

Transport Access Program 3 | Footbridge St Marys MCC

Heavy Vehicle Local Roads Report

revision and history

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Document revision history and sign off

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

Authorisation

HVLR Authorisation

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

Prepared by – Syed Faizan Ali – card no. TCT0071340

Approved by – Stephen James Albert – card no. TCT1026237

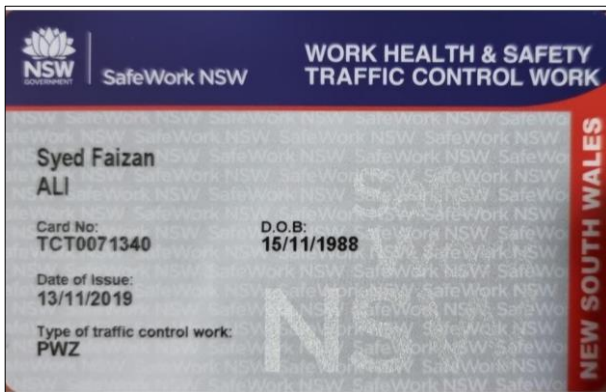


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Abbreviations and definitions

Table 1: Abbreviations and definitions

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

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

1. Introduction

1.1 Project Background

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

The Sydney Metro – Western Sydney Airport project comprises a new 23km railway line that will link the new Western Sydney Aerotropolis business hub and Airport to the south with the rest of Sydney's public transport network via St Marys to the north. The project includes six new metro stations along the route including one at the Western Sydney Aerotropolis, two at the new Airport site, one at Luddenham, Orchard Hills, and St Marys. This project will deliver design, procurement, construction, commissioning and integration of upgrades to existing stations on the Sydney rail network, including at St Marys (Figure 1).

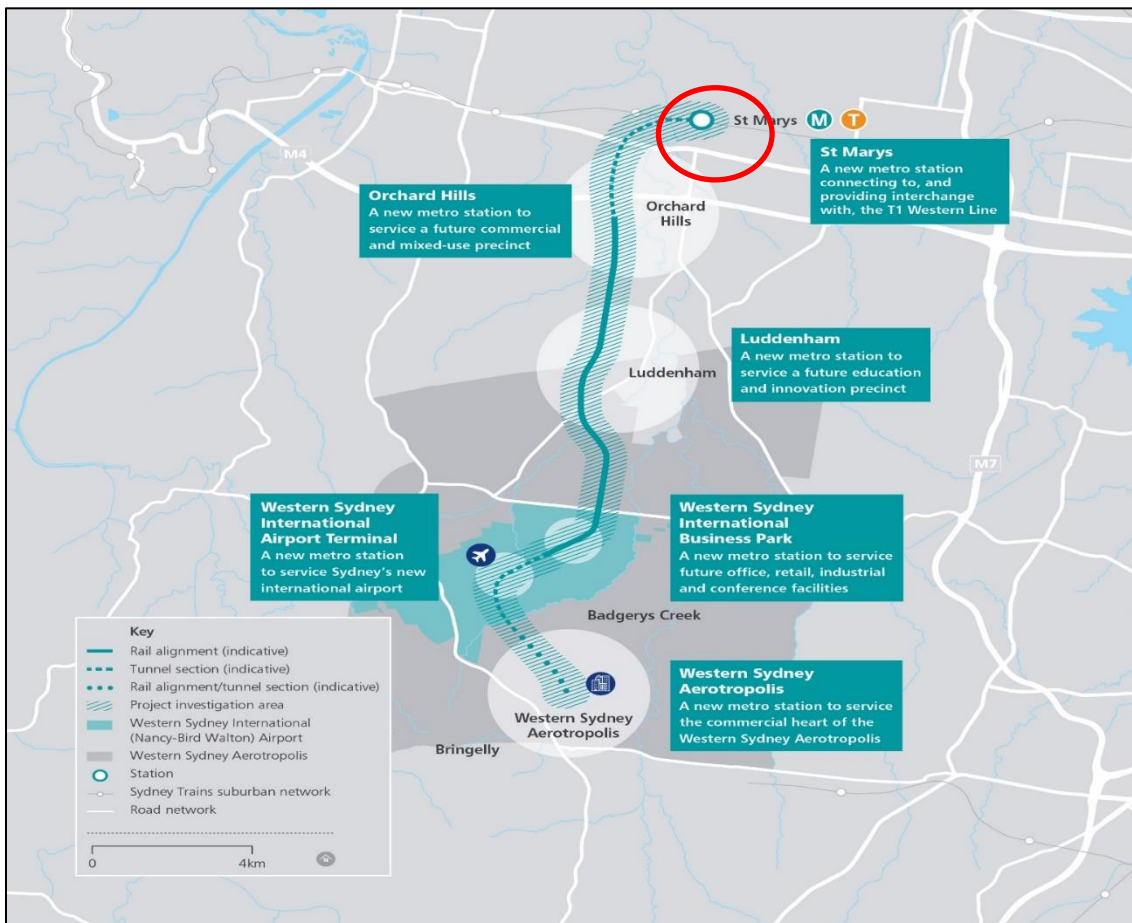


Figure 1 – St Marys station (FSM) on the Sydney rail network

FSM works will provide facilities that:

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

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

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

1.2 Scope of Works Proposed

The Footbridge St Marys package scope of works includes:

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

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

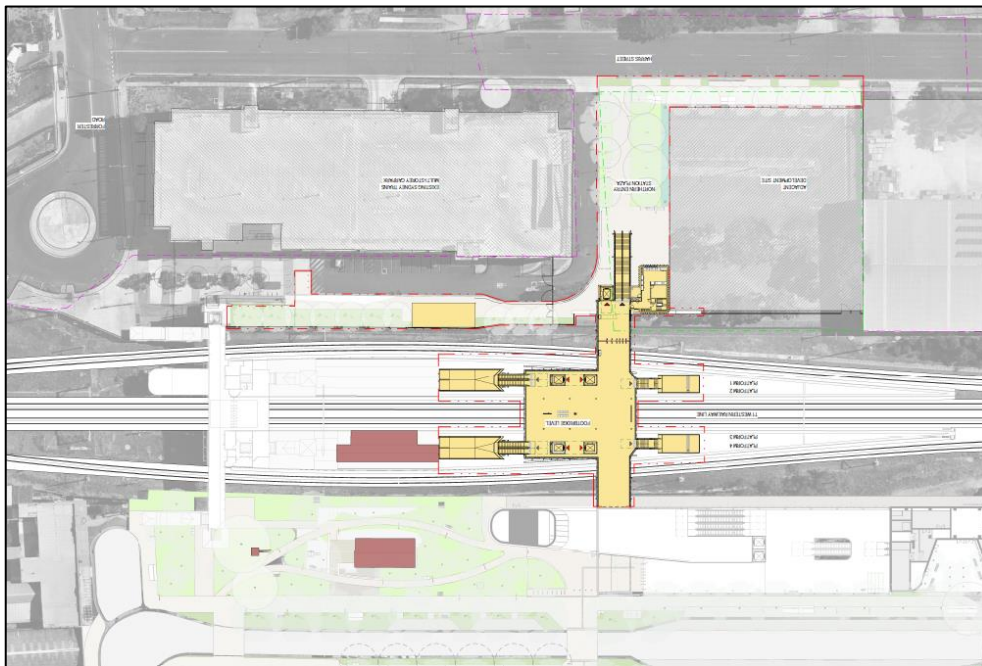


Figure 2 – Indicative layout of the new Intermodal Footbridge St Marys indicative proposed footbridge construction

1.3 Purpose

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

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

1.4 Scope of this HVLR Report

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

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

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

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

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

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

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

Table 2 - Vehicle Movements at Hobart Street Gates

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



2. Proposed Construction Truck Route and Local Roads

2.1 Construction Site Layout

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

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

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

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



Figure 3 – Construction site and work compounds

2.2 Proposed Haulage Route within Local Roads

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

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

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

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

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

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

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

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

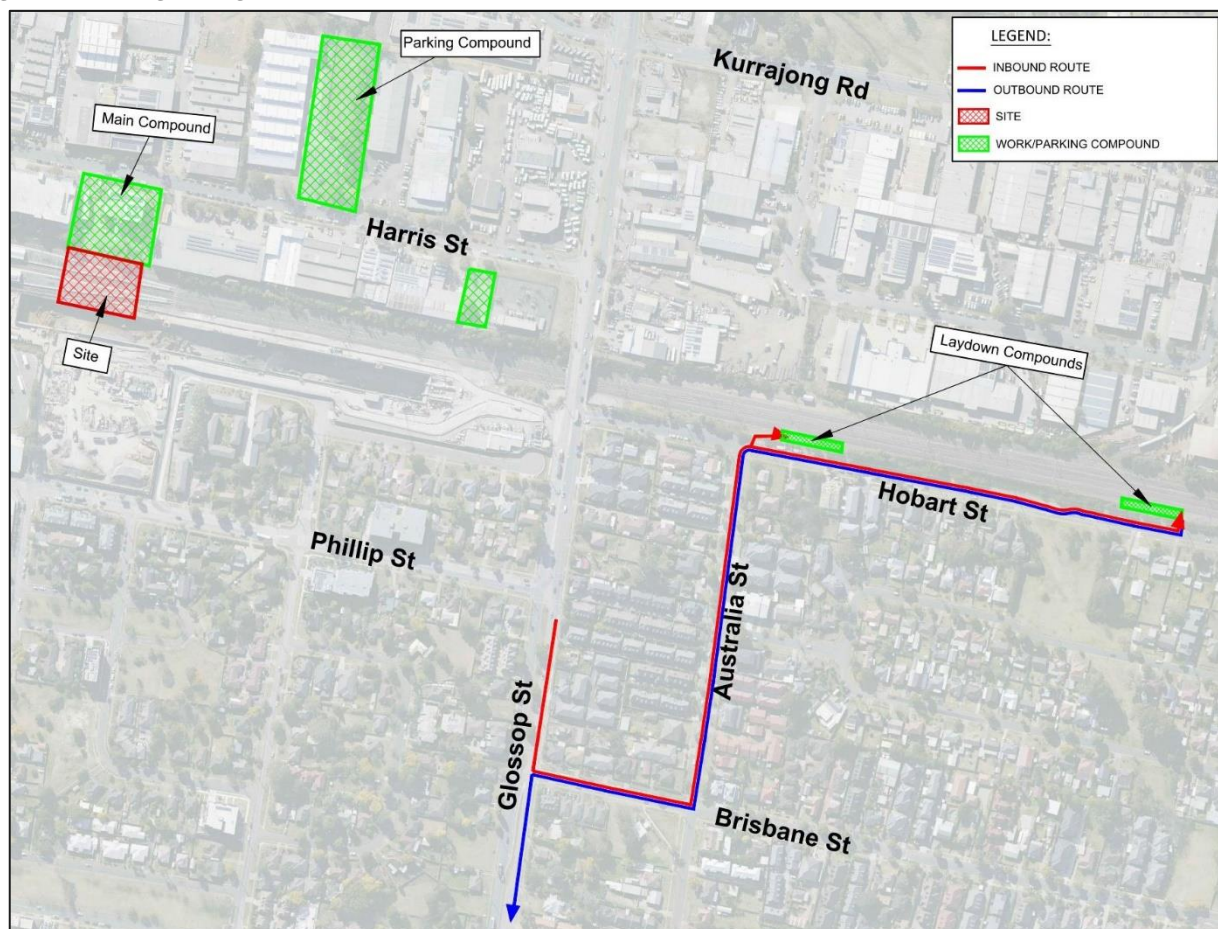


Figure 4: Truck route from FSM main compound to laydown compound

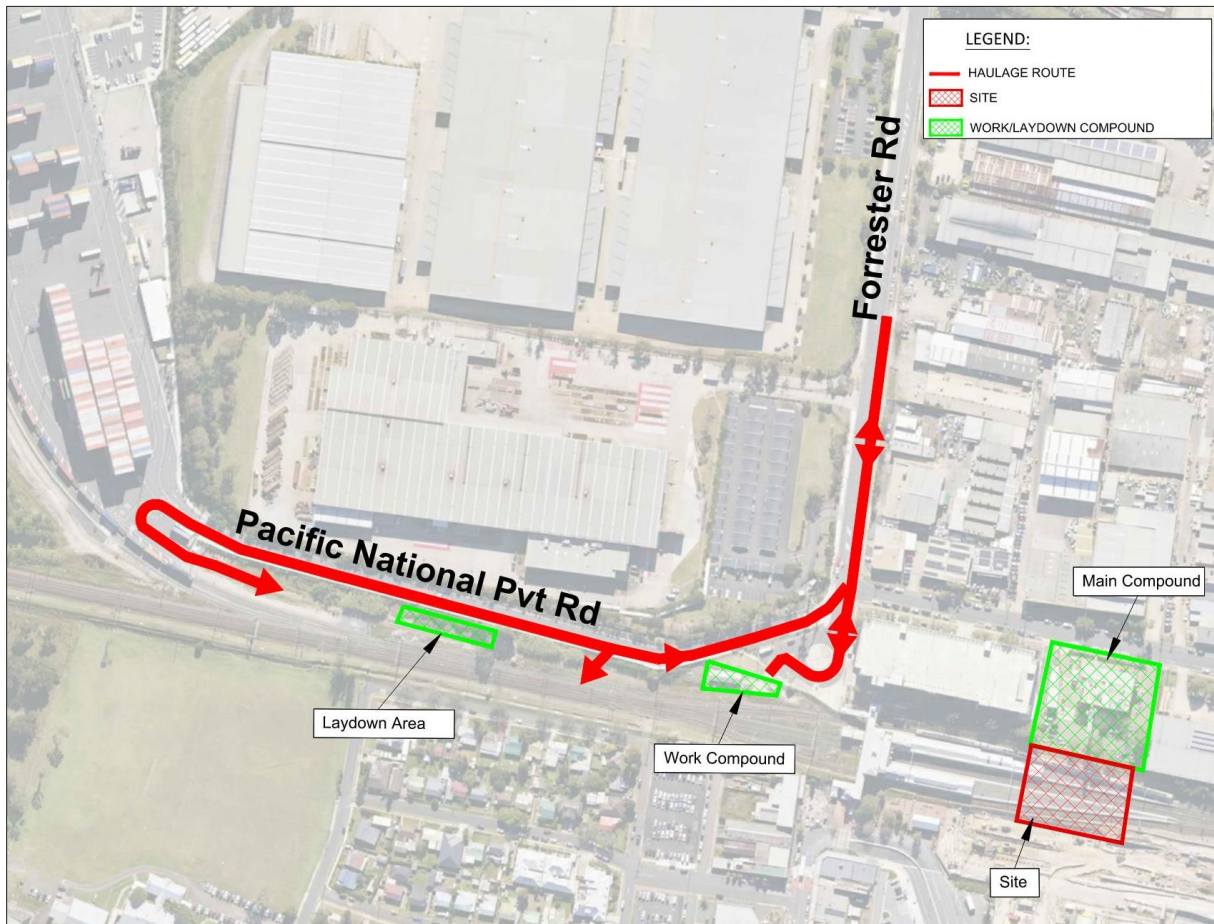


Figure 5: Truck route to/from FSM compounds on the southern end of Forrester Road

2.3 Traffic Guidance Scheme

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

The Site Manager/Supervisor will ensure:

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

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

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

2.4 Road Safety Audit

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

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

2.5 Public Transport Network

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

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

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

2.6 Pedestrian and cyclist routes

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

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

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

2.7 School zone

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

2.8 Construction Traffic Generation

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

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

This criterion includes:

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

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

In addition:

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

3. Dilapidation

3.1 Dilapidation report

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

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

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

- compensate the Relevant Road Authority for the damage so caused; or
- rectify the damage to restore the road to at least the condition it was in pre-work, as identified in the Road Dilapidation Report.

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

4. Communication Strategy

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

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

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

Table 3: Proposed communication

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

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

5. Summary

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

Table 4: Turn path summary

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

5.1 Advice From the Author

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

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

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

- a) Swept path analysis of the surrounding local roads has been undertaken.
- b) The report identifies the local road areas that may be problematic for larger vehicles and provides reasonable mitigations (either suggesting a more appropriate route or the use of short-term traffic control)
- c) The routes proposed in the report sufficiently avoid aged care facilities and ensure that school speed restriction on Forrester Road and Sydney Street is followed during their peak operation.

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

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

6. Consultation with Stakeholders

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

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

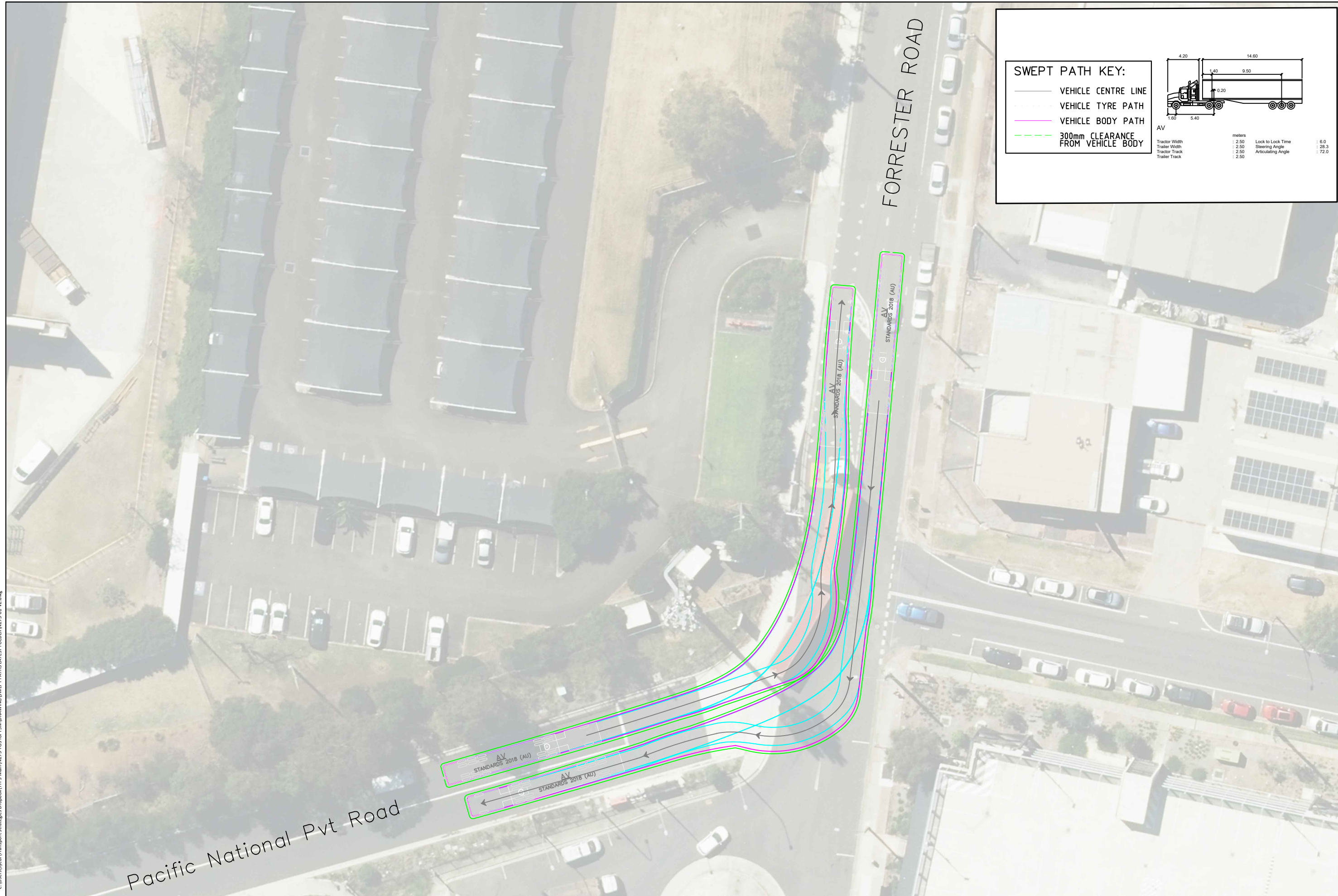
It is important to note that this HVLR report has progressed since the initial rounds of consultation, and Laing O'Rourke's responses may no longer be directly applicable. As such, the consulting evidence is attached to show the progression of the consultation process only.

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

Appendices

Appendix 1 Swept Path Assessment (Along Proposed Haulage Routes)

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Plotted by Syed Ali



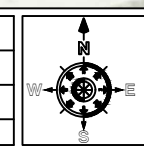
SWEPT PATH KEY:

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

AV

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

REV	DESCRIPTION	DATE



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

DRAWING REF NO. N273-SP16

DESIGNED BY
S.ALI

REVIEWED BY
S.VINCENT

SCALE
A3

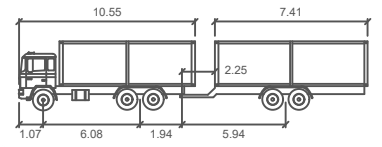
NTS

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



SWEPT PATH KEY:

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



18.7m Truck n Dog

	metres		
First Unit Width	: 2.48	Lock to Lock Time	: 6.0
Trailer Width	: 2.48	Steering Angle	: 41.6
First Unit Track	: 2.42	Articulating Angle	: 70.0
Trailer Track	: 2.43		

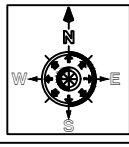
19M LONG TRUCK AND DOG ENTERING THE RAIL CORRIDOR

Pacific National Pvt Road

19M LONG TRUCK AND DOG EXITING THE RAIL CORRIDOR

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REV	DESCRIPTION	DATE



ST MARYS FOOTBRIDGE
19M LONG TRUCK AND DOG ACCESSING THE RAIL CORRIDOR VIA PACIFIC NATIONAL PVT ROAD
SWEPT PATH ASSESSMENT
 DRAWING REF NO. N273-SP07

DESIGNED BY
S.ALI

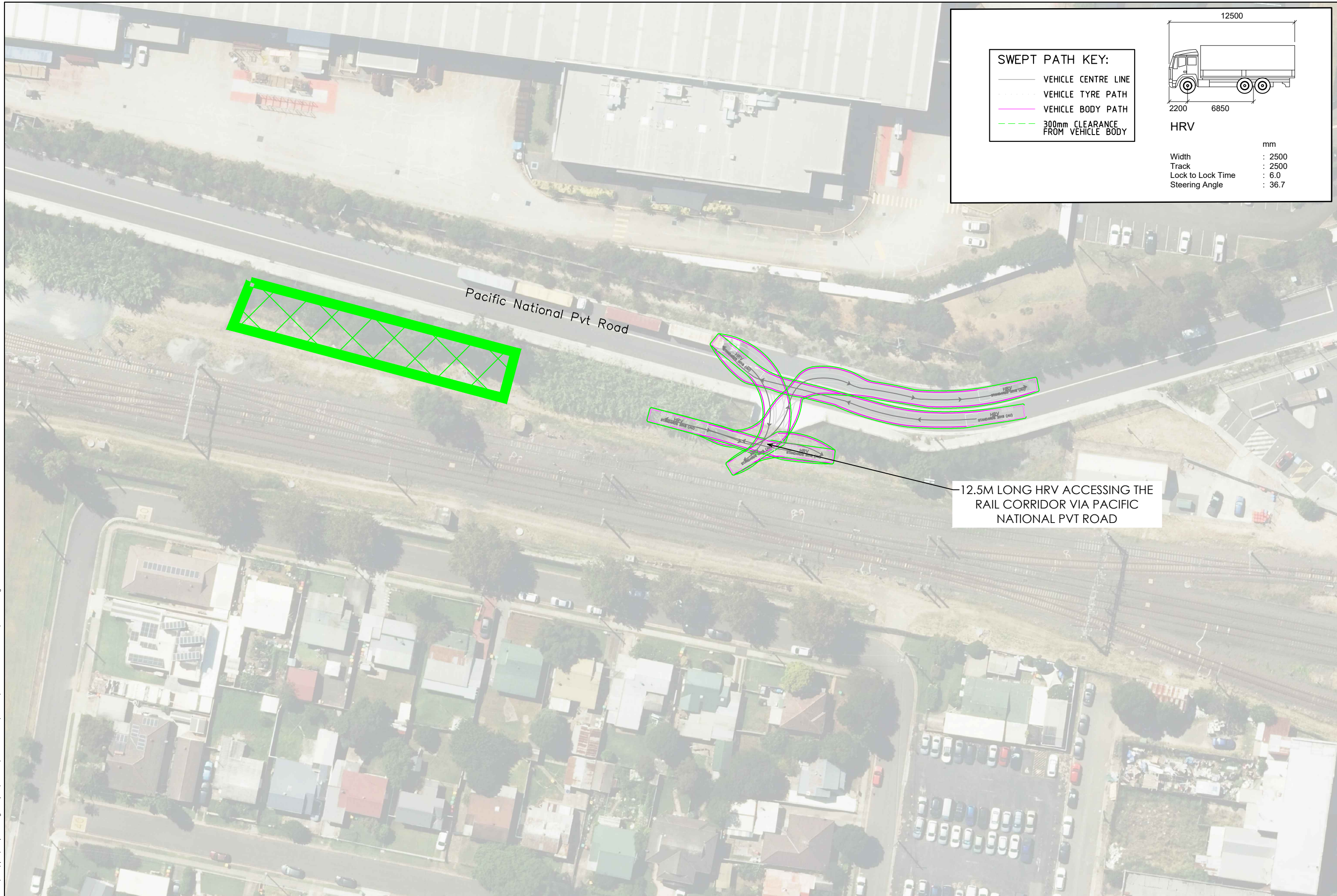
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S.VINCENT

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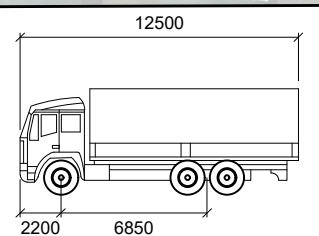


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 Website: www.trafeek.com.au



SWEPT PATH KEY:

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



HRV

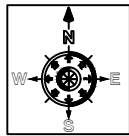
mm

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

12.5M LONG HRV ACCESSING THE RAIL CORRIDOR VIA PACIFIC NATIONAL PVT ROAD

C:\Users\lyeff\Transport Strategies Dropbox\TPS Main\N273\105 for ISM\DRAWING\SWEPT PATH\N273-01.v2.dwg

REV	DESCRIPTION	DATE



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

DRAWING REF NO. N273-SP08

DESIGNED BY
S.ALI

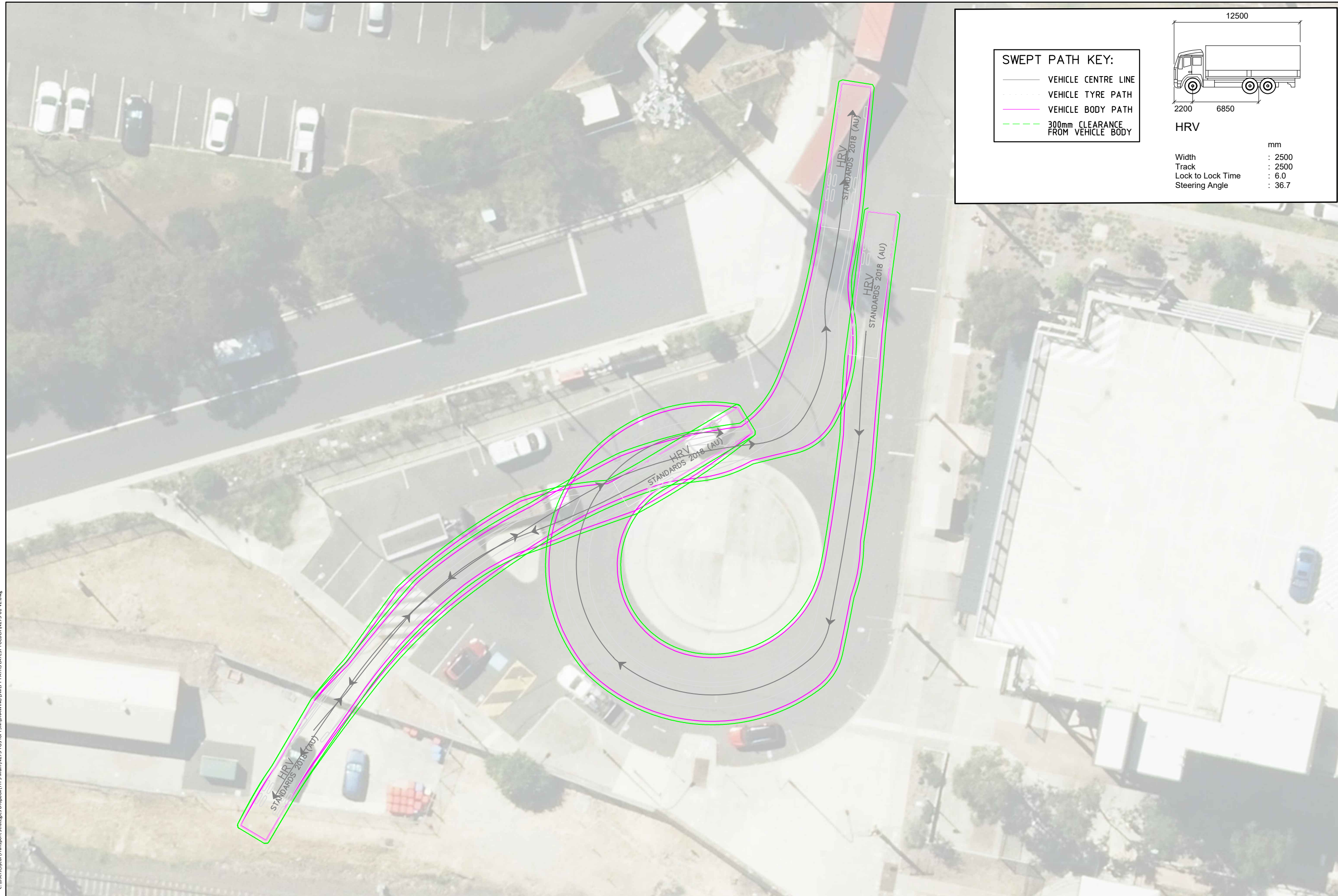
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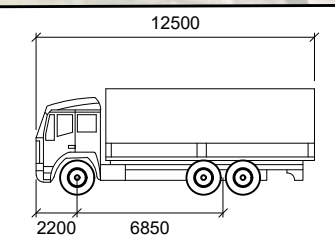


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 Phone: 02 8379 7756
 Website: www.trafek.com.au



SWEPT PATH KEY:

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



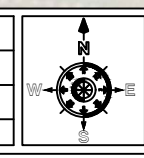
HRV

mm

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

Plotted by SIA Ali

REV	DESCRIPTION	DATE



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

DESIGNED BY
S.ALI

REVIEWED BY
S.VINCENT

SCALE
A3

NTS



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

VEHICLE ENTERING



SWEPT PATH KEY:

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

HRV

mm

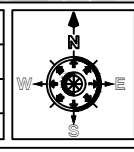
Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 36.7

VEHICLE EXITING



C:\Users\lyeff\Transport Strategies Dropbox\TPS Main\N273-1G5 for ISM\DRAWING\SWEPT PATHS LATEST (OLD)RIN273-01-12.dwg
Plotted by SIA Ali

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



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

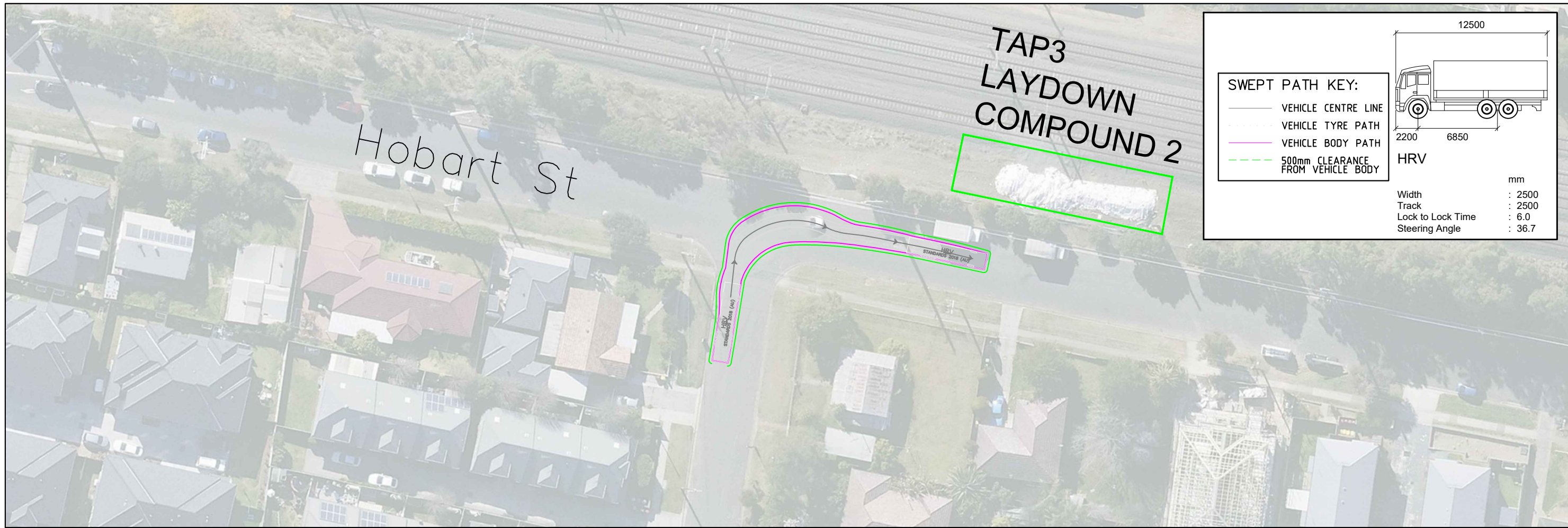
DESIGNED BY
S.ALI

REVIEWED BY
S.VINCENT

SCALE
A3

NTS

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

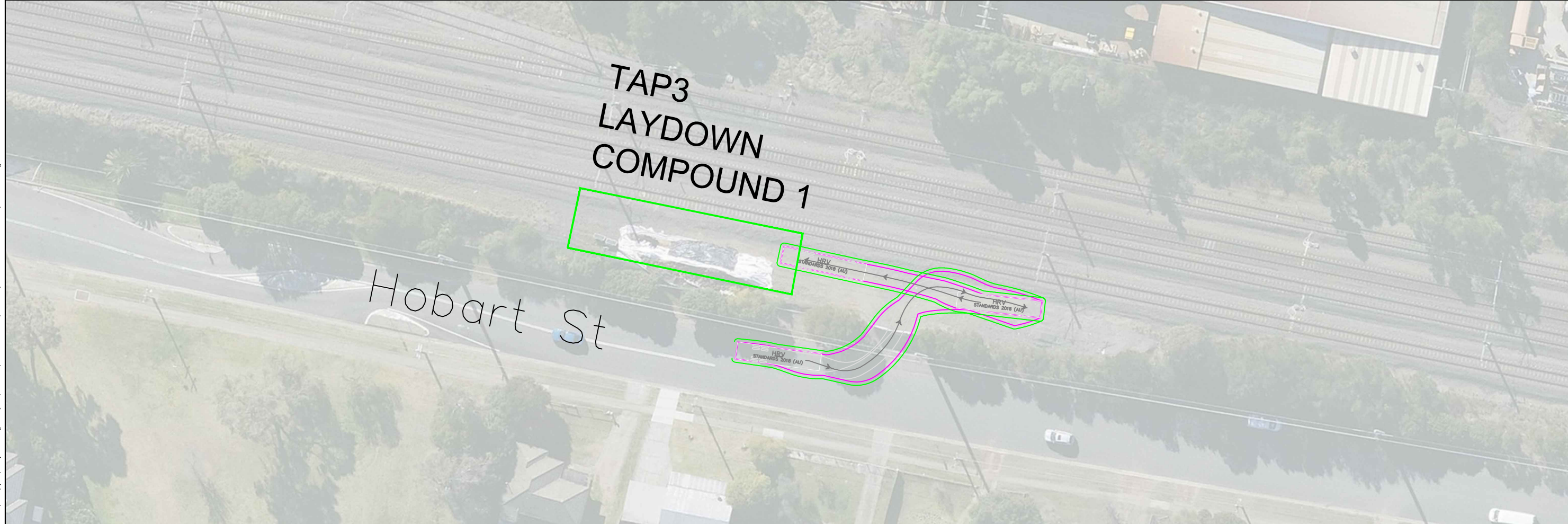


SWEPT PATH KEY:

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

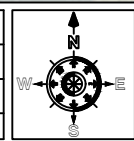
HRV

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



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



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

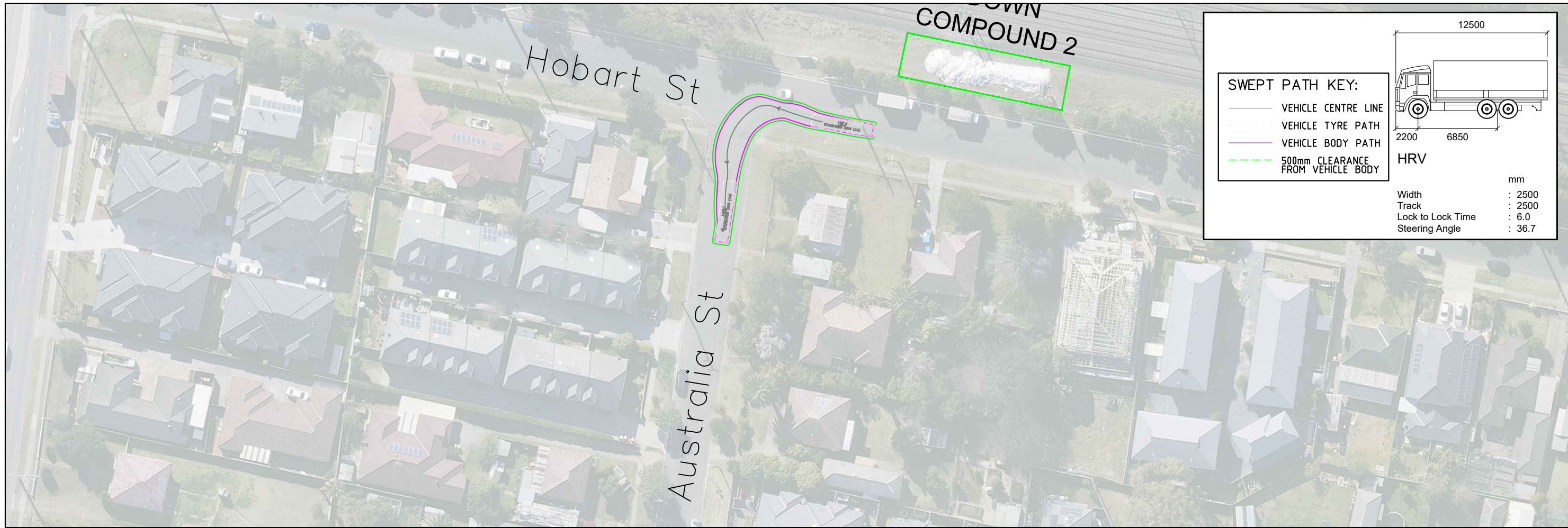
DESIGNED BY
S.ALI

REVIEWED BY
S.VINCENT

SCALE
A3

NTS

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

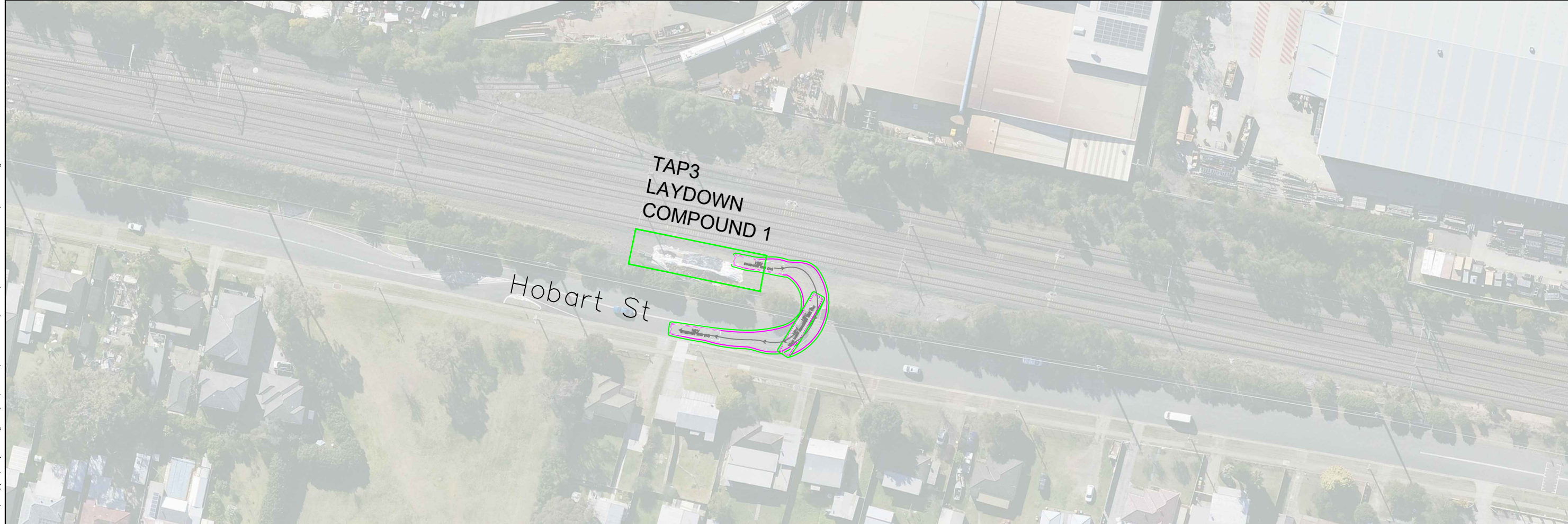


SWEPT PATH KEY:

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

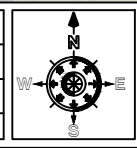
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Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



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Plotted by S.ALI

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



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

DESIGNED BY
S.ALI

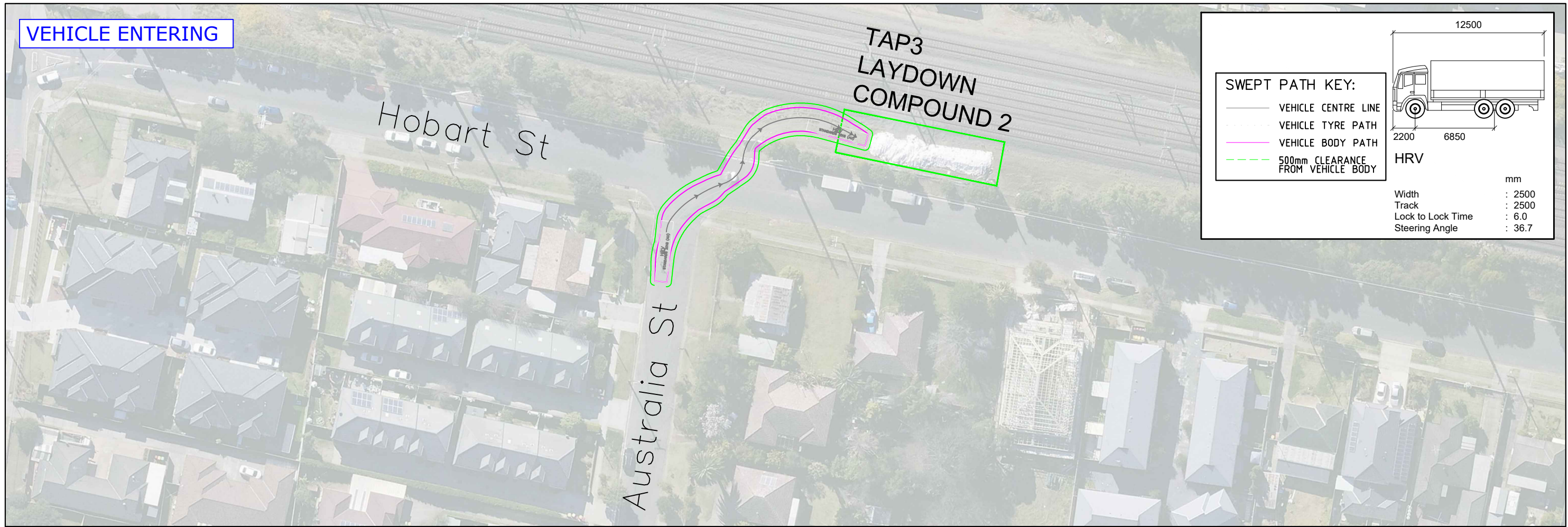
REVIEWED BY
S.VINCENT

SCALE
A3

NTS

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

VEHICLE ENTERING



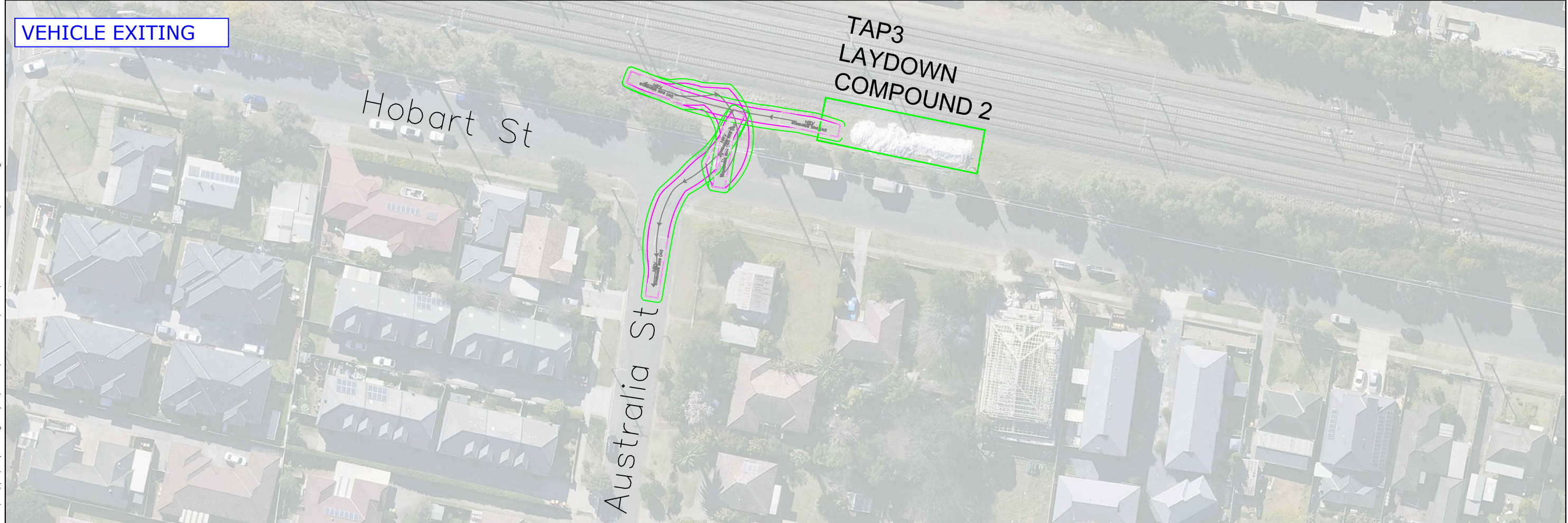
SWEPT PATH KEY:

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

HRV

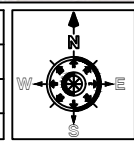
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Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

VEHICLE EXITING



C:\Users\lyeff\Transport Strategies Dropbox\TPS Main\N273-1G5 for FSM\DRAWING\SWEPT PATHS LATEST (OUBRIN)273-01-v2.dwg
Plotted by S.Ali

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



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

DESIGNED BY
S.ALI

REVIEWED BY
S.VINCENT

SCALE
A3

NTS

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

Appendix 2 Traffic Guidance Scheme

CERTIFICATION

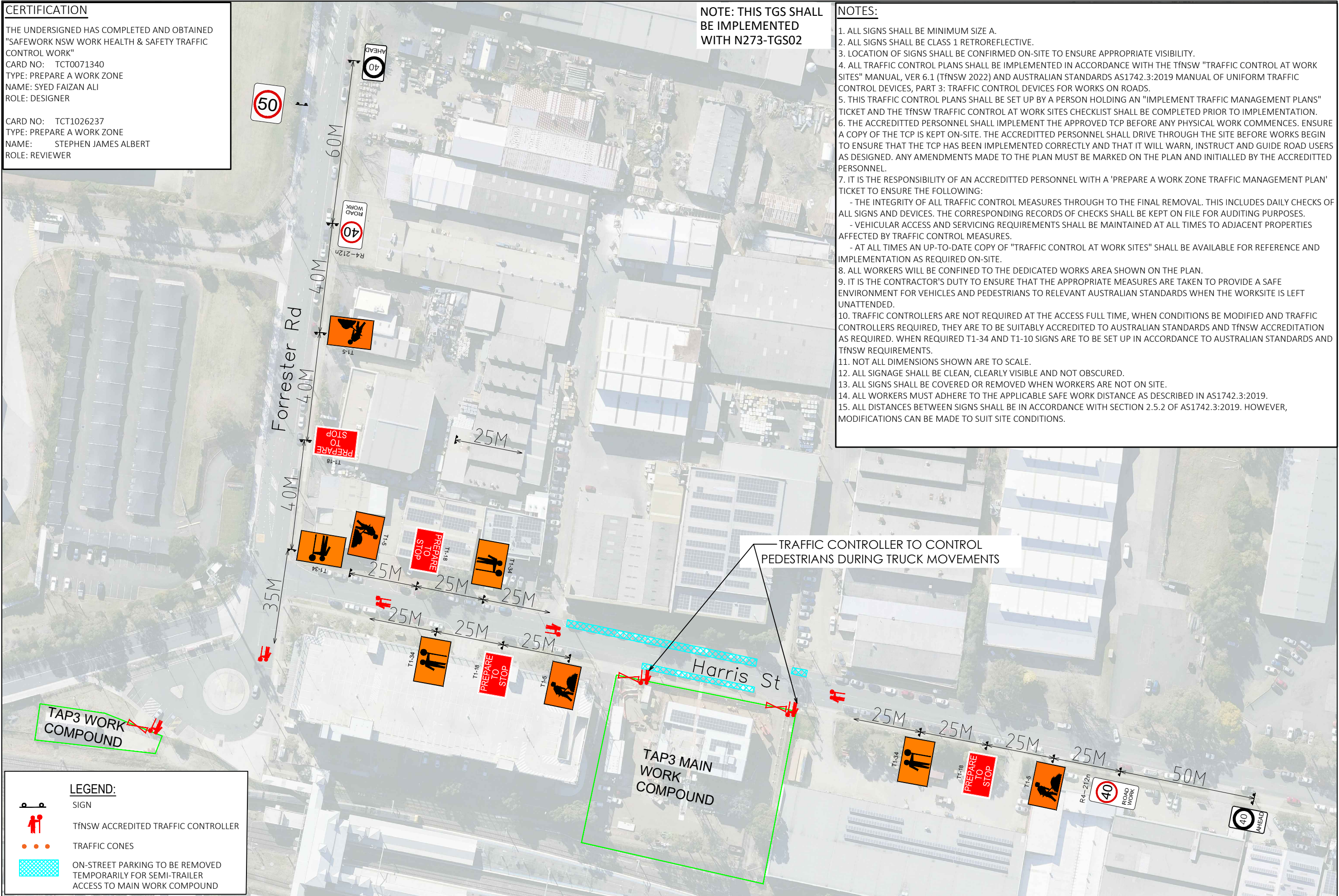
THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFework NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"
 CARD NO: TCT0071340
 TYPE: PREPARE A WORK ZONE
 NAME: SYED FAIZAN ALI
 ROLE: DESIGNER

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

NOTE: THIS TGS SHALL BE IMPLEMENTED WITH N273-TGS02

NOTES:

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

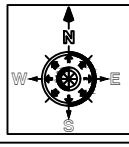


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 Plotted by Syed Ali

LEGEND:

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

REV	DESCRIPTION	DATE



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

DESIGNED BY
S.ALI

REVIEWED BY
S.ALBERT

SCALE
A3

NTS

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

CERTIFICATION

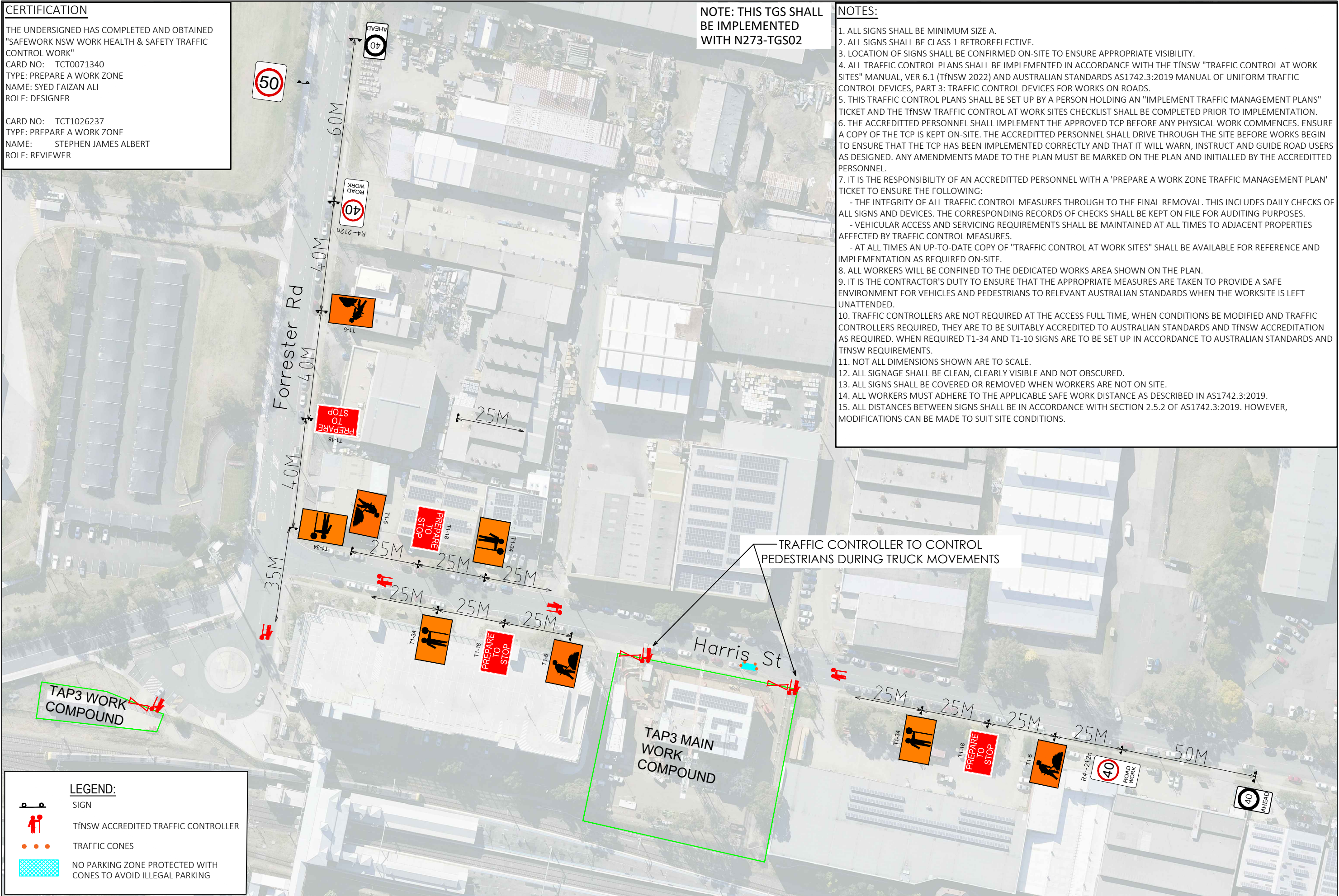
THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFework NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"
 CARD NO: TCT0071340
 TYPE: PREPARE A WORK ZONE
 NAME: SYED FAIZAN ALI
 ROLE: DESIGNER

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

NOTE: THIS TGS SHALL BE IMPLEMENTED WITH N273-TGS02

NOTES:

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



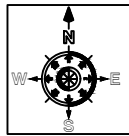
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Plotted by Syed Ali

LEGEND:

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

REV	DESCRIPTION	DATE

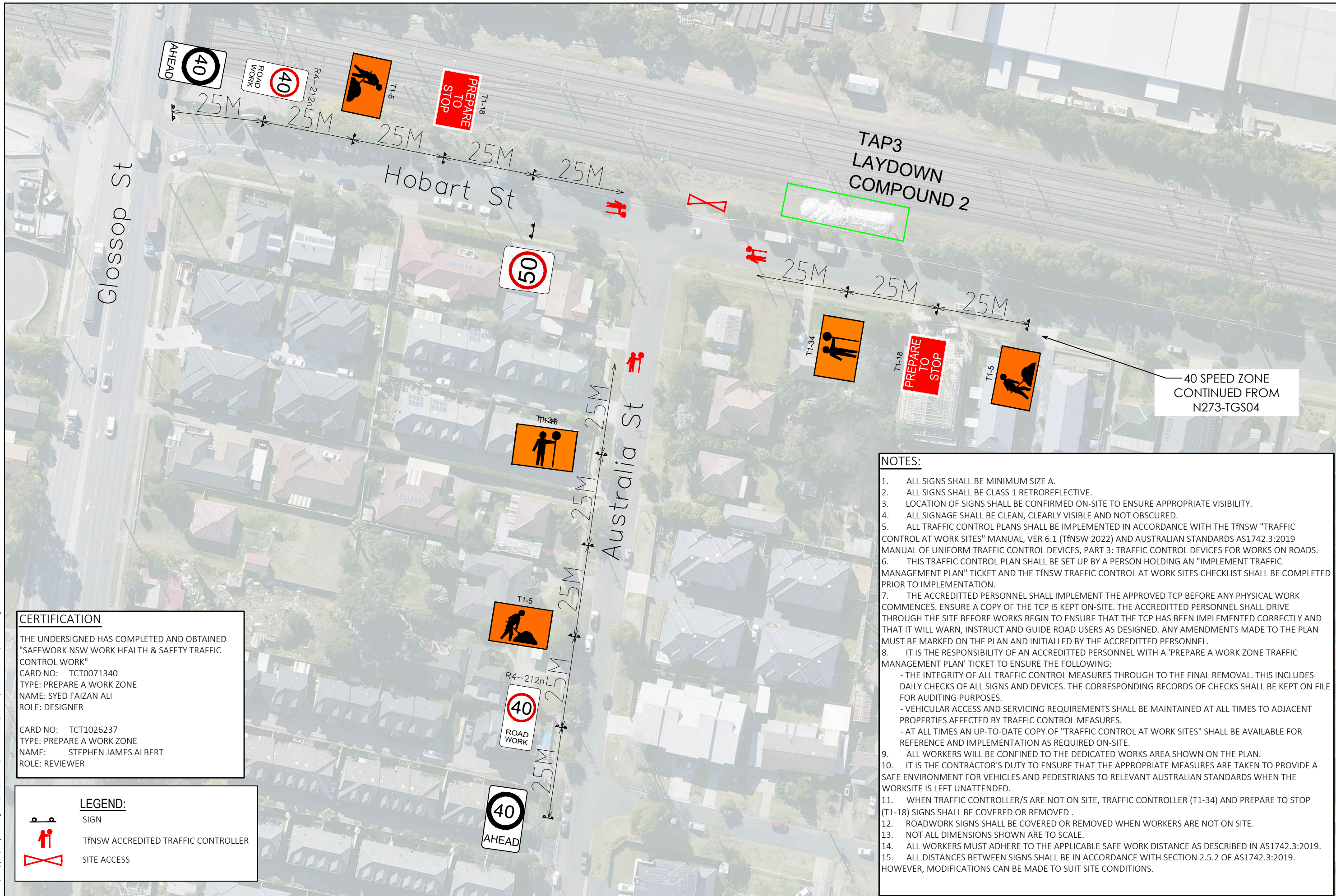


ST MARYS FOOTBRIDGE
 WORK COMPOUNDS AT HARRIS ST AND FORRESTER ROAD
 TRAFFIC GUIDANCE SCHEME - FOR DAILY ACTIVITIES
 DRAWING REF NO. N273-TGS01

DESIGNED BY S.ALI
 REVIEWED BY S.ALBERT

SCALE A3

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



- NOTES:**
1. ALL SIGNS SHALL BE MINIMUM SIZE A.
 2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
 3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
 5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
 8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
 9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
 11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED.
 12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
 13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
 15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

CERTIFICATION

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

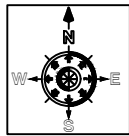
CARD NO: TCT0071340
 TYPE: PREPARE A WORK ZONE
 NAME: SYED FAIZAN ALI
 ROLE: DESIGNER

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

LEGEND:

- SIGN
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- SITE ACCESS

Plotted by SIG Ali



**ST MARYS FOOTBRIDGE
 LAYDOWN COMPOUND 2 AT HOBART ST
 TRAFFIC GUIDANCE SCHEME**

DRAWING REF NO. N273-TGS03

DESIGNED BY
S.ALI

REVIEWED BY
S.ALBERT

SCALE
A3

NTS

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




REV	DESCRIPTION	DATE

CERTIFICATION

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

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

LEGEND:

-  SIGN
-  TfNSW ACCREDITED TRAFFIC CONTROLLER
-  SITE ACCESS

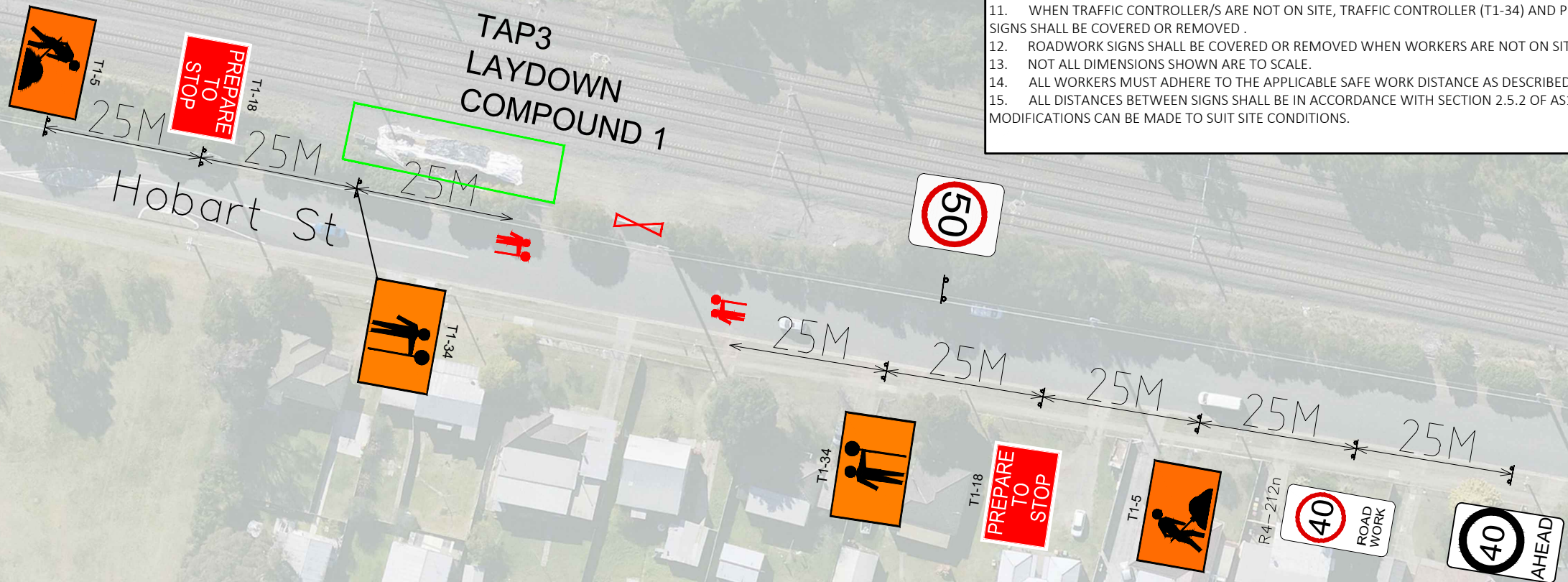
NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
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6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
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 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED.
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

TAP3 LAYDOWN COMPOUND 1

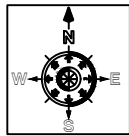
Hobart St

40 SPEED ZONE CONTINUED FROM N273-TGS03



C:\Users\syed\Transport Strategies Dropbox\TPS Main\N273-TGS for RSM\DRAWING\TGS LATEST FOLDER\N273-01-v2.dwg
 Plotted by SIA Ali

REV	DESCRIPTION	DATE



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

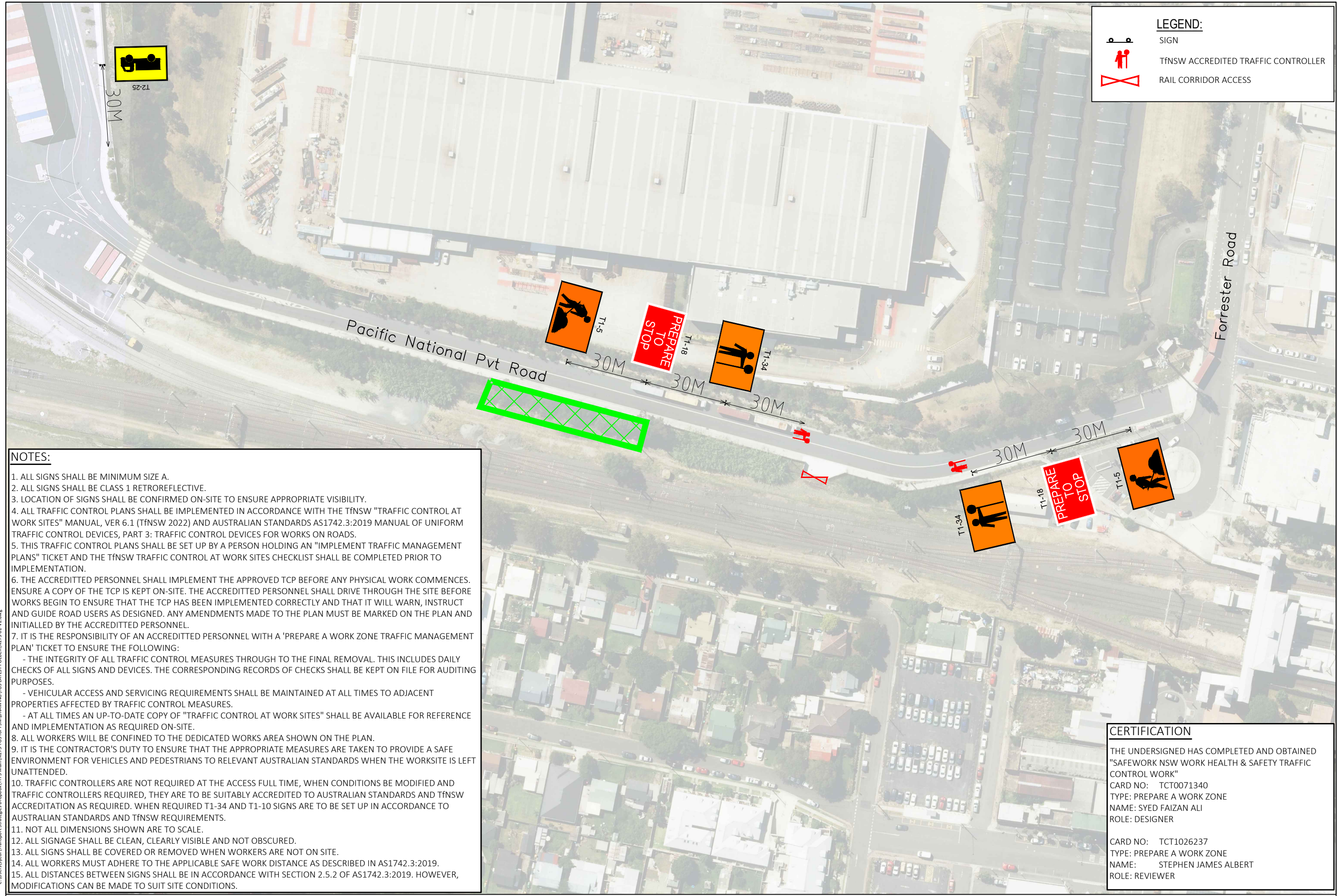
DESIGNED BY S.ALI
 REVIEWED BY S.ALBERT
 SCALE A3



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

LEGEND:

-  SIGN
-  TfNSW ACCREDITED TRAFFIC CONTROLLER
-  RAIL CORRIDOR ACCESS



NOTES:

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

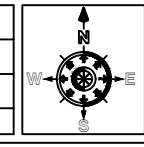
CERTIFICATION

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

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

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

REV	DESCRIPTION	DATE



**ST MARYS FOOTBRIDGE
 ACCESS TO RAIL CORRIDOR VIA PACIFIC NATIONAL PVT ROAD
 TRAFFIC GUIDANCE SCHEME**

DRAWING REF NO. N273-TGS06

DESIGNED BY
S.ALI

REVIEWED BY
S.ALBERT

SCALE
A3

NTS



Office Address: 410, 29-31 Lexington Drive BELLA VISTA NSW 2153
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Plotted by SIG ALI

Appendix 3 Road Safety Audit

HEAVY VEHICLE LOCAL ROAD ROAD SAFETY AUDIT

LAING O'ROURKE

TAP3 – FOOTBRIDGE ST MARYS MCC



Civlink Consulting Pty Ltd

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Website www.civlink-consulting.com.au

HEAVY VEHICLE LOCAL ROAD - RSA

LAING O'ROURKE

TAP3 – FOOTBRIDGE ST MARYS MCC



Sue Lewis Consulting
Construction Traffic Planning

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HEAVY VEHICLE LOCAL ROAD - RSA

LAING O'ROURKE

TAP3 – FOOTBRIDGE ST MARYS MCC



Sue Lewis Consulting
Construction Traffic Planning

Document Control

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

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

Document Revisions

No.	Date	Issue / Description
00	30.11.2023	ORIGINAL ISSUE

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Executive Summary

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



1. Introduction

1.1 Purpose of Audit

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

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

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



Figure 1: Road Safety Audit Scope

[Source: Google]

1.2 Audit Objectives

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

The other objectives of this Road Safety Audit were to:



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

1.3 Procedures and reference material

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

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

1.4 Audit Team

This Audit Team consisted of:

- Alex Gosper** (Civlink Consulting Director / Traffic Manager / Senior Civil Engineer). Alex is a registered Road Safety Auditor with the Institute of Public Works Engineers Australia, NSW and Senior auditor in both VIC & QLD. Alex is a registered Level 3 Road Safety Auditor in NSW.
- Sue Lewis** (Sue Lewis Consulting Pty Ltd) Sue has 20+ years experience in the traffic industry, with significant experience working on some of the largest infrastructure projects in Australia. Sue is a Level 2 Road Safety Auditor in NSW.
- Declan C Mc Garry** (CGU) Declan has more than 5 years experience working in traffic management roles across a number of significant infrastructure and upgrade projects in NSW. Declan is a Level 1 Road Safety Auditor in NSW.
- Abdullah Khan** Abdullah has more than 7 years' experience in the traffic industry across a number of State Significant Infrastructure projects in NSW. Abdullah is a Level 1 Road Safety Auditor in NSW.

1.5 Statement of Independence

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

2. Road Safety Audit Program

2.1 Commencement Meeting

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



2.2 Completion meeting

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

2.3 Responding to the audit report

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

2.4 Corrective action response

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

2.5 Disclaimer

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

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



3. Risk Assessment Approach

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

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

3.1 Likelihood

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

3.2 Severity

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

3.3 Risk Rating

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

3.4 Treatment

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



4. Audit Findings

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

HEAVY VEHICLE LOCAL ROAD - RSA

LAING O'ROURKE

TAP3 – FOOTBRIDGE ST MARYS MCC



Sue Lewis Consulting
Construction Traffic Planning

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



5. Conclusion

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

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

Handwritten signature of Alex Gosper in black ink.

Date: 30.11.2023

Alex Gosper

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

Alex@civlink-consulting.com.au

Handwritten signature of Sue Lewis in black ink.

Date: 30.11.2023

Sue Lewis

Level 2 Road Safety Auditor
Sue Lewis Consulting Pty LTD

Handwritten signature of Declan McGarry in black ink.

Date: 30.11.2023

Declan McGarry

Level 1 Road Safety Auditor

Handwritten signature of Abdullah Khan in black ink.

Date: 30.11.2023

Abdullah Khan

Level 1 Road Safety Auditor

HEAVY VEHICLE LOCAL ROAD ROAD SAFETY AUDIT

LAING O'ROURKE

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



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- 5. Conclusion 12**

HEAVY VEHICLE LOCAL ROAD - RSA

LAING O'ROURKE

TAP3 – ST MARYS FOOTBRIDGE – HVLR AND SWEEPED PATHS – REV G



Document Control

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

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

Document Revisions

No.	Date	Issue / Description
00	09.08.2024	ORIGINAL ISSUE

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HEAVY VEHICLE LOCAL ROAD - RSA

LAING O'ROURKE

TAP3 – ST MARYS FOOTBRIDGE – HVLR AND SWEEPED PATHS – REV G



Executive Summary

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

HEAVY VEHICLE LOCAL ROAD - RSA

LAING O'ROURKE

TAP3 – ST MARYS FOOTBRIDGE – HVLR AND SWEEPED PATHS – REV G



1. Introduction

1.1 Purpose of Audit

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

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

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

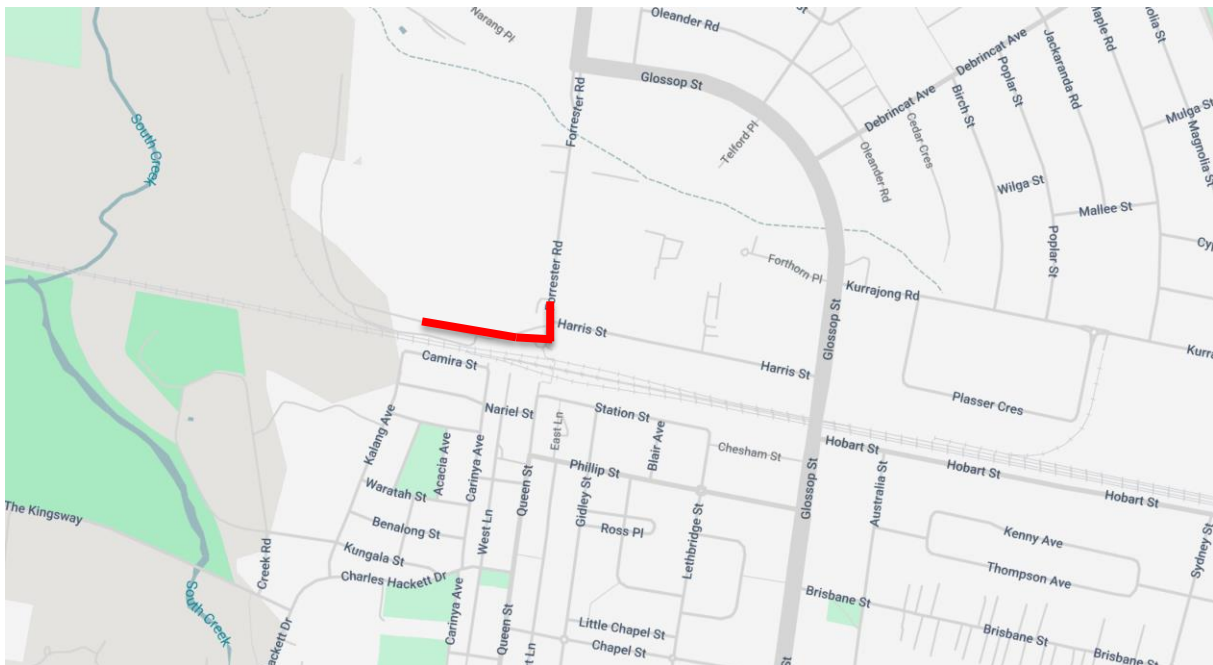


Figure 1: Road Safety Audit Scope

[Source: Google]

1.2 Audit Objectives

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

The other objectives of this Road Safety Audit were to:

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



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

1.3 Procedures and reference material

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

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

1.4 Audit Team

This Audit Team consisted of:

- Alex Gosper** (Civlink Consulting Director / Traffic Manager / Senior Civil Engineer). Alex is a registered Road Safety Auditor with the Institute of Public Works Engineers Australia, NSW and Senior auditor in both VIC & QLD. Alex is a registered Level 3 Road Safety Auditor in NSW.
- Sue Lewis** (Sue Lewis Consulting Pty Ltd) Sue has 20+ years experience in the traffic industry, with significant experience working on some of the largest infrastructure projects in Australia. Sue is a Level 2 Road Safety Auditor in NSW.
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- Abdullah Khan** Abdullah has more than 7 years' experience in the traffic industry across a number of State Significant Infrastructure projects in NSW. Abdullah is a Level 1 Road Safety Auditor in NSW.

1.5 Statement of Independence

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

2. Road Safety Audit Program

2.1 Commencement Meeting

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

2.2 Completion meeting

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

2.3 Responding to the audit report

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



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

2.4 Corrective action response

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

2.5 Disclaimer

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

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



3. Risk Assessment Approach

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

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

3.1 Likelihood

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

3.2 Severity

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

3.3 Risk Rating

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

3.4 Treatment

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

HEAVY VEHICLE LOCAL ROAD - RSA

LAING O'ROURKE

TAP3 – ST MARYS FOOTBRIDGE – HVLR AND SWEEP PATHS – REV G



4. Audit Findings

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



HEAVY VEHICLE LOCAL ROAD - RSA

LAING O'ROURKE

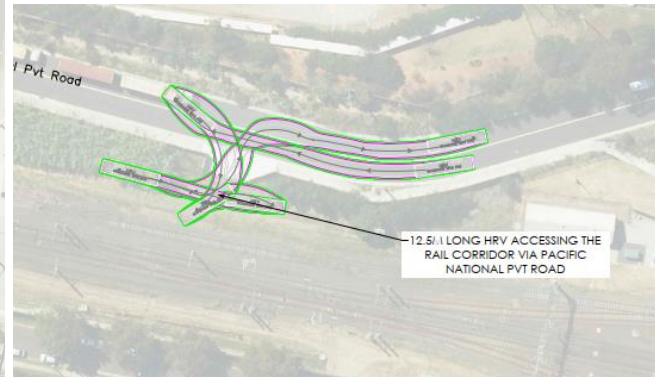
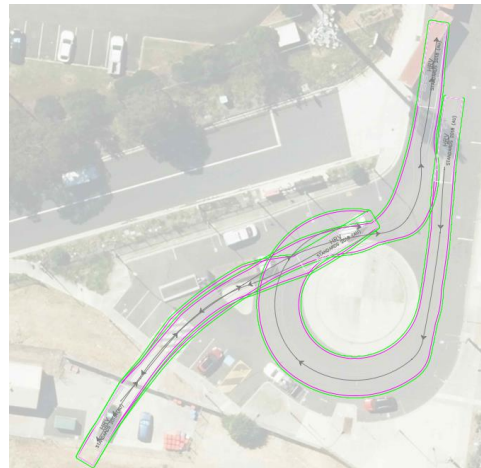
TAP3 – ST MARYS FOOTBRIDGE – HVLR AND SWEEPED PATHS – REV G



2 STM-PM-PLN-HVLR-Rev
G

There appears to be ample room to turn heavy vehicles around at the roundabout and areas proposed for use under the HVLR. There are however some instances where vehicles are proposed to be reversing over pedestrian footpaths. It is unclear how this operation will be undertaken, and if there is any pedestrian demand on the footpaths.

Should the footpaths be regularly trafficked by pedestrians, it may result in an increased probability of vehicles and pedestrian collisions.



Likelihood – Rare

Severity – Serious

Risk Rating – Medium

HEAVY VEHICLE LOCAL ROAD - RSA

LAING O'ROURKE

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



3 Forrester Street
southbound approaching
roundabout and private
access road

The linemarking approaching the southern end of Forresters Road is deteriorated in places reducing the ability to determine lane configurations. This may result in some drivers deviating from their lane, and resulting in poor lane positioning or an increased risk of side-swipe type collisions.

It is noted that approaching the roundabout section the operating speed of traffic is very low, resulting in a very low probability of an incident.



Likelihood – Unlikely

Severity – Minor

Risk Rating – Low

4 General note

No further issues were identified at night.

Note only



5. Conclusion

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

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

Handwritten signature of Alex Gosper in black ink.

Date: 09.09.2024

Alex Gosper

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Sue Lewis

Level 2 Road Safety Auditor
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Date: 09.09.2024

Declan McGarry

Level 1 Road Safety Auditor

Handwritten signature of Abdullah Khan in black ink.

Date: 09.09.2024

Abdullah Khan

Level 1 Road Safety Auditor

Appendix 4 Dilapidation Report

EXISTING CONDITION SURVEY REPORT

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

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1 DOCUMENT CONTROL

1.1 Revisions

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

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

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

1.2 Distribution List

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

2 EXECUTIVE SUMMARY

2.1 Inspection Brief

The survey involves capturing high resolution 360 imagery within specific areas, as per scope of works. Any cracks and/or defects captured from the initial survey can be reassessed periodically (if necessary) to detect any further movement or change in conditions.

2.2 Data Capture

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

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

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

2.3 Navigating through the Virtual Tour

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

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

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

2.4 Conditions and Defects Observed

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

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

3 ASSUMPTIONS AND EXCLUSIONS

3.1 Weather Conditions

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

3.2 Exclusions

Defects and existing conditions within this report may exclude:

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

3.3 Access

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

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

Some areas may be restricted in visibility due to:

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

3.4 Unless Otherwise Specified

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

3.5 Sole Use of Client

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

3.6 Report Reproduction

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

3.7 Disclaimer

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

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

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

4 DEFECT DEFINITIONS AND CLASSIFICATIONS

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

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

4.1 Definitions of Defects

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

4.2 Crack Type

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

4.3 Crack Classification

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

5 REPORT REVIEW AND ACCEPTANCE

Location of Survey:

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

Date of Survey: 04/08/2023

Survey conducted by Land Surveys

5.1 Client Acceptance

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

Signature of Client Representative

Full Name of Client Representative

Date

8 SITE CONDITION & GENERAL OBSERVATIONS

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

9 SURVEY LOCATION



10 360 VIRTUAL TOUR

[Click to access 360 Virtual Tour](#)

11 SCHEDULE OF DEFECTS

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

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

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

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

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

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

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

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

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

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

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

Appendix 5 Consultation with Stakeholders

Review Comments Register

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

TfNSW									LORAC			TfNSW		
Item No	Document Number	Document Title	Document Rev No.	Discipline	Reference Page #, Para #, DRG # Detail or Item	Reviewer Name	Reviewer Comment Date	Reviewer Comment	Response by	Response Date	Response/Action for Resolution	Status	Closed by	Closed Date
1	150511-STM-PM-PLN-00015	CTMP	A			Paul Kim	31/03/2023	Overarching comment: The CTMP is to be formally submitted to relevant local government authority (PCC) and stakeholders via TeamBinder, as per the process outlined in the SMWSA Construction Traffic Management Framework (CTMF)	SMc	9/05/2023	CTMP formally submitted via TeamBinder on 4/05/2023 to be submitted onwards.	Closed	Paul Kim	21/06/23
2	150511-STM-PM-PLN-00015	CTMP	B	RD	Document Revision History & Sign Off	K.Leehy TCT0105299	23.06.2023	Plan is not approved as per TCAWS Table 3.5, where the Developer, Reviewer & Approvers are required to have the appropriate PWZTMP accreditation issued by SafeWork NSW. Evidence of this has not been provided. Note that the template being used has been superseded elsewhere by LORA and is inconsistent with Versions 4.2, 5.0, 6.0 & 6.1 of TCAWS. Non-compliant with TfNSW policy.	Sid	6/11/2023	The plan is now prepared and approved by appropriately qualified personnel with PWZTMP accreditation. (see CTMP Authorisation section in the plan)			
3	150511-STM-PM-PLN-00015	CTMP	B	RD	2.3.1	K.Leehy TCT0105299	23.06.2023	Impact on Traffic Flow - does not appear to have followed the TCAWS assessment requirements in TCAWS Section 3 with data collection, options assessment and recommendations to support the proposed HighRisk controls, mitigation and methodology. The contention of "no intricate Traffic Management Strategy required" needs to be supported. Non-Compliance.	Sid	6/11/2023	Refer to Section 4.1 of the updated CTMP			
4	150511-STM-PM-PLN-00015	CTMP	B	RD	1.22 Legislation / Guidelines & Standards	K.Leehy TCT0105299	23.06.2023	AS1742.3-2009 has been superseded by AS1742.3-2019, the reference in "Compliance" does potentially indicate aspects of why the TMMP has issues. Non-Compliance. Note: This document maps the content from the superseded AS1742.3 (2009) to either the revised standard AS1742.3 (2019) or Austroads Guide to Temporary Traffic Management. The 2019 update of AS1742.3 by Standards Australia resulted in the removal of content from the 2009 standard that was determined to be guidance material. This guidance material has been substantially transferred into the Austroads Guide to Temporary Traffic Management and expanded based on information from Austroads member organisations. To help stakeholders understand these changes, the content from AS1742.3 (2009) has been mapped to identify the new location of this content to either AS1742.3 (2019) or Guide to Temporary Traffic Management.	Sid	6/11/2023	Now updated (see section 1.2.2)			
5	150511-STM-PM-PLN-00015	CTMP	B	RD	Appendix 3	K.Leehy TCT0105299	23.06.2023	RMS no longer exists. Are the Road Safety Auditors TfNSW accredited?	Sid	6/11/2023	All the accreditations are now under TfNSW. The Road Safety Auditors are TfNSW accredited			
6	150511-STM-PM-PLN-00015	CTMP	B	RD	Appendix 3	K.Leehy TCT0105299	23.06.2023	With the issues raised by the RSA, LORA have indicated close-out, that is not supported with Traffic Guidance Schemes ? No evidence of compliance provided.	Sid	6/11/2023	Please review the updated plan, Swept paths and TGSs provided in Appendix 3 & 4 of the updated CTMP.			
7	150511-STM-PM-PLN-00015	CTMP	B	RD	Appendix 4	K.Leehy TCT0105299	23.06.2023	If the "Local Access Plan" for LORA Construction Vehicle Access, then vehicle restrictions, vehicle equipment etc also needs to be defined (like flashing amber beacons, non-tonal reversing alarms etc for safe egress and transit.	Sid	6/11/2023	See section 4.5 and 4.6 of the updated CTMP			
8	150511-STM-PM-PLN-00015	CTMP	B	RD	TGS-01-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. The TGS approval is non-conforming.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTMP			
9	150511-STM-PM-PLN-00015	CTMP	B	RD	TGS-01-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. Additional - any TGS approval is conditional on the LRA 5138 approval from PCC, and any conditions there-in.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTMP			

10	150511-STM-PM-PLN-00015	CTMP	B	RD	TGS-02-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. The TGS approval is non-conforming.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP
11	150511-STM-PM-PLN-00015	CTMP	B	RD	TGS-02-LOT-TAP 3	K.Leehy TCT0105299	23.06.2023	The TGS shows no sign-off for "TGS Drawn By", is however approved by PWZ TMP TCT1008290. TCAWS 6.1 Table 3.5 requires that the TGS be prepared by a qualified person and reviewed by an alternate qualified person (or 1-up manager). The TGS also does not show the mitigation options indicated by LORA from the RSA table. Additional - any TGS approval is conditional on the LRA 5138 approval from PCL, and any conditions there-in.	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP
12	150511-STM-PM-PLN-00015	CTMP	B	RD	STM-2305-01	K.Leehy TCT0105299	23.06.2023	The TRAFEX TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP
13	150511-STM-PM-PLN-00015	CTMP	B	RD	STM-2305-02	K.Leehy TCT0105299	23.06.2023	The TRAFEX TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP
14	150511-STM-PM-PLN-00015	CTMP	B	RD	STM-2305-03	K.Leehy TCT0105299	23.06.2023	The TRAFEX TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP
15	150511-STM-PM-PLN-00015	CTMP	B	RD	STM-2305-04	K.Leehy TCT0105299	23.06.2023	The TRAFEX TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP
16	150511-STM-PM-PLN-00015	CTMP	B	RD	STM-2305-05	K.Leehy TCT0105299	23.06.2023	The TRAFEX TrafficControl Plan incorrectly references AS1742.3.2009 (refer previous comment as 2019 is the current version) and TCAWS V6-2020 which is incorrect as V6.1-2022 is the current version Unapproved and Non-Compliant	Sid	6/11/2023	This TGS has been removed from the plan. Please see updated TGSs in Appendix 3 of the updated CTPMP
17	150511-STM-PM-PLN-00015	CTMP	B	RD	Roads Act Approvals	K.Leehy TCT0105299	23.06.2023	Not Provided - for the all TGSs to change road network operations, the mandatory requirement from TCAWS Annex A.2.2 to approve the TMP by providing the ROL (in this case the Council 5-138) has not been provided. As er TCAWS cannot be approved - NonCompliant.	Sid	6/11/2023	Please refer to Section 5.11 of the updated CTPMP
18	150511-STM-PM-PLN-00015	CTMP	B	RD	Roads Act Approvals	K.Leehy TCT0105299	23.06.2023	Not Provided - for the all TGSs to change road network operations by varying the speed limit, to provide through traffic at 40km/h, the mandatory requirement from TCAWS Annex A.2.2 to approve the TMP by providing the ROL/SA (in this case the Council 5-138) has not been provided. As er TCAWS cannot be approved - NonCompliant.	Sid	6/11/2023	Please refer to Section 5.11 of the updated CTPMP
19	150511-STM-PM-PLN-00015	CTMP	B	RD	6.1	K.Leehy TCT0105299	23.06.2023	Mark Tadic is the nominated Traffic Control Site Manager by LORA, no CV provided. However is he qualified consistent with the requirements of TCAWS (which cross-references G10). Please advise	Sid	6/11/2023	Key contacts are now updated. Please refer to Section 9.1 of the updated CTPMP
20	150511-STM-PM-PLN-00015	CTMP	B	RD	VMS Strategy	K.Leehy TCT0105299	23.06.2023	Is this consistent and supported by the Community Management and Road Authority?	Sid	6/11/2023	Upon review of the updated CTPMP, VMS strategy will be further discussed with Council and TINSW
21	150511-STM-PM-PLN-00015	CTMP	B	RD	Pedestrian Management Plan	K.Leehy TCT0105299	23.06.2023	There is no apparent Pedestrian Management Plan addressing the requirements in Section 4 of TCAWS. Non-Compliant	Sid	6/11/2023	Refer to TGSs provided in Appendix 3 and commentary provided in Section 4.3 and 5.2 of updated CTPMP.

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

EXISTING CONDITION SURVEY REPORT

Forrester Road

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

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1 DOCUMENT CONTROL

1.1 Revisions

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

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

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

1.2 Distribution List

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

2 EXECUTIVE SUMMARY

2.1 Inspection Brief

The survey involves capturing high resolution 360 imagery within specific areas, as per scope of works. Any cracks and/or defects captured from the initial survey can be reassessed periodically (if necessary) to detect any further movement or change in conditions.

2.2 Data Capture

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

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

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

2.3 Navigating through the Virtual Tour

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

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

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

2.4 Conditions and Defects Observed

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

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

3 ASSUMPTIONS AND EXCLUSIONS

3.1 Weather Conditions

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

3.2 Exclusions

Defects and existing conditions within this report may exclude:

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

3.3 Access

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

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

Some areas may be restricted in visibility due to:

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

3.4 Unless Otherwise Specified

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

3.5 Sole Use of Client

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

3.6 Report Reproduction

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

3.7 Disclaimer

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

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

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

4 DEFECT DEFINITIONS AND CLASSIFICATIONS

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

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

4.1 Definitions of Defects

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

4.2 Crack Type

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

4.3 Crack Classification

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

5 REPORT REVIEW AND ACCEPTANCE

Location of Survey:

Forrester Road

Date of Survey: 04/08/2023

Survey conducted by Land Surveys

5.1 Client Acceptance

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

Signature of Client Representative

Full Name of Client Representative

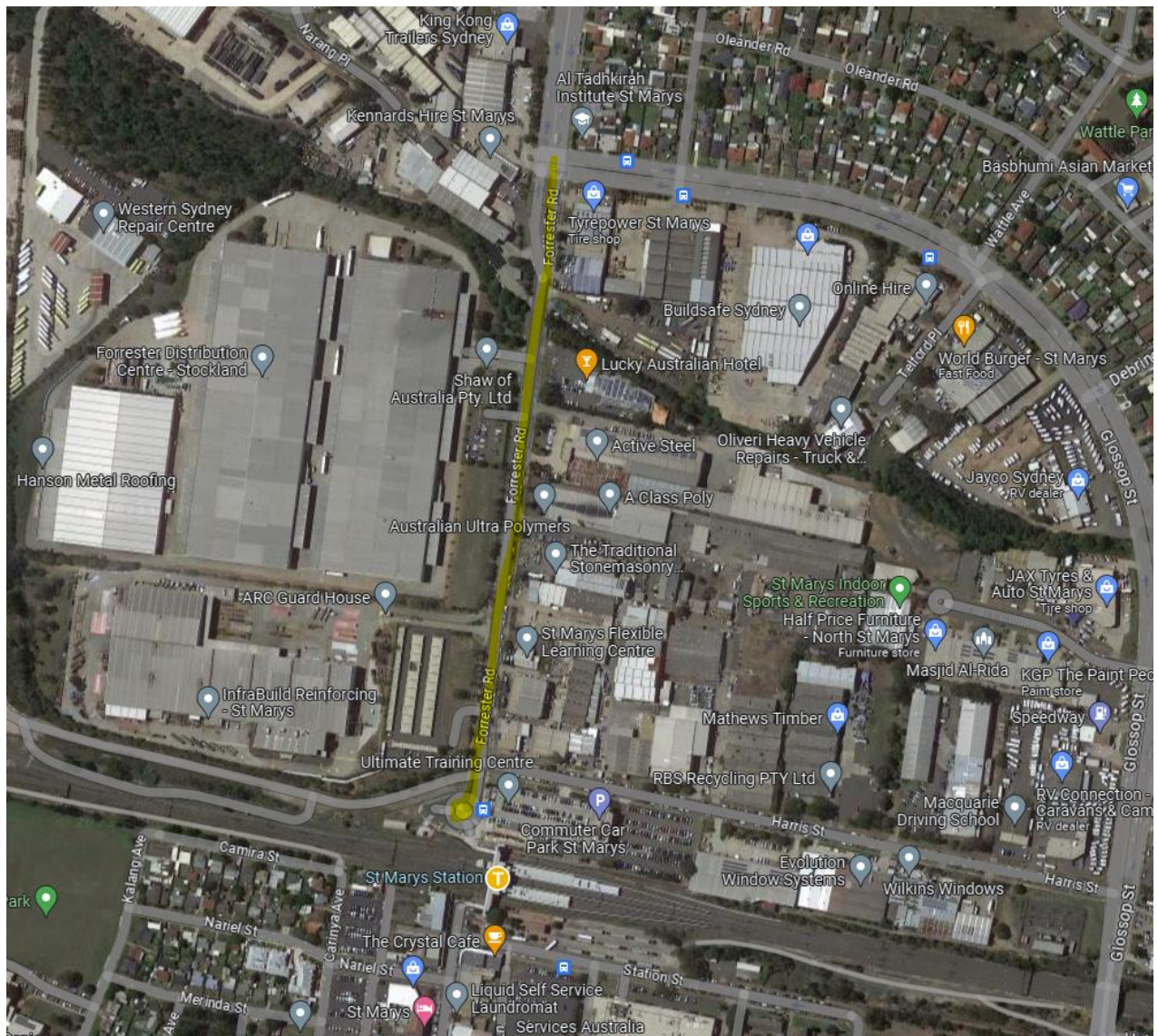
Date

6 INTRODUCTION

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

7 SCOPE OF WORKS

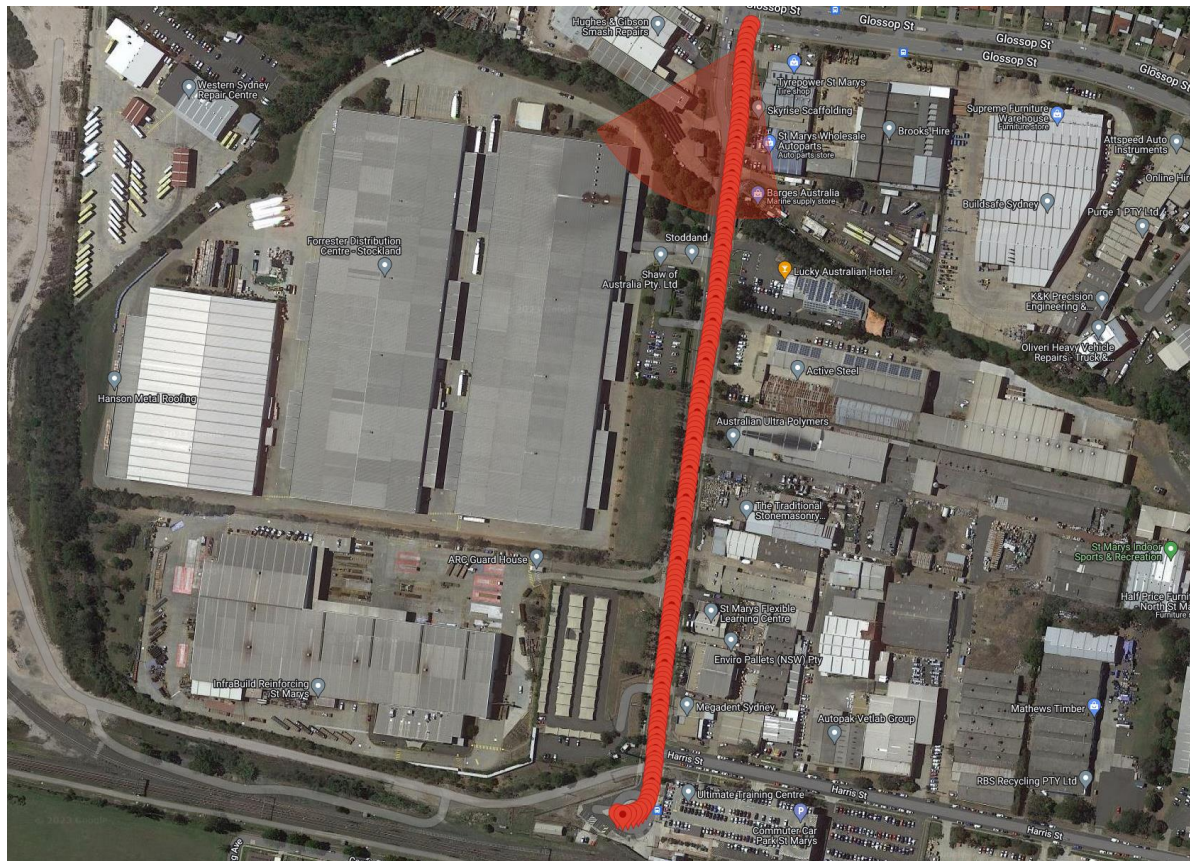
The survey involves capturing high resolution 360 imagery of existing conditions and observed defects.



8 SITE CONDITION & GENERAL OBSERVATIONS

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

9 SURVEY LOCATION



10 360 VIRTUAL TOUR

[Click to access 360 Virtual Tour](#)

11 SCHEDULE OF DEFECTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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FSM	SMWSAFSM-SMD-STM-PM-PLN-000001	Transport Access Program 3 Footbridge St Marys MCC - Construction Traffic and Pedestrian Management Plan	D.01	S3	01	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.1.4	CTMF	Section 2.1.4 - make sure the document acknowledges the revised bus routing and road closures put in place in March 2022 when the St Marys Temporary Bus Interchange became operational.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.1.4	CTMF		Observation		Y
					01.01	21/06/2024	SMD	MFELARCA	-	-	-	Contractor response Section 2.1.4 updated A taxi rank exists on Forrester Road south of the bus stop which has the capacity for 3 ranked taxis. Current bus route has been checked in TNSW busways in order to reflect the most updated bus route and road closures established by previous stakeholders. Table 4 updated showing bus routes mentioned in the CTMP¹.	Observation		Y
													Observation		Y
					02	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	Figure 11	CTMF & CCSI Approval	Figure 11 -- have the proposed haulage routes been identified in the WSA EIS and do any of those proposed trigger CCSI Condition E105	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Figure 11	CTMF & CCSI Approval		Observation		Y
					02.01	21/06/2024	SMD	MFELARCA	-	-	-	Contractor response Section 2.2.2 updated Figure 11 depicts the proposed haulage route for heavy vehicles accessing the proposed construction access as part of this CTMP implementation. 12.5 m construction vehicles will be required to access the proposed LOR laydown area on Hobart St using the existing local roads (Brisbane St - Australia St - Sydney St). HVLR report assessing local roads included as part of the CoAs e105-106 has been addressed in order to provide access to the proposed LOR work/laydown areas. Copy of the HVLR report included in CTMP report as an Appendix 7 Heavy Vehicle Load Report (HVLR) Update turning paths and routes via Sydney St to be removed from HVLR¹.	Observation		Y
													Observation		Y
					03	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	General	CTMF	Make clear in the document whether any aspect of the works triggers the need for referral to the local traffic committee.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	General	CTMF		Observation		Y
					03.01	21/06/2024	SMD	MFELARCA	-	-	-	Contractor response "Section 5 updated Penrith Council/CJP being a key stakeholders will be forwarded a copy of this CTMP and will be routinely consulted via TCG /TTLG Sydney metro meeting and informed of up-coming works, site access changes, lane and road closures."	Observation		Y
													Observation		Y
					04	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1 Construction Traffic Generation	NA	The second dot point on page 22 refers to minimising construction vehicle movements during peak periods and school times - with only 10 HV movements per day can you please confirm if any will take place during peak hours of school zone times. Ideally, with so few movements we should be avoiding these times altogether - especially school zone times on the haulage route that traverses the school zone.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1 Construction Traffic Generation	NA		Observation		Y
					04.01	21/06/2024	SMD	MFELARCA	-	-	-	Contractor response "Section 2.2.1 Updated (page 23) Construction vehicles will be managed to minimise movements during peak periods and in school zones. HV deliveries will be instructed via toolbox /prestart to ingress/egress on the proposed site during non-peak hours and current school times."	Observation		Y
													Observation		Y

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

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

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

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

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					22	22/05/2023	TFN	TNG	150511-STM-PM-PLN-00015 Document	Figure 11 (pg.23)	-	Any rationales for having a haul route via Sydney St, Hobart St & Brisbane St (east of Australia St)? It is a longer route compared to Australia St-Brisbane St, and trucks are required to mount the central island at Sydney St/Brisbane St. Please note that dilapidation report & swept paths are required for using local roads not listed in the EIS.	Observation		Y
									150511-STM-PM-PLN-00015 Document	Figure 11 (pg.23)	-		Observation		Y
					22.01	21/06/2024	SMD	MFELARCA				Contractor response "25/5 - As per item 02, LOR agree to remove Sydney St from proposed haul route. CTMP updated accordingly. Section 2.2.2 updated Figure 11 depicts the proposed haulage route for heavy vehicles accessing the proposed construction access as part of this CTMP implementation. 12.5 m construction vehicles will be required to access the proposed laydown area on Hobart St using the existing local roads (Brisbane St - Australia St). HVLR report assessing local roads not included as part of the CoAs e105-106 has been addressed in order to provide access to the proposed work / laydown areas. Appendices 2 & 7 updated"	Observation		Y
													Observation		Y
					23	22/05/2023	TFN	TNG	150511-STM-PM-PLN-00015 Document	TGS-01-LOR-ST MARYS-TAP3 (pg. 82,83)	-	To minimise construction traffic on local roads, construction traffic entering/exiting the Hobart St work site should avoid the use of Sydney St, Hobart St & Brisbane St (east of Australia St). Need clarification.	Observation		Y
									150511-STM-PM-PLN-00015 Document	TGS-01-LOR-ST MARYS-TAP3 (pg. 82,83)	-		Observation		Y

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

CONTRACT NO.	DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO. ¹	DOCUMENT REF ²	DEED REF ³	COMMENTS / RESPONSE	COMMENT CATEGORY ⁴	LINKED ITEM NO	CLOSED OUT
					29	24/06/2024	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 4 - swept path assessment	NA	The swept paths for the left turn from Glossop St into Brisbane St and the left turn from Brisbane St into Australia St shows the 12.5m vehicle moving into the oncoming traffic lane, increasing the risk of head on collisions with other vehicles. A truck waiting for a vehicle to exit Brisbane St onto Glossop St will also increase the risk of rear end collisions on Glossop St as traffic comes to a stop Please consider the use of TC to manage these movements and/or provide details on how the risk of collision will be mitigated so far as is reasonably practicable.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 4 - swept path assessment	NA	As noted in the CTPMP these movements will primarily be outside of peak periods and school pickup and drop-off times. Therefore the Road Safety Audit has given a low risk rating to these movements. Moreover, these truck movements are in compliance with Australian Road Rules and they currently occur on a daily basis without any noted or reported safety issues. Please note as per our recommendation in Section 4.6 of the CTPMP, all trucks are required to display 'do not overtake turning vehicle' sign. These signs will alert the vehicle driving behind the turning truck and minimise any chances of rear-end collision.	Observation		N
					30	28/06/2024	TFN	FLARUE	D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	The TMP needs to be updated to make it explicitly clear what is current and what is new / proposed. Using Fig. 8 and Fig. 11 as an example, the two images should be different but are instead the exact same (minus the pedestrian path overlay). It also needs to include the what to detail the new work activities and why the new areas are required.	Observation	General	N
									D	SMWSAFSM-SMD-STM-PM-PLN-000001	NA	Addressed with updated commentary and figures. Please refer to the relevant Section 3.2 of the CTPMP.	Observation		N

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