

CoA E132 – Local Roads Plan Warringah Freeway Upgrade Mount St to Alfred St North Access Closure

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Document Approval

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A	26/11/2024	Paul Davidson	Dennis Fung	H Chemney	For TfNSW review
B	09/12/2024	Paul Davidson	Aditya Nair		Address TfNSW comments
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Signature					
F	05/12/2025	Aditya Nair	H Chemney	H Chemney	For DPHI review

Distribution and Authorisation

Document Control

The CPB Downer JV Project Director is responsible for ensuring that this plan is reviewed and approved. The Design Manager is responsible for updating this plan to reflect changes to the project, legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the CPB Downer JV Project Director before being distributed/implemented.

Revision Details

Revision	Details
A	For TfNSW review
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Compliance with CoA Requirements

This Local Roads Plan sets out the minimum client requirements as defined in Table 1, and shows where each requirement has been addressed within this Plan or the wider CPB Contractors Management System (CMS).

Table 1: Compliance with Conditions of Approval E132, E133, E135, E136

Requirement			Reference
E132	Construction Traffic Management	Local roads proposed to be used by heavy vehicles to directly access the construction boundary and ancillary facilities that are not shown in Figure 5-7 to 5-22 inclusive of Appendix F of the EIS must be approved by the Planning Secretary and included in the Traffic, Transport and Access Management CEMP Sub-plan.	Section 4.1, Figure 2, and Table 3
E133	Construction Traffic Management	All requests to the Planning Secretary under Condition E132 must include the following:	
		(a) a swept path analysis;	Section 5.1
		(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	Section 5.2, 5.3
		(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	Section 6.0
		(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and childcare facilities during their peak operation times; and	Section 4.4, 5.5
		(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	Appendix A1
E135	Construction Traffic Management	The locations of all heavy vehicles used for spoil haulage must be monitored in real-time and the records of monitoring are made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one year following the completion of construction. Note: Refer to <i>Condition A47</i> in relation to vehicle identification.	Section 7.0
E136	Road Dilapidation	Before any local road is used by a heavy vehicle for the purposes of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant council within three weeks of completion of the survey and no later than one month prior to the road being used by heavy vehicles associated with the CSSI.	Section 6.0 and Section 3.0

Abbreviations and definitions

Below is a list of abbreviations and definitions used in this document in addition to the Scope of Works Technical Criteria Glossary of Terms, Warringah Freeway Upgrade, Schedule C1.

Table 2: Abbreviations and definitions

Key Term / Abbreviation	Definition
CPBDTI	CPB Contractors Downer EDI Works Joint Venture
CCTV:	Closed Circuit Television system
Contract:	The Deed, Scope of Works & Technical Criteria, and other contractual requirements form the agreement between Leighton Dragados Samsung Joint Venture (CPB DOWNER JV) to design and construct the Tunnel and Civil Works of the WFU Main Works (the Project).
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CGC	Cammeray Golf Course
CoA	Condition of Approval
CSS	Construction Support Site
DPHI	Department of Planning, Housing and Infrastructure
Document:	Including Manuals, Standards, Plans, Procedures, Inspection & Test Plans, Forms, Instructions and other related management system documents and data in the form of any type of media (hard copy or electronic).
EIS	Western Harbour Tunnel and Warringah Freeway Upgrade Environmental Impact Statement (January 2020)
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EB	Eastbound
ESO	Emergency Service Organisation
FAS	Flashing Arrow Signs
FDD	Final Detail Design
GRN	Government Radio Network
Health, Safety & Environment (HSE) Representative:	Nominated site management representative, responsible for establishing, implementing, and maintaining the site HSE systems and reporting on the performance of these systems to site management for review and improvement. Referred to as Environmental Management Representative and Site Safety Representative (SSR) within the Contract.
Incident	A localised event, either accidental or deliberate, may result in injury or damage to property that requires a normal response from a support agency.
IoA	Instrument of Approval
IRC	Incident Response Crew
IRP	Incident Response Procedure
ITS	Intelligent Transport Systems
IV	Independent Verifier
LRP	Local Roads Plan
METS	Motorist Emergency Telephone System
NSC	North Sydney Council
NB	Northbound
NSWFB	New South Wales Fire Brigade

OHS	Occupational Health and Safety.
Project, the	Western Harbour Tunnel and Warringah Freeway Upgrade
REMM	Revised Environmental Management Measures
ROL	Road Occupancy Licence
RtS	Western Harbour Tunnel and Warringah Freeway Upgrade Response to Submissions (September 2020)
RASS	Radar Activated Speed Sign
SCO	Sydney Coordination Office
SEARS	Secretary's Environmental Assessment Requirements
SSI	State Significant Infrastructure
SZA	Speed Zone Authorisation
SB	Southbound
SCATS	Sydney's Coordinated and Adaptive Traffic System
SPA	Sydney Project Alliance (early works contractor)
SOP	Standard Operating Procedure
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales
TTLG	Traffic and Transport Liaison Group
TMC	Transport Management Centre
TMP	Traffic Management Plan
TGS	Traffic Guidance Scheme (formerly Traffic Control Plan)
TTAMP	Traffic, Transport and Access Management Sub-Plan (this document)
TIMP	Traffic Incident Management Plan
TMO	Traffic Control Room
VMS	Variable Message Sign
VMP	Vehicle Movement Plan
VMS	Variable Message Sign
WB	Westbound
WFU	Warringah Freeway Upgrade
WHTBL	Western Harbour Tunnel and Beaches Link

Part A

1. Structure of this Plan

This Construction Traffic Management - Local Roads Plan forms part of the Project Management System (PMS). It is part of a suite of plans that together outline how the Warringah Freeway Upgrade will be managed to ensure an integrated approach to meeting contract requirements.

In addition to the Construction Traffic Management - Local Roads Plan, other Project Plans that interface with this Construction Traffic Management - Local Roads Plan include:

- WFU-TMP-PLN-000003 Site Establishment Plan.
- WFU-TMP-PLN-000159 Mount St Stage 3A.
- Incident Management Plan for Traffic.
- Construction Parking and Access Strategy.
- Traffic Management and Safety Plan.

This plan has the following structure:

Part A: Introduction (Section 1-3)	This section clearly defines: ▪ Introduction ▪ Purpose, locations and scope of works ▪ Project requirements and obligations
Part B: Local Roads	This section outlines proposed local roads for approval: • Egress route • Justification • Volumes • Swept path analysis • Pedestrian, cyclist and traffic flow safety • Dilapidation surveys • Heavy vehicles haulage monitoring and recording
Part C: Appendices	A list of appendices providing additional detail that supports this plan including: ▪ Consultation ▪ Heavy Vehicle Egress Route ▪ Local Roads Swept Path Diagrams ▪ Hazard & Risk Assessment ▪ Driver's Code of Conduct

1.1 Project Overview

Warringah Freeway Upgrade is a critical component to the Western Harbour Tunnel Program. It will enable the connection of the new WHT motorways into the existing motorway network, ensuring the WHT Program delivers its connectivity and safety benefits for public transport, freight, and private vehicle customers, while improving the journey experience for existing Warringah Freeway users.

The program of works is designed to boost transport capacity around the Harbour CBD and improve connectivity to and from the Northern Beaches – two areas of importance to Greater Sydney's future as a liveable, productive and sustainable global city. Once complete, the upgraded corridor will optimise demand across Sydney Harbour Tunnel, Sydney Harbour Bridge and Western Harbour Tunnel, enabling each to perform its intended function.

The Warringah Freeway Upgrade consists of surface road upgrades, structural works and ancillary works of an approximate four-kilometer section of the freeway corridor. The upgrade is focused on the simplification of traffic flows and wayfinding, as well as enabling works for the new WHT.

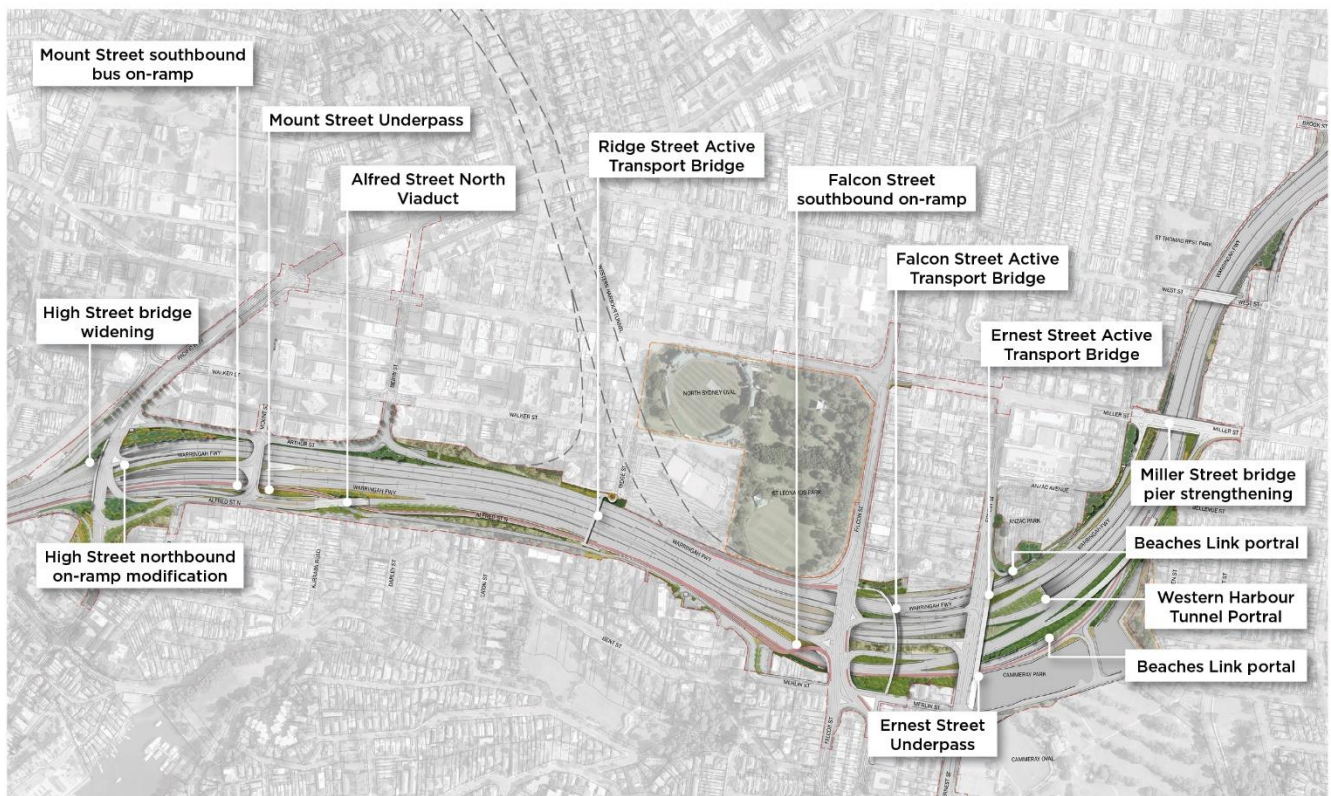


Figure 1: Warringah Freeway Upgrade Project Scope

1.2 Context and scope

This Local Roads Plan (LRP) will support the delivery program by providing a more direct egress route to the Pacific Hwy from the existing Arthur St WFU4 work site that includes the use of the local roads:

- Mount St between Arthur St and Walker St, and
- Walker St between Mount St and the Pacific Hwy.

This Local Roads Plan has been prepared to address the Minister's Conditions of Approval (CoA) as shown in Table 1 with regards to construction worksite heavy and light vehicle local road access on Mount St and Walker St.

This Local Roads Plan (LRP) describes the workability of using the proposed local roads and how CPB Contractors Downer EDI Works Joint Venture (CPBDTI) proposes to manage potential traffic impacts on Mount St and Walker St during the construction of the Mount St underpass.

Later construction stages of the Project, including operational traffic and transport impacts and operation mitigation measures, may need to be revised within the scope of this LRP, and consequently are not included within the processes contained within this LRP.

1.3 Background

The Western Harbour Tunnel and Warringah Freeway Upgrade EIS (January 2020) assessed potential traffic impacts from the construction of the Western Harbour Tunnel and Warringah Freeway Upgrade.

As part of the EIS development, detailed construction traffic and transport assessments were prepared to address the Secretary's Environmental Assessment Requirements (SEARS) issued by the Department of Planning, Housing and Infrastructure (DPHI). The traffic and transport assessments were included in Chapter 8 Construction Traffic and Transport and Appendix F Traffic and Transport Technical Paper of the EIS. Access and egress to most construction work sites would be via state and regional roads with some exceptions that are unavoidable.

1.4 Project description

CPBDTI have closed the access from Mount St onto Alfred St North (ASN) as part of Mount St Stage 3A Construction Traffic Management Plan (TMP) which allows the implementation of a crucial work site for the construction of the Mount St underpass and blocks a convenient heavy vehicle egress from the adjacent Arthur St (WFU4) work site. To improve construction vehicle accessibility from the adjacent Arthur St (WFU4) worksite, the use of Mount St and Walker St local roads is sought. This heavy vehicle route, subject to this Local Roads Plan will be in place until end of March 2026.

1.4.1 Mount St Stage 3A construction work

The construction of the Mount St underpass is on the project's critical path. Alternative program analyses have been conducted to identify other suitable shutdown periods for the construction. However, it has been determined that completing the works during alternative timeframes, such as the School Holidays or the Christmas break (e.g. December 2024 / January 2025), is not feasible.

The temporary closure of the Mount St to ASN intersection for eastbound movements offers significant program savings, reduces the number of traffic switches, and provides other cost-saving benefits for the WFU Project. These benefits are detailed in the Mount St Stage 3A Construction TMP.

1.4.2 Egress from Arthur St (WFU4) work site

Egress from the Arthur St (WFU4) work site will be by means of Arthur St which is a State Road and two local roads, Mount St and Walker St. Figure 2 shows the road classifications.

- Egress will be northbound on Arthur St, right-turn into Mount St westbound, travel westbound along Mount St, left-turn into Walker St and travel southbound along Walker St until the Pacific Hwy; and

Heavy vehicles can turn-left on the High St a State Road or right onto the Pacific Hwy a State Road.

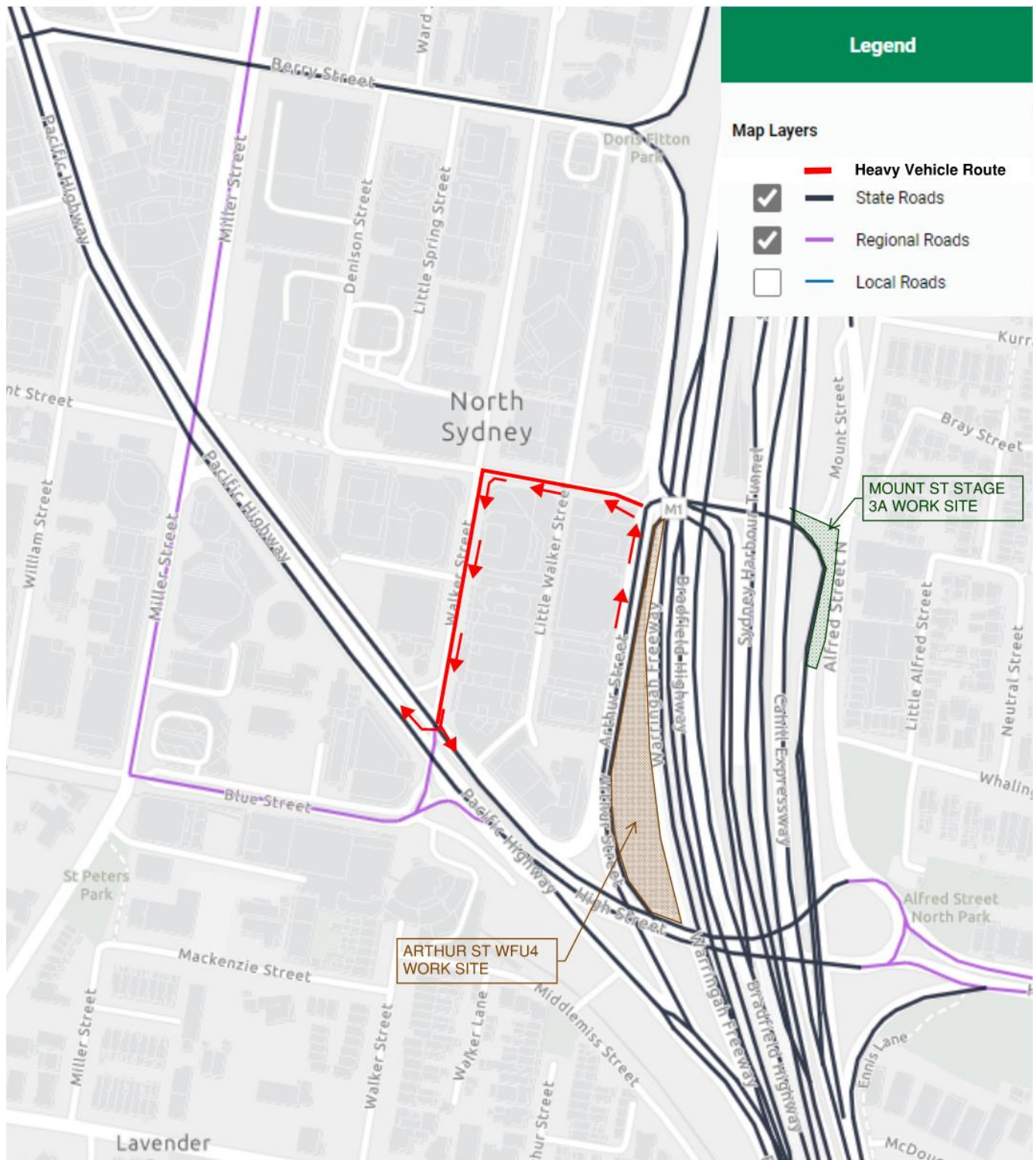


Figure 2 Road Classifications and Heavy Vehicle Egress Route

Approval is sought to use the local roads by heavy vehicles as detailed below in this Plan.

1.5 Purpose of this local roads approval

This document has been prepared to describe the workability of using the proposed local roads and how CPBDTI will comply with the requirements of CoA E132 and E133. This Document will be lodged to DPHI for approval prior to heavy vehicle (HV) use of the local roads that are the subject of this Plan.

In accordance with CoA E133, this Document will:

- Include swept path analyses for local roads that require DPHI approval;
- Demonstrate that DPHI approval of local roads nominated in this Document will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;
- Provide details related to the date of the road dilapidation survey that has been conducted for local roads that require DPHI approval;
- Detail measures that will be implemented to avoid the use of nominated local roads past schools, aged care facilities and childcare facilities during peak operation times;
- Include advice from an appropriately qualified traffic engineer regarding the suitability of nominated local roads that require DPHI approval;

In this document, references to CoA A47 and E135 are included as the roads nominated in this document will be utilised for the purpose of spoiling materials that are generated by the Project.

1.6 Objectives

The key objective of this Local Roads Plan is to describe the approach to managing traffic impacts of construction heavy and light vehicle usage on the local roads. The key objectives of this Local Roads Plan are to describe and consider the needs of all road users, pedestrians and cyclists and to ensure the safety of both workers and the general public.

To achieve these objectives, CPBDTI will implement appropriate:

- Controls and procedures during construction activities to address potential traffic impacts along the Project corridor; and
- Measures to address the relevant CoA are outlined in Table 1, and the safeguards as detailed in the EIS.

2. Environmental requirements

2.1 Minister's Conditions of Approval

This Local Roads Plan has been prepared to meet the requirements of CoA E132 and E133, and where they are addressed in this Document are shown in Table 1 - Compliance with SWTC Requirements and cross-referenced against where the CoA is addressed in this Local Roads Plan.

In accordance with CoA E132 and E133, this Local Roads Plan (LRP) will be submitted to the Planning Secretary for approval before traveling on the subject local roads. Heavy vehicle use of these roads will not commence until this LRP has been approved by the Planning Secretary.

3. Co-ordination

CPBDTI have notified North Sydney Council (NSC) by e-mail and through the NSC / CPBDTI Construction 90 Day Lookahead Interface co-ordination meetings to provide an overview of the proposed use of the local roads and to provide a forum for discussion. A copy of the WFU Mount St Stage 3A Traffic Management Plan has been sent to NSC. The Mount St to ASN closure to facilitate the construction of the Underpass was identified in the NSC / CPBDTI Construction 90 Day Lookahead Interface co-ordination September 2024 meeting before its implementation on 13 October 2024. CPBDTI have received no objection from NSC regarding the use of the local roads.

On 8 December 2025, NSC was notified regarding an extension to the local roads approval dates.

Whilst vehicles will need to detour due to the Mount St to ASN movement closure, pedestrian and cyclist access along Mount Street and ASN will be maintained throughout the construction period by redirecting them around the work site and heavy vehicle movements.

Any conflicts between construction worksite access and pedestrians will be managed by traffic controllers.

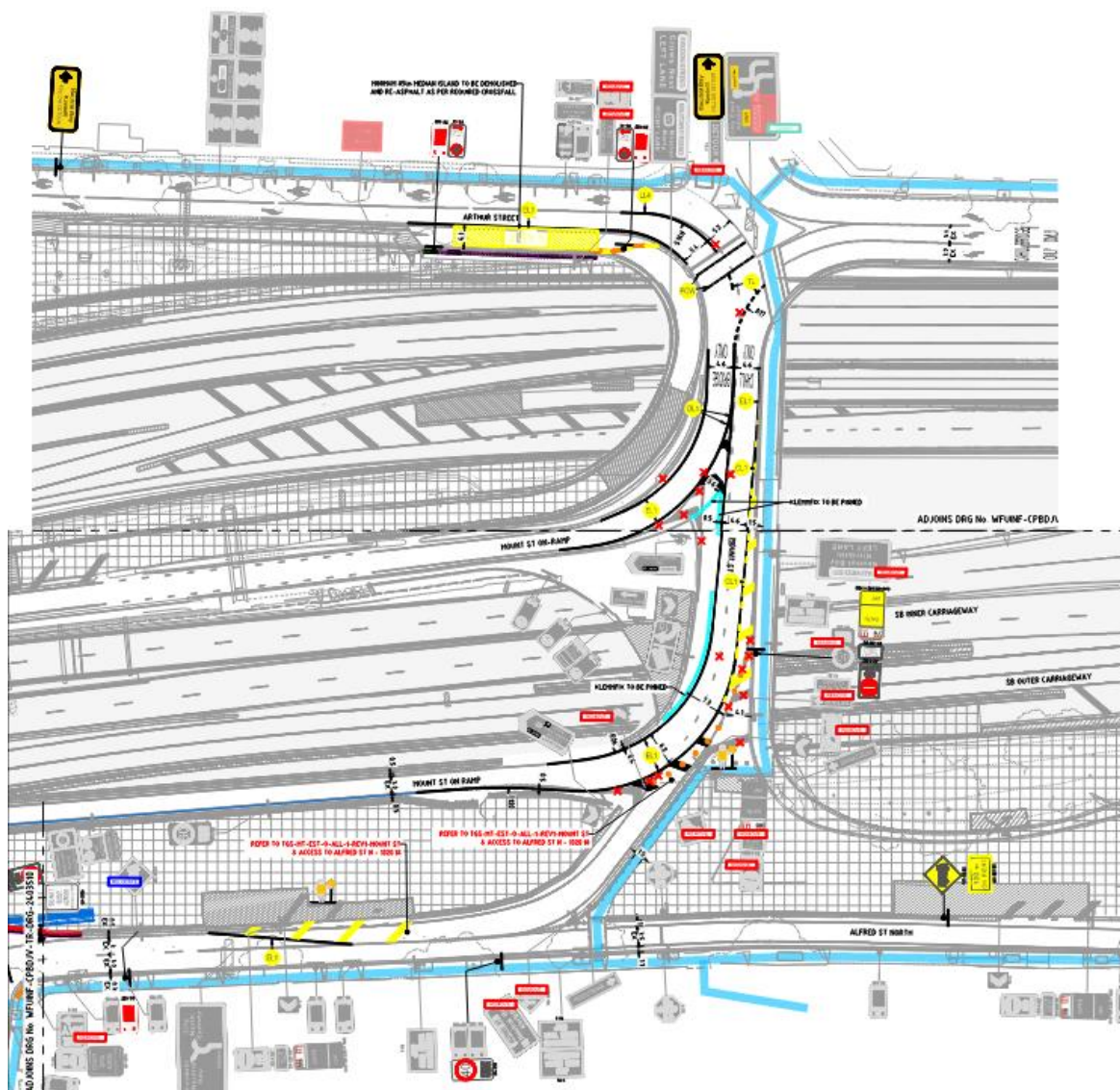


Figure 3 Pedestrian access routes Mount St to ASN

Cyclists can use Mount St bridge pathway if they dismount. CPBDTI have notified Bike North and Bicycle NSW about the proposed Mount St to ASN road access closure.

As required, stakeholder updates (including emergency service, bus operators, local schools) will be provided in line with the Community Communication Strategy (CCS) and through a range of tools outlined within the TTAMP Section 6 and Appendix A, including meetings, community updates, notifications and emails, to ensure all upcoming changes and impacts are communicated in a timely fashion.

Part B

4. Local roads proposed for approval.

4.1 Identification of local roads for approval

Local roads that require DPHI approval under CoA E132 are detailed in Table 3 and identified in Figure 4 as the red route shown.

Table 3 Local roads requiring DPHI approval under CoA132

Local Road	Direction of movement	Description of use during construction	Description of potential impacts
Mount St between Arthur St and Walker St	Westbound	WFU4 Worksite Egress	Construction vehicle route: ➤ 6m to 12. 5m SRV/MRV/HRV ➤ Franna Crane 12t ➤ Mobile Crane 25t Period of use: from the Local Roads approval date to 31/03/2026
Walker St between Mount St and the Pacific Hwy/High St	Southbound	WFU4 Worksite Egress	Construction vehicle route: ➤ 6m to 12. 5m SRV/MRV/HRV ➤ Franna Crane 12t ➤ Mobile Crane 25t Period of use: from the Local Roads approval date to 31/03/2026

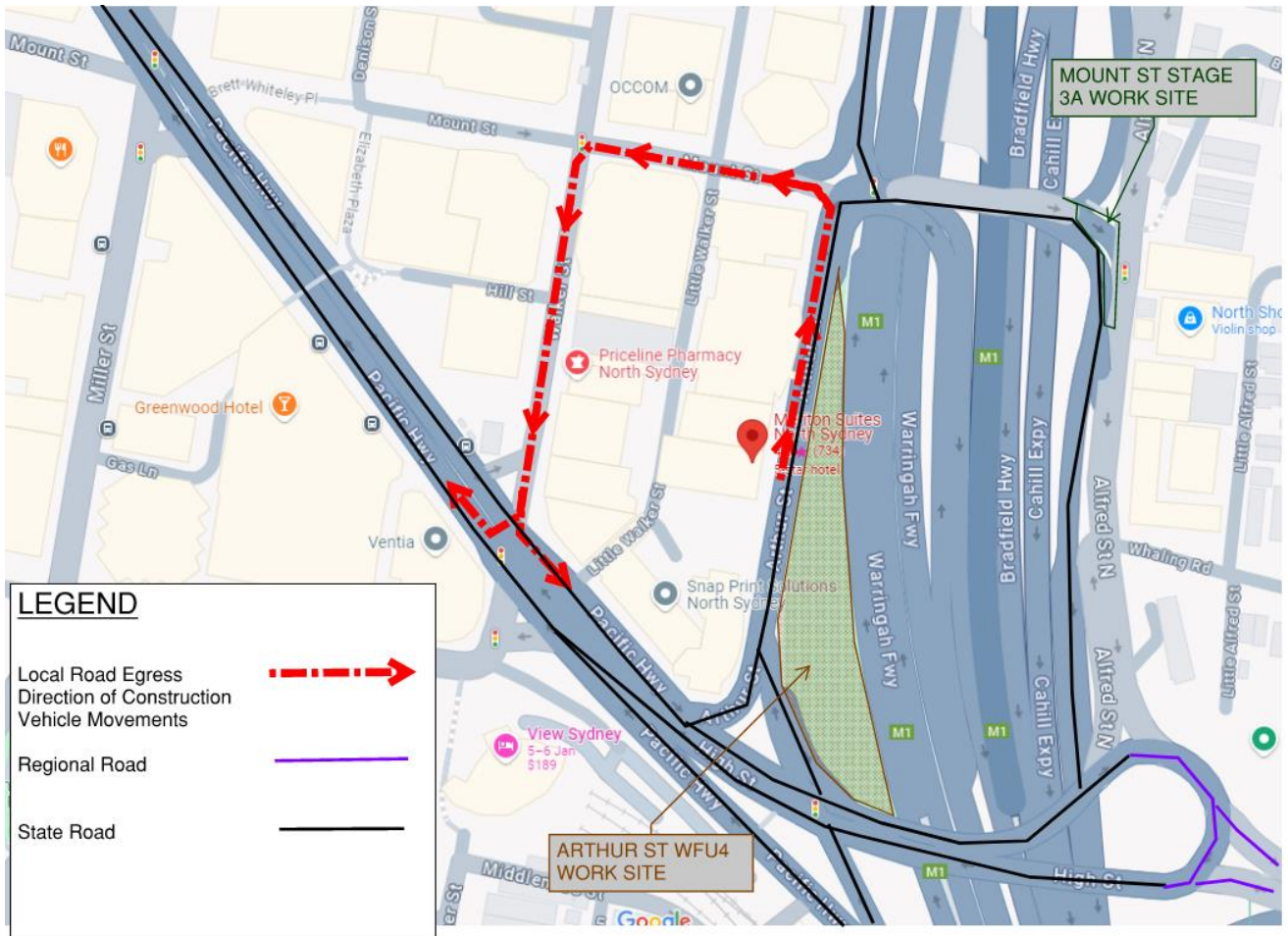


Figure 4 Local Roads Mount St and Walker St requiring approval

4.2 Other Roads

Referring to Figure 4; Arthur St is classified as a State Road, and High St is a State Road. There are no signs posted to restrict road and bridge use and, as such general access vehicles have unrestricted access on these roads.

The proposed construction heavy vehicles would include the 6m to 12.5m SRV/MRV/HRV or mobile cranes of the same size that conform to the general access vehicle mass and dimension limits that can access NSW roads. Refer to **Appendix A5**.

Provided these vehicles have current registration appropriate to the vehicle configuration or NSW Notice under HNVL, no specific access restrictions apply, and no additional permits are required to access Arthur St, High St, Mount St and Walker St.

4.3 Justification for the use of local roads

Justification for the selection of the local roads shown in Figure 4 includes:

- Avoiding heavy vehicle usage of the Cahill Expy and Bradfield Hwy southbound, northbound and over the SHB.
- Avoiding use of Sydney CBD roads to turn around.

Following the WFU Mount St Stage 3A closure, there are currently no other available routes to facilitate HV movements for vehicles exiting the WFU 4 work site and travelling to another work site related to the project

Without the required local roads, HVs must travel southbound over the SHB before turning around and returning to the project. The use of Mount St and Walker St will allow HVs to travel northbound on the Warringah Freeway, providing access to other project work sites such as High St South (WFU2), High St North (WFU3), Alfred St North constructions sites and Wicks Rd.

The local roads required for the Planning Secretary's approval will be included in the TTAMP following approval of this E132.

4.4 Proposed volumes of heavy vehicles on local roads

Proposed volumes of heavy vehicles on local roads that are assessed in this Document (shown in Figure 2) are detailed in Table 4. Movements are provided as one-way for Mount Rd and Walker St as vehicle movements are egress or outbound movements on the route. For clarity, a one-way movement for one vehicle egressing the site will be presented as 1. For example, one mobile crane egressing the site in the AM peak and egressing the site in the PM peak will be shown as 1 in the second column and 1 in the third columns in Table 4.

Table 4 Proposed total volumes of heavy vehicles on local roads

Local road	Peak vehicle movements per day (one-way movement)			Morning peak vehicle movements (6 am to 10 am one-way movements)			Evening peak vehicle movements (3 pm to 7 pm one-way movements)		
	Heavy			Heavy			Heavy		
	No.	TYPE	Size	No.	TYPE	Size	No.	TYPE	Size
Outbound via - Arthur St, Mount st & Walker st	4	SRV/MRV	6m to 8.8m	2	SRV/MRV	6m to 8.8m	2	SRV/MRV	6m to 8.8m
	2	HRV/Hiab	12.5m	1	HRV		1	HRV	
	2	Franna	12t	1	Franna	12t	1	Franna	12t
	2	Mobile crane	25t	1	Mobile crane	25t	1	Mobile crane	25t
	10			5			5		

@@ONE-WAY means an outbound trip (the vehicle does one movement) between Arthur St and the eastern end of Walker St. (i.e.,10 vehicle movements per day or 10 egress trips by a vehicle)

Daily vehicle volumes consider waste removal and material deliveries. The proposed vehicle movements are peak movements and would not be expected to occur continuously over the duration of the works.

Typical light vehicles to be used during construction will be workers' 4WD utes and small trucks less than 4.5t Gross Vehicle Mass-GVM. Typical heavy vehicles expected to be used during construction would include 6-12.5m (SRV, MRV, HRV) trucks.

Occasionally other types and size of heavy vehicles for example a 12 tonne Franna crane, 25 tonne mobile crane or Hiab will be required to egress the Arthur St work site. Their anticipated usage is outlined in Table 4.

As required the access and egress of these vehicles will be managed under TGS/ROL for the purpose of minimising local road impacts.

Where possible, deliveries will be scheduled outside of peak traffic times. Worker shift patterns will coincide with WFU project work weekday work hours.

4.5 Heavy vehicle volume cumulative impacts

For the current construction program WFU 4 is the only project work site that will be operational until March 2026 that will use Mount St between Arthur St and Walker St and, Walker St between Mount St and the Pacific Hwy/High St.

Consequently, egress of heavy construction vehicle movements from the Arthur St WFU4 work site would not overlap on Mount St and Walker St with the construction vehicle movements to and from other existing work sites. Construction vehicles exiting Alfred St North can travel westbound on High St and the Pacific Hwy.

Mount St and Walker St form part of the urban road network that is inter-connected by Arthur /Mount St signalised intersection, the Mount St/ Walker St signalised intersection and, Walker St/Pacific Hwy/High St signalised intersection.

These intersections manage the road network traffic flow conditions, enabling the mix of the general vehicle traffic and construction vehicle traffic volumes on Mount St and Walker St. Observation indicates that the traffic flow conditions at these intersections are satisfactory i.e., operating below capacity with tolerable delays and some queuing. The Walker St and Mount St construction traffic volumes using the road network will be light and intermittent and, are therefore not be expected to adversely impact on the connecting intersections traffic flow conditions.

Where reasonable and feasible construction traffic movements would be minimised during peak periods and CPBDTI will not schedule deliveries to site during peak traffic times. A Vehicle Movement Plan has been prepared for the TMP.

5. Local roads assessment

5.1 Swept path analysis

As required by CoA E133(a), swept paths have been prepared for all local roads requiring DPHI approval. The swept path analysis has been carried out for the largest vehicles accessing the local road under this approval.

Swept path diagrams are provided in Appendix A2 for the 6-12.5m single unit trucks (SRV/MRV/HRV).

The swept paths are provided in Appendix A2 and detailed comments are provided in Table 5.

Table 5 Summary of swept path analysis

Local Road	Drawing number in Appendix A2	Can 6.4m,8.8 m or 12.5m SUT, manoeuvre without encroaching on existing kerbs, traffic management/traffic control devices, or on-street parking spaces?	Additional comments
Arthur St / Mount St signalised intersection (left-turn WB)	Drawing: #4001086, #4001088	6-8.8m SU Truck (includes Franna or Hiab and mobile Crane) – Yes	N/A
	Drawing #4001090,	12.5m SU Truck– No	Left-turn WB, minor encroachment onto edge of the Mount St central mountable median
Mount St – Arthur St to Walker St (Through WB)	Drawing #4001086, #4001087 #4001088, #4001089	6-8.8m SU Truck (includes Franna or Hiab and mobile Crane)– Yes	N/A
	Drawing: #4001090,#4001091	12.5m SU Truck – Yes	N/A
Mount St / Walker St signalised intersection (Left-turn SB)	Drawing #4001087,#4001089	6-8.8m S U Truck includes Franna or Hiab and mobile Crane) – Yes	N/A
	Drawing #4001091,	12.5m SU Truck –LT Yes	N/A
Walker St - Mount St to Pacific Hwy (Through SB)	Drawing #4001087,#4001089,	6-8.8 m S U Truck (includes Franna or Hiab and mobile Crane) – Yes	N/A
	Drawing #4001091,	12.5m SU Truck – Yes	N/A
Walker St /Pacific Hwy (Right -turn WB)	Drawing #4001091,	6-8.8 m SU Truck (includes Franna or Hiab and mobile Crane) – Yes	N/A
	Drawing #4001091,	12.5m SU Truck – Yes	N/A

Note: SRV - 6.4m SU Truck, MRV – 8.8m SU Truck and HRV -12.5m SU Truck

5.2 Encroachment & parking for egress

Construction Vehicle Egress

There is minor vehicle median encroachment for the left-turn WB from Arthur St onto Mount St by a 12.5m SU truck. Refer to Drawing #4001090 in Appendix A2.

There are no identified manoeuvre restrictions by the use of a 6m-12.5m SU Trucks, including Franna or Hiab and mobile Crane of the same length for Mount St WB, the left-turn from Mount St onto Walker St SB, Walker St SB and the left-turn or right-turn from Walker St onto the Pacific Hwy.

Parking

There is no impact on parking.

5.3 Key Hazards and Risks Assessment

As required by CoA E133(b), a pedestrian, cyclist and two-way traffic flow safety risk assessment has been undertaken to demonstrate that the use of local roads by heavy vehicles will not compromise pedestrian, cyclist and two-way traffic flow safety.

Existing potential hazards to pedestrians, cyclists, one -way and two-way traffic were identified during site inspections. These were assessed against a risk matrix. The risks of these potential hazards were then reassessed, taking into consideration the use of local roads by heavy vehicles.

The methodology of identifying hazards and assessing their level of risk is similar to that undertaken for road safety audits. The risk assessment system is the easiest means of identifying the level of risk associated with any given hazard. The risk assessment system is outlined in **Appendix A3**.

The pedestrian, cyclist, one -way and two-way traffic flow safety risk assessment is detailed in Table 8 below. Potential hazards to pedestrians, cyclists and vehicles were identified with respect to traveling on, crossing, and manoeuvring on the Mount St and Walker St access and egress route. There is no existing formalised cycle route on Mount St and Walker St.

The results of the safety risk assessment demonstrate that the use of local roads by heavy vehicles will not have an impact on pedestrians, cyclists and two-way traffic flow safety as indicated by the revised level of risk being the same as the existing level of risk for all identified potential hazards.

Table 6 Pedestrian, cyclist and two-way traffic flow safety risk assessment

Location	Description of existing hazard	Existing conditions			Use of local roads by heavy vehicles			
		Crash frequency	Crash severity	Level of risk	Mitigating factors	Revised crash frequency	Revised crash severity	Revised level of risk
Arthur St / Mount St intersection (left-turn into slip Lane WB)	There is the potential for conflict between vehicle turning left and through vehicles (same direction - left rear end and lane change left)	Improbable	Minor	Low	- The existing 40 km/h posted speed limit. - Inter-visibility between road users. - Mutual-visibility for the low-speed environment and sight distance between road users. - Roadway NB lane separation define traffic lanes providing a clear - Driver induction process to include safety awareness in relation to all road users' path of travel.	Improbable	Minor	Low

Location	Description of existing hazard	Existing conditions			Use of local roads by heavy vehicles			
		Crash frequency	Crash severity	Level of risk	Mitigating factors	Revised crash frequency	Revised crash severity	Revised level of risk
Arthur St / Mount St intersection (left-turn slip Lane WB)	There is a potential for conflict between pedestrians-vehicles doing the left-turn SB from Arthur St – (cross near side , cross far side and on median)	Improbable	Minor	Low	- Formalised zebra pedestrian crossing facility with conventional footway area for pedestrians to stand while selecting a safe gap in the traffic flow to cross the slip lane marked pedestrian crossing. - Pedestrians are enabled by marked crossing facilities and a short width single traffic lane to cross. - Pedestrian crossing facilities include sign posted with pedestrian cross warning sign. Pavement zebra bars are visible - ARR rules requires drivers to give way to pedestrians on the pedestrian crossing. - The existing 40 km/h posted speed limit. - Inter-visibility between road users. - Driver induction process to include safety awareness in relation to all road users.	Improbable	Minor	Low

Location	Description of existing hazard	Existing conditions			Use of local roads by heavy vehicles			
		Crash frequency	Crash severity	Level of risk	Mitigating factors	Revised crash frequency	Revised crash severity	Revised level of risk
Mount St/Little Walker St intersection (WB straight through and left-turn or right-turn WB onto Mount St)	There is a potential for conflict between <i>vehicle - vehicle and vehicle - cyclists (through and adjacent direction, and same direction)</i>	Improbable	Minor	Low	- Inter-visibility between road users due to straight vertical and horizontal alignment. - Mutual-visibility for the low-speed environment and sight distance between road users. - The existing 40 km/h posted speed limit. - Driver induction process to include safety awareness in relation to all road users	Improbable	Minor	Low
Mount St – Arthur St to Walker St (Through WB)	There is the potential for conflict between: <i>through vehicles and cyclist travelling along Mount St (same direction -rear end, lane side swipe left or right, lane change left or right)</i> <i>through vehicles and cyclists and</i>	Improbable	Minor	Low	- Low existing 40-km/h posted speed limit. - Mutual-visibility for the low-speed environment and sight distance between road users. - Variable 3.0m to 8.5m wide traffic lane westbound with a dedicated 2.3m wide parking lane providing clearance between vehicle-vehicle, cyclist - vehicles and vehicle-driver & cyclist-driver and clear path of travel	Improbable	Minor	Low

Location	Description of existing hazard	Existing conditions			Use of local roads by heavy vehicles			
		Crash frequency	Crash severity	Level of risk	Mitigating factors	Revised crash frequency	Revised crash severity	Revised level of risk
	<i>vehicles parking, unparking, drivers entering & exiting their vehicle, vehicle exiting/entering access lane or driveway (on path, manoeuvring, same direction, adjacent direction)</i> <i>through vehicles and pedestrians randomly crossing on Mount St. (far side, emerging and near side)</i>				- Formalised pedestrian crossing facilities are accessible at Arthur St and Mount St, and Mount St and Walker St and - Driver induction process to include safety awareness in relation to all road users			
Mount St / Walker St signalised intersection (Left-turn SB & right-turn SB)	There is potential for conflict between a vehicle or cyclist and pedestrians doing left or right turn at signalised pedestrian crossing	Improbable	Minor	Low	- Pedestrian crossing facilities provided on intersection desire lines. - Signalised pedestrian crossing facility with pedestrian walk phase, separating pedestrian and	Improbable	Minor	Low

Location	Description of existing hazard	Existing conditions			Use of local roads by heavy vehicles			
		Crash frequency	Crash severity	Level of risk	Mitigating factors	Revised crash frequency	Revised crash severity	Revised level of risk
					vehicle movements - Conventional footway area for pedestrians to stand while waiting to cross roadway - Existing 40-km/h posted speed limit. - Mutual visibility between vehicle driver and near and far side pedestrians waiting to cross and approaching driver. - ARR rules requires drivers to obey traffic light signals			
Walker St - Mount St to Pacific Hwy (Through SB)	There is the potential for conflict between: through vehicles and cyclist travelling along Walker St (same direction -rear end, lane side swipe left or right, lane change left or	Improbable	Minor	Low	- Low speed limit (40km/hr) due to short road segment - Low volume of vehicles and cyclists - Low volume of pedestrians - Mutual-visibility for the low-speed environment and sight distance	Improbable	Minor	Low

Location	Description of existing hazard	Existing conditions			Use of local roads by heavy vehicles			
		Crash frequency	Crash severity	Level of risk	Mitigating factors	Revised crash frequency	Revised crash severity	Revised level of risk
	right) - through vehicles and cyclists and vehicles parking, unparking, drivers entering & exiting their vehicle, vehicle exiting/entering access lane or driveway (on path, manoeuvring, same direction, adjacent direction) - through vehicles and pedestrians randomly crossing on Walker St. (far side, emerging and near side)				between road users. - Driver induction process to include safety awareness in relation to all road users. - Formalised longitudinal pedestrian pathways			

Location	Description of existing hazard	Existing conditions			Use of local roads by heavy vehicles			
		Crash frequency	Crash severity	Level of risk	Mitigating factors	Revised crash frequency	Revised crash severity	Revised level of risk
Walker St /Pacific Hwy (Right -turn WB) Walker St /Pacific Hwy (Left-turn EB)	There is a potential conflict between vehicles or pedestrians and cyclists doing the left or right at the Pacific Hwy	Improbable	Minor	Low	• Pedestrian crossing facilities provided on intersection desire lines. • Signalised pedestrian crossing facility with pedestrian walk phase, separating pedestrian and vehicle movements • Conventional footway area for pedestrians to stand while waiting to cross roadway • Right and left-turn turning paths restricts vehicle speed to less than 40km/hr. • Mutual visibility between vehicle driver and near and far side pedestrians waiting to cross and approaching driver. • ARR rules requires drivers to obey traffic light signals.	Improbable	Minor	Low

5.4 Explanation of Key Hazards and Risk Areas Assessment

Table 7 evaluates the hazards and risks along Mount St and Walker St. The evaluation carries out a crash risk assessment comparison for pedestrians, cyclists and vehicles potential conflicts **without** the 6-12.5m SRV/MRV vehicles and **with** 6-12.5m SRV/MRV/HRV vehicles.

The road users crash assessment indicates that the likely level of risk without or with the construction heavy vehicles remains the same but identifies one potential conflict situation. The 12.5m HRV has a minor encroachment on the southeastern corner of the central median which separates the left-turn and right-turn slip lane vehicle movements from Arthur St onto Mount St, and the Arthur St/Mount St intersection north-south pedestrian movements. As a precaution plastic water filled barriers will be placed on the southeastern corner of the median to separate vehicle-pedestrian movements and direct pedestrian movements to the zebra pedestrian crossing.

Observations on site indicate that the road environment has the characteristic which supports, and the swept path analysis confirms that the construction vehicles (6-12.5m SRV/MRV/HRV) can occupy and travel on Mount St and Walker St and in accordance with the road regulations.

The prevailing traffic conditions with the introduction of heavy vehicles is workable, and the likely level of risk is the same for 'without' SRV/MRV/HRV and 'with' SRV/MRV/HRV use of the local roads.

A summary of the risk assessment and mitigation strategies/approach to ensure the proposal will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways (CoA E133(b)) is as follows:

- There are no changes to the Mount St and Walker St roadway traffic lanes or traffic management. There are existing road traffic management arrangements (e.g., width of road, pavement markings, line marking, centre of road median intersection controls and traffic lights) that facilitate the one-way traffic flow on Mount St WB and two-way traffic flow on Walker St. Road users retain, and heavy vehicle drivers can use the road environment features and the visual cues to safely travel on Mount St and Walker St.
- The pedestrian footways and pedestrian crossing arrangement allocate right of way and provide controls to achieve an acceptable level of risk for pedestrians. The existing traffic management on the median southeastern corner of the Arthur St left-turn slip lane will be supplemented with plastic water filled barriers to direct pedestrians to use the existing zebra pedestrian crossing.
- Pedestrian crossing warning signs and cyclist crossing warning sign at the point of entry to Mount St, and the pavement markings and traffic lights at the Mount St and Walker St intersection make drivers aware of the usual road user daily activity.
- The roadway formation, on-road control devices and road rules support the safety of pedestrians and cyclists in the one -way and two-way traffic flow by limiting existing speed limit of 25-40km/hr
- CPBDTI has developed a Driver's Code of Conduct for the Early Establishment works (refer to Appendix A4) that define driver speed behaviour.
- The pavement condition assessment indicated no serious pavement degradation and that the pavement was in a functional state. With the addition of heavy vehicles, there will be a small incremental increase in the heavy vehicle traffic volumes on Mount St and Walker St that may

adversely influence the pavement life. Mount St and Walker St are not subject to any load limit restrictions. The additional traffic loading may contribute to some minor localised pavement damage that CPBDTI will rectify in a timely manner.

5.5 CoA E133(b) Demonstrated Safety on Local Roads

A closer examination of the road user's use of the road environment with SRV/ MRV/HRV shows that the 'with construction vehicles' will not compromise the safety of pedestrians, cyclists or the safety on Mount St one-way traffic flow, one-way roadway and Walker St two-way traffic flow, two-way roadway.

5.5.1 Pedestrians

There is no change to the pedestrian routes on Mount St and Walker St. Pedestrians will continue to use the existing footways, verge and designated crossing points as per the existing allocated right of way.

The roadway horizontal and vertical alignments afford inter-visibility between pedestrians and drivers which allow pedestrians to find suitable gaps in the traffic flow. The road pedestrian facilities on Mount St and Arthur St intersection, and Walker St and Mount St intersection provide the means to negotiate and cross the roadway safely with security and minimal delay.

Due to a slight encroachment by the 12.5m HRV over the southeastern corner of the Mount St left-turn slip lane median, plastic water filled barriers will be placed on the southeastern corner of the median to manage vehicle -pedestrian movements, and direct pedestrian movements to the zebra pedestrian crossing.

With the addition of heavy vehicles, traffic flows remain light. Pedestrians will continue to use the existing footways and designated crossing locations without noticeable change to their exposure to the one-way and two-way traffic flow.

5.5.2 Cyclists

In accordance with the Australian Roads Rules Division 2, Rule 15 a bicycle is classified as a vehicle, and cyclists and vehicles have an equal right-of-way on the road and share the road space.

Mount St and Walker St are not popular cyclists' routes. On-road cyclists would continue to share the Mount St one way roadway and Walker St two-way roadway with the general traffic and construction vehicles, and on approach and departure at the intersecting roads.

Cyclists traffic management (signs and line marking) is not evident except for the solo cyclist crossing warning sign at the eastern end of Mount St. Cyclists will continue to use the roadway in the same way that they have in the past and share the on-road traffic management conditions

The Mount St and Walker St roadway gradients, level asphalt surface and inter-visibility supports the safe travel of cyclists in the managed one-way and two-way road traffic flow.

5.5.3 Safety of two-way traffic flow on two-way roadways

5.5.3.1 Roadway Traffic Management

There are no changes to the Mount St and Walker St roadway traffic lanes or traffic management.

Mount St is a one-way local road with regulatory traffic management signs to provide for through one-way traffic flow WB with 2.3m wide kerb side parking on the southern and northern side of the road carriageway. Little Walker St intersects Mount St mid-block.

Westbound the Arthur St left, and right turn slip lanes join to form a single 8.5 m wide through traffic lane up to Little Walker St. From Little Walker St, 2- traffic lanes and the kerb side parking continue which widens to 3 – traffic lanes on approach to Walker St with full time No Stopping restrictions.

Walker St is an undivided nominal 13m wide carriageway that permits two-way traffic flow, a single traffic in each direction south of Mount St and parking lanes on both sides of the road carriageway.

A comparison between Austroads standard lane widths and Mount St and Walker St road user lane widths shown in Table 8 indicates that the road user lane widths are consistent with the Austroads standards.

Table 7 Widths of two-way roadway elements

Road User Lane	Austroads	Mount St	Walker St
	Standard Width Range	Arthur St to Walker St	Mount St to Pacific Hwy
Traffic Lane	2.8- 3.7m	Variable 3.0m to 8.5m #	2.6m
Parking Lane ✓ Parallel	2.0 - 2.3m	2.3m	2.3m

The 8.5m traffic accommodates and separates the merging of the left and right slip lanes exiting Arthur St into Mount St.

The road carriageway traffic lane widths on Mount St permit heavy vehicle to pass same direction and parked vehicles, therefore, maintaining one-way traffic flow.

Likewise, the road carriageway traffic lane widths on Walker St permit heavy vehicles to pass oncoming opposing and parked vehicles.

The traffic lane widths maintain the one-way and two-way traffic flow.

5.5.3.2 Safe Urban Two-way Road Environment.

A site inspection and review of the Mount St and Walker St road environment (i.e., road carriageway, vertical and horizontal road geometry, traffic volumes, parking and shared lane widths, medians, inter-visibility, intersection controls, formed footways, pedestrian crossing locations, local area traffic management, road delineation, road and wayfinding signage and street lighting) indicate that the road environment features are consistent with a functionally safe urban road environment. This functionality on Mount St and Walker St enables road users and the heavy vehicle drivers to manoeuvre and use the visual cues to safely travel along and negotiate the two-way road environment.

5.5.3.3 Travel Speed

The speed at which a vehicle may be driven on roads is restricted to improve the safety of motorists, cyclists and pedestrians. Mount St and Walker St are a 40km/hr (High Pedestrian Activity) speed zones which are defined by posted advanced regulatory and 40 km/hr pavement patches.

- On Walker St SB, 30m south of Berry St and on Walker St NB, 30m north of Pacific Hwy.
- On Arthur St NB , 60m north of Pacific Hwy/High St and Arthur St SB, 60m south of Little Walker St.

Heavy vehicles will be subject to the existing speed management conditions. The heavy vehicles due to their variable load, speed and acceleration characteristics on downhill or uphill two-way local road segments will travel at or below the speed environment of 25-50km/hr during. CPBDTI has developed a Driver's Code of Conduct (refer to Appendix A4) that define driver speed behaviour. This Code of Conduct will be included in the site mobilisation induction, reiterated at shift toolbox sessions, and will also be provided to all sub-contractors and delivery drivers.

5.5.3.4 Road Pavement

Mount St and Walker St are North Sydney Council roads and CPBDTI have formally notified TfNSW to undertake the required road dilapidation survey and report for Mount St and Walker St. The road dilapidation survey and report has been undertaken and provided to NSC. A site inspection and visual assessment of the pavement's condition state (e.g., surface distress like rutting and cracking) as outlined in Austroads was undertaken. The site inspection indicated no serious pavement degradation and that the pavement was in a functional state. Mount St and Walker St are not subject to any sign-posted load limit restrictions. With the addition of repetitive heavy vehicle movements, the additional traffic loading may contribute to some minor localised pavement damage that CPBDTI will repair and restore in a timely manner.

Repair and restore

In accordance with CoA E137, if damage to roads occurs as a result of the construction site works, CPBDTI will either (at the relevant road authority's discretion):

- Compensate the relevant road authority for the damage so caused; or
- Rectify the damage to restore the road to at least the condition it was in pre-works as identified in the road dilapidation reports.

CPBDTI will obtain the necessary approvals and concurrence of the relevant road authority, prior to conducting any works on the road or the road reserve.

A Road Occupancy Licence (ROL) will be obtained for work which:

- Slows, stop, or otherwise delays or affects the normal flow of traffic.
- Diverts traffic from its normal course along the road, including lane closures and detours.
- Occupies any portion of the road-related area, including the footpath that is normally available for vehicular, pedestrian, or bicycle movement.

The ROL will be obtained prior to the commencement of any works on or near a State Road except

in the case of an emergency, or when directed by Police or Emergency services. ROL applications will be submitted in accordance with Road Occupancy Licensing Guidelines to the Traffic Management Centre (TMC).

5.6 CoA E133(d) Use of Roads Past Sensitive Land uses

Figure 5 shows the local roads providing access and egress and the location of land uses nearby the Walker St work site.

There are no sensitive land uses (childcare, schools or aged care facilities) located on Mount St and Walker St.

As heavy vehicle movements are relatively low and no sensitive land uses are located nearby Mount St and Walker St it is expected that the use of these local roads will have no impact sensitive land uses.

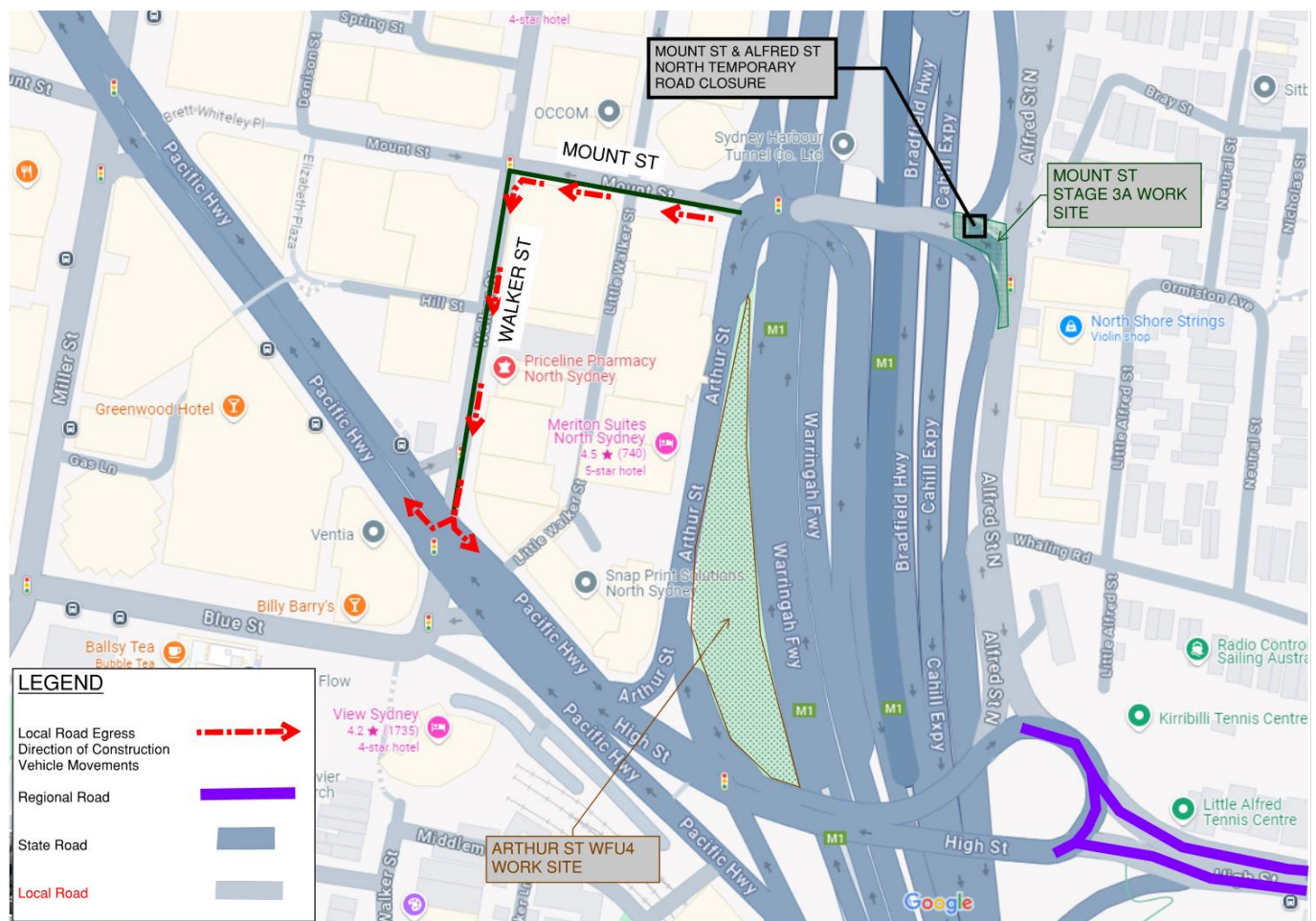


Figure 5 Local Roads & Land uses nearby Walker St and Mount St

6. Details of road dilapidation surveys undertaken

As required by CoA E133(c), road dilapidation surveys have been undertaken on the local roads; Mount St and Walker St, requiring DPHI approval. The dilapidation survey and report was provided to North Sydney Council for information in accordance with CoA E136.

7. Heavy vehicles haulage monitoring and recording

For the purposes of keeping track of the locations of all heavy vehicles used for spoil haulage, CPBDTI will employ Virtual Superintendent a cloud-based reporting software used for construction.

The Virtual Superintendent collects data from on-machine devices, a mobile app or sensors which integrate with other software applications, and tracks and gives a detailed view of heavy vehicle movements. The software functions will identify vehicles, monitor them in real-time their location and record heavy vehicle spoil haulage movements on the road network.

The geospatial database allows the information to be stored electronically and made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one year following the completion of construction.

In accordance with the Minister's Condition of Approval A47 of SSI 8863 CPBDTI all heavy vehicles used for spoil haulage will be marked on the side and rear of the vehicle with the project name and SSI number to enable immediate identification by a person viewing the heavy vehicle. SSI identification markings were submitted and approved on 15 August 2022.

8. Mitigation measures

To mitigate any potential impacts:

- Access and egress will be during approved project work hours, 7:00am to 6:00pm Monday to Friday and 8:00am – 6:00pm Saturday, and approved OOH work times
- Heavy vehicles egressing the Arthur St (WFU4) work site will be required to travel west on Mount St and south on Walker St. Only the 6-12.5m including the occasional Franna or Hiab and mobile crane heavy vehicles will egress Arthur St NB St via Mount St (WB) and Walker St(SB). This arrangement has been included in the VMP for the construction worksite;
- The Vehicle Movement Plan which will show the access and egress routes, and vehicle sizes to and from the Arthur St work site will be issued to all subcontractors as part of contract documentation upon engagement. Signage will also be installed along approved access and egress route to guide heavy vehicle drivers;
- As a behavioural deterrent, CPBDTI will monitor truck movements in real-time by Virtual Superintendent. Truck drivers will be subject to disciplinary action as outlined in the Drivers Code of Conduct.
- The driver induction process will include safety awareness in relation to all road users (including pedestrians, aged pedestrians and cyclists) and the strict requirement to obey all road rules and to travel only on approved roads.
- Implementation of a Driver's Code of Conduct (refer to Appendix A4)

- Community and stakeholder notification will be undertaken via fact sheets showing the Arthur St construction worksite heavy vehicle access and egress routes, as well as pedestrian and cyclist routes around the Arthur St construction work site.
- Regular monitoring of mitigation measures for compliance and effectiveness will be undertaken (refer to Section 5.1.4 of the TTMP). Further detail on regular inspections is detailed in Section 8.1 below.

8.1 Inspections

In accordance with Section 6.3 of the TTAMP CPBDTI will undertake regular inspections to ensure the safety of all traffic movements, as well as the wellbeing of pedestrians, cyclists, drivers and property through and surrounding all worksites. The responsibility and frequency of inspections are stipulated in Section 6.1 of the TfNSW Traffic Control at Worksites Manual.

These regular inspections will also verify the on-street parking commitments established by the 'Driver Code of Conduct'.

Three main types of inspections and records will occur:

- Inspections of short-term (single shift) traffic controls during the shift
- Regular daytime inspections of long-term traffic controls after implementation
- Regular night-time inspections of long-term traffic controls after implementation.

Pre-opening inspections will be carried out by the Traffic Manager before the start of each new temporary roadwork site or major modification.

Any signage or devices identified during the checks or audits requiring attention will either be rectified at the time or advised to the Traffic Manager during that shift for follow-up and corrective action.

Part C

Appendices

Appendix A1 Advice regarding the suitability of local roads as proposed heavy vehicle routes

MEMORANDUM

CPBDTI Warringah Freeway Upgrade Mount St to Alfred St North Access Closure

Memo Title	Suitability of proposed heavy vehicle routes on local roads
Recipient	CPBDTI
Prepared by	Denis Fung
Revision	A
Date	26 November 2024

I. Introduction

This memo provides advice on the suitability of proposed heavy vehicle route via Mount St and Walker St for the Arthur St (WFU4) construction worksite that includes:

- the previously established Arthur St (WFU4) work site; and
- staging of the construction work over the duration of the project.

In accordance with the NSW Minister for Planning and Public Space's Conditions of Approval (CoA) E133(e), the advice is based on Revision A of this CoA E132 – Local Roads (Warringah Freeway Upgrade Mount St to Alfred St North Access Closure) document that describes the access and egress movements of the 6m to 12.5m SRV/MRV/HRV construction vehicles on local roads during approved project work hours, 7:00am to 6:00pm Monday to Friday and 8:00am – 6:00pm Saturday, and approved OOH work times and nights under OOH permit during the WFU project for outbound (egress) construction vehicle movements;

II. Assessment

The following local roads were assessed for their suitability as proposed heavy vehicle routes:

- Arthur St northbound between High St and Mount St;
- Left-turn from Arthur St into Mount St;
- Mount St westbound between Arthur St and Walker St;
- Signalised intersection of Mount St and Walker St – left-turn from Mount St into Walker St southbound,
- Walker St southbound between Mount St and Pacific Hwy and High St
- Signalised intersection of Walker St and Pacific Hwy - left or right turn from Mount St southbound into High St and Pacific Hwy, respectively.

Items that were considered in the assessment include:

- CoA E133: All requests to the Planning Secretary under Condition E132 must include the following:
 - CoA E133(a): include a swept path analysis
 - CoA E133(b): demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways.

MEMORANDUM

CPBDTI Warringah Freeway Upgrade Mount St to Alfred St North Access Closure

- CoA E133(c): provide details as to the date of completion of the road dilapidation surveys for the subject local roads.
- CoA E133(d): measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and childcare facilities during their peak operation times.

Taking into account CoA E133(a), CoA E133(b), CoA E133(c) and CoA E133(d), it is considered that all local roads that were assessed are suitable as proposed heavy vehicle routes with proposed traffic controls.

III. Formal statement

This assessment has been undertaken by Denis Fung, who is an appropriately qualified professional from the DTInfrastructure.

Denis Fung is a Traffic manager and traffic and transport engineer with over 20 years of experience. He has a broad range of skills that enable him to analyse complex problems and develop innovative solutions. He has demonstrated these skills in major projects involving public transport planning, traffic engineering, traffic and transport management, traffic impact assessments, road user safety and road safety auditing. He has traffic and transport technical lead for projects including Sydney Metro, WestConnex Stage 3A, and The Northern Road 3 upgrade.

This assessment has been undertaken for the sole purpose of providing advice on the suitability of proposed heavy vehicle egress route via Arthur St left-turn into Mount St, Mount St between Arthur St and Walker St, and Walker St between Mount St and the Pacific Hwy/High St and the left or right turn from Walker St into High St and Pacific Hwy, respectively for the currently established WFU4 construction worksite in accordance with the NSW Minister for Planning and Public Space's Conditions of Approval (CoA) E133(e), including:

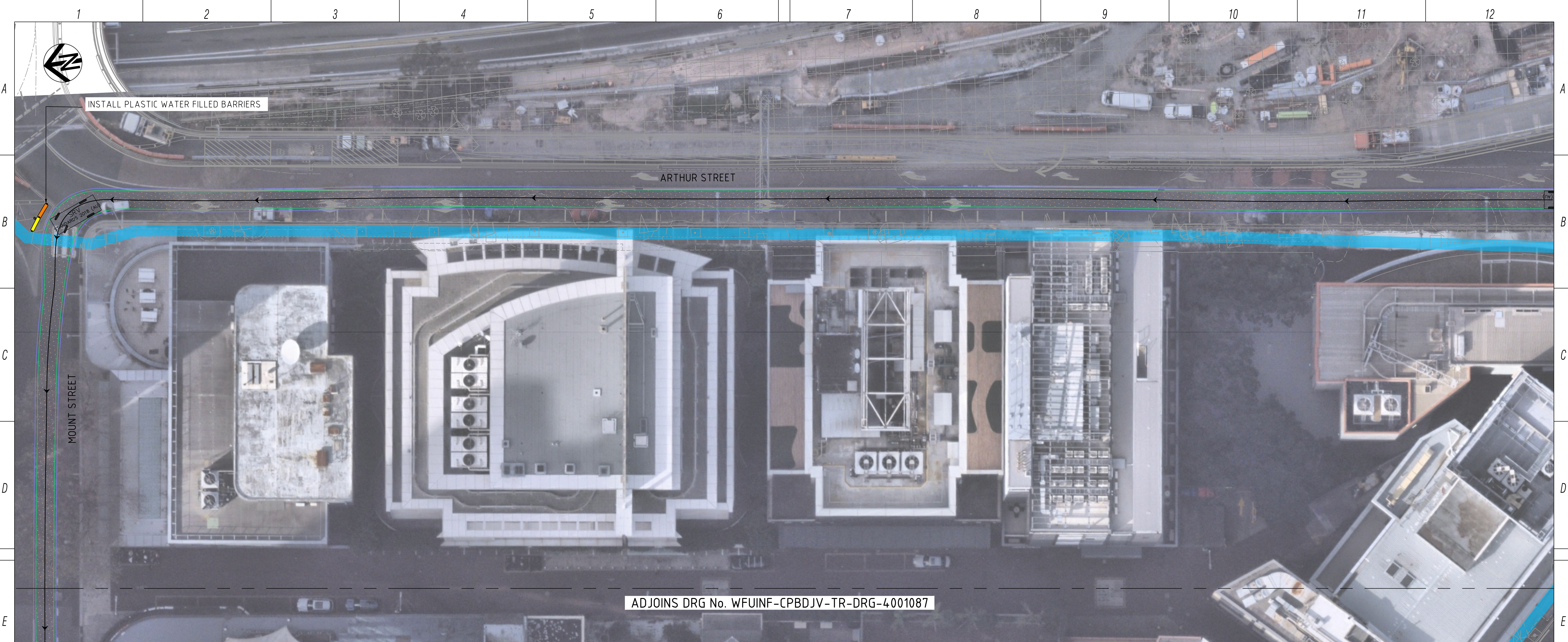
- the previously established Arthur St (WFU4) work site; and
- the planned staging of the construction work over the duration of the project.



Denis Fung
Traffic Manager

26.11.2024

Appendix A2 Swept path diagrams



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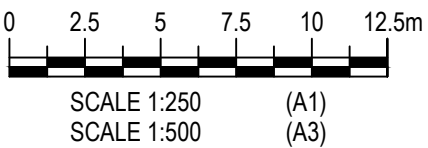


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DESIGN CHECK	GRETCHEN PANIEL	04.11.2024
APPROVED	DENIS FUNG	04.11.2024

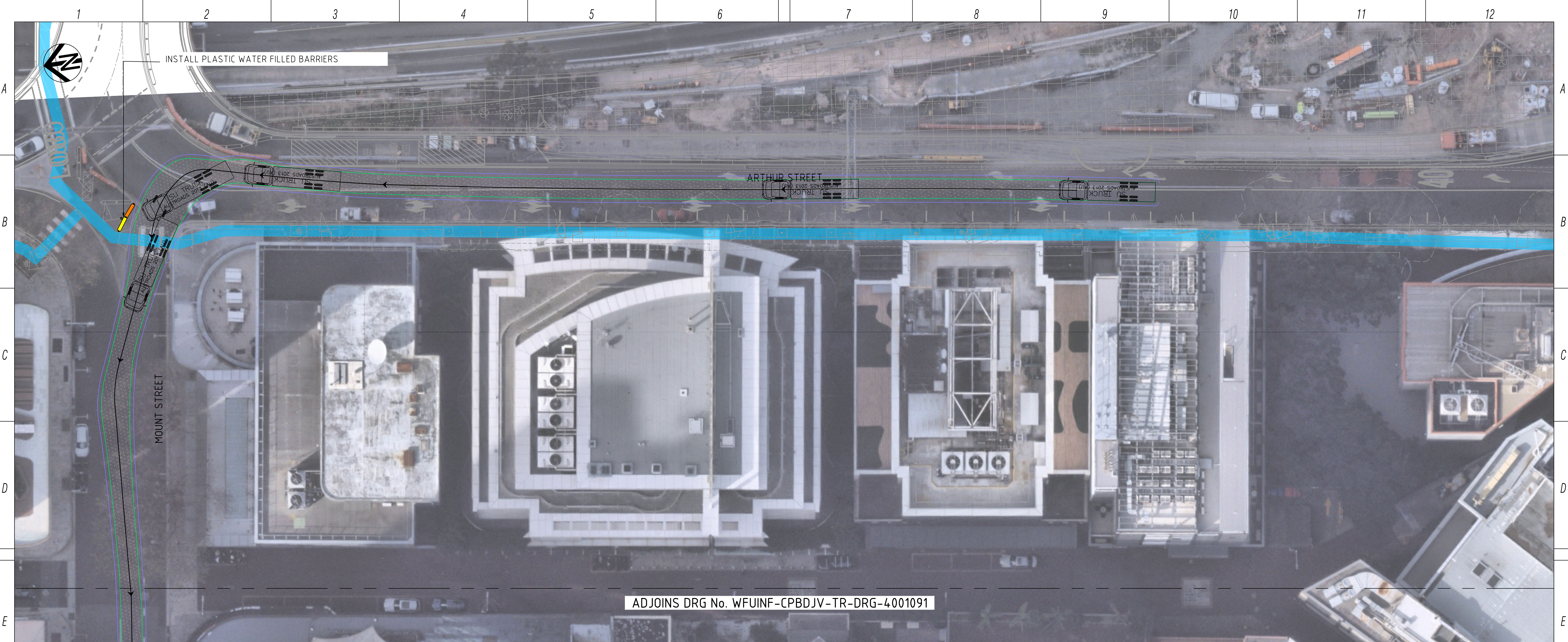
WARRINGAH FREEWAY UPGRADE

SOUTHERN ZONE

E-132 TURNING PATHS - MOUNT & WALKER ST HV ACCESS

SWEPT PATH ASSESSMENT - 8.8m SERVICE VEHICLE

FILE No.	SHEET: 2 OF 2	A1
STATUS:		
DRG No. WFUINF-CPBDJV-TR-DRG-4001089	A1	EDMS No.

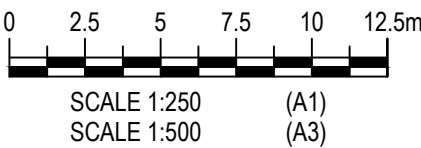


PLAN
SCALE 1:250

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PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

REVISION IN PROGRESS				
REV	BY	DATE	DESCRIPTION	APPD.
A1	DS	04.11.2024	ISSUED FOR EXTERNAL REVIEW	DF
A1 Original Co-ordinate System: MGA Zone 56 Height Datum: A.H.D. Scale: N.T.S.				



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DRAWN	DANILO DELOS SANTOS	04.11.2024	
DESIGNED	PAUL DAVIDSON	04.11.2024	
DRG CHECK	GRETCHEN PANIEL	04.11.2024	
DESIGN CHECK	GRETCHEN PANIEL	04.11.2024	
APPROVED	DENIS FUNG	04.11.2024	



WARRINGAH FREEWAY UPGRADE SOUTHERN ZONE E-132 TURNING PATHS - MOUNT & WALKER ST HV ACCESS SWEEP PATH ASSESSMENT - 12.5m SU TRUCK		
FILE No.	SHEET: 1 OF 2	A1
STATUS:		
DRG No.	WFUINF-CPBDJV-TR-DRG-4001090	A1
EDMS No.		

Appendix A3 The Risk Assessment System

Each identified hazard has been recorded and assessed in accordance with the Austroads *Guide to Road Safety Part 6: Managing Road Safety Audits* (Edition 1.0), 2019. The guide recommends a risk matrix be used to determine the level of risk associated with each hazard. This risk matrix is described below.

Estimated crash frequency: the probable frequency of an incident occurring as a direct result of the hazard was determined using the scale displayed in Table 8.

Table 8 Estimated crash frequency

Frequency	Description
Frequent	Once or more per week
Probable	Once or more per year (but less than once a week)
Occasional	Once every five or ten years
Improbable	Less often than once every ten years

Estimated crash severity: the likely severity of the incident which occurred as a direct result of the hazard was determined using the scale displayed in Table 9.

Table 9 Estimated crash severity

Severity	Description	Examples
Catastrophic	Likely multiple deaths	- High-speed, multi-vehicle crash on the freeway - Car runs into a crowded bus stop - Bus and petrol tanker collide - The collapse of a bridge or tunnel
Serious	Likely death or serious injury	- High or medium-speed vehicle/vehicle collision - High or medium-speed collision with a fixed roadside object - Pedestrian or cyclist struck by a car
Minor	Likely minor injury	- Some low-speed vehicle collisions - Cyclists fall from a bicycle at low speed - Left-turn rear-end crash in a slip lane

Severity	Description	Examples
Limited	Likely trivial injury or property damage only	- Some low-speed vehicle collisions - A pedestrian walks into an object (no head injury) - Car reverses into a post

Deemed level of risk: the risk matrix displayed in Table 10 was used to assess the level of risk for each hazard. The risk matrix uses the frequency / severity determined above to determine the likely level of risk for each hazard.

Table 10 Deemed level of risk

		Frequency			
		Frequent	Probable	Occasional	Improbable
Severity	Catastrophic	Intolerable	Intolerable	Intolerable	High
	Serious	Intolerable	Intolerable	High	Medium
	Minor	Intolerable	High	Medium	Low
	Limited	High	Medium	Low	Low

Appendix A4 Driver Code of Conduct

DRIVER CODE OF CONDUCT

This Driver Code of Conduct applies to all CPBDTI personnel and any other person undertaking work for the CPBDTI, whether they are a direct employee of CPBDTI or employed by another organisation providing a service or product to CPBDTI.

All drivers must:

- Drive courteously.
- Obey all road rules, including posted speed limits and other traffic signage within work sites and site compounds.
- Take extreme care when driving past other vehicles traveling in the opposite and same direction on local roads. Opposing direction including; Walker St, the intersections of Mount St and Walker St and Walker St and Pacific Hwy. Same direction including; the intersection of Arthur St and Mount St slip lane merge, Mount St and Little Walker St intersection and Mount St.
- Be informed of the high pedestrian and cyclists' activity on Mount St and at the intersection of Mount St and Walker St
- Report any incidents or near misses to your supervisor immediately.
- Hold a current and valid driving licence for the class of vehicle that you operate. Additionally, you must always carry your current driver licence with you while you are on duty. If your licence is cancelled or suspended, you must let your supervisor know immediately.
- Maintain and operate your vehicle in accordance with the vehicle manufacturer's recommended standards (refer to the vehicle manufacturer's handbook and service schedule).
- Not use engine brakes in residential areas.
- Try to avoid reversing whenever possible. If you cannot avoid it, use extreme caution.
- Ensure your vehicle is fitted with audible reversing alarms.
- Always follow posted signs as they provide vital clues to road conditions and characteristics.
- Always be aware of the following:
 - Reduce your speed in wet conditions
 - Drive cautiously in fog or heavy rain
 - Descend hills at signposted heavy vehicle speeds, or in the lowest gear to suit the conditions
 - Observe road work speed limits
 - Do not exceed the posted speed limit
 - Do not drive at speed past schools, school buses, playgrounds, shopping areas etc.
- Follow Vehicle Movement Plans that specify approved routes to and from work sites and site

compounds. Only roads that are shown on the Vehicle Movement Plans may be used. The use of roads that are not shown on the Vehicle Movement Plans is strictly prohibited.

- Follow directions provided by a CPBDTI Traffic Manager.
- Park within work sites and site compounds where possible. Parking on public roads is to be avoided and where existing on-street parking spaces have been removed to facilitate the swept path of vehicles. Where this is not possible, contact your CPBDTI contact to seek alternative arrangements.
- This Driver Code of Conduct is applicable 24 hours per day, seven days per week. Failure to comply with this Driver Code of Conduct will lead to either the issue of a non-conformance notice or disciplinary action if the offender is an employee of CPBDTI. If the offending person is employed by another organisation providing a service or product to CPBDTI, then a suspension or cancellation of a service contract or arrangement with that organisation may be considered.

Appendix A5 Heavy vehicle routes

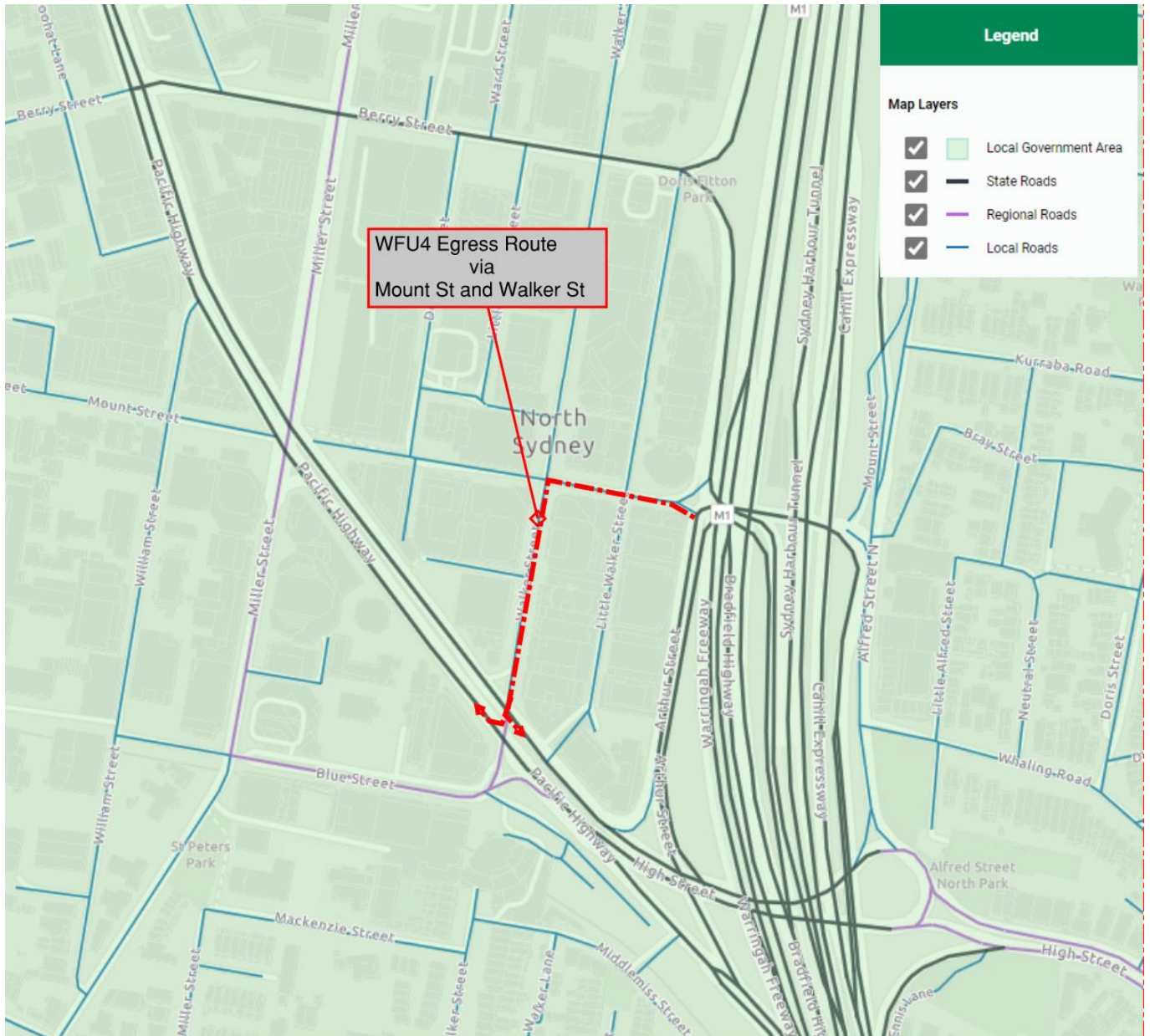


Figure 6 Heavy Vehicle route 6m - 12.5m SU Truck and Cranes

Appendix A6 North Sydney Council Consultation

RE: Mount/Walker E132 Rev F Update

From Paul Davidson <Paul.Davidson@northsydney.nsw.gov.au>

Date Tue 16/12/25 4:24 PM

To Fitzpatrick, Adam <Adam.Fitzpatrick@cpbdtijv.com.au>

Cc Eoin Cunningham <Eoin.Cunningham@northsydney.nsw.gov.au>; Mia Stubis <Mia.Stubis@northsydney.nsw.gov.au>; Lise Maddocks <lise.maddocks@transport.nsw.gov.au>; Todd Lyall <todd.lyall@transport.nsw.gov.au>; Chemney, Howard <Howard.Chemney@cpbdtijv.com.au>

You don't often get email from paul.davidson@northsydney.nsw.gov.au. [Learn why this is important](#)

CAUTION: This email originated from outside of the Organisation.

Adam,

Comments:

1. Provide the road dilapidation survey and report for Mount St and Walker St.
2. Mount St and Walker St are local roads. A notice of intention to exercise functions of a road authority under Section 64(1A) from TfNSW for use the local roads is required.
3. Note the recommendation in Section 5.4 of the LRP to supplement the existing traffic control on the southeastern corner of the Arthur St/Mount St median. The traffic control measures are to be listed in the Notice under Section 87 and Section 115 of the Roads Act.

Regards



Paul Davidson
Transport Assets Officer

P +61 2 9936 8349
Paul.Davidson@northsydney.nsw.gov.au



From: Fitzpatrick, Adam <Adam.Fitzpatrick@cpbditjv.com.au>
Sent: Monday, 15 December 2025 1:42 PM
To: Paul Davidson <Paul.Davidson@northsydney.nsw.gov.au>
Cc: Eoin Cunningham <Eoin.Cunningham@northsydney.nsw.gov.au>; Mia Stubis <Mia.Stubis@northsydney.nsw.gov.au>; Lise Maddocks <lise.maddocks@transport.nsw.gov.au>; Todd Lyall <todd.lyall@transport.nsw.gov.au>; Chemney, Howard <Howard.Chemney@cpbditjv.com.au>
Subject: FW: Mount/Walker E132 Rev F Update

CAUTION : Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon Paul,

Could you kindly respond to the below request at your earliest opportunity.

Thanks
Adam

Adam Fitzpatrick
Project Manager



WARRINGAH FREEWAY UPGRADE

Level 4, 116 Miller Street, North Sydney, NSW 2060, Australia

M +61 402 791 351

E Adam.Fitzpatrick@cpbditjv.com.au

From: Fitzpatrick, Adam

Sent: Monday, 8 December 2025 9:05 AM

To: Open Space & Infrastructure <openspace_infrastructure@northsydney.nsw.gov.au>

Cc: Eoin Cunningham <eoin.cunningham@northsydney.nsw.gov.au>;
mia.stubis@northsydney.nsw.gov.au; Lise Maddocks <lise.maddocks@transport.nsw.gov.au>; Todd Lyall
<todd.lyall@transport.nsw.gov.au>; Chemney, Howard <Howard.Chemney@cpbditjv.com.au>

Subject: FW: Mount/Walker E132 Rev F Update

ATTENTION: Eoin Cunningham

Good morning Eoin,

Trusting you had a great weekend.

Please find attached our Local Roads Plan (MCoA E132) reflecting amended dates for the Mount St to Alfred St North Access Closure. In short, the works are now expected to be completed by the end of March 2026 noting the current plan expected the works to be completed by end of 2025.

To facilitate a more expedient review, I've attached a Word file c/w tracked changes.

Given that the changes are generally limited to the extension of the approval date, could you kindly provide any comments at your earliest convenience but no later than 12 December 2025.

Thanks,
Adam

Adam Fitzpatrick

Project Manager



WARRINGAH FREEWAY UPGRADE

Level 4, 116 Miller Street, North Sydney, NSW 2060, Australia