SIMTA Intermodal Terminal Facility - Stage 1

Preliminary Operational Traffic Management Plan

SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant Development

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Sydney Intermodal Terminal Alliance (SIMTA)

Moorebank Intermodal Terminal Facility (MITF)

SIMTA Stage 1 Preliminary Operational Traffic Management Plan

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Revisions

Revision	Date	Description	Prepared By	Approved By
A	11 March15	Draft for Client Review	SM	MR
B	25 March15	Final Report	SM, KN	MR

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1 Introduction

This Preliminary Operational Traffic Management Plan (POTMP) has been prepared by Hyder Consulting Pty Ltd (Hyder) to accompany an Environmental Impact Statement (EIS) for Stage 1 of the Sydney Intermodal Terminal Alliance (SIMTA) Intermodal Terminal Facility (the Proposal). Stage 1 represents the first stage of the SIMTA Project for which Concept Plan Approval (MP 10_0193) was received on 29 September 2014.

1.1 Background

The SIMTA Project involves the development of an intermodal facility, including warehouse and distribution facilities, freight village (ancillary site and operational services), stormwater, landscaping, servicing and associated works on the eastern side of Moorebank Avenue, Moorebank (the SIMTA site). The SIMTA Project also includes a rail link, within an identified rail corridor (the Rail Corridor), which connects from the southern part of the SIMTA site to the Southern Sydney Freight Line (SSFL) (the entire area, SIMTA site and Rail Corridor referred to as the Project site). The SIMTA Project is to be developed in three key stages:

- Stage 1- Construction of the Intermodal Terminal Facility and rail link
- Stage 2- Construction of warehouse and Distribution Facilities
- Stage 3- Extension of the Intermodal Terminal Facility and completion of Warehouse and Distribution Facilities.

A summary of the approvals undertaken to date for the SIMTA site, relating to the SIMTA Project, include:

- **EPBC Approval** (No. 2011/6229) granted in March 2014 for the impact of the SIMTA Project on listed threatened species and communities (sections 18 and 18A of the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)) and Commonwealth land (sections 26 and 27A of the EPBC Act).
- **Concept Approval** (No. 10_0193) granted by the Planning Assessment Commission (PAC) on the 29 September 2014 for the 'Concept Approval' of the SIMTA Project under Part 3A of the EP&A Act.

Both of these approvals involved the preparation of design and environmental assessment documentation.

1.2 Report Purpose

This POTMP has been prepared to support a State Significant Development (SSD) Application for which approval is sought under Part 4, Division 4.1 of the *Environmental Planning and Assessment Act* 1979 (EP&A Act) for the Proposal. The report outlines a strategy to provide a safe environment for workers, visitors and the general public from traffic hazards that may arise as a result of the operational activities. This POTMP will be adapted by the operator, responsible for operations of the Proposal in their development of an Operational Traffic Management Plan (OTMP).

This report has been prepared in accordance with the Secretary's Environmental Assessment Requirements (SEARs) (ref: SSD 14-6766 and dated December 2014).

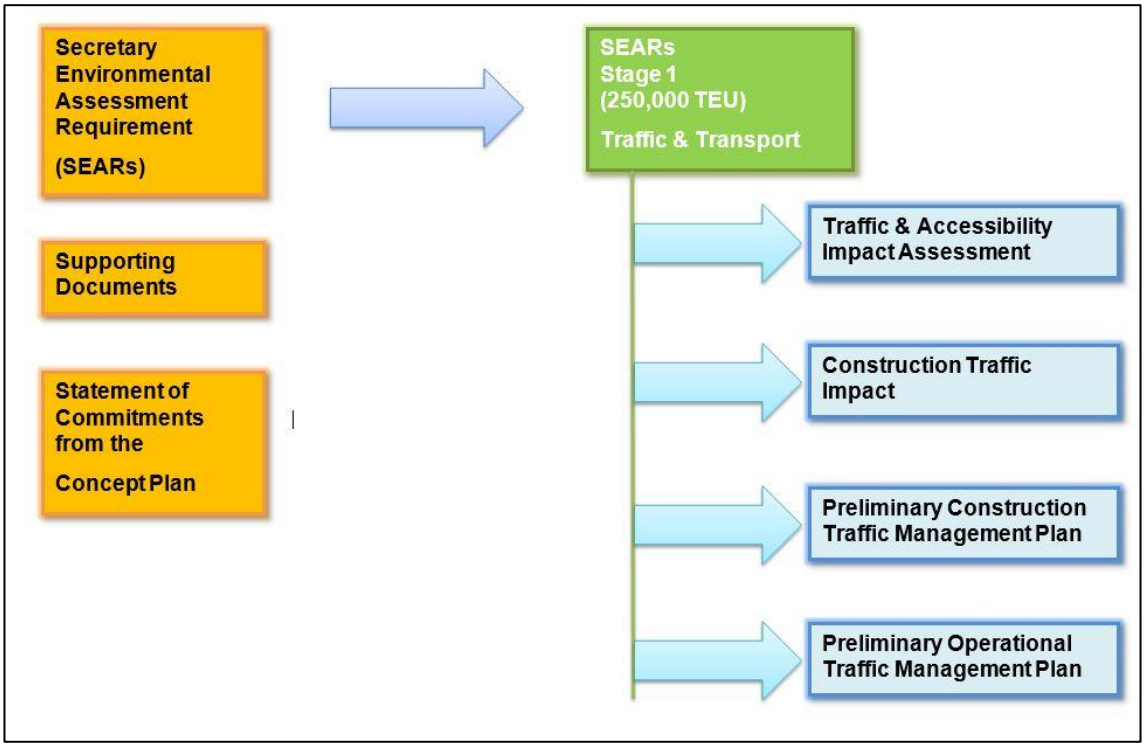
The objectives of this POTMP, and ultimately the OTMP, are to:

- Develop a strategy which provides a safe environment for staff, visitors and the general public from traffic hazards that may arise as a result of the operational activity.
- Minimise disruption, congestion and delays to road users.
- Maintain the network performance at an acceptable level throughout the operational period.
- Eliminate or mitigate risks of damage or degradation to the road environment through appropriate traffic management practices.
- Identify procedures, monitoring measures and corrective actions.

1.3 Secretary Environmental Assessment Requirements (SEARs)

The SEARs for the environmental assessment of the SIMTA Intermodal Terminal Facility – Stage 1 (as described in Section 1.6) were issued in December 2014. The diagram below illustrates the document structure established for Traffic and Transport related reporting for Stage 1 SIMTA Proposal. Four standalone reports have been prepared to inform and support the required responses to the SEARs. They are:

1. Traffic & Accessibility Impact Assessment
2. Construction Traffic Impact Assessment
3. Preliminary Construction Traffic Management Plan
4. Preliminary Operational Traffic Management Plan.



This POTMP addresses requirements for traffic management of operational activities associated with the operations of the Proposal. The POTMP addresses items 5 (f), (g), (h) and (i) of the SEARs.

Table 1-1 shows SEARs on items 5 (f), (g), (h) and (i) related to the operational traffic management plan and identifies where individual matters are addressed in this report.

Table 1-1 SEARs (SSD 14-6766) Compliance Table

Requirement	Where addressed	
	Documents	Sections
5. Traffic and Transport		
f. Assess operational traffic and transport impacts to the local and regional road network, including ▪ Monitoring of vehicle numbers on Cambridge Avenue	Preliminary Operational Traffic Management Plan Report	Section 3.2.3
g. Give consideration to the use of heavy vehicles able to move two 40 foot containers	Preliminary Operational Traffic Management Plan Report	Section 5.1.1
h. Provide an outline operational Traffic Management Plan to manage vehicle movements to and from the site, including contingency measures should the M5 and Moorebank Avenue be obstructed	Preliminary Operational Traffic Management Plan Report	Section 3 to 7; Section 5.1
i. Provide an updated Traffic Management and Accessibility plan including; ▪ Measures to prevent heavy vehicles accessing residential streets to maintain the residential amenity of the local community; ▪ Public transport; ▪ Cyclist facilities; and ▪ Driver code of conduct.	Preliminary Operational Traffic Management Plan Report	Section 3.2; Section 4.2.1

This POTMP should be read in conjunction with three remaining standalone traffic reports including:

- Traffic & Accessibility Impact Assessment
- Construction Traffic Impact Assessment
- Preliminary Construction Traffic Management Plan.

1.4 Stage 1 Proposal

The Stage 1 Proposal (the Proposal) involves the construction and operation of the necessary infrastructure to support a container freight volume of 250,000 TEU (twenty-foot equivalent units) throughput per annum. Specifically, the Proposal includes the following key components, which together comprise the Intermodal Terminal Facility (IMT Facility):

- Truck processing, holding and loading areas- entrance and exit from Moorebank Avenue.
- Rail loading and container storage areas – installation of four rail sidings with adjacent container storage area serviced by manual handling equipment initially and overhead gantry cranes progressively. .
- Administration facility and associated car parking- light vehicle access from Moorebank Avenue.
- The rail link – located within the Rail Corridor, including a connection to the intermodal terminal facility, traversing of Moorebank Avenue, Anzac Creek and Georges River and connection to the SSFL.
- Ancillary works- vegetation clearing, remediation, earth works, utilities installation/connection, signage and landscaping.

The IMT Facility would operate 24 hours a day, 7 days a week.

1.5 Report Structure

This report contains the following seven chapters, outlining a strategy for the proposed operational traffic management plan (OTMP) that would be implemented during operations of the Proposal.

- Section 1 provides the background to the SIMTA project, an overview of the Stage 1 Proposal and the purpose and objectives of this report.
- Section 2 outlines the site environment including road network and the predicted implications to the traffic environment.
- Section 3 outlines the operational framework and the access arrangements.
- Section 4 provides an overview of traffic management controls proposed during operation of the Proposal.
- Section 5 outlines traffic management procedures to ensure traffic during operations is managed accordingly.
- Section 6 outlines procedural requirements for inspections and monitoring to ensure compliance with the operational traffic management plan.

2 Site Environment

The SIMTA site, including the Stage 1 site, is located on Moorebank Avenue, south of Anzac Road. It is expected that the majority of traffic associated with the SIMTA site would travel north via the Moorebank Avenue and the M5 South West Motorway

The key built form of the Proposal includes the intermodal terminal (IMT) and the rail link between the SSFL and the IMT.

The layout of the IMT area as part of the Proposal is shown on Figure 2-1 and generally comprises operational areas, an administration area, rail sidings, landscaping and signage.

The operational areas of the IMT consist of the primary and secondary container loading / unloading areas (rail and truck) and container storage areas, and the truck access and holding areas. Two primary container loading / unloading areas and container storage areas would be located on either side (east and west) of four proposed rail sidings. Overhead gantry cranes would span across these primary container areas and the rail sidings. The gantry cranes would be approximately 32 metres in height.

Secondary container loading / unloading areas and container storage areas would encompass the majority of the remaining areas of the IMT, including locations to the east, west of the primary container areas and the rail sidings.

Figure 2-1 below shows an indicative Stage 1 Terminal Plan and key access points on the Moorebank Avenue.

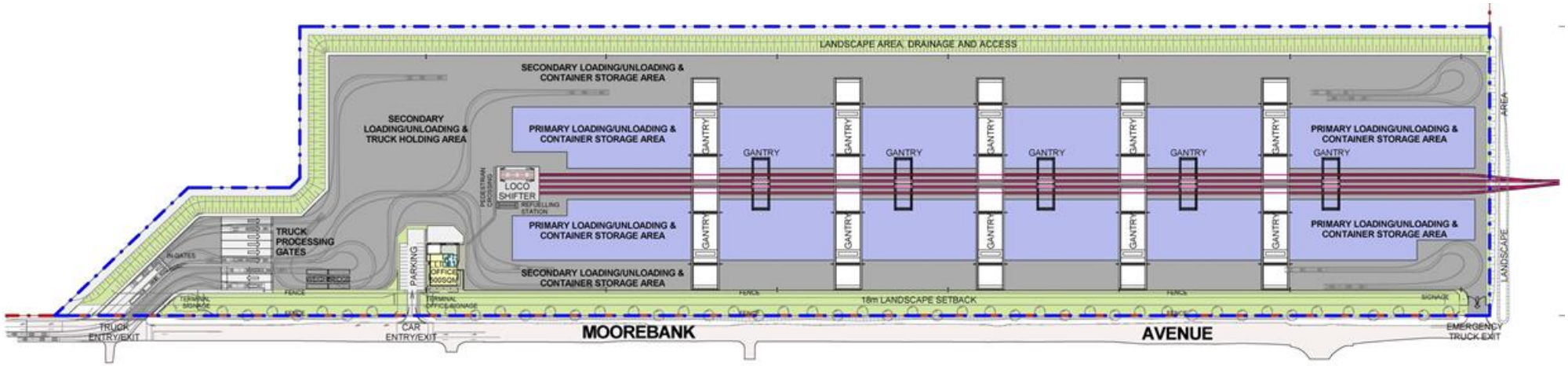


Figure 2-1 SIMTA Stage 1 Indicative Terminal Plan

2.1 Traffic Implications

The Proposal would result in a reduction in freight movements along the M5 Motorway between Port Botany and Moorebank Avenue and an increase in traffic movements within the vicinity of the SIMTA site, particularly on Moorebank Avenue, resulting from freight distribution from the site and employees accessing the site. The Proposal would increase traffic on Moorebank Avenue by approximately 4.5%, south of Anzac Road. The likely traffic increase on Anzac Road and Cambridge Avenue would be minor (less than 1%). When traffic volumes on the M5 Motorway were considered, the Proposal would increase M5 Motorway traffic (over Georges River) by less than 1%. The analysis has found minor impact to Moorebank Avenue, Anzac Road, Cambridge Avenue and M5 Motorway attributable to the Proposal.

The operational phase of the Proposal will not generate any heavy vehicles travelling to or from Cambridge Avenue. All heavy vehicle movements will be to and from the north, along Moorebank Avenue, to access the State road network.

3 Operational Traffic Management

3.1 Overall Principles for Traffic Management

The overall principles for traffic management during the operational phase of the Proposal are to:

- provide a convenient and appropriate environment for pedestrians
- minimise effects on pedestrian movements and amenity
- manage and control vehicular movements to and from the site
- maintain traffic capacity at intersections and mid-block in the vicinity of the site
- maintain access to other properties adjacent to the site
- restrict vehicle activity to designated truck routes through the area
- maintain safety for workers
- provide appropriate access to the site for operational traffic
- manage and control vehicle activity in the vicinity of the site.

3.1.1 Objectives

The key objectives of the POTMP are to:

- Protect the safety of on-site personnel, pedestrians and motorists;
- Manage operational activities so that they do not adversely compromise safe traffic flow within and surrounding the site;
- Minimise environmental impacts due to operational traffic; and
- Manage operational traffic so that it does not interrupt traffic on the adjacent road network.

3.1.2 Regulatory Requirements

The following regulatory requirements must be addressed within the OTMP that would be developed by the operator for the Proposal:

- Conditions of the Project Approval.
- Any conditions of licenses or permits under the *Environmental Planning and Assessment Act* 1979 and Regulations.
- *Road Transport (Safety and Traffic Management) Act* 1999.
- *Roads Act* 1993.
- *Work Health and Safety Act* 2000.
- *Work Health and Safety Regulation* 2001.

3.1.3 Performance Criteria

The performance criteria that the OTMP would be assessed against include:

- No safety incidents;

- Adherence to any relevant permits and/or licence conditions;
- Minimal delays to traffic on the road sections affected by the operations;
- No complaints in relation to on-site operational traffic from neighbouring property owners or residents in the local area;
- Level of access afforded through the use of designated access and egress points;
- Responses to all issues, queries and concerns; and
- Compliance with all standards, regulations and codes.

3.2 Stage 1 Operational Framework

3.2.1 Operation Setup

The Proposal represents the first stage of the SIMTA Project which includes the operation of an intermodal terminal facility with a capacity of 250,000 TEU throughput per annum. The Proposal includes the intermodal terminal (IMT) and the rail link between the SSFL and the IMT.

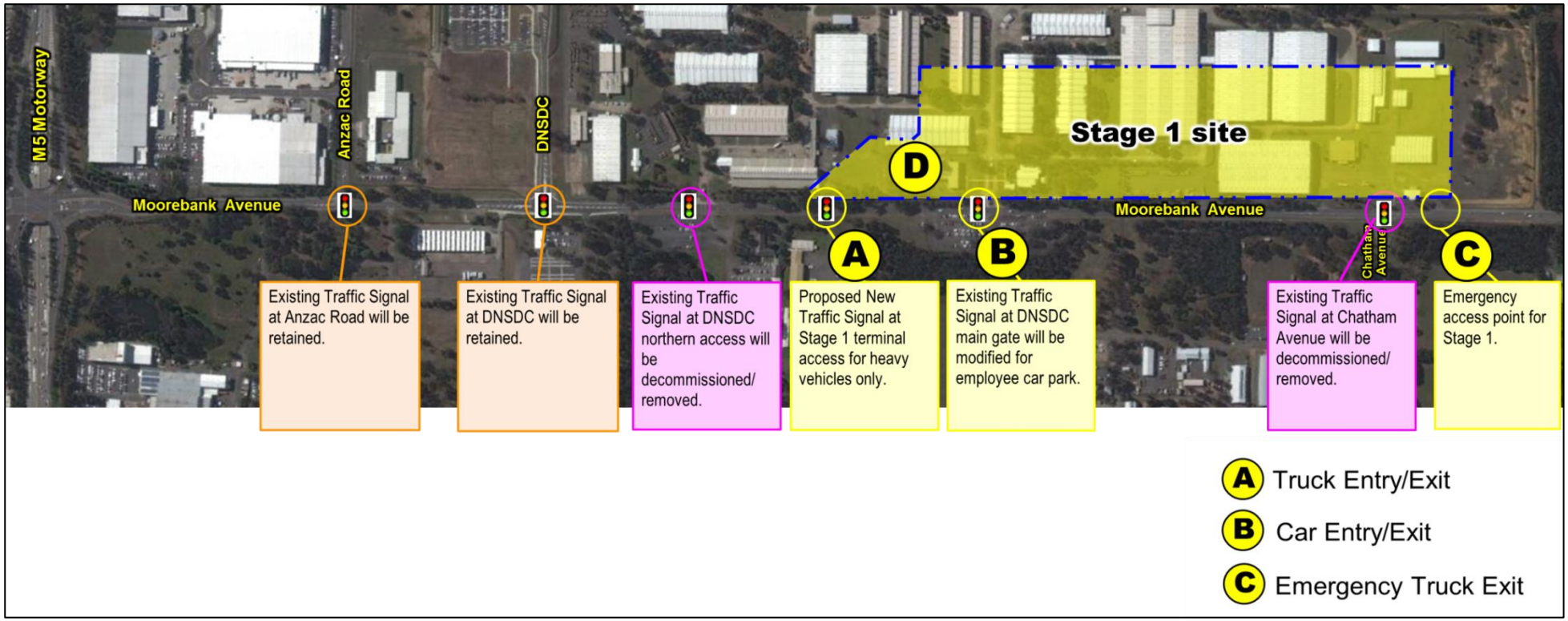
The IMT comprises operational areas for primary and secondary container loading/unloading area (rail and truck), container storage areas, truck access and holding areas.

The rail link would connect the Stage 1 site to the SSFL.

The factors that will influence traffic operations for the site consist of:

- Containers arriving every day of the year: In a typical week 85% of containers will be processed on weekdays (Monday – Friday), with the remaining 15% being processed on Saturday and Sunday.
- The containers arriving by rail from Port Botany will be transferred on to trucks for transport off-site. In some instances containers will be unloaded from trains into the container storage area (i.e. stacked) and then transferred onto trucks.
- The Proposal will generate articulated truck trips consisting of semi-trailers and B-doubles. It is anticipated that Super B Doubles may be employed to transport containers.

Traffic associated with the Proposal would access the site via Moorebank Avenue. The overall access arrangement on Moorebank Avenue is shown in Figure 3-1.



F:\AA003760\T-Traffic Modelling\STAGE 1 SIMTA_Dec2014\Mapping\Moorebank Ave Access Strategy.xlsx

Figure 3-1 Moorebank Avenue Access Strategy for Stage 1 Operation

3.2.2 Hours of Operation

The intermodal terminal facility would operate 52 weeks a year, 7 days a week and 24 hours a day.

3.2.3 Proposed Site Access

The access points for the Proposal are consistent with the SIMTA Concept Plan Approval. The ultimate access arrangements proposed in the SIMTA Project will be constructed in stages and subject to separate DAs.

Two separate accesses are proposed for heavy vehicles and employee/visitor cars that would improve the safety and intersection operational performance with Moorebank Avenue.

Three access points are proposed on the Moorebank Avenue for the Proposal: (refer to Figure 3-1 for access points).

- Truck Entry/Exit - trucks would access the terminal via new traffic signals proposed on Moorebank Avenue shown as point “A” on Figure 3-1 at the northern end of Stage 1. The site access has been designed so that it is aligned at approximately 45 degrees to Moorebank Avenue. A slip lane will be provided on the northern side of the entry to provide a dedicated left turn lane.

  Trucks would access the terminal via new traffic signals proposed on Moorebank Avenue. Trucks entering the site would be processed and security checked at the truck processing gates shown as point “D” on Figure 3-1 . Only approved/cleared vehicles would be permitted to proceed into the Stage 1 site. Non approved vehicles would be instructed to turn around and exit via the main entrance exit to the site. Once on-site, trucks would be processed in the following manner:

  - Approved vehicles would be held within the truck holding area and/or progress to the either the eastern or the western loading areas.
  - Once in location these vehicles would be loaded/unloaded via either a forklift or gantry crane (subject to the installation of this equipment).
  - Once loaded/unloaded, vehicles would undertake a ‘U-turn’ and then proceed to the truck processing gates.
  - Vehicles would exit the Stage 1 site via one of three weighbridges (as necessary) and then, subject to being determined to be at the correct approved weight, proceed onto Moorebank Avenue.

  The signalised intersection with Moorebank Avenue would allow for left in and right out movement only to/from IMT. The truck entry / exit has been designed at approximately 45 degrees with the Moorebank Avenue. A slip lane would be provided on the northern side of the entry as a dedicated left turn lane into the Stage 1 site. The geometry allows for two Super B Doubles to exit the site simultaneously while utilising the existing pavement and allowing appropriate clearance for an entering vehicle. The geometry of the intersection would allow trucks to turn right on the Moorebank Avenue in the northbound direction only. A “right turn ban” would apply on Moorebank Avenue at this signalised intersection to vehicles approaching from south. Further, the angle of the signalised intersection would provide vehicle control and restrictions to trucks attempting to head in the southbound direction exiting from the IMT.

The site access arrangement will ensure trucks will not utilise Cambridge Avenue to access the Stage 1 site. As noted in Section 2.1, there will be potentially some light vehicle movement (employee car) to and from the Stage 1 site using Cambridge Avenue, and this is considered marginal. As such, monitoring of vehicle numbers on Cambridge Avenue attributed to site operations would not be required.

- Car Entry/Exit – employee and visitor cars will access the site via the existing traffic signal at the DNSDC Main Gate and carpark as point "B" on Figure 3-1 (as modified to suit the Proposal). The existing traffic signal will be modified. This entrance/exit will be used for the purposes of SIMTA staff accessing the administration building and car parking spaces. Staff car parking would be available as part of the administration facilities.
- Emergency Truck Exit – is proposed south of Moorebank Avenue shown as point "C" on Figure 3-1. The emergency truck exit will be controlled via gate and only used in emergency situations.

3.2.4 Pedestrian Access

Pedestrian access will be maintained at the signalised T-intersection on Moorebank Avenue with Car Entry/Exit. The signals will provide pedestrian crossing facilities integrated within the signal design.

3.2.5 Public Transport Access

The Stage 1 site will be accessed by public transport via feeder bus service (route no. 901) to the train stations at Liverpool and Holsworthy. Whilst bus stops are located on Moorebank Avenue at the site's frontage, these are serviced on a limited basis (a single bus service during peak periods only). Full-time bus services are accessed by the bus stops located at the Moorebank Ave/Anzac Rd intersection, around 500 to 1,000 metres north of the Proposal.

3.2.6 Cycle Access

On-street cycling is permitted on Moorebank Avenue, with sealed and lane-marked shoulders of varying width provided on both sides of the road (1.5-2.5 metres width). The sealed shoulders are not marked as on-street cycle lanes, however given the reasonable posted speed limit (60 km/hr), minor traffic increase from the Proposal, the conditions are considered suitable for cycling.

Moorebank Avenue connects to a series of cycle routes in the surrounding area, in the form of either on-street cycle lanes, shared pedestrian-cycle paths or along local roads. As an example, a cycle route from the SIMTA site to Holsworthy train station is possible via a connection of shared-paths and local streets in the Wattle Grove residential area (cycling distance of 5.6 km).

3.3 Stage 1 Operational Traffic

An assessment of operational traffic generation was undertaken as part of the traffic impact assessment and is documented in Hyder's SIMTA Stage 1 Traffic and Accessibility Impact Assessment Report. A summary of key findings is outlined below.

3.3.1 Traffic Generation

Truck Generation

The Proposal (250,000 TEU throughput per annum) would generate approximately 670 articulated truck trips to and from the facility each weekday. The Proposal would generate approximately 52 truck trips in the AM peak and about 62 truck trips in the PM peak.

Employee Traffic Generation

Approximately 40 employees are predicted on site for the Proposal. It is expected that staff will be working across shifts. The analysis has assumed a conservative trip generation of approximately 80 car trips to and from the site each weekday. The car traffic generation on weekends is expected to be very low. The Proposal will generate about 15 car trips in the AM peak and about 14 car trips in the PM peak each weekday.

3.3.2 Traffic Impacts

The operational traffic impacts have been assessed in detail as part of the Traffic and Accessibility Impact Assessment Report. The analysis concluded that:

- The Proposal would result in a reduction in freight movements along the M5 Motorway between Port Botany and Moorebank Avenue and an increase in traffic movements within the vicinity of the SIMTA site, particularly on Moorebank Avenue resulting from freight distribution from the site and employees accessing the site.
- The Proposal would increase traffic on Moorebank Avenue by approximately 4.5%, south of Anzac Road.
- The likely traffic increase on Anzac Road and Cambridge Avenue would be minor (less than 1%) and attributable only to light vehicles.
- When traffic volumes on the M5 Motorway were considered, the Proposal would increase traffic to M5 Motorway (over Georges River) by less than 1%.
- The analysis has found minor impact to Moorebank Avenue, Anzac Road, Cambridge Avenue and M5 Motorway attributable to the Proposal.
- Intersection modelling and analysis indicated that Proposal would not exceed current capacity on M5 Motorway/ Moorebank Avenue, M5 Motorway/ Hume Highway, M5 Motorway/Heathcote Road and Cambridge Avenue.
- The analysis identified minor impact to both Moorebank Avenue/Newbridge Road and Moorebank Avenue/Heathcote Road signalised intersections attributable to the Proposal

Overall, the impact of the operation of the Proposal is anticipated to be minor and appropriate operational management plans would be applied to mitigate the impact.

4 Description of Traffic Management Controls

4.1 Vehicle Booking System

A Vehicle Booking System will be established to control the arrival of authorised vehicles so that queueing is minimised and vehicles are directed to an assigned location within the terminal. This system will regulate and manage truck arrivals to the site and prevent queueing and waiting on Moorebank Avenue.

This booking system will also provide a system for monitoring expected arrivals and provide information on timing of travel.

4.2 Workplace and Traffic Safety Training

4.2.1 Induction Safety Training

Site inductions, including site layout and emergency procedures, will be carried out as soon as new staff and visitors arrive on site. All workers, staff and visitors to the site will be made aware of site protocols, traffic management system, and traffic hazards of the operations during site inductions.

4.2.2 Accredited Work Zone Traffic Controllers and Management Training

Only trained and accredited traffic control personnel will be used for traffic control works on public roads.

Traffic controllers will undergo appropriate training and be certified as competent prior to their assignment to undertake traffic management at work sites. The minimum requirement is to have satisfactorily completed the RMS's training package – *Traffic Control Using a STOP/SLOW bat*.

4.3 Traffic Control

When site operational activities call for special arrangements in the use of Moorebank Avenue at or near the access points to the site, traffic control procedures will be put in place.

Appropriate Traffic Control Plans based on the RMS' Traffic Control at Work Sites Guidelines (2010) and Australian Standard 1742.3 Manual of Uniform Traffic Control Devices, Part 3: Traffic Control Devices for Works on Roads will be produced in consultation with the Commonwealth (relevant authority).

4.4 Liaison with Stakeholders

Written notification would be provided to likely and potentially affected receivers prior to commencement of site operations. This would include local residents, local businesses and relevant Authorities. The manner of notification would be confirmed in the final OTMP and may include such measures as letter box drops, etc.

This POTMP has been developed as the initial discussion document for consultation (where appropriate) with the relevant stakeholders and Authorities.

5 Traffic Management Procedures

5.1 Heavy Vehicle Movements

Heavy vehicle movements would be managed through a Vehicle Booking System to regulate and manage truck arrivals to/from the site and to prevent trucks queuing and waiting on Moorebank Avenue. The monitoring and control of truck movements in relation to potential adverse traffic conditions on M5 Motorway and Moorebank Avenue will be managed through the following measures:

- Measures utilising short-range radios, GPS and wireless communications would be recommended to maximise the efficiency of access and circulation of vehicles.
- Provision of adequate truck holding capacity on site should congestion or major incident occurs on either M5 Motorway or Moorebank Avenue.
- Information dissemination system using VMS will be in place to exchange information with truck drivers on live traffic conditions.

5.1.1 Truck Arrivals

Trucks will approach the site from Moorebank Avenue from the north. Truck entry from the south will not be permitted. The signalised intersection would allow for left in and right out movement only to/from terminal. A No Right Turn sign would be installed on Moorebank Avenue at this signalised intersection from south (refer to Figure 5-1).

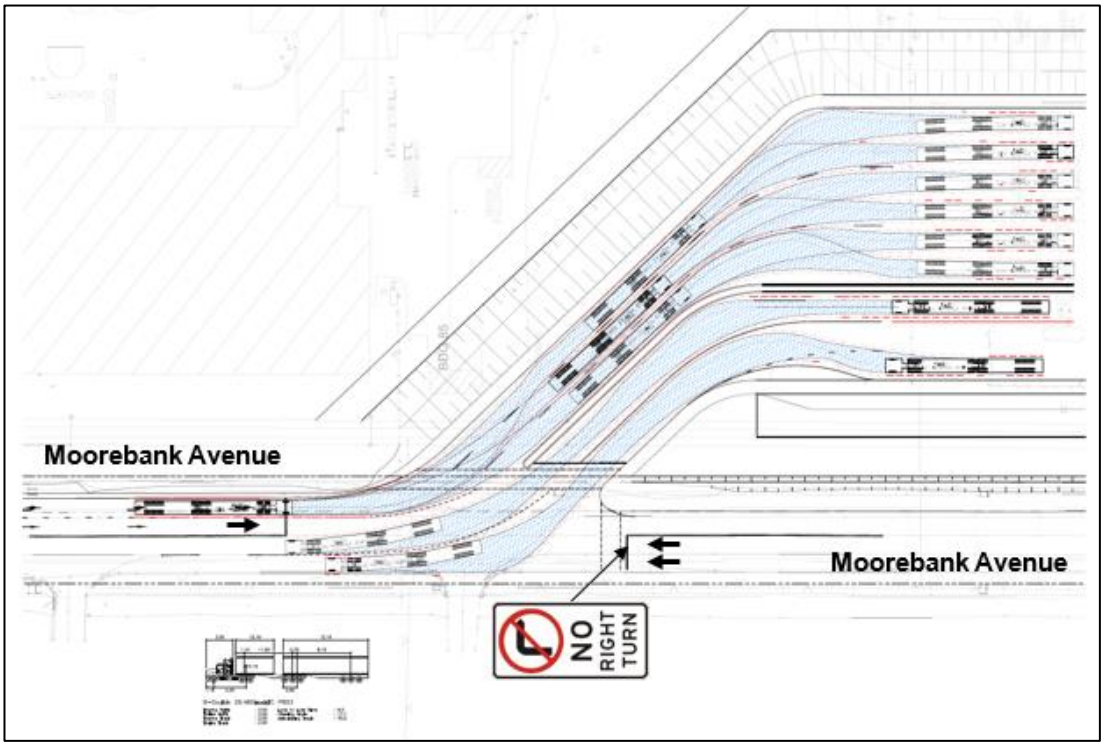


Figure 5-1 Swept Path at Site Access showing Super B Doubles as the Test Vehicles

5.1.2 Truck Departures

Trucks leaving the site will exit to the right towards the northbound lane of Moorebank Avenue. No truck will be permitted to turn left out of the Stage 1 site. A No Left Turn sign shall be installed at the approach to the exit.

5.2 Safety and Amenity of Road Users and Public

To maintain the amenity of road users and the general public, the following procedures shall be adopted within the OTMP:

- All complaints involving vehicle movements relating to operations of the site will be responded to within 48 hours.
- Safe pedestrian access will be provided to the site and pedestrian thoroughfare will be maintained on Moorebank Avenue for through traffic.

5.3 Congestion Management on Moorebank Avenue

Truck arrivals at the facility that are unauthorized (not registered through the Vehicle Booking System) will not be processed and will be asked to turn around. Adequate space will be provided on site to allow trucks to turn around without using Moorebank Avenue or Cambridge Avenue.

In the unlikely event that partial road closures are required on Moorebank Avenue for access management, stakeholders will be given prior notice of closure times with a minimum of 48 hours in advance. Temporary road closures, single-lane access and relocations will be subject to coordination with the appropriate authorities. All traffic-related issues and changes will be presented to stakeholders as part of the consultation process, and will be carried out, wherever possible, in non-peak periods. The following requirements shall also be adopted within the OTMP, to minimise impacts on local amenity during operation:

- Speed limits will be set and observed at the site to minimise noise generation.
- Vehicle emissions will be kept to a minimum by the avoidance of unnecessary engine running time.
- Appropriate directional signage and traffic control will ensure vehicles enter and exit the Stage 1 site with minimal disturbance to other road users and advise of any changes in road conditions.

5.4 Road User Delay Management

Delays to road users during operations will be minimised through the design of the truck entry and exit point, which provides a slip lane for truck entry into the site. This will minimise delays to through traffic heading south on Moorebank Avenue.

5.5 Information Signage, Distance Information and Advance Warning

All signage including project identification signs, traffic management signs, information signs and regulatory signs shall be established prior to commencement of operation of the Proposal and will be maintained during and throughout the operations of the Proposal.

Signposting covers information, regulatory, warning and guide signs, as defined in national and RMS standards all of which contribute to safety to road users. The types and classes of signs are:

- Information Signs – used for project identification to provide advice and notification to the public
- Regulatory Signs – used to prohibit dangerous traffic movements.
- Warning Signs – used to provide advance notice of road hazards ahead.
- Guide Signs – used to guide drivers to make driving safer and easier.

Safety principles for these signs are:

- Before approval is given for a new sign a demonstrated need should be established.
- All signs should convey a clear message to all users under all conditions.
- The sign support structure should not create a safety hazard in itself.

All signs will be manufactured and erected in accordance with Australian Standards AS1742, AS1742.1 to 1742.13, AS1743 and AS1744.

5.6 Incident Management

In the event of a site safety incident relating to traffic, the following procedures shall be implemented:

- Undertake an investigation to determine the cause of the problem.
- Undertake monitoring, if possible.
- Modify transportation practices as necessary to reduce the duration or level of impact.
- Report the results of the investigation to relevant authorities, if necessary.

6 Inspections and Monitoring

6.1 Inspections

Inspections will be undertaken at the commencement of operations and at an agreed frequency to ensure the safe movement of traffic and the protection of persons and property in and around the worksite.

6.2 Monitoring

Monitoring of the following traffic-related aspects shall be undertaken to confirm compliance with the OTMP and regulatory requirements:

- Visual monitoring of all traffic movements on site will be carried out to ensure the safe movement of traffic and the protection of persons and property through and around the site.
- Access roads will be inspected to ensure road conditions support a safe working environment.
- Following periods of adverse environmental conditions (i.e. a significant heavy rain event), access roads will be inspected prior to heavy vehicle traffic use to ensure driver and vehicle safety.
- The site will be inspected to ensure signage and traffic barriers are in place, clearly visible, and performing their function in directing traffic and alerting drivers of safety issues. The traffic control inspection shall be used every week in the early period of operations and fortnightly thereafter. Signs will need to remain appropriate for changing circumstances during the operations phase.

6.3 Corrective Actions

Non-conformances are to be recorded by way of a system notification process. The SIMTA's Principal Representative, will review and analyse the cause of non-conformance and develop a corrective action to prevent recurrence. Details of the non-conformance, including any immediate corrective actions undertaken are to be recorded, reviewed and accepted by the terminal operator. It will be the responsibility of a nominated member of the operational staff to immediately initiate corrective actions if required. The non-conformance and corrective action must include details of the action proposed and an appropriate close out date.