

SUPPLEMENTARY AGENDA 1

Distributed on 2 May 2019



INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 6 MAY 2019

10.00am

MEETING AGENDA – PRECIS SUPPLEMENTARY ITEMS

The following report appears as late item as information required for the preparation of the report was not available at the time of distribution of the Business Paper.

Parking Matters

1 Part B - Items for Information Only

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Item No: LTC0519 Item 22

Subject: STEWART LANE, SYDENHAM - ROAD CLOSURE FOR TRAFFIC WORKS
(MIDJUBURI-MARRICKVILLE WARD/HEFFRON ELECTORATE/ INNER
WEST PAC)

Prepared By: Mary Bailey - Parking Planner

Authorised By: John Stephens - Traffic and Transport Services Manager

RECOMMENDATION

THAT:

- 1. The temporary road closure of Stewart Lane, Sydenham for a period of 3 months from 31st May 2019 be approved by Roads and Maritime Services (RMS); and**
 - 2. The Traffic Management Plan as presented within the report by Roads and Maritime Services (RMS) for the temporary road closure of Stewart Lane, Sydenham be noted.**
-

BACKGROUND

Council has been advised that the Roads and Maritime Services (RMS) is planning to carry out upgrading work to the intersection of Railway Road and the Princes Highway, Sydenham, which will involve the closure of Stewart Lane for a period of 3 months from 31st May 2019. The works and road closure will be managed by the RMS under their authority.

A Traffic Management Plan prepared by Celtic Civil on behalf of Ventia Boral Amey Joint Venture and a Traffic Control Plan prepared by ALTUS are attached.

Scope of Works

Roads and Maritime Services propose to upgrade the intersection of the Princes Highway and Railway Road which includes the following scope of works:

- Removing about five trees and trimming about four trees to accommodate the additional right turn lane.
- Relocating the existing pedestrian crossing on Princes Highway to the north eastern side of the intersection.
- Maintaining Stewart Lane access to left in and left out only.
- Upgrading traffic signals and phasing.
- Reconstructing the footpath and installing pram ramps on the southern side of Railway Road.
- Relocating utilities.
- Installing new drainage and signage.
- Road surfacing and painting line markings.

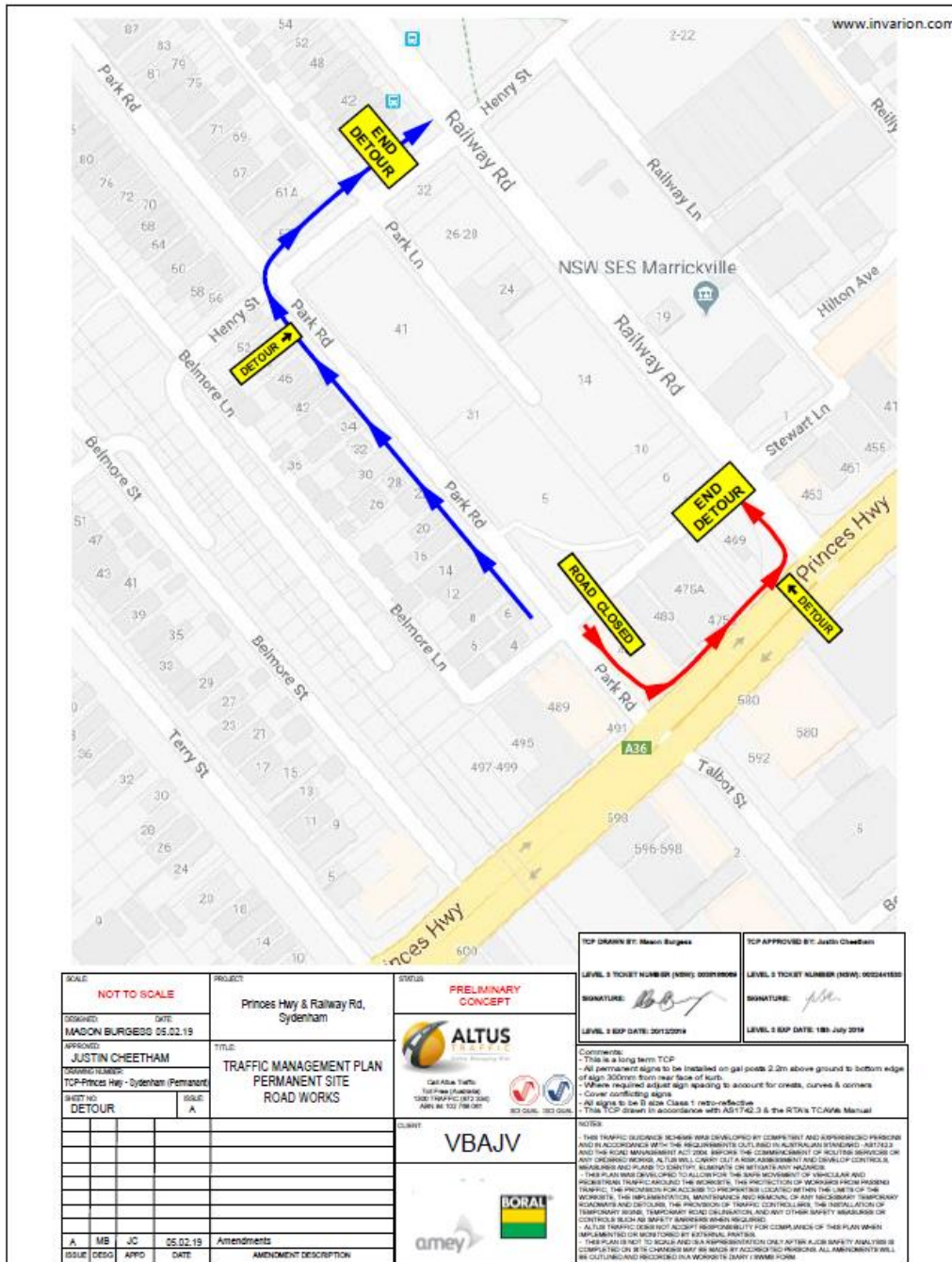


Figure 2: Traffic Control Plan – Detour for Stewart Lane Road Closure

FINANCIAL IMPLICATIONS

RMS will cover the cost of any advertising and advise relevant stakeholders.

PUBLIC CONSULTATION

Advertising will be carried out by RMS to advise the public of the road closure

ATTACHMENTS

1. [Traffic Management Plan for Stewart Lane Road Closure - Celtic Civil](#)
2. [Traffic Control Plan Stewart Lane Closure - ALTUS](#)



TRAFFIC MANAGEMENT PLAN

FOR CONSTRUCTION OF:

P.0017567 PRINCES HIGHWAY CORRIDOR PINCH POINTS,
INTERSECTION PRINCES HIGHWAY & RAILWAY ROAD

PREPARED BY CELTIC CIVIL ON BEHALF
OF VENTIA BORAL AMEY JOINT VENTURE


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Document Control

Document History

- Author: Mason Burgess – Card No. 0038186069
- Job Title: Traffic Manager
- Effective Date: 29/03/2019
- Approved by: Justin Cheetham – Card No. 0032441530
- Job Title: Traffic Planner
- Date Approved: 02/04/2019

Authorisation

This Traffic Management Plan is authorised by Roads & Maritime Services (RMS). All project personnel are to ensure that their work activities covered by this document and those of Project Consultants, Contractors and Suppliers are carried out in accordance with the requirements of this Traffic Management Plan.

Development

This document has been developed by Brian McNamara (Celtic Civil Pty Ltd), Michael Ferguson (VBA JV) & Mason Burgess (Altus). The development of this plan is to confirm the management of traffic, pedestrians and worker movements for this site. It is also to satisfy the requirements from VBA JV, Transport Management Centre (TMC) and Traffic Control at Work Sites (TCWS) manual

This document is not valid unless authorised by an authorizing officer or RMS. It is the responsibility of the Project Manager to obtain any permits required for the implementation of this TMP.

Project Information

Project	P.0017567 PRINCES HIGHWAY CORRIDOR PINCH POINTS, INTERSECTION PRINCES HIGHWAY & RAILWAY ROAD
TMP Date	19/03/2019
TMP No.	001



Rev No.	002
Location	Princes Highway & Railway Road, Sydenham
Proposed Start Date	April 2019
Completion	December 2019 which includes 14 days wet weather allowance.
TMP author contact details	Mason Burgess Mason.Burgess@vbajv.com.au or 0418 286 205
Site Supervisor contact details	Bart Gerritsen – 0451 021 306 for VBA JV Noel Ryan – 0400 226 809 for Celtic Civil

Scope of Traffic Management Plan (TMP)

This document identifies the current road conditions and proposes traffic control measures to be implemented to meet the requirements of AS 1742.3 or RMS Traffic Control at Work Sites manual, where appropriate.

This document;

- does not cover the implementation, monitoring, auditing or removal of the traffic control devices
- does not substitute the requirement of government or third party approvals as required (i.e. Road Occupancy Licenses, Speed Zone Authorisations or any other government permit required to carry out the works as proposed within this document)
- does not include the provision of or route analysis for specialised vehicle movements (i.e. vehicle cranes)
- It is the responsibility of the traffic control provider to review the Traffic Control Plans (TCP's) prior to implementation to ensure that the suitability of the TCP is current and relevant to traffic conditions.



Project Details

Background

This TMP relates to the construction of P.0017567 PRINCES HIGHWAY CORRIDOR PINCH POINTS, INTERSECTION PRINCES HIGHWAY & RAILWAY ROAD

This project forms part of the Roads and Maritime Pinch Point Program, which targets the relief of peak-hour traffic congestion at hotspots throughout the State Road. Roads and Maritime aim to improve these hotspots by reducing delays, managing congestion, improving safety and maintaining reliable travel times.

The right and left turn movements out of Railway Road onto the Princes Highway currently become heavily congested during peak periods. At present right turn movements are slowed by the need to wait for the pedestrian crossing across the southern arm of the intersection to clear before vehicles are permitted to turn. This contributes to heavy congestion during morning and afternoon peak periods.

Roads and Maritime Services propose to upgrade the intersection of the Princes Highway and Railway Road which includes the following scope of works:

- Removing about five trees and trimming about four trees to accommodate the additional right turn lane.
- Relocating the existing pedestrian crossing on Princes Highway to the north eastern side of the intersection.
- Maintaining Stewart Lane access to left in and left out only.
- Upgrading traffic signals and phasing.
- Reconstructing the footpath and installing pram ramps on the southern side of Railway Road.
- Relocating utilities.
- Installing new drainage and signage.
- Road surfacing and painting line markings.

Project Stages

The project has been broken up into stages as follows:

- a) Stage 1 – Day Time works
- b) Stage 2 – Night Time works



- c) Stage 3 – 4 Day Time works behind Concrete Barriers
- d) Stage 5 – 7 Night Time works
- e) Stage 6 – 7 Night Times works with Opening

Refer 'Staging Plan' within Appendix A. Note that this staging plan recommends sections proposed as day and/ or night work and does not confirm the order in which they shall be constructed.

Location

The site is located on the corner of Princes Highway and Railway Road, Sydenham.

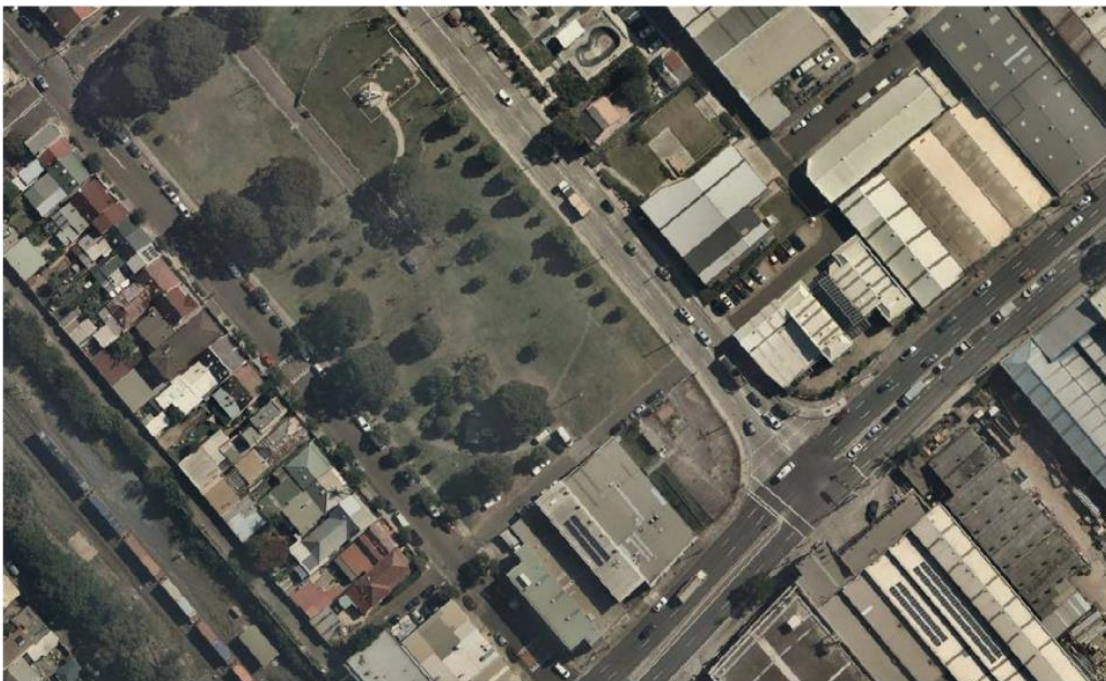


Image 1: Site Location (Map)

Site Description

- Princes Highway is a state road dual carriageway with 3 lanes in each direction. The posted speed limit is 60km/h.
- Railway Road is a state road dual carriageway with 2 lanes in each direction. The posted speed limit is 60km/h.



Working Hours

We will be on site over a 35-week period, between Monday, 29 April 2019 and Friday, 20 December 2019, weather permitting. Our day work hours will be between 6am and 5pm Monday to Friday and between 8am and 1pm on Saturdays. Our night work hours will be between 7pm and 5am from Sunday to Friday. We will not be working on public holidays.

Approval hours provided by TMC on road occupancy licenses and speed zone authorisations may impact the work hours on the construction of P.0017567 PRINCES HIGHWAY CORRIDOR PINCH POINTS, INTERSECTION PRINCES HIGHWAY & RAILWAY ROAD.

Project Contacts & Incident Response

The following personal has been assigned to this project:

No.	Position	Name	Contact Number
1 st	VBJAV Project Engineer	Michael Ferguson	0452 414 334
2 nd	VBAJV Project Manager	Filipe Martins	0447 849 368
	VBAJV Site Supervisor	Bart Gerritsen	0451 021 306
3 rd	Celtic Civil Project Manager	John Frisby	0438 322 515
4 th	Celtic Civil Project Engineer	Brian McNamara	0427 815 077
5 th	Celtic Civil Supervisor	Noel Ryan	0400 226 809
	VBAJV Health & Safety Manager	Scott Hocking	0427 266 509
	VBAJV Safety Advisor	Grant McCleery	0419 687 670
6 th	VBA JV OCC	OCC Operator	1300 481 088

Table 1: VBAJV and Contractor Contacts

A list of personnel to be contacted in the event of an incident is provided within table 1. Personnel from the list above will organise a crew to attend site as soon as possible if required. Personnel to be contacted is numbered in order, if 1st on list is not available, 2nd on the list is to be contacted and so on.

The following is available on standby:

- Celtic Civil shall have crews available on standby 24/7 to respond to incidents as necessary.
- As a backup, VBA JV maintenance crews can attend to assist or rectify the incident should Celtic Civil require support.



- Traffic control crews are also on standby from VBA JV's list of traffic control suppliers, including Altus and Evolution traffic control.
 - Altus after hours – 02 8887 6900
 - Evolution after hours – 02 8887 7640

Incident Management is to be in accordance with VBA JV Emergency Management Plan which outlines how to plan for emergencies within the project site, refer Appendix H - Emergency Management Plan.

Emergency incidents can involve minor partial road closures, major partial road closures or complete road closures due to vehicle crashes, oil spillages or debris from vehicles or fallen trees and so on. During an incident, appropriate traffic control shall be implemented in accordance with TCWS manual and AS1742.3 as soon as possible. Emergency Incident Checklist

The Emergency Incident Management Checklist provided in Appendix H shall be used as a guide for Supervisors who supervise and implement the traffic management services provided at emergency road-related incidents. It highlights the main issues to consider and actions required when attending and managing an incident.

Emergency incidents can occur at any time during or outside normal working hours. It is therefore essential that personnel be trained in the procedures and protocols to be followed at incidents and that they also work closely with emergency service organisations to ensure that the incident is safely and efficiently managed.

Unplanned Events is to be in accordance with VBA JV Unplanned Event Notification and Escalation Process and Unplanned Event Classification and Escalation Matrix which outlines what to do if there is an unplanned event within the project site.

Regular site inspections shall be conducted in accordance with VBA JV Site Inspection Process which outlines how to undertake site safety inspections.

Client Contacts

The following Client personal has been assigned to this project:

Position	Name	Contact Number
RMS Contract Relationship Manager South Zone.	Elizabeth Sim	0413 368 119



RMS Project Manager	Belinda Papps	0417 486 338
RMS Project Engineer	Nicholas Taji	0434 143 055
RMS Surveillance Officer	Brett McCarthy	0408 428 409

Table 2: Client Contacts



Construction Details

Project staging has been broken down into 6 stages and can be seen diagrammatically within [Appendix A](#).

Stage 1 – Day Time Works

These works are proposed during day time hours and can be further broken down in the following activities.

- Site Establishment & Setup Compound
 - Proposed as day works using short term [lane closures](#) on Stewart Lane whereby traffic control is not required when the work is complete at the end of the shift and all lanes on Stewart Lane shall be re-opened when the shift ends.
 - Workers shall remain 3.0m or greater from the edge of passing traffic on Railway Road in accordance with clause 3.6.3 of TCWS manual. There is no reduced speed reduced on Railway Road.
- Property Adjustments/ Tree Removal & Clearing
 - Proposed as day works using short term [lane closures](#) on Railway Road to close 1 of 2 lanes westbound kerbside; permitting Railway Road to be re-opened when the shift ends as shown within [Appendix C, lane closure TCP 3A](#).

Stage 2 – Night Time Works

- Installation of long-term signage as shown within [Appendix B, TCP A](#).
- Utility Adjustment works proposed as night works using short-term lane closures.
 - Proposed as night works using short term [lane closures](#) on Princes Highway closing either 1 of 3 or 2 or 3 lanes northbound and closing 1 of 2 lanes westbound on Railway Road; permitting all lanes to be re-opened at the expiry of the ROL on both Princes Highway and Railway Road to be returned to normal when the shift ends as shown within [Appendix C, lane closure TCP 1 & 2](#).
 - Installation of temporary concrete safety barriers to permit Stages 3 and 4 to proceed by use of [long-term physical barrier](#) separation positioned to closed 1 of the kerb side westbound lanes of Railway Road as seen within [Appendix B, TCP B](#).
 - Proposed temporary safety barrier using NSW Precast Type F Concrete Safety Barrier
 - Proposed temporary terminal using Absorb 350

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- Refer [Appendix B Product Documents](#) for acceptance conditions and manuals for the above products.
- The offset from the traffic lane and the road safety barrier is proposed at 500mm which is in accordance with standards set out by TCWS manual, section 3.3.11, as proposed within [Appendix E, Site Setup – Stage 3](#).
- The face of the road safety barrier to the edge of the work zone/ excavation is proposed at 900mm to satisfy RMS safety barrier system acceptance conditions and the products performance, found within [Appendix B](#).
- ATF fencing is proposed behind the road safety barrier and before the work zone/ excavation.

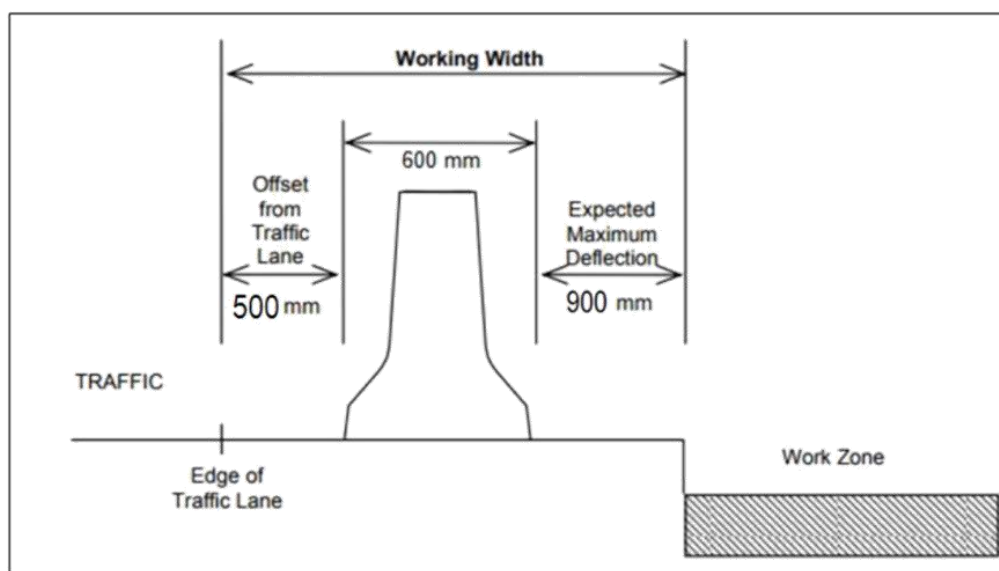


Image 2: Cross-section with Working Width

Stage 3 – 4 Day Time Works behind Concrete Barriers

- Installation of stormwater drainage, retaining wall, footpath, utility adjustments, and pavement widening works proposed as day works.
 - Proposed to be carried out as day works working behind temporary concrete safety barriers.
 - 900mm exclusion zone applies behind temporary concrete safety barriers to allow for expected maximum deflection.



Stage 5 – 6 Night Time Works

- Construct pavement and footpath connections, concrete median/ kerb ramps and diamond grinding.
 - Proposed as night works using short term lane closures on Princes Highway closing either 1 of 3 or 2 or 3 lanes northbound and closing 1 of 2 lanes westbound on Railway Road; permitting all lanes to be re-opened at the expiry of the ROL on both Princes Highway and Railway Road to be returned to normal when the shift ends as shown within Appendix C, TCP 1 & 2.

Vehicle Access/Egress

- During all stages of the works it is expected there will be a variety of rigid and semi-rigid vehicles accessing the site for deliveries and removing excavated material as shown in the Vehicle Movement Plan in Appendix D.
 - Site ingress/egress is shown as left in and left out only.
 - When right turn movements are required, they are proposed during non-peak periods.
- There will be no public access within the work area as there will be traffic management onsite to manage the worksite as required, as well as VBAJV staff and contractors.
- The main type of vehicles will be accessing the site during peak time will be light work vehicles.
- Access and egress in and out of existing driveways shall be maintained throughout the duration of the project.
- It is not proposed to alter or reduce any existing lane widths on Princes Highway or Railway Road
- Construction vehicles shall not obstruct any pedestrian crossings or footpaths.
- Traffic controllers shall not stop general traffic to allow construction vehicles to enter or exit without exception of an approved ROL.

VMS Strategy

VMS board proposed locations and messages are shown within Appendix I.

- Includes communication contact number which shall be displayed on the portable VMS units, to direct potential complaints/enquiries to the VBA JV.
- Only 2 screens are proposed to be displayed.
- Placement of VMS units shall not:
 - impact pedestrian safety and space

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- impact TCS lanterns, visibility of existing TCS.

Impacts and Management

Lane Closures

- Temporary lane closures will be required during the construction of this project to establish to site, temporary works, preliminaries and investigation/ utility scanning.
- Contraflow is also proposed for the asphalt mill & re-sheeting as seen within **TCP 4 - 7 within Appendix C.**

Pedestrians and Cyclists

- Pedestrian and cyclist management plan is shown in Appendix D. **It is not proposed to re-direct pedestrians and/ or cyclists to temporary footways.**
- **Pedestrian movements shall utilise existing concrete footways, kerb ramps and lighting.**
- There would be no public access within the work area with Traffic Management onsite to patrol the perimeter when on-site.
- When the site is left unattended, ATF fencing is proposed to be erect to separate pedestrian movements and work areas.
- There are no pedestrian/cycle paths along the carriageways.
- **Usability of pedestrian paths and sight lines shall be maintained.**

Public Transport

The development will not directly impact any bus stops or users. **Adjacent bus services include 348, 418, 422, 425, N10, N11 which outside the project limits.** Transdev NSW has been consulted and provided no objections to the project.

Permits and Road Management Authority

Princes Highway and Railway Road is classified as part of the State road network and a Road Occupancy License (ROL) is required for any work being conducted on or adjacent where there is an impact to vehicles.

A ROL and a Speed Zone Authorisation (SZA) will be required for both Princes Highway and Railway Road during the preliminary and construction works.



- All ROLAs shall include the Major Project Name prior to submission.
- Any ROL's that have been applied for or licenced without the Major Project Name should be re-applied for using the Major Project Name.
- All activation and deactivation of ROLs for work shifts shall use the web application system and not call the TMC

Emergency Vehicles

As part of the works there will be no direct impact to Emergency Vehicles.

Access to Properties

Private access to adjacent properties will be maintained at all times. Closure of Stewart Lane from Princes Highway side is proposed and has been sent to Council for consideration.

Environmental and Noise Considerations

Environmental and noise considerations have been addressed in the approved Project Review of Environmental factors.

Community and Stakeholder Engagement

VBA JV Community Relations team is engaged for all community and stakeholder engagement purposes. For further details, please contact the Project Manager.

Refer appendix *VBA8777_Princes_Highway_Railway_Road_Sydenham_Project_Update_v6* for project update community notification.



Appendix A – Staging Diagram

Appendix B – Long Term Traffic Control

Appendix C – Short Term Traffic Control

Appendix D – Vehicle & Pedestrian Movement Plans

Appendix E – Road Occupancy Licences

Appendix F – Risk Assessment

Appendix G – Traffic Management Checklists

Appendix H – Incident Management

Appendix I – VMS Strategy

