Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	SM Package 4 HSE Temporary relocation of accessible car parking spaces on Railway Parade
Prepared by:	Jo-Ann Poole – HSE JV
Prepared for:	Sydney Metro
Assessment number:	SWM27 SMCSWSW4-HSE-WLS-EM-REP-005173
Status:	Draft
Version:	B
Planning approval:	SSI 8256
Date required:	10/03/2022
iCentral number:	SM-21-00442919

For information – do not alter:

Applicable to:	Sydney Metro
Document Owner:	Director, Environment, Sustainability & Planning
System Owner:	Deputy Chief Executive, Operations, Customer & Place-making
Status:	Final
Version:	3.0
Date of issue:	27 November 2020

Table of contents

The Planning Approval Consistency Assessment Form should be completed in accordance with SM-17-00000103 Planning Approval Consistency Assessment Procedure.

1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)): SSI 8256 Sydney Metro City & Southwest – Sydenham to Bankstown (S2B) Mod 1 Revised station design for Bankstown Station
Date of determination: Infrastructure Approval date 12 December 2018 Modification 1 Approval date 22 October 2020
Type of planning approval: Critical State Significant Infrastructure

Approved project

The Marrickville, Canterbury and Lakemba Station Upgrades is one of the stages of the Sydenham to Bankstown upgrade (herein referred to as the Southwest Metro (SWM) Project) as described in the project's delivery strategy. The Marrickville, Canterbury and Lakemba Station Upgrades to Sydney Metro standards correspond to work package No. 4 which are being undertaken by Haslin/Stephen Edwards Joint Venture (HSE JV).

The Southwest Metro (SWM) Project package number 4

Below is a description of the construction scope for the Lakemba Station as per the EIS and SPIR:

- Refurbish and repurpose rooms of existing platform buildings;
- Refurbish concourse area;
- Construction of the Sydney Metro Services Building adjacent to Railway Parade;
- Regrade platform as per SM's requirement and provide drainage, platform screen doors, platform edge screens and mechanical gap fillers to Platform 1 and 2;
- New cabling and containment for LV services and lighting;
- Installation of new glass screens to existing concourse and footbridge;
- Provide new landscaped plaza at Railway Parade including additional bicycle hoops and feature paving;
- Installation of new vertical protection screens to both sides of the existing Haldon Street Bridge;
- Minor refresh of existing entry concourse stairs;
- Installation of new CSR cable route; and
- Installation of security fencing.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- The Sydney Metro City & Southwest – Sydenham to Bankstown – State Significant Infrastructure Assessment (SSI 8256), dated 12th December 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown - Environmental Impact Statement, dated 7th September 2017;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report, June 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions Report, September 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Instrument of Approval, dated 12th December 2018; and
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Modification 1 – Bankstown Station, 22nd October 2020.

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, Submissions and Preferred Infrastructure Report, the Submission Report and the conditions of approval.

2. Description of proposed development/activity/works

Summary of the proposal

This Planning Approval Consistency Assessment has been produced to assess potential impacts of the temporary relocation of two accessible commuter car parking spaces associated with the Lakemba Station upgrade construction works, and to determine whether the activity and potential impacts are consistent with the approved project under the current Conditions of Approval SSI 8256, Revised Environmental Mitigation Measures, management plans, procedures and strategies. These accessible car spaces are located along Railway Parade, Lakemba (see Appendix A).

Consistency Assessment SWM27 for the temporary use of accessible car spaces is already approved in the DPE A17 approval for AF-001 Railway Pde compound. This Consistency Assessment is focussing on the relocation of the parking spots and any controls required for these works.

Description of the proposal

HSEJV is tasked with carrying out works on Railway Parade to facilitate the construction of the Sydney Metro Services Building. The proposed work area is positioned in the location of two public accessible car park spaces. In order to carry out works in this location, HSEJV propose to temporarily relocate the accessible car park spaces approximately 50m on Railway Parade (see Appendix A). A temporary concrete kerb ramp will be located between the two parking spots to facilitate access to the pavement and the train station.

New utilities have been designated within in the permanent design of the Sydney Metro Services Building in the location of the existing accessible car park spaces.

Works to be completed is expected to include some or all of the following:

- Storm water installation / relocation
- Electrical utility installation / relocation.

Machinery that is required to undertake these works includes, but is not limited to:

- concrete boom pump
- concrete truck
- bogie

- front end loader
- excavator
- roadsaw.

Access & egress from the work area will be carried out under short-term traffic control and will be restricted to left in / left out movements as per the existing approved Traffic Management Plan.

The land where the relocation of the accessible parking spaces is located outside, but adjacent to the Project Boundary as defined by the EIS/SPIR. The proposed area is on land owned by the City of Canterbury Bankstown Council. See snapshot figure below taken from the SPIR for the approved project. The blue rectangle outlines the relocation of the parking spaces. The black line shows the location of the Project Boundary at Lakemba Station.

HSE JV will restore the accessible car parking spaces to their pre-existing condition upon completion of works that are required to be undertaken. HSE JV have undertaken a dilapidation survey of Railway Parade, including the two accessible parking spaces upon commencement of the upgrade of the station works.

No change to project staffing levels are expected during construction.

Location of relocation of accessible parking spots

3. Timeframe

The accessible car park spaces would be relocated for an approximate duration of up to two weeks, with the works commencing the middle of March 2022.

HSEJV is aware of the stakeholder communication lead time requirements. i.e. local resident & Council communications and will ensure that this is complete & appropriate permissions are obtained prior to commencing these works.

4. Site description

The accessible public car parking spaces are located within the road reserve on land owned by the City of Canterbury Bankstown Council. The approval from City of Canterbury Bankstown Council is attached in Appendix B. As such there are no Lot and Deposited Plan details. A site location map is provided in Appendix A.

5. Site Environmental Characteristics

The environment at Railway Parade, Lakemba can be described as typical urban street scape.

- The public accessible car parking spaces are bordered by gutters, with a footpath
- Private properties are located on the opposite side of the road, approximately 20 meters away
- Local shops are located to the east of the car parking spaces
- Nearby vegetation consists of planted trees and weeds on the rail batter
- No vegetation would be impacted as a result of the temporary possession of the two accessible public car parking spaces.

Rainfall runoff from the area enters stormwater pits located within the kerb side gutter approximately 200 meters west of the car parking spaces. These stormwater pits already have erosion and sediment controls placed around them.

There is no known protected flora or fauna in the vicinity. There are no known other sensitive receivers in the area.

6. Justification for the proposed works

HSEJV have been assigned with carrying out works on Railway Parade to facilitate the construction of the Sydney Metro Services Building. These late design change works include:

- Storm water installation / relocation
- Electrical utility installation / relocation.

Due to design changes by Sydney Metro, the installation of stormwater and electrical utilities are now located within the established accessible car parking spaces. HSEJV need to access the two parking spaces as per Sydney Metro direction and relocate the accessible parking spaces to ensure there is no disruption for access to the train station.

7. Environmental Benefit

There will be no environmental benefit from these works.

8. Control Measures

Works will be completed under the project Traffic Management Plan (TMP), Construction Environmental Management Plan (CEMP) and sub-plans, including the Noise and Vibration Management Plan (NVMP), Soil and Water Management Plan (SWMP) and Community Consultation Strategy (CCS).

The Lakemba ECM will be updated accordingly to capture the temporary use of the public accessible car parking spaces on Railway Parade.

9. Climate Change Impacts

There will be no climate change impacts from these works.

10. Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No impact to flora and fauna as the existing car parking spaces are on bitumen. Vegetation removal including tree trimming would not be required. No impact to flora and fauna as the relocated car spaces are also on bitumen. Vegetation removal and trimming would not be required. Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Water	The closest drain is approximately 200 metres away from the where the works will be undertaken within the parking lots. This drain is already protected with erosion and sediment controls. Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Air quality	There will be no changes in this impact to existing receivers as the parking spaces are just to be relocated Works will be consistent with already approved activities as detailed in the EIS and SPIR.	. No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Noise vibration	The plant (i.e. concrete boom pump, concrete truck, bogie, front end loader, excavator) and the like will be located approximately 20 metres from the nearest receivers. These works will be undertaken during normal working hours. They will not be undertaken during any OOHW. Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Aboriginal heritage	The site will operate under the Unexpected Finds Protocol should indigenous heritage be encountered.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	A number of buildings within the Lakemba Station precinct surrounding these works are heritage listed, however the temporary use of the accessible parking spaces will not have an impact from the construction machinery to any known heritage items or places.	No additional measures required.	Y	Y	

Community and stakeholder	The proposed temporary possession will include a relocation of the current Railway Parade accessible public car parking spaces opposite Croydon Street, Lakemba to two spaces near the station entrance (see Appendix A – Site Location Map). This change will alter the accessible parking from 90 degree to parallel for the duration of the work. This is not expected to result in traffic impacts. The relocated accessible car spaces will be the minimum length required and a concrete kerb ramp will be placed between the car parking spaces to facilitate access to the train station. The new temporary parking will be closer to the station entrance offering some advantage to mobility-impaired commuters. The new location is approximately 50 metres further away from the BHC Medical Centre at 53 Railway Parade. The Medical Centre provides its own limited off-street parking for patients. The Centre's Business Manager has been consulted and sees no impact to the Centre's patients and business. No other businesses will be impacted by the proposed relocation. Ongoing community notification, being the regular monthly project update, will be provided regarding the update to these accessible parking spaces. Further, signage detailing the dates the car parking spaces will be occupied will be placed on fencing closest to the car park spaces not less than seven days prior to the proposed change. No pedestrian pathways or private property access will be impacted by the proposed possession of the car parking spaces.	A temporary concrete kerb ramp will be placed between the car spaces to facilitate access to the footpath and train station. Community notification will be provided via letter-box drop, signage and email at least seven days prior to the construction works for the Sydney Metro Services Building.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	The relocation of the two accessible car parking spaces will marginally impact local traffic as these spaces will not be available for other local residents. Plant will be delivered to undertake the utility works within the established accessible parking spots with the assistance of Traffic Controllers to manage short term disruption on this local road. Full road access will be available. See Appendix C for the Traffic Management Plan. No private property access will be impacted as the work area is located 20 metres from the nearest residents located along Railway Parade.	The two parking spaces are being temporarily relocated for up to two weeks. They will be reinstated to their original location once the works are completed. A Traffic Management Plan (see Appendix C) will be in place to manage vehicles (delivery trucks, etc.) entering and exiting from Railway Parade.	Y	Y	
Waste	Waste will be generated from the excavation works to install stormwater drains and other civil and structural works related to the Sydney Metro Services Building. Skip bins will be located on site, waste will be classified and removed to a licenced waste facility. Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Social	As above for Community and Stakeholder.	No additional measures required.	Y	Y	
Economic	Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	Visual impacts from the construction works in this location will be temporary. Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Urban design	Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Geotechnical	Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Land use	The temporary relocation of the car parking spaces to allow the construction works related to the MSB is acknowledged. The car parking spaces proposed to be acquired are outside, but adjacent to the Project Boundary as defined by the EIS/SPIR.	No additional measures required.	Y	Y	
Climate Change	Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Risk	Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Other	Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Management and mitigation measures	The project Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), and Community Consultation Strategy (CCS) will be updated accordingly to identify the temporary use of the car parking spaces for construction works related to the MSB. The Lakemba ECM will be updated accordingly to capture the temporary use of the car parking spaces adjacent to the Project Boundary as defined by the EIS/SPIR.	No additional measures required.	Y	Y	

11. Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the EIS and SPIR.	N/A	Y	Y	
Water	No change from the EIS and SPIR.	N/A	Y	Y	
Air quality	No change from the EIS and SPIR.	N/A	Y	Y	
Noise vibration	No change from the EIS and SPIR.	N/A	Y	Y	
Indigenous heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Non-indigenous heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Community and stakeholder	No change from the EIS and SPIR.	N/A	Y	Y	
Traffic	No change from the EIS and SPIR.	N/A	Y	Y	
Waste	No change from the EIS and SPIR.	N/A	Y	Y	
Social	No change from the EIS and SPIR.	N/A	Y	Y	
Economic	No change from the EIS and SPIR.	N/A	Y	Y	
Visual	No change from the EIS and SPIR.	N/A	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Urban design	No change from the EIS and SPIR.	N/A	Y	Y	
Geotechnical	No change from the EIS and SPIR.	N/A	Y	Y	
Land use	No change from the EIS and SPIR.	N/A	Y	Y	
Climate Change	No change from the EIS and SPIR.	N/A	Y	Y	
Risk	No change from the EIS and SPIR.	N/A	Y	Y	
Other	No change from the EIS and SPIR.	N/A	Y	Y	
Management and mitigation measures	No change from the EIS and SPIR.	N/A	Y	Y	

12. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	No. The proposed works would not transform the project, they will facilitate it. The project would continue to provide a new metro rail line between Sydenham and Bankstown.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the approved project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	There will be short-term and minor potential community impacts with the temporary possession and relocation of the accessible car parking spaces within Railway Parade. No new environmental impacts are introduced as part of the proposed acquirement of these car parking spaces outside, but adjacent to the Project Boundary at Railway Parade. All potential impacts are adequately addressed through the application of the mitigation measures in the above tables, the EIS, the SPIR, REMMs, CoA and CEMP for the project.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the Conditions of Approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.

13. Other Environmental Approvals

Identify all other approvals required for the project:	City of Canterbury Bankstown Council landowner consent (see Appendix B) and Traffic Management Plan (TMP) (see Appendix C)

Author certification

To be completed by person preparing checklist.

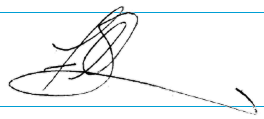
I certify that to the best of my knowledge this Consistency Checklist: • Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and • Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.			
Name:	Jo-Ann Poole	Signature:	Jo-Ann Poole
Title:	Environmental Advisor		
Company:	HSE JV	Date:	9/03/2022

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	14/03/2022
Title:	Associate Director Planning Approvals	Comments:	
Signature:	Yvette Buchli		

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

Yes	The proposed activity/works are consistent and no further assessment is required. The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Fil Cerone	Date:	15 March 2022
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Site Location Map

Appendix B – Canterbury Bankstown Approval for relocation of disabled car parking spaces

From: Trevor Le <Trevor.Le@cbcity.nsw.gov.au>
Sent: Monday, 7 February 2022 5:32 PM
To: James Magsipoc <James.Magsipoc@cbcity.nsw.gov.au>
Subject: Late items for February TC - Hutton Street, Hurlstone Park and Railway Parade, Lakemba

Hi James,

A discussion with the Director of City Assets and the Traffic and Transportation Team Leader regarding the late metro items are concluded with the below.

Railway Parade, Lakemba

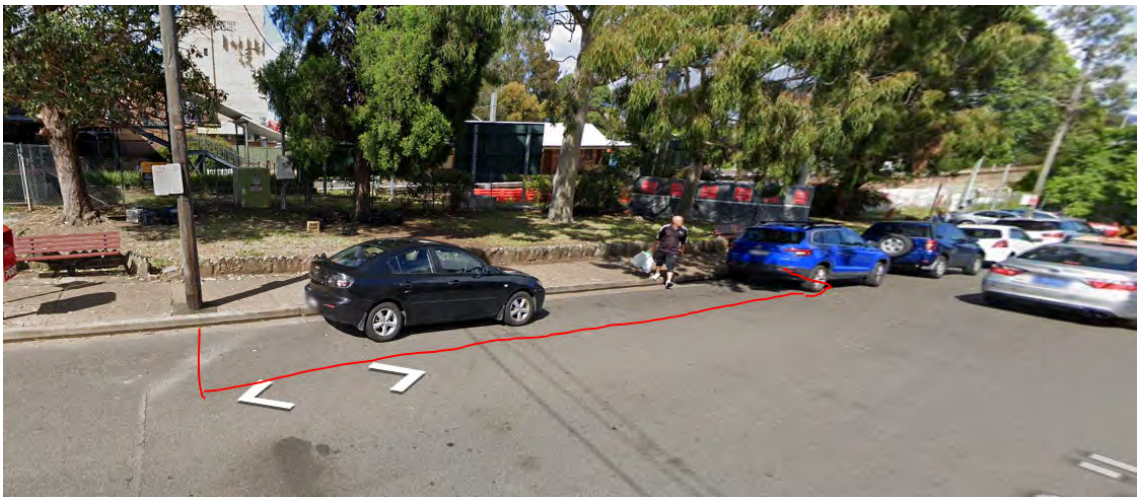
Council has determined there would be no suitable location for accessible parking that would meet the current standards. As a result, Council suggests replacing the existing 1/2P parking on Railway Parade south of the station as two temporary accessible parking spaces. This will require the applicant to install the temporary kerb ramps required and remove them when construction is complete. The spaces should have the minimum length requirements + kerb ramps.

Applicant is to consult with the affected businesses and provide documentation.

Location of proposed accessible parking shown in the images below

Kind regards,


40
39
42
48
52
49

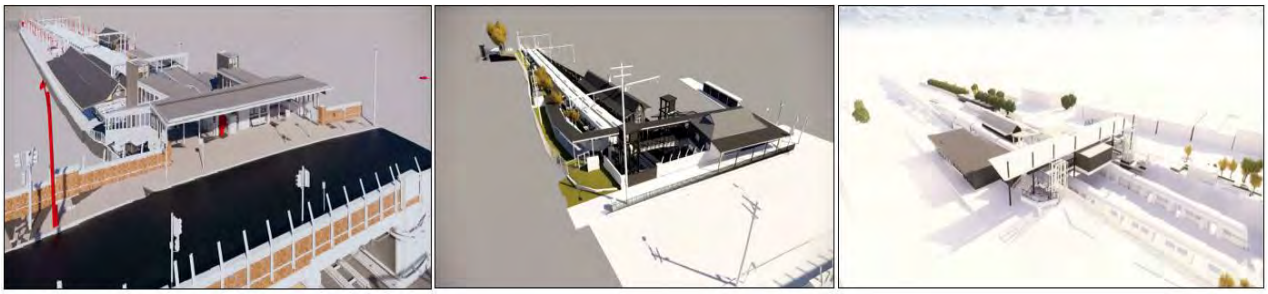


Trevor Le - Contract Traffic Engineer
T 9707 9207
E Trevor.Le@cbcity.nsw.gov.au
www.cbcity.nsw.gov.au

@ourcbcity
Like & follow us

Appendix C – Traffic Management Plan

Note: TCP application for the area where HSEJV will actually be working (i.e. two accessible car parking spaces) has been submitted to Council and HSEJV are awaiting approval.



TRAFFIC MANAGEMENT PLAN

SMCSWSW4-HSE-WLS-TF-PLN-004730 [B]

HSEJV – SOUTHWEST METRO STATION UPGRADE PACKAGE 4 – LAKEMBA STATION – RAILWAY PARADE WORKS

CONTENTS

APPENDICES

TRAFFIC MANAGEMENT PLAN
SMCSWSW4-HSE-WLS-TF-PLN-004730 [B]

HSEJV – SOUTHWEST METRO STATION UPGRADE PACKAGE 4 – LAKEMBA STATION – RAILWAY PARADE WORKS

Document Control

Title:	Description
Ref No.:	SMCSWSW4-HSE-WLS-TF-PLN-004730 [B]
Description:	HSEJV - SOUTHWEST METRO STATION UPGRADE PACKAGE 4 – LAKEMBA STATION – RAILWAY PARADE WORKS
Discipline:	Traffic Management

Role	Name	Position	Date	Signed
Author:	Louis Peau	Civlink Consulting Director	22/02/2022	
Approved by:	Gary Cook	HSEJV Technical Manager	22/02/2022	

Document Revisions

No.	Date	Issue / Description
00	25/01/2022	FIRST ISSUE TO HASLIN & STEPHEN EDWARDS JOINT VENTURE FOR REVIEW
01	22/02/2022	SECOND ISSUE TO HASLIN & STEPHEN EDWARDS JOINT VENTURE FOR REVIEW
02		
03		

Author: Louis Peau

Date 22/02/2022

Distribution: Gary Cook (Haslin Constructions), Civlink Consulting (file)

1 SCOPE OF WORKS

As part of the Lakemba Station scope of works under the Southwest Metro Package 4 Station Upgrades, HSEJV is tasked with carrying out works on Railway Parade to facilitate construction of the Sydney Metro Service Building. Currently, the proposed work area is positioned in the location of two public disabled car park spaces. In order to carry out works in this location, HSEJV propose to relocate the disabled car park spaces approximately 50m to the east. These car park spaces will be relocated for an approximate duration of 3 months. A breakdown of the proposed occupancies is provided within section 1.2 of this TMP. HSEJV (in collaboration with Canterbury Bankstown Council) have reviewed all options to carry out construction whilst maintaining the existing location of the disabled car park spaces. However, it is not physically possible to do so as new utilities have been designated within in the permanent design in the location of the existing disabled car park spaces. Hence, relocation of the disabled car park spaces is necessary.

This plan refers to the HSEJV Construction Traffic Management Plan (CTMP) which is the overarching traffic impact mitigation statement as required by the CoA, CMEF, SWTC, CEMP & G10 specification. This station specific TMP has been developed for a specific stage of works for the Lakemba Station as part of Package 4 of the Sydney Metro upgrade works.

Works to be completed is expected to include some or all of the following:

- Storm water installation / relocation;
- Electrical utility installation / relocation;
- Civil & structural works (strip footing & retaining wall construction for the new Metro Services Building);
- Supporting earthworks;
- Landscaping works; and
- Footpath & kerb restoration.

This TMP will deploy the following items as part of this proposed arrangement:

- Long-term traffic management;
    - Relocation of the two public disabled car park spaces along Railway Parade.
        - Inclusive of signage & line marking installation.
    - Installation of a temporary portable plastic kerb ramp between the two disabled car park spaces.

HSEJV are aware of the stakeholder communication lead time requirements. i.e., local resident & Council communications and will ensure that these are completed & appropriate permissions are obtained prior to commencing each activity.

1.1 Location

This TMP will be implemented on Railway Parade in Lakemba. The works will introduce short- term traffic control to facilitate landscaping, footpath & kerb restoration works as well as long-term traffic management to relocate the two existing public disabled car park spaces. The work area & disabled car park relocation is highlighted in Figure 1.

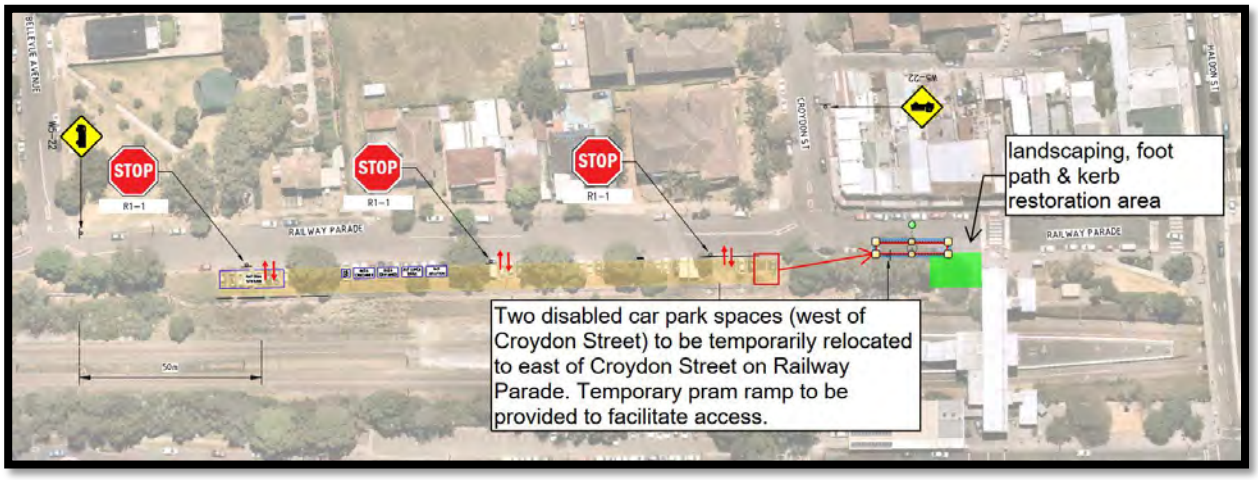


Figure 1 – Railway Parade disabled car park occupancy relocation (Source: Approved Lakemba Station TGS)

1.2 Proposed Timing and Duration

The work activities and planned closure time frames are presented in the in table 1. It is proposed that these works are to commence In late February 2022 and will end in June / July 2022. HSEJV are aware of the stakeholder communication lead time requirements. i.e. local resident & Council communications and will ensure that this is complete & appropriate permissions are obtained prior to commencing each activity.

TMP Implementation Schedule	
Works Description	**Approximate proposed Dates & Times**
• landscaping, footpath & kerb restoration works	Late February 2022 to June / July 2022 (pending approvals)
• Disabled car park relocation on Railway Parade	Early March 2022 to June / July 2022 (pending approvals)

Table 1 - Implementation Schedule

2 TRAFFIC MANAGEMENT

The proposed works and establishment of the new work areas will be deployed on Railway Parade. Permissions to occupy The Boulevarde & surrounding local roads will be obtained by the Canterbury-Bankstown Council. These TCP's / TGS' will be continually updated to ensure they are current throughout the construction period. These traffic controls will be provided where proximity to public warrants it.

2.1 Traffic control plans

See Appendix A for the TCP(s) to be installed which will enable the implementation of applicable TMP elements discussed below in section 5 of this TMP. These required TCP's are listed below:

TCP Description		
TCP No.	**Type of Closure**	**Location**
HAS-LAK-40010-P4	Long term plan displaying the relocation of disabled car parks	Railway parade
HAS-LAK-40041-P1	Short term TGS to facilitate landscaping, kerb & footpath works, and disabled car park relocation	Railway parade

Table 2 – Table of Proposed TCP's For Use

2.2 Parking Impacts

Currently HSEJV do not possess additional land to create alternative parking solutions where parking is displaced. If required, further consultation will be undertaken with residents/businesses, and Council's approval will be obtained. Refer to figure 1 to view the proposed car park relocation. 2 disabled car park spaces will be relocated approximately 50m to the west where 3 car park spaces will be provided.

Currently, the proposed work area is positioned in the location of two public disabled car park spaces. In order to carry out works in this location. These car park spaces will be relocated for an approximate duration of 3 months.

It is proposed that these parking spaces are removed no sooner than 24 hours prior to the closure to ensure that public vehicles do not obstruct construction which could lead to potential delays. The community notification process will also mitigate this issue.

2.3 Long Term Signage

HSEJV will relocate all disabled car parking signage to the new car park locations as required by Council.

2.4 Pavement Marking

HSEJV will install appropriate line marking at the new car park locations as required by Council.

2.5 Lane Widths

No changes to the existing lane widths are proposed as part of these works.

2.6 Site Access/ Egress

Access & egress from the various work areas will be carried out under short-term traffic control or will be restricted to left in / left out movements as per the existing approved TMP's.

2.7 Coordination with Adjacent Works

HSEJV are aware of external contractors currently working within the rail corridor at the Sydenham Junction (SSJ). If there is an anticipation that these works may conflict, HSEJV will ensure that communication is established to ensure conflicting daily works activities are avoided, and cohesion of adjacent worksites is maintained for the benefit of all road users.

3 MAINTAINING NETWORK PERFORMANCE

HSEJV have not undertaken any traffic modelling for the proposed arrangement, as it does not change the existing line marking arrangement or speed of the road for peak periods.

3.1 Road Occupancy

The proposed long-term temporary arrangement is not expected to impact on current travel times. HSEJV will obtain all necessary permissions from The Canterbury-Bankstown Council prior to the commencement of any works on live carriageways in the vicinity of Lakemba Station.

3.2 Planned Events

A review of relevant Event Calendars has been conducted. HSEJV will ensure that there will be no conflict with any local events.

3.3 Unplanned Events (Incident Response)

As per the CTMP, HSEJV will notify the relevant department in writing immediately after becoming aware of an incident. The notification will identify the location and nature of the incident as stated in the CoA.

For G10 Compliance, HSEJV will provide Names and contact details of nominated personnel responsible for attendance at traffic incidents where required to do so by the New South Wales Police Service and Emergency Services, and for maintenance of traffic control devices and temporary roadways outside normal working hours. Provide confirmation that these details have been provided to the New South Wales Police Service.

HSEJV will complete an Incident Report for all incidents attended. In order to minimise the impact of such events on road user delay, HSEJV will:

- Clearly identify the relative responsibilities and roles of government agencies and the project team when responding to incidents;
- Establish and maintain communication protocols for both internal and external communications with Community & Stakeholder Manager involvement;
- Provide close support to emergency services, where appropriate; and
- Reschedule planned works that will interfere with the incident, or create additional delays to those road users already affected by the incident;

HSEJV will provide contact details for nominated personnel to Council, CJP & CJM.

4 VULNERABLE ROAD USERS

4.1 Pedestrians

Pedestrian thoroughfare will be maintained whilst these works are occurring. Whilst the short-term TCP's are in place to assist with construction. Where required, traffic controllers will be present to assist with pedestrian movements.

At the conclusion of the works, pedestrian accessibility will be returned to its existing condition.

The effectiveness of these provisions will be monitored and adjusted as required, in consultation with Council and TfNSW representatives as appropriate.

4.2 Cyclists

Cyclist connectivity will be maintained throughout the implementation of this Traffic Management Plan. Whilst the work is occurring, (where required) traffic controllers will be in place to assist cyclists travel around the site.

4.3 Public Transport

The proposed car park occupancies do not affect any bus stops. Therefore, there is no anticipated impact on public transport.

4.4 Property Access

There are no adjustments to private property accesses as part of these works, current access arrangements are maintained for properties within the proximity of the works zone. Whist the works are being carried out; traffic controllers will be in place to assist motorists / road users that may need to access private driveways.

4.5 Emergency Services

These proposed traffic arrangements will result in minimal impact on emergency vehicles. Emergency services will be provided advance notice of the changes via the TTLG interface and email updates. At all times during the works, emergency service vehicles will be assisted by traffic control to ensure they reach their desired destination.

4.6 OSOM / Special Permits Unit

Railway Parade is not an approved OSOM route, therefore no impact will be observed during these works.

5 MONITOR & REVIEW

HSEJV will undertake regular inspections to ensure the safety of all road users during the implementation of this TMP, as stipulated in Appendix A.2 of AS 1742.3 and the TCAWS Manual. Findings will be recorded using the Forms attached in Appendix B of this TMP, and as described below:

Type of Closure	Location
Daily inspection of traffic controllers and their associated activities to be completed by HSEJV staff at short term traffic control setups	Form HSEJV TC1
Daily sign checklist for traffic control work crews to conduct sign checks at regular intervals	Form HSEJV TC2
A record of the Daily Routine Tasks performed at all TCP set-ups will be made on this form every shift. This form is to be completed by the traffic control sub-contractor for each traffic control setup during each shift	Form HSEJV TC3
A detailed inspection of **short-term** traffic controls to be carried out by the qualified personnel. After initial set-up After any changes Regularly (daily) during works	Form HSEJV TC4
Audit of installed TMP(s) & station traffic strategies (weekly) to be carried out by the Traffic Engineer.	Form HSEJV TC5

Table 3 – HSEJV Internal Traffic Inspections & Audits

6 KEY CONTACTS

Lakemba Station		
Position	**Name**	**Phone Number**
Project Director	Chris Hammond	0400 063 398
Senior Project Manager	Celso Paiva	0499 013 312
Senior Project Engineer	Sairam Pilli	0428 196 077
Technical Manager	Gary Cook	0405 110 160

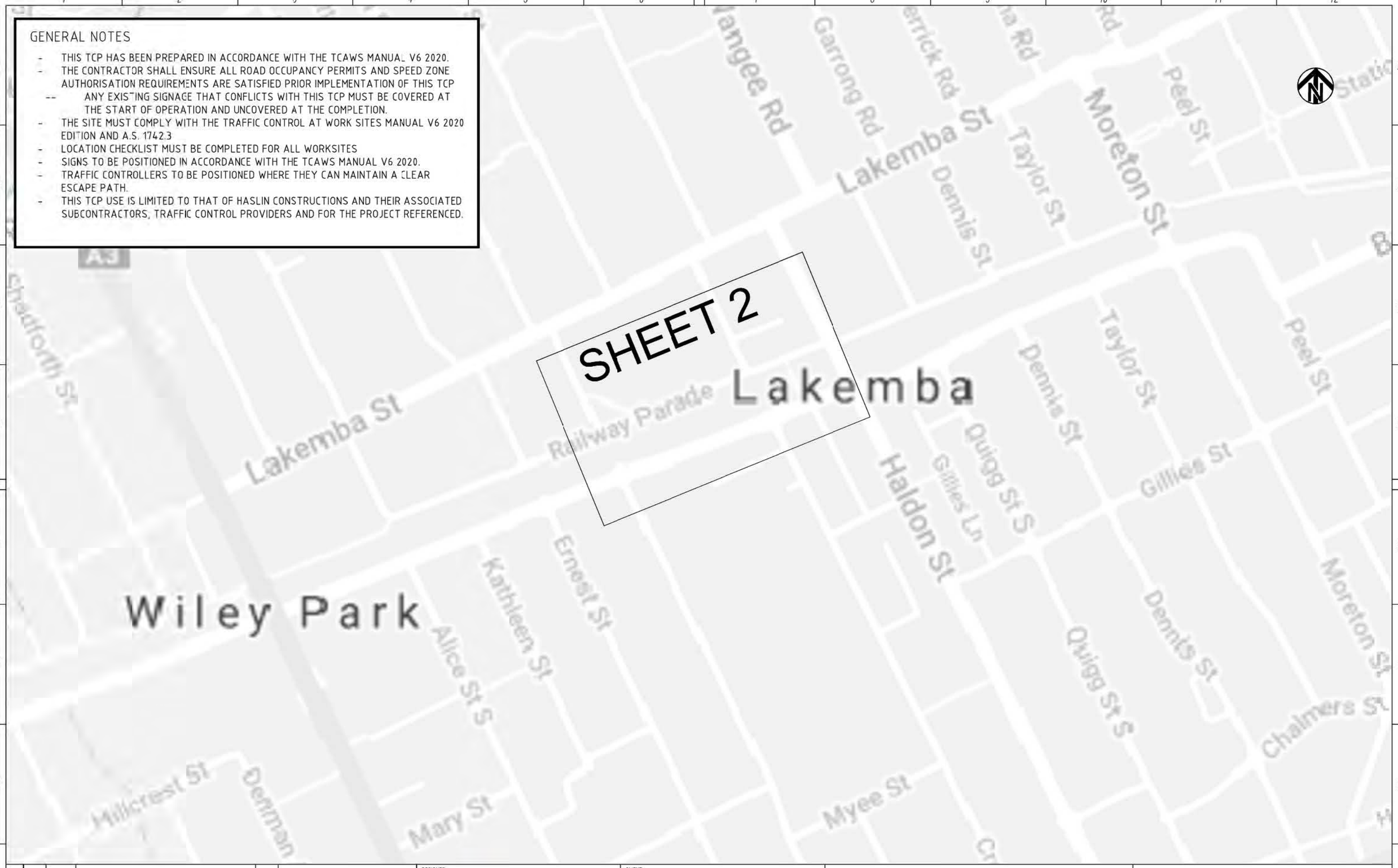
Table 4 – Lakemba Station Key Personnel

Appendix A – Traffic Control Plans

TCP Description		
TCP No.	**Type of Closure**	**Location**
HAS-LAK-40010-P4	Long term plan displaying the relocation of disabled car parks	Railway parade
HAS-LAK-40041-P1	Short term TGS to facilitate landscaping, kerb & footpath works, and disabled car park relocation	Railway parade

GENERAL NOTES

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- THE CONTRACTOR SHALL ENSURE ALL ROAD OCCUPANCY PERMITS AND SPEED ZONE AUTHORISATION REQUIREMENTS ARE SATISFIED PRIOR IMPLEMENTATION OF THIS TCP
  - ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF OPERATION AND UNCOVERED AT THE COMPLETION.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V6 2020 EDITION AND A.S. 1742.3
- LOCATION CHECKLIST MUST BE COMPLETED FOR ALL WORKSITES
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- TRAFFIC CONTROLLERS TO BE POSITIONED WHERE THEY CAN MAINTAIN A CLEAR ESCAPE PATH.
- THIS TCP USE IS LIMITED TO THAT OF HASLIN CONSTRUCTIONS AND THEIR ASSOCIATED SUBCONTRACTORS, TRAFFIC CONTROL PROVIDERS AND FOR THE PROJECT REFERENCED.



REV	BY	DATE	DESCRIPTION	APPD
P4	LP	16.02.22	ADJUSTMENT TO DISABLED PARKING SPACES	LP
P3	LP	24.01.22	ADJUSTMENT TO DISABLED PARKING SPACES	LP
P2	LP	29.03.21	ADJUSTMENT TO SITE COMPOUND FOR 3 GATES AND FACILITIES	LP
P1	LP	7.03.21	ORIGINAL ISSUE	LP

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	LP
DRW CHECK:	LP
APPROVED:	LP
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT: HASLIN

HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE

RAILWAY PARADE SITE ALTERNATE DISABLED PARKING SPACES FROM BELLEVUE AVENUE TO CROYDON STREET SIGNAGE AND LINEMARKING

DRAWING No: HAS-LAK-40010-P4

SHEET: 1 OF 2

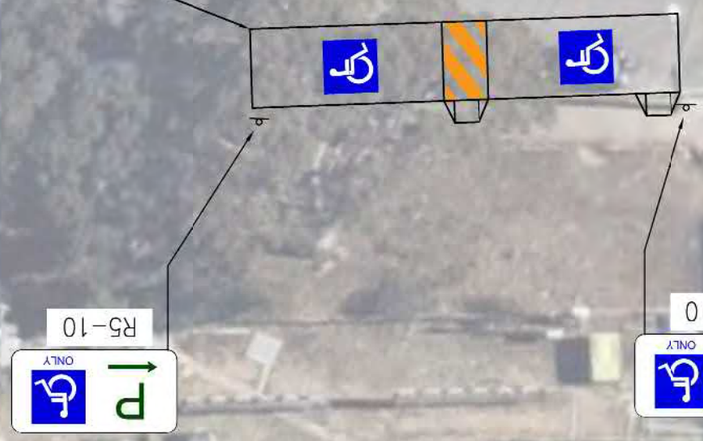
REVISION: P4

Plot Date: 16 February 2022 - 11:07 AM

Cad File No: C:\Users\AlexGosper\OneDrive\00_Civlink Consulting\Projects\20200612 - Wahroonga Station Bridge\10_TCPs\HAS-LAK-40010-P4.dwg

PROVISION FOR 2x ADDITIONAL TEMPORARY DISABLED PARKING SPACES TO BE PROVIDED IN CARPARK OFF RAILWAY PARADE AS SHOWN.

SPACES TO BE MARKED AT 7.8m x 3.2m AS PER FIGURE 4.2 IN AS2890.5. TEMPORARY KERB RAMPS TO BE PROVIDED AT MAX GRADE OF 1 IN 8. 1.5m CLEAR AREA TO BE PROVIDED ABOVE KERB RAMPS. WHERE KERB RAMPS SIT IN THE KERB, DISABLED SPACES TO BE SEPARATED AND A 'SHARED AREA' TO BE PROVIDED BETWEEN THE SPACES TO ACCOMMODATE THE KERB RAMP.



LEGEND

SITE COMPOUND	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
PEDESTRIAN BARRICADE / PHYSICAL BARRIER	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD AT 2M CENTERS (OR AS PER TCAWS TABLE 5.1)	
TEMPORARY SIGN POSITION	
SITE ACCESS / EGRESS	

APPROVED BY
NAME: L. FEAU
PWTMP CARD: 005192385
SIGN:
DATE: 1.26.2021

REV	BY	DATE	DESCRIPTION	APPD
P4	LP	16.02.22	ADJUSTMENT TO DISABLED PARKING SPACES	LP
P3	LP	24.01.22	ADJUSTMENT TO DISABLED PARKING SPACES	LP
P2	LP	29.03.21	ADJUSTMENT TO SITE COMPOUND FOR 3 GATES AND FACILITIES	LP
P1	LP	7.03.21	ORIGINAL ISSUE	LP

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	LP
DRW CHECK:	LP
APPROVED:	LP
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT: HASLIN

HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE

RAILWAY PARADE SITE ALTERNATE DISABLED PARKING SPACES FROM BELLEVUE AVENUE TO CROYDON STREET SIGNAGE AND LINEMARKING

DRAWING No: HAS-LAK-40010-P4

SHEET: 2 OF 2

REVISION: P4

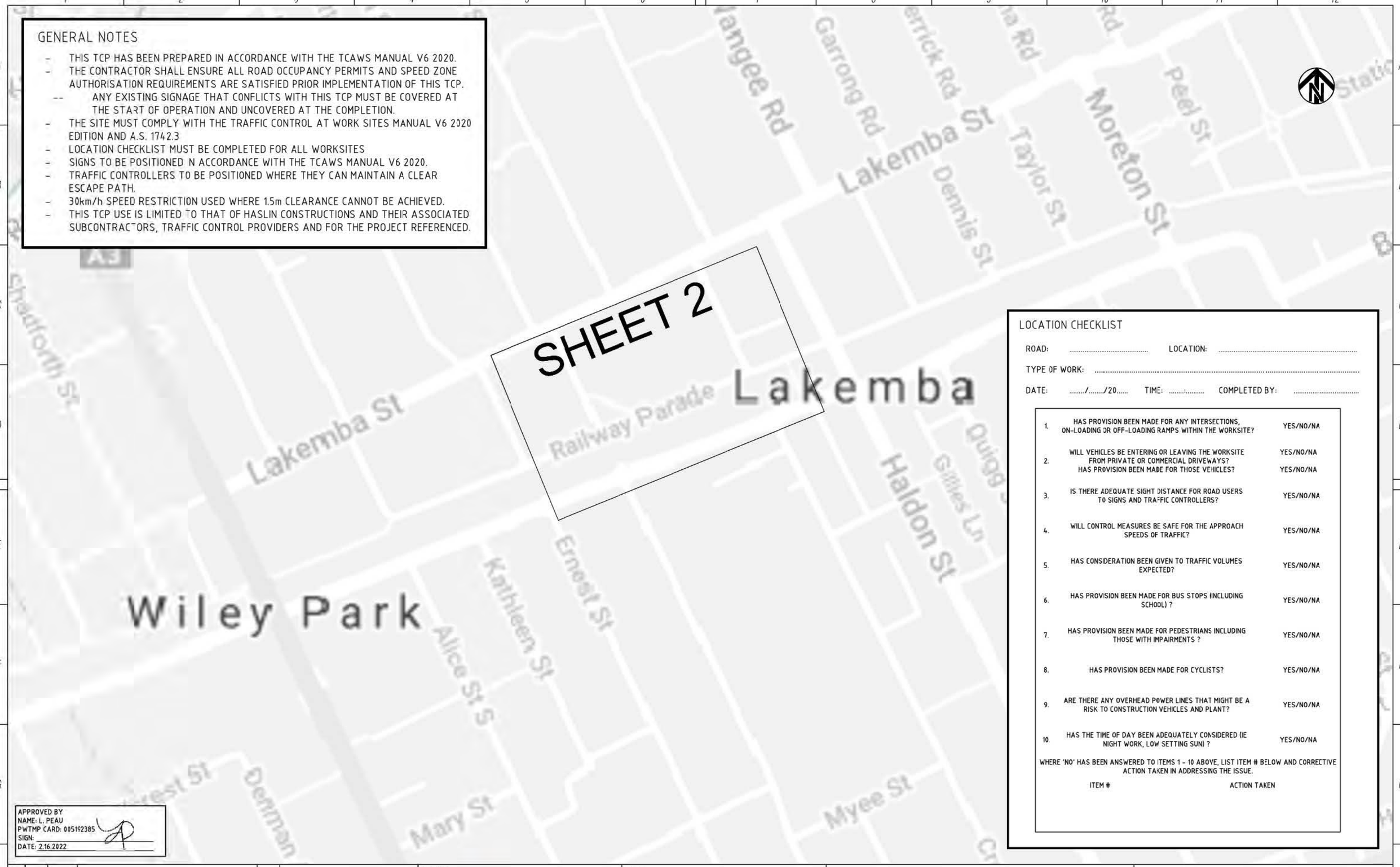
Plot Date: 16 February 2022 - 11:08 AM

Cad File No: C:\Users\AlexGosper\OneDrive\00_Civlink Consulting\Projects\20200612 - Wahroonga Station Bridge\10_TCPs\HAS-LAK-40010-P4.dwg

GENERAL NOTES

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- THE CONTRACTOR SHALL ENSURE ALL ROAD OCCUPANCY PERMITS AND SPEED ZONE AUTHORISATION REQUIREMENTS ARE SATISFIED PRIOR IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF OPERATION AND UNCOVERED AT THE COMPLETION.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V6 2020 EDITION AND A.S. 1742.3
- LOCATION CHECKLIST MUST BE COMPLETED FOR ALL WORKSITES
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- TRAFFIC CONTROLLERS TO BE POSITIONED WHERE THEY CAN MAINTAIN A CLEAR ESCAPE PATH.
- 30km/h SPEED RESTRICTION USED WHERE 1.5m CLEARANCE CANNOT BE ACHIEVED.
- THIS TCP USE IS LIMITED TO THAT OF HASLIN CONSTRUCTIONS AND THEIR ASSOCIATED SUBCONTRACTORS, TRAFFIC CONTROL PROVIDERS AND FOR THE PROJECT REFERENCED.

SHEET 2



LOCATION CHECKLIST

ROAD: ..... LOCATION: .....

TYPE OF WORK: .....

DATE: ...../...../20..... TIME: .....:..... COMPLETED BY: .....

1.	HAS PROVISION BEEN MADE FOR ANY INTERSECTIONS, ON-LOADING OR OFF-LOADING RAMPS WITHIN THE WORKSITE?	YES/NO/NA
2.	WILL VEHICLES BE ENTERING OR LEAVING THE WORKSITE FROM PRIVATE OR COMMERCIAL DRIVEWAYS? HAS PROVISION BEEN MADE FOR THOSE VEHICLES?	YES/NO/NA YES/NO/NA
3.	IS THERE ADEQUATE SIGHT DISTANCE FOR ROAD USERS TO SIGNS AND TRAFFIC CONTROLLERS?	YES/NO/NA
4.	WILL CONTROL MEASURES BE SAFE FOR THE APPROACH SPEEDS OF TRAFFIC?	YES/NO/NA
5.	HAS CONSIDERATION BEEN GIVEN TO TRAFFIC VOLUMES EXPECTED?	YES/NO/NA
6.	HAS PROVISION BEEN MADE FOR BUS STOPS (INCLUDING SCHOOL) ?	YES/NO/NA
7.	HAS PROVISION BEEN MADE FOR PEDESTRIANS INCLUDING THOSE WITH IMPAIRMENTS ?	YES/NO/NA
8.	HAS PROVISION BEEN MADE FOR CYCLISTS?	YES/NO/NA
9.	ARE THERE ANY OVERHEAD POWER LINES THAT MIGHT BE A RISK TO CONSTRUCTION VEHICLES AND PLANT?	YES/NO/NA
10.	HAS THE TIME OF DAY BEEN ADEQUATELY CONSIDERED (IE NIGHT WORK, LOW SETTING SUN) ?	YES/NO/NA

WHERE 'NO' HAS BEEN ANSWERED TO ITEMS 1 – 10 ABOVE, LIST ITEM # BELOW AND CORRECTIVE ACTION TAKEN IN ADDRESSING THE ISSUE.

ITEM # ACTION TAKEN

APPROVED BY
NAME: L. PEAU
PWTMP CARD: 005192385
SIGN: _____
DATE: 2.16.2022

REV	BY	DATE	DESCRIPTION	APPD
P1	LP	16.02.22	ORIGINAL ISSUE	LP

COORDINATE SYSTEM: HEIGHT DATUM: SCALE:

DRAWN BY: LP
DRW CHECK: LP
APPROVED: LP
IND REVIEW: N/A

DESIGNER: CIVLINK CONSULTING

CLIENT: HASLIN

HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE

RAILWAY PARADE - 3 WAY STOP/SLOW CONTROL (INCLUDING CROYDON STREET) FOOTPATH AND SHOULDER WORKS
LOCALITY PLAN

DRAWING No: HAS-LAK-40041-P1

SHEET 1 OF 2

REVISION P1

Plot Date: 16 February 2022 - 10:38 AM

Cad File No: C:\Users\AlexGospen\OneDrive\00_Civlink Consulting\Projects\20200612 - Wahroonga Station Bridge\10_TCPs\HAS-LAK-40041-P1.dwg

LEGEND	
WORK AREA	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
PEDESTRIAN BARRICADE / PHYSICAL BARRIER	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD	
TEMPORARY SIGN POSITION	
SITE ACCESS / EGRESS	

CROYDON ST

HALDON ST

RAILWAY PARADE

THE BOULEVARDE

50m

SITE INSTALLATION NOTES

- SIGN INSTALLATION MUST NOT OBSTRUCT EXISTING FOOTPATHS AND SIGHT DISTANCES FOR VEHICLES TURNING OUT OF RESIDENTIAL DRIVEWAYS.
- SIGNS SHOULD BE INSTALLED AT APPROXIMATELY 90 DEGREES TO APPROACHING TRAFFIC
- WHERE MULTI-MESSAGE SIGNS ARE USED NO PANELS CAN HAVE VOIDS

APPROVED BY
NAME: L PEAU
PWTMP CARD: 005192385
SIGN:
DATE: 2.16.2022

REV	BY	DATE	DESCRIPTION	APPD
P1	LP	16.02.22	ORIGINAL ISSUE	LP

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	LP
DRW CHECK:	LP
APPROVED:	LP
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT: HASLIN

HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE

RAILWAY PARADE - 3 WAY STOP/SLOW CONTROL (INCLUDING CROYDON STREET) TREE CLEARING TRAFFIC GUIDANCE SCHEME

DRAWING No: HAS-LAK-40041-P1

SHEET: 2 OF 2

REVISION: P1

Plot Date: 16 February 2022 - 10:36 AM

Cad File No: C:\Users\AlexGosper\OneDrive\00_Civlink Consulting\Projects\20200612 - Wahroonga Station Bridge\10_TCPs\HAS-LAK-40041-P1.dwg

Appendix B – HSEJV Inspection Checklists

Type of Closure	Location
Daily inspection of traffic controllers and their associated activities to be completed by HSEJV staff at short term traffic control setups	Form HSEJV TC1
Daily sign checklist for traffic control work crews to conduct sign checks at regular intervals	Form HSEJV TC2
A record of the Daily Routing Tasks performed at all TCP set-ups will be made on this form every shift. This form is to be completed by the traffic control sub-contractor for each traffic control setup during each shift	Form HSEJV TC3
A detailed inspection of short-term traffic controls to be carried out by the qualified personnel. After initial set-up After any changes Regularly (daily) during works	Form HSEJV TC4
Audit of installed TMP(s) & station traffic strategies (weekly) to be carried out by the Traffic Engineer.	Form HSEJV TC5

HSEJV FORM TC1

WORKS ON ROAD - Checklist

Day:		Date:		Time:	
Check by:		Signature:			

1	Site Details			
1.1	Work Location:			
1.2	Nature of Works:			
1.3	Name of HSEJV Site Supervisor:			
2	Traffic Controller Operation		Yes	No
1.1	TC Licence / Card on hand?	Failure to produce TC qualification on request is a breach of safety	☐	☐
1.2	TC Cert No. and Expiry Date:			
1.3	HSEJV Site Induction No:			

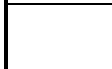
3	Worker Safety in Road / Lane Closure Operation	Yes	No	N/A
3.1	TCP/TGS on hand?	☐	☐	☐
3.2	TCP/TGS installed correctly (AS1742 Part 3 compliant)?	☐	☐	☐
3.3	Form HSEJV TC2 Sign Checklist (or similar) commenced / completed?	☐	☐	☐
3.4	JSEA / SWMS completed (on hand) and discussed at pre-start / understood?	☐	☐	☐
3.5	Are site vehicles parked correctly (separate from work area)?	☐	☐	☐
3.6	Are site vehicles entering / leaving work area correctly?	☐	☐	☐
3.7	Are correct UHF protocols being used?	☐	☐	☐
3.8	Correct UHF protocols are being used?	☐	☐	☐
3.9	Does TC have any safety concern?	☐	☐	☐
4	General Safety Observations			
4.1	Is a 40km/h (or less) Roadwork speed zone in place?	☐	☐	☐
4.2	If speed limit above 40km/h, is a TMA protecting work site?	☐	☐	☐
4.3	Are all workers within protection of low speed work site, or shadow of TMA?	☐	☐	☐
4.4	Are all workers safely contained outside exclusion zones?	☐	☐	☐
4.5	Does the TC have an identifiable escape route?	☐	☐	☐
4.6	Does any worker express a personal safety concern?	☐	☐	☐
5	Actions Required			

HSEJV FORM TC2

Sign Checklist

Records of all sign installations using this form or similar register MUST be completed daily by the TC Team Leader.

Day / Date:		Road:		Direction:	
Nature of Works:				TC Team Leader:	

Installed Signs (cross out if not used)	Qty	Installation Time (Compulsory)	Check & Adjust (Compulsory)	Check & Adjust	Check & Adjust	Pack-Up Time (Compulsory)	Comments
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 COVER		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	
 INSTALL		am/pm	am/pm	am/pm	am/pm	am/pm	

Declaration by Person Responsible for Installation and / or Removal pursuant to AS1742.3 Appendix A.

I certify that the installation and removal of the traffic control devices above were checked / adjusted during the shift at the times recorded.

Signature: .....

Date: .....

HSEJV FORM TC3

Traffic Controller Daily Task Audit

To comply with AS1742.3 Appendix 'A' requirements, a 'Suitably Qualified' person shall daily audit all traffic controls operating on roads.

Location:		Date:	
		Time:	

1	Auditor Details	Yes	No
1.1	Name:		
1.2	Position:		
1.3	Project / Job:		

2	Record Keeping	Yes	No	N/A
2.1	Is a sign record checklist (FORM HSEJV TC2) kept on site?	☐	☐	☐
2.2	Is the current ROL issued by the Road Authority kept on site?	☐	☐	☐
2.3	Are sign installations, alterations and removal being recorded?	☐	☐	☐
2.4	Are speed restriction sign changes being recorded?	☐	☐	☐
2.5	Are the 'hours of operation' being recorded?	☐	☐	☐
2.6	Is the surface condition of the road being monitored and recorded?	☐	☐	☐
2.7	Are significant departures from, or additions to, the signs and devices noted?	☐	☐	☐
2.8	Have any Traffic Incidents been reported?	☐	☐	☐

3	Before Work Starts			
3.1	Has an inspection of all signs and devices been made to determine any signs out of place or damaged during the night, which might require rectification? Notes:	☐	☐	☐
3.2	Are all signs and devices installed according to the approved TCP / TGS? Notes:	☐	☐	☐
3.3	Are all conflicting or redundant signs covered or removed? Notes:	☐	☐	☐
3.4	Have all lights and lamps been checked, cleaned and replaced if necessary? Notes:	☐	☐	☐
3.5	Has an inspection of all water filled barriers or pedestrian fencing been made to identify low water levels and damage, which need repair? Notes:	☐	☐	☐
3.6	Has an inspection drive through been conducted to assess the safety and effectiveness of all traffic management provisions? Notes:	☐	☐	☐

4	During Hours of Work	Yes	No	N/A
4.1	Have periodic inspection drive-throughs been conducted to check that all signs, markings and delineating devices are safe, effective and in their correct position? Notes:	☐	☐	☐
4.2	Are Drive-through inspections video recorded? Notes:	☐	☐	☐
4.3	Are all workers wearing appropriate PPE, in particular high visibility clothing pursuant to AS4602 and AS1906? Notes:	☐	☐	☐
4.4	Are safe clearances between workers and adjacent traffic being maintained? Notes:	☐	☐	☐
4.5	Are safety barriers operating correctly? (connections; LoN, crash-end-treatments; water-filled, correct TL rating for speed zone, exclusion zones observed) Notes:	☐	☐	☐
4.6	Are portable VMS correctly positioned and adequately advising motorists? Notes:	☐	☐	☐
4.7	Are potential congestion impacts identified and back or queues being managed to minimise delay and incidents? Notes:	☐	☐	☐
4.8	Are vulnerable road users adequately catered for, to and through the works? (pedestrians, cyclists, elderly, school children etc) Notes:	☐	☐	☐
4.9	Are residential and business accesses being maintained? Notes:	☐	☐	☐
4.10	Are plant movements to/from the work site properly managed or escorted (AS1742.3) to minimise impact on through traffic? Notes:	☐	☐	☐
4.11	During breaks, are workers removed clear of the work area, plant parked clear of traffic lanes and relevant signs covered (i.e. Prepare to Stop/Workers Head)? Notes:	☐	☐	☐
4.12	Are traffic hazards and single through lanes being constantly managed by Traffic Controllers (and relieved as necessary)? Notes:	☐	☐	☐
4.13	Are maintenance activities coordinated with construction works and other job operations to minimise impact on through traffic? Notes:	☐	☐	☐

5	Closing down at the End of the Work	Yes	No	N/A
5.1	Has a periodic inspection drive-through identified any urgent maintenance required to the travelled path? Notes:	☐	☐	☐
5.2	Have the 'Prepare to Stop', 'Workers Ahead' and any other redundant / confusing signs or devices been removed? Notes:	☐	☐	☐
5.3	Has a pre-opening drive-through been conducted to confirm that all signs, devices and delineators are restored and operable before leaving the site? Notes:	☐	☐	☐
5.4	Have any sign or device changes been recorded in the sign checklist (HSEJV FORM TC2), work sheet or TGS? Notes:	☐	☐	☐
6	Night time and After Hours			
6.1	Has a periodic 'after dark' inspection drive-through been conducted on low headlight to ensure that all signs and devices are visible and performing their correct function? Notes:	☐	☐	☐
6.2	Are 'after hours' contacts provided so that emergency replacement of damaged signs, delineators and barriers can be arranged? Notes:	☐	☐	☐
6.3	Is the site being inspected at night, over weekends and during shutdown periods? Notes:	☐	☐	☐

Actions, Identified and corrected during this Audit:

HSEJV FORM TC4

AUDIT - Short Term Traffic Management

A 'Suitably Qualified' person shall audit a TGS on the first occasion it is deployed and weekly thereafter. All 'No' responses must be addressed immediately on site and recorded in 'Actions' field at bottom of this Audit.

Location:		Date:	
		Time:	

1	Auditor Details		Yes	No
1.1	Name:			
1.2	Position:			
1.3	Are you currently qualified in this State to audit Traffic Guidance Schemes?		☐	☐
2	Record Keeping & Daily Routine Tasks	Yes	No	N/A
2.1	Has a TGS been prepared (sighted)?	☐	☐	☐
2.2	Is the plan endorsed by a 'suitably qualified person'?	☐	☐	☐
2.3	Has a Permit / Licence been issued by the Road Authority?	☐	☐	☐
2.4	Is the Permit / Licence on site?	☐	☐	☐
2.5	Is the TC Site Supervisor doing Daily Routine checks?	☐	☐	☐
2.6	Is the TC Team Leader doing sign checks and recording times?	☐	☐	☐
3	Site Vehicle Movements			☐
3.1	Are safe access/egress points to the work site provided?	☐	☐	☐
3.2	Are site vehicles complying with the VMP?	☐	☐	☐
3.3	Are movements to/from site having minimal impact on through traffic?	☐	☐	☐
4	Speed Reductions			☐
4.1	Are speed reductions made in compliance with the Permit?	☐	☐	☐
4.2	Are advance speed reduction signs placed appropriately?	☐	☐	☐
4.3	Are the speed signs the correct size, spacing and height?	☐	☐	☐
4.4	Have conflicting speed signs been covered?	☐	☐	☐
4.5	Are repeater signs installed if required?	☐	☐	☐
4.6	At the end of the work zone has the pre-existing speed limit been reinstated?	☐	☐	☐
5	Traffic Controllers			☐
5.1	Is a qualified TC on site during all working hours?	☐	☐	☐
5.2	Is all PPE being worn?	☐	☐	☐
5.3	Are the traffic controllers managing traffic effectively?	☐	☐	☐
5.4	Are communications between traffic controllers effective and appropriate?	☐	☐	☐
5.5	Is the correct number of traffic controllers being used on site?	☐	☐	☐
5.6	Do traffic controllers have safe sight distances to approaching traffic?	☐	☐	☐

5.7	Do traffic controllers have a clear escape route?	☐	☐	☐
5.8	Are traffic controllers facing their threat (approaching traffic)?	☐	☐	☐
5.9	Has provision been made to prevent 'end of queue' crashes?	☐	☐	☐
5.10	Are traffic controllers given breaks during the shift?	☐	☐	☐
6	Signs and Devices			☐
6.1	General			☐
6.1.1	Are signs and devices set out in accordance with the TGS?	☐	☐	☐
6.1.2	Are side roads adequately signed?	☐	☐	☐
6.1.3	Are there fences, cones and bollards in place to guide pedestrian around the site where vehicles operate in close proximity?	☐	☐	☐
6.1.4	Are all signs and devices in good condition?	☐	☐	☐
6.1.5	Are the signs clearly visible and not affected (e.g. by other signs, plant items, vegetation, shade, light, glare)?	☐	☐	☐
6.1.6	Are sign faces retro-reflective for night time works?	☐	☐	☐
6.1.7	Are signs displayed on frangible mounts?	☐	☐	☐
6.2	Barrier Boards, Bollards, Traffic Cones			☐
6.2.1	Are barrier boards installed perpendicular to approaching traffic?	☐	☐	☐
6.2.2	Are barrier boards at correct height and spacing on two legs weighted to reduce wind movement?	☐	☐	☐
6.2.3	Are barrier boards orientated to display downward black slash pointing to the safe driven path (away from hazard to safety)?	☐	☐	☐
6.2.4	Are traffic cones and bollards correctly positioned to delineate work areas?	☐	☐	☐
6.3	Flashing Arrow Signs (FAS)			☐
6.3.1	Are FAS located correctly?	☐	☐	☐
6.3.2	Do FAS and Lane Status signs corroborate the alignment changes?	☐	☐	☐
6.4	Portable Traffic Signals			☐
6.4.1	Has approval been obtained for the portable traffic signals?	☐	☐	☐
6.4.2	Are they preceded by a PREPARE TO STOP (T1-18) sign?	☐	☐	☐
6.4.3	Is the current mode of operation in balance with traffic demand?	☐	☐	☐
6.4.4	What is the maximum observed delay time of queues under stop condition?	☐ minutes		
6.5	Variable Message Signs			☐
6.5.1	Does the use of variable message signs comply with the TGS?	☐	☐	☐
6.5.2	Are VMS positioned safely?	☐	☐	☐
6.5.3	Are displayed messages visible to approaching traffic ?	☐	☐	☐
6.6	Cyclists, Pedestrians and Disabled			☐
6.6.1	Do controls prevent access to all work areas by members of the public?	☐	☐	☐
6.6.2	Can cyclists and pedestrians safely traverse the site?	☐	☐	☐
6.6.3	Are footpaths and shared paths clear of signs?	☐	☐	☐

6.6.4	Have warning signs been provided for pedestrians and cyclists?	☐	☐	☐
6.6.5	Can cycles, wheelchairs and prams traverse temporary paths?	☐	☐	☐
6.7	Provision for Hours of Darkness			☐
6.7.1	Are suitable lamps provided in compliance with AS 1742.3 Section 3.11?	☐	☐	☐
6.7.2	Are all lamps operational and effective in darkness?	☐	☐	☐
6.7.3	Are all workers, including traffic controllers, wearing reflective clothing?	☐	☐	☐
7	Miscellaneous			
7.1	Are all requirements met for intermittent work?	☐	☐	☐
7.2	Where a spotter is used, are all requirements being met?	☐	☐	☐
7.3	Are all requirements met for mobile works?	☐	☐	☐
7.4	Is plant that travels to/from the work site at speeds 20km/hr below the speed limit, properly escorted (AS 1742.3)?	☐	☐	☐

Actions, which have been identified and corrected during this Audit:

Auditor Name:	Position:	Signature:

HSEJV FORM TC5

AUDIT - Long Term Traffic Management

This Audit shall be conducted by suitably a qualified 'Traffic Management Professional'.

Location:		Date:		
1	Auditors Details	N/A	Yes	No
1.1	Name:			
1.2	Position:			
1.3	Are you currently qualified in this State to audit Traffic Guidance Schemes?		☐	☐
1.4	Do you have 5 yrs (min) experience deploying long term Traffic Management Strategies?		☐	☐
1.5	Are you a qualified Road Safety Auditor?		☐	☐
2	Personnel	N/A	Yes	No
2.1	Are workers on site at the time of this Audit?	☐	☐	☐
2.2	Is high visibility clothing being worn in accordance with AS 1742.3 Section 3.16.5, particularly where people are working adjacent to vehicles and traffic routes?	☐	☐	☐
2.3	Are Traffic Controllers working on site at time of Audit?	☐	☐	☐
2.4	Do all Traffic Controllers hold the relevant traffic controller qualifications for the role they are performing?	☐	☐	☐
2.5	Are the Traffic Controllers managing traffic effectively, particularly at site access and egress locations?	☐	☐	☐
2.6	Are communications between Traffic Controllers and site traffic effective and appropriate?	☐	☐	☐
3	Traffic Signs, Devices and Layout	N/A	Yes	No
3.1	Compliance with the written TMP document and plans			
3.1.1	Are signs and devices set out in accordance with the approved TMP?	☐	☐	☐
3.1.2	Is there appropriate pedestrian exclusion control implemented where work traffic and foot traffic intersect (i.e. barriers, bollards, fencing, cones and guardrail)?	☐	☐	☐
3.1.3	Are chainage locations nominated for Sign, Device and Pavement marking locations in TMP document replicated on site?	☐	☐	☐
3.1.4	If not, has the relevant TMP long term drawing been amended to reflect the reason for variation?	☐	☐	☐
3.1.5	Has the amended drawing and sign / device location been approved by the relevant authorities and filed for future reference?	☐	☐	☐
3.2	Presentation of Signs and Devices			☐
3.2.1	Are all signs and devices installed in compliance with safe road design principles (AUSTROADS, AS 1742 and specific Road Authority guidelines)?	☐	☐	☐
3.2.2	Are the signs clearly visible and not affected (e.g. by other signs, plant items, vegetation, shade, light, glare)?	☐	☐	☐

3.2.3	Are sign faces compliant with AS 1742.3 and have Class 1 retro-reflective material?	☐	☐	☐
3.2.4	Are signs of the correct size for the speed conditions?	☐	☐	☐
3.2.5	Are signs installed within the 'Clear Zone' erected on frangible posts, on break away mounts or protected by an approved barrier treatment?			
3.3	Temporary Speed Limits			☐
3.3.1	Have speed limit signs been separately approved by the relevant Road Authority for long term use in this TMP?	☐	☐	☐
3.3.2	Are signs erected at the correct height, alignment and position?	☐	☐	☐
3.3.3	Are signs given the correct sight distance (min 2.5 x D metres, D = permanent speed limit)?	☐	☐	☐
3.3.4	Are regulatory / speed signs duplicated where required (dual lane carriageways or greater)?	☐	☐	☐
3.3.5	Are speed limit repeater signs installed at appropriate travel time intervals?	☐	☐	☐
3.4	Portable Traffic Signals			☐
3.4.1	Are portable traffic signals in use at time of audit?	☐	☐	☐
3.4.2	Has approval been obtained for the portable traffic signals?	☐	☐	☐
3.4.3	Are they preceded by a PREPARE TO STOP (T1-18) sign?	☐	☐	☐
3.4.4	Is the current mode of operation in balance with traffic demand?	☐	☐	☐
3.4.5	What is the maximum observed delay time of queues under stop condition?	☐ minutes		
3.4.6	Is the maximum observed delay time appropriate?	☐	☐	☐
3.4.7	Are back of queues cleared before losing sight of the traffic signals?	☐	☐	☐
3.5	Use of Variable Message Signs			☐
3.5.1	Are variable message signs in use?	☐	☐	☐
3.5.2	Has the Road Authority approved the message content, location and timing of these displays?	☐	☐	☐
3.5.3	Does the use of variable message signs comply with this approval?	☐	☐	☐
3.5.5	Are portable VMS trailers (non-frangible) positioned outside the 'Clear Zone' or protected by an existing or temporary barrier treatment?	☐	☐	☐
3.5.6	Are the displayed messages clearly visible to approaching traffic 2.5 seconds ahead?	☐	☐	☐
3.6	Pavement Marking, Configuration and Standard			☐
3.6.1	Has a new road alignment been implemented by this TMP?	☐	☐	☐
3.6.2	Are chainage locations nominated for pavement marking alterations in TMP document replicated on site?	☐	☐	☐
3.6.3	Are lane widths adequate on site for the safe thoroughfare of traffic?	☐	☐	☐
3.6.4	Is the line marking clear and obvious to all road users?	☐	☐	☐
3.6.5	Are redundant lines from the previous configuration completely removed or obscured to remove alignment ambiguity?	☐	☐	☐
3.6.6	Is the line marking clearly visible at night (Glass beads)?	☐	☐	☐

3.6.7	Is the road surface clean and adequate for all road users (motorcycles, cyclists and caravans)?	☐	☐	☐
3.6.8	Is the pavement free of ponding area's and high- flow channels which may affect traction (aqua-planing)?	☐	☐	☐
3.7	Barrier Boards and Bollards			☐
3.7.1	Are wide shoulders occupied with barrier boards and / or bollards?	☐	☐	☐
3.7.2	Are barrier boards and bollards suitably anchored to negate collapse in high winds?	☐	☐	☐
3.7.3	Are minimum shoulder clearances provided between Barrier Boards / Bollards and the driven path?	☐	☐	☐
4	Safety Barrier Systems	N/A	Yes	No
4.1	Installation			☐
4.1.1	Does this TMP deploy a temporary Safety Barrier System?	☐	☐	☐
4.1.2	Are chainage locations nominated for Barriers in the TMP document replicated on site?	☐	☐	☐
4.1.3	Are the barriers of an approved type for the purpose and located and assembled correctly (TL rating appropriate)?	☐	☐	☐
4.1.4	Are steel and concrete barrier blunt ends properly protected (tapered at 1:15 to terminate outside the 'Clear Zone' or attached to an approved crash end terminal)?	☐	☐	☐
4.1.5	Are end terminals un-damaged and in full working condition?	☐	☐	☐
4.1.6	Is the barrier and end terminals installation AS 3845 complaint?	☐	☐	☐
4.1.7	Are Plastic Water-filled Barriers (PWFB) filled with a minim 350 litres of water each (desirable – 500 litres)?	☐	☐	☐
4.1.8	Are water height indicators and drainage taps serviceable on all PFWB's?	☐	☐	☐
4.2	Operational Effectiveness			☐
4.2.1	Are there more than one barrier type connected in one system of barriers?	☐	☐	☐
4.2.2	Are barrier connections compliant with Manufacturers Guidelines?	☐	☐	☐
4.2.3	Are the specified advance and departure terminal anchor lengths installed either side of the Length of Need (LON)?	☐	☐	☐
4.2.4	Are barrier mounted delineators positioned correctly, clean and clearly visible to approach traffic?	☐	☐	☐
4.2.5	Is the face of the barrier smooth without protrusions or blunt ends exposed?	☐	☐	☐
4.2.6	Are there any units in damaged condition (cracked, concrete chunks missing etc..)?	☐	☐	☐
4.2.7	Are the barriers regularly inspected as part of a surveillance program pursuant to AS/NZS 3845?	☐	☐	☐
4.2.8	Is the barrier system correctly located with respect to traffic clearances, kerb and channel locations?	☐	☐	☐
4.2.9	Are all barrier attachments authorised (sign brackets, fencing, steel poles, anti-gawk screens)?	☐	☐	☐

4.2.10	Are minimum shoulder widths (AS1742.3) provided and clearly delineated between the driven path and face of barrier?	☐	☐	☐
4.2.11	Do the barriers provide for adequate drainage of water?	☐	☐	☐
4.2.12	Are the specified dynamic deflection exclusion distances provided behind the barrier to protect workers?	☐	☐	☐
4.2.13	Are all PFWB's maintaining a minimum 350 litres of water content?	☐	☐	☐
4.3	Removal			☐
4.3.1	Is there a SWMS for the safe removal of the barrier system?	☐	☐	☐
4.3.2	Has all residual debris been cleared from the pavement after removal?	☐	☐	☐
5	Managing Vulnerable Road User Groups	N/A	Yes	No
5.1	Cyclists, Pedestrians and Disabled			☐
5.1.1	Are the identified controls in place to prevent unauthorised access to all work areas by members of the public?	☐	☐	☐
5.1.2	Are pedestrian and cycle paths through the new alignment clearly delineated and exclusive of the work area?	☐	☐	☐
5.1.3	Are footpaths and cycle lanes compliant with AUSTROADS specifications?	☐	☐	☐
5.1.4	Are chainage locations nominated for new pedestrian paths and cycle routes in the TMP document replicated on site?	☐	☐	☐
5.1.5	Have advance warning and guidance signs been provided for pedestrians and cyclists?	☐	☐	☐
5.1.6	Can cyclists, wheelchairs and prams traverse the new paths, in particular ramps between road crossings and paths?	☐	☐	☐
5.1.7	Are all necessary pedestrian connections maintained at intersections?	☐	☐	☐
5.1.8	Are Traffic Controllers used to guide / assist pedestrians and disabled persons across site gates or through 'pinch-points'?	☐	☐	☐
5.2	Private Properties			☐
5.2.1	Are any private residences or business properties impacted by the implementation of this TMP?	☐	☐	☐
5.2.2	Are the access provisions of the approved TMP being executed on site?	☐	☐	☐
5.2.3	Are any temporary alternative access arrangements deployed and working effectively?	☐	☐	☐
5.3	Public Transport Providers			☐
5.3.1	Are any bus facilities or access to train stations impacted by the implementation of this TMP?	☐	☐	☐
5.3.2	Are the access provisions of the approved TMP being executed on site?	☐	☐	☐
5.3.3	Are temporary bus stops installed and working efficiently?	☐	☐	☐
5.3.4	Are the temporary access arrangements of these bus stops meeting the requirements of bus patrons?	☐	☐	☐
5.3.5	Are temporary bus shelters, J-poles suitably located to meet the needs of patrons and bus drivers?	☐	☐	☐
5.3.6	Are 'Ad-Shell' type bus stops still clearly visible to passing traffic?	☐	☐	☐

6	Provision for Hours of Darkness	N/A	Yes	No
6.1	Has the TMP been inspected in reduced light conditions?	☐	☐	☐
6.2	Are all alignments, signs and devices clearly visible to road users at night?	☐	☐	☐
6.3	Is suitable illumination provided at conflict points (site gates, pedestrian crossings) in compliance with AUSTROADS?			
6.4	Are all lamps operational and effective in darkness?	☐	☐	☐
6.5	Are these lights properly aligned to avoid driver confusion and distraction?	☐	☐	☐
7	Miscellaneous	N/A	Yes	No
7.1	Are safe access / egress points to the work area provided?	☐	☐	☐
7.2	Are deliveries complying with the site VMP?	☐	☐	☐

Comments / Actions:

Auditor Name:	Position:	Signature:	Date:
Close-Out Name:	**Position:**	**Signature:**	**Date:**