Overarching Operational Traffic Management Plan – Enfield Intermodal Logistics Centre

NSW Ports | December 2024 | Version 5.2

Contents

Document Control

DATE	DETAILS	BY	REVIEW/APPROVED
04/08/2014	V1 for DPIE approval	Sydney Ports	DPIE
23/02/2015	V2 internal review to convert to NSW Ports	NSW Ports	NSW Ports
01/12/2018	V3 minor internal review	A Wedgwood/ A Whiley	NSW Ports
01/07/2020	V4 for DPIE approval	A Wedgwood	DPIE
21/12/2021	V5.0 includes Section 17 to address DPIE request for OTMP to include measure to ensure tenant site specific TMPs are prepared consistent with OTMP and approved.	B Beudeker	DPE April 2022
01/12/2022	V5.1 updated to include latest Workplace Travel Plan in Appendix E	B Beudeker	S Cowley (NSW Ports)
25/11/2024	V5.2 – Sect.14 TCMP updated to reflect the improved monitoring regime using NSW Ports Enfield Traffic Management Tracking model & TfNSW ANPR data. Figure 1 also updated	J Cayzer B Beudeker	B Beudeker (sent to DPE also)
20/12/2024	V5.2 with amendments as per DPE comments 9/12/24	B Beudeker	Sent to DPE on 20/12/2024 DPE approved on 10/04/2025

1. INTRODUCTION

Project Approval for the construction and operation of the Enfield Intermodal Logistics Centre (ILC) was granted under Section 75J of the *Environmental Planning & Assessment Act (1979)* by the former Minister for Planning on 5 September 2007, subject to a number of conditions. The approved project (as amended) includes (but is not limited to) the construction and operation of the following (**refer to Figure 1):**

- An intermodal terminal for the loading and unloading of containers between road and rail and the short-term storage of containers;
- Rail sidings, railway lines and associated works connected to the existing freight line;
- Warehousing;
- Empty container storage areas and facilities;
- Light industrial/commercial area fronting Cosgrove Road complementary to operations at the site;
- Access works including the construction of a road bridge over the rail marshalling yards to connect the site to Wentworth Street and an upgrade of the Cosgrove Road entrance to the site;
- Internal roads, administration buildings, diesel and LPG storage and fuelling facilities, container washdown area, vehicle maintenance shed, and installation of site services (all utilities, stormwater and sewerage); and
- Southern Ecological Area (SEA) including Green and Golden Bell Frog (GGBF) ponds and habitat, heritage items and vegetated area.

Condition of Approval (CoA) 6.4 and 6.5(b) of the Project Approval requires an Operational Traffic Management Plan (OTMP) to be prepared for the approval of the Planning Secretary prior to the commencement of site operations of the Project.

Figure 1: Enfield ILC Layout

1.1. Conditions of Approval Compliance Table

Table 1 provides a reference for where traffic related CoA are addressed within this Overarching Operational Traffic Management Plan.

TABLE 1: CONDITIONS OF APPROVAL COMPLIANCE TABLE CONDITION OF APPROVAL (COA)	ADDRESSED WITHIN OTMP
2.2 The Proponent shall provide a manual and/or technological solution to control the frequency of articulated and B-double vehicles from entering the Cosgrove Road entrance to the site during morning and afternoon peak periods.	Section 4, 9 and 14
2.2A – 2.2C – Intermodal Operations 2.2A - The proponent is to provide an Intermodal Freight Transportation Report, prepared by an independent qualified person(s) approved by the Planning Secretary. The purpose of the Intermodal Freight Transportation Report is to detail how the Proponent is working to increase the modal share of rail, and is to include the following: a) the number of twenty-foot equivalent shipping containers despatched and received during the period; b) modal splits of container volumes (in TEUs), provided by the warehouse operators and/or the intermodal operators, moved in/out of the project by: i. rail-to-truck/truck-to-rail, and ii. truck-to-truck; c) representative vehicle origins and destinations, based on data from the warehouse operators and/or the intermodal operators; d) review of recorded actual traffic generation against the traffic model referred in, and the findings of, the report titled Traffic Impact Assessment Enfield Intermodal Logistics Centre; Cosgrove Road, Enfield MOD 14 Ref: 0440r03v5 (Ason Group, 26 February 2018); e) a constraints and opportunities analysis to assist with identifying measures to increasing the modal split of container movements via rail to-truck/truck-to-rail; and f) a future forecast outlining expected TEU volume despatched and received on rail, demonstrating how the Proponent is using the opportunities identified above, subject to the constraints identified, to assist with switching the main mode of transport for container TEUs to rail. The report is to be submitted throughout operation of the project, with the first report to be submitted one year after the commencement of operation of the first warehouse/s permitted as part of the approval of MP 05_0147 MOD 14, unless otherwise agreed by the Planning Secretary. Subsequent reports will be completed and submitted to the Planning Secretary on a two-yearly basis, or as otherwise agreed. Note: Subject to condition 1.3B, the requirements of this condition are in addition to the requirements of the Traffic and Capacity Monitoring Program and the Traffic Audit required under conditions 3.6-3.9, and the Proponent may elect to address the requirements of any of those conditions in a consolidated document. 2.2B A framework for recording and reporting on the data required for the report required under condition 2.2A is to be prepared by an independent qualified person(s) approved by the Planning Secretary, and submitted to the Planning Secretary for approval three months prior to the commencement of operation of any warehouse permitted as part of the approval of MP 05_0147 MOD 14. The Proponent shall prepare the report required under condition 2.2A in accordance with the framework for recording and reporting approved by the Planning Secretary under this condition from time to time. 2.2C The Proponent is to comply with any reasonable additional operation traffic management measures as directed by the Planning Secretary in consultation with Transport for NSW and RMS (now part of TfNSW) following review of any Intermodal Freight Transportation report, Traffic and Capacity Monitoring Program, or Traffic Audit.	Section 12 Section 5
2.3 The Proponent shall design, construct and maintain all internal road works, including the associated 816 parking facilities and loading bays for operational areas associated with the ILC, warehouses and light industrial/commercial uses, to meet or exceed the following requirements: a) compliance with the provisions of relevant Australian Standards, RMS standards and guidelines;	Section 6

b) installation of clear signage to demarcate all vehicle movements within the site; c) provision of directional pavement arrows on all internal roads, and line-marking and signage to indicate designated truck routes and bays; d) internal roadways wide enough to accommodate through traffic and turning twoway traffic; e) design of site ingress and egress points to ensure that vehicles enter and leave the site in a forward direction; f) installation and maintenance of any landscaping on the site so as not to affect driver sight distance for vehicles entering and exiting the site; and g) clear demarcation of all visitor, disabled, ambulance and service vehicle parking areas.	
2.3A The Proponent must prepare a Work Place Travel Plan to the satisfaction of the Planning Secretary prior to the issue of any Occupation Certificate for any warehouse permitted as part of the approval of MP 05_0147 MOD 14. The Proponent must ensure that the Work Place Travel Plan (as revised from time to time) is implemented for the life of the Project.	Section 11
2.12 The Proponent shall establish and maintain for the life of the project, unless otherwise agreed by the Planning Secretary, a Road Transport Coordination Group to oversee and coordinate the management of traffic and road issues associated with and affected by the project. The Group shall include representatives of the Proponent, the Department, the RMS, Strathfield Municipal Council and Canterbury Bankstown Council, and shall operate in accordance with terms of reference agreed by those parties at the first meeting(s) of the Group. The Proponent shall bear the full cost of administering the Group.	Section 16
3.6 - The Proponent shall develop and implement a Traffic and Capacity Monitoring Program to monitor the throughput and traffic generation of the project. The Program shall include, but not necessarily be limited to: a) provisions for monitoring the throughput of the project; b) provisions for representative monitoring the traffic generation of the project, with reference to traffic generation as a function of project throughput, type of road transport employed, hours of traffic movements and intended road traffic destinations; c) provisions for periodic monitoring of traffic movements generated by the project in the surrounding road network, with a particular focus on the residential areas of Greenacre to the west of the project, generally between Roberts Road, Boronia Road and the Hume Highway, and principal road transport routes to and from the site; and d) a framework for recording and reporting the outcomes of the Program and a system for considering data generated through the Program.	Section 13
3.7 - Within 90 days of the project reaching annual throughput of 50,000 TEU, 150,000 TEU and 250,000 TEU, or as may be directed or agreed by the Planning Secretary, and during a period in which the project is operating under normal operating conditions, a Traffic Audit of the project shall be undertaken by an independent qualified person(s) approved by the Planning Secretary. The Audit shall include, but not necessarily be limited to: a) assessment of the traffic performance of the project against the predictions made in the documents referred to under condition 1.1 of this approval; b) consideration of the results of the Traffic and Capacity Monitoring Program required under condition 3.6 of this approval; c) consideration of the effectiveness of the traffic management measures implemented by the Proponent and the measures required under this approval; d) consideration of traffic-related issues raised by the RMS (now part of TfNSW), Canterbury Bankstown Council and Strathfield Municipal Council; e) consideration of the traffic-related complaints recorded in accordance with condition 5.3 of this approval; f) findings and recommendations with respect to the traffic performance of the project and any additional measures that may be required to manage traffic associated with the project.	Section 14

3.8 - Within 28 days of conducting the traffic auditing referred to under condition 3.7 of this approval, the Proponent shall provide the Planning Secretary with a copy of the audit report. If the audit report identifies any non-compliance with the traffic predictions, principal heavy vehicle routes or local area traffic management measure outlined in the documents referred to under condition 1.1, or specified under this approval, the Proponent shall detail what additional measures would be implemented to ensure compliance, clearly indicating who would implement these measures, when these measures would be implemented, and how the effectiveness of these measures would be measured and reported to the Planning Secretary.	Section 14
3.9 - Following consideration of the outcomes of the traffic audits referred to under conditions 3.7 and 3.8 of this approval, the Planning Secretary may require the Proponent to implement additional traffic mitigation, monitoring or management measures to address traffic associated with the project. The Planning Secretary may require any or all of the measures proposed by the Proponent in the traffic audit report, or other measures considered appropriate by the Planning Secretary (including additional local area traffic management measures or on-site traffic management controls) to be implemented. The Proponent shall implement the measures required by the Planning Secretary within such period as the Planning Secretary may specify.	Section 14
6.4 - Prior to the commencement of operation of the project, the Proponent shall prepare and submit for the approval of the Planning Secretary an Operation Environmental Management Plan (OEMP) to detail an environmental management framework, practices and procedures to be followed during the operation of the project. The Plan shall be consistent with the Department's Guideline for the Preparation of Environmental Management Plans (DIPNR 2004), and shall include, but not necessarily be limited to: …….h) the issue-specific management plans listed under condition 6.5 of this approval.	Section 1
6.5(b)(i) - an Operation Traffic Management Plan to outline measures to minimise and manage any impacts from the operation of the project on the local road network. The Plan shall include, but not necessarily be limited to: i) a driver education program to ensure that heavy vehicles comply with the requirements of this approval and the commitments made in the documents referred to under condition 1.1, particularly with respect to heavy vehicle routes;	This document Section 8
6.5(b)(i-a) - a Driver's Code of Conduct which details traffic management measures to be implemented during operation to: · minimise impacts of the project on the local and regional road network, · minimise conflicts with other road users, · ensure truck drivers use specific routes and access points, including no left turn access from Cosgrove Road, and · minimise traffic noise, particularly during night times hours;	Section 4, Section 8 and Section 10
6.5(b)(ii) - movement scheduling where practicable to reduce impacts during sensitive time periods;	Section 9
6.5(b)(iii) - specific measures for ensuring that all heavy vehicle operators associated with the project are aware of and implement the Plan;	Section 8
6.5(b)(iv) - a system for identifying and ensuring conformance with the Plan, including conformance monitoring, procedures for implementing and monitoring corrective and preventative action, and penalties for breaches of the Plan; and	Section 8
6.5(b)(v) - a continuous improvement process for assessing Plan effectiveness and implementing improvements to the Plan.	Section 5

2. PURPOSE OF THE PLAN

The ILC at Enfield is limited to a maximum throughput of 300,000 TEU per annum, for the rail to intermodal interface and precinct interface, excluding internal TEU movements (CoA 1.5). The traffic activity of the whole Enfield ILC will be managed through this Overarching Operational Traffic Management Plan (OTMP) and tenant specific operational TMPs.

The purpose of this document is to present the overarching operational traffic arrangements for the internal roads within the ILC, and the public road routes leading to the entry points at Wentworth Street and Cosgrove Road. NSW Ports and ILC tenants/operators will comply with this Plan in order to minimise and manage any traffic related impacts from the operation of the ILC on public and internal roads.

Tenant or precinct specific operational Site Specific Traffic Management Plans (SSTMPs) will be prepared by tenants for the operation of each precinct and are to be consistent with this OTMP. To assist in the content and quality of the SSTMP the guidelines in Section 17 provide details and guidance to tenants regarding the requirements and consideration to be included within the SSTMP.

Traffic Control Plans will be required in relation to any construction works that take place within the ILC that could impact on the internal roads and pedestrian corridors or on other operations occurring within the ILC site.

Figure 2 diagram indicates how these documents relate:

Figure 2: Context of the Overarching OTMP

This OTMP has been prepared in accordance with CoA 6.5(b) of Project Approval 05_0147. This Plan will be updated as required in order to incorporate ongoing compliance with this CoA.

3. OBJECTIVE OF THIS PLAN

The objective of this OTMP is to guide operations so that the effects of operational traffic on the surrounding area and local community are mitigated as far as reasonably practicable.

The Plan also aims to ensure that site operators minimise traffic operational impacts within the ILC internal roads and that traffic operation within the ILC are undertaken in a safe and efficient manner.

4. ROAD NETWORKS AND ACCESS POINTS

The ILC can be accessed via both Wentworth Street and Cosgrove Road. Wentworth Street is the site's primary / main access point.

Traffic surveys completed to date show that approximately 83% of articulated trucks enter via Wentworth St and 17% from Cosgrove Road. Heavy vehicle traffic is constant throughout the date with a minor peak between 4am and 5am. There are no obvious morning or afternoon peaks.

Restrictions apply to traffic accessing and egressing the ILC from Cosgrove Road. No heavy vehicle traffic is permitted to use the southern end of Cosgrove Road to access or egress the ILC. There is a no left turn access for trucks greater than six metres into the site from Cosgrove Road, or right turn access from the ILC onto Cosgrove Road.

NSW Ports undertook an investigation into options to reinforce the required access path into the site from Cosgrove Road due to a number of heavy vehicles continuing to turn left into the site. A final design and construction plan has been submitted to Strathfield Council for approval to construct a solid dividing median in the centre of Cosgrove Road fronting the Enfield ILC site and a raised median at the corner of Cosgrove Road and Turnout Drive. Armco barriers will be placed on the raised median on the corner of Cosgrove Road and Turnout Drive and on the existing traffic island that separates the two lanes of Turnout Drive at the corner of Cosgrove Road and Turnout Drive.

The external approach roads leading to the ILC via Wentworth Street and Cosgrove Road are:

- Norfolk Road (East of Roberts Road)
- Roberts Road
- Hume Highway

These roads are well connected to the M4 and M5.

The internal roads in the ILC site are as follows:

- Mainline Road (from Wentworth Street entrance, over the bridge, past the IMT entrance and to Precinct I)
- Turnout Drive (Cosgrove Road entry to junction with Mainline Road)
- Searchlight Lane (to Precinct A&B from Turnout Drive)
- Delec Lane (to Precinct H and Precinct G from Mainline Road)

The internal roads and local public roads are shown in **Appendix A.**

5. REVIEW AND AMENDMENT

This OTMP document should be considered a working document and will require updates to allow for changes in circumstances.

This OTMP therefore may require updating in the event that:

- traffic arrangements change within the site (including emergency access);
- a safety / traffic risk assessment is undertaken which identifies traffic related mitigation measures to be implemented;
- a specific traffic incident has identified areas for improvement;
- additional traffic management measures are required to address or manage traffic as a recommendation of the Traffic and Capacity Monitoring Programme or a Traffic Audit Report (refer to sections 11 and 12 respectively) or requirements from the Director-General;
- there are pedestrian and / or traffic safety issues associated with the site's activities; or
- there is an increase in traffic related complaints or vehicle congestion.

NSW Ports reserves the right to make changes to the OTMP (this document) to ensure these issues are addressed and therefore would require all tenant specific operational TMPs to be updated accordingly, if required. NSW Ports may also make amendments to the OTMP based on recommendations from the Road Transport Co-ordination Group.

Major updates to the plan (i.e. changes affecting compliance with the CoA) will be issued to the consent authority for approval before adoption of the revised plan by NSW Ports.

Minor updates (i.e. those which do not impact on compliance with the CoA) will be undertaken by NSW Ports as appropriate and updates may include consultation with relevant Authorities, the Road Transport Co-ordination Group and tenants (if needed).

NSW Ports will comply with any reasonable additional operation traffic management measures as directed by the Planning Secretary in consultation with Transport for NSW (TfNSW) following review of any Intermodal Freight Transportation Report, Traffic and Capacity Monitoring Program, or Traffic Audit. This will include any review or amendment to this document or other operational management plans as required.

6. ROAD TYPES AND RULES

There are three types of roads associated with access to and within the ILC and all drivers entering the ILC tenancies should be familiar with the legal status of these roads:

Public Roads – These are all roads outside the boundary of the ILC, including Wentworth Street and Cosgrove Road. All public roads fall under the jurisdiction of TfNSW with certain controls on local roads delegated to Council. NSW Road Rules apply to all public roads within NSW and all drivers should be familiar with and abide by the Road Rules.

Enfield ILC Roads (including Pedestrian Corridors) – are defined as any road or pedestrian corridor within the boundary of the ILC, excluding the tenancies as defined by lease or sublease boundaries.

The ILC precinct roads are managed and controlled by NSW Ports (refer to Appendix A which identifies the internal roads for the ILC site). The internal roads are defined as Roads and the pedestrian corridors are Road Related Areas, under Division 1, Rules 12 and 13 of the NSW Road Rules 2008 (under the Road Transport Act 2013). This means that all traffic and parking controls within the ILC are enforceable under NSW Road Rules. Drivers should therefore view the ILC internal roads as public roads in regard to compliance with traffic and parking rules. The OTMP or a TMP does not replace or reduce the application of NSW Road Rules.

NSW Ports has designed, constructed and maintained all internal roads to meet the requirements of condition 2.3. Requirements are written into construction contracts for warehouses on site and these designs are signed off internally to ensure they comply with the relevant standards. Operational traffic management plans for each tenant/Precinct are checked by NSW Ports for other requirements of the condition prior to occupation of warehouses on site. An example of directional pavement arrows on internal roads and line marking to indicate truck routes within the intermodal area of the site is provided as **Figure 3**. Landscaping on site is maintained to ensure sight distances are not adversely affected.

The ILC internal roads have been designed to accommodate access by a variety of vehicles up to and including B-Double configurations to the IMT.

The road carriageways have been designed to accommodate the maximum sized vehicles expected to use the site, while footpaths and pedestrian crossings are strategically located to accommodate the safe movement of pedestrians throughout the precinct with minimal interaction with vehicular traffic.

Tenant Roads – These roads are located inside tenant boundaries and are subject to the rules applied by the tenant of the facility, which as a minimum must be consistent with the requirements of this OTMP and applicable legislation. Tenants are required to prepare a Tenant specific operational TMP in relation to each Tenancy.

7. LEGISLATIVE FRAMEWORK

7.1 Applicable Legislation

The legislation that applies to the implementation of this OTMP is listed below:

- Environmental Planning and Assessment Act, 1979
- Roads Act, 1993
- Road Transport Act, 2013
- Work Health and Safety Act, 2011
- NSW Road Rules 2014

In addition to the above, all parties in the road transport supply chain are responsible for preventing a breach of road transport laws. This is called the Chain of Responsibility (CoR). All parties in the supply chain – consignor/dispatcher, packer, loader, scheduler, consignee/receiver, manager, as well as the driver and operator – must take positive steps to prevent a breach of the road transport mass, dimension, loading and work hours laws.

7.2 Standards and Guidelines

The following list identifies standards and guidelines that are relevant to operational traffic related activities of the ILC:

- Manual of Uniform Traffic Control Devices: AS1742.1 – Introduction and sign index; AS1742.7 – Railway crossings; AS1742.11 – Parking controls.
- Parking Facility Standards: AS2890.1 - Off-street car parking; AS2890.2 – Off-street commercial vehicle facilities; AS2890.6 - Off-street parking for people with disabilities,
- Austroads Guide to Traffic Management;
- RMS Delineation Guidelines;
- Traffic management in workplaces code of practice, Safe Work Australia;
- RMS Traffic Control at Works Sites (TCAWS).

Figure 3: Example of Linemarking and Directional Arrows on Site

7.3 Conditions of Project /Development Consent

CoA 6.5(b) of the Project Approval for the ILC site, requires the preparation of an Operational Traffic Management Plan as outlined below:

> *6.5 As part of the Operation Environmental Management Plan for the project, required under condition 6.4 of this approval, the Proponent shall prepare and implement the following Management Plans:*
>
> *(b) an Operation Traffic Management Plan to outline measures to minimise and manage any impacts from the operation of the project on the local road network. The Plan shall include, but not necessarily be limited to:*
>
> *i) a driver education program to ensure that heavy vehicles comply with the requirements of this approval and the commitments made in the documents referred to under condition 1.1, particularly with respect to heavy vehicle routes;*
>
> *i-a) a Driver's Code of Conduct which details traffic management measures to be implemented during operation to:*
>
> - *minimise impacts of the project on the local and regional road network,*
> - *minimise conflicts with other road users,*
> - *ensure truck drivers use specific routes and access points, including no left turn access from Cosgrove Road, and*
> - *minimise traffic noise, particularly during night times hours;*
>
> *ii) movement scheduling where practicable to reduce impacts during sensitive time periods;*
>
> *iii) specific measures for ensuring that all heavy vehicle operators associated with the project are aware of and implement the Plan;*
>
> *iv) a system for identifying and ensuring conformance with the Plan, including conformance monitoring, procedures for implementing and monitoring corrective and preventative action, and penalties for breaches of the Plan; and*
>
> *v) a continuous improvement process for assessing Plan effectiveness and implementing improvements to the Plan.*

This Plan provides the overarching operational traffic management framework for the ILC site and includes measures to minimise and manage traffic impacts from the operation of the ILC on local public roads. Tenant / facility specific operational TMPs will be prepared to be consistent with this OTMP and the applicable conditions of approval.

8. TRAFFIC MANAGEMENT STRUCTURE AND RESPONSIBILITIES

The responsibility for care and control of the three types of road, Public Roads, Internal Roads and Tenant Roads, which are detailed in Section 6 of this document, rests with different organisations, as follows.

- Public Roads external to the ILC site are the responsibility of the respective local Councils and TfNSW.
- Internal Roads are the responsibility of NSW Ports.
- Tenant Roads are the responsibility of each tenant.

Appendix B shows the areas that TfNSW, each Council, tenants and NSW Ports are responsible for.

The overarching hierarchy and distribution of responsibilities for traffic management within the ILC precinct is described in Table 2.

Table 2: Traffic Management Responsibilities

ROLE	SCOPE	RESPONSIBILITY
Planning Secretary, Department of Planning & Environment	Approval of Operational Traffic Management Plan	Approve operational traffic management plans in accordance with CoA 6.4 and 6.5(b) prior to operations commencing.
Road Transport Co-ordination Group (RTCG)	Traffic matters impacting the ILC and Local Roads	To oversee and coordinate the management of traffic and road issues associated with and affected by the project. The RTCG includes representatives from NSW Ports, the Department of Planning, Industry and Environment, TfNSW, Strathfield Municipal Council and Canterbury Bankstown Council. The RTCG meets quarterly and includes representatives from tenanted facilities within the ILC site. The role of the group, as agreed as part of the RTCG terms of reference, is to address the following in relation to the ILC development: • Proposed traffic enhancements, including intersection improvements and traffic calming measures. • Traffic Management Plans. • Share information and concerns about traffic impacts from the development, both during construction and operation. • Focus on 'local' impacts i.e. impacts on local residential streets. • Discuss and decide on strategies which could be used to mitigate these local impacts. • Recommend the way forward on the implementation of these strategies. The group does not have the charter for implementing any measures, only to suggest and recommend to the relevant authorities.
NSW Ports' Operational Controls Manager (or delegate)	ILC Internal Roads & local Public Roads	NSW Ports' representative for traffic matters associated with the site as a whole, and is responsible for: • Reviewing Site Specific Traffic Control Plans (SSTCPs) and Traffic Control Plans that impact internal road and pedestrian corridors and Tenant specific operational TMP. • Monitoring compliance and making recommendations for traffic measures consistent with the requirements of this OTMP and the NSW Ports approved Tenant specific operational TMP. • The safe operation of internal roads within the site. • Implementing and authorising amendments to this OTMP. • Arranging approval through Strathfield Council of any new or changed traffic control where they impact on external roads - SC • Coordinate and chair the RTCG

ROLE	SCOPE	RESPONSIBILITY
Tenant Traffic and Safety Manager(s)	Tenanted / Leased Premises, ILC Internal Road & local Public Roads	Tenant's nominated representative for Traffic, Transport and Safety matters (road and/or rail), and is responsible for: • Development and implementation of Tenant Specific Traffic and/or rail Management Plans and Traffic Control Plans. • Each Tenant Specific Traffic Management Plan is to include a driver education program which includes specific measures to ensure heavy vehicle drivers understand and follow the heavy vehicle routes that are to be used to and from the ILC. It also should include potential for movement scheduling to reduce traffic impacts of heavy vehicles on the surrounding road network during peak periods. • Each Tenant Specific Traffic Management Plan is to include a truck driver code of conduct which includes measures to minimise impacts of project on the local and regional road network, minimise conflicts with other road users, ensures truck drivers use specific routes and access points, including not permitting heavy vehicles to use the southern end of Cosgrove Road to access the site (no left turn access from Cosgrove Road for trucks greater than six metres or right turn access from the ILC onto Cosgrove Road) with Wentworth Street as the primary access point, and traffic noise is minimised, particularly during night time hours. The Code of Conduct should be prepared consistent with the Code of Conduct provided in Section 10. • Ensures their individual Tenant Specific Operational Traffic and/or rail Management Plans, Traffic Control Plans and the OTMP (i.e. this document) are adhered to by all contractors, truck drivers, visitors and staff visiting or using the ILC facilities and leased premises. • Ensure that each tenant's truck marshalling supervisor monitors and ensures compliance with the requirements of this OTMP.
Strathfield Municipal Council	Strathfield LGA	Council is responsible for: • Governing the process for making changes to traffic controls and measures on public roads within the local council area. • Management and maintenance of local public roads. • Approving any new or changed traffic control on public roads and ILC Internal Roads through its Traffic Committee. • If a parking enforcement agreement is entered into between Council and NSW Ports, undertake parking enforcement services within the ILC.
City of Canterbury Bankstown Council	Canterbury Bankstown LGA	Council is responsible for: • Management and maintenance of local public roads. • Governing the process for making changes to traffic controls and measures on public roads within the local council area.
TfNSW (incorporating Roads and Maritime Services (RMS))	For arterial roads serving the ILC	TfNSW is responsible for: • Management and maintenance of the local arterial road network. • Governing the process for making changes to arterial road network.

The primary contacts for traffic management enquiries and incidents for the ILC site are listed below. The Operational Environmental Management Plan (OEMP) contains further emergency contact details. For safety management contact details please refer to the ILC Precinct Safety Management Plan.

NSW Ports Operations - enquiries	1300 922 524
BSMS Security - incidents	1300 889 059

9. SITE SPECIFIC RULES, REQUIREMENTS AND PRINCIPLES

It is vital for the safe and efficient operation of the ILC that the following rules are adhered to by all site operators / tenants, contractors and visitors, including the adoption of these rules and requirements within tenant specific operational TMPs and Traffic Control Plans. Tenants / operators of the ILC will be required to outline what measures / sanctions are applicable to drivers who regularly breach the prescribed rules.

The key traffic management principles, rules and requirements of this OTMP, which are to be adopted by site operators / tenants of the ILC site as part of Tenant specific operational TMPs, include:

1. All transport users are to operate on the road system in a safe manner.
2. All transport users are to comply with NSW road traffic regulations within the ILC.
3. Queuing[1] and/or parking is not permitted on the internal roads (normal road rules apply to the internal roads). Queuing is only permitted within leased areas.
4. Operators are to be mindful when scheduling truck arrivals, to distribute evenly throughout the day to minimise congestion and traffic friction within the ILC and on access roads across peak times. In particular, gates and gatehouses are to be located in such a manner that trucks can be queued and processed, without obstructing traffic flow on the internal roads
5. All vehicles are to enter and exit each tenanted area and the ILC in a forward direction.
6. Wentworth Street is to be used as the primary road access to the ILC with Cosgrove Road being the secondary access. Notwithstanding this, no heavy vehicle traffic is permitted to use the southern end of Cosgrove Road to access the ILC. There is no left turn access for trucks greater than six metres into the site from Cosgrove Road, or right turn access from the ILC onto Cosgrove Road. NSW Ports have submitted a final design to Strathfield Council for approval to construct a solid median along Cosgrove Road fronting the Enfield ILC as well as a raised median at the corner of Cosgrove Road and Turnout Drive, Armco barriers will also be installed on the raised median and the existing traffic island on the corner of Cosgrove Road and Turnout Drive to prevent larger trucks from turning left into the ILC Articulated vehicles entering and exiting the ILC from the northern section of Cosgrove Road during the morning and afternoon traffic peak hour periods are also discouraged by site operators.
7. Queuing and/or parking of prime movers or trailers is not permitted along Wentworth Street, Norfolk Road or Cosgrove Road for any vehicles using the ILC facility. ILC operators and tenants should also discourage parking of prime movers and trailers in the local government areas surrounding the ILC.
8. Tenanted sites vehicular access points and paths are to be located to avoid conflicts between pedestrians, light vehicles and truck movements.
9. All vehicles being loaded and / or unloaded (or awaiting loading and / or unloading) are to stand entirely within the tenanted area to avoid queuing of vehicles outside the tenanted area.

[1] For the purpose of this document, a "queue" is defined as: *One or more slow moving (less than 5kph) or stationary vehicles at any control point.*

10. All road and parking areas are only to be used for their intended purpose in order to maintain access to and within the ILC site.

11. All tenanted sites are required to provide adequate parking and loading bays within their facilities for staff, visitors and contractors in accordance with AS2890.2.

12. Garbage bins and waste recycling areas are to be designed and located within tenanted areas which allows for service vehicle access in accordance with AS2890.2.

13. All transport operators and drivers are to comply with any directions made by authorised officers of NSW Ports, TfNSW, Strathfield Municipal Council, Canterbury Bankstown Council, Police or other authorised parties.

14. Pedestrians and cyclists accessing the internal road areas and marked road crossings are also to keep to the formal pathways and follow any applicable signage.

15. Unregistered vehicles, tenant plant and/or machinery are not permitted to access or use the internal roads.

16. All vehicles must give way to any rail rolling stock passing through rail crossings on the site and obey applicable signage including no parking or stopping of vehicles on the level crossing at any time.

17. Each tenant shall monitor and control the number of vehicles accessing the site at any one time. Tenants will report to NSW Ports annually on traffic volumes.

18. Traffic Controls (regulatory and warning signage, road markings, traffic calming devices, etc) and parking arrangements are to be maintained as fit for purpose and as designed.

19. Any tenant or contractor undertaking works on or affecting an internal road must provide a Traffic Control Plan to NSW Ports for review and receive permission to carry out the work prior to commencement of the work.

20. All details relating to the timing and scope of any construction projects and road works must be communicated to NSW Ports prior to commencement.

21. Tenants / operators must undertake an education / induction program for heavy vehicle truck drivers prior to them first accessing the ILC, to inform them of the relevant site rules and requirements outlined in this document and tenant specific operational TMPs; approved heavy vehicle routes to and from the ILC; and local conditions including speed limits, other traffic controls, pedestrian routes within the site, safety, operation procedures etc.

22. All drivers must adhere to all Parking and Traffic Controls (including load limits) on the public and internal roads. The ILC internal roads are subject to the NSW Road Rules and therefore the normal fine and penalties apply to breaches of the road rules.

23. Public roads, internal roads, pedestrian corridors and/or access points are not to be obstructed by any materials, vehicles, trailers, waste skips or the like, under any circumstances.

10. DRIVERS CODE OF CONDUCT

For the safe operation of the ILC, the Driver Code of Conduct applies to all ILC users and full compliance is required. Users are those individuals operating a vehicle accessing the ILC including all site operators / tenant employees or subcontractors, any person conducting business within the ILC, visitors or on any project associated with the ILC, whether a direct employee of a site operator / tenant or employed by some other organisation providing a service or product to an ILC site operator / tenant. Failure to comply with the Drivers Code of Conduct may result in refusal of access to the ILC.

1. **General Requirements**

   All drivers must:

   a. Hold a current and valid driver's licence for the class of vehicle that they operate;

   b. Operate a registered and roadworthy vehicle in accordance with the relevant vehicle standards regulations and laws;

c. Operate on the road system in a safe and professional manner, with consideration for all road users and weather conditions;

d. Comply with NSW road traffic regulations within the ILC; adhere to all Parking and Traffic Controls (including load limits) on the public and internal roads. Be aware that the ILC internal roads are subject to the NSW Road Rules and therefore the normal fine and penalties apply to breaches of the road rules;

e. Comply with any directions made by authorised officers of NSW Ports, Roads and Maritime Services, Strathfield Municipal Council, Canterbury Bankstown Council, Police or other authorised parties;

f. Be mindful of pedestrians and cyclists accessing the internal road areas and marked road crossings;

g. Not obstruct access to any public roads, internal roads or pedestrian corridors, without the prior approval of NSW Ports or relevant regulatory body.

All heavy vehicle drivers must:

a. Ensure their vehicle is maintained in compliance to the appropriate Australian Vehicle Standards and Design Rules (AVSRs and ADRs).

b. Undertake an education / induction program for heavy vehicle truck drivers prior to first accessing the ILC. The induction must include all relevant site rules and requirements and tenant specific operational TMPs; approved heavy vehicle routes to and from the ILC; and local conditions including speed limits, other traffic controls, pedestrian routes within the site, safety, operation procedure etc.

c. Ensure the safety of their transport activities in relation to the National Heavy Vehicle Chain of Responsibility (CoR) laws. Drivers have a duty of care and must take positive steps to prevent a breach of the road transport mass, dimension, loading and work hours laws;

d. Understand and follow the heavy vehicle routes that are to be used to and from the ILC as shown in **Figure 4** below.

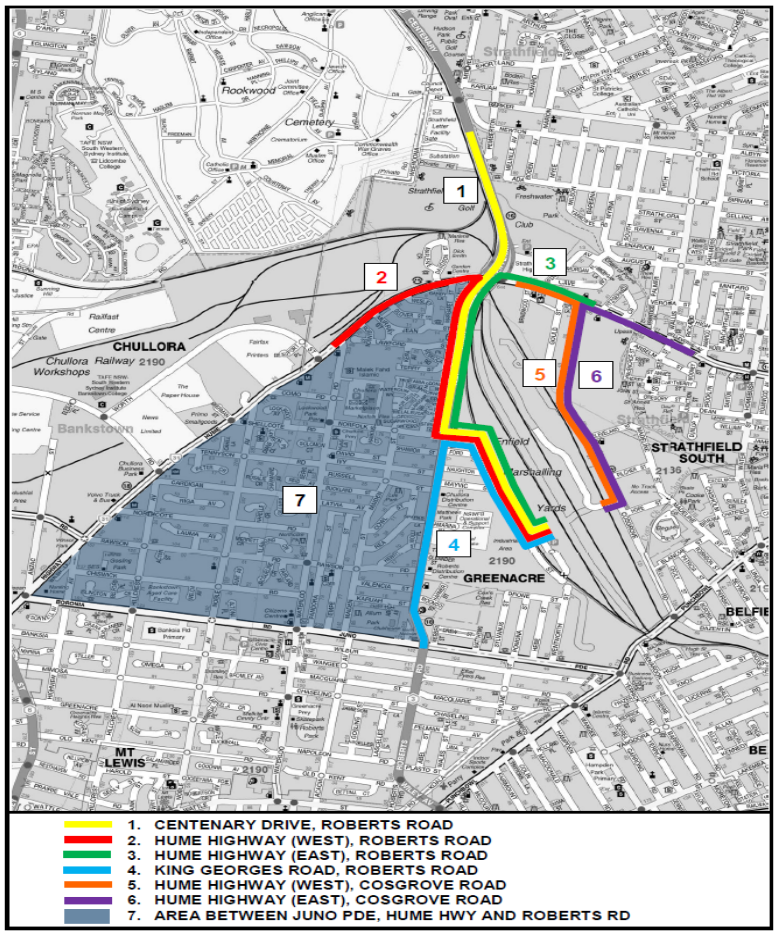


Figure 4: Approved heavy vehicle access routes to and from the Enfield ILC

2. **Vehicle Speed**

   All drivers must;

   a. Adhere to site speed limits on the public and internal roads, including temporary speed signage during roadworks or construction zones. The ILC site is subject to NSW Road Rules and fines apply. Vehicles in breach of site speed limits may be denied access to the site;

   b. Where road or weather conditions are poor (ie: rain or heavy traffic) maintain an appropriate speed for the conditions and vehicle load.

   c. All vehicles operating out of the ILC site are to observe the posted public road speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions.

3. **Heavy Vehicle Noise**

   The ILC is located close to residential areas and drivers must operate in a safe and considerate manner when accessing and operating within the ILC. To reduce the impact of vehicle noise, in particular during non standard business hours, drivers should;

   a. Reduce vehicle speed to reduce instances and severity of compression breaking;

   b. No excessive or unnecessary use of horns, in particular during non standard working hours;

   c. Where possible and in accordance with WHS requirements, convert traditional tonal reversing beepers to quieter quacker style technology

   d. Minimise reversing where possible.

4. **Breakdowns and Incidents**

   To ensure that traffic impacts are minimised in the event of a breakdown or incident within the ILC, drivers must contact their relevant site representative contact (transport operator, construction contractor or NSW Ports) as soon as the vehicle is safely secured.

   Operators of a vehicle within the ILC are subject to NSW environmental regulations and the NSW Ports ILC Operational Environmental Management Plan. If there is a product spill the driver must:

   a. If possible, contain the source of the spill and immediately warn persons in the area who may be at risk;

   b. Notify Enfield site security – BSMS Security on 1300 889 059

   c. Inform their relevant site representative contact immediately so that emergency services and the appropriate regulatory agencies can be contacted (refer to relevant tenant or NSW Ports OEMP for contact details) and a clean-up initiated;

   d. Establish any required exclusion zone, warning triangles, temporary markers etc.

   e. All spills must be adequately cleaned up and waste disposed of to an appropriately licensed facility;

   f. Provide any follow up information/incident report to NSW Ports, or other appropriate regulatory agency as required

11. WORKPLACE TRAVEL PLAN

A Work Place Travel Plan is required to be completed prior to the issue of any Occupation Certificate for tenancies permitted as part of the approval of MP05_0147 MOD 14.

NSW Ports require this Plan to form part of any Operational Environmental Management Plan prepared for relevant tenancies on the site. An example of a Workplace Travel Plan for Precinct C is provided as an example of such a plan in **Appendix E**.

12. PUBLIC TRANSPORT, PEDESTRIAN AND BICYCLE ACCESS

The ILC covers a large area which accommodates the movement of a variety of vehicle types involved with various tasks. For this reason, pedestrian and bicycle access is limited throughout the ILC however, there is a need for some areas to be accessible on foot.

Pedestrians must keep to the formal footpaths within the ILC. No unauthorised pedestrian access is permitted outside of designated paths. Bicycles may be ridden on the internal roads, subject to normal road rules.

Public transport is available to the site and staff are to be informed of the bus stop locations as shown in **Appendix C**.

13. INTERMODAL FREIGHT TRANSPORTATION REPORT

The ILC condition of project approval 2.2A requires an Intermodal Freight Transportation Report to detail how NSW Ports is working to increase the modal share of rail. The Report will be prepared by an independent qualified person(s) approved by the Planning Secretary.

On 10 September 2019, the Planning Secretary approved the Intermodal Freight Transportation Report Framework (GHD, May 2019) and associated Enfield Transport Report – Reporting Tool (GHD, May 2019) which outlines how NSW Ports will record and report on the data required under condition 2.2Aand the process that will be followed in creating the Intermodal Freight Transportation Report. This report is required to be submitted to the Planning Secretary for approval three months prior to the commencement of operation of any tenancies permitted as part of the modified approval.

The first report is due to be completed one year after the commencement of operations of the first tenancy development on the ILC. Subsequent reports will be completed and submitted to the Planning Secretary on a two-yearly basis, or as otherwise agreed throughout the operation of the project.

The report will include the following:

a) the number of twenty-foot equivalent shipping containers despatched and received during the period;
b) modal splits of container volumes (in TEUs), provided by the tenancy operators and/or the intermodal operators, moved in/out of the project by:
   i. rail-to-truck/truck-to-rail, and
   ii. truck-to-truck;
c) representative vehicle origins and destinations, based on data from the tenancy operators and/or the intermodal operators;
d) review of recorded actual traffic generation against the traffic model referred in, and the findings of, the report titled Traffic Impact Assessment Enfield Intermodal Logistics Centre; Cosgrove Road, Enfield MOD 14 Ref: 0440r03v5 (Ason Group, 26 February 2018);
e) a constraints and opportunities analysis to assist with identifying measures to increasing the modal split of container movements via rail to-truck/truck-to-rail; and
f) a future forecast outlining expected TEU volume despatched and received on rail, demonstrating how the Proponent is using the opportunities identified above, subject to the constraints identified, to assist with switching the main mode of transport for container TEUs to rail.

Much of the data that will be collected for the report will come from onsite tenants outlining monthly shipping container receival and delivery profile by import/export and full/empty, TEU in/out movements showing the split for road in, road out, rail in and rail out movements, origin/destination volume splits, as well as constraints and opportunities to increase rail mode share in line with growth in trade. Tenants will supply data to NSW Ports on an annual basis and this will be used to produce the initial report and subsequently on a two-yearly basis.

14. TRAFFIC AND CAPACITY MONITORING PROGRAM

The ILC conditions of project approval (CoA 3.6) require an ongoing '*Traffic and Capacity Monitoring Program to monitor throughput and traffic generation of the project*': i.e. the Enfield Intermodal Logistic Centre (ILC). The program is to include:

a) *provisions for monitoring the throughput of the project;*
b) *provisions for representative monitoring of the traffic generation of the project, with reference to traffic generation as a function of project throughput, type of road transport employed, hours of traffic movements and intended road traffic destinations;*
c) *provisions for periodic monitoring of traffic movements generated by the project in the surrounding road network, with a particular focus on the residential areas of Greenacre to the west of the project, generally between Roberts Road, Boronia Road and the Hume Highway, and principal road transport routes to and from the site; and*
d) *a framework for recording and reporting the outcomes of the Program and a system for considering data generated through the Program.*

In addition to these requirements, an independent traffic audit of the IMT and its impact on surrounding areas is required after the IMT reaches an annual throughput of 50,000 TEU, 150,000 TEU and 250,000 TEU (CoA 3.7). Therefore, the Traffic Capacity and Monitoring Program (TCMP) has been designed to complement the Traffic Auditing requirements.

The TCMP is made up of the following components:

1. **IMT Operator Container Throughput Data**

   The IMT operator (Swift Intermodal since July 2023) manages the rail interface and is required to record TEU throughput, as measured at the rail to intermodal terminal interface. The throughput is reported to NSW Ports quarterly by completing a spreadsheet prepared by NSW Ports. This spreadsheet shows the container movements in and out of the IMT by Import/Export/Domestic and by mode (rail / road)

2. **NSW Ports Enfield Traffic Management Tracking (ETMT) Model**

   The Enfield ETMT will be used to monitor compliance against TEU throughput capacity trigger (TCT). The next TEU throughput trigger (as of November 2024) is 150,000 TEU. When the TEU throughout data is received from the IMT operator, NSW Ports will run the Enfield Traffic Management Tracking Model (ETMT) model to compare the 12-month rolling average TEU data against the TCT to confirm compliance.

3. **Automated Number Plate Recognition (ANPR) and Classification Traffic Counts**

   NSW Ports receives daily data from TfNSW from their ANPR cameras at Cosgrove Rd (In & Out), Mainline Rd (In & Out) and the IMT Gate (In & Out) (since 2023). The TfNSW APNR traffic count data is not yet able to accurately determine vehicle classification type (i.e. car, semi, B-double) but the data is able to be used to generate representative counts of all vehicles entering the ILC precinct via Cosgrove Rd & Mainline Rd, and the actual container truck movements via the IMT Gate cameras, as all vehicles entering and leaving the Swift IMT are container truck movements, except for a very small know amount of service vehicles, such as refuelling and waste vehicles. (Note: light vehicles are not permitted in the IMT.)

   NSW Ports will use a daily average of available IMT ANPR data to sense check the truck count output from the NSW Ports Enfield TMTM and provide for the number of heavy vehicles in and out of the Enfield IMT. Heavy vehicle truck types (semis versus B-doubles / A-doubles) is determined based on number of container movements versus number of truck movements) to provide a percentage of each truck type (i.e. there will be less truck movements than container movements when there is more than one container per truck).

   (Note: TfNSW APNR raw data provides time of day number plate was scanned).

4. **Road Safety Audit**

   When the next 12-month rolling average TCT of 150,000 TEU is reached, NSW Ports will commission an independent traffic audit of the of the IMT (as required by CoA 3.7), and/or as required by any significant change to the internal road arrangements. The Road Safety Audits will be conducted in accordance with RMS Guidelines for Road Safety Audit Practice.

5. **Truck Route Survey (condition 3.6c)**

   Periodic truck route surveys will be coordinated by NSW Ports and undertaken by the IMT operator and warehouse tenants. An initial survey was completed in 2017. The next survey will be undertaken in 2025 and when 12-month rolling average TEU throughput levels reaches TEU trigger of 150,000 then every additional 50,000 TEU after that. The purpose of the survey is to complement the traffic count data to identify traffic impact of the Enfield IMT movements on the surrounding road network and provide additional information the information provided in items 1 to 3 above and assist satisfy clause CoA 3.6 c).

   NSW Ports would provide the IMT operator and warehouse tenants with a survey form and instructions for collection of the information from drivers. An example of the survey form is attached as **Appendix D**. The information would be collected on a random sample basis across a typical business day and designed to ensure minimal disruption to operations and no queuing of trucks. It will collect drivers' external origin/destination, the route taken on nearby roads, the type of truck and time of arrival.

6. **Intermodal Freight Transportation Report**
   The throughput of 'Truck In / Truck Out' TEU and Rail In / Rail Out' TEU is reported every two years in the Intermodal Freight Transport Report (IFTR), as per Section 13.

The following table shows the above TCMP components and their timing:

Table 3: Traffic Capacity and Monitoring Program components

ITEM	RESPONSIBILITY	TIMING
1. IMT Operator Throughput	IMT Operator to record TEU throughput data and supply to NSW Ports	Data to be recorded in spreadsheet provided by IMT Operator and provided to NSW Ports quarterly
2. NSW Ports Enfield Traffic Management Tracking Model	NSW Ports	Quarterly tracking of TEU throughput using the ETMT to check compliance against 150,000 TEU and 250,000 TEU triggers (Note: The initial survey has been conducted as the 50,000 TEU volume survey has already occurred)
3. Automated Number Plate Recognition (ANPR) & Classification Traffic Counts	NSW Ports	Truck and container movements will be tracked and recorded quarterly via the Swift data (Item 1) and the IMT APNR data counts.
4. Road Safety Audit	NSW Ports	When ILC throughput reaches 150,000 TEU and 250,000 TEU, and/or as required by any significant change to the internal road arrangements, in conjunction with Item 2
5. Truck Route Survey	IMT Operator and warehouse tenants with coordination / facilitation by NSW Ports	Initial survey conducted for first IFTR report completed in 2017. Next survey will be in 2025 and then when 12-month rolling average TEU throughput reaches 150,000 trigger and then each additional 50,000 TEU after that (i.e. 200,000, 250,000).
6. Intermodal Freight Transportation Report	Coordinated by NSW Ports, with data provided by IMT Operator and tenants	The IFTR is prepared every two years as alternative to Item 3

NSW Ports will report the outcomes from the surveys and audits in Items 2, 3 and 4 to the RTCG. Issues or actions arising from the surveys or audits will be discussed with the RTCG and where applicable / relevant, recommendations for implementing mitigation measures or traffic management improvements will be sought.

15. TRAFFIC AUDITING

NSW Ports will arrange traffic audits of the ILC project, which are to be undertaken by an independent qualified person(s) approved by the Planning Secretary (CoA 3.7). The audits are to be undertaken within 90 days of:

- the ILC reaching a throughput of 50,000 TEU;
- the ILC reaching a throughput of 150,000 TEU; and
- the ILC reaching a throughput of 250,000 TEU

Container TEU throughput for the ILC is measured at the rail to intermodal interface as per CoA 1.5. The throughput of the ILC will be recorded by the intermodal terminal operator (Swift Intermodal), who manages the rail interface operations of the ILC. The intermodal terminal operator is required to notify NSW Ports when reaching the above container TEU throughputs. NSW Ports will undertake the traffic audits in consultation with the site operator and tenants.

The audit will use the outputs from the Traffic Capacity and Monitoring Program (TCMP) to:

1. Assess the traffic performance of the project against the predictions made in the Environmental Assessment (EA) documentation of the Project Approval. Specific consideration will be given to Chapter 7 of Volume 1 of the EA (SKM October 2005); Appendix B of Volume 2 of the EA (dated 5 July 2005); Preferred Project Report (SKM June 2006), specifically Appendix E (page 462 of 484); and the IHAP Report (October 2006), specifically Section 5.
2. Consider the effectiveness of the traffic management measures implemented by NSW Ports, ILC operators and tenants. For the purpose of this item, traffic management measures include this OTMP; driver education programs conducted by the operator and tenants to ensure that heavy vehicle drivers follow the heavy vehicle routes to and from the ILC and use Wentworth Street as the primary access; traffic and parking controls on the internal and tenant roads; traffic controls at the Cosgrove Road and Wentworth Street ILC access points; and traffic controls at the intersection of Norfolk Road and Roberts Road.
3. A summary of any non-compliance with the traffic predictions, principal heavy vehicle routes or local area traffic management measures outlined in the EA documentation of the Project Approval (as identified in point a) above), or specific conditions of the Project Approval.
4. Consideration of traffic-related issues raised by the stakeholders of the Road Transport Coordination Group, including TfNSW and local Councils.
5. Consideration of the traffic-related complaints recorded in NSW Ports or tenant / operator Complaints Registers.
6. A summary of the findings and recommendations with respect to the traffic performance of the ILC project and the identification of any additional measures that may be required to manage traffic associated with the ILC.
7. The identification of measures that would need to be implemented, should non-compliances be identified under point c). This will include details of who would implement these measures; when these measures would be implemented; and how the effectiveness of these measures would be measured.

The above matters will be summarised in a Traffic Audit Report to outline the process and matters considered during the audit. The Traffic Audit Report will be submitted to the Planning Secretary as required under Condition 3.8 of the Project Approval. Any additional measures required by the Planning Secretary will be implemented as required and any relevant operational management plans revised as needed.

16. ROAD TRANSPORT COORDINATION GROUP

Following project approval, a Road Transport Coordination Group was established to oversee and coordinate the management of traffic and road issues associated with and affected by the project. The Group includes representatives of NSW Ports, the Department of Industry, Planning and Environment, TfNSW, Strathfield and Canterbury-Bankstown Councils, and operates in accordance with the terms of reference agreed by those parties at the first meeting of the Group. Representatives from tenants within the ILC are also invited to attend.

The Group meets every four months either online or at the Enfield ILC site office. Minutes of each meeting are available on the NSW Ports website under the Enfield ILC project.

17. SITE SPECIFIC TRAFFIC MANAGEMENT PLAN GUIDE

Tenants / operators are required to develop a Site Specific Traffic Management Plans (SSTMP). The SSTMP must demonstrate the necessary measures to effectively manage traffic, pedestrian, cyclist movements and parking within the tenant site and not adversely impact on the Common Area or Public Road network and outline appropriate safety measures to be implemented for workers. To assist in the content and quality of the SSTMP the following guidelines provide details and guidance to tenants regarding the requirements and consideration to be included within the SSTMP.

17.1 What is a SSTMP

Roads and Maritimes Services Technical Manual "Traffic control at worksites" defines Traffic Management Plans as: "A plan detailing work to be undertaken and describing its effect on the general area, especially its effect on public transport and passengers, cyclists, Pedestrians, motorists and commercial operations" The SSTMP is a localised plan which each tenant / operator is required to submit to NSW Ports when undertaking permanent operational and/or infrastructure arrangements, to control transport management at a particular site. A SSTMP integrates an activity into the operation of the road network and assesses the impact on traffic flow. It describes the activities being proposed, their impact on the general area (including public transport passengers, cyclists, pedestrians, motorists and other operations), and how these impacts are being addressed. A SSTMP requires the approval of NSW Ports and, in some instances, other government agencies, before implementation can proceed.

17.2 Purpose of the SSTMP guide

The purpose of the SSTMP guide is to:

- Outline the Traffic Management Framework under which NSW Ports operates.
- Provide guidelines for the development of SSTMP, which each tenant / operator is required to submit to NSW Ports.
- Outline the approval process to be undertaken by each tenant / operator when submitting their SSTMP.
- To assist reviewers by outlining the key aspects to be considered when reviewing the tenant / operator SSTMP.
- A useful checklist provided by Work Safe Australia to assist in the preparation of a SSTMP is provided for the tenant / operators use in Appendix F.

17.3 Preparing the SSTMP

The tenant / operator should consider, at a minimum, the following when preparing their SSTMP:

- Purpose of the operation, nature of business, activities undertaken
- Location of the operation.
- Purpose and objectives of the SSTMP
- Details of operating hours
- Port precinct roads affected by the operation (including access routes)
- Site constraints
- Traffic flow diagram and speed management within the site
- Tenant / Operator representative and/or site manager including contact details

17.3.1. Reference documents and statutory requirements

Detail reference documents applicable to the management of traffic within Tenant / Owners site, including but not limited to:

- Statutory requirements.
- Australian Standards.
- NSW Ports plans and port development codes.
- Local authority requirements

17.3.2. Traffic impacts

Details of identified traffic impacts on adjoining sites, the NSW Ports Enfield ILC Precinct Common Area and adjoining road network including:

- Daily and/or hourly traffic volume data generated by the temporary or permanent arrangement.
- Traffic volumes categorised by cars and trucks / staff and visitors.
- Heavy vehicle routes to access, egress and within the facility including any special access or departure controls in place (e.g. specified arrival times etc.),
- Truck Access Management System in place to monitor and control the number of vehicles accessing the site at any one time. If provided, the access system is to incorporate a plan for managing truck access and egress from the site. This is to include the following factors:
    - Assessment of peak vehicle movements, including the number of trucks per hour during peak times.
    - Assessment of the capacity of the truck entry area,
    - Details on vehicle entry and exit management systems including Vehicle Monitoring System (VMS).
    - Queuing management – including queuing areas/lanes within the tenant / operator site.
    - If applicable to the site, the tenant / operator is encouraged to incorporate the precinct Truck Marshalling Area into their SSTMP.

17.3.3. Measures to alleviate traffic impacts

Details of queuing area and capacity within site boundaries. Tenants / Operators are required to provide adequate facilitates within the site areas for waiting vehicles.

Details of proposed measures to alleviate traffic impacts on adjoining sites, the Common Area and adjoining road network arising from the traffic associated with the tenancy:

- Detail measures adopted to minimise traffic impacts (e.g. staggered arrival pattern etc.).
- Detail contingency procedures for the marshalling of traffic in the event of queuing where adjoining sites, the Common Area and adjoining road network are impacted.
- Detail contingency measures proposed to minimise traffic impacts in the event of an emergency.
- The Common Area road network within the NSW Ports Port Botany Precinct has inherent limitations with regards to travel capacity per hour. Tenants / operators are to be mindful when scheduling truck arrivals, to distribute activity throughout the day to minimise congestion and traffic friction within the precinct across peak times.

17.3.4. Emergency vehicle access

The SSTMP must detail the movement of vehicles throughout the tenant / operator's area and each type of vehicle / activity is limited to very specific areas. In this regard, general vehicle access should be tightly controlled although it is recognised that emergency vehicles are on occasion required to access any part of the terminal (both the Common Area and Tenancy Roads). The SSTMP is to describe how the site will operate during an emergency e.g. in Emergency Mode (partially closed, slowed throughput etc).

The SSTMP must demonstrate how emergency vehicles will be safely accommodated and managed within the sites and Common Area. Each tenant / operator should prepare an Emergency Response Plan, which has been prepared to ensure that the operations of each business can occur without impact on others.

Reference should be made to NSW Ports: Emergency Management Plan.

17.3.5. Off-street parking requirements

Details regarding staff and visitor parking provisions within the tenants / operator site including, but not limited to:

- Location and layout.
- Number of spaces and allocations.
- Access arrangements including any access control systems in place.
- Refer to AS2890 for off-street car parking layout requirements.

17.3.6. Other transport options

Details of transport options including:

- **Public transport services** – The SSTMP should outline the available public transport services in the vicinity of the site and detail how the tenant / operator encourages the use of public transport if relevant.
- **Cyclists and pedestrians** – The SSTMP should include a plan illustrating the designated pedestrian and cycle routes within the tenant / operator site, including any special provision such as designated cycle locking/parking areas, end of trip facilities (showers/personal lockers), pedestrian crossings or high risk areas and how these are managed.
- **Carpooling** – The SSTMP should outline how the operator encourages carpooling operations for employees of the site to reduce traffic movement and parking demand.

17.3.7. Environmental considerations

Details of Environmental considerations to include (at a minimum) procedures to address:

- Noise minimisation including proper use of truck exhaust brakes.
- Management of load spillage.
- Measures to ensure trucks entering the site with liquid spills or oil spills are refused entry.
- Waste management.

17.3.8. Work Health and Safety

NSW Work Health and Safety Act 2011 (WHS Act) places a positive duty on persons conducting a business or undertaking and the workers to ensure the health and safety at work, so far as is reasonably practicable has appropriate steps undertaken to:

- Reduce the likelihood of a hazard or risk happening.
- Reduce the consequence if it does occur.
- Understand the hazards/risk and ways to eliminate or minimise it.
- Reporting and monitoring mechanisms.

The provision of SSTMP is to identify traffic related risks and mitigations measures are in place. Such measures can include a Driver Awareness sheet. A Driver Awareness sheet is a summary of key information, safety and rules specific for the site. The Driver Awareness sheet does not override the SSTMP, but is supplementary material. A sample if a Driver Awareness sheet is included in Appendix 1.

17.4 Consultation and approval process

During the preparation of the SSTMP, the tenant / operator must consult with NSW Ports to ensure that the document meets NSW Ports' requirements and the relevant governing authorities (i.e. local council and Roads and Maritime Services, if required).

A checklist to assist in ensuring all relevant topics are detailed in the SSTMP is provided in Appendix F (based on Safe Work Australia, Workplace traffic management guidance material (Traffic Control Measure Checklist)). The SSTMP must demonstrate how each requirement has been satisfied however completion of the checklist will not guarantee approval of the plan.

In preparing the SSTMP it is recommended the tenant / operator seek the services of suitably qualified personnel, such as a traffic engineer to ensure all necessary requirements are addressed.

17.5 SSTMP validity & Compliance with Enfield Overarching OTMP

A tenant / Operator SSTMP is required to be formally reviewed every five (5) years, or where there has been a change in the site layout or a material increases in traffic volumes.

After a SSTMP has been reviewed and approved, compliance with the Overarching OTMP will be communicated to the Department in the following NSW Ports annual Independent Environment Audit, which includes an audit of the status of TMPs.

APPENDIX A – PUBLIC AND INTERNAL ROADS

HUME HIGHWAY
HUME HIGHWAY
STRATHFIELD
BRAIDWOOD ST
JEAN ST
ROBERTS ROAD
GOULD ST
COSGROVE ROAD
GREENACRE
EMPTY CONTAINER STORAGE AREA
WAREHOUSE F
DELEC
LANE
MAINLINE ROAD
ADMIN
WAREHOUSE E
WAREHOUSE D
WHEEL LATHE
AREA Z
LIGHT INDUSTRIAL AREA
AREA Y
INTERMODAL TERMINAL AREA
SERVICE AREA
AREA G
MAINLINE ROAD
WAREHOUSE C
AREA X
TURNOUT DR
SEARCHLIGHT LANE
MAINLINE ROAD
AREA W
WAREHOUSE A & B
EMPTY CONTAINER STORAGE AREA
LIGHT INDUSTRIAL AREA
COSGROVE ROAD
STRATHFIELD SOUTH
MADELINE ST
MADELINE ST
PILCHER ST
HOPE ST
NORFOLK ROAD
WENTWORTH STREET
RUSSELL ST
MAYVIC ST
ROBERTS ROAD
GREENACRE
WENTWORTH STREET
RAWSON RD
JUNO PARADE
TARP SHED
MT ENFIELD
PUNCHBOWL ROAD
BELFIELD

PLAN LIMITATION STATEMENT

This plan has been prepared in accordance with accepted practice for the use only of Sydney Ports Corporation for a specific purpose. No Warranty or representation, expressed or implied is made to any other party regarding this survey and plan. This plan should not be relied upon for any other purpose or use by any party including Sydney Ports Corporation as the plan may not contain sufficient information for that purpose or use.

THIS NOTE IS AN INTEGRAL PART OF THIS PLAN

NOTE : STATED MEASUREMENTS ARE INDICATIVE ONLY AND SUBJECT TO SURVEY

NSW PORTS BOUNDARY

50 0 50 100 150 200 250m

N W E S

NSW Ports

ENFIELD ILC
INTERNAL AND LOCAL PUBLIC ROADS
SEPTEMBER 2014

PLAN SCALE: 1 : 7000 AT A3 SIZE

PLAN PRODUCED ON MGA GRID

DRAFTED BY: N.C.

DATE: 4.9.14

PLAN NO:

SEDP220B

APPENDIX B – AREAS OF RESPONSIBILITY

Tenant Managed Area

RMS Controlled Roads

NSW Ports (ILC) Internal Roads

Strathfield LGA

Bankstown LGA

Canterbury LGA

TRANSPORT AND URBAN PLANNING

TRAFFIC, TRANSPORT & PROJECT MANAGEMENT CONSULTANTS

5/90 Toronto Parade, Sutherland NSW 2232
Phone 02 9545 1411 Fax 02 9545 1556

tupa@tpgi.com.au www.transurbanplan.com.au

N

NOT TO SCALE

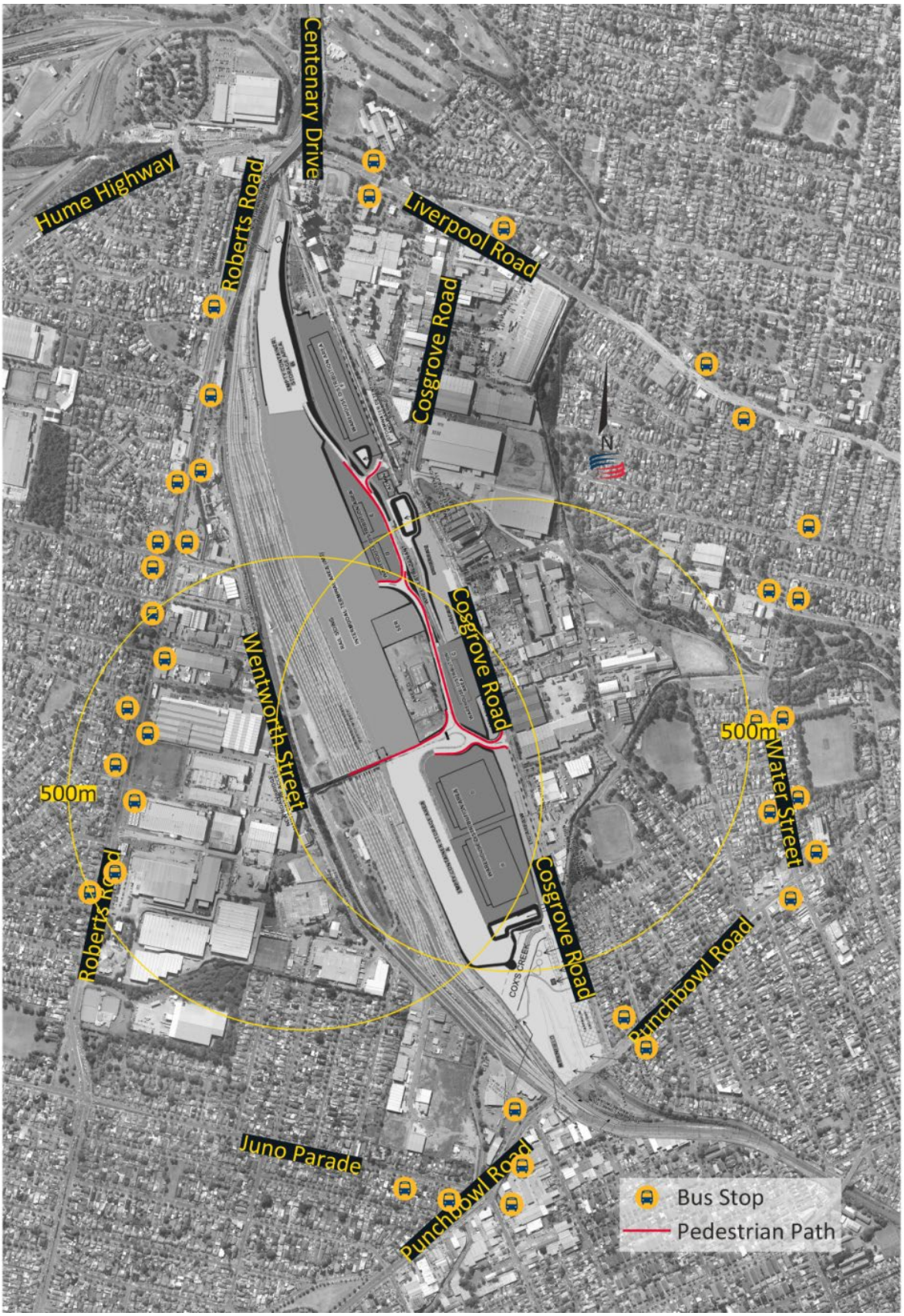
FIGURE X

INTERMODAL LOGISTICS CENTRE, ENFIELD

AREAS OF RESPONSIBILITY

JOB NO. 14096

APPENDIX C – PUBLIC TRANSPORT – BUS STOPS



APPENDIX D – TRUCK DRIVER SURVEY

TRUCK ROUTE SURVEY FORM – ENFIELD ILC

TRUCK ROUTE SURVEY INSTRUCTIONS

The survey will be done on (day / date), from (time) to (time).

The survey is to be a random sample and is to be done as a truck enters a site. Survey no more than one driver about every 15 minutes (i.e. 4 per hour, maximum). If fewer trucks operate than this, survey as many as possible, but do not delay any vehicles. If a truck makes repeated trips, you can survey it multiple times, as long as the sample is random.

- Do not survey cars, utes, crew cab utes, vans, 4wd's and minibuses.
- Be courteous and friendly. Explain what you're doing if asked.
- Do not survey a driver if there is any queuing behind him.
- Do not survey a driver if they are unco-operative, do not react to them, just wave them on.

The typical approach should be:

- "Hi, we're doing a random survey of drivers for NSW Ports today to determine the truck route taken to and from the site and your origin and destination. We only have a few questions and we won't be identifying you or your truck. Is that okay?" (Smile, chat if appropriate).
- Complete the survey questions 1 to 4. Have laminated truck route map on hand to show and assist drivers in selecting the Route No.
- Count number of axles and check if truck is rigid or articulated. Then write the Class number from sample sheet. If unsure, use closest match.
- Record approximate time of day.

TRUCK ROUTE SURVEY FORM – Enfield ILC

Location (Site/Tenancy): _____ Page No: _____

Date: _____Surveyor's Initial: _____

****

Q1. WHAT WAS YOUR ORIGIN (SUBURB): _____

Q2. Which way did you come to the site (select from map) Route No: _____

Q3. What is your destination when leaving the site (suburb): _____

Q4. Which way will you be going (select from map) Route No: _____

Comments: _____

Truck Class No. _____ Time: _____

****

Truck Classification Examples

Class 3
Two Axle Truck

Class 4
Three Axle Truck

Class 5
Four Axle Truck

Class 6
Three Axle Articulated Vehicle

Class 7
Four Axle Articulated Vehicle

Class 8
Five Axle Articulated Vehicle

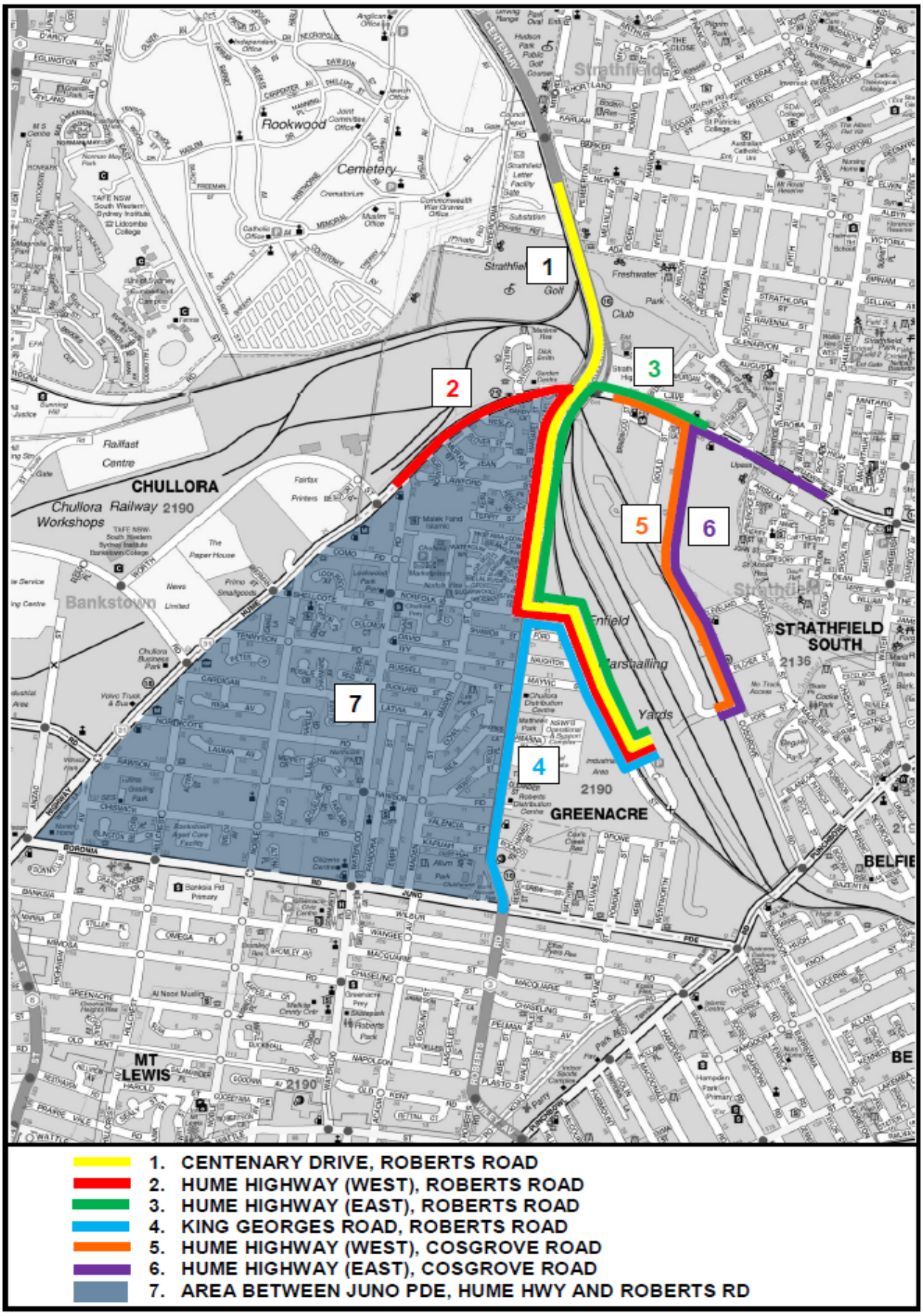
Class 9
Six Axle Articulated Vehicle

Class 10
B Double

Class 11
Double Road Train

Class 12
Triple Road Train

ILC Route Access Map



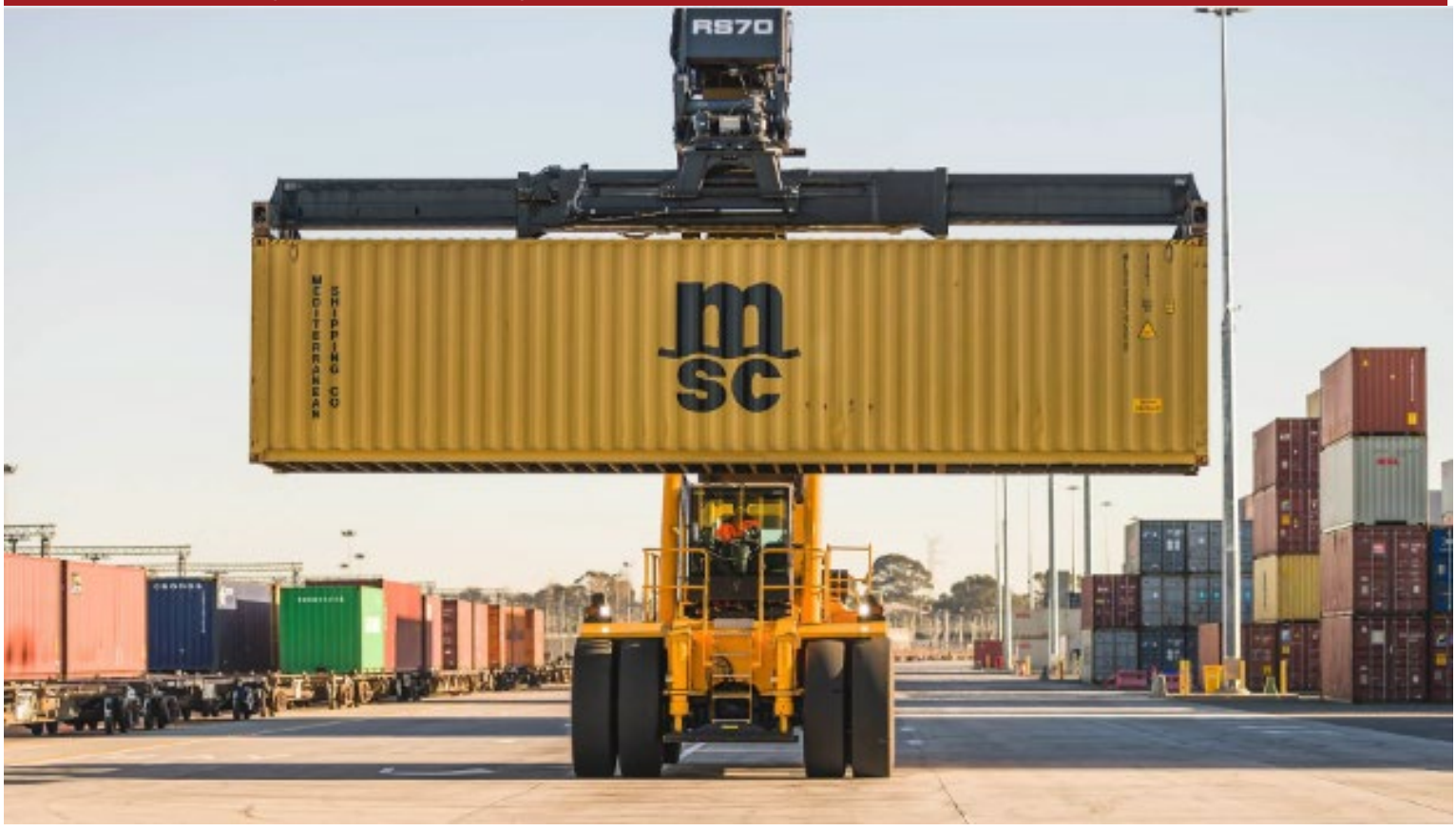
APPENDIX E – WORKPLACE TRAVEL PLAN

NSW Ports

Enfield ILC Workplace Travel Plan

Enfield Intermodal Logistics Centre

NSW Ports | December 2022 | Version 2



Document Control

Project No: 0440 (Original Ason Group document)

Project: Enfield Intermodal Logistics Centre – Workplace Travel Plan

Client: **NSW Ports**

File Reference: Overarching WTP Enfield Intermodal Logistics Centre, Enfield

Revision History

Revision	Date	Details	Author	Approved by
-	12/11/2018	Draft	S. Hu	T. Lewis
1	18/03/2019	Issue I	S. Hu	
2	01/12/2022	Updated to reflect realistic publi0c transport option	B. Beudeker	

Table of Contents

Appendices

1 Introduction

1.1 Purpose

This Workplace Travel Plan (WTP) has been prepared for the warehouse/industrial development at the Enfield Intermodal Logistics Centre (ILC), Cosgrove, Enfield (The Site) in response to Condition 2.3A of the modified Schedule 2 Conditions (MP05_0147 MOD 14), dated 28 August 2018, which states:

"2.3A: The proponent must prepare a Workplace Travel Plan to the satisfaction of the Planning Secretary prior to issue of an Occupation Certificate for any warehouse permitted as part of the approval of MP 05_0147 MOD 14. The Proponent must ensure that the Workplace Travel Plan (as revised from time to time) is implemented for the life of the Project."

This WTP is intended to develop a package of overarching measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and car sharing. In this regard, this plan sets out objectives and strategies to assist the Department of Planning and Environment (DPE) in achieving its goal to improve sustainability. It includes a review of existing transport choices and sets targets so that the effective implementation of the WTP can be assessed. These targets are to be realistic but ambitious enough to initiate substantiative behavioural change to achieve the desired outcomes. The Plan shall be reviewed regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

In preparing this WTP, the following key planning documents that are relevant to development at the Site have been referenced:

- Future Transport Strategy 2056, TfNSW, March 2018
- A Plan for Growing Sydney, Department of Planning & Environment, December 2014
- NSW Long Term Transport Master Plan, TfNSW, December 2012
- Our Greater Sydney 2056: Eastern City District Plan, Greater Sydney Commission, March 2018
- Sydney's Walking Future, TfNSW, December 2013
- Sydney's Cycling Future, TfNSW, December 2013
- Sydney's Bus Future, TfNSW, December 2013
- Strathfield Consolidated Development Control Plan (SCDCP 2005)
- Strathfield Local Environmental Plan (2012)
- An Active Travel Plan for Strathfield (2016)
- *0440r03v5 MOD 14 TIA_Enfield Intermodal Logistics Centre, Enfield* prepared by Ason Group dated 26 February 2018
- *Trip generation Surveys – Business Parks and Industrial Estate – Analysis Report*, RMS, December 2012 (Analysis Report)

1.2 Site Location

The Site is located within Strathfield Municipal Council LGA in Strathfield South approximately 4.0 kilometres south of Strathfield and 13 kilometres south-west of Sydney CBD. It has an overall area of some 5.9 hectares with frontages to industrial buildings to the north, Cosgrove Road to the east, Punchbowl Road to the south and Wentworth Street to the west.

Enfield ILC is located within the Metropolitan Freight Network (MFN); a dedicated rail freight line between Port Botany past the Site and towards Sefton Junction (for southbound services) as shown below in **Figure 1**. This rail line has the ability to operate 24 hours a day without interruption from passenger rail services, which generally take priority for shared passenger/freight rail lines.

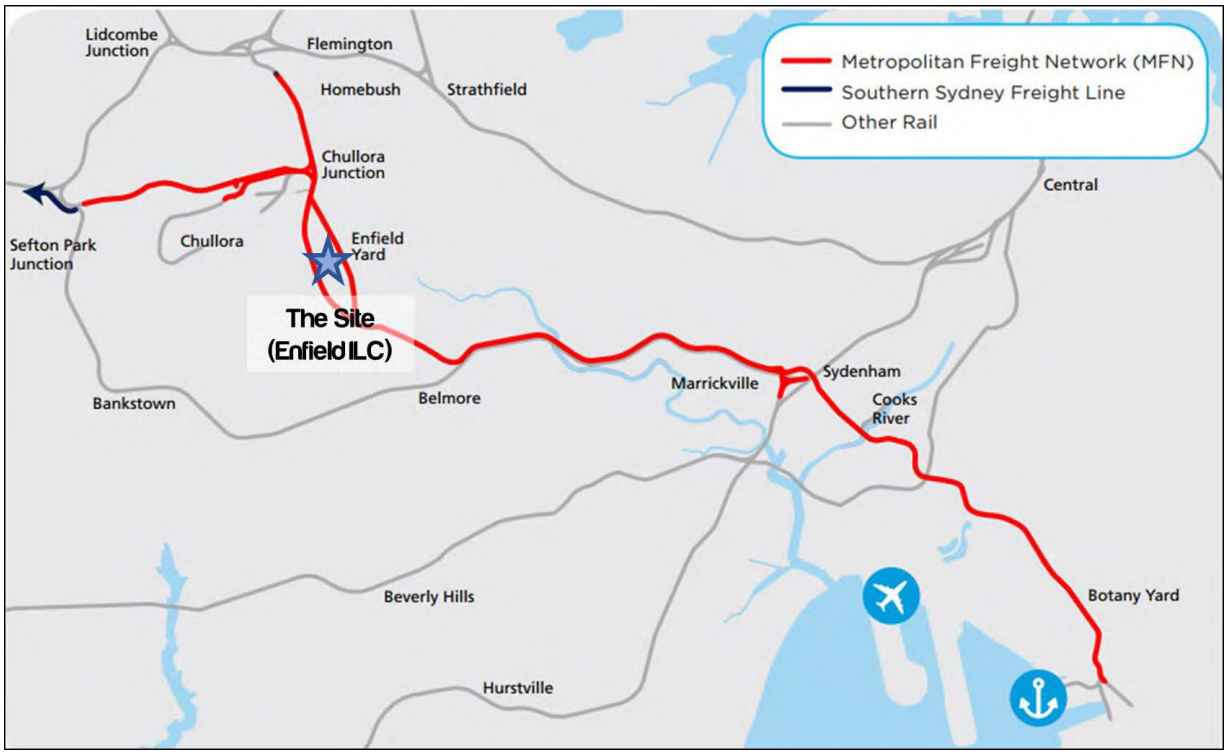


Figure 1: Sydney Metropolitan Freight Network

Figure 2 provides an appreciation of the site and the existing road systems.

Figure 2: Road Hierarchy and Site Location

2 Strategic Planning Context

2.1 Future Transport 2056 Strategy

Future Transport 2056 Strategy is an overarching strategy, supported by a suite of plans to achieve a 40 year vision for the state wide transport system. The strategy suggests that it is essential to encourage people to use active and public transport through the following methods:

- Expanding public transport networks
- Integrating walking and cycling networks

2.2 A Plan for Growing Sydney

A Plan for Growing Sydney's aim is to develop a competitive economy with world-class services and transport; to deliver greater housing choice to meet our changing needs and lifestyles, to create communities that have a strong sense of wellbeing, and to safeguard our natural environment. One of the priorities for Central Subregion is as follows:

- Plan for Adjoining land uses and freight connections at Enfield Intermodal Logistics Centre, based on continued long-term operation.

The Central Subregion extends from Sydney Harbour in the north, Rhodes in the west to Port Botany in south, as indicated in **Figure 3** below.

2.3 NSW Long Term Transport Master Plan

The NSW Long Term Transport Master Plan is a NSW Government document which seeks to guide transport decision making for the next 20 years. The report also supports the Government's A Plan for Growing Sydney. It integrates land use planning, infrastructure provision and transport planning across all modes of transport. The master plan includes a range of actions for road, rail, ferries, light rail, cycling and walking.

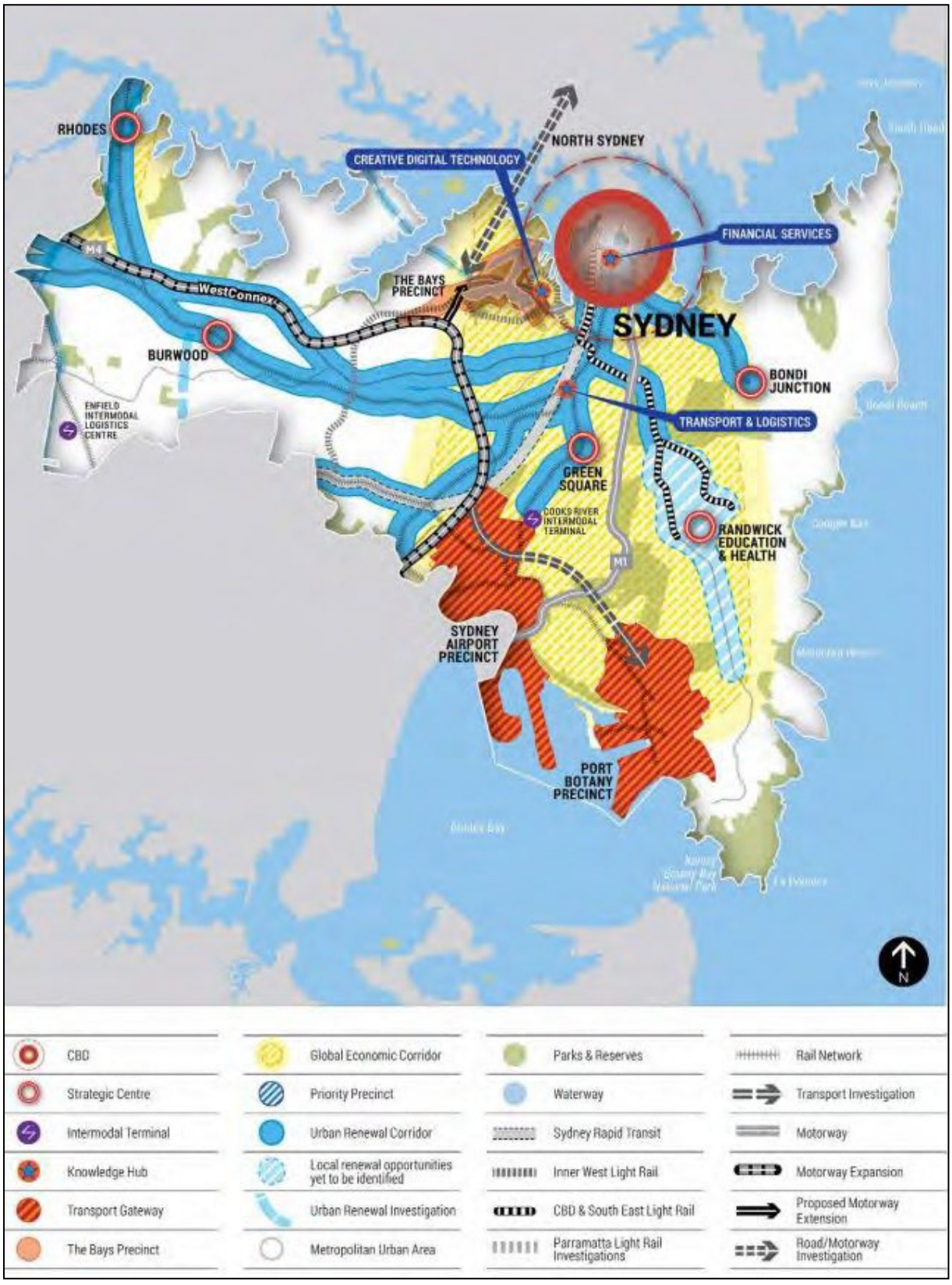


Figure 3: A Plan for Growing Sydney - Central Subregion

2.4 Our Greater Sydney 2056: Eastern City District Plan

The Eastern City District Plan aims to improve the District's life style and environment assets. One of the potential direction indicators is the Expanded Greater Sydney Green Grid, which will provide green links to support walking, cycling and community access to open space.

In this regard, this plan indicates the potential improvements of the active and public transport infrastructure near the Enfield ICL in the future. As presented in **Figure 4**, the Enfield ILC is adjoining to a Green Grid Priority Corridor, and there is potential opportunity for the Green Grid to expand through the Site.

2.5 Sydney's Bus Future 2013

Sydney's Bus Future has been developed to deliver simpler, faster and better bus services for customers, and attract more customers to use bus services throughout Sydney. A 3-tiered network will operate with each level delivering a defined level of service, consistency and reliability throughout Sydney. 113 rapid bus routes and 20 major suburban bus routes are proposed to strengthen connections between key town centres, which will ultimately improve travel times to the Enfield ILC.

2.6 Sydney's Walking Future 2013

Getting people in Sydney to walk more through actions that make it a more convenient, better connected and safer mode of transport. The basis of Sydney's walking future is to promote the benefits of walking through additional infrastructure, technologies and good policy which will ultimately benefit the Enfield ILC.

2.7 Sydney's Cycling Future 2013

The basis of Sydney's cycling future is getting people in Sydney to cycle more through providing a more convenient, better connected and safer mode of transport. The NSW Government will focus on completing links within a 5 kilometre catchment of major centres in the short term and expand to a 10 kilometre catchment in the longer term (including Enfield ILC).

Figure 4: Eastern City Green Grid opportunities

3 Site Audit & Data Collection

3.1 Proposed Development & Site Facilities

The proposed development comprises a number of industrial precincts, as shown in **Figure 5** below prepared by SBA Architects.

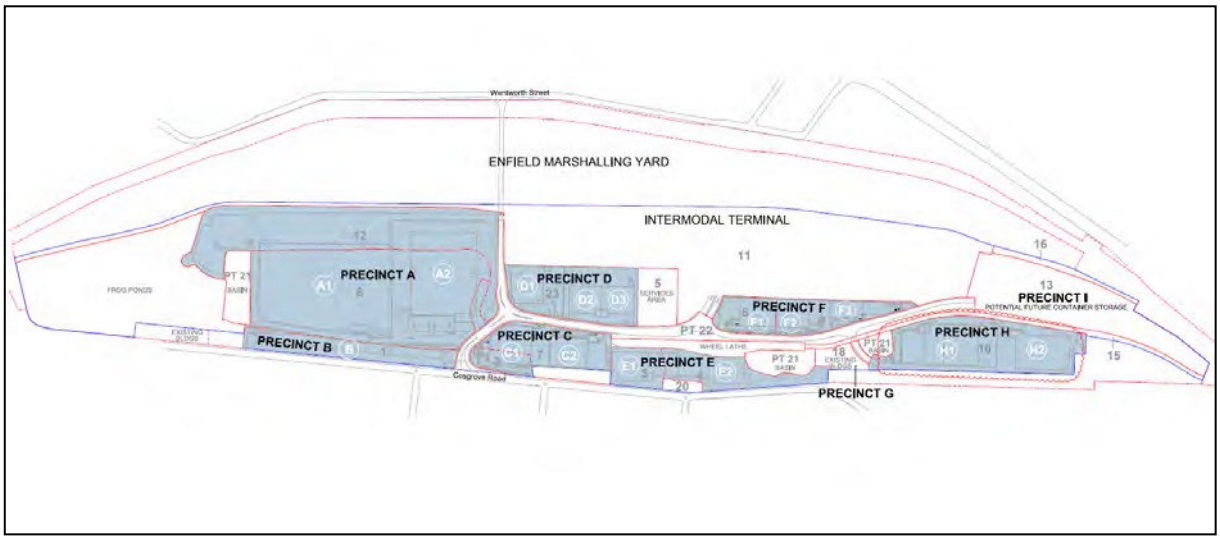


Figure 5: Development Master Plan

3.2 Travel Mode Share Analysis

The existing travel patterns of employees within the surrounding locality was surveyed within the 2011 Census and presented in the Journey to Work (JTW) data provided by the Bureau of Transport Statistics. The data has been presented in **Figure 6** for Travel Zones 984.

The modal share data shows that a majority of the commuter trips are undertaken as a vehicle driver (86%) with approximately 5% of commuter trips undertaken by as a vehicle passenger.

It is evident that only a small proportion of employees within the locality cycle or use public transport for travel to/from the precinct. Furthermore, it is noted that this data includes sites located closer to rail and bus services than the subject site. Accordingly, staff associated with the subject site could be expected to rely more heavily on 'vehicle driver' and 'vehicle passenger' travel modes.

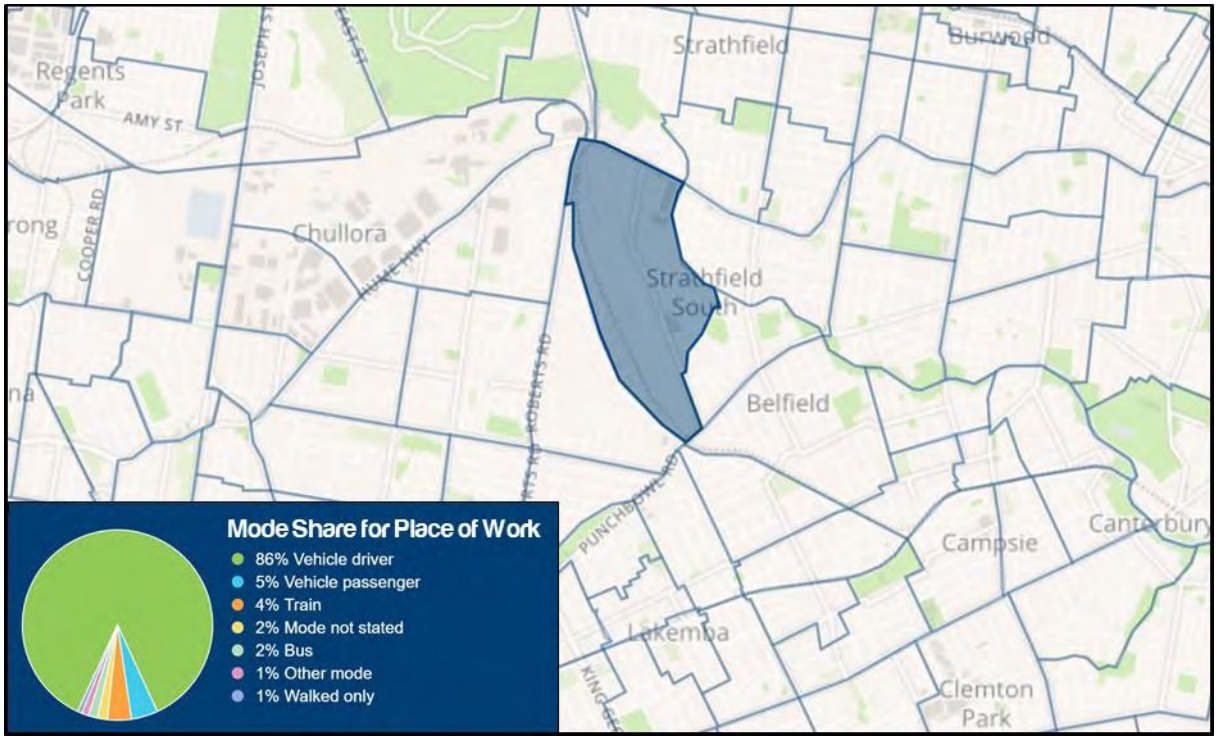


Figure 6: Journey-to-Work Mode Share

It is noted that the 4% train user is comprised of 1.5% of train only users and 2.5% train and other methods users. Approximately 42% of the total train users use train and bus to commute, which equates to an overall mode share of 2%.

3.3 Surrounding Public Transport Services

3.3.1 Rail Services

The *Integrated Public Transport Service Planning Guidelines*, Sydney Metropolitan Area (TfNSW, December 2013), states that train services influence the travel mode choices of areas within 800 metres walking distance (approximately 10 minutes) of a train station. It is therefore noteworthy that the Site is not located within 800 metres of any rail stations.

However, rail stations are accessible via:

- Cycling, or
- Bus connections – refer Section 3.3.2 below

Lakemba and Belmore train stations, serviced by T3 Bankstown Line, are located approximately 2-3 kilometres to the south-east of the Site. Additionally, Strathfield and Lidcombe stations are located

approximately 4 kilometres to the north of the Site, which is serviced by multiple train lines. Train frequencies of these train lines are summarised in **Table 1**.

Table 1: Train Frequencies

Line – Station[1]	Southbound / Eastbound	Northbound / Westbound	Total
*T1 North Shore Line: **Strathfield** and Lidcombe Station*			
Morning Peak Hour (6AM-8AM)	21	31	52
Evening Peak Hour (4PM-6PM)	36	30	66
*T1 Northern Line: **Strathfield** Station*			
Morning Peak Hour (6AM-8AM)	18	14	32
Morning Peak Hour (6AM-8AM)	19	23	42
*T1 Western Line: **Strathfield** and Lidcombe Station*			
Morning Peak Hour (6AM-8AM)	36	23	59
Evening Peak Hour (4PM-6PM)	33	43	76
*T2 Western Line: **Lidcombe**, Flemington, Homebush and **Strathfield** Station*			
Morning Peak Hour (6AM-8AM)	20	18	38
Evening Peak Hour (4PM-6PM)	17	23	40
*T3 Bankstown Line: Lidcombe, **Lakemba** and Belmore Station*			
Morning Peak Hour (6AM-8AM)	11	11	22
Evening Peak Hour (4PM-6PM)	8	14	22
*T7 Olympic Park Line: **Lidcombe** Station*			
Morning Peak Hour (6AM-8AM)	12	12	24
Evening Peak Hour (4PM-6PM)	12	12	24

Note: 1) Train frequencies for each train line indicated in this table are based on the station with highest frequency near the Site (**Bold** in text)

The above table demonstrates that Strathfield and Lidcombe train stations are well serviced during peak periods with trains arriving approximately every 4-6 minutes per direction. Lakemba and Belmore train stations are also serviced with trains arriving approximately every 10-15 minutes per direction.

In this regard, it is expected that the Site has potential opportunities to promote the use of public transport through additional bus services and improved cycling network connecting the Site to above train stations.

Figure 7: Sydney Trains Network

3.3.2 Bus

With regard to bus travel, the same TfNSW guidelines state that bus services influence the travel mode choices of sites within 400 metres walk (approximately 5 minutes) of a bus stop.

Nearby bus stops are 700 metres or more away and provide connections to Liverpool, Bankstown, Burwood, Hurstville, Strathfield and Greenacre. A copy of the Buses network map is included in **Appendix A**. It can be seen that the bus stops within the vicinity of the Site have numerous connections throughout Sydney. A summary of bus routes in close proximity to the Site is summarised in **Table 2**.

Table 2: Existing Bus Services

Route No.	Route Description	Average Weekday Service Frequency	
		Northbound / Westbound	Southbound / Eastbound
913	Strathfield to Bankstown	AM peak - 30 min to 60 min PM peak - 60 min	AM peak - 30 min PM peak - 60 min
914	Greenacre to Strathfield	AM peak - 30 min PM peak - 30 min	AM peak - 30 min PM peak - 30 min
946	Roselands to Bankstown via Lakemba & Greenacre	AM peak - 30 min PM peak - 30 min	AM peak - 30 min PM peak - 30 min
450	Strathfield to Hurstville	AM peak - 15 min to 30 min PM peak - 15 min to 30 min	AM peak - 15 min PM peak - 15 min
M90	Burwood to Liverpool	AM peak - 10 min PM peak - 10 min	AM peak - 10 min PM peak - 10 min

Bus stops are provided on Norfolk Road and Roberts Road to the west of the Site (servicing routes 913 and 914), Juno Parade and Punchbowl Road to the south of the Site (servicing routes 946 and 450), and Hume Highway to the west of the Site (serving route M90). No bus shelter is provided for the stops within close proximity of the Site.

3.4 Pedestrian and Cycling Network

The Site falls within Strathfield Council LGA. It is expected that the local roads within the vicinity of the Site will be constructed to the specified standards under the Strathfield Consolidated Development Control Plan 2005.

An existing Cycle Path Map for Strathfield Council Area is included in **Appendix B**. Even though currently there are no direct connections from the Site to existing cycling system in Strathfield, the Active Travel Plan for Strathfield (2016) has proposed an on-road bicycle route (L2) from Cosgrove Road, to Bridge Road via Liverpool Road, Hedges Avenue, South Street, Barker Road, and Dickson Street. This bicycle route will connect the Site to the Strathfield Town Centre, Homebush and Flemington train stations, which are serviced by TI, T2 T3 and T7 train lines. A map of proposed bicycle network in

Strathfield is included in **Appendix C.** Additionally, bike lanterns at numerous intersections will be funded by RMS to ensure the bicycle safety on road.

As presented in the existing Cycle Path Map for Strathfield Council Area, there are no existing public bicycle racks provided in close proximity to the Site. However, on-site bicycle parking racks will be provided with various sub-precincts as required under the concept approval for the Site.

3.5 Car Share

There are no existing Car Share operators providing vehicles or pods in close proximity to the Site. Notwithstanding, there may be potential for additional car share spaces to be provided in the locality in the future, particularly following development of the subject site and the surrounding area.

4 Objectives & Targets

4.1 Objectives

The primary objectives of this WTP are to:

- Reduce the environmental footprint of the development
- Promote the use of 'active transport' modes such walking and cycling, particularly for short-medium distance journeys
- Reduce reliance on the use of private vehicles for all journeys
- Encourage a healthier, happier and more active social culture

Having regard for the above, this Plan adopts the following movement hierarchy with priority given to 'active transport' followed by mass public transport and lastly the use of cars and other private vehicles.

Figure 8: Movement Hierarchy

In a broad sense, the intermodal facilities are intended to encourage the use of rail thereby reducing the overall distance travelled by commercial vehicles (trucks).

4.2 Mode Share Targets

With the above objectives in mind, the mode share targets outlined in **Table 3** are proposed.

Table 3: Mode Share Targets

Travel Mode.	Existing	Proposed	Relative Change
Walking	1%	1%	0%
Cycling	0%	5%	+5%
Train	4%	5%	1%
Bus	2%	4%	2%
Car Passenger	5%	10%	+5%
Car Driver	86%	75%	-11%
Other/Mode Not Stated	2%	0%	-2%

The proposed mode share target has been developed by considering the likelihood of increase of each travel mode, with a specific push to encourage ride sharing between staff members. It is noted that the RMS Analysis Report indicates that the surveyed business parks and industrial estate within Sydney area generally have a car occupancy of 1.10 - 1.18 persons per car. Therefore, a target of 10% mode share of car passengers is considered achievable, which effectively equates to an average vehicle occupancy of 1.13 persons per car.

JTW data indicates that approximately 8% - 10% of employee in Travel Zones 984 live within a 20 minute bicycle catchment area. Subject to the improved bicycle network proposed by Strathfield Council and the end of trip facilities provided on-site, it is therefore targeted that about 50% - 60% of these employees will commute by bicycles. This equates to an overall mode share increase of about 5%, as adopted by the table above.

It is also expected that there will be increased bus services provided by TfNSW to promote the use of public transport and increase the connectivity between bus and train services, therefore a target of 5% train mode share and 4% bus mode share is considered achievable.

Measures and strategies to achieve these targets are discussed in **Section 5**.

5 Action Plan

5.1 Action Plan Measures

The following specific actions have been identified to aid achievement of the targets outlined in Section 4.2. It is anticipated that NSW Ports will work with existing and future warehouse tenants to implement the relevant actions in this WTP where practicable.

The below includes promotion of some event or day-specific activities. In isolation, these may not dramatically alter the day-to-day travel of staff. However, there are benefits of such activities whereby participation can increase awareness of alternative modes of travel that can then form the basis of future travel patterns.

Table 4: Action Plan Measures

Item No.		Action / Description	Responsibility
1. General			
	1.1	Establish a centralised travel plan coordinator (TPC) which is to take responsibility for the ongoing review and monitoring of this plan. This person(s) shall also provide direction to tenants in relation to tenant-specific requirements arising from the WTP.	NSW Ports
	1.2	Provide 'Travel Welcome Pack' for newly employed staff, highlighting alternate modes of transport other than use of a private vehicle.	NSW Port / Tenant
	1.3	Annual review of WTP arrangements as part of annual NSW Ports / Tenant lease inspection and environmental compliance certificate in the lease required by the lease.	Tenant
2. Walking and Cycling			
	2.1	Monitor Council / RMS plans for improved cycle connections in the broader area and include in WTP reviews	NSW Ports
	2.2	Promote participation in the National Ride2Work Day activity and Walk to Work Day (and other) events. as part of Travel Welcome Pack	TPC / Tenant
	2.4	Provide information on cycle parking areas within the site in the Travel Welcome Pack. Ideally, these facilities should be provided on a tenant by tenant basis.	NSW Ports / Tenant
	2.5	In accordance with the 5% cycling mode share target, sufficient secure parking spaces and 'end-of-trip' facilities shall be provided within each precinct	Tenant
	2.6	Provision of footpaths on local roads	Council
	2.7	Provide (and maintain) suitable footpaths and cycle connections between Precincts and the 'external' public road network	NSW Ports

3. Public Transport			
	3.1	Advocate to TfNSW for improved public transport services in response to increased development within the surrounding area	NSW Ports
	3.2	Update the WTP to reflect changes to any bus routes and service times	TPC
	3.3	Undertake a review to promote initiatives for staff using public transport.	TPC / Tenant
4. Car Share			
	4.1	Review initiatives for staff using car sharing services. This may include (but not limited to) the provision of additional 'pods' provided in closer proximity to the site.	TPC / Tenant
	4.2	Facilitate engagement between staff with a view to encourage ride sharing for those staff that do require the use of private vehicles	TPC / Tenant

Bicycle parking spaces will be provided on-site to support the Action Plan. Additional bicycle parking spaces may be recommended in the future; however, this would be subject to further review as part of the ongoing WTP maintenance which is discussed further below.

To encourage ride sharing between staff (to assist with Item 4.2 identified in Table 4), business management may consider the signposting of desirable parking spaces close to building entrances for use by vehicles with multiple occupants.

5.2 Communications Strategy

5.2.1 Welcome Packs

New staff shall be provided with a ‘welcome pack’ as part of the on-site induction process which includes information on the WTP and other information in relation to sustainable transport choices regarding the health and social benefits of active transport. Advice on where to find further information should also be included such as links to Sydney Cycleways website (http://www.sydneycycleways.net).

5.2.2 Accurate Transport Information

In addition to these ‘welcome packs’, a Travel Access Guide (TAG) (included in Appendix D) – or as updated to reflect sub-precinct details - shall be provided to all staff. The TAG shall be presented in a form that is reflective of the commitment to achieving positive transport objectives.

6 Governance & Support

6.1 Travel Plan Coordinator

A person(s) shall be nominated as the overall Travel Plan Coordinator (TPC) and be responsible for:

- Implementation and promotion of the WTP actions
- Monitoring the effectiveness of the WTP (refer to monitoring requirements outlined in Section 7) and ongoing maintenance of the Plan
- Provide advice in relation to transport-related subjects to staff, tenancy management and visitors, as required.
- Liaise with external parties (i.e. Council, public transport and car share operators) in relation to Travel Plan matters.

This role does not necessarily require full-time position; however, it shall be clearly designated among the key responsibilities of the estate management group.

Each tenancy is encouraged to prepare supplementary Travel Plans and designate their own TPC to engage with the above overall TPC. This may include financial incentives for staff to use active transport and public transport to travel to work. However, this is not a mandatory requirement and would be subject to the management discretion.

6.2 Resourcing

It is not anticipated that the maintenance of this WTP will have significant ongoing cost implications and shall be reviewed every three years by the Travel Plan Coordinator (TPC) or following significant changes in public transport options.

7 Monitoring & Review Process

7.1 Plan Maintenance

This Plan shall be subject to ongoing review and will be updated accordingly. Regular reviews will be undertaken by the TPC (or delegate), as required. As a minimum, review of the WTP shall occur on a triennial basis.

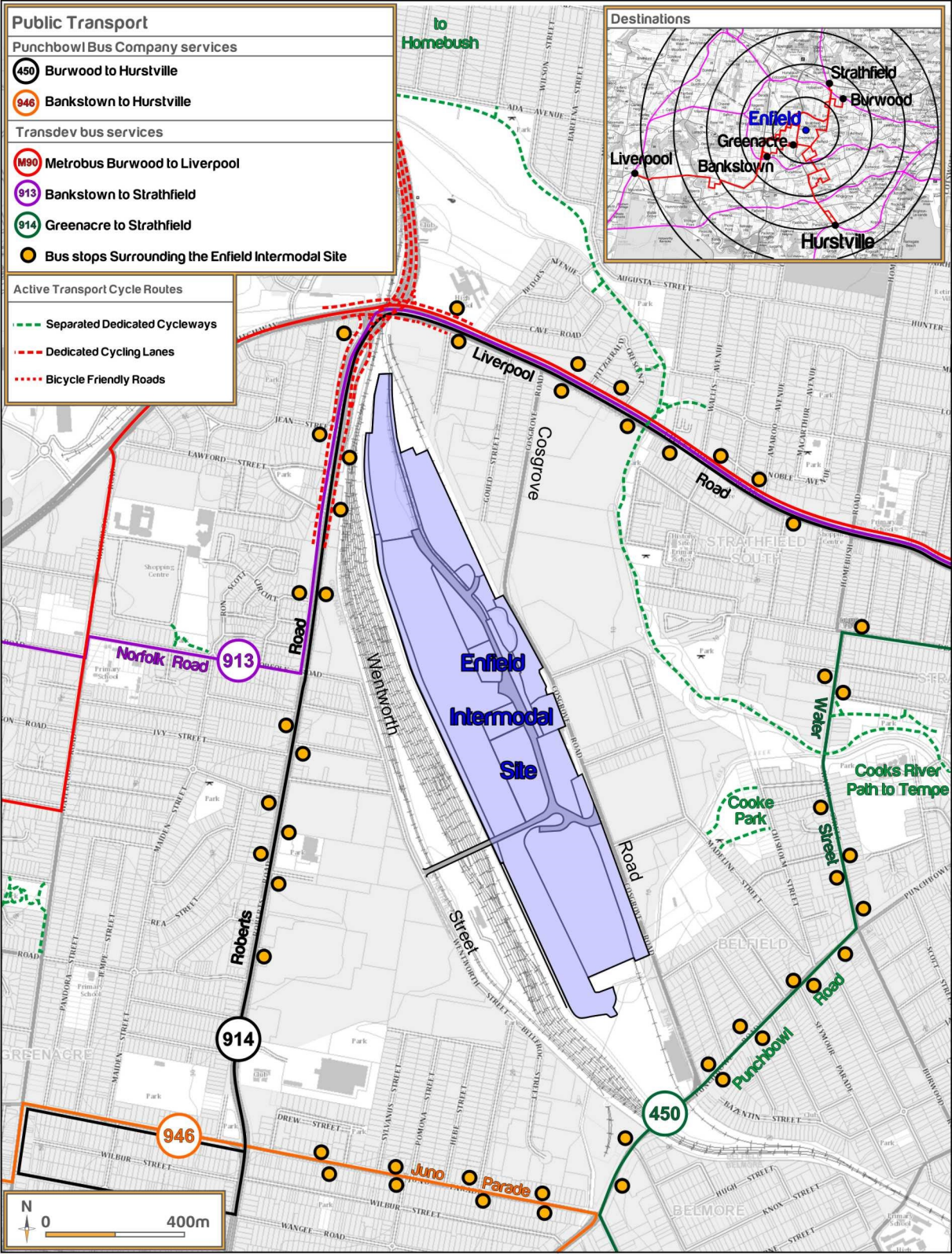
Key considerations regarding the review of the WTP shall be:

- Updating baseline conditions to reflect any changes to the transport environment in the vicinity of the site such as changes to bus services, new cycle routes etc. In this regard, review of the WTP – and associated TAG in particular - may be undertaken on a more frequent basis.
- Tracking progress against proposed travel mode targets using Travel Mode Surveys
- To identify any shortfalls and develop an updated action plan to address issues
- To ensure travel mode targets are updated (if necessary) to ensure they remain realistic but also ambitious.

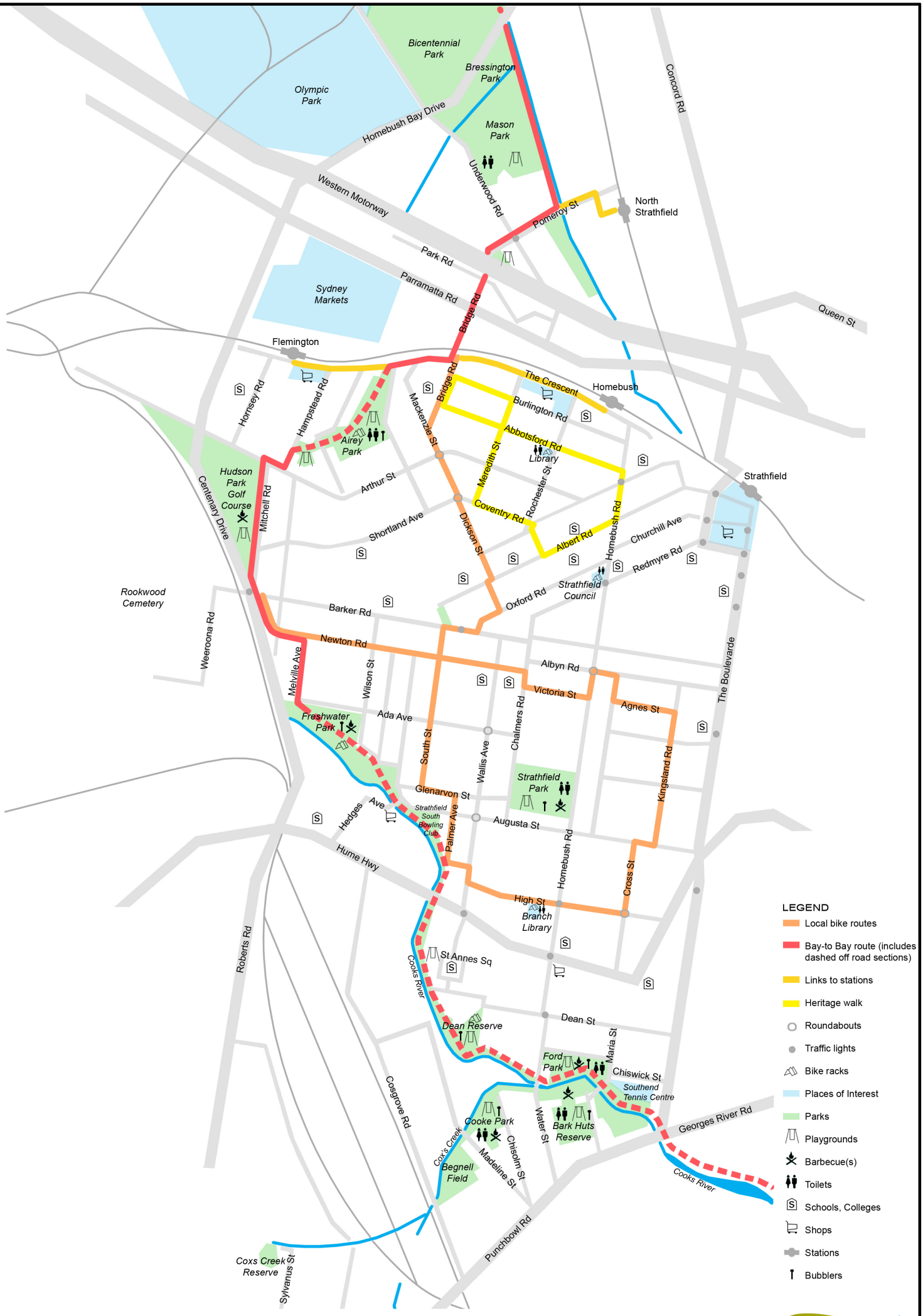
7.2 Travel Mode Audit Requirements

Travel mode surveys should be undertaken as part of the triennial WTP review to determine the proportion of persons travelling to/from the site by each transport mode and track changes over time. This will be in the form of travel mode questionnaire surveys to be completed by all persons attending the site, as far as practicable. This survey may be undertaken online or in-person at the discretion of the TPC. A sample of a typical travel mode questionnaire form is included in **Appendix E**.

Appendix A - Bus Network Map


Public Transport
Punchbowl Bus Company services
450 Burwood to Hurstville
946 Bankstown to Hurstville
Transdev bus services
M90 Metrobus Burwood to Liverpool
913 Bankstown to Strathfield
914 Greenacre to Strathfield
Bus stops Surrounding the Enfield Intermodal Site
Active Transport Cycle Routes
Separated Dedicated Cycleways
Dedicated Cycling Lanes
Bicycle Friendly Roads
Destinations
Strathfield
Burwood
Enfield
Greenacre
Liverpool
Bankstown
Hurstville
to Homebush
Liverpool Road
Cosgrove Road
Enfield Intermodal Site
Norfolk Road
913
Roberts Road
914
Wentworth Street
Cooks River Path to Tempe
Cooke Park
Punchbowl Road
450
946
Juno Parade
N
0
400m

Appendix B – Existing Bicycle Network in Strathfield

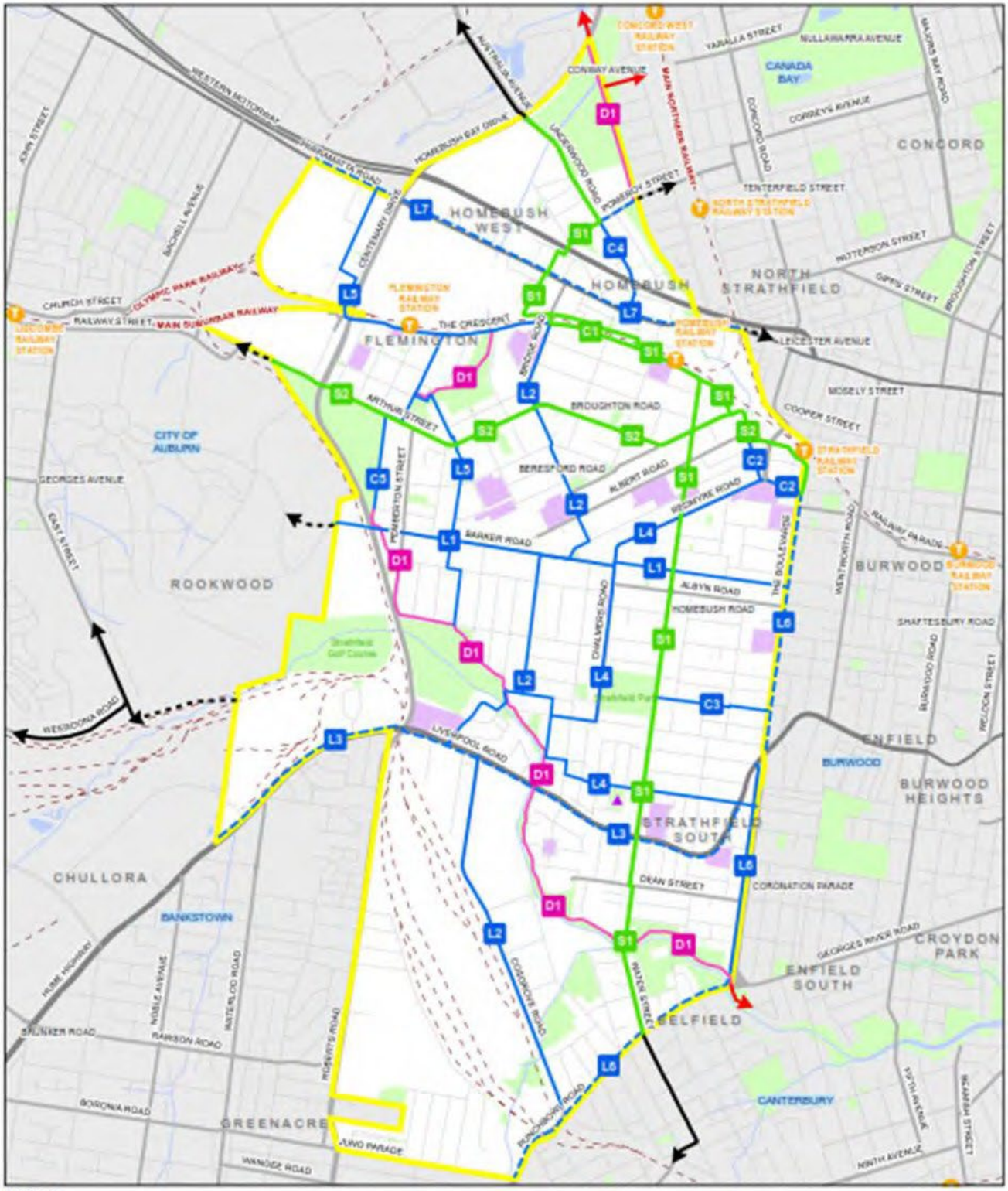


Cycling in Strathfield - A Where to Guide

STRATHFIELD COUNCIL

Appendix C- Proposed Bicycle Network in Strathfield

Figure 12-1 Proposed Bicycle Network



Appendix D - Transport Access Guide

Travel Access Guide
Enfield Intermodal Logistics Centre

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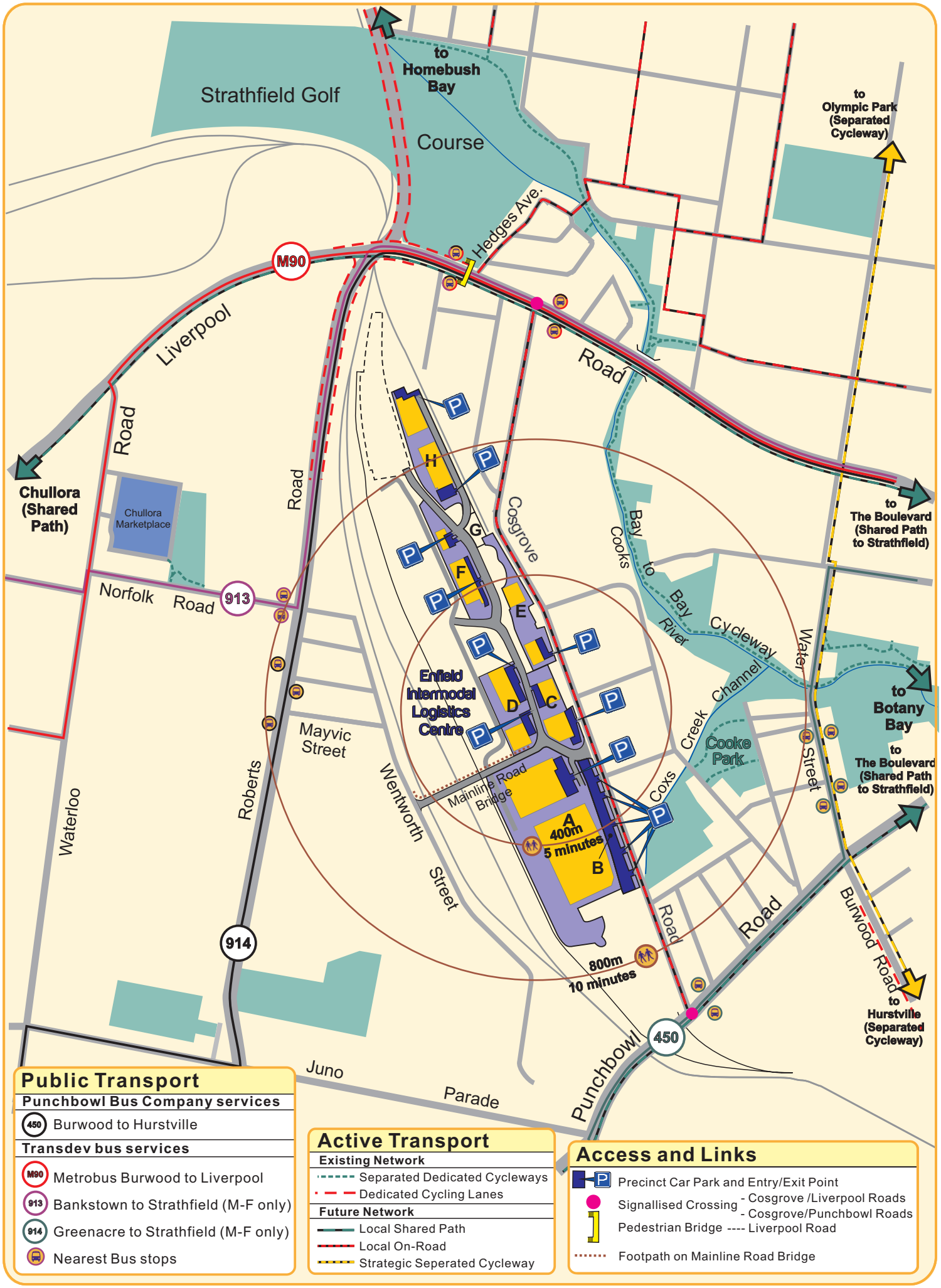
October 2018



Public Transport

Punchbowl Bus Company services

- 450 Burwood to Hurstville

Transdev bus services

- M90 Metrobus Burwood to Liverpool
- 913 Bankstown to Strathfield (M-F only)
- 914 Greenacre to Strathfield (M-F only)
- Nearest Bus stops

Active Transport

Existing Network

- Separated Dedicated Cycleways
- Dedicated Cycling Lanes

Future Network

- Local Shared Path
- Local On-Road
- Strategic Seperated Cycleway

Access and Links

- Precinct Car Park and Entry/Exit Point
- Signallised Crossing - Cosgrove /Liverpool Roads
  - Cosgrove/Punchbowl Roads
- Pedestrian Bridge ---- Liverpool Road
- Footpath on Mainline Road Bridge

Appendix E - Sample Travel Mode Questionnaire Form

Instructions for Surveyor(s)

1. The Survey Form (over page) should be completed by EVERY PERSON attending the site on a particular day.

2. This survey should be completed SEPARATELY for EACH TRIP undertaken.

Travel Mode Questionnaire Survey Form

Facility: **Date:**

Q1. Are you one of the following?

☐ Warehouse staff

☐ Office staff

☐ Courier / office delivery

☐ Casual contractor

☐ Company driver / sub-contractor

☐ Other (Please specify)

……..

Q2. How did you travel to / from the site today?

☐ Walked only

☐ Bicycle only

☐ Train

☐ Bus

☐ Taxi

☐ Car share vehicle

☐ Motorcycle / scooter

☐ Car (as passenger)

☐ Car (as driver)

☐ Other (Please specify)

……..

Q3. If you drove to the site, where did you park?

☐ Not applicable – did not drive

☐ On-site car park

☐ On-site within truck hardstand

☐ On-street

☐ In other nearby off-street car park

☐ Other (Please specify)

……

APPENDIX F – SSTMP CHECKLIST

The following checklist has been extracted from Safe Work Australia, Workplace traffic management guidance material (Traffic Control Measure Checklist) to assist in ensuring all relevant topics are detailed in the SSTMP.

The SSTMP must demonstrate how each requirement has been satisfied; however completion of the checklist will not guarantee approval of the plan.

DOES the SSTMP consider the following	Yes	no	COMMENT / action
SEPARATION			
Are separate entries and exits provided for vehicles and pedestrians, including visitors?	☐	☐	
Do the entries and exits protect pedestrians from being struck by vehicles?	☐	☐	
Does the layout of the workplace effectively separate pedestrians, vehicles and powered mobile plant?	☐	☐	
Are systems in place to keep pedestrians and moving vehicles or plant apart like physical barriers, exclusion zones and safety zones?	☐	☐	
VEHICLE ROUTES			
Are the roads and pathways within the workplace suitable for the types and volumes of traffic?	☐	☐	
Are loading zones clearly marked?	☐	☐	
Do vehicle route designs take into account vehicle characteristics under all conditions, for example emergency braking, running out of fuel or adverse weather?	☐	☐	
Are there enough parking places for vehicles and are they used?	☐	☐	
Are traffic directions clearly marked and visible?	☐	☐	
If a one way system is provided for vehicle routes within the workplace is it properly designed, signposted and used?	☐	☐	
Are vehicle routes wide enough to separate vehicles and pedestrians and for the largest vehicle using them?	☐	☐	
Do vehicle routes have firm and even surfaces?	☐	☐	
Are vehicle routes kept clear from obstructions and other hazards?	☐	☐	
Are vehicle routes well maintained?	☐	☐	
Do vehicle routes avoid sharp or blind corners?	☐	☐	

DOES the SSTMP consider the following	Yes	no	COMMENT / action
PEDESTRIAN ROUTES			
Are pedestrian walkways separated from vehicles?	☐	☐	
Where necessary are there safe pedestrian crossings on vehicle routes?	☐	☐	
Is there a safe pedestrian route which allows visitors to access the site office and facilities?	☐	☐	
Are pedestrian walkways clearly marked?	☐	☐	
Are pedestrian walkways well maintained?	☐	☐	
VEHICLE MOVEMENT			
Have drive-through, one-way systems been used to reduce the need for reversing?	☐	☐	
Are non-essential workers excluded from areas where reversing occurs?	☐	☐	
Are vehicles slowed to safe speeds, for example speed limiters on mobile plant or chicanes on vehicle routes?	☐	☐	
Do drivers use the correct routes, drive within the speed limit and follow site rules?	☐	☐	
SIGNS			
Are there speed limit signs?	☐	☐	
Are there clear warnings of powered mobile plant hazards?	☐	☐	
Is there clear signage of pedestrian and powered mobile plant exclusion zones?	☐	☐	
Is there enough lighting to ensure signs are visible, particularly at night?	☐	☐	
WARNING DEVICES			
Are flashing lights, sensors and reversing alarms installed on powered mobile plant?	☐	☐	
INFORMATION, TRAINING AND SUPERVISION			
Do powered mobile plant operators have relevant high risk work licences? Are they trained in operating the particular model of plant being used?	☐	☐	
Have workers received site specific training and information on traffic hazards, speed limits, parking and loading areas?	☐	☐	
Is information and instruction about safe movement around the workplace provided to visitors and external delivery drivers?	☐	☐	

DOES the SSTMP consider the following	Yes	no	COMMENT / action
Is the level of supervision sufficient to check traffic movement and ensure safety of pedestrians and drivers?	☐	☐	
PERSONAL PROTECTIVE EQUIPMENT (PPE)			
Is PPE like high visibility clothing provided and used where necessary?	☐	☐	
VEHICLE SAFETY			
Have vehicles and powered mobile plant been selected which are suitable for the tasks to be done?	☐	☐	
Do vehicles have direct visibility or devices for improving vision like external and side mirrors and reversing sensors?	☐	☐	
Are vehicles fitted with effective service and parking brakes?	☐	☐	
Do vehicles and powered mobile plant have seatbelts where necessary?	☐	☐	
Is there a regular maintenance program for all vehicles and powered mobile plant?	☐	☐	
Is there a system for reporting faults on all vehicles and powered mobile plant?	☐	☐	
Do drivers carry out basic safety checks before using vehicles?	☐	☐	
Are there any other control measures that should be implemented to manage risks at your workplace?	☐	☐	

Source: https://www.safeworkaustralia.gov.au/collection/workplace-traffic-management-guidance-material