

PROJECT MANAGEMENT PLAN

The Bays Station Construction Traffic Management Plan

Sydney Metro - West

Stations Package West

SMWSTSPW-GEA-TBY-PM-PLN-000001

Revision 01

Gamuda

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DOCUMENT CONTROL

The current document version number and date of revision are shown in the document footer. All changes made to the Management Plan during its implementation on a live project are to be recorded in the amendment tables below.

Revision History

Revision	Date	Description of changes	Prepared by	Approved by
00	04/06/2026	First Issue	Wendy Zheng	Chee Young Goh
01	24/06/2026	Updated for comments	Wendy Zheng	Chee Young Goh

Abbreviations and Acronyms

Acronyms/Abbreviations	Meaning
AV	Articulated Vehicle
CCMS	Construction Complaints Management
CPAS	Construction Parking and Access Strategy
CSSI	Critical State Significant Infrastructure
CTMP	Construction Traffic Management Plan
EIS	Environmental Impact Statement
GPS	Global Positioning System
HRV	Heavy Rigid Vehicle
HV	Heavy Vehicle
LPR	Licence Plate Recognition
MEPF	Mechanical, Electrical, Plumbing and Fire
NHVR	National Heavy Vehicle Regulator
OCCS	Overarching Community Communications Strategy
OSOM	Oversize and/or Overmass
PMP	Pedestrian Movement Plan
SPW	Stations Package West
SSI	State Significant Infrastructure
TBY	The Bays Station
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
UHF	Ultra High Frequency
VMP	Vehicle Movement Plan
VMS	Variable Message Sign

1 INTRODUCTION

1.1 Purpose

This site-specific Construction Traffic Management Plan (CTMP) applies to construction traffic and transport management associated with the Stations Package West (SPW) works on The Bays Station site prior to Linewide site access in July 2027.

Later station construction stages such as fit-out, aboveground building works, surface and precinct works are outside the scope of this revision and will be addressed through future updates to this CTMP and supporting traffic management documentation before those works commence.

The purpose of this CTMP is to identify the traffic and transport impacts associated with the works and set out the management measures that will be implemented to minimise disruption and maintain safety for road users and stakeholders. This includes motorists, pedestrians, cyclists, public transport customers, local residents, nearby businesses, Port Authority of NSW tenants, cruise-related traffic, adjacent construction projects and project workers.

This CTMP outlines the site-specific approach for managing construction vehicle access, haulage routes, temporary traffic management, pedestrian and cyclist interfaces, public transport interfaces, worker access, workforce parking, shuttle bus arrangements, truck marshalling, stakeholder notification, monitoring, complaints reporting and corrective actions for the works covered by this CTMP.

This CTMP has been prepared to address, and should be read in conjunction with, the relevant requirements of:

- State Significant Infrastructure Approval SSI 22765520 and relevant Conditions of Approval.
- Sydney Metro West planning documentation, including the Environmental Impact Statement, Submissions Report and relevant Revised Environmental Mitigation Measures.
- Sydney Metro Construction Traffic Management Framework.
- Sydney Metro Construction Environmental Management Framework.
- Overarching Construction Traffic Management Plan for Sydney Metro West.
- Construction Parking and Access Strategy for The Bays.
- Relevant Traffic Guidance Schemes, Vehicle Movement Plans, Pedestrian Movement Plans, swept path assessments and site access arrangements.
- Contractual requirements for the Stations Package West works.
- Port Authority of NSW access and interface requirements, where relevant.
- Applicable legislation, standards, guidelines and road authority requirements.

1.2

1.2 Consultation and Approval

Consultation for The Bays site construction traffic arrangements will be undertaken with:

- Sydney Metro
- Transport for NSW
- Inner West Council
- Port Authority of NSW
- Neighbouring construction teams such as SMW Linewide and Western Harbour Tunnel project teams
- Port tenants, local businesses and other affected landowners

Where a proposed arrangement affects their assets, operations, access, parking, public transport services or active transport connections. Comments, agreed actions and close-out evidence will be recorded in the stakeholder comments register or relevant consultation records.

2 PROJECT OVERVIEW

2.1 Project Scope

The SPW construction works at The Bays involves the delivery of:

- Site mobilisation works such as site amenities establishment, tower crane mobilisation and utility adjustments
- Construction of culvert and drainage network linking Robert Street to the bay
- Station buildings infrastructure below and above ground including a Linewide shaft
- Decommissioning of temporary utilities (water treatment plant, substation, etc)
- External works including utilities, precinct and roads

2.2 Project Phasing

SPW construction works at The Bays are forecast to be undertaken from mid 2026 until end of 2029. Construction works associated with Stages 1 and 2 in Table 1 will form the scope of this CTMP.

Construction staging, worker numbers, heavy vehicle demand and access requirements will continue to be reviewed as the program develops.

Table 1: Overview of The Bays Station Construction Phasing

CONSTRUCTION STAGE AND ACTIVITY	START DATE	END DATE
Stage 1 - Site Mobilisation	July 2026	November 2026
Stage 2 - Linewide Shaft and Culvert Construction	October 2026	July 2027
Stage 3 – Building Structure and MEPF (Below Ground Levels)	July 2027	July 2028
Stage 4 - Building Structure and MEPF (Above Ground Levels)	December 2027	October 2028
Stage 5 - Surface and Precinct Works	December 2028	September 2029

3 LEGAL AND OTHER REQUIREMENTS

The TfNSW Roads Interface Agreement for The Bays works under SSI-22765520, together with the Port Authority of NSW Deed of Licence, stipulates the key legal, access and third-party interface requirements relevant to the works on this site.

Relevant requirements from these instruments have been incorporated into this CTMP.

The Port Authority of NSW Deed of Licence access management principles are included in Appendix I.

4 EXISTING ENVIRONMENT

4.1 Site Location



Figure 1: Site Location

The Site is located within The Bays precinct, between Glebe Island and White Bay Power Station, with surrounding access provided via Robert Street, Port Access Road, James Craig Road and the broader Victoria Road and City West Link road network, as shown in Figure 1.

4.2 Road Network



Figure 2: Road Hierarchy

The surrounding road hierarchy is shown in Figure 2, with the key roads surrounding the site summarised in Table 2. These roads provide the primary local and sub-arterial connections to the site and form the basis of vehicle access arrangements during construction.

Table 2: Road Network

ROAD NAME	SECTION	SPEED LIMIT	PARKING	ROAD CLASSIFICATION
City West Link	In the vicinity of James Craig Road and The Crescent	60 km/hr	No	State
Victoria Road	In the vicinity of Robert Street and The Crescent	60 km/hr	No	State
The Crescent	City West Link to Victoria Road	60 km/hr	No	State
James Craig Road	City West Link to Solomons Way	40 km/hr / 50 km/hr	No	Local
Port Access Road	Sommerville Road to Robert Street	20 km/hr	No	Local
Sommerville Road	James Craig Road to Port Access Road	10 km/hr / 40 km/hr	No	Local

Robert Street	Port Access Road to Victoria Road	40 km/hr	Yes	Regional / Local
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The surrounding road network experiences typical commuter peaks during the morning and afternoon periods. Construction vehicle arrivals and departures will be scheduled, where practicable, to minimise impacts during commuter peak periods and manage demand at site access points.

4.3 Vulnerable Road Users

Vulnerable road users include pedestrians, cyclists, public transport customers and workers walking between parking areas, site offices and active work areas. These users have limited protection in the event of a crash and require specific consideration in the planning and implementation of construction traffic management measures.

Vulnerable road user facilities and public transport interfaces on roads surrounding the site are summarised in Table 3.

Table 3: Vulnerable Road Users

ROAD NAME	PEDESTRIAN	CYCLING	PUBLIC TRANSPORT
James Craig Road	Yes, one side of James Craig Road, shared use path.	Shared use path between City West Link and Sommerville Road.	No.
Sommerville Road	A shared path is provided between the James Craig Road roundabout and the connection to the ANZAC Bridge shared path. No formal footpath is available on this road beyond this section.	A shared path is provided between the James Craig Road roundabout and the connection to the ANZAC Bridge shared path. No separated cycle or marked on-road cycle path is available on this road beyond this section.	No.
Port Access Road	No formal footpath along the assessed section.	No dedicated separated cycling infrastructure. Cyclists may use the road as a mixed traffic route and share the carriageway with vehicles.	No.
Robert Street	Yes, on one side of Robert Street.	Shared path between Victoria Road and Mullens Street. On-road cycling route between Mullens Street and Port Access Road.	Yes, bus stops are located on Robert Street, including stops serving routes 441 and 442 in the vicinity of White Bay Power Station.
Victoria Road	Yes, both sides	Shared path connections are provided along	Yes, Victoria Road operates as the key public

sections of Victoria Road, with links toward Rozelle Parklands, Anzac Bridge and the wider active transport network.

transport corridor near the site, with nearby stops serving routes 433, 441, 442, 500X, 501, 502, 504, 505, 506, 507, 561S, 564S, 567W, 590W, 613W, 652S and 692W.

Active transport interfaces will be managed through site induction, access controls, driver briefings, traffic controller support, signage and Be Truck Aware pavement decals. The decals will be installed at key pedestrian conflict points along James Craig Road, including the intersection with City West Link, to reinforce pedestrian awareness before entering the road environment.

4.4 Public Transport



Figure 3: Public Transport Surrounding the Site

Public transport services surrounding the site are shown in Figure 3 and are available on the surrounding road network, including Victoria Road, The Crescent, Robert Street and City West Link. These services provide connections between The Bays, Rozelle, Balmain, Drummoyne, the Sydney CBD and surrounding inner west suburbs.

4.4.1 Bus

Key bus service details for services surrounding the Site are provided in Table 4. The availability of surrounding bus services complements the project parking and access strategy by providing an alternative access mode for construction workers and reducing demand for local parking.

Table 4: Existing Bus Services

ROUTE	DIRECTION	AM FREQUENCY (7:00 - 9:00AM)	AM AVERAGE WAIT	PM FREQUENCY (4:30 - 6:30PM)	PM AVERAGE WAIT
433	Balmain	4 Services	30 Minutes	7 Services	17 Minutes
441	Birchgrove	3 Services	40 Minutes	4 Services	30 Minutes
442	Balmain East	7 Services	17 Minutes	8 Services	15 Minutes
	Sydney	8 Services	15 Minutes	6 Services	20 Minutes
500X	West Ryde	6 Services	20 Minutes	7 Services	17 Minutes
	Haymarket	5 Services	24 Minutes	5 Services	24 Minutes
501	Parramatta	3 Services	40 Minutes	5 Services	24 Minutes
	Cabarita			3 Services	40 Minutes
502	Five Dock	2 Services	60 Minutes		
	Chiswick	2 Services	60 Minutes	6 Services	20 Minutes
504	Woolloomooloo	7 Services	17 Minutes	5 Services	24 Minutes
	Sydney	1 Services	120 Minutes		
505	Woolwich			2 Services	60 Minutes
	Macquarie Park	3 Services	40 Minutes	4 Services	30 Minutes
506	Woolloomooloo	6 Services	20 Minutes	4 Services	30 Minutes
	Gladesville	3 Services	40 Minutes		
507	Meadowbank			4 Services	30 Minutes
561S	Balmain			1 Services	120 Minutes
	Ryde			1 Services	120 Minutes
564S	Stanmore	1 Services	120 Minutes		
567W	Glebe			1 Services	120 Minutes
	Hunters Hill	1 Services	120 Minutes		
590W	Ryde	1 Services	120 Minutes		
613W	Glebe			1 Services	120 Minutes
652S	Sydney			1 Services	120 Minutes
692W	Rozelle			1 Services	120 Minutes
	Springwood	1 Services	120 Minutes		

4.4.2 Light Rail

Light rail services can be accessed from Rozelle Bay Light Rail stop, located approximately 1.4 kilometres from The Bays Station construction site, equivalent to an approximate 15 to 18 minute walk via Rozelle Parklands, subject to the access route used.

Rozelle Bay Light Rail stop forms part of the L1 Dulwich Hill Line, which provides connections between Central and Dulwich Hill via key stops including Pyrmont Bay, Convention, The Star, John Street Square, Fish Market and Wentworth Park.

Existing light rail service frequencies for the L1 Dulwich Hill Line are summarised in Table 5.

Table 5: Existing Light Rail Services

ROUTE	DIRECTION	AM FREQUENCY (7:00 - 9:00AM)	AM AVERAGE WAIT	PM FREQUENCY (4:30 - 6:30PM)	PM AVERAGE WAIT
L1 Dulwich Hill Line	Central	19 services	6 minutes	20 services	6 minutes
	Dulwich Hill	19 services	6 minutes	20 services	6 minutes

4.5 Active Transport



Figure 4: Bicycle Network Surrounding the Site

The surrounding bicycle and shared path network is shown in Figure 4. The site is connected to the surrounding walking and cycling network via shared path facilities along Robert Street and James Craig Road, with connections toward Rozelle Parklands, ANZAC Bridge and the broader City of Sydney cycle network.

Pedestrian access is also supported by footpaths along parts of Victoria Road and surrounding streets. These links provide important access for workers, public transport customers, nearby businesses, recreational users and people moving between Rozelle, White Bay and the surrounding precinct.

Note the majority of the roads within the Bays precinct is not accessible to the public as it is an active port.

4.6 Adjacent land uses and interfaces

The Bays site interfaces with Port Authority of NSW land, internal port roads, port operations, White Bay Cruise Terminal, Glebe Island, White Bay Power Station, adjacent Sydney Metro works, nearby construction activities, public transport corridors, local businesses, road authority assets and recreational walking and cycling routes.

Access for Port Authority of NSW operations, port tenants, freight vehicles, cruise-related traffic, emergency services and adjacent construction sites will be considered during work planning. Where works may affect these interfaces, the relevant stakeholders will be consulted and traffic management measures will be confirmed before implementation.

The closest surrounding residential streets are located north of the site in Rozelle, including Robert Street and nearby local roads. Direct pedestrian access from Robert Street or Victoria Road to the site is not expected to be provided unless specifically required for emergency access or approved project activities.

5 GENERAL CONSTRUCTION DETAILS

5.1 Overview of Construction Activities

Site establishment activities are planned to commence in July 2026. Construction of the Linewide shaft and culvert is planned to commence in October 2026 and be completed in July 2027. Following completion, the Linewide contractor will take over the shaft and the relevant culvert areas. Below-ground building structure and MEPF works are planned from July 2027 to July 2028, with above-ground building structure and MEPF works planned from December 2027 to October 2028. Surface and precinct works are planned from December 2028 to September 2029.

This CTMP focuses on SPW works at this site prior to Linewide site access in July 2027. During this period Linewide will have access to complete a limited range low impact works on site such as water treatment plant maintenance with access managed by the SPW team.

The key construction activities expected to generate traffic and access requirements during this time include:

- Site mobilisation, establishment and adjustment of site facilities.
- Establishment and modification of site offices, amenities, laydown areas, storage areas and construction support areas.
- Installation and modification of hoarding, fencing, gates, access controls, barriers, signage and temporary works.
- Delivery and removal of construction plant, equipment, materials and temporary works.
- Establishment and operation of internal vehicle circulation routes, loading areas and unloading areas.
- Linewide shaft construction activities, including associated excavation, structural, temporary works and support activities.
- Culvert construction activities including associated excavation, piling and support activities
- Concrete pours, reinforcement deliveries, formwork deliveries and general construction material deliveries associated with the Linewide shaft works.
- Craneage, lifting activities and delivery of large plant or prefabricated elements, where required.
- Utility connection, adjustment, protection or enabling works, where required.
- Waste removal and general construction logistics associated with the works.
- Traffic control, gate management, truck marshalling and pedestrian management associated with construction access and egress.

The construction methodology and staging will continue to be reviewed as the program develops. Any material change to construction traffic impacts, access arrangements, haulage routes, worker parking or temporary traffic management will be addressed through updates to this CTMP, the relevant Traffic Guidance Schemes or activity-specific traffic management documentation.

5.2 Site Layout and Internal Circulation

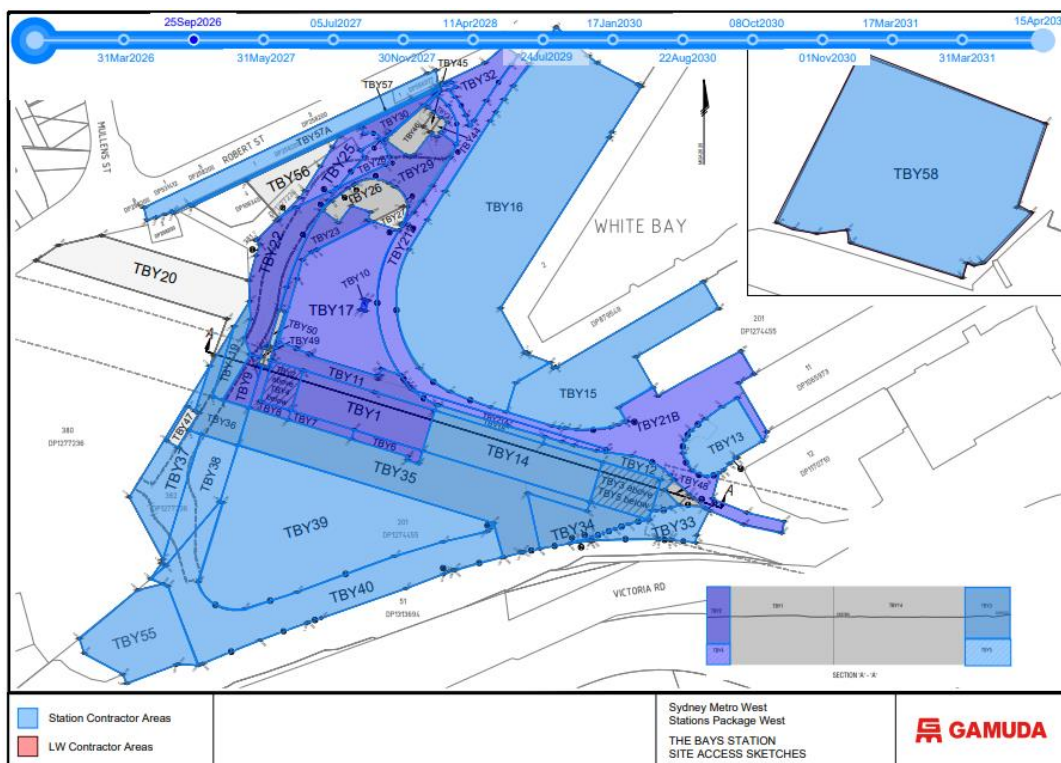


Figure 5: SPW Access Area Pre July 2027

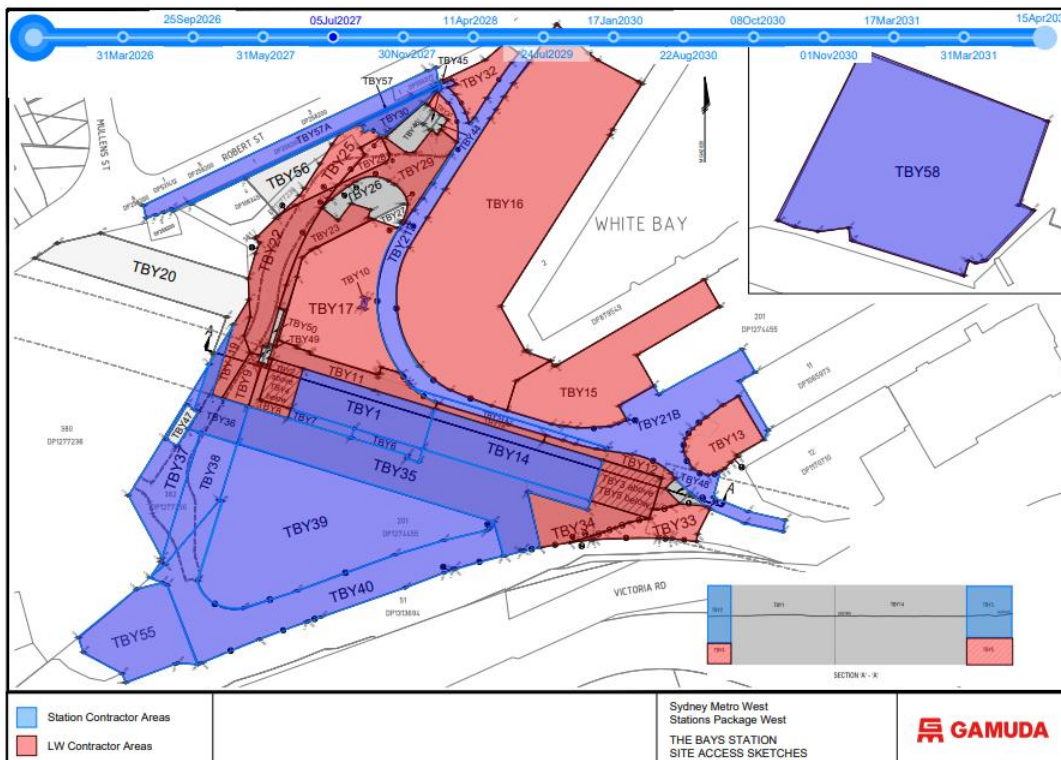


Figure 6: SPW Access Area Post July 2027

As shown in Figure 5 and Figure 6, SPW will lose access to areas north of the station box after July 2027. Those portions do not come back in SPW possession until July 2029; therefore, no establishment of site sheds, tower cranes and other long term construction facilities is proposed by the SPW team in those areas.

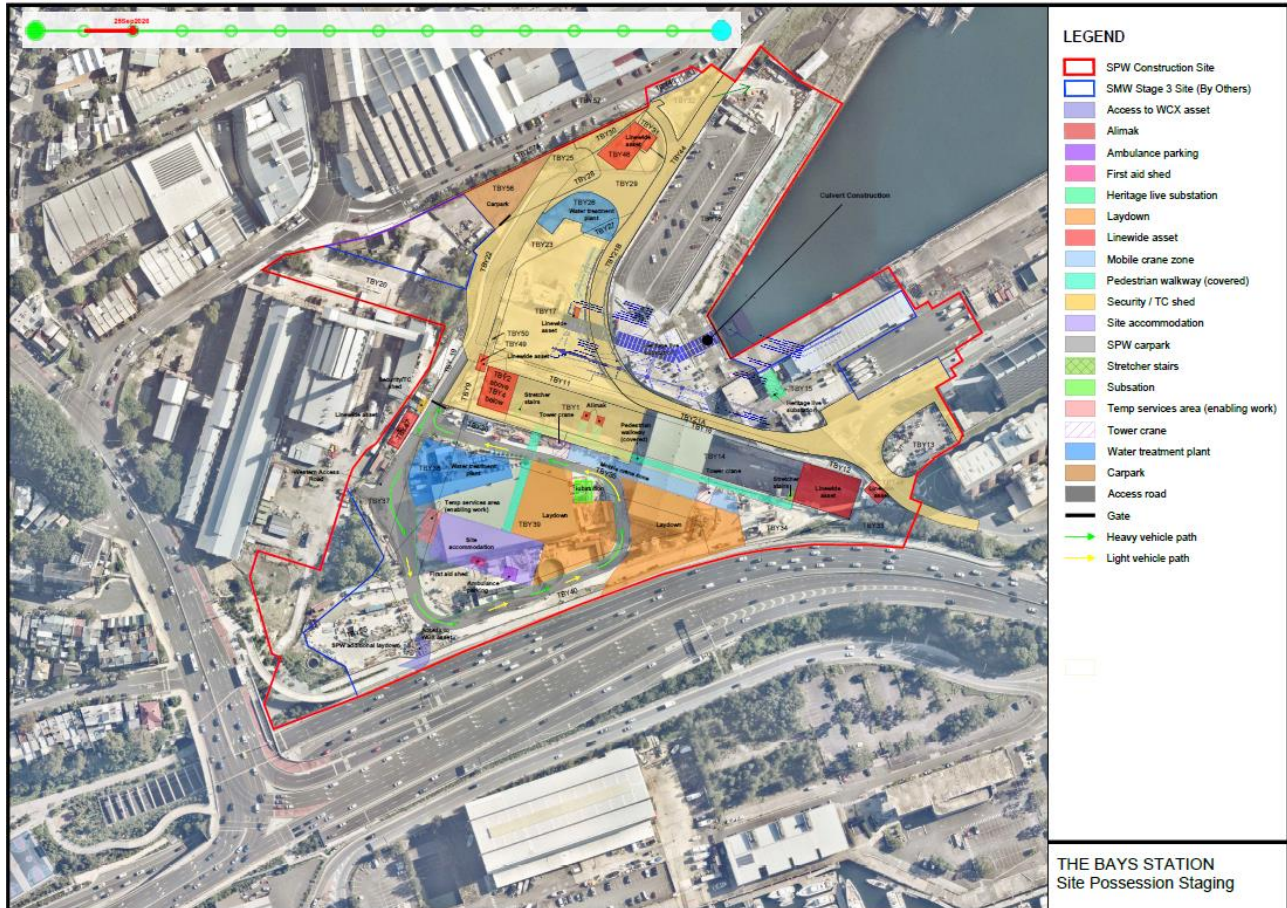


Figure 7: Site Layout

The SPW Bays construction site contains the following key features as shown in Figure 7 and the A3 layout in Appendix B.

- A station box located in portions TBY 1 and 14 constructed by the tunnelling contractors
- The existing four site gates along Port Access Road will continue to be utilised
- Site amenities and laydown will be established south of the station box
- A covered pedestrian walkway will connect the site amenities to the station box and continue along the station box
- Water treatment plant and substation established by tunnelling package south of the station box will be maintained by SPW
- Stair bridge and elevated pedestrian crossing installed across Port Access Road will be maintained for pedestrian access to the north of the box
- Two tower cranes will be mobilised just south of the station box
- Works area for the culvert construction in TBY 16

5.3 Construction Hours

Construction works will be undertaken in accordance with the applicable Conditions of Approval and any other project-specific approvals. Standard construction hours are outlined in Table 6.

Table 6: Construction Hours

ACTIVITY	DAY	TIME
Construction Works	Monday to Friday	7:00 am to 6:00 pm
	Saturday	8:00 am to 6:00 pm
	Sunday or public holidays	At no time

Where work is required outside standard construction hours, the relevant approval pathway will be followed, and any associated traffic impacts will be assessed and managed through the applicable Traffic Guidance Schemes, Road Occupancy Licences, permits and stakeholder notifications.

Out-of-hours traffic management and notification requirements will be managed in accordance with the relevant CSSI Conditions of Approval, Environment Protection Licence requirements where applicable, Sydney Metro requirements and project notification procedures.

5.4 Construction Site Access

SPW will continue to use the same site access gates created by the tunnelling packages which are shown in Figure 8.

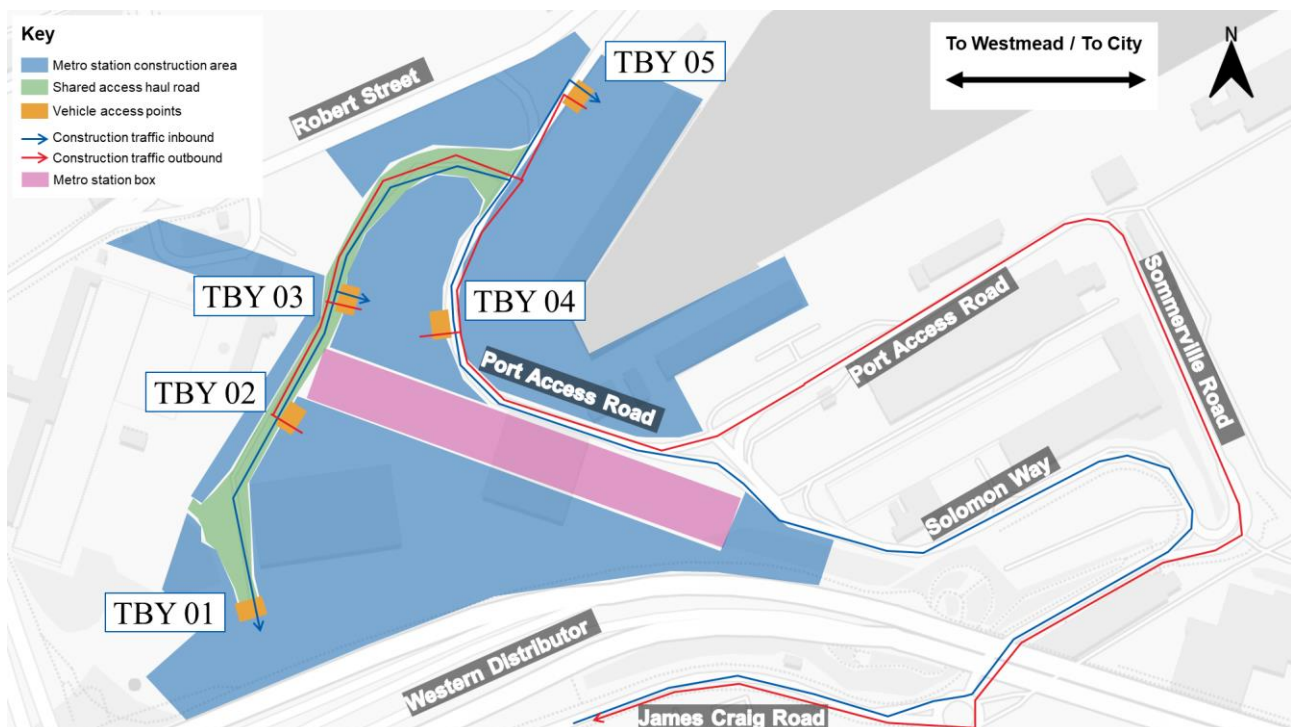


Figure 8: TBY Site Access Gates

All vehicles will enter and exit the construction sites in a forward direction and operate in accordance with the arrangements in Table 7.

Table 7: Site Access and Egress Arrangements

GATE NUMBER	EXISTING OR NEW GATE	SITE ACCESS TO	ACCESS AND EGRESS MOVEMENTS	LARGEST VEHICLE TYPE
TBY 01	Existing	Laydown and site amenities	In only	19m AV, OSOM vehicle for tower crane erection
TBY 02	Existing	Laydown and site amenities	Right out only	19m AV, OSOM vehicle for tower crane erection
TBY 03	Existing	Car parking and Linewide assets	Left in, right out	12.5m HRV
TBY 04	Existing	Car parking and Linewide assets	Right out only	12.5m HRV
TBY 05	Existing	Culvert construction area	Right in, left out	19m AV, OSOM vehicle for pile rig delivery

Gates TBY 03 and 04 will be operational for light vehicle parking and heavy vehicle access to maintain the Linewide assets north of the station box only. Gate TBY 04 will be closed at all times and opened only when a vehicle cannot exit through Gate TBY 03.

The current Eastern Tunnelling Package car park access gate may be used to deliver workers to the culvert construction site from TBY 58 but will be kept closed otherwise. If this gate is used, drivers will be instructed that the access and egress movements will be limited to right in and left out only.

The tunnelling contractors operated all existing gates without traffic controllers on gates and used a licence plate recognition (LPR) system to register entering and exiting vehicles. Gamuda will continue the same arrangement with TBY gates 01, 02 and 05 to remain open at all times during construction hours to ensure no queuing occurs on Port Access Road or the shared access haul road.

Gate TBY 05 has been temporarily narrowed by the departing tunnelling contractor, this gate will be modified by the SPW team as necessary for width to accommodate 19m AV / OSOM vehicle access.

As a tenant in the White Bay area, Gamuda has agreed with Port Authority of NSW Access Management Principles in relation to the use of James Craig Road, Sommersville Road, Port Access Road and Solomons Way for access to The Bays construction site.

Port Authority has noted that the 20km/hr speed limit initiated by the tunnelling contractors are to be maintained in this stage of Metro construction. Gamuda will maintain the existing signage on Port Access Road as shown on the Traffic Staging Plan in Appendix B.

5.5 Truck Routes

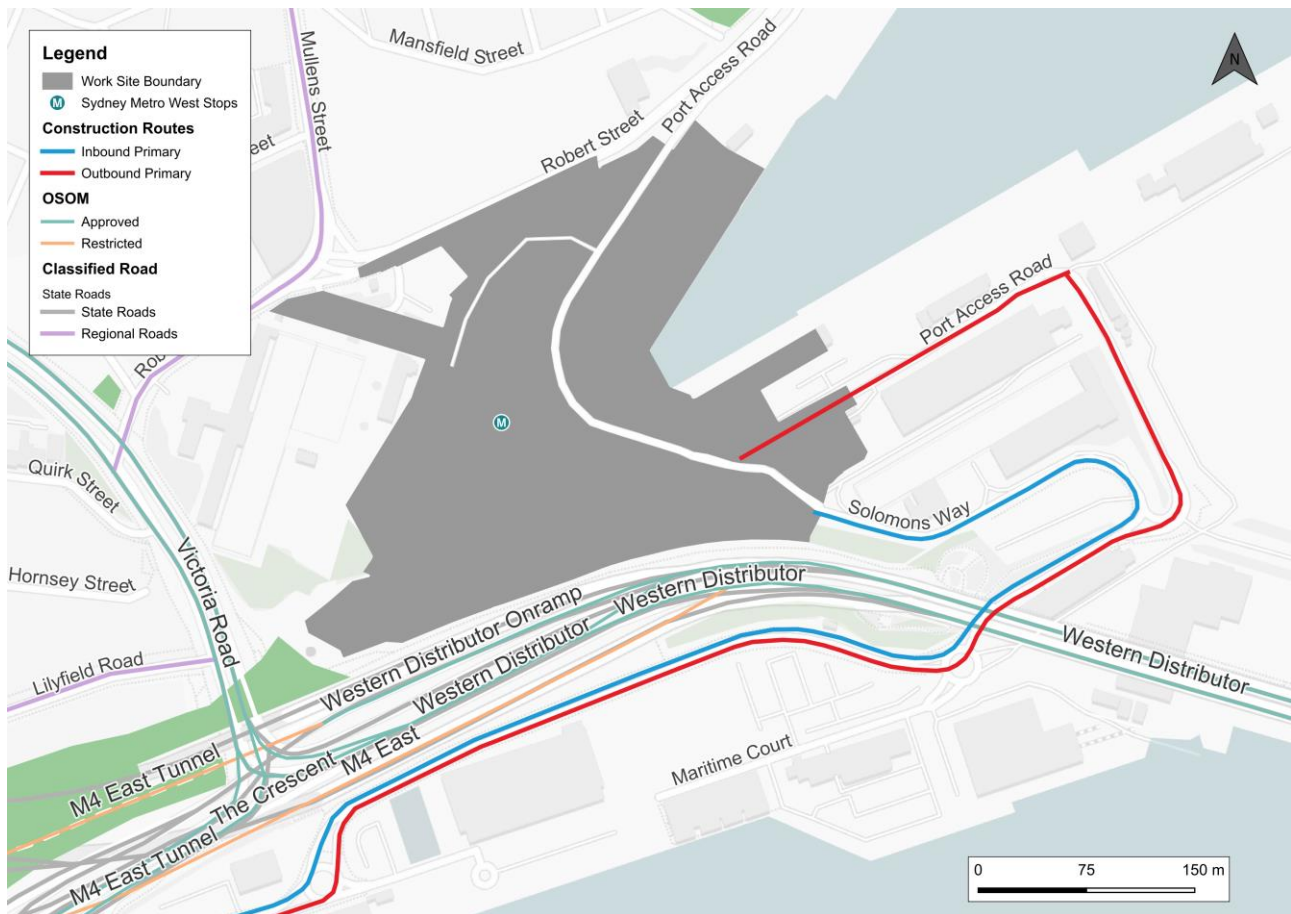


Figure 9: Approved Heavy Vehicle Routes

The designated access routes to be used by construction vehicles are detailed below and shown in Figure 9 as consistent with those access routes shown in the Environmental Impact Assessment (EIS):

Inbound Route: Western Distributor, James Craig Road and Solomon Way, Port Access Road

Outbound Route: Port Access Road, Sommerville Road, James Craig Road, Western Distributor

The approved routes will also be identified in the relevant Traffic Guidance Schemes, the Vehicle Movement Plan included in Appendix C and driver induction material.

The approved routes are intended to minimise impacts on local streets and sensitive receivers, manage movements on roads suitable for heavy vehicles, maintain safe interaction with vulnerable road users and reduce the likelihood of queuing or circulating through residential areas. Any change to approved haulage routes will be reviewed and approved through the relevant process before implementation.

No truck marshalling area is proposed for this phase of works. A dedicated Ultra High Frequency (UHF) call up location is nominated on James Craig Road, approximately 100 m south of the site by direct distance and approximately 1 km from the site by road, as shown in Figure 10. Delivery drivers will contact the site from this location before proceeding to the nominated access gate or delivery area. Where sufficient space is available on site, the driver will be instructed to proceed. Where space is not available, the driver will be instructed to use the designated loop route via

James Craig Road, Solomons Way, Port Access Road, Somerville Road and back to Solomons Way until advised that the site is ready to receive the vehicle. This arrangement will assist in managing delivery arrivals, maintaining internal circulation and avoiding vehicle waiting or queuing on the surrounding road network.

The drivers will be allowed to loop once, if the site is not ready after one loop the driver will be instructed to return another day for the delivery.

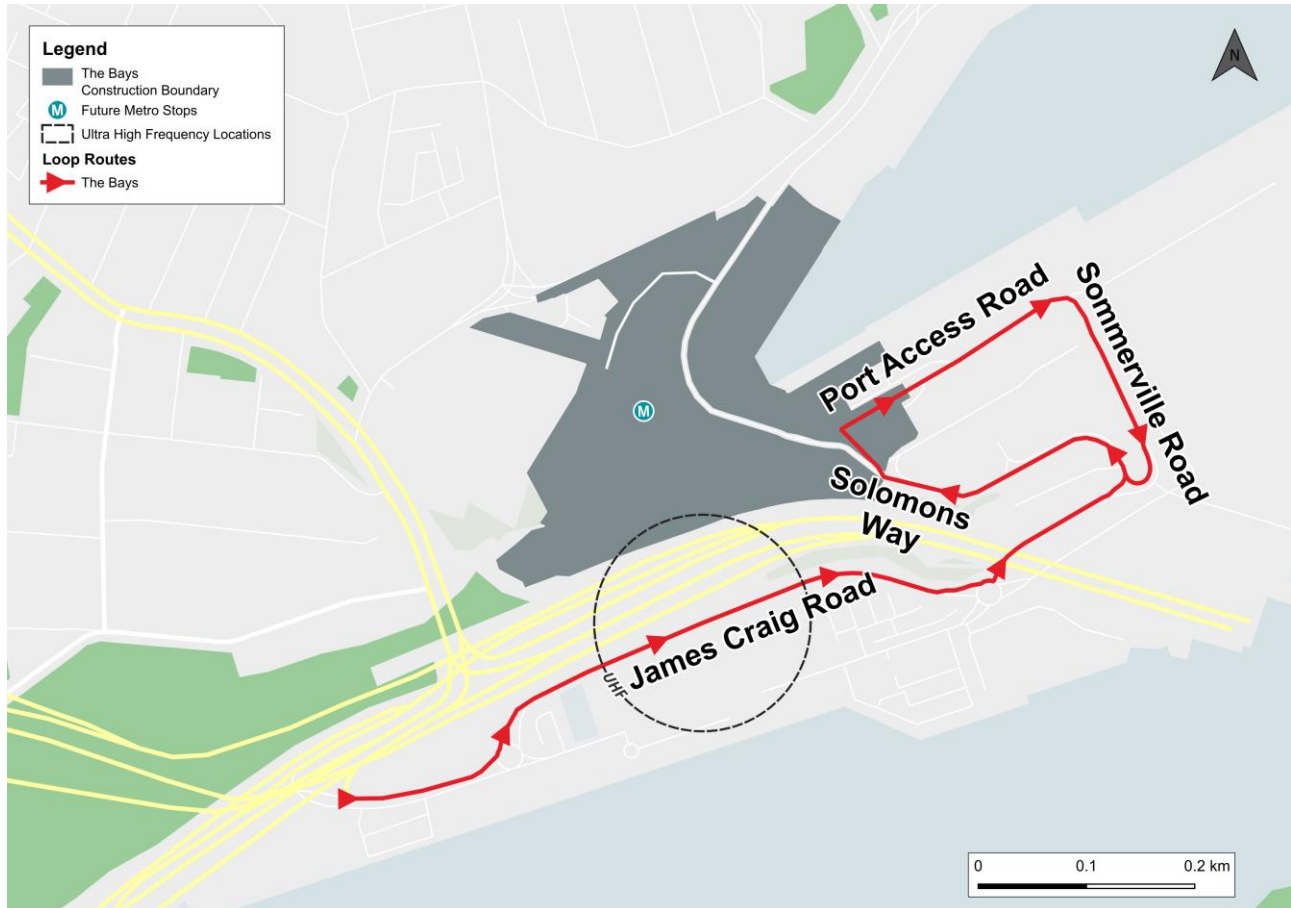


Figure 10: Delivery Vehicle Call Up Location and Loop Route

Construction vehicles will not park, queue, stage or marshal on Robert Street.

5.6 Real Time Monitoring

All heavy vehicles used for spoil haulage will be monitored in real time using GPS tracking, telematics or an equivalent system. Monitoring will record vehicle location, compliance with the nominated haulage routes and speed behaviour.

Monitoring records will be retained in accordance with project requirements and made available to the relevant authority, where required. Monitoring may be used to:

- Confirm that vehicles are using approved haulage routes.
- Identify potential route deviations or unauthorised use of local roads.
- Monitor speed compliance and driver behaviour.

- Identify queuing, idling or access constraints near the site.
- Support investigation of complaints, incidents or stakeholder feedback.
- Inform updates to driver briefings, haulage routes, access controls or delivery scheduling.

Where non-compliance is identified, corrective actions may include driver re-briefing, delivery booking restrictions, subcontractor notification, route reinforcement, increased gate control or other measures required by the project.

Repeated or material non-compliances will be reviewed through the project corrective action process and may trigger updates to haulage routes, delivery booking controls, driver briefings, TGSs, VMPs or this CTMP.

6 CONSTRUCTION TRAFFIC IMPACT MANAGEMENT

6.1 General Traffic Management Approach

Construction traffic impacts will be managed through a combination of planning, staging, approved access routes, Traffic Guidance Schemes (TGS), Vehicle Movement Plans (VMP), Pedestrian Management Plan (PMP), site induction, delivery booking, traffic controller support, community notification, stakeholder coordination and monitoring.

The following general measures will be implemented where relevant:

- Schedule deliveries to minimise unnecessary concentration of heavy vehicles at site gates and on the surrounding road network.
- Use approved haulage routes and site access points.
- Manage entry and exit movements in a forward direction where feasible.
- Provide traffic controllers or gatekeepers where required by approved TGSs or site risk assessments.
- Maintain safe, clear and accessible pedestrian and cyclist routes where practicable.
- Maintain access to adjacent properties, port operations and emergency services.
- Maintain unobstructed access to the Prestige Auto Traders Truck Zone and surrounding businesses.
- Prevent parked or queued construction vehicles from obstructing property, business, utility, port or emergency access.
- Monitor traffic, access, parking and stakeholder issues and implement corrective actions where required.

The VMP, PMP and swept path assessments included in Appendix C, Appendix D and Appendix E respectively support the implementation of these measures by identifying the proposed vehicle paths, pedestrian routes and design vehicle access requirements.

Construction vehicle movements will also be managed to remain within the relevant traffic volumes assessed in the EIS, unless otherwise approved.

6.2 Construction Vehicle Movements

The forecast construction vehicle movements for the works covered by this CTMP have been developed based on the current construction program, expected work activities, delivery requirements and staging assumptions. The forecast demand will be reviewed as the construction methodology, program and delivery strategy are refined.

The SPW construction works proposed to be completed prior to July 2027 are expected to generate the light and heavy vehicle movements (arrival and departure) per typical day are shown in Table 8:

Table 8: Forecast Daily SPW Heavy and Light Vehicle Movements in Comparison to EIS

PHASE	LIGHT VEHICLES	HEAVY VEHICLES
EIS Limit Phase 1 - Site Establishment	190	180
SPW Phase 1 - Site Establishment	148	138
EIS Limit Phase 2 - Construction	300	292

SPW Phase 2 – Culvert and Linewide Shaft
 Construction

250

230

A comparison of the Gamuda proposed hourly construction heavy and light vehicle traffic volumes against the EIS figures is provided in Figure 11 and Figure 12. Note the forecasted hourly vehicle movements will include vehicle generated by Linewide Low Impact Works.

The proposed daily and peak hour traffic volumes associated with SPW works at The Bays site before July 2027 will not exceed the traffic volumes as nominated in the EIS.

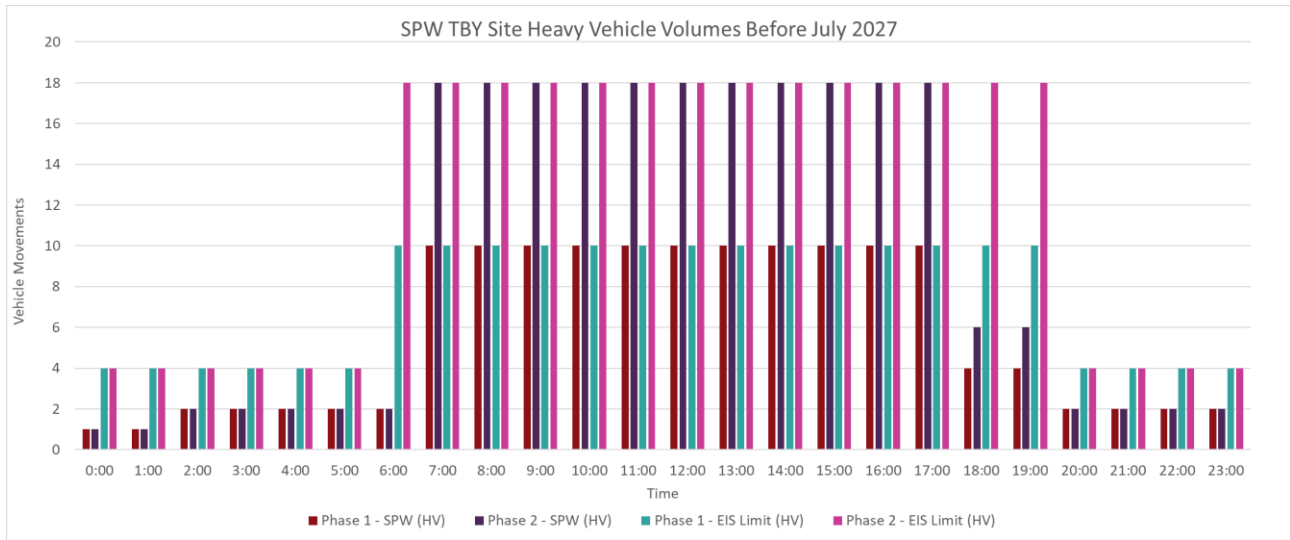


Figure 11: Construction HV Volumes Prior to July 2027

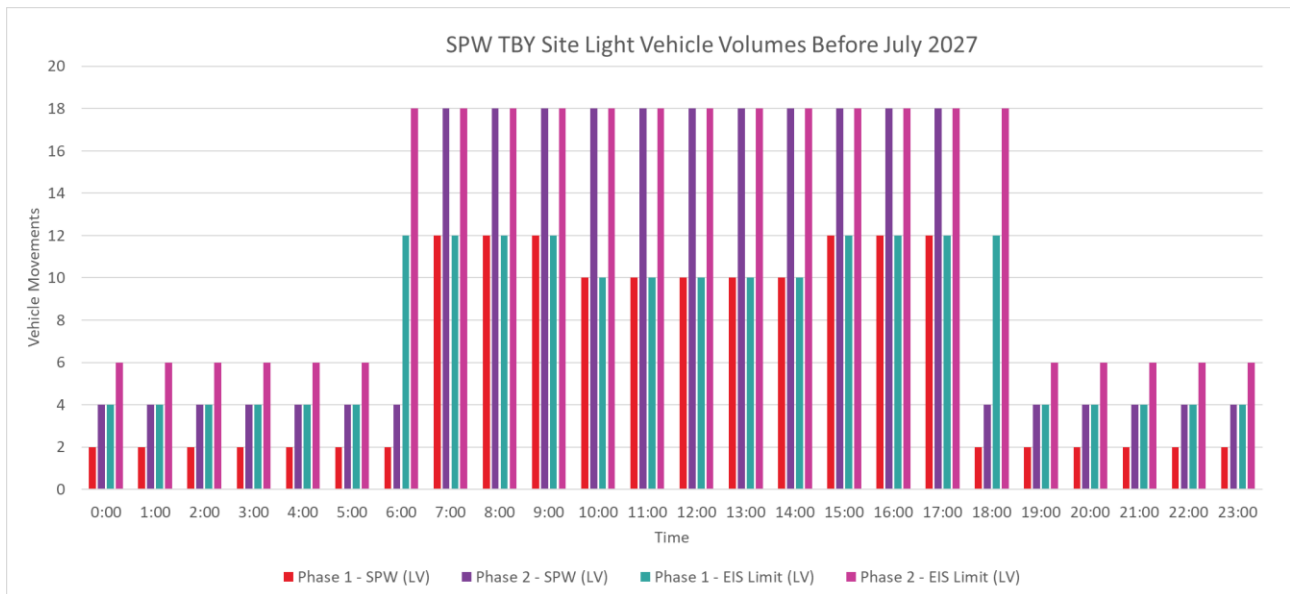


Figure 12: Construction LV Volumes Prior to July 2027

6.3 Cumulative Projects and Adjacent Works

SPW and Linewide Sydney Metro West construction works at The Bays will be undertaken at the same time as The Western Harbour Tunnel Project.

Both tunnelling contractors for Sydney Metro West will have demobilised off site before June 2026.

The Linewide contractor will have site access in July 2027 but prior to this they will be undertaking Low Impact Works which may generate up to 20 heavy vehicles per day. As all access gates are controlled by SPW during this period of time, Linewide access to The Bays site will be managed through the SPW logistics team where a timeslot will be allocated and compliance to EIS limits maintained.

Western Harbour Tunnel construction's WHT3 site is located at White Bay and the construction vehicles generated out of that site uses the same network as the SPW contractors for The Bays station. The traffic and transport working paper from the project EIS under the approved SSI-8863-Mod-2 nominates a worst case peak vehicle movement per day from 530 light and 304 heavy vehicles from WHT3.

SPW team confirmed with the WHT team during the Bays Traffic & Cumulative Impacts Co-ordination Meeting on 23 June 2026 that they will be working within or under the approved HV volumes at the Rozelle site per their approval.

If the cumulative impact of both Western Harbour Tunnel and SPW works require vehicle volumes greater than the cumulative EIS approvals between both projects, it will be discussed at the monthly Bays Traffic & Cumulative Impacts Co-ordination meetings and formalised through the CTMP process.

The Bays SPW team has been invited to the monthly meetings, and the site superintendents will attend weekly site coordination meetings to minimise construction impact to White Bay.

Management measures may include coordination of delivery times, review of lookahead programs, coordination of Road Occupancy Licences, shared access planning, stakeholder notifications and updates to Traffic Guidance Schemes or Vehicle Movement Plans where required.

Where adjacent works may affect haulage routes, site access, public transport, pedestrian or cyclist routes, emergency access, port operations or cruise-related traffic, the relevant parties will be consulted, and mitigation measures will be confirmed before implementation.

6.4 Temporary Traffic Management

The existing signage implemented for the tunnelling package will be retained on Port Access Road and the shared access construction haul road.

The Traffic Staging Plan shown in Appendix B details the long term temporary traffic management measures for The Bays site including locations of additional signage on approach to site access gates.

No Traffic Guidance Schemes are provided for this CTMP revision as no temporary traffic management measures affecting Port Access Road or the shared access construction haul road is required for works.

Oversized and overmassed (OSOM) vehicles accessing site to deliver components or machinery to enable tower crane mobilisation and culvert construction will access the site outside of construction hours and accompanied by a pilot vehicle. These vehicles will be able to drive into Gate TBY 01 and exit Gate TBY 02 in a forward direction and internal haul road connecting both gates is sized to allow unimpeded OSOM access and egress.

Time and date for OSOM deliveries will be agreed following consultation with Ports Authority and interfacing contractors as part of the monthly Bays Traffic & Cumulative Impacts Co-ordination meetings.

Temporary traffic management arrangements will be reviewed where staging, access arrangements, traffic volumes, pedestrian movements or adjacent interfaces change. Any required changes will be communicated to affected workers, subcontractors, traffic controllers, delivery drivers and stakeholders before implementation.

6.5 Pedestrian and Cyclist Impact Management

Pedestrians and cyclists will not be impacted in close proximity of The Bays construction site as public access to Port Access Road is restricted.

Construction worker pedestrian routes for the site are shown in Figure 13 and the Pedestrian Movement Plan included in Appendix D.

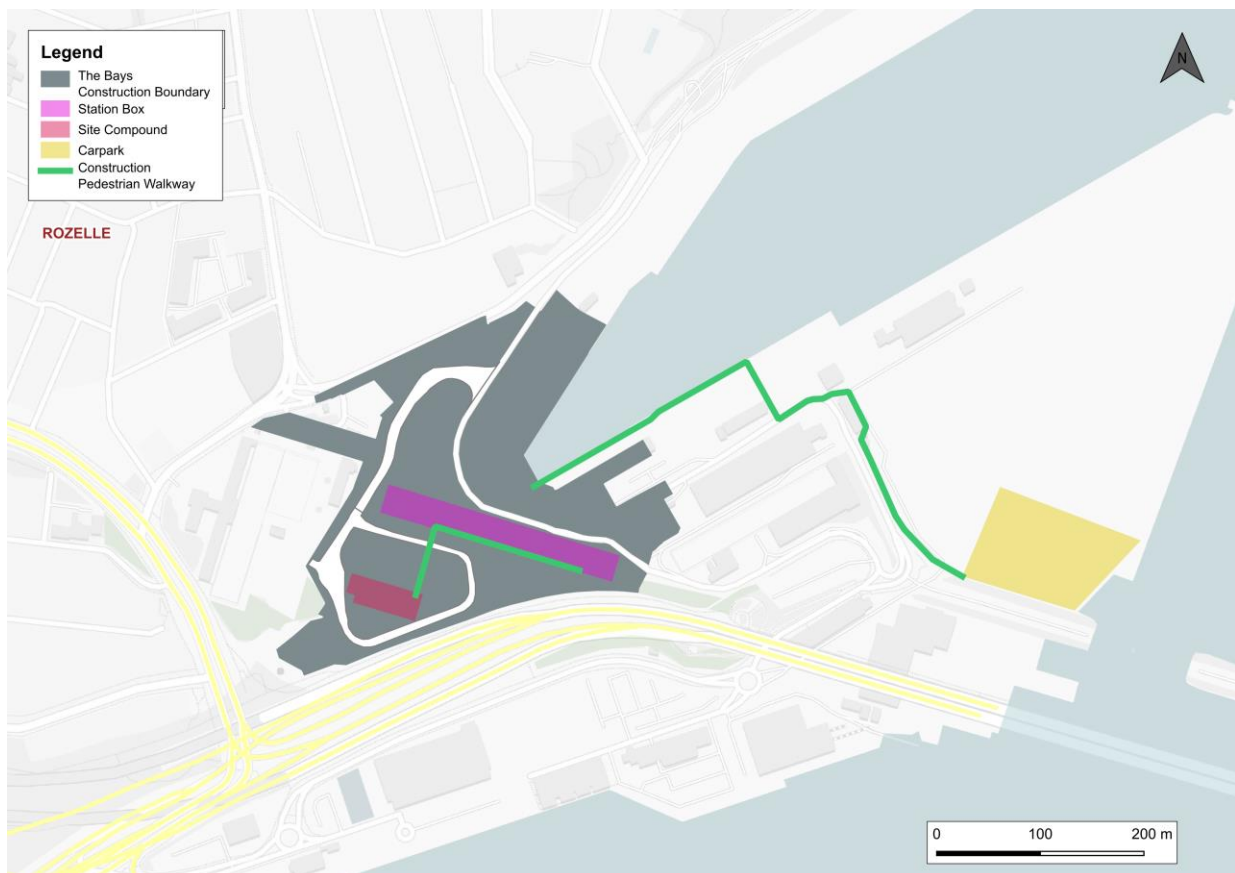


Figure 13: TBY Construction Worker Pedestrian Movement Plan

The existing pedestrian bridge connecting TBY 15 and 12 across Port Access Road constructed by the tunnelling contractors will be maintained but not used by the SPW team in this phase of works

as the pedestrian bridge crossing the south eastern corner of the station box will be removed as part of Linewide shaft construction works.

Notwithstanding the above, SPW workers will be advised to pay particular attention at interfaces with active site access gates, Port Access Road, James Craig Road, Robert Street and nearby shared path connections. Construction vehicle movements will be managed to minimise conflict with pedestrians and cyclists, particularly at access points, crossing points and areas where workers move between parking areas, site offices and active work areas.

Drivers using James Craig Road and Sommersville Road will be briefed to be aware of cyclists travelling towards the ANZAC Bridge shared path and must not overtake cyclists unless it is safe and lawful to do so.

Be Truck Aware pavement decals will be installed at key pedestrian conflict points along James Craig Road, including the intersection with City West Link will be inspected as part of routine traffic management inspections to confirm that they remain visible and serviceable.

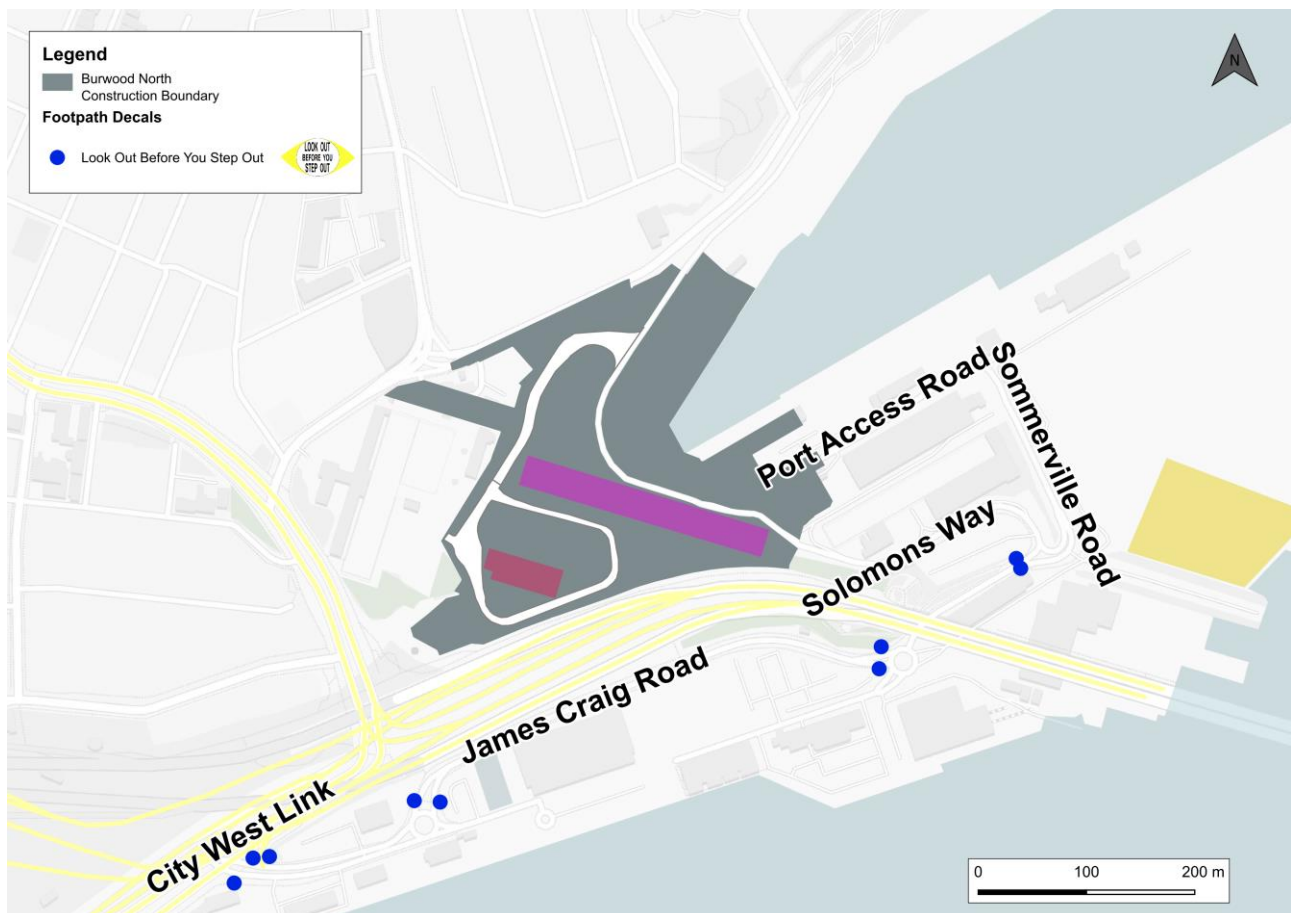


Figure 14: TBV Pedestrian Decal Locations

Where temporary changes to pedestrian or cyclist routes are required, alternative routes will be safe, legible and communicated to affected users where required. Temporary changes may include signage, barriers, controlled crossings, traffic controller support or temporary route adjustments.

Drivers will be briefed on vulnerable road user interfaces through site induction, the Driver Code of Conduct, toolbox talks and delivery instructions.

6.6 Public Transport Management

Existing public transport services are not expected to be directly altered by the works covered by this CTMP.

Where works have the potential to affect bus operations, bus stops, pedestrian access to public transport stops or traffic conditions on public transport corridors, consultation will be undertaken with Transport for NSW and relevant stakeholders before implementation.

Construction vehicle movements will be managed to minimise impacts to public transport operations on the surrounding road network, including Victoria Road, The Crescent, Robert Street and City West Link. Where temporary traffic management may affect public transport reliability or access to stops, the relevant approvals and notifications will be completed before the change is implemented.

6.7 Property, Business, Utility and Port Access

The Contractor will liaise with relevant stakeholders, including Port Authority of NSW, Inner West Council, Sydney Metro, Transport for assets and operational areas where practicable during construction.

The Contractor will liaise with affected stakeholders to develop and implement suitable access arrangements where required, including temporary detours, revised access arrangements, traffic control, delivery coordination and temporary signage. This includes liaising to maintain access along Robert Street, including access to Prestige Auto Traders Truck Zone, and managing construction vehicle activity to avoid unauthorised parking or obstruction of property access.

6.8 Emergency Service Access

Emergency access to The Bays site, Port Access Road, adjacent port operations and neighbouring construction areas will be maintained at all times. Site gates, internal access routes and emergency access points will be kept clear of parked vehicles, queued trucks, stored materials and temporary works.

During a traffic or site-access incident, gatekeepers and traffic controllers will stop construction movements where required and prioritise emergency vehicle access. The site team will coordinate with Port Authority of NSW, TfNSW Operations Management, TfNSW Operations Planning, NSW Police and emergency services through the project 24-hour contact arrangements.

6.9 Cruise Schedule and Special Events

The Bays site is located near White Bay Cruise Terminal and other port-related operations. Cruise schedules, port activities and special events may affect traffic volumes, access arrangements and stakeholder requirements on the surrounding road network.

Access to the White Bay Cruise Terminal will be maintained at all times, particularly on cruise days and special events/ functions held in White Bay. Gamuda will communicate closely with Port Authority of NSW to obtain the schedule on a monthly basis and to discuss suitable traffic management measures, where required, to maintain access to the cruise terminal and special events/ functions.

A review of websites for Inner West Council, Leichhardt Oval and Sydney Cricket Ground for special events near the vicinity of the Bays site has found no major events which would be impacted by the proposed SPW works.

White Bay Power Station and City of Sydney's event schedule indicates various small to medium scale events across Sydney CBD and at the Power Station across weekdays and weekends. It is expected a significant number of event participants would use public transport to / from these events considering the parking fees in the CBD and the availability and convenience of the public transport services such as trains, buses, taxi and ride share services. Event organisers using White Bay Power Station will provide event buses and given the lack of parking in this area, event goers are expected to not drive personal vehicles for access.

Construction traffic will be managed to maintain access for cruise-related traffic, port operations, freight movements, emergency services and adjacent properties where practicable.

6.10 Oversize and Overmass Vehicles

All oversize and overmass vehicles used for The Bays construction activities will be procured through specialist haulage contractors. Applicable NHVR permits, notices, road-manager consents, police escort and traffic-control requirements will be obtained before the movement.

The specialist haulage contractor will submit the route-specific approvals to Gamuda for review before the movement. Gamuda will coordinate the approved access arrangement with Transport for NSW, Port Authority of NSW and affected stakeholders.

Oversize and overmass movements will be planned to minimise impacts to the road network, port operations, public transport, pedestrians, cyclists and adjacent properties. Traffic controller support, police escort, temporary parking restrictions, temporary signage or temporary traffic management may be provided where required by the approved permit or movement plan.

7 WORKFORCE PARKING MANAGEMENT

Table 9 summarises how the workforce parking arrangements address the minimum workforce parking management requirements.

Table 9: Workforce parking management summary

REQUIREMENT	MANAGEMENT APPROACH
Estimated workforce parking demand by construction stage	SPW workforce will peak at 370 workers on this site during construction. Note that prior to Linewide site access the SPW workforce will peak at 205 workers. Parking demand will be reviewed as workforce numbers and construction staging progress.
Location and capacity of designated worker parking areas	Construction worker parking will be provided at the Glebe Island car park, located east of the site within Metro area TBY58. There are 356 car spaces available in this area.
Measures to direct workforce vehicles away from local streets	Workers will be directed to use the designated TBY58 parking area and shuttle bus service. Workers will be instructed not to park on surrounding local streets within Rozelle, Balmain, White Bay or the broader Bays precinct.
Enforcement and compliance mechanisms	Parking will be managed through site induction requirements, worker briefings, toolbox talks, parking allocation controls, site supervision and corrective actions where non-compliance is identified. Repeated non-compliance may be escalated through the project corrective action process.
Monitoring and reporting arrangements	Workforce journey-to-work surveys will be completed every six months. Parking surveillance inspections will be undertaken weekly for the first four weeks following site establishment and material parking or workforce changes, monthly during stable construction periods, and additionally following complaints or observed non-compliance. Results and corrective actions will be recorded and used to review the effectiveness of the mitigation measures.

Parking demand, worker access arrangements and parking-related complaints will be monitored during the works. Where issues are identified, additional management measures may include further worker communication, revised shuttle arrangements, increased parking compliance checks, revised parking allocation controls or updates to the Construction Parking and Access Strategy.

7.1 Workforce Parking

The forecasted peak workforce for one shift on The Bays site for each phase is shown in Table 10.

Table 10: Peak workforce per phase

PHASE	FORECASTED WORKFORCE
Phase 1	110
Phase 2 (prior to Linewide Access)	205
Phase 2 (post Linewide Access)	370
Phase 3	150

Construction worker parking will be provided at the Glebe Island car park, located east of the site within the Metro area TBY58. There is 356 car spaces available in this area.

All project workers driving to site will use the designated TBY58 parking area. Project workers must not park on Robert Street or other surrounding local streets.

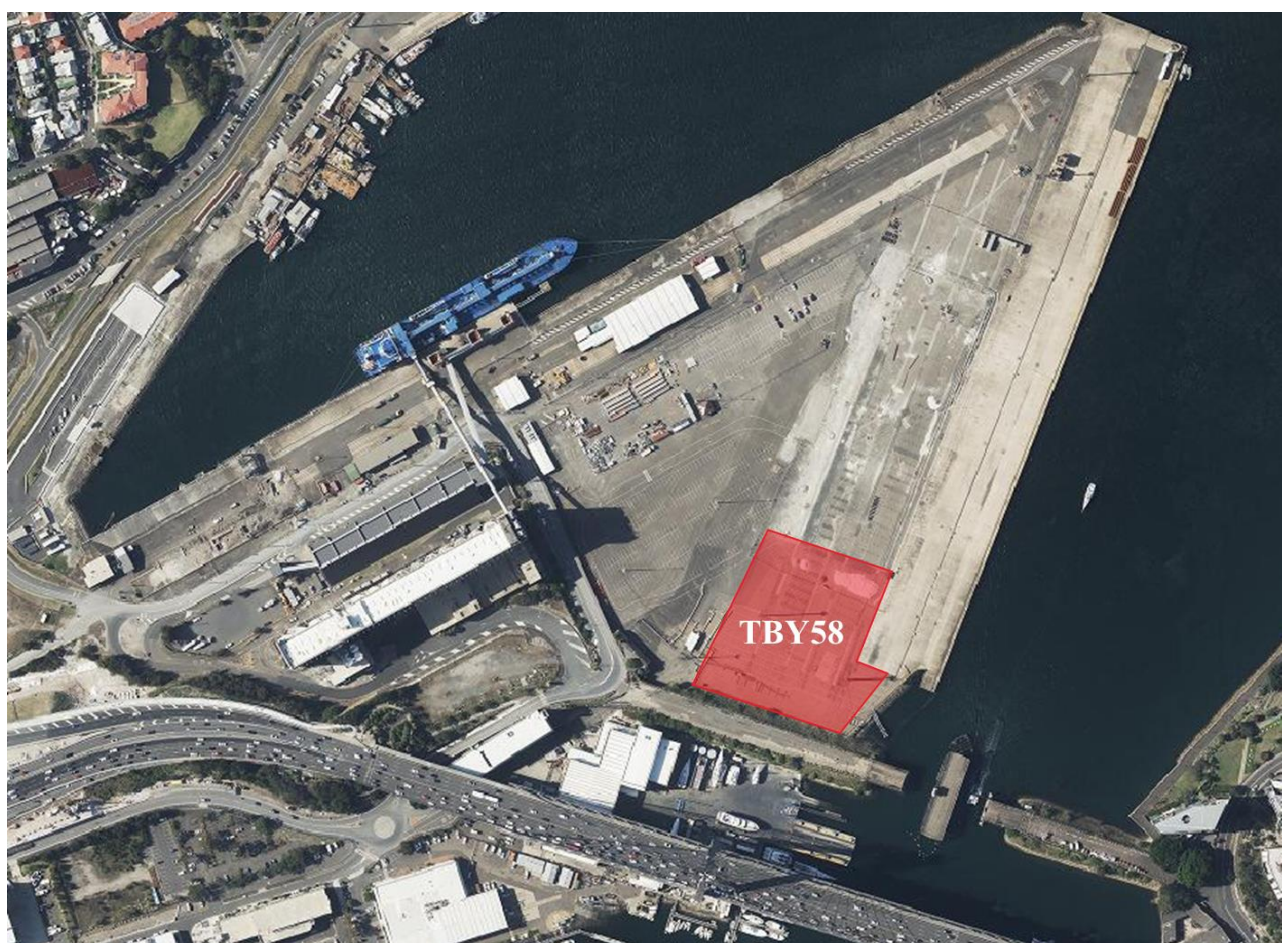


Figure 15: Glebe Island Carpark - TBY 58

Provision of this designated parking area will encourage the workforce to use the allocated parking in preference of parking in the local streets of Rozelle / Balmain given the lack of safe pedestrian access onto Port Access Road.

Shuttle bus services will operate between TBY 58 and The Bays worksite (east and west of Port Access Road) per Figure 16. 28 seater shuttle buses are proposed to run four times between 6am and 8am in the mornings to start and four times between 3pm and 5pm per Table 11. This site will start with one shuttle bus initially and expand to more as required.

Table 11: Proposed shuttle bus timetable

AM TIME TABLE	PM TIME TABLE
Depart TBY 58 – 06:15	Depart TBY West – 15:00
Arrive TBY West – 06:30	Arrive TBY 58 – 15:15
Depart TBY 58 – 06:45	Depart TBY West – 15:30
Arrive TBY West – 07:00	Arrive TBY 58 – 15:45
Depart TBY 58 – 07:15	Depart TBY West – 16:00
Arrive TBY West – 07:30	Arrive TBY 58 – 16:15
Depart TBY 58 – 07:45	Depart TBY West – 16:30
Arrive TBY West – 08:00	Arrive TBY 58 – 16:45



Figure 16: TBY Shuttle Bus Route

Per Section 6.5, following site establishment there will be no pedestrian access across Port Access Road. Workers parked at TBY 58 will be instructed to use the shuttle bus to access the western side of site but they will be able to use the existing tunnelling contractor's pedestrian routes to walk to the eastern side of the site.

The eastern site shuttle route will run by exception when access to the southern side of the culvert construction is required.

Given the lack of public or active transport accessibility to this site, all workers will be driving to site. However, as the EIS limit for light vehicle generation for this site is 190 movements per day in Phase 1 and 300 movement per day in Phase 2, workforce will be required by SPW to carpool with at least one other person to site at all times.

Tool drop off and storage will be available on site and use will be mandatory for all subcontractors. Lunchrooms and other amenities will be all be provided on site and an onsite food vendor will be available for those wanting to buy food / drinks.

From experience in managing workforce parking on other Metro station construction sites, the majority of the workforce are workers working on the major packages (e.g. concrete pours or steel reinforcement) will not need to bring personal tools to site. There is a small percentage of workers on minor packages such as surveyors or concrete testers who are needed on site for one shift and have unique tools which can not be stored on site. The site team will schedule those workers in and ensure there will be space available at Glebe Island carpark for them to park on the day.

Worker parking arrangements will be communicated through site inductions, toolbox talks, worker briefings and project communications.

7.2 Monitoring

SPW will undertake workforce parking surveillance inspections of Robert Street weekly for the first four weeks following subcontractor access to site and following any material change to workforce numbers, parking capacity or shuttle arrangements. Inspections will then be undertaken on a 6 monthly basis during stable construction periods and additionally in response to complaints or observed non-compliance.

Each inspection will record the date, time, location, parking occupancy, identified project-related vehicles, photographs, issues and corrective actions.

Workforce journey-to-work surveys will be completed every six months to monitor carpooling arrangements and light vehicle movements.

Monitoring results will be reviewed to determine the effectiveness of the parking mitigation measures and will inform the contingency measures in Section 7.3. Monitoring outcomes will be reported through the CPAS process at six-monthly intervals.

7.3 Mitigation Measures

SPW will implement workforce parking mitigation measures to prevent unauthorised or unmanaged parking on surrounding local streets.

The primary mitigation measure is the provision of designated worker parking at TBY58, supported by shuttle bus services, worker communication, parking allocation controls and ongoing monitoring.

Mitigation measures will include:

- Providing designated worker parking at TBY58.

- Directing workers not to park on surrounding residential or local streets.
- Managing parking allocation controls.
- Prioritising parking for workers who require vehicles for tools-of-trade, supervision or operational duties.
- Encouraging public transport, active transport and carpooling where practicable.
- Providing secure on-site tool storage to reduce the need for workers to drive to site each day.
- Providing site amenities to reduce the need for workers to leave site during the day.
- Operating shuttle bus services between TBY58 and the worksite, where required.
- Reinforcing parking requirements through site inductions, toolbox talks, pre-starts and worker communications.
- Reviewing parking arrangements where demand, workforce numbers or construction staging changes.
- Increasing parking compliance checks where issues are identified.

SPW will consult with TfNSW Operations Planning, Inner West Council, Port Authority of NSW and Sydney Metro when developing or materially amending workforce parking mitigation measures. Consultation outcomes, including any Council requirements or recommendations and how SPW has addressed them, will be documented in consultation records, the stakeholder comments register, CPAS monitoring reports or the next revision of the CTMP or CPAS, as relevant.

7.4 Approval Conditions E108 and E109

The workforce parking arrangements outlined in this section have been prepared with regard to the relevant construction parking and access management requirements of Conditions E108 and E109, where applicable to the works covered by this CTMP.

Table 12 sets out the relevant approval conditions for construction parking and access management and identifies where each requirement is addressed in this CTMP.

Table 12: Conditions E108 and E109 Response

CONDITION	REQUIREMENT	RESPONSE
E108	Vehicles (including light vehicles and Heavy Vehicles) associated with the CSSI must be managed to:	
E108(a)	Minimise parking on public roads.	Addressed. Refer to Sections 7.1, 7.2 and 7.3.
E108(b)	Minimise idling and queuing on all roads.	Addressed. Refer to Sections 5.4, 5.5, 5.6, 6.1, 6.11 and 10.2.
E108(c)	Prevent marshalling of construction vehicles near sensitive land use(s).	Addressed. Refer to Section 5.5.
E108(d)	Ensure parked vehicles do not block or disrupt access across pedestrian or shared user paths at any time.	Addressed. Refer to Sections 6.5, 6.7, 7.1 and 7.2.
E108(e)	Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	Addressed. Refer to Sections 5.5, 5.6, 6.11 and Appendix C.

E109	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on-street parking changes during construction. The Construction Parking and Access Strategy must include, but not necessarily be limited to:	A CPAS is not triggered under this CTMP revision, as no direct impact to public on-street parking is proposed.
E109(a)	Achieving the requirements of Condition E108.	Addressed. Refer to E108(a) to E108(e) above.
E109(b)	Confirmation of timing and duration of the removal of on-street parking associated with construction.	To be addressed in site specific CPAS when required
E109(c)	Parking surveys of publicly accessible parking spaces to be removed, or on-street parking spaces potentially occupied by the project workforce.	Addressed through monitoring. Refer to Sections 7.2 Note regular monitoring surveys are not proposed for this site.
E109(d)	Consultation with affected stakeholders that use existing on-street parking which may be directly impacted.	Not triggered under this CTMP revision, as no direct impact to public on-street parking is proposed. Refer to Sections 1.4, 7.3, 7.7 and 9.4.
E109(e)	Identification of practicable mitigation measures to manage impacts to stakeholders as a result of on-street parking changes.	Not triggered under this CTMP revision, as no on-street parking changes are proposed. Workforce parking mitigation is addressed in Sections 7.1 and 7.3.
E109(f)	Where residential parking permit schemes do not exist, off-street parking facilities must be provided for the CSSI workforce where alternate means of transport are not preferred or feasible.	Addressed. Refer to Sections 7.1 and 7.3.
E109(g)	Mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures.	Addressed. Refer to Sections 7.2 and 10.2.
E109(h)	Details of shuttle bus service(s) to transport the CSSI workforce to work sites from public transport hubs and off-site car parking facilities, where provided, and between work sites.	Addressed. Refer to Section 7.1, Table 12 and Figure 15.
E109(i)	Identification and implementation of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective.	Addressed. Refer to Sections 7.1, 7.2, 7.3, 7.5 and 7.6.
E109(j)	Provision of reporting of monitoring results to the Planning Secretary and Relevant Council(s), at six-monthly intervals.	Addressed through the CPAS monitoring and reporting process. Refer to Sections 7.2, 7.6 and 10.2.

E109 final paragraph	CPAS to be submitted for approval at least one month before construction that reduces existing parking, implemented before impacting on on-street parking and incorporated into relevant CTMP(s).	Not triggered under this CTMP revision, as no public on-street parking is proposed to be removed. To be addressed through the CPAS and CTMP update if required.
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7.5 Sub-Contractor and Workforce Communication

SPW will ensure that construction contractors, sub-contractors and workers are informed that TBY58 is the designated workforce parking area and that project parking on Robert Street and surrounding local streets is prohibited.

Sub-contractors will be required to communicate the approved parking arrangements to their workforce before attending site and throughout the works where arrangements change.

Worker parking requirements will be communicated through:

- Site inductions and onboarding material.
- Toolbox talks and pre-start meetings.
- Worker briefings.
- Project alerts and workforce communications.
- Signage and wayfinding, where required.
- Shuttle bus information and timetables.
- Parking allocation instructions.
- Updates to sub-contractors and supervisors where arrangements change.

Communication material will identify where worker parking is provided, where parking is not permitted, how workers are expected to travel between TBY58 and the worksite, and the requirement to avoid parking on local streets.

Evidence of communication will be retained and made available to TfNSW Operations Planning upon request. Evidence may include induction records, attendance records, toolbox talk records, briefing material, project alerts, signage records, photographs or other relevant project communication records.

Where monitoring identifies non-compliance or recurring issues, parking requirements will be reinforced through further worker communication, targeted toolbox talks, supervisor briefings, re-induction or other corrective actions.

7.6 Incident and Complaints Reporting

SPW will maintain a register of traffic and parking-related complaints, incidents and inspection observations arising from construction activities.

Traffic and parking-related complaints will be received, recorded, investigated, responded to and closed out in accordance with the Sydney Metro Overarching Community Communications Strategy (OCCS) and Construction Complaints Management System (CCMS).

Traffic and parking-related complaints or incidents may include unauthorised worker parking on local streets, non-compliance with designated parking arrangements, unsafe access behaviour, obstruction of access, queuing or idling issues, haulage route non-compliance, or other traffic and parking matters associated with construction activities.

The register will include, where relevant:

- Date, time and location of the complaint, incident or observation.
- Site or precinct.
- Nature of the issue.
- Source of the complaint or observation.
- Immediate actions taken.
- Investigation outcomes.
- Corrective or preventative actions.
- Close-out status.

Table 13 provides the register template to be completed during implementation of the works.

Table 13: Summary of Traffic and Parking Complaints, Incidents and Inspection Observations

DATE REPORTED / DATE OF INSPECTION	LOCATION	SITE / PRECINCT	COMPLAINT, INCIDENT OR INSPECTION OBSERVATION	ACTION TAKEN	CLOSE-OUT STATUS
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The complaints, incidents and inspection observations register will be made available to the relevant Council(s) and TfNSW Operations Planning upon request. Complaint trends, incident trends and resolution actions will be summarised as part of CTMP or CPAS revision and review submissions, where relevant.

Where complaint or incident trends are identified, SPW will review the effectiveness of the parking mitigation measures and implement additional corrective actions where required.

Where monitoring, inspections or community complaints identify non-conformances, the matter will be managed in accordance with the Gamuda Incident and Event Management Procedure and the Sydney Metro Environmental Incident and Non-Compliance Reporting Procedure.

Corrective actions may include:

- Notifying the relevant site Project Manager.
- Directly addressing the issue with the worker or sub-contractor, where details are available.
- Reminding workers of parking requirements during pre-start meetings and toolbox talks.
- Reinforcing the requirement to use public transport, active transport, carpooling, shuttle buses or designated parking.
- Issuing warning notices where the owner of an offending vehicle can be identified.
- Increasing parking compliance checks.
- Revising parking allocation or shuttle arrangements.
- Escalating repeated non-compliance through the project corrective action process.

7.7 Coordination with Relevant Authorities

SPW will maintain ongoing liaison with TfNSW Operations Planning, Inner West Council, NSW Port Authority, Sydney Metro and other relevant authorities regarding the management of construction traffic and workforce parking throughout the approval period.

Coordination will occur through established project consultation forums and communication channels, including Traffic and Transport Liaison Group meetings, Traffic Control Group meetings, stakeholder meetings, email correspondence, phone calls and project communication processes, as required.

Ongoing coordination will be used to discuss, where relevant:

- Workforce parking arrangements.
- Parking demand and monitoring outcomes.
- Complaints, incidents or non-conformances.
- Corrective actions and contingency measures.
- Changes to construction staging or workforce numbers.
- Shuttle bus arrangements.
- Local street parking conditions.
- Cumulative impacts associated with adjacent projects or Linewide works.
- Special events and port operations.
- Updates required to the CTMP, CPAS or supporting traffic management documentation.

Table 14 provides the authority coordination register template to be completed where a traffic or parking matter is raised by TfNSW Operations Planning, Council, NSW Port Authority, Sydney Metro or another relevant authority.

Table 14: Summary of Authority Coordination, Directions and Actions

DATE	AUTHORITY / STAKEHOLDER	FORUM / CORRESPONDENCE	MATTER RAISED	DIRECTION / REQUIREMENT	ACTION / RESPONSE
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Any direction or requirement issued by TfNSW Operations Planning, the relevant Council(s), NSW Port Authority or other relevant authority in relation to traffic or parking management will be reviewed and reflected in the next relevant revision of the Overarching CTMP, site-specific CTMP, CPAS, Traffic Guidance Scheme, Vehicle Movement Plan or other relevant project documentation.

8 AGENCY PERMITS AND APPROVALS

8.1 Council / Port Authority Permits

No Council permits are currently expected for construction activities contained wholly within the Site. Where works affect Council assets, the local road reserve, footpaths, kerbside areas, drainage assets, street furniture, parking restrictions or other road authority assets, the relevant approvals will be obtained before those works occur.

Potential approval requirements may include driveway works, road reserve occupancy, road opening or excavation, construction work zones, temporary parking changes, temporary road closures, temporary footpath changes, signage approvals or other approvals required by the relevant road authority.

Where approval requirements are identified during work planning, the relevant application will be prepared and submitted before implementation of the activity.

8.2 Road Occupancy Licences

No Road Occupancy Licences for TfNSW or Council managed State, Regional or Local Roads are currently required for routine construction activities covered by this revision of the CTMP

Road Occupancy Licences will be coordinated with the relevant road authority and will be supported by approved Traffic Guidance Schemes where required. Road Occupancy Licence requirements will be reviewed where works may affect traffic flow, road capacity, public transport operations, pedestrian access, cyclist access, property access or emergency access.

Where a Road Occupancy Licence is required, the approved licence conditions will be communicated to relevant site personnel, traffic controllers, subcontractors and delivery drivers before implementation.

8.3 Speed Zone Authorisation Permits

No Speed Zone Authorisation for TfNSW or Council managed State, Regional or Local Roads are currently required for routine construction activities covered by this revision of the CTMP. If future temporary traffic arrangements require a temporary speed zone change, the required authorisation will be obtained as part of the relevant approval process before implementation.

Where a temporary speed zone is required, the arrangement will be supported by the relevant Traffic Guidance Scheme, Road Occupancy Licence or road authority approval, as applicable.

8.4 Port Authority of NSW Access Approvals

Where works affect Port Authority of NSW owned or managed land, internal port roads, access roads, port tenants, freight access, cruise-related traffic or operational areas, the relevant Port Authority of NSW access requirements and approvals will be confirmed before implementation.

Access arrangements will be coordinated with Port Authority of NSW and relevant stakeholders where required to maintain safe and efficient movement for port operations, adjacent construction activities, emergency services and authorised vehicles.

8.5 NHVR Permits and Notices

Oversize and overmass movements will be undertaken in accordance with the applicable NHVR permits, notices and exemptions, including all required road-manager consents. Route, timing, mass, dimension, pilot, escort, traffic-control and notification conditions will be confirmed before each movement and communicated to the relevant drivers, subcontractors and traffic-management personnel.

9 COMMUNITY NOTIFICATION AND STAKEHOLDER MANAGEMENT

9.1 Site Contact

The current site contacts for the works identified in this CTMP are listed in Table 15 and are to be confirmed before issue.

Table 15: Site Contact

NAME	ROLE	PHONE NUMBER	EMAIL
Celine Dunne	Station Manager	0409 316 585	celinedunne@gamuda.com.au
Matthew Hollis	Superintendent	0424 204 000	matthew.hollis@gamuda.com.au

9.2 Travelling Public

Traffic and parking-related impacts will be notified to affected stakeholders in accordance with the Sydney Metro Overarching Community Communications Strategy and applicable project notification procedures. Notifications will address road or lane closures, changed traffic conditions, parking or property-access changes, pedestrian and cyclist detours, public transport impacts and temporary access arrangements. Notifications will be issued through static signage, Variable Message Signs, community notifications, project updates and other approved communication channels appropriate to the scale and duration of the impact.

9.3 Variable Message Signs

Variable Message Signs may be used to provide advance warning of changed traffic conditions, road closures, detours or other traffic management arrangements that may affect road users. The need for Variable Message Signs will be assessed during traffic management planning and confirmed with TfNSW Operations Planning before installation, where required.

9.4 Stakeholders

Gamuda will liaise with relevant stakeholders regarding construction traffic management measures and will raise potential conflicts at the earliest opportunity. Stakeholders may include Sydney Metro, Inner West Council, Transport for NSW, Port Authority of NSW, NSW Police, emergency services, adjacent construction projects, port tenants, local businesses and affected landowners.

Stakeholder comments and responses will be captured in the stakeholder comments register or relevant consultation records. Any actions affecting traffic management arrangements will be incorporated into the CTMP, Traffic Guidance Schemes, Vehicle Movement Plans or work method documentation as required.

Traffic and parking related impacts will be notified in accordance with the OCCS.

10 MONITORING, INSPECTIONS, REPORTING AND REVIEW

10.1 Road Safety Audit

Road Safety Audits will be undertaken where required by the Sydney Metro Construction Traffic Management Framework, Traffic Control at Work Sites requirements, road authority requirements or the relevant Traffic Guidance Scheme approval process.

Road Safety Audit findings will be reviewed before implementation of the relevant traffic management arrangement. Identified actions will be closed out, or otherwise managed through an agreed action plan, before the arrangement is implemented.

The Road Safety Audit can be found in Appendix H of this CTMP.

10.2 Monitoring Program

This CTMP will be subject to ongoing monitoring and review throughout the works. Regular reviews will be undertaken by suitably qualified personnel to confirm that traffic management measures remain appropriate for the construction methodology, site conditions, vehicle demand and stakeholder interfaces.

Key monitoring considerations include:

- Tracking actual heavy vehicle movements against forecast volumes and relevant EIS allowances.
- Monitoring monthly, daily and peak hourly construction vehicle movements.
- Maintaining vehicle logs where required, including vehicle registration, time of entry and time of exit.
- Monitoring delivery bookings, gate activity, vehicle arrivals and site access performance.
- Identifying parking, queuing, idling, access or safety issues.
- Confirming Traffic Guidance Schemes remain current and consistent with site conditions.
- Monitoring pedestrian and cyclist interfaces at active site access points.
- Monitoring public transport, port access, freight access, cruise-related traffic and adjacent construction interfaces where relevant.
- Monitoring complaints and stakeholder feedback relating to construction traffic, access, parking and driver behaviour.
- Reviewing the effectiveness of corrective actions and mitigation measures.

Monitoring workforce parking demand, use of designated parking areas, local street parking observations, shuttle bus arrangements, parking-related complaints and corrective actions in accordance with Section 7. If actual vehicle movements approach the relevant forecast or EIS allowance, the traffic management arrangements will be reviewed and additional controls implemented as required. These may include revised delivery scheduling, increased gate coordination, additional driver briefings, updated call-up procedures or amendments to the relevant Traffic Guidance Schemes.

10.3 Worksite Inspections, Records and Reporting

Temporary traffic management inspections, records and reporting will be undertaken in accordance with the Traffic Control at Work Sites Technical Manual and project requirements. Inspection records will be retained for monitoring, auditing and continual improvement purposes.

Inspection records may include daily temporary traffic management checks, pre-start checks, shift handover records, site access checks, traffic controller observations, vehicle movement records, corrective action records, incident reports and photographs of implemented traffic management arrangements.

Inspections will consider the condition and effectiveness of signage, barriers, delineation, pedestrian and cyclist routes, site access gates, traffic controller positions, lighting, road cleanliness and any temporary traffic management devices.

10.4 Environmental Maintenance

All works will be undertaken in accordance with the relevant Construction Environmental Management Plan, environmental procedures and Environmental Protection Licence requirements where applicable. The roadway, footpaths and shared paths affected by the works will be kept in a serviceable condition for the duration of construction.

Road cleanliness, dust, mud tracking, loose material, spills, signage, barriers, lighting and delineation will be monitored as part of routine worksite inspections. Any environmental or traffic safety issue identified will be rectified where practicable or escalated through the corrective action process.

10.5 Compliance Management

Compliance with this CTMP will be managed through implementation of approved Traffic Guidance Schemes and Vehicle Movement Plans, site inductions, driver briefings, traffic controller supervision, delivery booking controls, road authority approvals, permit conditions, stakeholder consultation and routine monitoring.

Compliance monitoring will include consideration of approved haulage routes, site access arrangements, worker parking requirements, Driver Code of Conduct requirements, Road Occupancy Licence conditions, Road Safety Audit actions and relevant stakeholder commitments.

Non-compliances, incidents, near misses and recurring issues will be recorded, investigated and managed in accordance with the project systems. Lessons learned will be communicated to relevant workers, subcontractors and drivers through toolbox talks, pre-starts, alerts or revised work method documentation.

10.6 Continual Improvement

The effectiveness of traffic management measures will be reviewed throughout construction. Opportunities for improvement may be identified through inspections, stakeholder feedback, complaints, incidents, road safety audits, worker feedback, site observations, monitoring data or changes to construction staging.

Improvement actions may include revising signage, modifying gate controls, changing delivery times, updating driver briefings, improving pedestrian wayfinding, adding traffic controller support, amending Traffic Guidance Schemes, updating Vehicle Movement Plans or revising this CTMP.

10.7 CTMP Review and Amendment

This CTMP is a live document and will be reviewed and amended as required to reflect changes to construction staging, site access, haulage routes, traffic impacts, workforce numbers, worker parking requirements, stakeholder requirements, approvals, mitigation measures or monitoring outcomes.

Material changes to traffic management arrangements will be reviewed by appropriately qualified personnel. Sydney Metro, Transport for NSW, Inner West Council, Port Authority of NSW and other relevant stakeholders will be consulted before implementation where the change affects their assets, operations, approvals or stakeholder interests.

A SITE PLAN

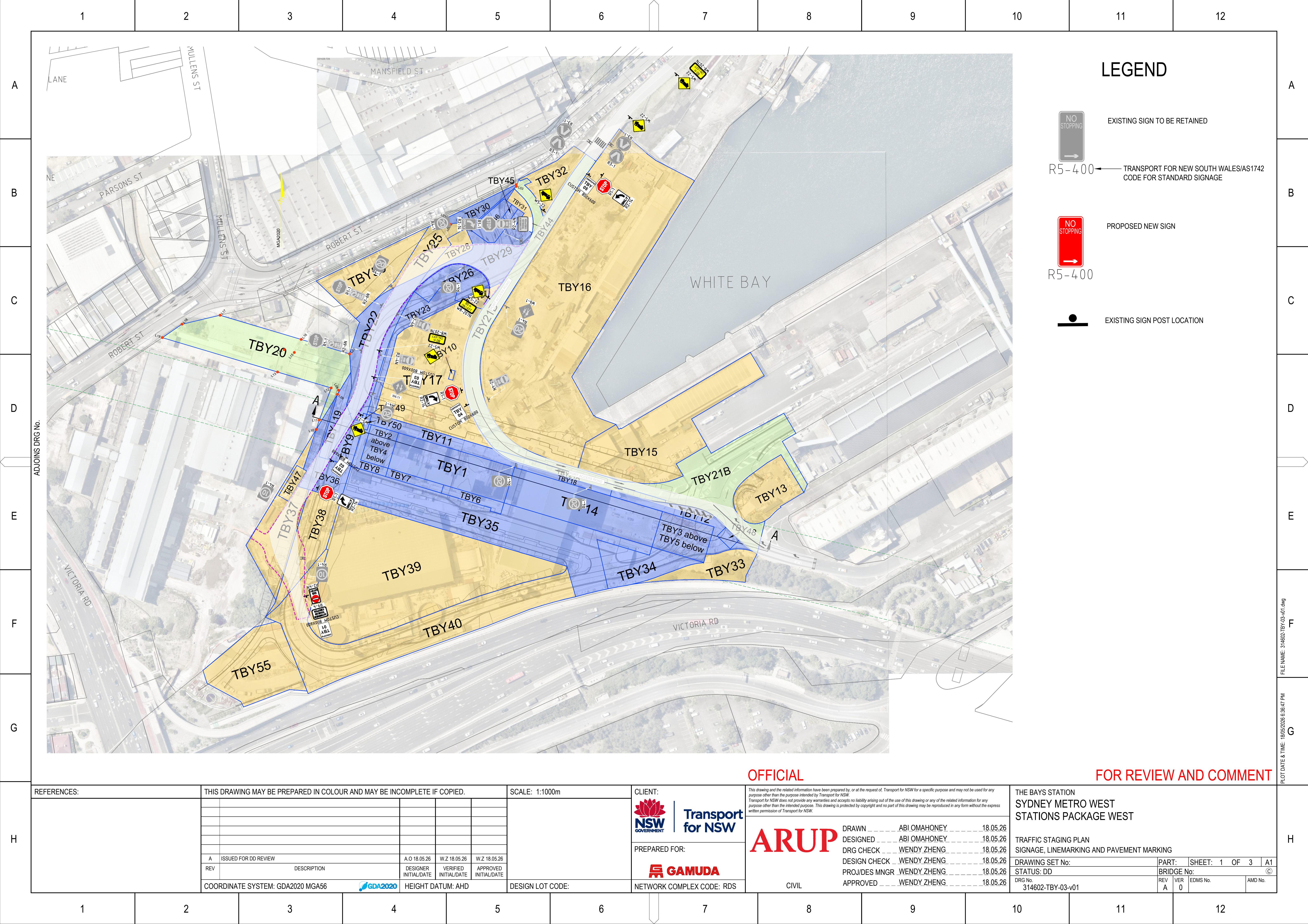


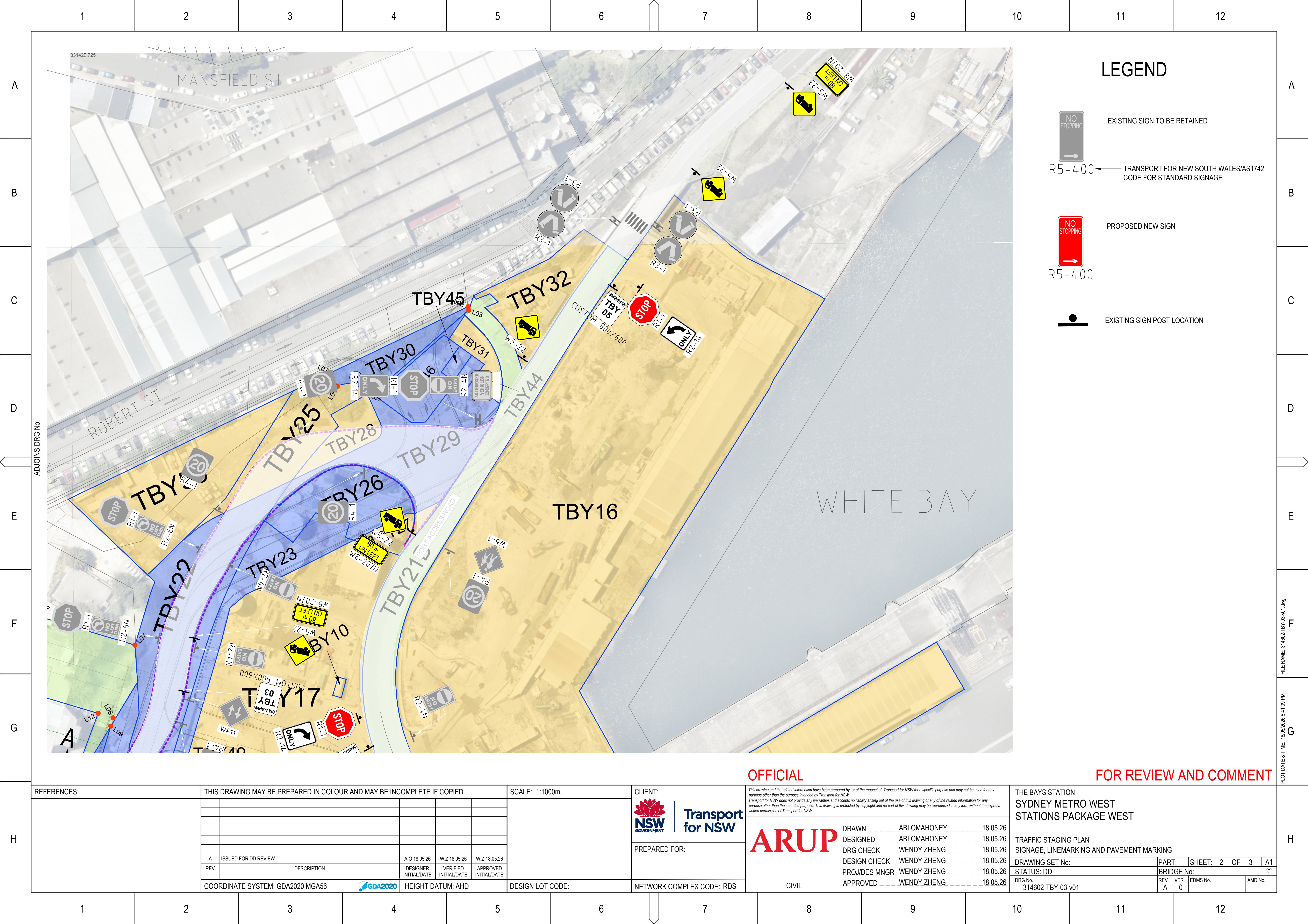
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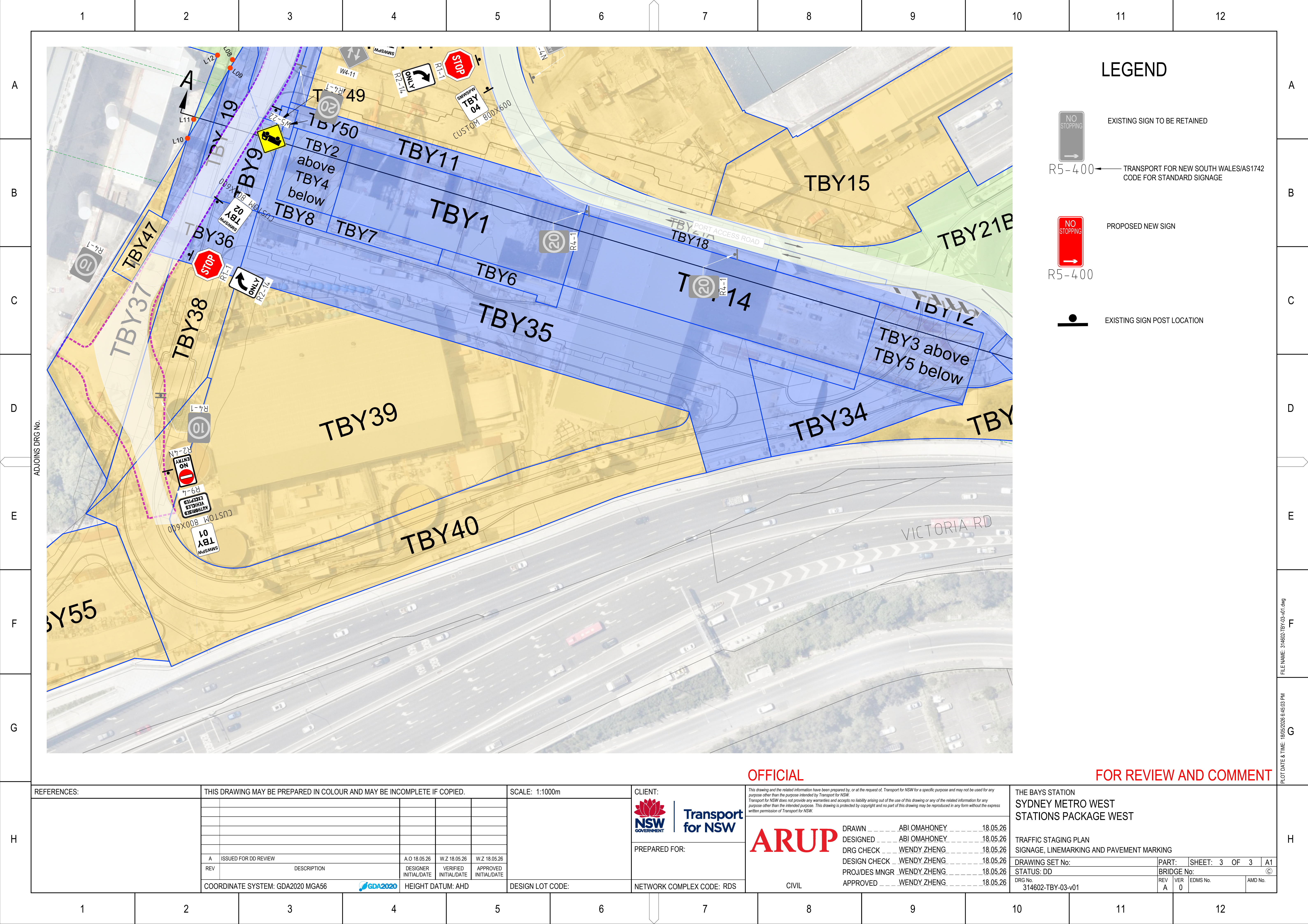
- SPW Construction Site
- SMW Stage 3 Site (By Others)
- Access to WCX asset
- Alimak
- Ambulance parking
- First aid shed
- Heritage live substation
- Laydown
- Linewide asset
- Mobile crane zone
- Pedestrian walkway (covered)
- Security / TC shed
- Site accommodation
- SPW carpark
- Stretcher stairs
- Substation
- Temp services area (enabling work)
- Tower crane
- Water treatment plant
- Carpark
- Access road
- Gate
- Heavy vehicle path
- Light vehicle path

THE BAYS STATION
Site Possession Staging

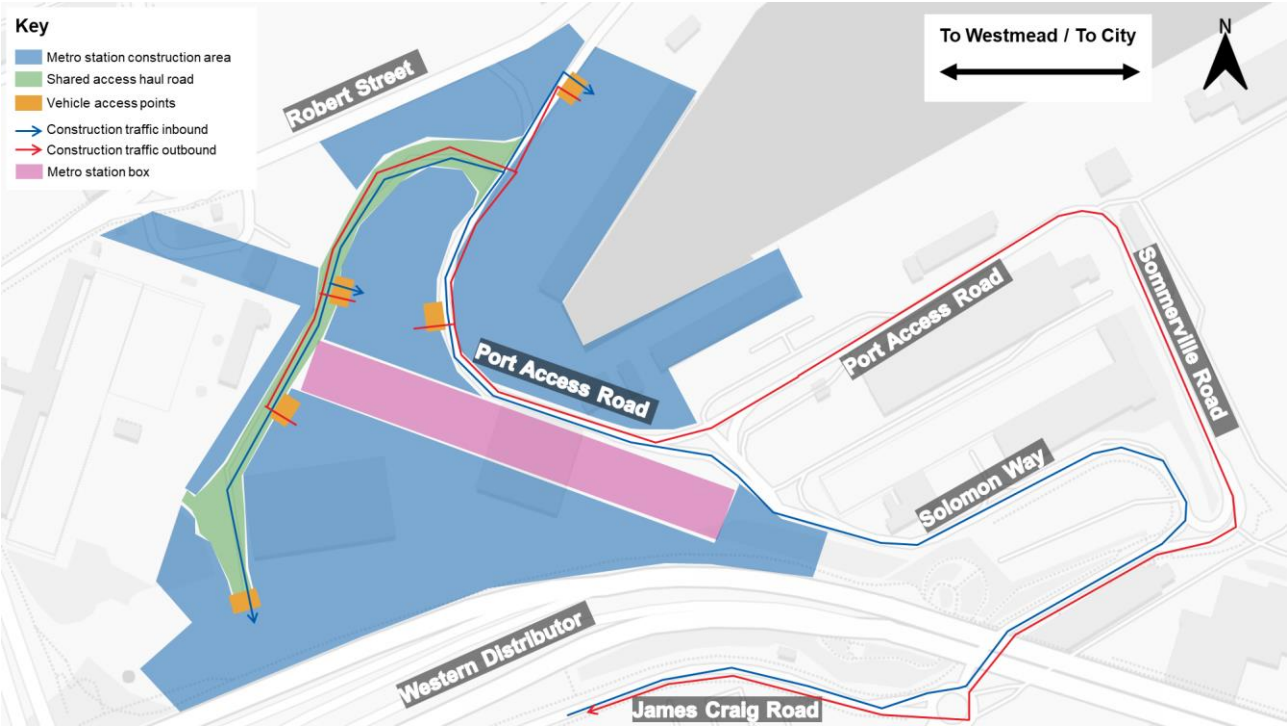
B TRAFFIC STAGING PLAN

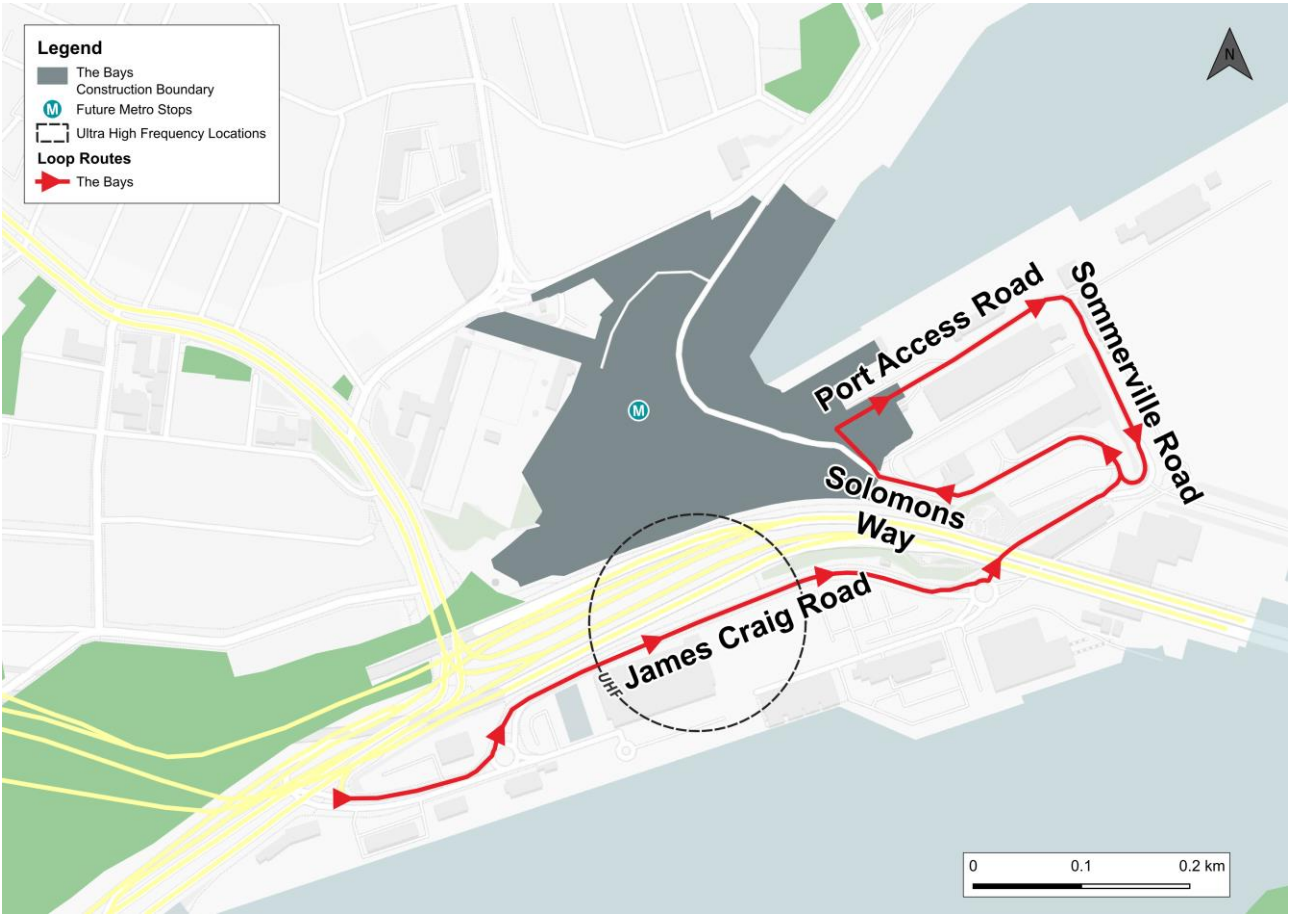




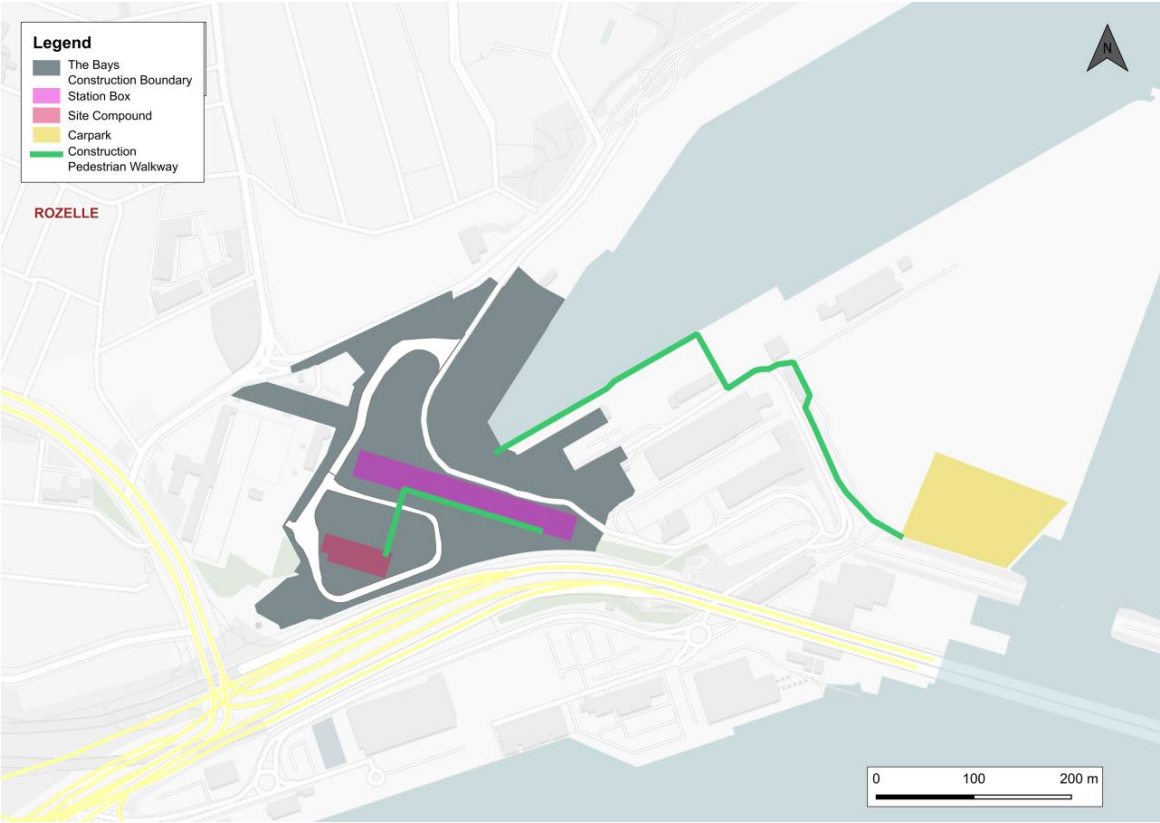


C VEHICLE MOVEMENT PLAN (VMP)

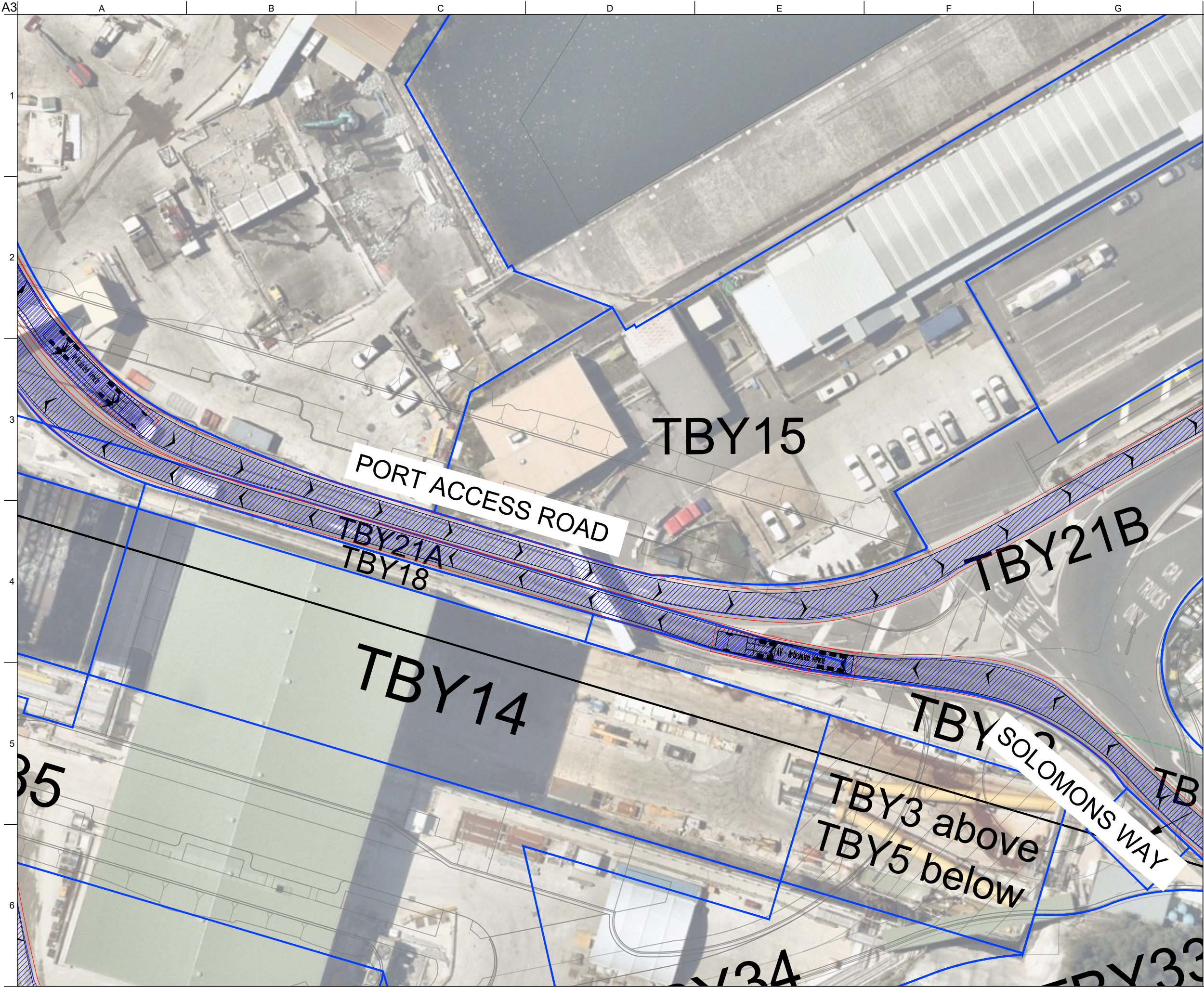




D PEDESTRIAN MOVEMENT PLAN (PMP)



E SWEPT PATH ASSESSMENT



Legend

Body Envelope

300mm Envelope

600mm Envelope

Wheel Envelope

Design Vehicle(s)

13.7

8.3

1.6

4.7

1.4

1.4

1.5

8.1

6.6

Max 72° Horiz

Max 6° Vert

AV - Articulated Vehicle

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to Lock Time

Curb to Curb Turning Radius

19.000m

2.500m

4.301m

0.418m

2.500m

6.00 sec

12.500m

A	15/05/26	LW	WZ	WZ
For Information				
Issue	Date	By	Chkd	Appd

ARUP

Arup, Level 10, 201 Kent St
Sydney, NSW, 2000
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www.arup.com.au

Client
GAMUDA

Job Title
SYDNEY METRO
SPW PACKAGE
THE BAYS STATION

Drawing Title
COSNTRUCTION ACCESS
SWEEP PATH ASSESSMENT

Scale at A3
1:500

Discipline
Transport

Drawing Status
Draft

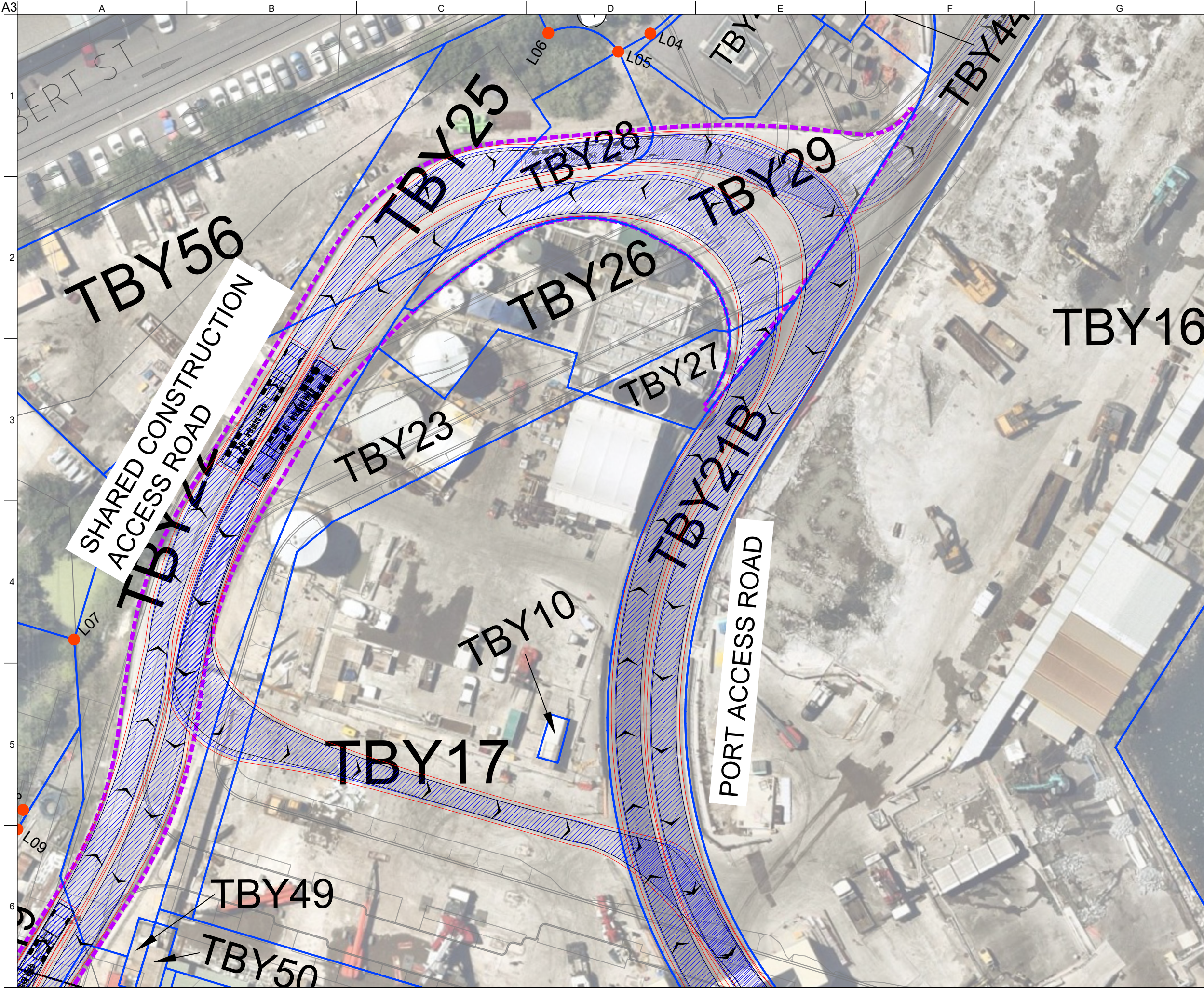
Job No
314602-TBY

Drawing No
SKT001

Issue
A

Do not scale

© Arup



Legend

- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Design Vehicle(s)

AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m

A	15/05/26	LW	WZ	WZ
For Information				
Issue	Date	By	Chkd	Appd

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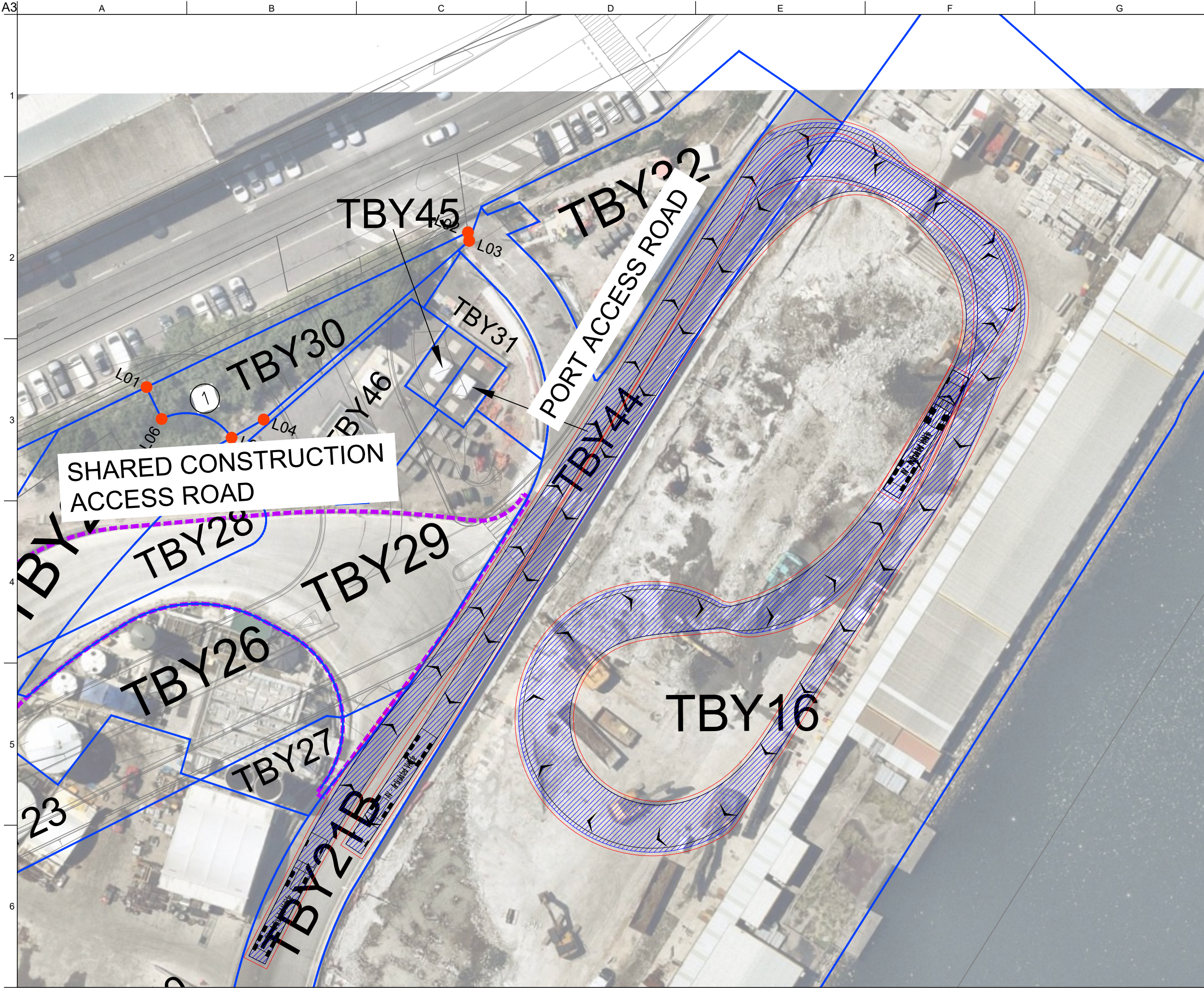
Drawing Title
**COSNTRUCTION ACCESS
SWEEP PATH ASSESSMENT**

Scale at A3
1:500

Discipline
Transport

Drawing Status
Draft

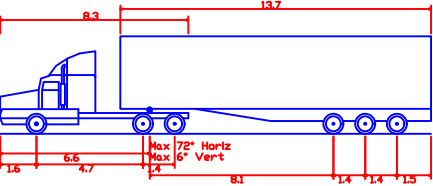
Job No 314602-TBY	Drawing No SKT001	Issue A
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Legend

- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Design Vehicle(s)



AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.301m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m

A	15/05/26	LW	WZ	WZ
For Information				
Issue	Date	By	Chkd	Appd

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Drawing Title
COSNTRUCTION ACCESS
SWPT PATH ASSESSMENT

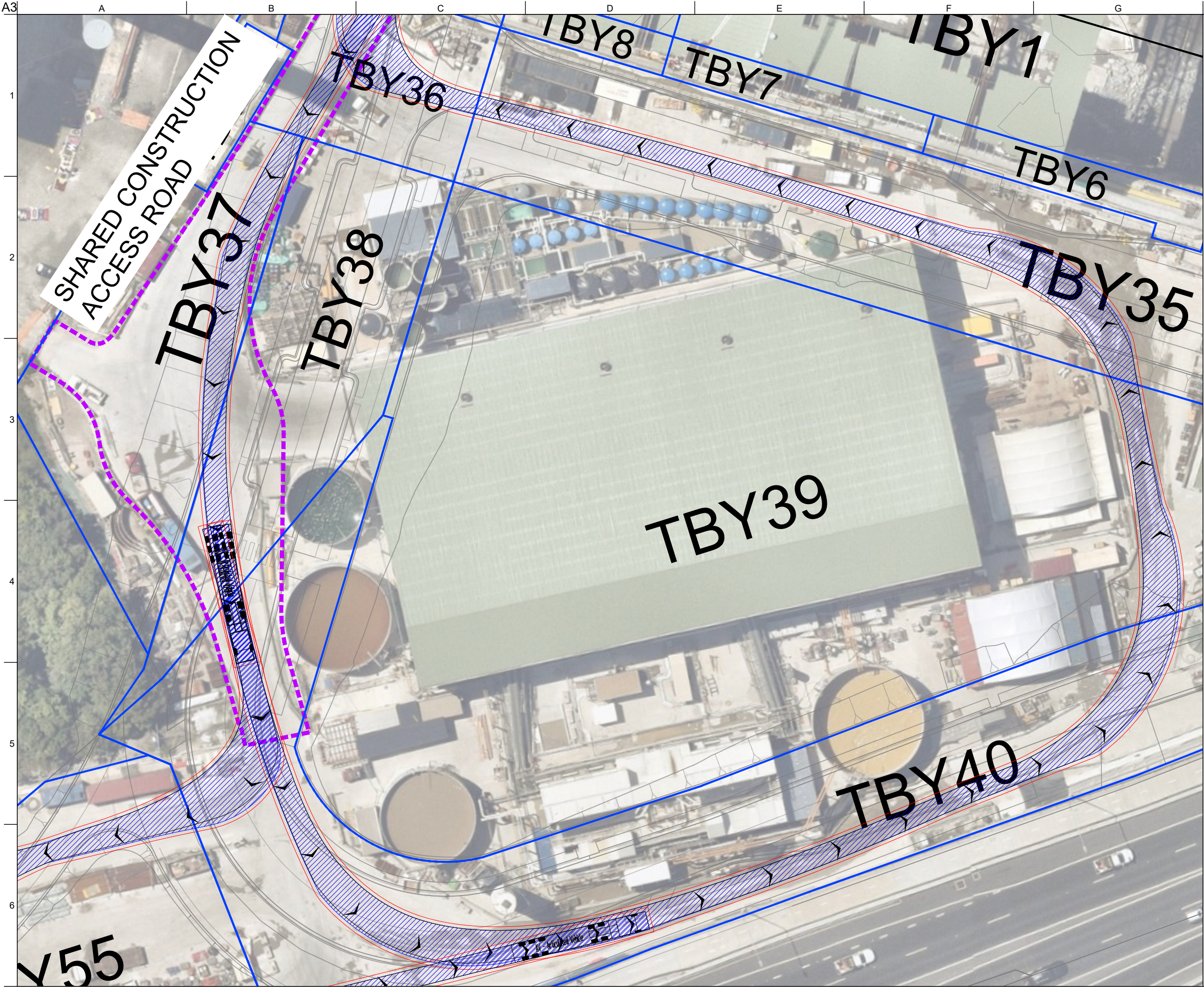
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Discipline
Transport

Drawing Status

Draft

Job No 314602-TBY	Drawing No SKT001	Issue A
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Legend

Body Envelope

300mm Envelope

600mm Envelope

Wheel Envelope

Design Vehicle(s)

19.7

13.7

8.3

1.6

5.6

4.7

1.4

1.4

1.5

Max 72° Horiz

Max 6° Vert

AV - Articulated Vehicle

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to Lock Time

Curb to Curb Turning Radius

19.000m

2.500m

4.301m

0.418m

2.500m

6.00 sec

12.500m

A	15/05/26	LW	WZ	WZ
For Information				
Issue	Date	By	Chkd	Appd

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Job Title

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Drawing Title

COSNTRUCTION ACCESS
SWEEP PATH ASSESSMENT

Scale at A3

1:500

Discipline

Transport

Drawing Status

Draft

Job No

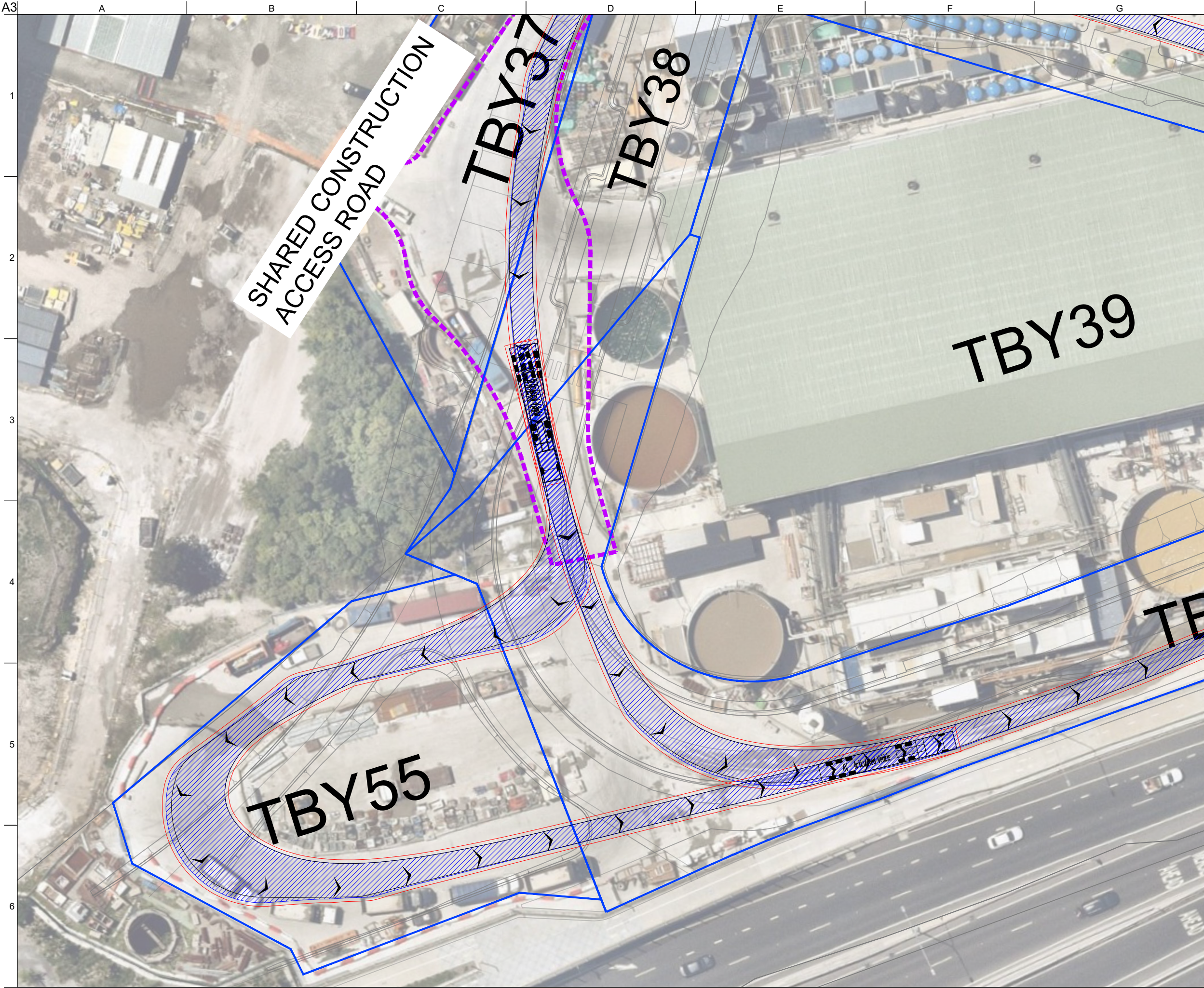
314602-TBY

Drawing No

SKT001

Issue

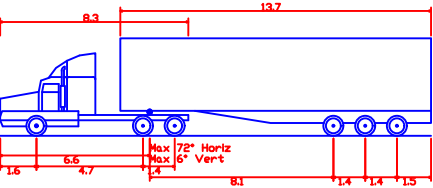
A



Legend

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- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Design Vehicle(s)



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Scale at A3
1:500

Discipline
Transport

Drawing Status

Draft

Job No 314602-TBY	Drawing No SKT001	Issue A
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F RISK ASSESSMENT

Sydney Metro SMW

Risk Assessment and Communication Tool

Site Name	The Bays Station		
Site Location	The Bays, Port Access Road / White Bay precinct		
Date of Assessment	24 June 2026		
Revision	Issue 3		
Document Control			
Date Issued	Revision	Issued By	Checked By
21/05/2026	Issue 1	W. Zheng	
04/06/2026	Issue 2	W. Zheng	
XX/06/2026	Issue 3	W. Zheng	

Risk Matrix							
Impact Likelihood		Insignificant	Minor	Moderate	Major	Severe	Catastrophic
		C6	C5	C4	C3	C2	C1
Almost certain	L1	8	19	27	29	34	36
Very Likely	L2	7	18	21	28	31	35
Likely	L3	6	11	20	23	30	33
Possible	L4	4	10	13	22	25	32
Very Unlikely	L5	3	9	12	15	24	26
Rare	L6	1	2	5	14	16	17

Risk Consequences						
	Insignificant	Minor	Moderate	Major	Severe	Catastrophic
	C6	C5	C4	C3	C2	C1
Health and Safety			Single recoverable lost time injury or	1-10 major injuries requiring	Single fatality and/or 10-20 major	Multiple fatalities and/or >20 major

	Illness, first aid or injury not requiring medical treatment.	Illness or minor injuries requiring medical treatment.	illness, alternate/restricted duties injury, or short-term occupational illness.	hospitalisation and numerous days lost, or medium-term occupational illness.	injuries/permanent disabilities/chronic diseases.	injuries/permanent disabilities/chronic diseases.
Environment	No appreciable changes to environment and/or highly localised event.	Change from normal conditions within environmental regulatory limits and environmental effects are within site boundaries.	Short-term and/or well-contained environmental effects. Minor remedial actions probably required.	Impacts external ecosystem and considerable remediation is required.	Long-term environmental impairment in neighbouring or valued ecosystems. Extensive remediation required.	Irreversible large-scale environmental impact with loss of valued ecosystems.

Likelihood		One off event (How likely?)		Repeated (How often?)
Almost certain	L1	Expected to occur frequently during time of activity or project.	> 90%	10 times or more every year
Very Likely	L2	Expected to occur occasionally during time of activity or project.	75 - 90 %	1-10 times every year
Likely	L3	More likely to occur than not occur during time of activity or project.	50 - 75 %	Once each year
Possible	L4	More likely not to occur than occur during time of activity or project.	25 - 50 %	Once every 1 to 10 years
Very Unlikely	L5	Not expected to occur during the time of activity or project.	5 - 25 %	Once every 10 to 100 years
Rare	L6	Not expected to ever occur during time of activity or project.	< 5 %	Less than once every 100 years

Risk Assessment and Communication Tool

ID. Ref	Risk and/ or Hazard	Risk Description	Location	Existing Control	Initial Risk Rating			Design Response to risk and /or hazard	Status of Risk	Assignment of risk or hazard	Residual risk rating		
					L	I	RR				C	L	RR
1	Unauthorised Access to the Site	Unauthorised access by members of the public, visitors or unauthorised personnel into site gate areas, internal haul roads or traffic operating areas may result in pedestrian / vehicle conflict and unsafe interaction with construction traffic	Entire Site	Nil	L3	C2	High 28	Boundary fencing, hoarding and controlled access gates will be provided to define the separation between public areas, Port Authority land and the construction work area. Site access will be managed through designated entry points, sign-in requirements, visitor controls and security protocols to minimise unauthorised access	Design Solution	Main Contractor	L6	C2	Low 16
2	Interaction between pedestrians /	Vehicles and pedestrians / cyclists are to be separated	Entire site, Port Access Road, site access gates	Nil	L3	C1	High 33	Pedestrian and cyclist interaction with construction vehicles will be	Design Solution	Main Contractor	L6	C2	Low 16

	cyclists and vehicles	as far as practicable	and internal construction access routes					managed through designated pedestrian routes, physical separation where practicable, signed crossing points, traffic controller supervision at active access points, site speed limits, driver induction requirements and ongoing monitoring of access arrangements					
3	Potential vehicle conflict points	Vehicles can crash with each other while manoeuvring through the site	Entire Site & Access Roads	Nil	L5	C1	High 32	Vehicle conflict points will be managed through designated internal traffic routes, speed limits, signage, swept path verification, traffic controller support where required and separation of light vehicles,	Operational Solution	Main Contractor	L6	C2	Low 16

								heavy vehicles and pedestrian movements where practicable. One-way circulation will be implemented where supported by the site layout.					
6	Misdirected access into neighbouring site	Construction vehicles entering the wrong site access, adjacent port areas or unauthorised internal roads	Entire Site	Nil	L4	C3	Medium 22	Directional signage, access gate identification, driver induction material and traffic controller support will be provided to ensure construction vehicles access the correct gate and do not enter adjacent Port Authority areas, neighbouring construction sites or unauthorised internal roads	Design Solution	Main Contractor	L5	C4	Low 12
7	Conflicting Traffic Management	Coordinating Traffic Controllers	Entire Site	Nil	L4	C3	Medium 22	Traffic management will be coordinated	Operational Solution	Main Contractor	L5	C4	Low 12

		could create misleading and wrong advice						through regular liaison with the contractor, Sydney Metro, Port Authority of NSW, TfNSW and other relevant stakeholders. TGSs, signage and access arrangements will be reviewed to minimise conflicting directions, duplicated signage or inconsistent traffic controller instructions					
8	Vehicle crash into barrier system resulting in serious injury or fatality	Construction vehicles, port traffic or general traffic could impact temporary barriers, hoarding, gates or site access controls if access arrangements are unclear or if vehicle paths	Site access gates, Port Access Road, internal construction access roads and interfaces with adjacent port / construction areas	Existing access controls, speed restrictions and site boundary treatments where installed	L4	C1	High 32	Barriers, hoarding, signage and access controls will be installed in accordance with approved traffic management plans and site layout drawings. Vehicle access routes will be checked against swept paths and reviewed where	Design and Operational Solution	Main Contractor	L5	C4	Low 12

		are constrained						layouts change. Traffic controllers, speed limits, delineation and driver communication will be used where required to manage vehicle movements safely					
9	Excess water ponding on haul road	Ponding following rainfall may reduce surface friction and braking performance, or result in drivers deviating from their path to avoid ponded areas, increasing the risk of loss of control or vehicle conflict	Shared access haul road and internal construction access roads	Nil	L4	C4	Low 13	Ponding observed after rainfall will be included in the project risk assessment. The haul road will be monitored after wet weather and deliveries will stop if ponding affects safe vehicle access. Affected areas will be made safe before deliveries recommence	Operational Solution	Main Contractor	L4	C5	Low 10

G STAKEHOLDER COMMENTS

NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
01	25/05/2026	TFN	LWILBY	SMWSTSPW-GEA-TBY-PM-PLN-000001	4.3 Vulnerable Road Users	NA	The table incorrectly states that there is no shared path available along Sommersville Road - however there is a shared path between the James Craig Road roundabout and the connection to the Anzac Bridge shared path. Please update.	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	4.3 Vulnerable Road Users	NA	Updated the Sommersville Road pedestrian and cycling entries in Table 6, Section 4.3, to identify the marked shared path.	Observation		N
02	25/05/2026	TFN	LWILBY	SMWSTSPW-GEA-TBY-PM-PLN-000001	4.3 Vulnerable road users	NA	Given the HV volumes, and controls implemented at other Sydney Metro West sites, please consider use of Be Truck Aware pavement decals at key conflict points along James Craig Road - including at the intersection with City West Link. These are a low cost control that aims to influence pedestrian behaviour just before they step onto the road environment. Thanks.	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	4.3 Vulnerable road users	NA	Updated Sections 4.3 and 6.5 to confirm implementation of Be Truck Aware pavement decals at key pedestrian conflict points along James Craig Road, with locations shown on the relevant traffic management drawing.	Observation		N
03	25/05/2026	TFN	LWILBY	SMWSTSPW-GEA-TBY-PM-PLN-000001	6.12 Workforce and Driver Training	NA	Please consider expanding upon point 4 to include awareness of cyclists travelling on road along James Craig Road and Sommersville Road (towards the Anzac Bridge shared path) and importance of not trying to overtake cyclists. Thanks	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	6.12 Workforce and Driver Training	NA	Section 6.11 was deleted at OP's request. The information regarding cyclist awareness and safe overtaking on James Craig Road and Sommersville Road has been transferred to Section 6.5.	Observation		N
04	25/05/2026	TFN	LWILBY	SMWSTSPW-GEA-TBY-PM-PLN-000001	9.1 Road Safety Audit / Appendix H	CTMF requirements	Compliant road safety audits, including site visits, are required for each revision of the CTMP as per the CTMF requirements. Please attach a completed road safety audit, including project responses to all risks raised. Thanks.	Potential Non-Compliance		Y
				SMWSTSPW-GEA-TBY-PM-PLN-000001	9.1 Road Safety Audit / Appendix H	CTMF requirements	Completed RSA, including the site visit and project responses, is included in Appendix H. Comment closed.	Potential Non-Compliance		Y
04.01	9/06/2026	TFN	LWILBY	SMWSTSPW-GEA-TBY-PM-PLN-000001	9.1 Road Safety Audit / Appendix H	CTMF requirements	Compliant road safety audit now attached, thank you. Comment closed.	Potential Non-Compliance		Y
				SMWSTSPW-GEA-TBY-PM-PLN-000001	9.1 Road Safety Audit / Appendix H	CTMF requirements	comment closed	Potential Non-Compliance		Y
05	11/06/2026	RMS	HYOUSAF	SMWSTSPW-GEA-TBY-PM-PLN-000001	6.3 Cumulative Projects and Adjacent Works	NA	This section is unsure about the cumulative traffic numbers of SPW and WHT, please liaise with the WHT team to obtain their projected vehicle volumes and then compare the cumulative number against the approved EIS figures. If the cumulative volumes for both WHT and SPW works exceed EIS approvals, we need to check the impact.	Potential Non-Compliance		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	6.3 Cumulative Projects and Adjacent Works	NA	WHT and SPW work under separate EIS approvals - SSI-8863-Mod-2 and SSI-22765520 respectively. WHT team has informed the SPW team in the Bays Traffic & Cumulative Impacts Co-ordination Meeting on 23/06/26 that they will be working within or under the approved HV volumes at the Rozelle site per their Mod 2 approval. See updated Section 6.3	Potential Non-Compliance		N

NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
06	12/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Overall document	N/A	Issue date in footer differs from the date within revision history table – review/ update, as appropriate	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Overall document	N/A	Corrected the issue date and revision details across the cover, document-control page, authorisation page and footers.	Observation		N
07	12/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 5.1 Overview of Construction Activities	N/A	Refer first paragraph–Incomplete reference to date in text below - should be July 2027? “....forecasted to be completed in July 202”	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 5.1 Overview of Construction Activities	N/A	Corrected the incomplete date in Section 5.1 and confirmed completion of the Linewise shaft and culvert works in July 2027.	Observation		N
08	12/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 5.1 Overview of Construction Activities	N/A	Refer first paragraph – the end date to be reviewed / updated for text below - differs from Table 4 of the CTMP “.....MEPF works will commence and continue through to December 2028”	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 5.1 Overview of Construction Activities	N/A	Updated Section 5.1 to align the below-ground and above-ground MEPF completion dates with Table 4.	Observation		N
09	12/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Section 5.1 Overview of Construction Activities	N/A	Refer first paragraph – the end date to be reviewed / updated for text below - differs from Table 4 of the CTMP “.....MEPF works will commence and continue through to December 2028”	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Section 5.1 Overview of Construction Activities	N/A	Updated Section 5.1 to align the MEPF dates with Table 4. Addressed together with Comment 08.	Observation		N
10	12/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 5.3 Construction Hours and Table 9	N/A	Saturday Construction Hours are inaccurate in Table 9 – review/amend in accordance with CoA E25 of the Planning Approval	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 5.3 Construction Hours and Table 9	N/A	Updated Table 9 in Section 5.3 to reflect the Saturday construction hours specified under Condition E25.	Observation		N
11	12/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 5.6 Real Time Monitoring - refer first para	N/A	Under Section 5.6 Real Time Monitoring - refer first para which refers to terminology such as “when required, spoil trucks” Review / update text within this section to clearly reflect and address Planning Approval Conditions - E106 and E108 e) requirements. Please ensure above comment is addressed consistently across site specific CTMPs as requirements are required and applicable to HV used for spoil haulage / spoil haulage vehicles	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 5.6 Real Time Monitoring - refer first para	N/A	Updated Section 5.6 to confirm mandatory real-time monitoring, route-compliance checks and record retention for all spoil-haulage heavy vehicles in accordance with Conditions E106 and E108(e).	Observation		N
12	12/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 6.2 Construction Vehicle Movements and Table 11	N/A	Under Section 6.2 Construction Vehicle Movements and Table 11 For Phase “EIS Limit Phase 1 - Site Establishment” - the light vehicles number is 190 per Table 3-32 of EIS Tech Paper 2 – review/update, as appropriate	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 6.2 Construction Vehicle Movements and Table 11	N/A	Updated the Phase 1 EIS light-vehicle allowance in Table 11 from 194 to 190 movements per day and checked the related compliance statements.	Observation		N

NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
13	12/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 7.1 Workforce Parking	N/A	Under Section 7.1 Workforce Parking Text states "However, as the EIS limit for light vehicle generation for this site is 194 movements per day in Phase 1...." The light vehicles number is 190 per Table 3-32 of EIS Tech Paper 2 – review/update, as appropriate.	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 7.1 Workforce Parking	N/A	Updated Section 7.1 to reflect the Phase 1 EIS allowance of 190 light-vehicle movements per day and checked the related parking calculations.	Observation		N
14	12/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 7.2 Monitoring	N/A	This section currently does not clearly state mechanisms for monitoring(for e.g. surveillance inspections by the Project) and appropriate intervals that monitoring will be conducted (no frequency specified for monitoring mechanisms) to determine the effectiveness of implemented mitigation measures and address Planning Approval Condition E109 g) – please review/update to address E109 (g) requirements , as applicable to the Bays site context	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001 Rev: 00	Under Section 7.2 Monitoring	N/A	Expanded Sections 7.2 and 10.2 to specify parking-surveillance methods, monitoring frequencies, record keeping, corrective actions and six-monthly review requirements in accordance with Condition E109(g).	Observation		N
15	15/06/2026	SCO	PKEYES	SMWSTSPW-GEA-TBY-PM-PLN-000001	Abbreviations and Acronyms		Remove abbreviations that are not used in the document.	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	Abbreviations and Acronyms		Reviewed the abbreviations and acronyms table and removed entries not used in the final CTMP.	Observation		N
16	15/06/2026	SCO	PKEYES	SMWSTSPW-GEA-TBY-PM-PLN-000001	Clause 1.2, 1.3, 1.4, 6.8, 6.11, Appendix F		Remove generic information already included in the Over-arching CTMP. Site Specific CTMP's should only include information specific to each site.	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	Clause 1.2, 1.3, 1.4, 6.8, 6.11, Appendix F		Removed or condensed generic Overarching CTMP content in the identified sections and retained only Bays-specific traffic, access, stakeholder and driver-management requirements.	Observation		N
17	15/06/2026	SCO	PKEYES	SMWSTSPW-GEA-TBY-PM-PLN-000001	Clause 1.5, Clause 3, Clause 6.7		Clause is redundant and should be removed.	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	Clause 1.5, Clause 3, Clause 6.7		Generic clauses have been removed and Clause 6.7. Clause 3 has been revised to acknowledge the applicable TfNSW Roads Interface Agreement, relevant third-party agreements and associated approval requirements. Clause 6.7 has been retained to address provisions for maintaining private land access or providing appropriate detours in response to TfNSW Roads Interface Agreement Annexure A, Clause 6(d)	Observation		N
18	15/06/2026	SCO	PKEYES	SMWSTSPW-GEA-TBY-PM-PLN-000001	Clause 4.3		Sommerville Rd does have a marked shared path.	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	Clause 4.3		Updated the Sommerville Road pedestrian and cycling entries in Table 6, Section 4.3, to identify the marked shared path. Addressed together with Comment 01.	Observation		N
19	15/06/2026	SCO	PKEYES	SMWSTSPW-GEA-TBY-PM-PLN-000001	Clause 11		A Conclusion is not required in a TMP. Remove Clause	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	Clause 11		Removed the Conclusion section and updated the contents page and cross-references accordingly.	Observation		N
20	16/06/2026	SMD	CJONES	SMWSTSPW-GEA-TBY-PM-PLN-000001	Section 8	n/a	Pg 45, Section 8 no mention of NHVR for permits or Notices	Potential Non-Compliance		N

NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
				SMWSTSPW-GEA-TBY-PM-PLN-000001	Section 8	n/a	Added NHVR permits and notices to Section 8 (Section 8.5) and corrected the NHVR reference in the OSOM vehicle section.	Potential Non-Compliance		N
21	16/06/2026	SMD	PAREVALO	SMWSTSPW-GEA-TBY-PM-PLN-000001	7.6	NA	Under Incident and Complaints Reporting, second paragraph: Include that traffic and parking related complaints will be managed in accordance with the Sydney Metro Overarching Community Communications Strategy (OCCS) and Construction Complaints Management System (CCMS).	Potential Non-Compliance		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	7.6	NA	Updated Section 7.6 to confirm that traffic and parking-related complaints will be managed in accordance with the OCCS and CCMS.	Potential Non-Compliance		N
22	16/06/2026	SMD	PAREVALO	SMWSTSPW-GEA-TBY-PM-PLN-000001	page 46	NA	Under 9 Community notification and stakeholder management, please include that traffic and parking related impacts will be notified in accordance with the OCCS.	Potential Non-Compliance		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	page 46	NA	Updated Section 9 to confirm that traffic and parking-related impacts will be notified in accordance with the OCCS.	Potential Non-Compliance		N
23	15/06/2026	SCO	PKEYES	SMWSTSPW-GEA-TBY-PM-PLN-000001	Appendix H		The RSA clause 2.5 states it audited a single drawing that doesn't appear in the CTMP. RSA to include all traffic staging drawings, turning paths and TGS used in the day to day operations of the site.	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	Appendix H		RSA Clause 2.5 had a typo. The drawing reference was a drafting error and was referring to the document reference for the Rev 00 of TBY CTMP that was audited.	Observation		N
24	17/06/2026	IWC	MHUY	SMWSTSPW-GEA-TBY-PM-PLN-000001	SMWSTSPW-GEA-TBY-PM-PLN-000001	N/A	Council's comments are as follow: Council is aware of contractors for the Metro site who had trucks parking in Robert Street and occupying spaces, contrary to condition E108b & E108c. As local business in Robert Street are heavily dependent on on-street parking, the CTMP should strictly outline measures to prevent this occurrence. Page 52 outline about roughly 10 on-street parking spaces on the south side of Robert Street (identified as TBY45) which appear to be occupied as part of the The Bays construction site. No other information is provided in the document relating to this proposal. It is understood that occupying parking and vehicular access to Robert Street is prohibited under the approval conditions E108a. Council object to the proposed occupancy of these spaces which is viewed as essential for nearby business operations and should be removed from the plans unless localised resident and business consultation take place for removing on-street parking in Robert Street (condition E109d & E108e). The adjacent Prestige Auto Traders have a 'Truck Zone' which have daily deliveries of vehicles using a vehicle carrier truck using this area.	Actual Non-Compliance		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	SMWSTSPW-GEA-TBY-PM-PLN-000001	N/A	SPW does not gain access to TBY45 until 25 July 2029 per the site access schedule for precinct works. Sections 5.5 and 7.5 have been updated to prohibit construction-vehicle parking, queuing and marshalling on Robert Street.	Actual Non-Compliance		N
25	17/06/2026	SMD	RBANZON	SMWSTSPW-GEA-TBY-PM-PLN-000001	Section 7.3	N/A	Consider adding to the first sentence Port Authority as a stakeholder that SPW will consult with	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	Section 7.3	N/A	Updated Section 7.3 to include the Port Authority of NSW as a stakeholder for workforce-parking mitigation measures.	Observation		N

NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
26	17/06/2026	SMD	RBANZON	SMWSTSPW-GEA-TBY-PM-PLN-000001	Section 5.4, Table 10	N/A	For TBY 03, should this be left in, right out?	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	Section 5.4, Table 10	N/A	Verified the TBY03 access movement as left in, right out. Table 10 and the supporting access, VMP, swept-path and TGS drawings have been checked and updated for consistency.	Observation		N
27	19/06/2026	SMD	RBANZON	SMWSTSPW-GEA-TBY-PM-PLN-000001	Section 3	N/A	The RIA and any other third party agreements should be acknowledged in this section, and in Section 8, if applicable	Observation		N
				SMWSTSPW-GEA-TBY-PM-PLN-000001	Section 3	N/A	The RIA and third party agreements relevant for this site has been noted in this Section	Observation		N

H ROAD SAFETY AUDIT

Construction Traffic Management Road Safety Audit Report

Sydney Metro West – The Bays Station

Project Number 250841

Draft Report 3/06/2026

Client Gamuda Engineering Pty Ltd

Document control record

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Document control

Report title	Sydney Metro West – The Bays Station
Project number	250841
Client	Gamuda Engineering Pty Ltd
Client contact	Wendy Zheng

Revision	Date issued	Revision details / status	Prepared by	Authorised by
Draft	3/06/2026	Preliminary draft	Bailey Vroom Bernard Chan	Paul Mihailidis

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1 Introduction

Gamuda Engineering Pty Ltd engaged Trafficworks to undertake a road safety audit (RSA) of the construction traffic management plan (CTMP) for Sydney Metro West – The Bays Station.

We conducted this RSA in line with the procedures set out in the Austroads Guide to Road Safety Part 6: Road Safety Audits (2022). For more information, see section 2, Road Safety Audit (RSA) overview.

Both the site and the supporting documentation were reviewed to identify issues that impact road user safety – for more information, see section:

- Supporting information used in the audit – see section 2.5
- Site Description - see section 3.

Our findings are presented in section 4.

Note that the auditor cannot guarantee that every issue that impacts road user safety has been identified.

2 Road safety audit (RSA) overview

2.1 Audit team

The audit was conducted by:

Bernard Chan [BEng (Civil) (Hons), MIEAust, CPEng, RPEng (Civil)]

RSA-03-0796 – Level 3 - road safety auditor (lead auditor),

Paul Mihailidis [BEng (Civil), GradCert (Mgt), MIEAust, CPEng, RPEng (Civil), Cert IV Access Consulting]

RSA-03-1649 – Level 3 - road safety auditor (team member)

and

Bailey Vroom [BEng (Civil & Infrastructure) (Hons)]

Observer

2.2 Inspection

The audit included an inspection of the site during the:

- Evening of 28/05/2026
- Morning of 29/05/2026

The conditions during the daytime inspection were overcast and dry and at night, the conditions were clear and calm.

2.3 Risk ratings

The findings of this audit have been assigned a risk rating based on the likelihood of a crash occurring, together with the potential severity of that crash. For more information about:

- crash severity – see Appendix 1
- the likelihood/severity risk matrix, see Appendix 2.

The risk ratings adopted for this audit are as follows:

- Extreme – must be corrected regardless of cost
- High – should be corrected or the risk significantly reduced, even if the treatment cost is high
- Medium – should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
- Low – should be corrected or the risk reduced if the treatment cost is low
- Negligible – no action required.

Trafficworks also denotes a risk rating of ‘Note only’ for:

- drafting errors, omissions and issues that are outside the scope of works
- items within the scope of works that do not represent a road safety risk.

2.4 Safe System approach

Transport for NSW (TfNSW) and Austroads have formally adopted the Safe System approach. The basic principles of the Safe System approach are:

- Humans are fallible, and will inevitably make mistakes when driving, riding, or walking.
- Despite this, road trauma should not be accepted as inevitable. No one should be killed or seriously injured on our roads.
- To prevent serious trauma, the road system must be forgiving, so that the forces of collisions do not exceed the limits that the human body can tolerate.

Therefore, as far as is practically possible, infrastructure should be designed, and travel speeds managed, so that crash impact speeds are below the thresholds outlined in Appendixes 1 and 2.

Each road safety issue has been assessed based on:

- its kinetic energy transfer
- the likelihood of a serious injury or fatality occurring assessed against the thresholds outlined in Appendixes 1 and 2.

Table 1 shows the definitions adopted for this audit.

Table 1: Definition of Safe System energy transfer

Classification	Definition
Above tolerance	The impact angles or the impact speeds are above the Safe System crash outcome threshold, and the chances of surviving a crash are low.
Below tolerance	The impact angles or the impact speeds are below the Safe System crash outcome threshold.
Not applicable	The crash is likely to result in only property damage or trivial injury.

2.5 Supporting information used in the audit

The following plans were used when conducting the audit:

- The Bays Station Construction Traffic Management Plan, Sydney Metro – West, Stations Package West, prepared by Gamuda, Document No. SMWSTSPW-GEA-TBY-PM-PLN-000001 Revision 00, dated 21/05/2026

3 Site Description

3.1 Background

The Bays Metro Station is being constructed as part of the Sydney Metro West Stations Package West (SPW) project.

A construction traffic management plan has been completed for the site and proposes the use of 5 existing gates, including 3 gates on the shared access haul road, and 2 gates on Port Access Road.

This CTMP applies to construction works associated with the following 2 stages:

- Stage 1: Site mobilisation
- Stage 2: Linewide shaft and culvert construction.

Figure 1 shows the site and surrounding road network.



Figure 1: The Bays Metro Station site plan and access gates

3.2 Existing conditions

See Table 2 below for a summary of the characteristics of the surrounding road network, at the time of this audit.

Table 2: Road characteristics

Road	Classification	Characteristics	Speed limit
Port Access Road	Local road	Two-way Carriageway width ranges between 7.2 and 11.2 m Parking not permitted	20 km/h
Somerville Road	Local road	One-way eastbound/southbound Carriageway width ranges between 9.8 and 12.0 m Parallel parking on the west side of the road	10 km/h / 40 km/h
James Craig Road	Local road	Two-way 9.8 m carriageway Parking not permitted	40 km/h / 50 km/h
Solomons Way	Local road	One-way westbound Carriageway width ranges between 9.0 and 16.2 m Parking not permitted	30 km/h

Additionally, a shared access haul road provides access to Gates 1, 2 and 3, and is accessed via Port Access Road. The road has a 10 km/h speed limit.

During the inspection for this stage of the audit, the site was unoccupied and the access gates were not in operation.

3.3 Proposed conditions

The proposed works at the site include:

- Stage 1: Site mobilisation
- Stage 2: Linewide shaft and culvert construction.

The proposed temporary traffic management includes:

- Gate 1: In only, vehicles up to 19 m AV, OSOM vehicle for tower crane erection
- Gate 2: Right out only, vehicles up to 19 m AV, OSOM vehicle for tower crane erection

- Gate 3: Right in, left out, vehicles up to 12.5 m HRV
- Gate 4: Right out only, vehicles up to 12.5 m HRV
- Gate 5: Right in, left out, vehicles up to 19 m AV, OSOM vehicle for plie rig delivery
- retaining the existing 20 km/h speed limit along Port Access Road
- retaining existing signage implemented for the tunnelling package.

4 Findings

Table 3 outlines the findings of this audit, noting the columns to the right of the table will be completed by the client after receiving and reviewing this report.

RSAs are a formal process and the client is required to respond to the audit's findings in writing. A client is under no obligation to accept all of the audit findings and should consider these in conjunction with all other project considerations. If the client does not accept the findings, then reasons should be included within the written response.

It is not the role of the auditor to approve the client's response to the audit.

Table 1: Audit findings

No	Audit findings	Risk rating / safe system energy	Client response	
			Accept: Yes/No	Reasons/ Comments
1.	General issues			
1.1.	Sightlines between vehicles exiting Gate 4 and approaching traffic on Port Access Road are restricted due to site hoarding. When vehicles are unable to exit via Gate 3, Gate 4 will be used and allows right out movements only. These factors increase the risk of side impact crashes at Gate 4. 	Likelihood: Rare Severity: Moderate Risk rating: LOW Safe system energy: Below tolerance	Yes	Noted. Gate 4 will only be used when vehicles are unable to exit via Gate 3 and will operate as a right out only movement. Convex mirrors will be installed where required to improve visibility between vehicles exiting Gate 4 and approaching traffic on Port Access Road.

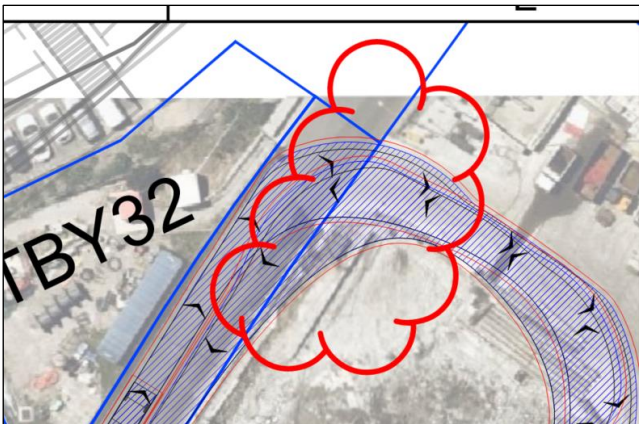
No	Audit findings	Risk rating / safe system energy	Client response	
			Accept: Yes/No	Reasons/ Comments
1.2.	Excess water ponding was observed at multiple locations along the shared access haul road during the inspection. This water will reduce surface friction and braking performance, increasing the likelihood of loss of control for vehicles using the route. In addition, drivers may deviate from their lane to avoid ponded areas, resulting in encroachment into the opposing traffic lane. This increases the risk of head-on crashes.	Likelihood: Rare Severity: Moderate Risk rating: LOW Safe system energy: Below tolerance	Yes	Noted. The inspection was undertaken after a 2 week severe rainfall event and the ponding issue will be included in the project risk assessment. The haul road will be monitored after wet weather, and deliveries will stop if ponding affects safe vehicle access.



No	Audit findings	Risk rating / safe system energy	Client response	
			Accept: Yes/No	Reasons/ Comments
1.3.	Sightlines are restricted between vehicles exiting other gates and approaching traffic along Port Access Road, due to the hoarding. Although these gates are not proposed to be used by traffic in the CTMP, there may be other contractors using these access points. This increases the risk of side impact crashes at these gates.	Likelihood: Rare Severity: Moderate Risk rating: LOW Safe system energy: Below tolerance	Yes	Noted. This gate will not be used for vehicular access during the scope of works covered by this CTMP.
				

No	Audit findings	Risk rating / safe system energy	Client response	
			Accept: Yes/No	Reasons/ Comments



No	Audit findings	Risk rating / safe system energy	Client response	
			Accept: Yes/No	Reasons/ Comments
1.4.	The vehicle movement plan indicates that a 19 m articulated vehicle (AV) can turn left out of Gate 5. However, the swept path assessment suggests this manoeuvre may be constrained by insufficient gate width. The CTMP does not specify gate dimensions and indicates that existing gates will be retained, but the swept path assessment does not appear to reflect the existing gate geometry based on available aerial imagery. It is uncertain whether a 19 m AV or OSOM vehicle can safely complete the manoeuvre, potentially resulting in constrained turning movements, encroachment into the opposing traffic lane, or corrective manoeuvres. This increases the likelihood of vehicle conflicts, property damage, and operational disruption.	Likelihood: Possible Severity: Insignificant Risk rating: LOW Safe system energy: Below tolerance	Yes	Gate 5 will be widened as required to accommodate the 19 m AV / OSOM left out movement.
				

No	Audit findings	Risk rating / safe system energy	Client response	
			Accept: Yes/No	Reasons/ Comments



- 1.5. Table 10 indicates Gate 3 will be accessed right in, left out, with the largest vehicle being a 12.5 m HRV. This arrangement will introduce unnecessary turnaround movements at the end of the haul road.
It is assumed that this should read Left in, right out.

NOTE ONLY

No	Audit findings	Risk rating / safe system energy	Client response	
			Accept: Yes/No	Reasons/ Comments
1.6.	The haul access road at its intersection with Port Access Road is relatively wide, measuring 33 m. Although a Right Turn Only sign is installed to enforce the turn restriction, the width of the intersection may reduce its visibility, increasing the likelihood of drivers mistakenly turning left onto Port Access Road. As there are no formal turnaround facilities for vehicles travelling north after making this incorrect movement, drivers may attempt three-point turns, increasing the risk of a crash.	Likelihood: Unlikely Severity: Moderate Risk rating: LOW Safe system energy: Below tolerance	Yes	Noted. The traffic staging plan has been updated to show the right turn only signage in a more visible location on the hoarding opposite this access.
				

Client response completed by:

Name: __Wendy Zheng_____

Signed: __________ Date: __04/06/2026_____

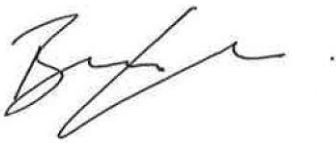
5 Conclusion

This Road Safety Audit has been conducted in accordance with the procedures set out in the *Austroads Guide to Road Safety Part 6: Road Safety Audits (2022)*.

The site was inspected and supporting documentation examined.

The findings presented in the previous section of this document are provided for consideration by the client and any other interested parties.

Auditors



Wednesday, 3 June 2026

Bernard Chan [BEng (Civil) (Hons), MIEAust, CPEng, RPEng (Civil)]

RSA-03-0796 – Level 3 – road safety auditor (lead auditor)



Wednesday, 3 June 2026

Paul Mihailidis [BEng (Civil), GradCert (Mgt), MIEAust, CPEng, RPEng (Civil), Cert IV Access Consulting]

RSA-03-1649 – Level 3 – road safety auditor (team member)

Appendix 1 – Severity guidance sheet

Research has found the chances of surviving a crash decrease markedly above certain speeds, depending on the type of crash. It should be noted that the road user, as well as the angle of impact of a collision are also factors that impact the severity of a crash.

Figure 2 provides a severity guidance sheet.

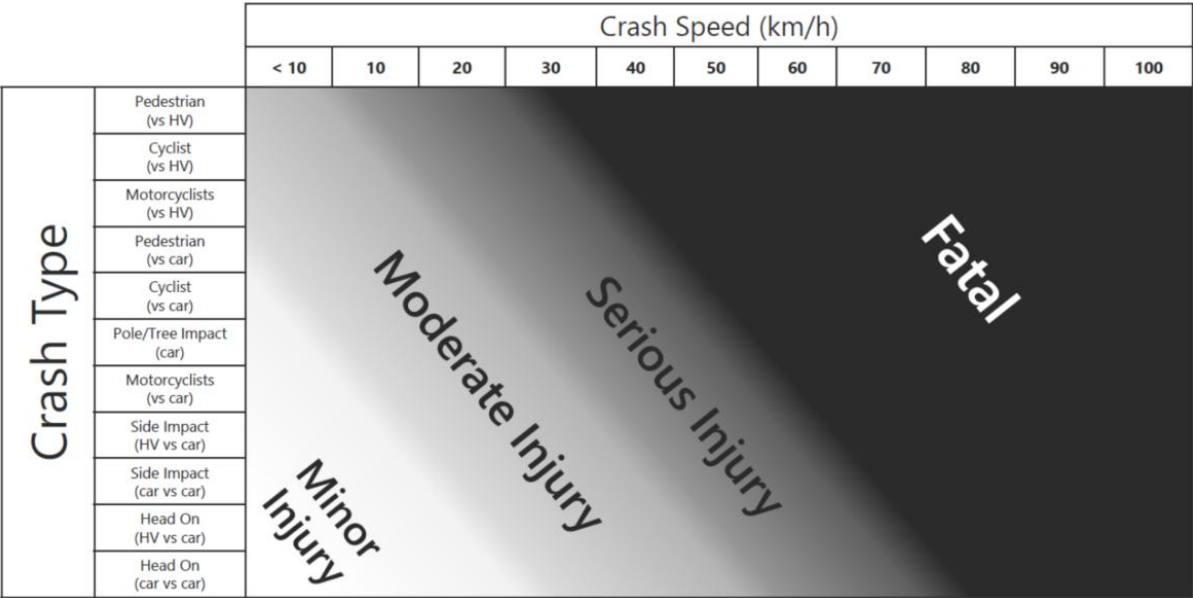


Figure 2: Severity guidance sheet

Appendix 2 – Likelihood / severity risk matrix

Figure 3 presents the likelihood / severity risk matrix.

			Severity*				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of crash
Likelihood (Includes exposure)	Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1 year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years +	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

*see Severity Guidance Sheet

Safe System crash outcome threshold

Figure 3: Likelihood / severity risk matrix (Source: Austroads Guide to Road Safety Part 6 – Road Safety Audit (2022))

I PORT AUTHORITY ACCESS MANAGEMENT PRINCIPLES

Annexure E – Access Management Principles

1. The Licensee acknowledges the importance of the Port Access Road and James Craig Road to Port activities carried out by the Licensor and its tenants.
2. If from time to time the Licensor, acting reasonably, considers that the Licensee's truck movements to and from the Licensed Area via the entry at James Craig Road during the times of 7am to 10am on Ship Days are such that they negatively impact the movements of cruise traffic, then the Licensor may require the Licensee to cease access to and egress from the Licensed Area during such times until either the Licensee has implemented traffic control measures to the reasonable satisfaction of the Licensor or the Licensor has implemented traffic control measures during those times in accordance with clause 4.7(e). A rolling forecast of Ship Days is publicly available, currently <https://www.portauthoritiesnsw.com.au/cruise/cruise-schedule/>.
3. Vehicle movements will be managed to limit any increase in congestion on James Craig Road and limit the effects of vehicle movements on the current and future users of the Port, including tenants at Glebe Island.
4. Subject to clause 4.7(e), the Licensee will be responsible for any reasonable traffic management costs associated with the Permitted Use, including in relation to any traffic solutions required on the Port Access Roads.
5. If required from time to time by the Licensor, acting reasonably, and after having given the Licensee reasonable prior notice and reasons for its decision, the Licensee agrees to implement a traffic marshal or other control measures at the Port Access Road interface and James Craig Road intersections (at its own cost) to manage traffic flows relating to the Licensee's truck movements across and along the Port Access Road and James Craig Road. This clause 5 does not apply if the Licensor elects to implement a traffic marshal or other control measures pursuant to clause 6 of this Annexure E.
6. If from time to time the Licensor, acting reasonably and after having given the Licensee reasonable prior notice and reasons for its decision, considers that the use of the Licensed Area by the Licensee and the use of the Land owned by the Licensor is such that it would warrant the implementation of a traffic marshal or other control measures to manage the traffic of all users of the Land, the Licensor may, at its election, choose to provide this traffic control measure, and if the Licensor makes this election, the Licensee must, subject to clause 4.7(e), reimburse the Licensor's costs in doing so on a proportionate basis having regard to the use of the Port Access Road by the Licensee and all other relevant users, on demand.
7. The Licensee acknowledges that the control measures whether implemented by the Licensor or Licensee, including traffic marshal(s), will preference traffic flows of cruise traffic and port operations during the times of 7am to 10am on Ship Days over the Licensee's truck movements. The Licensee will ensure that the directions of the traffic marshal or other control measures are complied with.
8. If the processes set out in Items 1 to 7 inclusive above have been implemented and, the Licensor acting reasonably and in good faith, considers that vehicle movements are still not being appropriately managed, the Licensor may require these Access Management Principles to be revised in such a way as to limit the incremental congestion on these roads.