CONSTRUCTION TRAFFIC, TRANSPORT, AND ACCESS MANAGEMENT PLAN – STAGE A

Albury to Illabo | A2I

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GLOSSARY

TERM	DEFINITION
ARTC	Australian Rail Track Corporation
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
Construction	Includes work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
CSSI	Critical State Significant Infrastructure
CTTAMP	Construction Traffic, Transport, and Access Management Sub-Plan (this Plan)
DPHI	NSW Department of Planning, Housing and Infrastructure
EAD	Per CoA A1, Environmental Assessment Documentation that includes: • Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022); • Albury to Illabo Response to Submissions (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024); • Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024); • Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); • Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).
EIS	Environmental Impact Statement
EPA	Environment Protection Authority (NSW)
EPBC Act	*Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (Federal)
EPL	Environment Protection Licence
Environmental Representative (ER)	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
ISC	Infrastructure Sustainability Council
km	Kilometre
LoS	Level of Service
m	metre
MR	Martinus Rail
NHVR	National Heavy Vehicle Regulator
NSW	New South Wales
Planning Secretary	Secretary of the NSW Department of Infrastructure, Housing and Infrastructure, or delegate
PIR	Preferred Infrastructure Report
Primary CoA/UMM	CoA and/or UMMs that are specific to the development of this Plan

TERM	DEFINITION
POEO Act	*NSW Protection of Environment Operations Act 1997*
Rail Corridor	Land that is: a. owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities, or zoned under an environmental planning instrument predominantly, or b. solely for development for the purpose of a railway or rail infrastructure facilities.
RMAR	Road Maintenance Access Road
ROL	Road Occupancy Licence
SuMP	Sustainability Management Plan
Transport	Transport for New South Wales (formerly Roads and Maritime Services)
TMP	Traffic Management Plan
UMM	Updated Environmental Management Measures
VMP	Vehicle Movement Plan

1 INTRODUCTION

1.1 Project overview

Inland Rail is an approximate 1,600 kilometres (km) freight rail network that will connect Melbourne and Brisbane via regional Victoria, New South Wales (NSW) and Queensland. The Inland Rail route would involve using approximately 1,000 km of existing track (with enhancements and upgrades where necessary) and 600 km of new track, passing through 30 local government areas (LGAs). Inland Rail will accommodate double-stacked freight trains up to 1,800 metres (m) long and 6.5 m high.

The Australian Government has confirmed that Inland Rail is an important project to meet Australia's growing freight task, improve road safety and help decarbonise the economy. Inland Rail will enhance our national freight and supply chain capabilities, connecting existing freight routes through rail, roads and ports, and supporting Australian's growth. Inland Rail is being delivered by Australian Rail Track Corporation (ARTC).

Comprising 12 sections, a staged approach is being undertaken to deliver Inland Rail. Each of these projects can be delivered and operated independently with tie-in points to the existing railway. Work south of Parkes has been prioritised, which will enable Inland Rail to initially connect to existing rail networks between Melbourne, Sydney, Perth and Adelaide via Parkes and Narromine. The Parkes to Narromine (P2N) and Narrabri to North Star Phase 1 (N2NS P1) sections are complete.

The project will enable enhancement works to structures and sections of track along 185 km of the existing operational standard-gauge railway in the Albury to Illabo (A2I) section of the Inland Rail program. Enhancement works are required to provide the increased vertical and horizontal clearances required for double-stacked freight trains. Works would include track realignment, lowering and/or modification within the existing rail corridor, modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges), raising or replacing signal gantries, level-crossing modifications and other associated works.

A detailed project description is provided in Section 4 of the Construction Environmental Management Plan (CEMP).

1.2 Planning context

The Inland Rail – Albury to Illabo project (the project) is declared State significant infrastructure (SSI) and critical State significant infrastructure (CSSI) under Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act). The project is permissible without development consent and is subject to assessment and approval by the NSW Minister for Planning and Public Spaces.

An environmental impact statement (EIS) was prepared to support ARTC's application for approval of the proposal in accordance with the requirements of the EP&A Act and the environmental assessment requirements of the Secretary of the (then) NSW Department of Planning, Industry and Environment (the SEARs) (now the Department of Planning, Housing and Infrastructure (DPHI)).

The EIS was placed on public exhibition from 17 August 2022 to 28 September 2022. During the exhibition period, interested stakeholders and members of the community were able to review the EIS online, participate in consultation and engagement activities held by ARTC, and make a written submission to the DPE for consideration in its assessment of the proposal.

In accordance with section 5.17(6)(b) of the EP&A Act, on 13 April 2023 the Planning Secretary directed ARTC to submit a Preferred Infrastructure Report (PIR) that provides further assessment of traffic and transport, noise and vibration, and air quality impacts. The PIR was also prepared to consider changes to the exhibited proposal that have arisen as a consequence of these further assessments and related submissions.

1.3 Approval documents

The Inland Rail – Albury to Illabo project was assessed as part of the following documents:

- Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022);
- Albury to Illabo Response to Submissions (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024);
- Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024);
- Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024);

- Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024);

Together these documents are referred to as the Environmental Approvals Documentation (EAD).

Approval for the project under the EP&A Act was granted by the Minister for Planning on 8 October 2024.

1.4 Scope of this Stage A Plan

The scope of this Construction Traffic, Transport and Access Management Plan (this Plan or this CTTAMP) is to describe how Martinus Rail will manage potential traffic, transport, and access impacts during construction of Stage A of the project.

This Plan addresses the requirements of the EAD that related to the Stage A activities including incorporating the relevant updated environmental management measures (UMMs), and Conditions of Approval (CoAs). SMART (Specific, Measurable, Achievable, Realistic and Timely) principles, as required by CoA C7(d), have been considered and applied during the preparation of this Plan which will be implemented for the duration of construction.

All Martinus Rail staff and sub-contractors are required to comply with and operate fully under the requirements of this Plan and related environmental management plans, over the full duration of the construction program.

Operational traffic, transport, and access impacts, and operational measures do not fall within the scope of this CTTAMP and therefore are not included within the processes contained within this Plan.

1.4.1 Staging

The Staging Report describes how the construction and operation of the project will be staged in accordance with CoA A9, A10 and A11. A staged approach has been primarily adopted for the project to prioritise critical activities that are reliant upon infrequent and fixed rail possessions. It overall de-risks the construction program for the project, ensuring that the project is operational within the timeframe committed to by the NSW Government.

As required by CoA A14 and C16, a Construction Environmental Management Framework (CEMF) has been prepared to be consistent with the Staging Report. The CEMF has been prepared to facilitate the preparation and approval of CEMPs, Sub-plans, and construction monitoring plans (CMPs) during the construction phase of the project. It includes a guide to the general environmental, stakeholder and community management requirements which will be implemented during construction and provides a road map for environmental management documentation.

In accordance with CoA C16, the CEMF must be endorsed by the Environmental Representative (ER) and then submitted to the Planning Secretary (for approval) no later than one (1) month before the lodgement of any CEMP, CEMP Sub-plan, or Construction Monitoring Program (CMP).

This Plan has been prepared to be consistent with the Staging Report and the CEMF, as required by CoA A11 and A12, as well as CoA C16. This Plan has therefore been prepared to address how Martinus Rail will manage potential traffic, transport, and access impacts during construction of the first stage of the project – Stage A.

Stage A, as described in Section 2.1.2 of the Staging Report will comprise preparation activities for the March 2025 rail possession (Substage A1), the rail possession activities themselves (Substage A2), and post-possession activities (Substage A3). No construction works will occur at the follow enhancement sites as part of Stage A:

- Murray River Bridge;
- Albury Station pedestrian bridge;
- Albury Yard clearances;
- Riverina Highway bridge;
- Billy Hughes bridge;
- Culcairn pedestrian bridge;
- Culcairn Yard clearances;
- Uranquinty Yard clearances;
- Pearson Street bridge (with exception of short-term utility works);
- Cassidy Parade pedestrian bridge (with exception of short-term utility works);
- Edmondson Street bridge (with exception of short-term utility works);
- Wagga Wagga Station pedestrian bridge;
- Wagga Wagga Yard clearances;
- Bomen Yard clearances;
- Kemp Street bridge;

- Junee pedestrian bridge.

This plan applies to the entirety of Stage A.

Based on the approved CEMF approach, this Plan will be endorsed by the ER and then submitted to the Planning Secretary for approval.

Construction work during Stage A will generally include:

- Utility works, including drainage;
- Site establishment and operation;
- Traffic management and access, including material haulage;
- Minor clearing, grubbing and topsoil strip;
- Earthworks including preparation of pads and stockpiling;
- Track work including realignment and lowering;
- Gantry and signalling work.

1.5 Interactions with other managements plans and strategies

This Plan has the following interrelationships with other management plans and documents:

- The Construction Environment Management Plan (CEMP) is the parent document to this sub-plan;
- The Precinct Traffic Management Plans (PTMPs) document the Temporary Traffic Management arrangements and Construction Access Routes proposed during Stage A works within each LGA/Precinct;
- The Construction Noise and Vibration Management Sub-plan (CNVMP) addresses noise impacts associated with construction traffic on surrounding areas;
- The Construction Soil and Water Management Sub-plan (CSWMP) addresses soil, erosion and water quality impacts associated with site access points and construction roads;
- The Sustainability Management Plan (SuMP) considers temporary construction diversions and lighting designed to meet CPTED guidance;
- Community Communication Strategy (CCS) which details procedures and processes for community notification, consultation and complaints management.

1.6 Consultation

1.6.1 Consultation for this Plan

In accordance with CoA C6, this CTTAMP has been prepared in consultation with Transport for NSW (Transport) and the following relevant councils:

- Albury City Council;
- Greater Hume Shire Council;
- Lockhart Shire Council;
- Junee Shire Council;
- Wagga Wagga City Council.

The consultation report prepared for this Plan in accordance with CoA C6 outlines what feedback was provided (if any), and where stakeholders' responses have been addressed in this Plan. Table 1 summarises consultation undertaken and outlines how stakeholders' responses have been addressed.

TABLE 1: CONSULTATION SUMMARY – STAGE A

Stakeholder	Dates	Feedback provided	How Addressed
Transport	4/11/2024	Transport provided feedback on haulage routes, swept paths, the EIS/PIR assessments, road safety and traffic and pedestrian impacts.	Updates have been made throughout the document including Sections 4, 5, 6 and 7.

Stakeholder	Dates	Feedback provided	How Addressed
Albury City Council	11/10/2024 – CTTAMP provided to Council for consultation. 14/10/2024 – briefing held with Albury Council 22/10/2024 to 12/11/2024 – 9 follow up attempts made to Council seeking comment on the Plan.	No comments on the CTTAMP provided.	NA
Greater Hume Shire Council	12/11/2024 – response received from Greater Hume Shire Council	No comments on the CTTAMP	NA
Junee Shire Council	4/11/2024 – response received from Junee Council	Junee council provided feedback on parking, haulage routes, Stage B timing, pedestrian impacts and mitigation measures.	This feedback was largely closed out by providing additional information or updating the plan in various sections.
Lockhart Shire Council	4/11/2024 – response received from Lockhart Shire Council	Query regarding level crossing closures	No level crossing closures will occur under Stage A works.
Wagga Wagga City Council	04/11/2024 – response received from Wagga Wagga council	Wagga Wagga council has no comments on the CTTAMP.	NA

1.6.2 Ongoing consultation during construction

Ongoing consultation between Martinus Rail, IR/ARTC, other construction projects, stakeholders, the community and relevant agencies regarding the management of traffic, transport, and access impacts on the environment will be undertaken during the construction of the project as required.

The process for consultation is described in the Communication Communications Strategy (CCS).

Ongoing consultation related to traffic, transport, and access will include consultation for, but not be limited to:

- Consultation with affected businesses and properties where pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties cannot be maintained. In accordance with CoA E143; alternative pedestrian and vehicular access, and parking arrangements will be developed in consultation with affected businesses and implemented before the disruption;
- Consultation with Transport, relevant councils and bus operators regarding bus stop closures and / or relocations in accordance with UMM TT3;
- Notification of any changes in traffic conditions on roads or paths to road users, emergency services, public transport operators, and other relevant stakeholders in accordance with UMM TT4;
- Consultation with nearby education providers to ensure sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours in accordance with CoA E135.

Martinus Rail will adopt the requirements of the Complaints Management System, including reporting requirements, detailed in the CCS, as summarised in the CEMP.

2 PURPOSE

2.1 Purpose

The purpose of this CTTAMP is to describe how potential traffic, transport, and access impacts will be managed during construction of Stage A of the project.

2.2 Objectives

The key objective of this CTTAMP is to minimise construction impacts associated with the project to all road users. This includes minimising delays, ensuring consideration is given to the needs of all road and active transport users, and maintaining safety for both workers and the general public. To aid in achieving this objective, this CTTAMP incorporates the relevant traffic, transport, and access management measures from the following sources:

- The project EAD;
- Inland Rail – Albury to Illabo Infrastructure Approval CoA (SSI-10055);
- All relevant legislation and other requirements described in Section 3.3 and Section 3.4 of this Plan.

As discussed further in Section 3.5, sustainability is integral to the project. The Sustainability Management Plan (SuMP) includes environment and heritage theme targets.

In addition to the above, a Social Impact Management Plan (SIMP) has been developed for the project and relevant management measures from the SIMP have been incorporated into this CTTAMP. The SIMP identifies desired outcomes for the project, including that 'amenity impacts are minimised through monitoring, engagement and continuous improvement initiatives'. The implementation of this CTTAMP supports the desired outcome through the implementation of the identified management measures, particularly in Section 6 and compliance management in Section 7. Table 2 shows new or changed impacts identified in the SIMP and how these are addressed in the CTTAMP.

TABLE 2: NEW OR CHANGED IMPACTS IDENTIFIED IN THE SIMP

Impact	Extent	Where addressed
Potential impact on community and visitor access to local events and festivals because of inability to access the events due to crossing closures and accommodation impacts leading to lost economic and social benefits	▪ Wagga Wagga ▪ Junee ▪ Albury ▪ Greater Hume - Lockhart	No level crossing removals to occur as part of Stage A. Access arrangements are discussed in Section 6.8
Potential loss of sense of place due to disruption to people's mobility and access to places.	▪ Residents and Endeavour Park users at Kemp Street Bridge enhancement site ▪ Junee ▪ Wagga Wagga ▪ Albury ▪ Greater Hume – Lockhart	Access arrangements are discussed in Section 6.8
Impacts to offsite parking due to construction activities and/or parking of construction vehicles	▪ Albury ▪ Wagga Wagga ▪ Junee	Measures for the management of parking impacts are contained in Section 6.3.4
Access to educational services by local residents may be constrained due changes in traffic conditions and access, including changes to school bus routes, passenger train availability and accessibility to pedestrians	▪ School users and workers in Wagga Wagga township ▪ Albury ▪ Junee ▪ Greater Hume - Lockhart	Measures for the management of access to educational services are contained in Section 6.8

Impact	Extent	Where addressed
The proposal may impact access or movements within/across residential properties, including disruption to property access from public roads, and affect sense of safety of adjacent residents.	▪ Residences near Cassidy Pde enhancement site ▪ Murray River bridge, Billy Hughes bridge, Wagga Wagga Station pedestrian bridge, Kemp Street bridge, Junee to Illabo clearances enhancement	Access arrangements are discussed in Section 6.8

2.3 Targets

Targets for the management of traffic, transport, and access impacts during the project include:

- Full compliance with the relevant legislative requirements (CoAs);
- Be generally in accordance with the UMMs;
- Ensure safe and continuous traffic movement for construction workers and the general public;
- Maintain the capacity of existing roads where possible during construction to minimise road user delays;
- Maintain continuity of access to local roads and properties;
- Maintain or provide alternative safe pedestrian and cyclist access around work sites;
- Undertake appropriate consultation with impacted residents and businesses and stakeholders;
- Implement traffic control operations to minimise delays to road users taking into consideration traffic volumes including peak times of the day and seasonal traffic;
- Plan all construction vehicle movements to minimise disruption to traffic flow on roads within the project area and surrounds;
- Minimise impacts on, and complaints from, the community and stakeholders through the implementation of management measures as described in Section 6.12.

2.4 Performance outcomes

Performance outcomes identified in EIS Chapter 27, that are relevant to the management of traffic, transport, and access during construction of the project are identified in Table 3.

TABLE 3: PERFORMANCE OUTCOMES (CONSTRUCTION TRAFFIC, TRANSPORT, AND ACCESS)

Performance outcomes	How performance outcome will be achieved
Minimises impacts on the local and regional transport network during construction and operation, as far as practicable.	Implement this CTTAMP, particularly the management measures in Section 6, which have been developed to consider the requirements in Section 3.2, Section 3.3 and Appendix A. Undertake training, inspections and monitoring as summarised in Section 6.2 and Section 6.5.
Minimises the use of local roads by heavy vehicles as far as practicable.	
Maintains or improves motorist and active transport safety.	
Avoids loss of on-street parking, where practicable	
Maintains safe access to property	

2.5 SMART Principles

This Plan has been developed with the consideration of SMART principles. This was achieved as follows:

- **Specific**: The measures listed in Section 6.12 of this Plan are specific to traffic, transport and access management during construction. They include the development and implementation of plans and procedures tailored to address traffic and transport impacts;
- **Measurable**: The document provides specific measures, requirements, and references that enable the evaluation and measurement of the effectiveness of each control measure. Monitoring program and reporting requirements are outlined, allowing for the assessment of impacts to traffic;
- **Achievable**: The control measures outlined in the document are practical and achievable within the construction context. They involve the implementation of plans, investigations, and management strategies that can be feasibly executed during the construction phase;
- **Relevant**: The measures are directly relevant to traffic, transport and access management during construction. They address potential impacts, such as those associated with road closures, emergency services access and impacts to the traffic network. These measures are designed to mitigate or prevent these impacts on traffic;
- **Time-bound**: The document specifies when each measure should be implemented, such as prior to and during construction. It also assigns responsibilities to specific roles, indicating the timeline and accountability associated with each measure.

3 ENVIRONMENTAL REQUIREMENTS

3.1 Legislation

Legislation and regulations relevant to traffic, transport, and access management includes:

- Roads Act 1993;
- Road Transport Act 2013;
- Transport Administration Act 1988;
- Local Government Act 2013;
- Environmental Planning and Assessment Act 1979 (EP&A Act);
- Heavy Vehicle (Adoption of National Law) Act 2013;
- Work Health and Safety Act 2011.

A register of legal requirements for the project is contained in Appendix A1 of the CEMP.

3.2 Guidelines and standards

The main guidelines, specifications, and policy documents relevant to this Plan include:

- Albury to Parkes (A2P) Construction Environment Management Framework (CEMF) (ARTC);
- Australian Standard 1428.1-2009 Design for access and mobility;
- Australian Standard AS 1742 Parts 1 to 14, Manual of Uniform Traffic Devices (as required);
- Australian Standard AS 1743.3-2019 Traffic control devices for works on roads;
- Australian Standard AS 3845.2:2017 Road Safety Barrier Systems and Devices;
- Australian Standard AS 3845.1:2015 Road Safety Barrier Systems and Devices;
- Austroads Guide to Temporary Traffic Management: Parts 1-10 (2021);
- Austroads Guide to Traffic Management – Parts 1-13 (2020);
- Austroads Guide to Road Design – Parts 1-8 (2020);
- Austroads Guide to Road Safety – Parts 1-9 (2019);
- Austroads Safe System Assessment Framework (2016);
- Austroads Design Vehicles and Turning Path Templates (2023);
- Transport Management Centre – Road Occupancy Manual (2015);
- NSW Speed Zoning Standard (Transport for NSW (Transport), 2023);
- Transport for NSW Traffic control at work sites Technical Manual (2022);
- Delineation and Pavement Marking (Transport, 2023);
- Guide to Traffic Generating Developments Version 2.2 (Roads and Traffic Authority (RTA), 2002);
- Level Crossing Closures Policy (Transport for NSW (Transport), n.d.);
- Cycling Aspects of Austroads Guides (Austroads, 2014);
- NSW Bicycle Guidelines version 1.2 (RTA, 2005);
- Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004);
- Construction of New Level Crossing Policy (Transport, 2017a);
- Future Transport Strategy (Transport, 2022);
- NSW Freight and Ports Plan 2018-2023 (Transport, 2018b);
- NSW Sustainable Design Guidelines Version 4.0 (Transport, 2017b);
- Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (RTA, 2011);
- Accepted Road Safety Barrier Systems and Devices (Transport, 2024);
- Guides to Road Design (Austroads, 2021);
- The relevant Supplements to Austroads Guide to Road Design (Transport, 2023); and
- All other relevant TfNSW Supplements and Technical Directions not covered above.

3.3 Minister's Conditions of Approval

The requirements of the CoA relevant to the development of this Plan are shown in Table 4. These are defined as primary CoA and are specifically related to the development of this Plan. Secondary CoA relevant to, but not specific to the development of this Plan, have been listed in Appendix A.

A cross reference is also included to indicate where the CoA is addressed in this Plan or other project management document.

TABLE 4: COA RELEVANT TO THIS PLAN

No.	Requirement	Where addressed
C4	Where a CEMP (and relevant CEMP Sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP Sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	This CTTAMP ER endorsement
C6	Except as provided by Condition C16 the following CEMP Sub-plans must be prepared and implemented in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A8.	This CTTAMP Consultation report Section 1.6
	(a) Traffic, transport and access — TfNSW and relevant councils	
C7	The CEMP Sub-plans must state how:	-
	a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved;	Section 2.4 Section 1.3
	b) the mitigation measures identified in the documents listed in Condition A1 will be monitored and implemented;	Section 6 Section 7.2
	c) the relevant terms of this approval will be complied with; and	Section 2 Section 7 Appendix A
	d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	Section 2.5 Section 8 Section 6.1
C8	The Construction Traffic, Transport and Access Management (CTTAMP) Sub-plan must be consistent with any agreements with the relevant roads authority about the use and management of roads and include measures to:	-
	a) minimise impacts on seasonal traffic and public transport, including harvest-related vehicles, school buses, bus stops and freight operators	Section 6.1 Section 6.2 Section 6.5.1

No.	Requirement	Where addressed
	b) consult and advise of changes that impact Wagga Wagga Health precinct and emergency services;	Section 6.8 Section 6.9.1
	c) minimise impacts to pedestrian and active transport routes consistent with Conditions E138, E139 and E140;	Section 4.3 Section 6.5
	d) minimise noise and amenity impacts of heavy vehicles entering and exiting construction compounds, borrow sites and other ancillary sites, and driving through populated areas, including school zones at speed limited times;	Section 6.10 Section 6.12 CNVMP
	e) minimise impacts to vulnerable road users and sensitive land uses, including but not limited to avoiding, where possible, schools, child care facilities and aged care facilities;	Section 6.5 Section 6.8 Section 6.9
	f) avoid heavy vehicle movements on public roads outside the construction hours detailed in Condition E69;	Section 6.3 Section 7.2
	g) repair roads damaged during construction to ensure the safety or road users	Section 6.6
	h) all mitigation measures identified in accordance with the Wagga Wagga Construction Traffic, Transport and Access Mitigation Options Report in accordance with Condition E142;	N/A - this requirement is not relevant to the Stage A works.
	i) inform road users, freight operators and pedestrians and active transport users of changes to traffic conditions, detours and parking;	Section 6.9
	j) implement and comply with Condition E140;	Section 6.3
	k) maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and ensure measures are implemented prior to any access disruption; and	Section 6.8 Section 6.9
	l) identify construction vehicle routes not identified in the documents listed in Condition A1 and in accordance with Condition E143;	Section 6.3
	m) managing Maritime traffic impacts through a Maritime Traffic Management Plan;	Section 6.11 N/A
	n) periodically review mitigation measures to further minimise impacts to road users, pedestrians and active transport users including adaptive management measures addressing traffic impacts associated with construction of Edmondson Street Bridge; and	Section 8.1 Section 8.2
	o) regularly consult with councils and TfNSW regarding changes to traffic and pedestrian impacts and mitigation measures.	Section 1.6 Section 6.9
C15	Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to	Section 1.4.1

No.	Requirement	Where addressed
	commence until the relevant CEMP and Sub-plans have been endorsed by the ER and approved by the Planning Secretary or ER.	
C26	Except as provided by Condition C16 the following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP: Required Construction Monitoring Programs — Relevant government agencies to be consulted for each Construction Monitoring Program (a) Traffic, Transport and Access — Relevant councils and Transport	Section 7.2
C27	Each Construction Monitoring Program (CMP) must have consideration of SMART principles and provide:	Section 2.5
	a) details of baseline data available;	Section 4
	b) details of baseline data to be obtained and when;	Section 4
	c) details of all monitoring of the project to be undertaken;	Section 7.2
	d) the parameters of the project to be monitored;	Section 7.2
	e) the frequency of monitoring to be undertaken;	Section 7.2
	f) the location and justification of monitoring locations.	Section 7.2
	g) the reporting of monitoring results and analysis results against relevant criteria;	Section 7.2
	h) details of the methods that will be used to analyse the monitoring data;	Section 7.2
	i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts; and	Section 8.1
	j) any consultation to be undertaken in relation to the monitoring programs.	Section 8.1 Section 8.2 Consultation report
C34	The results of the CMP(s) must be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant CMP.	Section 7.2

3.4 Updated Management Measures

There are no primary UMMs related to the preparation of this CTTAMP. Secondary UMM have been listed in Appendix A. A cross reference is also included to indicate where the UMM is addressed in this Plan for other project management documents.

3.5 Infrastructure Sustainability Council Requirements

Both Martinus Rail and Inland Rail are firmly committed to ensuring the projects are designed and constructed with high levels of sustainability integrated throughout the projects. Martinus Rail has developed and will implement a Sustainability Management Plan (SuMP) that is compliant with:

- Project Approvals
- *Inland Rail Sustainability Strategy* (0-0000-900-ESS-00-RP-0003)
- *Specification - Inland Rail Sustainability Requirements – Albury to Parkes* (3-0000-210-ESS-00-SP-0001)
- A2P Enhancement Projects Incentivised Target Cost Deed (ARTC Contract No. 2140-0001)

Martinus Rail will aim to achieve a certified minimum rating of 'Excellent' under the Infrastructure Sustainability Council (ISC) Infrastructure Sustainability (IS) Technical Manual version 1.2. For further detail please refer to the SuMP.

Detailed management of traffic, transport, and access impact targets are outlined in Section 2.3. Table 5 below lists the relevant IS credit – Hea-2 Crime Prevention and indicates where they are addressed in this plan or references external documents that fulfill the ISC credit criteria. CPTED guidelines will be reviewed during the Precinct Traffic Management Plan (see Section 6.1) process and addressed or incorporated where required. See *Appendix B - ISC Requirements* for the detailed compliance table.

TABLE 5: ISC CREDIT, HEA-2 CRIME PREVENTION

ISC Credit	Where addressed
Crime Prevention – Hea-2	
Level 1	
The likelihood of crime has been reduced through implementing appropriate CPTED guidelines in design, construction and operation	Evidence to be developed
All tunnels or underpasses have end-to-end visibility	Evidence to be developed
Level 2	
Temporary construction diversions and lighting are designed to meet CPTED guidance	Landscape and Rehabilitation Framework

4 EXISTING ENVIRONMENT - STAGE A

The following section summarises the existing traffic, transport and access activities within and adjacent to Stage A areas of the project. The key reference documents include:

- Chapter 9 of the EIS (Transport and Traffic);
- Technical Paper 1 of the EIS (Transport and Traffic);
- Appendix C of the PIR (Traffic and Transport);
- Appendix D of the PIR RtS (Traffic and Transport).

4.1 State and Regional Roads

The key State and Regional roads in the study area include:

- The Hume Highway, which provides access to enhancement sites in the Albury precinct. It is an arterial road and carries 19,500 vehicles per day northbound and 23,850 vehicles per day southbound on average. The Hume Highway is located within the Albury precinct, and it connects Sydney and Melbourne;
- The Olympic Highway, which provides access to enhancement sites north of Table Top Yard clearances. It is an arterial road that connects the Hume Highway to the Mid-Western Highway in Cowra. In 2011, the highway carried about 2,800 vehicles per day on average in the Greater Hume–Lockhart precinct.
- The Sturt Highway crosses Wagga Wagga from east to west and provides continuation of the Olympic Hwy through Wagga Wagga.

These state roads predominantly facilitate movements of traffic in a north–south direction. State roads intersecting the highways above include:

- Riverina Highway (through the township of Albury)
- Goldfields Way (connecting to the Olympic Highway west of Junee).
- Edward Street, Wagga Wagga

Regional roads intersecting the above-mentioned highways facilitating construction traffic movements include:

- Urana Street, The Rock
- Balfour Street, Culcairn
- Bourke Street, Wagga Wagga

Increased traffic during certain periods of the year (seasonal traffic) can occur in certain areas. This may include movement of livestock or agricultural produce, agricultural machinery, farm vehicles and other farm infrastructure. Transportation of agricultural product also occurs within some enhancement sites, where vehicles transport grain and other produce to the rail line for further transportation by train.

FIGURE 1 STAGE A- STATE, REGIONAL, AND LOCAL ROADS TABLE TOP YARD

FIGURE 2 STAGE A- STATE, REGIONAL, AND LOCAL ROADS HENTY YARD

FIGURE 3 STAGE A- STATE, REGIONAL, AND LOCAL ROADS YERONG CREEK YARD

FIGURE 4 STAGE A- STATE, REGIONAL, AND LOCAL ROADS THE ROCK

FIGURE 5 STAGE A- STATE, REGIONAL, AND LOCAL ROADS HAREFIELD YARD

FIGURE 6 STAGE A- STATE, REGIONAL, AND LOCAL ROADS JUNEE YARD

FIGURE 7 STAGE A- STATE, REGIONAL, AND LOCAL ROADS OLYMPIC HWY UNDERBRIDGE

FIGURE 8 STAGE A- STATE, REGIONAL, AND LOCAL ROADS J2I

FIGURE 9 STAGE A- STATE, REGIONAL, AND LOCAL ROADS J2I

FIGURE 10 STAGE A- STATE, REGIONAL, AND LOCAL ROADS J2I

FIGURE 11 STAGE A- STATE, REGIONAL, AND LOCAL ROADS J2I

FIGURE 12 STAGE A- STATE, REGIONAL, AND LOCAL ROADS PEARSON ST BRIDGE

FIGURE 13 STATE, REGIONAL AND LOCAL ROADS CASSIDY PDE AND EDMONSON ST

4.2 Rail

The existing rail corridor between Albury and Illabo is part of the Main South Line, which runs from Albury, in a north–east direction, through Illabo to Cootamundra where it continues to Goulburn, Mittagong and Sydney. The line is a double non-electrified track along the Mittagong to Junee section, after which it becomes a single track to Albury. The Main South Line continues north-east from Illabo through the Bethungra Spiral to Cootamundra and continues to Sydney.

Two operating freight lines connect to the Albury to Illabo section of the rail line. The Junee to Griffith freight line connects to the Main South Line at Junee station, and The Rock to Boree Creek grain rail line connects to the Main South Line at The Rock station.

Freight services

The Main South Line is in operation 24 hours a day, 7 days a week. Grain/goods freight trains operate on an as needs basis along the corridor. The average number of freight train movements (both directions) between Albury and Junee is 12 trains per day. The section of rail line between Junee and Illabo also supports an average of 12 freight trains per day.

Passenger services

There are six operating passenger stations located along this section of the Main South Line that are within the areas of the Project that relate to Stage A including:

- Albury precinct - Albury Station;
- Greater Hume - Lockhart precinct, Culcairn, Henty and The Rock stations;
- Wagga Wagga precinct—Wagga Wagga Station
- Junee precinct - Junee Station.

There are several stations along this section of corridor that have been closed. This includes Yerong Creek, Uranquinty, Bomen and Illabo.

NSW TrainLink operates two passenger services a day in each direction, between Sydney and Melbourne, along the Main South Line. Six Victorian train services (V-Line) terminate or leave at Albury daily.

Travelling stock reserves

Travelling stock reserves (TSR) are reserves of connected Crown land that are designated for the movement of stock between watering and grazing land but are also used for emergency stock refuge and transport of stock to market, providing biodiversity corridors, and access and connection to Country for Aboriginal peoples, and cultural heritage protection. Often the TSR will be along roads and consequently interface with road vehicles. A TSR, when on public roads, is referred to as a livestock highway.

- Albury precinct - no TSRs relevant to the project;
- Greater Hume - Lockhart precinct - livestock highways along the Olympic Highway from Henty through Yerong Creek and The Rock, and The Rock Road;
- Wagga Wagga precinct - livestock highways along the Olympic Highway through Uranquinty, along the Sturt Highway through Wagga Wagga and Bourke Street/Docker Street through central Wagga Wagga to the intersection of Sturt Highway/Docker Street;
- Junee precinct - no TSRs relevant to the project.

4.3 Heavy vehicle route restriction

Existing heavy vehicle routes for each precinct in Stage A were presented in Table 9-1 of the EIS. This table has been replicated below as Table 6.

TABLE 6: EXISTING HEAVY VEHICLE ROUTES

Precinct	Heavy vehicle routes (classification)	
Albury	▪ Hume Highway – State Road (classified[1]) ▪ Borella Road – State Road ▪ Atkins Street – Local Road (unclassified[2]) ▪ MacLeay Street - Local Road ▪ Panmure Street – Local Road	▪ East Street – Local Road ▪ Young Street – State Road ▪ Wilson Street – Local Road ▪ Railway Place – Local Road ▪ Wagga Road – Regional Road (classified)
Greater Hume-Lockhart	▪ Olympic Highway – State Road ▪ Melville Street – Local Road ▪ Balfour Street – Regional (classified)/State Road ▪ Railway Parade – Local Road	▪ Yankee Crossing Road – Local Road ▪ Urana Street – Regional Road (classified) /Local Road ▪ Mangoplah Road – Local Road

Precinct	Heavy vehicle routes (classification)	
		▪ Sladen Street – Local Road
Wagga Wagga	▪ Olympic Highway – State Road ▪ Pearson Street - Local Road ▪ Cheshire Street – Local Road ▪ Fernleigh Road – Local Road	▪ Edward Street – State Road ▪ Fox Street – Local Road ▪ Byrnes Road – Local Road ▪ Merino Street – Local Road
Junee	▪ Byrnes Road –Regional Road (unclassified) ▪ Harefield Road – Local Road ▪ Olympic Highway – State Road ▪ Seignior Street – State Road	▪ Edgar Street – Local/Regional Road (unclassified) ▪ Harold Street – Local Road ▪ Brabins Road – Local Road

Notes:

1. All State roads are classified
2. All Local roads are unclassified

In accordance with CoA E138 construction traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with CoA C21 and C22. Local or privately owned roads used for access to ancillary facilities, construction sites, and temporary accommodation must be identified in this Plan.

4.4 Public transport

Buses provide the primary public transport service in the precincts within the project area. The Main South Line provides six operating passenger stations running infrequently throughout the day. Bus services provided within each precinct in Stage A have been summarised in Table 7.

TABLE 7: SUMMARY OF BUS SERVICES IN EACH PRECINCT

Precinct	Bus services
Albury	No public services connect to Table Top Yard.
Greater Hume-Lockhart	Public bus services are provided by Regional Buses and are operated in collaboration with Transport under their rural and regional on-demand public transport pilot program. ▪ The Greater Hume-Lockhart precinct bus services generally include: ▪ Four bus routes with on demand service; ▪ 17 school bus services.
Wagga Wagga	No bus routes operate for the Uranquinty Yard clearances or Bomen Yard clearances enhancement sites. ▪ Key bus stops relevant to the proposal include: ▪ Kildare Catholic College ▪ Pearson Street before Edward Street (265078) ▪ Railway Street at Collins Street (2650305) ▪ Kildare Catholic College (2650107 and 265098) ▪ Docker Street opposite Meurant Ave (2650250) ▪ Henschke Primary School (2650100) ▪ South Wagga Public School (265052 and 26509).
Junee	No bus routes operate on roads relevant to the Junee to Illabo clearances enhancement site. A bus interchange operates at Railway Square for Junee Station for bus routes and the TrainLink service.

Precinct	Bus services
	▪ The Junee precinct bus services generally include: ▪ One bus route, two services per day at Harefield Yard clearances; ▪ Within Junee there are five bus routes with one to two services per day; ▪ One TrainLink service once per day; ▪ Three school bus services per day.

4.5 Active transport

Provision for active transport in the vicinity of most enhancement sites is minimal, however pedestrian and cyclist networks exist within the urban areas. A summary of the existing active transport options within each precinct in Stage A are presented in Table 8.

TABLE 8: SUMMARY OF ACTIVE TRANSPORT OPTIONS WITHIN PROJECT PRECINCTS – STAGE A

Precinct	Active transport options
Albury	▪ Footpaths are not present within the area surrounding Table Top Yard owing to its rural character. ▪ No dedicated cycle infrastructure is provided in the vicinity of the Table Top Yard clearances enhancement site. In all areas the existing road lanes or shoulders may be used informally by cyclists.
Greater Hume-Lockhart	▪ Minimal designated cycle infrastructure is provided within the Greater-Hume Lockhart precinct. In all areas the existing road lanes or shoulders may be used by cyclists; ▪ Footpaths and formal road crossings are generally only present in the vicinity of enhancement sites in urban areas. Where present they are generally on one side of the street and consist of concrete paths with kerb ramps. Streets through central commercial areas such as Sladen Street in Henty, Plunkett Street in Yerong Creek, and Urana Street in The Rock feature concrete paths on both sides of the street.

Wagga Wagga	▪ There are a number of share use and dedicated bicycle paths located in Wagga Wagga. In all areas the existing road lanes or shoulders may be used by cyclists;
	▪ Footpaths are present on most roads within the urban area of the Wagga Wagga precinct and pedestrian crossings are provided at most signalised intersections, and many un-signalised intersections;
	▪ There are also several opportunities to cross the rail line at grade separated and level crossings and pedestrian overpasses as detailed below:
	  ▪ Yarragundry Street- Railway Level Crossing;
	  ▪ Fernleigh Road- Railway Level Crossing;
	  ▪ Pearson Street - Grade-separated – road over rail;
	  ▪ Bourke/Docker Street - Railway Level Crossing;
	  ▪ Cassidy Parade – Pedestrian Overpass;
	  ▪ Edmondson Street - Grade-separated – road over rail;
	  ▪ Wagga Wagga Station pedestrian bridge – Pedestrian overpass;
	  ▪ Edward Street - Rail bridge over road/footpath.
	▪ Engagement with the South Wagga Public School has revealed Wagga Wagga Station pedestrian bridge connecting to Railway Street and Edmondson Street pedestrian path is particularly important to the community.

Junee	▪ A number of share use paths are located in Junee while no cycle infrastructure is provided in the Illabo or Harefield work sites;

Precinct	Active transport options

	▪ Footpaths are present on some of the major roads within the urban area of the Junee precinct. Typically, there is not provision of connected pedestrian infrastructure in the vicinity of enhancement sites in rural areas such as Harefield and Illabo;
	▪ There are also several opportunities to cross the rail line at level crossings and one pedestrian overpass to the Junee Railway Station platform (closed), and these locations are described below -
	  ▪ Harefield Road - Railway Level Crossing;
	  ▪ Olympic Highway (between Seignior Street and Main Street) - Railway Level Crossing;
	  ▪ Olympic Highway - Rail bridge over road/footpath;
	  ▪ Unnamed Road (near Waterworks Road at Marinna) - Railway Level Crossing;
	  ▪ Brabins Road - Railway Level Crossing.

5 ENVIRONMENTAL ASPECTS AND IMPACTS - STAGE A

The following section summarises the existing traffic, transport and access activities within and adjacent to Stage A areas of the project. The key reference documents include:

- Chapter 9 of the EIS (Transport and Traffic);
- Technical Paper 1 of the EIS (Transport and Traffic);
- Appendix C of the PIR (Traffic and Transport);
- Appendix D of the PIR RtS (Traffic and Transport).

The assessment identified that during construction, Stage A of the project may affect the surrounding road network due to:

- Increase in heavy and light vehicle movements on access routes;
- Increase in traffic on surrounding roads that are not access routes due to overall increase in access into the town(s) with workers;
- Transport of heavy, oversize and overmass vehicles;
- Acceleration and deceleration of heavy vehicles;
- Surface roadworks requiring temporary traffic, cyclist and/or pedestrian diversions, road occupation and temporary road closures;
- Temporary changes to speed limits.

5.1 Traffic generating activities

Potential traffic and transport impacts attributable to Stage A works may include:

- Increased heavy vehicle volumes and associated impacts, including road deterioration and impacts to motorists;
- Potential interaction with pedestrians and cyclists when the haulage route forms part of the main street through the town;
- Increased light vehicle volumes associated with workforce travel;
- Regional rail activities;
- Short term road closures and/or traffic restrictions and delays during the transport of oversize and heavy loads;
- Short term restrictions for properties.

As described in Section 1.4.1, construction of the project will be staged. Stage A works, and therefore traffic generating activities, will be undertaken at the enhancement sites identified in Table 9.

TABLE 9: STAGE A ENHANCEMENT SITES

Precinct	Stage A Enhancement Site	Indicative Stage A activities
Albury	Table Top Yard	Ancillary / laydown
Greater Hume-Lockhart	Henty Yard	Utility / drainage, ancillary / laydown, earthworks, gantry / signalling, trackwork (during possession)
	Yerong Creek Yard	Utility / drainage, ancillary / laydown, clearing / grubbing, earthworks, gantry / signalling, trackwork (during possession)
	The Rock Yard	Ancillary / laydown, clearing / grubbing, gantry / signalling
	Pearson St Bridge	Utility / drainage, clearing / grubbing
	Cassidy Parade	Utility / drainage, clearing / grubbing
Wagga Wagga	Edmonson St Bridge	Utility / drainage, clearing / grubbing
	Harefield Yard	Utility / drainage, ancillary / laydown, clearing / grubbing, earthworks, gantry / signalling, trackwork (during possession)
Junee	Junee Yard Clearances	Utility / drainage, ancillary / laydown, earthworks, gantry / signalling, trackwork (during possession)

Precinct	Stage A Enhancement Site	Indicative Stage A activities
	Olympic Highway Underbridge	Utility / drainage, clearing / grubbing, earthworks, trackwork (during possession)
	Junee to Illabo	Utility / drainage, ancillary / laydown, clearing / grubbing, earthworks, gantry / signalling, trackwork (during possession)

The anticipated construction vehicle numbers for Stage A are overviewed in Table 10. These numbers are indicative and will be confirmed within the Precinct Traffic Management Plans (see Section 6.1).

TABLE 10 STAGE A CONSTRUCTION VEHICLE NUMBERS

Enhancement sites	Vehicle type	EAD Peak hour movements (maximum one-way movements per peak hour)	Stage A Peak hour movements (maximum one-way movements per peak hour)
Table Top Clearances	Light vehicles	7	1
	Heavy Vehicles	2	1
Henty Yard clearances	Light vehicles	40	1
	Heavy Vehicles	8	1
Yerong Creek Clearances	Light vehicles	40	1
	Heavy vehicles	8	1
The Rock Yard clearances	Light vehicles	7	1
	Heavy Vehicles	1	1
Pearson Street bridge	Light vehicles	33	1
	Heavy vehicles	3	1
Cassidy Parade pedestrian bridge	Light vehicles	13	1
	Heavy vehicles	3	1
Edmondson Street bridge	Light vehicles	20	3
	Heavy vehicles	5	3
Harefield	Light vehicles	47	2
	Heavy vehicles	8	2
Olympic Highway underbridge	Light vehicles	53	1
	Heavy vehicles	8	1
Junee to Illabo clearances	Light vehicles	60	4
	Heavy vehicles	8	4

5.2 Intersection performance

Traffic intersection performance analysis has been undertaken to determine the potential impacts of construction traffic at key intersections in each precinct. During Stage A intersection performance within all precincts is not expected to significantly deteriorate. All modelled intersections are expected to continue to operate with stable flow conditions and an acceptable Level of Service (LoS), respectively, typically with no change to the existing LoS.

Modelled LoS are presented in the EAD, particularly EIS Technical Paper 1 (Transport and Traffic), PIR Appendix C Traffic and Transport, and PIR RtS Appendix D Traffic and Transport.

5.3 Rail possessions

Rail possessions would occur throughout the project to allow for certain work to occur along the project alignment within the Rail Corridor. Rail possessions would occur as approved by ARTC.

5.4 Construction routes, access and parking

5.4.1 Construction routes and access

Temporary access tracks from public roads to construction compounds would be established, where required, for the duration of construction. All connections to public roads would be designed to the appropriate standard and would be approved by the appropriate road authority, where required. Where appropriate temporary connections to public roads and temporary tracks would be removed when the access is no longer required. Construction routes and access points identified in the EAD have been replicated for Stage A enhancement sites and are contained in Table 11 and shown in Figure 14 to Figure 26. These routes and access points will be confirmed in the Precinct Traffic Management Plans (see Section 6.1).

TABLE 11: CONSTRUCTION ROUTES AND ACCESS – STAGE A

Precinct	Enhancement site	Construction access arrangements
Albury Precinct	Table Top Yard clearances	Access would be from Perryman Lane (unclassified Local Road). Tynan Road (unclassified Local Road) and the Hume Highway (classified State Road) would be used to reach Perryman Lane.
Hume-Lockhart Precinct	Henty Yard clearances	Access would be via Sladen Street (unclassified Local Road). Access to the southern gantry would be via Railway Parade (classified State Road). Other roads that may be used include Rosler Parade, Allan Street and Ivor Street (unclassified Local Roads).
	Yerong Creek Yard clearances	Access would be via Plunkett Street and Finlayson Street (unclassified Local Roads). Access would also be via the Olympic Highway (classified State Road) and Cole Street (unclassified Local Road).
	The Rock Yard clearances	Access would be via Urana Street (classified Regional/ unclassified Local Road). The Olympic Highway (classified State Road) would be used to reach Urana St
Wagga Wagga Precinct	Pearson Street bridge	Access would be via Urana Street (unclassified Local Road) near the rail corridor. Access to the rail corridor from the north would be via an internal access road from Cheshire Street (unclassified Local Road). Other roads that may be used include the Olympic Highway (classified State Road), Pearson Street, Alan Turner Depot access road and Fernleigh Road (unclassified Local Roads).
	Cassidy Parade pedestrian bridge	Access from the north would be via Edward Street (classified State Road), Brookong Avenue (unclassified Local Road) and Donnelly Avenue/Fox Street (unclassified Local Roads). Access from the south

Precinct	Enhancement site	Construction access arrangements
		would be via Cassidy Parade (unclassified Local Road) or Norman Street and Kildare Street (unclassified Local Roads). Other roads that may be used include Edmondson Street (unclassified Regional Road) and Coleman Street (unclassified Local Road),
	Edmondson Street bridge	Access from the north would be from Best Street and Little Best Street (unclassified Local Roads) or Station Place (unclassified Local Road). Access from the south includes: ▪ Edmondson Street (unclassified Local Road); ▪ Mount Erin Heritage Centre driveway off Edmondson Street (driveway is an unclassified Local Road); ▪ Railway Street (unclassified Local Road) at the northern end of MacLeay Street (unclassified Local Road). Other roads that may be used include Edward Street (classified State Road), Docker Street (unclassified Regional Road), Bourke Street (unclassified Regional Road), Erin Street (unclassified Local Road) and Lake Albert Road (unclassified Local Road).
Junee Precinct	Harefield Yard clearances	Access would be via Byrnes Road (unclassified Regional Road) and a private access road off Harefield Road (unclassified Local Road).
	Junee Yard clearances	Access would be from the Edgar Street (unclassified Local/Regional Road) from the east and the Olympic Highway (Kemp Street and Seignior Street) (classified State Roads) from the west.
	Olympic Highway underbridge	Access would be via Illabo Road (unclassified Local/ classified State Road) and Olympic Highway (classified State Road) from the east and Main Street (classified State Road) near the Olympic Highway from the west.
	Junee to Illabo clearances	Access would be via several locations along the Olympic Highway (classified State Road) including at level crossings and culvert works locations. Access in Illabo would be via Crowther Street (unclassified Local Road) and Turland Street/Olympic Hwy (classified State Road). Brabins Road (unclassified Local Road), and Waterworks Road (unclassified Local Road) may also be used.

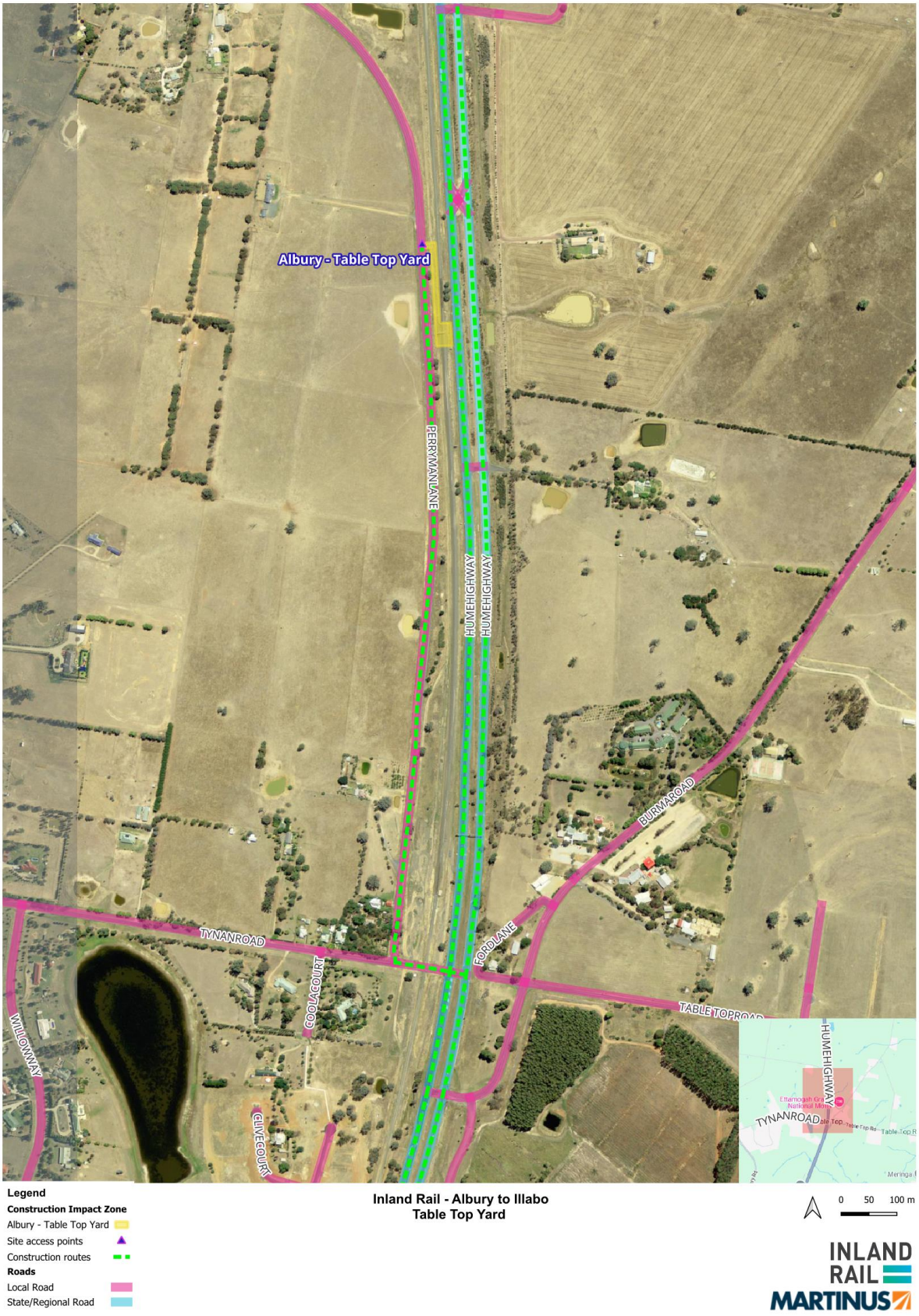

FIGURE 14 TABLE TOP YARD CONSTRUCTION ROUTES

FIGURE 15 HENTY YARD CONSTRUCTION ROUTES

FIGURE 16 YERONG CLEARANCES CONSTRUCTION ROUTES

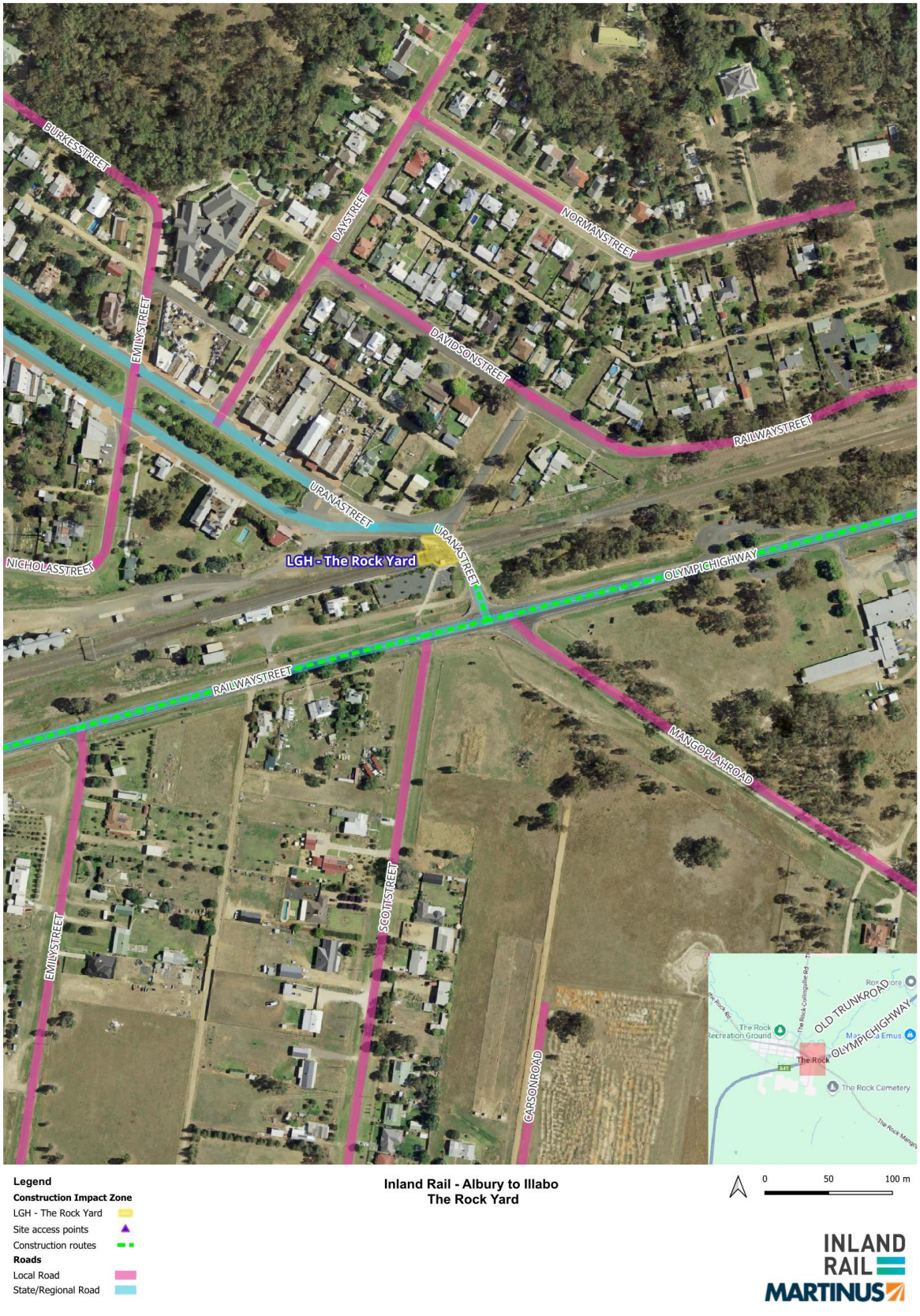

FIGURE 17 THE ROCK YARD CONSTRUCTION ROUTES

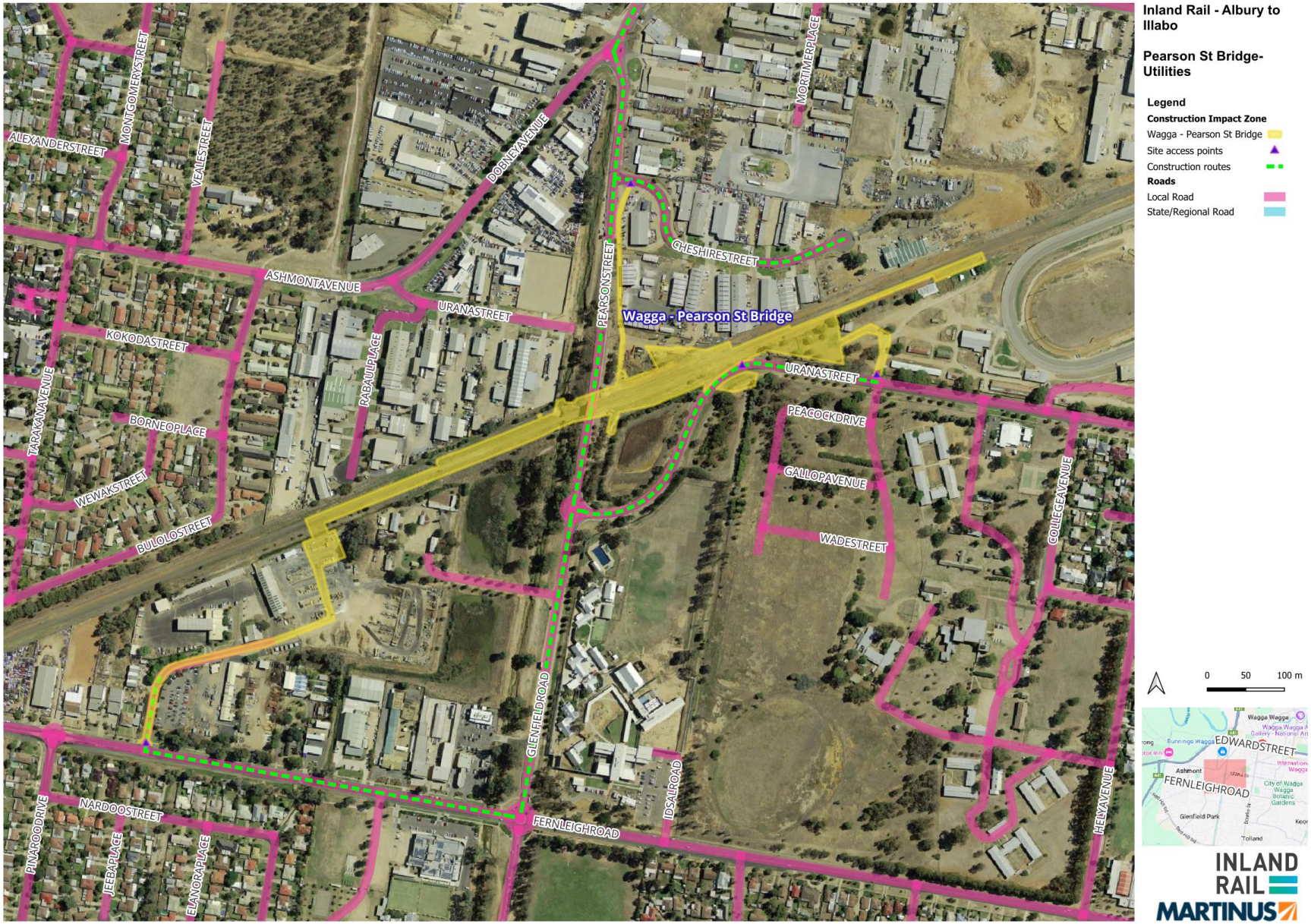

FIGURE 18 PEARSON STREET BRIDGE CONSTRUCTION ROUTES

FIGURE 19 EDMONDSON STREET BRIDGE AND CASSIDY PARADE CONSTRUCTION ROUTES

FIGURE 20 HAREFIELD YARD CONSTRUCTION ROUTES

FIGURE 21 JUNEE STATION AND SURROUNDS CONSTRUCTION ROUTES

FIGURE 22 OLYMPIC HIGHWAY CONSTRUCTION ROUTES

FIGURE 23 JUNEE TO ILLABO CLEARANCES CONSTRUCTION ROUTES

FIGURE 24 JUNEE TO ILLABO CLEARANCES CONSTRUCTION ROUTES

FIGURE 25 JUNEE TO ILLABO CLEARANCES CONSTRUCTION ROUTES

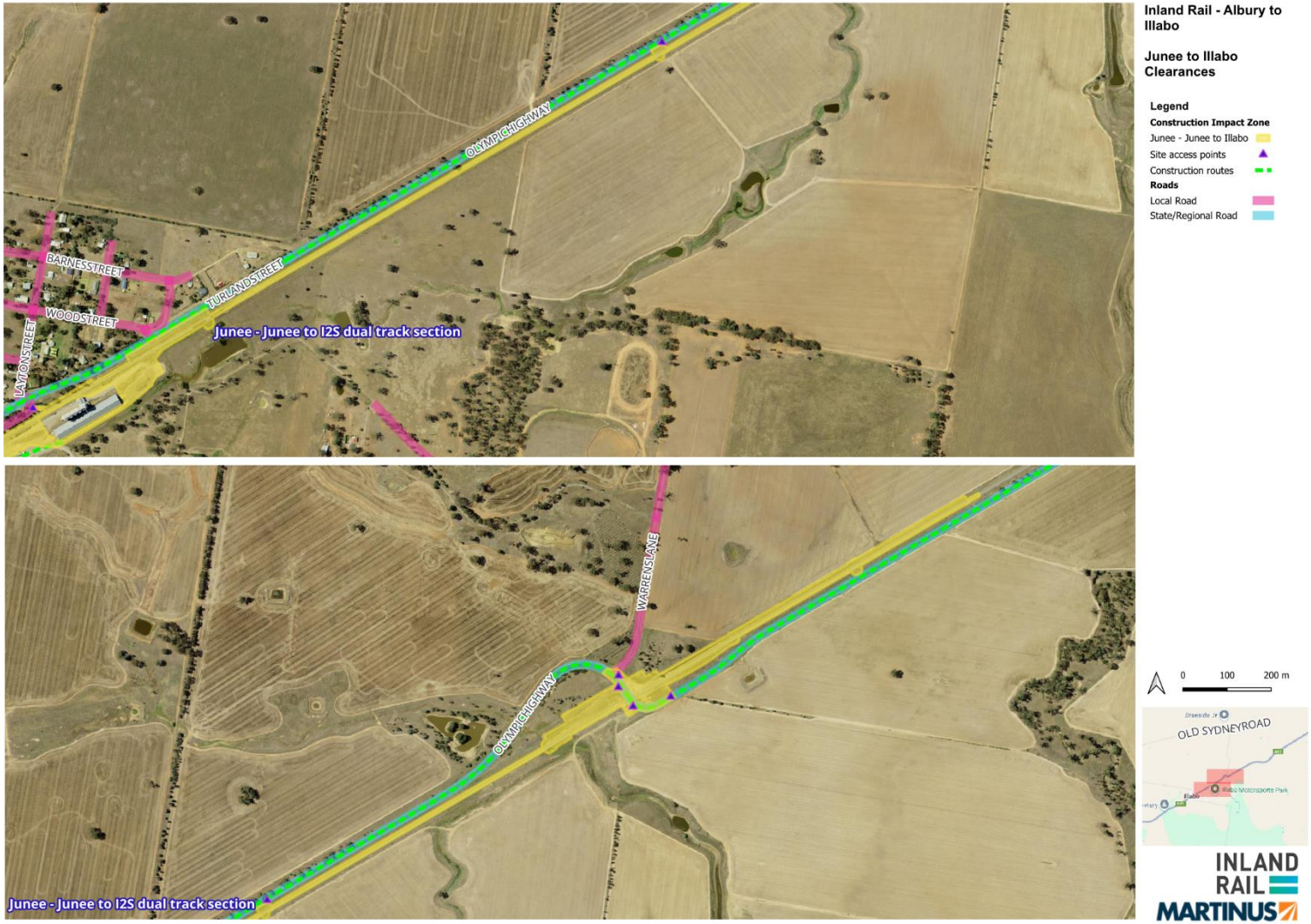

FIGURE 26 JUNEE TO ILLABO CLEARANCES CONSTRUCTION ROUTES

5.4.2 Parking

Parking for construction workers and laydown areas for unloading of heavy vehicles would be provided within the enhancement site and would not impact existing parking facilities unless they are co-located within these areas. During rail possessions, when the number of workers would likely peak, there may be a need for temporary use of on street and roadside parking due to traffic control and the increase of heavy vehicles on the local road network, which would be managed in line with the PTMP.

Where parking spaces are expected to be affected by the project, impacts are anticipated to be minimal as it is considered that there would be sufficient capacity to absorb the temporary loss of parking. The construction workforce will comprise construction personnel, subcontractors, engineers, and functional and administrative staff.

TABLE 12: SUMMARY OF ANTICIPATED PARKING ARRANGEMENTS – STAGE A

Enhancement sites	Vehicle type	Construction vehicle parking and laydown
Table Top Clearances	Light vehicles	Internal at enhancement site
	Heavy Vehicles	
Henty Yard clearances	Light vehicles	Internal at enhancement site
	Heavy Vehicles	
Yerong Creek Clearances	Light vehicles	Internal at enhancement site
	Heavy vehicles	
The Rock Yard clearances	Light vehicles	Internal at enhancement site
	Heavy Vehicles	
Pearson Street bridge	Light vehicles	Internal at enhancement site
	Heavy vehicles	
Cassidy Parade pedestrian bridge	Light vehicles	Internal at enhancement site
	Heavy vehicles	
Edmondson Street bridge	Light vehicles	Internal at enhancement site
	Heavy vehicles	
Harefield	Light vehicles	Internal at enhancement site
	Heavy vehicles	
Olympic Highway underbridge	Light vehicles	During possession peak some on-street parking may be utilised, otherwise parking will be internal at enhancement site
	Heavy vehicles	
Junee to Illabo clearances	Light vehicles	During possession peak some on-street parking may be utilised, otherwise parking will be internal at enhancement site
	Heavy vehicles	

5.5 Public transport

Where delays to the road network due to construction of the proposal occur, delays to public transport services travelling on these routes would also occur. It is noted that where public transport operates between different enhancement sites and precincts, delay to the service may occur as it passes through each relevant enhancement site.

During scheduled rail possessions, passenger trains would likely be replaced by buses/coaches at the discretion of the service operator.

Access to public transport would be sustained at all times during construction. Consultation with the community including educational facilities would inform the location of any bus stop adjustments and diversion routes required.

5.6 Pedestrian and cyclist access

A summary of pedestrian and cyclist impacts for each precinct is provided in Table 13.

TABLE 13: SUMMARY OF ANTICIPATED PEDESTRIAN AND CYCLIST IMPACTS - STAGE A

Precinct	Pedestrian and cyclist impacts
Albury precinct	There are no impacts to active transport in the vicinity of Table Top Yard enhancement site.
Hume-Lockhart Precinct	Provision of active transport infrastructure in the vicinity of the Greater Hume–Lockhart precinct enhancement sites is minimal and, given the surrounding land uses, the demand for cycling and pedestrian travel in the area is likely to be low.
Wagga Wagga Precinct	Potential impacts to active transport at Wagga Wagga enhancement sites are expected to be minor and short-term during Stage A. The Edmondson Street bridge may be closed during out-of-hours works, however, access would be reinstated at the end of the night shift. Detours may be required for short periods to maintain active transport connectivity although given the timing of a closure, demand for active transport is expected to be negligible.
Junee Precinct	Provision for active transport in the vicinity of the Harefield and Junee to Illabo Yard clearances enhancement sites is minimal, and given the surrounding land uses the demand for cycling and pedestrian travel in the area is likely to be low. At all other sites during Stage A detours would be in place where required. In some instances, cyclists would be required to travel on-road via the diversion route.

Should development of the detailed design and further construction planning identify that construction will result in long-term disruptions to pedestrian and cyclist access during construction of the Project, this impact along with the required management and mitigation will be discussed with TfNSW and local council representatives, and reasonable alternatives will be investigated and provided where feasible to mitigate any impacts to local communities.

These impacts would be managed in accordance with the measures outlined in Section 6.5 of this plan.

5.7 Property access

A summary of property access impacts for each precinct is provided in Table 14.

TABLE 14: SUMMARY OF ANTICIPATED PROPERTY ACCESS IMPACTS - STAGE A

Precinct	Pedestrian and cyclist impacts
Albury precinct	Although there may be some minor, temporary disruptions due to the requirements for traffic management, property access would be maintained for the duration of the construction activities.
Hume-Lockhart Precinct	Although there may be some minor, temporary disruptions due to the requirement for traffic management, property access would be maintained for the duration of the construction activities within Greater Hume–Lockhart precinct.
Wagga Wagga Precinct	The project would utilise the following private property access during utility works:

Precinct	Pedestrian and cyclist impacts
	▪ Mount Erin Heritage Centre driveway off Edmondson Street for access to the Edmondson Street bridge enhancement site; ▪ The driveway of one residential property located on Erin Street and accessed via Railway Street would be impacted; it is expected that this would be intermittent and alternative arrangements for access would be provided; ▪ The driveway from Station Place that gives access to the Multicultural Council of Wagga Wagga would be used for construction activities. Pedestrian access to the Multicultural Council of Wagga Wagga would be maintained under escort during this time. Although there may be some minor, temporary disruptions, property access is expected to be maintained for the duration of the utility works for Stage A activities.
Junee Precinct	None for Stage A.

Where other impacts are identified during delivery, these impacts would be managed in accordance with the measures outlined in Section 6.8 of this plan.

6 TRAFFIC MANAGEMENT - STAGE A

6.1 Precinct Traffic Management Plans

6.1.1 Content and purpose

Precinct Traffic Management Plans (PTMPs)will be developed to document the Temporary Traffic Management arrangements and Construction Access Routes proposed during Stage A works within each LGA/Precinct. Figure 27 shows the hierarchy of documentation to be prepared for traffic management. PTMPs will be prepared by appropriately qualified persons/organisations and sent to the relevant road authority for consultation, provided to the ER for their endorsement and then submitted to DPHI for approval. DPHI approval of a PTMP is required prior to construction works occurring in the area subject to the PTMP.

These PTMPs will assess the proposed construction arrangements at each Stage A enhancement site including:

- Timing and duration of works;
- Works required;
- Operating conditions;
- Construction traffic;
- Construction heavy vehicle access routes;
- Construction sites and access points, including maps with legible routes and road names;
- Local and privately-owned roads to be utilised during construction, and appropriate swept path analysis to satisfy CoA E138;
- Impacts on traffic flow, public transport, pedestrians, and cyclists. This includes a traffic and pedestrian impact assessment to satisfy CoA E138, where required;
- Diversion routes and/or detours, including relevant mitigation measures;
- High level details of general road infrastructure changes (if required). These road infrastructure changes will be dealt with in detail with TfNSW and relevant councils in Works Authorisation Deeds (WAD), TMPs and/or ROLs;
- Access for businesses and residents;
- Consideration of cumulative impacts of other projects in the area;
- Changes to kerbside management; and
- Road Safety Assessments (see Section 6.1.2) of construction access routes.

The PTMPs will detail Operational requirements including:

- Temporary road safety barriers and end treatments;
- Temporary signage;
- Temporary pavement markings;
- Variable message signs ;
- Works required to be undertaken under short term traffic control.

The PTMPs will also include indicative Traffic Guidance Schemes (TGS) and figures of the additional swept path checks to satisfy CoA E138. A TGS is defined as an arrangement of temporary traffic control devices to warn traffic and guide it around, through or past a worksite or temporary hazard. Special consideration would be given to enhancement sites that are located on land with agricultural storage or transportation infrastructure, such as grain silos, due to the high localised seasonal freight movements accessing them. The TGS will contain general high level safety information.

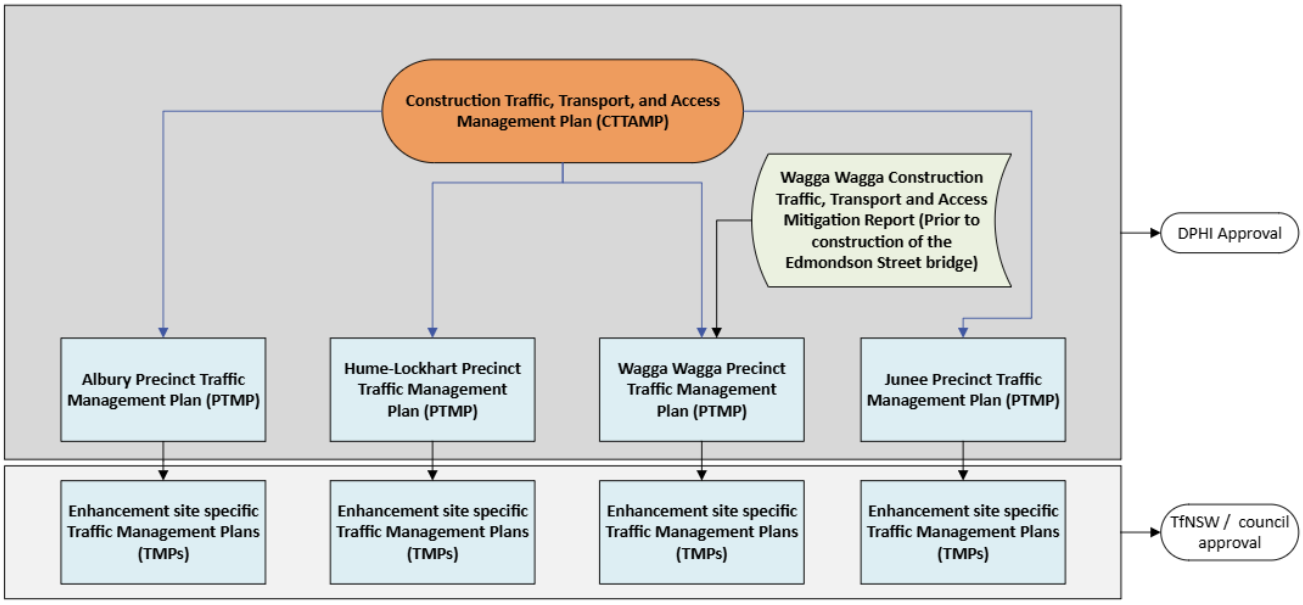

FIGURE 27: TRAFFIC AND TRANSPORT MANAGEMENT DOCUMENTS

The approval pathway for the relevant CTTAMP documents is shown in Table 15.

TABLE 15: CTTAMP, PTMP AND TMP CONSULTATION, ENDORSEMENT AND APPROVALS

Plan Type	Consultation stakeholders	Endorsement	Approval
CTTAMP (this plan)	TfNSW, relevant councils	ER	DPHI
PTMPs	TfNSW	ER	DPHI
TMPs	TfNSW and relevant councils	-	TfNSW / council

6.1.2 Road Safety Assessments

As part of the PTMP process, Road Safety Assessments will be completed. These form part of the approach to the assessment of Construction Access Routes from a road safety perspective, namely, to provide a safe road environment aligning with the Safe System. The Safe System is usually considered in terms of key interacting 'pillars':

- Safe roads
- Safe speeds
- Safe vehicles
- Safe people.

The Road Safety Assessments will be undertaken at locations along the Construction Access Routes where the road is not a pre-approved heavy vehicle route. There may be limited specific routes for vehicles that do not comply to the general access requirements, and these will be assessed appropriately based on construction requirements in the PTMPs. The Road Safety Assessments detailed within the Precinct Traffic Management Plans align with the Safe System by:

- Using crash data to understand crashes and risks.
  - A review of historical crash data provides a way to look at factors contributing to the likelihood or consequences or crashes
- Ensuring safe and efficient movements of construction vehicles.
  - By undertaking turn path analysis, reviewing sight distance requirements and existing intersection operations a thorough understanding of the operating conditions and any potential risks associated with introducing heavy vehicle movements is able to be attained.

- The process the project will follow for checking clearances to swept paths of turning heavy vehicles at existing intersection layouts will be as per the *Austroads Design Vehicles and Turning Path Templates* (Austroads, 2023) guideline.

- Undertaking a risk assessment in the road safety context.
  - A risk analysis based on network road design attributes supplemented by crash data considering potential safety or transport issues
  - Where a road safety risk is identified, propose appropriate mitigation measures
  - Where mitigation measures require the consideration of geometric improvements or upgrades to existing infrastructure, undertake further detailed investigations in consultation with the relevant Authority

Road Safety Audits are a separate process to the Road Safety Assessments. Road Safety Audits will be undertaken in accordance with CoA E145 (See Section 7.2.4) at commencement of each stage of roadworks, where changes affect traffic operations, traffic travel path characteristics, or traffic roadside characteristics during the construction stage.

6.2 Traffic Management Plans (TMPs)

Following the preparation of the PTMPs and where required, more granular enhancement site specific TMPs will be developed as part of the construction planning process for all construction activities that affect traffic conditions and the safety of road users on the external or internal road network. TMPs would be prepared by appropriately qualified persons and sent to the relevant road authority for approval and be communicated to all workers prior to implementation.

TMPs will be developed progressively during construction in accordance with the Transport for NSW publication Traffic Control at Work Sites – Version 6.1 and the Australian Standard AS1742- 2021 Manual of Uniform Traffic Control Devices. The TMPs will be developed in consultation with Transport and the relevant councils and approved by the relevant road authority(s).

The TMPs, based on the PTMPs will further develop specific management measures to be implemented to ensure the safety of road users and to maintain efficient road network operations. They will include any refinements to:

- The traffic control devices to be installed in advance of the works which may include cones, detours, barriers, signs, traffic controllers and temporary traffic signals etc and how these are to be established;
- Additional advisory signs or speed restrictions to be installed during construction;
- Road occupancy requirements and approvals;
- Road speed reductions required for the safety of the public and workers;
- Traffic management inspection and maintenance requirements.

Emergency services will be notified prior to the implementation of traffic changes to ensure that they are aware of the potential impacts that may affect emergency responses.

The TMPs would also refine Road Safety Assessments of construction access routes undertaken as part of the PTMP developed by the contractor, in consultation with the site operator, prior to commencement of construction activities on site to moderate any potential safety issues.

6.2.1 Traffic control and guidance

There will be impacts on the existing road network information and distance information signage during the project. Consideration will be given to ensuring that existing road information and distance information signage is always kept relevant and is consistent with the changed traffic conditions.

Signage associated with property, community and business access will be considered during the detailed design and implementation of TMP. Any impacts will be addressed to ensure the appropriate information for road users is effectively communicated.

Information signage and advance warning signage will be designed for all changes to the road network and traffic conditions in accordance with relevant RMS Supplement Manual of Uniform Traffic Control Devices (AS 1742.3) and AS 1743 Road Sign Specifications.

Traffic control devices include signs, traffic signals, pavement markings, traffic islands, and other devices used to regulate, warn and/or guide road users. Traffic control devices include:

- Temporary Road Safety Barriers (TRSB);
- Pavement markings and signs;
- Anti-debris/Safety screens;
- Portable Variable Message Sign (VMS);

- Radar Activated Speed Signs (RASS);
- Temporary and permanent traffic signals;
- Temporary roundabouts;
- Traffic counts;
- Radar activated speed signs;
- Temporary speed zones; and
- Lighting towers.

Traffic control signs and devices required during construction will be identified in each TMP, with indicative TGS drawings included in the PTMP.

6.3 Construction vehicle movements

6.3.1 Heavy vehicle access routes

All Construction vehicles associated with the development will only travel to and from the site via the routes described in the EAD, as identified in the Section 3.2.2 of the PIR and Section 8.7 of the EIS. Access points to each enhancement site are described in Table 11 and shown in Figure 14 to Figure 26.

The NSW Heavy Vehicle Access Policy Framework (Transport, 2018) provides a framework for heavy vehicle access in NSW for both state and local council roads. Heavy vehicle routes to and from construction sites have been prepared with the objectives being to minimise impacts to local roads and maximise the utilisation of state and regional roads where feasible and reasonable. Where an emergency requires non-project listed roads, including local roads, these may be used by light vehicles and heavy vehicles only where safe to do so and authorised by the relevant authorities.

Heavy vehicle access routes will be adjusted in response to road closures by councils (e.g. during wet weather conditions or during other maintenance or other upgrade activities). Where this results in the use of local roads within the project areas, these will be identified in consultation with the relevant council and affected residents, and suitable management measures identified and implemented.

Heavy vehicle parking, idling and queuing on public roads will be minimised where practicable particularly within the regional towns. At all times heavy vehicle drivers will be required to obey the road rules which includes covering loads when in transit to and exiting from the project site.

Heavy vehicle movements on public roads would be avoided where possible outside of the approved standard working hours. This will be achieved through scheduling and planning of deliveries or heavy vehicle movements during standard working hours, where possible. This requirement will be communicated via toolbox talks, inductions, and included within the driver code of conduct.

6.3.2 Access points

Where possible, Martinus Rail will aim to use existing access points that connect to the public road network to minimise the number of access points that need to be installed. Use of existing connections to the public road network will be considered in consultation with the relevant landholder, when accessing construction areas via private land.

Any designs for site access/egress points will be completed in accordance with the Austroads Guide to Road Design and approved by the relevant road authority. During construction MR will repair any defects to roads used to gain access to the Site within a 24-hour period while in possession of the site.

Once construction is complete access points would be removed and reinstated to the written satisfaction of the ARTC Representative and the relevant Road Authority.

6.3.3 Oversize overmass loads

Permits from the National Heavy Vehicle Regulator (NHVR) will be obtained, where required, to provide oversized and overmass vehicles access during construction. Permit applications will be supported by a Vehicle Movement Plan (VMP).

The VMP will be developed to indicate the proposed heavy vehicle routes and will be used to communicate approved heavy vehicle access routes and include travel directions, permitted intersection turning movements, speeds, approved parking, lay-up areas, areas off-limits to parking, types/size of trucks to be used and any traffic control required.

The VMP will consider activities of adjoining land uses and safety of the public, particularly when entering urban areas from rural highways.

The VMP will be developed for key areas of the project as required, details will include (but not limited to):

- Key intersections;
- Key project roads; and
- Internal project access roads.

Martinus Rail will ensure that suppliers and subcontractors are notified of the approved routes in and around each enhancement site prior to commencing work.

6.3.4 Parking

Construction workers would be required to drive and park at enhancement sites. The numbers of construction workers requiring parking would vary over the duration of the construction program. Generally, workers would arrive at the beginning of a shift in the morning and leave at the end of a shift in the evening.

For out of hours work, workers would arrive in the evening and leave in the night or morning, depending on shift requirements. The number of car parking spaces at the construction compounds would be determined during construction planning. Worker parking would generally be contained to the rail corridor. During rail possessions, when the number of workers would likely peak, there may be a need for temporary use of on street and roadside parking which would be managed in line with the TMP.

In the event that regular surveillance of onsite parking usage at constrained enhancement sites (i.e. within Albury, the City of Wagga Wagga, and Junee township) identifies that onsite parking usage cannot accommodate the usual construction workforce at the relevant enhancement sites, an assessment of potential management measures will be undertaken.

The assessment may include a parking demand survey and/or consultation with the relevant Council, nearby residents or businesses. Specific mitigation measures to be implemented to consider overflow parking will depend on the location and results of the assessment. Measures may include:

- Workforce shuttle buses;
- Investigate with Council options to adjust (remove or implement) relevant parking restrictions; and
- Identify potential off-site parking locations.

Other mitigation measures may be developed in consultation with relevant stakeholders. Specific mitigation measures would be location specific and relevant to the phase of construction at the enhancement site.

6.4 Railway operations

In accordance with contractual obligations, Martinus Rail will not cause any disruption to Railway Operations (other than to the extent permitted by an Agreed Track Possession). All track possessions would be undertaken in accordance with an ARTC approved Track Possession,

6.5 Vulnerable road users

Construction routes presented in the EAD were selected to minimise the use of local roads where possible to reduce community and vulnerable road user impacts associated with construction traffic. In accordance with CoA E138, prior to the use of local or privately owned roads a traffic and pedestrian impact assessment will be completed. Construction will be planned to minimise impacts to vulnerable road users as far as practicable, especially during concurrent bridge closures.

In accordance with CoA E134 Martinus Rail would consult with nearby education providers to ensure sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours.

6.5.1 Public transport

Construction works within the rail corridor would occur during scheduled rail possessions or under track occupancy authorisations. During rail possessions, alternative transport arrangements would be implemented in consultation with relevant stakeholders. Works carried out under a track occupancy authorisation would cause minimal disruption to rail passenger services.

Changes to bus routes and bus stops to mitigate impacts to bus services, including establishing temporary stops, would need to be planned in consultation with Transport for NSW, bus operators, and other key stakeholders, such as schools, to minimise the impact on community, public transport users and service providers.

Precinct Traffic Management Plans (PTMPs) will be prepared for Stage A sites to assess what impacts, if any, may occur to the public transport network. The PTMPs will include suitable mitigation measures as required, which may include:

- The community and other relevant stakeholders will be notified in advance of proposed transport network changes, through appropriate media and other appropriate forms of community liaison as detailed in Section 6.9;
- Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure will not occur until relocated bus stops are functioning and are within 400 metres of the original bus stop or as otherwise agreed with the relevant council and bus operator. The relocation of bus stops will be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.

6.5.2 Pedestrians and cyclists

In accordance with CoA E133 safe pedestrian and cyclist access and routes will be provided and maintained across and around work sites during construction. In circumstances where pedestrian and cyclist access and routes are restricted or removed due to construction activities, a nearby alternative access or route will be provided which complies with the relevant standards before the restriction or removal of the impacted access. Alternate routes will aim to minimise inconvenience to pedestrians with the primary goal of maintaining clear space between pedestrians, active work areas and live traffic.

Precinct Traffic Management Plans (PTMPs) will be prepared for Stage A sites as described in Section 6.1. These PTMPs will include a pedestrian impact assessment. The PTMPs will also include risk assessments comparing the current level of risk (i.e., current traffic) with the proposed level of risk (i.e., current traffic plus construction traffic)) undertaken in line with the principles for assessment prescribed with the NSW Route Assessment Guide for Restricted Access Vehicles. As part of the PTMPs, the following measures will be implemented when providing alternate pedestrian routes to minimise impacts on mobility impaired pedestrians:

- Clearly define temporary footpath arrangements by using appropriate signage;
- Maintain sufficient space for wheelchair access;
- Maintain a smooth, even surface on all temporary footpaths and crossings;
- Conduct regular inspections to maintain footpaths free of trip hazards; and
- When changing footpath access, minimise grades for wheelchair use.

The Project will endeavour to maintain cyclist connectivity and functionality provided within and directly adjacent to the construction support sites and work areas, by preserving existing facilities or providing alternative facilities as part of a detour.

Disability Discrimination Act 1992 requirements will be adopted for kerb ramps and bus stop locations. Pedestrian and cyclist safety will be a critical consideration wherever construction (and especially heavy vehicle) traffic interacts with pedestrian and cyclist movements. Vehicles (including light and heavy vehicles) associated with the Project will be managed to not block or disrupt access across pedestrian or shared user paths at any time. Each site will have their pedestrian, cyclist and vehicle risk assessed as part of each Traffic Management Plan, and will deploy appropriate controls such as:

- Audible warnings for approaching and/or departing heavy vehicles;
- Visual warnings at entry/exit points (including flashing lights and/or signage); and
- Traffic controllers or gatekeepers to assist in managing the interface between pedestrians, cyclists and vehicles.

The type and extent of control will be outlined in the PTMPs.

The Project has been designed with limited locations of interface with pedestrians, and most access and egress points avoid crossing pedestrian paths.

6.5.3 Sensitive land uses

Where possible, impacts will be minimised to schools, childcare facilities, aged care facilities and other sensitive land uses. These sensitive land uses will be avoided by using alternate vehicle routes and access points, where possible. Where alternate routes are unavailable or not practical, construction heavy vehicles that may impact on sensitive land uses would be scheduled to occur during more suitable times. These times would be determined through consultation with the impacted sensitive land uses in accordance with Section 6.9.

6.6 Road maintenance

6.6.1 Dilapidation surveys

A Road Dilapidation Report will be undertaken in accordance with CoA E139 and UMM TT15. The dilapidation report will be provided to the relevant road authorities and IR within one month of completion and at least two weeks before the road is used by heavy vehicles associated with the project. A dilapidation survey will be undertaken as follows:

1. For portions of the local road network that will be used by the project during that construction stage, to satisfy CoA E139;
2. For haulage routes not captured within the road dilapidation required for CoA E139, the road dilapidation survey would also be undertaken along those haulage routes to the lesser of:
    a. 500 metres from a site access/egress point, or
    b. To the State road network.

The Road Dilapidation Report must provide measures to ensure that roads can safely accommodate heavy vehicles proposed to be used by the project. If the dilapidation report finds proposed construction routes are deemed unsafe for the use of heavy vehicles, these roads would be required to be upgraded and/or repaired prior to the project's utilisation. Periodic road repair would also be undertaken as required, before and during construction.

Where the road is not up to standard due to condition, width, pavement type, and road geometry, Martinus Rail would upgrade the road to a service level equal to (or better than) the level it was being maintained immediately prior to construction before heavy haulage commences, at no cost to the owner.

In accordance with CoA E141 if damage to local roads occurs as a result of the construction of the project, the project will, within six months of the completion of construction (or one month for private roads), either (at the landowner or relevant roads authority's discretion):

- Rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey; or
- Compensate the relevant roads authority or owner for damages caused. The amount of compensation may be agreed with the relevant roads authority and landowners, but compensation must be paid even if no agreement is reached; or
- Where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements.

6.7 Emergency repair/maintenance

Vehicles that have broken down will be moved off the road, provided this can be done so safely. Where vehicles require maintenance on the roadside, hazard lights will be used. The hazard will be communicated using available communication systems (i.e. radio channels) in order to warn other drivers and operators.

Before towing operations commence on haul roads, notification will be given to all haul road users through the communication system. Before earthmoving equipment is towed, a risk assessment will be conducted, and control measures implemented in accordance with project safety requirements.

6.8 Access

As per the contractual obligations, Martinus Rail will not interfere with the free movement of traffic (vehicular or pedestrian) into and out of, adjacent to, around, on or about the Site except to the extent such interference is a direct and unavoidable result of carrying out and completing works in accordance with the EAD, all applicable Laws and Standards and Best Industry Practices.

Martinus Rail will maintain existing access to properties during the entirety of work where practicable. Where changes to access arrangements to businesses, residences, special events or community places are required as part of construction activities, the project will advise the relevant stakeholders and consult with them in advance regarding temporary disruption to existing accesses. In accordance with CoA E160, where construction restricts a property's access to a public road, Martinus Rail will until their primary access is reinstated, provide the property with temporary alternate access to an agreed road determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.

As per CoA E157, Martinus Rail will consult with all landowners where the project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. This consultation must include, but not be limited to, safe and convenient stock and machinery movement across the rail corridor.

6.9 Community and stakeholder engagement

Engagement with relevant stakeholders will be undertaken regularly to minimise congestion and inconvenience to road users in areas affected by diversions. Stakeholders will include the relevant local council, bus operators, state government departments, emergency services (including the Local Emergency Management Committee) and affected property owners/occupants.

6.9.1 Traffic and Transportation Committee

A Traffic and Transportation Committee (TTC) will be established as a technical forum to discuss road safety and traffic management measures, potential impacts on the road, pedestrian and cycle network, TMPs and program. The TTC will include representatives from TfNSW and relevant Councils. On occasion the TTC may include adjacent construction project representatives to manage cumulative impacts.

6.9.2 Traffic and Transport Liaison Group

A Traffic and Transport Liaison Group (TTLG) will be formed including senior representatives from relevant stakeholders. Ongoing consultation will be carried out through this forum to minimise construction traffic and transport impacts. The TTLG would typically include a wider audience and be more of an informative session for key stakeholders (in lieu of project problem solving, and discussions as would be part of the TTC with a smaller more targeted audience). The TTLG may include stakeholders from bus operators, other adjacent projects and the usual invite list from the TTC. The TTLG will be convened at the start of the project (prior to construction) and are proposed to be held monthly initially (unless otherwise requested by stakeholders). The frequency and benefit of the meeting is expected to reduce once sites are established, therefore meeting frequency will be agreed with stakeholders and TfNSW representatives and will vary throughout the project.

6.9.3 Emergency services

Consultation with emergency services providers will continue throughout construction of the project to minimise impacts on emergency services operations.

Martinus Rail will include provisions for priority for emergency services vehicles to travel through the construction impact zone where possible. Access will be provided throughout the construction sites should an emergency arise on-site during the works. Signage will be implemented to ensure that all construction and adjusted property accesses are clearly signposted.

Any detours will be detailed in a Traffic Guidance System and forwarded to each emergency service prior to the implementation of the scheme. The Martinus Rail Traffic Manager and/or delegate will notify the emergency services providers when access to properties or traffic routes is expected to be impeded for any period of time.

Representatives of the Emergency Services will be invited to attend TTLG meetings to ensure they remain informed of current or upcoming changes to traffic conditions.

6.9.4 Community communication

Consultation with road users, freight operators, pedestrians and active transport users would occur in accordance with the CCS to notify these stakeholders of changes to traffic conditions, detours and parking.

Communications Action Plans will be developed for specific packages of work and/or activities to manage community communicated in each instance. For changes to traffic and transport resulting from the project, the following notification requirements would apply as per the Project CCS and Communication and Stakeholder Engagement Management Plan (CSEMP). Table 16 provides an overview of the stakeholder engagement approach relevant to the CTTAMP.

TABLE 16: NOTIFICATION TIMELINE

Stakeholder	Aim of engagement	Level of engagement	Engagement approach	Relationship manager	Dates
Government Agencies					
Transport for NSW	• Consideration of additional mitigation measures to improve traffic efficiency during construction, such as temporary changes to	Inform / Consult	Send copy of notification	Inland Rail/ Martinus	5-14 days prior to works

Stakeholder	Aim of engagement	Level of engagement	Engagement approach	Relationship manager	Dates
	signal phasing at intersections along the traffic diversion routes.		Meetings (Teams/face-to-face)		
Local Councils	• Consideration of additional mitigation measures to improve traffic efficiency during construction.	Inform / Consult		Martinus	
Local Emergency Management Services	• Ensure emergency services are aware of any proposed detours that may affect travelling routes. • Consideration of where mitigation measures can be implemented to minimise impacts to emergency services.	Inform / Consult		Martinus	
Educational institutions and Services	• Ensure sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours.	Inform / Consult	Send copy of notification Meetings (Teams/face-to-face)	Martinus	5-14 days prior to works
Landowners and Businesses					
Directly Affected Landowners including residents and businesses	• Ensure landowners are aware of the proposed work and traffic/transport impacts. • Reduce temporary disruption to existing accesses	Inform / Consult	Doorknock Meetings (Teams/face-to-face) Works notification via mail	Martinus	5-14 days before works
Local transport and Bus Operators	• Ensure public transport operators are aware of the potential disruptions and suggested detours. • Reduce impacts to operators by taking on feedback where appropriate.	Inform / Consult	Works notification via email Phone call(s) to contact person Meetings (Teams/face-to-face)	Martinus	5-14 days before works

Stakeholder	Aim of engagement	Level of engagement	Engagement approach	Relationship manager	Dates
Other: Ride share operators, taxi operators and community transport providers	• Ensure public transport operators are aware of the potential disruptions and suggested detours. • Reduce impacts to operators by taking on feedback where appropriate.	Inform / Consult	Works notification via mail	Martinus	5-14 days before works
Media / social media					
"Live traffic" updates		Low	Information provided to "live traffic" updates via the relevant local government	Inland Rail	Inland Rail to manage

6.10 Driver code of conduct

The safety of workers and road users is of paramount importance to Martinus Rail, and the fit and proper behaviour of drivers is directly related to establishing and maintaining a high safety standard during project delivery. Furthermore, all drivers involved in the project must comply with the legal obligations whilst operating vehicles. To assist in achieving safe outcomes during construction, a Driver Code of Conduct (DCC) will be developed prior to construction.

The DCC will address the following:

- Travelling speeds;
- Procedures to ensure that drivers adhere to the designated over-dimensional and heavy vehicle routes;
- Procedures to ensure drivers meet project requirements to minimise impacts on the communities and environment near the worksites and along the approved routes. This includes the appropriate use of compression braking and minimising the need for truck idling, especially near sensitive receivers;
- Procedures to ensure that drivers implement safe driving practices;
- Detailed program to monitor and report on the effectiveness of these measures and the code of conduct.

Prior to working on the project, vehicle drivers will be required to have read the DCC and acknowledge their compliance with it throughout their involvement in the project. The expectations of the DCC will be established in the project induction and will be reiterated through pre-starts. Martinus Rail will retain copies of the signed DCCs. The DCC includes management of fatigue for drivers. This includes the requirements for drivers on the project to:

- Be suitably rested by taking regular rest breaks of no less than the minimum periods prescribed by the National Heavy Vehicle Regulator; and
- For operators of heavy vehicles to comply with the CoR legal requirements under the *National Heavy Vehicle Law (Heavy Vehicle (Adoption of National Law) Act 2013* No 42).

6.11 Water based transport

Water based transport is not expected to be impacted during Stage A of the project. A Maritime Traffic Management Plan would be prepared in accordance with CoA C8(m), and UMM TT8 and included as an Appendix to the CTTAMP for Stage B of the project.

6.12 Management and mitigation measures

A range of environmental requirements and management measures are identified in the EAD and CoA. Specific measures and requirements to address traffic, transport and access impacts are outlined in Table 17. The following mitigation measures have been developed with consideration of SMART (specific, measurable, achievable, relevant and time-based) principles.

TABLE 17: TRAFFIC, TRANSPORT, AND ACCESS MANAGEMENT AND MITIGATION MEASURES

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
General						
TTA-01	Potential mitigations will be further considered during the during the development of the PTMPs. These potential mitigations include, but are not limited to: ▪ Temporary signals or other signal optimisations where required; ▪ Traffic Management Plans (TMP); ▪ Turn restrictions at selected locations and selected times; ▪ Removal of on-street parking / creating clearways at particular times; ▪ Improved lane delineations.	All	During development of PTMPs	MR Traffic Manager	UMM TT2	PTMPs Consultation records
TTA-02	Subject to agreement with the relevant road authority, mitigation measures to improve traffic efficiency during construction in Junee will include, but not be limited to: ▪ Formalisation of keep clear markings on circulating lanes at the Olympic Highway / Broadway roundabout to prevent queueing through the roundabout; ▪ Extending the existing right turn lane on the south approach of the Olympic Highway / Broadway roundabout; ▪ Keep clear markings at the intersection of Olympic Highway / Main Street.	Junee	Pre-construction/ Construction	MR Traffic Manager	UMM TT2	Consultation records Inspections PTMPs
TTA-03	Construction traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with Conditions C21 and C22. Local or privately owned roads used for access to ancillary facilities, construction sites, and temporary accommodation must be identified in the Construction Traffic, Transport and Access Management Sub-plan. Prior to the use of local or privately owned roads the:	All	Construction	MR Traffic Manager MR Site Supervisor	CoA E138	PTMPs Road Dilapidation Reports

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
	▪ Proposed routes utilising local roads must include a traffic and pedestrian impact assessment, and a swept path analysis; and ▪ completion of road dilapidation surveys in accordance with Condition E139.					
TTA-04	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	All	Construction	MR Traffic Manager MR Site Supervisor	CoA E143	PTMPs Inspections
TTA-05	Appropriate signage and warnings, including variable messaging signs, will be considered in the PTMPs and Traffic Management Plans, and in consultation with the relevant road manager. These will be deployed as considered appropriate in the vicinity of the enhancement sites to provide early warning for road users of disruptions due to construction activities and road closures.	All	Construction	MR Traffic Manger MR Site Supervisor	UMM TT14	PTMPs Inspections
TTA-06	TTA-06 not used					

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
TTA-07	Input would be sought from relevant stakeholders (such as local councils, the National Heavy Vehicle Regulator (NHVR) and Transport for NSW) prior to finalising the detailed design of those aspects of the proposal that affect the operation of road and other transport infrastructure under management of these stakeholders. This would include confirming ongoing operation and maintenance arrangements of assets under the control of other stakeholders.	All	Pre-construction	MR Traffic Manager	UMM TT11	Consultation records
Road Safety Audits						
TTA-08	An independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits 2023, including but not limited to for all areas identified by the Safe Systems Assessment as requiring further assessment. Audit findings and recommendations must be actioned before construction of the relevant infrastructure and must be made available to the Planning Secretary on request.	All	Prior to construction of relevant infrastructure	Appropriately qualified road auditor MR Traffic Manager	CoA E145 UMM TT10	Road Safety Audit
Road Dilapidation						
TTA-09	Before any local road, including interfaces with classified roads, or haulage roads are used by a heavy vehicle for the purposes of construction of the project, a Road Dilapidation Report must be prepared for subject roads and bridges. A copy of the Road Dilapidation Report must be provided to the relevant roads authority within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the project.	All	Before local road or haulage roads are used by Project heavy vehicles	MR Traffic Manager MR Project Manager	CoA E139 UMM TT15	Road Dilapidation Report
TTA-10	The Road Dilapidation Report must provide measures to ensure: roads deemed unsafe for the use of heavy vehicles are upgraded and repaired prior to use;	All	Before local road is used by Project heavy vehicles	MR Traffic Manager	CoA E139	Road Dilapidation Report

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
	roads used can safely accommodate heavy vehicle haulage based on volume, types and duration of use; and road repair is undertaken periodically before and during construction as required.					
TTA-11	Where the road is not up to standard due to condition, width, pavement type, and road geometry, the Proponent must upgrade the road to a service level equal to (or better than) the level it was being maintained immediately prior to construction before heavy haulage commences, at no cost to the owner.	All	Before local road is used by Project heavy vehicles	MR Traffic Manager MR Project Engineer	CoA E139	Road Dilapidation Report Inspections
TTA-12	If damage to local roads occurs as a result of the construction of the project, Martinus Rail must, within six months of the completion of construction (or one month for private roads), either (at the landowner or relevant roads authority's discretion): rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey; or compensate the relevant roads authority or owner for damages caused. The amount of compensation may be agreed with the relevant roads authority and landowners, but compensation must be paid even if no agreement is reached; or where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements.	All	Construction	MR Traffic Manager MR Project Engineer	CoA E141	Inspections Consultation records
TTA-13	Damage to roads that affects road safety or trafficability as a result of construction would be rectified as soon as practicable. In particular, Joffre Street and Pretoria Avenue in Junee will be monitored for damage during construction and any necessary repairs attended to as soon as possible.	All	Construction	MR Traffic Manager MR Project Engineer MR Site Supervisor	UMM TT15	Inspections
Public and Active Transport						

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
TTA-14	Safe pedestrian and cyclist access and routes must be provided and maintained across and around work sites during construction. In circumstances where pedestrian and cyclist access and routes are restricted or removed due to construction activities, a nearby alternative access or route must be provided which complies with the relevant standards before the restriction or removal of the impacted access.	All	Construction	MR Traffic Manager	CoA E133	PTMPs Inspections
TTA-15	The Proponent must consult with nearby education providers to ensure sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours.	All	Pre-construction	MR Traffic Manager	CoA E134	Consultation records
TTA-16	Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within 400 metres of the original bus stop or as otherwise agreed with the relevant council and bus operator.	All	Construction	MR Traffic Manager	CoA E142	PTMPs Consultation records
TTA-17	The relocation of bus stops must be undertaken in consultation with the relevant council, Transport for NSW, and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.	All	Construction	MR Traffic Manager MR Community and Stakeholder Manager	CoA E142 UMM TT3	Consultation records
Access						
TTA-18	The Proponent must consult with all landowners where the project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. This consultation must	All	Pre-construction	MR Traffic Manager	CoA E157	Consultation records

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
	include, but not be limited to, safe and convenient stock and machinery movement across the rail corridor.			MR Community and Stakeholder Manager		
TTA-19	The Proponent must maintain existing access to properties during the entirety of work where practicable.	All	Construction	MR Traffic Manager	CoA E159	PTMPs
TTA-20	Where construction restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	All	Construction	MR Traffic Manger	CoA E160	PTMPs Consultation records
TTA-21	Special consideration would be given to enhancement sites that are located on land with agricultural storage or transportation infrastructure, such as grain silos, due to the high localised seasonal freight movements accessing them. Detailed assessment of the site accesses will be undertaken as part of the RSAs and appropriate Traffic Management Plans will be developed by the contractor, in consultation with the site operator, prior to commencement of construction activities on site to moderate any potential safety issues.	All	Construction	MR Traffic Manager MR Site Supervisor	UMM TT20	Road safety audits PTMPs
Stakeholder Communication						
TTA-22	Consultation will be undertaken with emergency services and the Local Emergency Management Committee regarding construction related impacts to: ▪ plan alternative routes that avoid the heaviest impacted areas of the road network during the Kemp Street bridge closures, and associated diversions to minimise travel-time delay experienced by emergency service vehicles	All	Pre-construction, Construction	MR Traffic Manager MR Community and Stakeholder Manager	UMM TT4	Consultation records

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
	▪ advise of temporary disruption to access on the Murray River ▪ provide further information on temporary road closures and disruption to access to assist emergency services in their emergency response and travel planning.					
TTA-23	Consultation will be undertaken with emergency services and the Local Emergency Management Committee regarding operational impacts to provide further information on train movements and level crossing closures to assist emergency services in their emergency response and travel planning.	Al	Pre-construction, Construction	MR Traffic Manager MR Community and Stakeholder Manager	UMM TT4	Consultation records
TTA-24	Prior to the commencement of works, Local Land Services (LLS) will be notified of increased vehicle movements and construction activities adjacent to the travelling stock reserves (TSRs) and temporary closures of any level crossings during the construction phase so that stock handlers, including walking permit holders, can be notified of the impacts to stock movements.	All	Pre-construction, Construction	MR Traffic Manager MR Community and Stakeholder Manager	UMM TT5	Consultation records
TTA-25	TTA-25 not used.					
TTA-26	ARTC will consult with Transport for NSW during construction planning to identify any required mitigation measures where the proposal has the potential to disrupt: ▪ Transport for NSW non-time tabled train services; ▪ Operational rail activities carried out by Transport for NSW in rail yards impacted by construction. ▪ Identified mitigation measures will be implemented during construction.	All	Pre-construction, construction	MR Traffic Manager MR Community and Stakeholder Manager ARTC	UMM TT13	Consultation records
TTA-27	Communication with relevant stakeholders will be undertaken regularly to minimise congestion and inconvenience to road users in areas affected by diversions. Stakeholders will include the relevant	All	Construction	MR Traffic Manager	UMM TT17	Consultation records

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
	local council, bus operators, state government departments, emergency services (including the Local Emergency Management Committee) and affected property owners/occupants.			MR Community and Stakeholder Manager		
TTA-28	The community will be notified in advance of pedestrian bridge closures and any proposed road or pedestrian network closures and diversions through signage, the local media and other appropriate forms of communication. Appropriate wayfinding signage for road and pedestrian diversions will be provided, clearly articulating alternative routes. Consultation would also discuss opportunities for broader diversions away from congested roads. Additional measures identified as an outcome of consultation will be implemented during construction, where practicable.	All	Construction	MR Traffic Manager MR Community and Stakeholder Manager	UMM TT17	Consultation records Community notification documents
TTA-29	Where changes to access arrangements to businesses and residences are required as part of the proposal construction activities, ARTC will advise property owners/occupants and consult with them in advance regarding temporary disruption to existing accesses.	All	Construction	MR Traffic Manager MR Community and Stakeholder Manager	UMM TT19	Consultation records
Parking						
TTA-30	Where construction onsite parking cannot accommodate the full construction workforce at enhancements sites at constrained locations feasible and reasonable management measures that minimise impacts on parking on local roads will be identified and implemented. Depending on the location, management measures may include workforce shuttle buses.	All	Constriction	MR Traffic Manager	UMM TT22	Inspections

7 COMPLIANCE MANAGEMENT

7.1 Training

To ensure that this Plan is effectively implemented, all site personnel (including sub-contractors) will undergo site induction training that includes construction traffic, transport and access management issues prior to construction commencing. The induction training will address elements related to traffic, transport and access management including:

- Existence and requirements of this CTTAMP, the relevant TMPs and all plans and procedures;
- Relevant legislation, regulations, licences and permit requirements;
- Incident response, management and reporting;
- Road safety;
- Road occupancy;
- Construction hours;
- Complaints response and reporting;
- Roles and responsibilities for traffic management;
- Temporary and interim traffic arrangements;
- Response procedure for dealing with traffic incidents;
- Encouraging the use of alternative transport modes and carpooling.

Daily pre-start meetings conducted by the Martinus Rail Foreman/Site Supervisor will inform the site workforce of any environmental issues relevant to traffic, transport, and access that could potentially be impacted by, or impact on, the day's activities.

Further details regarding staff induction and training are outlined in Section 6.2 of the CEMP.

7.2 Monitoring program

This monitoring program has been developed in consultation with relevant councils and Transport as required under CoA C27.

7.2.1 Baseline data

Baseline traffic data was collected as part of the preparation of the EAD. This data is presented in:

- Technical Paper 1 of the EIS (Transport and Traffic);
- Appendix C of the PIR (Traffic and Transport);
- Appendix D of the PIR RtS (Traffic and Transport).

The background data for stage A of the Project is summarised in Section 4 of this TTAMP.

Additional traffic survey collection at level crossing LX 607 (Olympic Highway, Junee) and adjoining intersections will be completed prior to Stage B to validate the outcomes of the modelling completed for the proposal and further inform traffic management outcomes and community awareness during construction, in consultation with Junee Shire Council.

7.2.2 Surveillance

Martinus Rail will use field staff, the traffic management team and traffic control subcontractors to monitor the effects of construction activity on affected roads and the surrounding network. Their objective will be to detect and report any unsafe traffic conditions, incidents, and unusual congestion. Surveillance staff will be regularly briefed on all changes implemented in the surrounding road network and the seasonal variations expected in traffic flows. Surveillance staff or construction staff will also monitor the usage of onsite parking at enhancement sites at constrained locations, such as within Albury, the City of Wagga Wagga and the Junee township. Inspections will be undertaken to check safe access to properties is provided at all times.

Communication is an essential part of traffic operations, for both planned and unplanned incidents. As such, Martinus Rail's field resources will report all incidents or issues to the Martinus Rail Traffic Manager and Martinus Rail Safety Manager immediately. The Environmental Manager will then implement a response strategy if required.

7.2.3 Monitoring schedule

Regular inspections of sensitive areas and activities will occur for the duration of the project as per Table 18. Monitoring for the project has been modelled off the TfNSW Traffic Control at Work Sites Manual (TCAW).

Weekly and other routine inspections by the Acoustics Advisor (AA) and ER will occur throughout construction. Detail on the nature and frequency of these inspections are documented in Section 7.1 and 7.2 of the CEMP.

Visual inspection of the local roads, signage and road closure delineation will be undertaken. Inspections for works covered by Road Occupancy Licenses (ROLs) will be conducted to ensure all required controls outlined in the TMPs are in place before occupying the identified roads.

TABLE 18: MONITORING RELEVANT TO TRAFFIC, TRANSPORT, AND ACCESS FOR THE PROJECT

Inspection/monitoring (including parameter/method)	Description	Monitoring Frequency	Location	Responsibility	Reference
TGS checks	To ensure that the TGS is implemented as designed	Daily	As required along the Stage A alignment	MR Traffic Manager MR Site Supervisor	Traffic Control at Work Sites Manual
Weekly TTM inspections	To ensure that the TMP and relevant TGS are appropriate and operating safely, effectively and efficiently	Weekly	As required along the Stage A alignment	MR Traffic Manager MR Site Supervisor	Traffic Control at Work Sites Manual
Periodic TMP Review	To ensure that TMP controls are achieving the required outcomes.	6 Monthly	As required along the Stage A alignment	MR Traffic Manager MR Site Supervisor	Traffic Control at Work Sites Manual
Road dilapidation inspection	Complete road dilapidation inspections in accordance with CoA E139 and UMM TT15	Pre-Construction and prior to Completion	As required along the Stage A alignment	MR Traffic Manager	CoA E139 UMM TT15

7.2.4 Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of traffic, transport and access management measures, compliance with this Plan, conditions of approval and other relevant approvals, licenses and guidelines. Audit requirements are detailed in Section 9.1 and 9.2 of the CEMP.

In accordance with CoA E145 and UMM TT10, independent Road Safety Audit(s) will be undertaken by an appropriately qualified and experienced person in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits 2023, including but not limited to all areas identified by the Safe Systems Assessment as requiring further assessment.

As per UMM TT10, the audit findings and recommendations will be actioned prior to construction of the relevant infrastructure where reasonable and feasible. All audit findings must be made available to the Planning Secretary on request, within the timeframe stated in the request.

7.2.5 Reporting and identified records

Monitoring outputs would be qualitatively analysed and reported on against compliance requirements of the EAD, Conditions of Approval, Deed and CEMF. Reporting requirements for monitoring detailed in Table 18 is shown in Table 19 below. In accordance with CoA C27 (j), monitoring reports would be provided to the stakeholders as outlined in Table 19.

TABLE 19: REPORTING REQUIREMENTS RELEVANT TO TRAFFIC, TRANSPORT AND ACCESS

Inspection/monitoring	Reporting frequency	Report criteria	Report to who
TGS checks	Daily internal reporting	Reporting criteria as per TCAW and includes:	Daily checklist provided to Martinus

Inspection/monitoring	Reporting frequency	Report criteria	Report to who
	Non-compliances would be managed in accordance with the project Safety Management System.	▪ Has the site traffic management been implemented in accordance with the approved TGS. ▪ Is the TGS operating as intended. ▪ Are the implemented controls effective.	Site Supervisor and Traffic Manager
Weekly TTM inspections	Weekly internal reporting	Reporting criteria as per TCAW and includes: ▪ The work site is established in accordance with the TMP and relevant TGS; ▪ The TMP and relevant TGS are: ▪ Provided and are on site; ▪ Approved; and ▪ Implemented as prescribed. ▪ Safe passage has been provided for all road users to travel around, past or through the work site; ▪ Signs and devices are in good condition and clearly visible to road users; and ▪ Any potential hazards are identified and addressed in the TMP and TGS prior to opening. ▪ The work site is operating safely and as intended, including risk identification and mitigation; ▪ All incidents and near misses are reviewed; and ▪ Inspections are being completed.	Weekly to Martinus Environment and Sustainability Manager and Traffic Manager
Periodic TMP Review	6 Monthly Non-compliances would be managed in accordance with Section 8.1.3 of the CEMP.	The scheduled TMP review will consider the following: ▪ TMP and TGS are approved; ▪ Identify required variations to the TGS, and ensure that they are updated, recorded and approved; ▪ Review any departures or variations to ensure they have been documented and approved; ▪ Speed control effectiveness; and ▪ Construction vehicle entry/egress suitability.	6 Monthly to IRPL/AA/ER/ Planning Secretary/relevant regulatory agencies
Road dilapidation inspection report	Pre- and post-construction in accordance with CoA E139 and UMM TT15	The pre-construction report will identify the existing condition of roads. The post-construction report will identify whether damage to the road occurred as a result of construction.	Relevant roads authority

Additional reporting requirements and responsibilities are documented in Section 10.2 of the CEMP. Additionally, in the event of an incident or non-compliance, the Planning Secretary will be notified in writing of the findings of the review conducted by Martinus Rail relating to the incident or non-compliance.

Martinus Rail will maintain accurate records substantiating all construction activities associated with the project or relevant to the conditions of approval, including measures taken to implement this Plan. Records will be made available to the Planning Secretary upon request, within the timeframe nominated in the request.

7.3 Roles and responsibilities

The project team's organisational structure and overall roles and responsibilities are outlined in Section 6.1 of the CEMP. Specific responsibilities for the implementation of construction traffic management are detailed in Table 20 below.

TABLE 20: TRAFFIC ROLES AND RESPONSIBILITIES

Role	Authority and Responsibility
Traffic Manager	▪ Develop PTMPs, TMPs and TGS and obtaining required approvals from the relevant authorities. ▪ Ensure approved traffic management measures are implemented and maintained in accordance with approved plans. ▪ Carry out regular inspections of the traffic control measures to ensure they are effective. ▪ Amend and update the plans as required to ensure that they remain current as work progresses. ▪ Record and report on all identified traffic incidents. ▪ Arrange traffic control audits and implementing audit close out actions. ▪ Undertake traffic-based risk assessments of the works.
Traffic Engineer (s)	▪ Assist in the development of Precinct Traffic Management Plans ▪ Conduct inspection to verify the operation of Precinct Traffic Management Plans meets intent and safety goals ▪ Assist in scheduling traffic control resourcing, development of Traffic Guidance Schemes and seeking approvals ▪ Assist in scheduling Road Safety Audits and closing out findings ▪ Assist in implementations, inspections, procurement and installation of signs, linemarking, barriers and other traffic related equipment
Superintendents and supervisors	▪ Allocate field resources as required ▪ Support delivery of the traffic management objectives ▪ Assist with the implementation of the CTTAMP ▪ Ensure relevant field team members receive the appropriate training.

8 REVIEW AND IMPROVEMENT

8.1 Continuous improvement

Continuous improvement of this Plan and Monitoring Program will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement.

Issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.

The continuous improvement process will be designed to further minimise impacts to road users, pedestrians and active transport users:

- Identify areas of opportunity for improvement of environmental management and performance;
- Identify environmental risks not already included in the risk register;
- Determine the cause or causes of non-conformances and deficiencies;
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies;
- Verify the effectiveness of the corrective and preventative actions;
- Document any changes in procedures resulting from process improvement;
- Make comparisons with objectives and targets.

Martinus Rail will be responsible for ensuring that project environmental risks are identified and included in the risk register and appropriate mitigation measures implemented throughout the construction of the project, as part of the continuous improvement process.

The process for continuous identification and analysis of new risks associated with traffic, transport and access that may arise during construction will be facilitated by:

- Construction traffic monitoring program (as outlined in Section 7.2);
- Preparation of PTMPs to assess future work;
- Regular inspections and observations by site personnel;
- Revision of this Plan and/or traffic, transport and access management measures as required in response to community complaints or requests from regulatory agencies, the ER or the Planning Secretary.

This continuous risk analysis approach will ensure prompt identification of new risks and ensure efficient mitigation through implementation of appropriate management measures.

8.2 Update and amendment

The processes described in Section 10.4 of the CEMP may result in the need to update or revise this Plan.

Any revisions to this Plan will be in accordance with the process outlined in Section 10.4 of the CEMP. A copy of the updated Plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.

The review and document control processes for this CTTAMP is described in Section 10.4 of the CEMP.

APPENDICES

APPENDIX A

Secondary CoAs and UMMs

TABLE A1-A: SECONDARY COA RELEVANT TO THIS PLAN

No.	Requirement	Where addressed
E133	Safe pedestrian and cyclist access and routes must be provided and maintained across and around work sites during construction. In circumstances where pedestrian and cyclist access and routes are restricted or removed due to construction activities, a nearby alternative access or route must be provided which complies with the relevant standards before the restriction or removal of the impacted access.	Section 6.12 - TTA-14
E134	The Proponent must consult with nearby education providers to ensure sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours.	Section 6.12 - TTA-15
E136	Prior to construction of the Edmondson Street bridge in Wagga Wagga: (a) a target level of service must be determined in consultation with roads authority, Council and TfNSW for intersections in Wagga Wagga that will be impacted during construction or utilised as diversion routes; (b) construction traffic mitigation options must be proposed to meet the target level of service in (a) and their performance analysed using traffic modelling; (c) traffic management measures must be proposed to manage speeds on local roads expected to experience increased traffic; and (d) mitigation measures must be developed in consultation with the roads authority, Council and TfNSW.	Not relevant to Stage A works.
E137	Mitigation measures determined in accordance with Condition E136 and the results of consultation with the roads authority, Council and TfNSW must be included in a Wagga Wagga Construction Traffic, Transport and Access Mitigation Report. The Wagga Wagga Construction Traffic, Transport and Access Mitigation Report must be submitted and approved by the Planning Secretary prior to construction in Wagga Wagga. All mitigation measures identified to manage traffic in the approved Wagga Wagga Construction Traffic, Transport and Access Mitigation Report must be implemented prior to construction in Wagga Wagga. Performance of the installed mitigations must be analysed in the required Construction Traffic Monitoring Program required by Condition C27.	Not relevant to Stage A works.
E138	Construction traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with Conditions C21 and C22. Local or privately owned roads used for access to ancillary facilities, construction sites, and temporary accommodation must be identified in the Construction Traffic, Transport and Access Management Sub-plan. Prior to the use of local or privately owned roads the: - Proposed routes utilising local roads must include a traffic and pedestrian impact assessment, and a swept path analysis; and - completion of road dilapidation surveys in accordance with Condition E139.	Section 6.12 -TTA-03

No.	Requirement	Where addressed
E139	Before any local road, including interfaces with classified roads, is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for subject roads and bridges. A copy of the Road Dilapidation Report must be provided to the relevant roads authority within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the CSSI.	Section 6.12 - TTA-09
E140	The Road Dilapidation Report must provide measures to ensure: a) Roads deemed unsafe for the use of heavy vehicles are upgraded and repaired prior to use; b) Roads used can safely accommodate heavy vehicle haulage based on volume, types and duration of use; and c) Road repair is undertaken periodically before and during construction as required. Where the road is not up to standard due to condition, width, pavement type, and road geometry, the Proponent must upgrade the road to a service level equal to (or better than) the level it was being maintained immediately prior to construction before heavy haulage commences, at no cost to the owner.	Section 6.12 - TTA-10
E141	If damage to local roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction (or one month for private roads), either (at the landowner or relevant roads authority's discretion): a) rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E139; or b) compensate the relevant roads authority or owner for damages caused. The amount of compensation may be agreed with the relevant roads authority and landowners, but compensation must be paid even if no agreement is reached; or c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements.	Section 6.12 -TTA-12
E142	Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within 400 metres of the original bus stop or as otherwise agreed with the relevant council and bus operator. The relocation of bus stops must be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.	Section 6.12 -TTA-16 Section 6.12 -TTA-17
E143	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible,	Section 6.12 -TTA-04

No.	Requirement	Where addressed
	minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	
E145	An independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits 2023, including but not limited to for all areas identified by the Safe Systems Assessment as requiring further assessment. Audit findings and recommendations must be actioned before construction of the relevant infrastructure and must be made available to the Planning Secretary on request.	Section 6.12 -TTA-08
E157	The Proponent must consult with all landowners where the project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. This consultation must include, but not be limited to, safe and convenient stock and machinery movement across the rail corridor.	Section 6.12 -TTA-18
E159	The Proponent must maintain existing access to properties during the entirety of work where practicable.	Section 6.12 -TTA-19
E160	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	Section 6.12 -TTA-20 Section 6.7

TABLE A1-B: SECONDARY UMMS RELEVANT TO THIS PLAN

No.	Requirement	Where addressed
TT1	Early consultation will be undertaken with road authorities (local councils and Transport for NSW (Transport for NSW)) and public transport service providers for aspects of the proposal that may require changes to the road network. This includes: - consideration of additional mitigation measures to improve traffic efficiency during construction, such as temporary changes to signal phasing at intersections along the traffic diversion routes. - consideration of other projects, in addition to aspects of the proposal that may require changes to the road network.	Section 1.6 Section 6.8
TT2	Subject to agreement with the relevant road authority, mitigation measures to improve traffic efficiency during construction in Wagga Wagga will include, but not be limited to:	Section 6.12 -TTA-01 Section 6.12 -TTA-02

No.	Requirement	Where addressed
	- road markings (lengthen and demarcate left turn lane on Railway Street at Lake Albert Road western approach remove existing on street parking). - influencing route choice for north-south movements across the rail corridor by encouraging drivers to use Pearson Street bridge crossing via Glenfield Road and Pearson Street between Holbrook Road in the south and Olympic Highway in the north as an alternative to the Bourke Street / Docker Street level crossing - a temporary right-turn movement ban in the AM peak to prevent traffic from Coleman Street entering Bourke Street to travel north. – Not applicable to Stage A Subject to agreement with the relevant road authority, mitigation measures to improve traffic efficiency during construction in Junee will include, but not be limited to: - formalisation of keep clear markings on circulating lanes at the Olympic Highway / Broadway roundabout to prevent queueing through the roundabout - extending the existing right turn lane on the south approach of the Olympic Highway / Broadway roundabout - keep clear markings at the intersection of Olympic Highway / Main Street. ARTC will also investigate the potential to re-position the centre line where Main Street turns into Humphreys Street, to extend the length of left turn stacking in Main Street. In addition to the specific mitigations detailed above, other potential mitigations will be further considered during the Construction Planning and Detailed Design phases. These potential mitigations include, but are not limited to: - temporary signals or other signal optimisations where required - Local Area Traffic Management Plans (LATM) - turn restrictions at selected locations and selected times, such as at Athol Street, Wooden Street and Lindsay Street in Wagga Wagga - removal of on-street parking / creating clearways at particular times - improved lane delineations.	
TT3	Changes to bus routes and bus stops to mitigate impacts to bus services, including establishing temporary stops, would need to be planned in consultation with Transport for NSW, bus operators, and other key stakeholders, such as schools, to minimise the impact on community, public transport users and service providers.	Section 6.8 Section 6.12 -TTA-17
TT4	Consultation will be undertaken with emergency services and the Local Emergency Management Committee regarding construction related impacts to: - plan alternative routes that avoid the heaviest impacted areas of the road network during the Edmondson Street bridge and Kemp Street bridge closures, and associated diversions to minimise travel-time delay experienced by emergency service vehicles	Section 6.12 -TTA-22 Section 6.12 -TTA-23

No.	Requirement	Where addressed
	- advise of temporary disruption to access on the Murray River - provide further information on temporary road closures and disruption to access to assist emergency services in their emergency response and travel planning. Consultation will be undertaken with emergency services and the Local Emergency Management Committee regarding operational impacts to provide further information on train movements and level crossing closures to assist emergency services in their emergency response and travel planning.	
TT5	Prior to the commencement of works, Local Land Services (LLS) will be notified of increased vehicle movements and construction activities adjacent to the travelling stock reserves (TSRs) and temporary closures of any level crossings during the construction phase so that stock handlers, including walking permit holders, can be notified of the impacts to stock movements.	Section 6.12 -TTA-24
TT6	Restrictions on navigation of the Murray River beneath and in the vicinity of the Murray River bridge site, as a result of the construction, will be planned prior to commencing construction and handled in accordance with the Marine Safety Act 1998 (NSW), and Marine Safety Regulation 2016 (NSW) including preparation of a marine traffic management sub-plan. Transport for NSW, as the authority under the Marine Safety Act 1998 (NSW), will be notified of the proposed works and will be consulted in regard to navigational marks, signage and marine notices at least six weeks prior to the commencement of work at the Murray River bridge site.	Not applicable to Stage A, see Section 6.10
TT7	A navigational impact assessment will be undertaken during detailed design in accordance with Transport for NSW's processes to minimise disruptions to watercraft and any safety and hazard issues are appropriately mitigated. Input will be sought from relevant stakeholders (including local councils and Transport for NSW) prior to finalising the detailed design of structures (including temporary structures) over navigable waters.	Not applicable to Stage A, see Section 6.10
TT8	The marine traffic management sub-plan (informed by the navigational impact assessment (TT7) will be prepared and implemented as part of the Construction Environmental Management Plan (CEMP). The plan will include measures, processes and responsibilities to minimise the potential for impacts on navigable waters during construction. The plan will be prepared in accordance with the Marine Safety Act 1998 (NSW), Marine Safety Regulation 2016 (NSW) and other related legislation. The plan would be developed in consultation with relevant stakeholders, including local councils and Transport for NSW.	Not applicable to Stage A, see Section 6.10
TT9	Consultation with Junee Shire Council and Transport for NSW will be undertaken regarding the potential for preventative road works, prior to road diversions in Junee on Joffre Street and Pretoria Avenue, to offset impacts from higher than typical traffic and heavy vehicle movements on some local roads due to diverted traffic.	Not applicable to Stage A
TT10	Road safety audits (RSAs) and risk assessments would be undertaken by independent advisors within the design and construction process, for each enhancement site where changes to the road network are required or where increased traffic movements or diversions	Section 6.12 -TTA-08

No.	Requirement	Where addressed
	during the construction phase may present an increased crash risk. These will be prepared in accordance with the Austroads guidelines and supplements, to provide for safe movements of construction vehicles on public roads, and will consider the safety of all road users in the final design. A safe system approach will be adopted to minimise harm caused to all road users through the use of appropriate road design features and speeds. Audit findings would be actioned before construction of the relevant infrastructure, where reasonable and feasible.	
TT11	Input would be sought from relevant stakeholders (such as local councils, the National Heavy Vehicle Regulator (NHVR) and Transport for NSW) prior to finalising the detailed design of those aspects of the proposal that affect the operation of road and other transport infrastructure under management of these stakeholders. This would include confirming ongoing operation and maintenance arrangements of assets under the control of other stakeholders.	Section 6.12 -TTA-07
TT12	Construction staging will be planned to account for continued active transport connectivity during construction, including exploring opportunities to reduce the duration of concurrent bridge closures, in consultation with impacted stakeholders. The order of construction will be confirmed during detailed design, but could include: - sequencing of pedestrian bridge closures at Wagga Wagga Station and Cassidy Parade to minimise periods of concurrent closures of these bridges, whilst construction of the Edmondson Street pedestrian and road bridge is completed. - opening of the Junee pedestrian bridge, prior to the closure of Kemp Street bridge."	Section 6.4.2 Section 6.8 Pedestrian Bridge closures are not subject to Stage A.
TT13	ARTC will consult with Transport for NSW during construction planning to identify any required mitigation measures where the proposal has the potential to disrupt: - Transport for NSW non-time tabled train services - operational rail activities carried out by Transport for NSW in rail yards impacted by construction. Identified mitigation measures will be implemented during construction.	Section 6.12 -TTA-26
TT14	Appropriate signage and warnings, including variable messaging signs, will be considered in the Construction Traffic Transport and Access Management Plans, and in consultation with the relevant road manager. These will be deployed as considered appropriate in the vicinity of the enhancement sites to provide early warning for road users of disruptions due to construction activities and road closures.	Section 6.12 -TTA-05
TT15	A Road Dilapidation Report will be prepared for all haul routes and diversion routes, including heavy vehicles, within each precinct. Should damage to the road occur as a result of construction, the damage will be rectified to restore the road to the pre-work condition as identified in the road dilapidation report or as otherwise agreed with the relevant road authority.	Section 6.12 -TTA-09 Section 6.12 -TTA-13

No.	Requirement	Where addressed
	A copy of the Road Dilapidation Report would be provided to the relevant road authorities and, where applicable landowners, within one (1) month of completion of the survey and at least two weeks prior to the road is used by heavy vehicles associated with construction or as a result of commencement of a diversion route. Pre-construction road upgrades will be considered for construction access routes based on the findings of the Road Dilapidation Report and the planned construction traffic management. Damage to roads that affects road safety or trafficability as a result of construction would be rectified as soon as practicable. In particular, Joffre Street and Pretoria Avenue in Junee will be monitored for damage during construction and any necessary repairs attended to as soon as possible.	
TT16	Heavy vehicle diversionary signage will be implemented to encourage the diversion of heavy vehicle traffic outside of Junee on the existing heavy vehicle routes via Goldfields Way and Old Junee Road during closure of the Kemp Street bridge.	Not relevant to Stage A works
TT17	Communication with relevant stakeholders will be undertaken regularly to minimise congestion and inconvenience to road users in areas affected by diversions, such as during the works for the replacement of the Edmondson Street bridge in Wagga Wagga and Kemp Street bridge in Junee, or level crossing closures (including full or partial closure). Stakeholders will include the relevant local council, bus operators, state government departments, emergency services (including the Local Emergency Management Committee) and affected property owners/occupants. The community will be notified in advance of pedestrian bridge closures and any proposed road or pedestrian network closures and diversions through signage, the local media and other appropriate forms of communication. Appropriate wayfinding signage for road and pedestrian diversions will be provided, clearly articulating alternative routes. Consultation would also discuss opportunities for broader diversions away from congested roads. Additional measures identified as an outcome of consultation will be implemented during construction, where practicable."	Section 6.9 Section 6.12 -TTA-27 and TTA-28
TT19	Where changes to access arrangements to businesses and residences are required as part of the proposal construction activities, ARTC will advise property owners/occupants and consult with them in advance regarding temporary disruption to existing accesses. Temporary changes to access arrangements during construction will include (but not be limited to): - Edmondson Street bridge, Wagga Wagga - Wagga Wagga Station and surrounds - Kemp Street bridge, Junee.	Section 6.12 -TTA-29
TT20	Special consideration would be given to enhancement sites that are located on land with agricultural storage or transportation infrastructure, such as grain silos, due to the high localised seasonal freight movements accessing them.	Section 6.12 -TTA-21

No.	Requirement	Where addressed
	Detailed assessment of the site accesses will be undertaken as part of the RSAs and appropriate Construction Traffic Transport and Access Management Plans will be developed by the contractor, in consultation with the site operator, prior to commencement of construction activities on site to moderate any potential safety issues.	
TT21	Replacement parking of up to 13 spaces for Transport for NSW station workers will be provided during construction when the existing Transport for NSW parking compound is unavailable for use due to the construction of the Albury station pedestrian bridge. The location of the replacement parking will be refined in consultation with Transport for NSW during detailed design and construction planning.	Section 6.12 -TTA-30
TT22	Where construction onsite parking cannot accommodate the full construction workforce at enhancements sites at constrained locations, such as within Albury, the City of Wagga Wagga and Junee township, feasible and reasonable management measures that minimise impacts on parking on local roads will be identified and implemented. Depending on the location, management measures may include workforce shuttle buses. Any measures will be detailed in the traffic and transport management sub-plan of the CEMP.	Section 6.12 -TTA-31

APPENDIX B

ISC Requirements

TABLE A2-A: ISC HEA-2 COMPLIANCE TABLE

ISC Credit		Where addressed
Crime Prevention (Hea-2)		
Level 1		
Benchmark	The likelihood of crime has been reduced through implementing appropriate CPTED guidelines in design, construction and operation	Evidence to be developed
Benchmark	All tunnels or underpasses have end-to-end visibility	Evidence to be developed
Must Statement from v1.2 ISC Technical Manual	All pedestrian or cyclist tunnels or underpasses must have end-to-end visibility.	Evidence to be developed
Must Statement from v1.2 ISC Technical Manual	Where it can be justified that end-to-end visibility of a tunnel or underpass is not possible or feasible it needs to be demonstrated that an alternative approach using a combination of other CPTED principles to meet the intention of this credit.	Evidence to be developed
Level 2		
Benchmark	Temporary construction diversions and lighting are designed to meet CPTED guidance	Landscape and Rehabilitation Framework
Must Statement from v1.2 ISC Technical Manual	This might be a ‘cut down version’ of the process used for the permanent design but it must nevertheless incorporate implementation of an appropriate CPTED guideline that addresses the CPTED principles in Figure B.	Evidence to be developed

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