

LENDLEASE

Jordan Springs East Stage 3B2

Construction Traffic Management Plan

SEPTEMBER 2017

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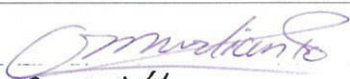

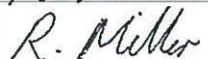
Jordan Springs East Stage 3B2 Construction Traffic Management Plan

Lendlease

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1 INTRODUCTION

1.1 BACKGROUND

Jordan Springs East is located within the Penrith City Council Local Government Area (LGA) and forms part of the St Marys development site. It is bounded by existing residential development in the suburbs of Werrington County and Werrington Downs to the south, land zoned for Regional Open Space to the east and land zoned for Regional Park to the north and west. There is also an area zoned for Drainage that adjoins the northern boundary of the precinct. Jordan Springs East covers an area of approximately 133.1 hectares.

The delivery of the Jordan Springs East master plan is staged. Under the Precinct Plan amendment (2016), currently under consideration by Council, the total yield from Jordan Springs East will be 1,436 residential dwellings with approximately 38 hectares of employment land use. To date, approval has been obtained for dwellings across Stages 1, 2, 3A and sought for residential dwellings across Stages 4A, 4B and 3B1.

This Construction Traffic Management Plan (CTMP) has been prepared to assess the cumulative impact Stage 3B2 construction traffic will have within Jordan Springs East and on the existing external road network.

Stage 3B2 will comprise of four super-lots measuring at 1,790 m², 2,685 m², 1,362 m², and 1,511 m² which is approximately comparable to the size of 20 typical residential lots in Jordan Springs East. The location of Stage 3B2 is shown in Figure 1.1 below.

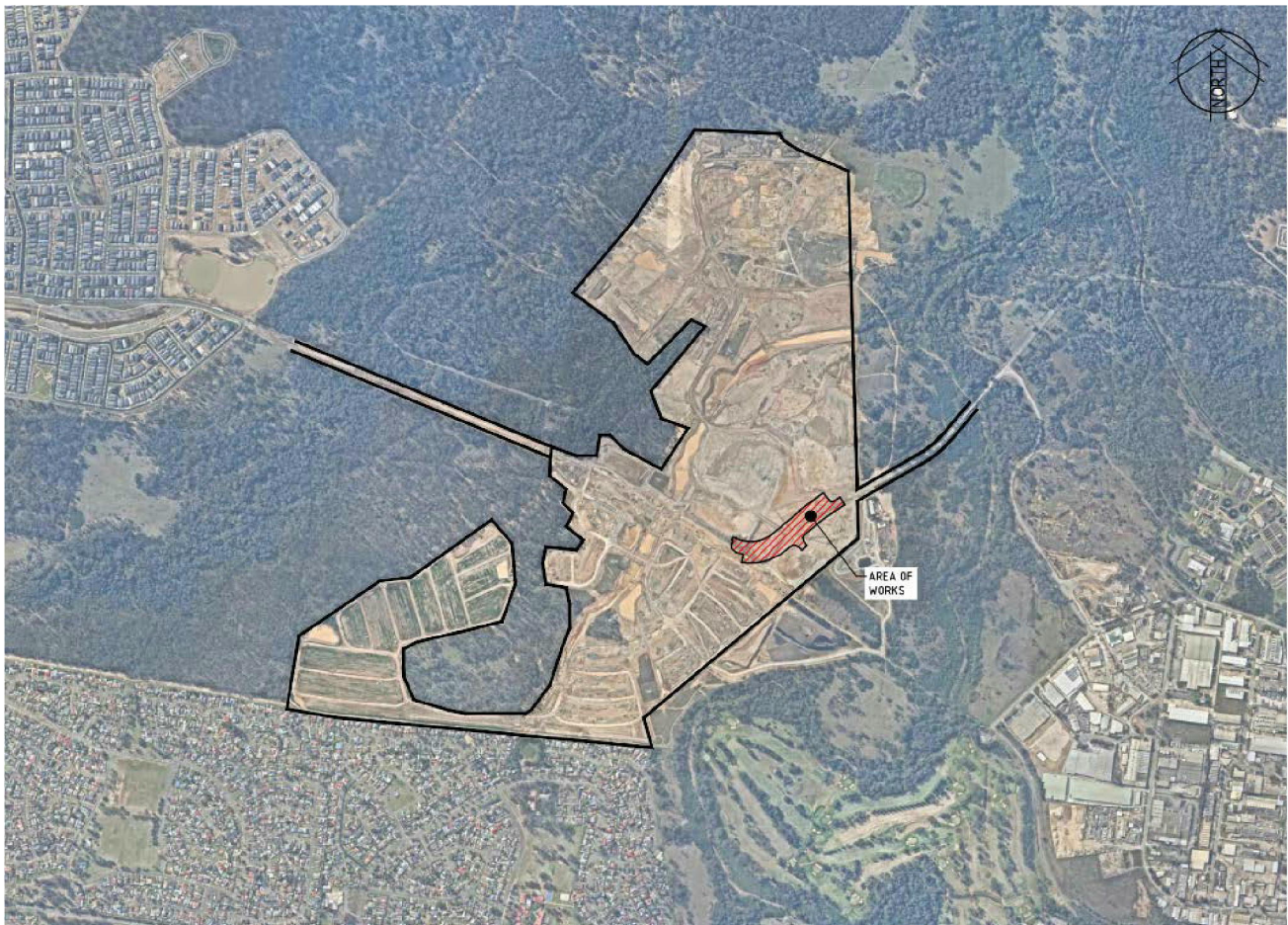


Figure 1.1 Location of Stage 3B2 in Jordan Springs East

1.1 OBJECTIVES

This CTMP seeks to outline the following:

- A description of the proposed construction works including works areas, traffic generation and haulage routes.
- Traffic management measures including the implementation of traffic control to provide traffic with safe passage, minimise traffic delays and minimise traffic impacts including queuing.
- The provision of example Traffic Control Plans (TCPs) to provide a safe work site and safe working conditions during the project.
- Preparation of a Vehicle Movement Plan (VMP) to indicate the possible haul routes to Jordan Springs East from the nearby arterial road network.
- A description of the roles and responsibilities of the various personnel involved with the project relating to both project and traffic management.

1.2 STAKEHOLDERS

A number of key stakeholders have been identified and have been consulted or considered during the development of the CTMP. These stakeholders include:

- Project Sponsor: Lendlease
- Penrith City Council
- Blacktown City Council
- Roads and Maritime Services (Roads and Maritime)
- Emergency Services including:
 - NSW Ambulance
 - Fire and Rescue NSW
 - NSW Police
 - State Emergency Services (SES)
- Local residents and businesses
- Road users
- Bus company (Busways) which provides bus services in Jordan Springs, Ropes Crossing and its vicinity (i.e. route 783, 677, 673, 780, 759, 674).

1.3 REPORT ASSUMPTIONS AND EXCLUSIONS

The following tasks are outside of the scope of this CTMP:

- swept path analyses along the haulage route
- sight distance checks at intersections along the haulage route
- construction vehicle impact on the road pavement
- the design of access intersections including site entrances.

1.4 REPORT STRUCTURE

This CTMP report consists of the following sections:

- Section 2 examines the existing road conditions and traffic volumes
- Section 3 assesses the proposed construction impacts, including work zones, construction traffic generation and construction schedule of each work site
- Section 4 identifies the roles and responsibilities of project and traffic management personnel
- Section 5 outlines the proposed traffic management measures to minimise the risk related to the construction traffic and the impact to general traffic.

2 EXISTING CONDITIONS

2.1 SITE LOCATION AND ACCESS

Stage 3B2 is located within Jordan Springs East and its construction is proposed to be undertaken wholly within the site. Currently, the Jordan Springs East precinct can be accessed from Jordan Springs via Wianamatta Parkway, which is an east-west collector road extending from Lakeside Parade in Jordan Springs (see Figure 2.1).

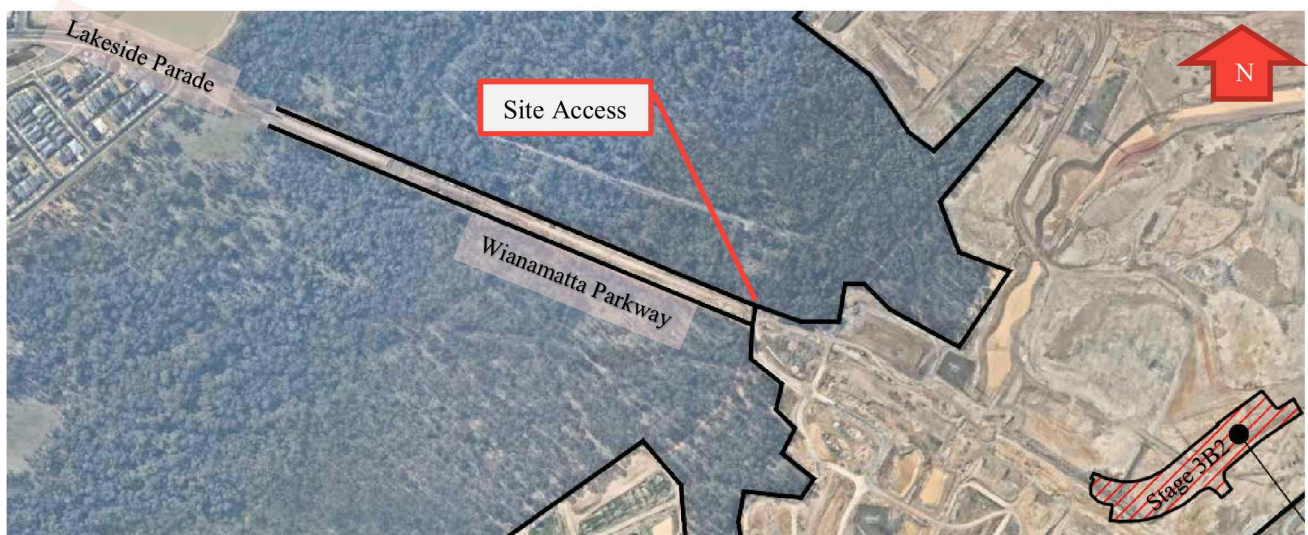


Figure 2.1 Location of site access

A site visit undertaken in September 2017 revealed that Wianamatta Parkway has been partially completed with the road trafficable in both direction (see Figure 2.2). Some works in the verge area of the road are currently ongoing, however expected to have minimal impact to provide construction vehicles with the necessary access to the proposed Stage 3B2 works.



Figure 2.2 Site access at Wianamatta Parkway (i.e. extension of Lakeside Parade)

2.2 ROAD FUNCTIONS

2.2.1 THE NORTHERN ROAD

The Northern Road is a State Road (Road Number 154) which travels in a north-south direction between Bringelly and Windsor. The Northern Road is located west of the St Marys development site, with direct access available via Jardine Way (priority controlled left-in/left-out), Greenwood Parkway (signalised cross intersection), Watkin Street (priority controlled left-in/left-out) and Jordan Springs Boulevard (signalised T-intersection) in the north to south direction.

North of Greenwood Parkway, The Northern Road is generally an undivided two-lane/two-way rural type road with approximately 3 metre wide travel lanes and 2 metre wide shoulders in each direction. This section of The Northern Road has a posted speed limit of 70 km/h.

South of Greenwood Parkway, The Northern Road is generally a divided four-lane/two-way urban type road with localised intersection flaring treatments commonplace at all major intersections. On-street bicycle lanes measuring approximately 2 metres wide are available along the kerbside in both directions. Off-street shared paths are generally available along the eastern kerbside of the Northern Road. This section of The Northern Road has a posted speed limit of 70 km/h.

A survey undertaken at the intersection of The Northern Road/Jordan Springs Boulevard in October 2016 revealed a mid-block traffic volume south of Jordan Springs Boulevard of approximately 1,000 vehicles travelling northbound and 1,400 vehicles travelling southbound during the AM peak. The survey undertaken during the PM peak revealed 1,350 vehicles northbound and 1,300 southbound.

2.2.2 JORDAN SPRINGS BOULEVARDE

Jordan Springs Boulevard is a collector road located south of the Jordan Springs development which travels east-west between The Northern Road and Lakeside Parade. For the most part, it is a divided four-lane/two-way road measuring approximately 17.5 metres kerb to kerb with a 4 metre wide median island dividing the carriageway. Kerb narrowing treatments exist at its intersection with Tyler Street, reducing the travel lane to one-lane eastbound. Similar narrowing treatment also exists at its intersection with Lakeside Parade, reducing the travel lane at this intersection to one-lane westbound.

Jordan Springs Boulevard consists of a shared path along the northern kerbside and a footpath network along the southern kerbside. Access to properties and on-street parking are generally restricted along the road, which maximises the operational capacity of the road. Jordan Springs Boulevard is subjected to a posted speed limit of 50 km/h throughout.

2.2.3 LAKESIDE PARADE

Lakeside Parade is a two-way/two-lane undivided collector road in Jordan Springs which travels north-south between Greenwood Parkway and Jordan Springs Boulevard, and east-west between Jordan Springs Boulevard and Jubilee Drive. Lakeside Parade is measured at approximately 11.8 metres wide kerb to kerb with unrestricted on-street parking permitted, with the exception of the on-street parking at the Jordan Springs village centre where 1-hour parking restriction applies.

In the section between Jordan Springs Boulevard and Jubilee Drive (east), pedestrian refuges have been installed at each intersection to Lakeside Parade to provide a staged crossing for pedestrians. A shared path of approximately 2.5 metres wide has been provided along the southern kerbside of Lakeside Parade. Similarly, a footpath of approximately 1.5 metres wide has been provided along the northern kerbside.

Lakeside Parade is subjected to a posted speed limit of 50 km/h throughout.

Based on the survey data collected at the intersection of Lakeside Parade/Jordan Springs Boulevard intersection, Lakeside Parade (immediately south of Jordan Springs Boulevard) is subjected to approximately 60 vehicles travelling eastbound and 160 vehicles travelling westbound in the weekday AM peak. In the weekday PM peak, it is subjected to approximately 180 vehicles eastbound and 105 vehicles westbound. These volumes however capture the accumulation of trips made from the established development in Jordan Springs which utilise the intersection. The traffic volumes on Lakeside Parade at Jubilee Drive (east), where the site access is located, are expected to be much less than that at Lakeside Parade/Jordan Springs Boulevard intersection.

2.2.4 WIANAMATTA PARKWAY

Wianamatta Parkway is an extension of Lakeside Parade which functions as a collector road in the east-west direction connecting Jordan Springs East with Jordan Springs. Currently, it is partially under construction with ongoing works in the verge area observed during a site visit in September. The road however is trafficable in both direction and the ongoing road construction work is expected to have minimal impact to provide construction vehicles with the necessary access to the proposed Stage 3B2 works.

2.3 INTERSECTION

2.3.1 LAKESIDE PARADE/JORDAN SPRINGS BOULEVARDE

The intersection of Lakeside Parade/Jordan Springs Boulevard is a signalised T-intersection located within the Jordan Springs precinct. It services the east-west route between The Northern Road and the link road to Jordan Springs East precinct.

An intersection count undertaken in October 2016 revealed the following volumes for the intersection of Lakeside Parade/Jordan Springs Boulevard.

Table 2.1 October 2016 Intersection Count at Lakeside Parade/Jordan Springs Boulevard

2016	Lakeside Parade (North)		Lakeside Parade (South)		Jordan Springs Boulevard	
Peak hour	T	R	L	T	L	R
AM (7.45–8.45)	10	92	143	16	61	54
PM (5.00–6.00)	22	125	97	8	168	155

The intersection is currently performing satisfactorily at a Level of Service B and C in the respective AM and PM peak. The performance of the signalised intersection is summarised in Table 2.2 below.

Table 2.2 2016 Intersection Performance – Lakeside Parade/Jordan Springs Boulevard

	AM Peak	PM Peak
Total Number of Vehicles	376	575
Degree of Saturation	0.132	0.228
Average Delay	17.2 seconds	21.3 seconds
Level of Service	B	C
95% Back of Queue	16.7 metres (west approach)	38.7 metres (west approach)

2.3.2 THE NORTHERN ROAD/JORDAN SPRINGS BOULEVARDE

The intersection of The Northern Road/Jordan Springs Boulevard is a signalised T-intersection located within the Jordan Springs precinct. Along with the Lakeside Parade/Jordan Springs Boulevard intersection, it services the east-west route between The Northern Road and the link road to Jordan Springs East precinct.

An intersection count undertaken in October 2016 revealed the following volumes for the intersection of The Northern Road/Jordan Springs Boulevard.

Table 2.3 October 2016 Intersection Count at The Northern Road/Jordan Springs Boulevard

2016	The Northern Road (north)		The Northern Road (south)		Jordan Springs Boulevard	
Peak Hour	T	L	R	T	L	R
AM (7.45–8.45)	1189	37	174	844	261	32
PM (5.00–6.00)	1050	63	455	895	281	50

The intersection is currently performing satisfactorily at a Level of Service B in both the AM and PM peak periods. The performance of the signalised intersection is summarised in Table 2.4 below.

Table 2.4 2016 Intersection Performance – The Northern Road/Jordan Springs Boulevard

	AM Peak	PM Peak
Total Number of Vehicles	2,540	2,796
Degree of Saturation	0.508	0.573
Average Delay	14.9 seconds	20.4 seconds
Level of Service	B	B
95% Back of Queue	121.7 metres (north approach)	133.9 metres (north approach)

2.4 B-DOUBLE APPROVED ROUTES

A search in the Roads and Maritime's NSW Combined Higher Mass Limits (HML) and Restricted Access Vehicle (RAV) Map (Roads and Maritime, 2016) revealed that the state classified roads to the west of Jordan Springs including The Northern Road and Andrews Road as depicted in Figure 2.3 are B-Double approved routes.

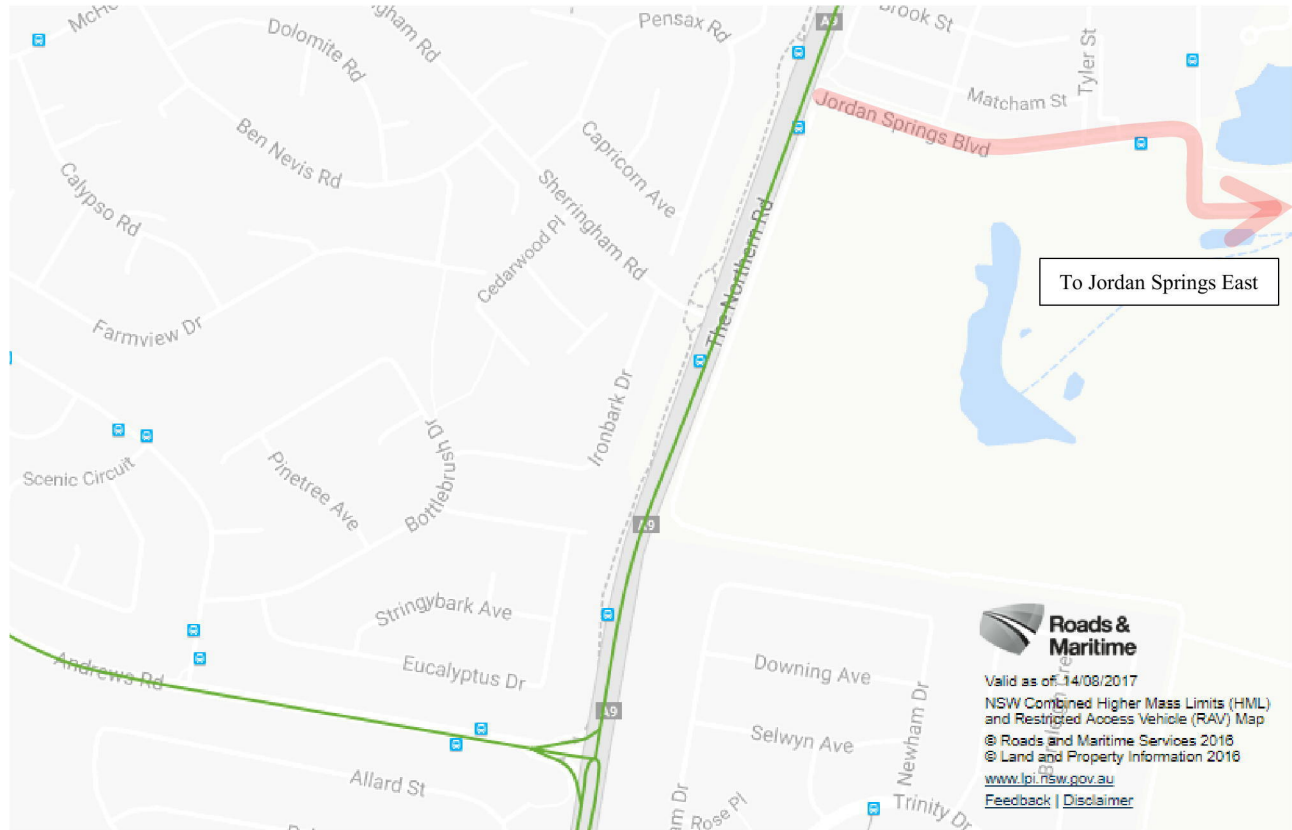


Figure 2.3 NSW Restricted Access Vehicle (RAV) Map (Roads and Maritime Services 2016)

It is therefore considered that these roads are capable in accommodating access by 25/26 metres B-double vehicles (restricted access vehicles) and general access heavy vehicles under the National Heavy Vehicle Reform, including:

- Truck: 12.5 metres
- Truck and Trailer: 19.0 metres
- Articulated Vehicle: 19.0 metres.

3 PROPOSED CONSTRUCTION WORKS

3.1 PROPOSED WORKS

The works proposed to be undertaken as part of the Stage 3B2 civil subdivision works include:

- Minor earthworks
- Road construction
- Installation of drainage infrastructure
- Installation of utility infrastructure.

The proposed works for Stage 3B2 will be undertaken entirely within the Jordan Springs East site.

3.2 WORK HOURS

Construction activities will be undertaken within the hours permitted in accordance with the noise-restriction regulations as follows:

Monday to Friday: 7.00 am to 7.00 pm

Saturday and Sunday: 8.00 am to 6.00 pm

No works will be undertaken on public holidays unless otherwise approved by the project manager and relevant road authority in consultation with the affected stakeholders.

3.3 CONSTRUCTION SCHEDULE

The construction of the works is estimated to be undertaken over a 4-month period and is envisaged to commence from November 2017.

The detailed scheduling and staging of the construction activities will be determined by the Construction Contractors and Lendlease.

3.4 CONSTRUCTION VEHICLES

The bulk of the materials delivery are generally divided into three types: fill material, pavement materials and items associated with the installation of the drainage and utility services. The following daily vehicle volumes are expected during the construction of Stage 3B2:

- Sixteen passenger vehicles/small tippers/medium heavy rigid vehicles arriving to site each morning and departing each afternoon.
- Approximately two delivery vehicles (i.e., Truck and Dog trailers or similar) arriving and departing per hour during construction hours.

The number of truck movements above have been estimated based on the size of the proposed four super-lots to which Stage 3B2 comprises of. These super-lots are comparable to the size of approximately 20 typical residential lots in Jordan Springs East. It is considered that the low number of trips proposed to be generated during the construction activities of Stage 3B2 will not impact the performance of the existing intersections at Jordan Springs Boulevard/Lakeside Parade and Jordan Springs Boulevard/The Northern Road.

Table 3.1 below summarises the history of the construction traffic reported to be generated from the site during the development of construction staging works preceding Stage 3B2.

Table 3.1 Construction Vehicle Generation table

Item	Comments	Stages						
		1	2	3A	4A	4B	3B1	3B2
Number of residential lots		372	278	79	112	52	52	Equivalent to 20 residential lots
Passenger vehicles arriving at site (6.30 am–7.30 am)	Accounts for work crew and support staff	50	50	20	40		20	16
Delivery vehicles arriving at site	Into site per hour	2	5	2	4		2	2
Passenger vehicles departing site (4.00 pm–4.30 pm)	Accounts for work crews departure	35	35	18	35		18	14
Passenger vehicles departing site (6.00 pm–7.00 pm)	Accounts for the balance of work crews departing	15	15	2	5		2	2

Details of the haulage route for the construction vehicles are discussed in section 5 of this report.

4 PROJECT PERSONNEL ROLES AND RESPONSIBILITIES

4.1 LENDLEASE PROJECT MANAGER

The role and responsibility of the Lendlease Project Manager is to:

- Review and approve this Construction Traffic Management Plan, including the associated Vehicle Movement Plan and Traffic Control Plan proposed to be implemented to address the traffic conflict envisaged to result from the proposed subdivision works of Stage 3B2 of Jordan Springs East.
 - Review and approve Site Traffic Management Plans (STMP) that will be developed by the Construction Contractors through the course of the project.
 - Understand all the traffic management arrangements and control measures. This includes an understanding of the requirements for traffic control measures in Traffic Control at Work Sites (TCWS).
 - Report all observed deficiencies in traffic management measures to relevant staff for action.
 - Be a point of contact on behalf of the site management team dealing with the Roads and Maritime, Penrith City Council, Blacktown City Council, and all stakeholders identified in this plan.
 - Arrange for the instruction of all relevant site employees and sub-contractors on the CTMP requirements.
 - Undertake the necessary community engagement with affected stakeholders for the undertaking of works associated with the project prior to the works commencing, including the establishment of all access protocols.
 - Respond as needed to concerns received through the community response phone line.
-

4.2 CONTRACTOR'S PROJECT MANAGER

The role of the Contractor's Project Manager has the following responsibilities:

- Engages, and is responsible for the appropriately Roads and Maritime qualified personnel to verify Traffic Control Plans (TCP) prepared by others, inspect the installation of TCPs as shown in approved plans and to modify TCPs where required in compliance with the latest publication of the Roads and Maritime's Traffic Control at Work Sites.
- Where necessary, manage and keep a record of any required approvals or permits prior to works commencing. This includes:
 - Road Occupancy Licence from the Roads and Maritime
 - Road Occupancy Licence from Blacktown City Council and Penrith City Council
 - Roadwork Speed Zone Authorisation (SZA) from the Roads and Maritime
 - Approval from the relevant road authority for the installation of any portable traffic signals or Variable Message Signs
 - Approval for the use of oversize vehicles where required.
- Coordinate all aspects of traffic management, including the instruction of all relevant site employees and sub-contractors on the CTMP and STMP requirements.

- Ensure that all Traffic Controllers hold the appropriate Roads and Maritime qualification(s). Records are to be kept of certification numbers and expiry dates. Any certifications that expire during the works are to be renewed prior to the work commencing.
 - Report any deficiencies relating to traffic management to the Lendlease Project Manager.
 - Inform, train and instruct responsible parties of the Drivers Code of Conduct detailed in section 5.5.
-

4.3 SUPERINTENDENT

The role and responsibility of the Construction Contractor Superintendent is to:

- Check traffic control equipment on a daily basis to ensure that the control measures comply with the approved TCP. This includes the coordination of maintenance as required.
 - Ensure that the traffic control equipment is installed and removed as per the requirements of the TCWS manual.
 - Report any deficiencies relating to traffic management to their Project Manager.
 - Hold toolbox meetings on traffic control.
 - Observe traffic conditions including delay to vehicles.
 - Ensure that delivery vehicle drivers are familiar with arrangements for traffic control.
 - Instruct drivers how to enter and exit work sites safely.
-

4.4 EMPLOYEES

The roles and responsibilities of Employees is to:

- Hold the appropriate Roads and Maritime qualification(s) to perform the required duties on-site.
- Adhere to the CTMP and STMP at all times.
- Report any deficiencies to the Superintendent, including suggested improvements to management procedures.

5 PROPOSED TRAFFIC MANAGEMENT MEASURES

5.1 CONSTRUCTION TRAFFIC GENERATION

As detailed in Table 3.1, the proposed construction works are envisaged to generate the following number of traffic movements into/out of the site:

- Sixteen passenger vehicles/small tippers/medium heavy rigid vehicles arriving to site each morning and departing each afternoon.
- Approximately two delivery vehicles (i.e. Truck and Dog trailers or similar) arriving and departing per hour during construction hours.

The construction programs for Stage 3B2 would coincide with the construction period of other stages (i.e. Stage 4A, 4B and 3B1) although the progress of their construction schedule would be further ahead than Stage 3B2. As such, the overlap of the construction periods of the four stages are not likely to result in an overlap of the maximum number of construction vehicles entering the site. Based on an estimate of construction traffic generation detailed in Table 3.1, the maximum number of traffic movements into/out of the site is approximated as follows:

- Seventy six passenger vehicles/small tippers/medium heavy rigid vehicles arriving to site each morning and departing each afternoon.
- Up to eight delivery vehicles (i.e., Truck and Dog trailers or similar) arriving and departing per hour during construction hours.

Based on Section 7.5 of the *Traffic Control at Work Sites v4* (Roads and Traffic Authority, 2010), a site with truck movements exceeding 20 trucks per shift, on a road with a posted speed limit of 60 km/h and traffic volume of less than 1,500 vehicles per day generally entails the preparation of a Traffic Control Plan (TCP) with Traffic Controllers or traffic signals, a Vehicle Management Plan (VMP) and warning signs as per TCP 195 (see Table 5.1 below).

Table 5.1 Providing for truck movements where approach speed is between 60 km/h and 80 km/h and sight distance is more than 2D including built-up areas

ADT	300–1,500		More than 1,500	
Number of truck movements per shift	≤ 20	> 20	≤ 20	> 20
Traffic Control Plan with Traffic Controllers or traffic signals	N/A	Yes	N/A	Yes
Vehicle Management Plan required	N/A	Yes	N/A	Yes
Warning signs required during shifts (TCP 195)	N/A	Yes	N/A	Yes

Source: Roads and Maritime Services, 2010, *Traffic Control at Work Sites version 4*, Roads and Traffic Authority NSW, pg7-3 Section 7 Providing for works traffic

To ensure that the above requirement are addressed, the following actions are recommended:

- Implement and maintain a Traffic Control Plan (as detailed in section 5.4 below) to manage the site entry and clarify to the road users and truck drivers the location of the site entry to the work site.
- Implement a Vehicle Movement Plan which will be communicated to the drivers to minimise the impact of construction activities on the public road.

5.2 CONSTRUCTION HAULAGE ROUTE

The construction of Stage 3B2 will overlap with the construction of the east-west connector road which links Jordan Springs East with Ropes Crossing. To enable the construction works in Jordan Springs East to progress, it is proposed for the haulage route to be provided through Jordan Springs, via Jordan Springs Boulevard and Lakeside Parade.

The most direct access route and one which has the least impact to the residents of Jordan Springs is considered to be through the southernmost east-west collector road (i.e. Jordan Springs Boulevard and Lakeside Parade) as depicted in Figure 5.1 below. This haulage route avoids traversing through the highly pedestrianised areas in Jordan Springs (i.e. along Lakeside Parade, north of Jordan Springs Boulevard).

Some noise, access, visual and vibration impact due to the truck movements may be experienced by the established residential areas in Jordan Springs particularly those abutting the northern side of Jordan Springs Boulevard between The Northern Road and Tyler Street and those abutting the northern side of Lakeside Parade between the Village Centre Park and Greenwood Parkway.

These impacts however will be minimised through the low number of truck movements which is a direct result from smaller sized staging of the development. Impact is also minimised by limiting the working hours to those detailed in section 3.2.

In terms of intersection layout sufficiencies, it is understood that these roads have been designed (or to a minimum as check vehicles) with a 19 metre semi-trailer, to enable access by construction vehicles.

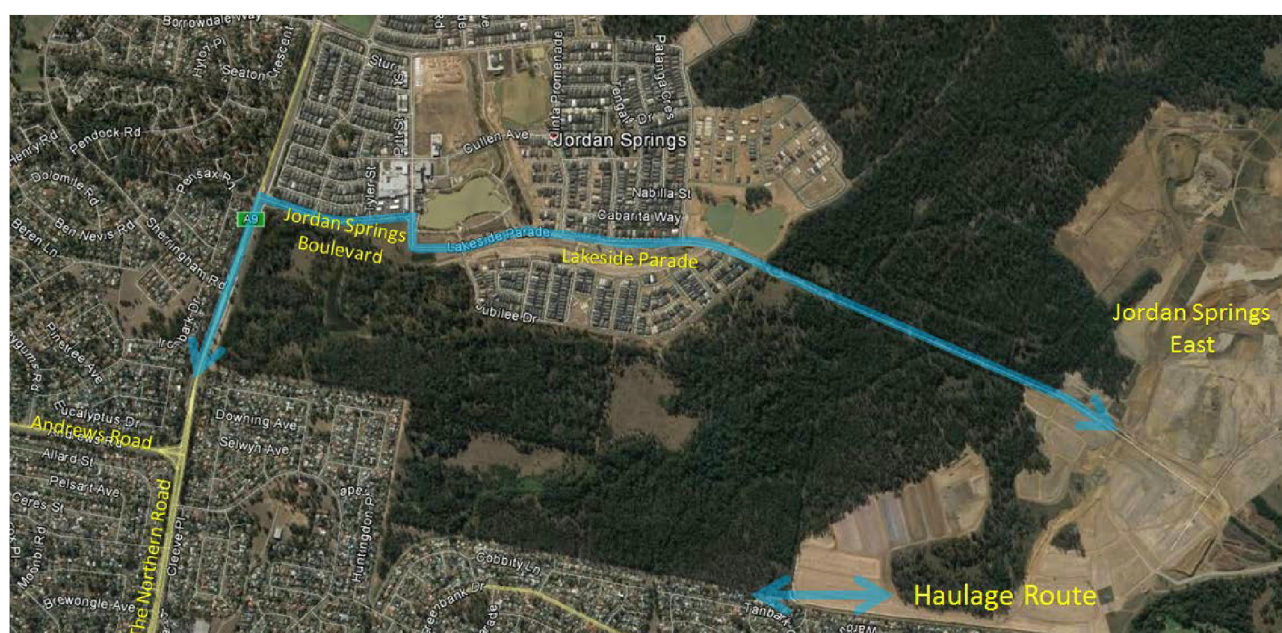


Figure 5.1 Proposed haulage route to Jordan Springs East through Jordan Springs

In terms of traffic impact, given the low volumes of construction traffic required for Stage 3B2, as per Table 3.1 above, roads and intersections along the alternative construction travel route would accommodate these volumes and continue to operate within their capacities. It is noted in the assessment of the road network, the intersections of The Northern Road/Jordan Springs Boulevard and Jordan Springs Boulevard/Lakeside Parade both currently operate at a Level of Service 'B'.

5.3 SITE COMPOUND

A site compound will be provided within the Jordan Springs East site to enable continuation of its construction works and ensure minimal impact to the established residential developments.




5.4 TRAFFIC CONTROL PLAN

The Roads and Maritime's *Guide to Traffic Control at Work Sites* describes a Traffic Control Plan (TCP) as a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary through a work site or temporary hazard. The TCP is to detail the location, spacing and sizes of all signs and devices, the location and lengths of tapers, all pavement markings and delineators, any containment or safety fencing, flashing arrow signs, portable traffic signals, variable message signs, roadwork speed zones and if necessary, pedestrian routes. The TCP is to be developed in line with the principles and objectives of this CTMP, Roads and Maritime's guideline, AS1742 Part 3 – Traffic control devices for works on roads, and the NSW Road Rules, 2014.

Works associated with Stage 3B2 are to be undertaken wholly within its boundaries in the Jordan Springs East site. The access gate to Stage 3B2 will be located at the site's entry on Wianamatta Parkway. The exact location of the access gate however may change from time to time due to the ongoing works within Jordan Springs East, depending upon the progress of construction works of the other development stages. Lendlease and the Contractor's project manager are to coordinate the location of the access gate accordingly.

To ensure compliance with the Roads and Maritime's guidelines, it is recommended that the traffic control plan be developed as per TCP 195 as shown in Appendix A attached. This TCP shall be developed if/when required by Lendlease and/or the principal contractor during the Construction Certificate/pre-commencement phase. The proposed signs at the entry are listed in Table 5.2 below.

Table 5.2 Proposed traffic signs at approaches to the site entry

Sign graphic	Sign Name and Number	Quantity
	Trucks (crossing or entering) symbolic W5-22 <i>W5-22 is to be used to replace the superseded Trucks Turning warning sign (W5-205) shown in TCP 195.</i>	4
	XX m on left (proposed to be located 100 metres at the approach to the site entry) W8-207(L)	1
	XX m on right (proposed to be located 100 metres at the approach to the site entry) W8-207(R)	1

5.5 DRIVERS CODE OF CONDUCT

To minimise the impact of the construction works associated with truck activities on-road, all truck drivers will be informed, trained and instructed to undertake the following:

- Compression braking noise – avoid the use of compression braking in built up areas.
- NSW Road Rules – ensure compliance with the NSW Road Rules, 2014 at all times, including operating to the posted speed limit on all roads.
- Haulage Route – all drivers will be informed of the haulage route adopted in this report.
- Queuing – No queuing shall occur on Links Road to enter the site. Sufficient queuing area have been provided prior to the entry booth to the site and all truck drivers shall queue within the site entry should there be a delay present.
- Covering of loads – all trucks delivering to the site shall consist of the appropriate load covering system.
- Truck wash – all trucks are to utilise shake down/wash areas before leaving the site.

It is envisaged that the responsibilities to inform, train and instruct truck drivers of the above will be assigned to the Contractor's Project Manager or suitably qualified delegates.

5.6 STAKEHOLDER MANAGEMENT

The stakeholders identified in section 1.2 of this report will be kept informed or consulted (where necessary) of the commencement date of the project and any traffic impact that may occur in addition to those noted in this report.

This responsibility will be assigned to the Lendlease Project Manager. Any consultation or notification of the proposed works shall utilise the most suitable communication materials including letters, brochures, e-mails, newspaper advertisement or through the use of temporary Variable Message Signs (VMS) where necessary.

The Lendlease Project Manager shall include in the communication materials to the stakeholders relevant information including, however not limited to:

- The location of the proposed works that may impact the traffic operations on public roads.
 - Expected duration of works.
 - The estimated delays to traffic.
 - Provide contact details of the responsible personnel.
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5.7 EMERGENCY MANAGEMENT

During construction, a right of way will be provided for emergency vehicle access and thoroughfare. The NSW Police (St Marys and Mount Druitt Local Area Command), Ambulance and NSW Fire and Emergency Services (including Ropes Crossing Fire Station) and State Emergency Service (SES) will be informed of any implementation of short/long term temporary partial/full road closure, related to this project.

5.8 COMMUNITY RESPONSE LINE

The implementation of a community response line will be maintained to receive, report and respond to any community concerns received during the duration of works. The Lendlease Project Manager shall ensure that traffic related concerns associated with the traffic management of the work site be addressed as soon as practicable to ensure the safety of public and workers.

APPENDIX A

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