

SURVEILLANCE AND AUDIT NEWSLETTER

Intelligent technology for the M1

The M1 Freeway Management System brings together a number of different traffic management technologies from Australia and around the world to make the best use of existing road space, and improve safety for road users.



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A Lane Use Management System (LUMS) will be introduced along the M1 freeway for a length of approximately 18km between High Street, Glen Iris and Williamstown Road, Yarraville to improve safety and capacity.

The new system will integrate variable speed limit and lane control signs, which are mounted overhead on gantries for control of each lane of the carriageway.

Overhead signals

Signs mounted above each lane display the variable speed limit when the lane is available to traffic. A white diagonal arrow indicates that the lane is closed ahead and a merge is required. A diagonal red cross is displayed if the lane is closed.



Variable speed limit display



Move into lane directed



Lane closed - do not proceed further

Need more information?

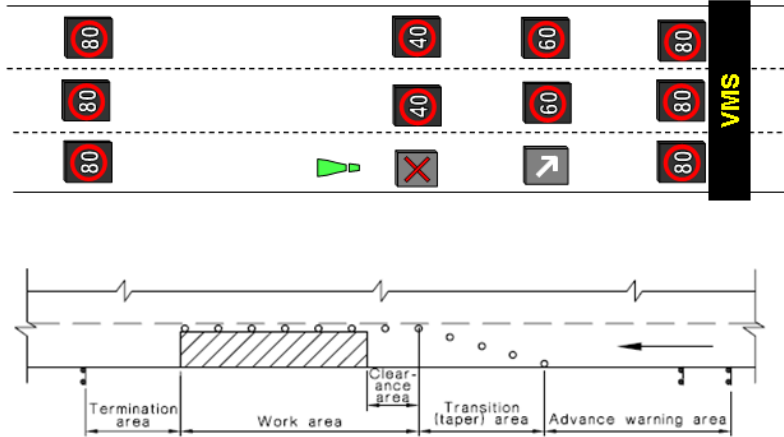
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LUMS Response Plans

The new Lane Use Management System can allow Traffic Management Centre operators to actively close lanes and reduce speed limits to better manage traffic flows for planned and unplanned events. Given the location of the event, a LUMS response plan is generated based on a set of rules.

When working in a LUMS environment, care should be taken to ensure that indications given to drivers on the road are consistent with the display on the LUMS signs. A roadworks traffic management plan must complement the LUMS response plan and the benefits of using electronic signs is that certain static signs may be omitted as discussed in the Worksite Code of Practice.



For more information new traffic management technologies on the M1 Freeway please visit www.m1upgrade.com.au.

Changes to traffic management applications for the M1 between Williamstown Rd and High St

Submissions for planned events on the M1 (including road works or non-road activities) will now require a Lane Use Management System (LUMS) response plan to accompany the traffic management plan.

This change applies for works on the Monash Freeway between High Street and Glenferrie Road from early December 2009 (in the Metro South East Region). From early 2010 it will apply to the West Gate Freeway, between the tunnels and Williamstown Road (in the Metro North West Region).

For works being undertaken on the SouthernLink section of the M1, please contact CityLink.

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Request for LUMS Response Plan

When the proposed works are within a LUMS environment, a LUMS response plan needs to be sought from the VicRoads Region for inclusion in the Consent for Work submission.

A proforma and M1 Freeway schematic showing the LUMS gantry locations for road works within the LUMS environment, will be available from VicRoads officers from the end of November. Refer to the contact details at the end of the newsletter.

Requests for a LUMS response plan shall indicate the following:

- Type of work
- Description of works
- Location of works, by marking the M1 Freeway schematic to identify the exact location, the number of lanes to be closed and the length of the proposed roadworks

This will assist VicRoads staff to generate a suitable LUMS response plan which will be forwarded to the applicant for inclusion in their Consent for Work application.

Consent for Work Applications

The LUMS response plan needs to be complemented with a traffic management plan showing signs and devices to delineate the works area in accordance with the Road Management Act – Worksite Code of Practice and Australian Standards 1742.3.

The remainder of the application will be the same as the existing process.

Variable Message Signs

As part of improving communication with drivers on the M1, a number of new Variable Message Signs (VMS) are located on the freeway and on arterial roads before freeway entrances. These signs provide information to drivers about freeway conditions, allowing them to choose an alternate route should they wish.

These signs are placed at strategic locations and, where available, should be used as part of the traffic management strategy to support lane closures or reduced speed limits on the M1 Freeway. Signs should also be used to display information for upcoming road works.



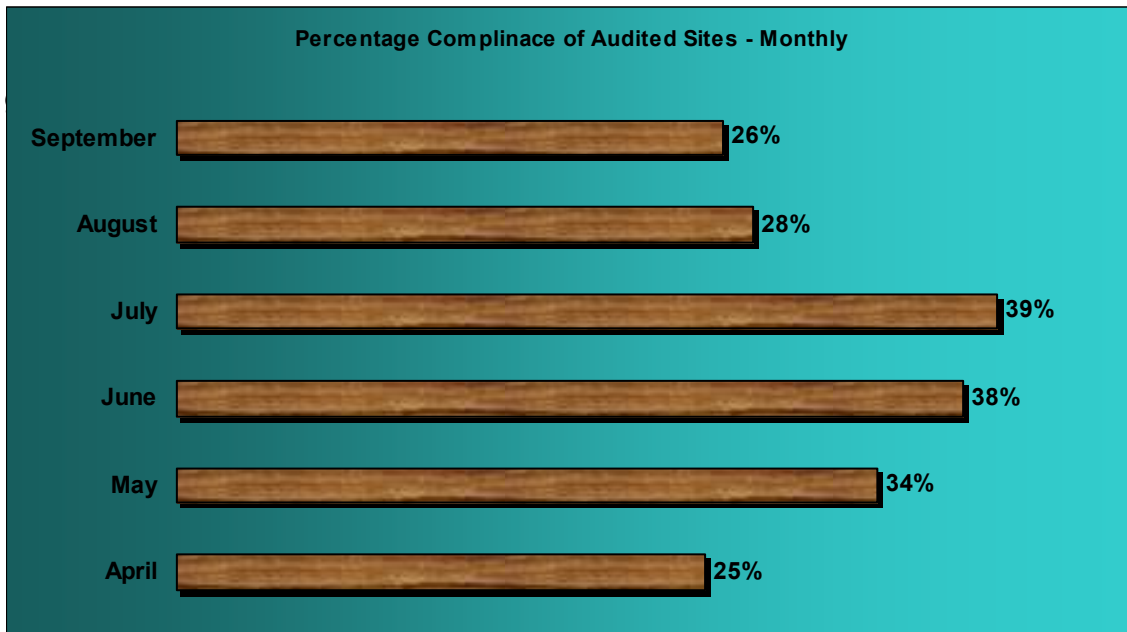
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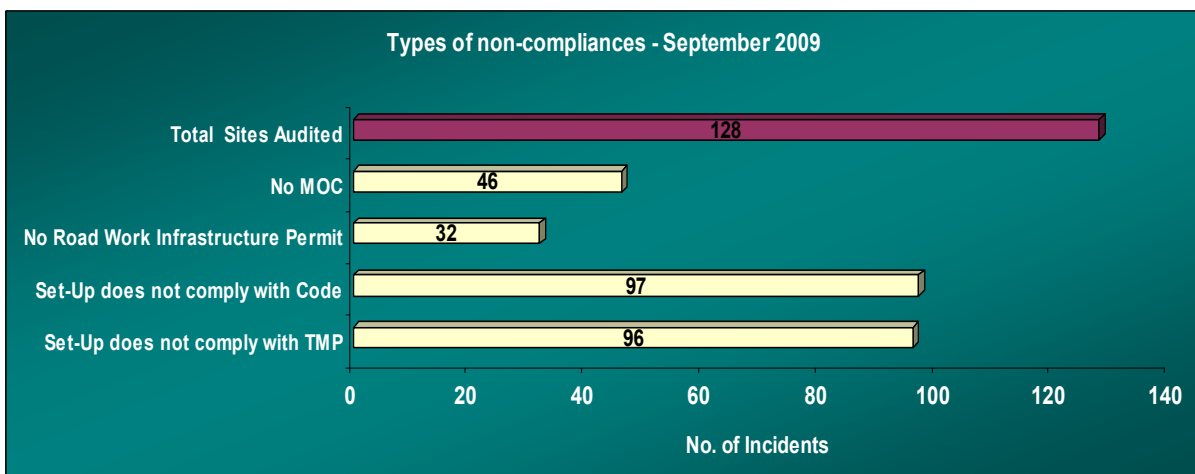
Audits

Results:

Worksites have been audited in conjunction with *Australian Standard 1742.3*



The main issues identified from the audits include:



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and the *Road Management Act 2004*—

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Issues:

After conducting audits during August 2009 in Metropolitan Melbourne, the following issues were identified:

- 1. Not activating/de-activating of Memorandum of Consent**
Please ensure you phone 13 11 70. **Again please start doing this**
- 2. Gaps left within the Multi-Message Frames—** Code of Practice 2004 Appendix D pg. 69 (sec 2) guidelines for use:
 1. (f) All sections of the frame should be filled—a blank should be used within any unused section of the sign assembly.
- 3. No Return to Speed in End Road Works or No End Road Works at all—** Code of Practice 2004 pg. 55 (sec 75) End Speed Restrictions
 - (1) At the end of the worksite, or termination area, where the traffic conditions can be returned to normal, signs should be erected to return the road to its original, or prevailing, speed limit. Signs indicating the end of the road works (e.g. An “End Road Works” sign), if used, should also be erected at this location. In returning traffic to the prevailing speed limit, a buffer zone is not required.
 - (2) It is a legal requirement that a roadworks speed zone be terminated either by another regulatory speed control sign (or end restriction sign), or other means as specified in Road Rules—Victoria. It is important that any sign terminating a roadworks speed zone is placed facing the traffic exiting the work area.
- 4. No Pedestrian Care—** Code of Practice 2004 pg. 45 (sec 51) Provision for Pedestrians and Cyclist—
Special provision should be made for pedestrians (including people with disabilities) and cyclist if they are expected to pass through the worksite. The path to be taken should be smooth and free from Obstructions, and clear directions should be given where the path changes direction. Lighting should be provided if this would assist users of the path, particularly in urban areas that have existing street lighting. If the works make it necessary for pedestrians or cyclists to cross the road within the worksite, particular attention should be paid to the crossing point to ensure that the pedestrians or cyclists are visible to both the approaching traffic and operators of roadworks plant and equipment on the worksite

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5. **Flags on Multi-Message Signage**— Code of Practice 2004 pg. 69 (sec 2.1. (d) & (l))
(d) Flags should be displayed on the first multi-message sign a road users encounters, and any other that has a reduced speed limit within the sign assembly. Flags should not be required on a multi-message sign displaying the prevailing speed limit at the end of the works.
(l) Typical examples of the use of the multi-message signs are shown in figures D1, D2, D3 and D4 of the appendix

6. **Stop/Slow Bat**— The STOP/SLOW Bat shall be used by a traffic controller to control traffic at any temporary obstruction or hazard (see clause 4.10.2). The bat should have a handle approximately **1.8m** long to the underside of the sign. For night-time operations, an illuminated wand may be used in conjunction with the bat.
Model instructions for traffic controllers when using STOP/SLOW Bat and the method of using the wand are given in appendix C.
A STOP sign (R6-8B) may be mounted on a boom barrier for operation by a traffic controller (see clause 4.10.2). (Refer to this months feature DAMAGE)

Sites of the month

We have also found some fantastic sites and would like to give credit to:

- **Audit # 3026** - 28/07/09: Barkly Ave E/B - **Daly's** TC on site Aaron Fidler
- **Audit # 3018** - 21/07/09: Smith & Johnston St E/B - **Newco** TC on site Sandy Walker .
- **Audit # 2609** - 6/07/09: Blackshaws rd (Hobsons Bay CC) **All Road Traffic Management** TC on site Rodney Warren
- **Audit # 4408**— 13/7/09: 789-807 Warrigal rd Chadstone, - **Newco** TC on site was John Jacob
- **Audit # 4303**— 2/7/09: Monbulk-Belgrave Rd Kallista—**Australian Traffic Control** TC on site David Wood, Kate Parker, Caitlin Mulhale, Alex Karatzios, Steve Plumbfield and Matt Heath
- **Audit # 4312**— 7/7/09: 163 Maroondah Hwy Ringwood—**Pro-Tech** TC on site Kevin Jones

Need more information?
Email us at SurveillanceandAudit@roads.vic.gov.au

Future applications

Metro South East

All Memorandum of Consent applications are to be sent as one file (PDF or Microsoft Word Document) when using email to mse_roads@roads.vic.gov.au or alternatively by fax to (03) 9887 7590.

Metro North West

All Memorandum of Consent applications are to be sent as one file (PDF or Microsoft Word Document) when using email to mnwtmp@roads.vic.gov.au or alternatively send as a fax to (03) 9313 1175.

Please note that VicRoads endeavours to respond to all applications **10 days** from the submission date. [It would be appreciated if you **only call** when your application has past this period.](#)

Feedback

Your input and questions would be greatly appreciated.
If you have any questions please contact us:

By phone: 9881 8709 or
Email: SurveillanceandAudit@roads.vic.gov.au

By sharing our findings we hope to improve future worksites and increase the knowledge of traffic controllers working at these sites.