



METRO TUNNEL PROJECT

TRAFFIC AND TRANSPORT WORKING GROUP

PARKVILLE CRG

9 MARCH 2018

Lachlan Lee-Archer
Operations Manager Surface Transport & Modelling
Melbourne Metro Rail Authority

METRO TUNNEL AGENDA



Who is on TTWG

What is TTWG

What do EPR's require TTWG do

How do other parties have a say on transport management issues

METRO TUNNEL WHAT IS TTWG



- TTWG is a technical working group of transport agencies and emergency services
- Attendees are:
 - authorities under legislation for elements of the transport network
 - Unique and high priority road users (emergency services)
- It was established in 2015 to help guide development of station precincts and the Environment Effects Statement traffic documentation
- Allows for centralised discussion and agreement on key transport issues noting that most transport issues have multiple approval authorities
- Provides opportunities for third party projects to present information of relevance to MMRA worksites
- TTWG does not get into the detail of individual sign placement on traffic management schemes.

METRO TUNNEL WHO IS ON TTWG



The following agencies attend Traffic and Transport Working Group meetings:

- MMRA (Chair)
- MMRA contractors
- Transport for Victoria supported by PTV where required;
- VicRoads;
- Yarra Trams;
- City of Melbourne;
- City of Port Phillip;
- City of Stonnington;
- Victoria Police;
- Ambulance Victoria; and
- Melbourne Fire Brigade.

- TTWG was formalised through the Environment Management Framework approved as part of the project EES in early 2017.
- The Environment Management Framework established Environmental Performance Requirements.
- Key Transport Issues identified in the EPRs which reference TTWG include:
 - T2: Transport Management Plans including monitoring methodologies;
 - T3: Network Enhancement Projects (NEPs);
 - T4: Public Transport access during construction;
 - T5: Active transport access during construction;
 - T7: Legacy road functional layouts and other road design matters; and
 - T9: Legacy active transport outcomes.
- The above EPR's are managed "in consultation" with TTWG. TTWG as a body has no approval powers, however often the individual members are the approving authority for temporary traffic management or road design under legislation

METRO TUNNEL OTHER PARTIES INPUT TO TTWG



- EPR T2 identifies the potential for additional key stakeholder invitees to TTWG to ensure appropriate consultation is achieved.
- As noted above the TTWG is not ‘just a meeting’ and so consultation with other key stakeholders may be achieved through the following:
 - Direct consultation over specific transport matters related to a stakeholder (eg. building access, site safety, major event planning etc).
 - Presentation of transport matters at Precinct Reference Groups established by MMRA in accordance with EPR SC11 and SC12.
 - MMRA may invite attendees from organisations to TTWG where required. Examples of where this may be required are where there is an interface between major landowner issues and transport issues (eg. Federation Square station entry and events, deliveries, pedestrian movements through Federation Square).

METRO TUNNEL THIRD PARTY INPUT ON TRANSPORT MATTERS

- EES process included extensive public consultation and set the baseline for community input on key transport issues
- CRG provides an opportunity for community and other stakeholder representatives to comment on transport matters to MMRA and its contractors
- Development plans were publicly advertised for comment including on transport matters, over time these may need to be revised with further public exhibition periods
- MMRA and its contractors are committed to open lines of communication with the public and maintain customer contact phone number and emails

Parkville CRG

09 March 2018





AGENDA

1. Early Works update
2. Grattan Street closure
3. Property Condition Surveys
4. Construction update

EARLY WORKS UPDATE



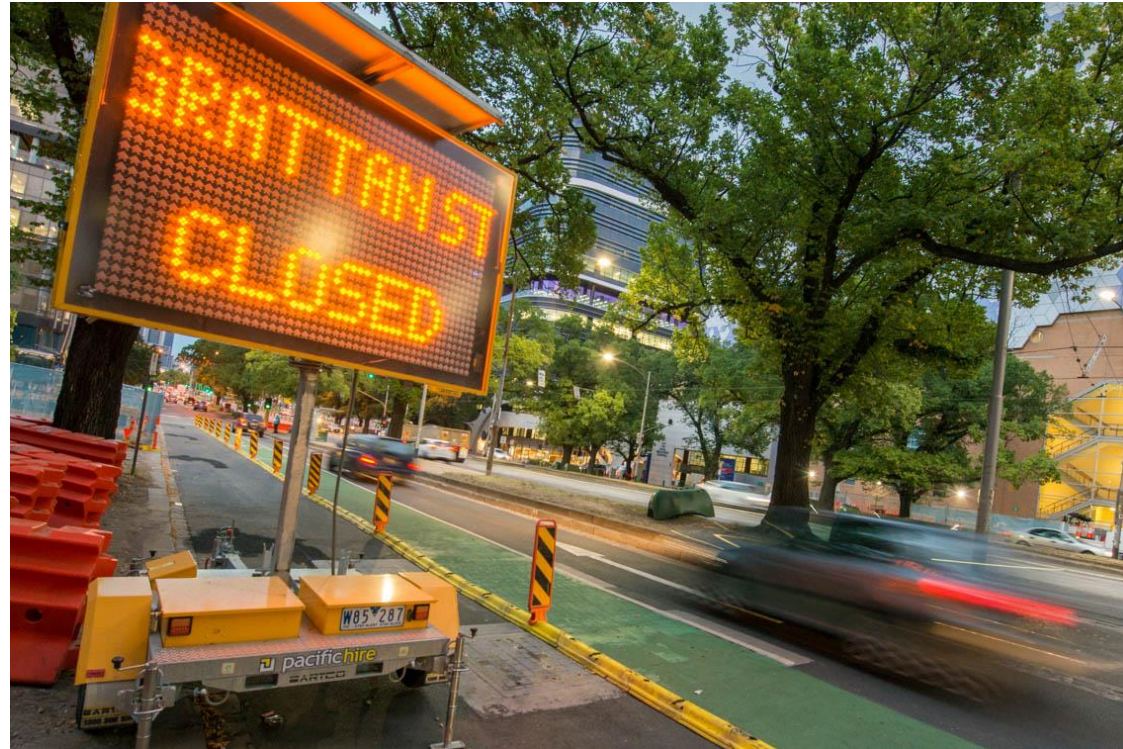
GRATTAN STREET CLOSURE



GRATTAN STREET CHANGES

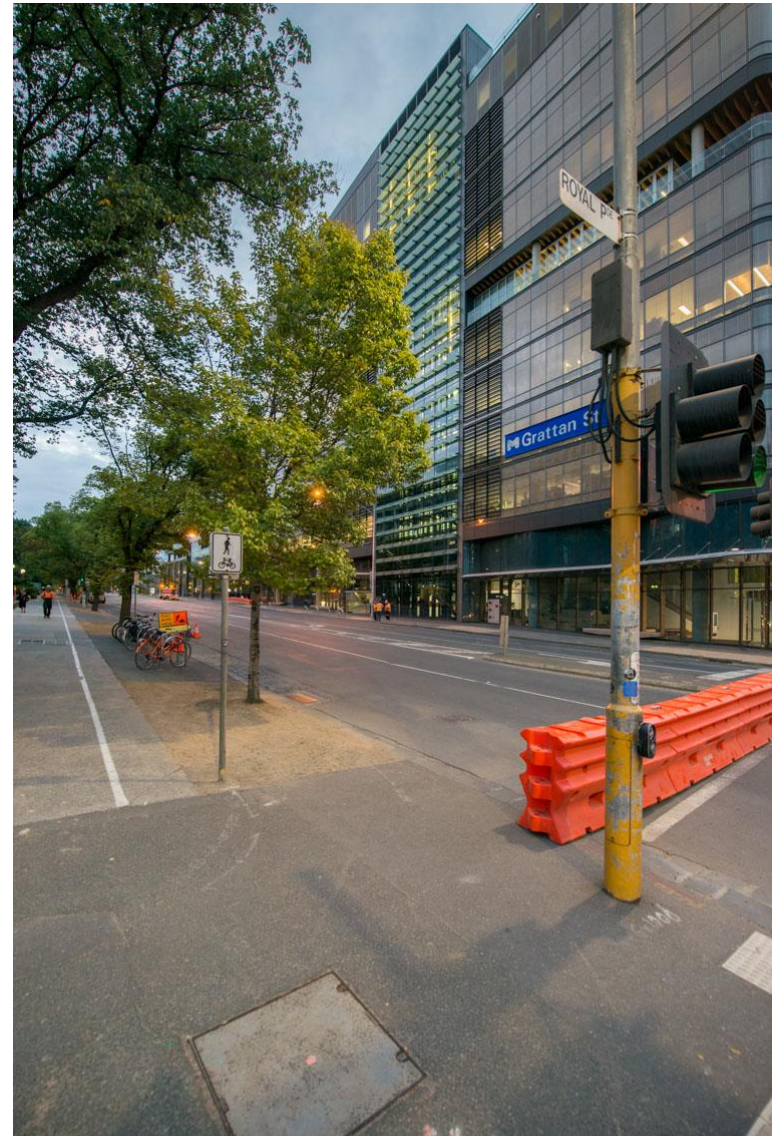
Following a Road Safety Auditor, CoM and stakeholders, changes were immediately implemented:

- Pedestrian crossing installed at the intersection of Grattan & Leicester sts along with additional signage
- Signage advising Gate 10 access
- Additional VMS signs installed as required
- Signal changes at College Crescent at Royal Pde
- Signal changes at Grattan & Bouverie sts



TRAFFIC ASSESSMENT

- Signage advising vehicles turning right from Grattan St West onto Elizabeth St of pedestrians crossing
- Installation of approximately 50m of additional Klemmfix on Royal Pde, in response to a safety concern at College Crescent end of Royal Pde. This is additional to the 100m installed on the night of the 21 February
- Installation of a keep left sign to deter motorists from driving on tram tracks. VMS board installed to advise through traffic to use the service road





TRAFFIC REVIEW

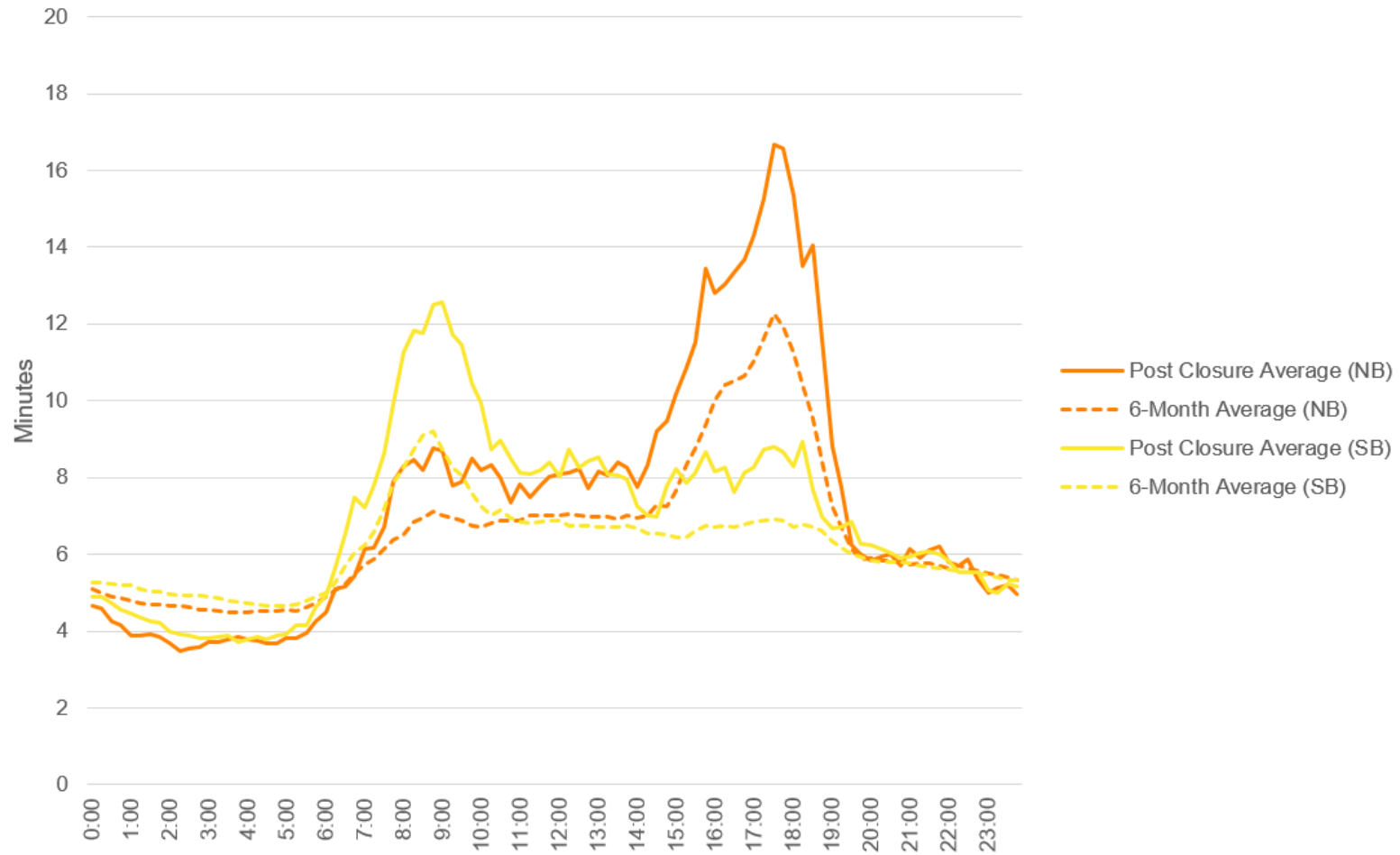
- Allow approximately four week period for new travel behaviours to be established
- Review after four weeks will ascertain whether issues are short or long term
- Based on results – appropriate changes will be discussed and implemented
- Issues raised requiring further investigation:
 - Pedestrian crossing on Pelham Street
 - RMH car park congestion at PM peak hour

TRAFFIC MONITORING

- Where & how we monitor moving forward
 - VicRoads Network
 - Real Time Bluetooth data
 - Queensberry Street
 - Royal Parade
 - Flemington Road
 - Council Network
 - Combination of traffic signal data and tube counts
 - Gatehouse St
 - Park Dr
 - Story St
 - Pelham St
 - Cardigan St
- Results of monitoring

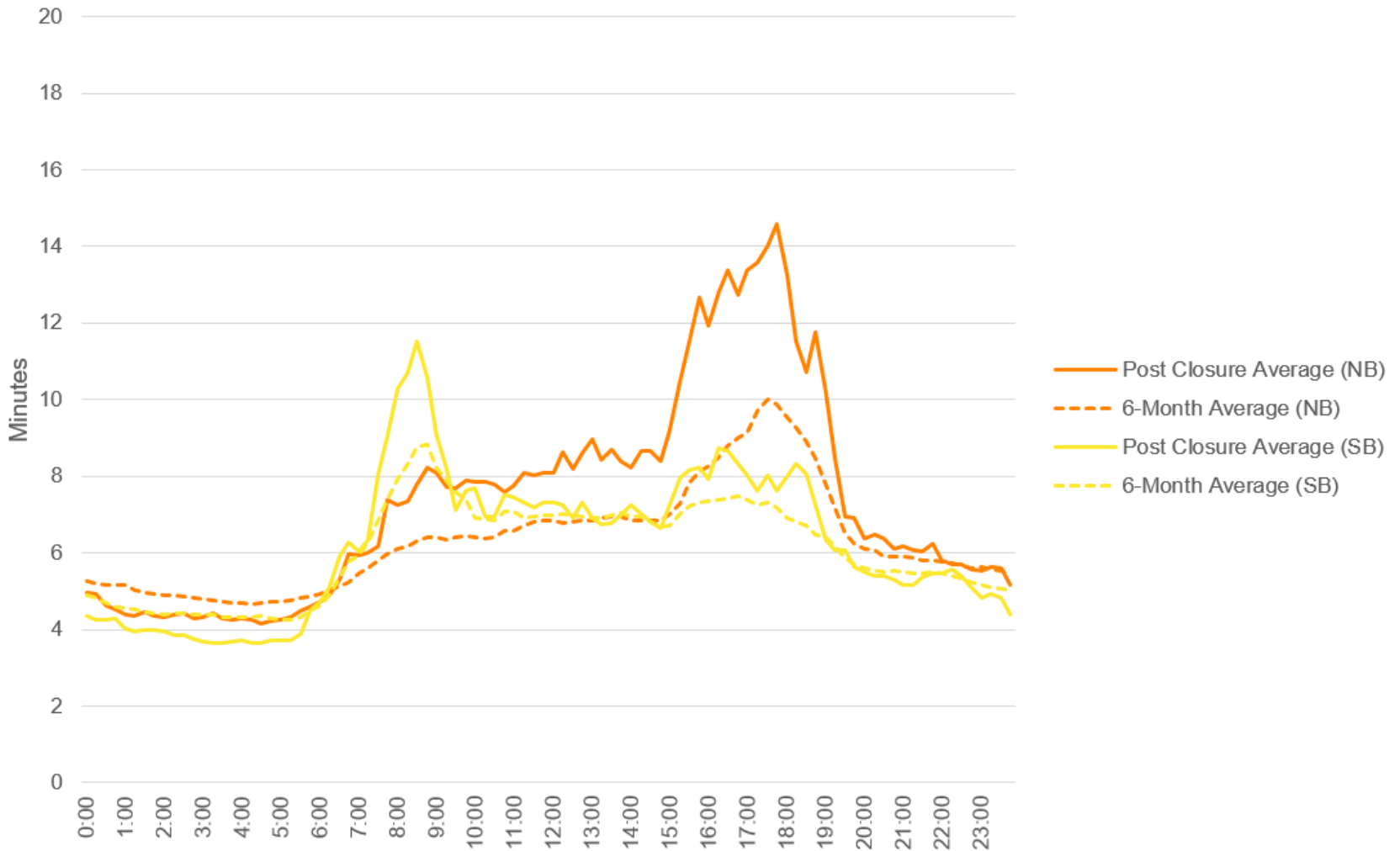
TRAFFIC MONITORING

FLEMINGTON ROAD



TRAFFIC MONITORING

ROYAL PARADE



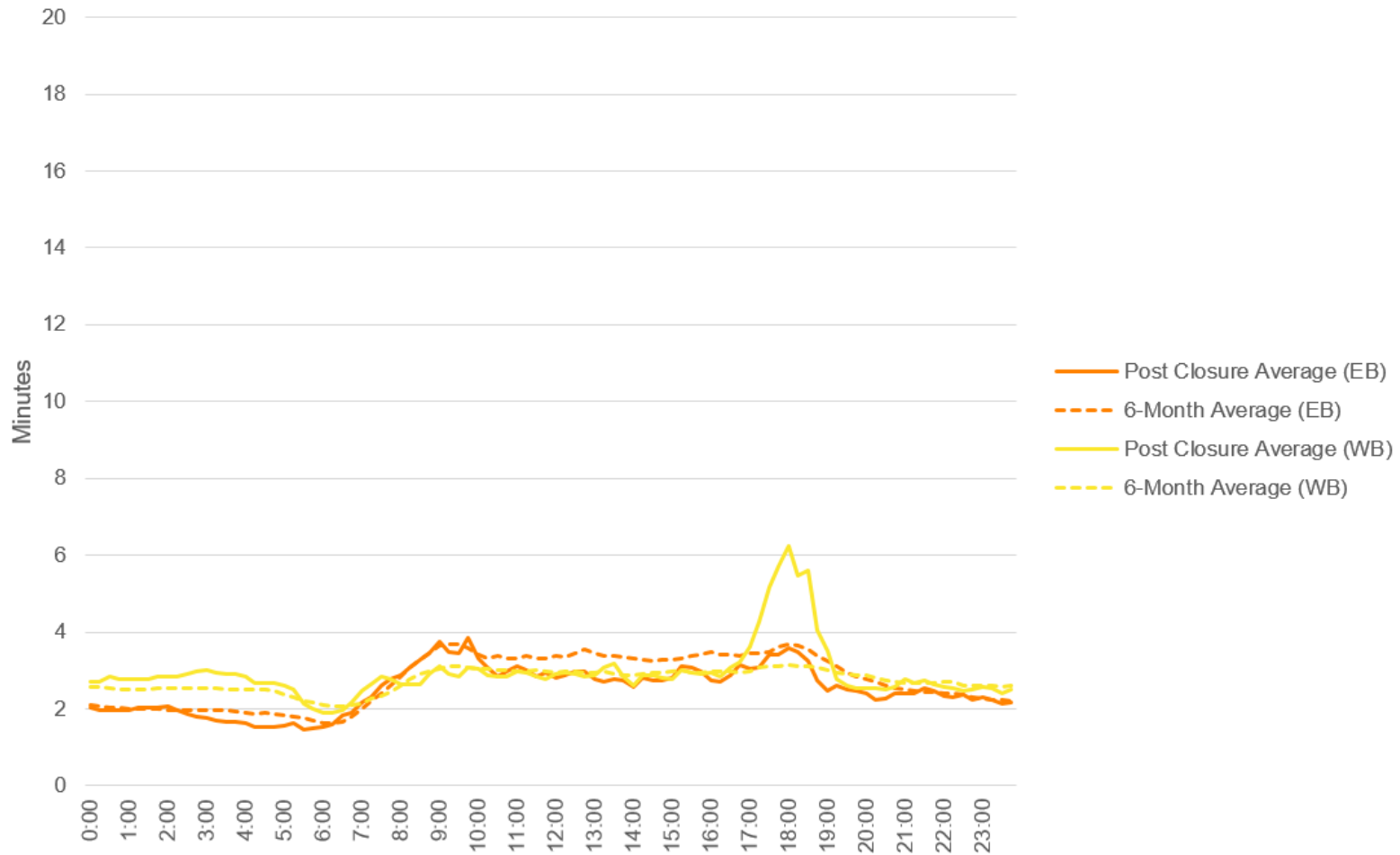
TRAFFIC MONITORING

MACARTHUR / CEMETERY / COLLEGE / ALEXANDRA PARADE



TRAFFIC MONITORING

QUEENSBERRY STREET



TRAFFIC MONITORING

VICTORIA PARADE





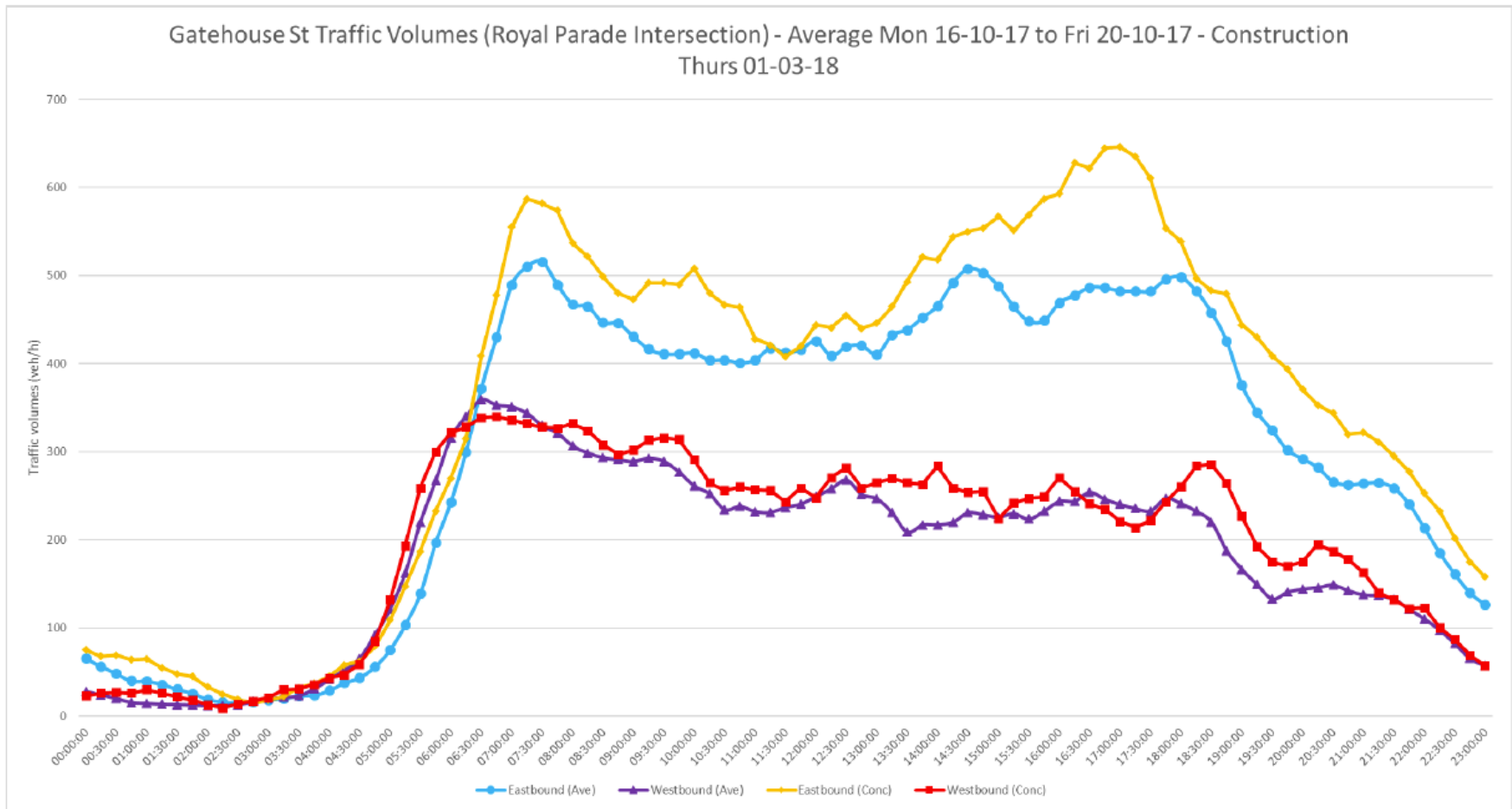
BASELINE DATA

The following results have been collected from the VicRoads Open Data Portal for Gatehouse Street.

Five day averages for the period of Monday 16 October – Friday 20 October, 2017 have been used as a pre construction baseline.

The construction data comparison has been taken on Thursday 1 March, 2018.

Gatehouse Street:





FEEDBACK

- Open discussion
 - What is working?
 - What is not working?

PROPERTY CONDITION SURVEYS

Condition Survey Process Level 1

- Identify properties within the works zone of influence. Buildings that may experience vibration or potential to experience minor ground settlement
- Identify building or asset owners
- Issue letters to owners requesting approval to inspect property via signed permission form
- Permission form requests confirmation of ownership, contact details, tenant details and preferred inspection times or any other special access requirements
- Consultant contacts owner/tenant to arrange an inspection time
- Consultant completes a visual inspection. Inspection identifies and records any defects found. Only accessible areas will be inspected.
- Resulting report will be sent to owner for written confirmation that it is a true record of the condition of the property at the time of inspection

PROPERTY CONDITION SURVEYS

- Discuss any concerns the owner has with the report and amend if the report is not a true record
- Copy of report is kept on CYP server with restricted access to only project personnel that need the information to carry out their work.

Condition Survey Process Level 2

- Identify properties that may require further investigation such as heritage buildings or other structures that have the potential to be affected by construction activities
- Complete specialist desktop investigations and site inspections to inform our design process
- May require research detailed inspections and reporting by heritage architects and/or structural engineers
- Owners may be requested to provide architectural and/or structural drawings to assist with our investigations.



PROPERTY CONDITION SURVEYS

Property Damage

- A dedicated email address has been established to enable owners to report changes to the condition of their property.
- Owners will also be able to call a property coordinator to discuss any property related issues.

CONSTRUCTION UPDATE

- February
 - Road closures implemented
 - Temporary fencing installed
 - Street furniture removal
 - Tree removal
- March
 - Hard hoarding installation
 - Pedestrian gantry installation
 - Ongoing street furniture removal
 - Ongoing site establishment in Barry Street
 - Tree removal
- April
 - Piling commences

Proposed changes to Project Land Planning Scheme Amendment

22/02/2018

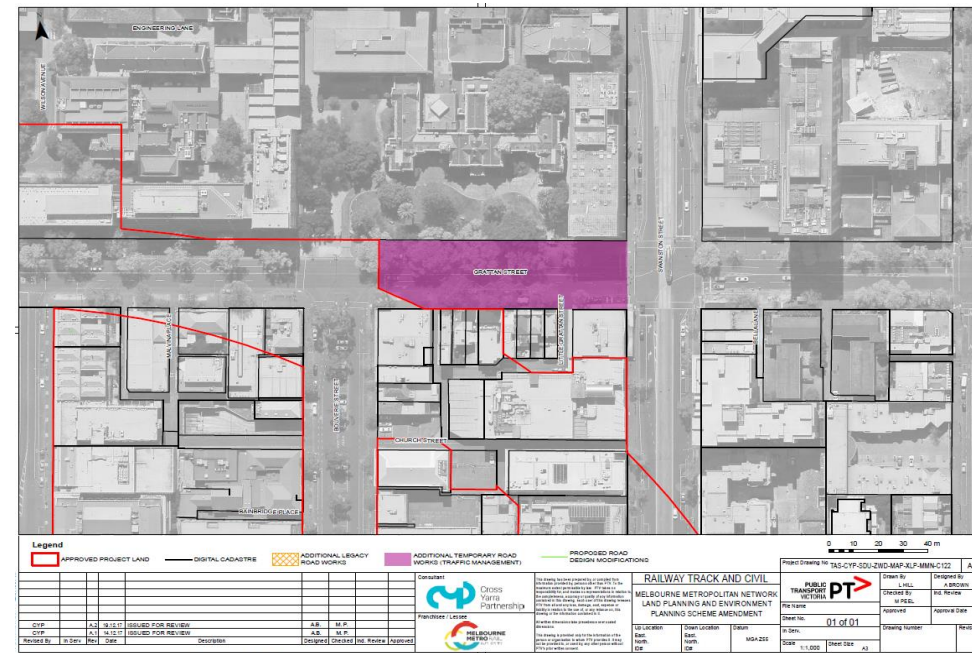
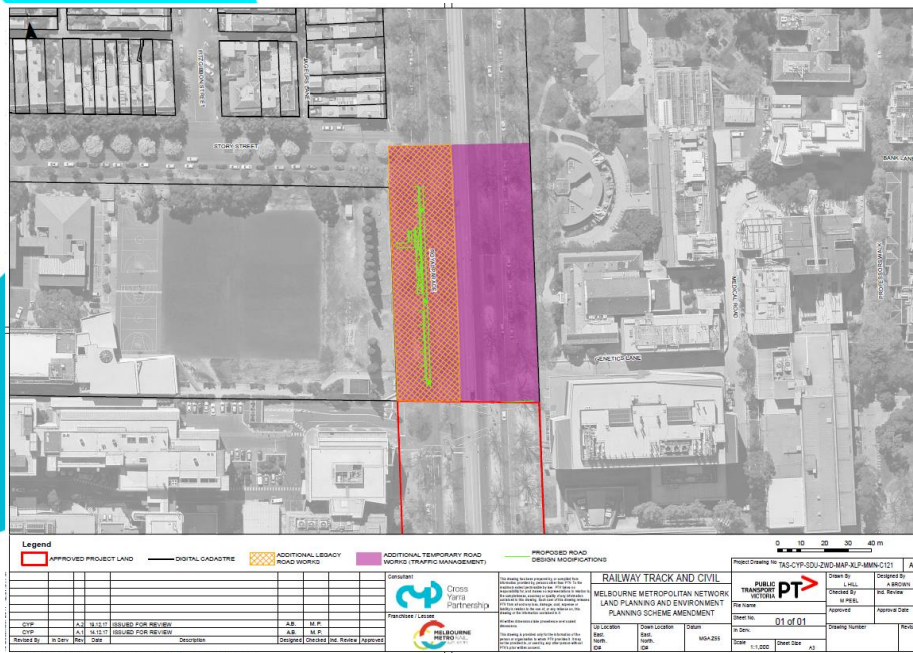


PROPOSED CHANGES TO PROJECT LAND

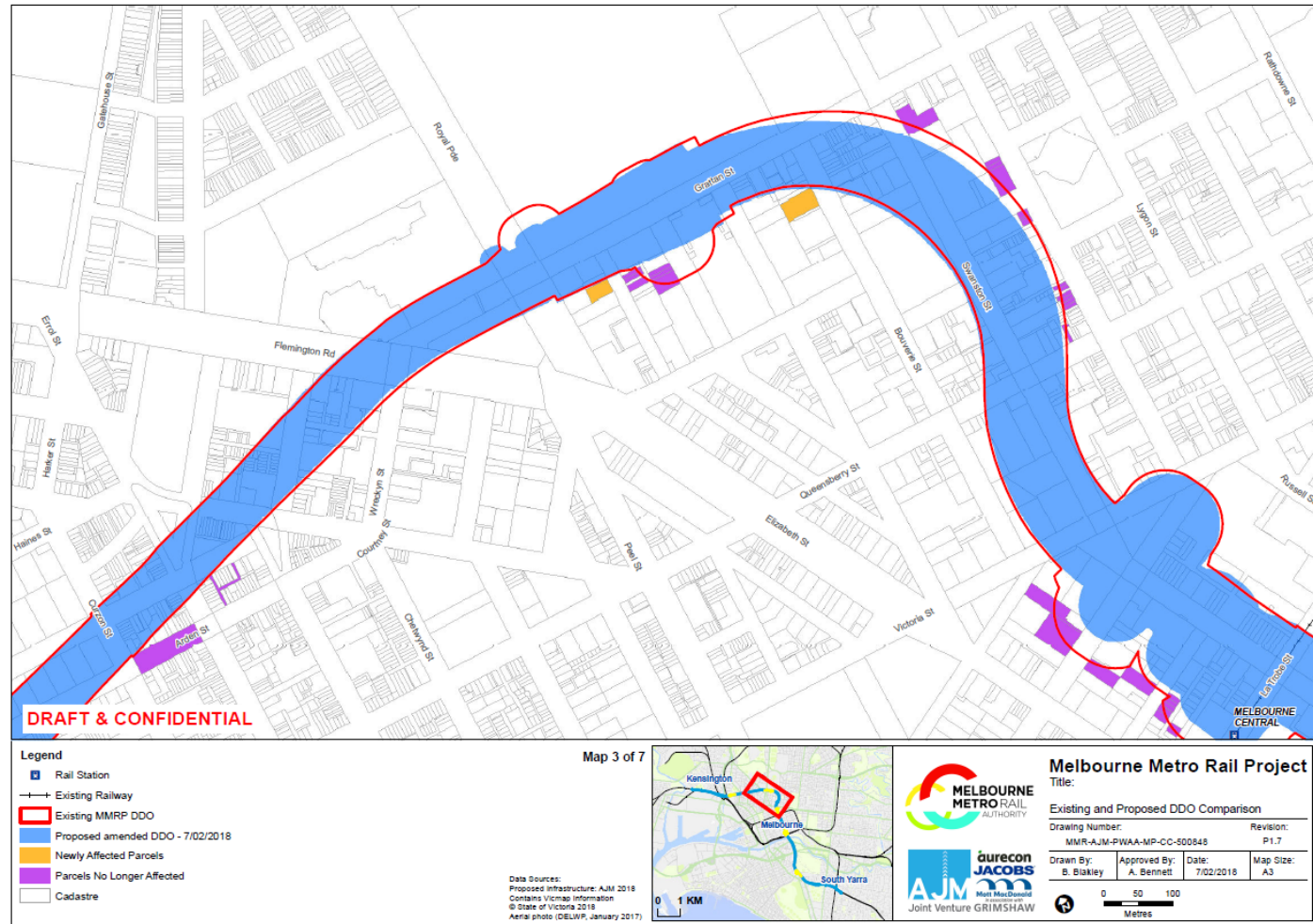
- Changes to Project Land:
 - Rail tunnel alignment
 - Additional underground support structures
 - Pedestrian adit
 - Construction adit
 - Flinders Street Station platform works
 - Additional road works – construction management and legacy
- Affected Design and Development Overlay
- Changes by precinct:
 - Parkville to CBD North
 - CBD North Station
 - CBD South Station
 - Roads

ADDITIONAL ROAD SURFACE WORKS

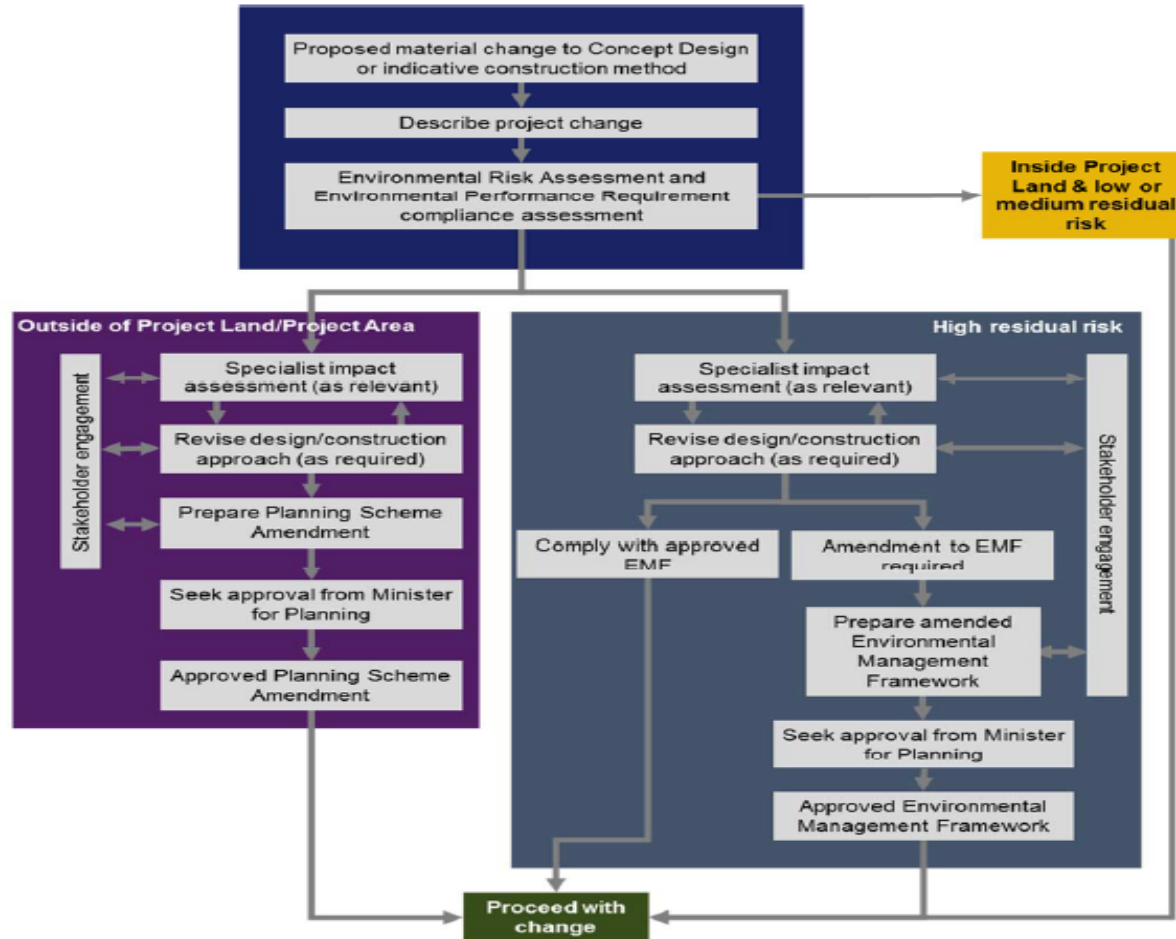
Element	Location of change to Project Land	Road mgmt	Legacy works
Royal Parade	South of Storey Street to Genetics Lane. The area is required for road management lanes 2, 3, 4 (west to east) and tram tracks. Expected use of the road is 3 months	✓	✓
Grattan Street	East of Bouverie Street and west of Swanston Street. Expected use of the road is 3 months	✓	X



PARKVILLE – CHANGES TO DDO



ASSESSING PROJECT CHANGES



ENVIRONMENTAL IMPACT ASSESSMENT

- Five further assessments found:
 - Business and Social: Disruption will predominantly involve temporary impediments in access to businesses and social infrastructure during the construction phase
 - Ground Movement (St Paul’s Cathedral and Town Hall): not applicable to Parkville Precinct
 - Historic Cultural Heritage: Proposed changes to Project Land will not result in any direct physical impact on fabric or loss of visual amenity
 - Land Use and Planning: Potential constraints on future strata development due to the presence of the underground infrastructure and land acquisition
 - Noise and Vibration: Construction N&V due to excavation and underground support structures pose minor impacts, however no significant change from the EES
- In all fields the EPRs will adequately manage potential impacts

NEXT STEPS

- Meeting with affected Councils: Dec 2017 – April 2018
- Meeting with affected stakeholders: Jan 2018 – April 2018
- Finalising documentation: March 2018
- Notify affected landowners (mail out): March - April 2018
- Response to submissions: April 2018
- Lodge amendment with Minister: April 2018