ptc.

1st May 2024

QANTAS CAE
LOGOS c/o FDC
Operational Traffic Management Plan and Green Travel Plan

For: LOGOS c/o FDC

Site Address: 28 Burrows Road, St Peters

Document reference number: 22-0529

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1. Introduction

1.1. Background

ptc. has been engaged to prepare an Operation Traffic Management Plan (OTMP) including a Green Travel Plan (GTP) to satisfy condition B5 of the Conditions of Consent (SSD-47601708), related to the development at Sydney Flight Training Facility at 28-30 Burrows Road, St Peters.

The proposed development includes provision of a flight training centre consisting of a 3-storey warehouse/industrial development accommodating a flight simulation facility, comprising of 2,175m^2 of simulation halls and 5,070m^2 of office/training area.

Figure 1: Site Locality

1.2. Purpose of this Report

This report has been prepared to identify measures to ensure safe and efficient vehicle movement throughout the site, and detail heavy vehicle routes to the site, access and parking arrangements. Additionally, a driver code of conduct is enclosed which is intended to be distributed by the operator to any relevant vehicles accessing the site.

Furthermore, a GTP is enclosed which highlights the surrounding active and public transport options. A Travel Access Guide (TAG) is prepared and enclosed for the operator to provide to staff and site visitors as a means of informing of and promoting alternate modes of transport.

1.3. Conditions of Consent

The following condition is relevant to this report.

Condition Item	Report Reference
Condition B5 – Operational Traffic Management Plan *Prior to the commencement of operation, the Applicant must prepare an Operational Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must:*	
a) be prepared by a suitably qualified and experienced person(s),	Refer document control
b) be prepared in consultation with Council,	FDC/LOGOS to provide Council with the draft revision of this report.
c) detail the measures that are to be implemented to ensure road safety and network efficiency,	Included throughout the report sections
d) detail heavy vehicle routes, access, and parking arrangements for heavy vehicles when installing, repairing, or replacing flight simulators,	Refer Section 2.3
e) detail the access, parking, pick up/ drop off arrangements for the shuttle bus service,	Refer Section 2.4
f) include an Operational Driver Code of Conduct and Induction Program to: *a. minimise the impacts on the local and regional road network,* *b. minimise conflicts with other road users,* *c. minimise road traffic noise,* *d. inform truck drivers of the site access arrangements and use of nearby heavy vehicle restriction routes,*	Refer Section 3.2 and Appendix 2
g) include a program to monitor the effectiveness of these measures; and	Refer Section 8
h) include a Green Travel Plan detailing measures to promote public transport usage and describing pedestrian and bicycle linkages and end of trip facilities available on-site.	Refer Section 4

2. Vehicular Access Arrangements

Access to the site is provided from Burrows Road. Refer Figure 2.
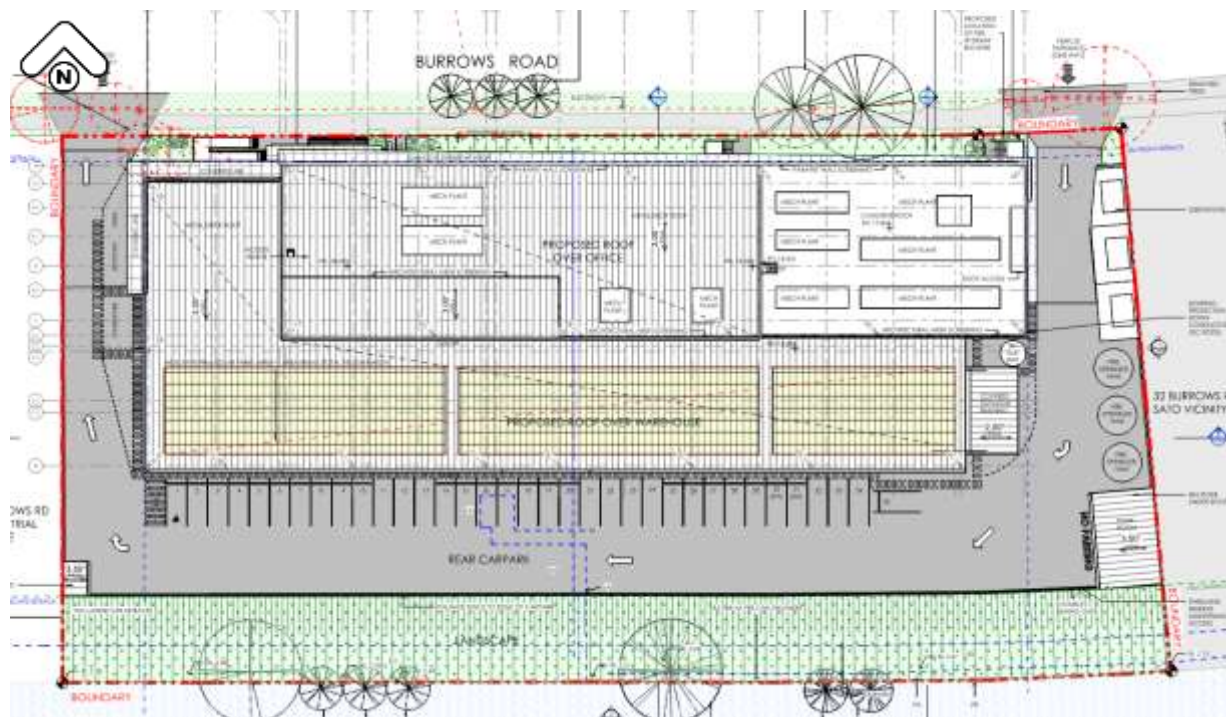
Figure 2: Site Plan (Architectural)

Separated entry and exit driveways with access controls are provided. The provision of separated entry and exits will reduce the possibility of driveway blockage and minimise risk of queued traffic within the site having impact to the public road. All vehicles shall enter the site via the eastern (entry) driveway.

Access has been designed to accommodate the largest anticipated vehicle to the site, a 19 metre semi-trailer, which will be used to deliver light simulator units. Other than this vehicle, the typical day-to-day operation of the site will involve the use of passenger B99 cars/vans/utes and a shuttle bus.

Both entry and exit driveways are approximately 9.5 metres wide at the boundary line.

Appropriate signage and linemarking shall be provided within the site to assist drivers with navigating the site efficiently and safely. Signage details at the entry and exit driveways is provided in Figure 3 and Figure 4.

LOGOS c/o FDC, QANTAS CAE, 1st May 2024

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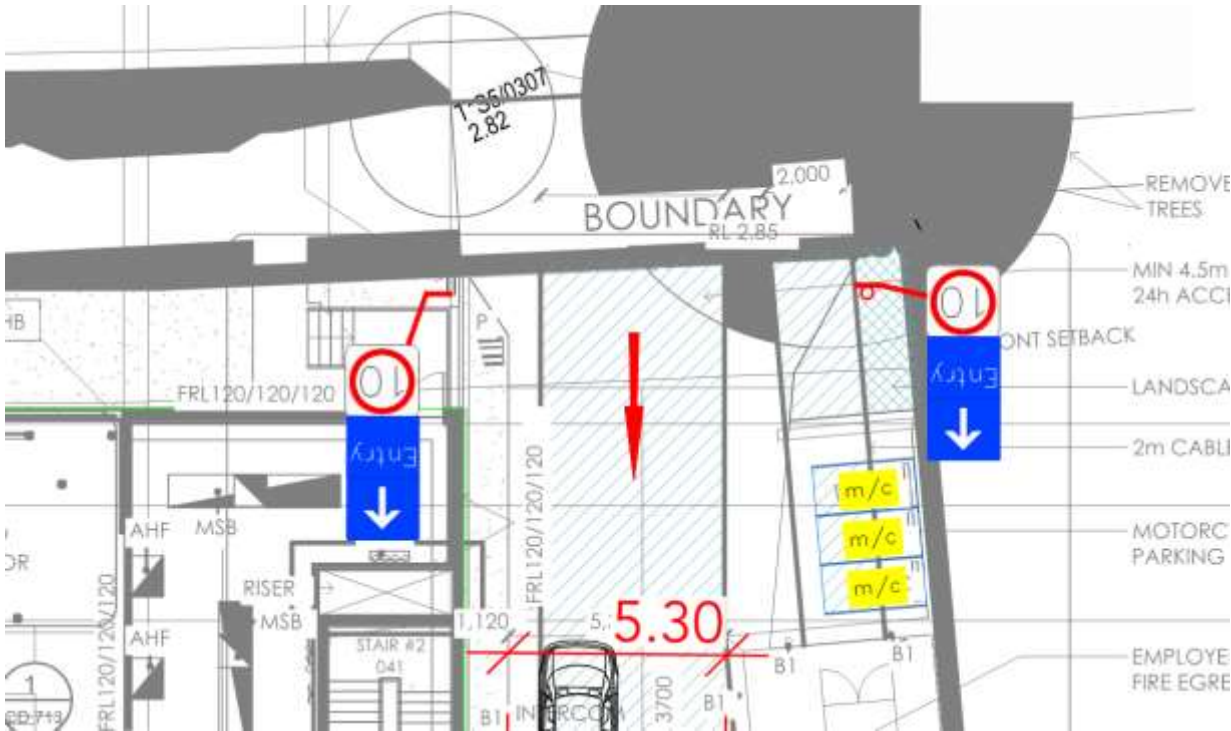
Figure 3: Entry Driveway Signage

Figure 4: Exit Driveway Signage

2.1. Car Parking

Provision for 35 dedicated car parking spaces is made on-site. This provision of parking is sufficient to accommodate the expected demand of staff and site users on any typical day.

One accessible parking space, and two electric vehicle parking spaces are included in the total 35 spaces.

A set down area for the minibus is provided to the west of the site, in proximity to the exit gate.

2.2. Bicycle Parking

Provision for 20 bicycle parking spaces is made on-site. These are outdoor covered bicycle parking rails/racks of both horizontal and vertical type.

2.3. Heavy Vehicle Access

When delivery installation or repair of flight simulators is required, heavy vehicles up to 19 metre semi-trailer shall access the site in a forward-in / forward-out manner via the standard site driveways. The site car park has sufficient space to accommodate these service vehicles. It is not expected that these large vehicle deliveries to site would occur often, and when they are required, shall be scheduled to minimise disruption as much as possible. It is expected that parking spaces shall need to be vacated to enable movement of flight simulators from inside the building to the car park, which will be managed by the operator.
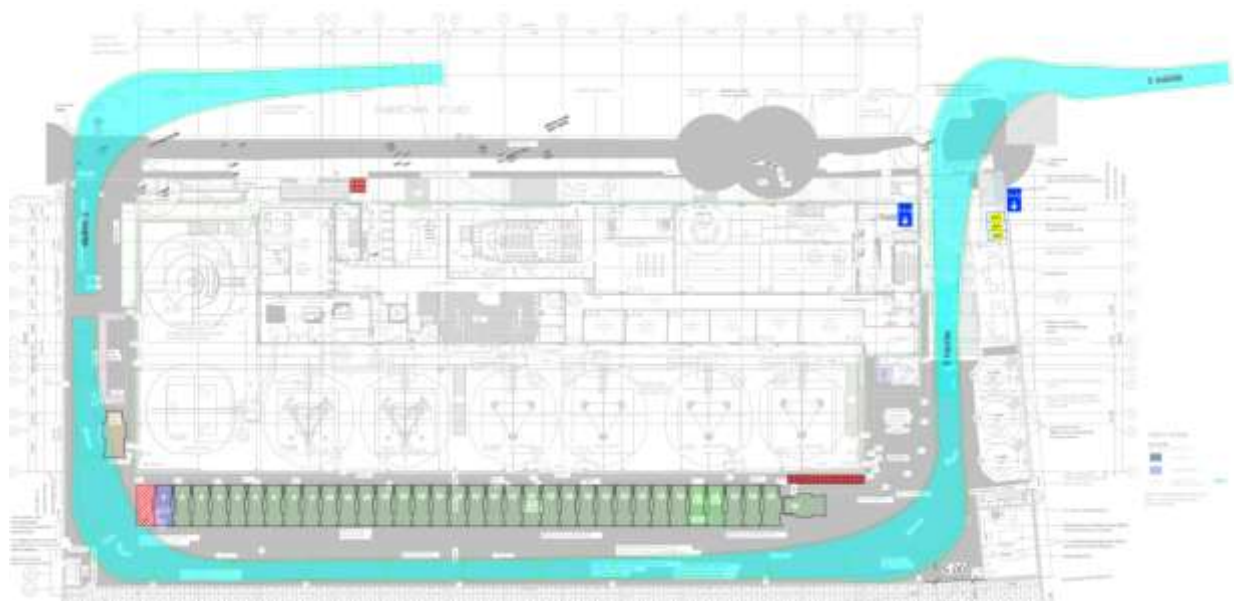
Figure 5: 19m Semi-Trailer Movement Through the Site

It is expected that all heavy vehicles to the site shall approach from the east, via Campbell Street (state road) and make a left turn into Burrows Road. Refer Figure 6.
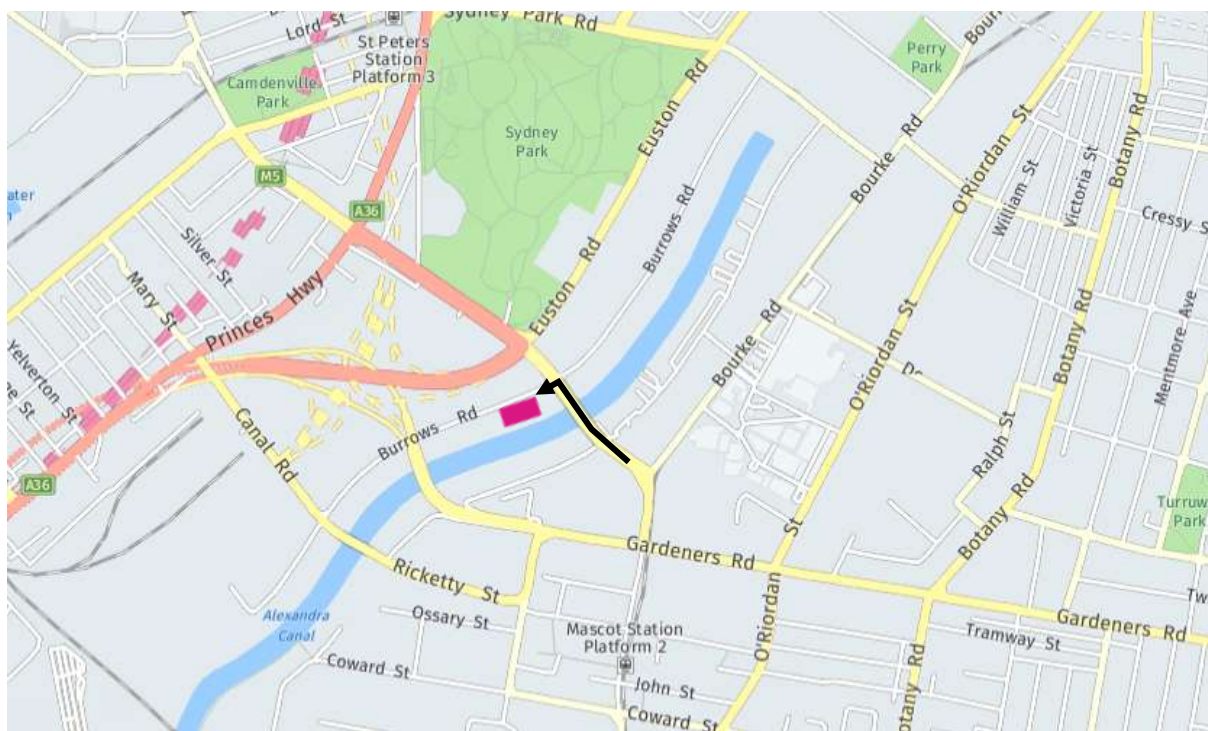
Figure 6: Heavy Vehicle Route

2.4. Shuttle Bus Access

The on-site shuttle / minibus will access and egress the site in much the same way as typical passenger cars. A dedicated lay-by area is provided to the west of the building, in proximity to the exit gate. From this area, passengers have pedestrian paths of travel provided in the form of pavement markings to guide them safely into the building. Refer Figure 7.

The bus service will shuttle Qantas crew between the Mascot Precinct (10 Bourke Rd, Mascot) & 28-30 Burrows Rd, St Peters (the site).

Bus services will run daily, approximately every 15-20 minutes from 5am to 12:15am, using 2 buses.

The minibus will not be staying at the flight training facility site for an extended period of time. The maximum parking duration is expected be 1 hour in the initial phase of rolling out the bus service. The minibus will, however, wait a short while to align to the bus timetable as necessary. It is not expected that any long-term parking of the minibus would occur in the minibus bay.

The bus shall be no longer than 9.9m, with a minimum capacity of 20 passengers.
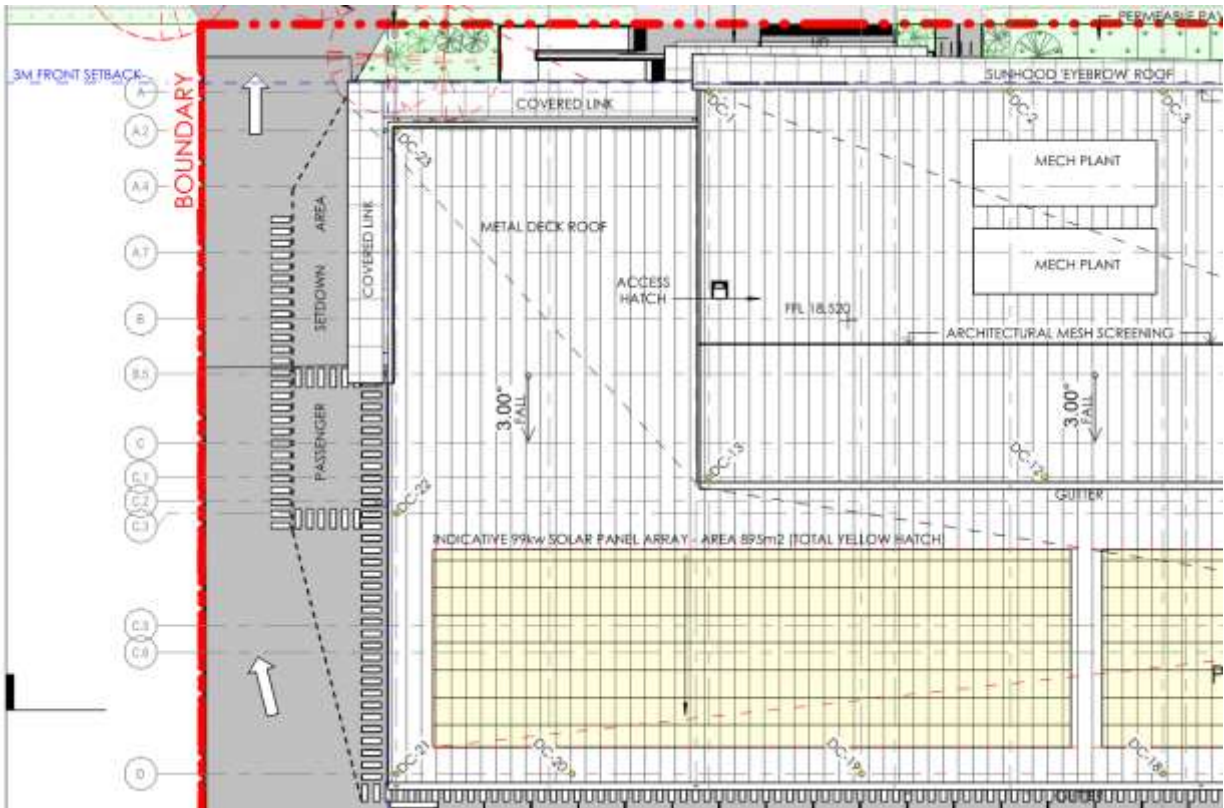
Figure 7: Minibus Lay-by Area

3. Other Considerations

3.1. Pedestrian Safety

Pedestrian pathways are provided throughout the car parking area, which provides a safe path of travel for pedestrians, clear of vehicle movements. This pathway takes the form of painted / stencilled pavement markings. All abutting car parking spaces shall have wheel stops to protect the pedestrian pathway.

3.2. Driver Code of Conduct

A driver code of conduct has been prepared and is included below. A brochure format is provided in Appendix 2. It is intended that this is provided either digitally or physically to drivers, particularly of heavy vehicles, who will be accessing the site.

General principles of the code are detailed below, which are related to both the travel of vehicles to and from the site, as well as vehicle management once on-site. All service vehicle drivers travelling to and from the site must:

- hold a current appropriate licence for the vehicle they are operating,

- strictly comply with all traffic regulations,

- comply with all maximum gazetted speed limits on all roads, or a lesser speed as dictated by the site-specific signage,

- drive in a manner, at all times, that is in accordance with road conditions,

- yield "right of way" whenever appropriate or required to ensure safe passage of other road users,

- at all times leave adequate distance between vehicles to allow safe passing by other road users, as required,

- not use engine braking where noise is likely to adversely impact on residents,

- remain calm and courteous when in contact with other road users, members of the public, landowners,

- not use obscene language on radio or intercom communication,

- if required, accurately complete required paperwork prior to departure and follow specified routes,

- maintain vehicles in a clean and tidy condition, and ensure that there is no littering,

- avoid any other noise emitting activities for example loud music or raised voices. Raised voices should be avoided. No shouting or yelling permitted. Radio volume is to be turned down,

- reverse movements to be minimised, or completed under the supervision of site personnel to minimise risk of conflict with other site users,

- truck engines to be turned off during deliveries where practicable,

- all delivery / service vehicles shall follow the direction of site personnel related to vehicle movement, parking location and other controls, and

- all delivery /service vehicles shall enter the site using the entry gate and exit the site via the exit gate only.

It is expected that the effectiveness of this code of conduct shall be reviewed at periodic intervals by the site operator to ensure they remain effective and any identified issues are corrected. It is recommended that a feedback system is introduced to gain information from those who are subject to the code.

4. Green Travel Plan

The following sections of this report develop a Green Travel Plan related to Condition B5 (h).

The public and active transport that surrounds the development site is summarised below.

4.1. Public Transport

This section outlines public transport accessibility to the site, which may be utilised by construction staff over the project duration. Staff inductions will include information on the available travel options that staff may take to access the site.

The subject site has been assessed for its potential accessibility via modes of existing public transport likely to be utilised by prospective residents, employees and visitors of the proposed development. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggests that 400m-800m is a comfortable walking distance.

4.1.1. Bus Network

The site has several nearby bus stops which connect the site with the wider Sydney city and east. The bus routes that pass in close proximity to the site are detailed in Table 1;

Table 1: Bus Network

Bus Route	Route Description	Frequency
358	Sydenham to Randwick (Loop Service)	**Mon-Fri**: every 10-20 minutes **Sat-Sun**: every 20 minutes
305	AM: Mascot Stamford Hotel to Redfern PM: Redfern to Mascot Stamford Hotel	**Mon-Fri**: every 30 minutes from 6-9am and every 30 minutes from 2-6pm **Sat-Sun**: No service

Figure 8 details the bus stops in close proximity to the site.
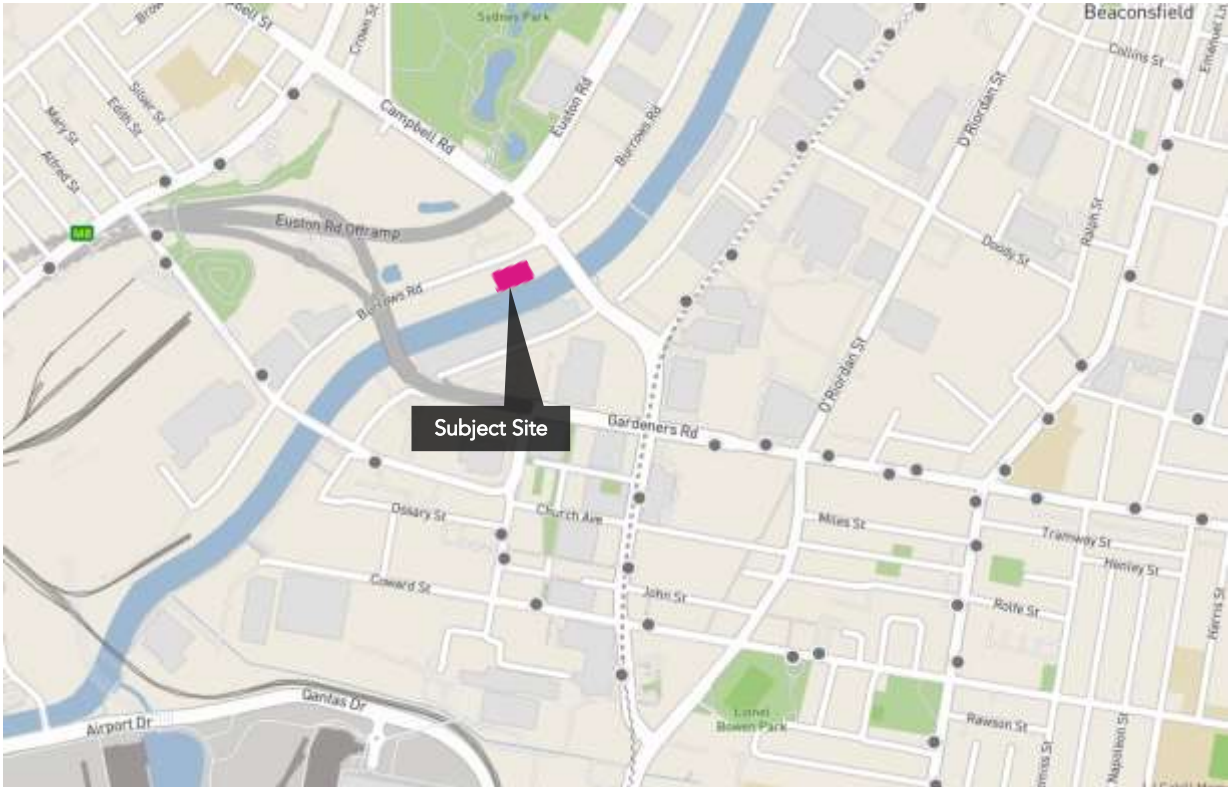
Figure 8: Nearby Bus Stops (Source: Transport NSW)

4.1.2. Rail Network

In close proximity to the site is Mascot Station, approx. 1 km from the site. The T8 (Airport) line passes through Mascot Station and offers connection to wider Sydney, detailed in Table 2.

Table 2: Train Network

Train Route	Route Description	Frequency
T8	City to Macarthur via Airport or Sydenham	**Mon-Fri:** every 5-10 minutes **Sat-Sun:** every 5-10 minutes

Figure 9 details the wider Sydney rail network and connection to Mascot Station and the site.

Figure 9: Sydney Rail Network (Source: Transport NSW)

4.2. Active Travel

Active travel, including walking and cycling, is a suitable mode of transit for those travelling locally, or who live nearby to the site. The provision of dedicated cycleways, or cycling routes developed by council, greatly increase the potential for active travel over short to medium distances. A map of cycling routes from the City of Sydney Council is shown in Figure 10, and the cycling network for the Bayside Council region is shown in Figure 11 (Source: NSW Cycleway Finder).

Figure 10: CoS Cycling Map

Figure 11: NSW Cycleway Finder (Bayside Council Region)

To support active travel, secure areas shall be made available within the work compounds for staff to store clothing and equipment, making light travel via alternative modes more viable. Bicycle storage facilities are provided on the site.

The combination of adequate public transport and the potential for active travel enables the site and its workers to travel using more sustainable forms of transport, such as walking, cycling, bus or train.

4.3. What is a Green Travel Plan?

A Green Travel Plan (GTP) is a document that outlines how a development intends to make travel to and from the site safer and more sustainable for tenants and their visitors. The GTP addresses local traffic issues around the site and encourages active, safe and sustainable travel methods, such as walking, cycling, scooting, public transport or car sharing. A GTP correlates with the development's overall aspirations and is a document that is monitored and reviewed regularly.

A GTP is not just the installation bike racks or provision of end-of-trip facilities. An effective GTP aims to promote and maximise the use of more sustainable modes of travel via a range of actions, promotional campaigns and incentives. The plan includes site management tools that encourage staff and visitors to make more sustainable transport choices. A GTP requires ongoing implementation, monitoring and review. As such, nominating an individual or a team to oversee the implementation of a travel plan is a crucial component of success.

An effective GTP can offer many benefits such as less congestion on the public road networks, health and environmental benefits.

4.4. Why is a Green Travel Plan is required?

The implementation of a GTP is generally accepted as one of the best ways to increase active travel to and from the subject site. A successful GTP offers many benefits for the community, including:

- Building confidence and improving social interaction by walking and/or cycling;
- Assists in implementation of health, fitness and wellbeing programs;
- Improving social interaction with others to be more interested and involved in the with the precinct as they walk or cycle;
- Improving safety by reducing traffic and local road congestion;
- Improving the environment by reducing air pollution from private vehicles;
- Creating opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities; and
- Providing individuals with leadership opportunities.

It is likely that tenants with a good understanding of active and sustainable modes of transport will follow a healthy and active lifestyle, care about the environment and prioritise location and lifestyle over car ownership.

4.5. The Purpose of a Green Travel Plan

The purpose of the GTP is to provide a package of measures with the aim at promoting and reducing the reliance of private car usage and encourage and support the uptake of daily business in a more sustainable way. This may be achieved through the review of existing policies and identifying programmes to encourage tenants and visitors to adopt more active and sustainable forms of transport. This document identifies the following:

- Review of existing public transport infrastructure and future transport options;
- Assessment of existing travel patterns within the area;
- A modal share target for the development;
- A framework to identify and respond to travel demand from the development and surrounding area;
- Strategies to implement prior and during occupancy; and
- The monitoring strategy to track performance of the GTP.

4.6. Potential Outcomes

- Successful negotiations with private transport providers (if necessary) to provide increased public transport services to the precinct.
- Improvements to cycle and walking infrastructure, if required.
- Recommendations for any relevant policy changes will be made to management (e.g. flexible work and work from home/hub policies).
- Campaign promoting the health and other benefits of non-car modes of travel will be implemented for staff.
- End-of-Trip Facilities provided within the site, including lockers to leave items overnight (avoids carrying heavy items home, which can be a deterrent for active transport).
- Team up with a local bike shop to provide bike servicing within the locality (this can be extended to the broader community too).
- Evaluation and Monitoring:
  - Staff surveys (mode of travel to work)
  - Carpooling use (number of new users)
  - Private car-park usage
  - Feedback from public transport providers
  - Patronage on any new commuter public transport services
  - Number of Transport Access Guides downloaded/hard copies used.

5. Steps to Set Up a Green Travel Plan

To develop a GTP, there are five key steps to follow to commence its operation as illustrated in Figure 12.
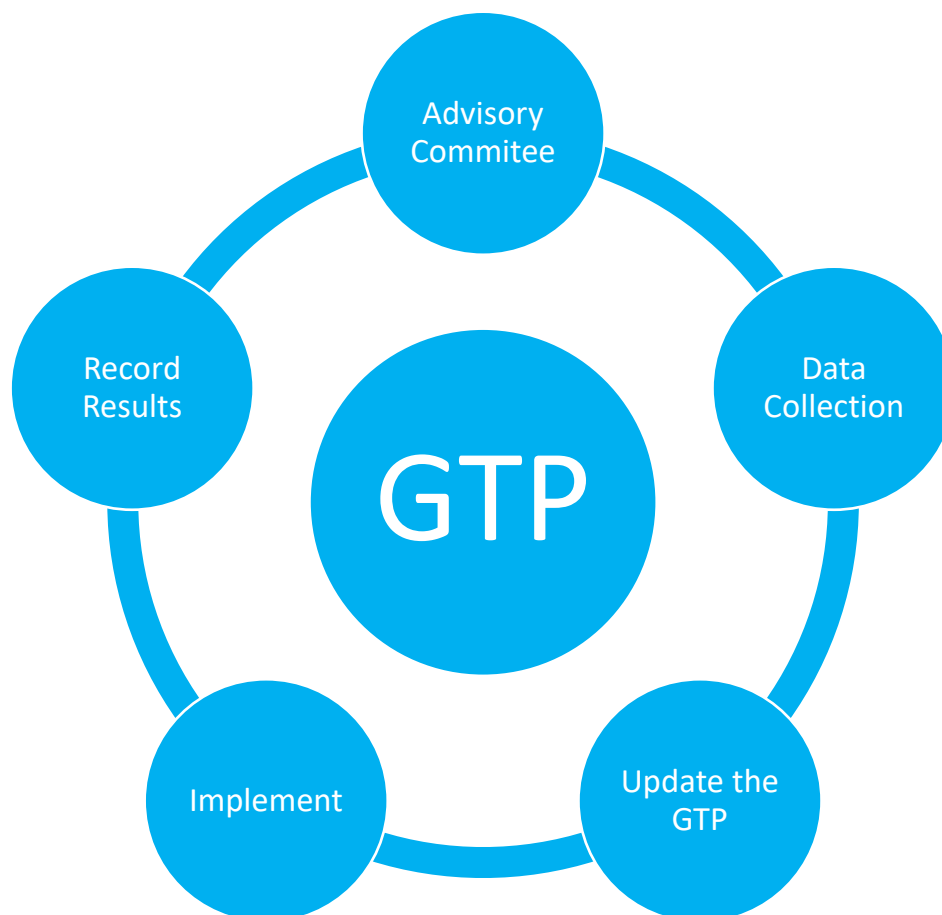
Figure 12: Steps in Developing a GTP

5.1. Step 1 – Set up an Advisory Committee

- Appoint an individual to coordinate specific actions and to track the progress of this work;
- Develop a working group that involves representatives from employees within the development;
- Identify ways how employees will be involved and informed of the work (e.g. regular articles / social media).

5.2. Step 2 – Data Collection & Review Existing Situation

As part of the development, it is expected that there will be employees and visitors travelling to and from the site on a daily basis. To identify how employees in the development travel to and from the site for work, an initial survey should be conducted to identify the travel behaviour of employees and visitors

upon completion of the development. This may be conducted as an online survey or an intercept survey of those accessing the site.

As a minimum the following questions should be considered:

- Are you an employee/visitor to the site?

- Did you park on site today? If so, where?

Staff Only Questions

- If you are a staff member, do you have an allocated parking space within the site?

- How do you currently travel to work and the distance of their travel?

- Based on the public transport and other sustainable travel options available, which would be their preferred mode of travel?

    - Walk/run

    - Bicycle

    - Bus

    - Drive car

    - Passenger in car

    - Other

- Is your place of residence in an area which is not currently serviced by any of the identified transport options?

- Do you need to drive to work for another reason? Why and how often this would occur (i.e. shift work).

Visitors Only Questions

- If you are a visitor, where did you travel from today?

- What mode of transport did you use?

- Why did you use this particular mode of transport?

All Users

- Have you heard of car share? If this was readily available to you, would you use car share if car parking was unavailable?

- If not, what are the barriers to you using car share to travel to and from the site?

- What would make you consider using car share to access the site?

- Do you have any suggestions/recommendations to encourage uptake of sustainable modes of transport etc.?

Once the survey findings are available, methods to achieve specific targets can be identified with proposed time frames. This could include adopting strategies outlined in Section 6 and Section 7. These methods and targets are then available to be monitored (refer Section 8).

5.3. Step 3 – Prepare the Green Travel Plan

Based on the data, an overall vision for the travel modes should be considered with clear objectives. The GTP shall be prepared based on these objectives, notably:

- Build a precinct culture that supports active travel by motivating and encouraging the community to get involved

- Set specific SMART (Specific, Measurable, Achievable, Relevant, Timed) targets

- Develop an action plan that lists activities and strategies that eliminates the community's barriers to active travel to meet the objectives

- Estimate the budget required to meet the objectives, identify funding source and develop implementation strategies

- Review and consult with the community

5.4. Step 4 - Deliver & Implement

Once developed launch the GTP and carry out regular monitoring (every 12 months is recommended) as part of the implementation strategy. Travel mode data should be collected and reviewed each quarter.

5.5. Step 5 - Recognise Progress

The successes of the GTP should be celebrated regularly, for example at key community events. The plan should regularly be reviewed and include new ideas, targets and benchmarks.

6. Proposed Action Items

In developing the GTP, it may not be possible to implement all action items at the same time, therefore a staged implementation should be considered. There may be some crucial actions that can be implemented immediately, while others might take longer to plan and develop.

Before implementing any actions, relevant stakeholders must be consulted to approve the changes.

The following travel mode hierarchy is proposed for this GTP:

Figure 1 - Mode Hierarchy

There are a number of actions which can be employed to encourage non-car modes of transport to and from the site. The following sections outline potential strategies that can be adopted in achieving future transport targets.

6.1. Walking

A review of the existing pedestrian infrastructure has found that the footpath networks and crossing points within the vicinity of the site are generally adequate. The following tasks are recommended to increase walk trips to/from the site:

- Employees living within 1km of the site could be targeted to walk to the site;
- A working partnership could be established with City of Sydney to determine whether there are opportunities to improve the pedestrian connectivity to the site;
- Tenants could be encouraged to implement the '10,000 steps per day initiative', whereby, employees are provided with trackers that measure the step number they have walked. Staff members who have achieved the 10,000 steps goal over 80% days of a month could be awarded with free/ discounted gym membership; and
- Tenants could be encouraged to celebrate 'Walk to Work' day on an annual basis.

Walking is also the most space efficient mode of transport for short trips and presents the highest benefits. Co-benefits where walking replaces a motorised trip include improved health for the individual, reduced congestion on the road network and reduced noise and emission pollution.

6.2. Cycling

To improve the future bike usage by employees and visitors, the development provides bicycle parking securely located within the site, out of view from the street frontage.

In addition to the bicycle parking spaces, end of trip facilities and storage lockers are to be made available to active transport users.

Figure 13: Example of an End of Trip Facility

6.3. Public Transport

The site is well connected by public transport within a comfortable walking distance. To increase the public transport uptake by employees and visitors, the following measures could be considered:

• Create a map identifying the location of bus stops and routes and make this available to all users;

• Improved wayfinding signage between the site and nearby public transport interchanges could be discussed with City of Sydney; and

• Promote the use of apps for public transport connectivity.

As aforementioned in Section 4.1, the site is situated within walking distance to the Mascot Station. This will be a convenient form of transportation for employees and visitors as it will provide connection to the Sydney CBD and the wider Sydney Region.

6.4. Carpooling

A carpooling forum could be developed to encourage employees to travel in groups. This type of forum would provide a platform for employees travelling on the same route to the site, to form groups and travel together in private vehicles. The forum could be established through various communication media including brochures, noticeboards and social media which is an effective publishing tool in modern days.

6.5. Shuttle Bus

It is proposed that the site will provide a shuttle bus service for employees, enabling quick and efficient transfer to other modes of transport and reducing reliance on private vehicles.

The on-site shuttle / minibus will access and egress the site in much the same way as typical passenger cars. A dedicated lay-by area is provided to the west of the building, in proximity to the exit gate. From this area, passengers have pedestrian paths of travel provided in the form of pavement markings to guide them safely into the building.

The bus service will shuttle Qantas crew between the Mascot Precinct (10 Bourke Rd, Mascot) & 28-30 Burrows Rd, St Peters (the site).

Bus services will run daily, approximately every 15-20 minutes from 5am to 12:15am, using 2 buses.

The minibus will not be staying at the flight training facility site for an extended period of time. Maximum wait is expected be 1hr in our initial phase of rolling out busing. It will, however, wait a short while to align to the bus timetable. It is not expected that any long-term parking of the minibus would occur in the minibus bay.

The bus shall be no longer than 9.9m, with a minimum capacity of 20 passengers.

7. Strategies

7.1. Transport Access Guide (TAG)

To encourage employees and visitors to adopt alternative sustainable transport options, a Transport Access Guide (TAG) is developed to summarise available transport options identified. A TAG is a concise presentation of how to reach the site using low-energy, sustainable and active forms of transport.

The aim of a TAG is to make sure people know how to get to the subject development by walking, cycling or public transport (as well as by car).

A TAG can take many forms, such as a map printed on the back of business cards or invitations to more comprehensive information provided to prospective employees as part of their induction kit. TAGs may be incorporated into stationery, brochures and sales literature and provided electronically on the web site and in emails. An electronic version can be kept on a computer and produced as needed. Reception and enquiry staff should be familiar with the content so they can advise callers about easy transport alternatives to car travel.

TAGs should be included in Green Travel Plans and should comply with TfNSW guidelines. A TAG has been prepared for the site and is included in Appendix 1.

7.2. Promotion and Marketing Strategy

Once the plan has been adopted, it is essential to maintain interest in the scheme. Each new initiative in the plan will need to be publicised with effective marketing. Actions are the core of a GTP, therefore, the GTP needs to have a variety of actions that guide strategies relating to promotion, facilities and policies to create incentives for sustainable travel behaviour. If actions are to be staged, a staging strategy should be outlined in the plan.

Strategic promotion of travel plans and associated initiatives tend to result in higher uptake of sustainable travel modes. It is imperative to ensure that all users are aware of the initiatives. From time to time, assistance should be sought from the Council, Bicycle NSW, Pedestrian Council Australia, TfNSW and other stakeholders.

Another way to promote non-vehicle mode of transport is to print a map on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site specific as possible. If instructions are too complex, staff members are likely to ignore them.

8. Monitoring and Evaluation

A travel plan should not simply be a list of actions. Monitoring and reviewing a travel plan are one of the most critical components of the travel planning process. It is crucial to understand whether and how the travel plan is having an impact on the mode share. An annual review of the GTP is recommended to identify how mode share has changed over time. This will assist in understanding whether progress is being made. An annual review of the OTMP is recommended to understand if the procedures remain relevant and effective.

The monitoring strategy should ensure that the plans are achieving the desired benefits. As stated in Section 5.2, it is essential to undertake the initial data collection of the existing mode share to establish targets and overall goal. Surveys will help to identify which actions are having an impact on occupant's travel behaviour and whether some are more effective than others. It may also help to identify ongoing or unresolved issues and barriers that are preventing greater improvement.

The overall success of the plans will depend on good communication. It will be necessary to explain the reason for adopting the plan, promote benefits and provide information about alternatives to driving. It will also be necessary to provide feedback to employees and tenants to ensure that they can see the benefits of sustainable transport.

Once data are updated, the targets and actions of the travel plan will need to be reviewed. The review should consider:

- Are the targets and directives still realistic? Are they still ambitious and accurate? Should they be updated or re-evaluated?
- Are users struggling to achieve particular targets or directives? What are the likely reasons for this?
- Are there any gaps with regards to actions?
- What is preventing further improvement on mode share and how can this be addressed?

The steps outlined above should not be considered as a linear process, rather be an ongoing cycle. Travel planning requires regular review and adjustment which may reveal the need to reconsider objectives or targets or to add new actions to create greater incentives for the uptake of sustainable transport choices.

Appendix 1.   Travel Access Guide

Transport Access Guide

Sydney Flight Training Centre

28-30 Burrows Road,
St Peters

B The closest bus stops are currently located on Canal Road (650m, 9 min walk) and Bourke Road (750m, 10 min walk) which provides connections to Mascot, Redfern, Sydenham and Randwick.

Visit transportnsw.info to access the Trip Planner or download the Opal Travel app to get the latest service routes and bus timetables to plan your journey.

Bus Routes and Coverage

305	Mascot Stamford Hotel to Redfern
358	Sydenham to Randwick (Loop Service)
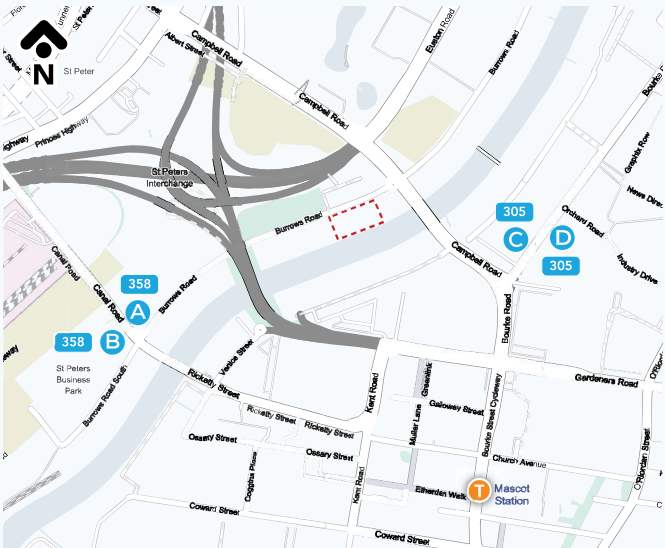
T The closest train station is Mascot Station, which is approximately a 15 minute walk from the Sydney Flight Training Centre. Mascot Station provides services between Macarthur and Central Station.

Visit transportnsw.info or download the Opal Travel app to get the latest train timetable and to plan your journey.

Lines and Coverage

T8	Airport & South Line

Legend

- - - - Site boundary

(000) Bus route

● Bus stop

CAE

Employees and visitors are encouraged to use public and active transport when travelling to and from the Sydney Flight Training Centre.

Plan your journey by visiting transportnsw.info, downloading the Opal Travel app or calling Transport for NSW on 131 500 for up-to-date timetables and maps.

The shuttle bus service provides convenient access for pilots, training staff and other personnel travelling to the Sydney Flight Training Centre by public transport.

The shuttle service provides connectivity between the Sydney Flight Training Centre and the Qantas Corporate Campus in Mascot. Shuttle buses depart the Mascot campus from the staff parking area at 10 Bourke Road, Mascot.

Access to the shuttle bus at the Sydney Flight Training Centre is via the dedicated passenger setdown area along the western side of the training facility.

Shuttle bus services operate every 15-20 minutes, 7 days per week, 365 days per year. Services commence at 5am and the last bus leaves the Sydney Flight Training Centre at 12:15am.

Staff and visitors living within the 3.6km cycling catchment are encouraged to cycle where possible.

Bicycle parking facilities are available within the facility for staff and visitors. End-of-Trip facilities including lockers, showers and change rooms are provided for staff use.

Additional information about current cycling routes is available on the Trip Planner at transportnsw.info

800m Walking

3.6km Cycling Catchment

Mascot Station

St Peters Interchange

Legend

- ● Sydney Flight Training Centre
- 000 Bus route
- T8 Line

Appendix 2.   Driver Code of Conduct

Noise Minimisation

• Limit the use of engine/compression braking where noise is likely to adversely impact on residents.

• Deliveries are to be scheduled to minimise disruption and noise to neighbouring properties as far as practicable.

• Switch engine off during loading/unloading of goods to reduce engine noise to surrounding properties.

Emergency Contact Numbers

TfNSW Transport Management Centre
131 700

City of Sydney Council
02 9265 9333

CAE Australia
02 9748 4844

All other Emergencies
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Sydney Flight Training Centre

28-30 Burrows Road, St Peters

Driver Code of Conduct

CAE

This Driver Code of Conduct applies to all personnel and any other person conducting business for the Sydney Flight Training Centre whether a direct employee of CAE or employed by another organisation utilising the facility or working with CAE.

General Requirements

• As a driver you are required to know and comply with all the road rules pertaining to your vehicle;

• You are expected to hold a valid driver's licence for the class of the vehicle you are operating;

• Undertake a site induction carried out by an approved member of the site staff or suitably qualified person;

• Participate in required WHS briefings with appropriate and qualified person; and

• You are to operate the vehicle in a safe manner within and outside the site and comply with the direction of authorised site personnel while inside the site.

Truck Routes

Heavy vehicle drivers are to carefully plan their routes so that state and regional roads are given priority for route selection, keeping in mind the residential or business areas to be avoided.

Other Considerations

• Speed Limits – All heavy vehicle drivers are to observe the posted speed limits, within or outside of the site. Keep in mind that there may be changes in traffic conditions and altered speed limits are posted on approach to the site;

• Driver Fatigue – Driver fatigue is a road safety hazard and one of the biggest causes of accidents especially for heavy vehicle drivers. All drivers have a duty to not drive a vehicle while impaired by fatigue.

• Covering Loads – TfNSW requires all load covers to secure and contain all materials within the vehicle and trailer;

• Heavy Vehicle Interval – To increase road safety, heavy vehicles leaving the site should be separated, as far as practicable, a minimum of a 10-minute interval;

• Vehicle Breakdowns – In the case of a breakdown, the vehicle must be towed to the nearest breakdown point as soon as possible and reported to the TfNSW Transport Management Centre (131 700).