Major and Residential Project Delivery

WOODVILLE WEST URBAN RENEWAL PROJECT

Stage 2 Construction Traffic Diversion & Management Plan

10 July 2014
Woodville West - Traffic Management Plan Outline

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Woodville West - Traffic Management Plan

1. Introduction

1.1 Background
The Woodville West Urban Renewal Project (the project) commenced in 2009 by Housing SA and, in April 2012, was transferred to the Urban Renewal Authority, trading as Renewal SA. The entire project involves the redevelopment of a 13 hectare site in Woodville West that had a high concentration of aged South Australian Housing Trust (SAHT) owned dwellings. Redevelopment of the site will be across 6 Stages including construction of up to 425 new dwellings, opportunity for small scale retail, the reconfiguration of roads, and creation of new public spaces. As part of the redevelopment, up to 184 dwellings have been demolished (with few remaining that are still inhabited or under private ownership). Under the 30-Year Plan for Greater Adelaide, the project site is situated in a key transport corridor and therefore has been identified as suitable for higher density development. Refer to Figure 1 below.

Figure 1: Woodville West location plan of Stage 2

With Stage 1 construction now complete and almost all residents moved in, the project schedule is now fast approaching commencement of Stage 2. The location for Stage 2 is situated immediately to the west of Stage 1, along the arc which forms Lawton Crescent and between the ends of Alma Terrace and Elizabeth Streets. In July 2013, Renewal SA’s Board of Management approved Stage 2 to proceed which will see the construction of 81 new dwellings; 70 by Renewal SA and 11 through the sale of a ‘super-lot’ to a builder / developer. Of the 70 dwellings, up to 28 will be sold as affordable housing and the balance will be market sales. The marketing and sales campaigns for Stage 2 will commence in the last half of 2014.
2. Traffic Management Plan

2.1 Context
This report is intended to communicate an overall traffic management plan for Stage 2 civil and landscaping construction. The intention is for this report to be included in the specifications for any contract document as a reference for traffic management requirements for the project.

During construction of civil and landscaping works, it will remain the contractor’s responsibility to notify relevant parties of details of traffic management in place and ensure all traffic management is installed in accordance with relevant Australian standards and specific traffic management requirements listed any particular contract document.

It is also understood that Council require the erection of advanced warning notice boards (i.e. Road Closed Signage) along road ways providing information to motorists who would otherwise use the sections of road to be temporarily closed. In addition, Detour signs, Road Closure Ahead signs, construction work signage, and speed limit change notifications will also be provided. This is detailed on Attachment 1. A location plan for Stage 2 of Woodville West, indicating surrounding street names and the rest of the project is also shown in Figure 1 above.

3. Overall Traffic Management Plan

3.1 Project Phasing
Stage 2 is split between two main areas (Stage 2A and 2B) which straddle either side of Lawton Crescent. The land division for Stage 2 will run sequentially to the proposed sales program over three precinct areas, identified as Precincts 1 and 2 (within Stage 2A) and Precinct 3 (which is completely encapsulated by Stage 2B). Please refer to Figure 2 below.

Figure 2: Phasing Plan

A major element of Stage 2A is that it features an open space connector ‘green link’ in between Precincts 1 and 2, connecting to a significantly large public open space along the railway line. This larger public open space area will also feature a storm water detention basin holding up to 2,300m³ of run off from Stage 2B and also from an existing pipe from Stage 1. Stage 2 is currently in the Detailed Design and Documentation and Procurement phase. Construction of Civil and Landscaping works is also planned to commence in
October 2014, Renewal SA need to ensure that the temporary road closure of Lawton Crescent and a section of Alma Terrace is imminent and therefore is outlined to be from 7 October 2014 until 6 October 2015.

For designated construction traffic routes, it should be noted that two preferred routes have been identified to separate civil and construction vehicles with each following its own distinct route to the site. The intention here is to ensure that builder movements and civil movements are separated. Therefore, access for construction will be via Elizabeth/Todville and Clarke Terrace. Access for civil via Alma/Trimmer Parade.

3.2 Temporary Road Closure Details
There is only one phase for road closure which will include a significant section of Lawton Lane and also a segment of Alma Terrace from Agnes Street. There is no noted public transportation along this identified stretch of road, and therefore the existing road sections to be temporarily closed are largely used by existing residents as through traffic connectors within Woodville West.

As identified earlier, local traffic only is permitted within Stage 1 of the development, which includes signage located at the entrances of Elizabeth Street along the 3-storey townhouses and Lawton Lane.

This temporary road closure phase is anticipated to be the arrangement of civil and landscaping works during the civil construction period allowing (amongst other things) infrastructure to be assembled and laid, earthworks and other various forms of landscaping to commence. At all times during this temporary closure, public access to the kindergarten driveway and car park will be maintained.

Todville Street, the main feeder road carrying the largest volumes of traffic will remain unchanged (please refer to Table 1 below for Traffic Volumes). Lawton Crescent has been recorded as having low average movements per day, also reflected below. Pedestrian and cycle movement along the Stage 1 train corridor section will be retained, but the section along Stage 2 will be closed from access. The temporary Train Station pedestrian connection which has been delineated on the other side of Todville Street will remain open.

3.3 Traffic Volumes
Murray F. Young & Associates (2010) have advised of average daily traffic volumes on the road surrounding parts of the development. These volumes are predicted volumes post development of the Woodville West project and reflect higher development densities, but provide an indication of the expected traffic volumes that would be affected by the temporary road closure and diversions. Post development volumes are reflected in the table below:

<table>
<thead>
<tr>
<th>Road Section</th>
<th>Average Daily Traffic Volume (vpd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Todville Street (between Elizabeth Street and Saxton Street)</td>
<td>2,000 (including 8 bus trips per day)</td>
</tr>
<tr>
<td>Todville Street (between Saxton and Rail Crossing)</td>
<td>3,600 (including 8 bus trips per day)</td>
</tr>
<tr>
<td>Lawton Crescent</td>
<td>150 (no bus trips)</td>
</tr>
</tbody>
</table>

3.4 Detailed Traffic Management Requirements
The Temporary Road Closure plan included as Attachment 1 is an overall schematic only and agreed to in principle by management at Renewal SA. Details such as specific locations of signage to be used, placement of temporary traffic control devices and detailed sequencing of opening and closing of roads is to be determined in coordination with the contractor as part of traffic management requirements within any particular contract.

However, some specific requirements for traffic management during construction of civil and landscaping works are, but not limited to:
• All traffic management is to be installed in accordance with AS1742.3 – Traffic Control Devices as per the latest edition at the time of contract award.
• All traffic noise management is to be in accordance with EPA Noise Information Sheet (updated April 2014) and attached
• Traffic management devices are to be installed in accordance with all Safe Work SA and legislative requirements.
• Provision for safe and convenient pedestrian traffic shall be maintained at all times, particularly at the entrance of the kindergarten along Elizabeth Street.
• Details of road closures shall be notified 2 weeks in advance via a letter drop to local residents including notification to Council. The letter drop will be to the area bounded by the Railway line, Trimmer Parade, Todville Street, Lewis Crescent and Nicholls Terrace.
• Place variable message boards notifying of the closure at the intersection of Alma Terrace and Agnes Street and at the intersection of Elizabeth Street and Lawton Crescent two weeks prior to the temporary closure. This includes installing permanent road signs advising of the closures at these same locations during temporary closures.
• Property access to all dwellings shall be provided at all times.
• The section of Lawton Crescent and the segment of Alma Terrace which are to be temporarily closed, shall be reopened after completion of works in October 2015.

4. Temporary Road Closure

Traffic Sketches
Please refer to Attachment 1.