

Appendix D. Traffic management plan

Background		
This traffic management plan has been prepared to satisfy MoCA 5.5(b) and to assist Holcim in meeting its obligations to manage heavy vehicle traffic movements to minimise local and regional road network impacts. Traffic movement restrictions have been outlined in the sensitive area diagram (Appendix A).		
Traffic Management Plan		
Compliance Requirements	<ul style="list-style-type: none"> Road Noise Policy MCoA 2.11-2.14, 3.1c, 5.5b SoC 8 Holcim S&H Guideline 3.16 Road trucks and transport and 3.14 Traffic Management 	
Potential Impacts	<p>The Rooty Hill RDC is expected to generate up to 29 truck movements per hour (180 movements / day). Traffic will access and egress the site via Woodstock Avenue, Kellogg Road, Glendenning Road and Power Street with the M7 Motorway the ultimate route for most vehicles.</p> <p>Whilst onsite, the risk of impact with other mobile equipment, people and products must be managed as well as the risk of environmental releases during unloading, loading, refuelling and washing.</p>	
Environmental Risks	<p>The impact of traffic on the main access roads to the site - is expected to be insignificant as these roads currently have ample spare capacity to accommodate the estimated additional volumes. The M7 Motorway interchanges also have ample spare capacity to accommodate the estimated additional volumes.</p> <p>The impact of traffic within the RDC facility may include risks to pedestrians, mobile equipment and products.</p>	
Environmental Objectives	<ul style="list-style-type: none"> Ensure the safety of our drivers and customers when delivering products; protection of the environment and maintenance of road trucks in a safe and roadworthy manner. Ensure traffic management hazards are controlled on site. 	Target <ul style="list-style-type: none"> All road modifications meet regulatory requirements All drivers inducted into the SHE Management System Traffic management hazards are identified, assessed for risk and controlled No complaints
Training	All drivers to be inducted into the RDC and SHE Management System as per Section 2.4 of the OEMP.	
Inspections	The RDC will be regularly inspected to identify traffic related hazards, the level of risk and the appropriate controls.	
Monitoring	Traffic monitoring, including transport movements and driver behaviour, will be completed in accordance with the monitoring and auditing requirements outlined in Section 4 of the OEMP and the Operational Monitoring Program.	
Auditing	Auditing of the effectiveness of mitigation measures will be completed in accordance with the monitoring and auditing requirements outlined in Section 4 of the OEMP.	

Background

Transport management strategy

Vehicle Trip Generation and Distribution

The principal vehicle movements to and from the site during operation will be:

- On site personnel (light vehicles).
- Material deliveries (agitators and tip trucks).
- On site heavy vehicles
- On site light vehicles

At the start of operation s it is estimated that the site will generate an average of approximately 250 heavy vehicle loads daily, and an approximate maximum of 380 to 400 heavy vehicle loads per day.

The origin pattern for staff cars and delivery trucks is difficult to predict and may vary from day to day. Therefore, the number of vehicles using the proposed routes is assumed to be distributed evenly.

Proposed routes to and from the site for heavy vehicles are as follows:

Entry:

- Southbound M7 → left turn to Power St → right turn to Glendenning Rd → Woodstock Ave → Kellogg Rd → Site
- Northbound M7 → right turn to Woodstock Ave → Kellogg Rd → Site

Exit:

- Site → Kellogg Rd → right turn to Woodstock Ave → left turn to Glendenning Rd → left turn to Power St → Northbound M7
- Site → Kellogg Rd → left turn to Woodstock Ave → Southbound M7

The location of the site in close proximity to the M7 limits the amount of local road routes required to access and egress the site. The use of the M7 routes is likely to cover the vast majority of heavy vehicle trips accessing and exiting the site. However there may be a small number of locally generated heavy vehicle trips depending on the location of customers which use alternative routes. The volume of these vehicles on alternative routes is not expected to be significant and as such not result in any impact on adjacent road operations.

Site Access

All traffic will access the site via Kellogg Road, with the bulk of it coming from the M7, and leaving the motorway at either Power Street or Woodstock Avenue. Traffic using the Power Street interchange will travel by Glendenning Road as this is the closest most direct route and does not pass any residential areas. Access to the site will continue to be available from Woodstock Avenue.

It is intended that all heavy vehicle movements and the delivery of dangerous goods (fuel) to the site will utilise the M7 without intruding on residential streets.

See below for traffic routes.

Signage

Holcim will implement a clear and concise signage scheme throughout the site to identify vehicle routes, and assist in internal traffic control. Signage will

Background

also identify the site office and parking areas (including disabled) for all personnel, site visitors, ambulance and service vehicles.

Speed Limit

Within the site, posted speed limits should not exceed 20km/h. The traffic and speed management arrangements for the site will be conveyed to all drivers via site inductions, and speed and warning signs erected on site. Outside of the site, the prevailing relevant local speed limits will apply.

Traffic Noise

The Department of Environment & Conservation (now Environmental Protection Authority) released the “Environmental Criteria for Road Traffic Noise” in May 1999. The policy sets out noise criteria application to different road classifications for the purpose of defining traffic noise impacts. The following will be applied to minimise the traffic noise impacts:

- Apply and strictly adhere to low speed limits within site.
- Ensure a clearly defined access road is available and that road surfaces are adequately maintained.
- Ensure all heavy vehicles are fitted with adequate noise control equipment in good working order.
- Ensure no parking or queuing of traffic in residential streets.

Employees

It is estimated that the number of personnel on site will be approximately 35 per day (for the RDC and the concrete batch plant). It is expected that personnel will arrive and leave the site as follows:

Entry: Personnel entry into site is via Kellogg Road:

- Woodstock Ave / Kellogg Road → Site carpark

Exit: Personnel leave existing site carpark:

- Site carpark → Kellogg Rd / Woodstock Ave

Driver Requirements

As well as obeying all relevant road laws and speed limits drivers will also ensure that they:

- Do not use engine brakes on local streets.
- Drive in a manner that minimises vehicle noise and emissions.
- Follow the nominated routes that link the M7 and the site.
- Do not park on public roads.
- Drive in a manner and speed appropriate for the changing conditions within the site.
- Avoid blocking intersections and local roads.

Parking

All personnel will enter via Kellogg Road and park in the site car park. Staff will not be permitted to park their vehicles on public roads.

All heavy vehicles will be secured within the worksite out of hours and when not in use. Drivers of delivery trucks and heavy vehicles, as well as operators of

Background

plant, will be instructed not to park on any public roads adjacent to the site. The site will have sufficient capacity to cater for the expected volume of vehicles. Prohibition of parking on local roads will be reinforced to staff as part of their site induction.

Accident and Monitoring

In the case of an accident, a tow-truck contractor will attend to the clearance of the accident scene.

All traffic entering the site would be directed to the appropriate area for example staff and visitors to the car park. Any traffic incidents would be reported to the Holcim Site Manager.

Training

Holcim shall implement appropriate training and induction in the requirements of this Traffic Management Strategy (TMS). All employees, contractors and utility staff working on site will undergo site induction training which includes Environmental Due Diligence Training. The induction will address:

- This TMS
- The existence of traffic restrictions and what this means for the project
- Delivery hours and locations
- Reporting and recording environmental incidents related to traffic
- Traffic control measures

Records will be kept of all personnel undertaking the site induction and training, including the contents of the training, date and name of trainer/s.

Key staff will undertake more comprehensive training relevant to their position and/or responsibility. This training may be provided as “toolbox” training or at a more advanced level.

Further details regarding the content of staff induction and training are outlined in the OEMP.

Inspections

Regular and ongoing inspections of traffic management will be carried out.

This will include:

- Pre-start and pre-close down inspections of on site heavy vehicles
- Ongoing observation of driver behaviour and road conditions

Environmental control measures and safeguards		Location				Source/ Reference	Timing	Responsibility
		Angus Creek Corridor Zone	Southern Zone	Northern Zone	Office and Laboratory Zone			
T1	Transport Code of Conduct for Heavy Vehicles (including contractors) will be displayed in the Site Office and all personnel and contractors will be inducted into the requirements of this procedure prior to commencing works on the site. Refer to Appendix T for a Code of Conduct.	✓	✓	✓	N/A	MCoA 5.5 (b) SoC 8.3	Ongoing – Prior to commencing works onsite.	ER / Site Manager
T2	Transport operators, (both company owned and supervised contractors trucks) will conduct routine and random inspections of truck.	✓	✓	✓	N/A	S&H Guideline 3.16	Ongoing	Site manager / ER
T3	Pre-start checklists shall be used prior to start-up and at changeover of shift and shall include testing of all safety devices and the reporting of faults or hazards.	✓	✓	✓	N/A	S&H Guideline 3.16	Ongoing	Site manager / ER
T4	Site induction to include driver training on use of approved routes (see below) and a transport code of conduct for the Project site.	✓	✓	✓	N/A	SoC 8.3	Ongoing	Site manager / ER
T5	Drivers will only use approved routes and comply with the speed limits and road rules both on site and within the local road network.	✓	✓	✓	N/A	S&H Guideline 3.16	Ongoing	Site manager
T6	Maintenance and washing of trucks shall be undertaken in a defined area, away from traffic with all wastes appropriately contained.	✓	✓	✓	N/A	S&H Guideline 3.16	Ongoing	Site manager / ER
T7	Contract drivers shall submit a Certificate of Roadworthiness for their Trucks on an annual basis.	✓	✓	✓	N/A	S&H Guideline 3.16	Ongoing	Site manager
T8	Copies of maintenance records for company trucks must be retained on site. Owners Drivers will be subject to random audits to verify that these activities are taking and therefore must maintain their own maintenance records.	✓	✓	✓	N/A	S&H Guideline 3.16	Ongoing	Site manager
T9	All drivers' licences shall be checked for currency prior to commencement of employment and thereafter on a random or scheduled basis.	✓	✓	✓	N/A	S&H Guideline 3.16	Ongoing	Site manager
T10	All drivers shall be trained in 'On Site Risk Assessment' and procedures specific to the product group, i.e. concrete, quarries or pre cast pipes and products.	✓	✓	✓	N/A	S&H Guideline 3.16	Ongoing	Site manager
T11	Prior to engagement of services, all agitator or quarry drivers, whether contract or directly employed shall be assessed for competence in	✓	✓	✓	N/A	S&H Guideline 3.16	Ongoing	Site manager

Environmental control measures and safeguards		Location				Source/ Reference	Timing	Responsibility
		Angus Creek Corridor Zone	Southern Zone	Northern Zone	Office and Laboratory Zone			
	driving the trucks and delivering the product as prescribed in this standard and guideline. A re-assessment of all directly employed and supervised contractor drivers will take place at intervals no greater than 2 years.							
T12	Drivers of road registered trucks that operate on public roads are also required to have the "minimum rest time". All drivers of road registered trucks shall keep a driving record.	✓	✓	✓	N/A	S&H Guideline 3.16	Ongoing	Site manager
T13	Ensure there is effective separation of pedestrians and traffic both in time and distance.	✓	✓	✓	N/A	S&H Guideline 3.14	Ongoing	Site manager
T14	Sites where pedestrians and/ or light vehicles need to approach or work near operating mobile equipment, shall develop safe working procedures for approaching or working near mobile equipment.	✓	✓	✓	N/A	S&H Guideline 3.14	Ongoing	Site manager
T15	Traffic will not be permitted to queue in the local road network nor park on local roads in the vicinity of the RDC, unless necessary for safety reasons.	✓	✓	✓	N/A	CoA 2.11, 2.12	Ongoing	Site manager / ER
T16	Traffic Control Plans (TCP) will be developed to manage traffic movements to and from the Project with the aim of avoiding queuing at local intersections (a queue consists of more than three vehicles waiting consecutively at an intersection). All relevant TCP's will note traffic is restricted from entering the fenced Angus Creek corridor zone.	✓	✓	✓	N/A	SoC 8.3	Ongoing	Site manager / ER
T17	All visitor, disabled, ambulance, and service vehicle parking areas are to be clearly marked.	✓	✓	✓	N/A	CoA 2.14	Ongoing	Site manager
T18	Clear signage is to be provided to advise visitors (those that drive in as well as those that walk in), contractors, deliveries etc on appropriate access routes within site.	✓	✓	✓	N/A	S&H Guideline 3.14	Ongoing	Site manager

