SYDNEY METRO - WESTERN SYDNEY AIRPORT
STATION BOXES AND TUNNELLING WORKS

St Marys Site Establishment Construction Traffic Management Plan

Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works

Project number	WSA-200-SBT
Document number	SWMSASBT-CPG-STM-SN100-TF-PLN-000001
Revision date	August 23
Revision	06

Document approval

Rev	Date	Prepared by	Reviewed by	Approver
A	May 22	[redacted]	[redacted]	[redacted]
B	June 22	[redacted]	[redacted]	[redacted]
C	July 22	[redacted]	[redacted]	[redacted]
00	July 22	[redacted]	[redacted]	[redacted]
01	October 22	[redacted]	[redacted]	[redacted]
02	January 23	[redacted]	[redacted]	[redacted]
03	February	[redacted]	[redacted]	[redacted]
04	July 23	[redacted]	[redacted]	[redacted]
05	August 23	[redacted]	[redacted]	[redacted]
06	August 23	[redacted]	[redacted]	[redacted]
		[redacted]	[redacted]	[redacted]

Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Project Traffic Manager is responsible for updating this plan to reflect changes to construction, legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the Project Traffic Manager and/or client before being distributed/implemented.

Revision Details

Revision	Details
A	For review
B	For approval
C	For approval
00	Issued for Approval
01	Addendum to the existing Site Establishment CTMP with inclusion of Appendix 11 to cover site operations and demobilisation phase
02	Addendum to the existing Site Establishment CTMP with inclusion of Appendix 11 to cover site operations and demobilisation phase. Issued for Approval.
03	Addendum to the existing Site Establishment CTMP with inclusion of Appendix 11 to cover site operations and demobilisation phase. Approved for construction.
04	Addendum to the existing Site Establishment CTMP with inclusion of Appendix 12 to cover secondary haulage route. Issued for Approval
05	Addendum to the existing Site Establishment CTMP with inclusion of Appendix 12 to cover secondary haulage route. Issued for Approval
06	Issued for Construction

Sydney Metro - Western Sydney Airport

Transmittal No:	
Contract No:	
Sub Contract:	
Date:	

Issued	Name
	[redacted]

Issued	Name
	[redacted]
	[redacted]

Reason for Issue	

Subject	Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) – St Marys Site Establishment (Rev. 05) – Updated to include Appendix 12 covering secondary haulage route – Comment Close out & CJP Approval

– –

Comment No. 120

[redacted]

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
		–					

From: [redacted]
Sent: Wednesday, 16 August 2023 12:20 PM
To: [redacted]
Cc: [redacted]
Subject: FW: Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) St Marys Site Establishment (Rev. 05) – Updated to include Appendix 12 covering secondary haulage route – SM's Response – No Open Comments

Hi [redacted]

Transport for NSW Customer Journey Planning approve the following Construction Traffic and Transport Management Plan:

Project: Sydney Metro Western Sydney Airport
Title: St Marys Site Establishment
Document Number: SWMSASBT-CPG-STM-SN100-TF-PLN-000001
Revision: 05

This approval is subject to the following requirements being met:

- Apply to and obtain approval from TMC for ROLs for any required lane closures, pedestrian management and/or Speed Zone Authorisations as part of the ROL;
- All temporary traffic control arrangements, footpath, lane and/or road closures are to be implemented in accordance with Transport for NSW Traffic Control at Worksites Technical Manual Issue No.6;
- All barrier systems and site setups must comply with the relevant standards, including TCWS and TfNSW Barrier Systems. Any non-compliance must be reviewed and addressed with a Road Safety Audit signed off and accepted by the TfNSW Project team;
- Conduct a Road Safety Audit post implementation and address any issues identified in the Road Safety Audit and Risk Assessment;
- Regularly monitor the implemented arrangements (e.g. traffic queues, footpath and road conditions) to identify any operational/safety issues and rectify in consultation with all relevant stakeholders as required, including CJP;
- Ensure close liaison with CJP post implementation of this TMP to allow for a coordinated management of traffic impacts;
- Ensure the requirements of the Communication Strategy in the TMP, in consultation with CJP, are fulfilled prior to implementation;
- Ensure all required permits and/or approvals are obtained from Local Council; and
- Address any issues raised by stakeholders (e.g. TfNSW, CJP, Local Council) as part of the CTMP process and throughout the duration of works.

Thank you,

[redacted]
Project Manager
Customer Journey Planning

Greater Sydney
Transport for NSW

M [redacted] **E** [redacted]

25 Garden Street
Eveleigh NSW 2015

Transport for NSW

I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

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1. Introduction

1.1. Project and location

-
-
-
-

1.2. Purpose

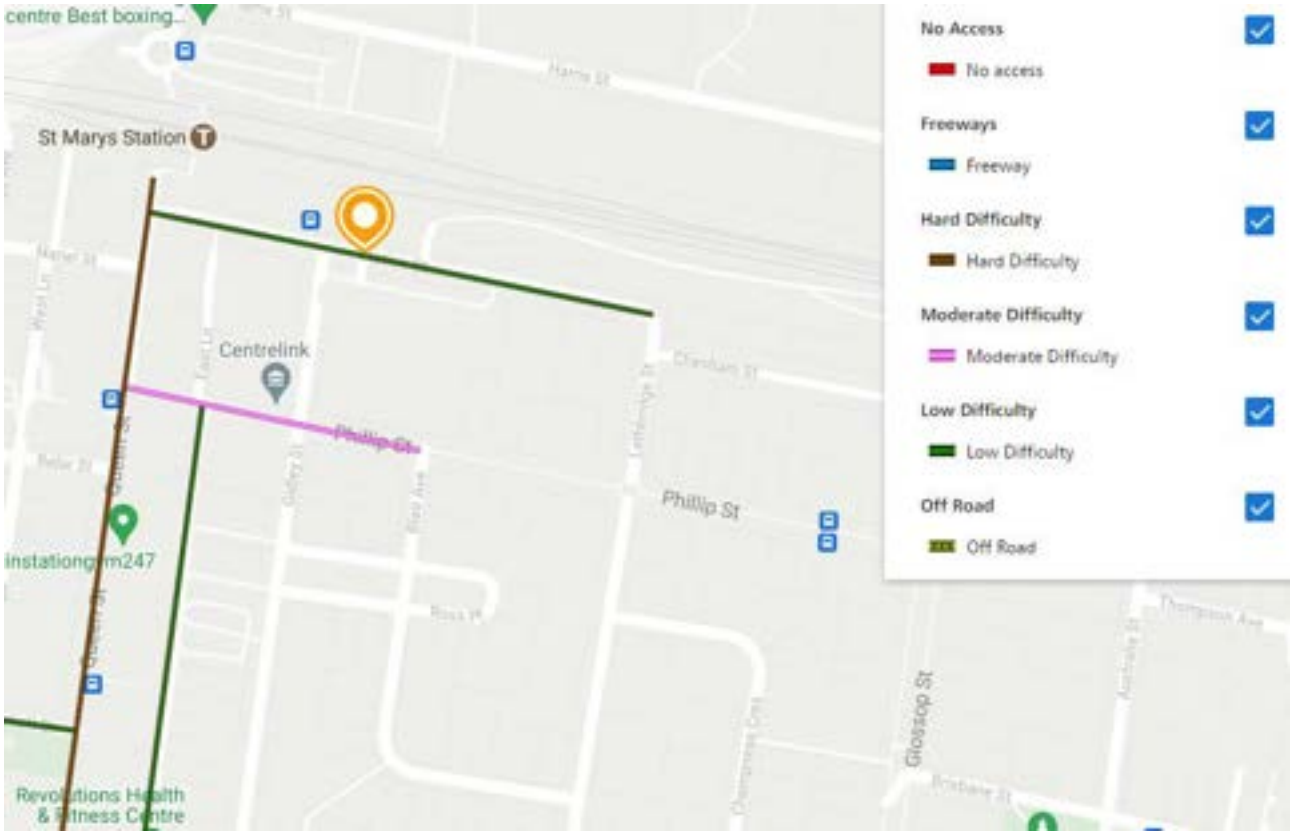
2. Locality and existing conditions

Location	Activity	

2.1. Station Street

2.2. Phillip Street

TfNSW's Cycleway Finder notes that Phillip Street between Blair Avenue and Queen Street is a



3. Site Establishment Works

Duration

Timing

3.1. Works required

-
-
-
-
    -
    -
-
-
-
-


LEGEND
HVI LV INBOUND
HVI LV OUTBOUND
LV ONLY


Site Establishment
Demolition
Site Fencing
HV Power underbore entrance on Gossip Street.
Potable water entrance from Gossip Street.
Clearing and fencing works.
- Preliminary Site Offices
- Piling Pad operations
- Noise walls and shroud set up site.
- Soft strip starting 27/4/22
- Facilities established Front Carpark of site.

–


STATION STREET
Temporary Boundary Fence

-
-
-

3.1.1. Station Street and the EIS

3.1.2. Gidley Street

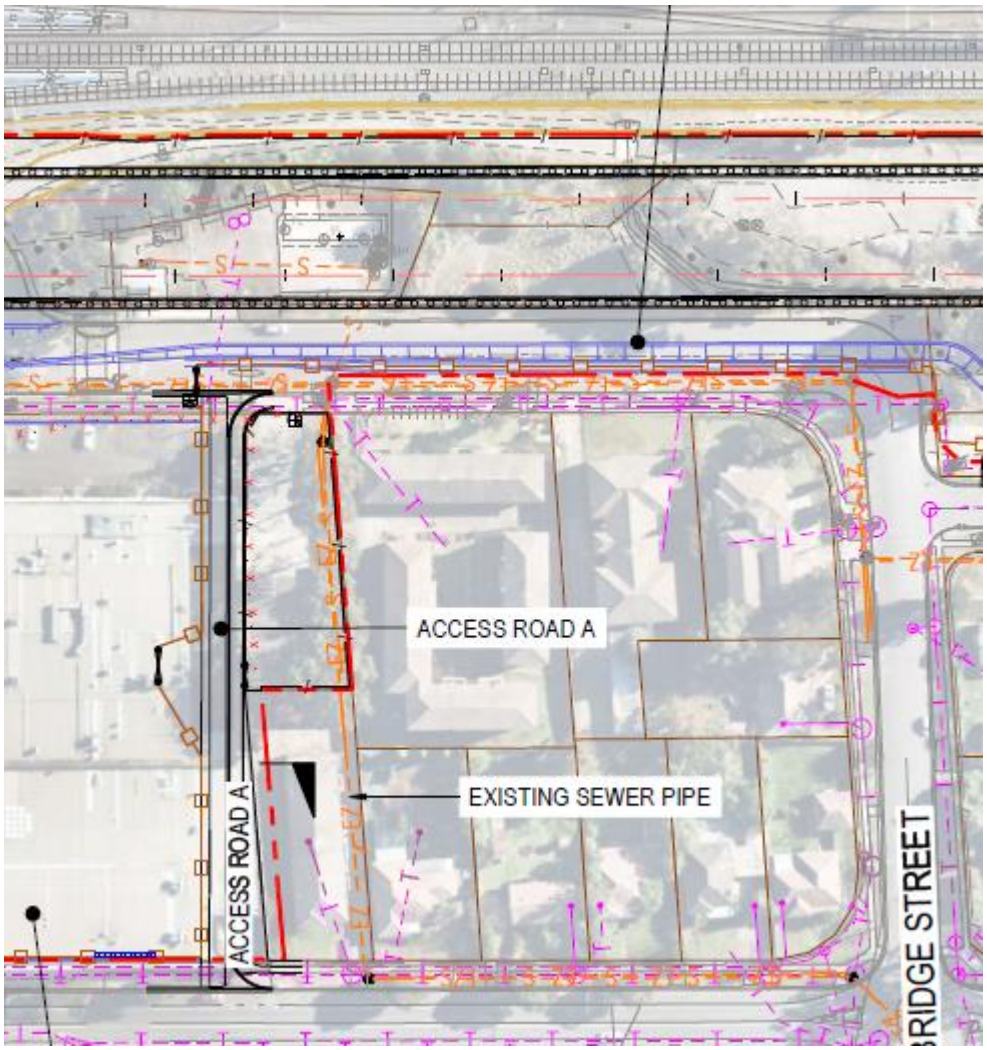
–

3.2. Staged operations Station Street

3.2.1. Stage 1

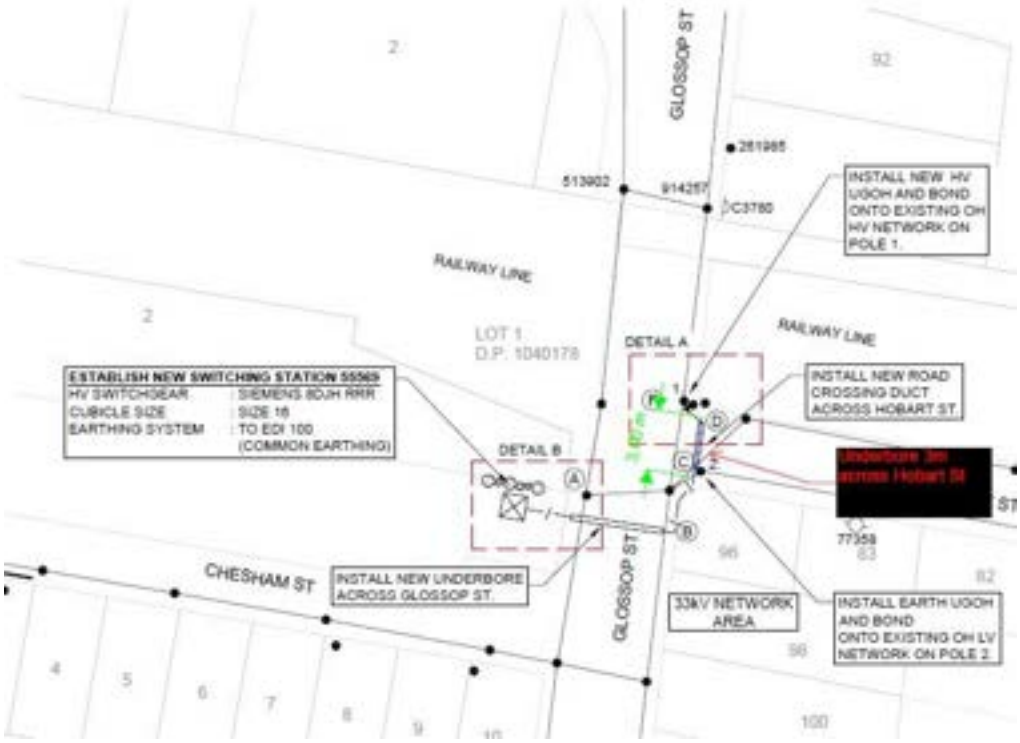
3.2.2. Stage 2

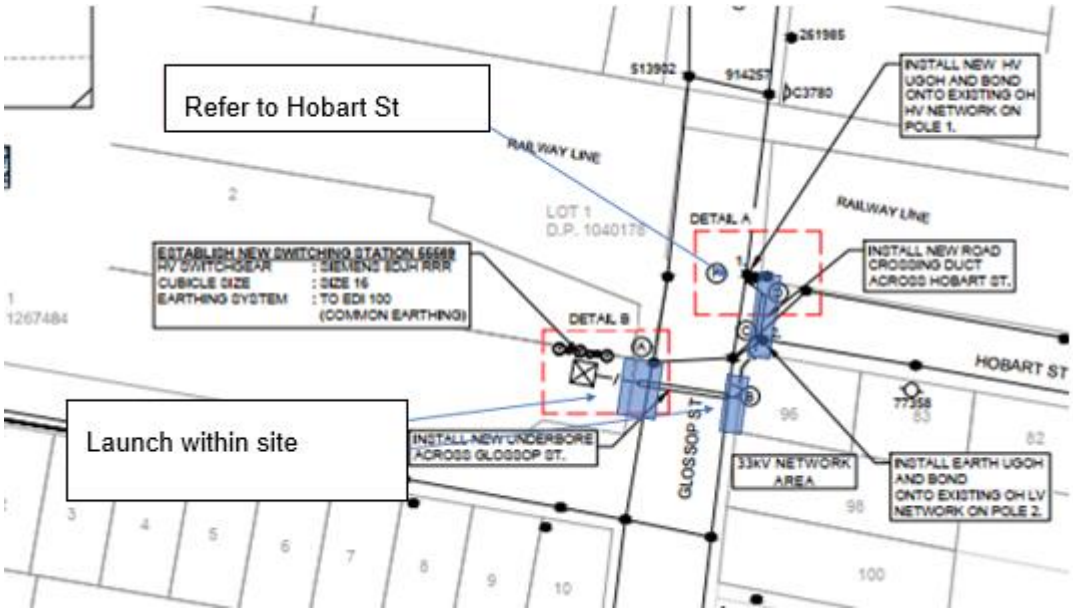
3.2.3. Stage 3



3.3. Utility works

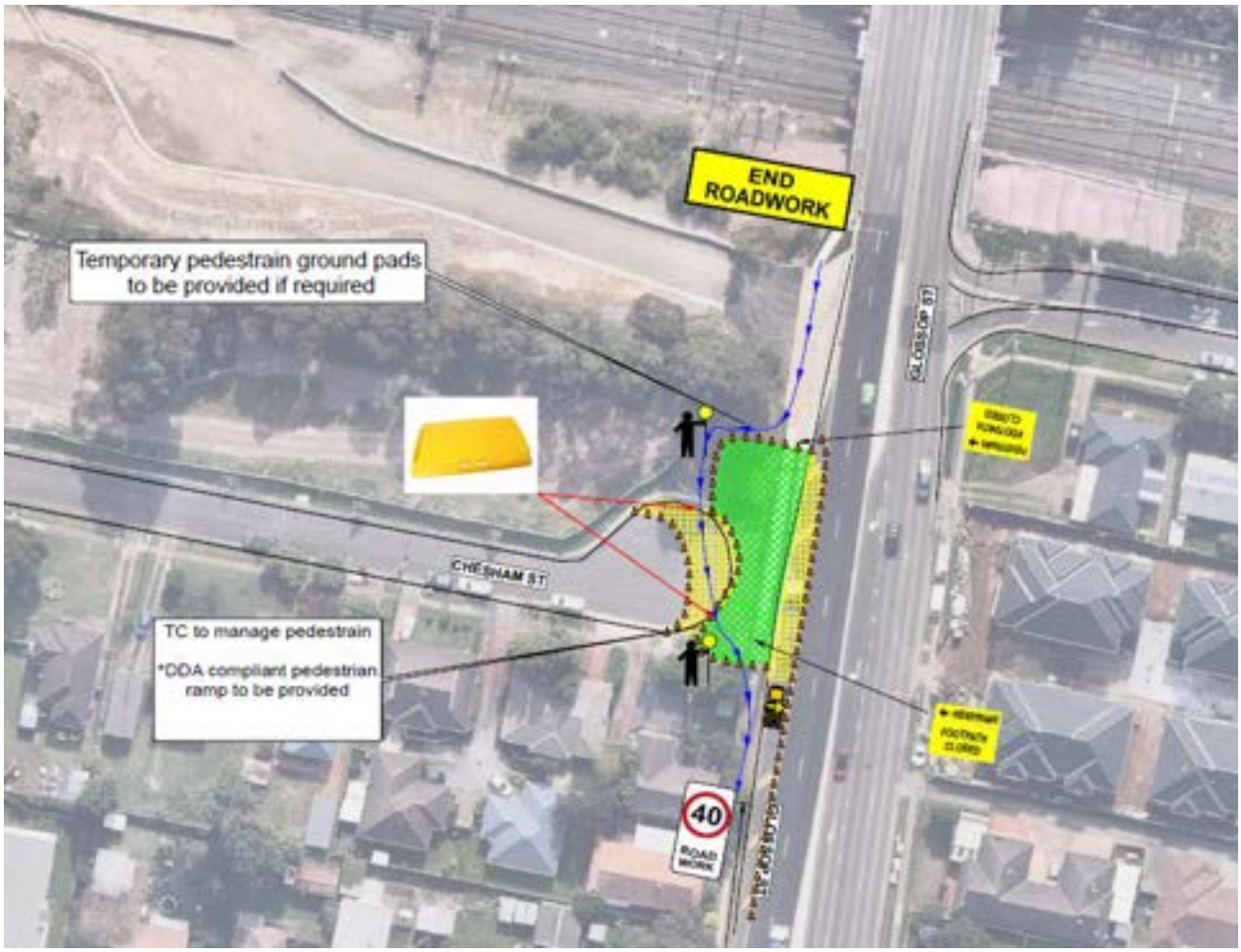
3.3.1. HV power works



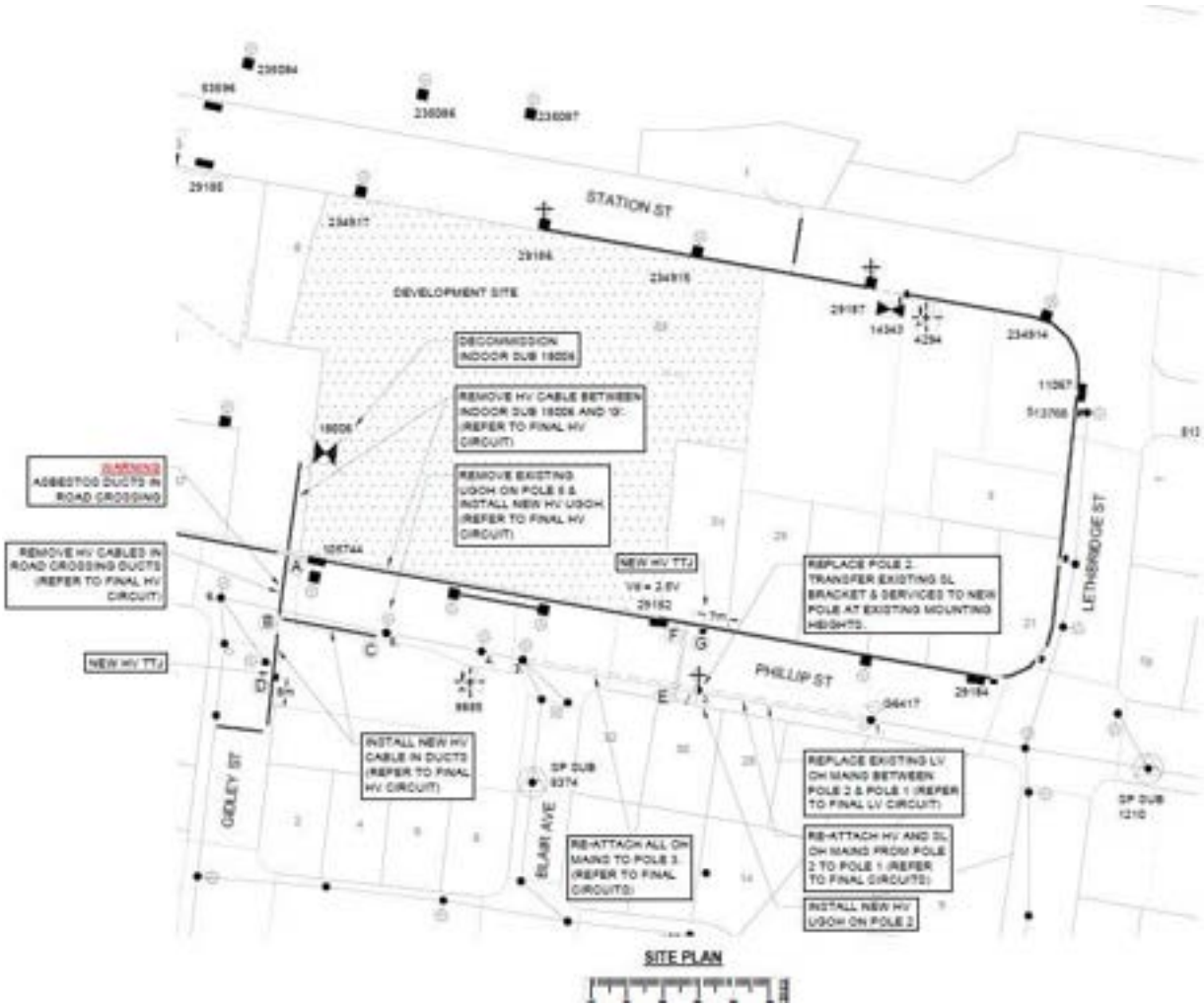


’s detour route is

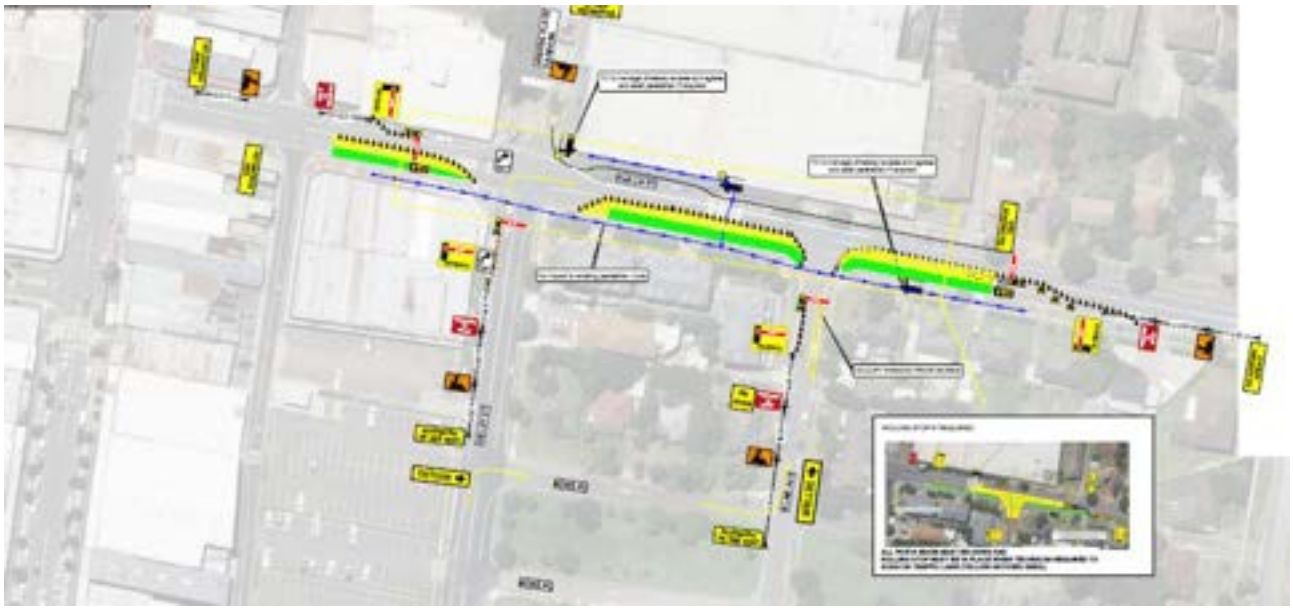
–


END ROADWORK
Temporary pedestrain ground pads to be provided if required
CHESHAM ST
TC to manage pedestrain
*DDA compliant pedestrian ramp to be provided
40
ROAD WORK


40
AREA
Phillip St

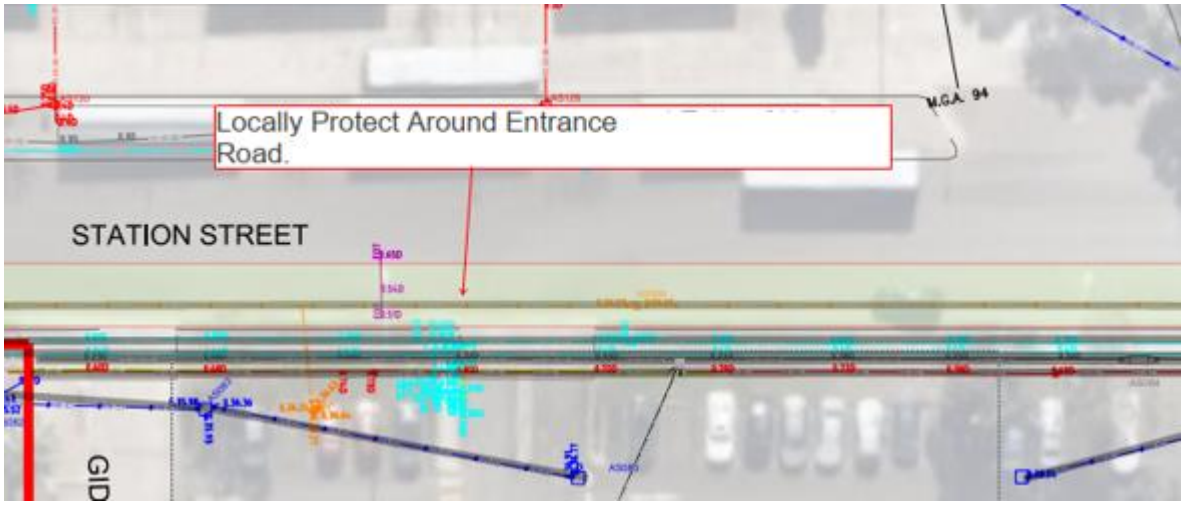

STATION ST
DEVELOPMENT SITE
DECOMMISSION INDOOR SUB 18026
REMOVE HV CABLE BETWEEN INDOOR SUB 18026 AND 19: (REFER TO FINAL HV CIRCUIT)
REMOVE EXISTING UGOH ON POLE 6 & INSTALL NEW HV UGOH (REFER TO FINAL HV CIRCUIT)
DANGER ASBESTOS DUCTS IN ROAD CROSSING
REMOVE HV CABLES IN ROAD CROSSING DUCTS (REFER TO FINAL HV CIRCUIT)
NEW HV TTJ
NEW HV TTJ
REPLACE POLE 2. TRANSFER EXISTING SL BRACKET & SERVICES TO NEW POLE AT EXISTING MOUNTING HEIGHTS.
PHILLIP ST
LETHBRIDGE ST
INSTALL NEW HV CABLE IN DUCTS (REFER TO FINAL HV CIRCUIT)
GIDLEY ST
BLAIR AVE
RE-ATTACH ALL OH MAINS TO POLE 3. (REFER TO FINAL CIRCUITS)
REPLACE EXISTING LV OH MAINS BETWEEN POLE 2 & POLE 1 (REFER TO FINAL LV CIRCUIT)
RE-ATTACH HV AND SL OH MAINS FROM POLE 2 TO POLE 1 (REFER TO FINAL CIRCUITS)
INSTALL NEW HV UGOH ON POLE 2
SP SUB 9374
SP SUB 1210
A
B
C
D
E
F
G

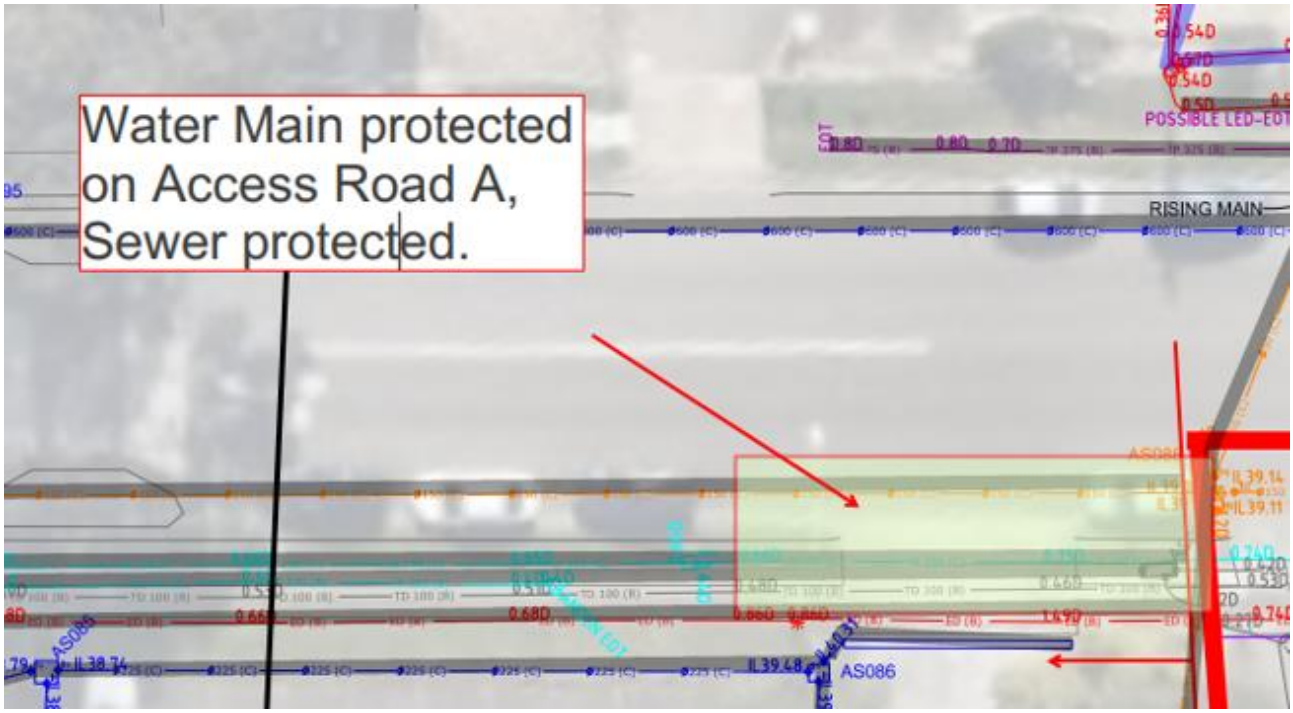
SITE PLAN

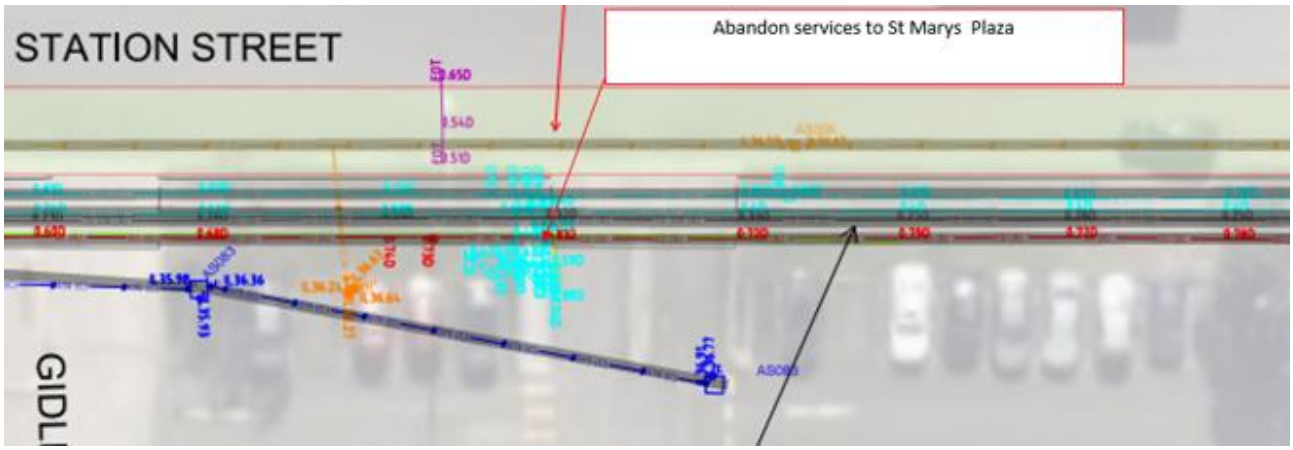


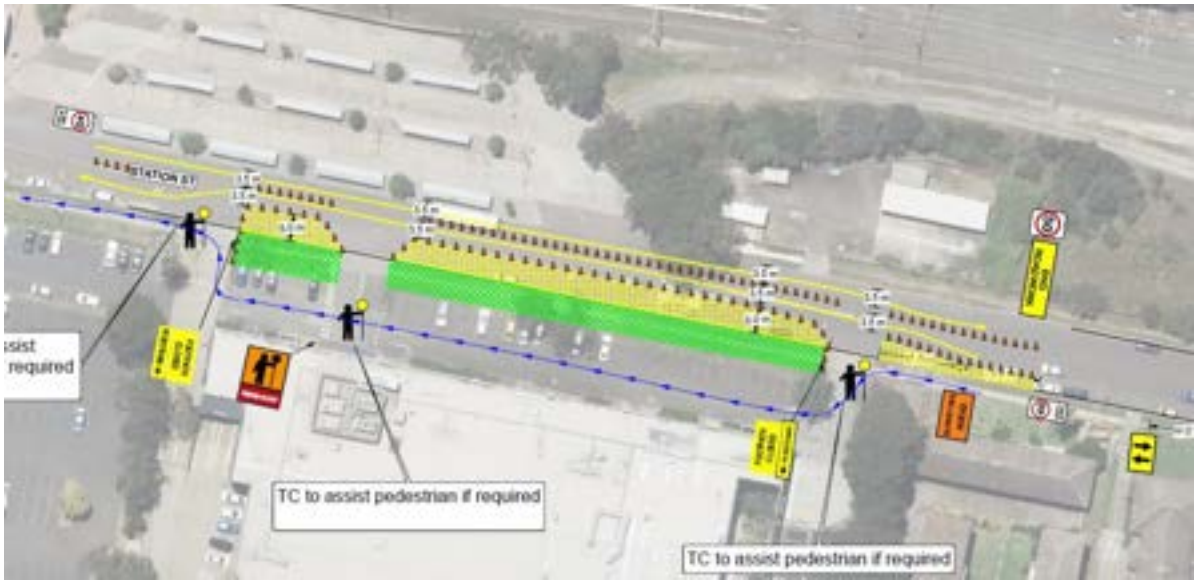

work area
Gidley Street closure NB
local access only to north
of Ross
Gidley Street closure SB
Phillip St
Phillip St
Ross Pl
Ross Pl
Gidley St
Blair Ave
East Ln
APM
Centrelink
The Cheesecake Shop St Marys
Pizza King

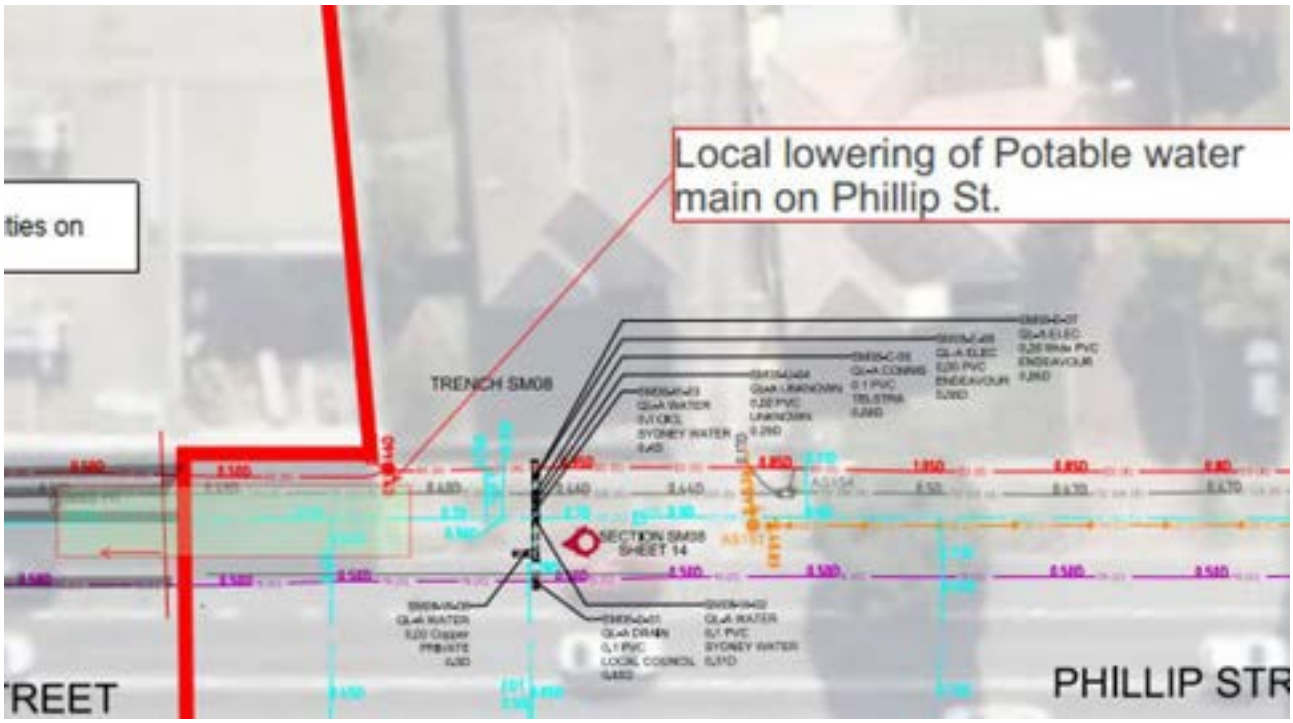
3.3.2. Sewer and potable water works






STATION STREET
Abandon services to St Marys Plaza


TC to assist pedestrian if required
TC to assist pedestrian if required


Local lowering of Potable water main on Phillip St.
TRENCH SM08
SECTION SM08
SHEET 14
PHILLIP STR

3.4. Operating Conditions (Refer to Appendix 12 for Operating Conditions in Site Operations Phase of Works)


coles

3.4.1. Impact on traffic flow

Vehicle Type	Peak construction movements EIS – AM peak			Peak construction movements EIS – PM peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL
	Peak construction movements Site establishment works CPG – AM peak			Peak construction movements Site establishment works CPG– PM peak		

3.4.2. Impact on public transport

3.4.3. Impact on active transport users

3.4.4. Impact on property and utility access

3.4.5. Cumulative impacts

3.5. Construction Parking and Access

CPG's works in the area.

3.6. Traffic Guidance Scheme/ Road Occupancy License identified works

3.7. Required Council approvals

3.7.1. Road occupation and openings

Electronic lodgement of the ROL will be undertaken using TfNSW's OpLinc system.

's

Council's process

4. Fleet management

be conducted in accordance with CPBG's Chain of Responsibility (CoR) Management Plan

4.1. Haulage routes

4.2. Road dilapidation report

City Council's discretion):

-
-

4.3. Permits for Over Dimensional vehicles

5. Other matters

5.1. Road safety audits

5.2. Communications and the community

5.2.1. Proposed communications

-
  -
  -
  -
  -
-
- –
- –
- –

Notification	Site establishment

5.2.2. Travelling public

-
-
-

5.2.2.1. Variable Message Signs

5.3. Stakeholders

Stakeholder	Consultation type	Date

Stakeholder	Consultation type	Date

5.3.1. Traffic and Transport Liaison Group

, TfNSW's Planning and Programs,

5.3.2. Traffic Control Group

TfNSW's Planning and Programs and

-
-
-
-

5.4. Special events

-
-
-

5.5. Training

5.6. Inspections and monitoring

by a holder of a SafeWork NSW “Prepare a Work Zone Traffic Management Plan” or equivalent.

5.7. Environmental maintenance

5.8. Site contacts

Name	Position	Contact details
[redacted]		[redacted]

5.9. References

-
-
-
-

Appendix 1

CERTIFICATION
THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.

CERTIFICATE NO:

SITE PERSONNEL TO ASSIST TRUCK IN/OUT OF THE ACCESS

REQUIRED WIDTH FOR THE SWEPT PATHS GOING IN/OUT OF THE ACCESSES.

SOUTHSIDE FOOTPATH REMAINS OPEN, DESPITE CLOSURE OF STATION STREET

TEMPORARY FOOTPATH (1.5m WIDE)

Fencing to be installed behind the water filled barriers

SITE PERSONNEL TO ASSIST TRUCK IN/OUT OF THE ACCESS

On left

STATION STREET

PHILLIP STREET

CHESHAM STREET

LETHBRIDGE STREET

GIDLEY STREET

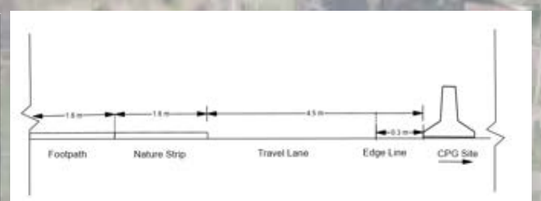
GLOSSOP STREET

TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET)
7. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:

- VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
- PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.

8. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.



TYPICAL CROSS SECTION ALONG STATION ST

LEGEND

- CONSTRUCTION SITE AREA
- CONSTRUCTION ACCESS DRIVEWAY
- RMS APPROVED WATER-FILLED BARRIERS WITH FENCE (WHERE REQUIRED ADJACENT TO PUBLIC FOOTPATHS)
- TEMPORARY CHAINWIRE FENCE
- CONSTRUCTION VEHICLE ROUTE
- PUBLIC VEHICLE ROUTE
- SIGNPOST
- SITE PERSONNEL

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE

PROJECT: STATION STREET, ST MARYS - STAGE 2 CONSTRUCTION WORKS

TITLE: TRAFFIC CONTROL PLAN

DWG No.

DATE STAMP

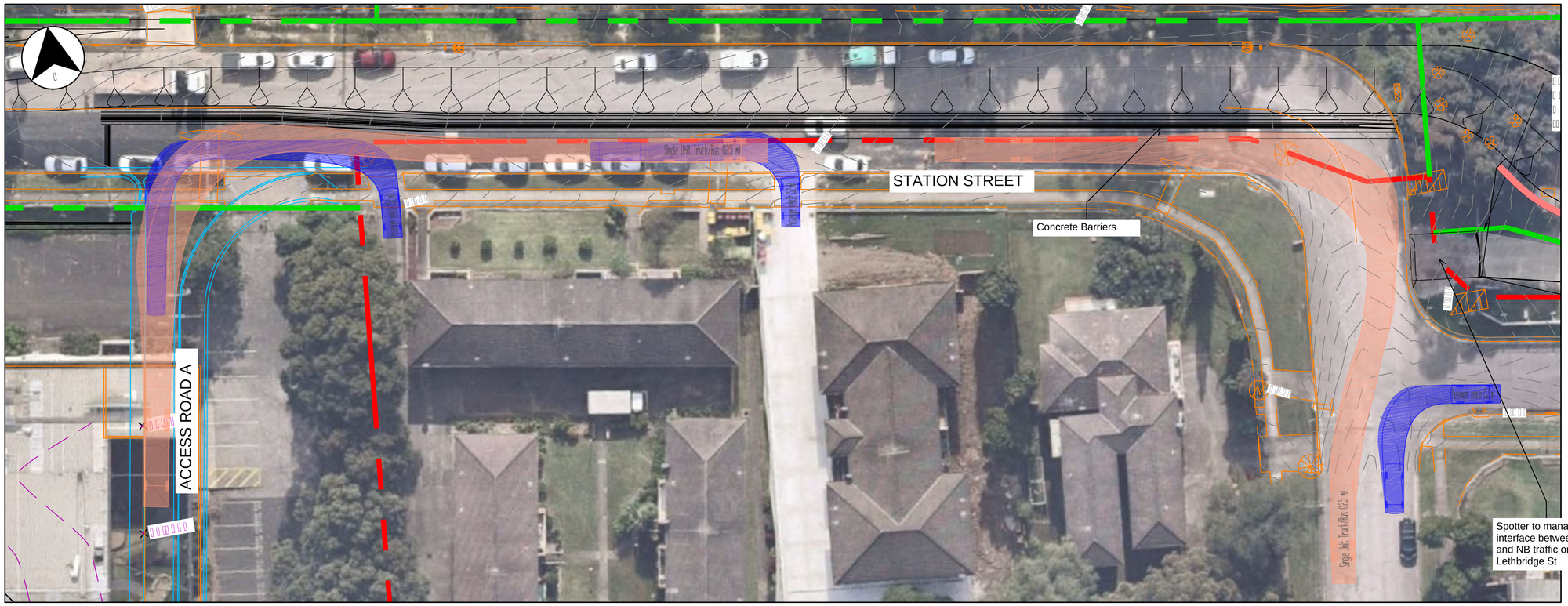
PROJECT No.

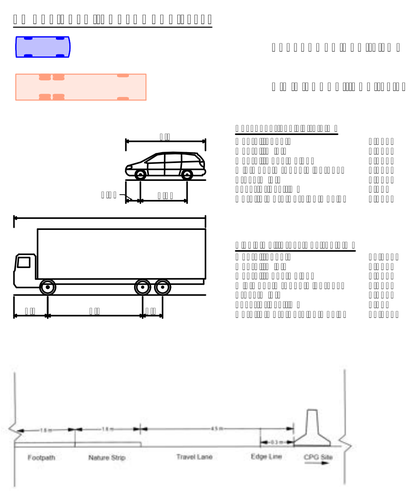
SCALE

REV. A

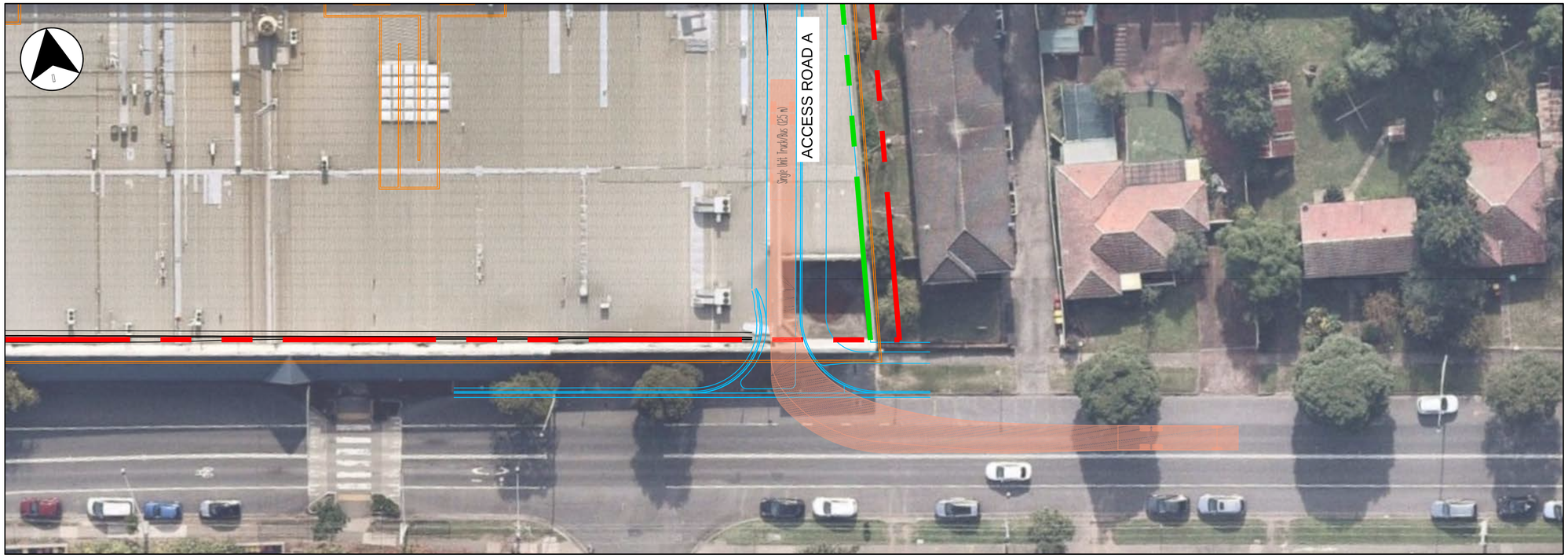
Date: 13 June 2022

Filename: 220632CAD002-220321-TCP_SS.dwg





TYPICAL CROSS SECTION ALONG STATION ST



NSW GOVERNMENT
sydney METRO
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	INITIAL	DATE
BACKDRAFTING REQUIRED		
READY TO ISSUE		
CIVIL		
STRUCTURAL		
BRIDGES		
OTHER		
BACKDRAFTED/CORRECTED		
CONFIRMED		

CERTIFICATION

THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.

CERTIFICATE NO:

SITE PERSONNEL TO ASSIST TRUCK IN/OUT OF THE ACCESS

SOUTHSIDE FOOTPATH REMAINS OPEN, DESPITE CLOSURE OF STATION STREET

SITE PERSONNEL TO ASSIST TRUCK IN/OUT OF THE ACCESS

Refer to Updated TGS included in Appendix 11

TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
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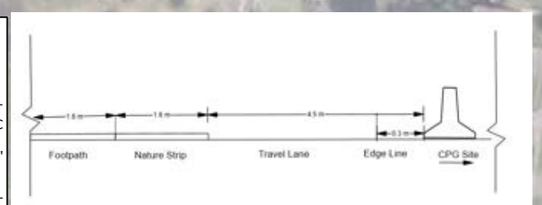
   - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
8. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.



TYPICAL CROSS SECTION ALONG STATION ST

LEGEND

- CONSTRUCTION SITE AREA
- CONSTRUCTION ACCESS DRIVEWAY
- RMS APPROVED WATER-FILLED BARRIERS WITH FENCE (WHERE REQUIRED ADJACENT TO PUBLIC FOOTPATHS)
- TEMPORARY CHAINWIRE FENCE
- CONSTRUCTION VEHICLE ROUTE
- PUBLIC VEHICLE ROUTE
- SIGNPOST
- SITE PERSONNEL

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE

PROJECT: STATION STREET, ST MARYS - STAGE 3 CONSTRUCTION WORKS

TITLE: TRAFFIC CONTROL PLAN

DWG No.

DATE STAMP

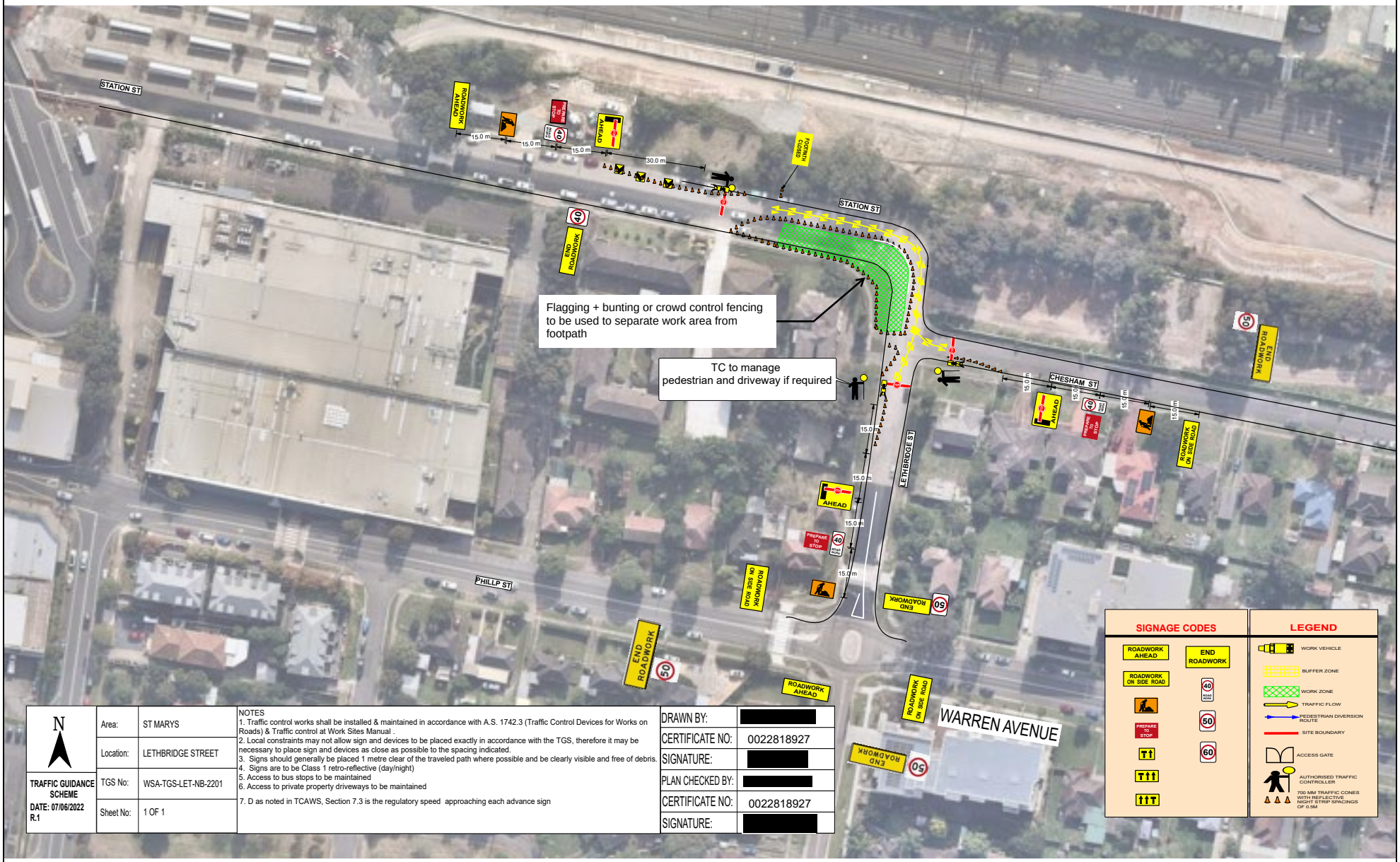
PROJECT No.

SCALE

REV. A

www.invarion.com

TC must release traffic once one of the conditions is met:
--traffic stopped reaches a max of 3 minutes or
-a maximum of 5 vehicles are queued
TC to radio and retreat all workers to a safe location prior to releasing traffic



N

TRAFFIC GUIDANCE SCHEME DATE: 07/06/2022 R.1	Area:	ST MARYS
	Location:	LETHBRIDGE STREET
	TGS No:	WSA-TGS-LET-NB-2201
	Sheet No:	1 OF 1

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
3. Signs should generally be placed 1 metre clear of the traveled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. Access to bus stops to be maintained
6. Access to private property driveways to be maintained
7. D as noted in TCAWS, Section 7.3 is the regulatory speed approaching each advance sign

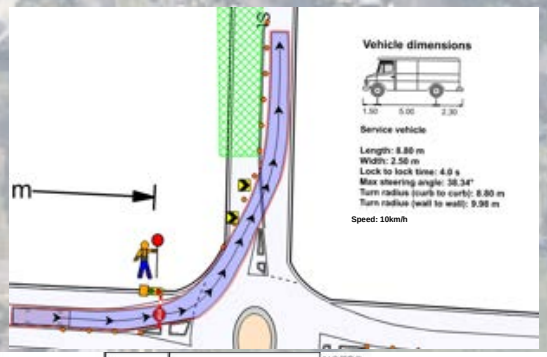
DRAWN BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]
PLAN CHECKED BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]

NOTES:

TC must release traffic once one of the conditions is met:
--traffic stopped reaches a max of 3 minutes or
-a maximum of 5 vehicles are queued
TC to radio and retreat all workers to a safe location prior to releasing traffic

TC to modify taper on site to facilitate HV movements

Station St
Chesham St
Lethbridge St
LETHBRIDGE ST
Phillip St
Phillip S
PHILLIP S
Champness Cres
TO QUEEN ST
GLOSSOP ST
PREPARE TO STOP
AHEAD
END ROADWORK
ROAD WORK
20.0 m
25.0 m
40.0 m
50.0 m



SIGNAGE CODES

ROADWORK AHEAD
END ROADWORK
ROADWORK ON SIDE ROAD
PREPARE TO STOP
40
50
60

LEGEND

WORK VEHICLE
BUFFER ZONE
WORK ZONE
TRAFFIC FLOW
PEDESTRIAN DIVERSION ROUTE
SITE BOUNDARY
ACCESS GATE
AUTHORISED TRAFFIC CONTROLLER
750 MM TRAFFIC CONES WITH REFLECTIVE NIGHT STRIP SPACINGS OF 9.6M

Area:	ST MARYS
Location:	Lethbridge Street
TGS No:	WSA-TGS-LET-NB-2202
Sheet No:	1 OF 1

TRAFFIC GUIDANCE SCHEME
DATE: 16/08/2022
R.2

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated
3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris
4. Signs are to be Class 1 retro-reflective (day/night)
5. Access to bus stops to be maintained
6. Access to private property driveways to be maintained
7. D as noted in TCAWS, Section 7.3 is the regulatory speed approaching each advance sign

DRAWN BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]
PLAN CHECKED BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]

Transport for NSW

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

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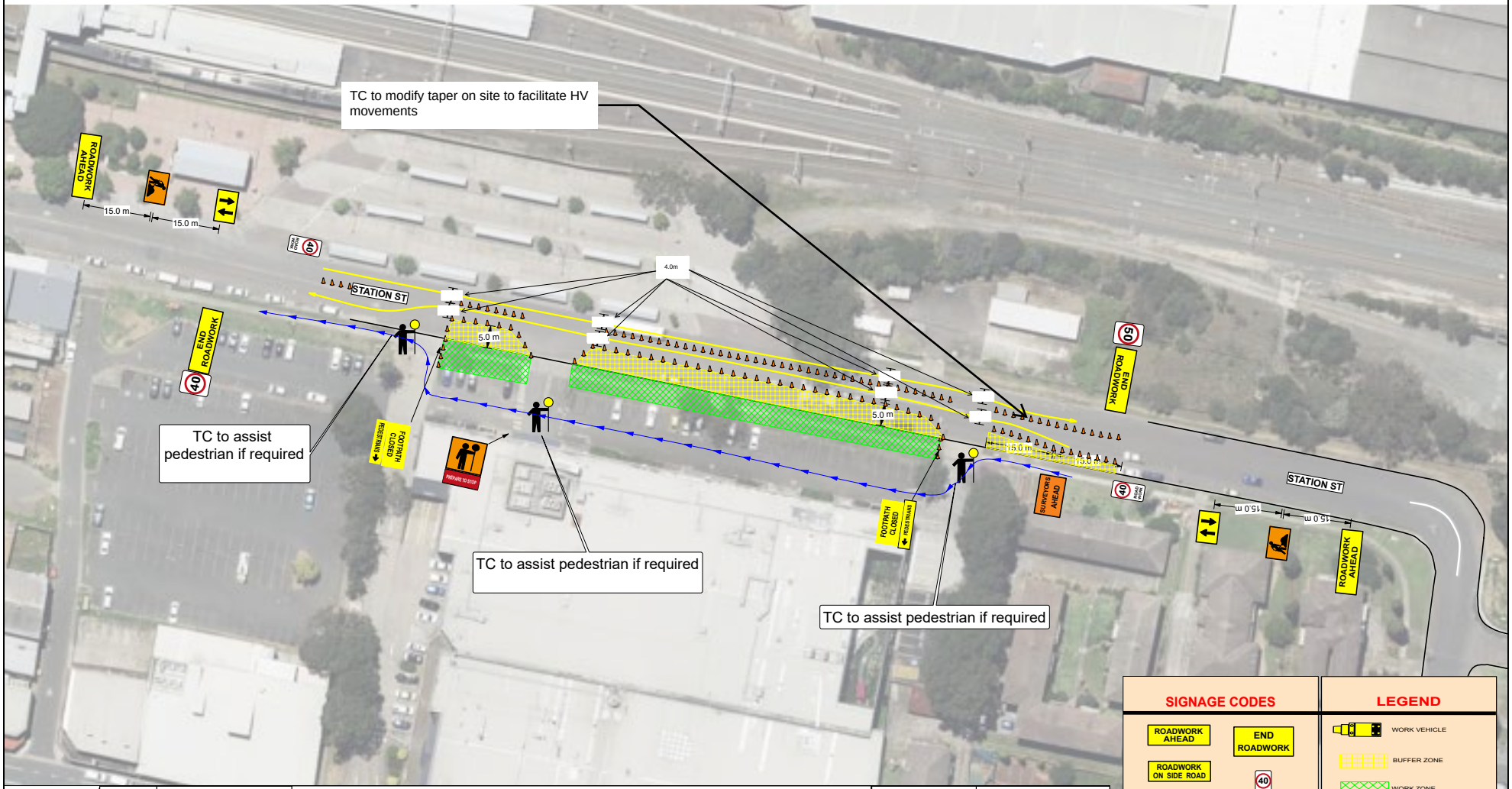
TC must release traffic once one of the conditions is met:
--traffic stopped reaches a max of 3 minutes or
-a maximum of 5 vehicles are queued
TC to radio and retreat all workers to a safe location prior to releasing traffic



N	Area:	ST MARYS
	Location:	STATION STREET
TRAFFIC GUIDANCE SCHEME DATE: 05/03/2022 R.1	TGS No:	WSA-TGS-A-STA-WB-0201
	Sheet No:	1 OF 1

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DRAWN BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]
PLAN CHECKED BY:	[redacted]
CERTIFICATE NO:	7
SIGNATURE:	[redacted]

SIGNAGE CODES

ROADWORK AHEAD
END ROADWORK
ROADWORK ON SIDE ROAD
PREPARE TO STOP
40 ROAD WORK
50
60

LEGEND

WORK VEHICLE
BUFFER ZONE
WORK ZONE
TRAFFIC FLOW
PEDESTRIAN DIVERSION ROUTE
SITE BOUNDARY
ACCESS GATE
AUTHORISED TRAFFIC CONTROLLER
700 MM TRAFFIC CONES WITH REFLECTIVE NIGHT STRIP SPACINGS OF 0.5M

TC must release traffic once one of the conditions is met:
-traffic stopped reaches a max of 3 minutes or
-a maximum of 5 vehicles are queued
TC to radio and retreat all workers to a safe location prior to releasing traffic

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N	Area:	ST MARYS
Traffic Guidance Scheme	Location:	CHESHAM STREET
DATE: 07/06/2022 R.2	TGS#	WSA-TGS-A-CHE-ALL-1201
	Sheet No:	1 OF 1

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
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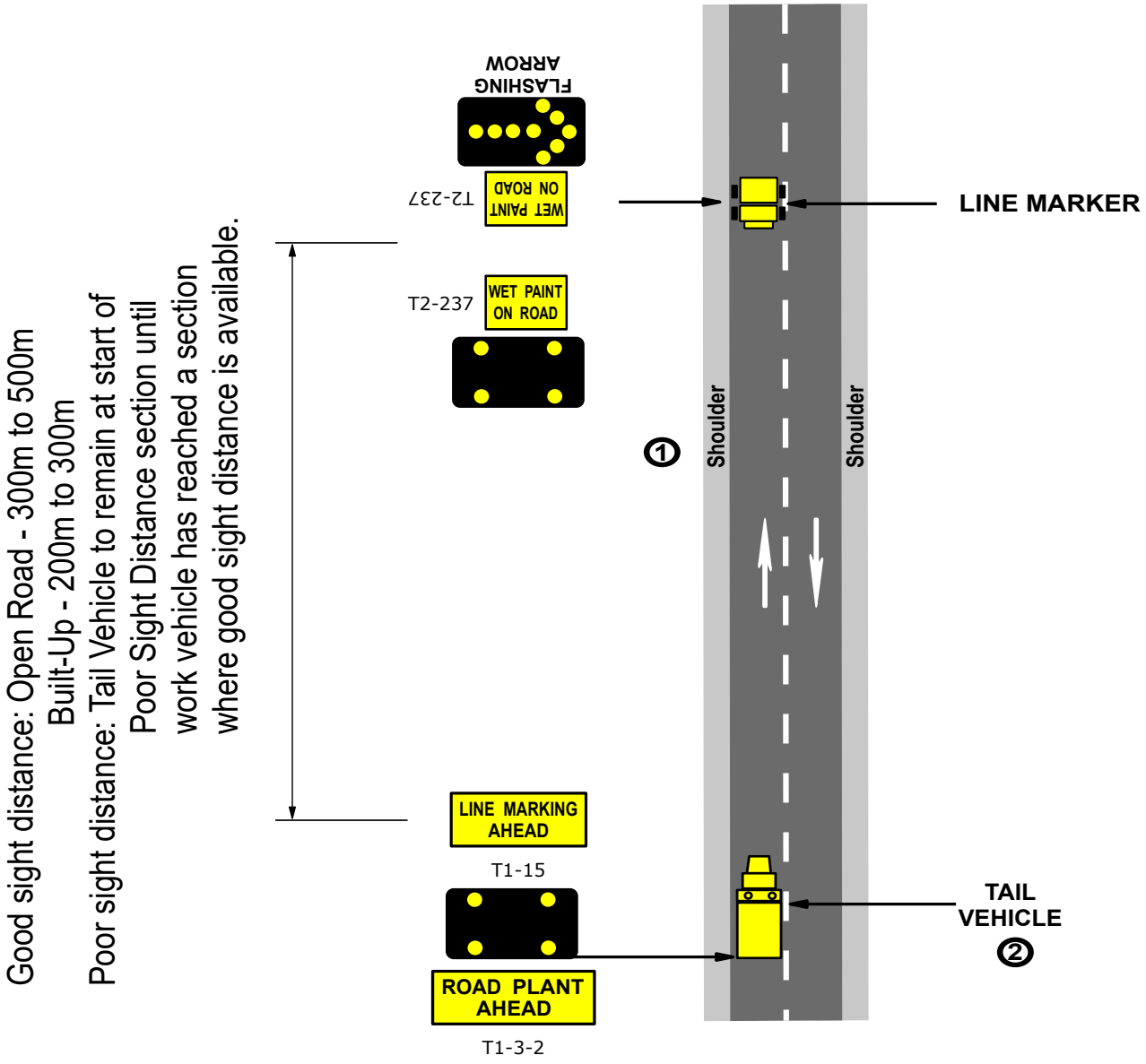
DRAWN BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]
PLAN CHECKED BY:	
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]

SIGNAGE CODES

ROADWORK AHEAD
END ROADWORK
ROADWORK ON SIDE ROAD
PREPARE TO STOP
40 ROAD WORK
50
60

LEGEND

WORK VEHICLE
BUFFER ZONE
WORK ZONE
TRAFFIC FLOW
PEDESTRIAN DIVERSION ROUTE
SITE BOUNDARY
ACCESS GATE
AUTHORISED TRAFFIC CONTROLLER
700 MM TRAFFIC CONES WITH REFLECTIVE NIGHT STRIP SPACINGS OF 0.5M



NOTES:

A mirror image of this arrangement to apply for right-hand edge line on divided carriageways.
On crests and curves, ensure that sight distance to Tail Vehicle is not less than D.

DYNAMIC WORK
2 LANE / 2 WAY
LINE MARKING - LEFT EDGE LINE

Area:	ALL
Location:	ALL
TCP No:	WSA-TGS-LM-01
Sheet No:	1 OF 1

NOTES
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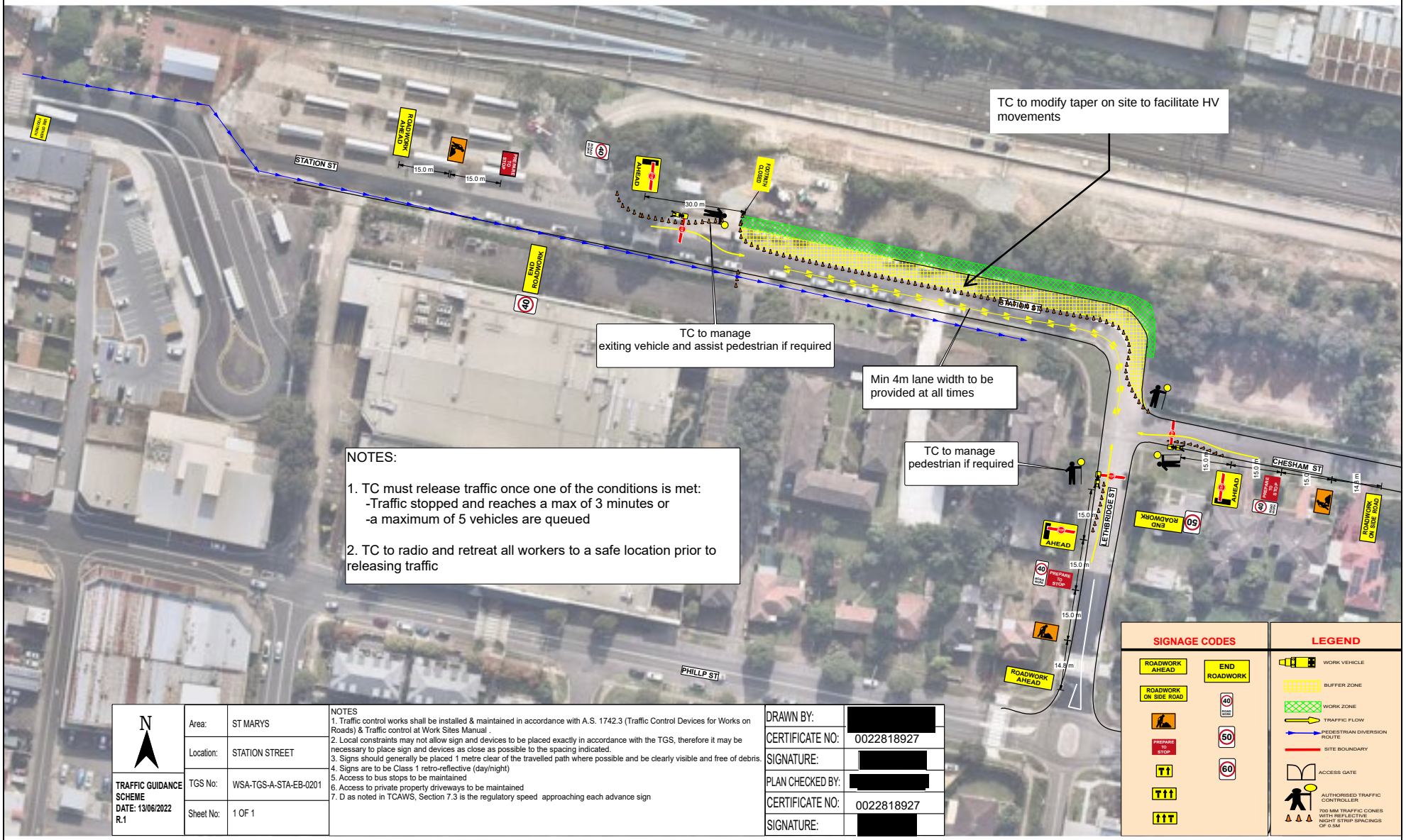
SIGNATURE:	[redacted]
PLAN CHECKED BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]



N

Area:	ST MARYS
Location:	STATION STREET
TGS No:	WSA-TGS-A-STA-EB-0201
Sheet No:	1 OF 1

TRAFFIC GUIDANCE SCHEME
DATE: 13/06/2022
R.1

NOTES
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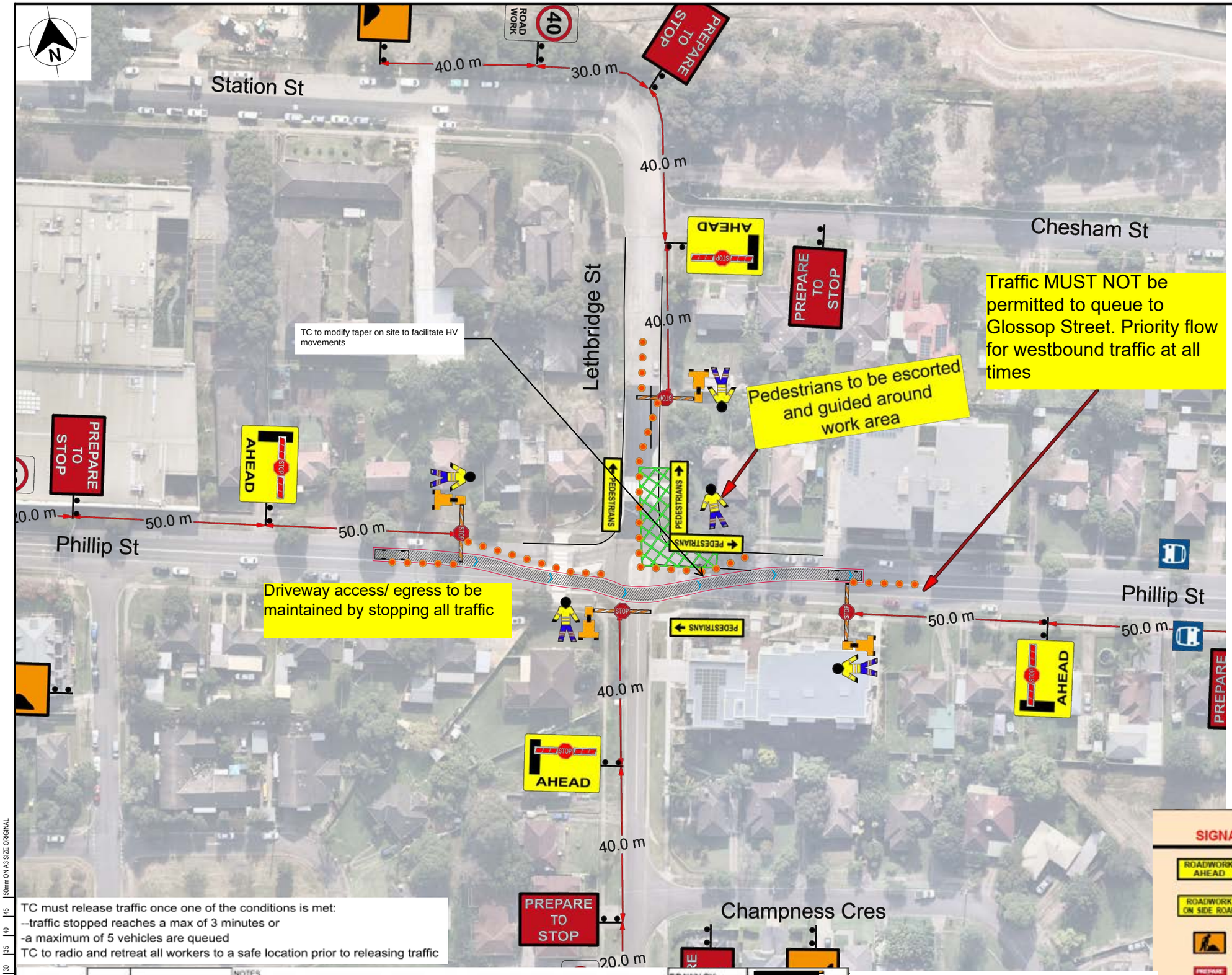
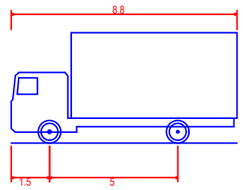
SIGNATURE:	[redacted]
PLAN CHECKED BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]

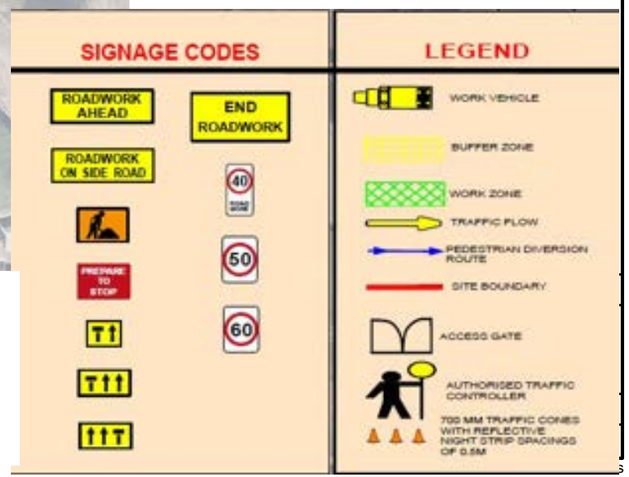


VEHICLE PROFILE:



Service Vehicle (8.8 m)

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m



Area:	ST MARYS
Location:	PHILLIP STREET
TGS No:	WSA-TGS-A-PHI-ALL-1202
Sheet No:	1 OF 1

TRAFFIC GUIDANCE SCHEME
DATE: 16/06/2022
R.2

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual
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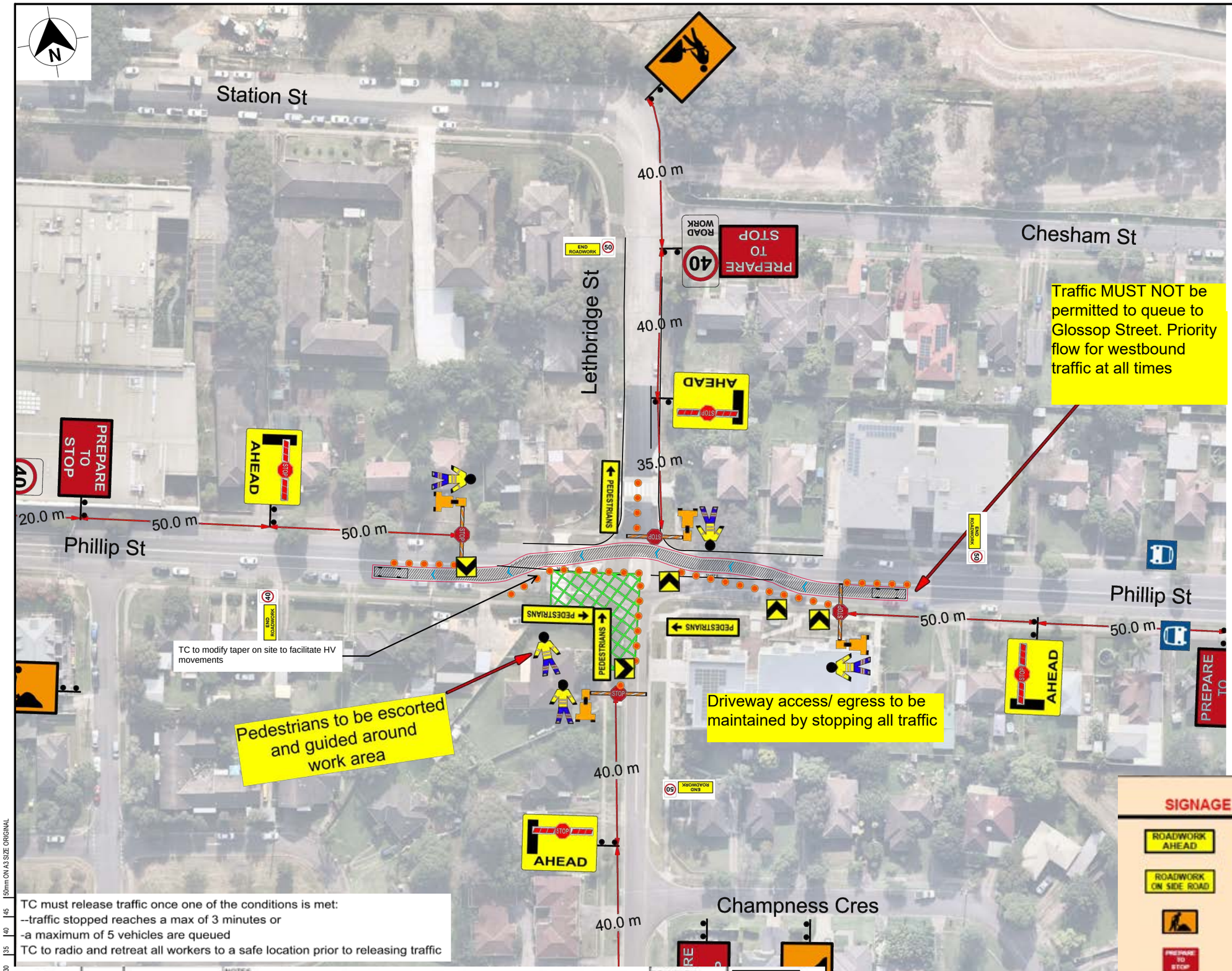
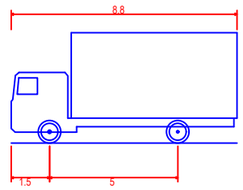
DRAWN BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]
PLAN CHECKED BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]



VEHICLE PROFILE:



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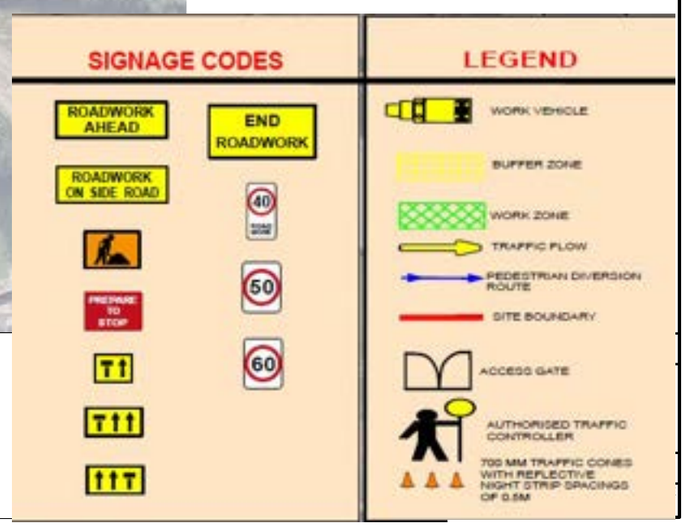

Area:	ST MARYS
Location:	PHILLIP STREET
TGS No:	WSA-TGS-A-PHI-ALL-1203
Sheet No:	1 OF 1

TRAFFIC GUIDANCE SCHEME
DATE: 16/06/2022
R.2

NOTES
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CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]
PLAN CHECKED BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]

Area:	ST MARYS
Location:	PHILLIP STREET
TGS No:	WSA-TGS-A-PHI-ALL-1205
Sheet No:	1 OF 1

TRAFFIC GUIDANCE SCHEME
DATE: 16/06/2022
R.2

NOTES
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SIGNATURE:	[redacted]
PLAN CHECKED BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]

TC must release traffic once one of the conditions is met:
--traffic stopped reaches a max of 3 minutes or
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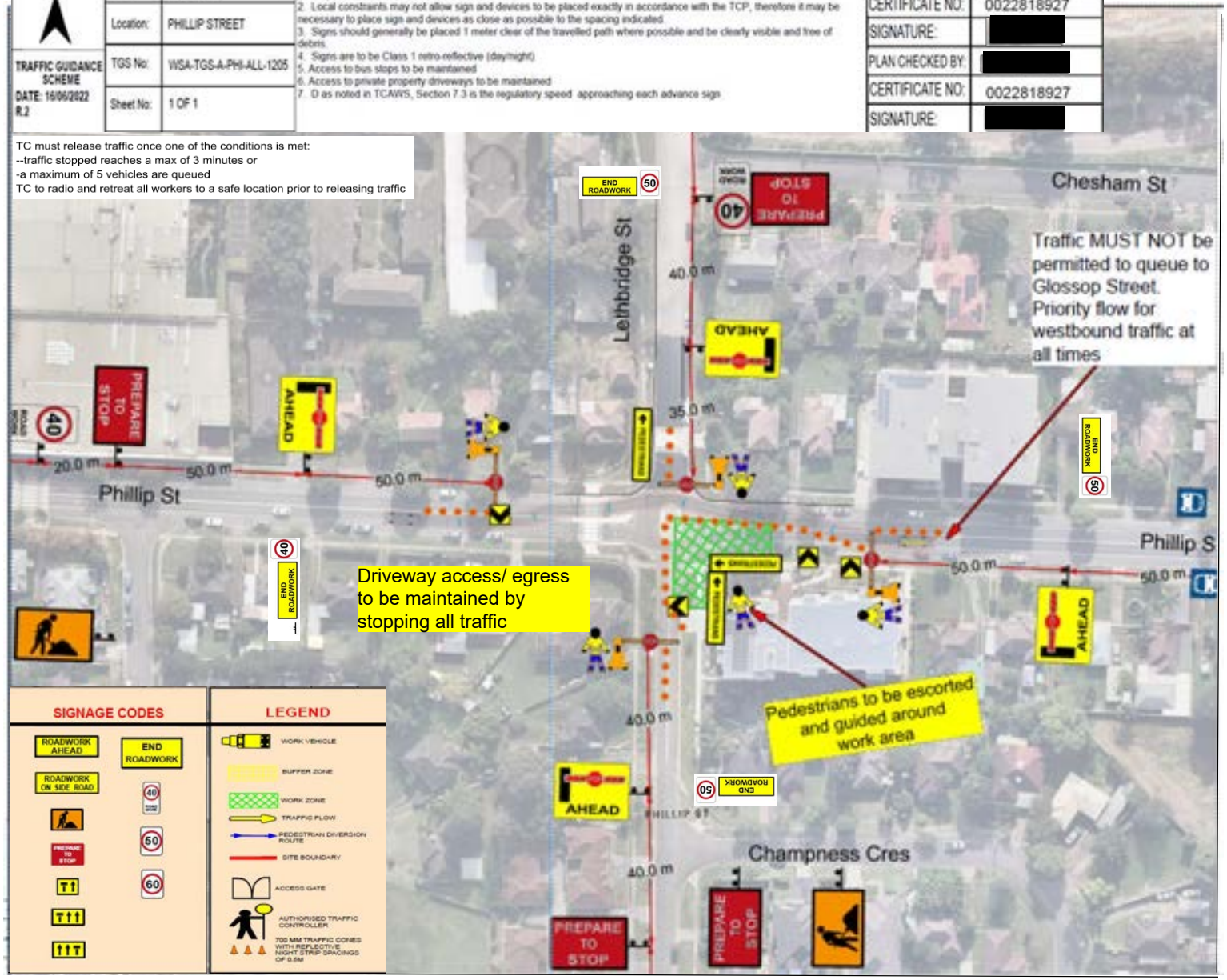
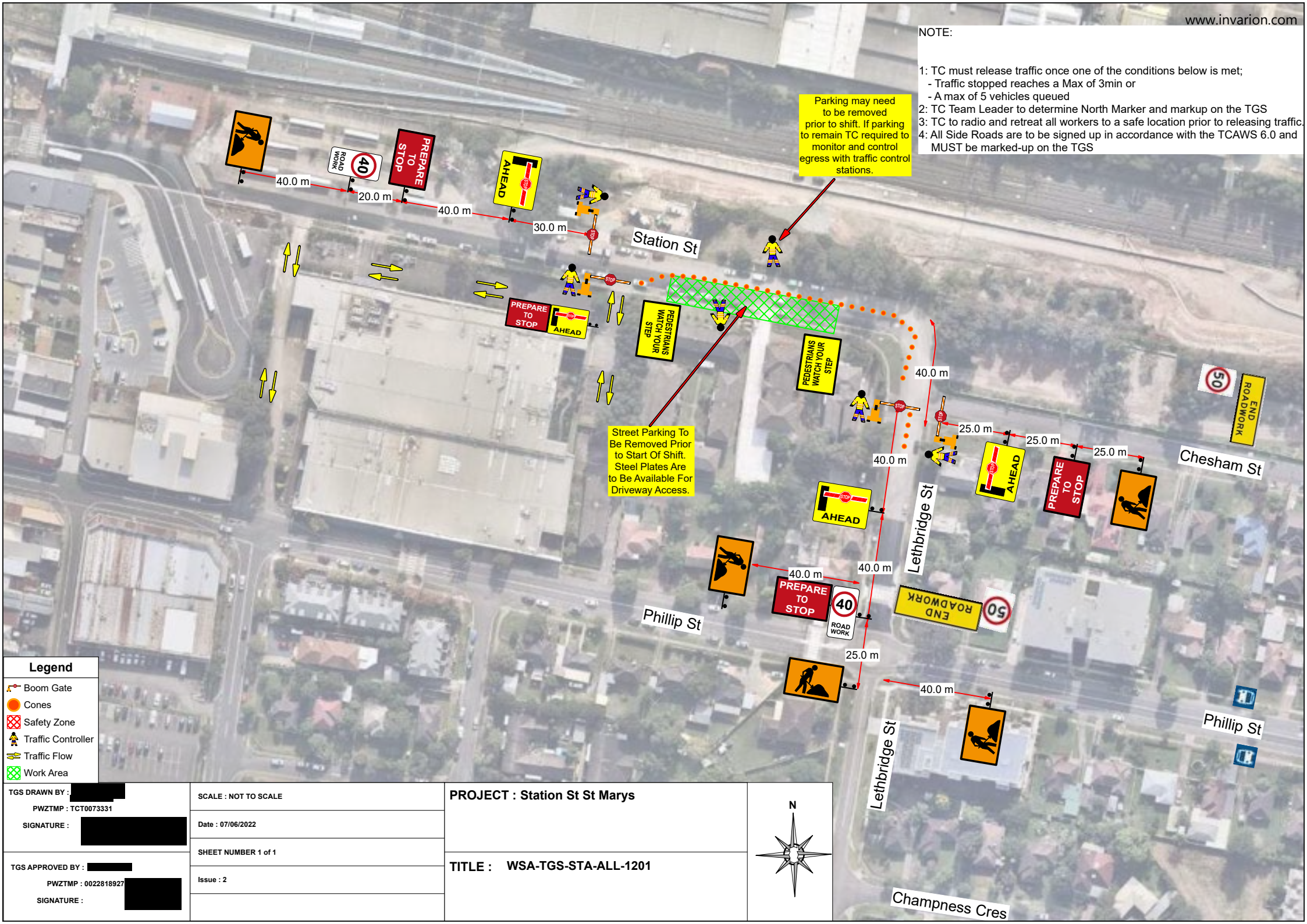
TC to radio and retreat all workers to a safe location prior to releasing traffic



NOTE:

1: TC must release traffic once one of the conditions below is met;
- Traffic stopped reaches a Max of 3min or
- A max of 5 vehicles queued

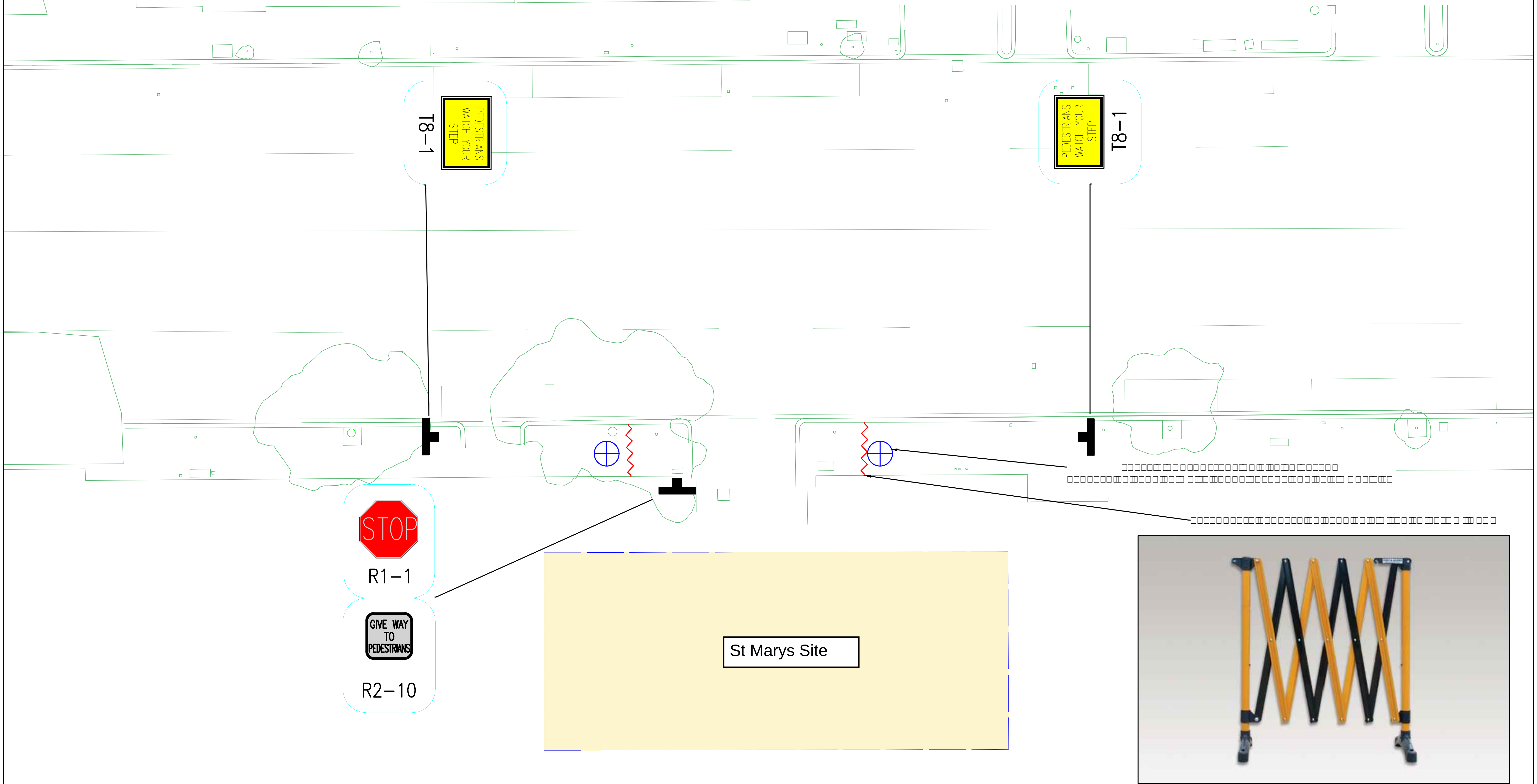
2: TC Team Leader to determine North Marker and markup on the TGS
3: TC to radio and retreat all workers to a safe location prior to releasing traffic.
4: All Side Roads are to be signed up in accordance with the TCAWS 6.0 and MUST be marked-up on the TGS



Legend

- Boom Gate
- Cones
- Safety Zone
- Traffic Controller
- Traffic Flow
- Work Area

TGS DRAWN BY : [redacted] PWZTMP : TCT0073331 SIGNATURE : [redacted]	SCALE : NOT TO SCALE Date : 07/06/2022 SHEET NUMBER 1 of 1 Issue : 2	PROJECT : Station St St Marys TITLE : WSA-TGS-STA-ALL-1201	N
TGS APPROVED BY : [redacted] PWZTMP : 0022818927 SIGNATURE : [redacted]			



SMWSA - SBT - TYPICAL GATE CONTROL ARRANGEMENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
				SL

SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY
CO-ORDINATE SYSTEM: MGA ZONE 56 (GDA2020) — HEIGHT DATUM: AHD	

TITLE	NAME	DATE
DRAWN		
DRG CHECK		
DESIGN		
DESIGN CHECK		
DESIGN MNGR		
PROJECT MNGR		

CLIENT: NSW Government — Transport for NSW

A3

SBT-TGS-GEN-PED-0001

DOCUMENT NUMBER	NA		
PREPARED FOR	ISSUE STATUS	SHEET No. 1 of 1	REV A

TGS DRAWN BY [redacted] PWZTMP : TCT0073331 SIGNATURE : [redacted]	SCALE : NOT TO SCALE	PROJECT : Hobart St St Marys
	Date : 27/04/2022	
TGS APPROVED BY [redacted] PWZTMP : 0022818927 SIGNATURE : [redacted]	SHEET NUMBER 1 of 1	TITLE : WSA-TGS-A-HOB-ALL-0001 - Road closure and detour
	Issue : 1	

N

Notes:
1. Traffic control works shall be reinstated and maintained in accordance with AS 1742.3 and TCAWs
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated
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Legend
- Cones
- Safety Zone
- Traffic Controller
- Work Area

ROADWORK ON SIDE ROAD
60.0 m
GLOSSOP ST
60.0 m
SIDE ROAD CLOSED
60.0 m
DETOUR AHEAD
60.0 m
ROAD CLOSED
DETOUR
DETOUR
ROAD CLOSED
LOCAL TRAFFIC ONLY
DETOUR
END DETOUR
HOBART ST
50.0 m
50.0 m
50.0 m
DETOUR AHEAD
ROADWORK AHEAD
50.0 m
SIDE ROAD CLOSED
50.0 m
ROADWORK ON SIDE ROAD
AUSTRALIA ST
GLOSSOP ST
THOMPSON AVE
DETOUR
20.0 m
END DETOUR
DETOUR
BRISBANE ST
DETOUR
DETOUR

TC must release traffic once one of the conditions is met:
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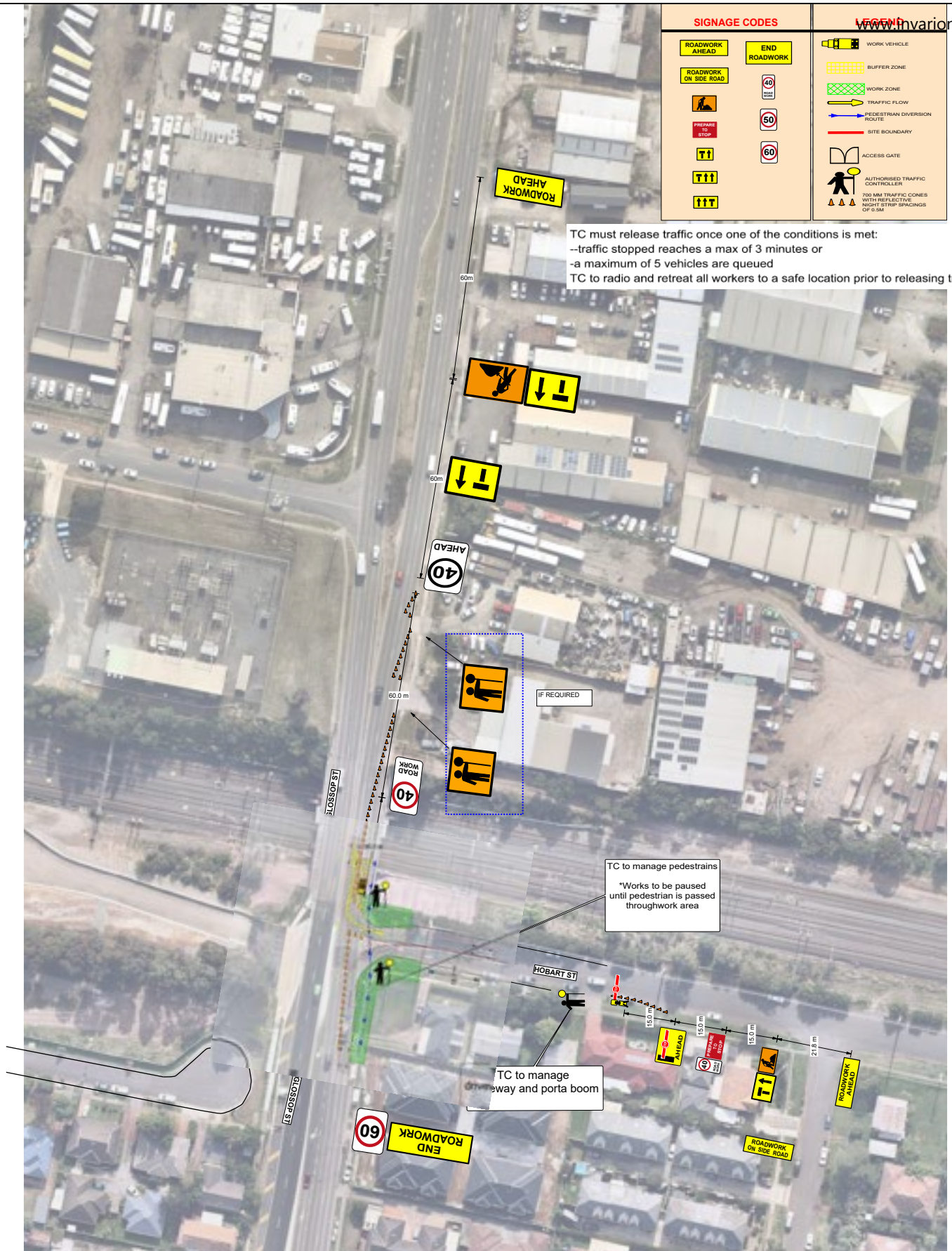

N	Area:	ST MARYS
	Location:	HOBART STREET
TRAFFIC GUIDANCE SCHEME DATE: 13/06/2022	TGS No:	WSA-TGS-A-HOB-ALL-0201
	Sheet No:	1 OF 1

NOTES
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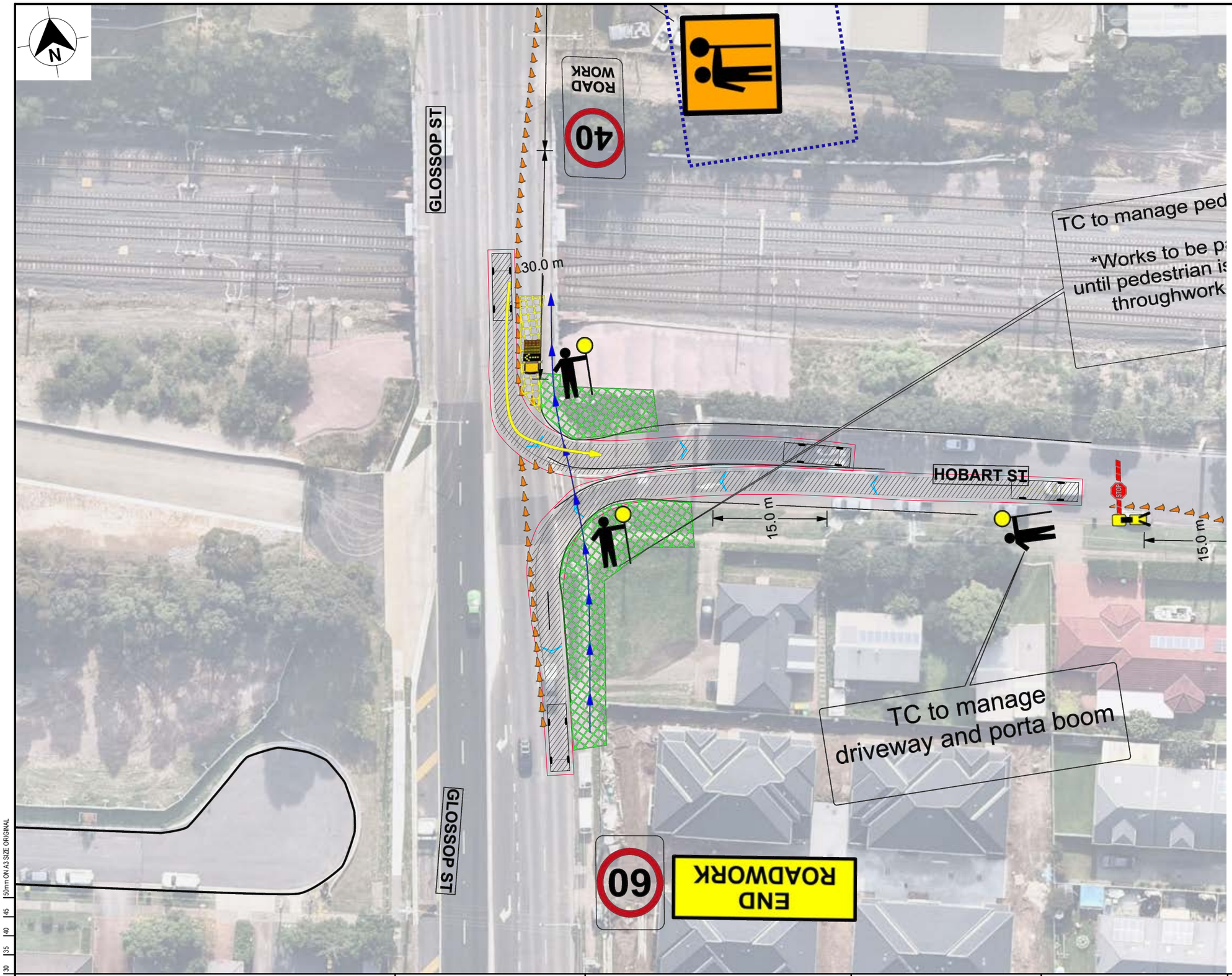
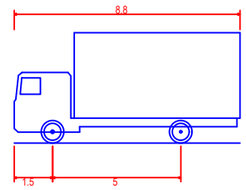


NOTES:

LEGEND:

- DP — CADASTRAL BOUNDARY
- SURVEY
- FEATURE DESIGNED BY OTHERS
- SAFETY FENCE
- PEDESTRIAN PATH (1.2m - 1.8m WIDE)

VEHICLE PROFILE:



Service Vehicle (8.8 m)	
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Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME

REV	DATE	AMENDMENT / REVISION DESCRIPTION
A	13.06.2022	ISSUE FOR COMMENTS

SCALES ON A3 SIZE DRAWING

0 5 10 15 20
HORIZONTAL SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 56
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
COMPANY NAME / LOGO

PLOT DATE / TIME: 21/06/2022 11:52:26 PM
PLOT BY: [redacted]

TITLE	NAME	DATE
DRAWN	[redacted]	21.06.2022
DRG CHECK		
DESIGN		
DESIGN CHECK	[redacted]	21.06.2022
DESIGN MNGR		
PROJECT MNGR		

CLIENT: NSW GOVERNMENT Transport for NSW

PREPARED FOR

WSA A3

HOBART STREET
SWEPT PATH ANALYSIS
WSA-TGS-A-HOB-ALL-0201
PLAN SHEET 01 OF 02

RMS REGISTRATION No. WSA-SWPT-003 PART

ISSUE STATUS: TENDER DESIGN
EDMS No.:
SHEET No.: SWPT-003
ISSUE: A

TC must release traffic once one of the conditions is met:
--traffic stopped reaches a max of 3 minutes or
-a maximum of 5 vehicles are queued
TC to radio and retreat all workers to a safe location prior to releasing traffic

SIGNAGE CODES

ROADWORK AHEAD | END ROADWORK | ROADWORK ON SIDE ROAD | 40 | 50 | 60 | PREPARE TO STOP

LEGEND

WORK VEHICLE
BUFFER ZONE
WORK ZONE
TRAFFIC FLOW
PEDESTRIAN DIVERSION ROUTE
SITE BOUNDARY
ACCESS GATE
AUTHORISED TRAFFIC CONTROLLER
700 MM TRAFFIC CONES WITH RETLECTIVE NIGHT STRIP SPACINGS OF 0.9M

N

TRAFFIC GUIDANCE SCHEME
DATE: 13/06/2022

Area:	ST MARYS
Location:	HOBART STREET
TGS No:	WSA-TGS-A-GOS-NB-0201
Sheet No:	1 OF 1

NOTES
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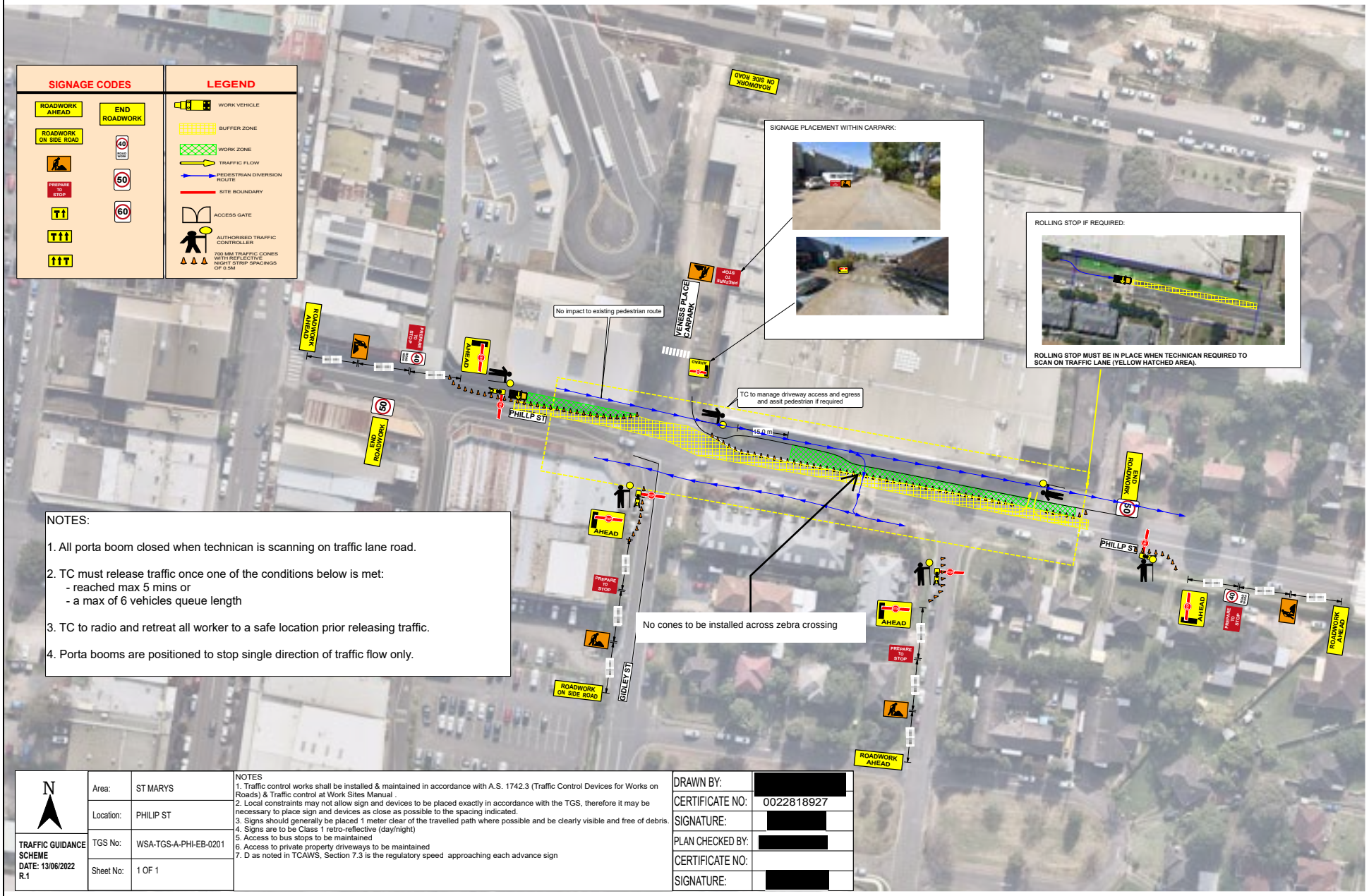
CERTIFICATE NO:	0 7
SIGNATURE:	[redacted]



NOTES:

1. All porta boom closed when technican is scanning on traffic lane road.
2. TC must release traffic once one of the conditions below is met:
   - reached max 5 mins or
   - a max of 6 vehicles queue length
3. TC to radio and retreat all worker to a safe location prior releasing traffic.
4. Porta booms are positioned to stop single direction of traffic flow only.

N	Area:	ST MARYS
	Location:	PHILIP ST
TRAFFIC GUIDANCE SCHEME DATE: 13/06/2022 R.1	TGS No:	WSA-TGS-A-PHI-EB-0201
	Sheet No:	1 OF 1

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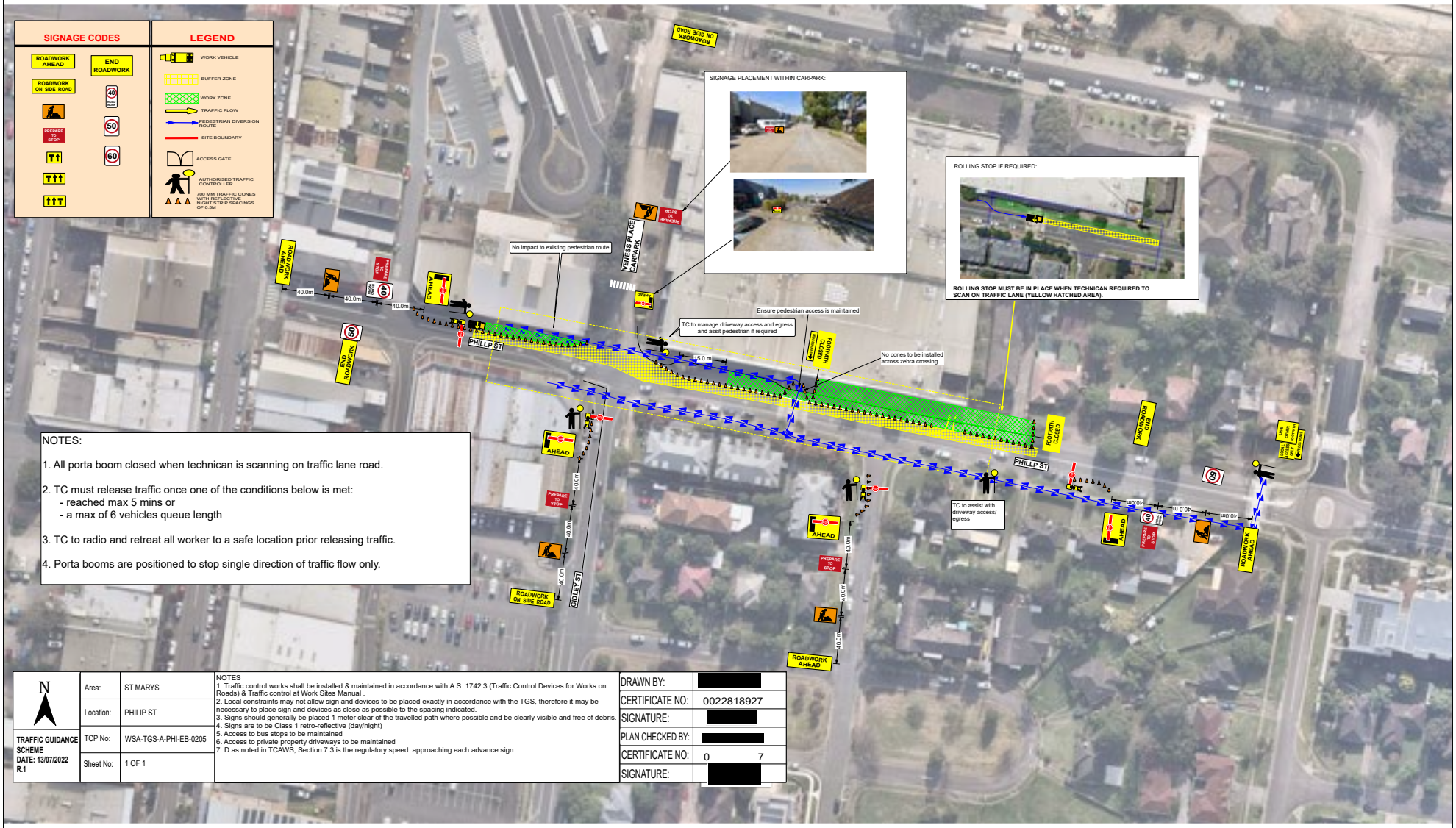
DRAWN BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]
PLAN CHECKED BY:	[redacted]
CERTIFICATE NO:	
SIGNATURE:	[redacted]

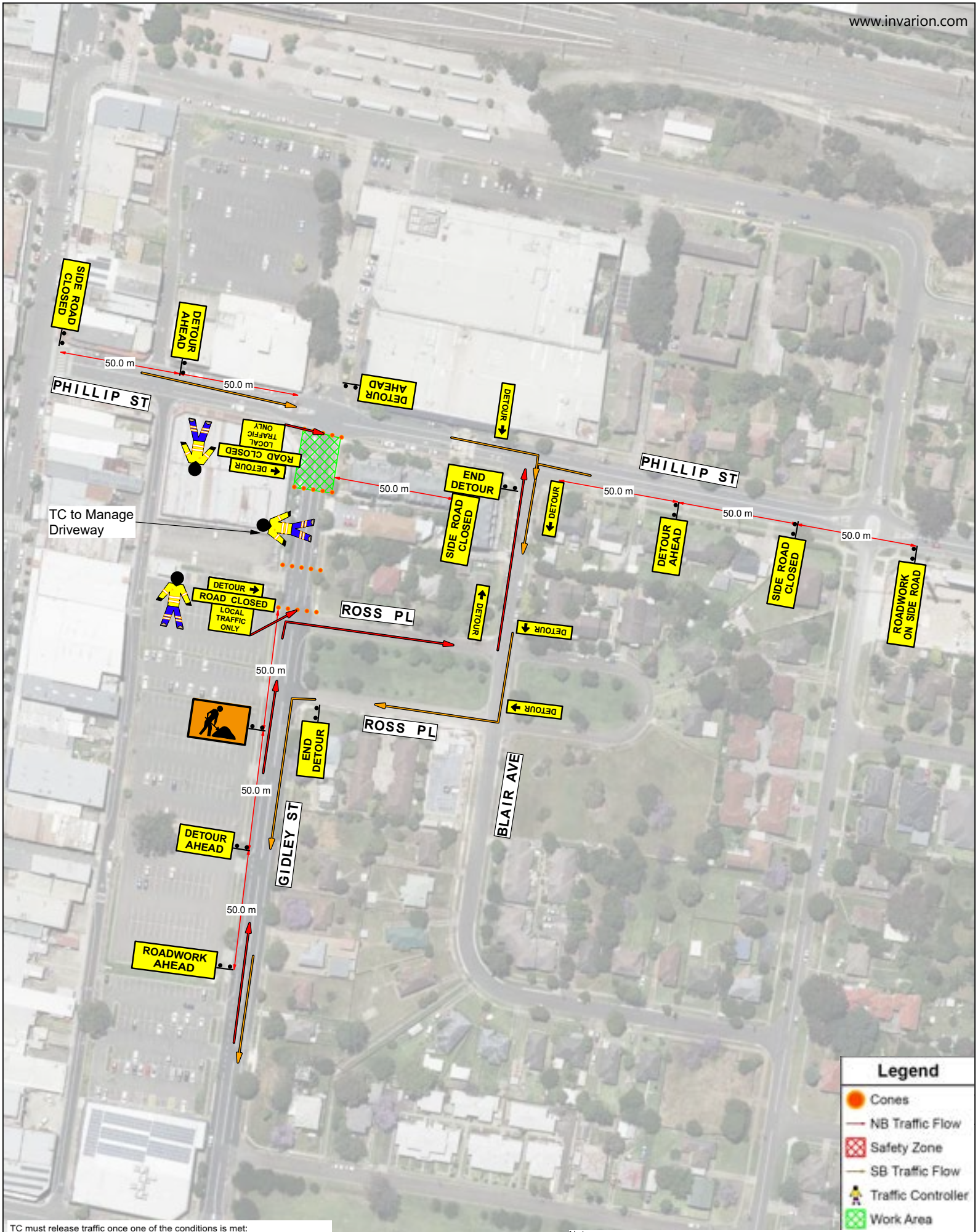


Area:	ST MARYS
Location:	PHILIP ST
TCP No:	WSA-TGS-A-PHI-EB-0205
Sheet No:	1 OF 1

TRAFFIC GUIDANCE SCHEME
DATE: 13/07/2022
R.1

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. Access to bus stops to be maintained
6. Access to private property driveways to be maintained
7. D as noted in TCAWS, Section 7.3 is the regulatory speed approaching each advance sign

DRAWN BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]
PLAN CHECKED BY:	[redacted]
CERTIFICATE NO:	0 7
SIGNATURE:	[redacted]



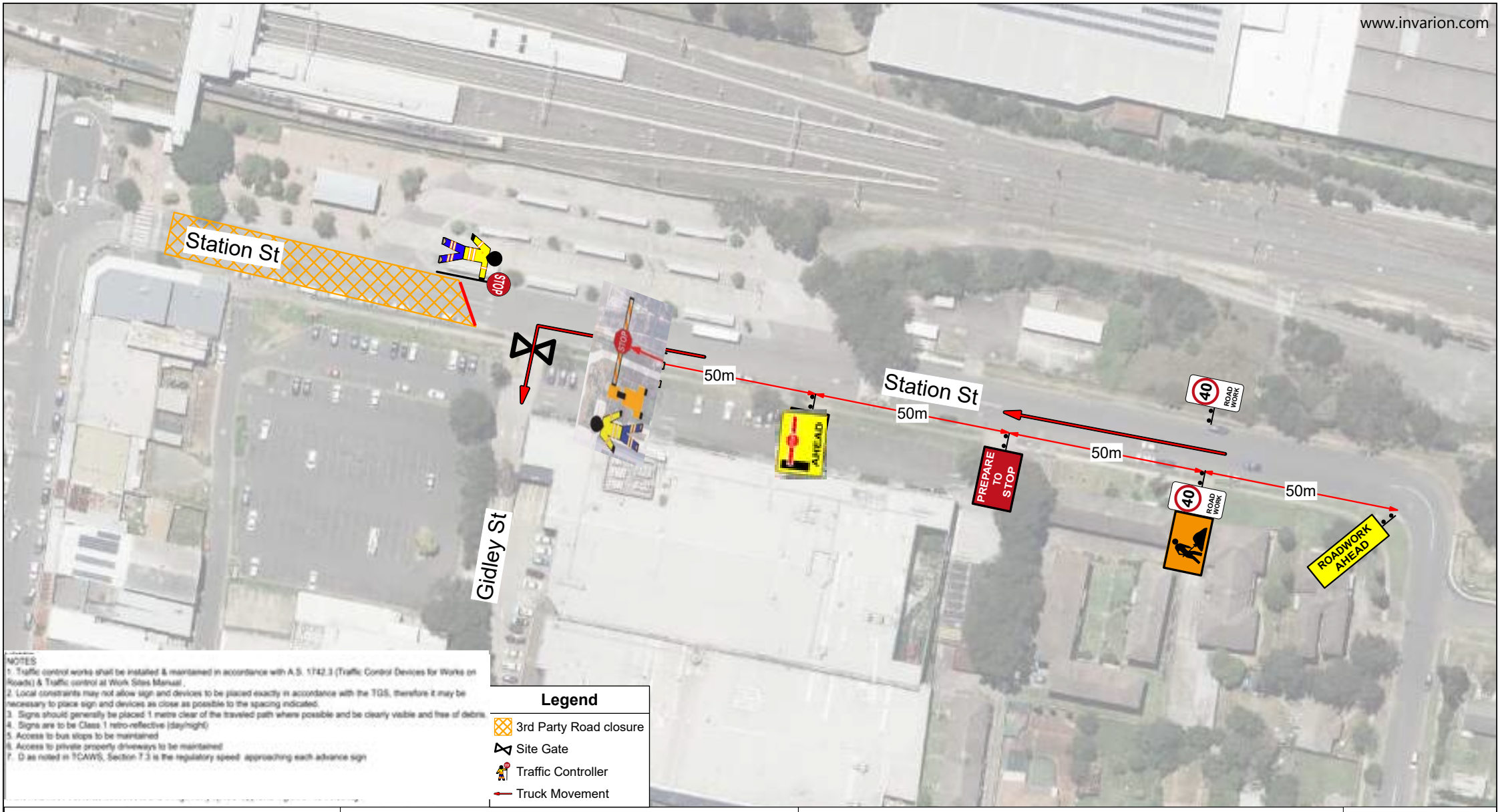
Legend

- Cones
- NB Traffic Flow
- Safety Zone
- SB Traffic Flow
- Traffic Controller
- Work Area

TC must release traffic once one of the conditions is met:
--traffic stopped reaches a max of 3 minutes or
-a maximum of 5 vehicles are queued
TC to radio and retreat all workers to a safe location prior to releasing traffic

Notes:
1. Traffic control works shall be reinstated and maintained in accordance with AS 1742.3 and TCAWs
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated
3. Signs should generally be placed 1 metre clear of the traveled path where possible and be clearly visible and free of debris
4 Signs are to be Class 1 retro reflective (day/ night)
5. Access to bus stops to be maintained
6. Access to private property driveways to be maintained
7. D as noted in TCAWs Section 7.3 is the regulatory speed approaching each advance sign

TGS DRAWN BY : [redacted] PWZTMP : TCT0073331 SIGNATURE : [redacted]	SCALE : NOT TO SCALE Date : 27/04/2022 SHEET NUMBER 1 of 1 Issue : 1	PROJECT : Gidley St St Marys
TGS APPROVED BY : [redacted] PWZTMP : 0022818927 SIGNATURE : [redacted]		TITLE : WSA-TGS-A-GID-ALL-0001 - Road closure and detou



NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
3. Signs should generally be placed 1 metre clear of the traveled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. Access to bus stops to be maintained
6. Access to private property driveways to be maintained
7. D as noted in TCAWS, Section 7.3 is the regulatory speed approaching each advance sign

Legend

- 3rd Party Road closure
- Site Gate
- Traffic Controller
- Truck Movement

TGS DRAWN BY : [redacted]

PWZTMP : TCT0073331

SIGNATURE : [redacted]

TGS APPROVED BY : [redacted]

PWZTMP : 0

SIGNATURE : [redacted]

SCALE : NOT TO SCALE

Date : 02/06/2022

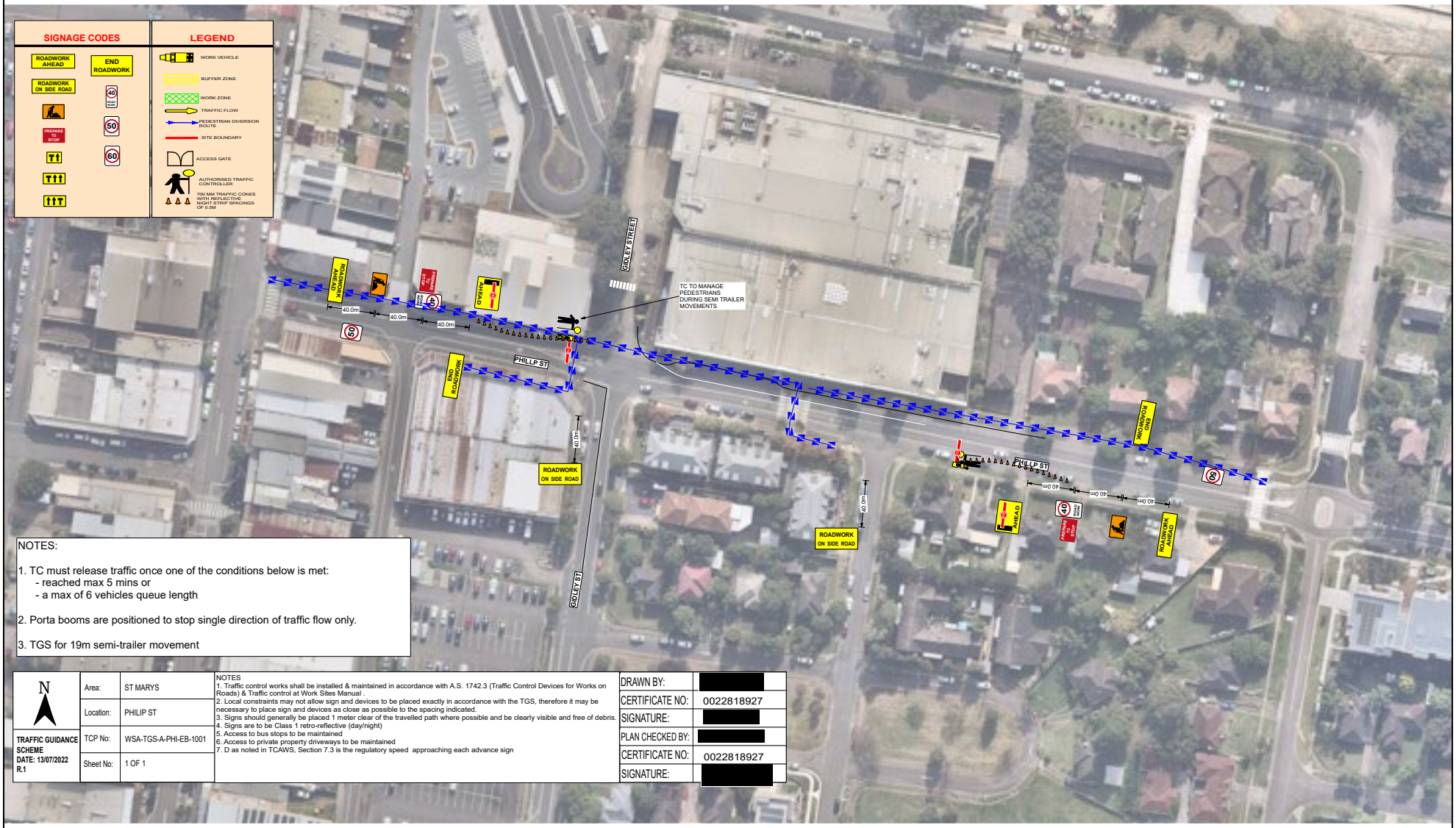
SHEET NUMBER 1 of 1

Issue : 1

PROJECT : Station St St Marys

TITLE : WSA-TGS-A-STA-All-1001

N



NOTES:

1. TC must release traffic once one of the conditions below is met:
   - reached max 5 mins or
   - a max of 6 vehicles queue length

2. Porta booms are positioned to stop single direction of traffic flow only.

3. TGS for 19m semi-trailer movement

N

Area:	ST MARYS
Location:	PHILIP ST
TCP No:	WSA-TGS-A-PHI-EB-1001
Sheet No:	1 OF 1

TRAFFIC GUIDANCE SCHEME
DATE: 13/07/2022
R.1

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. Access to bus stops to be maintained
6. Access to private property driveways to be maintained
7. D as noted in TCAWS, Section 7.3 is the regulatory speed approaching each advance sign

DRAWN BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]
PLAN CHECKED BY:	[redacted]
CERTIFICATE NO:	0022818927
SIGNATURE:	[redacted]

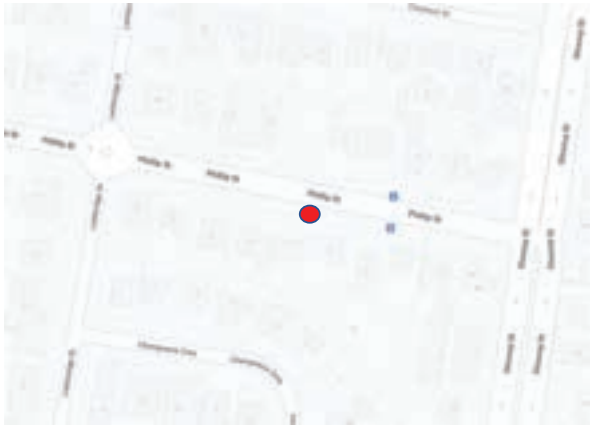
VMS SCHEDULE

Sydney Metro Western Sydney Airport – St Marys – Dates of implementation

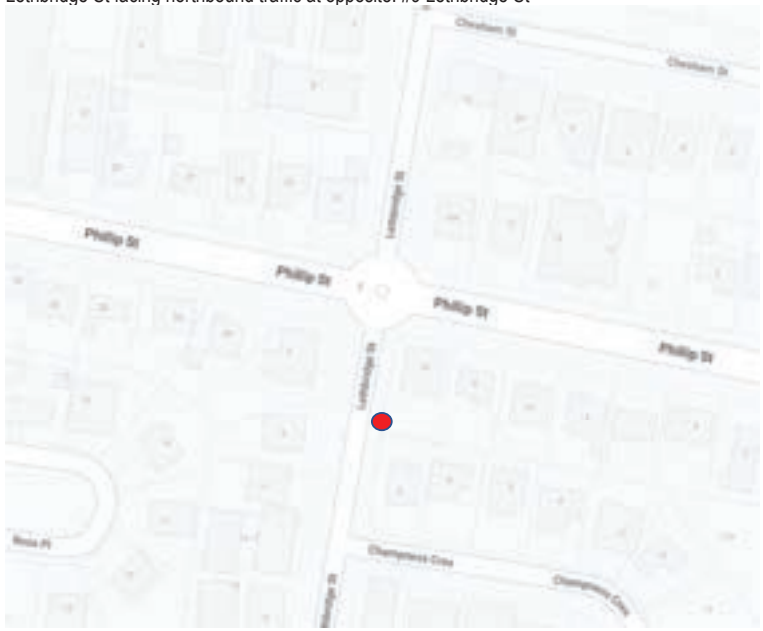
Purpose of Installation:_____

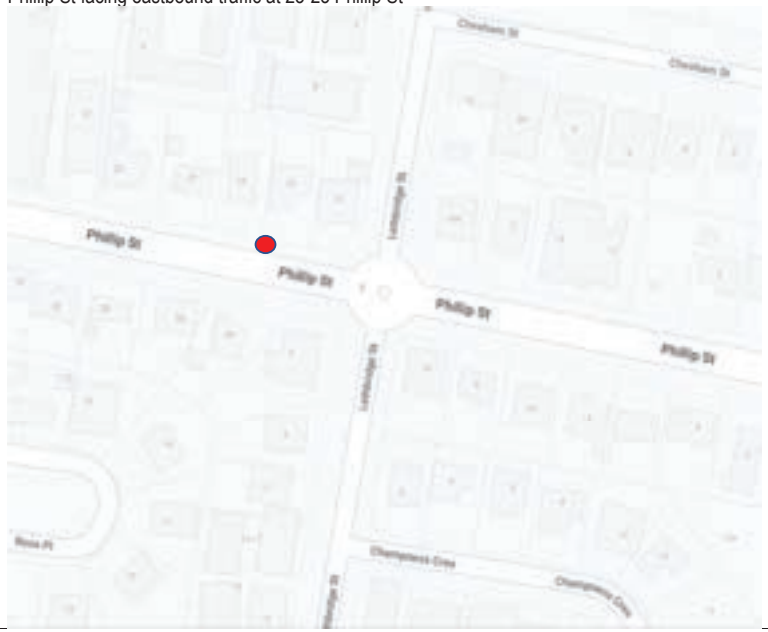
1. Overall Location Map

VMS Schedule

VMS #	LOCATION DESCRIPTION	PHOTO/STREET VIEW LOCATION
1	Phillip Street facing westbound traffic at 8-10 Phillip St 	

	DATE AND TIME SCHEDULE FOR MESSAGING				
	PRE-WORKS MESSAGE	DAY OF WORKS MESSAGE	DURING WORKS MESSAGE	BETWEEN SHIFTS	DURING SHIFTS
DATE	TBC	TBC	TBC	TBC	TBC
TIME	24/7	DAILY TIME	DAILY TIME	DAILY TIME	DAILY TIME
FRAME 1	SCREEN 1 ROADWORK FROM X XXXX	SCREEN 1 ROADWORK XXXX XXX	SCREEN 1 ROADWORK AHEAD	SCREEN 1 ROADWORK SUN-THUR	SCREEN 1 ROADWORK AHEAD
FRAME 2	SCREEN 2 SUN-THUR FROM 8PM-5AM	SCREEN 2 XXM-XXM EXPECT DELAYS	SCREEN 2 PROCEED WITH CAUTION	SCREEN 2 XXM-XXM EXPECT DELAYS	SCREEN 2 PROCEED WITH CAUTION

VMS #	LOCATION DESCRIPTION	PHOT0/STREET VIEW LOCATION
2	Lethbridge St facing northbound traffic at opposite. #9 Lethbridge St 	

VMS #	LOCATION DESCRIPTION	PHOT0/STREET VIEW LOCATION
3	Phillip St facing eastbound traffic at 23-25 Phillip St 	

VMS #	LOCATION DESCRIPTION	PHOT0/STREET VIEW LOCATION
4	Corner of Lethbridge St and Chesham St facing southbound traffic 	

Checklist/Risk Assessment

Checklist Details for Locations	Yes, No or N/A	Comments / Reasons for non-compliance (Note VMS # where applicable)
PLANNING		
Will the location of the proposed VMS/VSLS be in the road reserve?		
Will the proposed VMS/VSLS be visible from a road or road related area?		
Is the proposed VMS/VSLS being used as part of a major event?		
SAFETY		
Will the proposed location allow safe and easy access to the site for deployment of the portable VMS/VSLS?		
Is the proposed site located near any utilities (overhead or underground)?		
Will the proposed site cause personnel to be unsafely exposed to traffic?		
Will traffic control be required to safely place or remove the portable VMS/VSLS?		
Are there any other safety considerations at the proposed site? e.g. drains, culverts etc.		
PLACEMENT		
Is the proposed location likely to affect or change the patterns of any vulnerable road user movements?		
Is the proposed location likely to affect or change the pattern of cyclist movements?		
Will the proposed location be behind Transport approved safety barriers or as far away from the edge of the traffic lane as is practical in a position determined suitable based on a documented risk assessment and detailed in the TMP? For more information refer to Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers.		
Is the proposed location at least 300m from the nearest permanent VMS?		
Is the proposed location at least 200-300m from significant static signs?		
Is the proposed location at least 200-300m from any signalised intersections?		
Will the proposed location cause driver distraction?		
Is the proposed location safe for sight line distances e.g. driveways, intersections, pedestrian crossings		
Is the proposed location a suitable distance from any speed zoning signage?		
Is the proposed location in the direct run off carriageway path of a vehicle?		
Will the proposed location affect any residential or commercial properties?		
Will the proposed location affect any accesses or legal rights of way?		
Is the proposed location within 200m of any intersection or merging lane?		
STRUCTURES		
Will the proposed location be behind guard rail?		
Will the proposed location be behind wire rope fence?		
Is the proposed location close to significant road side furniture?		

Appendix 2

MCoA #	Requirement	Where addressed
	Authority's discretion):	

MCoA #	Requirement	Where addressed
	Where construction of the CSSI restricts a property's access	

MCoA #	Requirement	Where addressed

REMM#	Requirement	Where addressed

REMM#	Requirement	Where addressed
	• •	

Appendix 3

Appendix 4

Road Safety Audit Report

Sydney Metro Western Sydney Airport Station Box and Tunneling Package

Practical
Independent
Specialised

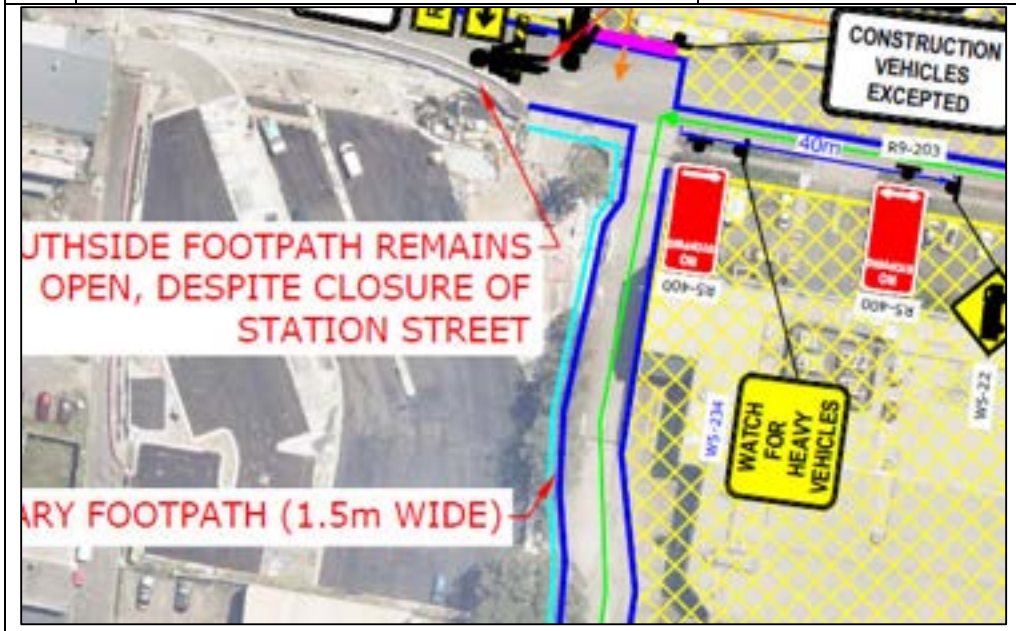
Road/Area	Station Street, Gidley Street, Phillip Street, Lethbridge Street and Glossop Street, St Marys		**Road Safety Audits Reference**	RSA-12553A
Traffic Stage/Phase	St Marys Site Establishment		**Report Date**	22 June 2022
Audit Stage	*Desktop* Traffic Guidance Scheme		**Lead Auditor** **Second Auditor**	[redacted]
Client	[redacted]		**TMP / Drawings**	St Marys Site Establishment CTMP, Doc. No.:SWMSASBT-CPG-STM-TF-PLN-000001, Rev A.01, Date May 2022.
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.

[redacted]

Senior Road Safety Auditor
CPEng, RPEQ, NER,
BE (Civil)

Senior Road Safety Auditor
CPEng, RPEQ, NER, BE (Civil),
BB (Bus. Admin.)

Sydney Metro Western Sydney Airport Station Box and Tunneling Package St Marys Site Establishment				
	Audit Point	**Treatment Option**	[redacted] Responder: **Response**[x]	**Status**[y]
General				
1.	**Fencing on Water Filled Barrier** Legend in drawing number 22063CAD002, Figure 1 indicates the use of RMS approved water filled barrier with fence (where required adjacent to public footpaths) – (dark blue line). It should be noted that water filled barriers are not crash tested with fencing and as such it may not function as intended. It is also unclear from the drawing as to where the fencing will be installed as there is a light blue line which is also shown to be fencing.	Clarify where fencing will be installed and avoid installation on top of water filled barrier. Risk: Low given that operating speeds on the subject roads will be very low.	Drawing amended	Closed
				

Sydney Metro Western Sydney Airport Station Box and Tunneling Package St Marys Site Establishment				
	Audit Point	**Treatment Option**	[redacted] Responder: **Response**[x]	**Status**[y]
Specific Findings				
2.	No road safety issues are identified on the following TGS's: WSA-TGS-A-STA-All-1001; WSA-TGS-LET-NB-2201 & 2201; WSA-TGS-A-STA-WB-0201; WSA-TGS-A-CHE-ALL-1201; WSA-TGS-LM-01; WSA-TGS-A-STA-EB-0210; WSA-TGS-A-PHI-ALL-1202, 1203 & 1205; SBT-TGS-GEN-PED-0001; PWZTMP 0022818927; and; WSA-TGS-A-GID-ALL-0001-Road closure and detour	Nil. Note only. Risk: N/A	Noted	Closed
WSA-TGS-A-HOB-ALL-0201				
3.	**Lane Merge** There are no lane status signs advising drivers of the termination of the kerbside lane and no physical merge taper on Glossop Street southbound.	Review and include measures to clearly define the kerbside lane termination and merge. Risk: Low to Medium	TGS amended	Closed
				

Sydney Metro Western Sydney Airport Station Box and Tunneling Package St Marys Site Establishment				
	Audit Point	**Treatment Option**	[redacted] Responder: **Response**[x]	**Status**[y]
4.	**Turning Movement** It appears restrictive for trucks to be able to turn left out of Hobart Street as a result of cones being proposed along the lane line.	Review and confirm that the expected design vehicle will be able to turn left without coming in contact with the cones. Risk: Low	Swept paths undertaken with cones adjusted accordingly	Closed
				
WSA-TGS-A-STA-ALL-1201				
5.	No pedestrian detour and associated signage is shown for pedestrian to be directed past the work zone and footpath closure.	Review and include suitable measures for pedestrians to bypass the work area. Risk: Low	The footpath will remain available for pedestrians – signs installed	Closed

Sydney Metro Western Sydney Airport Station Box and Tunneling Package St Marys Site Establishment				
	Audit Point	**Treatment Option**	[redacted] Responder: **Response**[x]	**Status**[y]
WSA-TGS-A-GOS-NB-0201				
6.	**Lane Merge** There are no lane status signs advising drivers of the termination of the kerbside lane and no physical merge taper on Glossop Street northbound.	Review and include measures to clearly define the kerbside lane termination and merge. Risk: Low to Medium	Signs installed	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.

[X]**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.

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

Language:
Austroads 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:

- 'Urgent': Needs immediate attention / changes as per RSA suggestion or similar.
- '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.
- '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.
- '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.
- 'Minor': Typically, a low road-safety consequence / compliance issues (to guidelines or plans) / administrative controls. Unlikely to increase risk of crash.
- '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. Austroads 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. Austroads guidelines and 2. state-specific supplements and technical publications as relevant.

Safe System: Austroads 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 Austroads 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.

Road Safety Audit Report

Sydney Metro Western Sydney Airport Station Box and Tunneling Package

Practical
Independent
Specialised

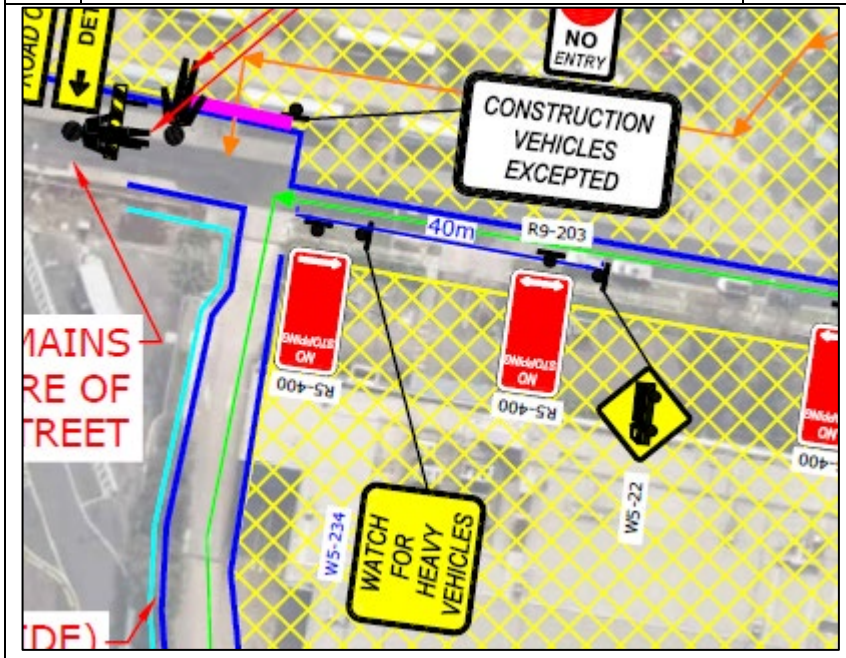
Road/Area	Station Street, Gidley Street, Phillip Street, Lethbridge Street and Glossop Street, St Marys	**Road Safety Audits Reference**	RSA-12768
Traffic Stage/Phase	St Marys Site Establishment	**Report Date**	22 June 2022
Audit Stage	*Desktop* Traffic Guidance Scheme	**Lead Auditor** **Second Auditor**	[redacted]
Client	[redacted]	**TMP / Drawings**	St Marys Site Establishment CTMP, Doc. No.:SWMSASBT-CPG-STM-SN100-TF-PLN-000001, Rev B.01, Date June 2022.
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.

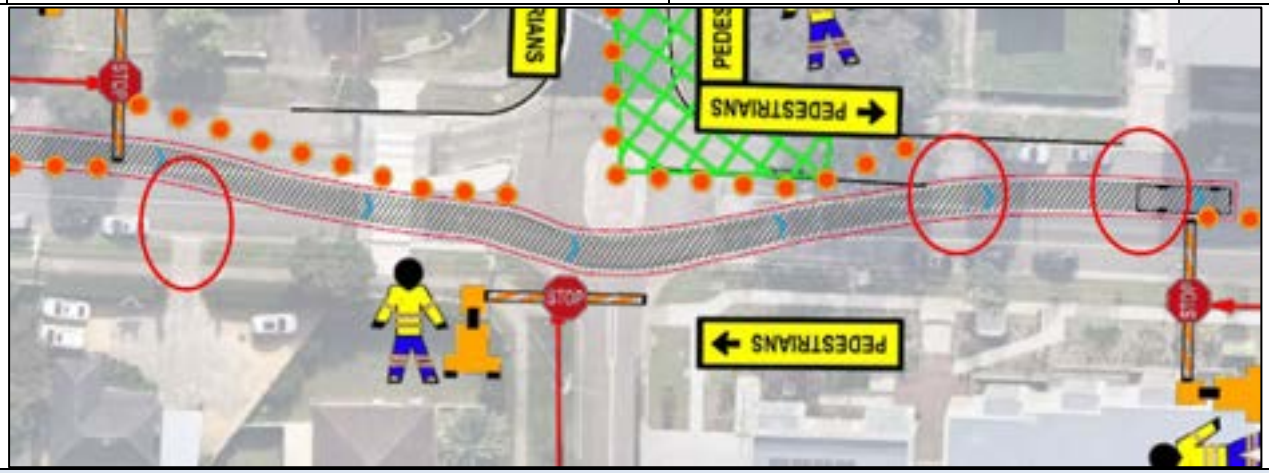
[redacted]

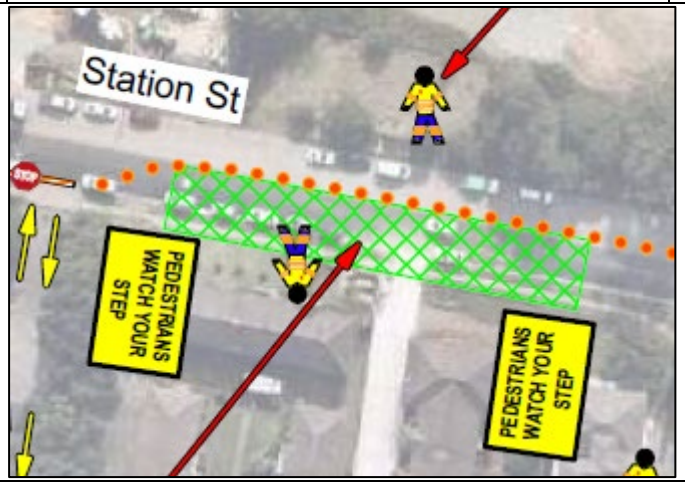
Senior Road Safety Auditor
CPEng, RPEQ, NER,
BE (Civil)

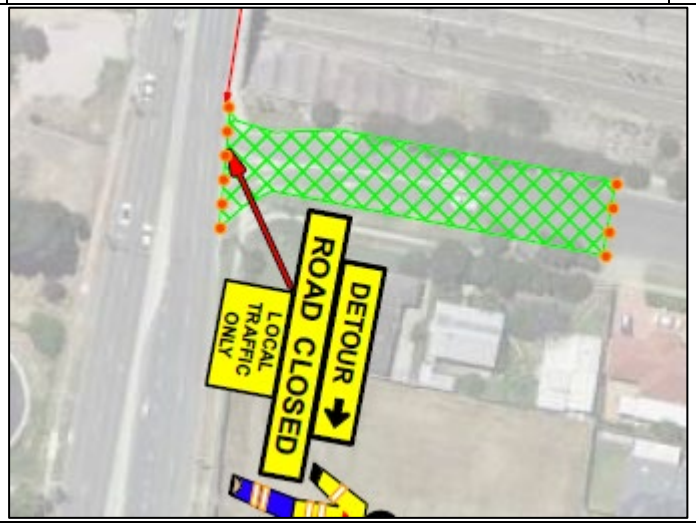
Senior Road Safety Auditor
CPEng, RPEQ, NER, BE (Civil),
BB (Bus. Admin.)

Sydney Metro Western Sydney Airport Station Box and Tunneling Package St Marys Site Establishment				
	Audit Point	**Treatment Option**	[redacted] Responder: **Response**[x]	**Status**[y]
General				
1.	**Fencing on Water Filled Barrier** Legend in drawings for Stage 2 construction works indicates the use of RMS approved water filled barrier with fence (where required adjacent to public footpaths) – (dark blue line). It should be noted that water filled barriers are not crash tested with fencing and as such it may not function as intended. It is also unclear from the drawing as to where the fencing will be installed as there is a light blue line which is also shown to be fencing.	Clarify where fencing will be installed and avoid installation on top of water filled barrier. Risk: Low given that operating speeds on the subject roads will be very low.	Note added to drawing	Closed
				

Sydney Metro Western Sydney Airport Station Box and Tunneling Package St Marys Site Establishment				
	Audit Point	**Treatment Option**	[redacted] Responder: **Response**[x]	**Status**[y]
Specific Findings				
2.	No road safety issues are identified on the following TGS's: WSA-TGS-LET-NB-2201 & 2201; WSA-TGS-A-STA-WB-0201; WSA-TGS-A-CHE-ALL-1201; WSA-TGS-LM-01; WSA-TGS-A-HOB-ALL-0201; WSA-TGS-A-PHI-EB-0201, 0205; SBT-TGS-GEN-PED-0001;	Nil. Note only. Risk: N/A	Noted	Closed
WSA-TGS-A-STA-EB-0201				
3.	**Pedestrian Diversion Route** There are no signage proposed to advise pedestrian in relation to the path diversion route. It is also not obvious if temporary kerb ramps will be installed where pedestrians have to cross existing kerb to access the footpath.	Review and include measures to clearly define the pedestrian diversion route and incorporate temporary kerb ramps where required. Risk: Low	This is a closure point implemented by others	Closed
				

Sydney Metro Western Sydney Airport Station Box and Tunneling Package St Marys Site Establishment				
	Audit Point	**Treatment Option**	[redacted] Responder: **Response**[x]	**Status**[y]
WSA-TGS-A-PHI-ALL-1202				
4.	**Property Access** It is not obvious from the drawing as to how potential conflicting traffic movements from the abutting properties are to be managed during shuttle flow in a particular direction.	Review and clarify how conflicting movements from abutting driveways are to be managed during shuttle flow. Risk: Low to Medium	Note added to drawing that TC to stop all westbound traffic to allow for access/ egress at driveway locations	Closed
				
WSA-TGS-A-PHI-ALL-1203 & 1205				
5.	**Property Access** Same issue as raised in audit point 4.	Refer to Audit Point 4.	As per response to point 4	Closed

Sydney Metro Western Sydney Airport Station Box and Tunneling Package St Marys Site Establishment				
	Audit Point	**Treatment Option**	[redacted] Responder: **Response**[x]	**Status**[y]
WSA-TGS-STA-ALL-1201				
6.	**Pedestrians** It is noted that pedestrians have to traverse through the work area. It is not obvious from the drawing as to how pedestrian movements though the work area is to be managed. It is likely that the traffic controller would guide pedestrians through the work area.	Review and confirm. Risk: Low	Confirmed	Closed
				

Sydney Metro Western Sydney Airport Station Box and Tunneling Package St Marys Site Establishment				
	Audit Point	**Treatment Option**	[redacted] Responder: **Response**[x]	**Status**[y]
WSA-TGS-A-HOB-ALL-0001				
7.	**Signage** The sign on Glossop Street shows that Hobart Street is closed but local access is available. This could result in locals propping on Glossop Street to access the work area behind the section of Hobart Street that is closed. It is also unclear as to why local access is permitted to occur through the work area.	Omit the Local Traffic Only sign proposed at the closure at Glossop Street. Local access through the work area is not considered to be necessary as access can be facilitated via Australia Street and the eastern side of Hobart Street. Risk: Low to Medium	Sign omitted	Closed
				

Sydney Metro Western Sydney Airport Station Box and Tunneling Package St Marys Site Establishment				
	Audit Point	**Treatment Option**	[redacted] Responder: **Response**[x]	**Status**[y]
WSA-TGS-A-GOS-NB-0201				
8.	**Signage** The lane status sign shows the slow lane being terminated with only one northbound lane available. This is not correct as both lanes are available for traffic and the closure is within the shoulder. The incorrect lane status sign and presence of the arrow board with the flashing right arrow can result in traffic merging unnecessarily.	Omit the proposed lane status sign. Also change the display on the board to flashing light only instead of the right arrow. Risk: Low	TGS amended	Closed
				

Sydney Metro Western Sydney Airport Station Box and Tunneling Package St Marys Site Establishment				
	Audit Point	**Treatment Option**	[redacted] Responder: **Response**[x]	**Status**[y]
9.	**Signage** End Roadwork sign is proposed on the southbound carriageway.	The works do not affect the southbound carriageway. As such the End Roadwork sign is not necessary. Omit the sign. Risk: N/A	Sign omitted	Closed
WSA-TGS-A-GIS-ALL-0001				
10.	**Signage** The sign on Phillip Street shows that Gidley Street is closed but local access is available. This could result in locals propping on Phillip Street to access the work area behind the section of Gidley Street that is closed. It is also unclear as to why local access is permitted to occur through the work area.	Omit the Local Traffic Only sign proposed at the closure at Phillip Street. Local access through the work area is not considered to be necessary as access can be facilitated via Blair Avenue and Ross Place. Risk: Low	Access to the properties north of the closure is still required	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.

[X]**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.

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

Language:
Austroads 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:

- 'Urgent': Needs immediate attention / changes as per RSA suggestion or similar.
- '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.
- '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.
- '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.
- 'Minor': Typically, a low road-safety consequence / compliance issues (to guidelines or plans) / administrative controls. Unlikely to increase risk of crash.
- '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. Austroads 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. Austroads guidelines and 2. state-specific supplements and technical publications as relevant.

Safe System: Austroads 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 Austroads 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 5

REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSASBT-CPG-STM-SN100-TF-PLN-000001	**Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) St Marys Site Establishment**	B.01	S3	01	24/05/2022	SMD	[redacted]				No Comments		Y
													Y
				01.01	29/06/2022	CPG	[redacted]				Noted		Y
													Y
				02	25/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Figure 5	NA	Figure 5 does not show demolition of bus interchange and associated fencing for these works.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Figure 5	NA		Observation	Y
				02.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Figure 5	NA	Document amended with works included in section 3 plus figure 5 and 6 updated showing the site footprint of the northern site	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Figure 5	NA		Observation	Y
				03	25/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Figure 16	NA	Image quality on Figure 16 is poor, text is illegible. Please provide a higher resolution image.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Figure 16	NA		Observation	Y
				03.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Figure 16	NA	Figure updated in document. Please note that a complete TGS for Figure 15 in updated CTMP can be found in Appendix 1	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Figure 16	NA		Observation	Y
				04	25/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.2	NA	References to figures in section 3.2.2 are incorrect. All figure references to be corrected.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.2	NA		Observation	Y
				04.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.2	NA	Cross referencing updated in revised CTMP	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.2	NA		Observation	Y
				05	25/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 & 3.2.2	NA	How does this CTMP, in particular WSATGSASTAWB0201, WSATGSAPHIALL2201, WSATGSAPHIWB1201, interface with the St Marys Demolition CTMP and TGS plans within? Traffic guidance schemes need to reflect and incorporate concurrent works	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 & 3.2.2	NA		Observation	Y
				05.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 & 3.2.2	NA	St Mays Demo CTMP includes one TGS with impact on Phillip St parking lane and footpath closure for awning and façade removal works. TMC ROLs and Council Permits for TGS included in both CTMPs will be applied once CTMPs are approved. TMC does not allow activation of ROLs in case TGS conflict with each other. In additon,as CPG are the sole entity implementing the TGS, coordination of the works willl be undertaken by CPG in addtion to controls in place by TMC. WSA-TGS-A-STA-WB-0201 - no impact on demo access as 2x3.35m lanes will be maintained as shown on TGS, therefore trucks/ general traffic will be able to operate as normal along Station St.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 & 3.2.2	NA		Observation	Y

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				06	25/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA	WSA-TGS-ASTA-EB-0201 in Appendix 1 does not account for the new temporary bus interchange and conflict between pedestrian pathway and bus movements. Plan does not also account for residents exiting onto Station St within the one way zone.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA		Observation	Y
				06.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA	This is a TGS to enable the set up of the site. Drawing amended to show new bus interchange road closure implemented by others. Resident access/ egress will be managed under shuttle flow	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA		Observation	Y
				07	25/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA	VMS Schedule in appendix 1 - VMS4 is drawn in location of site access. Potential conflict with construction traffic. Contractor to review layout.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA		Observation	Y
				07.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA	The VMS will be placed to not interfere with the site access	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA		Observation	Y
				08	25/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4	NA	Road safety audit in appendix 4 is titled Sydney Metro West - Western Tunnelling Package. This is a different project. Amend title.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4	NA		Observation	Y
				08.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4	NA	Document amended	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4	NA		Observation	Y
				09	25/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4	8.5	item 8 in the road safety audit notes use of bunting as a treatment to separate pedestrians from work area. Physical separation of pedestrians from potential plant is required as per the Principal Contractor Health and Safety Standard.	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4	8.5		Minor Non-Compliance	Y
				09.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4	8.5	Document amended as this TGS is no longer required	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4	8.5		Minor Non-Compliance	Y
				10	27/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	general	tba	1. Please make clear in the document whether aspects of the works (especially the station street closure) will trigger referral to the local traffic committee of council. 2. Figure 24 - where if the entry located ? 3.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	general	tba		Observation	Y
				10.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	general	tba	Station St is licenced to Sydney Metro under the Penrith City Council Interface Agreement, and as such, SBT Construction Works will be conducted and covered under a CTMP approved by CJP and a Road Occupancy Permit from PCC in line with the requirements stipulated in the Sydney Metro's CTMF.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	general	tba		Observation	Y
				11	30/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2	.	Please provide a detailed site layout. You may find a detailed site lay out will address many of the comments raised.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2	.		Observation	Y

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				11.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2	.	Document amended to include site layout in Appendix 1 and Appendix 9	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2	.		Observation	Y
				12	30/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3	.	Please provide high level details, or staging, of the works. The CTMP currently reads as if all the works occur at once. Suggest dividing the CTMP into "headings" or "chapters" and outlining the traffic, pedestrian, closure, TGS etc management for each stage.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3	.		Observation	Y
				12.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3	.	Document amended with staging details provided in section 3.2	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3	.		Observation	Y
				13	30/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3	.	Please provide detail/drawings/diagrams of vehicle movements and access into site. Figure 24 is just an aerial photo...Maybe include arrows, gates, route maps	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3	.		Potential Non-Compliance	Y
				13.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3	.	Document amended. VMP also included in Appendix 9	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3	.		Potential Non-Compliance	Y
				14	30/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.1	.	Table 2 lacks detail. This comment has been made across several CTMPs. A suggested graph is attached, but anything with this level of detail is great.	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.1	.		Potential Non-Compliance	Y
				14.01	29/06/2022	CPG	[redacted]	[redacted]000001	Section 3.3.1	.	This table is based on the level of detail provided in the EIS for the project. This is the only way to show that the vehicle numbers are well below the EIS predicted numbers	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.1	.		Potential Non-Compliance	Y
				15	30/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002 FIGURE 1	.	This drawing lacks detail, a few points: -A cross section of Station St is require, possible at two points to explain what is happening -Are the NO STOPPING signs existing or new? New will require LTC attendance? -If the NO STOPPING zone is new how is the lost parking managed/accounted for? -A lot of truck symbol signs, are they required? Check warrant/requirement in TCAWs - ROAD CLOSED signs installed. Provide detail on how the road is closed - barriers? cones? -One ROAD CLOSED intersection appears to allow public vehicles out (onto Philip St)? Provide detail on how this intersection is both closed and allowing vehicles to exit -Is there pedestrian access behind the road closure? -Temporary footpath is mentioned, for how long? What is the surface? Night time delineation and/or lighting? -There are END 40 AREA signs. Are they existing? Is a 40 zone installed for the works?	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002 FIGURE 1	.		Potential Non-Compliance	Y

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				15.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002 FIGURE 1	.	Cross section now includedNo Stopping signs are new - PCC have advised that this proposal does not need to go to LTC. Station St is licenced to Sydney Metro for the duration of works and therefore changes will be approved through CTMP process approved by CJPResidents have on site parking. It is noted that the EIS also removed this parking. Refer to section 9. W5-22 required on all approaches unless advised by Sydney Metro. Truck volumes on site satisfies requirements for installation of signs included in table 6-10 of TCaWSThe road is closed with the hazard marker on a barrier board as shown on the drawing. In the event that Access Road A is not available, the public will be able to use the existing Station Access Plaza road (Gidley St) as noted in the text (section 3.2) - 2 drawings are now included showing this No pedestrian access will be provided through the Station Access Plaza road (Gidley Street) when Access A road is in operation. As noted above two drawings have now been providedCurrent surface will within the site as marked-up on updated drawing included in the CTMP. Station St will be closed for general traffic at Access	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002 FIGURE 1	.		Potential Non-Compliance	Y
				16	30/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002 FIGURE 2	.	Figure 1 shows barriers on Station street and chain wire fence. Figure 2 appears to be swept path drawings for the same area, but the barriers and fencing are not shown. Please review and update the Figure 2	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002 FIGURE 2	.		Potential Non-Compliance	Y
				16.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002 FIGURE 2	.	Drawing amended	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002 FIGURE 2	.		Potential Non-Compliance	Y
				17	30/05/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	SBT-TGS-GEN-PED-0001	.	This is an example that does not reflect any location at this site. Even the site is labelled as "an example site". Update.	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	SBT-TGS-GEN-PED-0001	.		Potential Non-Compliance	Y
				17.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	SBT-TGS-GEN-PED-0001	.	The drawing shows a typical gate setup using concertina gates to manage pedestrians at site access points. As noted on the TGS, concertina gates will be used to manage pedestrians and HV traffic interface by onsite TC at site access locations	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	SBT-TGS-GEN-PED-0001	.		Potential Non-Compliance	Y
				18	1/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.3 Impact on active transport users	NA	Please confirm impacts on cyclists in this section as well (even if it is noting no impacts).	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.3 Impact on active transport users	NA		Observation	Y
				18.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.3 Impact on active transport users	NA	Document amended. Please refer to section 3.4.3 in the new document	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.3 Impact on active transport users	NA		Observation	Y
				18.01.01	1/07/2022	TFN	[redacted]				Section 3.4.3 updated to include impact on cyclists, comment closed.	Observation	Y
												Observation	Y
				19	1/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	4. Fleet management	NA	Please confirm within this section that heavy vehicles will be compliant with the Sydney Metro PC standard where required - for example fitted with side under run protection, blind spot mirrors etc.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	4. Fleet management	NA		Observation	Y

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				19.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	4. Fleet management	NA	Confirmed. Also, as noted in the document, please refer to the Project Wide CTMP where compliance with the Sydney Metro PC standard is referenced	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	4. Fleet management	NA		Observation	Y
				19.01.01	1/07/2022	TFN	[redacted]				Document updated, comment closed.	Observation	Y
												Observation	Y
				20	1/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	5.2.1 Proposed communications	NA	In addition to advanced warning signage please also consider use of Be Truck Aware decals at key conflict points along the haulage routes (pedestrian crossings on Phillip and Lethbridge Streets) and at entry and exit points to site. These serve as a final reminder to pedestrians to look out for trucks before entering the roadway or driveway and align with treatments rolled out across many Sydney Metro construction sites.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	5.2.1 Proposed communications	NA		Observation	Y
				20.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	5.2.1 Proposed communications	NA	Document amended. Refer to figure 29 for proposed locations	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	5.2.1 Proposed communications	NA		Observation	Y
				20.01.01	1/07/2022	TFN	[redacted]				Be Truck Aware decal locations included - thank you. Comment closed.	Observation	Y
												Observation	Y
				21	1/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA	Please consider updating TGS to show the newly installed pedestrian crossings on Phillip and Lethbridge Streets.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA		Observation	Y
				21.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA	Document amended	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA		Observation	Y
				21.01.01	1/07/2022	TFN	[redacted]				TGS updated, comment closed.	Observation	Y
												Observation	Y
				22	1/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHI-WB-1201 (page 61)	NA	This TGS shows cones placed across the pedestrian crossing which may present a slip, trip, fall hazard to pedestrians. Please ensure no obstructions are placed within the designated pedestrian crossing points.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHI-WB-1201 (page 61)	NA		Observation	Y
				22.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHI-WB-1201 (page 61)	NA	Document amended	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHI-WB-1201 (page 61)	NA		Observation	Y
				22.01.01	1/07/2022	TFN	[redacted]				TGS updated, comment closed.	Observation	Y
												Observation	Y
				23	2/06/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001 R A	N/A	N/A	Section 3 - Site Establishment doesn't mention the works to the demolition of Station Plaza to be started in June 22. Please update to reflect current planning and construction methodology.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001 R A	N/A	N/A		Observation	Y
				23.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001 R A	N/A	N/A	Document amended. Demolition of station plaza is included in a separate CTMP submitted for approval. This CTMP will cover site establisment north of Station St, conversion of Station to one way WB plus construction and opening of Access Road A	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001 R A	N/A	N/A		Observation	Y

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				24	2/06/2022	SMD	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001 R A	Page 39 Appendix 3	n/a	Appendix 3 not provided. Please issue for review.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001 R A	Page 39 Appendix 3	n/a		Observation	Y
				24.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001 R A	Page 39 Appendix 3	n/a	HVLR was submitted seperately for review and comments by Sydney Metro and TfNSW. Comments were received on rev A on 8/6. Updated rev B was submitted to Sydney Metro for close out of comments and approval from DPE on 16/6. The approved document will be included in the final approved CTMP submitted to Sydney Metro for information.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001 R A	Page 39 Appendix 3	n/a		Observation	Y
				26	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1	NA	Figure 5 indicates that demolition works are required. Please confirm whether this is mentioned in error?	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1	NA		Observation	Y
				26.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1	NA	Document amended. Please note figure has been updated to figure 6 in the updaetd CTMP. Demolition of Station Plaza has been included in a separate CTMP. The only demo scope included in this CTMP is demolition of the old bus interchange located within CPG site on the northern side of Station St	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1	NA		Observation	Y
				27	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1	NA	Does the one way movement go all the way through to the Temporary Bus Interchange or to the western edge of the existing shopping centre as per the EIS? It would not be acceptable to have vehicular movement through the new interchange and through onto Queen Street.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1	NA		Observation	Y
				27.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1	NA	The one way movement will only go as far as the western edge of Station Plaza. No vehicles will go further than what has been included in the EIS.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1	NA		Observation	Y
				28	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1.2	NA	When will Gidley St close? Will the new 'Access Rd A' be opened prior to its closure?	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1.2	NA		Observation	Y
				28.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1.2	NA	Please refer to section 3.2. Gidley St will not close before Access Road A is opened for general traffic. The opening dates are dependent on program, however, Access ROad A opening and Gidley St closure is scheduled for Q3 2022.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.1.2	NA		Observation	Y
				29	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1	NA	Figure 8, 9 and 15 are not legible. Can better quality images be provided?	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1	NA		Observation	Y
				29.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1	NA	Figure 8 (now Figure 9), Figure 9 (now figure 10) and Figure 15 (now figure 16) updated in the revised CTMP	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1	NA		Observation	Y

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				30	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Hobart St	NA	The closure of Hobart St might require local traffic committee approval. Are there known dates for this work to occur? There should be no concurrent impacts, either works or day time lane closures on Glossop St during this time (night shift excepted)	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Hobart St	NA		Observation	Y
				30.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Hobart St	NA	No, Penrith City Council have advised that this is not a requirement	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Hobart St	NA		Observation	Y
				31	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Glossop St	NA	Glossop Street underbore lane closures to be conducted at night to minimise impact to all road users and the general network.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Glossop St	NA		Observation	Y
				31.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Glossop St	NA	Noted that previously CJP have provided day time lane closures on Glossop Street - subject to ROL approvals	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Glossop St	NA		Observation	Y
				32	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Phillip St	NA	Phillip St is a busy local road that is used by a significant number of bus services. Any works or deliveries that will impact the through travel lane will need to occur during off-peak times to reduce traffic impacts - preferably at night. CJP will need advance notice of dates so that bus operators can be made aware of works.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Phillip St	NA		Observation	Y
				32.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Phillip St	NA	Noted that previously CJP have provided day time lane closures on Phillip Street - subject to ROL approvals	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Phillip St	NA		Observation	Y
				33	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Phillip St	NA	Proposal shown in figure 16 will not be allowed during the day time off peak period without traffic volumes to prove that it is possible to be implemented and managed.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Phillip St	NA		Observation	Y
				33.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Phillip St	NA	Noted that previously CJP have provided day time lane closures on Phillip Street - subject to ROL approvals	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.1 - Phillip St	NA		Observation	Y
				34	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.2	NA	Proposals showing showing single lane layouts will not be allowed during the day time off peak period without traffic volumes to prove that it is possible to be implemented and managed	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.2	NA		Observation	Y
				34.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.2	NA	Noted that previously CJP have provided day time lane closures on Phillip, Station, Glossop, Lethbridge streets - subject to ROL approvals	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2.2	NA		Observation	Y
				35	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.1	NA	The proponent should minimise movements during the peak periods so that there is little disruption to bus services and station activities during its busiest period. Staff should also be encouraged to use sustainable travel where possible i.e. public or active transport modes	Observation	Y

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								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.1	NA		Observation	Y
				35.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.1	NA	Refer to Project wide CTMP for CPG's promotion of sustainable transport operations and disruption minimisation. Section 3.5 also updated to demonstrate CPG's commitment to encourage use of sustainable travel options	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.1	NA		Observation	Y
				36	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.2	NA	The works described along Phillip St and Glossop St are bus routes and therefore do pose some impacts to buses. This should be discussed.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.2	NA		Observation	Y
				36.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.2	NA	Document amended. Section 3.4.2 updated	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.2	NA		Observation	Y
				36.01.01	6/07/2022	TFN	[redacted]				The update provided in Section 3.4.2 makes reference to the bus stops on either side of Phillip St near Queen St as being closed. Please note that while these stops are temporarily inactive, the area is still used as layover due to insufficient space within the TBI.	Observation	Y
												Observation	Y
				37	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.3	NA	Rural? Shouldn't the text read resident and commercial properties instead?	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.3	NA		Observation	Y
				37.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.3	NA	Document amended	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.3	NA		Observation	Y
				38	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.5	NA	It would be beneficial to understand how cumulative impacts in the St Marys precinct are being managed and monitored	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.5	NA		Observation	Y
				38.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.5	NA	Section 3.4.5 amended to include details on cumulative impact. CPG will continue to liaise with TfT to ensure minimal impacts on public road network	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.3.5	NA		Observation	Y
				39	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	5.3	NA	This CTMP was only received via Teambinder on 23 May 2022.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	5.3	NA		Observation	Y
				39.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	5.3	NA	Document amended	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	5.3	NA		Observation	Y
				40	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - 22063CAD002, Figure 1	NA	Drawing 22063CAD002 Figure 1 - CJP do NOT support the through movement of any construction vehicles into the bus interchange area. The intention of the TBI was was to isolate bus service operation and pedestrian movements from construction traffic.. Now we are starting to see a slow creep of construction related activities wanting to use the TBI and you want to add the SBT contractors traffic. This is the purpose of the access road through the shopping centre.	Observation	Y

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								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - 22063CAD002, Figure 1	NA		Observation	Y
				40.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - 22063CAD002, Figure 1	NA	No construction vehicles will access TBI from Station St. SBT's construction footprint does not require a through access to Queen St from Station Street.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - 22063CAD002, Figure 1	NA		Observation	Y
				41	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA	Lane closures on Glossop St will be permitted at night time only as consistently high traffic volumes are experienced throughout the day.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA		Observation	Y
				41.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA	Noted that previously CJP have provided day time lane closures on Glossop Street - subject to ROL approvals	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA		Observation	Y
				42	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - VMS	NA	The VMS strategy provided does not make any reference to the changed traffic conditions associated with the one-way movement. This represents a significant change for locals and needs to be clearly communicated.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - VMS	NA		Observation	Y
				42.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - VMS	NA	Refer to section 5.2.2.1 for details on VMS strategy. The messages included are draft and can be updated based on direction from CJP	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - VMS	NA		Observation	Y
				42.01.01	6/07/2022	TFN	[redacted]				Closed, subject to further discussion with CJP.	Observation	Y
												Observation	Y
				43	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA	Are there any turning paths for the proposed new Gidley St to ensure that a larger vehicle can make the left turn onto Phillip St without encroaching into oncoming traffic.	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA		Observation	N
				43.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA	Swept path for Station Plaza Access Road (Gidley St) included in Demolition CTMP. Included again in this CTMP in Appendix 1. Swept paths for acess sevice vehicle from Access Road A to Phillip St also included.	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1	NA		Observation	N
				43.01.01	6/07/2022	TFN	[redacted]				Comment remains open as the swept paths provided in Appendix 1 do not appear to show the egress movement onto Phillip St.	Observation	N
											Updated swept path for 12.5m SU truck provided showing access and egress movement from Access Road A (new Gidley St) onto Phillip Street in Appendix 1 (page 43) and Appendix 10	Observation	N
				44	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 3	NA	A copy of this report has not been provided for information. Regardless, it will be reviewed separate to this CTMP.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 3	NA		Observation	Y
				44.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 3	NA	Noted.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 3	NA		Observation	Y

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				45	2/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 7	NA	This program is limited to Station St one-way conversion only. Is there a set date and detailed program for this portion of works? Additionally, can any detail be provided for the other works mentioned in this CTMP?	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 7	NA		Observation	Y
				45.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 7	NA	Document amended to include proposed staging in section 3.2. High level program of works also provided in Appendix 7. Station St one way is scheduled for late July 2022 pending on CTMP approval. Detailed switch program can be provided closer to date if required.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 7	NA		Observation	Y
				46	3/06/2022	PC[redacted]	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2, Table 1	NA	Section 2, Table 1 incorrectly assumes that the St Marys Station lift replacement has been implemented. This is not the case. The lift shaft and stairs relocation work has commenced and is not expected to be completed until the end of the year.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2, Table 1	NA		Observation	Y
				46.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2, Table 1	NA	Document amended	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2, Table 1	NA		Observation	Y
				47	3/06/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2.1, 2.2 and Figure 3	NA	Section 2.1, 2.2 and Figure 3 need to be updated to reflect the current parking types and restrictions.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2.1, 2.2 and Figure 3	NA		Observation	Y
				47.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2.1, 2.2 and Figure 3	NA	Document amended with updated details for section 2.1, 2.2 and Figure 3. Following text also added in section 2"It should be noted that parking conditions in St Marys especially along Nariel Street, Northern end of Queen Street and Phillip Street have changed post approval of EIS and parking restrictions shown in Figure 3 are indicative."	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 2.1, 2.2 and Figure 3	NA		Observation	Y
				48	3/06/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.2.1	NA	Confirmation is requested that the proposed road closures will not have an impact on waste truck movements.	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.2.1	NA		Observation	N
				48.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.2.1	NA	Confirmed. Updated swept path provided showing 12.5m garbage truck turning from Station St onto Access Road A during stage 3 of construction	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.2.1	NA		Observation	N
				48.01.01	6/07/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	General	NA	The updated swept path is for a 10.52m refuse truck and not a 12.5m vehicle and only shows the path from Station Street into Access Road A. It needs to be demonstrated that with the proposed traffic management measures in place a 12.5m waste vehicle has suitable access not only along the local roads but also to the kerbs where waste collection bins will be placed. Further detail is required.	Observation	N

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								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	General	NA	Updated swept paths for 12.5m refuse trucks provided showing access and egress movement from Station St onto Access Road A (new Gidley St) and onto Phillip Street in Appendix 1 (page 43) and Appendix 10 As shown in Traffic Staging drawings included in Appendix 1(page 42 and 44), one way lane along Station Street will be on the southern side and will have suitable access to the kerbs in front of properties on Station St. Traffic Guidance Schemes for short term works will be implemented using cones, which as noted in other comments as well, can be modified on site by on site traffic control	Observation	N
				49	3/06/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.2.1	NA	No swept paths are provided to demonstrate that heavy vehicles can turn to/from Hobart Street while the cones are in place.	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.2.1	NA		Observation	N
				49.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.2.1	NA	WSA-TGS-A-HOB-ALL-0201 updated with swept paths. On site TC will also be advised during pre-start to ensure cones are modified to facilitate HV movements	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.2.1	NA		Observation	N
				49.01.01	6/07/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	General	NA	The swept path 'faintly' indicated does not identify the size of vehicle creating the path. A swept path for the expected heavy vehicles is to be demonstrated.	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	General	NA	Refer to WSA-TGS-HOB-ALL-0201 in Appendix 1 and swept pathfor HV provided in Appendix 1 (page 58) showing HV turning to/from Hobart Street. Also as noted in the previous response to this comment, this setup will be a short term traffic setup implemented by traffic control. There will be 3 traffic controllers on site and cones can be moved to facilitate HV movements if required.	Observation	N
				50	3/06/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.2	NA	Seciton 3.3.2 indicates that there will be no impacts to public transport. However, buses travel through Phillip Street where there are works and partial closure proposed. There is also an existing bus stop on the westbound lane of Phillip Street, between Gidley Street and East Lane. Figure 16 shows that there will be works in front of this bus stop.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.2	NA		Observation	Y
				50.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.2	NA	The proposed works are on the eastern corner of Gidley Street and should not impact the bus zone. Also, as noted in section 3.4.2 of the updated CTMP, the bus zone exists on both sides of Phillip St between East Lane and Queen Street, however, there are signs noting the bus stops have been closed. Also, TC on site will ensure buses are always given prioirity during short term works	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.2	NA		Observation	Y
				51	3/06/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002	NA	T2-4 'Road Closed' sign on Gidley Street (facing northbound traffic) be changed to 'No Entry' sign since the road will still be open and operate as one-way for southbound vehicles.	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002	NA		Minor Non-Compliance	Y
				51.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002	NA	Document amended. Note: 'Road Closed' sign will be installed on a barrier board in traffic lane to ensure there is a physical temporary barrier for drivers to notice in case the no entry sign is ignored.	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002	NA		Minor Non-Compliance	Y
				52	3/06/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002	NA	'End 40 Area' signs should not be used to indicate change of speed past the road works. Use T2-16 'End Roadwork' with R4-1 '40 or 50' signs instead. Refer to other TGS submitted for other sites (e.g. WSA-TGS-A-STA-WB-0201).	Minor Non-Compliance	Y

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								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002	NA		Minor Non-Compliance	Y
				52.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002	NA	Document amended. Please note these signs will be installed for the duration of works whereas other TGS like WSA-TGS-A-STA-WB-0201 will be in place for short term works only	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	22063CAD002	NA		Minor Non-Compliance	Y
				53	3/06/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS-LET-NB 2201 & 2202, TGS-A-CHE-ALL 1201, TGS-A-STA-WB1201	NA	No signs are provided to indicate end of road works. (WSA TGS-LET-NB-2201, WSA-TGS-LET-NB-2202, WSA-TGS-A-CHE-ALL-1201, WSA-TGS-A-STA-WB-1201)	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS-LET-NB 2201 & 2202, TGS-A-CHE-ALL 1201, TGS-A-STA-WB1201	NA		Minor Non-Compliance	Y
				53.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS-LET-NB 2201 & 2202, TGS-A-CHE-ALL 1201, TGS-A-STA-WB1201	NA	Document amended. End Roadworks added to TGSs noted in the comment above.	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS-LET-NB 2201 & 2202, TGS-A-CHE-ALL 1201, TGS-A-STA-WB1201	NA		Minor Non-Compliance	Y
				54	3/06/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS-LET-NB 2201 & 2202, TGS-A-CHE-ALL 1201, TGS-A-STA-WB1201	NA	Will there be any impacts to the footpath adjacent the work areas? (WSA-TGS-LET-NB-2201, WSA-TGS-LET-NB-2202, WSA-TGS-A-CHE-ALL-1201, WSA-TGS-A-STA-WB-1201)	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS-LET-NB 2201 & 2202, TGS-A-CHE-ALL 1201, TGS-A-STA-WB1201	NA		Observation	N
				54.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS-LET-NB 2201 & 2202, TGS-A-CHE-ALL 1201, TGS-A-STA-WB1201	NA	Pedestrians will be managed through the site where the works impact the footpath. On site TC will be on site to assist pedestrians.	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS-LET-NB 2201 & 2202, TGS-A-CHE-ALL 1201, TGS-A-STA-WB1201	NA		Observation	N
				54.01.01	6/07/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001		NA	Cones are shown in WSA-TGS-LET-NB-2201 to indicate that the works area will have no impact to footpath. However, the work areas must be clearly defined using appropriate fencing as cones will not provide safe and adequate separation from pedestrians.	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001		NA	Note added to TGS noting fencing or flagging to be used to separate work area from footpath	Observation	N
				55	3/06/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-STA-WB-0201	NA	The TCS shows 3.3m traffic lane width between cones. RMS TCAWS Manual requires 0.5m clearance between traffic lane and cones for speed <65km/h. Where it is not possible to achieve the required edge clearance, then alternatives must be determined based on a documented risk assessment.	Minor Non-Compliance	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-STA-WB-0201	NA		Minor Non-Compliance	N
				55.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-STA-WB-0201	NA	Document amended to provide 3.5m traffic lanes	Minor Non-Compliance	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-STA-WB-0201	NA		Minor Non-Compliance	N
				55.01.01	6/07/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-STA-WB-0201	NA	The TCS now shows 3.5m width between cones and between cones and kerb. The width between rows of cones should be 4m to allow for the required 0.5m clearance on both sides of traffic lane.	Minor Non-Compliance	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-STA-WB-0201	NA	TGS updated to show 4m lanes	Minor Non-Compliance	N
				56	3/06/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHIL-ALL-1203	NA	No signs are provided to indicate end of roadworks	Minor Non-Compliance	Y

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								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHIL-ALL-1203	NA		Minor Non-Compliance	Y
				56.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHIL-ALL-1203	NA	Document amended to include End Roadworks	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHIL-ALL-1203	NA		Minor Non-Compliance	Y
				57	3/06/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201, WSA-TGS-A-GOS-NB-0201	NA	Provide appropriate taper and signs on approach to merge/vehicle VMS.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201, WSA-TGS-A-GOS-NB-0201	NA		Observation	Y
				57.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201, WSA-TGS-A-GOS-NB-0201	NA	Document amended for WSA-TGS-A-HOB-ALL-0201. WSA-TGS-A-GOS-NB-0201 is now within the construction only lane and does not impact live traffic lanes.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201, WSA-TGS-A-GOS-NB-0201	NA		Observation	Y
				58	3/06/2022	SMD	[redacted]	SWMSASBT-CPG-STM-SN100-TF-PLN-000001	3.1 Figure 6 & Appendix 1	NA	Does Figure 6 show the one way Station St arrangement or an interim state to facilitate Plaza and Bus Interchange demolition prior to transition to one way along Station St. The site hoarding and fencing arrangement will be materially different than what is shown in Figure 6 to facilitate site establishment north of Station St. The site establishment drawing package shows site hoarding running east west along Station St to facilitate demolition of the northern portion of Station St itself. Would a second stage Figure be appropriate to better align with construction site arrangement. Note this would also better align with the Stage 2 Construction Works TCP included in Appendix 1	Potential Non-Compliance	Y
								SWMSASBT-CPG-STM-SN100-TF-PLN-000001	3.1 Figure 6 & Appendix 1	NA		Potential Non-Compliance	Y
				58.01	29/06/2022	CPG	[redacted]	SWMSASBT-CPG-STM-SN100-TF-PLN-000001	3.1 Figure 6 & Appendix 1	NA	The site fencing shown is with Station Street remaining 2 way noting the site fencing will be installed within site boundary along Station St. Staging diagrams for stage 2 (Station St one way with egress from Gidley St) and Stage 3 (Station St one way with egress using Access Road A) also included in updated CTMP	Potential Non-Compliance	Y
								SWMSASBT-CPG-STM-SN100-TF-PLN-000001	3.1 Figure 6 & Appendix 1	NA		Potential Non-Compliance	Y
				59	3/06/2022	SMD	[redacted]	SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3 & Appendix 1	NA	How will the final construction stage, following completion of Access Road A be managed from CTMP perspective. Will this be a separate document or would it be appropriate to include as a final Construction Stage arrangement in 3.1 and associated TCP in Appendix 1?	Potential Non-Compliance	Y
								SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3 & Appendix 1	NA		Potential Non-Compliance	Y
				59.01	29/06/2022	CPG	[redacted]	SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3 & Appendix 1	NA	Document amended to include updated staging for stage 2 and stage 3.	Potential Non-Compliance	Y
								SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3 & Appendix 1	NA		Potential Non-Compliance	Y
				60	3/06/2022	SMD	[redacted]	SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.1.1	NA	Summary of EIS notes relating to Station St one way closure not strictly accurate. Whilst Gidley St is part of the SBT Construction site the intent is to move traffic to new Access Rd A once it has been constructed.	Potential Non-Compliance	Y
								SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.1.1	NA		Potential Non-Compliance	Y
				60.01	29/06/2022	CPG	[redacted]	SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.1.1	NA	Noted, document amended. General traffic will use Access Rd A once constructed with Gidley St used for constrcution access only.	Potential Non-Compliance	Y

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								SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.1.1	NA		Potential Non-Compliance	Y
				61	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.6	N/A	RT - CTMP will need to be referred to LTC for recommendation to Council for approval as there are proposed changes to regulatory signposting/road closures	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.6	N/A		Observation	Y
				61.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.6	N/A	Station St is licenced to Sydney Metro under the Penrith City Council Interface Agreement, and as such, SBT Construction Works will be conducted and covered under a CTMP approved by CJP and a Road Occupancy Permit from PCC in line with the requirements stipulated in the Sydney Metro's CTMF.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.6	N/A		Observation	Y
				62	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS 22063 - Figure 1	N/A	RT - TGS contains two detour signs at intersection of Phillip Street & Gidley Street. Where does the detour to the left go? (no public access beyond Station St). Also, there appears to be no other detour signage to the right. Are these required?	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS 22063 - Figure 1	N/A		Observation	Y
				62.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS 22063 - Figure 1	N/A	Document amended to include road closed and No entry sign	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TGS 22063 - Figure 1	N/A		Observation	Y
				63	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0001	N/A	RT - Distance missing for 'End detour' sign on Glossop Street (turning out of Brisbane St)	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0001	N/A		Observation	Y
				63.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0001	N/A	Document amended with distance noted on 'end detour' sign installed on Glossop St	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0001	N/A		Observation	Y
				64	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201	TCAWS 6.1 - Section 7.7.3.2	RT - Provide physical merge taper and relevant hazard markers for lane closure.	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201	TCAWS 6.1 - Section 7.7.3.2		Minor Non-Compliance	Y
				64.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201	TCAWS 6.1 - Section 7.7.3.2	TGS updated to incude merge taper on approach	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201	TCAWS 6.1 - Section 7.7.3.2		Minor Non-Compliance	Y
				65	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201	N/A	RT - No details as how pedestrians are being managed through worksite	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201	N/A		Potential Non-Compliance	Y
				65.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201	N/A	TGS updated to include note for pedestrian management	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0201	N/A		Potential Non-Compliance	Y
				66	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	SA-TGS-A-PHI-WB-1201	N/A	RT - No details as how pedestrians are being managed through worksite	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	SA-TGS-A-PHI-WB-1201	N/A		Potential Non-Compliance	Y

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				66.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	SA-TGS-A-PHI-WB-1201	N/A	as noted on the TGS there is no impact to the existing footpath, however, TC will assist pedestrians	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	SA-TGS-A-PHI-WB-1201	N/A		Potential Non-Compliance	Y
				67	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-GID-ALL-0001	N/A	RT - Suggest relocating 'End Detour' sign from Ross Place onto Gidley Street, and place a Detour (left) sign at that location instead.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-GID-ALL-0001	N/A		Observation	Y
				67.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-GID-ALL-0001	N/A	Some traffic including local residents will need to access Gidley St north of Ross Place. Replacing the end detour sign with detour (left) will confuse traffic intending to travel north and may result in potential U turns. No changes made to TGS	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-GID-ALL-0001	N/A		Observation	Y
				68	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - Table 6	N/A	RT - Can information regarding to expected timeframe/dates be provided for each TGS e.g. two weeks	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - Table 6	N/A		Observation	Y
				68.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - Table 6	N/A	Document amended with expected timeframes included in Table 6	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - Table 6	N/A		Observation	Y
				69	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3/TGS	N/A	RT - There is a lack of information/detail relating to queue management associated with stop/slow arrangements for some TGS's	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3/TGS	N/A		Observation	Y
				69.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3/TGS	N/A	TGS updated to include notes for queue management	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3/TGS	N/A		Observation	Y
				69.02	6/07/2022	TFN	[redacted]				There are some TGS (i.e. WSA-TGS-LET NB-2202) which appear to have multiple control points where general stop/slow notes do not sufficiently explain how it operates. It is also noted that this TGS in particular is proposed to operate day/night where traffic impacts would be greater than just night works. This is ultimately for CJP to close out to their satisfaction as this is relating to temporary work arrangements.	Observation	Y
												Observation	Y
				70	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHI-ALL-2201	N/A	RT - There do not appear to be any roadworks speed limit signs	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHI-ALL-2201	N/A		Potential Non-Compliance	Y
				70.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHI-ALL-2201	N/A	Document amended to include signs	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-PHI-ALL-2201	N/A		Potential Non-Compliance	Y
				71	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0001	N/A	RT - How is local traffic access being managed at closure point at Glossop Street? Is local traffic being permitted past that point?	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0001	N/A		Observation	Y
				71.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0001	N/A	No, local traffic will be detoured via Brisbane Street as shown on the TGS	Observation	Y

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								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-HOB-ALL-0001	N/A		Observation	Y
				72	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-GID-ALL-0001	N/A	RT - Is local traffic being permitted past both road closure points?	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-GID-ALL-0001	N/A		Observation	Y
				72.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-GID-ALL-0001	N/A	Yes local access to properties will be maintained	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	WSA-TGS-A-GID-ALL-0001	N/A		Observation	Y
				73	3/06/2022	SMD	[redacted]	SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3	NA	It is unclear on the timing staging for Station St closure and interim use of Lethbridge. The Glossop St site access is available for use by SBT construction traffic. Would be good to clarify by way of additional detail for the following; 1. Date, timing and scope for the use of Lethbridge for construction vehicle access. Noting the additional constraints that exist given the recent Lethbridge and Phillip St round about works which have altered the arrangement utilized by AEW to support their works at STM. Will there be a phased approach adopted to support instances where Glossop St access may be impeded by existing bus exchange site works/demolition? 2. Date, timing and details for the switch to one-way Station St. It was understood 2 way traffic would be maintained until the width of Station St needed to be reduced to support site establishment and southern haul road adjacent to the box. Section 3.3 notes 3. Date, timing and detail for various stages of site establishment. The use of simple high level TMP d within the site as marked-up on updated drawing included in the CTMP. Station St will be	Potential Non-Compliance	Y
								SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3	NA		Potential Non-Compliance	Y
				73.01	29/06/2022	CPG	[redacted]	SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3	NA	1. Lethbridge Street will be used for initial site establishment phase in additon to demo of Station Plaza (covered in a separate CTMP). Lethbridge St will also be used for LVs using the site gate at the intersection of Lethbridge St and Station St. Refer to section 3.2 for traffic staging. Understand Glossop St will be available, however, there is a significant amount of work required within site before a haulage route from Glossop St to Station St can be established, hence the requierment for access using Lethbridge St.2. Stage 2 (Station St reduced to one way) is currently scheduled for late July 2022, depending on approval of CTMP and other documents 3. Updated staging diagrams provided in Appendix 1 in addition to text included in section 3.2	Potential Non-Compliance	Y
								SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3	NA		Potential Non-Compliance	Y
				74	3/06/2022	SMD	[redacted]	SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 & general note	NA	No detail provided in regard to Station Plaza and existing bus interchange demolition works. Unclear in terms of staging when these are to be carried out in respect to the site establishment scope covered off this CTMP. and how these relate to the site establishment CTMP's. I believe this to be relevant for coordination of construction and public vehicle movements via Gidley St. Timing for this CTMP noted May to August 2022 with Plaza demolition planned to commence 6 June 2022. Stage 2 construction works TMP in Appendix 1 shows only public vehicle movements via Gidley to Philip St. There is a potential HV/LV/public interface at Station St and Gidley St until access road A has been completed which has not been addressed and documented appropriately in the CTMP.	Potential Non-Compliance	Y
								SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 & general note	NA		Potential Non-Compliance	Y

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				74.01	29/06/2022	CPG	[redacted]	SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 & general note	NA	Station Plaza demo covered in Demo CTMP submitted seperately. Section 3 of this CTMP has been updated to include details re. bus interchange demolition. Demo of Station Plaza and site establishment will occur concurrenly.Timelines updated for this CTMP to allow comencement of works from June onwards with stage 2 switch planned for late July. Stage 2 will have public vehicle interface with construction HV/ LV, however, as noted in Section 3.2.2, construction traffic will be maintained in parking bays on the private road.	Potential Non-Compliance	Y
								SWMSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 & general note	NA		Potential Non-Compliance	Y
				75	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.1.2	N/A	TN - Any indicative timeframe the Access Road A will open to traffic? Gidleys Street should remain open until the Access Road A becomes available. Or the CTMP needs to demonstrate how general traffic can exit Queen St safely. A mid-block u-turn on Station Street is considered inappropriate particularly when Station Street forms part of the haulage route	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.1.2	N/A		Observation	Y
				75.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.1.2	N/A	Section 3.2 updated to include timing of Access Road A opening. Confirming Gidley St will be open for general traffic till Access Road A is commissioned. No U turns proposed on Station Street.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.1.2	N/A		Observation	Y
				76	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.2	N/A	TN - Would the slop/slow arrangement on Phillip St impact bus operation?	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.2	N/A		Observation	Y
				76.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.2	N/A	Bus operations will have minimal impact as noted in section 3.4.2. However, please note all ROLs issued for Phillip St have a standard condition noting buses need to be given priority at all times. CPG has been adhering to the condition and will continue to do so during this stage of works.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.2	N/A		Observation	Y
				77	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.5	N/A	TN - The Sydney Train Lift Replacement Work has an indicated finish in early 2023 so there will be overlaps through the site establishment phase and part of the site operation. The associated cumulative impacts need to be assessed and discussed in this section. The CTMP states that the Site Establishment is between May - Aug 2022. Has the work started?	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.5	N/A		Potential Non-Compliance	Y
				77.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.5	N/A	Document amended to include updated dates of commencement. Works will commence post approval of CTMP. Section 3.4.5 updated to include TfT's (Sydney Trains Lift Replacement) scope of works and interface with SBT works	Potential Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.3.5	N/A		Potential Non-Compliance	Y
				78	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 4.1	N/A	TN - A complete haulage route pre & post Station St conversion are required in the CTMP.	Minor Non-Compliance	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 4.1	N/A		Minor Non-Compliance	N
				78.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 4.1	N/A	Routes are included in HVLR, which has been seperated seperately. VMP also provided in Appendix 9	Minor Non-Compliance	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 4.1	N/A		Minor Non-Compliance	N

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				78.01.01	6/07/2022	TFN	[redacted]				Appendix 9 - Construction Site Overall Layout (pg.126): The HV turn path from Gidley St onto Phillip St crosses the central line which is a concern. How this turn path related to the swept path on drawing no. 22063CAD008 (pg.136)? Would HRV - 12.5m the biggest type to/from the site? SMWSASBT-CPG-STM-SN100-TF-DRG-030712 (pg 137): This arrangement plan should be for stage 3? It shows trucks going two-way for the One-way (WB) Station St proposal?	Minor Non-Compliance	N
											1. Swept path included in Appendix 10 for truck and dog which shows T&D not crossing the BB line. 2. The swept path on page 126 was for a semi trailer (19m) while the swept path on page 136 was for a SU rigid truck (12.5m). Updated swept path for a 19m Truck and Dog provided in Appendix 10 3. 19m Truck and Dog will be the biggest typical truck size to/ from site. Updated swept paths for 19m Truck and Dogs provided in Appendix 10. Semi trailer movements will likely be 1-2 times/ week during standard construction hours. Please refer to WSA-TGS-A-PHI-EB-1001 included in Appendix 1 showing proposed traffic control arrangement during semi turning movement on Phillip St. This TGS will be implemented during semi deliveries, which as noted above will only be 1-2 times/week. CPG will apply for ROL/ Council permits to implement the TGS whenever required. Details also provided in Table 6(page 41). 4. SMWSASBT-CPG-STM-SN100-TF-DRG-030712 is an incative site layout for stage 3. 2 way movements shown on drawing would be within the site as marked-up on updated drawing included in the CTMP. Station St will be closed for general traffic at Access Road A during stage 3 as noted in section 3.2.3	Minor Non-Compliance	N
				79	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - Table 6	N/A	TN - Please include when (dates & durations) the TGSs will be implemented.	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - Table 6	N/A		Minor Non-Compliance	Y
				79.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - Table 6	N/A	Durations included, dates will be as per the approved ROL which will be based on approvals from CJP	Minor Non-Compliance	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 - Table 6	N/A		Minor Non-Compliance	Y
				80	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	DWG No. 22063CAD002 - Figure 1	N/A	TN - Signage distance (D) should be clearly shown on the TGS.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	DWG No. 22063CAD002 - Figure 1	N/A		Observation	Y
				80.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	DWG No. 22063CAD002 - Figure 1	N/A	Drawing updated to include sign distance.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	DWG No. 22063CAD002 - Figure 1	N/A		Observation	Y
				81	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-LET-NB-2202 (pg.43)	N/A	TN - Label the speed assumed for turn path (service vehicle). No trucks access during the work period?	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-LET-NB-2202 (pg.43)	N/A		Observation	N
				81.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-LET-NB-2202 (pg.43)	N/A	Drawing updated with speed assumed for turn path. No truck access is required from Phillip St WB. Trucks travelling EB on Phillip St will have 3 lanes to negotiate the turn on Phillip St and Lethbridge St intersection.	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-LET-NB-2202 (pg.43)	N/A		Observation	N
				81.01.01	6/07/2022	TFN	[redacted]				The indicated turn path for a 8.8m service vehicle is tight. Would a longer truck be able to perform that left turn onto Lethbridge St safely? Are we looking at the different TCPs for comments as I couldn't see the '3-lane space' to negotiate turn, appreciate a further explanation.	Observation	N

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											TGS WSA-TGS-A-LET-NB-2202 is required to install signs and will only be required for 1-2 shifts as noted in table 6 on page 39. The intersection of Lethbridge St and Phillip St will be under stop/ slow control as shown in TGS WSA-TGS-A-LET-NB-2202. The same TGS shows there will be 3 traffic controllers who will be able to modify cones to facilitate vehicles longer than 8.8m vehicles if required. There will be no CPG trucks accessing from the western side of Phillip St.	Observation	N
				82	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-A-PHI-ALL-2201 & WSA-TGS-A-PHI-WB-1201	N/A	TN: Please detail how the 4-direction stop/slow TGS will operate. - Purpose and how frequent the buffer zone will active (i.e. become one-way)? - Strategy for queue/delay management during the 1-way operation? The general notes for controls may not work considering: 1.) A long section of contraflow: ~18 sec (40km/h) to reach the other side on Phillip St. The actual 'run' time per direction could take much longer due to the no. of stop points & TCs in communication to confirm clearance etc. 2.) Surveyed volume on Phillip St reaches 480 veh/h on the peak direction (refer to St Marys TBI CTMP). Queue could build up fast with the volume demanding a frequent 'GO'. 3.) Limited storage (~60m) between the eastbound porta boom and Queen St (i.e. spill back issue). Options: - Carry out the Phillip St work by stages. - Redirect Gidley St & Blair Ave traffic onto Phillip St to make it a 2-direction slow/down control. Need a careful management of queues to avoid spill back onto Queen St/Lethbridge St. Questions (for WSA-T within the site as marked-up on updated drawing included in the CTMP. Station St will be closed for general traffic at Access Road A during stage 3 as noted in section 3.2.3 o TC to assist pedestrians traverse the work zone at the zebra crossing. - Speed limit? Question (for WSA-TGS-A-PHI-WB-1201): - The westbound boom need to stay on the WB lane to avoid head-on collision. - Why Gidley St North not requires a stop/slow control? - Speed limit?	Potential Non-Compliance	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-A-PHI-ALL-2201 & WSA-TGS-A-PHI-WB-1201	N/A		Potential Non-Compliance	N
				82.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-A-PHI-ALL-2201 & WSA-TGS-A-PHI-WB-1201	N/A	WSA-TGS-A-PHI-ALL-2201 has been renamed to WSA-TGS-A-PHI-EB-0205. WSA-TGS-A-PHI-WB-1201 has been renamed to WSA-TGS-A-PHI-EB-0201Detail on how 4 direction stop/ slow will operate: With traffic stopped on opposing legs to allow 1 traffic to pass through.Purpose and frequency of buffer: purpose is to provide buffer between live traffic and workers. The buffer will become active when workers are within 5m of trafficStrategy for queue management will be as per the standard conditions of ROL and as noted on the TGS. Surveyed volumes noted in the comment will not be applicable as works will be carried out during off peak hours as noted in table 6. CPG has been doing utility investigation with stop/ slow on Phillip St under CJP approved ROLs during off-peak hours and no concerns have been relayed by CJM or PCC. EB portaboom moved with 120m storage available in updated TGS As noted on the TGS traffic will be held no longer than 5 minutes or max of 6 vehicles	Potential Non-Compliance	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-A-PHI-ALL-2201 & WSA-TGS-A-PHI-WB-1201	N/A		Potential Non-Compliance	N

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				82.01.01	6/07/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-A-PHI-ALL-2201 & WSA-TGS-A-PHI-WB-1201	N/A	Were the previous stop/slow implemented on Phillip St comparable to this proposal? The concern is with the '5-way' stop/slow and the length of the contraflow. The advice is to minimise the points of stop/slow such as sequencing the work, or consider night shifts that bring the impact to a minimum. A threshold wait time of 5-minute, possibly on side streets is considered too lengthy. TCP no WSA-TGS-A-PHI-EB-0205: The WB portaboom must setback outside the contraflow section to avoid a head-on collision.	Potential Non-Compliance	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-A-PHI-ALL-2201 & WSA-TGS-A-PHI-WB-1201	N/A	1. Confirming previous stop/ slow implemented on Phillip St was comparable to the proposal. 2. Night work options has been considered by the project, however it is not feasible due to a large number of residential properties in the vicinity and the noise impact of these works at night will severely affect residents. CPG's commitment is to reduce impact of construction on local communities, therefore the proposal is to complete these works during daytime off-peak. 3.The threshold wating time is not the only criterion for releasing traffic. Refer to TGS for traffic release condition 4. PTCD on western approach moved outside the contraflow section	Potential Non-Compliance	N
				83	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-A-STA-EB-0201	N/A	TN - Please ensure sufficient road width for two-way traffic at the stop points on Chesham St & Lethbridge St	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-A-STA-EB-0201	N/A		Observation	Y
				83.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-A-STA-EB-0201	N/A	Tapers will be within parking lanes therefore adequate widths should be available.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCP No. WSA-TGS-A-STA-EB-0201	N/A		Observation	Y
				84	3/06/2022	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCPs No. WSA-TGS-A-PHI-ALL-1202/1203/1205	N/A	TN - The roundabout has been upgraded with two raised crossings on the North & West legs. Please ensure the turn paths consider the raised crossings and don't crossover the new median set on the west leg then adjust stop point accordingly.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCPs No. WSA-TGS-A-PHI-ALL-1202/1203/1205	N/A		Observation	Y
				84.01	29/06/2022	CPG	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCPs No. WSA-TGS-A-PHI-ALL-1202/1203/1205	N/A	Document amended with modified swept paths.	Observation	Y
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	TCPs No. WSA-TGS-A-PHI-ALL-1202/1203/1205	N/A		Observation	Y
				86	6/07/2022	SMD	[redacted]				No Comments		Y
													Y
				87	6/07/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Figure 14 Section 3.3.1	NA	Pedestrian access must be provided for when the western footpath along Glossop Street is to be closed.	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Figure 14 Section 3.3.1	NA	As shown on figure 14, which is a snippet from WSA-TGS-GOS-NB-0201 included in Appendix 1, pedestrian access will be maintained (shown in blue on TGS). As noted on TGS, rubber matting and DDA compliant pram ramps will also be installed	Observation	N
				88	6/07/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.4	NA	Driveway entry off Glossop Street is further north than indicated in Figure 25. The entry point indicated by the 'green' arrow is constrained by an existing stormwater inlet and light pole.	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.4	NA	Document amended noting figure 25 is indicative showing location of site entry off Glossop St.	Observation	N
				89	6/07/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.4.5	NA	Cumulative impacts have only considered the lift shaft and stair relocation works. Consideration should also be given to the St Marys Demolition and Local Area works.	Observation	N

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								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Section 3.4.5	NA	Demolition works are covered in this section noting these works are SBT's scope and cumulative impacts will be managed by the project team. Design package for Local Area works cover Access Road A, street signage and other minor works around Access Road A, which is the scope of this CTMP.	Observation	N
				90	6/07/2022	PCC	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 Swept Path Analysis - Station Street 5.2m B99	NA	Swept Path Analysis - Station Street 5.2m B99 Vehicle identifies 'splay driveway to accommodate swept path'. Does this mean works are required to existing driveways to create the required/identified splay?	Observation	N
								SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 1 Swept Path Analysis - Station Street 5.2m B99	NA	Updated drawing included on page 43. No splaying required as showing on swept paths included in Appendix 1 (page 43) and Appendix 10	Observation	N

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Appendix 6

Sydney Metro has developed a Workforce Development and Industry Participation Plan including an Aboriginal Participation Plan which includes objectives to support jobs and skills for a more diverse and inclusive workforce and supply chain.

8.9.7 Construction traffic and access

Temporary access and egress at construction sites

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).

Temporary road network adjustments and parking modifications

Temporary road network adjustments would include road modifications and traffic signal works to facilitate the movement of construction vehicles and measures to ensure the ongoing function and safety of existing transport networks. The modifications are subject to further design development and construction planning and would also be reviewed and confirmed by the construction contractor(s) during the preparation of Construction Traffic Management Plans, with the objective of minimising disruptions to the road network. Construction Traffic Management Plans would be prepared in accordance with the Construction Traffic Management Framework (refer Appendix G (Construction Traffic Management Framework)).

All temporary road network and parking modifications would be carried out to ensure access to private property is maintained, where possible.

Given the proposed infrastructure required to support the Western Parkland City, other transport network adjustments may be undertaken by other agencies such as Transport for NSW (subject to separate assessment and approvals) within the project area that would support the delivery of the project.

Measures to manage potential traffic impacts associated with temporary network and parking modifications are described in Chapter 9 (Transport).

Table 8-6 Indicative road network adjustments and parking modifications

Location	Indicative road network adjustments and parking modifications
Off-airport	
St Marys	• minor temporary localised modifications to Harris Street to facilitate access for construction vehicles entering and exiting the Harris Street construction site • temporary closure of Station Street from around the eastern side of the Station Plaza site in the east and East Lane in the west. A one-way arrangement would be introduced to provide access for local through traffic (including for residents) westbound from Lethbridge Street along Station Street and southbound to Phillip Street via the eastern boundary of the construction site • temporary modifications to Phillip Street to facilitate egress for construction vehicles opposite Blair Avenue • adjustments to kerb and gutter, line marking and street furniture at Queen Street, West Lane, Nariel Street, Carinya Avenue and Belar Street for the temporary adjustment/relocation of bus services (routes and stops) • 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 car park (subject to separate approval) is completed • retention of a point-to-point (including taxi) vehicle facility near the existing Station Plaza during construction. Depending on location, it is expected that

Sydney Metro – Western Sydney Airport

Indicative only, subject to design development

Temporary and permanent changes to the road network and parking at St Marys

Figure 8-38

4.2.3 Other road network adjustments

The construction of the project would require a number of temporary road modifications, closures or diversions to enable construction activities as described in Chapter 8 (Project description – construction) of the Environmental Impact Statement.

In addition to the intersection upgrades outlined in Section 4.2.2, this section outlines the other road network adjustments required to facilitate construction of the project. These are also described in Chapter 8 (Project description – construction) of the Environmental Impact Statement.

At St Marys, temporary road modifications would be required to facilitate the construction works. These modifications are shown in Figure 4-7 and include:

- Harris Street and Glossop Street would require minor temporary localised modifications to facilitate construction vehicle access to the construction site.
- Station Street would be partially closed during construction. The section of the road from Lethbridge Street to the eastern extent of station plaza east of Gidley Street would need to be temporarily converted to one-way (westbound). Residents would be required to enter Station Street via Lethbridge Street and exit via a new connection to Phillip Street along the eastern extent of the existing station plaza.
- Phillip Street, near Blair Avenue, would require some modifications to allow egress for construction vehicles.
- Queen Street and East Lane would remain open to traffic. North of Nariel Street, Queen Street would be limited to vehicles less than 3 tonnes. Access to Station Street from Queen Street would only be allowed for local access. As such, residents accessing Station Street from the east would need to be diverted through the local road network at St Marys, via Phillip Street. This may result in longer travel distances, increasing travel times for vehicles accessing Station Street.
- the local road network in St Marys, including Belar Street, Carinya Avenue, West Lane, Nariel Street and Queen Street would require temporary alterations to facilitate the relocation of bus services.

South of the St Marys precinct, a range of road network adjustments including road closures and/or diversions are required to enable construction activities and allow construction vehicles to safely enter and exit construction sites, including the following:

- construction activities are required to facilitate trenching works for the temporary construction power connections for the Claremont Meadows and the Kemps Creek construction power routes. In addition, trenching works are also required for the construction of the permanent power supply route at Erskine Park. Short-term lane reduction, lane closure or road closure and local diversions may temporarily be required to facilitate construction works. Construction of slip lanes to facilitate access for the construction power connections or the power supply route may also be required. However, given the short-term nature of these works, the traffic impacts associated with these construction works are expected to be limited.
- temporary diversions would also be required at Lansdowne Road for the construction of the road over rail bridge. Short-term lane reduction, closure or temporary local diversions would be required at multiple locations, including the intersection of Gipps Street and Sunflower Drive/Fowler Street/Caddens Road and the intersection of Gipps Street and Kent Road to facilitate trenching works for the construction power connections.
- implementation of temporary traffic control and diversions during construction of a viaduct over Luddenham Road would also be required.
- at Patons Lane, road modifications including upgrade, implementation of temporary one-way traffic or diversions might be required as part of construction works to maintain access to the nearby waste management facility while using this road for corridor and construction site access.
- on Luddenham Road, low volumes of heavy vehicles are expected to enter the off-airport construction corridor via a proposed site access near the pipelines and exit the site via The

4.1.2 Expected traffic distribution

The distribution of vehicles associated with the construction scenarios follow the construction access and egress routes identified in Chapter 8 (Project description – construction) of the Environmental Impact Statement. The anticipated traffic distribution for staff and heavy vehicles has been carried across the road network through to the surrounding arterial road network.

The distribution for staff light vehicles is assumed to be consistent with the existing distribution of light vehicles in the study area.

The distribution of heavy vehicles accessing the construction sites are influenced by the proposed construction access and egress routes, spoil haulage routes identified in Chapter 8 (Project description – construction) of the Environmental Impact Statement and likely sources for materials required for construction. Most construction trucks and vehicle deliveries accessing construction sites located between St Marys and Luddenham are expected to primarily approach/depart via the Great Western Highway and the M4 Western Motorway. Construction sites and delivery vehicles for sites located in Luddenham are expected to approach the site via the M4 Western Motorway from the north or The Northern Road and the M7 via Elizabeth Drive from the south. Similarly, for construction sites located south of Western Sydney International, access to/from these sites is primarily expected via Elizabeth Drive and The Northern Road.

Based on these factors, the following assumptions were made to identify the likely heavy vehicle distribution:

- Great Western highway: 50 per cent from the east and 50 per cent from the west
- Mamre Road: 50 per cent from the north and 50 per cent from the south
- Luddenham Road: 50 per cent from the north and 50 per cent from the south
- Elizabeth Drive: 50 per cent from the east and 50 per cent from the west
- Badgerys Creek Road: 40 per cent from the north and 60 per cent from the south
- The Northern Road: 40 per cent from the east and 60 per cent from the west.

Light vehicle deliveries are also assumed to follow the same distribution as heavy vehicles. The construction movements associated with the construction activity have been distributed onto the intersections within the study area based on the assumptions outlined above.

4.2 Off-airport impacts

4.2.1 Overview

A number of construction sites are required for the construction of the project as outlined in Chapter 8 (Project description – construction) of the Environmental Impact Statement. Laydown areas and site offices would be established along the project alignment requiring the removal or relocation of existing facilities at or around proposed construction sites.

This section summarises the anticipated impacts of the construction activities on the road network, access, parking, point-to-point as well as public transport and walking and cycling networks. Indicative construction impacts at the station sites on the road network and car parking facilities are further discussed in Chapter 8 (Project description – construction) of this Environmental Impact Statement.

St Marys Town Centre would be impacted by construction activities. Construction activities would result in road network modifications, road closures and/or street reconfiguration, removal of parking and relocation of bus facilities as well as some impacts to pedestrian and cycling access. Anticipated construction impacts at St Marys are presented in Figure 4-7 and include the following:

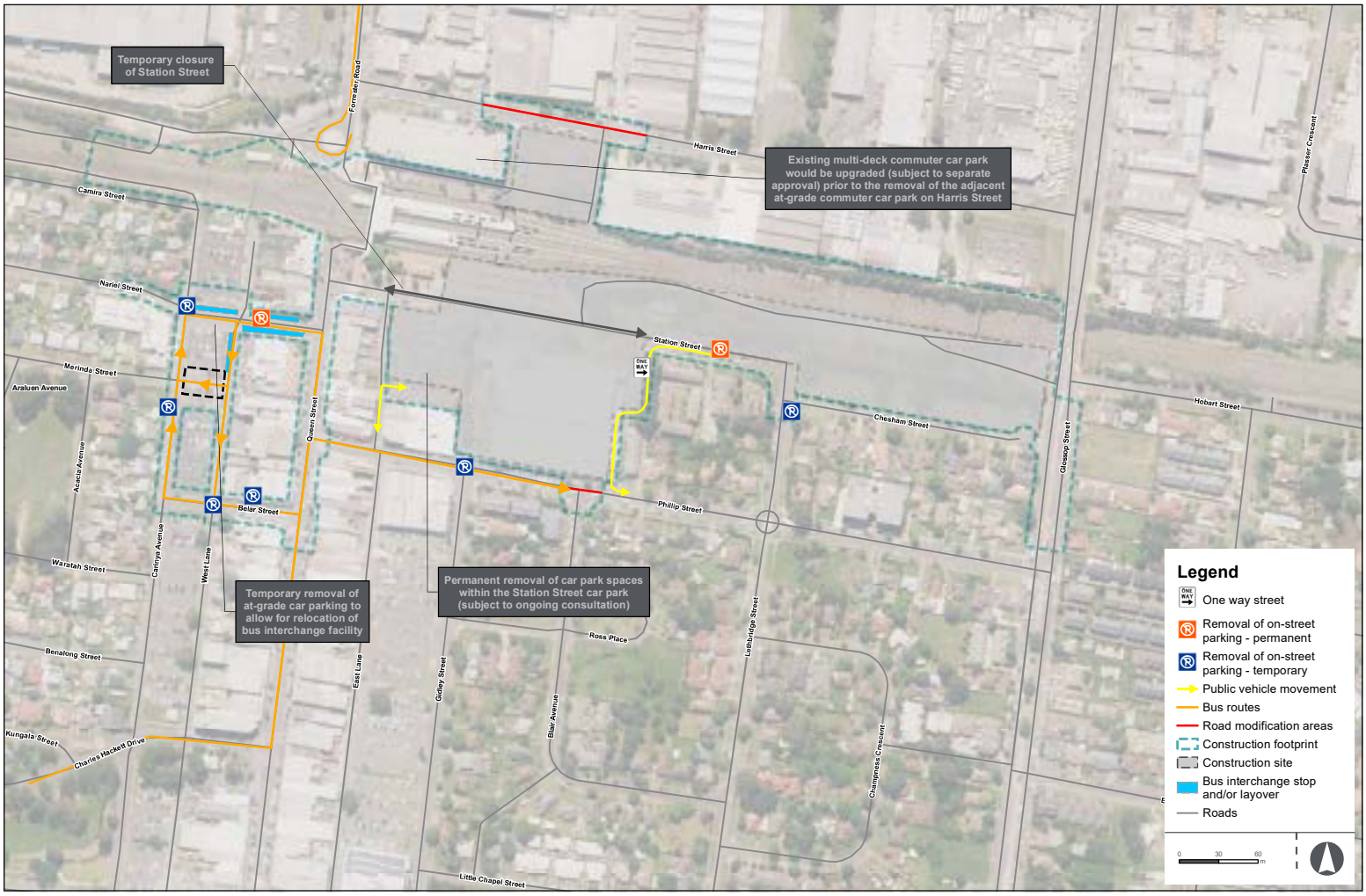
- temporary partial closure of Station Street, from Lethbridge Street to the eastern extent of station plaza east of Gidley Street
- minor temporary localised modifications at Harris Street and Glossop Street and temporary access modifications within the St Marys precinct, including at Harris Street, Glossop Street, Belar Street, Carinya Avenue, West Lane, Nariel Street and Queen Street

- temporary or permanent removal of about 435 car parking spaces within the St Marys precinct, including 310 off-street parking spaces and 125 on-street parking spaces and comprising restricted and unrestricted spaces
- temporary relocation of the St Marys Bus Terminal to Nariel Street and West Lane and establishment of a turnaround facility south of Nariel Street
- temporary impacts to the Harris Street footpath due to the movement of construction vehicles and temporary removal of pedestrian access to Station Street
- temporary changes to pedestrian access to residential properties on Station Street through local traffic control measures.

Some construction vehicles may need to temporarily use Lethbridge Street until heavy vehicle routes have been established within the construction footprint.

The road network outside of the St Marys Town Centre is expected to experience minimal impacts as a result of the construction of the project. This is due to these areas being largely greenfield areas.

Construction impacts of the project on the road network, access, parking, walking and cycling networks and the public transport network are described in detail in Section 4.2.2 to 4.2.9.



Sydney Metro - Western Sydney Airport

Indicative only, subject to design development

Temporary and permanent changes to the road network and parking at St Marys

Figure 4-7

Appendix 7

Conversion of Station Street to one way westbound

1. Installation and covering of signposting prior to the traffic switch in accordance with the approved plan – **5-7 shifts**
2. Undertake driveway works prior to the traffic switch **7-10 shifts**
3. Installation of Variable Message Signs in accordance with the approved CTMP time lines and locations **1 shift**
4. Day of traffic switch: **1-2x shifts**
    a. Uncover signs and remove redundant signs
    b. Install line marking
    c. Barrier installation
5. Undertake road safety audit – **1x shift**

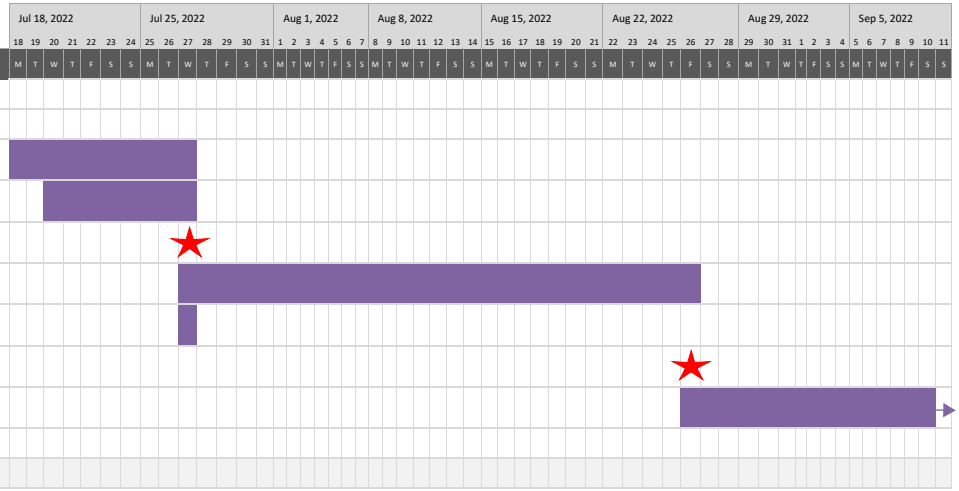
SMWSA - SBT - Indicative Program for Station Street

Wed, 29/6/2022

4

ID	Categories	Traffic Management	START	END
1	**St Marys**			
1.1	**Station Street Stage 1**	- Station Street 2 way - refer to Stage 1 VMP for haulage routes	13/07/22	27/07/22
1.2	**Install VMS with pre-works message**	- to be installed 7 days prior to traffic switch	20/07/22	27/07/22
1.3	**Traffic Switch to convert Station St to one way WB**	- indicative dates - final switch date to be confirmed at TCG		
1.4	**Station Street Stage 2**	- Station St converted to one way WB with public access via Station Plaza private road (Gidley St) - refer to Stage 2 VMP for haulage routes	27/07/22	26/08/22
1.5	**VMS messages updated to post works message**		27/07/22	27/07/22
1.6	**Traffic Switch to open Access Road A**	- indicative dates - final switch date to be confirmed at TCG		
1.7	**Station Street Stage 3**	- Station St converted to one way WB with public access via Access Road A and construction access via Station Plaza private road (Gidley St) - refer to Stage 3 VMP for haulage routes	26/08/22	

Insert new rows ABOVE this one



Appendix 8

E.4 Shift / Daily TTM inspection checklist

Completed by:					
			Inspection 1	*Inspection 2*	*Inspection 3*

Drive through TGS inspection		*Inspection 1*	*Inspection 2*	*Inspection 3*
Have any adjustments been made to the approved TGS?		☐ ☐	☐ ☐	☐ ☐
	If no, TGS must be reviewed by a PWZTMP	☐ ☐	☐ ☐	☐ ☐
	If no, TGS must be approved	☐ ☐	☐ ☐	☐ ☐
Have all signs and devices been installed in accordance with approved TGS?	***If no, provide detail of action taken***	☐ ☐	☐ ☐	☐ ☐

Drive through TGS inspection	Inspection 1	Inspection 2	Inspection 3
Are PTCD positioned as prescribed in TGS? ***If no, provide detail of action taken***	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐
Are manual traffic controllers clear of travel lane, have suitable escape route? ***If no, provide detail and reposition manual traffic controllers***	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐
Are sign and devices in good condition, clearly visible to road users? ***If no, provide detail of action taken***	☐ ☐	☐ ☐	☐ ☐
Are all signs mounted level and suitably clear of travel lanes? ***If no, provide detail of action taken***	☐ ☐	☐ ☐	☐ ☐
Are conflicting or non-applicable signs covered or removed? ***If no, provide detail and remove or cover signs***	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐

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

Post drive through confirmation	*Inspection 1*	*Inspection 2*	*Inspection 3*
Is TGS valid for the site activity and operating safely as intended? ***If no provide details and implement controls to rectify***	☐ ☐	☐ ☐	☐ ☐
Is TGS is appropriate for the current traffic conditions? ***If no provide details and implement controls to rectify***	☐ ☐	☐ ☐	☐ ☐
Have potential hazards identified in TGS been addressed? i.e. end-of-queue management ***If no provide details of additional hazards and controls required***	☐ ☐	☐ ☐	☐ ☐

Reset forms - pages 278 to 281

E.5 Post completion inspection checklist

Completed by:			

Drive through post completed inspection		
Item		**Comments / Action**
	☐ ☐	
	☐ ☐	
	☐ ☐	
	☐ ☐	
	☐ ☐	
	☐ ☐	
	☐ ☐	

Desktop post completion inspection		
	☐ ☐	
	☐ ☐	
	☐ ☐	
	☐ ☐	

Reset forms - pages 282 to 283

E.3 Weekly TTM inspection checklist

Completed by:				
			☐	☐
Desktop review				
Is a copy of the location TMP and relevant TGS available? ***If no inspection must not be undertaken until documents are obtained***			☐ ☐	
Details of TMP and TGS:				
Are the location TMP and relevant TGS approved? ***If no, work must be stopped until documents are approved***			☐ ☐	
Site Inspection				
Inspection completed:	☐	☐		
Signs and devices positioned as prescribed and commanding attention? ***If no provide details and rectify signs***			☐ ☐	

Site Inspection	
Sign sizes as prescribed? ***If no provide details and rectify signs***	☐ ☐
Signs are mounted level and suitably clear of travel lanes? ***If no provide details and rectify signs***	☐ ☐
Has temporary delineation been applied as prescribed, with permanent markings obliterated? ***If no provide details of action required to rectify delineation***	☐ ☐
Are registered trailers i.e. VMS / light towers; suitably clear of travel lanes and delineated? ***If no provide details and rectify location***	☐ ☐
Are temporary speed zones operating as prescribed? ***If no provide details and discuss with work supervisor***	☐ ☐
Are PTCD positioned as prescribed in TGS? ***If no provide details of action required to rectify***	☐ ☐

Site Inspection	
Are manual traffic controllers clear of travel lane, have suitable escape route? ***If no provide details of action required to rectify***	☐ ☐
Are site accesses and egresses well defined and safe for work vehicles? ***If no provide details of action required to rectify***	☐ ☐
Termination signs are suitably located? i.e. D downstream of last activity. ***If no provide details of action required to rectify***	☐ ☐

Post site inspection confirmation	
Is worksite layout operating safely as intended? ***If no provide details and implement controls to rectify***	☐ ☐
Has TMP identified and addressed key TTM risks? ***If no provide details and implement controls to rectify***	☐ ☐
Have key TTM risks been addressed on site? ***If no provide details of additional hazards and controls required***	☐ ☐
Have copies of Shift Inspections been sighted as completed as required? ***If no provide details and discuss with nominated rep completing Shift Inspections***	☐ ☐ ☐

Reset forms - pages 273 to 277

Appendix 9

100mm AT FULL SIZE

NOTES:
- REFER TO 'STATION STREET, ST MARYS - STAGE 2 CONSTRUCTION WORKS' FOR SIGNAGE

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CLIENT

CPB CONTRACTORS | Ghella

SERVICE PROVIDERS

GEODATA | BG&E | coffey | PSM | Robert Bird Group | ARCADIS

DRAWN [redacted]
DESIGNED
DRG CHECK
DESIGN CHECK
APPROVED

SYDNEY METRO WESTERN SYDNEY AIRPORT SBT

ST. MARYS CONSTRUCTION SITE
CONSTRUCTION SITE LAYOUT
OVERALL LAYOUT

STATUS: FOR DISCUSSION ONLY | SHEET OF | ©

DRG No. | REV.

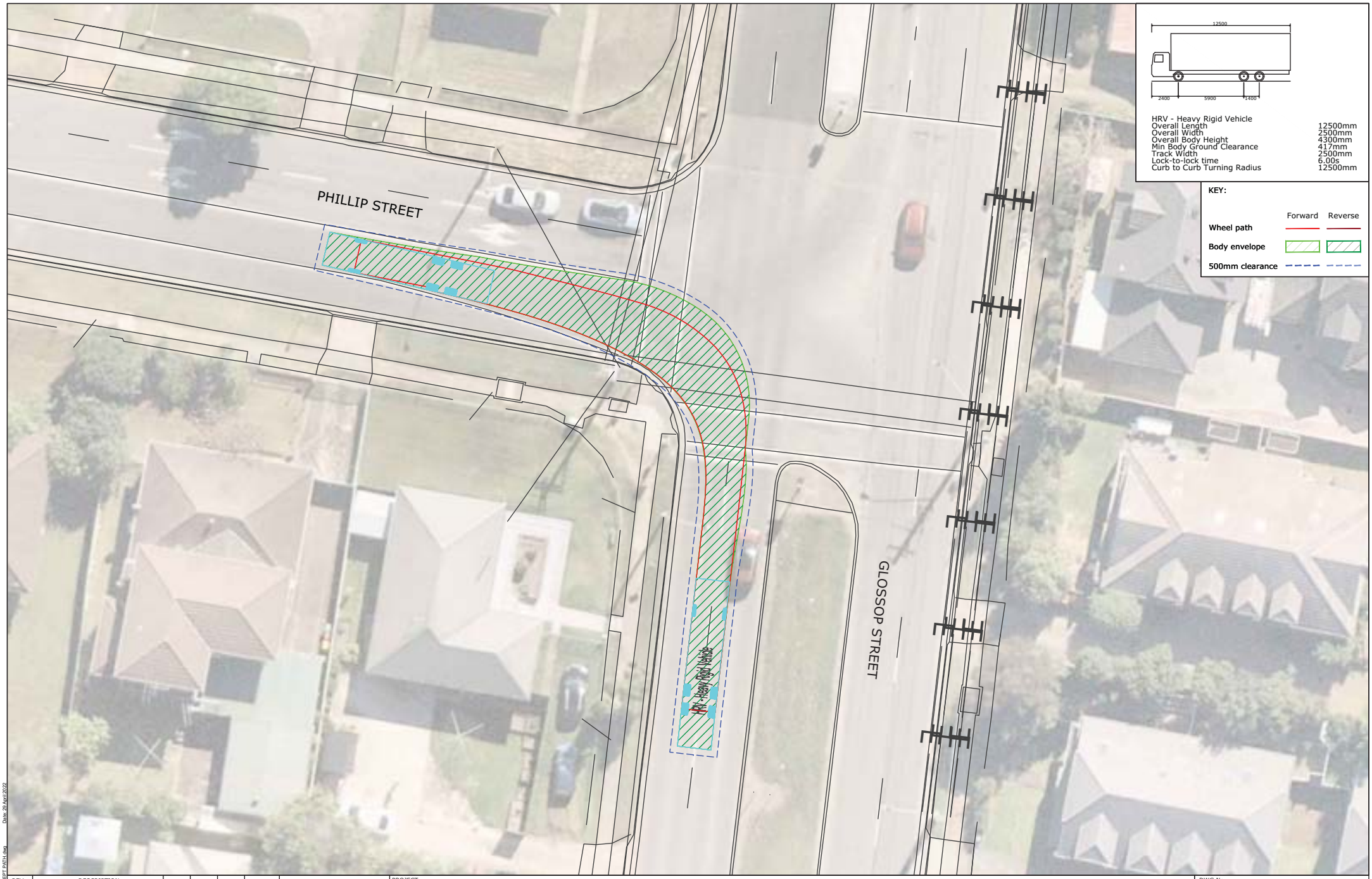
St Marys - Overview

St Marys – Site Establishment Stage 1 VMP (Station St 2 way)

St Marys – Site Establishment Stage 2 VMP (Station St one way WB with general traffic access via Gidley St)

St Marys – Site Establishment Stage 3 VMP (Station St one way WB with public access via Access Rd A)

Appendix 10



HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	WJ	WJ	29/04/22

ttpp transport planning

PROJECT: WESTERN SYDNEY AIRPORT WORKS

TITLE: SWEPT PATH ANALYSIS
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No. 22063CAD006 FIGURE 1

DATE STAMP 29 APRIL 2022

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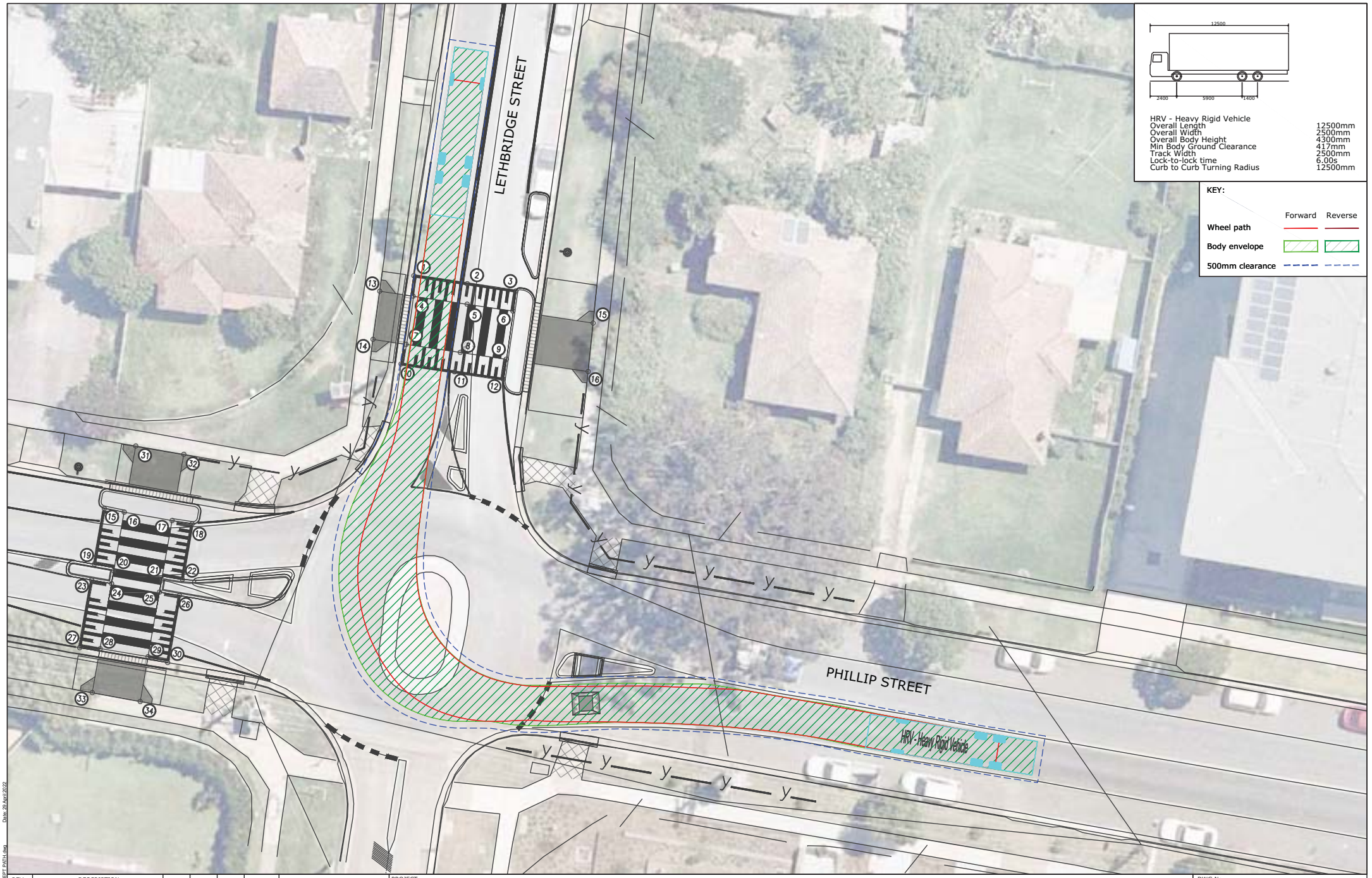

HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	WJ	WJ	29/04/22

ttpp transport planning

PROJECT: WESTERN SYDNEY AIRPORT WORKS

TITLE: SWEPT PATH ANALYSIS
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No. 22063CAD006
FIGURE 2

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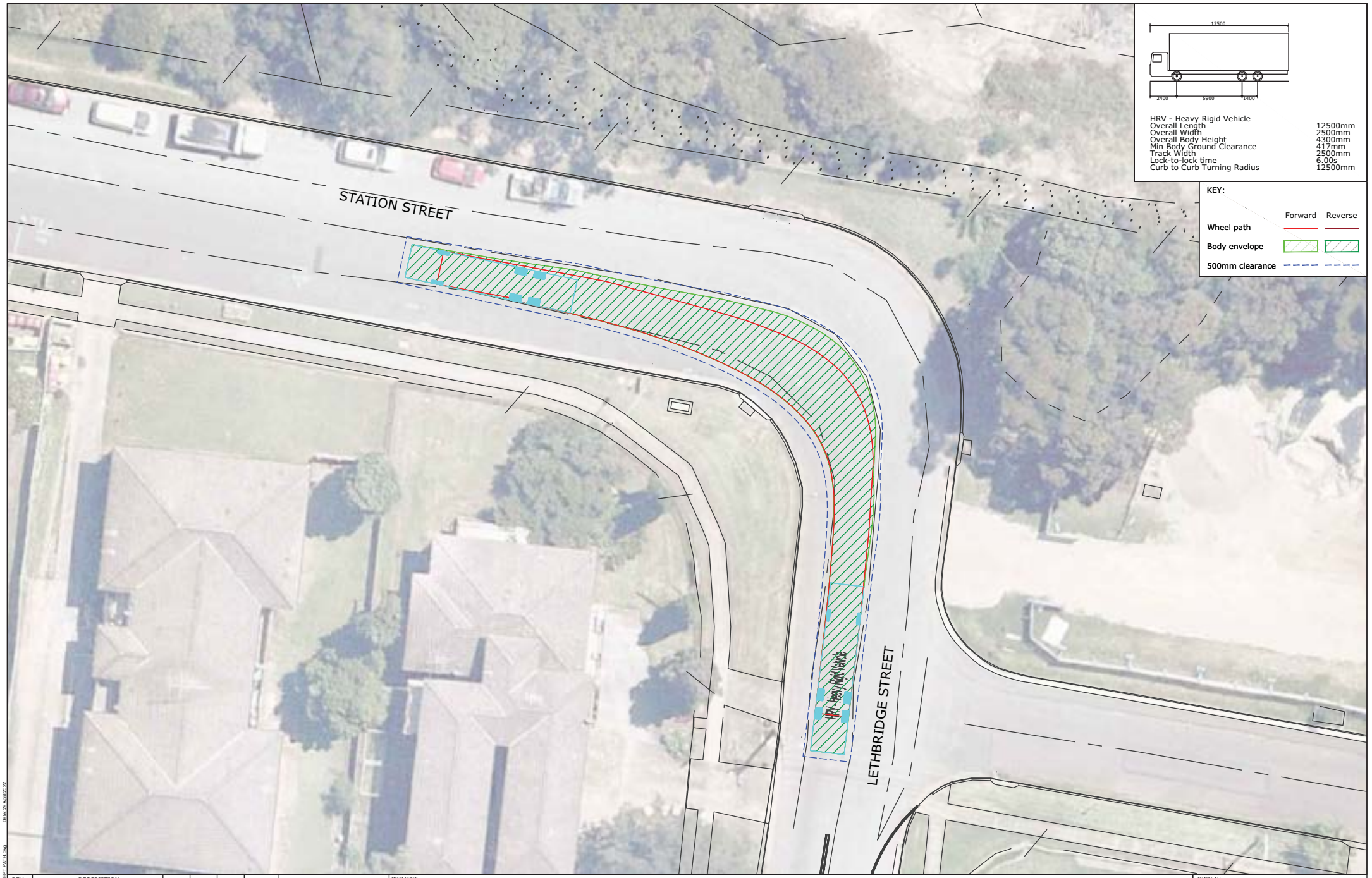

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ttpp transport planning

PROJECT: WESTERN SYDNEY AIRPORT WORKS

TITLE: SWEPT PATH ANALYSIS
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No. 22063CAD006 FIGURE 3

DATE STAMP 29 APRIL 2022

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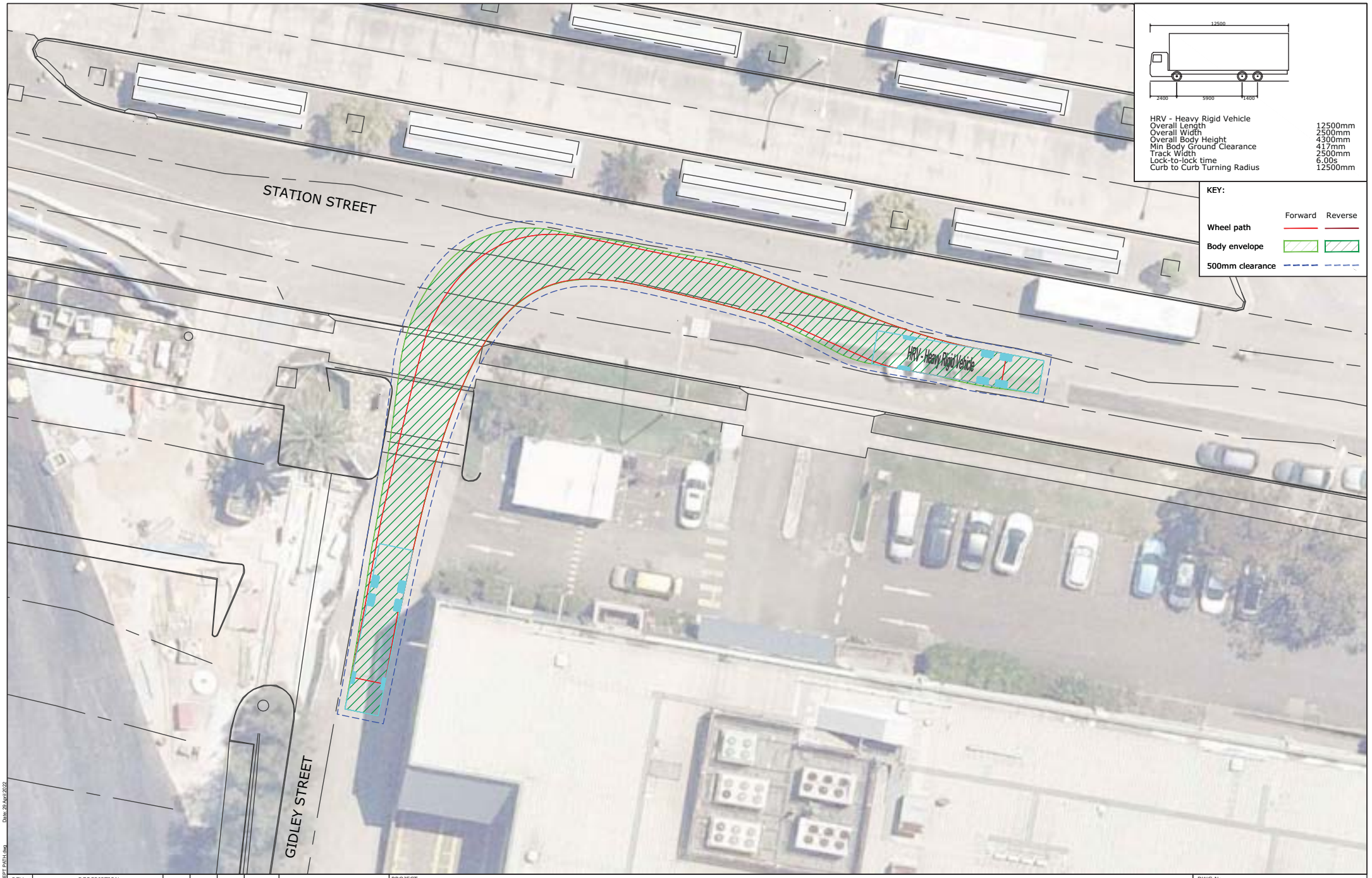

HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	WJ	WJ	29/04/22

ttpp transport planning

PROJECT: WESTERN SYDNEY AIRPORT WORKS

TITLE: SWEPT PATH ANALYSIS
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No. 22063CAD006 FIGURE 4

DATE STAMP 29 APRIL 2022

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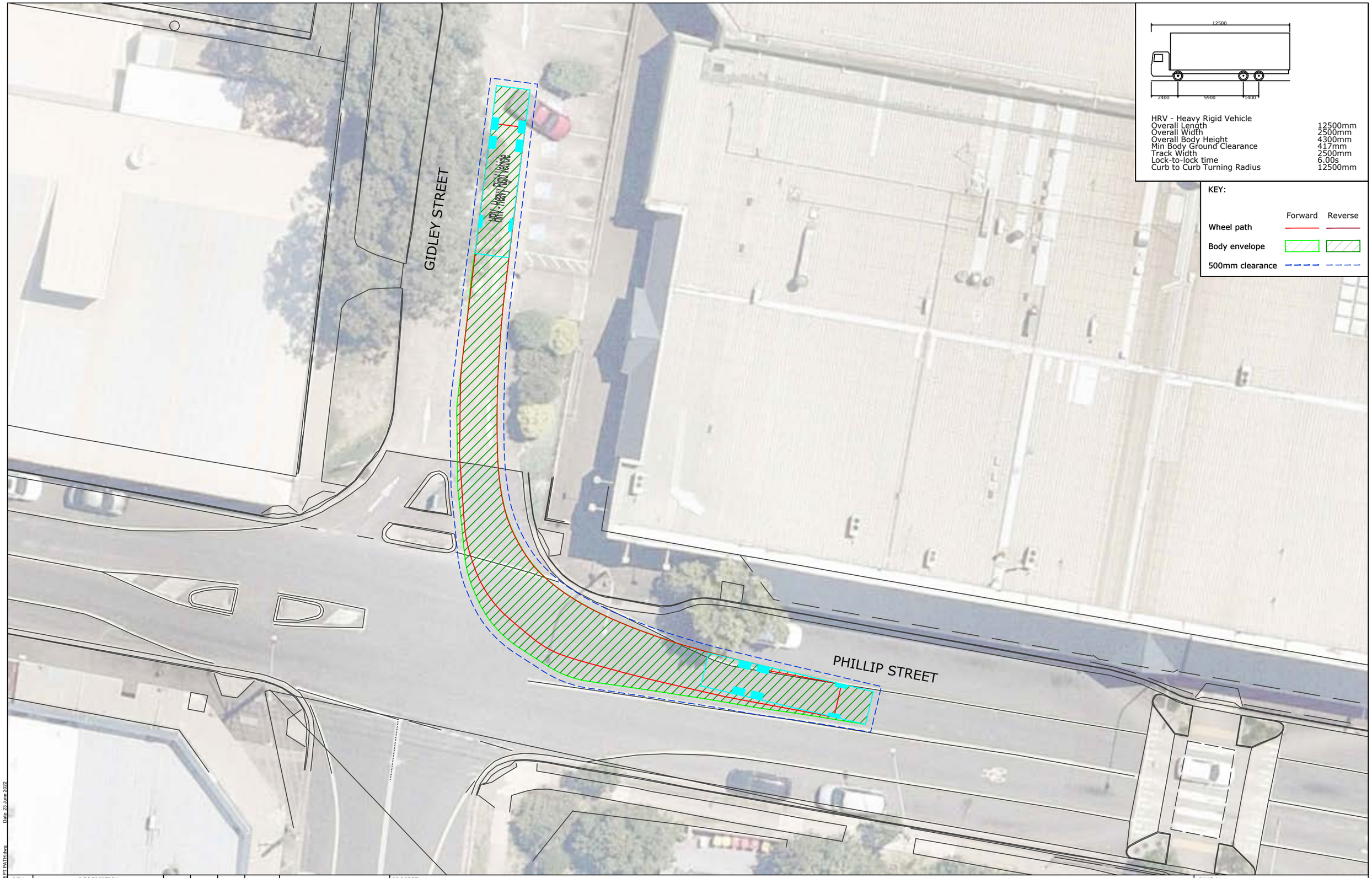

HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	WJ	WJ	23/06/22

ttpp transport planning

PROJECT: WESTERN SYDNEY AIRPORT WORKS

TITLE: SWEPT PATH ANALYSIS
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No. 22063CAD008
FIGURE 5

DATE STAMP: 23 JUNE 2022

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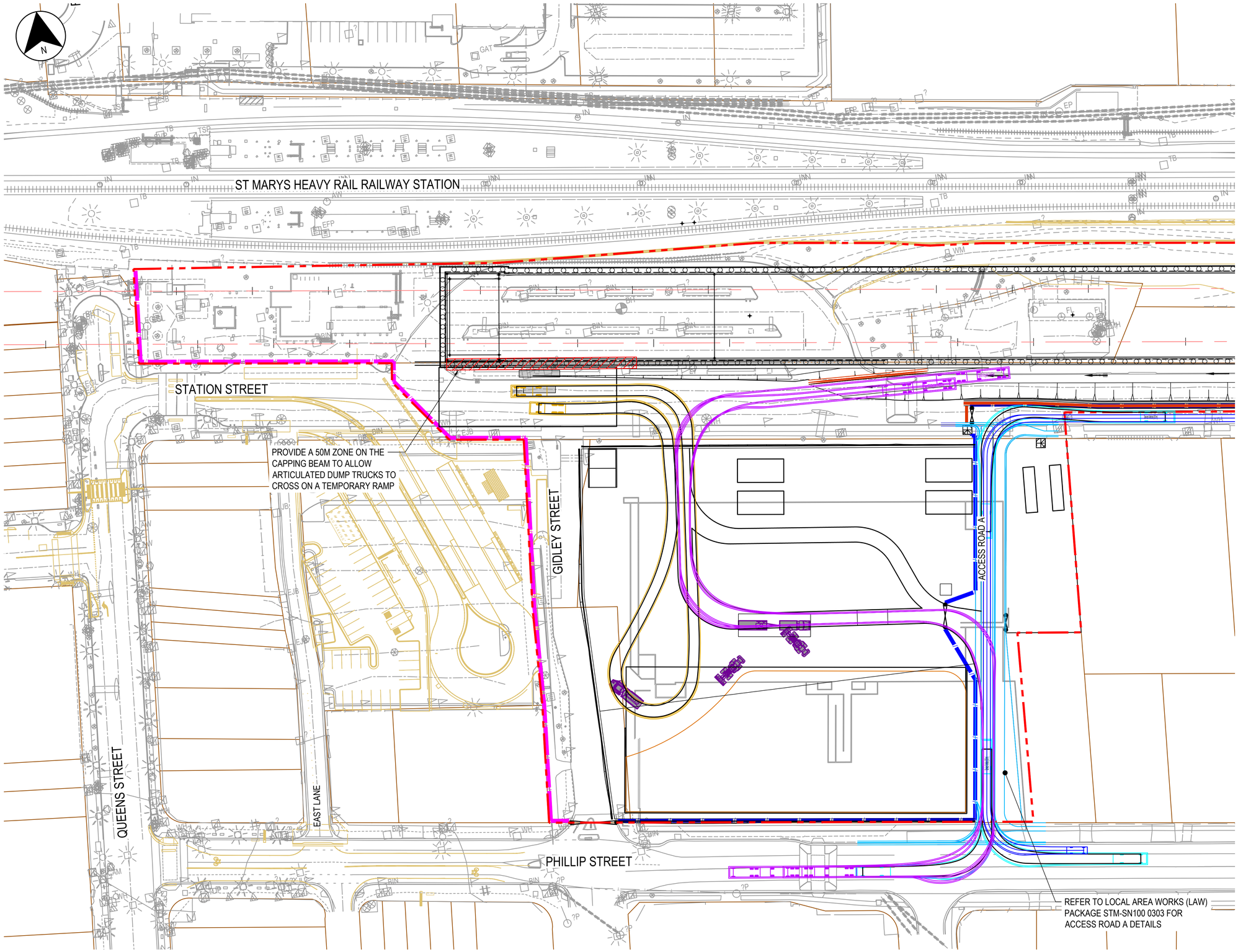


LEGEND

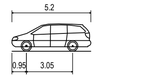
CADASTRAL BOUNDARY

CONSTRUCTION SITE BOUNDARY

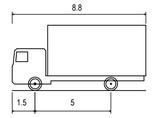
SWEPT PATH (AUSTROADS AND AUSTRALIAN STANDARDS)

SERVICE VEHICLE (8.8m) (AS 2890.2, 2002)

PASSENGER CAR (5.2m) (AUSTROADS, 2013)



Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m



Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
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SCALE: AS SHOWN

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CLIENT: NSW GOVERNMENT | sydney METRO

Engineering Design Solutions

SYDNEY METRO

BG&E - bgeeng.com

CIVIL

DRAWN	13.05.2022
DESIGNED	13.05.2022
DRG CHECK	13.05.2022
DESIGN CHECK	13.05.2022
APPROVED	13.05.2022

SYDNEY METRO - WESTERN SYDNEY AIRPORT – STATION BOXES AND TUNNELLING WORKS

ST MARYS S

TRAFFIC MA

SWEPT PATH

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STATUS: STA | EDMS No:

DRG No: SMV | REV | VER

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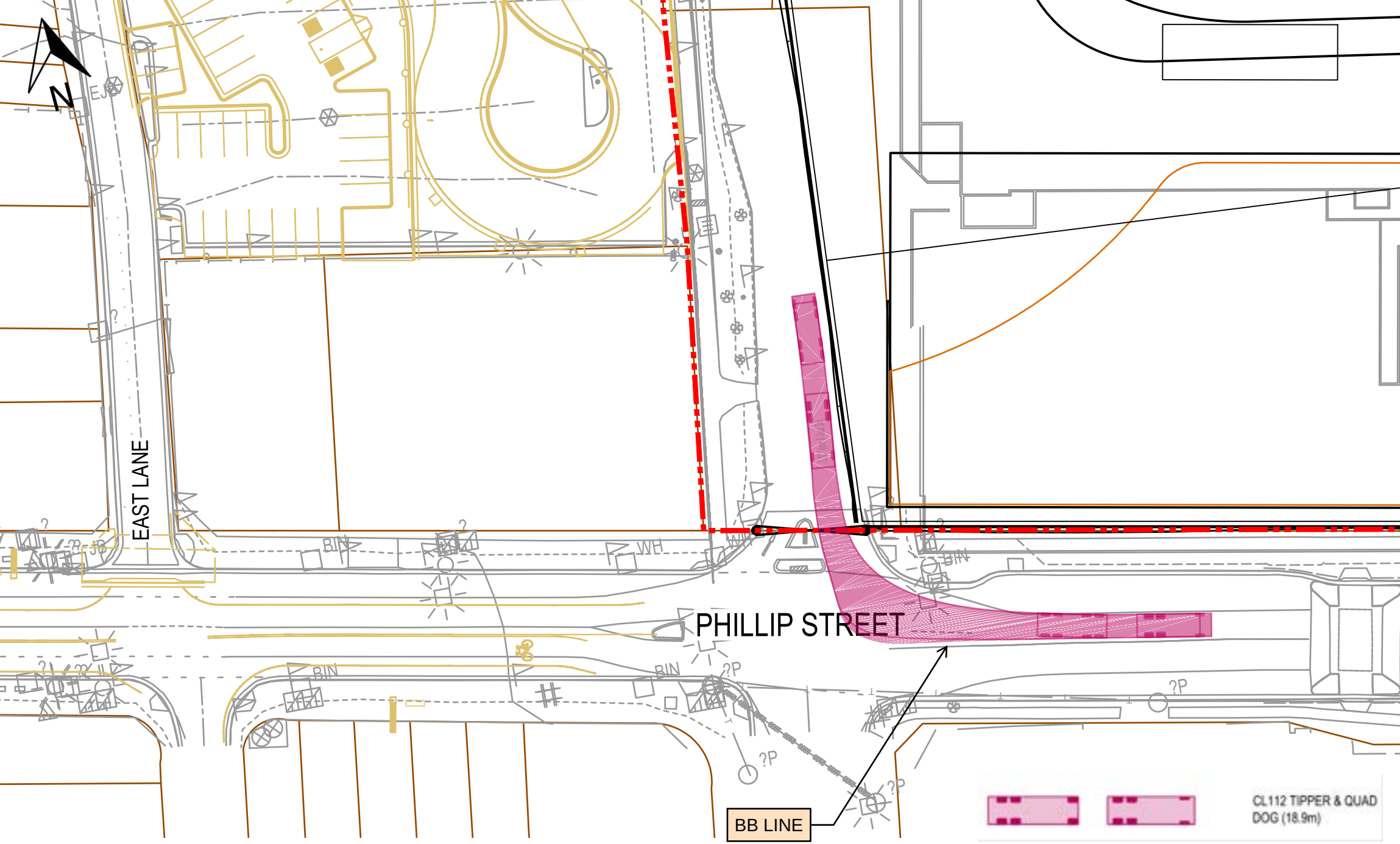
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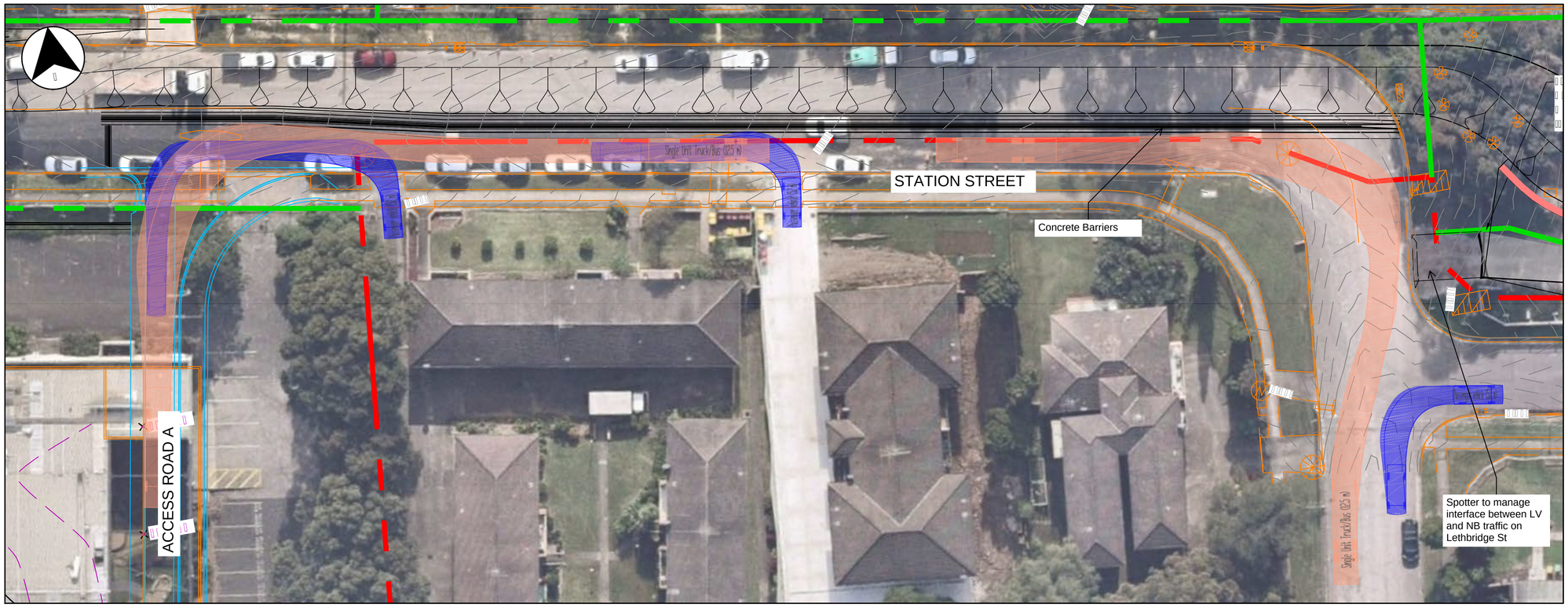
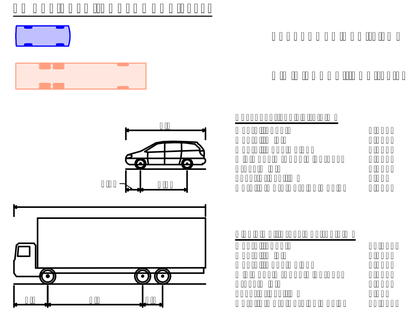
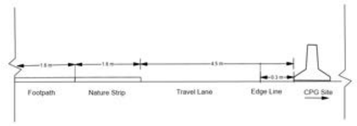
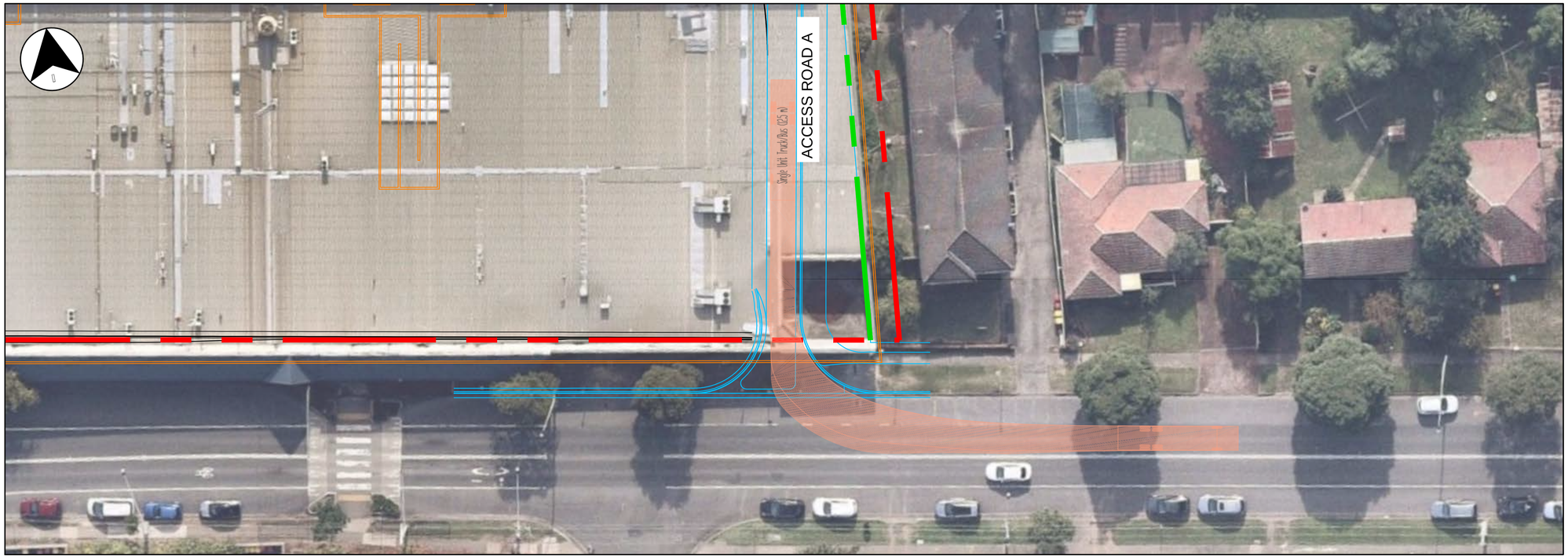
EAST LANE
PHILLIP STREET
BB LINE
BIN
WH
?P
CL112 TIPPER & QUAD
DOG (18.9m)







TYPICAL CROSS SECTION ALONG STATION ST



NSW GOVERNMENT
sydney METRO
Engineering Design Solutions

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BACKDRAFTING REQUIRED		
READY TO ISSUE		
	INITIAL	DATE
CIVIL		
STRUCTURAL		
BRIDGES		
OTHER		
BACKDRAFTED/CORRECTED		
CONFIRMED		

Appendix 11

SYDNEY METRO - WESTERN SYDNEY AIRPORT
STATION BOXES AND TUNNELLING WORKS

St Marys Site Operation and TBM Demobilisation – Construction Traffic Management Plan – Addendum to Site Establishment CTMP

Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works

Project number	
Document number	
Revision date	
Revision	

Document approval

Rev	Date	Prepared by	Reviewed by	Approved
		[redacted]	[redacted]	[redacted]
		[redacted]	[redacted]	[redacted]
		[redacted]	[redacted]	[redacted]

Details of Revision Amendments

Document Control

Amendments

Revision Details

Revision	Details

Table of contents

Table of tables

Table of figures

Appendices

Appendix 1

1. Introduction

1.1. Addendum report

1.2. Objectives

2. Locality and Existing Traffic Conditions

2.1. Site context

construction of Sydney Metro's St Marys

2.2. Abutting road network

- **Station Street**

facilitate Sydney Metro's

- **Access Road A**

- **Phillip Street**

- **Glossop Street**

- **Queen Street**

- **Lethbridge Street**

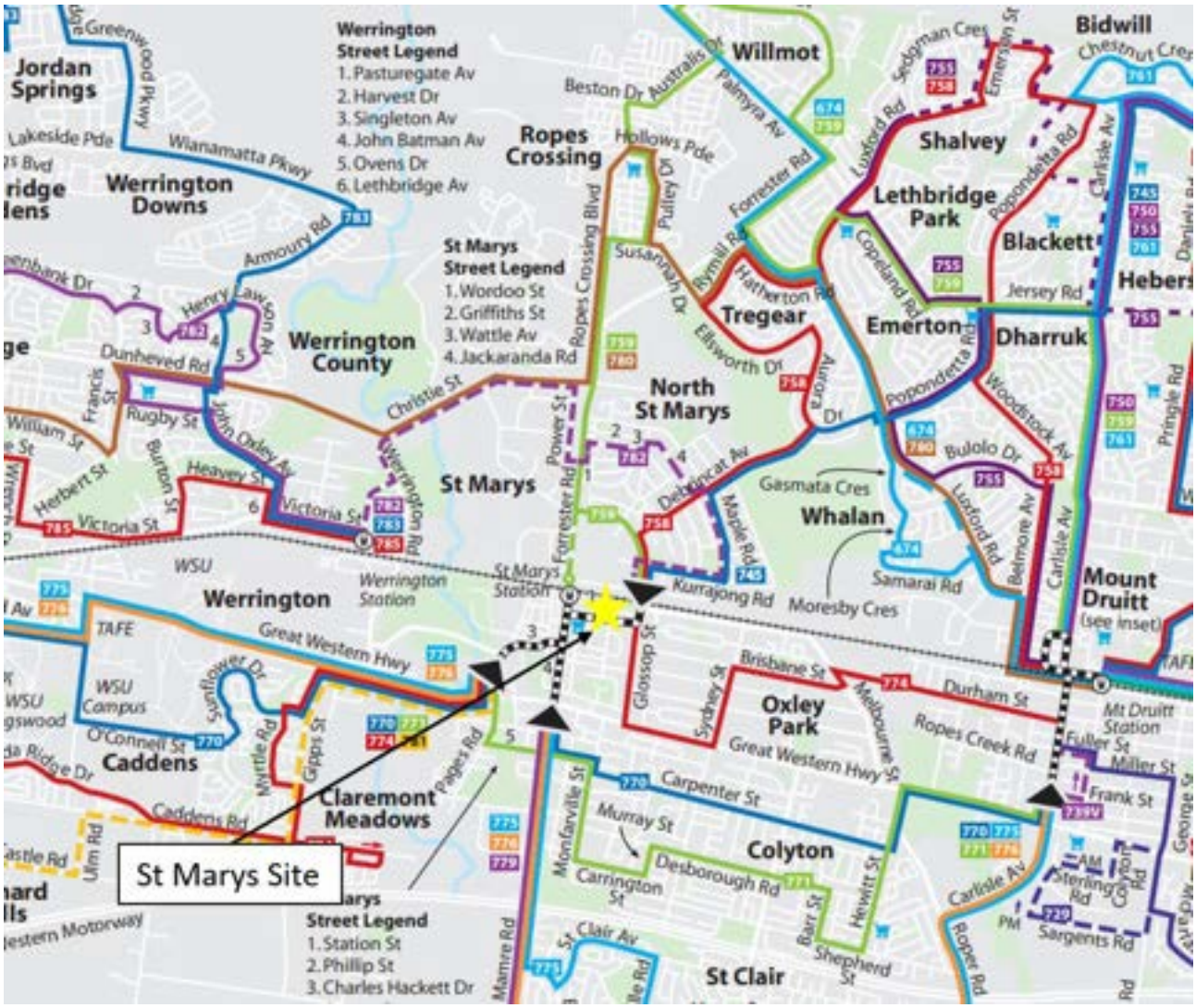
- **Gidley Street (Station Plaza Access Road)**

- **Great Western Highway**

2.3. Public transport facilities

Route	Route	Closest Bus Stop	Walking Distance	Weekday Frequency (Peak)	Weekend Frequency

Route	Route	Closest Bus Stop	Walking Distance	Weekday Frequency (Peak)	Weekend Frequency



2.4. Pedestrian and cyclist infrastructure

Metro's AEW

's Advanced and Enabling Works

2.5. Existing parking arrangement

construction workers' parking

2.6. Planned road upgrades


St Marys Site
Access Road A
Station St
Workforce Carpark
Chesham St
Site Offices and Workforce Carpark
Phillip St
Queen St
Station Plaza Access Road (Gidley St) NO PUBLIC ACCESS
LEGEND
HV/ LV OUTBOUND
HV/ LV INBOUND
GENERAL TRAFFIC
LV OUTBOUND ONLY
HV/ LV SECONDARY OUTBOUND

3. Site Operations

Duration

Commencement Date:

3.1. Works required

-
-
-

-
-

3.2. Construction traffic

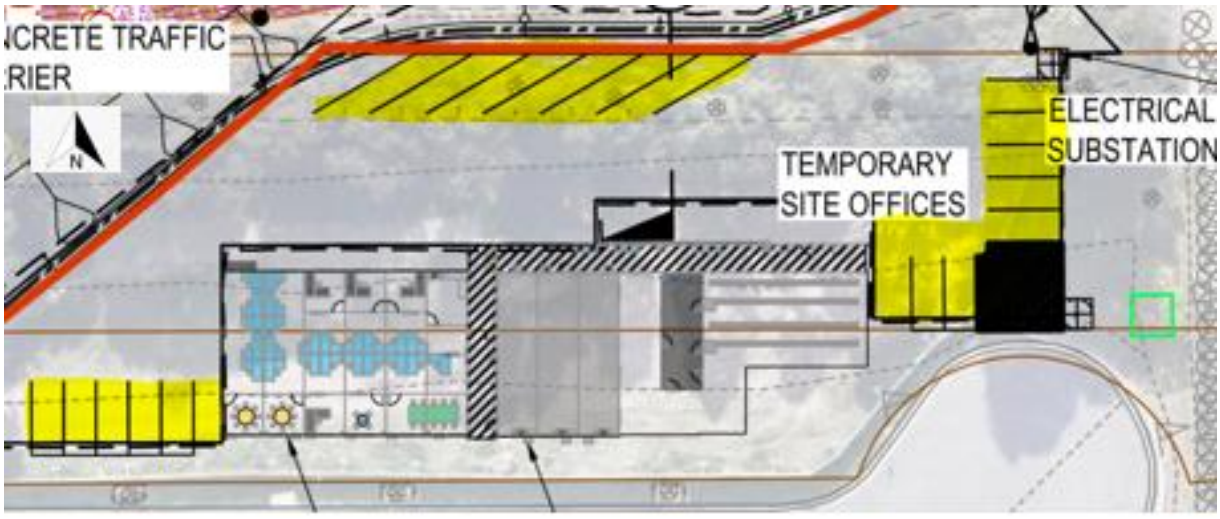
Vehicle Type	EIS						CPBG JV					
			Total			Total			Total			Total
			212			212			48			48
			4			4			4			4
			16			16			16			16

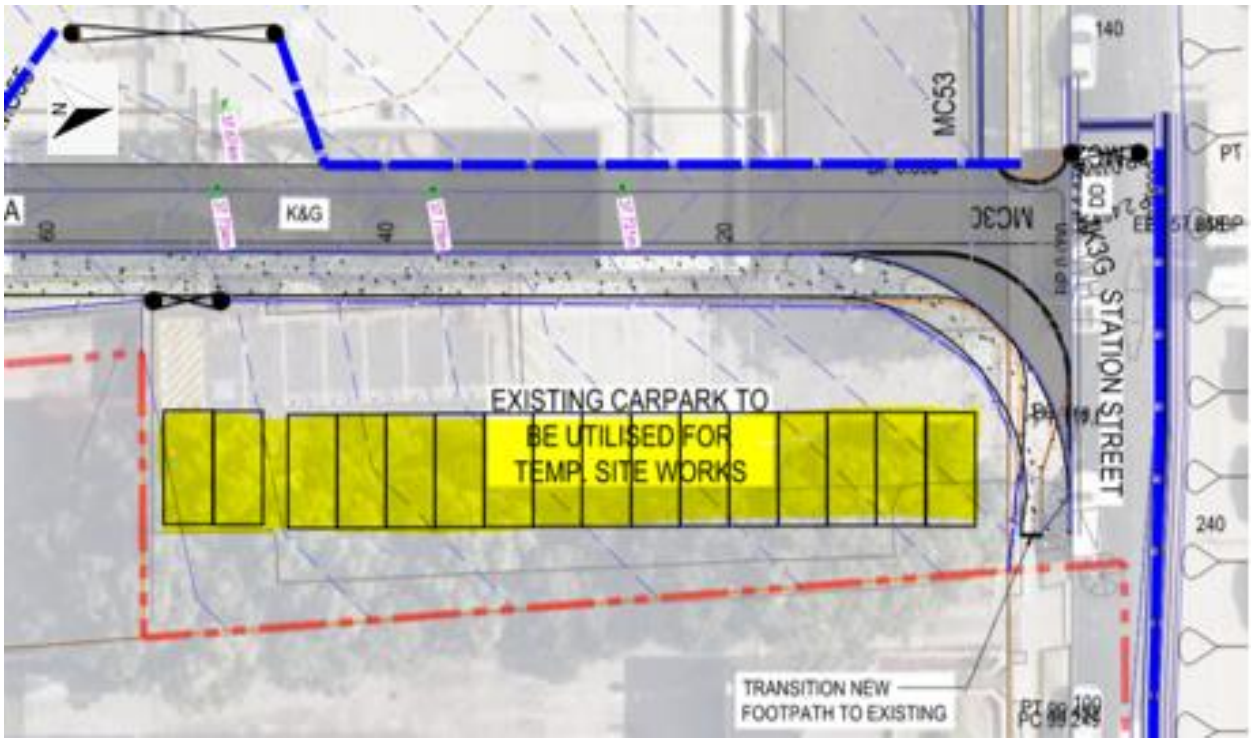
3.3. Staff and worker parking

conservative approach assuming a vehicle occupancy rate of 1.4 as per TfNSW's Principles and

Assumption	Calculation based on assumptions


St Marys Site
Access Road A
Station St
Workforce Carpark
Chesham St
Site Offices and Workforce Carpark
Phillip St
Station Plaza Access Road (Selby St) NO PUBLIC ACCESS
LEGEND
HV/ LV OUTBOUND
HV/ LV INBOUND
GENERAL TRAFFIC
LV OUTBOUND ONLY
HV/ LV SECONDARY OUTBOUND


CRETE TRAFFIC
RIER
N
TEMPORARY
SITE OFFICES
ELECTRICAL
SUBSTATION



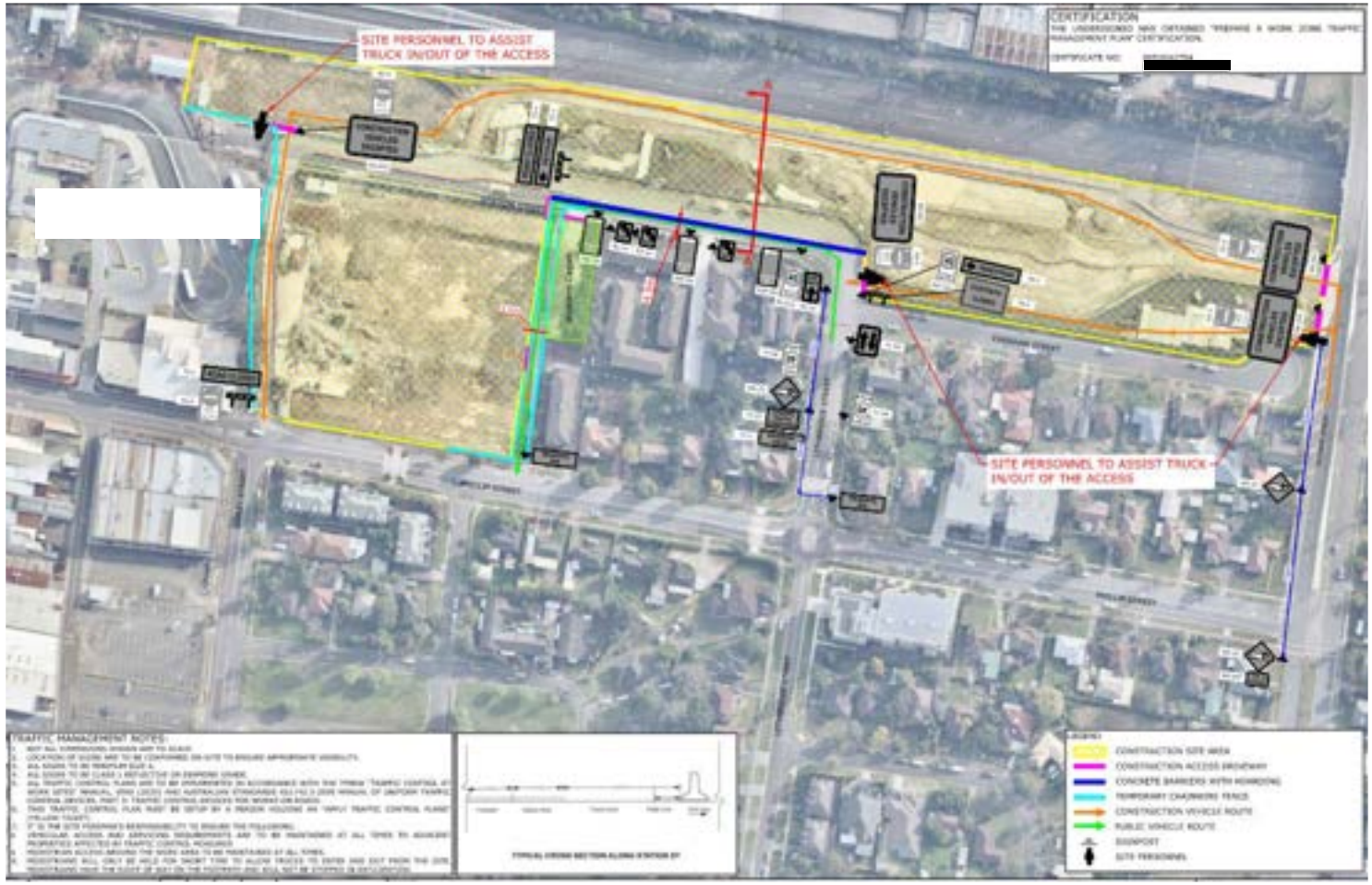
3.4. Site entry and exit

-
-
-

Approved as part of Site Establishment Stage 3? (Yes / No)	Location	Access to	Access and Egress Movement	Vehicle Type

3.5. Speed reduction

3.6. Road/ Lane closure


SITE PERSONNEL TO ASSIST TRUCK IN/OUT OF THE ACCESS
CERTIFICATION
SITE PERSONNEL TO ASSIST TRUCK IN/OUT OF THE ACCESS
TRAFFIC MANAGEMENT NOTES:

3.7. Traffic and transport impact

3.7.1. Proposed changes from Site Establishment Stage 3

Key Features	Site Operations (this addendum CTMP)	Site Establishment Stage 3 (approved)	EIS

3.7.2. Impact on traffic flow

-
-
-
-

Intersection								

3.7.3. Impact on public transport

3.7.4. Impact on pedestrians

3.7.5. Impact on cyclists

3.7.6. Impact on property and utility access

3.7.7. Impacts on parking arrangement

4. Site Demobilisation

Duration

Commencement Date:

4.1. Works required

4.2. Construction traffic

Vehicle Type	Site Operation						Site Demobilisation					

4.3. Staff and worker parking

4.4. Site entry and exit

4.5. Speed reduction

4.6. Road/ Lane closure

4.7. Traffic and transport impact

4.7.1. Impact on traffic flow

4.7.2. Impact on public transport

4.7.3. Impact on pedestrians

4.7.4. Impact on cyclists

4.7.5. Impact on property and utility access

4.7.6. Impacts on parking arrangement

5. TBM Demobilisation

Duration

Commencement Date:

5.1. Works required

5.2. Construction traffic and TBM removal

Vehicle Type	Site Operation						Site Demobilisation					

5.3. Site entry and exit

5.4. Speed reduction

5.5. Road/ lane closure

will be presented at Sydney Metro's Tr

5.6. Traffic and transport impact

5.6.1. Impact on traffic flow

5.6.2. Impact on public transport

5.6.3. Impact on pedestrians

5.6.4. Impact on cyclists

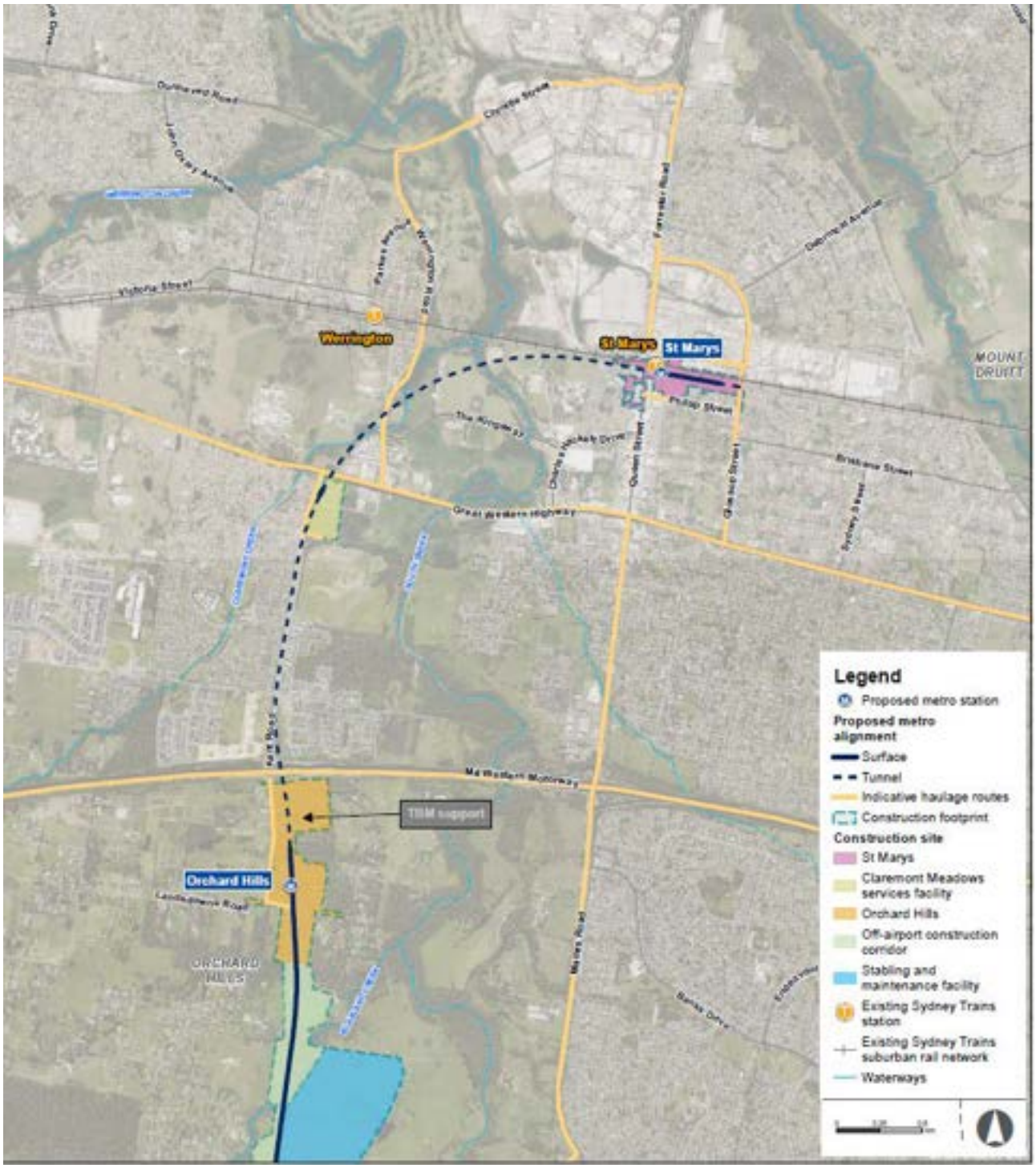
5.6.5. Impact on property and utility access

5.6.6. Impacts on parking arrangement

6. Fleet Management

6.1. Haulage routes

NHVR's OSOM permit portal. All


Werrington
St Marys
St Marys
MOUNT DRUITT
TBM support
Orchard Hills
ORCHARD HILLS
Legend
Proposed metro station
Proposed metro alignment
Surface
Tunnel
Indicative haulage routes
Construction footprint
Construction site
St Marys
Claremont Meadows services facility
Orchard Hills
Off-airport construction corridor
Stabling and maintenance facility
Existing Sydney Trains station
Existing Sydney Trains suburban rail network
Waterways

6.2. Road dilapidation report

6.3. Permits for over-dimensional vehicles

ational Heavy Regulator's (NHVR's

7. Other matters

7.1. Communications and the community

7.1.1. Proposed communications

-
  -
  -
  -
  -
-
- –
- –
- –

Method	Purpose	Applicable to this CTMP

Method	Purpose	Applicable to this CTMP

7.1.2. Travelling public

-
-
-

7.2. Stakeholders

Stakeholder	Consultation type	Date

7.3. Traffic Guidance Scheme/Road Occupancy Licenses

7.4. Special events

-
-
-
-
-

7.5. Training

by a holder of a SafeWork NSW “Prepare a Work Zone Traffic Management Plan” or equivalent.

7.6. Environmental maintenance

7.7. Site contacts

Name	Position	Contact details
[redacted]		[redacted]
[redacted]		[redacted]
[redacted]		[redacted]
[redacted]		[redacted]

7.8. References

-
-
-
-
-
-
-

Appendix 1

CERTIFICATION
THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.

CERTIFICATE NO: 0052042754 [redacted]

SIGNAGE TO BE REMOVED

SIGNAGE TO BE REMOVED

SITE PERSONNEL TO ASSIST TRUCK IN/OUT OF THE ACCESS

SITE PERSONNEL TO ASSIST TRUCK IN/OUT OF THE ACCESS

Light Vehicle Egress Only

STATION STREET

CHESHAM STREET

PHILLIP STREET

LETHBRIDGE STREET

GIDLEY STREET

GLOSSOP STREET

A

A'

4.5m

3.5m

50m

35m

60m

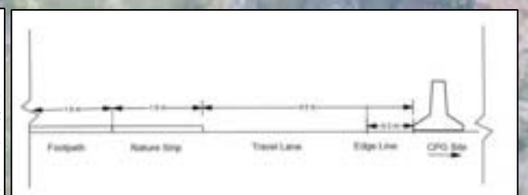
70m

TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET)
7. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:

- VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
- PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.

8. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.



TYPICAL CROSS SECTION ALONG STATION ST

LEGEND

- CONSTRUCTION SITE AREA
- WORKFORCE CAR PARK
- CONSTRUCTION ACCESS DRIVEWAY
- CONCRETE BARRIERS WITH HOARDING
- TEMPORARY CHAINWIRE FENCE
- CONSTRUCTION VEHICLE ROUTE
- PUBLIC VEHICLE ROUTE
- SIGNPOST
- SITE PERSONNEL

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DL	WJ	20/10/22
B	ISSUE FOR DISCUSSION	SC	DL	WJ	21/11/22

ttpp transport planning

PROJECT: ST MARYS STATION - SITE OPERATION

TITLE: TRAFFIC GUIDANCE SCHEME

DWG No. 22075CAD003 FIGURE 1

DATE STAMP 21 NOVEMBER 2022

PROJECT No. 22075 | SCALE NTS | REV. B

Date: 21 November 2022

Filename: 22075CAD003-221121-St MarysTCP.dwg

Appendix 2

REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) St Marys Site Establishment						[redacted]						
							[redacted]						
							[redacted]						
							[redacted]						
							[redacted]						
							[redacted]						
							[redacted]						
							[redacted]						

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
							[redacted]						
							[redacted]						
							[redacted]						
							[redacted]						
							[redacted]						

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT

Appendix 12

SYDNEY METRO - WESTERN SYDNEY AIRPORT
STATION BOXES AND TUNNELLING WORKS

St Marys Construction Traffic Management Plan – Addendum to Site Establishment CTMP

Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works

Project number	WSA-200-SBT
Document number	SMWSASBT-CPG-STM-SN100-TF-RPT-299052
Revision date	August 2023
Revision	B

Document approval

Rev	Date	Prepared by	Reviewed by	Approved
A	July 23	[redacted]	[redacted]	[redacted]
B	August 23	[redacted]	[redacted]	[redacted]
Signature		[redacted]	[redacted]	[redacted]

Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Project Traffic Manager is responsible for updating this plan to reflect changes to construction, legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the Project Traffic Manager and/or client before being distributed/implemented.

Revision Details

Revision	Details
A	Issue for external review
B	Issued for Approval

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Appendices

1. Introduction

1.1. Addendum report

The site-specific Construction Traffic Management Plan (CTMP) for the St Marys construction site (the site) was approved for Stages 1, 2 and 3 of the site establishment in July 22. This was followed by an addendum approved in January 2023 to cover the site operations phase of works.

All access arrangements proposed in the Addendum 1 (approved in January 2023) to cover Site Operations phase were consistent with Site Establishment Stage 3, with some minor changes made to construction workforce and on-site construction parking arrangement.

This addendum to the approved St Marys CTMP covers the following scope items:

- Inclusion of secondary haulage route via Phillip Street Westbound to access St Marys Site using Gidley Street

Key traffic changes from the previously approved CTMP include:

- Stop/Slow on Phillip St Westbound for Truck and Dog Access into site using Gidley Street

The scope of this addendum is to detail the traffic and transport impacts and associated management measures during this operation. This CTMP addendum has been prepared to meet the following requirements including SSI 10051 Planning Approval Condition E103 and will be submitted to the Planning Secretary of the NSW Department of Planning and Environment for information.

- Environmental Impact Statement (EIS) of Sydney Metro Western Sydney Airport –Technical Paper 1 - Transport Mitigation Measures
- EIS Construction Traffic Management Framework
- Conditions of Approval (CoA) for the State Significant Infrastructure (SSI 10051)

1.2. Objectives

The primary objectives and principles of this CTMP are:

- Minimising the impacts on traffic delays and road safety
- Minimising the disruption to private properties and local businesses
- Minimising the impacts on existing pedestrian footpaths, cycleways, and nearby parking facilities.
- Ensuring coordination with Transport for NSW (TfNSW) through Traffic and Transport Liaison Group (TTLG) and Traffic Control Group (TCG) to manage any accumulative impacts with surrounding projects.
- Ensuring traffic impacts are within the scope permitted by TfNSW, Sydney Metro Western Sydney Airport and Penrith City Council
- Meet the requirements of the Project brief, Project Specifications, COA and TfNSW Traffic Control at Work Sites (TCaWS) Manual.

2. Locality and Existing Traffic Conditions

2.1. Site context

The St Marys metro station site is located to the south of the existing St Marys train station, with the station box to be constructed along the southern side of St Marys railway corridor, north of Station Street and Chesham Street. Station Plaza and the old bus interchange along Station Street have been demolished to enable construction of Sydney Metro's St Marys station with the new bus interchange located west of Gidley Street (Station Plaza Access Road) and accessed from the northern end of Queen Street.

The site is surrounded by mixed land uses, ranging from low-density and medium-density residential to retail, business and supermarkets. Commercial activities are consolidated along the retail strip on Queen Street, between Station Street and Great Western Highway. Bus stops and restricted parking are provided on Queen Street and Phillip Street.

Figure 1: Site Layout

2.2. Abutting road network

Traffic management measures on Glossop Street, Station Street and Gidley Street (Station Plaza Access Road) will be maintained as per the previously approved Construction Traffic Management Plan. A brief description of the following roads surrounding the site is provided below and shown in Figure 2:

- **Station Street** has been reconfigured as one-way westbound only between Lethbridge Street and Access Road A to facilitate Sydney Metro's construction works. The northern footpath along Station Street has been subsumed within the site boundary with the southern footpath maintained for pedestrian accessibility. The posted roadworks speed limit on the entire length of Station Street is 40km/h.

- **Access Road A** was opened for access from Station Street to Phillip Street as part of the previously approved CTMP. This has allowed the closure of Gidley Street, between Station Street and Phillips Street in addition to closure of Station Street, between Access Road A and Gidley Street (Station Plaza Access Road) to facilitate construction. Access Road A is a one-lane, one-way southbound road, connecting with Station Street to the north and Phillip Street to the south. All vehicles travelling westbound on Station Street utilise Access Road A to access Phillip Street.
- **Phillip Street** is aligned in the east-west direction, commencing at Queen Street on the west and terminating at Glossop Street on the eastern side. It connects with various side streets including Lethbridge Street, Access Road A and Gidley Street. Phillip Street is generally configured as a two-lane, two-way road with pedestrian footpaths on both sides of the road. The posted speed limit is 40km/h to the west of Blair Avenue and 50km/h to the east of Blair Avenue.
- **Glossop Street** is a regional road aligned in the north-south direction, connecting Forester Road to the north and Great Western Highway to the south at signalised intersections. Glossop Street is generally configured as a four-lane, two-way divided road with a central median and footpaths on both sides of the road. On-street parking is prohibited along Glossop Steet. The posted speed limit is 60km/h.
- **Queen Street** is classified as a local road, which aligns in the north-south direction, connecting Great Western Highway to the south at a signalised intersection and St Marys train station to the north at the cul-de sac. Queen Street is consolidated by retail and business spaces with footpaths located on both sides of the road to facilitate commercial activities. The cul-de sac at the northern end of Queen Street is used as a taxi zone and pick up/drop off for people using the train and buses around the vicinity.
- **Lethbridge Street** is classified as a local road, which aligns in the north-south direction, connecting with Station Street and Chesham Street to the north and Stapleton Parade and Brock Avenue to the south. A 40km/h Road Works zone has been implemented on Lethbridge Street between Phillip Street and Station Street whereas the posted speed limit south of Phillip Street is 50km/h.
- **Gidley Street (Station Plaza Access Road)** has been closed off to the general public as part of Site Establishment Stage 3 works.

Figure 2: NSW road network classification (Source: https://roads-waterways.transport.nsw.gov.au/classification/map (accessed on 19 September 2022))

2.3. Public transport facilities

The site is located just south of St Marys train station, which is serviced by T1 (North Shore and Western Line) and T5 (Cumberland Line) lines.The existing bus interchange has been relocated to the south of Station Street. Multiple bus stops are located on Queen Street. Bus services provide connection to other suburban hubs such as Parramatta, Sydney CBD, Mount Druitt and Penrith.

Table 1: Existing bus services around the site. (Source: https://transportnsw.info/routes/bus (accessed on 19 September 2022))

shows the summary of the bus routes served by the closest bus stops to the site.

Figure 3 shows the bus routes running through St Marys area and surrounds.

Route	Route	Closest Bus Stop	Walking Distance	Weekday Frequency (Peak)	Weekend Frequency
745	Norwest Private Hospital to St Marys via Stanhope Gardens	St Marys Stand C	100m	Every 15-30 minute	Every 1 hour
758	St Marys to Mount Druitt via Tregear & Shalvey	St Marys Stand C	100m	Every 15 minute	Every 15-30 minute
759	St Marys to Mount Druitt via Ropes Crossing	St Marys Stand C	100m	Every 30 minute	Every 30 minute to 1 hour
770	Mount Druitt to Penrith via St Marys	St Marys Stand B	100m	Every 30 minute	Every 1 hour
771	St Marys to Mount Druitt via Colyton	St Marys Stand B	100m	Every 30 minute	Every 1 hour
774	Mount Druitt to Penrith via Nepean Hospital	St Marys Stand C	100m	Every 30 minute	Every 1 hour
775	Penrith to Mount Druitt via Erskine Park	St Marys Stand B	100m	Every 10–30 minute	Every 30 minute
776	Mount Druitt to Penrith via St Claire	St Marys Stand B	100m	Every 15 minute	Every 30 minute to 1 hour
779	Kemps Creek to St Marys via Erskine Park	St Marys Stand B	100m	Every 30 minute	Every 1 hour
780	Mount Druitt to Penrith via Ropes Crossing	St Marys Station, Forrester Rd	300m	Every 15 minute	Every 30 minute to 1 hour
781	St Marys to Penrith via Glenmore Park	St Marys Stand B	100m	4 services across the whole day	No service
782	St Marys to Penrith via Werrington	St Marys Stand C	100m	Every 20-30 minute	Every 1 hour
835	WSU Penrith to Prairiewood	St Marys Stand A	100m	Every 15-30 minute	No service
N70	City Town Hall to Penrith (Night bus)	St Marys Stand A	100m	Every 1 hour	Every 1 hour
S11	St Marys to St Clair (Loop Service)	St Marys Stand C	100m	Every 1 hour	No service

Table 1: Existing bus services around the site. (Source: https://transportnsw.info/routes/bus (accessed on 19 September 2022))

The subject site is conveniently located adjacent to St Mary train station and bus interchange which would encourage construction workers to use public transport to/from work.

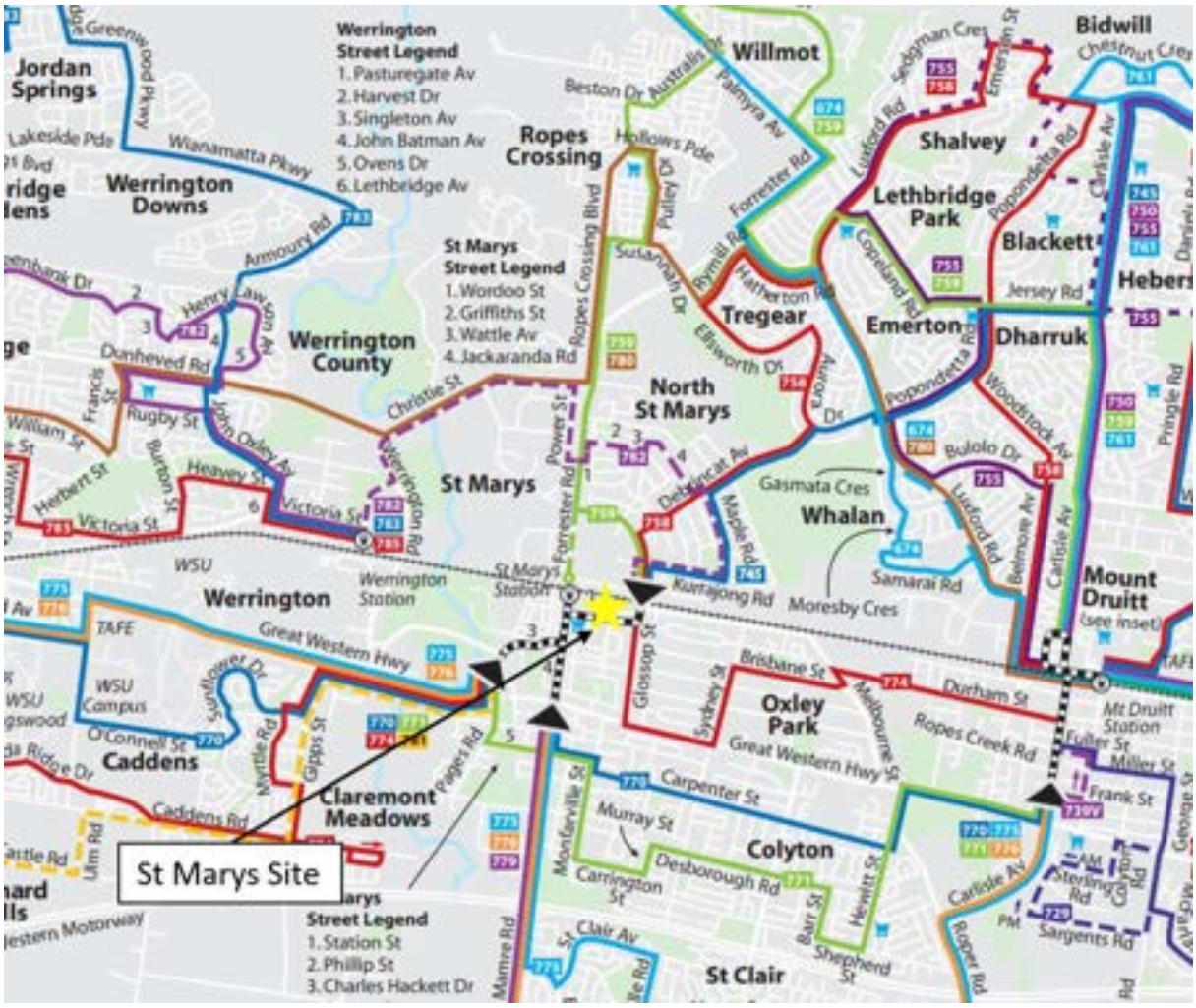


Figure 3: Existing bus network around St Marys. (Source: Busways Western Sydney Network Map - https://transportnsw.info/travel-info/ways-to-get-around/bus/bus-operator-maps (last accessed on 19 September 2022))

2.4. Pedestrian and cyclist infrastructure

Pedestrian footpaths are provided on both sides of all roads in proximity to the St Marys site, except for the northern side of Station Street as it has been closed to accommodate the construction works. A 2.5m-wide footpath is available on Access Road A, to provide a pedestrian connection between Station Street and Phillip Street during Sydney Metro Western Sydney Airport construction works.

According to the NSW Cycleway finder, there is an on-road cycle route, graded as low-difficulty along Station Street, which connects with a classified hard-difficulty cycle route on Queen Street noting the direct connection from Station Street to Queen Street was closed as part of Sydney Metro's AEW works. The eastern part of Phillip Street has a cycle route, graded as medium difficulty. Figure 4 shows the available cycle routes around St Marys site.

It is noted that Station Street was closed off at Gidley Street (Station Plaza Access Road) as part of Sydney Metro's Advanced and Enabling Works. This closure has subsequently been moved east and is currently implemented at Access Road A as part of Sydney Metro's Station Box and Tunnelling works. Therefore, cyclists travelling to Queen Street from Station Street are diverted to Access Road A and Phillip Street, before turning onto Queen Street.

Figure 4: Existing cycle routes around St Marys site. Source: https://roads-waterways.transport.nsw.gov.au/maps/cycleway_finder (last access on 19 September 2022)

2.5. EIS routes for Heavy Vehicles

The EIS nominated routes include Glossop Street, Phillip Street, Lethbridge Street (not part of the heavy vehicle route within the EIS but mentioned that it may need to be used prior to formalisation of the construction route) and Station Street, as shown below in Figure 5 and Figure 6. Gidley Street was a private road on the western end of the site and has been subsumed into the Sydney Metro construction site.

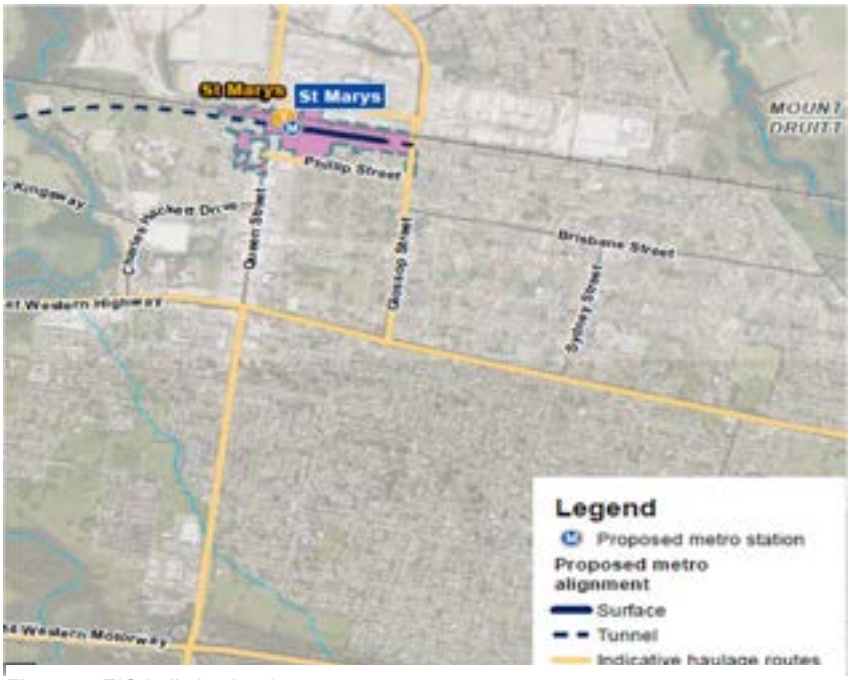


Figure 5: EIS indictive haulage routes

Figure 6: St Marys EIS heavy vehicle movements

3. Secondary Haulage Route

Duration: Approximately 3 months

Commencement Date: July 2023 – September 2023

3.1. Scope of Works

The site at St Marys currently operates with one entry via Glossop Street and exit via Phillip Street. The construction methodology for station box excavation requires continuous delivery of concrete for spraying shotcrete to stabilise the excavated surface along with the requirement for haulage of excavated material from site.

The site is highly constrained with only one haul road available on the southern side of station box excavation due to site constraints including the rail corridor on the northern end and residential properties on Chesham Street and Station Street southern side of

CPBG proposes to utilise a secondary haulage route for haulage of excavated material using Phillip Street westbound to access the site via Gidley Street. The addition of secondary haulage route will allow for safer internal traffic management in addition to providing redundancy in case the current haul road within site is impacted. The Vehicle Management Plan for St Marys including the proposed haulage route has been included in Appendix 5 and Figure 7 below for reference. The proposal was presented at the Traffic Control Group on 11th May 2023 followed by meetings with Penrith City Council and Customer Journey Planning on dates noted in Table 6. Evidence of concurrence by Penrith City Council is provided in Appendix 6.

Figure 7: Vehicle Management Plan - Haulage Routes for Truck and Dogs

3.2. Construction traffic

Table 2 shows indicative Heavy Vehicle Numbers proposed to use the secondary haulage route via Phillip Street westbound for Spoil Movement noting these numbers are 50% of the total heavy vehicle numbers allowed in the EIS. The remainder of heavy vehicles will continue to use the EIS haulage route with entry via Glossop Street and exit via Phillip Street eastbound.

Vehicle Type	EIS						CPBG JV Spoil Movement Access via Secondary Haulage Route					
	AM Peak			PM Peak			AM Peak			PM Peak		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Truck and Dogs	8	8	**16**	8	8	**16**	4	4	**8**	4	4	**8**

Table 2: Indicative Heavy Vehicle Numbers for Spoil Movement Access Through Secondary Haulage Route.

The new proposed route involves Spoil Truck and Dogs travelling westbound through Phillip Street and turn right into Gidley Street for site access. Refer to Temporary Inbound access shown in Figure 7.

- Swept path analysis has been conducted to verify if Truck and Dogs are able to turn right into Gidley Street from Phillip Street Westbound. Refer to Appendix 4.
- Traffic control will be implemented, as per Figure 8, to allow the Truck and Dogs to turn into Gidley Street from Phillip Street.
- The setup includes a Stop/Slow control, which stops:
  - Eastbound traffic on Phillip Street
  - Northbound traffic on Gidley Street south of Phillip Street whilst the truck completes the turn as shown in Figure 8.
- Traffic control will be advised to prioritise bus movements along Phillip Street.
- Pedestrian management has been included within the TGS to manage construction traffic and pedestrian interface on the northern footpath along Philip Street/ Gidley Street intersection.
- The secondary access will only be used for hours specified within the Road Occupancy Licence issued by Transport Management Centre at TfNSW.

Figure 8 : Traffic Guidance Scheme (TGS)

As noted in preceding paragraphs, it is proposed to bring heavy vehicles into the construction site using a secondary haulage route via Phillip Street Westbound, Gidley Street, Access Road A and Phillip Street Eastbound. The status and classification of these roads is provided in Table 3.

Street	To	From	Mentioned in the EIS	Classification	Two way traffic flow	Parking	Speed
Phillip Street	Glossop Street	Lethbridge Street	Yes	Local	Yes	Yes	50km/hr
Lethbridge Street	Philip Street	Station Street	Briefly	Local	Yes	Yes	50km/hr
Station Street	Lethbridge Street	Gidley Street	Yes	Local	No	No	40km/hr
Gidley Street (located within Station Plaza)	Station Street	Phillip Street	No	Private road	No	No	NA
Phillip Street	Gidley Street (located within Station Plaza)	Glossop Street	Yes	Local	Yes	Yes	50km/hr

Table 3: Classification of Roads

3.2.1. Impact on traffic flow

The heavy vehicle numbers using Phillip Street Westbound for access into site will be 50% of the total numbers allocated for St Marys in the EIS and as such, should have minimal impact on general traffic. The secondary access will only be used for hours specified within the Road Occupancy Licence issued by Transport Management Centre at TfNSW.

3.2.2. Impact on active transport users

The expected impact of the scope covered in this addendum will not be more than the previously approved CTMP with the footpath on both sides of Phillip Street maintained and managed by traffic control to facilitate construction traffic and pedestrian interface. Refer to Traffic Guidance Scheme included in Appendix 1. Truck aware decals will be placed on the pavement at the locations shown in Figure 9.

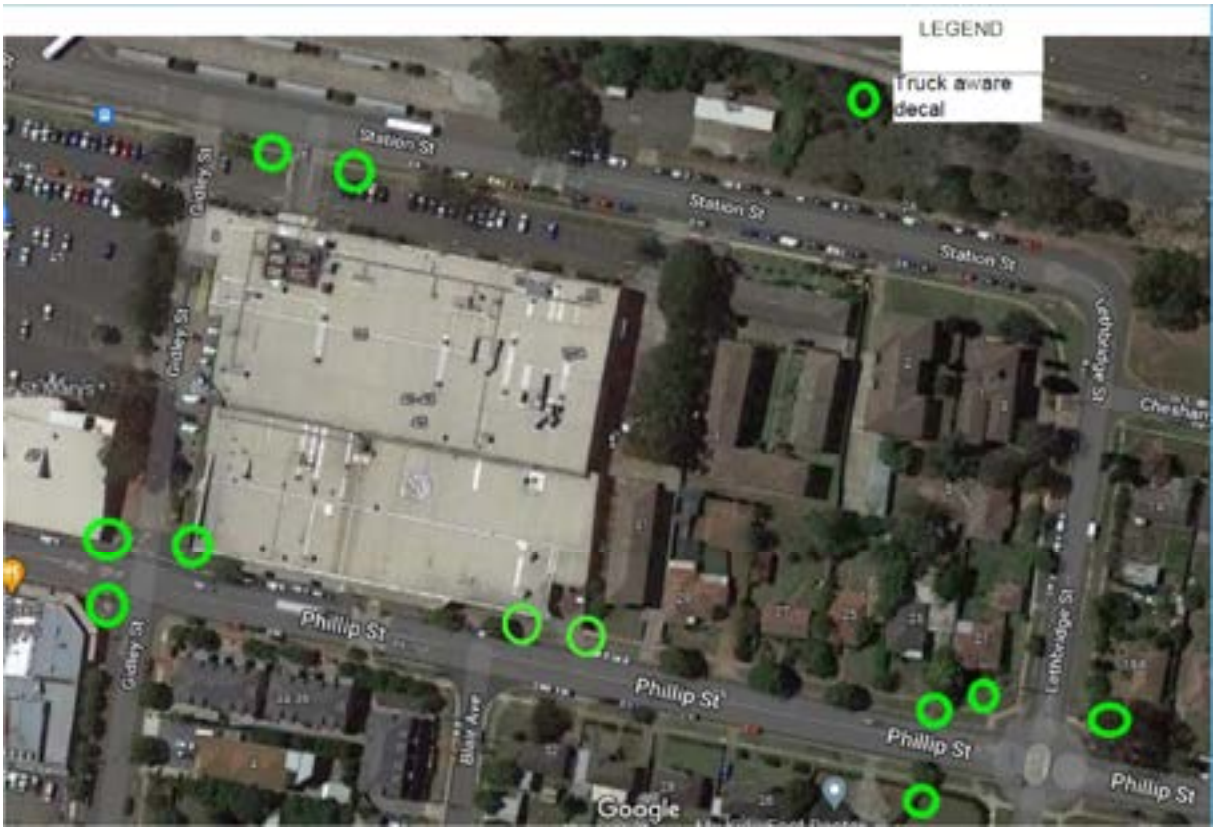


Figure 9: Truck Aware Decal Location

3.3. Managing cumulative impacts

Works associated with Sydney Metro Western Airport including SPO Building Works and Footbridge works are located north of the rail corridor and there will be minimal cumulative impact as a result of these works. However, to ensure that CPBG are aware of expected impacts of other projects, CPBG will continue to attend the following forums and work collaboratively with stakeholders to manage impact of works. The proposal detailed in this addendum was presented at the Traffic Control Group on 11th May 2023 followed by meetings with Penrith City Council and Customer Journey Planning on dates noted in Table 5.

- Traffic Control Group
- Traffic and Transport Liaison Group

The scope detailed in this addendum will be completed before the handover of St Marys site to SSTOM contractor and as such should not have any impact on their scope of works.

3.4. Haulage routes

The haulage routes will be via arterial roads, freeways or tollways as detailed in the previously approved CTMP with an addition of a secondary haulage route to include Phillip Street Westbound to access site via Gidley Street as detailed in Section 3.1.

Figure 10: EIS haulage route for St Marys site

Figure 11: New secondary Proposed haulage route for St Marys site

3.5. Road dilapidation report

Road dilapidation survey has been undertaken on roads surrounding St Marys site as required under the SSI Conditions of Approval and interface agreements. These surveys have been submitted to the relevant road authorities.

3.6. Communications and the community

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

3.6.1. Proposed communications

The proposed communication strategy is outlined in Table 4 below. The CPBG JV team will jointly distribute information pertaining to traffic related information. The notification and frequency will be dependent on the type/location/expected impact of the future changes. Typical proposed communications include community notice, precinct updates, email and internet updates, advertisement and advance warning signs.

Typical timelines for the various notifications are:

- Community Notices (Notifications) issued at least 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 Licence (EPL) usually out of hours work.
- Precinct updates/e-update (Newsletters) - published 2x/year and for changes to planning approvals
- Email and internet updates – done with publication and delivery to letterboxes of Notifications and Newsletters.
- Advertisements – published in advance of significant traffic management changes, detours, traffic disruptions
- Advance warning sign – as noted in the CTMP, where required

Method	Purpose	Applicable to this CTMP
Community Notice	Details about the impacts of the construction of the surrounding road network, issued to key stakeholders and local community.	Yes
Precinct update/e-update	Details about any changes that have been introduced to the planning approvals	Yes
Letterbox notification	Letters to notify local residents and businesses likely to be impacted by the changes to road network and traffic conditions	Yes
Internet	Details the impacts of the project works on the road network and traffic systems on the website	Yes
Print advertising	Details about the significant traffic management changes, detours and traffic disruptions	Not applicable
Advance warning sign	Advance advisory signage warning approaching motorists of the changed traffic conditions caused by the projects	Yes

Table 4: Proposed communications

3.6.2. Travelling public

Where the project works will impact on the travelling public, CPBG JV will undertake the following communications:

- 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.

However, it is noted that no major impact on public transport, active transport, footpath and bus stop closures is envisaged as a result of works covered by this addendum.

3.7. Stakeholders

There are a number of stakeholders consulted during the development of this CTMP. Table 5 provides an overview of the consultation undertaken for this CTMP.

Stakeholder	Date	Consultation
Traffic Control Group	11th May 2023	Presentation at TCG to propose secondary haulage route
Penrith City Council	17th May 2023	Meeting to discuss secondary haulage route
Penrith City Council	26th May 2023	Meeting to discuss secondary haulage route
Customer Journey Planning	1st June 2023	Meeting to discuss secondary haulage route
Sydney Metro Western Sydney Airport project team	7th July 2023	Submission of CTMP report
CJP	7th July 2023	Submission of CTMP report
Penrith City Council	7th July 2023	Submission of CTMP report
TfNSW	7th July 2023	Submission of CTMP report
Sydney Metro Western Sydney Airport project team	1st August 2023	Resubmission of CTMP for approval
CJP	1st August 2023	Resubmission of CTMP for approval
Penrith City Council	1st August 2023	Resubmission of CTMP for approval
TfNSW	1st August 2023	Resubmission of CTMP for approval

Table 5: Consultation undertaken.

3.8. Traffic Guidance Scheme/Road Occupancy Licenses

An additional TGS to manage truck and dog access from Phillip Street westbound into Gidley Street is provided in Appendix 1. Necessary approvals will be obtained with occurrence of the relevant road authority prior to conducting any works on the road or the road reserve. Road Occupancy License (ROL) applications will be submitted in accordance with the Road Occupancy Licensing Guidelines to the Traffic Management Centre (TMC).

3.9. Special events

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

- NSW and Sydney Events - Destination NSW Events
- NSW Events and Festivals - Visit NSW Events
- Upcoming Events - Penrith City Council events
- Western Sydney Parklands - Public Events
- St Marys Village - Public Events

3.10. Training

CPBG JV will ensure that all personnel, including sub-contractors are aware of the specific requirements of TfNSW customers, general public, residents and businesses, prior to attending site through the induction process and regular updates through toolbox talks, inspections and monitoring. Site specific inductions will also highlight key traffic risks including pedestrian and cyclist interaction points at site access points and controls in place to manage them.

The site will be monitored by the site supervisor. Any changes to signs and lines that impact the public will be recorded. Daily monitoring will be undertaken during 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 the traffic control set up will be authorised by a holder of a SafeWork NSW “Prepare a Work Zone Traffic Management Plan” or equivalent.

3.11. Environmental maintenance

All works will be undertaken in accordance with the project CTMP plan and associated procedures and the Construction Environmental Management Plan (CEMP) and associated sub plans. The project is regulated by the NSW Environment Protection Authority and works to be undertaken outside of standard construction hours will need to comply with the requirements of the Environmental Protection License (EPL).

3.12. Site contacts

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

Name	Position	Contact details
[redacted]	Construction Manager	[redacted]
[redacted]	Project Manager	[redacted]
[redacted]	Senior Project Engineer	[redacted]
[redacted]	Project Manager	[redacted]

Table 6: Site contacts

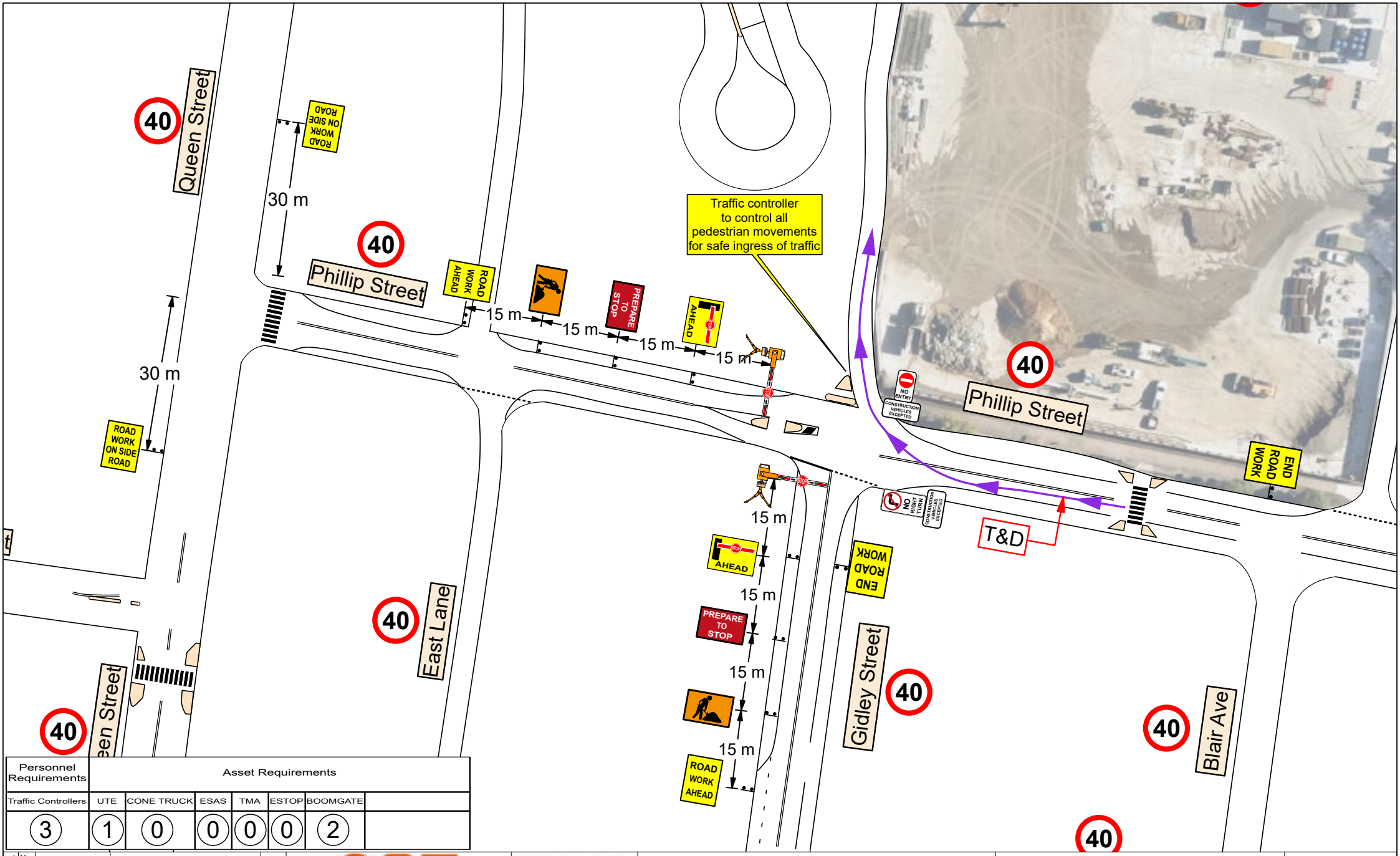
3.13. References

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

- Construction Traffic Management Framework Sydney Metro West and Sydney Metro Western Sydney Airport Construction
- EIS Chapter 8: Project Description – Construction
- EIS Chapter 24: Cumulative Impacts
- EIS Technical Paper 1: Transport
- TfNSW Traffic Control at Worksites Manual v6.1 (2022)
- Relevant Austroads Guides and TfNSW Supplements
- Sydney Metro Principal Contractor Health and Safety Standards

Australian Standard 1742 Part 3 – Traffic Control for works on road.

Appendix 1 Traffic Guidance Scheme (TGS)



Personnel Requirements	Asset Requirements					
Traffic Controllers	UTE	CONE TRUCK	ESAS	TMA	ESTOP	BOOMGATE
3	1	0	0	0	0	2

Revisions	No:	Date & Time:	Description:	Appr:
	1	27/07/2023 15:35	Issued for Implementation	AC
	2			
	3			
	4			
	5			

CPB CONTRACTORS

Original Size A3 | Scale : 1:750

Planning Division Ph: 02 8319 4898 | Email : LGP@Lackgroup.com.au

CLIENT: CPB Contr
CLIENT CONTACT: [redacted]
CONTACT NUMBER: [redacted]

Lack group

Lack Safe

PROJECT : Sydney Metro Western Sydney Airport

ADDRESS : Phillip St x Gidley St - St Marys

WORK ACTIVITY: Stop/slow with booms

TGS NUMBER: 2023-1161 | PAGE N 1

Drawn By: [redacted]	Certification Type : PWZ	Certification Number: TCT1010645	Signed:
Approved By: [redacted]	Certification Type : PWZ	Certification Number: TCT0058356	Signed: [redacted]
Implemented by:	Certification Type :	Certification Number:	Signed:

N

Appendix 2 Review Comments

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
SBT	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) St Marys Site Establishment	04.01	S3	107	10/07/2023	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 12 - 3.2.2 Impact on active transport users	NA	Please consider adding Be Truck Aware decals to either side of the pedestrian crossing on Phillip St closest to Gidley Street to raise awareness for pedestrians that they are about to cross a haulage route. (The driveway across the entrance to Gidley St appears to already have them as per Figure 28).	Observation		N
									SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 12 - 3.2.2 Impact on active transport users	NA	Section 3.2.2 with Figure 9, which has been updated with additional location for Be Truck Aware Decals	Observation		N
					108	10/07/2023	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 12 - 2.4 Pedestrians and cyclists	NA	There appears to be a formatting issue with the second paragraph and a sentence starting half way through at the top of page 207.	Observation		N
									SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 12 - 2.4 Pedestrians and cyclists	NA	Document updated	Observation		N
					109	10/07/2023	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 12 - Road safety audit	NA	To further reduce the likelihood of risk 2 identified in the RSA from occurring, please consider having the traffic controller hold traffic momentarily until any pedestrian movements across Phillip St are completed.	Observation		N
									SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 12 - Road safety audit	NA	Noted. Traffic controllers will be advised to hold traffic till pedestrian movements across Phillip St are completed	Observation		N
					110	12/07/2023	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4 - Road Safety Audit report	N/A	BB: The RSA has picked up the location of the boom gate on Phillip Street which would mean vehicles would be queuing in front of the pedestrian refuge. The TGS has been adjusted by moving the boom gate to the east, which would allow 1-2 vehicles to queue before impacting the ped refuge. However as vehicles are then likely to queue and block the refuge, I would recommend relocating the boom gate to the west, as per attached markup.	Observation		N
									SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4 - Road Safety Audit report	N/A	TGS updated and portaboom moved west of the pedestrian refuge. Please note the mark-up was not issued with the comments.	Observation		N
					111	19/07/2023	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	General	NA	Appendix 12 seems to be a little disjointed in sections making it difficult to read	Observation		N
									SMWSASBT-CPG-STM-SN100-TF-PLN-000001	General	NA	Noted. Please advise if the preference is to change the format.	Observation		N
					112	19/07/2023	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2	NA	Bus movements are to be prioritised at all times. Should any issues be raised with CJP by bus operators, this arrangement will need to be reviewed. Existing ROLs approved to facilitate this movement may be rescinded and/or times altered to reduce traffic impacts.	Observation		N
									SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2	NA	Noted. Traffic control on site has been advised to ensure bus movements are prioritised at all times. Please provide any feedback from bus operators if buses are not being prioritised by on site traffic control	Observation		N
					113	19/07/2023	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2	NA	Noting that ROLs have already been issued for this secondary route, can you provide an update / share observations on how it is working so far?	Observation		N
									SMWSASBT-CPG-STM-SN100-TF-PLN-000001	3.2	NA	SBT contractor has started implementing the ROLs from WC 24/7. On site observations have been positive. Traffic control has been prioritising bus movements followed by pedestrians and general traffic. Trucks radio in on approach to minimise stop/ slow on Phillip St. Traffic is released as soon as trucks safely complete the turn from Phillip St onto Gidley St.	Observation		N
					114	19/07/2023	TFN	[redacted]	SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4	NA	it appears like the left turn from Gidley St onto Phillip St by T&Ds may need to mount the pedestrian refuge to complete the turn. TCs will need to assist with the management of pedestrians and monitor the condition of the asset to ensure it remains in a safe/usable manner throughout the 3-month period this secondary movement is required.	Observation		N
									SMWSASBT-CPG-STM-SN100-TF-PLN-000001	Appendix 4	NA	On site movement of trucks have not been observed mounting the kerb. Notwithstanding this, CPBG will continue to monitor the condition of the pedestrian refuge and organise maintenance as required under the PCC Interface Agreement in case there is any damage.	Observation		N
					115	19/07/2023	PCC	[redacted]				No Comments			Y
															Y
					116	21/07/2023	TFN	[redacted]	SWMSASBT-CPG-STM-SN100-TF-PLN-000001	(pg.245) SWEPT PATH ANALYSIS-SKETCH REV 01	-	Please update the pedestrian refuge layout to match the existing layout - raised pedestrian crossing for accurate swept path analysis.	Potential Non-Compliance		N
									SWMSASBT-CPG-STM-SN100-TF-PLN-000001	(pg.245) SWEPT PATH ANALYSIS-SKETCH REV 01	-	Swept path updated. Current layout is shown in red on the updated swept paths sketch.	Potential Non-Compliance		N

Appendix 3 Road Safety Audit

St Marys Heavy Vehicle Local Road Roadworks (Pre-Implementation) Road Safety Audit

Prepared for:

CPB JV

4 July 2023

The Transport Planning Partnership

St Marys Heavy Vehicle Local Road Roadworks (Pre-Implementation) Road Safety Audit

Client: CPB JV

Version: V01

Date: 4 July 2023

TTPP Reference: 22075

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	04/07/2023	[redacted]	[redacted]	[redacted]	[redacted]

Table of Contents

Tables

APPENDICES

1 Road Safety Audit Summary

Audited project:	Sydney Metro – St Marys Site
Client:	CPG JV
Project manager:	[redacted]
Email address:	[redacted]
Telephone:	[redacted]
Audit Team:	[redacted] (level 3 lead road safety auditor) [redacted] (level 3 road safety auditor) [redacted] (level 1 road safety auditor)
Audit type:	Roadworks (Pre-Implementation)
Commencement meeting:	N/A
Audit date:	3 July 2023
Completion meeting:	N/A

2 Introduction

2.1 Background

This report has been prepared on behalf of CPB Contractors and Ghella Joint Venture (CPG JV) to present road safety audit findings that have been identified for the traffic guidance scheme as part of the Sydney Metro Western Sydney Airport construction.

CPG JV are proposing to update the Heavy Vehicle Load Road report (HVLR) to include a secondary haulage route for spoil haulage into the St Marys site. The route will use Phillip Street westbound to access the site via Gidley Street and traffic control measures will be implemented to manage pedestrian movements and local traffic.

This road safety audit report accompanies the HVLR report as an appendix to the Construction Traffic Management Plan of the St Marys site.

2.2 Audit Objective

The objective of this Audit is to examine the road safety issues associated with the traffic management controls at the St Marys site that may result in unnecessary or unreasonable hazards for all road users.

2.3 Procedures and Reference Material

The procedures used are described in the following guidelines:

- Roads and Maritime Services' 2011 Guidelines for Road Safety Audit Practices
- Austroads Guide to Road Safety 2022: Part 6 Road Safety Audits

2.4 Audit Team

The RSA was carried out by the following team:

- [redacted] (RSA-02-1607) – Level 3 road safety auditor (team member)
- [redacted] (RSA-02-0128) – Level 3 road safety auditor (lead auditor)
- [redacted] (RSA-02-0727) – Level 1 road safety auditor (team member).

[redacted] are registered road safety auditors with the NSW Centre for Road Safety and are experienced in traffic engineering and design/ inspection of traffic management schemes. All auditors are independent of the road design process.

3 Road Safety Audit Program

3.1 Commencement Meeting

A formal meeting was not held.

3.2 Road Safety Audit

The road safety audit that has been undertaken is a desktop audit of the plans contained in Appendix A. Thus, a site inspection was not carried out as part of this audit at the client's request.

The audit team visited the St Marys site in August 2022, including a walk-over and drive-through along Philip Street and Gidley Street.

3.3 Completion Meeting

Not required.

4 Road Safety Audit Findings

4.1 Introduction

Table 4.1 provides specific details of the road safety deficiencies and a risk rating as extreme, high, medium, low or negligible. The risk ratings have been based on the risk matrix presented in Table 4.1, which has been adopted from the latest Austroads Guide to Road Safety: Road Safety Audit (2022).

Table 4.1: Risk Matrix

			Severity				
			Insignificant	**Minor**	**Moderate**	**Serious**	**Fatal**
			Property damage	**Minor first aid**	**Major first aid and/or presents to hospital (not admitted)**	**Admitted to hospital**	**Death within 30 days of the crash**
Likelihood (includes exposure)	Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years+	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

The terms in Table 4.1 are described below.

Likelihood:

- 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.

Severity:

- 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.

Priority:

- 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.

4.2 Responding to the Audit Report

As set out in the road safety audit guidelines, the responsibility for the road rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Neither is it the role of the auditor to agree to or approve the project manager's responses to the audit.

The audit provides the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

4.3 Road Safety Audit Findings

The audit findings are documented in Table 4.2 which provides:

- specific details of the road safety issues identified during the audit
- a risk level rating for each of the road safety audit findings.

It should be acknowledged that positive attributes of the audited road section have not been discussed. Deficiencies that do not cause a safety problem are also not listed.

In-line with TfNSW's best practice recommendations have not been included in the road safety audit findings.

Table 4.2: Road Safety Audit Findings

Item No.	Location	Descriptions of Findings	Photo / Design	Likelihood	Severity	Risk Rating	Designer Response
1.	South side of Phillip Street west of Gidley Street	An 'End Road Work' sign is missing for traffic turning left onto Phillip Street onto Gidley Street. The Traffic Control at Work Sites manual requires 'End Road Work' signs to be placed to indicate that normal traffic conditions have resumed when 'Roadwork Ahead' signs have been used.		-	-	Note Only	TGS updated to include 'End Road Works'.
2.	Phillip Street	The portable boom barrier is located just east of the pedestrian refuge. Therefore, vehicles stopping before the boom barrier would impede pedestrian movements at this location. Pedestrians crossing Phillip Street outside the designated location may be exposed to moving traffic, especially when the boom barrier lifts, and thus increase the likelihood of vehicle-pedestrian conflicts.		Possible	Moderate	High	TGS updated with portable boom barrier further east to reduce impact on pedestrian refuge.

Item No.	Location	Descriptions of Findings	Photo / Design	Likelihood	Severity	Risk Rating	Designer Response
3.	General	Location of the 40km/h roadwork signs is not clearly defined in the TGS.		-	-	Note Only	40km/h shown on the TGS is the existing signposted speed limit
4.	Philip Street and Gidley Street intersection	The opening of the centreline marking at the Philip Street and Gidley Street intersection does not enable a design vehicle to turn right without encroaching the centreline marking.	 	-	-	Note Only	This movement will be completed under traffic control and eastbound traffic will be stopped while the trucks will enter Gidley St.

Item No.	Location	Descriptions of Findings	Photo / Design	Likelihood	Severity	Risk Rating	Designer Response
5.	Philip Street and Gidley Street intersection	There is no provision of 'No Entry' and 'Construction Vehicles Excepted' signage at the Gidley Street site access to prevent public thoroughfare.		-	-	Note Only	'No Right Turn' and 'Construction Vehicles Excepted' signage added to TGS
6.	Phillip Street Pedestrian Crossing	The design plan does not include a swept path diagram for the pedestrian crossing located to the west of Lethbridge Street to ensure the design vehicle does not encroach the traffic median on Phillip Street and would not impact on the safety of pedestrians storing in the refuge island.		-	-	Note Only	Swept Path has been included to display no impact on pedestrian refuge island

5 Concluding Statement

The findings and opinions in the report are based on the examination of the specific road and environs, and might not address all concerns existing at the time of the audit.

The auditors have endeavoured to identify features of the road that could be modified in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as absolutely 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.

[redacted]

_____

[redacted]
Level 3 Lead Road Safety Auditor
The Transport Planning Partnership

[redacted]

_____

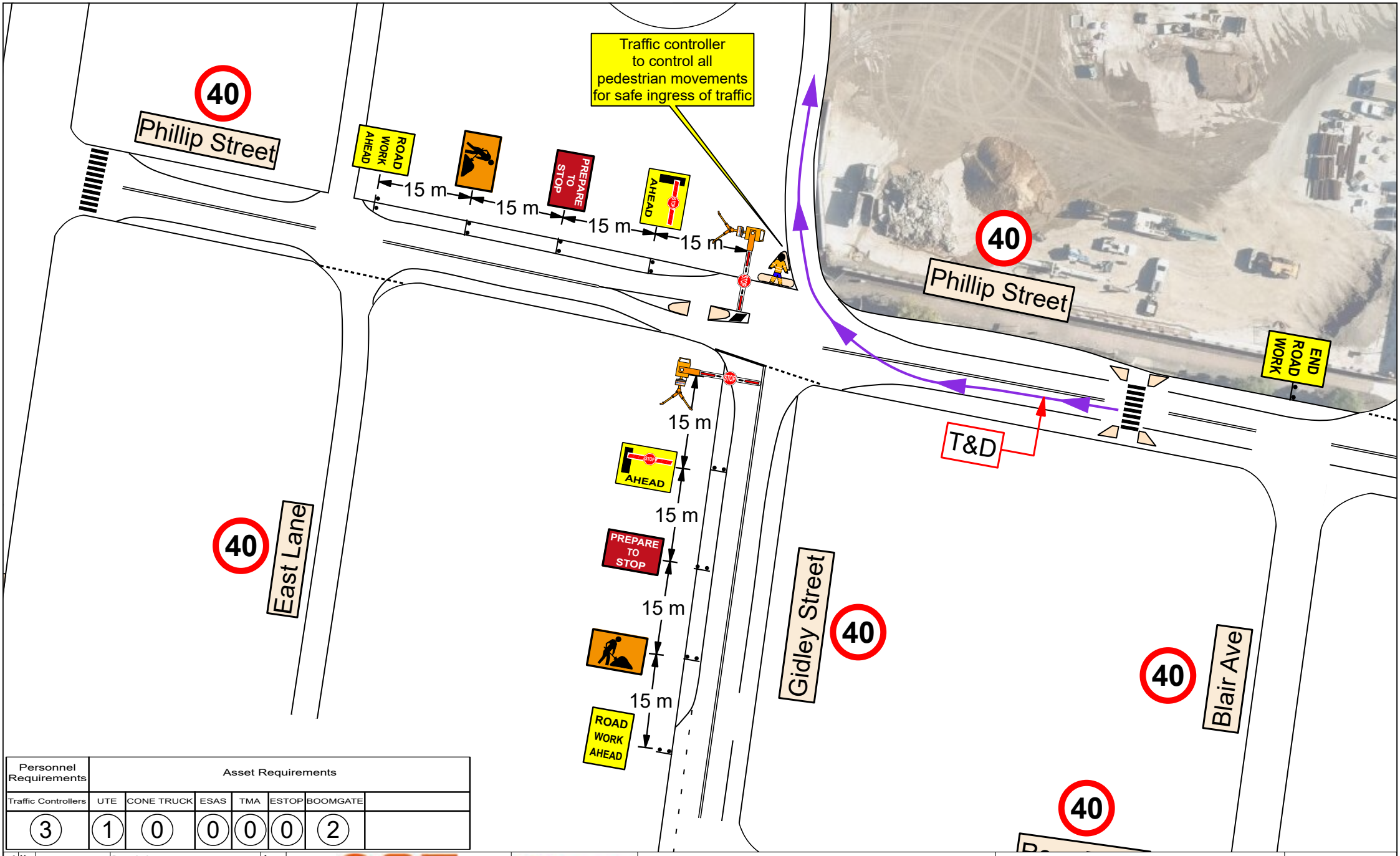
[redacted]
Level 3 Road Safety Auditor
The Transport Planning Partnership

[redacted]

[redacted]
Level 1 Road Safety Auditor
The Transport Planning Partnership

Appendix A

Design Drawings



Personnel Requirements	Asset Requirements						
Traffic Controllers	UTE	CONE TRUCK	ESAS	TMA	ESTOP	BOOMGATE	
3	1	0	0	0	0	2	

Revisions	No:	Date & Time:	Description:	Appr:
	1	29/05/2023 09:52	Issued for Implementation	AC
	2			
	3			
	4			
	5			

CPB CONTRACTORS

Original Size A3 | Scale : 1:750

Planning Division Ph: 02 8319 4898 | Email : LGP@Lackgroup.com.au

CLIENT: CPB Contra
CLIENT CONTACT:
CONTACT NUMBER: [redacted]

Lack group

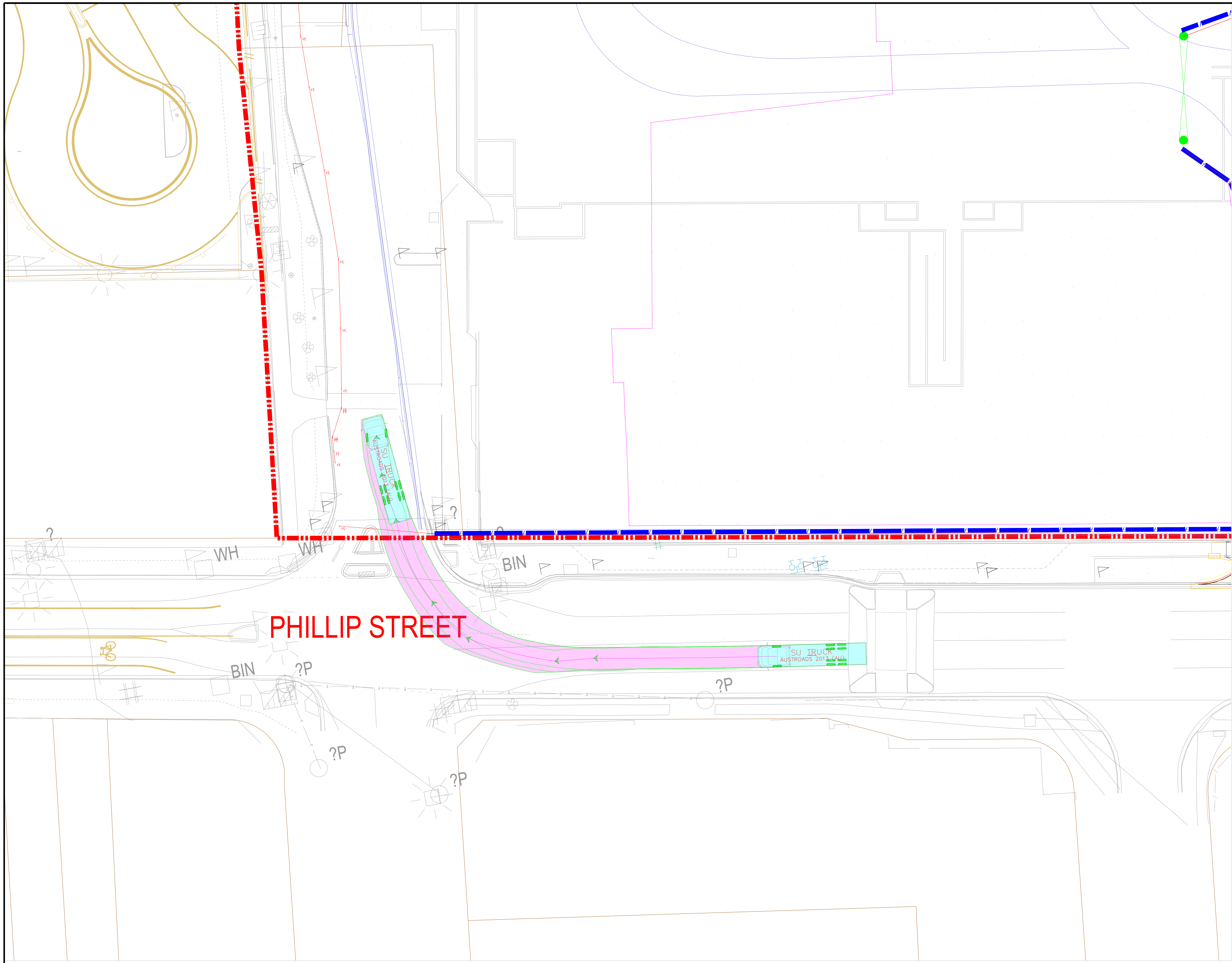
Lack Safe

PROJECT : Sydney Metro Western Sydney Airport | WORK ACTIVITY: Stop/slow with booms

ADDRESS : Phillip St x Gidley St - St Marys | TGS NUMBER: 2023-1161 | PAGE NO: 1 of 1

Drawn By: [redacted]	Certification Type : PWZ	Certification Number: TCT1010645	Signed:	
Approved By: [redacted]	Certification Type : PWZ	Certification Number: TCT0058356	Signed:	[redacted]
Implemented by:	Certification Type :	Certification Number:	Signed:	

N

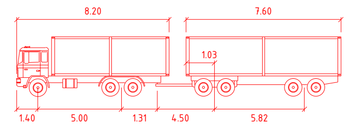


LEGEND

CONSTRUCTION SITE BOUNDARY

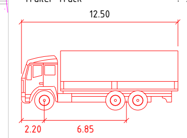
TYPE F BARRIER

SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			18/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.

DRAWN [redacted]

DESIGNED [redacted]

APPROVED [redacted]

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1 ©

File Path: C:\Users\hmyooran\Documents\CPBG\SWEPT PATH ANALYSIS\ST MARYS SPA\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

510mm

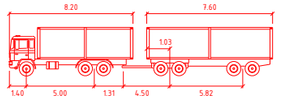
Truck Clearance from Tyre edge to BB line is 510mm

LEGEND

CONSTRUCTION SITE BOUNDARY

TYPE F BARRIER

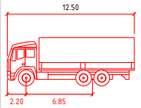
SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

meters

First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			18/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB | Ghella

DRAWN [redacted]

DESIGNED [redacted]

APPROVED [redacted]

-

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\hmyoran\Documents\CPBGS\SWEPT PATH ANALYSIS\ST MARYS SPA\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg

PHILLIP STREET

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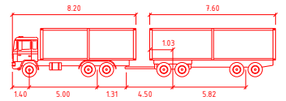
LEGEND

CONSTRUCTION SITE BOUNDARY

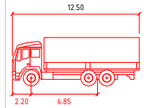
TYPE F BARRIER

SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			18/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB | Ghella

DRAWN [redacted]

DESIGNED [redacted]

APPROVED [redacted]

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\hmyooran\Documents\CPBGS\SWEPT PATH ANALYSIS\ST MARYS SPA\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg


QUEEN ST (TBI)
STATION PLAZA ACCESS ROAD (GIDLEY ST)
STATION ST
Workforce Carpark
ACCESS ROAD
PHILLIP ST
LV OUTBOUND ONLY
CHESHAM ST
LETHBRIDGE ST
Workforce Carpark
LEGEND
HV/ LV INBOUND
HV/ LV OUTBOUND
LV ONLY
GENERAL TRAFFIC
TEMPORARY INBOUND

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@ttpp.net.au

www.ttpp.net.au

Appendix 4 Swept Path Analysis

Drawing #	Location	Suitability	Truck type
SWEPT PATH ANALYSIS- PS-GS-SU	Phillip Street right turn into Gidley Street	Yes with traffic control	12.5m Single Unit truck
SWEPT PATH ANALYSIS-PS-GS-T&D	Phillip Street right turn into Gidley Street	Yes with traffic control	Truck and Dog
SWEPT PATH ANALYSIS-ARA-PS-T&D	Access Road A left turn into Phillip Street	Yes without Traffic Control	Truck and Dog
SWEPT PATH ANALYSIS-PS-T&D	Phillip Street Pedestrian Refuge	Yes without Traffic Control	Truck and Dog

PHILLIP STREET

SU TRUCK
AUSTROADS 2013 (AU)

SU TRUCK
AUSTROADS 2013 (AU)

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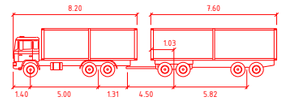
LEGEND

CONSTRUCTION SITE BOUNDARY

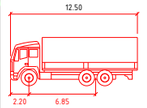
TYPE F BARRIER

SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			18/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB | Cimolai

DRAWN [redacted]

DESIGNED [redacted]

APPROVED [redacted]

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\hmyoran\Documents\CPB\SWEPT PATH ANALYSIS\ST MARYS SPA\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

510mm

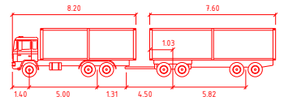
Truck Clearance from Tyre edge to BB line is 510mm

LEGEND

CONSTRUCTION SITE BOUNDARY

TYPE F BARRIER

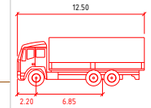
SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

meters

First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			18/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB

DRAWN [redacted]

DESIGNED [redacted]

APPROVED [redacted]

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\hmpooran\Documents\CPB\GSWEPT PATH\ANALYSIS\ST MARYS SPA\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg

PHILLIP STREET

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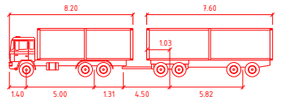
LEGEND

CONSTRUCTION SITE BOUNDARY

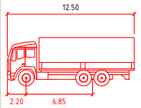
TYPE F BARRIER

SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			18/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB

DRAWN [redacted]

DESIGNED [redacted]

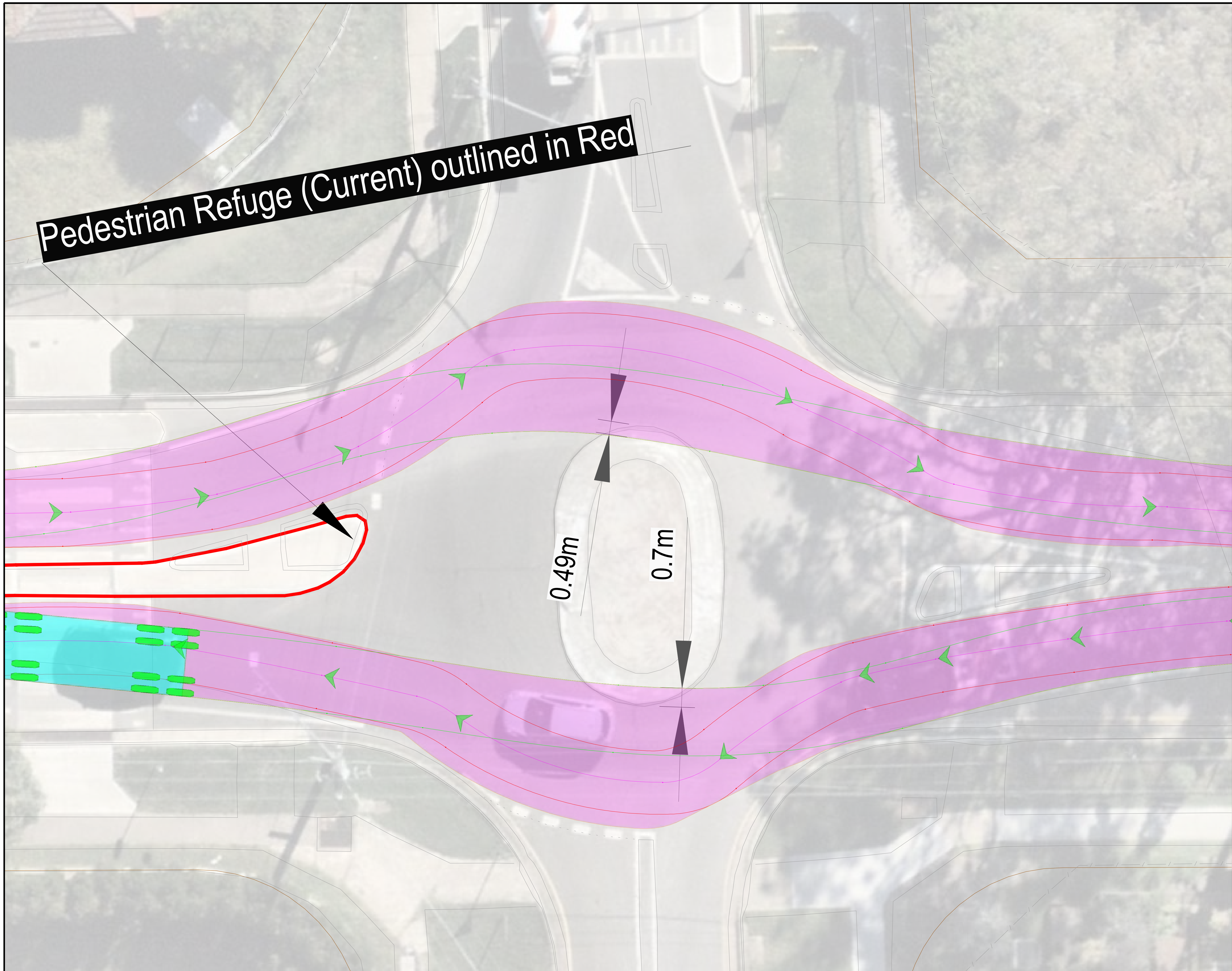
APPROVED [redacted]

-

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\hmyooran\Documents\CPB\GSWEPT PATH ANALYSIS\ST MARYS SPA\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg

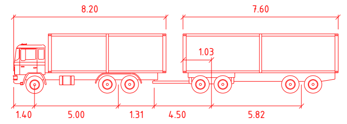


LEGEND

CONSTRUCTION SITE BOUNDARY

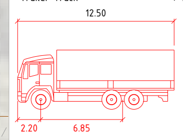
TYPE F BARRIER

SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

File Path: C:\Users\hmyooran\Downloads\TEMPLATE\TEMPLATE\TEMPLATE.dwg

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
02	SWEPT PATH ANALYSIS- SKETCH REV 02	HM			27/07/23
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			18/05/23

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CPB Ghella

DRAWN [redacted]

DESIGNED [redacted]

APPROVED [redacted]

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 02

SHEET: 1 OF 1 ©

Appendix 5 Vehicle Management Plan


LEGEND
HV/ LV OUTBOUND
HV/ LV INBOUND
GENERAL TRAFFIC
LV OUTBOUND ONLY
SECONDARY T&D INBOUND ROUTE
Station Box Excavation
St Marys Site
Queen Street (TBI)
GIDLEY STREET (NO PUBLIC ACCESS)
ACCESS ROAD A
Workforce Carpark
STATION STREET
CHESHAM STREET
Site Offices and Workforce Carpark
Internal Haul Road
LETHBRIDGE STREET
GLOSSOP STREET
PHILLIP STREET
Traffic Control on Phillip St EB & WB to manage construction/ general traffic interface
Proposed inbound route for 50% of EIS allowed volumes for Truck and Dogs

Appendix 6 Evidence of Consultation

[redacted]

From: [redacted]
Sent: Friday, 26 May 2023 1:56 PM
To: [redacted]
Cc: [redacted]
Subject: SMWSA SBT - Phillip St WB for T&D access
Attachments: SWEPT PATH ANALYSIS- SKETCH REV 01-T&D.pdf; SWEPT PATH ANALYSIS- SKETCH REV 01-SU.pdf; 2023-1161 - CBP - Gidley St x Phillip St - St Marys - stopslow w booms.pdf; 20230526 Phillip St WB.pdf

Hi [redacted]

Council acknowledges the attached information and works outlined in your email below.
After our discussions on the matter, and the supporting information received, Council has no further comment and concurs with the proposal.

Kind Regards
[redacted]

[redacted]
Sydney Metro Interface Lead
City Strategy

E [redacted]
T [redacted] | F | M [redacted]
PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au

PENRITH CITY COUNCIL

Follow us

From: [redacted]
Sent: Friday, May 26, 2023 1:48 PM
To: [redacted]
Cc: [redacted]
Subject: FW: SMWSA SBT - Phillip St WB for T&D access

Hi all,

Thanks for your time this afternoon. Please see attached swept paths, TGS and slide deck from today's meeting.

As discussed, CPBG will have following controls in place in addition to Council permits and ROLs from TMC:

- Monitoring of road condition and organise repairs if required on Phillip St between Gidley St (Access Road B) and Glossop St
- Ensuring no more than 50% of HV volumes allocated in the EIS use Phillip St WB to access site. This will be 4 T&Ds/ hour in the AM and PM peak as per the peaks defined in the EIS
- Traffic control setups will be implemented during the shift and all signs/ portable traffic control devices will be packed up at the end of each shift

Can we please request PCC to confirm their concurrence with the proposal to use Phillip St WB as detailed in the presentation.

Regards,

[redacted]
Project Manager – Traffic & Logistics
Sydney Metro Western Sydney Airport
Station Boxes and Tunnelling Works

M: [redacted]
E: [redacted]
Level 6, 40 Miller St
North Sydney, NSW, 2060

From: [redacted]
Sent: Thursday, 18 May 2023 3:24 PM
To: [redacted]
Cc: [redacted]
Subject: RE: SMWSA SBT - Phillip St WB for T&D access

Hi all,

As discussed in our meeting yesterday, please see attached following information:

- Swept paths for 12.5m SU truck and Truck and Dogs
- TGS for stop/ slow to assist with right in from Phillip St to Gidley St (Access Road B)
- Slide deck from our meeting yesterday
- SBT's expected volumes to use Phillip St WB: 50% of EIS allocated volumes i.e. 4 HV/ hour

Looking forward to meeting you all to discuss further on 26/5. In the interim, feel free to reach out if you want more from our end.

Regards,

[redacted]
Project Manager – Traffic & Logistics
Sydney Metro Western Sydney Airport
Station Boxes and Tunnelling Works

M: [redacted]
E: [redacted]
Level 6, 40 Miller St
North Sydney, NSW, 2060

From: [redacted]
Sent: Thursday, 18 May 2023 9:25 AM

To: [redacted]

Subject: RE: SMWSA SBT - Phillip St WB for T&D access

CAUTION: This email originated from outside of the Organisation.

Hi All,

Just wanted to summarise the actions from yesterday's meeting.

Action	Action By	Date
Swept Paths & Traffic Control Plans to be presented.	AK	26/5
Forward planning discussions for SM moving into SSTOM works.	BH	26/5
HV numbers and types discussed in EIS to be reviewed	KM	26/5

Let me know if I've missed any actions.

Thanks

[redacted]
Project Manager
SBT North
Western Sydney Airport | Sydney Metro

M [redacted]
E [redacted]

Level 43, 680 George Street, SYDNEY 2000
PO Box K659 HAYMARKET NSW 1240

Transport for NSW

I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

-----Original Appointment-----
From: [redacted]
Sent: Wednesday, 17 May 2023 3:06 PM
To: [redacted]
Subject: SMWSA SBT - Phillip St WB for T&D access
When: Friday, 26 May 2023 1:00 PM-1:30 PM (UTC+10:00) Canberra, Melbourne, Sydney.
Where: Microsoft Teams Meeting

Hi all,

Thanks for your time today. As discussed, setting up another session to discuss SBT's proposal to use Phillip St WB for T&D access into Gidley St.

Regards,

[redacted]

Microsoft Teams meeting

Join on your computer, mobile app or room device
Click here to join the meeting

Meeting ID: [redacted]
Passcode: [redacted]
Download Teams | Join on the web

Join with a video conferencing device

teams@vc.cpbcon.com.au
Video Conference ID: [redacted]
Alternate VTC instructions

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