CITY OF HOBART

AGENDA

Special City Infrastructure Committee Meeting

Open Portion

Monday, 21 January 2019

at 4:55 pm
Lady Osborne Room, Town Hall

THE MISSION

Our mission is to ensure good governance of our capital City.

THE VALUES

The Council is:

about people	We value people – our community, our customers and colleagues.
professional	We take pride in our work.
enterprising	We look for ways to create value.
responsive	We're accessible and focused on service.
inclusive	We respect diversity in people and ideas.
making a difference	We recognise that everything we do shapes Hobart's future.

ORDER OF BUSINESS

Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.

APOLOGIES AND LEAVE OF ABSENCE

Special City Infrastructure Committee Meeting (Open Portion) held Monday, 21 January 2019 at 4:55 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS
Denison (Chairman)
Lord Mayor Reynolds
Zucco
Briscoe
Behrakis

Apologies:

Leave of Absence:

NON-MEMBERS
Deputy Lord Mayor Burnet
Sexton
Thomas
Harvey
Dutta
Ewin
Sherlock

1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY

2. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Aldermen are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the committee has resolved to deal with.

3. TRANSFER OF AGENDA ITEMS

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

4. REPORTS

4.1 Melville Street - Footpath Closure
File Ref: F18/142759; RO/671

Report of the Manager Traffic Engineering and the Director City Infrastructure of 17 January 2019 and attachment.

Delegation: Council

REPORT TITLE: **MELVILLE STREET - FOOTPATH CLOSURE**

REPORT PROVIDED BY: Manager Traffic Engineering
Director City Infrastructure

1. Report Purpose and Community Benefit

1.1. This report has been written to seek approval from the Council for the issue of a licence that includes the closure of sections of the footpath on the southern side of Melville Street between Elizabeth Street and Argyle Street, Hobart to facilitate structural demolition, earthworks and construction of student accommodation at 40-42 and 44 Melville Street.

1.2. The closure of the footpath itself has no real community benefit. It will require pedestrians to cross to the northern footpath, which will be an inconvenience to some users. However, the footpath has relatively low volumes of pedestrians and an alternative footpath is available on the northern side of Melville Street.

1.3. Typically the consideration of the issuing of licences to utilise parts of public highways to facilitate private construction is an operational matter that would be considered and determined by officers using existing delegations.

1.4. In this case, officers are of the view that the proposal is contrary to a current Council resolution, and while officers consider the proposal appropriate, the matter is being referred to Committee on that basis.

2. Report Summary

2.1. A request has been made to close the southern footpath of Melville Street from February 2019 until approximately August 2020 (approximately 19 months), to facilitate structural demolition, earthworks and construction of university accommodation at 40-42 and 44 Melville Street.

2.2. On 12 October 2015, the Council resolved to modify the management of commercial furniture and infrastructure on public footpaths. As part of this resolution, limitations were placed on the approval of closures of footpaths for private construction works in the CBD and busy / high volume pedestrian streets.

2.3. After considering the application, and the impact it would have on pedestrians and adjacent premises, it is recommended that this application be supported.

3. Recommendation

That the General Manager be authorised to permit the temporary closure of sections of the southern footpath on Melville Street (between Elizabeth Street and Argyle Street) to facilitate development works at 40-42 and 44 Melville Street, Hobart.

4. Background

4.1. At its meeting held on 12 October 2015, the Council considered a report on the future management of infrastructure on footpaths and resolved (inter alia) the following:

"That: 1. The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath, specifically:

(i) Occupation of the footpath during weekdays (7am to 7pm) for the purpose of private construction activity on adjacent land, not be approved in CBD locations (as defined in the Highways By-law 3 of 2008) or on busy urban and high volume streets, unless a suitable detour is provided that does not require pedestrians to cross the road."

4.2. The purpose of the resolution was to discourage the long term closure of busy pedestrian footpaths for private construction activities, as these closures can significantly inconvenience pedestrians by requiring them to cross streets, and can also disadvantage commercial businesses who see significant reductions in pedestrian traffic.

4.3. A 'Construction Traffic Management Plan' report (prepared by GHD Pty Ltd, included as **Attachment A** to this report) has been submitted as part of the condition endorsement process to address condition ENG tr2 on Planning Permit PLN-18-422 for the proposed university student accommodation complex at 40-42 and 44 Melville Street.

4.4. No formal application has yet been received for the required permits to allow the private occupation of parts of the Melville Street highway reservation along the frontage of the site.

4.5. Melville Street (between Elizabeth Street and Argyle Street) is located within the CBD and the closure of the footpath would therefore, be contrary to the Council resolution of 12 October 2015.

4.6. Based on the information provided in the 'Construction Traffic Management Plan' report, the developer is seeking to close the footpath (requiring pedestrians to cross to the northern side of Melville Street) for approximately 19 months, from February 2019 until August 2020.

4.7. When the footpath is closed pedestrians walking along this section of Melville Street would be required to cross to the northern footpath. Recent surveys undertaken at the Melville Street / Elizabeth Street intersection recorded approximately 65 pedestrians per hour along the Melville Street (southern) footpath during a weekday afternoon peak and traffic volumes were in the order of 500 vehicles per hour (equivalent to approximately 5,000 vehicles per day).

4.8. It is considered that the northern footpath in Melville Street will have adequate capacity to handle the diverted pedestrian traffic. The 'Construction Traffic Management Plan' report also recommends the inclusion of temporary kerb bulbings for a mid-block pedestrian crossing of Melville Street.

4.9. The closure of the southern footpath in Melville Street (adjacent to 40-42 and 44 Melville Street) is considered reasonable, and can be supported for the following reasons:

(i) There will be no active frontage properties that would be significantly impacted by the footpath closure;

(ii) The proposed detour of pedestrians to the northern footpath does not result in an unreasonable increased walking distance along Melville Street; and

(iii) Melville Street carries relatively low volumes of traffic. The additional pedestrian crossing will include temporary kerb bulbings and kerb ramps to ensure step-free access across Melville Street.

4.10. The closure of the footpath is required as there is a building on the Melville Street boundary that is to be demolished and a new building constructed in its place. A gantry arrangement cannot be provided at this site due to the two existing street trees that need to be protected and maintained. Allowing the footpath closure would ensure pedestrian safety and maintain separation between construction activities.

4.11. While this footpath closure would be contrary to the position identified in the Council resolution of 12 October 2015, it is considered that the closure of the footpath in Melville Street is reasonable and can be supported.

4.12. Other construction stages will require other traffic management arrangements, including:

4.12.1. Occasional road closures in Melville Street on weekends to allow for tower crane construction and demobilisation. Access to businesses and off-street car parking will be maintained to and from Elizabeth Street under traffic control.

4.12.2. Occasional closures of the laneway adjacent to the construction site will be required during business hours for works on the boundary or moving equipment within the lane.

Permits for these activities can be issued under the current officer delegations.

5. Proposal and Implementation

5.1. It is proposed to permit the closure of the southern footpath in Melville Street (adjacent to 40-42 and 44 Melville Street) and the detouring of pedestrians to the northern footpath, to facilitate structural demolition, earthworks and construction works for the development of a new university student accommodation building at 40-42 and 44 Melville Street.

5.2. This is a deviation from the Council resolution of 12 October 2015 to not approve the closure of footpaths to facilitate private construction works in the CBD and on busy urban and high volume pedestrian streets.

5.3. If the Council endorses this position, officers will work with the developer (and/or their representatives) to finalise the application, and issue the necessary permits utilising existing delegations.

6. Strategic Planning and Policy Considerations

6.1. The *Capital City Strategic Plan 2015 - 2025* Goal 2 – Urban Management is relevant in considering this report, particularly:

Strategic Objective 2.1 - A fully accessible and connected city environment; and

2.1.2 Enhance transport connections within Hobart.

Strategic Objective 2.2 - A people-focussed city with well-designed and well managed urban and recreation spaces; and

2.2.5 Increase and improve connectivity throughout the inner city.

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. All costs associated with implementing the traffic management to facilitate the proposed works are to be borne by the applicant. The approved fees and charges rates for ‘Occupation of Public Highway – Long Term Construction’ and recovery of revenue from closed metered parking spaces will be charged to the applicant.

7.2. Impact on Future Years’ Financial Result

7.2.1. None are foreseen.

7.3. Asset Related Implications

7.3.1. None are foreseen.

8. Community and Stakeholder Engagement

8.1. No specific community or stakeholder engagement has been undertaken.

9. Delegation

9.1. The Manager Traffic Engineering and all positions to which that position reports have delegation to issue licences for the occupation of parts of the highway reservation to facilitate private construction.

9.2. This proposal (to close the footpath on the southern side of Melville Street) is contrary to the Council's resolution of 12 October 2015, in which the Council resolved that the full closure of footpaths not be permitted.

9.3. Officers are therefore not able to issue a licence for this proposed occupation without a Council resolution and thus this requires a decision of the Council.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Angela Moore
MANAGER TRAFFIC ENGINEERING

Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date: 17 January 2019
File Reference: F18/142759; RO/671

Attachment A: Construction Traffic Management Report by GHD Pty Ltd, dated 5 December 2018 ⇩

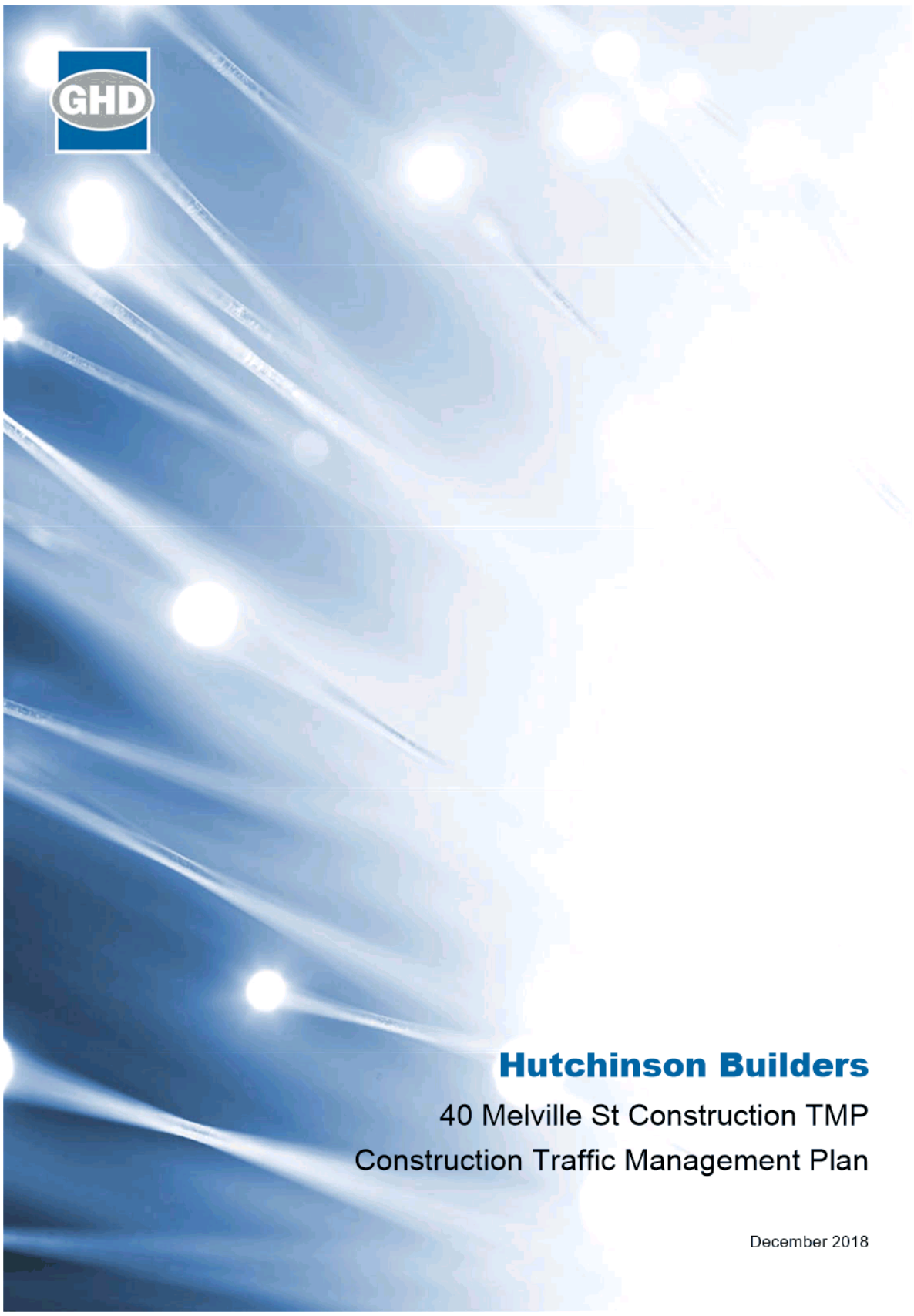

GHD
Hutchinson Builders
40 Melville St Construction TMP
Construction Traffic Management Plan
December 2018
WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

Table of contents

Table index

Figure index

1. Introduction

1.1 Background

GHD was engaged by Hutchinson Builders to prepare a Construction Traffic Management Plan for the partial demolition, alternations and new buildings at 40-42 and 44 Melville Street, Hobart.

The proposal is for a new student accommodation complex and includes:

- Demolition of the existing red crossing buildings and the rear brick warehouse
- Retention and re-use of the existing heritage building
- A new five-storey building on the Melville Street frontage
- A new 14-storey residential tower setback 15 m from the Melville Street frontage

1.1.1 Planning permit conditions

Planning Permit PLN-18-422 was issued by the City of Hobart on 8 October 2018. The permit is subject to the following conditions relating to traffic management:

ENG tr2

- *A construction traffic and parking management plan must be implemented prior to the commencement of work on the site (including demolition).*
- *The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management plan must be submitted and approved, prior to commencement work (including demolition). The construction traffic and parking management plan must:*
  - *1. Be prepared by a suitably qualified person.*
  - *2. Develop a communications plan to advise the wider community of the traffic and parking impacts during construction.*
  - *3. Include a start date and finish dates of various stages of works.*
  - *4. Include times that trucks and other traffic associated with the works will be allowed to operate.*
  - *5. Nominate a superintendent, or the like, to advise the Council of the progress of works in relation to the traffic and parking management with regular meetings during the works.*
- *All work required by this condition must be undertaken in accordance with the approved construction traffic and parking management plan.*

This Construction Traffic Management Plan report has been prepared to satisfy planning permit condition ENG tr2 as outlined above.

1.2 Purpose of this report

The purpose of this report is to review the proposed construction arrangements and to detail traffic management measures to minimise the impact on the operation of the external network.

1.3 Assumptions

The staging of works, demolition activities and traffic generation during each stage has been advised by Hutchinson Builders.

2. Existing conditions

2.1 Site location

The site is located at 40-42 and 44 Melville Street, Hobart. The site is illustrated in Figure 2-1.

Figure 2-1 Site location

Base imagery obtained from TheLIST © State of Tasmania

2.2 Key roads

The key roads include:

- Melville Street
- Argyle Street
- Elizabeth Street

Each of these roads is described briefly in the following sections.

2.2.1 Melville Street

Melville Street is a two-way, two-lane road, connecting from Campbell Street in the CBD to Hill Street in West Hobart. Melville Street has signalised junctions at most intersections through the CBD. In the vicinity of the site, parking is provided on either side of the road, with time limits ranging from 15 minutes to two hours.

Footpaths are provided on either side of Melville Street. There are no dedicated cycling facilities. Melville Street is not used as a bus route.

SCATS data was collected for the Melville Street / Argyle Street junction for the week beginning 8 October 2018. Key traffic statistics for Melville Street are summarised as follows:

- Average weekday traffic 4,900 vpd
- Weekday AM peak (8:00 - 9:00 am) 360 vph
- Weekday PM peak (4:30 - 5:30 pm) 390 vph
- Saturday peak (11:30 am - 12:30 pm) 390 vph

2.2.2 Argyle Street

Argyle Street connects Morrison Street on the Hobart waterfront to New Town Road in North Hobart. Argyle Street is one-way, in the north-west direction, between Morrison Street and Burnett Street. Argyle Street is two-way north of Burnett Street.

In the vicinity of the site, Argyle Street is one-way northbound, with three traffic lanes and parking provided on either side of the road. Argyle Street has an uphill grade from Liverpool Street to Melville Street.

Footpaths are provided on either side of Argyle Street. A bike lane starts on Argyle Street, north of Brisbane Street. Argyle Street is used as a bus route.

2.2.3 Elizabeth Street

Elizabeth Street is a two-way road connecting from North Hobart to the Hobart Waterfront. It is severed at the Elizabeth Street Mall, between Liverpool Street and Collins Street, and allows buses, taxis and authorised vehicles only between Collins Street and Macquarie Street, which is also known as the Elizabeth Street Bus Mall.

In the vicinity of the site, Elizabeth Street has two lanes with parking provided on either side of the road. Footpaths are provided on either side of the road. There are no dedicated cycling facilities. Elizabeth Street is a major bus corridor between Hobart and the northern suburbs.

2.3 Surrounding land use

The site is surrounded by commercial premises. Adjacent to the site on the east is an open-air public car park used for all-day parking. To the west and south are retail stores. Opposite the site on Melville Street is existing UTas student accommodation and a Christian University (Alphacrucis College).

The Hobart Fire Station and Ambulance Tasmania are located east of the site on Melville Street between Argyle Street and Campbell Street.

3. Description of activities

3.1 Construction program

The construction program will generally be broken down into stages as follows:

- Stage 1- Soft demolition: November - December 2018
- Stage 2- Structural demolition: January – February 2019
- Stage 3- Construction: March 2019 – July 2020

The dates provided above are indicative only and subject to refinement.

3.2 Hours of work

General work hours will be 7:00 am to 6:00 pm Monday to Saturday. Out of hours work will occur for crane erections / civil connections.

3.3 Works footprint

The works footprint will generally be limited to the site at 40-42 and 44 Melville Street. Three existing parking spaces in front of the site on Melville Street will be removed from February 2019 until the completion of the works to provide a loading zone. These are currently two-hour parking spaces.

It is proposed to close the footpath in front of the site from the last week of demolition (end of February 2019) until completion of the works. The closure is required for pedestrian safety. A gantry cannot be provided at this site as there are two trees on the footpath which must be maintained and protected.

It is proposed to provide a pedestrian crossing point east of the site on Melville Street. This will require the loss of two additional parking spaces, including a one-hour parking space and a two-hour parking space.

Access to the lane along the south-western border of the site, which provides rear access to properties along Elizabeth Street, will be maintained where possible. Short term closures of the lane will be required during business hours for works on the boundary or moving equipment in the lane.

Figure 3-1 Works footprint

Base imagery obtained from TheLIST © State of Tasmania

3.4 Access requirements

The site has two existing access crossovers on Melville Street which will be utilised during the works. A loading zone will also be established in front of the site. The loading zone will be approximately 36 m long which provides sufficient space for a semi-trailer to manoeuvre in and out. Semi-trailers will utilise the loading zone in front of the site, while smaller trucks will enter the site. Trucks entering the site will turn on-site to exit in a forward direction.

3.5 Traffic generation

3.5.1 Soft demolition

Traffic movements during soft demolition will typically comprise light vehicles carrying operators to site each day and trucks carting waste material away from the site.

Approximately 1,000 m^3 of material will be removed in hook bin trucks. A total of 67 trucks are estimated to be required based on an average truck capacity of 15 m^3, resulting in 134 truck movements in total (two-way).

There will be approximately 10 workers on site during the soft demolition works. Parking on site will be limited, with staff expected to park in appropriate long-stay parking spaces in the CBD or surrounds, or travel by public transport, bike or walk.

Given an assumed 5 week soft demolition period:

- Daily light vehicles 10 movements (two way)

- Daily trucks (average) 6 movements (two way)

During the commuter peak periods, the soft demolition stage is expected to generate no more than around 2 to 4 light vehicles per hour with most movements of workers to and from the site occurring outside the commuter peak periods. The soft demolition stage is expected to generate no more than 2 trucks per hour.

3.5.2 Structural demolition

Traffic movements during structural demolition will typically comprise light vehicles carrying operators to site each day and trucks carting waste material away from the site.

Approximately 4,000 m^3 of material will be removed in truck and dog trailers. A total of 267 trucks are estimated to be required based on an average truck capacity of 15 m^3, resulting in 534 truck movements in total (two-way).

There will be approximately 10 workers on site during the structural demolition works. Parking on site will be limited, with staff expected to park in appropriate long-stay parking spaces in the CBD or surrounds, or travel by public transport, bike or walk.

Given an assumed 8 week structural demolition period:

- Daily light vehicles 10 movements (two way)
- Daily trucks (average) 13 movements (two way)

As with the soft demolition, the structural demolition stage is expected to generate no more than around 2 to 4 light vehicles per hour during the commuter peak periods. During the peak of demolition, the structural demolition stage is expected to generate no more than 4 trucks per hour.

3.5.3 Construction

A workforce of up to 180 workers are expected on site at the peak of construction activities. Worker parking will not be provided on site, with staff expected to park in appropriate long-stay parking spaces in the CBD or surrounds, or travel by public transport, bike or walk.

The busiest traffic-generating activity during construction will be concrete pours, with some 30-35 concrete trucks for each major pour (up to 22 expected across the project). Each pour would occur over an 8-hour period, with an average of approximately 4 trucks per hour during that time.

Earthworks will be undertaken during the first 2-3 months of construction, with excavated material removed via truck and dog trailers.

Other activities during construction will include material deliveries. Precast panels, gyprock, elevators and site sheds will be delivered on semi-trailers. Deliveries in semi-trailers will be 4-5 trucks per day, 1-2 days per week. Reo will be delivered by rigid trucks. All other materials (carpet, tiles, fire pipe, paint, joinery and etc) will be delivered by small / medium rigid trucks.

During the commuter peak periods, the works are expected to generate no more than 10 truck movements per hour (two-way). Most movements of workers to and from the site will occur outside the commuter peak periods, and be spread across various CBD locations.

3.6 Site access routes

Heavy vehicles accessing the site will come from north of Hobart, as well as the eastern shore. The largest vehicles accessing the site will be semi-trailers, which will be critical for bringing in large items such as precast panels and elevators during the construction phase.

Numerous options have been considered for the access route for semi-trailers. Where possible, heavy vehicle routes have been selected to provide more turning space at intersections. Turns into one-way streets, where heavy vehicles can take up multiple lanes to complete the turn, have been favoured where possible.

Turn path assessments for a semi-trailer showed that determining an access route where all required turns at intersections can be achieved was difficult. Consequently, having semi-trailers access the site from the opposite end of Melville Street was considered. This would require traffic management to allow semi-trailers to pull into the loading zone in front of the site.

It is considered that the most appropriate option is to have semi-trailers access the site from the western end of Melville Street, via Liverpool Street and Elizabeth Street. Traffic management will be used to stop westbound traffic on Melville Street to allow semi-trailers to turn into Melville Street from Elizabeth Street and to turn into the loading zone in front of the site. Delays on Melville Street are expected to be minor, given the expected truck volumes. Semi-trailer movements will be in the order of 4-5 per day, 1-2 days per week.

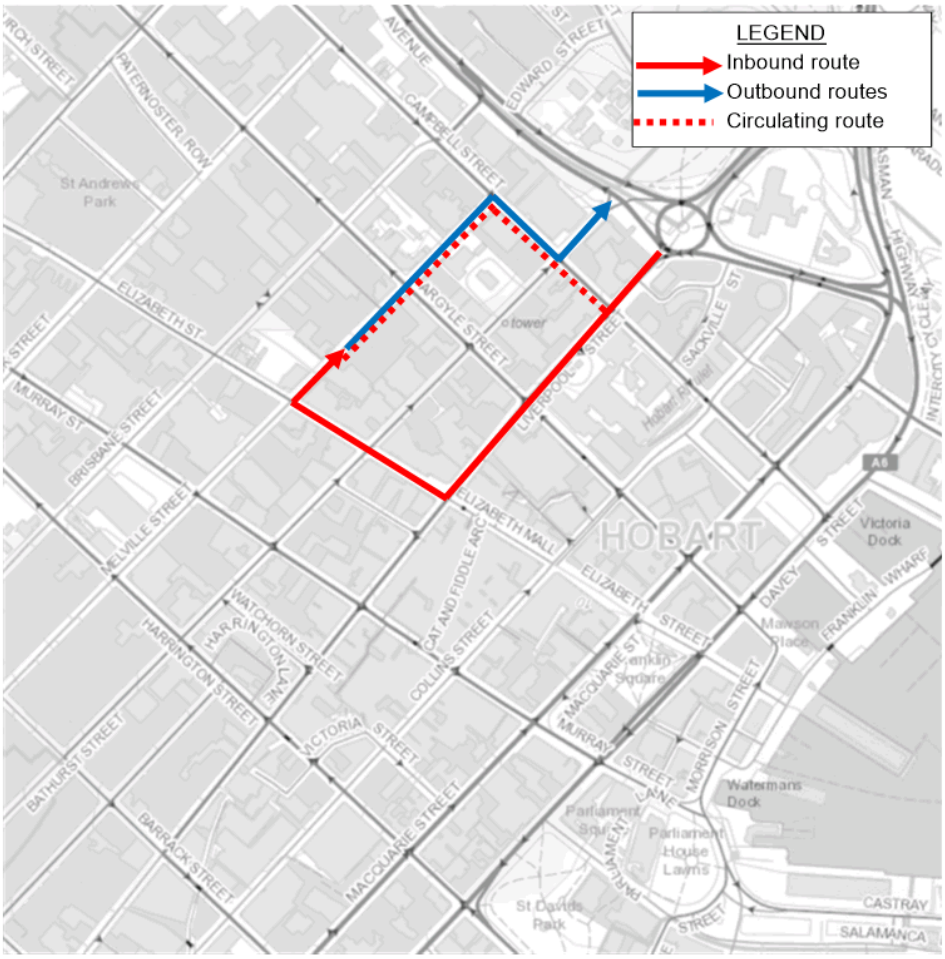
With trucks facing the opposite direction in Melville Street, the proposed outbound route is via Brisbane Street and Bathurst Street. This requires turns into one-way streets only. There may be some impact to the central median traffic island at the Melville Street / Campbell Street intersection. If conflict occurs, the keep left sign may need to be temporarily removed.

Alternative options of having semi-trailers access the site from the eastern end of Melville Street would result in greater impacts, with traffic management required at three junctions. Additional parking spaces would also likely need to be removed to facilitate turns at these junctions.

Any queuing for trucks needing to wait to enter the site will occur outside of the CBD. Heavy vehicle movements will be scheduled to avoid the need for queuing on site. In the unexpected event that a truck arrives while another is still on site, the truck will travel around the block. For semi-trailers this will be via Campbell Street, Liverpool Street, Elizabeth Street and Melville Street.

The proposed semi-trailer access routes are illustrated in Figure 3-2.

Figure 3-2 Semi-trailer access routes



A summary of the route options considered is provided in Table 3-1. Key turn path assessments are provided in the following figures.

Table 3-1 Route options

Option	Comments / Issues
Access from eastern end of Melville Street	
Inbound	
Brisbane Street, Campbell Street, Melville Street	Right turn from Campbell Street into Melville Street cannot be completed without going over median traffic island on Melville Street (Figure 3-3). Even when undertaking the turn from the outside traffic lane, the semi-trailer still goes partially over the traffic island and the footpath (Figure 3-4). This route is not considered acceptable.
Liverpool Street, Argyle Street, Melville Street	Left turn from Argyle Street into Melville Street cannot be completed without crossing the centreline in Melville Street (Figure 3-5). Traffic management would be required to hold traffic back on Melville Street.
Outbound	

Option	Comments / Issues
Elizabeth Street, Brisbane Street, Campbell Street, Bathurst Street	Right into Elizabeth Street from Melville Street crosses over the centreline and conflicts with the awning on Elizabeth Street. The turn path also conflicts with parking spaces on Elizabeth Street (Figure 3-6). Right into Brisbane Street from Elizabeth Street crosses over the centreline and conflicts with parking spaces on Brisbane Street (Figure 3-7). Traffic management would be required at each of these intersections for this option to be feasible. Parking would also need to be removed.
Access from western end of Melville Street	
Inbound	
Davey Street, Harrington Street, Melville Street	Right turn from Harrington Street into Melville Street crosses over the centreline on Melville Street and also conflicts with parking spaces (Figure 3-8). Traffic management would be required to hold traffic back on Melville Street and parking would need to be removed.
Liverpool Street, Argyle Street, Melville Street	The turn from Liverpool Street into Elizabeth Street can be completed by a semi-trailer (Figure 3-9). The turn from Elizabeth Street into Melville Street requires crossing over the centreline (Figure 3-10). This turn can be completed with westbound traffic stopped on Melville Street, which is required to allow the semi-trailer to pull into the loading zone.
Outbound	
Argyle Street, Brisbane Street, Campbell Street, Bathurst Street	Parking spaces would need to be removed to facilitate right into Brisbane Street from Argyle Street (Figure 3-11)
Campbell Street, Bathurst Street	Requires turns into one-way streets only. There may be some impact to the central median traffic island at the Melville Street / Campbell Street intersection. If conflict occurs, the keep left sign may need to be temporarily removed.

Figure 3-3 Campbell Street turn path assessment, inside lane

Figure 3-4 Campbell Street turn path assessment, outside lane

Figure 3-5 Turn path assessment Argyle Street into Melville Street

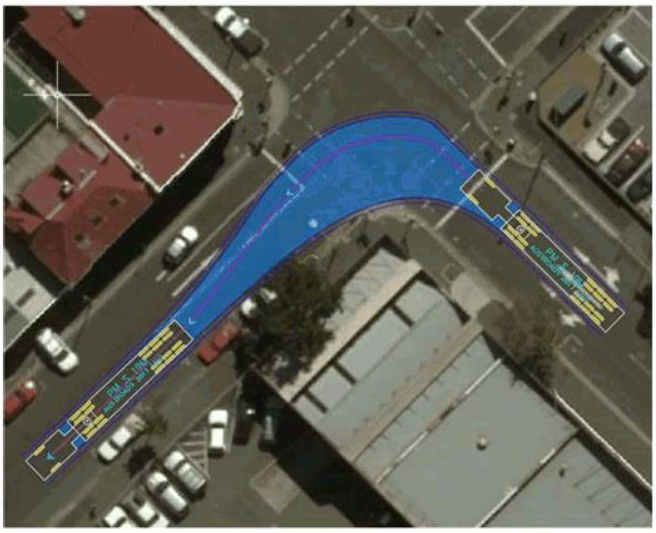


Figure 3-6 Turn path assessment Melville Street into Elizabeth Street

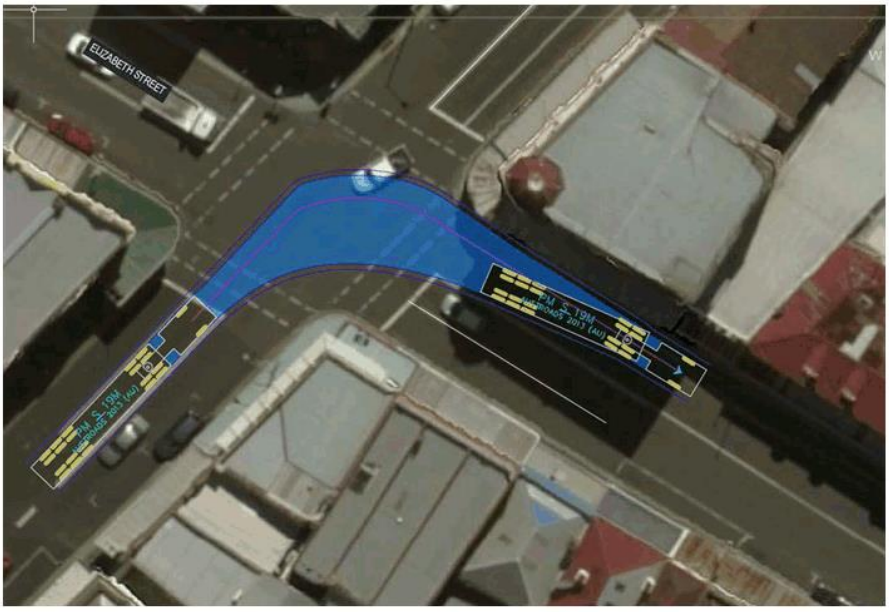


Figure 3-7 Turn path assessment Elizabeth Street into Brisbane Street

Figure 3-8 Turn path assessment Harrington Street into Melville Street

Figure 3-9 Turn path assessment Liverpool Street into Elizabeth Street

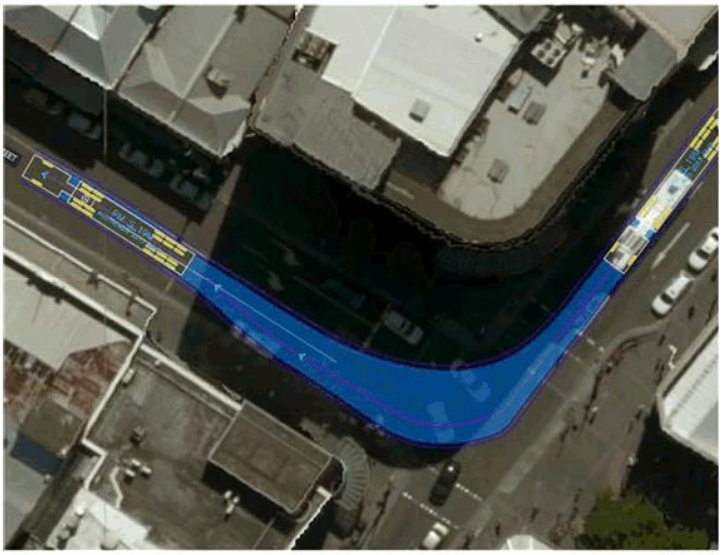


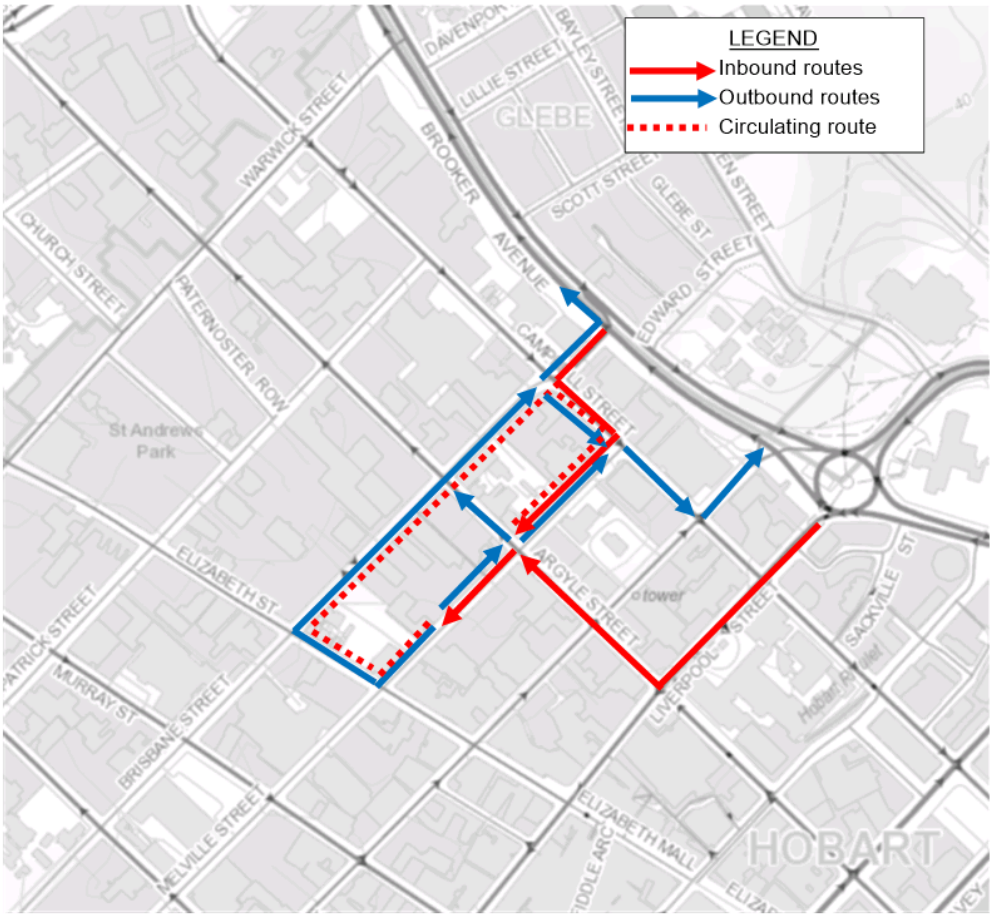
Figure 3-10 Turn path assessment Elizabeth Street into Melville Street

Figure 3-11 Turn path assessment Argyle Street into Brisbane Street

Smaller heavy vehicles will utilise more direct access routes to the site, as illustrated in Figure 3-12. Heavy vehicles, excluding semi-trailers, will approach the site from the eastern end of Melville Street, pulling up in the loading zone in front of the site or turning left into the site.

Heavy vehicles exiting the site will turn right onto Melville Street. Heavy vehicles using the loading zone will continue west on Melville Street when leaving the site.

Figure 3-12 Heavy vehicle site access routes (excluding semi-trailers)



3.7 Intersection operation impacts

The volume of traffic activity associated with the works, generally up to 10 movements per hour, is not expected to have a noticeable impact on the operation of intersections in the CBD or on the site access routes. These access routes are already well-utilised streets, suited to carrying relatively large volumes of traffic.

Large heavy vehicles making turns at intersections within the CBD may need to use multiple lanes to achieve the turn. This may result in minor delays with the turning vehicle impacting the through lane. Delays are expected to be minor given the expected number of trucks and scheduling to avoid trucks arriving on site at the same time. Semi-trailer movements will be only 4-5 movements per day, 1-2 days per week.

Movement of workers on the site in the morning will generally be before the commuter peak period. Workers leaving in the afternoon may do so during the afternoon peak, although the impact on traffic flow will be mitigated due to the dispersed location of worker parking.

4. Traffic management measures

4.1 Road closures

To facilitate the erection of the tower crane, a full closure of Melville Street in front of the site will be required over a two-day period (Saturday / Sunday). Pedestrian access will be maintained on the opposite side of Melville Street, but the footpath directly in front of the site will be closed for safety reasons.

Access will be maintained to adjacent land uses, including the UTas student accommodation building. Alternative routes for through traffic will be via Bathurst Street (northbound only) or Brisbane Street (two-way).

The same arrangements will be required for the tower crane dismantling.

4.2 Adjacent lane

The lane along the south-western border of the site provides rear access to businesses in Elizabeth Street. The lane is used for light vehicle parking. It is not used for deliveries.

Short term closures of the lane will be required during business hours for works on the boundary or moving equipment in the lane. Traffic controllers will be in place to let cars in and out of the lane as required. If any extended closures of the lane are required, they will occur outside of business hours. Adjacent businesses will be consulted with regarding any works which will impact access to the lane. Traffic volumes using the lane are low and it is expected that access impacts can be appropriately managed.

4.3 Public transport

No changes to public transport routes are required to facilitate the works.

4.4 Pedestrian management

It is proposed to close the footpath in front of the site from the last week of demolition (end of February 2019) until completion of the works. Prior to this the footpath will not be impacted. The closure is required as there is a building on the boundary to be demolished as well as a new building to be constructed on the boundary. A gantry cannot be provided to maintain pedestrian access as there are two trees on the footpath which must be maintained and protected (Figure 4-1). Pedestrians cannot be diverted onto the roadway in front of the site due to truck loading requirements. The proposed footpath closure is therefore essential for pedestrian safety.

Figure 4-1 Trees on footpath

Pedestrian volumes on this section of Melville Street are generally low during the day. Pedestrian volumes are highest during the morning and evening peak hours with pedestrian movements associated with the adjacent commuter car park, students and commuters walking to or from workplaces within the CBD.

A pedestrian count on the footpath in front of the site was undertaken on Monday 12 November 2018, between 8:10-9:10 am. A total of 77 pedestrian movements were recorded, including 48 travelling towards Elizabeth Street and 29 travelling towards Argyle Street. During the count, it was noted that numerous pedestrians crossed Melville Street at mid-block locations between Argyle Street and Elizabeth Street. There were frequent gaps in traffic allowing pedestrians to cross in midblock locations.

The site is 40 m from the Elizabeth Street / Melville Street intersection. During the footpath closure, pedestrians will be able to use this intersection as a crossing point. It is proposed to provide a new pedestrian crossing point on Melville Street east of the site.

It is proposed to remove two existing car parking spaces to provide a pedestrian crossing point with a kerb extension, as illustrated in Figure 4-2. The kerb extension will reduce the pedestrian crossing distance to approximately 7 m. The kerb extension will also ensure sight distance at the crossing is not restricted by adjacent parked cars. Traffic volumes on Melville Street are relatively low, up to 390 vehicles per hour in the peak (approximately 1 vehicle every 10 seconds). Adequate breaks in traffic are available for the pedestrian crossing.

Alternative pedestrian routes during the footpath closure are illustrated in Figure 4-3.

Figure 4-2 Proposed pedestrian crossing

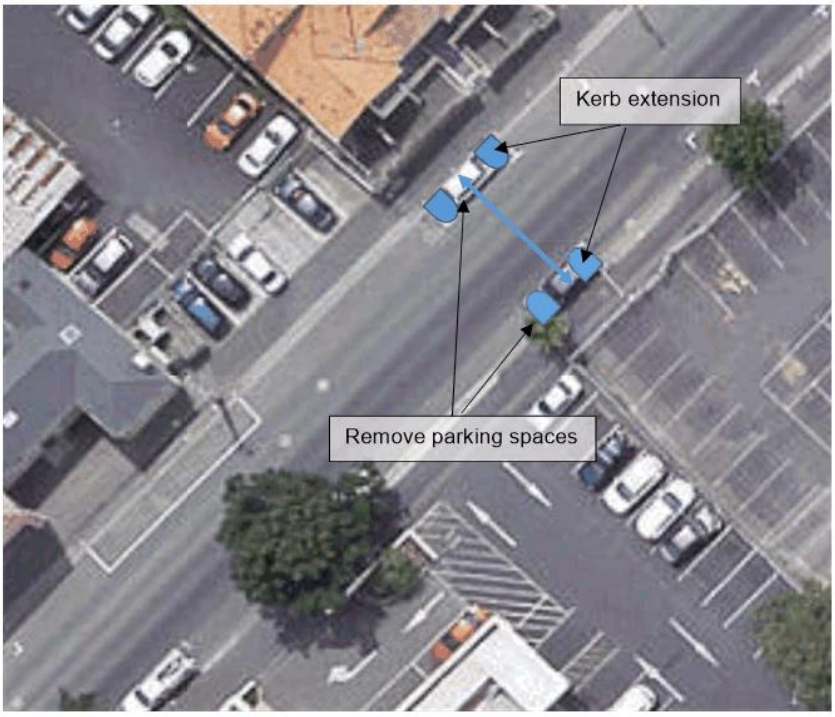


Figure 4-3 Alternative pedestrian route

4.5 Cyclists

There are no dedicated cyclist facilities on Melville Street and cyclist volumes are expected to be relatively low. Three bicycles were observed on Melville Street during the pedestrian count (8:10-9:10 am). During the short term closures of Melville Street for the tower crane erection / dismantling, cyclists may use Brisbane Street or Bathurst Street as alternative routes.

4.6 Emergency services

The Hobart Fire Station and Ambulance Tasmania are located on Melville Street between Argyle Street and Campbell Street. There are keep clear zones on Melville Street in front of the exit from each of these sites. Construction traffic using this part of Melville Street will need to ensure these keep clear zones are maintained, particularly when queuing at intersections.

Liaison with emergency services, including fire, ambulance and police, will occur prior to the temporary closures of Melville Street for the tower crane erection and dismantling. Access along Melville Street will be available at all other times.

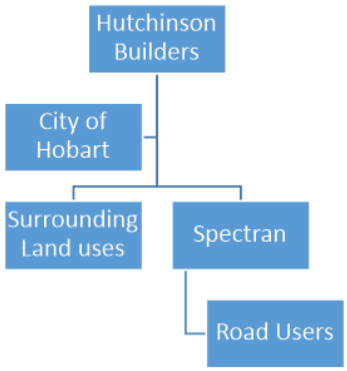
4.7 Parking

Access to the adjacent car park on Melville Street will not be impacted by the works. Five existing parking spaces on Melville Street will be removed from January 2019 until completion of the works. This includes four two-hour parking spaces and a single one-hour parking space. Other parking spaces on Melville Street not be impacted.

4.8 Communication strategy

A communication strategy has been developed to advise stakeholders of demolition activities. Hutchinson Builders, as the managing contractor, will take on ultimate responsibility for communications.

Figure 4-4 Communication strategy



Hutchinson Builders will liaise with the City of Hobart throughout, with regard to permits, approvals and general progress reporting.

Hutchinson Builders have already undertaken direct consultation with a number of landowners and tenants who will be directly affected. Prior to demolition works commencing, additional consultation will be undertaken. The following is proposed:

- Upon receipt of Staged Permits, Letter drop to businesses, nominating two points of contact within Hutchinson Builders. This will include outlined of project, proposed stages and broad programmes. Follow up face to face introductions / meetings.
- Specific communication via letter drop / email / phone, as required on specific items/issues as they arise.
- The use of variable message boards, advising changes to traffic as required.

The above should be implement in full, at least 14 days prior to commencement of activities onsite.

The impacts on road users during demolition and construction will be relatively localised, and the primary method of communicating with affected road users will be signage in Melville Street, Elizabeth Street and Argyle Street. These are in addition to other specific traffic management signage requirements as per AS1742.3.

5. Traffic Management Plan administration

5.1 Responsibilities

The implementation of this Traffic Management Plan will ultimately be the responsibility of Hutchinson Builders and its contractors. However day-to-day traffic management will involve a number of different stakeholders as outlined in Table 5-1.

Table 5-1 Stakeholders

Role	Organisation	Contact Person
Contractor	Hutchinson Builders	Tom Morahan Tom.Morahan@hutchinsonbuilders.com.au Ph. 0439 444 771
Traffic Management Contractor	Spectran	David Smith dsmith@spectrangroup.com.au Ph. 0408 039 323
Construction Traffic Management Plan preparation	GHD	Kathryn Easther Kathryn.Easther@ghd.com Ph. 6210 0691
Road Authority	City of Hobart	Angela Moore moorea@hobartcity.com.au Ph. 6238 2304
Surrounding land uses	Melville Street Car Park	TBC
	Adjacent retail stores	TBC
	UTas student accommodation	TBC
	Alphacrucis college	TBC

6. Summary of traffic management commitments

The following list summarised the measures that will be in place prior to commencement of, and during the execution of, the works.

1. Key stakeholders, including operators of adjacent land uses, will be notified of any changed traffic management arrangements prior to commencement of works.
2. Works will generally occur between 7:00 am and 6:00 pm Monday to Saturday. Works outside these hours will be subject to communication with stakeholders.
3. Vehicle access to the adjacent laneway will be maintained where possible. Short term closures of the lane will be required during business hours for works on the boundary or moving equipment in the lane. Traffic controllers will be in place to let cars in and out as required. If any extended closures of the lane are required, they will occur outside of business hours. Adjacent businesses will be consulted with regarding any works which will impact access to the lane.
4. Prior to the last week of demolition (end of February 2019), the footpath in front of the site on Melville Street will remain open.
5. It is proposed to close the footpath in front of the site from the last week of demolition until completion of the works. A crossing point, with a kerb extension, will be provided on Melville Street east of the site for the full period of the footpath closure.
6. Traffic management will be used to stop westbound traffic on Melville Street to allow semi-trailers to turn into Melville Street from Elizabeth Street and to turn into the loading zone in front of the site.
7. Full closures of Melville Street for the tower crane erection / dismantling will be limited to weekends only, commencing from 6:00 am Saturday and removed by 6:00 am Monday. Pedestrian access will be maintained on the opposite side of Melville Street. Access to the Utas student accommodation building will be maintained.

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
1	K Easther	T Bickerstaff		T Bickerstaff		5/12/2018

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