

# Submission Cover Sheet

North East Link Project EES IAC

# 134

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Request to be heard?: yes

**Full Name:** Natasha Reifschneider

**Organisation:** Resolve Rosanna Road

**Affected property:** Rosanna Road

**Attachment 1:** NELink\_Submissio

**Attachment 2:**

**Attachment 3:**

**Comments:** Please see attached submission



## RESOLVE ROSANNA ROAD: PANEL SUBMISSION

### Traffic and Transport

#### 1.1 Key Issues

- The use of Rosanna Road as a truck and OD route is proposed to be retained with the introduction of NEL, which will limit the amenity improvements
- Without a truck ban on Rosanna Road the safety, amenity, health impacts and accessibility for residents in the local area is not guaranteed to be improved.
- Without a truck ban on Rosanna Road the Heidelberg Activity Centre is constrained to achieve its vision due to a interstate truck route and OD route running through the locality.
- Without the removal of the truck route on Rosanna Road, Banyule will have two interstate truck routes running through the municipality resulting in a cumulative negative impact on the community

#### 1.2 Meeting Project Objectives

##### ***Project objectives and guiding principles for the design and development of North East Link***

- We submit that the project fails to meet project Objective 4 'Improve access, amenity and safety for communities in the north -east'.
- The project:
  - Does not improve access for the community of Rosanna, Viewbank, Heidelberg to any existing services.
  - The project can not be said to improve safety for community using Rosanna Road as the main safety issue is the road design and user conflicts between trucks/ cars and pedestrians.

#### 1.3 NEL Scoping Requirements

We submit that the NEL project fails to deliver on the following objectives:

*Transport capacity, connectivity and traffic management – To increase transport capacity and improve connectivity to, from and through the northeast of Melbourne, particularly freight movement via the freeway network instead of local and arterial roads, while managing the effects of the project on the broader and local road, public transport, cycling and pedestrian transport networks.*

- We submit that to achieve this objective, there would be a truck ban on local and arterial roads to enforce the use of NEL *instead of* local and arterial roads.

#### 1.4 Truck Ban

We submit that a truck ban on Rosanna Road and other arterial roads currently subject to the North East Truck curfew should be implemented following opening of NEL and committed to as part of the project for the following reasons:

- A truck ban will provide incentives for the freight industry to use NEL and manage Toll avoidance.
- A truck ban will allow an uplift in community amenity for residents and local users of Rosanna Road.
- Rosanna road was not designed to carry freight. A truck ban on through trucks (excluding local deliveries) on Rosanna Road will address the current issue of trucks damaging roadside infrastructure on Rosanna Road, due to narrow lane width.
- The Bell, Banksia, Albert Street, Plenty Road route between the M80 and Eastern Freeway is available for trucks instead of Rosanna Road which transects less sensitive land uses. This route is currently used by trucks during the north-east truck curfew period.
- The OD/ truck route on Rosanna Road dissects Heidelberg Activity Centre identified in Plan Melbourne. The OD/ truck route can be realigned to the less sensitive land use routes alignments such as the Bell, Banksia, Albert Street, Plenty Road route to allow the Heidelberg Activity Centre to be realized to allow a broader community benefit.
- The local community has no alternative but to use Rosanna Road to access local community and services. Trucks travelling through Rosanna Road will have alternate routes such as the Plenty, Albert street, Bell/ Banksia Link and the NEL freeway.
- Removal of all ‘through trucks’ on Rosanna Road will result in a greater level of noise reduction than the modelled 2dbA following NEL which maintains the truck route on Rosanna Road.
- A truck ban on Rosanna Road will deliver safer access to Rosanna Shopping Centre and Heidelberg Activity Centre for pedestrians currently crossing Rosanna Road to access these services.
- A truck ban on Rosanna Road will not impact car volumes. Infact, it will provide greater road space for cars and buses on Rosanna Road.
- The Human Health Assessment for NEL concludes a negative impact on human health for residents and users of Rosanna Road. A truck ban on Rosanna Road will improve this impact to a more acceptable outcome.

#### 1.5 Comments on EPR’s

EPR	EPR Requirement	Response
NV14 Reduce Impacts from engine brakes	‘Opportunities to encourage heavy vehicle drivers to reduce use of	Engine brakes are the biggest single noise source from trucks on Rosanna road. The community already experiences ongoing

	engine brakes must be considered, where practicable.'	impacts from engine brake noise. This EPR is provides to restrict or control to manage engine brake noise
T2 Transport Management Plan(s) (TMP)	Point two states: 'Requirements for limiting the amount of construction haulage during the peak periods'	This EPR opens the possibility to truck haulage during the off-peak evening/ night time period which would substantially impact on amenity and health of the community.  It is suggested wording be amended to: <i>'Requirements for limiting the amount of construction haulage during the peak periods and complying with the limitation of the North East truck curfew'</i>
T2 Transport Management Plan(s) (TMP)		This EPR does not include the EES commitment on Pg 8-66 Rosanna Road used for haulage of contaminated material ONLY, which entertains the possibility of construction haulage and spill haulage other than contaminated material on Rosanna Road.  It is suggested the EPR be amended to include: <i>'Requirement for limiting the amount of haulage on Rosanna Road to contaminated material only, including how this commitment will be managed and monitored.'</i>

Natasha Reifschneider  
Resolve Rosanna Road