access that is physically affected by the Project Works will be reinstated to at least an equivalent standard, in consultation with the landowner or alternative access provided in consultation with the landowner.

During construction, all reasonably practicable measures will be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, residences, businesses and affected properties. Disruptions will be avoided, where possible and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements will be developed in consultation with affected residents, businesses and affected property owners and implemented before the disruption. Adequate signage and directions to businesses will be provided before, and for the duration of, any disruption.

Existing property access would be maintained at all times.

Any changes to access arrangements or alternative access that are necessary during construction will be done in with consultation with the landowner. Any changes to access will provide the same equivalent pre-existing level of access unless agreed to by the land owner. Property access that is physically affected by the project will be reinstated to at least an equivalent standard, in consultation with the landowner.

3.2.5. Cumulative impacts

There are a number of construction activities within the immediate area associated with services installation south of Elizabeth Drive, On airport works, and the M12 West minor interface works within our project boundary. The works by the M12 within the SCAW project boundary include the interaction between surface works within the greenfield site, refer to Figure 8. Works on Elizabeth Drive include the construction of the surface track works, post the installation by the M12 West contractor of the Elizabeth Drive bridge structure.



Figure 8: M12 West and SMWSA SCAW worksites interaction

The EIS for the Sydney Metro Western Sydney Airport, Chapters 6 and 24 discuss the cumulative impacts of the various projects occurring within the vicinity of the Western Sydney Airport including:

- Western Sydney International Airport works and
- M12 Motorway works

The outcomes of that modelling and analysis notes:

Aside for the cumulative impacts associated with the project, the road network impacted by the construction of the project is likely to experience growth in background traffic as a result of broader development of the Western Parkland City. This growth is anticipated to result in reduced performance at certain locations within the road network (even without the project and assuming there are no further upgrades to the network over this period, other than the approved projects).

SCAW attends weekly interface meetings arranged by TfNSW with adjacent contractors, where up and coming works and TGS layouts are discussed.

3.3. Staff and labour parking

All vehicles associated with the works will park within the site.

3.4. Traffic Guidance Schemes

No traffic guidance schemes are required for the work site

3.5. Required Council approvals

There are no approvals required from either Liverpool City Council or Penrith City Council as the access/ egress is directly from a state road.

4. Site main works

Duration: approximately 26 months

Timing: October 2022 -December 2024

4.1. Works required

Works to be undertaken during the site main works include:

- Viaduct construction including substructure and superstructure
- Surface works between Luddenham Road and Elizabeth Drive

Works will generally be undertaken between the hours of 7AM-6PM Monday to Friday and 8AM-1PM Saturday,

4.2. Operating conditions

Vehicles will enter and exit the site via Elizabeth Drive as per the site early works phase.

4.2.1. Impact on traffic flow

The EIS indicative peak hour vehicle numbers associated with the site operations phase of works are provided in Table 2.

Table 2: EIS predicted vehicle numbers

	Vehicle Type	Peak construction movements ¹					
		AM PEAK ²			PM PEAK ³		
		IN	OUT	Total	IN	OUT	Total
Off airport construction corridor ⁴	LV Staff	281	0	281	0	281	281
	LV Deliveries	4	4	8	4	4	8
	HV	29	29	58	29	29	58

CPBUI JV vehicle numbers are provided in Table 3. It should be noted that the bulk of the workforce will arrive to the site prior to 7AM and leave the site after 6PM (the nominated work hours).

Table 3: CPBUI JV vehicle numbers

	Vehicle Type	Peak construction movements ¹					
		AM PEAK			PM PEAK		
		IN	OUT	Total			
Gate 6 Elizabeth Drive	LV Staff	100	0	100	0	100	0
	LV Deliveries	10	0	10	0	10	0
	HV	5	5	10	5	5	10

¹ Per hour

² AM peak as noted in the EIS 730-830AM

³ PM peak as noted in the EIS 430-530PM

⁴ Off airport includes Luddenham Road, Elizabeth Drive and Badgerys Creek Road sites

There will be heavy vehicle movements associated with the segment deliveries, material import and export of unsuitable material. There will be approximately 300 light vehicles per day. Based on a standard 10 hour day there will be 10 heavy vehicles per hour outside of the AM and PM peaks with light vehicle movements generally taking place prior to the commencement of the work day and at the end of the work day. As noted the CPBUI JV vehicle numbers are below those predicted in the EIS. It should be further noted that the use of Performance Based Standard vehicles is being actively pursued by CPGUI JV – this would also reduce the number of heavy vehicles required for the transport task.

4.2.2. Impact on public transport

There is no impact on public transport during these works as there are limited services that operate in the area, as noted in section 2.1. No bus stops or services will be affected by the works

4.2.3. Impact on active transport users

There are no existing footpaths or cycles routes provided along Elizabeth Drive in the vicinity of the compound.

4.2.4. Impact on property and utilities access

Access to residential and commercial properties will be retained during the site establishment works and ancillary facilities (compounds) operations. Access for utility providers/ maintainers will not be impacted.

Any property access that is physically affected by the Project Works will be reinstated to at least an equivalent standard, in consultation with the landowner or alternative access provided in consultation with the landowner.

During construction, all reasonably practicable measures will be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, residences, businesses and affected properties. Disruptions will be avoided, where possible and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements will be developed in consultation with affected residents, businesses and affected property owners and implemented before the disruption. Adequate signage and directions to businesses will be provided before, and for the duration of, any disruption.

Existing property access would be maintained at all times.

Any changes to access arrangements or alternative access that are necessary during construction will be done in with consultation with the landowner. Any changes to access will provide the same equivalent pre-existing level of access unless agreed to by the land owner. Property access that is physically affected by the project will be reinstated to at least an equivalent standard, in consultation with the landowner.

4.2.5. Cumulative impacts

There are a number of construction activities within the immediate area associated with services installation south of Elizabeth Drive, On airport works, and the M12 West minor interface works within our project boundary, refer to section 3.2.5 for the discussion from the EIS and the coordination with other contractors.

4.3. Staff and labour parking

All vehicles associated with the works will park within the site.

4.4. Traffic Guidance Schemes

No traffic guidance schemes are required for the work site

4.5. Required Council approvals

There are no approvals required from Liverpool City Council or Penrith City Council as the access/ egress is via a State road.

5. Fleet management

Trucks to be used for the delivery of the SCAW works will be compliant with NSW legislation and standards including Heavy Vehicle National Legislation (HVNL). All heavy vehicle operations will be conducted in accordance with CPBUI JV Chain of Responsibility (CoR) Management Plan and the Principal's Contractors Safety Standard as noted in the Overarching TMP.

A combination of truck types will be used during the SCAW works including single unit trucks, semi-trailers, truck and dog combinations and low loaders, for example.

The location of all heavy vehicles used for spoil haulage will be monitored in real time and these records can be made available electronically to the Planning Secretary and the Environmental Protection Authority (EPA) upon request for a period of no less than one (1) year following the completion of construction.

There is sufficient room on site for all heavy vehicles required for the works. Therefore, marshalling facilities are not proposed for this site. Heavy vehicle will not idle or queue on roads surrounding the site.

5.1. Haulage routes

Generally, the haulage routes will be via arterial roads, freeways or tollways. The routes included in the EIS have been adopted for this site, refer to Figure 9. The routes include Elizabeth Drive from The Northern Road and from the east from the M7 Motorway. CPBUI JV will predominately use The Northern Road for material delivery and disposal. Heavy vehicles will be accessing the arterial network immediately after leaving the construction sites.

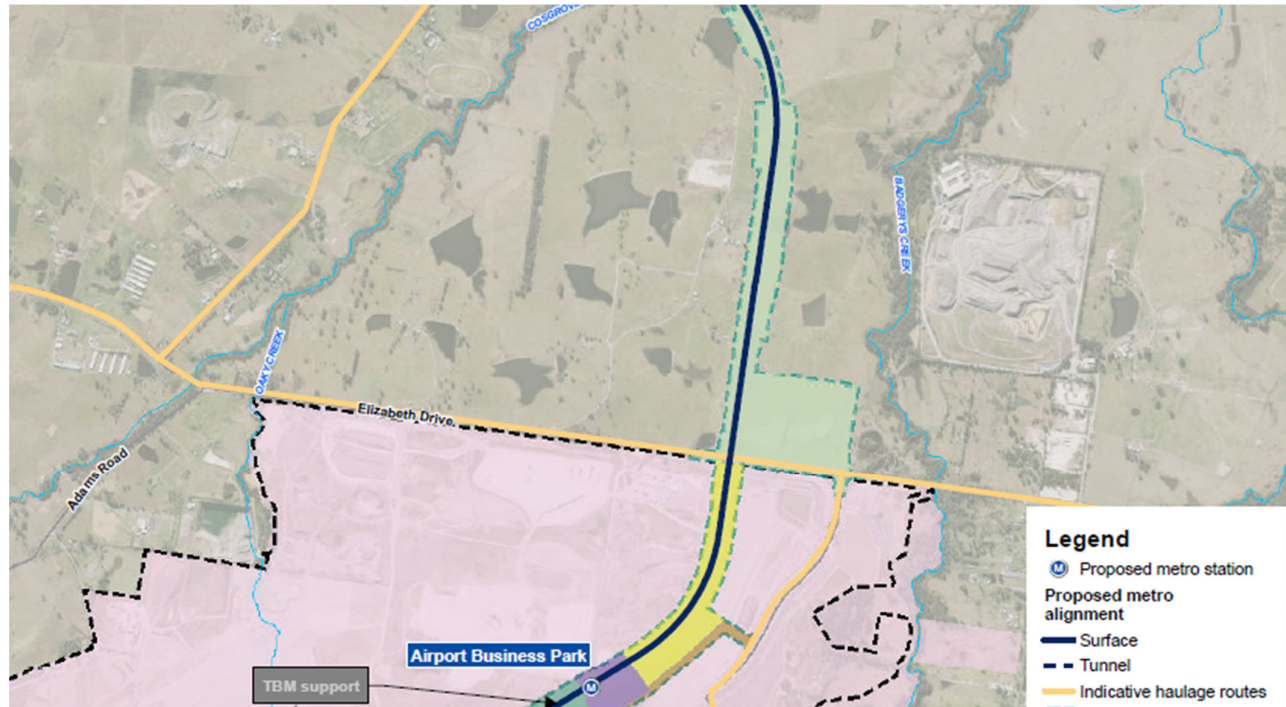


Figure 9: EIS haulage routes

5.2. Road dilapidation report

As noted in the Ministerial Conditions of Approval, a road dilapidation report will be prepared for local roads. However, all roads to access/ egress the site are state and arterial roads, therefore no road dilapidation survey will be undertaken. In the event that CPBUI JV want to use a local road for this site access, a dilapidation report will be undertaken and a copy of that report will be provided to Council within three (3) weeks of completion of the survey and no later than one (1) month before the road is used by Heavy Vehicles associated with the project. Note that it is not anticipated that any local road, open to the public will be used by heavy vehicles at this construction site.

5.3. Permits for over-dimensional vehicles

Permit for vehicles greater than 4.5t through the National Heavy Vehicle Regulator (NVHR). This applies to particular special purpose vehicles (SPV) such as mobile cranes and other oversize/ over mass (OSOM) vehicles. TfNSW is currently undertaking this permit issue.

For over dimensional vehicles generally vehicles that are greater than 25m in length of 3.5m wide require a pilot(s). Extremely long or wide vehicles will require an escort, fee payable. Permits are generally applied for by the transport operator.

There is a requirement for over mass/ oversize vehicles during the works identified in this CTMP.

6. Other matters

6.1. Road Safety Audits

Road safety audits will be undertaken during the development and implementation of the CTMP. The audit will be undertaken as noted in section 10 of the Construction Traffic Management Framework. A copy of the road safety audit is provided in Appendix B.

6.2. Communications and the community

CPBUI JV will be responsible for the dissemination of information to the community including affected residents, relevant councils, businesses and the public.

6.2.1. Proposed communications

Typical timelines for the various notifications are:

- Community notices (notifications) issued at least seven (7) days prior to:
 - Start of work
 - New work with a new activity that has the potential to impact on stakeholders and the community
 - Handover of a construction site to a new contractor
 - Activities requiring notification to comply with relevant Environmental Protection License (EPL) usually out of hours works
- Precinct updates/ e-update (newsletters) – published 2 per year and for changes to planning approvals
- email and internet updates - done with publication and deliver to letterboxes of notifications and newsletters
- advertisement – published in advance of significant traffic management changes, detours, traffic disruptions
- advance warning signs – as noted in the CTMP where required.

Table 4: Proposed communications

Notification	Site early works	Site operations
Community notice	Yes	Yes
Precinct update/ e-update	Yes	Yes
Email and internet	Yes	Yes
Print advertising	No	No
Advance warning sign(s)	No	No

6.2.2. Travelling public

Where the SCAW works will impact on the travelling public, CPGUI JV will undertake the following communications, where identified in this CTMP:

- Public transport interruptions will be communicated via on site signage
- Motoring public will be forewarned of any changes including road closures, road changes and lane changes well in advance using appropriate signs including Variable Message Signs (VMS)
- Active transport users will be provided with advance warning signs

6.3. Stakeholders

There are a number of stakeholders consulted during the development of this CTMP. A copy of their review comments are provided in Appendix C. Table 5 provides an overview of the consultation undertaken for this CTMP.

Table 5: Consultation undertaken

Stakeholder	Consultation Type	Date
Traffic and Transport Liaison Group	Presentation	1 st September 22
CJP	Submission of CTMP	2 nd September 22
Sydney Metro Western Sydney Airport project team	Submission of CTMP	2 nd September 22
Liverpool City Council	Submission of CTMP	2 nd September 22
Penrith City Council	Submission of CTMP	2 nd September 22
TfNSW	Submission of CTMP	2 nd September 22
CJP	Resubmission of CTMP	21 st Sept 22
Sydney Metro Western Sydney Airport project team	Resubmission of CTMP	21 st Sept 22
Liverpool City Council	Resubmission of CTMP	21 st Sept 22
Penrith City Council	Resubmission of CTMP	21 st Sept 22
TfNSW	Resubmission of CTMP	21 st Sept 22
CJP	Resubmission of CTMP	30 th Sept 22
Sydney Metro Western Sydney Airport project team	Resubmission of CTMP	30 th Sept 22
Liverpool City Council	Resubmission of CTMP	30 th Sept 22
Penrith City Council	Resubmission of CTMP	30 th Sept 22
TfNSW	Resubmission of CTMP	30 th Sept 22

6.3.1. Traffic and Transport Liaison Group

The Traffic and Transport Liaison Group (TTLG) has been established by Sydney Metro Western Sydney Airport for the project, as required under MCoA E116. The TTLG consists of members from Sydney Metro Western Sydney Airport project team, Liverpool City Council, Penrith City Council, Customer Journey Planning, Western Sydney Airport Corporation (WSA Co), Western Parkland City Authority (WPCA), TfNSW's Planning and Programs, other contractors associated with the project and Emergency Services.

Further development of this CTMP will occur in consultation with this group. It is noted that this group meets monthly.

Supplementary analysis and modelling as required by Sydney Metro Western Sydney Airport and/ or the TTLG will be undertaken to demonstrate that construction traffic can be managed to minimise disruption to traffic networks operations including changes to the management of pedestrians, cyclists and public transport networks and services. Any revised traffic management measure will be incorporated into the CTMP.

6.3.2. Traffic Control Group

The Traffic Control Group (TCG) has been established by Sydney Metro Western Sydney Airport for the project. The TCG consists of members from Sydney Metro Western Sydney Airport project team, Liverpool City Council, Penrith City Council, Customer Journey Planning, Western Sydney Airport Corporation (WSA Co), Western Parkland City Authority (WPCA), TfNSW's Planning and Programs and other contractors associated with the project. The TCG meets fortnightly.

The purpose of the TCG is for open and honest technical discussion on the contractors proposed works, methodologies and traffic management plans. The TCG will:

- Provide feedback on proposals
- Guide CTMP and other document finalization prior to submission for review/ approval
- Guide coordination of works and traffic management activities on and off airport (local, regional and state roads)

- Assist in transport mitigation

6.4. Special events

When planning the works, CPGUI JV will identify special events which directly impact the works or haulage activities and will continue to interrogate event websites that provide details on forthcoming events such as:

- NSW and Sydney events - [Destination NSW](#)
- NSW events and festivals - [Visit NSW](#)
- Major events - [Liverpool City Council](#)

6.5. Training

CPBUI JV will ensure that all personnel, including subcontractors are aware of the specific requirements of TfNSW’s customers, general public, residents and businesses, prior to attending site through the induction process and regular updates through tool box talks. Specific training will be provided to heavy vehicle drivers regarding the possible presence of pedestrians and cyclists and the increased risk of high speed run off the road and head on collision types due to the narrow road widths, high speeds and little to no shoulder availability.

6.6. Inspections and monitoring

The site will be monitored by the site supervisor. Any changes to signs and lines that impact on the public will be recorded. Daily monitoring will be undertaken during the site operating hours.

Traffic control used for pedestrian management, lane closures etc will need to provide records of the traffic control implemented. Any changes required to a traffic control set up will be authorised by a holder of a SafeWork NSW “Prepare a Work Zone Traffic Management Plan” or equivalent. Checklist for monitoring of the implemented CTMP are provided in Appendix D.

6.7. Site contacts

Table 6 provides the contact details for the works identified in this CTMP.

Table 6: Site contacts

Name	Position	Mobile#
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

6.8. References

The following documents were used in the development of this CTMP:

- Construction Traffic Management Framework, Sydney Metro West and Sydney Metro Western Sydney Airport
- TfNSW’s Traffic Control at Worksites Manual v6.1
- Relevant AustRoads Guides and TfNSW Supplements
- Sydney Metro Principal Contractor Health and Safety Standard

Part C Appendices

Appendix A – Compliance Matrix

Sydney Metro Western Sydney Airport CSSI Infrastructure Approval (SSI 10051)

Project Planning Approval (SSI 10051)		
E103	Construction Traffic Management Plans (CTMPs) must be prepared in accordance with the Construction Traffic Management Framework. A copy of the CTMPs 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 plan
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.	Refer to Overarching CTMP
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.	Not applicable to this CTMP as all roads to be used are included in the EIS and are arterial roads
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.	Not applicable to this CTMP as all roads to be used are included in the EIS and are arterial road
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.	Not applicable to this CTMP as all roads are arterial roads
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.	Not applicable to this CTMP as all roads are arterial roads
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;	Section 5

Project Planning Approval (SSI 10051)		
	(c) not carry out marshalling of construction vehicles near sensitive use (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 CTMP.	
E110	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Sections 3.2.4 and 4.2.4
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.	Sections 3.2.4 and 4.2.4
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.	Sections 3.2.4 and 4.2.4
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.	Sections 3.2.4 and 4.2.4
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 minimised, 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.	Sections 3.2.3, 3.2.4, 4.2.3 and 4.2.4
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 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.	Not applicable to the SCAW scope of works
E116	A Traffic and Transport Liaison Group(s) must be established in accordance with the Construction Traffic Management Framework to inform the development of CTMP.	Sydney Metro will establish the TTLG Section 6.3.1
E117	Supplementary analysis and modelling as required by TfNSW and / or the Traffic and Transport Liaison Group(s) must be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations including changes to and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMP.	Section 6.3.1

Project Planning Approval (SSI 10051)		
E118	As part of Condition E117 the Traffic and Transport Liaison Group(s) is to identify opportunities to improve the intersection performance during operation at: a) Queen Street/Great Western Highway/Mamre Road in St Marys; b) Glossop Street/ Forrester Road in St Marys; and c) Glossop Street / Great Western highway in St Marys. Identified improvements must be implemented prior to the commencement of operation.	Not applicable to the SCAW scope of works

Sydney Metro Western Sydney Airport Environmental Impact Statement

Revised Environmental Management Measures (REMMs)		
T1	Construction Traffic Management Plans would be prepared in accordance with the Construction Traffic Management Framework	This plan
T2	The Construction Traffic Management Plan for St Marys would be developed in consultation with the Traffic and Transport Liaison Group to ensure existing transport interchange infrastructure continues to operate effectively within the St Marys station precinct.	Not applicable to the SCAW scope of works
T3	Coordination with Western Sydney Airport and Transport for NSW would be undertaken through the Traffic and Transport Liaison Group to manage potential cumulative construction traffic impacts with M12 Motorway and Elizabeth Drive	Section 6.3.1
T4	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 6.1
T5	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	Sections 3.2.3 and 4.2.3
T6	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. Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety	Section 5

Sydney Metro Western Sydney Airport Revised performance outcomes

Revised Performance outcomes - Transport		
Network connectivity, safety and efficiency of the transport system in the vicinity of the project are managed to minimise impacts. The safety of transport system customers is maintained . impacts on network capacity and the level of service are effectively managed	Safe and efficient routes are provided for pedestrians, cyclists, and road users at/ near construction sites	Not applicable to the SCAW scope of works
	Access to the existing St Marys Station is maintained while train services are operating	Not applicable to the SCAW scope of works
	Safe access to properties and businesses is maintained during construction, unless alternatives are agreed with property owners and businesses	Sections 3.2.4 and 4.2.4
	Heavy vehicles access the arterial network as soon as practicable on route to, and immediately after leaving a construction site	Section 5.1

Revised Performance outcomes - Transport

	The local community and relevant authorities are informed of transport, access and parking changes/ impacts to minimise inconvenience to the public	Section 6.2.1
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Appendix B – Haulage routes

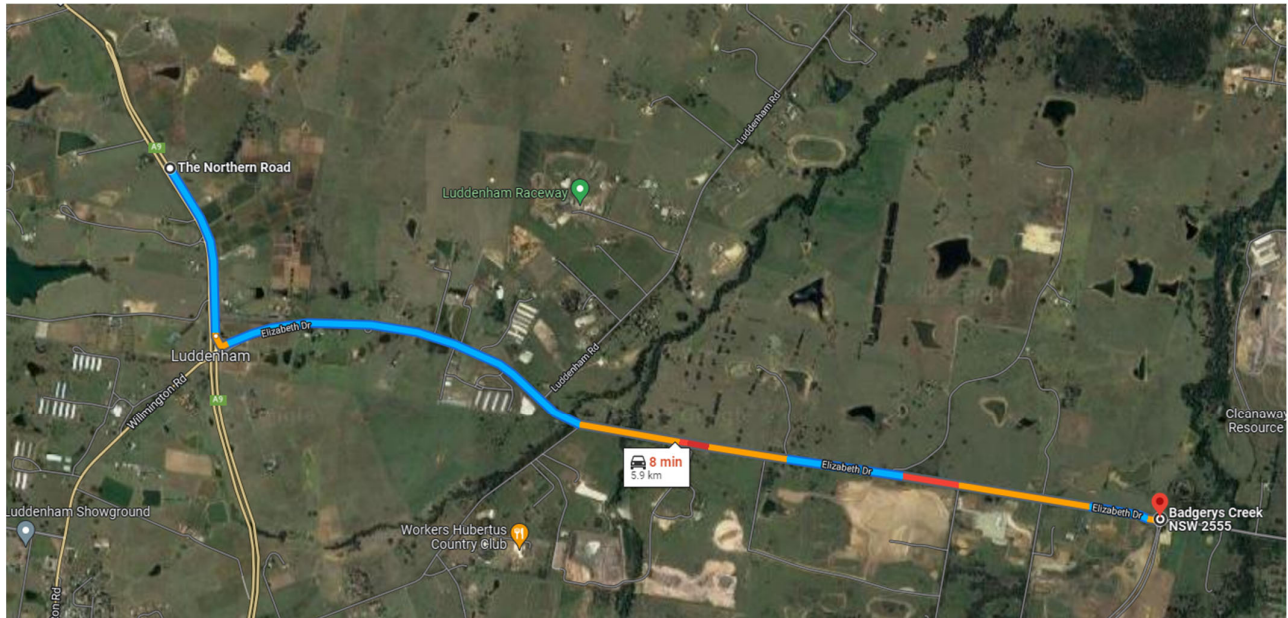


Figure 10: To and from The Northern Road Gate 6

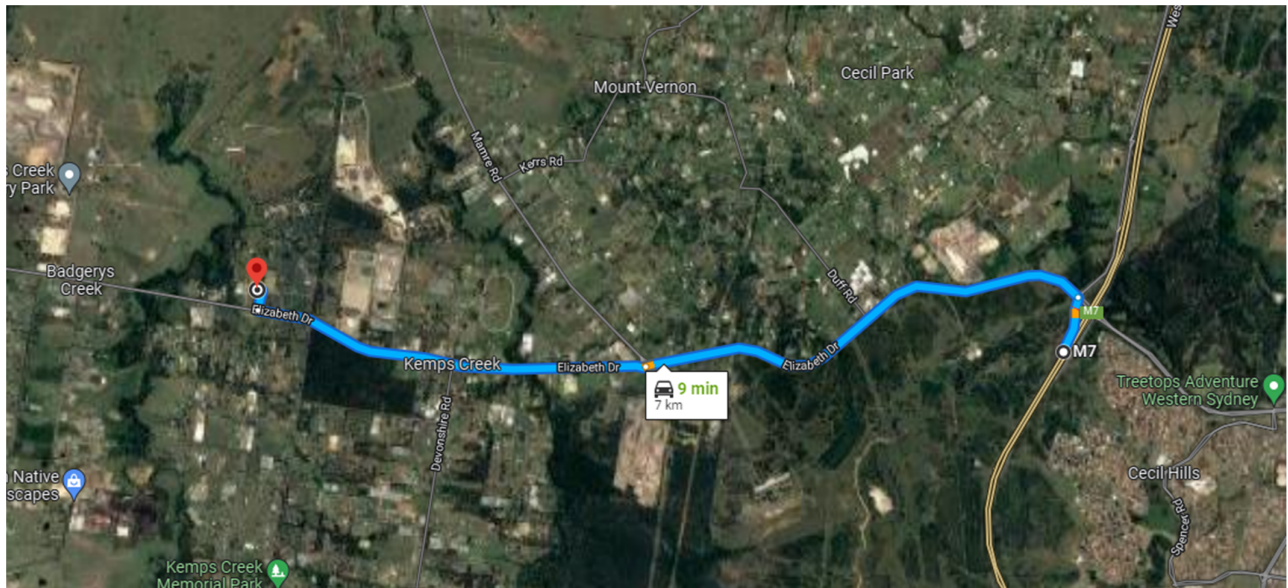
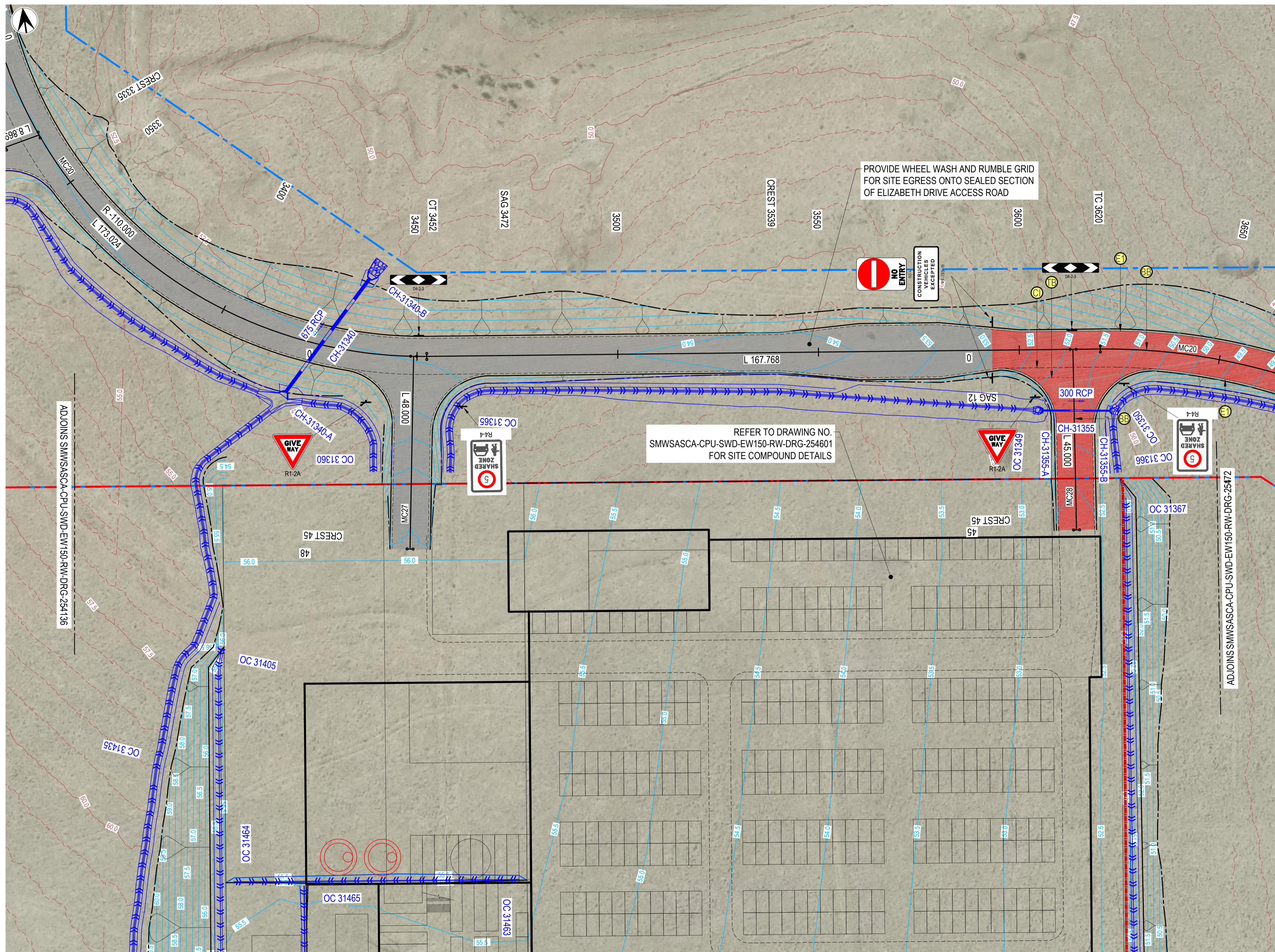


Figure 11: To and from the M7 and Gate 6

Appendix C - Site layout drawings



LAYOUT PLAN
SCALE 1:500

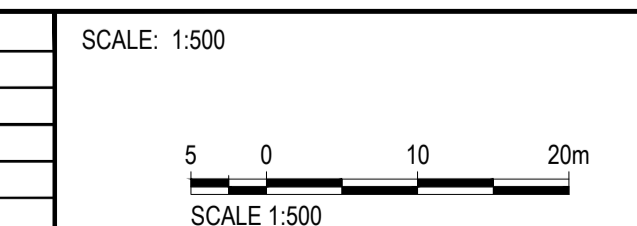
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- TEMPORARY CONSTRUCTION HAUL ROAD AND ALIGNMENT CONTROL
- TEMPORARY CONCRETE BARRIER
- PAVEMENT TYPE T1
- PAVEMENT TYPE T2
- PAVEMENT TYPE T5
- BB DIVIDING LINE
- C1 CONTINUITY LINE
- E1 EDGE LINE
- TB GIVE WAY LINE
- GUIDE POSTS
- LINETYPE TAG
- SIGN SUPPORT LOCATION
- TRAFFIC SIGN
- GENERAL
- FUTURE INFRASTRUCTURE ALIGNMENT - BY OTHERS
- ELIZABETH DRIVE RAB LEG - BY OTHERS
- PROPOSED CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROJECT PERMANENT BOUNDARY
- TEMPORARY AREA BOUNDARY
- MAIN LINE TRACKS (TRACK AND SLAB DESIGN BY SSTOM CONTRACTOR)
- RAIL DESIGN
- TEMPORARY DRAINAGE
- TEMPORARY DRAINAGE CHANNEL
- TEMPORARY DRAINAGE GRASS CHANNEL
- TEMPORARY DRAINAGE CULVERT
- TEMPORARY DRAINAGE RIPRAP
- CULVERT HEADWALL NODE ID
- CHANNEL LABEL
- PROPOSED CHANNEL REGRADING
- UTILITIES
- PROPOSED ELECTRIC
- PROPOSED ELECTRIC MAJOR TRANSPORT
- PROPOSED GAS MAIN
- EXISTING COMMUNICATION OPTIC FIBRE CONDUIT
- EXISTING ELECTRICITY HIGH VOLTAGE OVERHEAD
- EXISTING ELECTRIC OH HIGH VOLTAGE
- EXISTING ELECTRIC OH HIGH VOLTAGE (TO BE REMOVED)
- WATER MAIN

FOR CONSTRUCTION

100mm AT FULL SIZE

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
00	ISSUED FOR CONSTRUCTION	R.D.	T.W.	R.M.	26.08.22



SCALE: 1:500

NOTE: Do not scale from this drawing.

CLIENT:

CPB CONTRACTORS

UNITED INFRASTRUCTURE

AHJV

COX WOODS BAGOT

DRG CHECK

DESIGN CHECK

APPROVED

SYDNEY METRO WESTERN SYDNEY AIRPORT

SURFACE AND CIVIL ALIGNMENT WORKS

CIVIL

SCARW2540 SCAW SITE ACCESS AND HAUL ROADS PACKAGE #1

LAYOUT PLAN

FILE No: [REDACTED]

SHEET: 10 OF 13

STATUS: FOR CONSTRUCTION

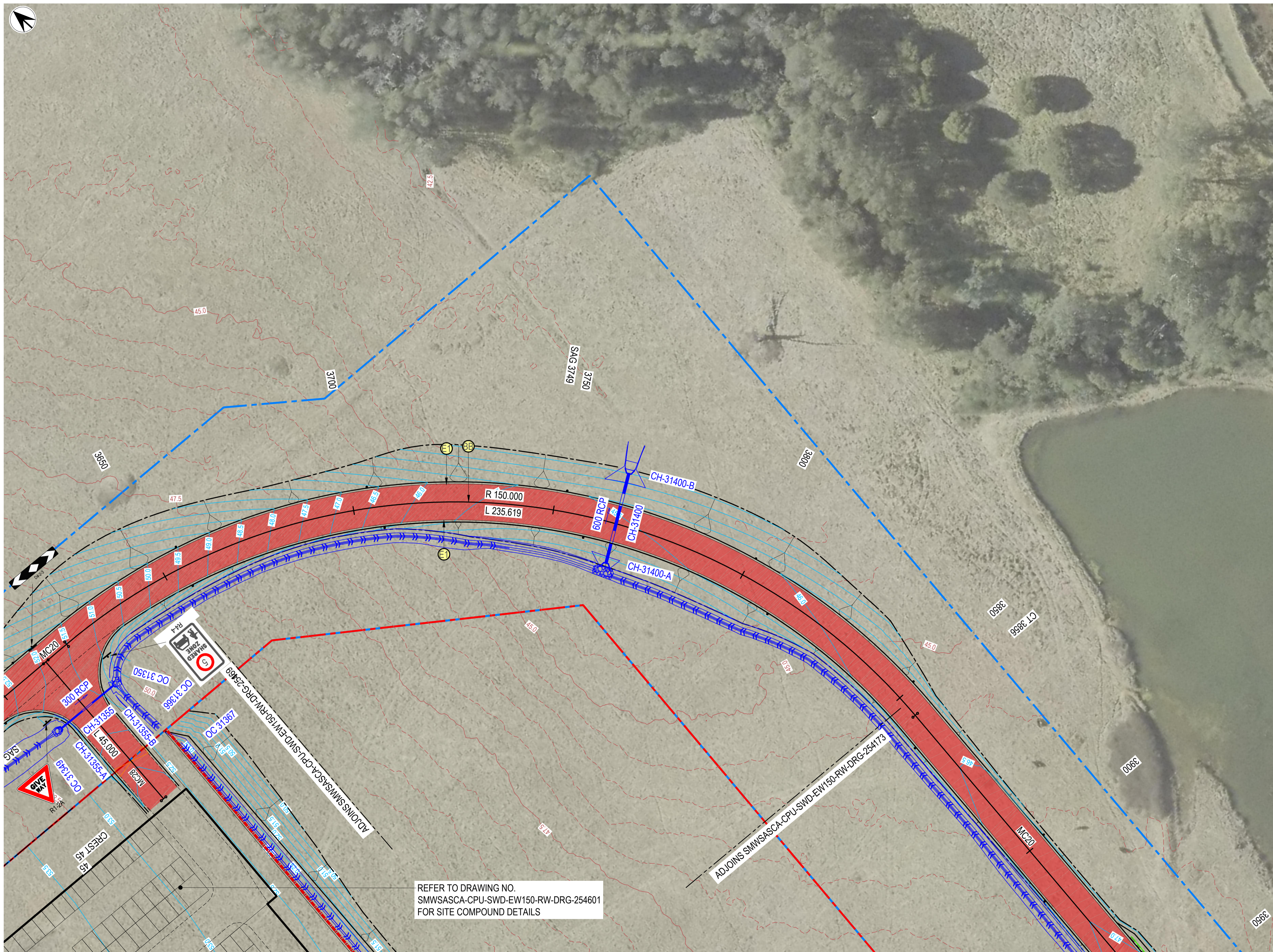
EDMS No: [REDACTED]

DRG No: SMWSASCA-CPU-SWD-EW150-RW-DRG-254169

REV 00

VER

Title block Revision: v6.1



- ### LEGEND
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 - TEMPORARY CONSTRUCTION HAUL ROAD AND ALIGNMENT CONTROL
 - TEMPORARY CONCRETE BARRIER
 - PAVEMENT TYPE T1
 - PAVEMENT TYPE T2
 - PAVEMENT TYPE T5
 - BB DIVIDING LINE
 - C1 CONTINUITY LINE
 - E1 EDGE LINE
 - TB GIVE WAY LINE
 - GUIDE POSTS
 - LINETYPE TAG
 - SIGN SUPPORT LOCATION
 - TRAFFIC SIGN
- ### GENERAL
- FUTURE INFRASTRUCTURE ALIGNMENT - BY OTHERS
 - ELIZABETH DRIVE RAB LEG - BY OTHERS
 - 28.0 PROPOSED CONTOUR
 - 40.0 EXISTING MAJOR CONTOUR
 - EXISTING MINOR CONTOUR
 - PROJECT PERMANENT BOUNDARY
 - TEMPORARY AREA BOUNDARY
 - MAIN LINE TRACKS (TRACK AND SLAB DESIGN BY SSTM CONTRACTOR)
 - RAIL DESIGN
- ### TEMPORARY DRAINAGE
- TEMPORARY DRAINAGE CHANNEL
 - TEMPORARY DRAINAGE GRASS CHANNEL
 - TEMPORARY DRAINAGE CULVERT
 - TEMPORARY DRAINAGE RIPRAP
 - CH-28040-B CULVERT HEADWALL NODE ID
 - OC 27910 CHANNEL LABEL
 - PROPOSED CHANNEL REGRADING
- ### UTILITIES
- PROPOSED ELECTRIC
 - PROPOSED ELECTRIC MAJOR TRANSPORT
 - PROPOSED GAS MAIN
 - EXISTING COMMUNICATION OPTIC FIBRE CONDUIT
 - EXISTING ELECTRICITY HIGH VOLTAGE OVERHEAD
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 - EXISTING ELECTRIC OH HIGH VOLTAGE (TO BE REMOVED)
 - WATER MAIN

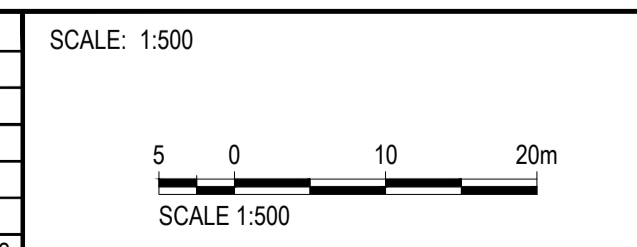
- ### NOTES
- GUIDE POSTS TO BE PROVIDED AT A NOMINAL SPACING OF 150m IN ACCORDANCE WITH AS 1742.2 ON THE NEARSIDE AND OFFSIDE OF THE ACCESS ROAD. GUIDE POST SPACING ON CURVES IN ACCORDANCE WITH TABLE 4.1 AS 1742.2

LAYOUT PLAN
SCALE 1:500

REFER TO DRAWING NO.
SMWSASCA-CPU-SWD-EW150-RW-DRG-254601
FOR SITE COMPOUND DETAILS

FOR CONSTRUCTION

REV.	AMENDMENT DESCRIPTION	R.D. Design by	T.W. Verified by	R.M. Approved by	Date
00	ISSUED FOR CONSTRUCTION				26.08.22



NOTE: Do not scale from this drawing.

CLIENT:

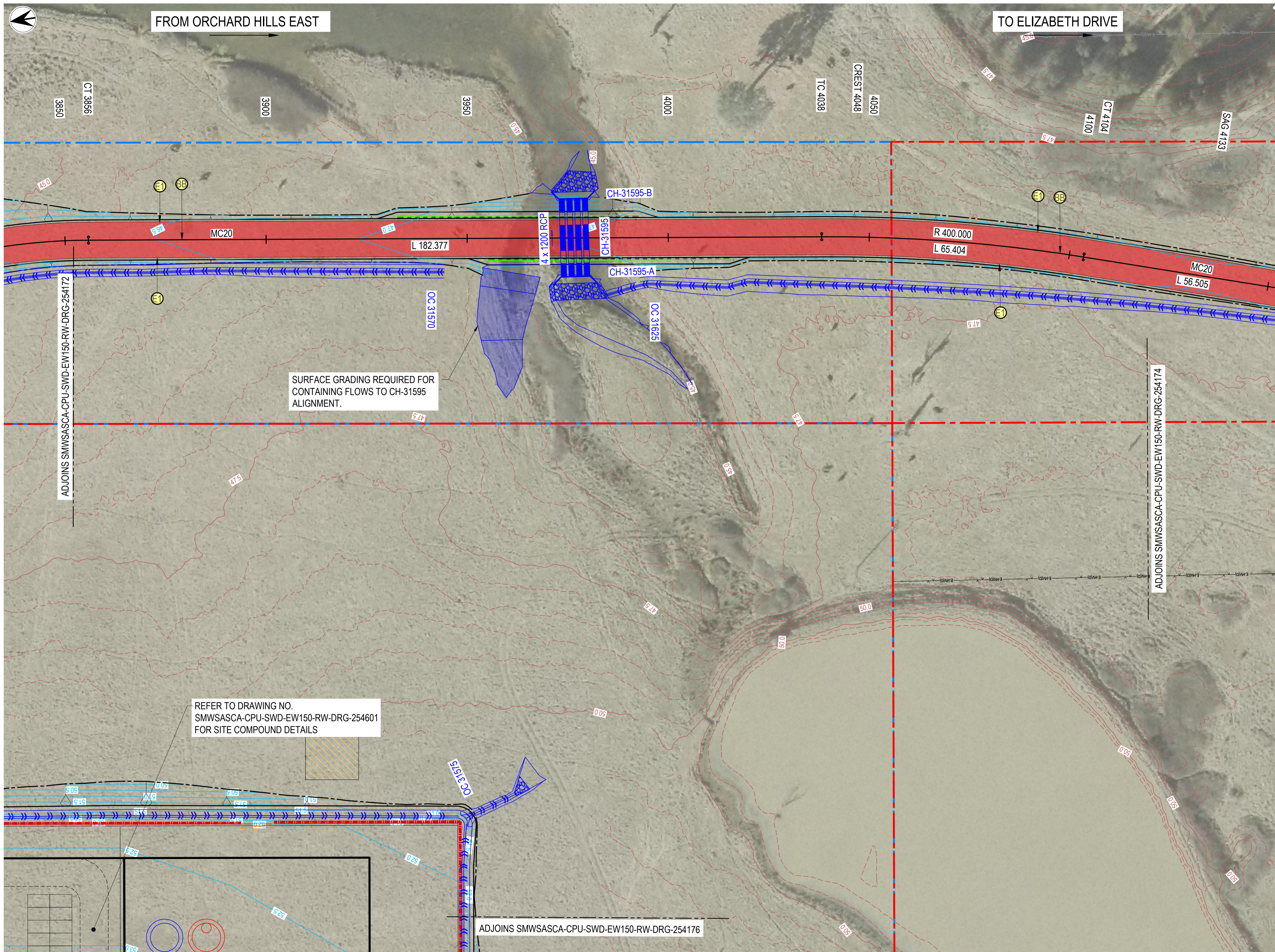
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UNITED INFRASTRUCTURE	DESIGNED		26.08.2022
AHJV	DRG CHECK		26.08.2022
AURECON HATCH JOINT VENTURE	DESIGN CHECK		26.08.2022
CIVIL	APPROVED		26.08.2022

SYDNEY METRO WESTERN SYDNEY AIRPORT
SURFACE AND CIVIL ALIGNMENT WORKS
CIVIL
SCARW2540 SCAW SITE ACCESS AND HAUL ROADS PACKAGE #1
LAYOUT PLAN

FILE No: SHEET: 11 OF 13
STATUS: FOR CONSTRUCTION EDMS No:
DRG No: SMWSASCA-CPU-SWD-EW150-RW-DRG-254172 REV 00 VER

Title Block Revision: v6.1



SURFACE GRADING REQUIRED FOR CONTAINING FLOWS TO CH-31595 ALIGNMENT.

REFER TO DRAWING NO. SMWSASCA-CPU-SWD-EW150-RW-DRG-254601 FOR SITE COMPOUND DETAILS

ADJOINS SMWSASCA-CPU-SWD-EW150-RW-DRG-254176

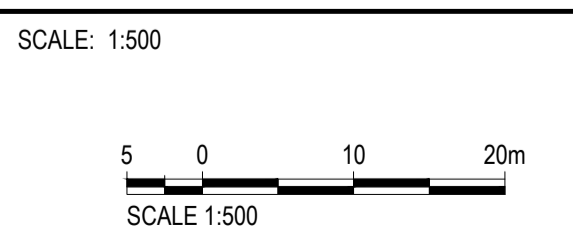
LAYOUT PLAN
SCALE 1:500

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- TEMPORARY CONSTRUCTION HAUL ROAD AND ALIGNMENT CONTROL
- TEMPORARY CONCRETE BARRIER
- PAVEMENT TYPE T1
- PAVEMENT TYPE T2
- PAVEMENT TYPE T5
- BB DIVIDING LINE
- C1 CONTINUITY LINE
- E1 EDGE LINE
- TB GIVE WAY LINE
- GUIDE POSTS
- LINETYPE TAG
- SIGN SUPPORT LOCATION
- TRAFFIC SIGN
- GENERAL
- FUTURE INFRASTRUCTURE ALIGNMENT - BY OTHERS
- ELIZABETH DRIVE RAB LEG - BY OTHERS
- PROPOSED CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROJECT PERMANENT BOUNDARY
- TEMPORARY AREA BOUNDARY
- MAIN LINE TRACKS (TRACK AND SLAB DESIGN BY SSTOM CONTRACTOR)
- RAIL DESIGN
- TEMPORARY DRAINAGE
- TEMPORARY DRAINAGE CHANNEL
- TEMPORARY DRAINAGE GRASS CHANNEL
- TEMPORARY DRAINAGE CULVERT
- TEMPORARY DRAINAGE RIPRAP
- CULVERT HEADWALL NODE ID
- CHANNEL LABEL
- PROPOSED CHANNEL REGRADING
- UTILITIES
- PROPOSED ELECTRIC
- PROPOSED ELECTRIC MAJOR TRANSPORT
- PROPOSED GAS MAIN
- EXISTING COMMUNICATION OPTIC FIBRE CONDUIT
- EXISTING ELECTRICITY HIGH VOLTAGE OVERHEAD
- EXISTING ELECTRIC OH HIGH VOLTAGE
- EXISTING ELECTRIC OH HIGH VOLTAGE (TO BE REMOVED)
- WATER MAIN

100mm AT FULL SIZE

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
00	ISSUED FOR CONSTRUCTION	R.D.	T.W.	R.M.	26.08.22



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CLIENT:

CPB CONTRACTORS

UNITED INFRASTRUCTURE

AHJV AURECON HATCH JOINT VENTURE

COX WOODS BAGOT

DESIGNED	DATE
[Redacted]	26.08.2022
DRG CHECK	26.08.2022
DESIGN CHECK	26.08.2022
APPROVED	26.08.2022

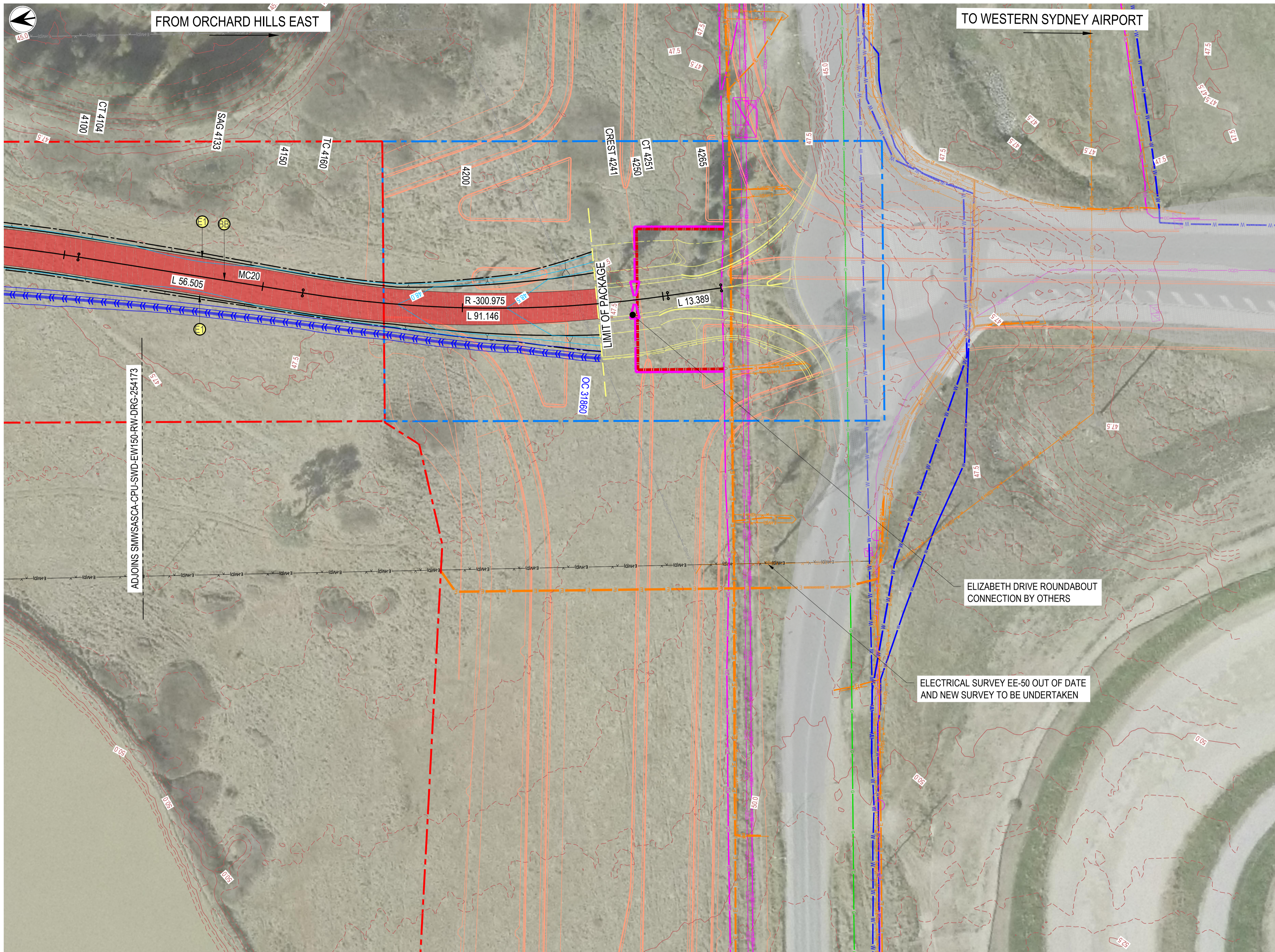
FOR CONSTRUCTION

SYDNEY METRO WESTERN SYDNEY AIRPORT
SURFACE AND CIVIL ALIGNMENT WORKS

CIVIL
SCARW2540 SCAW SITE ACCESS AND HAUL ROADS PACKAGE #1
LAYOUT PLAN

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STATUS: FOR CONSTRUCTION EDMS No: [Redacted]
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Title block Revision: v6.1



LAYOUT PLAN
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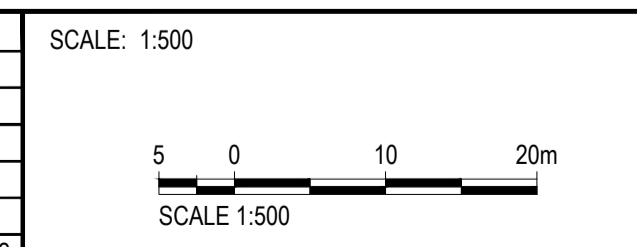
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- PAVEMENT TYPE T2
- PAVEMENT TYPE T5
- BB DIVIDING LINE
- C1 CONTINUITY LINE
- E1 EDGE LINE
- TB GIVE WAY LINE
- GUIDE POSTS
- LINETYPE TAG
- SIGN SUPPORT LOCATION
- TRAFFIC SIGN
- GENERAL
- FUTURE INFRASTRUCTURE ALIGNMENT - BY OTHERS
- ELIZABETH DRIVE RAB LEG - BY OTHERS
- PROPOSED CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROJECT PERMANENT BOUNDARY
- TEMPORARY AREA BOUNDARY
- MAIN LINE TRACKS (TRACK AND SLAB DESIGN BY SSTOM CONTRACTOR)
- RAIL DESIGN
- TEMPORARY DRAINAGE
- TEMPORARY DRAINAGE CHANNEL
- TEMPORARY DRAINAGE GRASS CHANNEL
- TEMPORARY DRAINAGE CULVERT
- TEMPORARY DRAINAGE RIPRAP
- CULVERT HEADWALL NODE ID
- CHANNEL LABEL
- PROPOSED CHANNEL REGRADING
- UTILITIES
- PROPOSED ELECTRIC
- PROPOSED ELECTRIC MAJOR TRANSPORT
- PROPOSED GAS MAIN
- EXISTING COMMUNICATION OPTIC FIBRE CONDUIT
- EXISTING ELECTRICITY HIGH VOLTAGE OVERHEAD
- EXISTING ELECTRIC OH HIGH VOLTAGE
- EXISTING ELECTRIC OH HIGH VOLTAGE (TO BE REMOVED)
- WATER MAIN

100mm AT FULL SIZE

FOR CONSTRUCTION

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
00	ISSUED FOR CONSTRUCTION	R.D.	T.W.	R.M.	26.08.22



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CLIENT:

CPB CONTRACTORS

UNITED INFRASTRUCTURE

AHJV

COX WOODS BAGOT

AURECON HATCH JOINT VENTURE

CIVIL

DESIGNED

DRG CHECK

DESIGN CHECK

APPROVED

26.08.2022

26.08.2022

26.08.2022

26.08.2022

SYDNEY METRO WESTERN SYDNEY AIRPORT

SURFACE AND CIVIL ALIGNMENT WORKS

CIVIL

SCARW2540 SCAW SITE ACCESS AND HAUL ROADS PACKAGE #1

LAYOUT PLAN

FILE No: [REDACTED]

SHEET: 13 OF 13

STATUS: FOR CONSTRUCTION

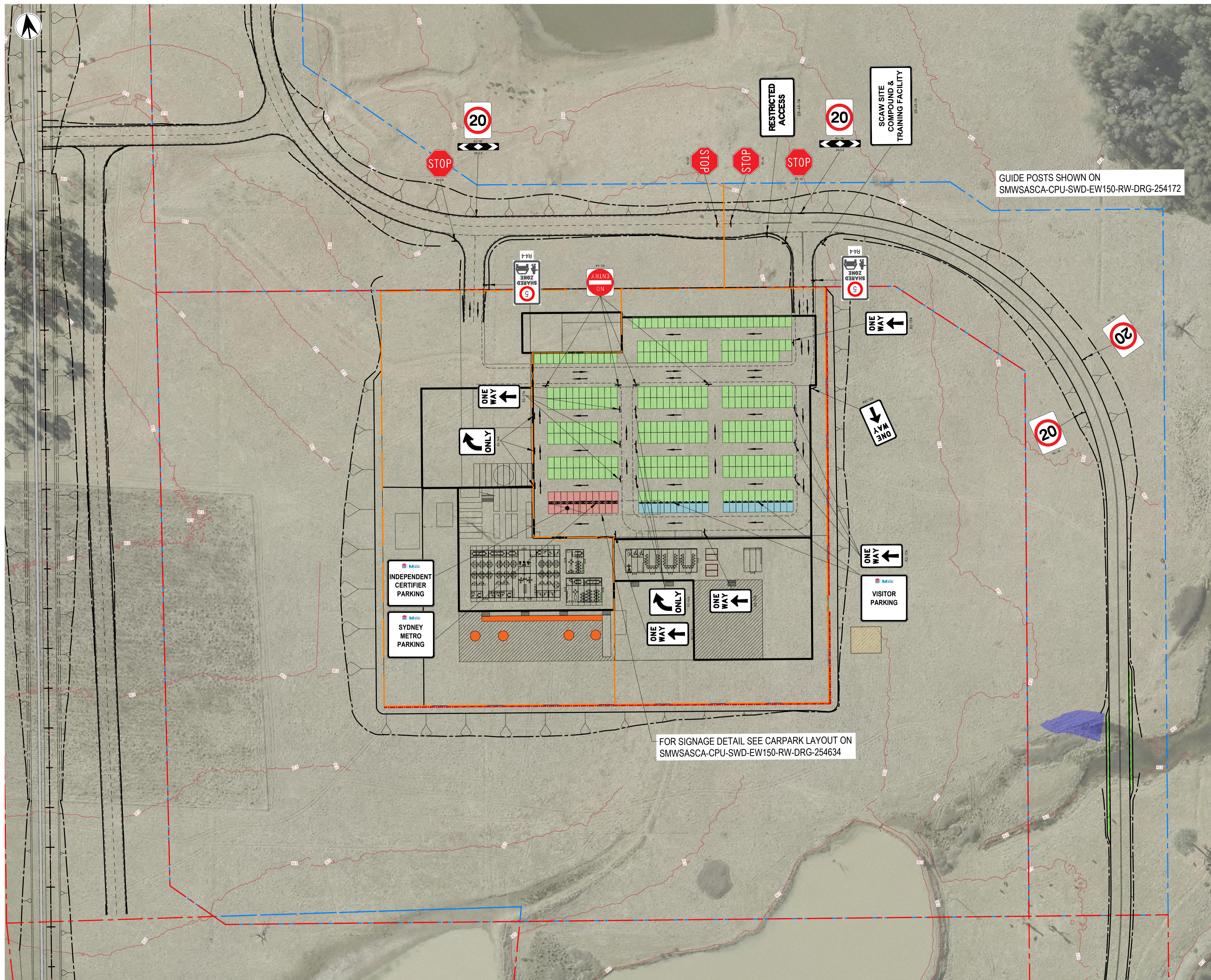
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REV 00

VER

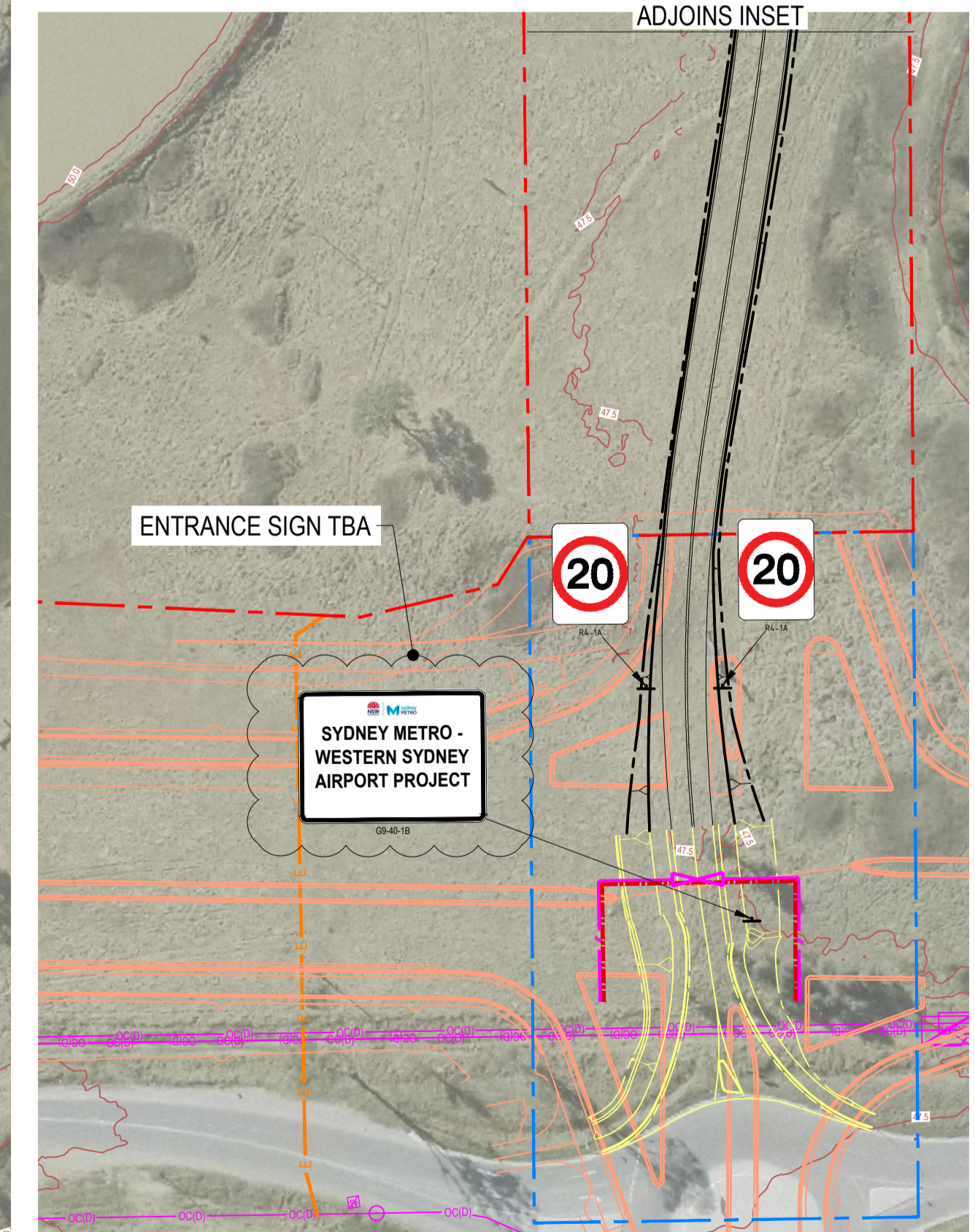
Title block Revision: v6.1



GUIDE POSTS SHOWN ON
SMWSASCA-CPU-SWD-EW150-RW-DRG-254172

FOR SIGNAGE DETAIL SEE CARPARK LAYOUT ON
SMWSASCA-CPU-SWD-EW150-RW-DRG-254634

LAYOUT PLAN
SCALE 1:1000



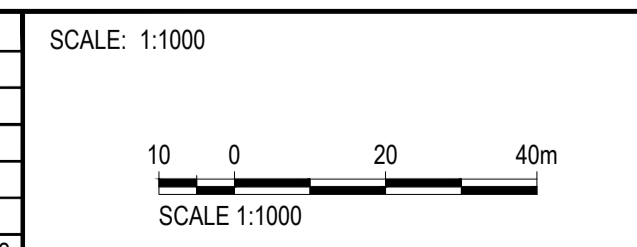
FOR CONSTRUCTION

- LEGEND**
- COMPOUND
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 - TRAFFIC SIGN
 - GENERAL
 - FUTURE INFRASTRUCTURE ALIGNMENT - BY OTHERS
 - PROJECT PERMANENT BOUNDARY
 - TEMPORARY AREA BOUNDARY
 - NEW PROPERTY BOUNDARY / FENCE

100mm AT FULL SIZE

Title block Revision: v6.1

REV.	AMENDMENT DESCRIPTION	R.D. Design by	T.W. Verified by	R.M. Approved by	26.08.22 Date
00	ISSUED FOR CONSTRUCTION				



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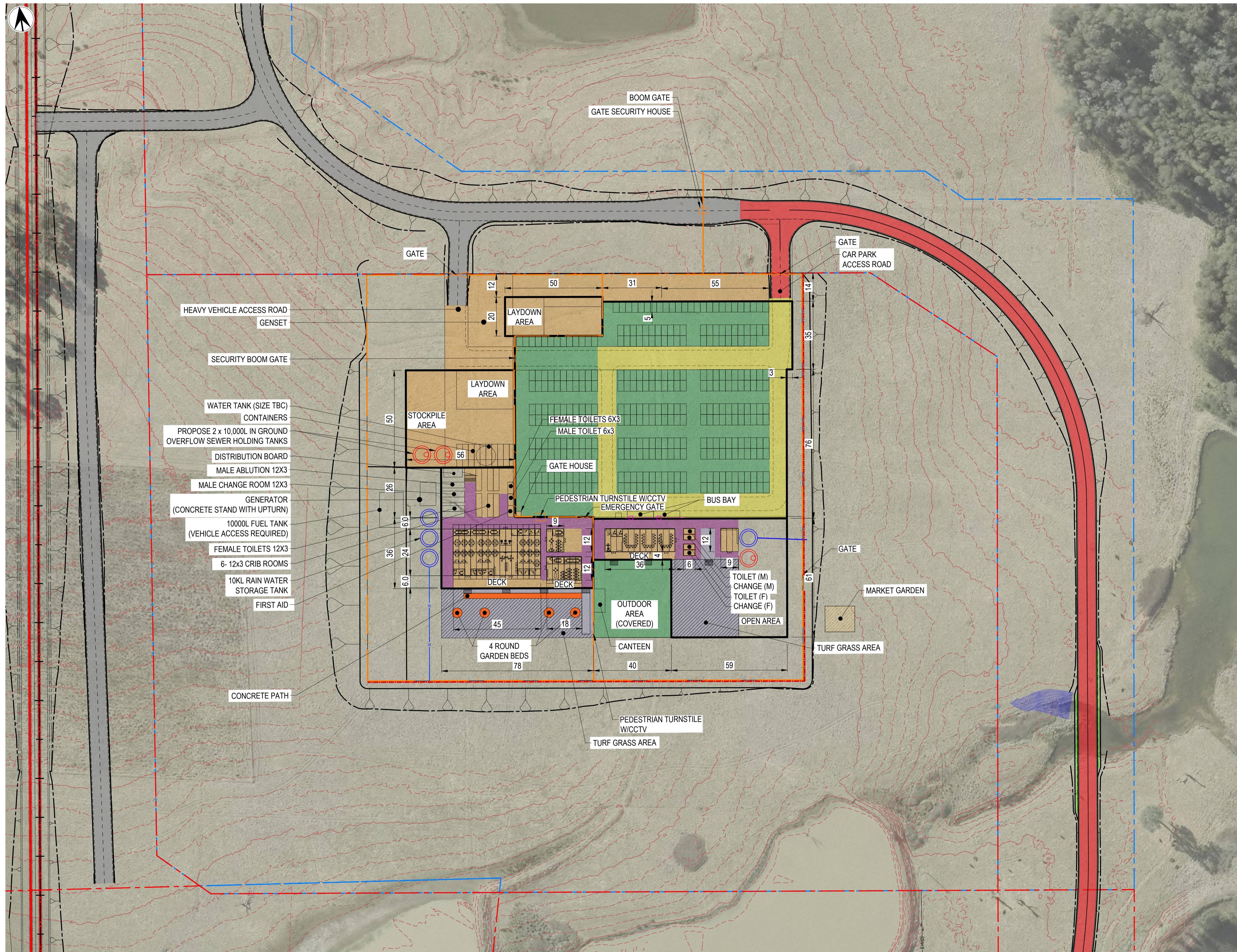
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AHJV (Aurecon Hatch Joint Venture)	DRG CHECK		26.08.2022
	DESIGN CHECK		26.08.2022
	APPROVED		26.08.2022

SYDNEY METRO WESTERN SYDNEY AIRPORT
SURFACE AND CIVIL ALIGNMENT WORKS

CIVIL
SCARW2540 SCAW SITE ACCESS AND HAUL ROADS PACKAGE #1
SIGNAGE AND LINE MARKING PLAN COMPOUND

FILE No: _____ SHEET: 1 OF 1 ©
STATUS: FOR CONSTRUCTION EDMS No: _____
DRG No: SMWSASCA-CPU-SWD-EW150-RW-DRG-254602 REV 00 VER



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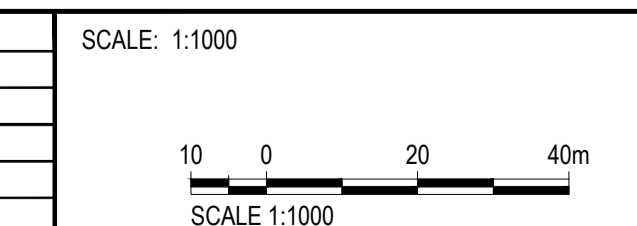
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- PROJECT PERMANENT BOUNDARY
- TEMPORARY AREA BOUNDARY
- PAVEMENT TYPE T1
- PAVEMENT TYPE T2
- PAVEMENT TYPE T3
- PAVEMENT TYPE T4
- PAVEMENT TYPE T5
- PAVEMENT TYPE T6
- PAVEMENT TYPE T7
- TURF GRASS

PAVEMENT PLAN
SCALE 1:1000

FOR CONSTRUCTION

100mm AT FULL SIZE

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
00	ISSUED FOR CONSTRUCTION	R.D.	T.W.	R.M.	26.08.22



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UNITED INFRASTRUCTURE	DESIGNED	26.08.2022
AHJV	DRG CHECK	26.08.2022
AURECON HATCH JOINT VENTURE	DESIGN CHECK	26.08.2022
CIVIL	APPROVED	26.08.2022

SYDNEY METRO WESTERN SYDNEY AIRPORT
SURFACE AND CIVIL ALIGNMENT WORKS
CIVIL
SCARW2540 SCAW SITE ACCESS AND HAUL ROADS PACKAGE #1
PAVEMENT PLAN

FILE No:	SHEET: 1 OF 1	©
STATUS: FOR CONSTRUCTION	EDMS No:	
DRG No: SMWSASCA-CPU-SWD-EW150-RW-DRG-254621	REV 00	VER

Title block Revision: v6.1

Appendix D - Road Safety Audit



Road Safety Audit Report

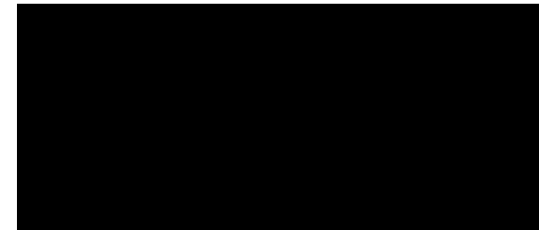
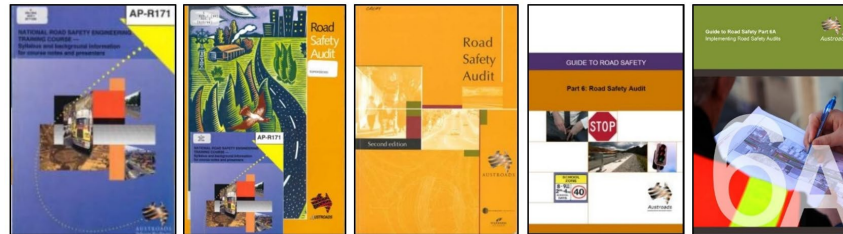
Elizabeth Drive Gate 6 CTMP



Practical
Independent
Specialised

Road/Area	Elizabeth Drive – Gate 6	Road Safety Audits Reference	RSA-13078
Traffic Stage/Phase	Western Sydney Airport – Surface and Civil Alignment Works	Report Date	20 September 2022
Audit Stage	Desktop Traffic Guidance Scheme	Lead Auditor Second Auditor	[REDACTED]
Client	Sue Lewis Consulting	TMP / Drawings	Elizabeth Drive Gate 6 Construction Traffic Management Plan (Document No: SMWSASCA-CPU-1NL000-TF-PLN-000006 Rev A)
Client Contact	[REDACTED]	Report Provider	Road Safety Audits

Desktop TGS General Scope: The scope of the audit is to assess the plans on their merits and in the context of the road environment, with standards and guidelines as a reference.





Elizabeth Drive Gate 6 CTMP Western Sydney Airport – Surface and Civil Alignment Works

Elizabeth Drive Gate 6 CTMP Western Sydney Airport – Surface and Civil Alignment Works				
	Audit Point	Treatment Option	Sue Lewis Consulting	
			Responder:	
			Response ^x	Status ^y
1.	No road safety issues are identified in relation to the CTMP and the intent for construction traffic to use the existing roundabout at Badgerys Creek Road/Elizabeth Drive intersection. It is noted that the site will be located on the northern side of the roundabout and the site access/egress will be facilitated via the introduction of the fourth leg to the north. It is expected that the roundabout can accommodate the turning movement swept paths of the intended construction vehicle when entering and exiting the site.	Confirm that the roundabout can accommodate the turning movement swept paths of the expected construction vehicles. Risk: N/A	Roundabout design by others	Closed



Elizabeth Drive Gate 6 CTMP Western Sydney Airport – Surface and Civil Alignment Works

Elizabeth Drive Gate 6 CTMP Western Sydney Airport – Surface and Civil Alignment Works				
	Audit Point	Treatment Option	Sue Lewis Consulting	
			Responder:	
			Response ^x	Status ^y
2.	<p>It is expected that the following measures will be implemented:</p> <p>a) A length of at least 10m on the proposed site access/egress (northern leg at the roundabout) will be sealed to prevent loose material from migrating into the roundabout. Sealing of the northern leg would also enable line marking to be installed.</p> <p>b) The exit from the site access will be signed with a Roundabout sign, so that drivers exiting will be reminded of the applicable traffic operating/right of way conditions at the intersection.</p> <p>c) The entrance to the site access should be clearly signed with 'No Entry, Construction Traffic Excepted'. The positioning of the signs should be clearly visible to drivers in the roundabout.</p>	<p>Confirm that the suggested measure will be implemented.</p> <p>Risk: Low to Medium</p>	<p>a) confirmed</p> <p>b) confirmed</p> <p>c) confirmed</p>	Closed



Explanatory Notes

Short Format: This 'short format' report has been pioneered by RSA (Road Safety Audits) since 2008, initiated through requests by clients to assist their processes, for ease with stakeholders, and for timeliness. It is typically confined in use to construction traffic management and typically for discrete packages of plans / areas and often for large projects with repetitious small audit sections. The use of this format assumes that the reader/s know what a road safety audit is and how to respond to it.

Projects: Audit points are often raised in projects in relation to: 1. specific themes (e.g. the use of a safety barrier type), or 2. the treatment of particular locations. Once key issues have been initially raised, they will not necessarily be re-raised in future audits. This will depend on the issue, the RSA's perception of the client's assessment and understanding of the issue, and other factors. Therefore, discrete audits as part of a project should be read and actioned by a **project representative who is familiar with the audit history**.

Responding: Although the client receiving the report does not have to agree to the audit findings/suggestions, the issues and associated risks should be carefully considered. A written response should be made to all of the audit findings raised, then signed off by the responsible person from the project team.

Response: The responder should focus on and consider the **audit point**, regardless of whether the audit team's suggested treatment option is feasible / appropriate / agreed to.

Status: The status of the issue as it sits with the Project. i.e. 'actioned', 'closed', 'pending information / further guidance'.

Language:

Austrroads Road Safety Audit Part 6 suggests that the organisation responding to the audit provides a risk assessment. However, RSA will at times offer a guide of 'high' 'medium' and 'low' risk, which is based on a professional appraisal of the risk ('severity' and 'frequency') for the responder to use as a guide. Other language commonly used and its intent is as follows:

- o 'Urgent': Needs immediate attention / changes as per RSA suggestion or similar.
- o 'Recommend' / 'Serious' / 'Important': Must be robustly reviewed. Most likely requires a change to avoid a high-risk road environment for one or more user groups.
- o 'Should' / 'Suggest' / 'Significant': Based on the view of the RSA team the suggestion should be done, but it concedes that there could be reasons why inaction or alternative action may be preferred. Must be robustly reviewed by contractor and where relevant with key traffic engineering project stakeholders.
- o 'Review' / 'Consider': RSA is raising an observation but has no strong opinion on the outcome and need for changes. Project should review because it's not an immediate and high risk and may not be immediately obvious to RSA the reasons for the practice / setup / behaviour. May need monitoring.
- o 'Minor': Typically, a low road-safety consequence / compliance issues (to guidelines or plans) / administrative controls. Unlikely to increase risk of crash.
- o 'Note': Little or no road safety significance. Typically added to give a complete picture of the design, site, context, analysis, auditors understanding.

Intent of Issues Listing Order: Audit points might be clustered according to location, theme, or time. When this is not done and the audit comprises an uncategorised list of points, the key issues are often discussed first. However, there is no official ordering of points, and they should all be read on their merits and on the basis of the language guide above.

References: 1. Austrroads Guide to Road Safety – Road Safety Audit – (2019) 6 and 6A; 2. AS 1742.3 – 2019; 2. State specific codes and guidelines re: Traffic Control at Work Sites; and 3. Design: 1. Austrroads guidelines and 2. state-specific supplements and technical publications as relevant.

Safe System: Austrroads GRS-RSA6A encourages practitioners to adopt safe system principles within the road safety audit. Safe system (roads) calls for a design to not allow serious injury and fatalities to occur for the expected road users and the typical crash types expected for that design type. This design-objective is considered within this road safety audit as a good practice objective. However, in practice, safe system-based analysis of risks and treatment options is typically not adopted for traffic management stage audits in the same way as it is in design stage audits.

Process and Quality: RSA's quality assurance process is based on its senior auditors having a rich experience base, but also utilises customised checklists designed for niche areas in traffic engineering/road design (e.g. safety barriers, pavement shaping, CBD traffic management), in conjunction with a four-layer audit process: 1. on-site inspection; 2. media and data capture and review; 3. specialist / second auditor input; and (where warranted) 4. secondary blinded reviews.

Audit Coverage: The audit has attempted to balance the safety needs of all road users. As per Austrroads guidelines, the suggestions provided have attempted to be realistic/feasible and commensurate with the actual risk posed. Suggestions are made from a safety perspective only, and are made in the absence of full project knowledge and design constraints. RSA can provide a detailed risk assessment / issue evaluation report upon request. The audit raises potential safety risks noted / observed / anticipated by the audit team, and in particular the higher-risk issues. However, a road safety audit is undertaken by people, highly influenced by the experience, views and limitations of the individual team members. It is expected that the project team has competence to identify safety issues itself as the project progresses, and to ask the audit team further questions where necessary.

Appendix E – Stakeholder comments

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT				
SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	Construction Traffic Management Plan – Elizabeth Drive Gate 6	D.01	S3	06	9-09-2022	TFN		SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	A	NA	Section 3.2.5&4.2.5 - Can a brief overview of the M12 works that fall within SWAWs boundary be provided within the relevant paragraphs to better understand the interaction?	Observation	Y				
								SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	A	NA		Observation	Y				
				06.01	20-09-2022	CPU			SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	A	NA	Document amended	Observation	Y			
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	A	NA		Observation	Y			
				06.01.01	29-09-2022	TFN							What and where are the M12 minor interface works? How will the interaction between the two projects and work areas be managed?	Observation	Y		
														Observation	Y		
				06.01.01.01	30-09-2022	CPU							Document amended	Observation	Y		
														Observation	Y		
				12	13-09-2022	SMD					SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	Table 2 and 3			For both tables - please confirm and update the text to show the peak periods, as it is only assumed to be 6am-10am and 3pm-7pm - please confirm and update the text to show that the numbers are per hour within the peak periods OR totals for the peak periods, as it is only assumed For Table 3 - 30 light vehicles seems very low for a construction site with a planned parking lot of almost 300. Please review and update accordingly	Potential Non-Compliance	Y
											SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	Table 2 and 3				Potential Non-Compliance	Y
				12.01	20-09-2022	CPU					SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	Table 2 and 3			Document amended	Potential Non-Compliance	Y
											SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	Table 2 and 3				Potential Non-Compliance	Y
				12.01.01	21-09-2022	SMD									Table 3 has not been updated. Does footnote 2 and 3 apply to Table 3 as they have not been added to the table? Table 3 still states 30 LV while Drawing SMWSASCA-CPU-SWD-EW150-RW-DRG-254602 on page 35 of the CTMP shows a car park for about 300	Potential Non-Compliance	Y
																Potential Non-Compliance	Y
12.01.01.01	30-09-2022	CPU									As tried to explain previously and included in the CTMP submitted previously, the times as noted that the Table from the EIS (Table 2) is between these hours of 730am-830am and 430pm-530pm as you requested me to include the times. The bulk of the workforce will arrive pre 730am and depart after 530pm - therefore the numbers for the peak periods do not require to be updated to reflect the 300# parking spaces on site as these arrive and depart outside of the EIS nominated peak hours. We have amended the table to account for some more light vehicles that may enter and exit during those periods	Potential Non-Compliance	Y				
												Potential Non-Compliance	Y				

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				13	13-09-2022	SMD		SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	6.2.1		Section 1.2 states a key objective as "there is sufficient advance warning of changes to normal traffic conditions." Last dot point of Section 6.2.1 states "advance warning signs – as noted in the CTMP where required." Where is this? Section 6.2.2, second dot point, states "public will be forewarned of any changes including road closures, road changes and lane changes well in advance using appropriate signs....", but there is no explanation of the signs or where they will be located. Table 4, last row, shows that advanced warning signs will not be used. This conflicts with the above, will they be used? How many, where and what type of signs (and/or VMS) will be installed to give advance warning of changes to normal traffic conditions?	Observation	Y
								SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	6.2.1			Observation	Y
				13.01	20-09-2022	CPU		SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	6.2.1		Signs to be installed as per the relevant drawing	Observation	Y
								SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	6.2.1			Observation	Y
				13.01.01	21-09-2022	SMD					What are the relevant drawings? Are they included in the CTMP?	Observation	Y
												Observation	Y
				13.01.01.01	30-09-2022	CPU					As noted in Table 4 there are no advance warning signs to be installed.	Observation	Y
												Observation	Y
				13.01.01.01.01	30-09-2022	SMD					This comment is closed as the contractor has stated here (in these comments) that there will be no advance warning signs installed. The CTMP is un-changed and still contradictory in regard to advance warning signs.	Observation	Y
												Observation	Y
				17	15-09-2022	TFN		SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	Section 3.2.5; Section 4.2.5		The section should discuss all construction activities proposed on Elizabeth Dr near gate 6 with certain details (eg work scope, location, duration), and with a substantial coordination plan to manage cumulative impacts on Elizabeth Dr and the adjoining roads. There are raised concerns/uncertainties about the Jemena's work proposed on Elizabeth Dr that should be investigated and considered.	Potential Non-Compliance	Y
								SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	Section 3.2.5; Section 4.2.5			Potential Non-Compliance	Y
				17.01	20-09-2022	CPU		SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	Section 3.2.5; Section 4.2.5		Interface management meetings are held with TfNSW and the relevant contractors on a weekly basis.	Potential Non-Compliance	Y
								SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	Section 3.2.5; Section 4.2.5			Potential Non-Compliance	Y
				17.01.01	28-09-2022	TFN		SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	3.2.5; 4.2.5		Has the SCAW team confirmed/coordinated works with Sydney Water, Jemena and Endeavour Energy (EE)? The EE's program could change for approval. There is a fortnightly meeting between contractors to discuss construction coordination & Interface on Elizabeth Dr, please contact Ibrahim El-jamal when needed.	Potential Non-Compliance	Y
								SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	3.2.5; 4.2.5			Potential Non-Compliance	Y
				17.01.01.01	30-09-2022	CPU		SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	3.2.5; 4.2.5		yes there are weekly interface meetings as noted in sections 3.2.5 and 4.2.5	Potential Non-Compliance	Y
								SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	3.2.5; 4.2.5			Potential Non-Compliance	Y
				18	15-09-2022	TFN		SMWSASCA-CPU-1NL-NL000-TF-PLN-000006	Section 4.2.1		Probably not an appropriate comparison as Table 2 represents trip generation for the SCAW project while Table 3 represents only at gate 6. Please clarify in the CTMP. Table 3 is incomplete. Please check below: more LV shown in Table 3, and 10 HV per hour through the operational hours? There will approximately 30 light vehicle per day. Based on a standard 10-hour day there will be 10 heavy vehicles per hour outside of the AM and PM peaks..!	Observation	Y

Appendix F – Inspection checklists

E.4 Shift / Daily TTM inspection checklist

Shift Inspections must be undertaken by a person holding the PWZTMP or ITCP qualification when a TGS is installed, changed or updated, to ensure the TGS is implemented as designed. This includes at a minimum, twice per shift (recommended every 2 hours). This form can also be used for inspecting 'Aftercare' arrangements.

Completed by:					
Name:		Signature:			
TMP Reference:		TGS Reference:			
Date:		Time/s	Inspection 1	Inspection 2	Inspection 3
			00-00	00-00	00-00
Drive through TGS inspection			<i>Inspection 1</i>	<i>Inspection 2</i>	<i>Inspection 3</i>
Have any adjustments been made to the approved TGS?			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide details:	Are changes within tolerances? <i>If no, TGS must be reviewed by a PWZTMP</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
	Have changes been approved? <i>If no, TGS must be approved</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:					
Have all signs and devices been installed in accordance with approved TGS?			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
			<i>If no, provide detail of action taken</i>		
Comments or details of action taken:					

Drive through TGS inspection		<i>Inspection 1</i>	<i>Inspection 2</i>	<i>Inspection 3</i>
Are PTCs positioned as prescribed in TGS? <i>If no, provide detail of action taken</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Comments or details of action taken:				
Are manual traffic controllers clear of travel lane, have suitable escape route? <i>If no, provide detail and reposition manual traffic controllers</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Comments or details of action taken:				
Are sign and devices in good condition, clearly visible to road users? <i>If no, provide detail of action taken</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				
Are all signs mounted level and suitably clear of travel lanes? <i>If no, provide detail of action taken</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				
Are conflicting or non-applicable signs covered or removed? <i>If no, provide detail and remove or cover signs</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Comments or details of action taken:				

Drive through TGS inspection		<i>Inspection 1</i>	<i>Inspection 2</i>	<i>Inspection 3</i>
Is temporary delineation installed as prescribed i.e. straight line forming taper? <i>If no provide details and rectify delineation</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				
Have site conditions changed due to shade, park vehicles, glare etc. <i>If yes provide details and note if action is required</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				
Are registered trailers i.e. VMS / light towers; suitably clear of travel lanes and delineated? <i>If no provide details and rectify location</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Comments or details of action taken:				
Are temporary speed zones operating as prescribed? <i>If no provide details and discuss with work supervisor</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Comments or details of action taken:				
Are workers on foot / plant clearances been applied / observed? <i>If no provide details and implement controls to rectify</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Comments or details of action taken:				

Post drive through confirmation		<i>Inspection 1</i>	<i>Inspection 2</i>	<i>Inspection 3</i>
Is TGS valid for the site activity and operating safely as intended? <i>If no provide details and implement controls to rectify</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				
Is TGS is appropriate for the current traffic conditions? <i>If no provide details and implement controls to rectify</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				
Have potential hazards identified in TGS been addressed? i.e. end-of-queue management <i>If no provide details of additional hazards and controls required</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				

Additional comments:

E.5 Post completion inspection checklist

Completed by:			
Name:		Road name/Staging Plan number:	
Signature:		Date / time:	
ITCP or PWZTMP card number			
Drive through post completed inspection			
Item		Comments / Action	
Have all work activities been completed?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Has all plant and equipment been removed?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Have all TTM signs and devices been removed?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Has all TTM linemarking been obliterated?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Have existing permanent speed limits been reinstated?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Have all TTM site hazards been removed?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Other	<input type="checkbox"/> Yes <input type="checkbox"/> No		

Desktop post completion inspection		
Have all TGSs for completed tasks been retained?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Have all TMP required documents been placed in relevant folders?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Has TMP/TGS designer requested addition information post TTM removal?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Is the road safe for opening to road users?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Additional comments:

E.3 Weekly TTM inspection checklist

Weekly inspections must only be carried out by a PWZTMP qualified person. Weekly inspections must be carried out when a site is first open and at least once every week thereafter.

Completed by:			
Name:		Signature:	
TMP Reference:		TGS Reference:	
Date:		Inspection type	<input type="checkbox"/> Pre-opening <input type="checkbox"/> Weekly
Desktop review			
Is a copy of the location TMP and relevant TGS available? <i>If no inspection must not be undertaken until documents are obtained</i>			<input type="checkbox"/> Yes <input type="checkbox"/> No
Details of TMP and TGS:			
Are the location TMP and relevant TGS approved? <i>If no, work must be stopped until documents are approved</i>			<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:			
Site Inspection			
Inspection completed:	<input type="checkbox"/> During the day <input type="checkbox"/> During the night		
Signs and devices positioned as prescribed and commanding attention? <i>If no provide details and rectify signs</i>			<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:			

Site Inspection		
Sign sizes as prescribed?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and rectify signs</i>		
Comments or details of action taken:		
Signs are mounted level and suitably clear of travel lanes?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and rectify signs</i>		
Comments or details of action taken:		
Has temporary delineation been applied as prescribed, with permanent markings obliterated?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of action required to rectify delineation</i>		
Comments or details of action taken:		
Are registered trailers i.e. VMS / light towers; suitably clear of travel lanes and delineated?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and rectify location</i>		
Comments or details of action taken:		
Are temporary speed zones operating as prescribed?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and discuss with work supervisor</i>		
Comments or details of action taken:		
Are PTCD positioned as prescribed in TGS?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of action required to rectify</i>		
Comments or details of action taken:		

Site Inspection		
Are manual traffic controllers clear of travel lane, have suitable escape route?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of action required to rectify</i>		
Comments or details of action taken:		
Are site accesses and egresses well defined and safe for work vehicles?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of action required to rectify</i>		
Comments or details of action taken:		
Termination signs are suitably located? i.e. D downstream of last activity.		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of action required to rectify</i>		
Comments or details of action taken:		

Post site inspection confirmation	
Is worksite layout operating safely as intended?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and implement controls to rectify</i>	
Comments or details of action taken:	
Has TMP identified and addressed key TTM risks?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and implement controls to rectify</i>	
Comments or details of action taken:	
Have key TTM risks been addressed on site?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of additional hazards and controls required</i>	
Comments or details of action taken:	
Have copies of Shift Inspections been sighted as completed as required?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<i>If no provide details and discuss with nominated rep completing Shift Inspections</i>	
Comments or details of action taken:	

Additional comments:

