

# Traffic Management Plan

## Clarence Correctional Centre

313 Avenue Road | Lavadia | NSW | 2462

30 November 2019



## Document Control

Document Reference	CLA-ADM-PLN-Traffic Management Plan
Version	1.0
Applicability	Clarence Correctional Centre (CCC)
Approval Date	30/11/2019
Date for Next Review	1/12/2020
Document Owner	Operational Performance Manager

Version	Date	Reason for review	Name
0.1	01/10/2019	Document creation	Robyn Barlow Operational Performance Manager
0.2		Document reviewed	Glen Scholes General Manager
0.3		Document reviewed	Peter McIntosh Transition Director
0.4		Document reviewed	Alex Dalrymple Clarence Valley Council
1.0		Final Document Approver	Peter McIntosh

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## 1 Introduction

Serco Australia Pty Limited has been contracted by Corrective Services NSW to operate the Clarence Correctional Centre for a period of 20-years commencing 1 July 2020.

This Plan specifically addresses Development Application SSD 8368 Schedule 2 Consent Condition D.01 and has also been drafted in response to findings from a Road Safety Audit undertaken in response to Condition D02.

This Plan also provides a look ahead to reduce the reliance of staff and visitors on private vehicle travel, encouraging a more sustainable transport outlook for the Centre.

This Operational Traffic Management Plan (OTMP) is a key workplace document that has legal standing. As such, potential hazards have been identified and assessed, and the proposed treatments can be found within this OTMP. The OTMP should be referred to for all management of traffic for the Clarence Correctional Centre.

## 2 Scope

This OTMP applies to all staff, visitors and delivery vehicles accessing Clarence Correctional Centre. The requirements of this OTMP shall be complied with 24 hours a day, every day of the year. Serco requires all persons who access Clarence Correctional Centre for whatever reason to comply with this OTMP.

## 3 Traffic Management Objectives

The primary objectives of this OTMP are as follows:

- Ensure the safety of staff, visitors and our neighbours;
- Manage potential adverse impacts on traffic flows to ensure the local road network performance is maintained at an acceptable level; and
- Minimise adverse impacts on users of the road and adjacent properties.

The target audience of this Plan are the staff and visitors to Clarence Correctional Centre. The aim of the OTMP is to ensure the majority of private vehicle trips to and from the site are completed via Eight Mile Lane and Avenue Road.

## 4 Relevant Conditions of Consent

### 4.1 Operational Traffic Management Plan (Condition D01)

Prior to occupation, the Applicant must identify in consultation with Council what management practices (such as an operational traffic management plan) would be implemented to manage staff and visitors so that operational traffic uses Eight Mile Lane and Avenue Road to access the facility.

### 4.2 Road Safety Operation (Condition D02)

Prior to occupation, an independent RSA of Six Mile Lane and Old Six Mile Lane, from the existing Pacific Highway to Avenue Road, must be prepared by a suitably qualified traffic engineer to identify any road safety risks and ensure that appropriate measures are identified to mitigate any identified risks to the satisfaction of the Council and RMS. The RSA must:

- a. Consider expected traffic volumes on these roads in 2030 (ten-year horizon from occupation) as agreed by RMS and Council with consideration of management practices identified to address condition D01;
- b. Utilise a speed limit of 80km/h on both Avenue Road and Eight Mile Lane (or as otherwise advised by RMS); and
- c. Consider Austroads Guide to Traffic Management Part 6 Intersections, Interchanges and Crossings, Section 2.3.6 Warrants for BA, AU and CH Turn Treatments and Austroads Guide to Road Design Part 4A Unsignalised and Signalised Intersections.

## 5 Traffic Routes

The traffic routes recommended by Serco for use by staff and visitors to the Clarence Correctional Centre are as follows:

- From upgraded Pacific Highway south, exit to old Pacific Highway, turn into Eight Mile Lane and then Avenue Road
- From upgraded Pacific Highway north, exit to Eight Mile Lane and then Avenue Road
- From Grafton use old Pacific Highway, exit to Eight Mile Lane and then Avenue Road
- From Clarence Correctional Centre use Avenue Road, then Eight Mile Lane and ramp to upgraded Pacific Highway north, old Pacific Highway to Grafton or ramp to upgraded Pacific Highway south

Roads prohibited for use by staff traversing to and from their workplace are:

- Six Mile Lane
- Old Six Mile Lane
- Old Six Mile Lane Deviation (north)
- Wants Lane
- Aerodrome Road.

Workers travelling from Yamba / Maclean areas must use the route pictured, or the Pacific Highway to Eight Mile Lane:

Staff living in the local areas pictured below (Ulmarra, Clarenza, Gilletts Ridge, Lower Coldstream, Calliope) are permitted to use prohibited roads.

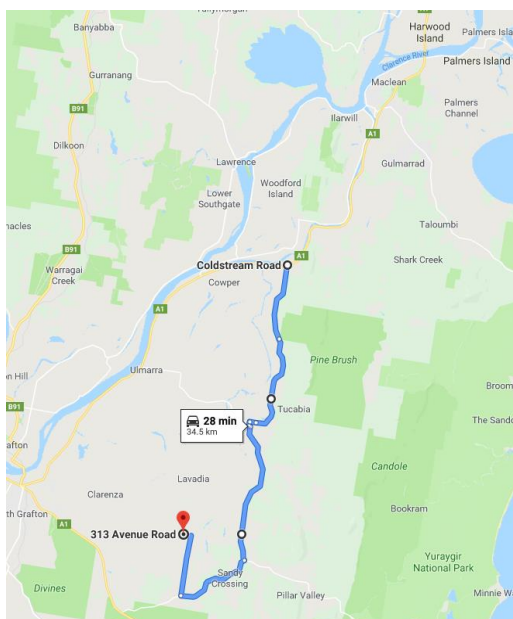


Figure 1: Yamba / Maclean staff transport route



Figure 2: Local road users

## 6 Overview

### 6.1 Operations

On 21 December 2017, development consent was granted by the Minister for Planning for the construction and operation of the Clarence Correctional Centre with 1,700 beds. Key services to be provided include security, education, healthcare, welfare, rehabilitation and reintegration, catering and facilities management.

### 6.2 Location and Site

Clarence Correctional Centre is located 23 kilometres south east of Grafton, 5 kilometres north east of Grafton airport, and 7 kilometres east of the Pacific Highway at 313 Avenue Road, Lavadia. The site comprises Lot 26 DP751376 and Lot 1 DP 1190399 with a total area of 195 hectares.

The Centre provides three correctional facilities – 1000 bed male maximum, 400 bed female, and 300 bed male minimum. Infrastructure comprises 64 buildings including visitor reception, accommodation units, health facilities, education facilities, workshops, storage areas, staff and visitor facilities. In addition a Waste Water Treatment Plant has been constructed on site.

**Figure 3** is an artist's impression of the site once construction has completed.



Figure 3: Artists Impression

A Location Plan is presented at **Figure 4**.



Figure 4: Location Plan

## 6.3 Road Hierarchy

The following roads are of particular interest regarding access to Clarence Correctional Centre:

- Pacific Highway:

An RMS Highway (HW10) that generally runs in a north-south direction between the Warringah Freeway at North Sydney and the Queensland Border. In the vicinity of the site, it carries approximately 8,100 vehicle per day (2011 AADT) and has a posted speed limit of 100 km/h. On approach to Eight Mile Lane, Pacific Highway accommodates a single lane of traffic in each direction within a single line marked carriageway, with auxiliary turn left and right turn lanes provided at the intersection of these two roads. A merge lane is also provided for vehicles turning right from Eight Mile Lane onto Pacific Highway.

- Eight Mile Lane:

A collector road which traverses in a southwest-northeast direction between the Pacific Highway in the southwest and Wooli Road in the northeast. It accommodates a single lane of traffic in each direction within a single line marked carriageway.

Eight Mile Lane forms a priority-controlled intersection with the Pacific Highway, whereby a left slip lane (and merge lane) allows continuous access. A stop sign regulates flow on Eight Mile Lane for those users seeking to turn right. This is a public road intersection and any user would be expected to obey these controls in accordance with the NSW Road Rules 2014.

- Avenue Road:

A local road which traverses in a north-south direction between Eight Mile Lane in the south and Deep Creek Road in the north. The road between Eight Mile Lane and the northern boundary of the site is a line marked carriageway that will permit a single lane of traffic in each direction. Avenue Road has a posted speed limit of 60km/h.

- Old Six Mile Lane:

Old Six Mile Lane runs along the south boundary of the site and connects Avenue Road to Grafton Regional Airport (which also links to the Pacific Highway via Eight Mile Lane and Six Mile Road). This road is very narrow and has an unsealed surface. Use of this road will be prohibited for use by staff due to its condition and safety concerns, as well as likely environmental impacts.

- Old Pacific Highway:

A local road that runs in a north-south direction starting at the Pacific Highway approximately 1.1 kilometres south of Eight Mile Lane and extending for approximately 4.0 kilometres before intersecting again with the Pacific Highway. It generally accommodates a single lane of traffic in each direction within an undivided carriageway, however centreline marking has been painted on approach to the intersection of Pacific Highway at its northern end. Old Pacific Highway has a sealed pavement.

The intersection of Old Pacific Highway and Pacific Highway at the northern end is Stop controlled. Dedicated right turn and left turn lanes, each extending for approximately 100 metres, are provided on Pacific Highway.

## 6.4 Public Transport

There are no public transport services operating in the vicinity of the site, with the exception of a School Bus operated by Atwal. The School Bus travels to Wooli from Grafton at approximately 7.45 – 8.15am and returns from Grafton to Wooli at approximately 3.45 – 4.15pm Monday to Friday.

## 6.5 Street Access and Parking

A single point of entry is provided from Avenue Road leading into car parking for approximately 700 car spaces comprising:

- 350 staff parking spaces and 10 motorcycles spaces
- 350 visitor parking and 10 motorcycles spaces.

Carparks are lit for safety and have CCTV coverage across the entire footprint.

A bus stop close to the Visits building is provided with provision for bus turnaround.

## 6.6 Foot and bicycle transport

At present there are no footpaths or establish bicycle routes to the Centre.

## 7 Work Health & Safety

Traffic Management is a risk management process, and Serco have a statutory duty under the WHS Regulations to identify hazards, assess risks and consider means to control the risk exposure. In addition to these requirements, Serco requires a risk management approach to traffic management planning as part of its Risk Management Policy and Risk Management Framework.

An assessment of potential traffic management hazards has been completed and is attached at **Attachment A**.

## 8 Movements

Staffing rosters and visitor sessions are designed to stagger movements to reduce traffic congestion entering and exiting the Centre.

### 8.1 Staff Movements

Clarence Correctional Centre employs approximately 480 full-time staff, plus up to 100 part-time staff across a diverse range of roles, including: • Senior Management; • Custodial Supervisors; • Correctional Officers; • Administrative staff; • Health Professionals; • Education & Programs staff; • Trades Instructors; • Rehabilitation & Reintegration staff; • Facilities Maintenance personnel; • Support Services staff.

Being a 24/7 operation, staff are rostered across the day in order to ensure security of operations and deliver services to inmates in an effective and efficient manner. The peak time for the commencement of shifts will be between 6.00am and 9.30am with the arrival of day staff and departure of night staff, and between 4.00pm and 7.00pm with the departure of day staff and arrival of night staff. The morning peak is considered to be between 6.00am and 7.00am.

### 8.2 Visitor Sessions

Visits are scheduled from Wednesday through Sunday broken into four sessions over the period 8:30 am until 4:00pm. Weekends are the peak period with an expected 161 visits per session. There are no visits scheduled on Monday or Tuesday.

## 9 10-Year Horizon

Serco have determined operational traffic on the road network over a 10-year horizon will not materially change during the life of the facility:

- **Infrastructure** – the operating model for the correctional centre generates the demand for staffing and subsequent staffing and visitor movements in and out of the facility over the period of the contract. The operating model is based on the current infrastructure consisting of a correctional centre accommodating a total of 1,700 female and male inmates. Serco is not aware of any plans to modify or expand the facility during the life of the facility. Serco’s financial models that were finalised at contract close also specify staffing numbers for the duration of the project.
- **Visitor numbers** – as detailed above the facility consists of a correctional centre accommodating a total of 1,700 female and male inmates. Visitor demand is driven by Corrective Services NSW (CSNSW) Policies and Procedures and the infrastructure for the facility. CSNSW have no substantial changes planned in terms of inmate entitlements to visitors. Visitor capacity is also limited by the infrastructure available to facilitate visits in the facility and again there are no substantial changes forecast to occur to the infrastructure during the life of the facility. Therefore, these two factors will restrict flexibility to increase visitor numbers.
- **Staff shift arrangements** – Shifts arrangements for the various staffing categories are designed to support the operating model agreed with the State at contract close. The operating model is closely linked to the current infrastructure, of which no substantial changes are planned. Shift structures are further embedded into Serco’s industrial relations framework and the proposed arrangements are consistent with other facilities operated in regional areas by Serco. Given these factors there is very limited scope for any substantial changes to the shift arrangements during the life of the facility.
- **Emergency events** - Serco’s experience is that emergency events that substantially impact on traffic flows are relatively infrequent. These are primarily limited to Ambulance and Fire emergency response vehicles. Our experience indicates that attendance to these types of events would be in the order of 8 – 10 times per month with under siren responses 1-2 times per month. This frequency is likely to be stable over the longer term.

## 10 Implemented Travel Strategies

### 10.1 Vehicle Entry Restrictions

Entry of vehicles to Clarence Correctional Centre is restricted to the following:

- a. Vehicles registered by an Australian State or Territory vehicle licensing authority;
- b. Vehicles ridden or driven by staff or visitors with a valid reason to access the Centre;
- c. Vehicles delivering goods ordered by the Centre; vehicles operated by contracting companies; and service providers to the Centre; and
- d. Vehicles picking up or setting down passengers who are staff or visitors.

Riding of scooters and wheeled recreation devices (e.g. skateboards) is prohibited. Mobility devices such as wheelchairs and motorised scooters are permitted where they are used by people with a mobility impairment.

### 10.2 Employee Induction

#### Training

All staff undergo an induction during their first month of employment. This induction will include a Drivers Charter, which will be presented to staff during their induction and will require their signed commitment to safe driving practices. The Drivers Charter is presented in **Appendix B**.

#### Driver requirements

In addition to obeying all relevant road laws and speed limits, drivers will also ensure they:

- Drive in a manner that minimises vehicle noise and emissions
- Follow the nominated routes that link major roads to the Centre
- Park in nominated areas only
- Do not park on public roads
- Drive in a manner and speed appropriate for the changing road network

#### Monitoring and enforcement

Periodic auditing will be undertaken to ensure staff have completed the Driver Charter. In addition, monitoring of cameras will be undertaken to ensure staff movements into and exiting the Centre are via the southern end of Avenue Road. If staff vehicles are found to be repeatedly ignoring this directive, performance management procedures will be implemented as appropriate.

### 10.3 Signage

The following sign will be placed on Clarence Correctional Centre property inside the exit to encourage staff and visitors to turn right onto Avenue Road towards Eight Mile Lane upon leaving the Centre.



Traffic entering the site will be directed to the appropriate area, for example staff and visitors' carparks, by appropriate signage.

### 10.4 Visitor Communications

The CSNSW intranet provides transport information to all their Centres. Serco will provide a copy of this Traffic Management Plan to CSNSW to inform their information for Clarence Correctional Centre:

([www.correctiveservices.justice.nsw.gov.au/pages/correctiveservices/custodial-corrections/table-of-correctional-centres](http://www.correctiveservices.justice.nsw.gov.au/pages/correctiveservices/custodial-corrections/table-of-correctional-centres))

Visitors to the Centre will receive information on travel routes when they make an appointment for a visit. In addition, brochures will be supplied to the operators of the Grafton Railway Station and Grafton Airport to be available for visitors to Clarence Correctional Centre.

### 10.5 Delivery and service vehicles

Due to the strict control of vehicle movements to and from Clarence Correctional Centre during operations, delivery and service vehicle movements are scheduled within discrete sessions outside peak visiting hours or staff change of shifts.

All delivery vehicles entering or leaving the site will be monitored by camera to ensure they are carrying loads that are covered. Warnings will be issued to management of companies who breach this directive that their vehicles may be prohibited from entering site in future.

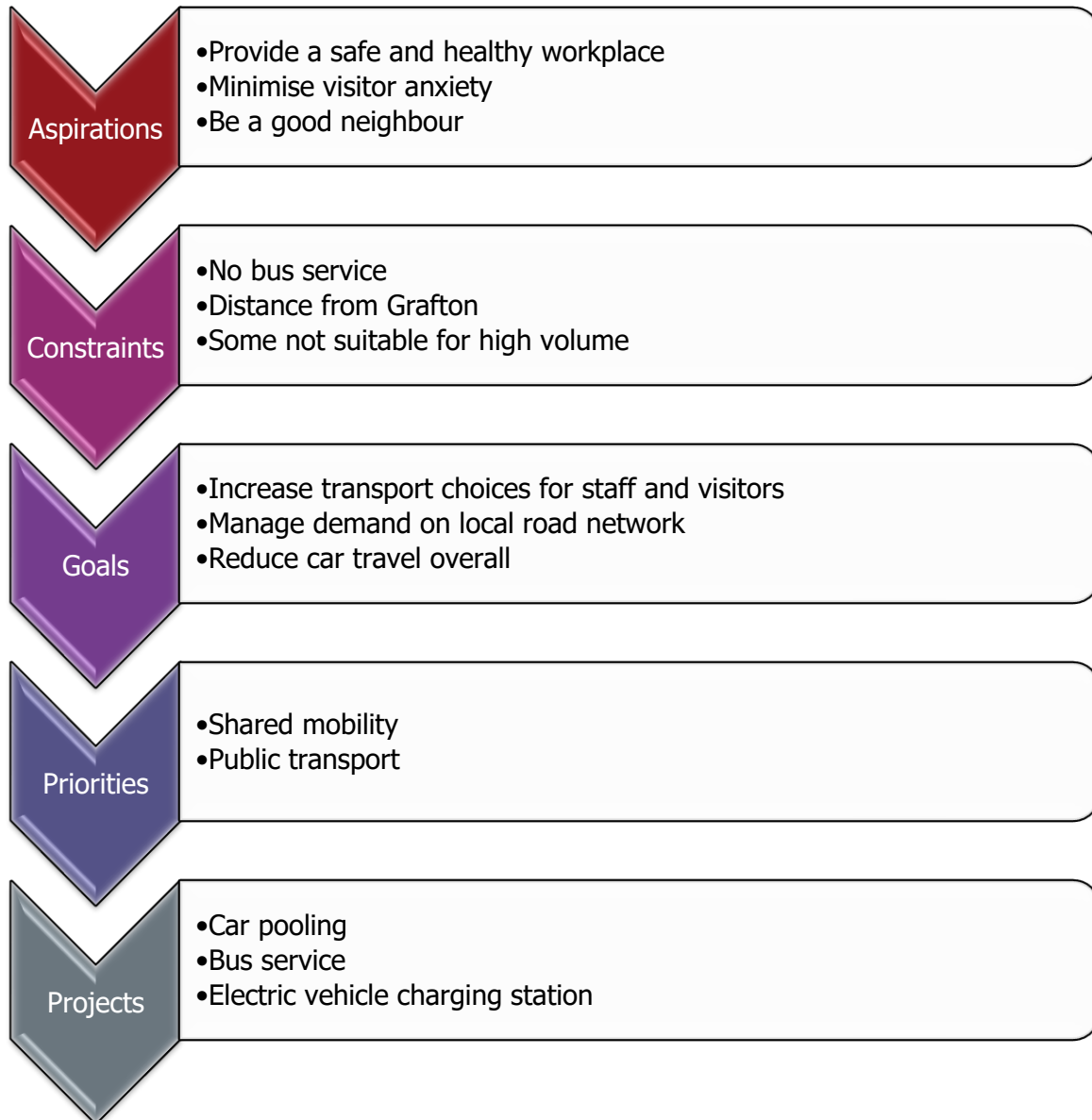
## 10.6 Stock movements

Clarence Correctional Centre recognise that Avenue Road is an important route for local stock movement. The following measures will minimise traffic along Avenue Road during known stock movements:

- Provide permit holders with a schedule of staff change of shift and contact details for Master Control to enable them to provide advanced warning of stock movements during these times.
- With prior warning, Master Control have the ability to advise staff via text and social media of stock movements to ensure staff avoid these times for travel.
- Induction of staff to include stock movement education and recommendations for safe driving during these times.
- Notification to visitors via social media and when they contact the Centre to make an appointment, that Clarence Correctional Centre is located on a stock movement route, and that delays can be expected, and care and patience should be exercised when visiting the centre.

## 11 Strategic Transport Framework

This Traffic Management Plan is supported by the Sustainable Transport Plan which will guide investments and actions that deliver more socially, environmentally, and economically sustainable transport outcomes and travel behaviours:



## 12 Community Information

The community of Clarence Valley and general road users are kept informed about traffic related issues via the following avenues:

- Information brochures available at the Grafton Airport and Train Station;
- Information distributed through the Community Consultation Committee;
- Corrective Services NSW website; and
- Clarence Correctional Centre social media instruments.

A copy of the Traffic Management Plan is available on the Clarence Correctional Centre website <https://www.serco.com/aspac/sites/clarence-correctional-centre>

Other avenues for the local community and general road users to obtain information include the 24-hour community information line: 1800 449 848

This phone number will enable the community to gain access to information, make an enquiry or a complaint at any time. Serco will also operate an open-door policy so that members of the community are welcome to come to the Visits building to get information, make an enquiry or a complaint if this method is preferable to the telephone. All complaints will be registered in a database and responded to.

## 13 Traffic Incident Management

Traffic incidents immediately outside the Correctional Centre boundary on Avenue Road will be managed in accordance with our emergency response procedures. Liaison with emergency authorities (police, ambulance, fire brigade etc) has been undertaken to ensure such authorities are aware of the emergency response procedures in place at the Centre.

## 14 Monitoring and Measurement

### 14.1 Traffic Management Consultative Team

The traffic management consultative team comprises the following members:

- General Manager
- Health & Safety Manager
- Operational Performance Manager

The consultation process is managed under the Health & Safety Incident Management Procedure

## 14.2 Continuous Improvement

Clarence Correctional Centre strives to continually improve and measure its health and safety performance and will use the traffic management consultative team as a means of consultation to resolve potential or identified issues.

A review of the OTMP will be undertaken on a twelve-monthly basis by the traffic management consultative team taking into consideration data on reported incidents, injuries, hazards and near misses.

## 14.3 Risk Management

Clarence Correctional Centre is committed to identifying, assessing and controlling all foreseeable risks in order to minimise or prevent the likelihood of an injury or illness occurring. This process is set down in the Risk Management Policy and Risk Management Framework.

## 15 Links to external documents

- [Work Health and Safety Act 2011](#)
- [Work Health and Safety Regulation 2011](#)
- [Safework Australia General Guide for Workplace Traffic Management](#)
- [Safework Australia Workplace Traffic Management Information sheet](#)

## 16 Consultation

- Alex Dalrymple  
Manager Civil Services  
Clarence Valley Council  
Grafton NSW 2460
- Clarence Valley Traffic Committee Meeting held 21 November 2019
- Kedar Ballurkar  
Senior Engineer  
TRAFFIX  
Surry Hills NSW 2010

## Appendix A

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### Clarence Correctional Centre Traffic Management Hazard Assessment

The following traffic management hazard assessment has been completed by Serco to inform the Traffic Management Plan:

## Assessment Matrix

Consequence			Likelihood		
Safety	Environment	Community	Almost Certain Expected in most circumstances	Possible Might occur at some time	Unlikely May occur in exceptional circumstances
Death / Permanent Disability	Environmental Disaster	Adverse national media or public attention	3H	3H	2H
Extensive Injuries	Environmental Harm	State media attention or heightened public concern	3H	2H	2H
Medical Treatment	Environmental Nuisance	Local public or media attention	2H	2H	1H
First Aid Treatment	Contained by site	Public concern advised through complaints	2H	1H	1H
No injuries	No environmental impact	No complaints or concerns	1H	1H	1H

## Hazard Assessment

No	Risk	Risk Score	Controls	Residual Score	Responsible
1	Accident / Collision between vehicles either on Avenue Road directly outside gates, or on an internal CLA road	3H	All staff to read, acknowledge and adhere to Driver Charter  Emergency Response Team to respond to vehicle incidents that impede free flow of traffic  Emergency Service authorities to be contacted if required to attend	2H	All staff  DGM Security & Operations  Master Control
2	Staff travel impeding stock movements	2H	Consultation with permit holders to enable staff to be informed of stock movements and adjust travel times accordingly	1H	Communications Manager
3	Fauna strike resulting in injury or death of animal	2H	WIRES to be contacted if animal is injured  Dead animal to be moved if it is causing a road obstruction	2H	Master Control  Driver

No	Risk	Risk Score	Controls	Residual Score	Responsible
4	Adverse weather conditions impacting on road network	3H	All staff to read, acknowledge and adhere to Driver Charter	1H	All staff
			Operational Emergency Response Procedure to be implemented when roadways blocked by flooding		DGM Security & Operations
5	Staff travel causing nuisance to residents and local road users	2H	Vehicles directed to only use Avenue Road south, and Eight Mile Lane to access CLA.	1H	All staff
			All staff to read, acknowledge and adhere to Driver Charter		All staff
			Performance management to be initiated as appropriate		
6	Visitor movements causing nuisance to residents and local road users	2H	Offenders to be reported to police if in breach of road regulations	2H	General Manager's Office
7	Pedestrians movements through carparks	3H	Walkways to be clearly marked	1H	FM Manager
			Drivers to observe sign-posted speed of 20kph and watch for pedestrians when reversing into car spaces		All staff and visitors
			Car parks lighting to be maintained in working order		FM Manager
8	Staff fatigue impacting on ability to drive safely	3H	All staff to read, acknowledge and adhere to Driver Charter	1H	All staff
			HR roster and overtime management processes		Roster Officer
9	Continuous improvement	1H	Review incident and injury records including near misses	1H	WHS Manager

## Appendix B

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### Clarence Correctional Centre Driver Charter

## Preferred Routes

The following routes should be used by staff when traversing to | from work:

### To access Clarence Correctional Centre:

- Turn off Pacific Highway onto Eight Mile Lane
- Travel 4.5kms and turn left onto Avenue Road
- Travel 3.5kms and continue along Avenue Road
- Travel a further 500m and arrive at CLA

### To exit Clarence Correctional Centre:

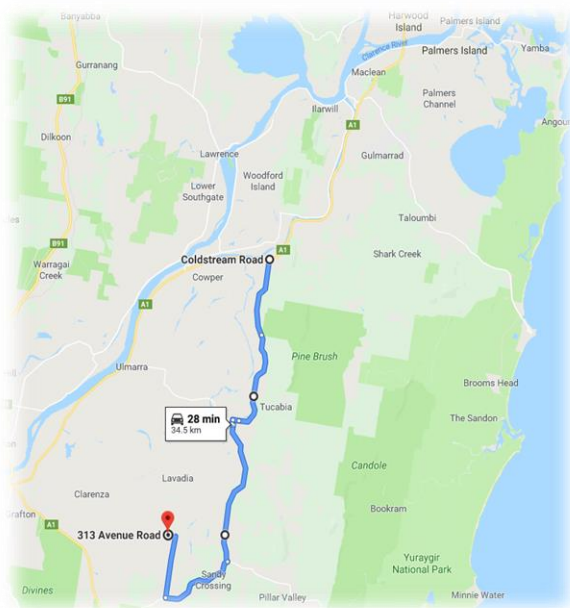
- Turn RIGHT onto Avenue Road
- Travel 3.5km to Eight Mile Lane
- Turn right into Eight Mile Lane
- Travel 4.5km to the Pacific Highway

The following roads are prohibited from use by staff traversing to | from work:

- Six Mile Lane
- Old Six Mile Lane
- Wants Lane
- Aerodrome Road

The correct route when driving from Yamba / Maclean / Illuka

Those who live in the highlighted area can use the prohibited roads:





## Regulations

### Motor Traffic Act

As a driver you are required to know and comply with all road rules pertaining to your vehicle.

### Driving Licence

You must hold a current and valid driving licence for the class of vehicle you operate. Additionally, you must always carry your current driver's licence when you are operating a vehicle.

### Noise Control

Generating excessive noise is governed by legislation and is an offence.

### Community Hotline

Drivers should be aware a telephone number is available to the public to lodge complaints against any driver contravening this Charter. All complaints will be logged and investigated.

## Road Use

The road is there to share and therefore it is a requirement that you display courtesy and restraint towards other road users.

### Speed Restriction

As a competent driver, you should adjust your driving to the existing conditions. Studies have shown many accidents are directly caused by excessive speed and/or poor road conditions such as surface conditions and "tightness".

Always follow posted signs as they provide vital clues to road conditions and characteristics. You should always apply the following rules:

- Reduce your speed in wet conditions
- Drive cautiously in fog or heavy rain
- Always observe road works special limits
- DO NOT speed

### Defensive Driving

You should drive in a manner that will help you to avoid an accident, despite incorrect / inappropriate actions of others or poor driving conditions.

By law you are required to maintain a gap between yourself and the vehicle directly in front of you, so that heavy braking will not be required. The gap is based on several factors including speed, vehicle weight, traffic congestion and road condition.

### Fatigue Management

You should be aware of fatigue management techniques

- Learn to recognize the signs of fatigue
- Be realistic about how much sleep you need
- Take regular breaks (say every 2 hours)
- Eat sensibly, exercise, drink plenty of water

If you think you have something wrong with your sleep patterns or general health, seek medical advice

### Road Hazards

During most trips, there will be hazards on and near roadways. Be alert for hazards and adjust as necessary. Examples of hazards are:

- Rough / slippery surfaces
- Narrow or winding roads
- Animals

Be aware your vehicle may become a road hazard when it is parked on a roadway, broken down or otherwise. In this circumstance, use portable warning signals, placing them 50-150 metres in front of, behind and to the side of the vehicle.

### Materials Haulage

Drivers are responsible for ensuring all loads are properly covered and there is no spillage or leakage of the load to the road surface.

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## Driver Commitment:

- I confirm I have read and understood the Clarence Correctional Centre Drivers Charter.
- I will always drive responsibly to prevent damage or harm to myself and other road users.

Signed: ..... Date: ..... Name: (please print) .....

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## Barlow, Robyn (SERCO ASPAC)

---

**Subject:** FW: Clarence Correctional Centre - DA Conditions - Traffic Management

**From:** Alex Dalrymple <Alex.Dalrymple@clarence.nsw.gov.au>

**Sent:** Monday, 20 January 2020 4:31 PM

**To:** Barlow, Robyn (SERCO ASPAC) <Robyn.Barlow@serco-ap.com>

**Subject:** [EXTERNAL] RE: Clarence Correctional Centre - DA Conditions - Traffic Management

Attention External

Hi Robyn,

Council has no comment on the Operation Traffic Management plan. Please let me know if you have any further questions or need any further information.

Thanks,  
Alex

Alex Dalrymple  
Manager Civil Services  
**Clarence Valley Council**  
Locked Bag 23 GRAFTON NSW 2460  
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**From:** Alex Dalrymple <[Alex.Dalrymple@clarence.nsw.gov.au](mailto:Alex.Dalrymple@clarence.nsw.gov.au)>

**Sent:** Tuesday, 29 October 2019 1:41 PM

**To:** Barlow, Robyn (SERCO ASPAC) <[Robyn.Barlow@serco-ap.com](mailto:Robyn.Barlow@serco-ap.com)>

**Subject:** [EXTERNAL] RE: Clarence Correctional Centre - DA Conditions - Traffic Management

Attention External

Hi Robyn,

I have distributed this document and your questions internally and hope to have comments back to you next week.

Thanks,