Construction Traffic Management Plan Westmead

Project Name:	Sydney Metro West		
Client Name:	Sydney Metro West		
Project Address:	Delta will undertake demolition and utility works at the following sites: 1. Clyde 2. Parramatta 3. Westmead		
Project Description/Scope:	DELTA Pty Ltd (DELTA) is responsible for the demolition of existing structures including removal of all hazardous materials and utility works of the Sydney Metro West Project at Clyde, Parramatta and Westmead		
Prepared By:	Name: [redacted]	Signature: [redacted]	Date: 19th October 2021
Reviewed By:	Name: [redacted]	Signature: [redacted]	Date: 19th October 2021
Authorised By (Project Director):	Name: [redacted]	Signature: [redacted]	Date: 19th October 2021

1 CONTENTS

2 AUTHORISATION AND CONTROL

2.1 Authorisation

This Plan is authorised by the Project Director. All project personnel are to ensure that their work activities and those of Project Consultants, Contractors and Suppliers are carried out in accordance with the requirements of this Plan.

2.2 Distribution

This Plan is a Controlled Document and must be distributed and revised under the guidance of the Project Manager. People who hold Controlled copies are responsible for maintaining their copies up-to-date.

2.3 Revision

The Project Director will monitor the implementation of this Plan and review the need for change or improvements having due regard to:

- Change in work scope, client comments etc.
- Internal and external audits
- Suggestions and comments from project personnel
- Incidence and frequency of non-conformance
- Necessity for corrective or preventative action
- Legal Update and Requirements
- Review by Delta Groups Management team
- Annual Review

All changes must be formally approved by the Project Director. Changes to the recent revision will be highlighted.

The following table provides a record of amendments made to this document.

Rev	***Date***	***Description***	***Page***	***Developed By***	***Approved By***
0	20/09/2021	CTMP Initial submission	All	[redacted]	
1	13/10/2021	CTMP revised based on comments received	All	[redacted]	
2	19/10/2021	CTMP revised based on comments received	All	[redacted]	
3					

Distribution Register			
Rev No.	***Date of Issue***	***Name of Recipient***	***Position / Organisation***
0	***20/09/2021***	[redacted]	Principal's Representative Project Manager
1	***13/10/2021***	[redacted]	***Principal's Representative Project Manager***
2	***19/10/2021***	[redacted]	***Principal's Representative Project Manager***
3		[redacted]	

3 INTRODUCTION

3.1 Purpose

This Construction Traffic Management Plan (CTMP) has been prepared by DELTA Group Pty Ltd. (DELTA) to comply with the Ministerial Conditions of Approval (MCoA), Revised Environmental Management Measures (REMMs) and Sydney Metro's SMW and Greater West Construction Traffic Management Framework (Appendix to the Environmental Impact Statement (EIS) for the demolition phase of the Sydney Metro West (Western Tunnelling Package) Project and to meet the requirements of the Project Deed and various Scope of Technical Works appendices including the General and Particular Specifications as they relate to traffic.

DELTA has been engaged to carry out the scope of works as described in Section 7.

This CTMP provides specific management measures to ensure that DELTA's demolition works are carried out so as to manage traffic and transport aspects of the Project in a responsible and sensitive manner.

Implementing the CTMP effectively will ensure that the Project meets regulatory and contract requirements in a systematic manner and continually improves its performance.

3.2 Scope of the CTMP

This CTMP addresses traffic management associated with the Project. It covers the Westmead site where physical works will occur and is applicable over the full duration of the Project.

All DELTA staff and subcontractors are required to comply fully with the requirements of this CTMP.

The plan forms part of the project management documentation that has been prepared in accordance with the requirements of the Contract. The Project will be guided by DELTA's Integrated Management System (IMS). DELTA's IMS is certified as meeting the requirements of:

- ISO45001 Occupational Health and Safety Management Systems.
- ISO14001 Environmental management; and
- ISO9001 Quality Management Systems.

3.3 Project Description

The Sydney Metro is Australia's biggest public transport program comprising four main packages of works. The Sydney Metro West (SMW) package is a critical part of this overall program extending from Westmead to The Bays site in Rozelle. The package aims to:

- Provide faster more reliable public transport options between greater Parramatta and the Sydney CBD
- Double the existing rail capacity between Parramatta and Sydney CBDs
- Support growing residential and employment zones between Westmead and The Bays and
- Allow for better public transport transfers between rail lines

The Sydney Metro West project includes:

- Approximately 24-kilometres of twin tunnels between Westmead and the Sydney CBD
- New metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and Sydney CBD
- A turn-up-and-go metro service operating between Westmead and Sydney CBD.
- The approved Stage 1 construction works includes:
- Tunnel excavation including tunnel support activities between Westmead and The Bays
- Station excavation for new stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
- Shaft excavation for services facilities at Rosehill, Silverwater and between Five Dock and The Bays
- Civil work for a stabling and maintenance facility at Clyde
- A concrete segment facility for use during tunnelling located at Clyde
- Excavation of a tunnel dive structure and associated tunnels at Rosehill to support a connection between the Clyde facility and the mainline metro tunnels.

The proposed Sydney Metro West alignment and the locations of proposed stations and operational ancillary infrastructure are shown in Figure 1 below.

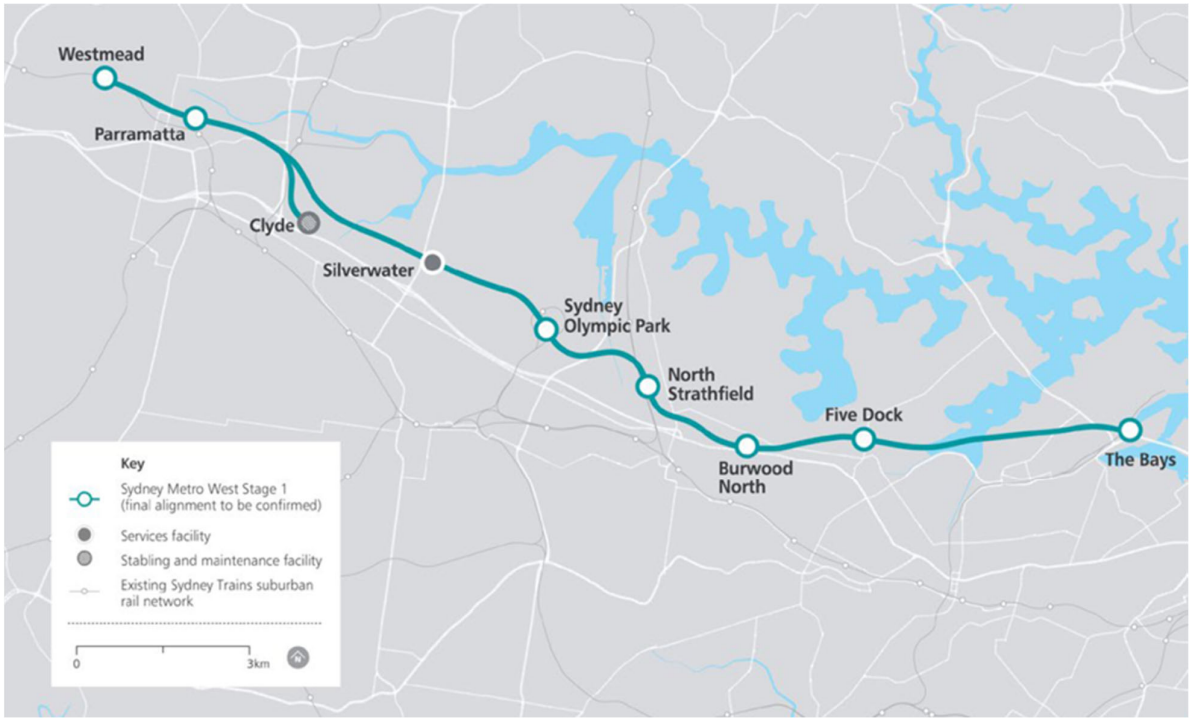

Figure 1: Sydney Metro West alignment and facilities

Sydney Metro requires the demolition of a number of buildings within the Westmead precinct to make way for development of the Sydney Metro West project. The successful and timely completion of DELTA's activities is required to facilitate works by the Main Works Tunnels and Stations Excavation Contractor at the station locations of Parramatta and Westmead and the Maintenance Stabling Facility (MSF) at Clyde.

This CTMP addresses the DELTA scope of works described within Schedule 10 of the Executed Contract. DELTA notes that the Project must be carried out generally in accordance with the description provided in the Environmental Impact Statement as amended by the Preferred Infrastructure Report and the Conditions of Approval.

The demolition sites are described below:

- Clyde site bounded by Unwin Street, Shirley Street Clyde
- Parramatta site bounded by George Street to the north, Macquarie Lane to the east, Macquarie Street to the south and by heritage and retained structures to the west, mainly located on Church Street.
- Westmead site bounded by Alexandra Avenue to the north, Hawkesbury Road to the west, Bailey Street to the south and Hassall Street to the east

3.4 Objectives

DELTA's traffic objectives for the Project are:

- To minimise our impacts on traffic and road users
- To avoid accidents and minimise potential road safety risks
- Minimise changes to the road and path network

4 LEGAL AND OTHER REQUIREMENTS

4.1 Legislation

Identified regulatory requirements are:

- An approved and valid Road Occupancy Licence (ROL) both Transport Management Centre and Cumberland Council
- An approved relevant Speed Zone Authorisation (SZA)
- Approved permits from Cumberland Council including Road Opening Permit (ROP) and Hoarding Permit, where required
- Australian Road Rules form the basis for state and territory road rules.
- Roads Act 1993 (NSW) sets out rights along a public road, establishes procedures for a public road and provides the classification of roads.

Legislation relevant to traffic management also includes the *Environmental Planning and Assessment Act 1979* (EP&A Act), under which the project approval was granted.

DELTA regularly reviews its legislative requirements in accordance with its Integrated Management System (IMS).

4.2 Guidelines and Other Documents

Guidelines, specifications, and policies relevant to traffic include:

- AUSTROADS Cycling Aspects of AustRoads Guides, 2017
- AUSTROADS Guide to Traffic Management, 2020 – Parts 1-13
- AUSTROADS Guide to Road Design, 2009-2020 – Parts 1-8
- AUSTROADS Guide to Road Safety, 2006-2019 – Parts 1-9
- AUSTROADS Road Safety Audit Second Edition, 2019: Checklist 4. Pre-opening scheme audit.
- AUSTROADS Road Safety Audit Second Edition, 2019: Checklist 5: Roadwork traffic scheme audit.
- AUSTROADS Road Safety Audit Second Edition, 2019: Checklist 6: Existing roads: road safety audit.
- Department of Infrastructure, Planning and Natural Resources Planning Guidelines for Walking and Cycling (2004)
- Roads & Traffic Authority NSW Guide to Traffic Generating Developments, 2002
- Roads & Traffic Authority NSW Bicycle Guidelines Version 1.2, 2005
- Roads and Maritime QA Specification G10 – Traffic Management, 2020.
- Roads and Maritime NSW Speed Zoning Guidelines, 2011.
- Roads and Maritime Traffic Control at Worksites Manual, 2020

4.3 Minister's Conditions of Approval and Revised Environmental Mitigation Measures

DELTA notes that the Project must be carried out generally in accordance with the description provided in the Environmental Impact Statement (EIS) as amended by the Sydney Metro West Westmead to The Bays and Sydney CBD – Amendment Report Concept and Stage 1 2020, and the CSSI Ministerial Conditions of Approval (MCoA). Tables detailing the above requirements are included in Appendix A.

5 ROLES AND RESPONSIBILITIES

Table 1 provides the key roles and responsibilities under the CTMP.

Table 1: Project roles and responsibilities

Project Role	Responsibilities
Project Director	• Primary contact with the Principal's Representative on all aspects of the Project. • Approve and ensure implementation of this CTMP. • Approve monthly reports and issue to the Principal.
Project Manager	• Implement the CTMP. • Lead by example. • Organise on-site personnel with regard to their responsibilities within the CTMP. • Carry out periodic audits of the incident response process. • Manage non-conformances and initiate corrective action as required. • Review reports and follow up on recommendations.
Demolition Site Manager	• Implement the CTMP. • Lead by example. • Provide advice and assistance on the CTMP to employees. • Decide when training is required. • Undertaking inspection of the contracted or planned works to ensure that CTMP measures are implemented and effective. • Carry out weekly toolbox talks. • Manage the Site Folder and ensure all CTMP requirements are compiled.
Environment and Sustainability Manager	• Lead by example. • Ensure relevant information from the CTMP is incorporated into project inductions. • Prepare monthly reports and submit to the Project Director. • Participate in Principal-led site audits. • Attend toolbox meetings and inductions.

6 LOCALITY AND EXISTING CONDITIONS

6.1 Locality

The site is located south of the health precinct in Westmead and is bounded by Hawkesbury Road to the west, Bailey Street to the south, Hassall Street to the east and Alexandra Avenue to the north, as shown on Figure 2, below.

Figure 2: Westmead site

6.2 Existing conditions

6.2.1 Alexandra Avenue

Alexandra Avenue is a regional road. Regional roads typically fall under council care with control of the road exercised between Council and TfNSW, with TfNSW agreement required for changes. Alexandra Avenue comes under Cumberland Council from the western boundary of Pemulwuy Reserve. Alexandra Avenue is a continuation of Park Parade which commences in Parramatta. The speed limit is 50km/hr. This street has extensive parkland on the southern side and is bordered by the rail corridor to the north. A small section of residential area is located between Hawkesbury Road and Pemulwuy Reserve. Residential area is located between Hawkesbury Road and Pemulwuy Reserve.

Traffic signals exist at its intersection with Hassall Street allowing all turning movements and at the intersection of Hawkesbury Road, with all movements allowed other than on the western approach where a right turn ban is in place and southern approach on Hawkesbury Road which bans the right turn into Alexandra Avenue.

Signalised pedestrian crossings are provided across all approaches bar the northern approach on Hawkesbury Road. The existing signalised crossing on the southern approach of Hawkesbury Road runs the pedestrian crossing at the same time that a green signal is given to left turning traffic from Alexandra Avenue westbound. At the intersection of Hassall Street and Alexandra Avenue, signalised crossings are provided across all approaches other than the eastern

approach. Footpaths are provided on both sides of the road between Hawkesbury Road and Hassall Street. The northern footpath ceases at the bicycle lockers whilst the southern footpath continues to connect to Parramatta.

Pedestrian access to Westmead rail station is located on Alexandra Avenue directly across the road from the construction site, Figure 3.

Figure 3: Westmead rail station access

No shared cycle paths or cycle routes are nominated within close proximity of the construction site, as noted on Figure 4.

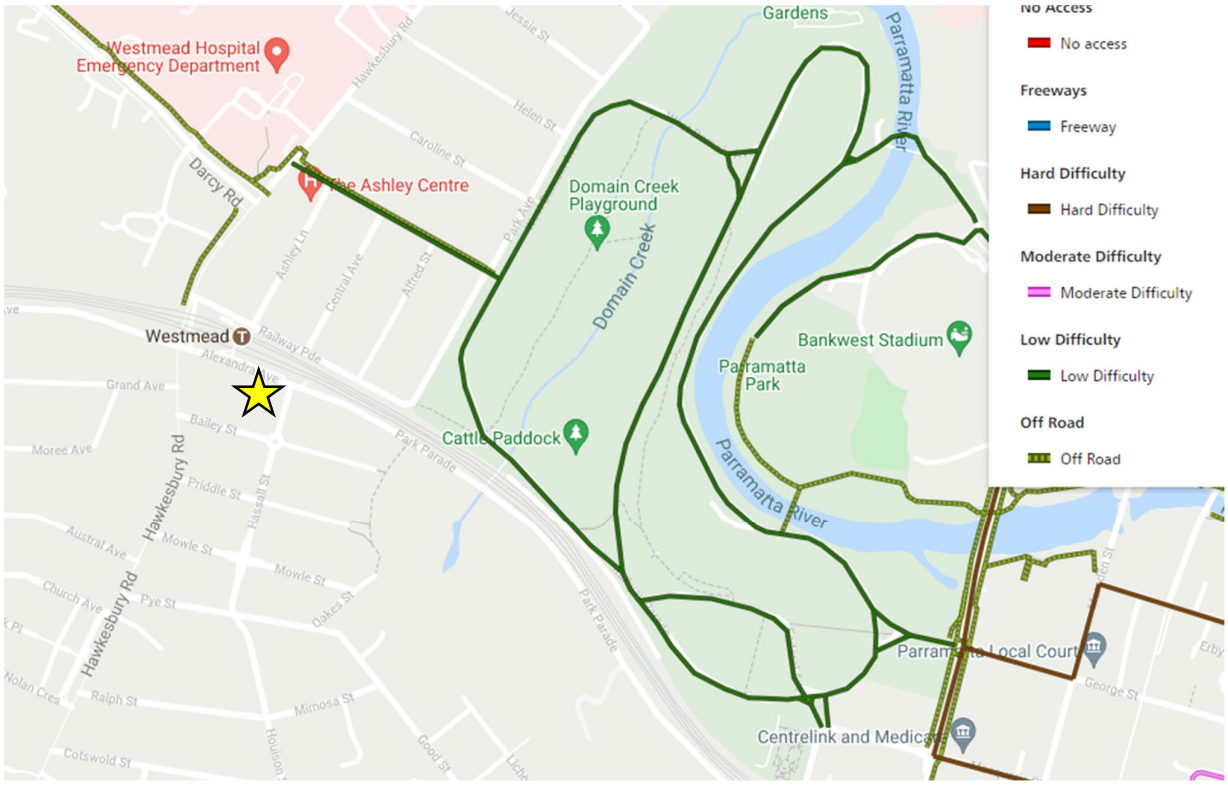

Figure 4: Excerpt from Sydney Metro Cycleway Finder

Bus lanes exist on Alexandra Avenue between Hawkesbury Road and west of Hassall Street. Dedicated bus lane also exist from east of Pemulwuy Reserve for southbound buses.

Bus stops are located on Alexandra Avenue to the west of Hassall Street immediately outside of the site, as shown on Figure 5. It is noted that TfNSW will be relocating the bus stops to east of Hassall Street as part of the enabling works for the Westmead site. The date of these relocations is unknown at present.

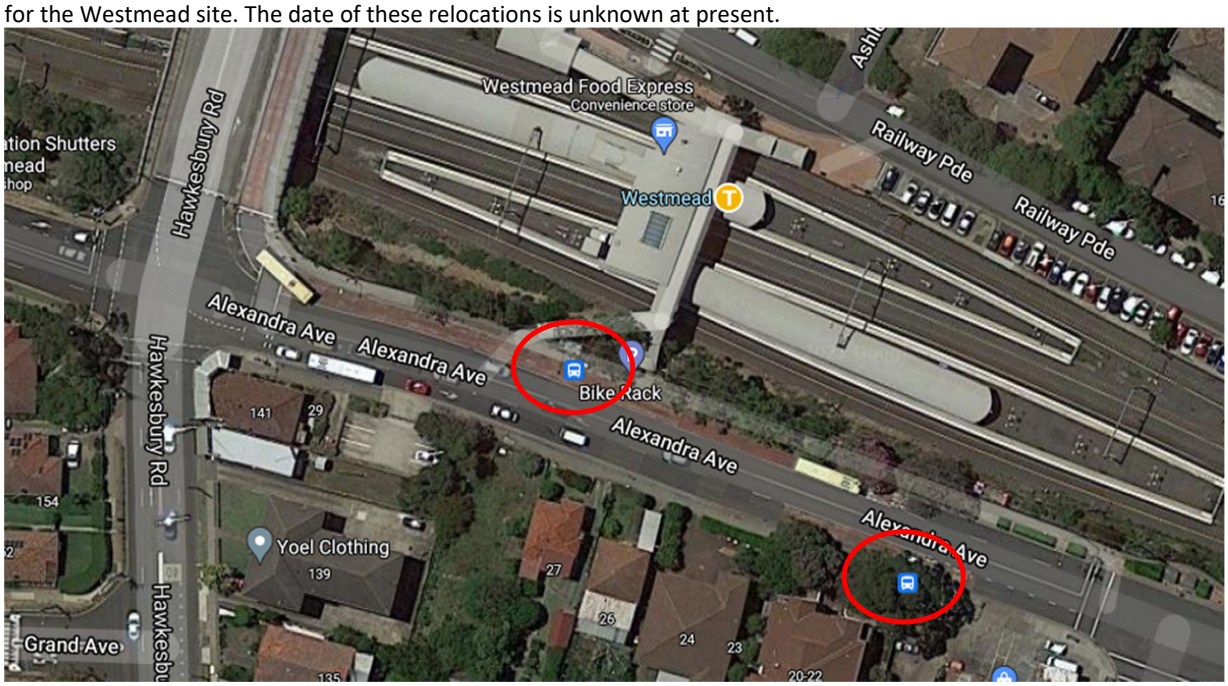

Figure 5: Bus stop locations

These bus stops services routes as noted in Table 2.

Table 2: Bus services operating on Alexandra Avenue

Bus route #	Between		Service start and finish
660	Castlewood	Parramatta	0545 - 1945
661	Blacktown	Parramatta	0518 - 2330
662	Castle Hill	Parramatta	0530-2215
663	Rouse Hill Station	Parramatta	0600-1940
664	Rouse Hill Station	Parramatta	0540 – midnight
665	Rouse Hill Station	Parramatta	0520-0200
705	Blacktown	Parramatta	0615 – 2300
708	Constitution Hill	Parramatta	0935 – 1415
711	Blacktown	Parramatta	0500 – midnight
712	Westmead Children's Hospital	Parramatta	0645 - 1900

Sydney Trains access to the rail corridor is provided on Alexandra Avenue near the Hassall Street intersection, refer to Figure 6.

Figure 6: Rail access gate

Parking is generally unrestricted along Alexandra Avenue with No Stopping provided at intersections and on Alexandra Avenue between Hassall Street and Hawkesbury Road in both directions and No Stopping along the northern kerb between Hassall Street and Pitt Street to the east.

Parking restrictions for the site and surrounds is shown on Figure 7.

Figure 7: Parking restrictions surrounding the site

There are no PBS nominated routes which connect to the site, as noted on Figure 8.

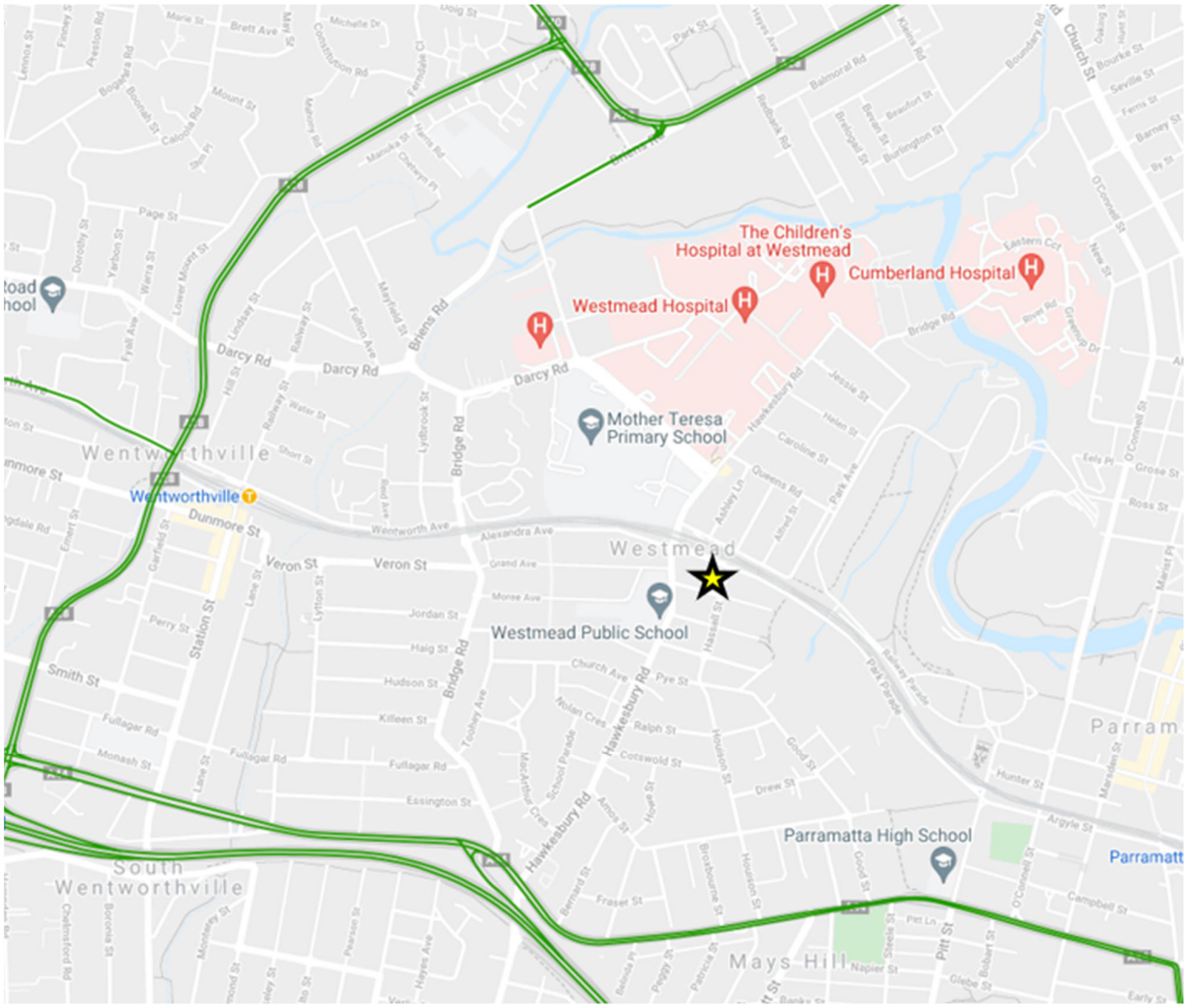

Figure 8: PBS nominated routes surrounding Westmead site (source: TfNSW PBS Network)

6.2.2 Hassall Street

Hassall Street at the site location is a local road under the care and control of Cumberland Council. It commences at Alexandra Avenue and terminates at Pye Street, Westmead. The speed limit is 50km/hr. Time restricted parking is provided along Hassall Street with No Stopping provided at intersections, refer to Figure 7. Residential area is located to the south of the commercial/ retail area, approximately 30m south of the Alexandra Avenue intersection.

Footpaths exist on both sides of the street. A signalised crossing is provided across Hassall Street at its intersection with Alexandra Avenue. Pedestrian refuge/ roundabout splitter islands are provided at all intersections that cross Hassall Street. No shared cycle paths or on road routes are noted along Hassall Street, refer to Figure 4.

No bus stops operate along Hassall Street.

6.2.3 Hawkesbury Road

Hawkesbury Road is a local road under the care and control of Cumberland Council. It commences at Great Western Highway and terminates at Hainsworth Street, Westmead. The speed limit is 50km/hr. Time restricted parking is provided along Hawkesbury Road as well as No Stopping restrictions as noted on Figure 7. A school zone is in operation between north of Austral Avenue and north of Grand Avenue. A number of commercial and medical services are located on Hawkesbury Road between Alexandra Avenue and Bailey Street.

Footpaths exist on both sides of the street. Signalised pedestrian crossings are provided at the intersection of Alexandra Avenue and Hawkesbury Road, Priddle Street and Hawkesbury Road near the site.

No bus stops are provided on Hawkesbury Road, however, route 700 does cross Hawkesbury Road at Pye Street, refer to Figure 9.

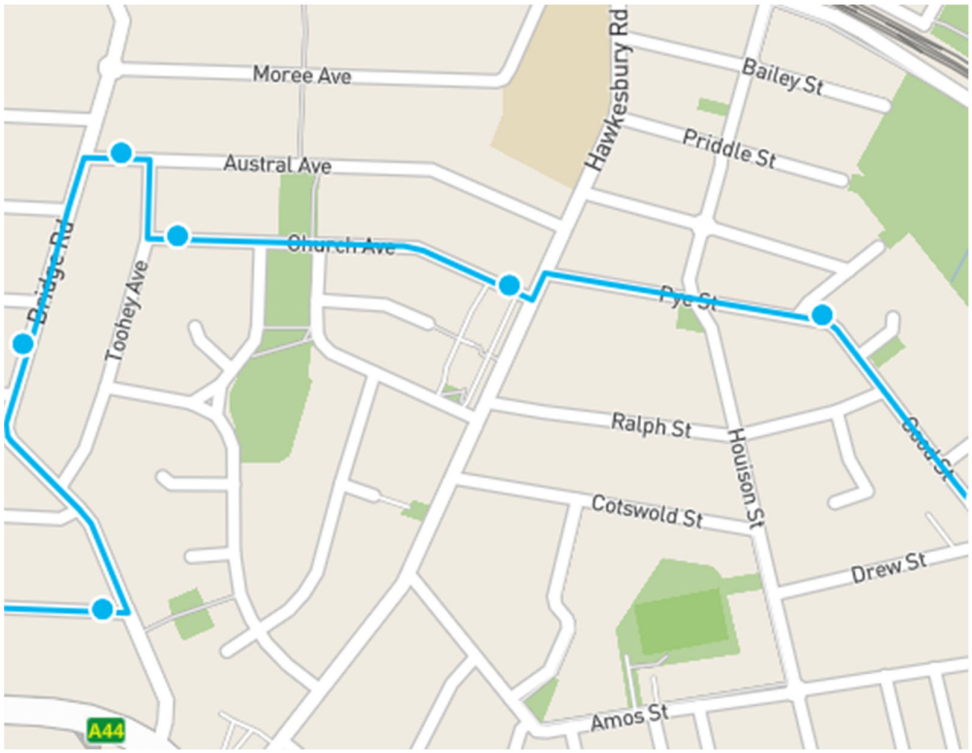

Figure 9: Route 700 Blacktown to Parramatta

6.2.4 Bailey Street

Bailey Street is a local road under the care and control of Cumberland Council. It commences at Pemulwuy Reserve Park and terminates at Hawkesbury Road, Westmead. The speed limit is 50km/hr. Time restricted parking is provided along Bailey Street as well as No Stopping restrictions as noted on Figure 7. Residential area is located between Hawkesbury Road and Hassall Street.

No public transport services operate along Bailey Street. Footpaths are provided both sides of Bailey Street.

6.2.5 Existing TfNSW road classification

The existing road classifications are shown on Figure 10.

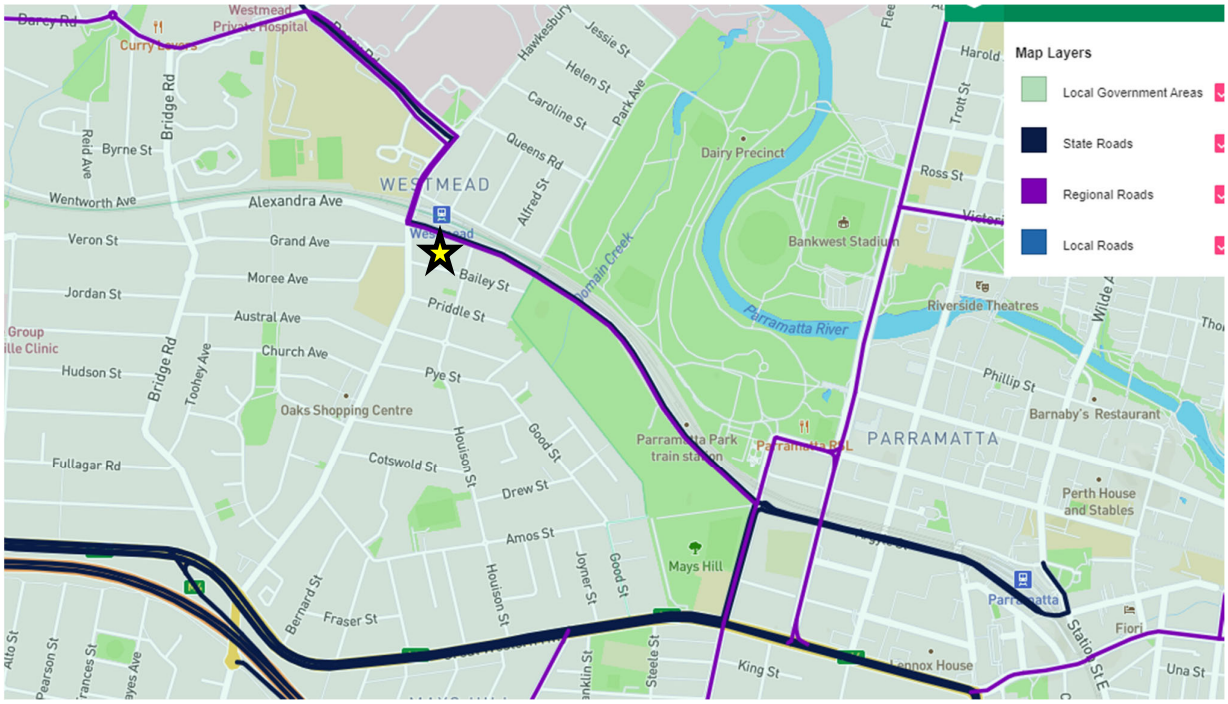

Figure 10: TfNSW Road Classification Map

7 SITE OPERATIONS

Duration: 8 months

Timing: 21 October 2021 to 20 May 2022

7.1 Works required

All buildings contained within the site are required to be demolished. The scope of works is shown on Figure 11.

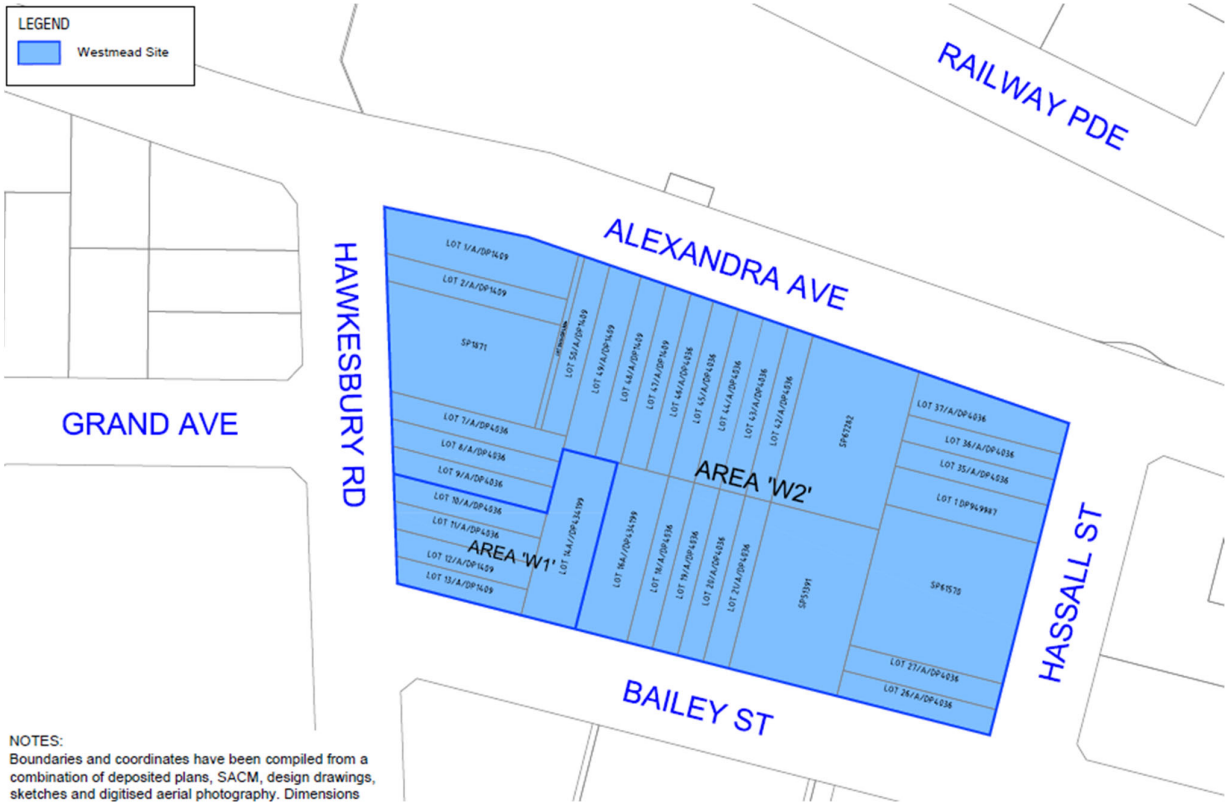

Figure 11: DELTA demolition scope of works

Site access dates for each of the areas is provided in Table 3.

Table 3: Site access dates Westmead

Area of the site	Location	Site Access Date
Area W1	Bounded by Bailey Street and Hawkesbury Road	21 October 2021
Area W2	Bounded by Hawkesbury Road, Alexandra Avenue, Hassall Street and Bailey Street	21 October 2021

7.2 Operating Conditions for onsite works

Vehicle access will be provided via existing driveways located on Alexandra Avenue, Bailey Street and Hassall Street, Westmead, refer to Figure 12 below.

Figure 12: Proposed driveway access/ egress points

A class hoarding will be installed around the existing properties as shown on Figure 13. The hoarding on Alexandra Avenue will provide for a 1.2m footpath. All other hoarding will be along the site boundary.

Figure 13: Proposed hoarding

Existing driveways to be used include the following:

- 141 Hawkesbury Road driveway access off Alexandra Avenue (Figure 14)
- 3 Hassall Street driveway access off Alexandra Avenue (Figure 15)and Hassall Street (Figure 16)
- 27 Bailey Street driveway access of Bailey Street (Figure 17)

Figure 14: 141 Hawkesbury Road existing driveway

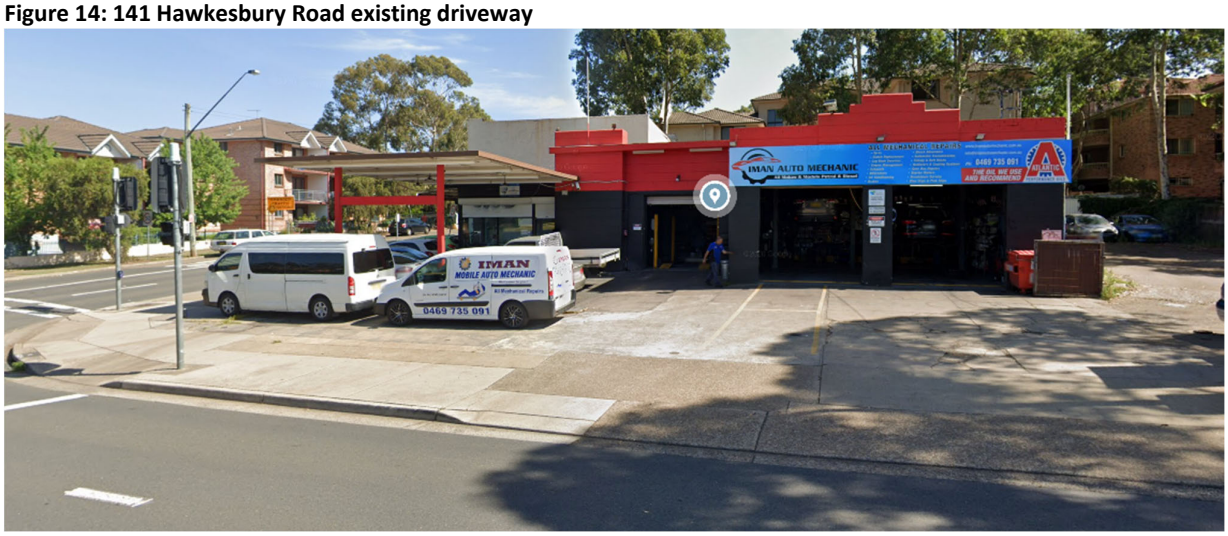

Figure 15: 3 Hassall Street existing driveway off Alexandra Avenue

Figure 16: 3 Hassall Street existing driveway off Hassall Street

Figure 17: 27 Bailey Street existing driveway

7.2.1 Operating Conditions for utility works

Utility works are required at the locations nominated in Table 4. These works will require intermittent pedestrian detours/ management as they will be undertaken as short term works, as defined in TfNSW's Traffic Control at Worksites Manual.

Table 4: Utility works and locations

Utilities	Works to be undertaken	Location
Electrical	• Works in utility pits • Disconnections	• Alexandra Avenue • Hassall Street • Bailey Street • Hawkesbury Road
Communications	• Works in utility pits • Disconnections	• Alexandra Avenue • Hassall Street • Bailey Street

Utilities	Works to be undertaken	Location
		• Hawkesbury Road
Gas	• Works in utility pits • Disconnections	• Alexandra Avenue • Hassall Street • Bailey Street • Hawkesbury Road
Water	• Works in utility pits • Disconnections	• Alexandra Avenue • Hassall Street • Bailey Street • Hawkesbury Road

7.2.2 Impact on traffic flow during works

During the demolition works, there will be 4 light vehicle and 18 heavy vehicle movements during working hours, (a movement means a one way movement. A vehicle entering then leaving a work site represents two movements). These movements match the predicted light vehicle movements from the EIS and the peak period heavy vehicle movements, however, the predicted heavy vehicle movements outside of the peak periods is well below the predicted EIS numbers , as noted below in Table 5 and as shown on Figure 18 and Figure 19, below.

Table 5: EIS and DELTA proposed HV movements

Time	EIS heavy vehicles per hour	DELTA heavy vehicles per hour
0700-1000	9	9
1000-1500	19	9
1500-1800	9	9

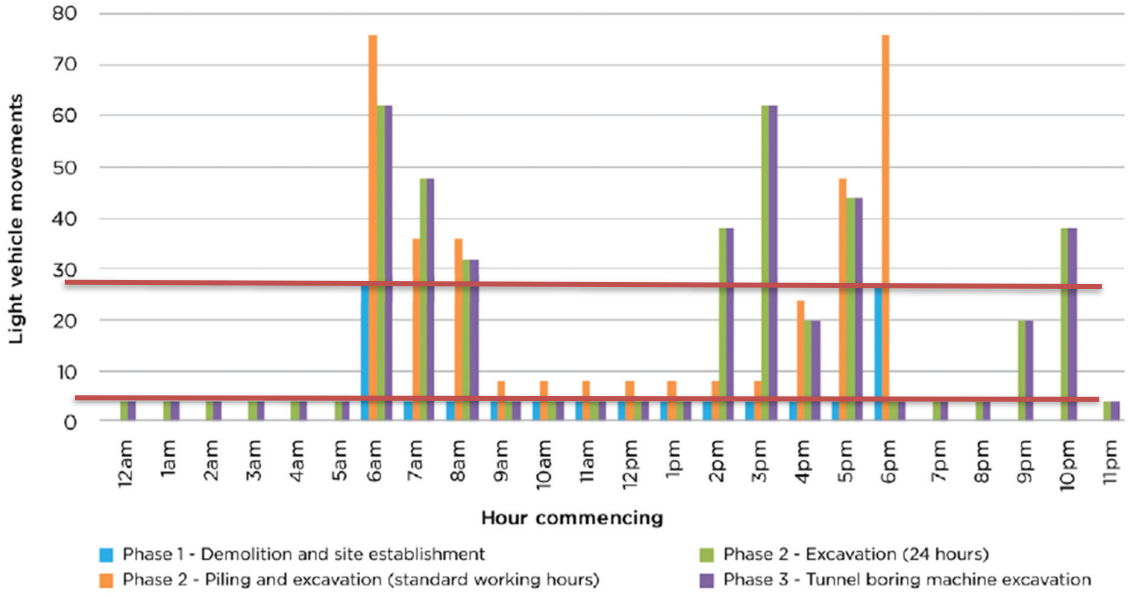

Figure 18: EIS light vehicle movements

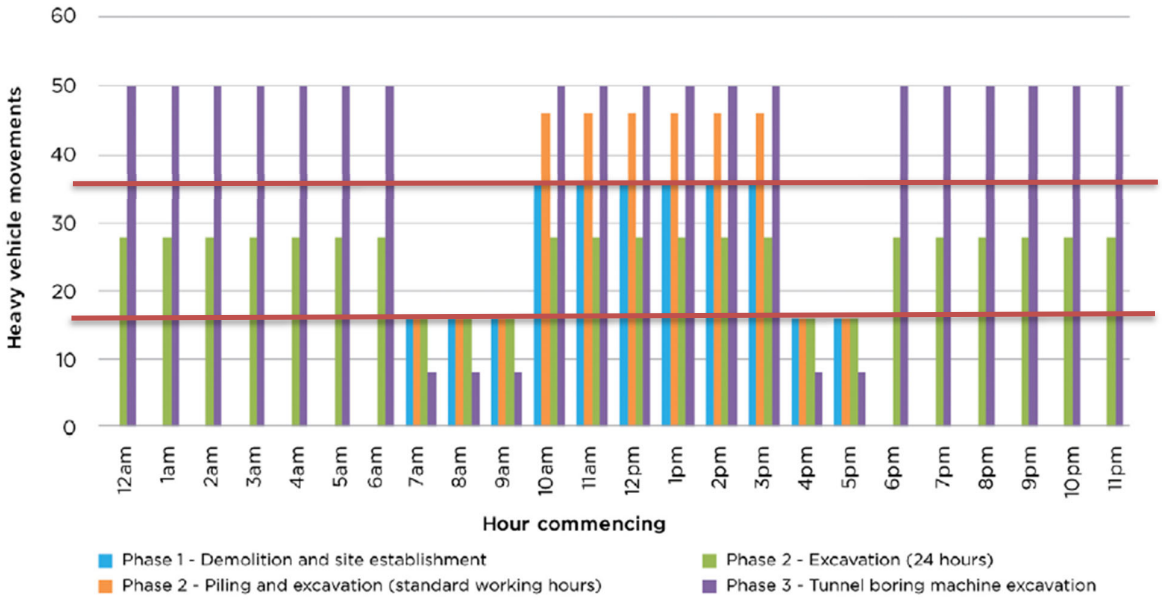

Figure 19: EIS heavy vehicle movements

7.2.3 Impact on public transport

Access to the bus stop on Alexandra Avenue will be facilitated during footpath closures required for service disconnections and awning removal works. Therefore, there is no impact to existing public transport services.

7.2.4 Impact on active transport users

Vehicle access to and from construction sites will be managed to maintain pedestrian, cyclist and motorist safety, where there is an interface.

Traffic controllers will be located on site to manage the pedestrian/ heavy vehicle movement interface.

Works involving footpath closures will be undertaken outside of commuter peaks and not between the hours of 845AM-915AM and 245PM-315PM on school days.

To heighten awareness of truck movements associated with the DELTA demolition works, it is proposed to install Truck Aware decals at the locations and times noted on Figure 20

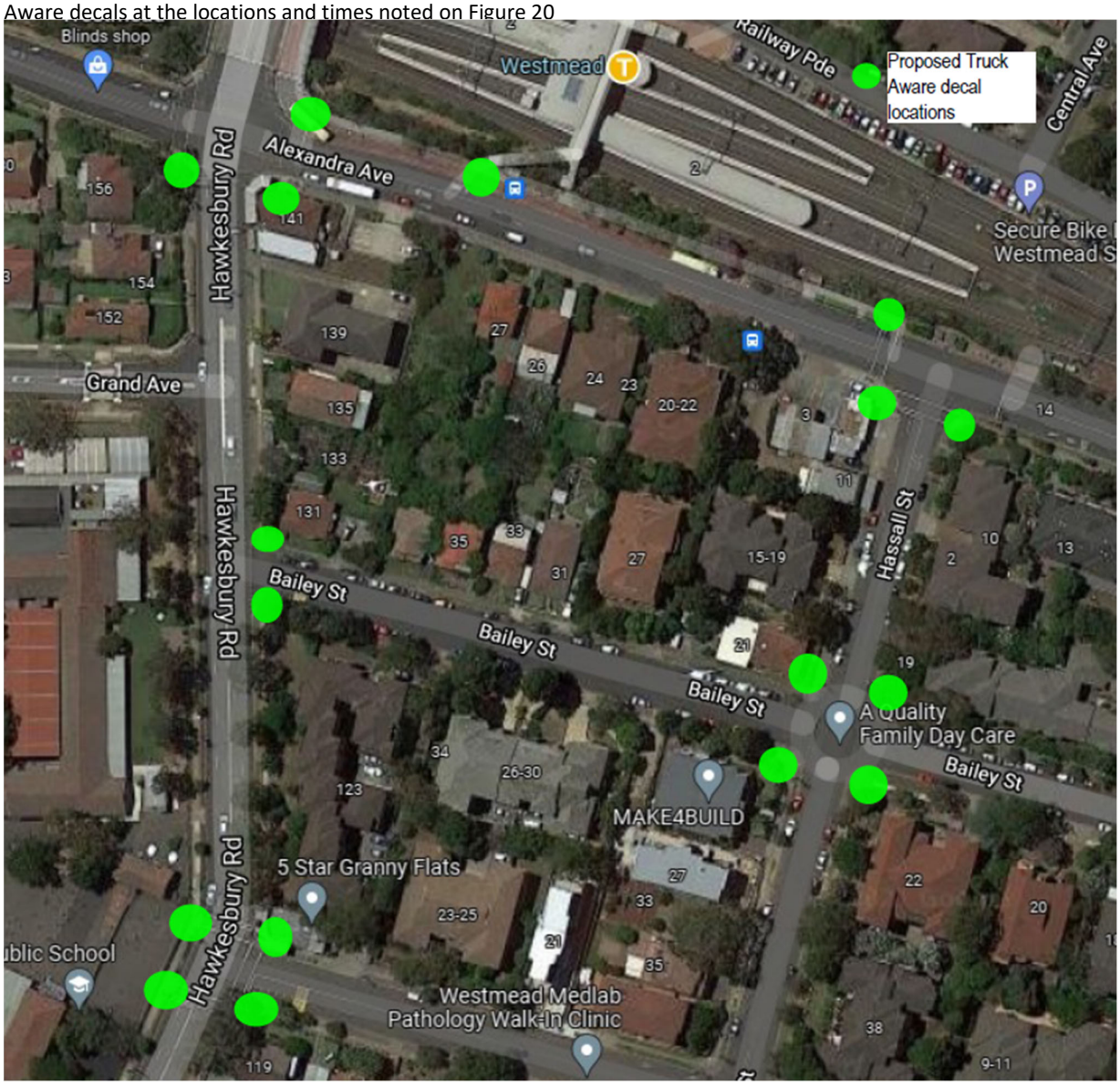

Figure 20: Proposed Truck Aware campaign decal locations

7.2.5 Impact on access

DELTA will maintain pedestrian and vehicular access to, and parking in the vicinity of operating businesses. Access will be provided for utility owners. Any changes required to access will be agreed with the relevant owner/ occupier. There is currently no impact on existing businesses in the area. If changes are required to access, then the access will be reinstated to an equivalent standard unless agreed with the property occupier/ owner. Any works that will be required these will be completed within 1 month of the works being undertaken.

7.2.6 Impact on parking

There will be no changes to exiting parking restrictions on the surrounding street system. A Construction Parking and Access Strategy (CPAS) has been developed and provided as a separate plan. The CPAS will address the requirements outlined in the Ministerial Conditions of Approval D91 and be submitted for approval as required under MCoA D92.

7.2.7 Cumulative impacts

Parramatta Light Rail is operating on the northern side of Westmead rail station.

7.2.8 Special events

There are no known special events in the area. We will continue to interrogate event websites that provide details on up and coming events such as:

NSW and Sydney Events - Destination NSW
NSW Events & Festivals | Official NSW Tourism Website (visitnsw.com)
Cumberland Council What's On
What's on in Sydney Australia - Events (experiencesydneyaustralia.com)

Where major special events are held, we would minimise our level of construction activity and ensure that access is maintained to the events.

7.2.9 Staff transport

Staff and workforce parking will be available on site for all personnel. Parking spaces available at the sites and numbers provided are as noted in Table 6, below.

Table 6: DELTA onsite parking

Area	DELTA workforce and staff #	DELTA parking space #
All	12	12

7.2.10 Incident response

In the event of an incident that has the potential to impact traffic or public transport, at sites managed by DELTA, we will ensure that traffic control resources are provided. These resources will consist of the following:

- Traffic control personnel
- Traffic control van including:
  - Barrier boards
  - Cones
  - Flashing arrows
  - Signs
  - Spill kit

DELTA will report all traffic accidents to Sydney Metro, the Transport Management Centre (**13 17 00**) and Customer Journey Planning.

7.2.11 Traffic Guidance Schemes (TGS). Road Occupancy License (ROL)/ Council permits identified works

Works that have been identified as requiring at Traffic Guidance Scheme are detailed below and the TGS are provided in Appendix C. This Appendix provides details on timing of implementation, the works being undertaken and expected traffic impacts.

1 Pedestrian detours during utility works and awning removal

2 Parking and traffic lane closures during awning removal

3 Pedestrian management at site access/ egress locations during heavy vehicle movements

7.2.12 Road occupation and restoration

For any works that involve an occupation of the road/ footpath, a Road Occupancy License (ROL) from TMC will be applied for prior to the submission of a Road Occupancy License from Cumberland Council. ROL through the TMC will be applied for 10 business days from the requirement. Electronic lodgement of the ROL will be undertaken using RMS' OpLinc system. Council permits will be lodged electronically in accordance with the Cumberland Council requirements 10 business days prior to the start of works. For any works where parking is temporary impacted, DELTA will ensure that the parking removal is staged to minimise the time of parking space occupation.

For any road opening required, the relevant road opening permit will be applied for through the existing Cumberland Council website. Details on the permits required are found at https://www.cumberland.nsw.gov.au/sites/default/files/inline-files/application-road-footpath-opening-permit-2020.pdf

A register of permits/ licenses will be maintained through the Works period and can be tabled at the TCG if requested. The register will also contain details of any traffic accidents that occur across the project.

8 FLEET MANAGEMENT

Trucks to be used on the project will be compliant with NSW legislation, Sydney Metro's Principal Contractor Health and Safety Standard, relevant Australian Design Rules and vehicle standards and the Heavy Vehicle National Legislation. All heavy vehicle operations will be conducted in accordance with DELTA's Chain of Responsibility (CoR) Management Plan including monitoring of compliance with nominated haulage routes.

A combination of truck types will be used during the site operations. These trucks may be truck and dogs, 12.5m Single Unity, 10 wheeler bin trucks, 5tonne tippers.

All trucks will enter and exit the demolition sites in a forward direction, where reasonable and feasible. Where there is a requirement to undertake reversing movements on the public road system, traffic control will be implemented. Construction site traffic will be managed to minimise movements during peak periods. This will be achieved by staggered start times for trucks and daily booking of trucks ensuring that only the truck numbers required for the loading tasks for that day are ordered. Given that the trucks will be loaded sequentially this provides for a staggered release of trucks onto the road network during the AM peak. The PM peak is also reduced as typically disposal sites are closed from 5PM meaning that if the disposal site is an hour away, the latest a truck can leave site is 4PM reducing our impact on the road network. DELTA will also minimise vehicle movements through school zones during pick up and drop off times by appropriate scheduling.

DELTA will provide sufficient onsite parking for heavy vehicles associated with the works. This will ensure that vehicles are not idling or queuing on state, regional or local roads. In the event that vehicles are unable to be accommodated, vehicles will be directed to the Clyde site as an extended marshalling facility. Given the amount of space available at the Clyde demolition sites, there is no requirement for any further marshalling facilities.

8.1 Haulage routes

Generally, the haulage routes will be via arterial roads/ freeways/ tollways. Where possible the routes have taken into account the requirements of the Environmental Impact Statement (EIS). It is noted that the EIS for this site access shows access via Hawkesbury Road into Bailey Street with the egress directly onto Hawkesbury Road, refer to Figure 21.

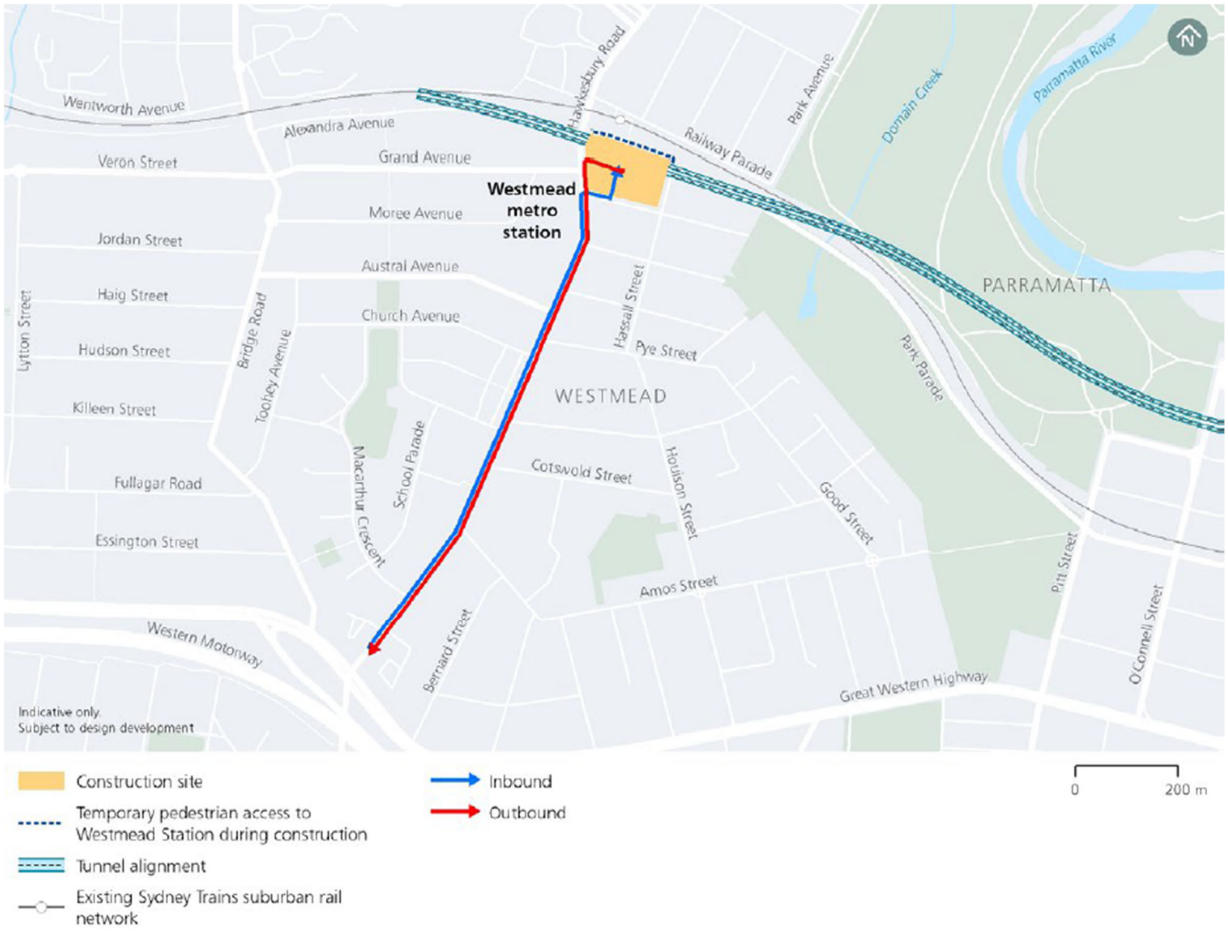

Figure 21: EIS Heavy vehicle routes

However, these nominated routes assume that the demolition works are substantially complete and that there is good onsite circulation, refer to Figure 22. Hence the site access/ egress points to be used will be existing driveways, as stated in section 7. The use of these existing driveways dictates the routes to and from the site. The routes proposed are provided in Appendix D.

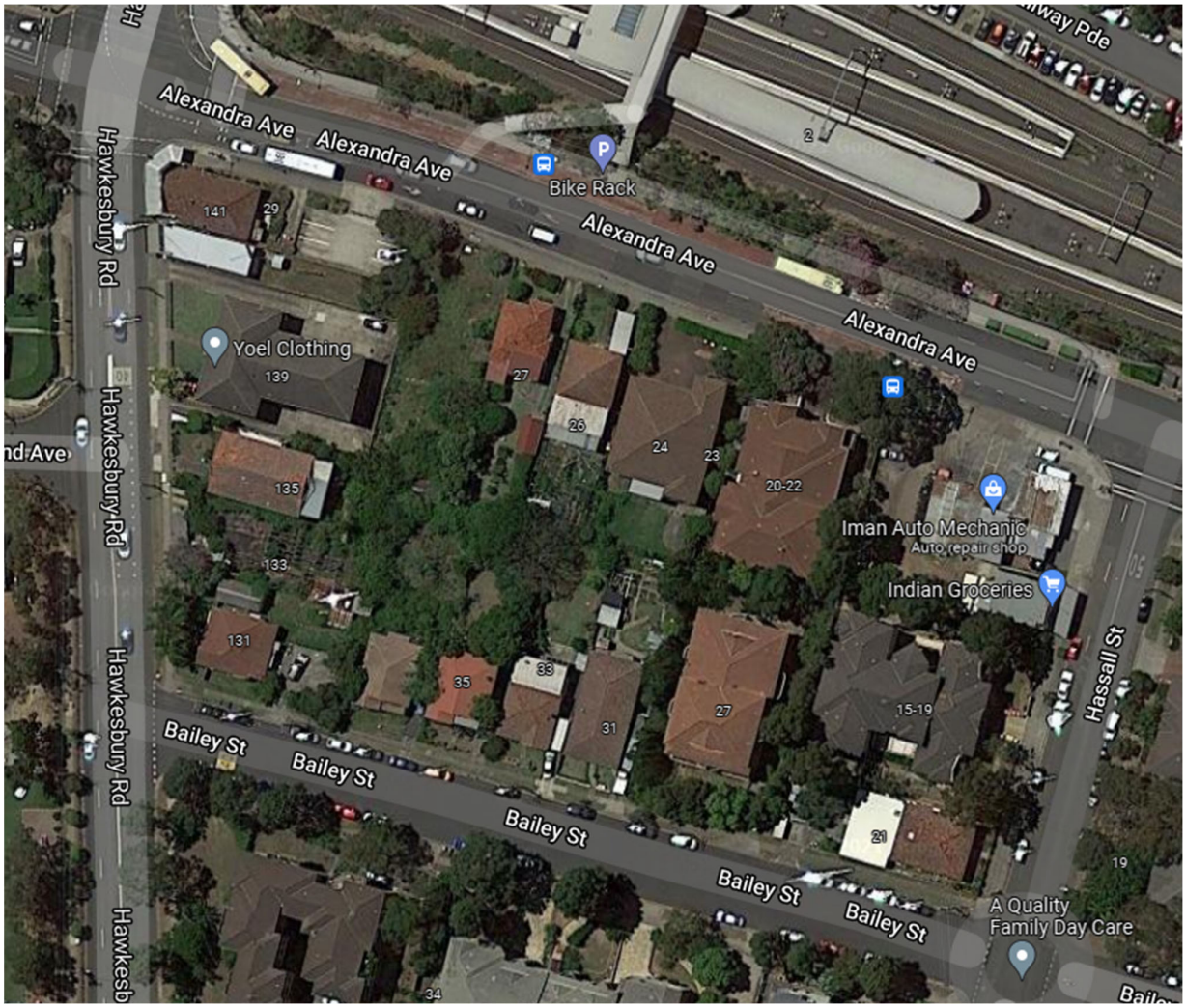

Figure 22: Current site prior to demolition works

Material will be removed from site using a combination of vehicles. These trucks will be truck and dog combinations, 12.5m Single Unit and 10 wheelers with material to be taken to authorised disposal sites around Sydney. Refer to Appendix D for details on the proposed routes to the closest Motorway. Where existing road infrastructure is damaged during the works, DELTA will notify Sydney Metro through their existing Accident/ Incident Reporting (SEF-010-A) and Investigation Reporting (SEF 010-B) procedures/ processes.

8.2 Permits/ Over dimensional vehicles

Permit issue for vehicles greater than 4.5 tonnes is through the National Heavy Vehicle Regulator (NHVR). This applies to particular special purpose vehicles (SPV) such as mobile cranes and other oversize/ over mass vehicles (OSOM). At present, Sydney Metro is currently undertaking this permit issue.

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

Oversize vehicles will be required at this site for the delivery of large plant. These deliveries will occur outside of peak hours. Oversize loads will be 30t and 40t excavators with 6 pieces of plant on site which will be mobilised at the commencement of works and as work areas open up. Haulage contractors will manage their own permits.

8.3 Drivers and operators

Operator selection will be based on safety performance criteria. Operators and drivers will be required to have general construction industry induction cards and will be required to attend ongoing general project and site specific inductions.

All operators will be comprehensively trained with regard to community expectations and impacts from haulage operations through site inductions and attendance at the Sydney Metro Industry Curriculum (SMIC) – Safe Heavy Vehicle Introduction Skills which provides drivers with the knowledge, skills, motivation and confidence to drive heavy vehicles safely and professionally in an urban built up road environments whilst undertaking a transport task required on the project. This training course focuses on low risk driver behaviors, sharing the road safety with vulnerable road users and reinforces heavy vehicle driver knowledge and skill. The project and site inductions will have a particular focus on operator behavior. Operator competency and standards of behavior will be continually assessed, and discipline procedures will be put in place to maintain compliance.

Specific to the Westmead site, the site induction will also note that the intersection of Alexandra Avenue/ Hawkesbury Road does not provide a left turn arrow hold during the operation of the pedestrian crossing across Hawkesbury Road and therefore all drivers will be required to not turn left until all pedestrians have finished crossing and are safely on the footpaths. The location of Westmead Public School will be highlighted to all drivers as part of the site induction.

9 MINISTERIAL CONDITIONS OF APPROVAL

There are a number of plans/ reports that are required under the Ministerial Conditions of Approval as noted below and in Appendix A.

9.1.1 Road Dilapidation Report

Road dilapidation reports will be provided for the local roads used by construction vehicles. These reports will be undertaken prior to the use of these roads. A copy of the report(s) will be provided to the relevant road authority within three (3) weeks of completion of the survey and no later than 1 month before the road being used.

If damage to roads occurs as a result of heavy vehicle use associated with the demolition works, DELTA will (at the Relevant Road Authority's discretion):

- Compensate the Relevant Road Authority for the damage so caused or.
- Rectify the damage to restore the rod to at least the condition it was in pre-work as identified in the Road Dilapidation Report

Road dilapidation reports will be provided to Council week commencing 20th September 2021.

9.1.2 Heavy vehicle local road report

A Heavy Vehicle Local Road (HVLR) report will be provided to the Planning Secretary for approval, for use of local roads not identified in the Environmental Impact Statement or other planning documents. The report includes the following:

a) A swept path analysis

b) Demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two way roadways

c) Details as to the date of completion of the road dilapidation surveys for the subject local roads and

d) Measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times and

e) Written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items a) to d) of this condition

A copy of that HVLR is provided in Appendix E.

9.1.3 Construction Parking and Access Strategy

A Construction Parking and Access Strategy (CPAS) will be provided to the Planning Secretary for approval at least one (1) month before the commencement of construction that reduces the availability of existing parking. The approved strategy will be implemented before impacting on street parking. The Strategy is to identify and mitigate impacts resulting from on and off street parking changes during construction. The strategy includes the following:

a) Achieving the requirements of Condition D90 which includes:

   i. Minimise parking on public roads

   ii. Minimise idling and queuing on state and regional roads

   iii. Not carry out marshalling of construction vehicles near sensitive land user(s)

   iv. Not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided and

   v. Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP's

b) Confirmation and timing of the removal of on and off street parking associated with construction of Stage 1 of the CSSI

c) Parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off peak, school drop off and pickup, weekend periods and during special events

d) Consultation with affected stakeholders utilising existing on and off street parking stock which will be impacted as a result of construction

e) Assessment of the impacts to on and off street parking stock taking into consideration, occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events

f) Identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on and off street parking changes including but not necessarily limited to, staged removal and replacement of

parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes

g) Where resident parking schemes already exist, off road parking facilities must be provided for the project workforce

h) Mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures

i) Details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off site car parking facilities (where these are provided) and between construction sites;

j) Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective and

k) Provision of reporting of monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals

A copy of that CPAS is provided in Appendix F.

10 COMMUNITY

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

Any enquiries, complaints and/ or compliments will be directed to Sydney Metro's Sydney Metro Project:

- Information line 1800 612 173
- Email: sydneymetrowest@transport.nsw.gov.au
- Enquiry Form

Table 7: Proposed community notifications

Notification	Applicable
Newsletters	Applicable
Construction email updates	Applicable
Sydney Metro direct mail email updates	Applicable
Fact sheets	Applicable
Site signage and hoarding banners	Applicable
Sydney Metro website	Applicable
Variable message signs	Applicable

Two VMS will be installed prior to the commencement of the works. One at 3 Hassall Street and the other moved to suit work areas. Messages will be as requested by Sydney Metro West.

10.1 Stakeholders consulted

Table 8 lists the consultation undertaken in the development of this CTMP and Appendix H provides the comments and responses provided.

Table 8: Stakeholders consulted

Stakeholder	Date	Consultation	Main contact people
TCG	2 September 2021	Meeting/ presentation	[redacted]
Sydney Metro	20th September 2021	Submission of CTMP	[redacted]
Customer Journey Planning	20th September 2021	Submission of CTMP	[redacted]
Cumberland Council	20th September 2021	Submission of CTMP	Council
Traffic and Transport Liaison Group	30th September 2021	Meeting/ presentation	[redacted]
Sydney Metro	13th October 2021	Resubmission of CTMP	[redacted]
Customer Journey Planning	13th October 2021	Resubmission of CTMP	[redacted]

Stakeholder	Date	Consultation	Main contact people
Cumberland Council	13th October 2021	Resubmission of CTMP	Council

11 OTHER CONSIDERATIONS

11.1 Road Safety Audits

Road safety audits will be undertaken during the development of the CTMP and upon implementation of the long term work site. Refer to Appendix F for the audit report.

11.2 Traffic and Transport Liaison Group (TTLG)

The Traffic and Transport Liaison Group has been established by Sydney Metro for the project, as required under the MCoA D94. The TTLG consists of members from Sydney Metro, City of Parramatta Council and Emergency Services. The development of this Construction Traffic Management Plan will occur in consultation with this group, including Road Occupancy License(s) (ROL) applications. The TTLG meets monthly.

Supplementary analysis and modelling as required by Sydney Metro and/ or the Traffic and Transport Liaison Group(s) will be undertaken to demonstrate that construction traffic can be managed to minimise disruption to traffic network operations including changes to and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Any revised traffic management measures will be incorporated into the CTMP.

11.3 Traffic Control Group (TCG)

A Traffic Coordination Group has been established for the project by Sydney Metro. The TCG meets fortnightly and comprises of Sydney Metro representatives, Council representatives and other project contractors within the Westmead area.

11.4 Police and Emergency Services

The Police and relevant Emergency Services will be informed in a timely manner of relevant activities proposed within this CTMP. The initial communication to these stakeholders will be via the Traffic and Transport Liaison Group (TTLG). Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations, through emails and face to face discussions. Access to properties for emergency vehicles will be provided at all times

11.5 Toolbox Talks

Toolbox talks will be conducted weekly as a minimum, and will be used to present the status of safety and environmental performance, incidents, safety and security alerts, lessons learnt, bulletins, messages, etc.

Delta's IMS Form 054 Toolbox Meeting will be used to record all toolbox talks.

11.6 Site contacts

Site contacts are provided in Table 9, below

Table 9: Site contacts

Name	Position	Organisation	Contact #	Email
[redacted]	Project Manager	DELTA	[redacted]	[redacted]

12 MONITORING AND INSPECTION

12.1 Site Inspections

The site will be monitored by the site supervisor. Any changes as noted in this CTMP, to signs/ lines that impact on the public will be monitored daily during site operating hours.

Traffic control used for pedestrian management, lane closures etc will need to provide records of the traffic control implemented. Any changes required to the traffic control set up will be authorised by a holder of an RMS "Prepare a Work Zone Traffic Management Plan" or equivalent.

DELTA will carry out surveillance of traffic control devices and set ups Regular site inspections are carried out by the Site Manager and recorded on SEF 049 Site Inspection Report. Site inspections will be undertaken as noted in Table 10. Checklists are provided in Appendix I.

Table 10: Inspection timetable

Stage	Activity	Purpose
Planning	TGS verification	To ensure that the TGS selected or designed is suitable for the works and location
During temporary traffic management	Weekly inspections	To ensure that the CTMP and relevant TGS are appropriated and operating safely, effectively and efficiently
	Shift inspections	To ensure that the TGS is implemented as designed. This includes at a minimum twice per shift and when a: A. TGS is installed/ changed or updated B. At regular frequency after work commences (recommended every 2 hours) C. Once aftercare arrangements have been installed if required
	CTMP review	To ensure that the CTMP controls are achieving the required outcomes
	Road safety audits	To identify road safety crash potential and areas of risk that could lead to traffic incidents
Post completion	Post completion inspection	To ensure that the site has been demobilsed as planned and is safe for opening to traffic

APPENDICES

A. Compliance

Table 11 Relevant Ministerial Conditions of Approval

Requirement	Detail	Where addressed
MCoA D80	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier	Section 7.2.5
MCoA D81	Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier. Property access must be reinstated within one (1) month of the work that physically affected the access is completed or in any other time frame agreed with the landowner or occupier	Section 7.2.5
MCoA D85	Construction Traffic Management Plans (CTMPs) must be prepared in accordance with the Construction Traffic Management Framework. A copy of the CTMPs must be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed within the relevant CTMP	This plan
MCoA D86	Local roads proposed to be used by Heavy Vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 of this schedule must be approved by the Planning Secretary and be included in the CTMPs	Refer to Heavy Vehicle Local Road Report
MCoA D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following: a) A swept path analysis b) Demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two way roadways c) Details as to the date of completion of the road dilapidation surveys for the subject local roads and d) Measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities an child care facilities during their peak operation times and e) Written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items a) to d) of this condition	Refer to Heavy Vehicle Local Road Report
MCoA D88	Before any local road is used by a heavy Vehicle for the purposes of construction of Stage 1 of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the Relevant Road Authority (s) within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of Stage 1 of the CSSI	Section 9.1.1 and Appendix E
MCoA D89	If damage to roads occurs as a result of the construction of Stage 1 of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion): a) Compensate the Relevant Road Authority for the damage so caused or. b) Rectify the damage to restore the rod to at least the condition it was in pre-work as identified in the Road Dilapidation Report	Section 9.1.1
MCoA D90	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to: a) Minimise parking on public roads b) Minimise idling and queuing on state and regional roads c) Not carry out marshalling of construction vehicles near sensitive land user(s) d) Not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided and e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs	Sections 7.2.6, 7.2.9 and 8
MCoA D91	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction the construction Parking and Access Strategy must include, but not necessarily limited to: a) Achieving the requirements of Condition D90 above b) Confirmation and timing of the removal of on and off-street parking associated with construction of Stage 1 of the CSSI c) Parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off peak, school drop off and pick pup, weekend periods and during special events	Section 9.1.3 and Appendix F

Requirement	Detail	Where addressed
	d) Consultation with affected stakeholders utilising existing on and off-street parking stock which will be impacted as a result of construction e) Assessment of the impacts to on and off-street parking stock taking into consideration, occupation by the project workforce, outcomes of consultation with affect3ed stakeholders and considering the impacts of special events f) Identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce paring restrictions adjacent to work sites and compounds or appropriate residential parking schemes g) Where residential parking schemes already exist, off road parking facilities must be provided for the project workforce h) Mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures i) Details of shuttle bus ser vice(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites j) Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective and k) Provision of reporting or monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals	
MCoA D92	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before impacting on on-street and parking and incorporated into the CTMPs	Section 9.1.3 and Appendix F
MCoA D93	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian, cyclist and vehicle access, and parking arrangements, must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of any disruption	Sections 7.2.4 and 7.2.5
MCoA D94	A Traffic and Transport Liaison Group(s) must be established in accordance with the Construction Traffic Management Framework to inform the development of CTMPs	Section 11.2
MCoA D95	Supplementary analysis and modelling as required by Sydney Metro and/ or the Traffic and Transport Liaison Group(s) must be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations including changes to and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMPs	Section 11.2
MCoA D98	Safe pedestrian and cyclist access must be maintained around construction sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, a proximate alternate route which complies with the relevant standards must be provided and signposted before the restriction or removal of the impacted access	Section 7.2.4

Table 12: Revised Environmental Management Measures (REMMs)

Requirement	Impact/ Issue	Mitigation Measure	Where addressed
TT1	Changes to the network	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community liaison	Section 10
TT2	Traffic incidents	In the event of a traffic related incident, coordination would be carried out with Transport for NSW, including Transport Coordination and / or the Transport Management Centre's Operations Manager	Section 7.2.10
TT3	Emergency vehicles access	Access to properties for emergency vehicles would be provided at all times	Section 11.4
TT4	Road safety	Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety. Depending on the location this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or on occasions police presence	Section 7.2.5
TT5		Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as: ▪ Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety ▪ Deployment of speed awareness signs in conjunction with variable message sins near construction sites to provide alerts to driver ▪ Proving community education and awareness about sharing the road safely with heavy vehicles ▪ Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking ▪ Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots and monitor vehicle location and driver behaviour	Sections 8, 10 and Appendix E
TT6		All trucks would enter and exit construction sites in a forward direction, where reasonable and feasible	Section 8
TT7	Congestion	Construction site traffic would be managed to minimise movements during peak periods	Section 8
TT8		Construction site traffic immediately around construction sites (WMS, PMS, BNS and FDS) would be managed to minimise vehicle movements through school zones during pick up and drop off times	Section 8
TT9	Congestion	Opportunities to minimis impacts at the Alexandra Avenue/ Bridge Road intersection would be determined in consultation with Transport for NSW	Note that this REMM is not a requirement for the DELTA works as noted in Schedule 20 provided by Sydney Metro West
TT10	Loss of parking	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities	Section 7.2.6
TT11		Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: ▪ Encouraging workers to use public or active transport ▪ Encouraging ride sharing ▪ Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable	Sections 7.2.6 and 7.2.9
TT15	Impacts on active transport	Where existing cyclists facilities (eg: bicycle parking) would be temporarily unavailable to facilitate construction activities, suitable replacement facilities would be provided for this duration	Section 7.2.4
TT17	Impacts on special events	During major special events, impacts to the transport and traffic network would be reduced by (as necessary)	Section 7.2.8 and Appendix B

Requirement	Impact/ Issue	Mitigation Measure	Where addressed
		▪ Minimising the level of construction activity and, if necessary, ceasing all construction activity ▪ Maintaining appropriate access to all areas within the event precinct ▪ Erection of hoardings, site fencing and gates at key locations within the construction site boundary, to permit pedestrian movements adjacent to the construction site and separate pedestrians form construction vehicles ▪ Scheduling deliveries to the construction site outside of special event periods For special events that require specific traffic measures, those measures would be developed in consultation with Transport for NSW, including Transport Coordination (for relevant locations) and the organisers of the event	
TT18	Property access	Access to existing properties and buildings would be maintained in consultation with property owners	Section 7.2.5
TT19	Construction vehicle impacts	Traffic control measures require at the Parramatta metro station construction site access on George Street would be determined in consultation with Transport for NSW	Applicable to Parramatta site only as noted in the REMM
C11	Occurrence of cumulative impacts	Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time: ▪ Transport for NSW including Transport Coordination ▪ Department of Planning, Industry and Environment ▪ Sydney Trains ▪ NSW Trains ▪ Sydney Buses ▪ Sydney Water ▪ Port Authority of NSW ▪ Sydney Motorways Corporation ▪ Emergency service providers ▪ Utility providers ▪ Construction contractors Coordination and consultation with these stakeholders would include: ▪ Provision of regular updates to the detailed construction program, construction sites and haul routes ▪ Identification of key potential conflict pints with other construction projects ▪ Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict this could involve: • Adjustments to the Sydney Metro construction program work activities or haul routes or adjustments to the program activities or haul routes of other construction projects • Coordination of traffic management arrangements between projects	Sections 7.2.7, 11.2 and 11.3

B.Special Events

C. Traffic Guidance Schemes

Table 13: TGS

TGS #	Location	From	To	Timing	Traffic control	Works	Impacts
TGS-WES-ALX-WB-0101-	Alexandra Avenue	Hassall Street	Hawkesbury Road	Day	Footpath closure	Awning removal and utility works	Minimal impacts as works are undertaken outside of peak hours with access to bus stop maintained
TGS-WES-ALX-WB-1201	Alexandra Avenue	Hassall Street	Hawkesbury Road	Day	Lane closure	Awning removal and utility works	Minimal impacts as works are undertaken outside of peak hours with access to bus stop maintained
TGS-WES-BAL-EB-0101	Bailey Street	Hassall Street	Hawkesbury Road	Day	Footpath closure	Utility works	Minimal impacts as footpath is adjacent to vacant buildings
TGS-WES-BAL-EB-1202	Bailey Street	West of Hassall Street	East of Hawkesbury Road	Day	Parking lane closure	Utility works	Minimal impacts as parking lane is adjacent to vacant buildings
TGS-WES-HAS-NB-0101	Hassall Street	Bailey Street	Alexandra Avenue	Day	Footpath closure	Awning removal and utility works	Minimal impacts as footpath is adjacent to vacant buildings and undertaken outside of peak hours
TGS-WES-HAS-NB-1202	Hassall Street	Bailey Street	Alexandra Avenue	Day	Parking lane closure	Awning removal and utility works	Minimal impacts as parking lane is adjacent to vacant buildings
TGS-HAW-SB-0101	Hawkesbury Road	Alexandra Avenue	Bailey Street	Day	Footpath closure	Awning removal and utility works	Minimal impacts as footpath is adjacent to vacant buildings and undertaken outside of peak hours
TGS-HAW-SB-1201	Hawkesbury Road	Alexandra Avenue	Bailey Street	Day	Parking lane closure	Awning removal and utility works	Minimal impacts as parking lane is adjacent to vacant buildings and undertaken outside of 6-930AM and 330-630PM Mon-Fri
DG-SMW-TYP-0000-01	All locations			Day	Pedestrian management	Heavy vehicle entry and exit	Minimal impacts as stoppage is only during entry/ exit operations

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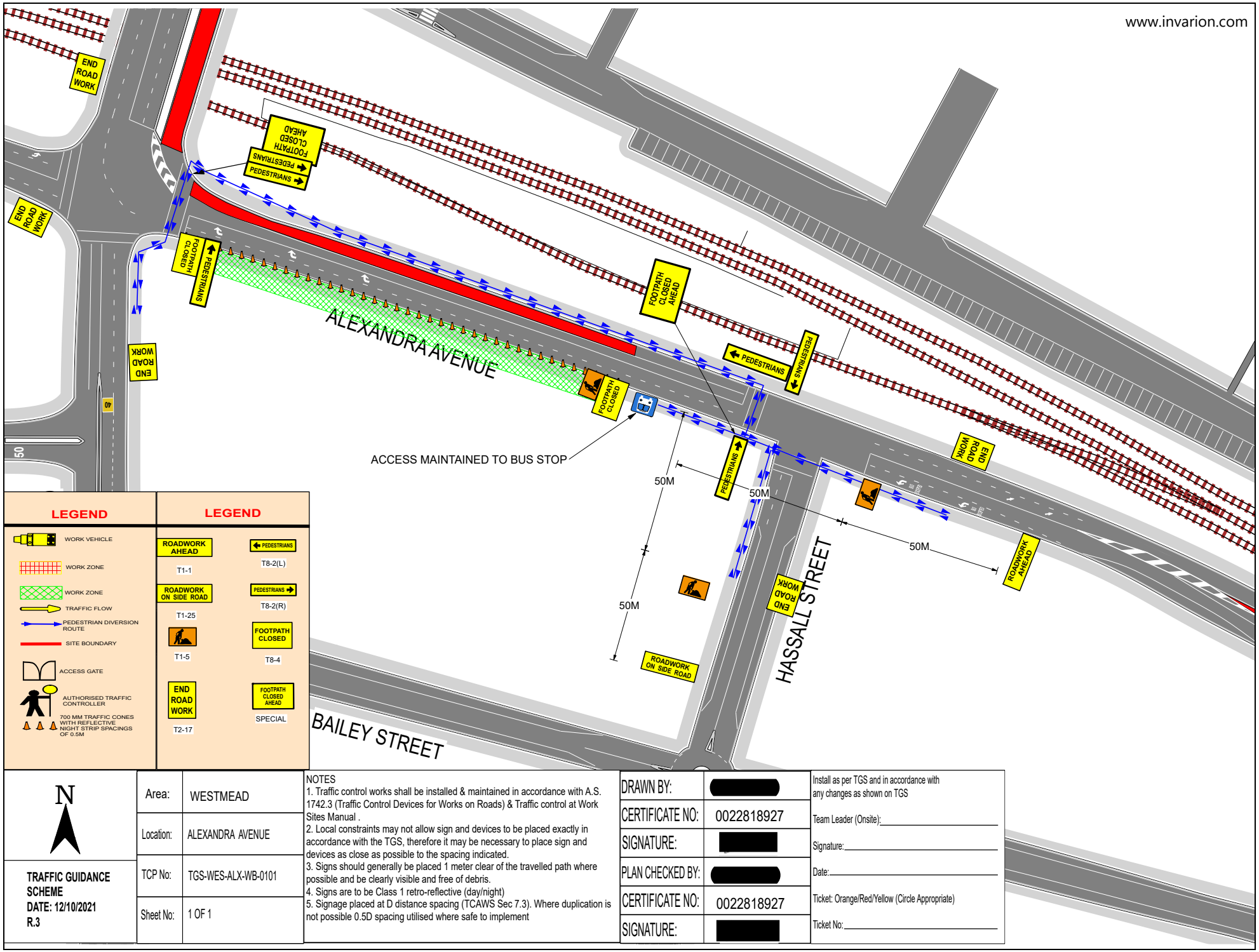

LEGEND

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

LEGEND

ROADWORK AHEAD	T1-1	PEDESTRIANS	T8-2(L)
ROADWORK ON SIDE ROAD	T1-25	PEDESTRIANS	T8-2(R)
	T1-5	FOOTPATH CLOSED	T8-4
END ROAD WORK	T2-17	FOOTPATH CLOSED AHEAD	SPECIAL

N

TRAFFIC GUIDANCE SCHEME
DATE: 12/10/2021
R.3

Area:	WESTMEAD
Location:	ALEXANDRA AVENUE
TCP No:	TGS-WES-ALX-WB-0101
Sheet No:	1 OF 1

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. Signage placed at D distance spacing (TCAWS Sec 7.3). Where duplication is not possible 0.5D spacing utilised where safe to implement

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

Install as per TGS and in accordance with any changes as shown on TGS

Team Leader (Onsite):_____

Signature:_____

Date:_____

Ticket: Orange/Red/Yellow (Circle Appropriate)

Ticket No:_____

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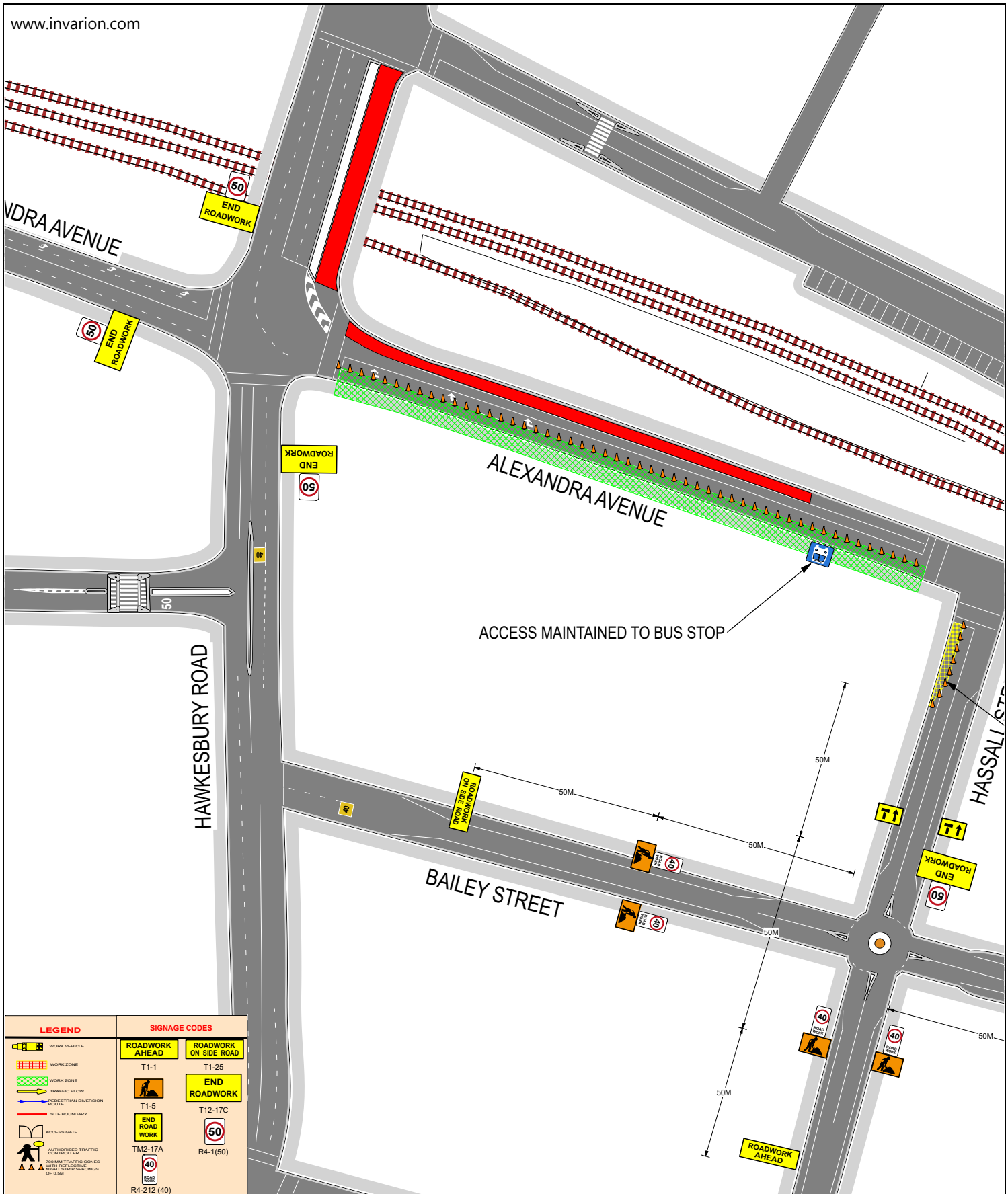


LEGEND	SIGNAGE CODES
WORK VEHICLE	ROADWORK AHEAD — T1-1
WORK ZONE	ROADWORK ON SIDE ROAD — T1-25
WORK ZONE	T1-5
TRAFFIC FLOW	END ROADWORK — T12-17C
PEDESTRIAN DIVERSION ROUTE	END ROAD WORK — TM2-17A
SITE BOUNDARY	50 — R4-1(50)
ACCESS GATE	40 ROAD WORK — R4-212 (40)
AUTHORISED TRAFFIC CONTROLLER	
700 MM TRAFFIC CONES WITH REFLECTIVE NIGHT STRIP SPACINGS OF 0.5M	

N

TRAFFIC GUIDANCE SCHEME
DATE: 12/10/2021
R.3

Area:	WESTMEAD
Location:	ALEXANDER AVENUE
TCP No:	TGS-WES-ALX-WB-1201
Sheet No:	1 OF 2

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. Merge taper is 60m in a 60km/hr zone and 30m in 50km/hr zones
6. Signage placed at D distance spacing (TCAWS Sec 7.3). Where duplication is not possible 0.5D spacing utilised where safe to implement

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

Install as per TGS and in accordance with any changes as shown on TGS

Team Leader (Onsite):_____

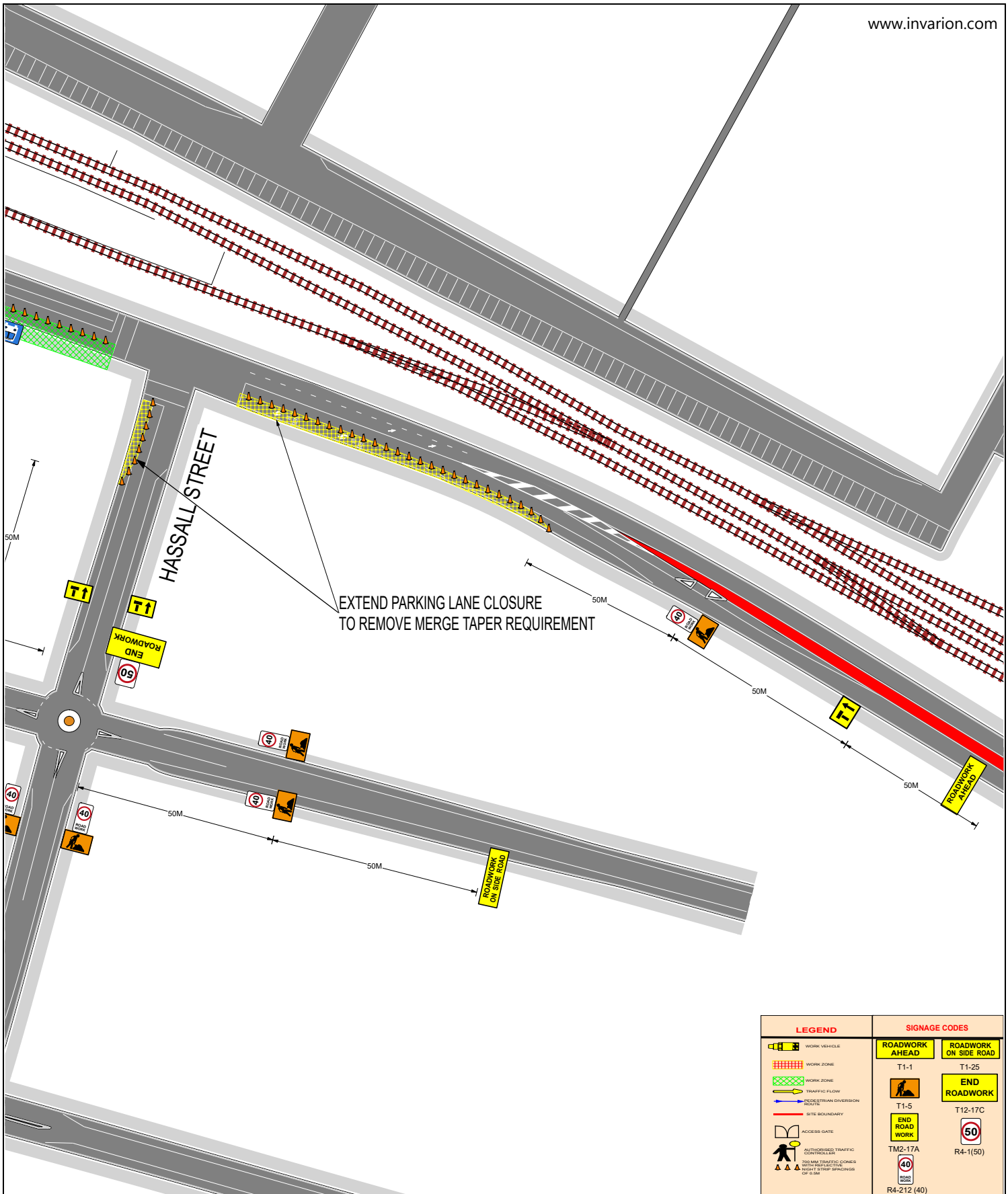
Signature:_____

Date:_____

Ticket: Orange/Red/Yellow (Circle Appropriate)

Ticket No:_____

www.invarion.com



N

TRAFFIC GUIDANCE SCHEME
DATE: 16/09/2021
R.2

Area:	WESTMEAD
Location:	ALEXANDER AVENUE
TCP No:	TGS-WES-ALX-WB-1201
Sheet No:	2 OF 2

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. Merge taper is 60m in a 60km/hr zone and 30m in 50km/hr zones
6. Signage placed at D distance spacing (TCAWS Sec 7.3). Where duplication is not possible 0.5D spacing utilised where safe to implement

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

Install as per TGS and in accordance with any changes as shown on TGS

Team Leader (Onsite):_____

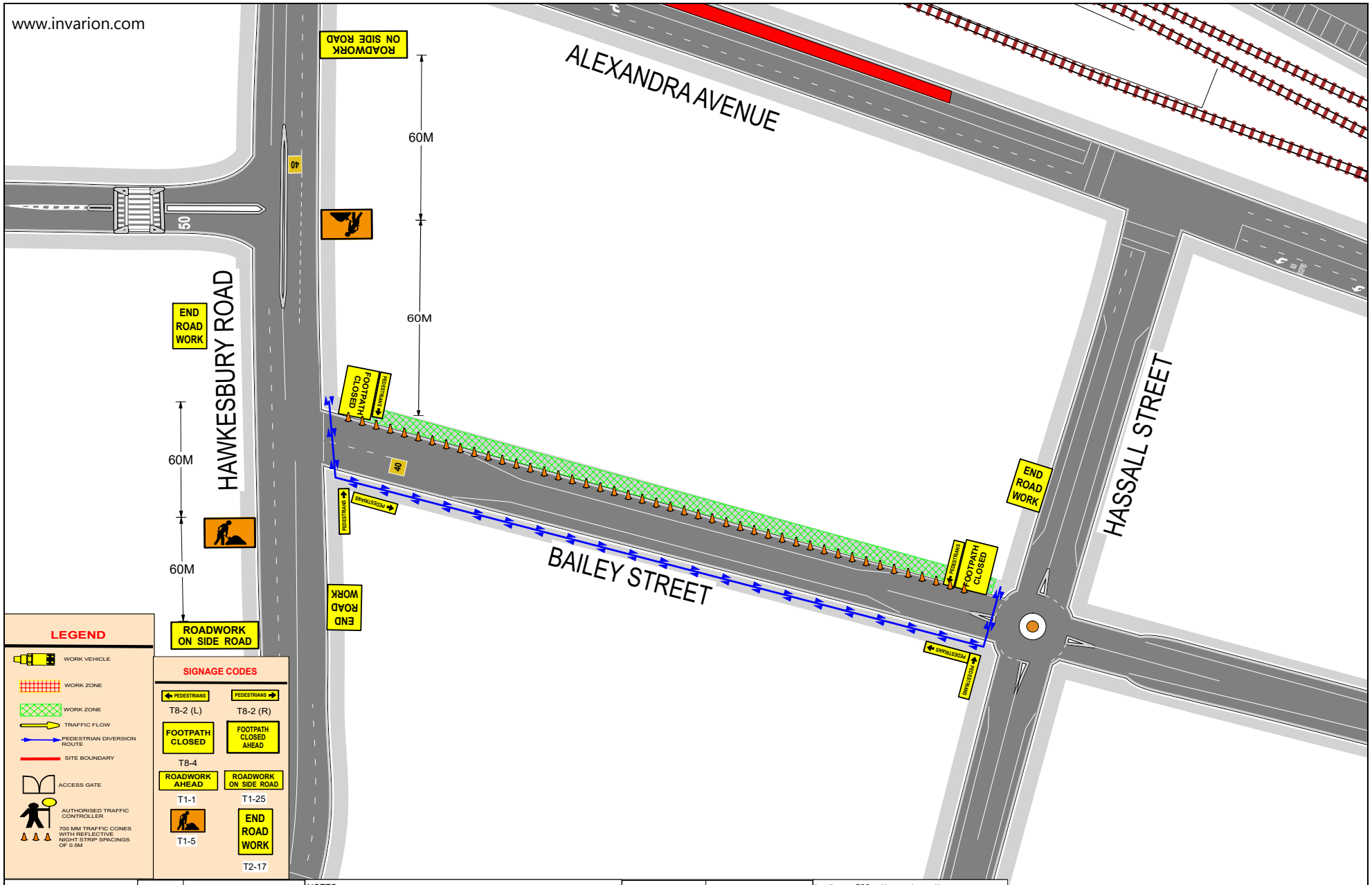
Signature:_____

Date:_____

Ticket: Orange/Red/Yellow (Circle Appropriate)

Ticket No:_____

www.invarion.com



N

TRAFFIC GUIDANCE SCHEME
DATE: 12/10/2021
R.3

Area:	WESTMEAD
Location:	BAILEY STREET
TCP No:	TGS-WES-BAL-EB-0101
Sheet No:	1 OF 1

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
3. Signs should generally be placed 1 metRE clear of the travelled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. Access to private property driveways to be maintained
6. Signage placed at D distance spacing (TCAWS Sec 7.3). Where duplication is not possible 0.5D spacing utilised where safe to implement

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

Install as per TGS and in accordance with any changes as shown on TGS

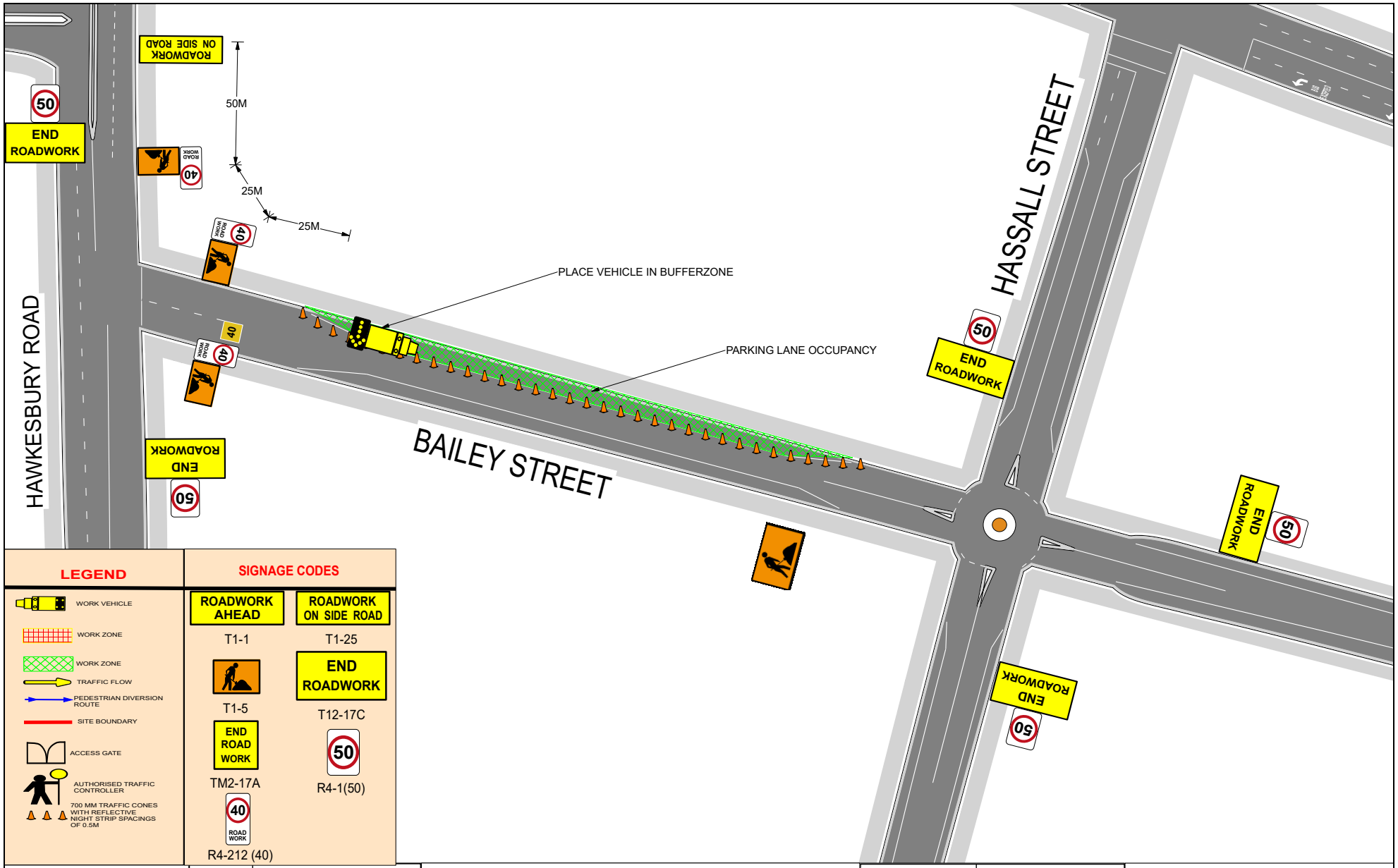
Team Leader (Onsite):_____

Signature:_____

Date:_____

Ticket: Orange/Red/Yellow (Circle Appropriate)

Ticket No:_____



LEGEND

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

SIGNAGE CODES

ROADWORK AHEAD — T1-1

T1-5

END ROAD WORK — TM2-17A

40 ROAD WORK — R4-212 (40)

ROADWORK ON SIDE ROAD — T1-25

END ROADWORK — T12-17C

50 — R4-1(50)

N

TRAFFIC GUIDANCE SCHEME
DATE: 12/10/2021
R.3

Area:	WESTMEAD
Location:	BAILEY STREET
TCP No:	TGS-WES-BAL-EB-1201
Sheet No:	1 OF 1

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
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3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. TGS-WES-BAL-EB-0101 used for pedestrian management if required
6. Signage placed at D distance spacing (TCAWS Sec 7.3). Where duplication is not possible 0.5D spacing utilised where safe to implement

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

Install as per TGS and in accordance with any changes as shown on TGS

Team Leader (Onsite):_____

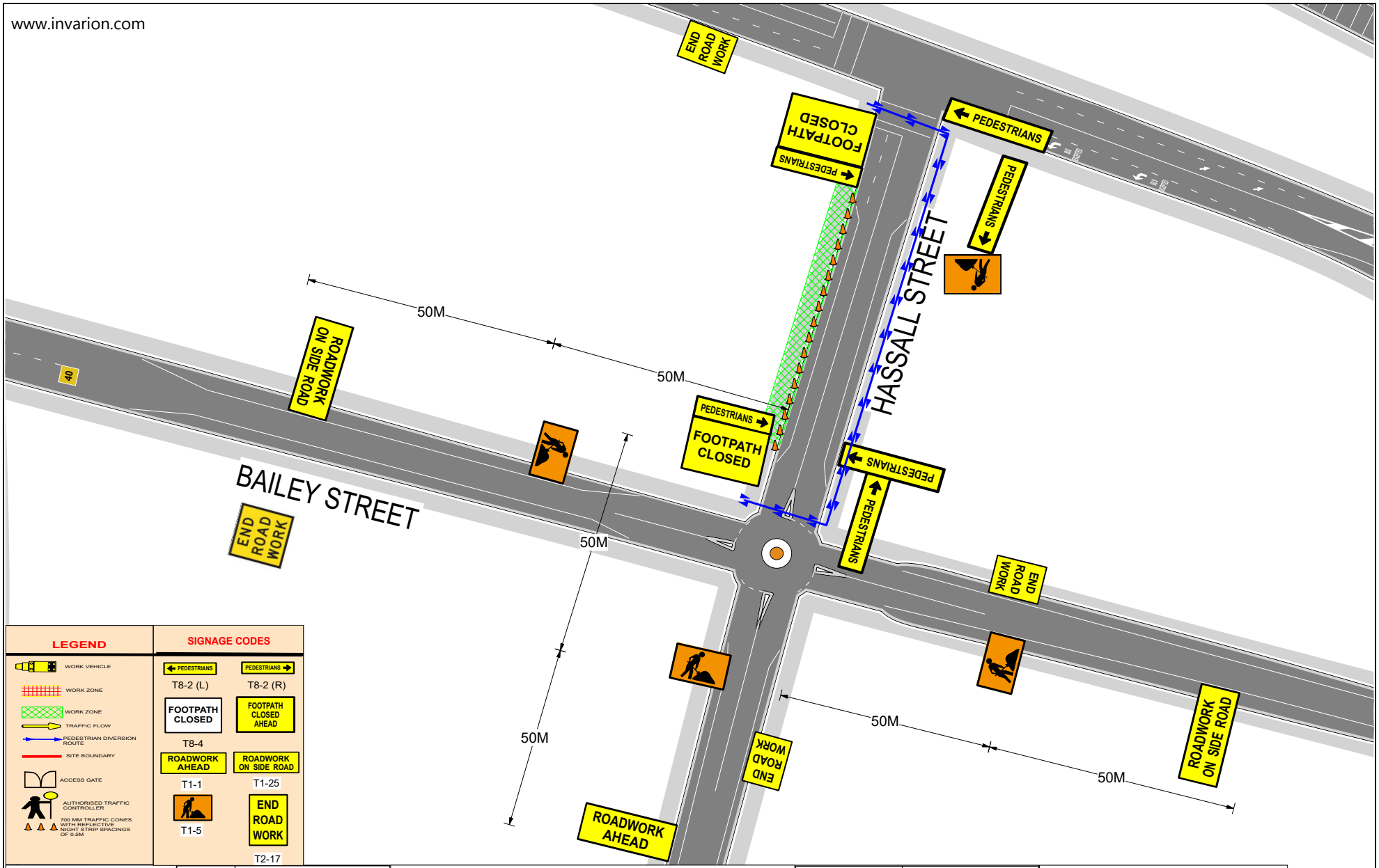
Signature:_____

Date:_____

Ticket: Orange/Red/Yellow (Circle Appropriate)

Ticket No:_____ www.invarion.com

www.invarion.com



LEGEND

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

SIGNAGE CODES

PEDESTRIANS T8-2 (L)	PEDESTRIANS T8-2 (R)
FOOTPATH CLOSED T8-4	FOOTPATH CLOSED AHEAD
ROADWORK AHEAD T1-1	ROADWORK ON SIDE ROAD T1-25
T1-5	END ROAD WORK T2-17

N

TRAFFIC GUIDANCE SCHEME
DATE: 12/10/2021
R.3

Area:	WESTMEAD
Location:	HASSALL STREET
TCP No:	TGS-WES-HAS-NB-0101
Sheet No:	1 OF 1

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
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3. Signs should generally be placed 1 metre clear of the travelled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. TGS-WES-HAS-NB-1201 used for lane closure if required
6. Signage placed at D distance spacing (TCAWS Sec 7.3). Where duplication is not possible 0.5D spacing utilised where safe to implement

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

Install as per TGS and in accordance with any changes as shown on TGS

Team Leader (Onsite):_____

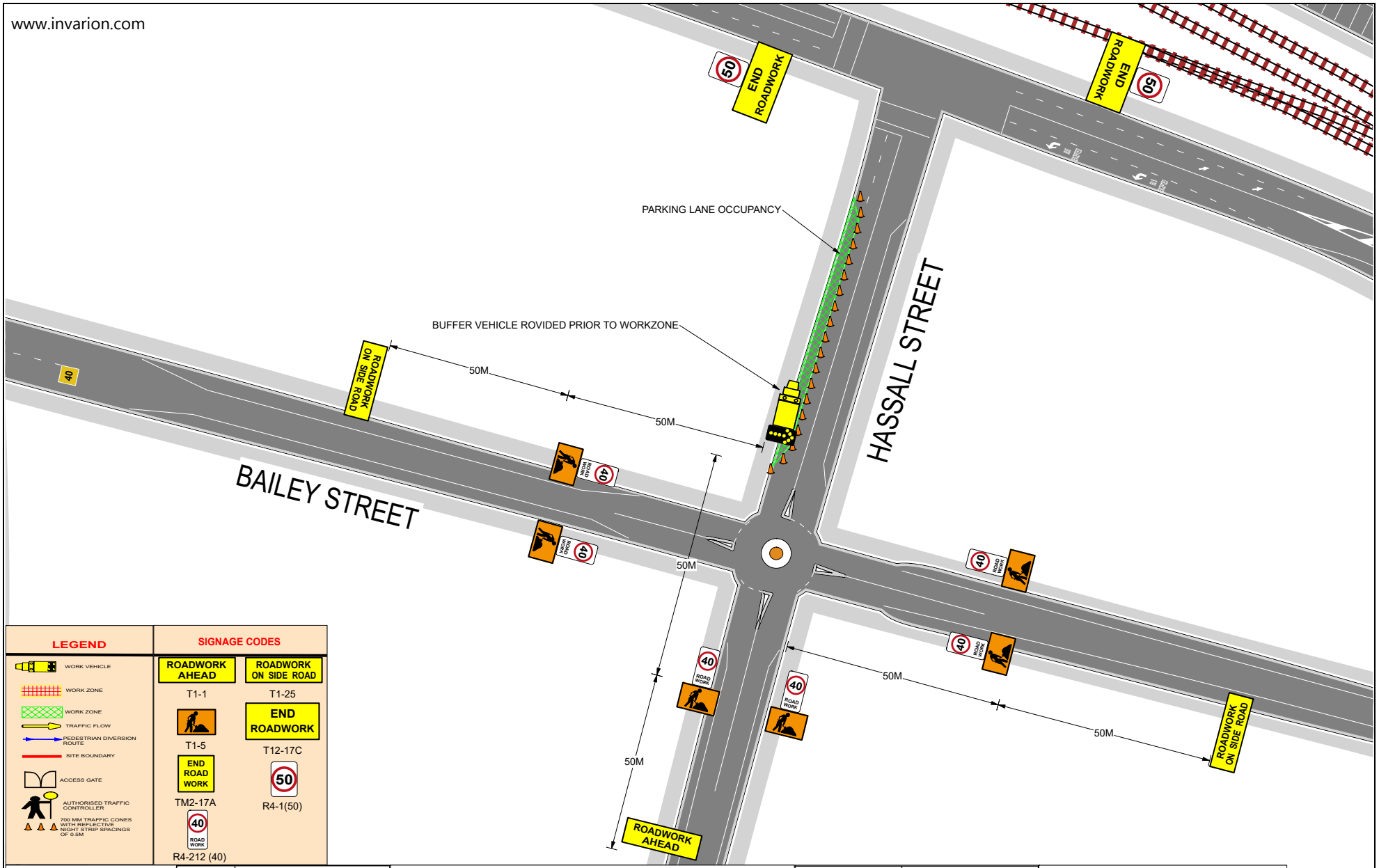
Signature:_____

Date:_____

Ticket: Orange/Red/Yellow (Circle Appropriate)

Ticket No:_____

www.invarion.com



LEGEND

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

SIGNAGE CODES

ROADWORK AHEAD	ROADWORK ON SIDE ROAD
T1-1	T1-25
T1-5	END ROADWORK
END ROAD WORK	T12-17C
TM2-17A	R4-1(50)
R4-212 (40)	

N

TRAFFIC GUIDANCE SCHEME
DATE: 16/09/2021
R.2

Area:	WESTMEAD
Location:	HASSALL STREET
TCP No:	TGS-WES-HAS-NB-1201
Sheet No:	1 OF 1

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
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4. Signs are to be Class 1 retro-reflective (day/night)
5. TGS-WES-HAS-NB-0101 used for pedestrian management if required
6. Signage placed at D distance spacing (TCAWS Sec 7.3). Where duplication is not possible 0.5D spacing utilised where safe to implement

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

Install as per TGS and in accordance with any changes as shown on TGS

Team Leader (Onsite):_____

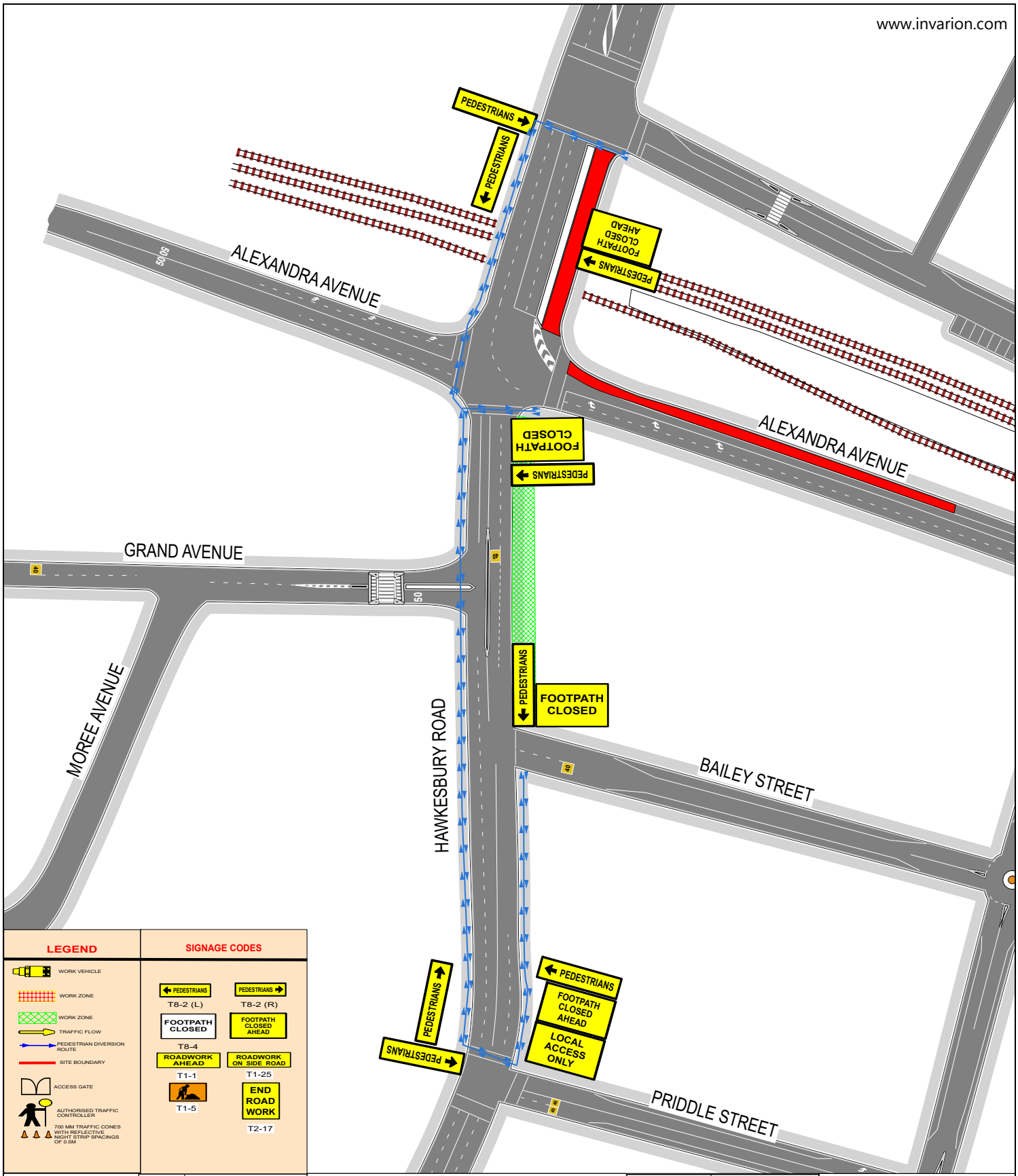
Signature:_____

Date:_____

Ticket: Orange/Red/Yellow (Circle Appropriate)

Ticket No:_____

www.invarion.com



LEGEND

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

SIGNAGE CODES

PEDESTRIANS T8-2 (L)	PEDESTRIANS T8-2 (R)
FOOTPATH CLOSED T8-4	FOOTPATH CLOSED AHEAD
ROADWORK AHEAD T1-1	ROADWORK ON SIDE ROAD T1-25
T1-5	END ROAD WORK T2-17

N

TRAFFIC GUIDANCE SCHEME
DATE: 12/10/2021
R.2

Area:	WESTMEAD
Location:	HAWKESBURY ROAD
TCP No:	TGS-WES-HAW-SB-0102
Sheet No:	1 OF 1

NOTES
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
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3. Signs should generally be placed 1 metre clear of the travelled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. Merge taper is 60m in a 60km/hr zone and 30m in 50km/hr zones
5. Signage placed at D distance spacing (TCAWS Sec 7.3). Where duplication is not possible 0.5D spacing utilised where safe to implement

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

Install as per TGS and in accordance with any changes as shown on TGS

Team Leader (Onsite):_____

Signature:_____

Date:_____

Ticket: Orange/Red/Yellow (Circle Appropriate)

Ticket No:_____

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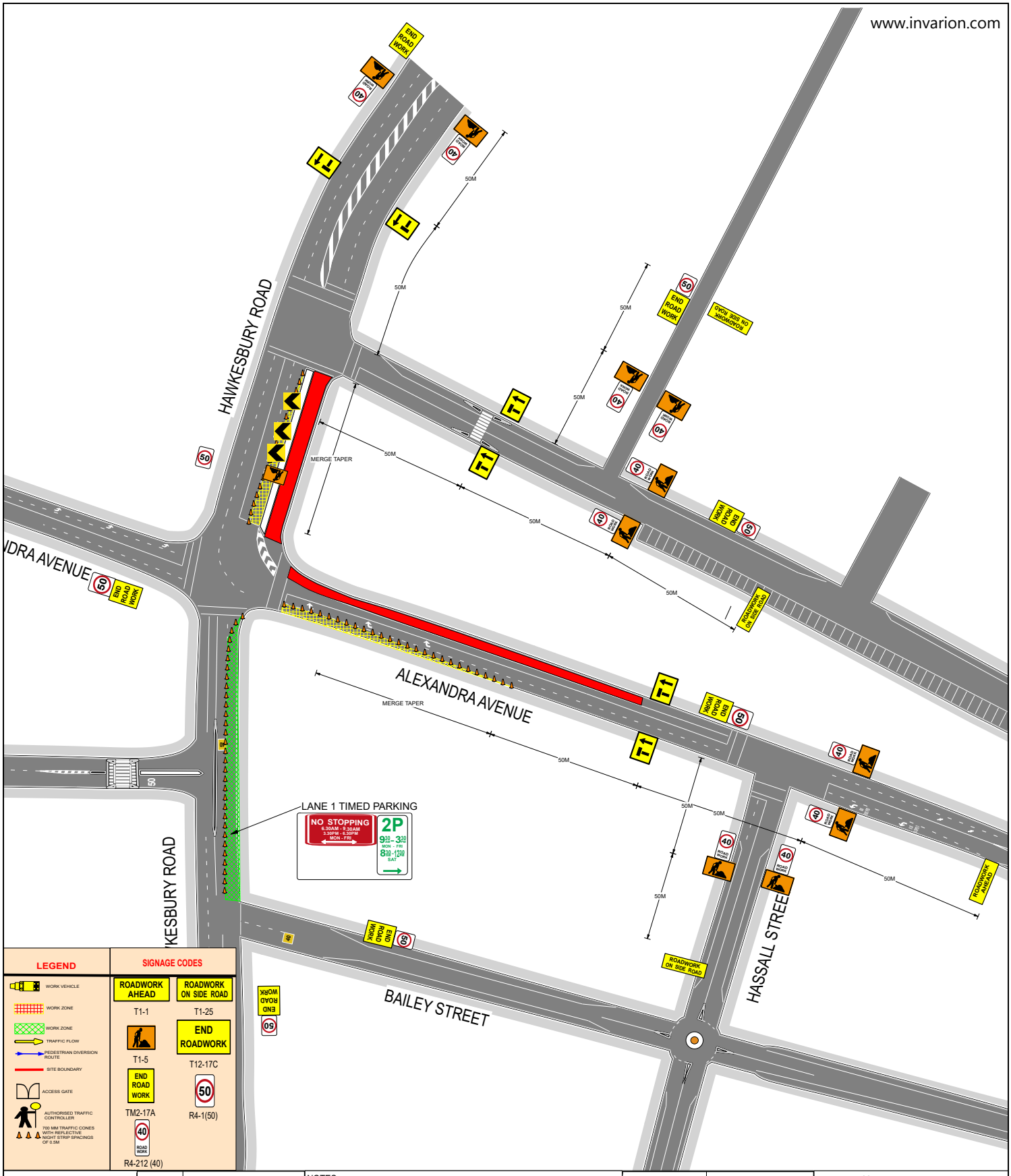

LEGEND

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

SIGNAGE CODES

ROADWORK AHEAD	ROADWORK ON SIDE ROAD
T1-1	T1-25
T1-5	END ROADWORK T12-17C
END ROAD WORK TM2-17A	50 R4-1(50)
40 ROAD WORK R4-212 (40)	

N

TRAFFIC GUIDANCE SCHEME
DATE: 12/10/2021
R.3

Area:	WESTMEAD
Location:	HAWKESBURY ROAD
TCP No:	TGS-WES-HAW-SB-1201
Sheet No:	1 OF 1

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

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Team Leader (Onsite):_____

Signature:_____

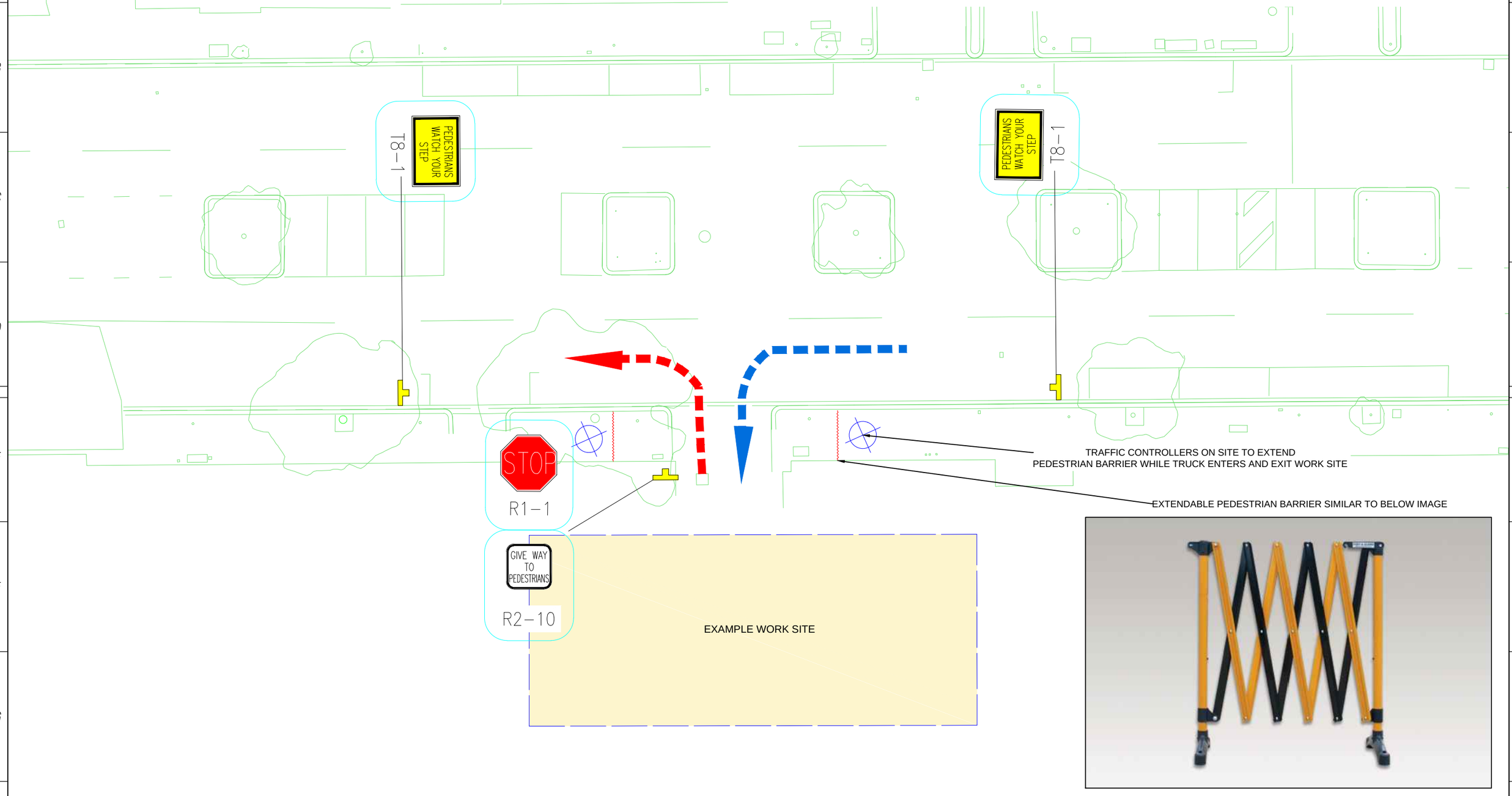
Date:_____

Ticket: Orange/Red/Yellow (Circle Appropriate)

Ticket No:_____

GENERAL NOTES

- THIS TGS HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2020
- ALL SIGNAGE MUST BE PLACED TO NOT RESTRICT PEDESTRAIN PATH IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TGS.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TGS MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
- PEDESTRIANS WILL ONLY BE HELD FOR SHORT PERIODS WHILST THE TRUCKS ENTER/EXIT THE SITE AND WILL NOT BE UNDULY HELD BY TRAFFIC CONTROLLERS OUTSIDE OF IMMEDIATE VEHICLE MOVEMENTS



EXTENDABLE PEDESTRIAN BARRIER SIMILAR TO BELOW IMAGE

REV	BY	DATE	DESCRIPTION	APPD.
B-00	LS	19/03/2017	AMENDED AS PER COMMENTS	SL
A-01	LS	15/03/2017	UPDATED NOTES	SL
A-00	LS	19/02/2017	INITIAL DRAFT	SL

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	LS
DRW CHECK:	SS
APPROVED:	SL
IND REVIEW:	N/A

PROJECT

DELTA GROUP AUSTRALIA WIDE

CLIENT

NSW | sydney METRO

SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE TYPICAL PEDESTRIAN MANAGEMENT SHORT TERM STOP ON FOOTPATH

DRAWING No: DG-SMW-TYP-0000-01

SHEET 1 OF 1

REVISION B-00

Plot Date: 19 March 2017 - 1:20 PM

Cad File No: C:\Users\samue\OneDrive\FDConsulting\102-SUELEWISCONSULTING\10-DELTAGROUP\126-GENERICPEDESTRIANCLOSURE_VEHICLEACCESS\102-10-126-B-00.dwg

D. Haul Routes

Figure	Description
Figure 23	M4 inbound to Site
Figure 24	M4 outbound to Site
Figure 25	Site to M4 inbound
Figure 26	Site to M4 inbound
Figure 27	Site to M4 outbound
Figure 28	Site to M4 outbound

9 min (6.4 km)

via M4

Fastest route, lighter traffic than usual

New South Wales
2145

- Head east on M4
  3.0 km
- Take the A44/Church Street exit towards Parramatta/Granville/Milperra
  500 m
- Turn left onto Church St/Great Western Hwy/A44
  700 m
- Turn left onto Great Western Hwy/A44
  700 m
- Turn right onto Pitt St
  350 m
- Turn left onto Park Parade
  950 m
- Continue onto Alexandra Ave
  260 m

Alexandra Ave
Westmead NSW 2145

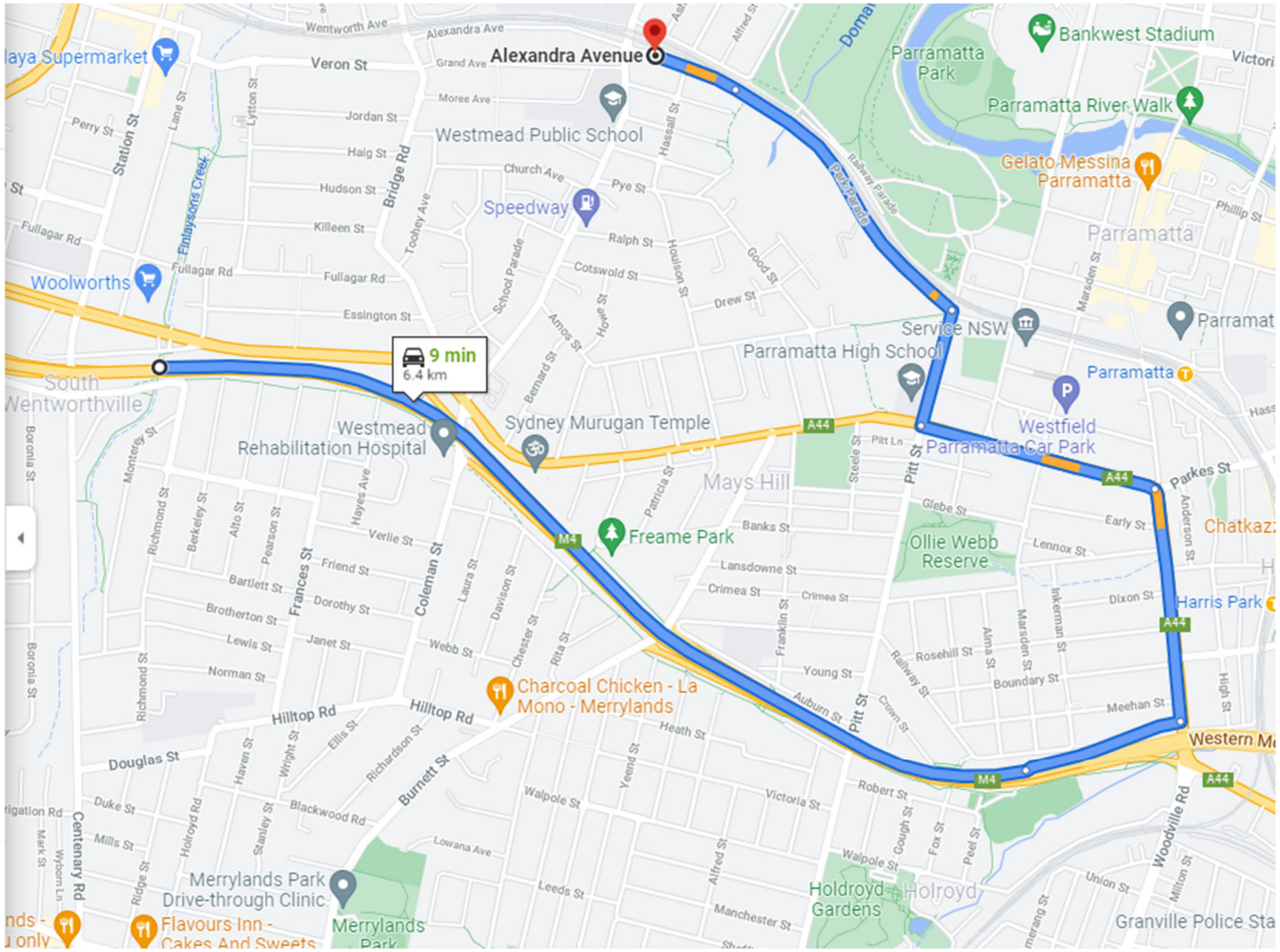


Figure 23: Haul route from M4 Motorway inbound carriageway to Site

New South Wales, 2145 to Alexandra Ave, Westmead NSW 2145 - Google Maps

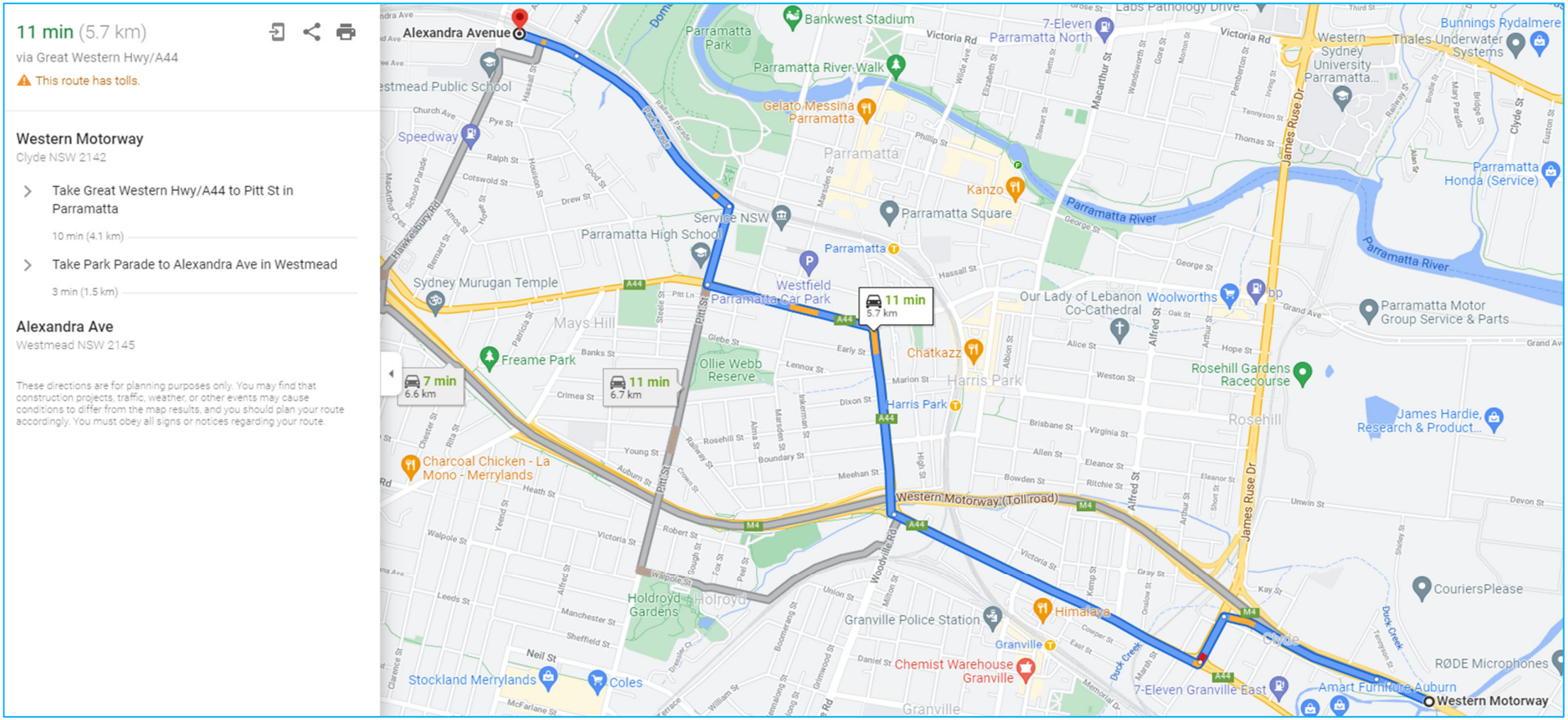


Figure 24: M4 Motorway outbound carriageway to Site

[Western Motorway, Clyde NSW 2142 to Alexandra Ave, Westmead NSW 2145 - Google Maps]

Proposed route

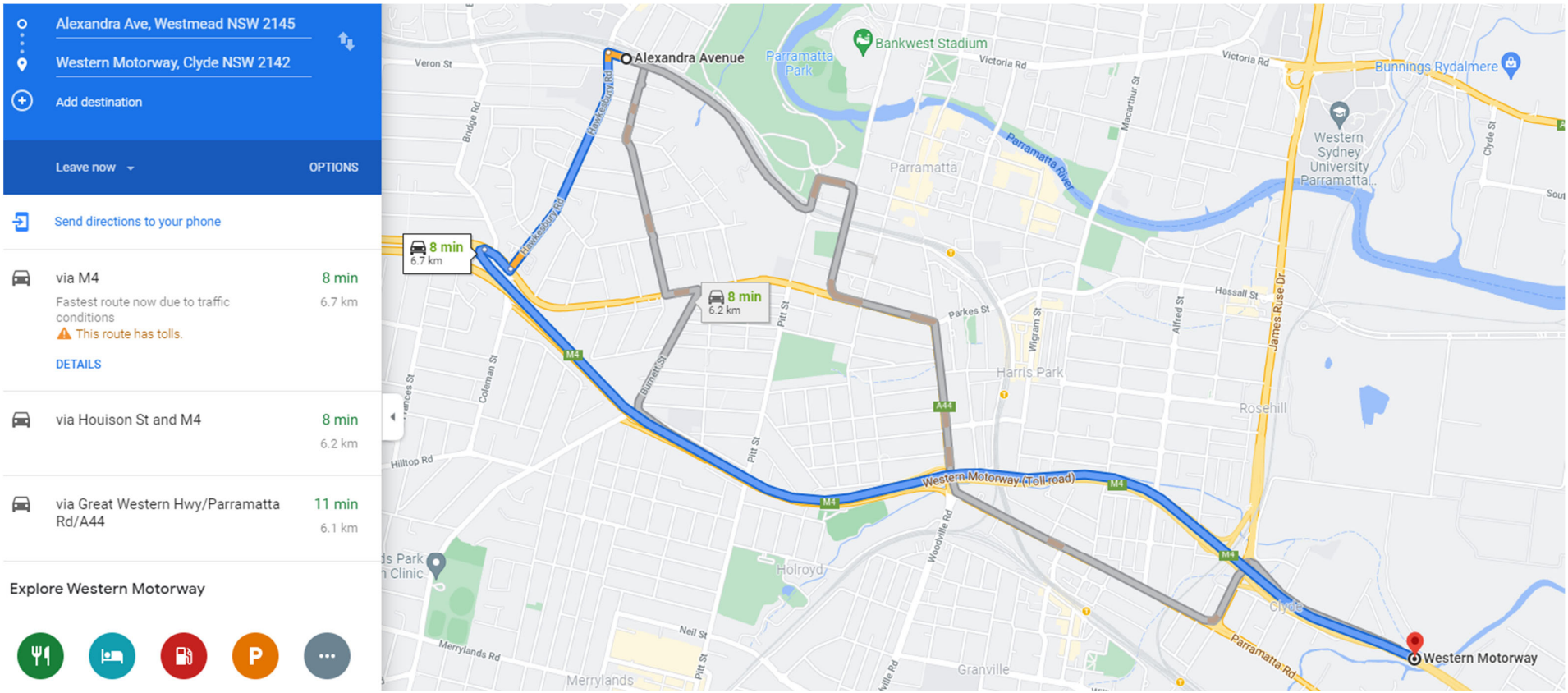


Figure 25: Site to M4 Motorway Inbound carriageway

[Alexandra Ave, Westmead NSW 2145 to Western Motorway, Clyde NSW 2142 - Google Maps]

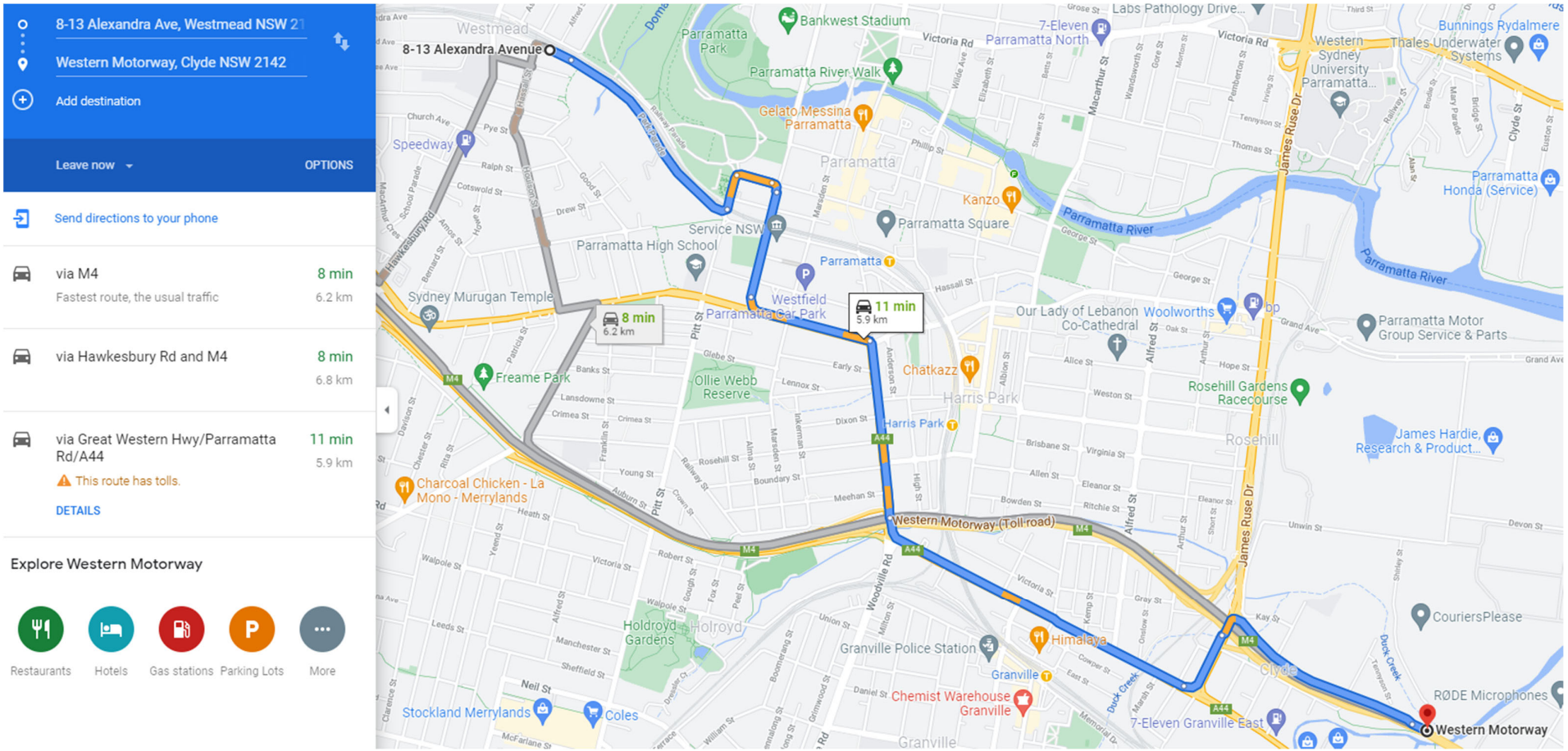


Figure 26: Site to M4 Motorway inbound

[8-13 Alexandra Ave, Westmead NSW 2145 to Western Motorway, Clyde NSW 2142 - Google Maps]

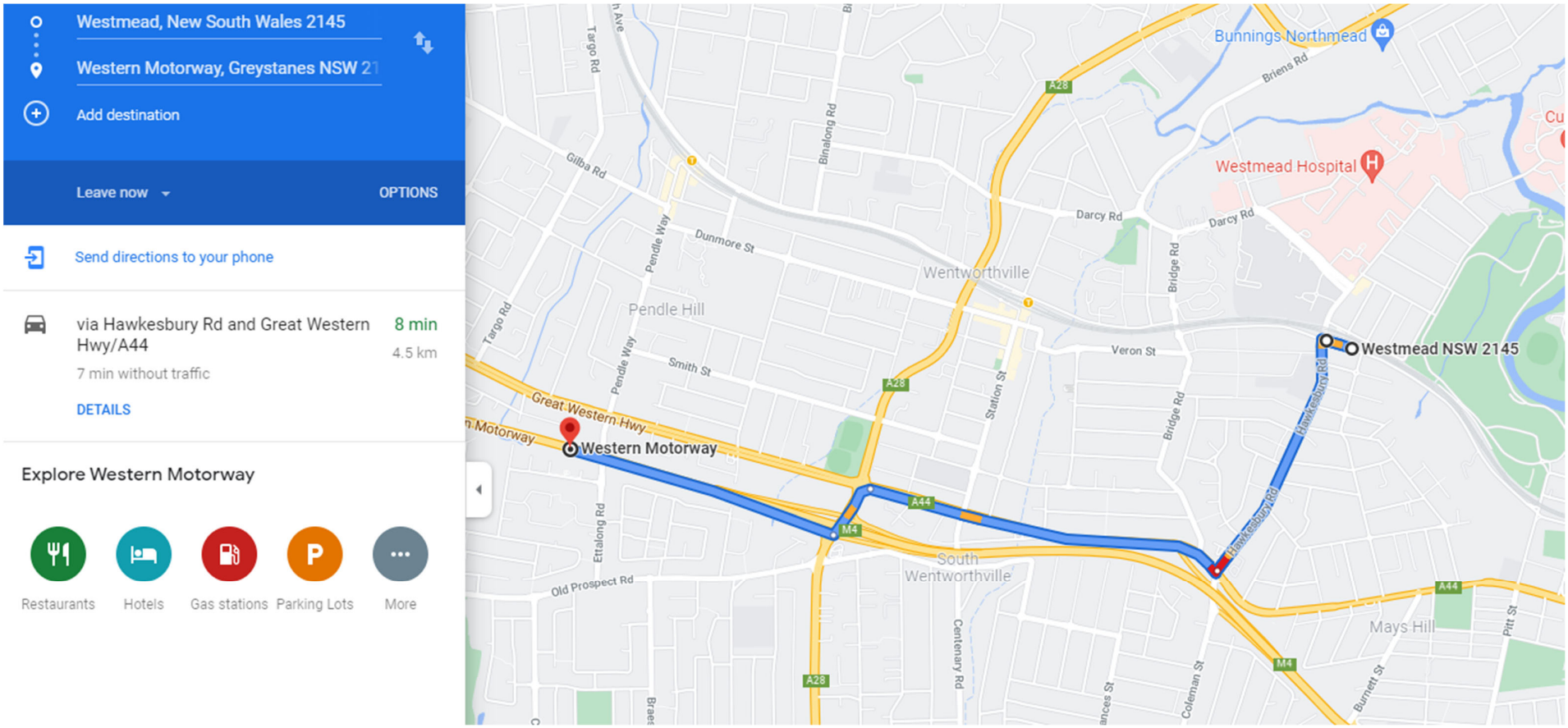


Figure 27: Site to M4 outbound

Westmead, New South Wales 2145 to Western Motorway, Greystanes NSW 2145 - Google Maps

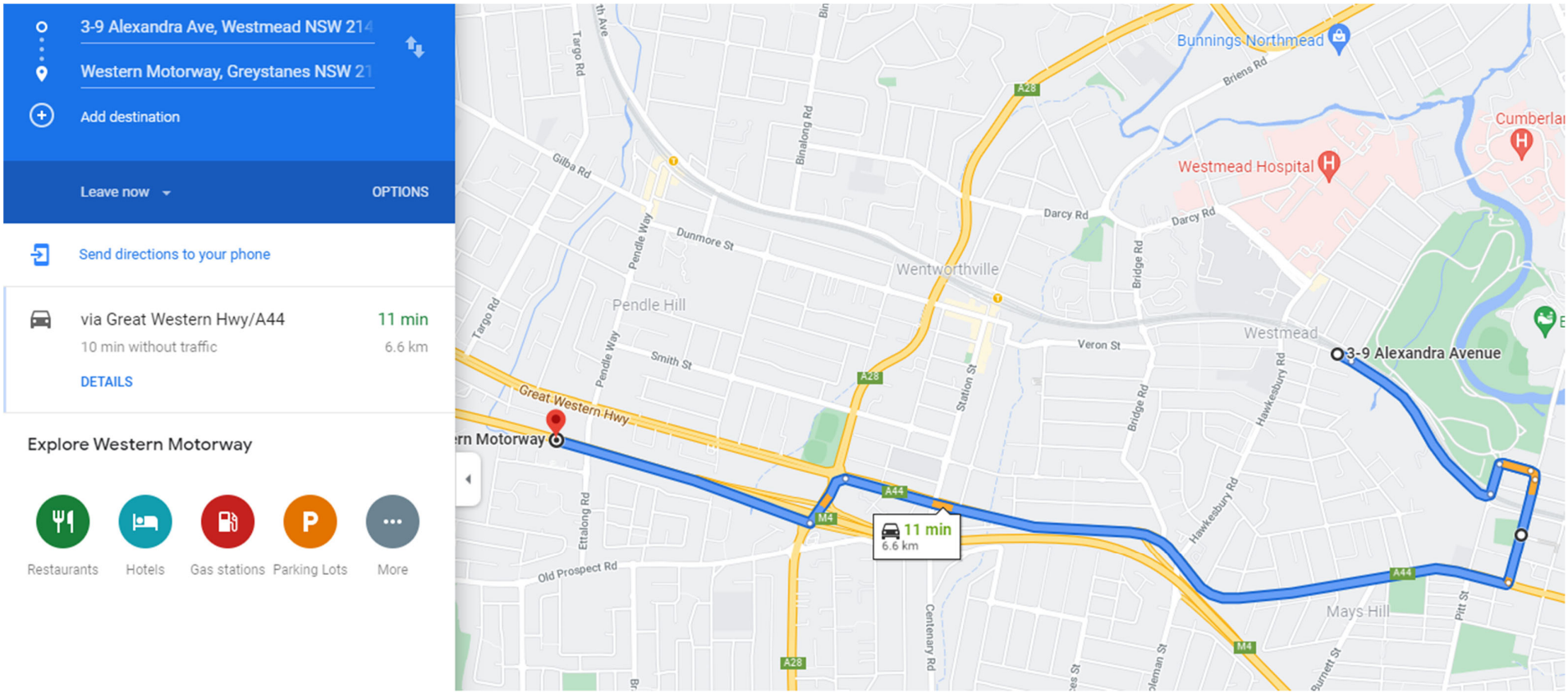


Figure 28: Site to M4 outbound

[3-9 Alexandra Ave, Westmead NSW 2145 to Western Motorway, Greystanes NSW 2145 - Google Maps]

E. Heavy Vehicle Local Road Report

PROVIDED SEPARATLEY

F. Construction Parking and Access Strategy

PROVIDED SEPARATLEY

G. Road safety audit

ROADWORKS TRAFFIC SCHEME
ROAD SAFETY AUDIT

Sydney Metro West – Westmead Precinct Demolition Works - CTMP

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

CONTENTS

ROADWORK TRAFFIC SCHEME - ROAD SAFETY AUDIT

Sydney Metro West – Westmead Precinct Demolition Works – CTMP

Document Control

Title:	Description
Ref No.:	20210910-SLC-RTS-RSA-WESTMEAD
Description:	20210910 – Sydney Metro West – Westmead Precinct Demolition Works – CTMP – Roadworks Traffic Scheme Audit

Role	Name	Position	Date	Signed
Author:	[redacted]	LEVEL 3 ROAD SAFETY AUDITOR	10/09/2021	[redacted]
Approved by:		LEVEL 3 ROAD SAFETY AUDITOR	10/09/2021	

Document Revisions

No.	Date	Issue / Description
00	10/09/2021	ORIGINAL ISSUE

Author: [redacted]

Reviewer: [redacted]

Approved by: [redacted]

Date 10/09/2021

Distribution: [redacted]

Executive Summary

Audited Project:	Sydney Metro West - Parramatta CTMP
Audit for:	[redacted]
Address:	Not provided
Email Address:	[redacted]
Clients Contact:	[redacted]
Auditors:	[redacted] (Level 3 Road Safety Auditor – ID:0908), Director / Senior Civil Engineer – Civlink Consulting Pty Ltd [redacted] Level 3 Road Safety Auditor – ID:1271), Director / Senior Civil Engineer – Civlink Consulting Pty Ltd [redacted] (Level 2 Road Safety Auditor – ID:1475), Traffic Engineer - Acciona
Audit Type:	Roadworks Traffic Scheme Road Safety Audit
Commencement Meeting:	07 September 2021
Site Visit:	N/A
Completion Meeting:	To be advised
Previous Audit:	N/A

This Roadworks Traffic Scheme Road Safety Audit reviewed the Construction Traffic Management Plan package for the proposed works for the demolition of structures at the Parramatta site as part of the Sydney Metro West construction project. The audit checked that the proposed series of temporary arrangements were suitable for the intended purpose and so conducive to a safe road environment for all types of road users.

This report documents the identified audit findings dated 10/09/2021.

The road safety audit identified a number of possible deficiencies, each of which have had a risk classification as low and are listed in Section 4 - Audit Findings.

1. Introduction

1.1 Project Description

TfNSW requires the demolition of a number of buildings within the Westmead precinct to make way for development of the Sydney Metro West project. The successful and timely completion of Delta's activities is required to facilitate works by the Main Works Tunnels and Stations Excavation Contractor at the station locations of Parramatta and Westmead and the Maintenance Stabling Facility (MSF) at Clyde.

This CTMP addresses the DELTA scope of works described within Schedule 10 of the Executed Contract. DELTA notes that the Project must be carried out generally in accordance with the description provided in the Environmental Impact Statement as amended by the Preferred Infrastructure Report and the Conditions of Approval.

The demolition sites are described below:

- Clyde site bounded by Unwin Street, Shirley Street Clyde
- Parramatta site bounded by George Street to the north, Macquarie Lane to the east, Macquarie Street to the south and by heritage and retained structures to the west, mainly located on Church Street.
- Westmead site bounded by Alexandra Parade to the north, Hawkesbury Road to the west, Bailey Street to the south and Hassall Street to the east

1.2 Purpose of Audit

This report presents findings of a Roadwork Traffic Scheme road safety audit. The audit will review the various documents and plans incorporated in the the Construction Traffic Management Plan for the demolition works associated with the Sydney Metro West works at the Parramatta site.

The audit is conducted to verify the manifestation of the documentation and planning for works within road related areas, 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 CTMP being audited covers the hoarding, demolition and exporting of materials out of the site in preparation for the Sydney Metro West construction project to take over and construction stations and stabling yards. The areas specific to the CTMP being audited as part of this report is shown in Figure 1, below;

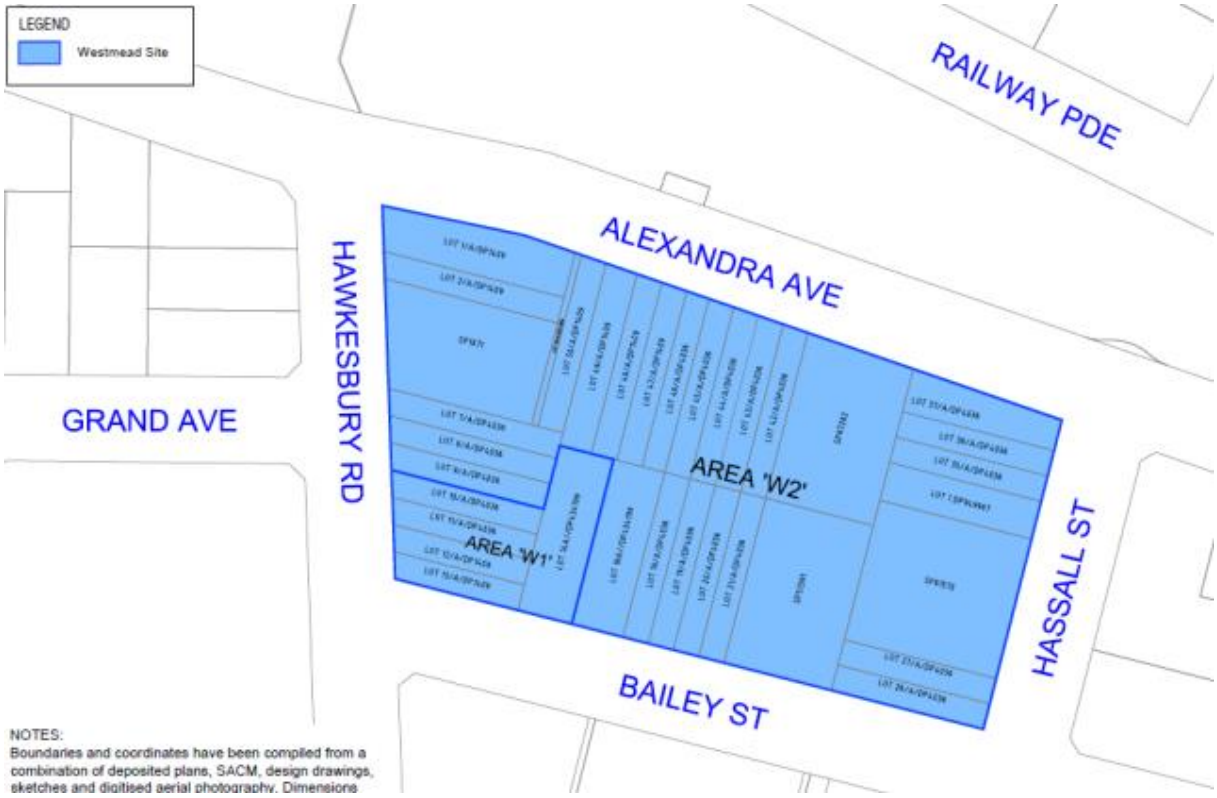


Figure 1: CTMP and Desktop Road Safety Audit Scope [Source: SMW-WESTMEAD CTMP REV0

1.3 Audit Objectives

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

The other objectives of this Roadwork Traffic Scheme 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.

1.4 Procedures and reference material

The procedures used are those in the Austroads Guide to Road Safety Part 6A: Implement Road Safety Audits (2019) and RMS Guidelines for Road Safety Audit Practices 2011.

Technical reference documents for Traffic Guidance Schemes is the Traffic Control at Worksites Manual (TCAWS) Version 6, 2020.

1.5 Supporting information

The Construction Traffic Management Plan package was the primary reference document provided for assessment, and audit. The audit was conducted primarily focusing on the areas where changes are proposed within the project, the ways in which these changes will be implemented and a review of how these new temporary arrangements may interact with the existing road configuration.

The entire CTMP was reviewed as part of the assessment however audit findings were primarily concentrated on the localised Traffic Guidance Schemes and associated construction planning documents.

Description	Version	Notes
Sydney Metro West – Construction Traffic Management Plan – Westmead Construction Traffic Management Plan	00	Whole document

1.6 Audit Team

This Audit Team consisted of:

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

b) Louis Peau (Civlink Consulting Director / Traffic Manager / Senior Civil Engineer). Louis has 10 years construction and traffic experience and is a registered Road Safety Auditor in NSW and senior auditor in both VIC & QLD. Louis is a registered Level 3 Road Safety Auditor in NSW.

c) Anthony Swann (Acciona / Civil Engineer).

2. Road Safety Audit Program

2.1 Commencement Meeting

On Wednesday the 8th of September a commencement email was received from Sue Lewis requesting a desktop audit be conducted on the Construction Traffic Management Plan (CTMP) for the Sydney Metro demolition works by Delta Group at the Westmead site. The audit was to be conducted by Alex Gosper, Lead Road Safety Auditor (Civlink Consulting) with the assistance of Louis Peau and Anthony Swann. The audit was to be conducted on the provided CTMP documentation which outlined the various arrangements for the demolition and clearing of the sites in Westmead across Areas W1 and W2, generally on the block encompassed by Alexandra Avenue, Hassall Street, Bailey Street and Hawkesbury Road to the south of the existing Westmead train station.

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 and every audit finding.

2.5 Disclaimer

The findings and opinions in the report are based on the examination of the preliminary design and might not address all concerns existing at the time of the audit. The auditors have endeavoured to identify features of the CTMP 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 absolutely 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 particular 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 3 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 Frequency

	Description
Frequent	Once or more per week
Probable	Once or more per year (but less than once a week)
Occasional	Once every five or ten years
Improbable	Less often than once every ten years

3.2 Severity

	Description	Examples
Catastrophic	Likely multiple deaths	High-speed, multi-vehicle crash on freeway. Car runs into crowded bus stop. Bus and Petrol Tanker collide. Collapse of bridge or tunnel.
Serious	Likely death or serious injury	High or medium-speed vehicle collision. High or medium-speed collision with a fixed roadside object. Pedestrian struck at high speed. Cyclist is hit by a motor vehicle.
Minor	Likely minor injury	Some low-speed vehicle collisions. Cyclist falls from bicycle at low speed. Left-turn rear-end crash in a slip lane.
Limited	Likely trivial injury or property damage	Some low-speed vehicle collisions. Pedestrian walks into object (no head injury). Car reverses into post.

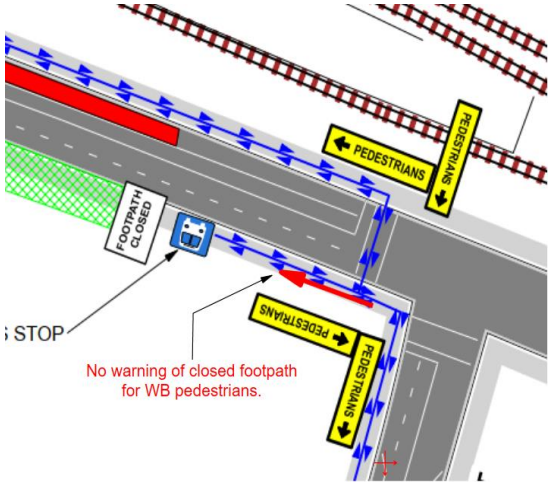
3.3 Risk Rating

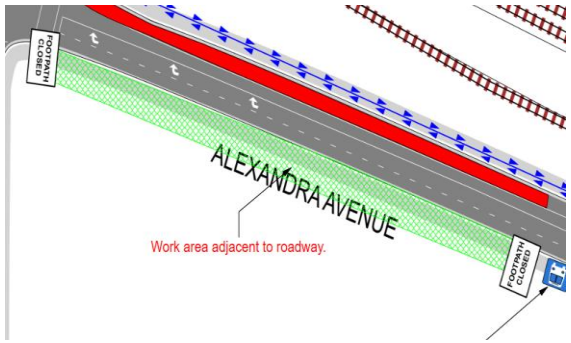
	Frequent	Probable	Occasional	Improbable
Catastrophic	**Intolerable**	**Intolerable**	**Intolerable**	**High**
Serious	**Intolerable**	**Intolerable**	**High**	**Medium**
Minor	**Intolerable**	**High**	**Medium**	**Low**
Limited	**High**	**Medium**	**Low**	**Low**

3.4 Treatment

Risk	Suggested treatment approach
Intolerable	Must be corrected immediately.
High	Should be corrected within 48 hours and risk reduced until then.
Medium	Should be corrected within 7 days and risk reduced until then.
Low	Should be monitored and the risk significantly reduced within 7 days

4. Audit Findings

							For completion by Project
DEFICIENCY MATRIX							
No.	**Document Reference**	**Description of Deficiency / Observation**	**Frequency**	**Severity**	**Risk**	**Accept Y/N**	**Action**
1	Appendix C – TGS-WES-ALX-WB-0101	There doesn't appear to be any pre-warning signage for pedestrians heading WB. This may lead to an increased risk of pedestrian VS vehicle type incidents. Pedestrians may get frustrated and instead of turning around may attempt to cross the road or walk WB along the road.  	Improbable	Minor	**Low**		Signs now installed

2	Appendix C – • TGSWESALXWB0101 • TGSWESBALEB0101 • TGSWESHASNB0101 • TGSWESHAWSB0101	Proposed TGS for 'Awning removal and utility works'. Consideration should be given for advance warning signage e.g. T1-5 and any other relevant signage to advise and inform motorists. It would be expected that workers may attempt to work adjacent to the roadway during the use of these TGSs. Insufficient advance warning may lead to increased risk to workers. This item is consistent through all TCPs listed. 	Improbable	Minor	**Low**		Noted T1-5 signage now shown on relevant TGS

3	Appendix C – • TGSWESALXWB1201 • TGSWESBALEB1201 • TGSWESHASNB1201 • TGSWESHAWSB1201	Distance between Roadwork Ahead signs not noted. This may lead to signs being installed at incorrect distances. If signs are placed at incorrect distances, drivers may not have enough time to comprehend all messages. This can lead to, nose to tail type incidents and increased risk to workers. This item is consistent through all TCPs listed.	Improbable	Minor	**Low**		Noted distances now included on relevant TGS
4	Appendix C – • TGSWESALXWB1201 • TGSWESBALEB1201 • TGSWESHASNB1201 • TGSWESHAWSB1201	Lane status signs and speed reductions are noted on the TCP. Both Lane Status & Speed signs should be erected on both sides of the road, were not possible repeated at 0.5D. This item is consistent through TCPs listed.	Improbable	Minor	**Low**		Noted signs now duplicated where possible

5	Appendix C – • TGSWESHAWSB1201	1. There's a left hand bend, the merge taper is located just after left hand bend. 2. There appears to be no chevrons and/or a flashing Arrow-board located in/at end of the SB Taper. 3. There appears to be no Road Work Ahead signs. 4. Speed signs are not duplicated on both sides of the road (or repeated at 0.5D). 5. Lane Status signs are not duplicated on both sides of the road (or repeated at 0.5D). 6. The SB lane configuration approaching Railway Pde does not appear to reflect real conditions. Consideration should be given to the additional left turn/buses excepted lane as this may affect Lane status configuration). Individually each item has the potential of resulting in nose to tail and side swipe type accidents. In conjunction, these items pose a significant risk.	Improbable	Minor	**Low**		Chevrons now included in taper Road Work Ahead signs installed Speed signs now duplicated Lane status signs now duplicated Understood but the lane status is provided for general traffic only

6	Appendix C – • TGSWESHAWSB1201 • TGSWESALXWB1201	It is noted that both TGSs: 'TGSWESHAWSB-1201' & 'TGSWESHAWSB1201' require the closure of 1 out of only 2 WB lanes at the intersection of Alexandra Ave & Hawkesbury Rd. With the dedicated right turn lane being used as a left, straight & right turn, this may result in: 1. Increased risk of driver confusion due to conflicting pavement markings 2. Increased risk of traffic queuing due to inadequate traffic Signal phasing to cope with the lane reduction. This will be exacerbated with the Pedestrian EB-WB crossing. This may increase the risk of nose to tail and side on impacts.	Improbable	Minor	**Low**		Noted, however, traffic controllers will be on site during this lane closure TC will be in constant contact with TMC
7	Proposed hoarding	It is unclear if the site hoarding will be set back far enough not to affect sight lines. Sight lines should be checked at all pedestrian crossing points and Giveaway locations prior to installing hoarding. Inadequate sight lines may result in side on impacts and Pedestrian VS vehicle accidents.	Improbable	Minor	**Low**		Noted, hoarding will be placed along the existing property line along Bailey Street, Hassall Street and Hawkesbury Road. Hoarding on Alexandra Avenue will be located to the immediate side of the existing retaining walls. It is further noted that signalised crossings are available on Alexandra Avenue/ Hawkesbury Road and that pedestrian refuge/ splitter islands are located on Hassall Street and Bailey Street.

8	Work vehicle access/egress	Consideration should be given to the management of Access and Egress points. Heavy vehicles with large blind spots in addition to the installation of hording, may create difficulty for pedestrians and drivers to safely giveaway to each other. This may increase the risk of pedestrians being struck by a heavy vehicle.	Improbable	Minor	**Low**		Pedestrian management in place during heavy vehicle movements

5. Conclusion

The report some areas where additional info may be required, or potential deficiencies have been identified for consideration by the traffic and/or project manager.

The findings and opinions in the report are based on the examination of the CTMP at the time of the audit. The Auditors have endeavoured to identify features of the design and Traffic Guidance Schemes 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.

[redacted]

Date: 10/09/2021

[redacted]

Director | Level 3 Road Safety Auditor
Civlink Consulting Pty Ltd
M[redacted]

[redacted]

[redacted]

Date: 10/09/2021

[redacted]

Director | Level 3 Road Safety Auditor
Civlink Consulting Pty Ltd
M[redacted]

[redacted]

APPENDIX A – Construction Traffic Management Plan

H. Stakeholder consultation

REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSDDS-DLT-WMD-TF-REP-000083	**Construction Traffic Management Plan (CTMP) - Westmead**	01.01	RVW	03	22/09/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Title Page	General Specification	The Project Address is listed as the three sites, suggest making it just Westmead	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Title Page	General Specification	This is consistent with all our plans	Observation	N
				03.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Title Page	General Specification	This is consistent with all our plans	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Title Page	General Specification	This is consistent with all our plans	Observation	N
				04	22/09/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS	General Specification	Only TGS show pedestrian management and there is no detail on when (more than 'Day' is required) and likely duration. This is important as a one-off short term closure has different impacts to everyday for 6 weeks. Update the document to provide detail, be less generalised, on pedestrian impacts and management.	Minor Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS	General Specification	NA	Minor Non-Compliance	Y
				04.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS	General Specification	This is as per the requirement under the Construction Traffic Management Framework, section 3.3.3 as required under section 2.12.4 of the General Specification. Details of the timing will be in accordance with MCoA D35 and will be provided on the ROL applications	Minor Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS	General Specification	NA	Minor Non-Compliance	Y
				05	22/09/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Overall	General Specification	No information has been provided on the management regarding the school, school children, parent parking, community and school notifications and vehicle operations during school zone times. Update the document with detailed specific actions that will be undertaken during the life of the Project	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	Overall	General Specification	NA	Actual Non-Compliance	Y
				05.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Overall	General Specification	Document amended	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	Overall	General Specification	NA	Actual Non-Compliance	Y
				06	22/09/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F	General Specification	The items raised by the Road Safety Audit have not been addressed/actioned.Update the document with detailed specific actions to each item raised by the audit	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F	General Specification	NA	Actual Non-Compliance	Y
				06.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F	General Specification	Document amended	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F	General Specification	NA	Actual Non-Compliance	Y
				07	22/09/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	7.2.1 & 7.2.2	General Specification	Short term work is not clearly defined. Especially Section 7.2.2, where it is not clear if the vehicle movements are for long and/or short term work.Update the document with detail on short and long term works, maybe even create separatesections.	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	7.2.1 & 7.2.2	General Specification	NA	Observation	Y
				07.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	7.2.1 & 7.2.2	General Specification	Document amended	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	7.2.1 & 7.2.2	General Specification	NA	Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				07.01.01	14/10/2021	SMD	[redacted]				The stated vehicle numbers are in line with the EIS. Comment closed.	Observation	Y
											NA	Observation	Y
				08	22/09/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	7.2.2 & Table 9	General Specification	Text in Section 7.2.2 states:'During works, there will be 4 light vehicle 18 heavy vehicle movements during most hours...' Table 9 underneath this paragraph states there will be 9 per hour between 7am and 10am and 3pm and 6pm. This is likely to create confusion.Update the document o provide clarity on vehicle movements.	Minor Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	7.2.2 & Table 9	General Specification	NA	Minor Non-Compliance	Y
				08.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	7.2.2 & Table 9	General Specification	Document amended	Minor Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	7.2.2 & Table 9	General Specification	NA	Minor Non-Compliance	Y
				08.02	14/10/2021	SMD	[redacted]				The numbers in the text and table still do not correlate, but they are in line with the EIS. Comment closed	Minor Non-Compliance	Y
							[redacted]				NA	Minor Non-Compliance	Y
				09	22/09/2021	TFN	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	6.2.1 Alexandra Avenue	NA	The text on page 9 highlights that there is a green on green conflict for the left turn from Alexandra Avenue to Hawkesbury Road - this presents significant risk of a collision occurring due to conflicting priority and HV blind spots. Please consider this risk and demonstrate how it will be managed So Far As Is Reasonably Practicable.	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	6.2.1 Alexandra Avenue	NA	NA	Observation	Y
				09.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	6.2.1 Alexandra Avenue	NA	Please refer to section 8.3 of the submitted document	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	6.2.1 Alexandra Avenue	NA	NA	Observation	Y
				09.01.01	14/10/2021	TFN	[redacted]				Document updated to highlight additional awareness for drivers regarding risks at the intersection to be provided. Comment closed.	Observation	Y
							[redacted]				NA	Observation	Y
				10	22/09/2021	TFN	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Figure 11 and generally on TCPs	2.11.1 (f)	Figure 11 shows the driveway entry and exits points. Left in left out movements a safe outcome, however it is not shown in the TCPs how the conflicts at these driveways between pedestrians and vehicles will be managed or what other mitigation measures will be provided to mitigate risk of collisions occurring. The likely presence of school children in this area further add to the risk. Please indicate on the TCPs if spotters will be used at the gates and any other pedestrian controls that will be implemented (such as Be Truck Aware pavement decals) to mitigate the risk of collisions.	Minor Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	Figure 11 and generally on TCPs	2.11.1 (f)	NA	Minor Non-Compliance	Y
				10.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Figure 11 and generally on TCPs	2.11.1 (f)	Document amended	Minor Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	Figure 11 and generally on TCPs	2.11.1 (f)	NA	Minor Non-Compliance	Y
				10.01.01	14/10/2021	TFN	[redacted]				Section 7.2.4 highlights that traffic controllers will be used to manage pedestrian / HV interface. Further documentation provided inDG-SMW-TYP-0000-01. Risk addressed, comment closed.	Minor Non-Compliance	Y
							[redacted]				NA	Minor Non-Compliance	Y
				11	22/09/2021	TFN	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Table 5	NA	Has consideration been given to minimising HV numbers during school zone hours due to the increased risk school children present?	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	Table 5	NA	NA	Observation	Y
				11.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Table 5	NA	Heavy vehicle movements are already halved from the EIS numbers as the inbound route is not passing Westmead Public School.	Observation	Y

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								SMWSDDS-DLT-WMD-TF-REP-000083	Table 5	NA	NA	Observation	Y
				11.01.01	14/10/2021	TFN	[redacted]				Response noted, comment closed.	Observation	Y
							[redacted]				NA	Observation	Y
				12	22/09/2021	TFN	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	8.1 Haulage routes	2.11.1 (f)	The CTMP proposes a number of haulage routes different to those provided in the EIS. While I agree that these are generally safer as they result in less vehicles passing the school with young children, please provide analysis and evidence of assessment that show these routes are safer. This should also include highlighting mitigation measures to address public safety and road safety along these new haulage routes.	Minor Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	8.1 Haulage routes	2.11.1 (f)	NA	Minor Non-Compliance	Y
				12.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	8.1 Haulage routes	2.11.1 (f)	Refer to Section 7.2.4	Minor Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	8.1 Haulage routes	2.11.1 (f)	NA	Minor Non-Compliance	Y
				12.01.01	14/10/2021	TFN	[redacted]				Significant detail on safety mitigation measures now provided in section 7.2.4 - thank you. Comment closed.	Minor Non-Compliance	Y
							[redacted]				NA	Minor Non-Compliance	Y
				13	22/09/2021	TFN	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-0101 Sheet 1 of 1	NA	The footpath closed signage at the intersection of Hawkesbury Rd and Bailey Street may be misleading for those pedestrians continuing North along Hawkesbury Road and as a result incur a long detour for them. Please consider implementing detour access Alexandra Avenue and down Northern footpath instead.	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-0101 Sheet 1 of 1	NA	NA	Observation	Y
				13.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-0101 Sheet 1 of 1	NA	Document amended	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-0101 Sheet 1 of 1	NA	NA	Observation	Y
				13.01.01	14/10/2021	TFN	[redacted]				Document updated, comment closed.	Observation	Y
							[redacted]				NA	Observation	Y
				14	22/09/2021	TFN	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	NA	Is there meant to be a sheet 2 of 2?	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	NA	NA	Observation	Y
				14.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	NA	Document amended	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	NA	NA	Observation	Y
				15	22/09/2021	TFN	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-HA-WSB-0101	NA	Please consider signage at intersection of Railway Parade and Hawkesbury Rd to help direct pedestrians in the most direct route to the school. This will assist in reducing the likelihood of uncontrolled crossings at Alexandra and Hawkesbury as they realise they need to take a significant detour.	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-HA-WSB-0101	NA	NA	Observation	Y
				15.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-HA-WSB-0101	NA	Document amended	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-HA-WSB-0101	NA	NA	Observation	Y
				15.01.01	14/10/2021	TFN	[redacted]				Documented updated to keep signalised crossing open, comment closed.	Observation	Y
											NA	Observation	Y

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				16	22/09/2021	TFN	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WE-SHA-WSB-0101	NA	Please confirm if pedestrian signals will be turned off and covered up? If not, this may increase the risk of pedestrians still crossing at the intersection of Alexandra and Hawkesbury Rd and walking in the travel lane to access the footpath (increased risk of being struck by a vehicle).	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WE-SHA-WSB-0101	NA	NA	Observation	Y
				16.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WE-SHA-WSB-0101	NA	Traffic signals will not be turned off or covered. The pedestrian buttons will be covered and traffic controllers on site to monitor pedestrian movements	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WE-SHA-WSB-0101	NA	NA	Observation	Y
				16.01.01	14/10/2021	TFN	[redacted]				Response noted, comment closed.	Observation	Y
							[redacted]				NA	Observation	Y
				17	22/09/2021	TFN	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WE-SHA-WSB-0101	NA	Please consider additional footpath ahead warning signage at the intersection of Hassall St and Alexandra Avenue to mitigate the risk of pedestrians walking past the bus stop and performing uncontrolled crossings across Alexandra Avenue.	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WE-SHA-WSB-0101	NA	NA	Observation	Y
				17.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WE-SHA-WSB-0101	NA	Document amended	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WE-SHA-WSB-0101	NA	NA	Observation	Y
				17.01.01	14/10/2021	TFN	[redacted]				Document updated, comment closed.	Observation	Y
							[redacted]				NA	Observation	Y
				18	22/09/2021	TFN	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F - Road Safety Audit	CTMF requirements	Please include completed road safety audit with project responses to each risk so the appropriateness of the controls can be assessed. Thank you.	Minor Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F - Road Safety Audit	CTMF requirements	NA	Minor Non-Compliance	Y
				18.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F - Road Safety Audit	CTMF requirements	Document amended	Minor Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F - Road Safety Audit	CTMF requirements	NA	Minor Non-Compliance	Y
				18.01.01	14/10/2021	TFN	[redacted]				Completed road safety audit included, comment closed.	Minor Non-Compliance	Y
							[redacted]				NA	Minor Non-Compliance	Y
				19	22/09/2021	TFN	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F Road Safety Audit - Risk 8	NA	The consequence of a pedestrian struck by a heavy vehicle is unlikely to only be a minor injury, and more likely to be a serious injury or single fatality. Please treat this risk as a higher priority.	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F Road Safety Audit - Risk 8	NA	NA	Observation	Y
				19.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F Road Safety Audit - Risk 8	NA	Document amended	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083	Appendix F Road Safety Audit - Risk 8	NA	NA	Observation	Y
				19.01.01	14/10/2021	TFN	[redacted]				Mitigation measures updated and clarified to address risk sufficiently. Thank you. Comment closed.	Observation	Y
							[redacted]				NA	Observation	Y
				21	28/09/2021	SMD	[redacted]	00	3.3 Project Description	NA	last dot point - change Alexandra Parade to Avenue - can this change be made across all plans	Observation	Y
							[redacted]	00	3.3 Project Description	NA	NA	Observation	Y
				21.01	13/10/2021	DLT	[redacted]	00	3.3 Project Description	NA	Document amended	Observation	Y
								00	3.3 Project Description	NA	NA	Observation	Y

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				22	28/09/2021	SMD	[redacted]	00	6.2.1 Alexandra Avenue	na	last sentence in 1st paragraph is incorrect. All properties along Alexandra Ave between Hawkesbury and Hassall are residential. There are 2 commercial businesses (barber shop & medical centre) located on Hawkesbury Rd between Alexandra & Bailey. Move reference to commercial to section 6.2.3 - - can this change be made across all plans	Observation	Y
							[redacted]	00	6.2.1 Alexandra Avenue	na	NA	Observation	Y
				22.01	13/10/2021	DLT	[redacted]	00	6.2.1 Alexandra Avenue	na	Document amended	Observation	Y
							[redacted]	00	6.2.1 Alexandra Avenue	na	NA	Observation	Y
				23	28/09/2021	SMD	[redacted]	00	6.2.1 Alexandra Avenue	na	last para - change beginning of sentence to - Pedestrian access to Westmead rail station is location..... can this change be made across all plans	Observation	Y
							[redacted]	00	6.2.1 Alexandra Avenue	na	NA	Observation	Y
				23.01	13/10/2021	DLT	[redacted]	00	6.2.1 Alexandra Avenue	na	Document amended	Observation	Y
							[redacted]	00	6.2.1 Alexandra Avenue	na	NA	Observation	Y
				24	28/09/2021	SMD	[redacted]	00	6.2.1 Alexandra Avenue	na	include sentence about Sydney Trains access gate located at intersection of Alexandra Ave & Hassall St into rail corridor. Can this change be made across all plans	Observation	Y
							[redacted]	00	6.2.1 Alexandra Avenue	na	NA	Observation	Y
				24.01	13/10/2021	DLT	[redacted]	00	6.2.1 Alexandra Avenue	na	Document amended	Observation	Y
							[redacted]	00	6.2.1 Alexandra Avenue	na	NA	Observation	Y
				25	28/09/2021	SMD	[redacted]	00	6.2.2 Hassall Street	NA	include reference to residential area, similar to section 6.2.1. Can this change be made across all plans	Observation	Y
							[redacted]	00	6.2.2 Hassall Street	NA	NA	Observation	Y
				25.01	13/10/2021	DLT	[redacted]	00	6.2.2 Hassall Street	NA	Document amended	Observation	Y
							[redacted]	00	6.2.2 Hassall Street	NA	NA	Observation	Y
				26	28/09/2021	SMD	[redacted]	00	6.2.3 Hawkesbury Rd	NA	include reference to residential and commercial area, similar to section 6.2.1. Can this change be made across all plans	Observation	Y
							[redacted]	00	6.2.3 Hawkesbury Rd	NA	NA	Observation	Y
				26.01	13/10/2021	DLT	[redacted]	00	6.2.3 Hawkesbury Rd	NA	Document amended	Observation	Y
							[redacted]	00	6.2.3 Hawkesbury Rd	NA	NA	Observation	Y
				27	28/09/2021	SMD	[redacted]	00	6.2.4 Bailey Street	NA	include reference to residential area, similar to section 6.2.1. Please make this change across all plans	Observation	Y
							[redacted]	00	6.2.4 Bailey Street	NA	NA	Observation	Y
				27.01	13/10/2021	DLT	[redacted]	00	6.2.4 Bailey Street	NA	Document amended	Observation	Y
							[redacted]	00	6.2.4 Bailey Street	NA	NA	Observation	Y
				28	28/09/2021	SMD	[redacted]	00	8 Fleet Managment	NA	This section references Clyde site, please update to reflect specifications to Westmead site and check any new plans being developed	Observation	Y
							[redacted]	00	8 Fleet Managment	NA	NA	Observation	Y
				28.01	13/10/2021	DLT	[redacted]	00	8 Fleet Managment	NA	Document amended	Observation	Y
							[redacted]	00	8 Fleet Managment	NA	NA	Observation	Y
				29	28/09/2021	SMD	[redacted]	00	8.3 Drivers and operators	NA	Can inclusion be made to site induction noting the presence of Westmead Public School nearby.	Observation	Y
							[redacted]	00	8.3 Drivers and operators	NA	NA	Observation	Y
				29.01	13/10/2021	DLT	[redacted]	00	8.3 Drivers and operators	NA	Document amended	Observation	Y
							[redacted]	00	8.3 Drivers and operators	NA	NA	Observation	Y
				31	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Section 7.2.4 – Impact on active transport users	N/A	Please include specific detail on how impacts would bemanaged and mitigation measures that would be put in place	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Section 7.2.4 – Impact on active transport users	N/A	It is unclear why this has not been closed out as the document has been amended to reflect the request	Minor Non-Compliance	N
				31.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Section 7.2.4 – Impact on active transport users	N/A	Document amended	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Section 7.2.4 – Impact on active transport users	N/A	NA	Minor Non-Compliance	N

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				32	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Section 7.2.5 – Impact on access (section currently does not	MCoAs D80, D81, D93 and REMM TT18	Section 7.2.5 to address/include “other properties/affected properties” to adequately address how impacts would be avoided or mitigated as per relevant MCoAs D80, D81, D93 and REMM TT18	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Section 7.2.5 – Impact on access (section currently does not	MCoAs D80, D81, D93 and REMM TT18	It is unclear why this has not been closed out as the document has been amended to reflect the request	Actual Non-Compliance	N
				32.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Section 7.2.5 – Impact on access (section currently does not	MCoAs D80, D81, D93 and REMM TT18	There is no impact on access	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Section 7.2.5 – Impact on access (section currently does not	MCoAs D80, D81, D93 and REMM TT18	NA	Actual Non-Compliance	N
				33	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Section 7.2.6 - Impact on parking Section 8.1.1 - Road Dilap	N/A	Amend typo exiting Amend typo ‘rod’ Amend typo ‘demobilsed’	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Section 7.2.6 - Impact on parking Section 8.1.1 - Road Dilap	N/A	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N
				33.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Section 7.2.6 - Impact on parking Section 8.1.1 - Road Dilap	N/A	Document amended	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Section 7.2.6 - Impact on parking Section 8.1.1 - Road Dilap	N/A	NA	Observation	N
				34	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D80, D81, D89	MCoA 80, 81 and 89 reference to be amended to MCoA D80, D81, and D89	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D80, D81, D89	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N
				34.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D80, D81, D89	Document amended	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D80, D81, D89	NA	Observation	N
				35	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D83 and MCoA D99	MCoA D83 and MCoA D99 (Spoil Movement) is not addressed in this CTMP or within HVLR – review/address or alternatively confirm management plans where these MCoAs are addressed	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D83 and MCoA D99	It is unclear why this has not been closed out as the document has been amended to reflect the request	Actual Non-Compliance	N
				35.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D83 and MCoA D99	Not a requirement under SMW Schedule 20 - allocation of MCoA and REMM	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D83 and MCoA D99	NA	Actual Non-Compliance	N
				36	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Appendix A – Compliance - Table 11	MCoAs D86 and D87	MCoAs D86 and D87– Include Appendix Reference E where HVLR will be included within this CTMP	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Appendix A – Compliance - Table 11	MCoAs D86 and D87	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N
				36.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Appendix A – Compliance - Table 11	MCoAs D86 and D87	Will be included once approved by DPIE	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Appendix A – Compliance - Table 11	MCoAs D86 and D87	NA	Observation	N
				37	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Appendix A – Compliance - Table 11	MCoA D88	MCoA D88 - Section reference to be amended to Section 8.1.1 and include Appendix E	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Appendix A – Compliance - Table 11	MCoA D88	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N
				37.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Appendix A – Compliance - Table 11	MCoA D88	Document amended	Observation	N

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								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00	Appendix A – Compliance - Table 11	MCoA D88	NA	Observation	N
				38	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D90 e) and f)	MCoA D90 e) and f) - Address/ include Section reference of where MCoA D90 e) and f) are addressed	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D90 e) and f)	It is unclear why this has not been closed out as the document has been amended to reflect the request	Actual Non-Compliance	N
				38.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D90 e) and f)	Document amended - note that there is no f) requirement under this condition	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D90 e) and f)	NA	Actual Non-Compliance	N
				39	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D95	MCoA D95 references Section 10.2, however this MCoA is not addressed. Review and update Sec 10.2 to address MCoA D95	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D95	It is unclear why this has not been closed out as the document has been amended to reflect the request	Actual Non-Compliance	N
				39.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D95	Document amended	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 11	MCoA D95	NA	Actual Non-Compliance	N
				40	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM TT6 and TT7	REMM TT6 and TT7 – Amend Section reference to Section 8	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM TT6 and TT7	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N
				40.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM TT6 and TT7	Document amended	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM TT6 and TT7	NA	Observation	N
				41	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM TT17	REMM TT17 – Address and include section references for last two bullet points of REMM TT17	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM TT17	It is unclear why this has not been closed out as the document has been amended to reflect the request	Minor Non-Compliance	N
				41.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM TT17	Document amended	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM TT17	NA	Minor Non-Compliance	N
				42	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM C11	REMM C11 - Refers to Section 7.2.7, 10.2 and 10.3 –include more detail and specifics within this section on what the coordination and consultation with these stakeholders would typically include as per the REMM for e.g. regular updates, conflict identification, mitigation measures that would be developed to manage conflict/cumulative impacts identified etc.	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM C11	It is unclear why this has not been closed out	Minor Non-Compliance	N
				42.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM C11	Coordination between the porjects is undertaken at these forums	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMM C11	NA	Minor Non-Compliance	N
				43	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMMs TT9 and TT14	REMMs TT9 and TT14 not included/addressedin Table 12/CTMP. Review and update Table 12/CTMP	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMMs TT9 and TT14	It is unclear why this has not been closed out as the REMMS are not requirements under Schedule 20 for the DELTA works	Actual Non-Compliance	N
				43.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMMs TT9 and TT14	These REMMS are not requirements for the DELTA works as noted in Schedule 20 provided by Sydney Metro West	Actual Non-Compliance	N

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								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix A – Compliance - Table 12	REMMs TT9 and TT14	NA	Actual Non-Compliance	N
				44	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix F - RSA – Section 4 - Audit Findings	N/A	It is noted that the “Action” section for “Completion by the Project” is yet to be populated. Noted it was completed in the Parramatta CTMP for the RSA Audit Findings.	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix F - RSA – Section 4 - Audit Findings	N/A	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N
				44.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix F - RSA – Section 4 - Audit Findings	N/A	Document amended	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendix F - RSA – Section 4 - Audit Findings	N/A	NA	Observation	N
				45	30/09/2021	HBI	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendices B, E and G	N/A	Noted that the following Appendices referred to in the Main Sections of the CTMP are still to be included : Appendix B – Special Events, Appendix E – HVLR and Appendix G (Stakeholder Consultation- comments and responses to be still included)	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendices B, E and G	N/A	It is unclear why this has not been closed out	Observation	N
				45.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendices B, E and G	N/A	Appendix B - Special Events - none are known at present due to COVID-19Appendices E and F will be populated once plans have been approved by DPIEAppendix G now Appendix H populated for this resumission	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083.00.RVW.00.	Appendices B, E and G	N/A	NA	Observation	N
				46	30/09/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	Section 8.1.1	MCoA D88	Section 8.1.1: Please include how Delta will inform Sydney Metro and Relevant Road Authority about any damage caused by Delta's construction works to then subsequently compensate or rectify the damage.	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	Section 8.1.1	MCoA D88	Document amended	Observation	N
				46.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	Section 8.1.1	MCoA D88	Document amended	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	Section 8.1.1	MCoA D88	NA	Observation	N
				46.01.01	19/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 01	Section 9.1.1	MCoA D89	It is not clear where the document has been amended. Please provide reference to incident reporting procedure to notify any road damages.	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 01	Section 9.1.1	MCoA D89	Refer to setion 8.1	Observation	N
				48	30/09/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	6.2.3	NA	Hawkesbury Road is a Regional road between Alexandra Avenue and Darcy Road, as shown on Figure 9.	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	6.2.3	NA	NA	Observation	Y
				48.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	6.2.3	NA	Document amended	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	6.2.3	NA	NA	Observation	Y
				48.01.01	14/10/2021	SMD	[redacted]				Description not amended. Not a compliance matter, comment closed.	Observation	Y
							[redacted]				NA	Observation	Y
				49	30/09/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	7.2	NA	Is there a reason that the hoarding on Alexandra Avenue will be located away from the site boundary?	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	7.2	NA	NA	Observation	Y
				49.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	7.2	NA	Ther is a level difference between the property and street and a retaining wall exists on the boundary. This retaining wall is to remain in place.	Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	7.2	NA	NA	Observation	Y
				50	30/09/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	TGS-WES-ALX-WB-0101	NA	The diagrams appear to indicate that the corner of Hawkesbury Road/Alexandra Ave would be not part of the footpath closure in Alexandra Ave. If it is related to awning removal works then the closure would extend around the corner into Hawkesbury Road.	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	TGS-WES-ALX-WB-0101	NA	NA	Observation	Y
				50.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	TGS-WES-ALX-WB-0101	NA	There may be a requirement for footpath closures associated with service disconnection works - a note has been added to TGS-WES-HAW_SB-0101 that when this TGS is used in conjuction with GS-WES-ALX-WB-0101 then the detouur route noted on TGS-WES-HAW-SB-0101 will be used	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000083 Rev : 00	TGS-WES-ALX-WB-0101	NA	NA	Observation	Y
				52	5/10/2021	CUB	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Whole document	na	'Sydney Metro' has been identified as Client in both HVLR and CPAS reports, but 'Transport for NSW' is identified as client in the CTMP.	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Whole document	na	It is unclear why this has not been closed out as the document has been amended to reflect the request	Actual Non-Compliance	N
				52.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Whole document	na	Document amended	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Whole document	na	NA	Actual Non-Compliance	N
				53	5/10/2021	CUB	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 22, Section 7.2.12	na	Page 22, 7.2.12 Road Occupation and restoration, Council's timeline of 10 days shall be identified in the section.	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 22, Section 7.2.12	na	It is unclear why this has not been closed out as the document has been amended to reflect the request	Actual Non-Compliance	N
				53.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 22, Section 7.2.12	na	Document amended	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 22, Section 7.2.12	na	NA	Actual Non-Compliance	N
				54	5/10/2021	CUB	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 36 and 37	na	TCPs on pages 36 & 37 are same.	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 36 and 37	na	It is unclear why this has not been closed out as the document has been amended to reflect the request	Actual Non-Compliance	N
				54.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 36 and 37	na	Document amended	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 36 and 37	na	NA	Actual Non-Compliance	N
				55	5/10/2021	CUB	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 36	na	Page 36: Proposed closure on Alexandra Avenue does not interfere the pedestrian movements between Bailey and Alexandra. What is the reason for this diversion? If there is diversion, provide prewarning sign at Priddle Street signals where pedestrians can cross the road.Pedestrian access provided on Alexandra Avenue (southern side) up to bus stop. Why not provide a sign to the effect 'Access up to Bus stop only'	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 36	na	It is unclear why this has not been closed out as the document has been amended to reflect the request	Actual Non-Compliance	N
				55.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 36	na	Document amended	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 36	na	NA	Actual Non-Compliance	N
				56	5/10/2021	CUB	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 38, 40 & 44	na	TCPs on pages 38, 40 & 44, Hawkesbury Road is shown to be 60kph speed limited, but Hawkesbury Road has 50kph speed limit.	Actual Non-Compliance	N

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								SMWSDDS-DLT-WMD-TF-REP-000083	Page 38, 40 & 44	na	It is unclear why this has not been closed out as the document has been amended to reflect the request	Actual Non-Compliance	N
				56.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 38, 40 & 44	na	Document amended	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 38, 40 & 44	na	NA	Actual Non-Compliance	N
				57	5/10/2021	CUB	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 38	na	The block of TCP on page 38 says the location as Hassall Street, but the street is not shown. Also, the block says sheet 1 of 2. Where is Sheet 2 of 2?	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 38	na	It is unclear why this has not been closed out as the document has been amended to reflect the request	Actual Non-Compliance	N
				57.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 38	na	Document amended	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 38	na	NA	Actual Non-Compliance	N
				58	5/10/2021	CUB	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 38	na	Council understands that the footpath on the northern side Bailey Street is kept open in the TCP.	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 38	na	It is unclear why this has not been closed out as this is an observation that was made which DELTA agreed with	Actual Non-Compliance	N
				58.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 38	na	Correct	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 38	na	NA	Actual Non-Compliance	N
				59	5/10/2021	CUB	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 39 and 40	na	Are TCPs on pages 39 & 40 implemented at the same time? Why need two TCPs?	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 39 and 40	na	The explanation is provided below	Actual Non-Compliance	N
				59.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 39 and 40	na	It is likely that intermittent footpath closures may be required seperately	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 39 and 40	na	NA	Actual Non-Compliance	N
				60	5/10/2021	CUB	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 39 and 40	na	Council understands that the footpath on the western side of Hassall Street is kept open.	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 39 and 40	na	It is unclear why this has not been closed out as this is an observation that was made which DELTA agreed with	Actual Non-Compliance	N
				60.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Page 39 and 40	na	Correct	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Page 39 and 40	na	NA	Actual Non-Compliance	N
				61	5/10/2021	CUB	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	whole document	na	The changes to heavy vehicle route shown on HVLR report is not included in the CTMP. Section 8.1 shows the EIS approved heavy vehicle routes.	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	whole document	na	The explanation is provided below	Actual Non-Compliance	N
				61.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	whole document	na	Noted the HVLR will be included in Appendix E	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000083	whole document	na	NA	Actual Non-Compliance	N
				62	11/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Swept paths	n/a	Swept path of 12.5m & 19m long vehicles turning left out of Bailey Street onto Hawkesbury Road goes over the kerb and footpath significantly. This is a safety concern for pedestrians.	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Swept paths	n/a	Refer to 62.01 which notes that this comment can be closed out	Observation	N

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				62.01	11/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Swept Paths	n/a	Error - this comment was meant for the HVLR, it can be deleted/closeout in this register.	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Swept Paths	n/a	It is unclear why this is observation is not closed out	Observation	N
				62.01.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Swept Paths	n/a	Noted	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Swept Paths	n/a	NA	Observation	N
				62.02	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Swept paths	n/a	This movement is not proposed for these vehicles as noted in the HVLR Westmead Appendix B. This HVLR report is an appendix to the CTMP	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Swept paths	n/a	NA	Observation	N
				63	11/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Appendix C	n/a	Concerns with swept paths have been raised as part of the written advice in Appendix C. However, I couldn't find any statements that addresses these concerns. This should be addressed.	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Appendix C	n/a	Refer to 63.01 which notes that this comment can be closed out	Observation	N
				63.01	11/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Appendix X	n/a	Error - this comment was meant for the HVLR, it can be deleted/closeout in this register.	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Appendix X	n/a	It is unclear why this is observation is not closed out	Observation	N
				63.01.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Appendix X	n/a	Noted	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Appendix X	n/a	NA	Observation	N
				63.02	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	Appendix C	n/a	This is included in the HVLR for Westmead	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	Appendix C	n/a	NA	Observation	N
				64	11/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	n/a	TCP indicates that left lane on Alexandra Ave will be occupied. The remaining lane is a dedicated right turn lane with arrows. Will through and left turn movements be banned for this stage?	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	n/a	No all movements will be allowed	Observation	N
				64.01	11/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	n/a	If not, pavement arrows will need to be removed/changed and traffic signal detectors adjusted.	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	n/a	This is a short term lane closure under traffic control.	Observation	N
				64.01.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	n/a	Suggest plates if requried and ongoing liaison with TMC during the planned lane closure. It is anticipated that these works will be completed within 1-2 shifts	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	n/a	NA	Observation	N
				64.02	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	n/a	No - refer to comments on RSA	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-ALX-WB-1201 Sheet 1 of 2	n/a	NA	Observation	N
				65	11/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGSWESALXWB1201 Sheet 1 of 2	n/a	End Roadworks speed limits are incorrectly indicated. Northbound on Hawkesbury Road is 40km/h and southbound is 50km/h	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	TGSWESALXWB1201 Sheet 1 of 2	n/a	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N

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				65.01	11/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-HAW-SB-1201	n/a	Same forTGS-WES-HAW-SB-1201. End Roadworks speed limits are incorrectly indicated. Northbound on Hawkesbury Road is 40km/h and southbound is 50km/h	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-HAW-SB-1201	n/a	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N
				65.01.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-HAW-SB-1201	n/a	Hawkesbury Road southbound is also 50km/hr outside of school zone timesTGS amended to reflect 50km/hr	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-HAW-SB-1201	n/a	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N
				65.02	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGSWESALXWB1201 Sheet 1 of 2	n/a	Hawkesbury Road southbound is also 50km/hr outside of school zone timesTGS amended to reflect 50km/hr	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	TGSWESALXWB1201 Sheet 1 of 2	n/a	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N
				66	11/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-BAL-EB-1201	n/a	End Roadworks speed limit is incorrectly indicated. Southbound on Hawkesbury Road is 50km/h.	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-BAL-EB-1201	n/a	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N
				66.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-BAL-EB-1201	n/a	Document amended	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	TGS-WES-BAL-EB-1201	n/a	NA	Observation	N
				67	11/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	General	n/a	Why does kerbside lane on Alexandra Avenue need to be closed? Left turners can still turn into second lane on Hawkesbury Road. If kerbside lane needs to be occupied, the same comment applies as above regarding dedicated right turn lane.	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	General	n/a	This is a short term lane closure under traffic control to remove the awning of the building located on the corner of Hawkesbury Road and Alexandra Avenue	Observation	N
				67.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	General	n/a	The kerbside lane is required to be closed to facilitate the awning removal at this location - refer to response Item 64.01	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	General	n/a	NA	Observation	N
				68	11/10/2021	SMD	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	RSA	n/a	Agree with RSA comments, they should be addressed if not already. Please confirm.	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	RSA	n/a	It is unclear why this has not been closed out as the document has been amended to reflect the request	Observation	N
				68.01	13/10/2021	DLT	[redacted]	SMWSDDS-DLT-WMD-TF-REP-000083	RSA	n/a	Document amended	Observation	N
								SMWSDDS-DLT-WMD-TF-REP-000083	RSA	n/a	NA	Observation	N

I. Inspection checklists

E.4 Shift / Daily TTM inspection checklist

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

Completed by:					
Name:		Signature:			
TMP Reference:		TGS Reference:			
Date:		Time/s	*Inspection 1*	*Inspection 2*	*Inspection 3*
			00-00	00-00	00-00

Drive through TGS inspection		*Inspection 1*	*Inspection 2*	*Inspection 3*
Have any adjustments been made to the approved TGS?		☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
If yes, provide details:	Are changes within tolerances? ***If no, TGS must be reviewed by a PWZTMP***	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
	Have changes been approved? ***If no, TGS must be approved***	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
Comments or details of action taken:				
Have all signs and devices been installed in accordance with approved TGS? ***If no, provide detail of action taken***		☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
Comments or details of action taken:				

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

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

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

Additional comments:

Reset forms - pages 278 to 281

E.5 Post completion inspection checklist

Completed by:			
Name:		Road name/Staging Plan number:	
Signature:		Date / time:	
ITCP or PWZTMP card number			

Drive through post completed inspection		
Item		**Comments / Action**
Have all work activities been completed?	☐ Yes ☐ No	
Has all plant and equipment been removed?	☐ Yes ☐ No	
Have all TTM signs and devices been removed?	☐ Yes ☐ No	
Has all TTM linemarking been obliterated?	☐ Yes ☐ No	
Have existing permanent speed limits been reinstated?	☐ Yes ☐ No	
Have all TTM site hazards been removed?	☐ Yes ☐ No	
Other	☐ Yes ☐ No	

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

Additional comments:

Reset forms - pages 282 to 283

E.3 Weekly TTM inspection checklist

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

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

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

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

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

Additional comments:

Reset forms - pages 273 to 277

[redacted]
Director, Project Environment, Sustainability and Planning
Metro West
Level 43, 680 George Street,
Sydney NSW 2000

28/10/2021

Dear [redacted]

Sydney Metro West – Stage 1 (SSI-10038)
Westmead Construction Traffic Management Plan

I refer to the Westmead Construction Traffic Management Plan (CTMP), revision 1, dated 13 October 2021, which was submitted to the Planning Secretary for information in accordance with Condition D85 of SSI-10038.

I note that the CTMP (revision 1):

- has been prepared in consultation with Cumberland Council, various NSW Emergency Services and Transport for NSW and no outstanding issues remain;
- has been reviewed and approved by Sydney Metro and no issues have been raised; and
- has been prepared in accordance with Sydney Metro's Construction Traffic Management Framework.

You are reminded that if there is any inconsistency between the CTMP (revision 1) and the conditions of approval, then the requirements of the conditions will prevail.

If you wish to discuss the matter further, please contact Scott Cooper at scott.cooper@planning.nsw.gov.au.

Yours sincerely

[redacted]

[redacted]
Team Leader - Rail
Infrastructure Management

As nominee of the Planning Secretary