

Enfield Intermodal Logistics Centre Road User Requirements

NSW Ports | June 2020 | Version 1

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1. NSW Ports Enfield Intermodal Logistics Centre (ILC) road network

1.1. Road types

The area has three types of roads associated with access to and within the NSW Ports Enfield ILC and all drivers should be familiar with the legal status of these roads:

Public Roads – Public roads fall under the jurisdiction of Transport for NSW (Roads and Maritime Services) with certain controls delegated to Council. The rules presented in the Road Rules 2014 NSW Legislation apply to all Roads and Road Related Areas within NSW and all drivers are to abide by the Road Rules 2014.

Precinct Roads (Common Area) – The precinct road network is owned and controlled by NSW Ports. The Common Area is defined as a 'Road Related Area', under the definition presented in Division 1, Rule 13 of the NSW Road Rules 20. This means that all traffic and parking controls within the NSW Ports Enfield ILC are enforceable by law. Drivers should therefore view the precinct roads as public roads. The OTMP does not replace or reduce the application of the Road Rules 2014.

The Common Area is defined as any area within the NSW Ports Enfield ILC boundary of the site, excluding the tenancies as defined by the lease boundaries.

Tenant Roads – Many of the facilities within the NSW Ports Enfield ILC involve internal roads within the tenanted site. These roads are subject to the rules applied by the tenant / operator of the facility and drivers should refer to the Tenant / Operator Site Specific Traffic Management Plan (SSTMP) for further information. Tenants / Operators are required to prepare SSTMPs in relation to each facility and should reference the SSTMP guide outlined in this document. Regardless of whether a SSTMP is in place, drivers must adhere to traffic and parking control signs displayed on tenant roads.

1.2. Rail Access Track including Level Crossing

The Rail Access Track runs east to west parallel to Mainline Road with a level crossing located on Delec Lane as shown in Figure 1.

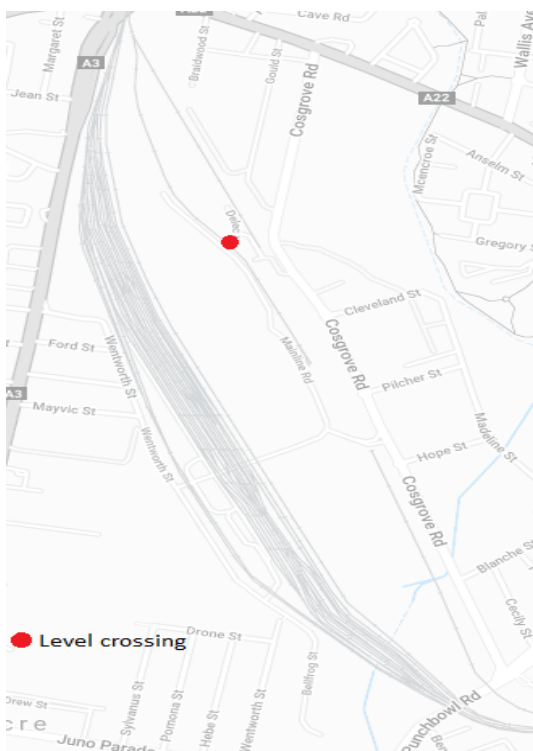


Figure 1. Enfield ILC Precinct Level Crossing

All vehicles are required to obey the signs and speed limit pertaining to the crossing. All road vehicles are to stop before the level crossing and proceed cautiously once the railway is clear. Please note that the level crossing is not lit at night.

All road vehicles must give way to any rail rolling stock passing through the Level Crossing.

No road vehicles are permitted to stop or park on the level crossing at any time.

1.3. General access through the NSW Ports Enfield ILC Precinct

The NSW Ports Enfield ILC has been designed to accommodate a road network suitable for use by a variety of vehicles up to and including B-double trucks. Mainline Road is also suitable (under NSW Ports authorised and controlled conditions) for the movement of Super B trucks. The road carriageways have been designed with sufficient geometry to accommodate the maximum sized expected vehicles.

The NSW Ports Enfield ILC precinct includes the following roads;

- Mainline Road
- Turnout Drive
- Delec Lane
- Searchlight Lane

Wentworth Avenue and Cosgrove Road are the two access points for entry into the Enfield ILC precinct. A condition of the project approval is that truck activity on Cosgrove is controlled during peak hours and in this regard Cosgrove Road represents the secondary access and departure route.

Restrictions apply to traffic accessing and egressing the Enfield ILC precinct from Cosgrove Rd. No heavy vehicle traffic is permitted to use the southern end of Cosgrove Road to access or egress the Enfield ILC precinct. There is no left turn access for trucks greater than 6 metres into the site from Cosgrove Road. All traffic is not permitted to turn right from Turnout Drive onto Cosgrove Road when exiting the Enfield ILC precinct.

In order to meet this obligation, operators are advised that Wentworth Road should be prioritised as the primary access to and from the Enfield ILC precinct. Operators are to be mindful when scheduling truck arrivals, to distribute truck arrival activity throughout the day to minimise congestion and traffic friction on Wentworth Avenue and Cosgrove Road across peak times.

The internal road network has inherent limitations with regards to travel capacity per hour. Operators are to be mindful when scheduling truck arrivals, to distribute truck arrival activity throughout the day to minimise congestion and traffic friction within the precinct across peak times and obey the time restrictions imposed on transport operators.

1.4. Pedestrian and cyclist access management

There is a limited formalised pedestrian network within the NSW Ports Enfield ILC Common Area. For this reason, pedestrian and bicycle access is limited throughout the Enfield ILC precinct; however, there is a need for some areas to be accessible on foot (administration building etc).

Pedestrians and cyclists must keep to the formal footpaths and marked road crossings within the ILC. No unauthorised pedestrian or cycle access is permitted outside of designated paths. Reducing the pedestrian movement within the Common Area of the precinct limits the interaction of heavy vehicle movement with pedestrians.

Pedestrians should use caution at all times while in the Common Area. No unauthorised pedestrian access is permitted into restricted areas, which are clearly signposted throughout the precinct.

There are no formalised provisions for cyclists within the Common Area.

1.5. Speed limit

There are two types of speeding:

1. Where drivers travel faster than the posted speed limit that increases the risk of injury and death; and
2. When drivers travel within the posted speed limit, but due to adverse road conditions (e.g. fog, rain etc.) the travelling speed is inappropriate.

A general speed limit of 40 km/hr is applied on the following road networks:

- Mainline Road (Including the overpass from Wentworth Street)

- Turnout Drive
- Delec Lane
- Searchlight Lane

A general speed limit of 20 km/hr is applied on the following road networks:

- Tennant Internal Roads

Other various speed limits are imposed on Public Roads, the Common Area and Tenant Roads within NSW Ports Enfield ILC Precinct.

NSW Ports monitors Common Area roads with the use of cameras and speed radar devices currently positioned on Turnout Drive & Mainline Road. Vehicle speed data collected from the devices is used to assist in the management of driver behaviour.

Drivers are to obey the posted speed limits, with speed adjustment appropriately to suit the road environment and prevailing weather conditions. The vehicle speed must be appropriate to ensure the safe movement of vehicles based on the vehicle configuration.

Drivers are to obey temporary posted speed limits during periods of roadwork.

1.6. Heavy vehicle access to the precinct

Figure 2 outlines the existing road network access routes to the NSW Ports Enfield ILC as outlined in Transport for NSW, Road and Maritime Services NSW Combined Higher Mass Limits (HML) and Restricted Access Vehicle (RAV) Map. This map is current as of 25 November 2019.

Key road network access suitable for vehicles up to 25/26 m B-double include:

- Wentworth Street
- Cosgrove Road
- Liverpool Road

Notes:

- Cosgrove Road is an approved route with specific travel conditions Between 6:00am and 7:00pm. Access is only by right turn only from Liverpool Rd to Cosgrove Rd.

Transport operators are advised to review permitted access routes suitable for their vehicle types.

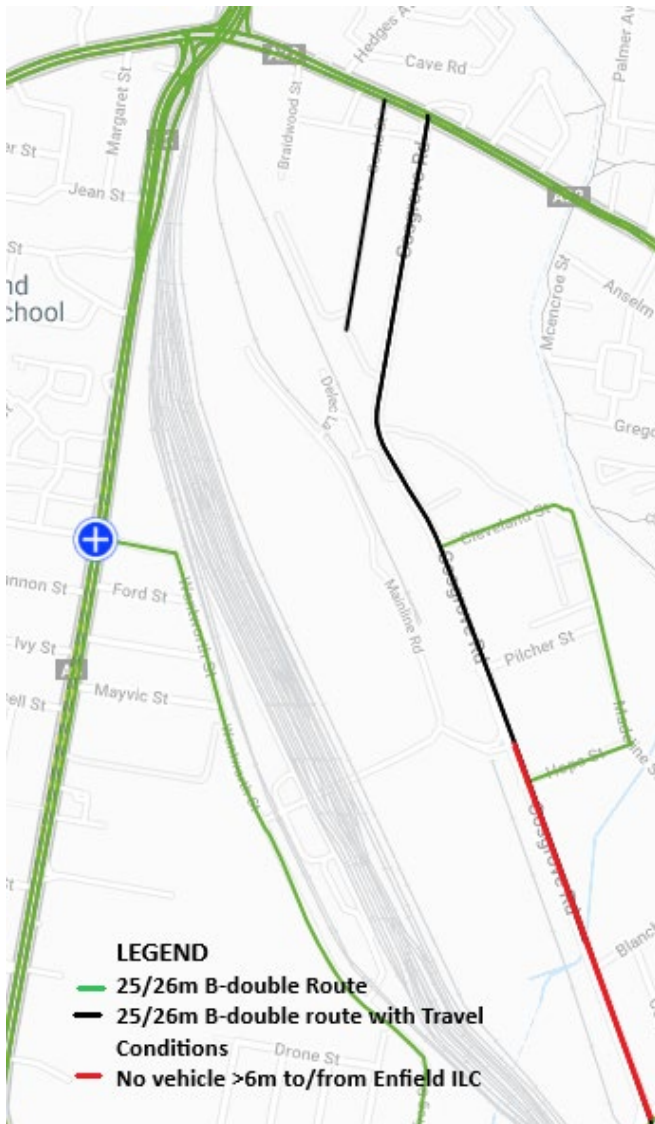


Figure 1. Access road network – 25/26 m B-double

Source: <https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html>

1.7. Vehicle queue management

For the purpose of this document, a queue is defined as:

“One or more slow moving (less than 5 km/h) or stationary vehicle/s at any control point and within the Public Roads areas or Common Area.”

Truck access must be effectively managed to ensure safe operation and minimal impact on other vehicles accessing the NSW Ports Enfield ILC Precinct. The tenant SSTMP must demonstrate how each tenant will manage truck access and egress.

The SSTMP prepared by each tenant must include detailed measures that are to be implemented to effectively manage any queuing that may occur within the NSW Ports Enfield ILC areas and ensure there is no queue spillage on the surrounding Common Area or Public Road network. It is the full responsibility of the tenant to manage active vehicle queuing resulting from business activities within their site. This must include, but not be limited to, the immediate placement of a Traffic Marshall to manage vehicles to ensure traffic flow is maintained throughout the Common Area.

Queuing of vehicles will only be permitted in locations identified by appropriate on-street signage. No drivers are to park their vehicles in a location to cause obstruction to through traffic or access to properties. Drivers are not to leave their vehicles unattended whilst within the Enfield ILC precinct.

Under no circumstances are vehicles to queue, stop or park in locations identified as “No Stopping” or “Keep Clear”.

1.8. Environmental control

1.8.1. General

Notwithstanding the environmental requirements enforced by the Environment Protection Authority (EPA), the following environmental requirements are to be adhered to:

- All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or debris depositing onto the roadway during travel to and from the site including but not limited to wheels wash at the site egress location if required.
- NSW Ports will monitor the roads leading to and from the NSW Ports Enfield ILC and take all necessary steps to rectify any road deposits caused by site vehicles, to maintain the safety of all road users.
- Vehicles operating to, from and within the NSW Ports Enfield ILC shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration.
- Public roads and access points must not be obstructed by any materials, vehicles or the like, under any circumstances.

1.8.2. Noise and heavy vehicle compression braking

Vehicle compression braking is to be limited to situations where safety requires such application. Limiting compression braking minimises impacts on the local community especially during evening and night operations.

Vehicle engine noise impacts can be limited as a result of drivers switching off engines during waiting periods.

2. General rules for truck movements within the precinct

The following general rules are to be adhered to by all drivers in relation to truck movements.

GENERAL RULES

- 1 All drivers must obey all speed limits and adhere to all Parking and Traffic Controls within the Public Roads, Common Area and Tenant Roads. The Common Area is subject to the Road Rules 2014 NSW Legislation and therefore the normal fine and penalties apply to breaches of the road rules.
- 2 Drivers are only to park and queue in specified areas. Drivers are not to park vehicles in a position that is to cause obstruction to through traffic movement and properties. Drivers are not to leave their vehicles unattended whilst within the Enfield ILC precinct. Under no circumstances are vehicles to queue, stop or park in locations identified as “No Stopping” or “Keep Clear”.
- 3 Tenants must outline within their SSTMP what sanctions are applicable to drivers who regularly breach the prescribed rules.
- 4 Public Roads, Common Area and/or access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.
- 5 Vehicles operating to and from and within the site shall do so in a manner which does not create unreasonable or unnecessary noise or vibration.
- 6 Tenants shall appoint a Truck Marshall (if required) to monitor the truck operation to ensure the safety of the trucks and also to minimise queuing. The nominated Truck Marshall contact details should be included within the tenant SSTMP.
- 7 The tenants shall undertake an induction program for the truck drivers to inform them of the local conditions including speed limits, other traffic controls, pedestrian routes within the site, safety, operation procedure etc. An outline of the driver induction program should be included within the tenant SSTMP.
- 8 For the safety of the different users accessing the precinct, the tenants & operators must ensure that the relevant procedures listed in Section 274 of the Work Health and Safety Act are implemented and followed by all users.
- 9 Where a vehicle booking system is in place, drivers must adhere to their booked arrival time. Tenants must submit procedures to deal with trucks that arrive outside their booked time within their SSTMP. This will include any penalties or procedures for managing early arrival occurrences.
- 10 If there is a requirement to operate any material handling machinery on public access roads, the tenant or operator will be required to seek approval from Council/Police, Roads and Maritime Services and NSW Ports prior to the event occurring.
- 11 Drivers are to limit the noise emitting from their vehicles in line with EPA requirements.



Further information

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