NORTH EAST LINK PROJECT
INQUIRY AND ADVISORY COMMITTEE

SUPPLEMENTARY SUBMISSION ON BEHALF OF THE DEPARTMENT OF TRANSPORT

I  INTRODUCTION

1. This supplementary submission is made on behalf of the Department of Transport (DoT), which now incorporates the Roads Corporation (VicRoads) (collectively, the Department) specifically in response to the numerous submissions made and evidence given thus far to the Inquiry and Advisory Committee (IAC) relating to truck movements and requests for changes to, or review of, the Over Dimensional (OD) route along Rosanna Road and Greensborough Highway, along with short sections of Lower Plenty Road and Lower Heidelberg Road (associated short road sections). This OD route is known as OD1.

2. The Department provides the following information to assist the Committee in understanding the development and status of the current OD network, including the OD1 Route.

II  OVER DIMENSIONAL ROUTE STATUS

3. In early 2014 VicRoads initiated a full and comprehensive review process for the entire OD Route network carried out under the “Freight Futures – Victorian Freight Network Strategy” to develop an OD network and implement tools to ensure that the system of OD routes in Victoria is protected. The review recommendations were subsequently approved in mid-2015 with OD Route Maps published in 2016. Consultation was undertaken with 35 local Councils and several other stakeholders during the review process.

4. The review process was risk based with consideration given to a range of factors including but not limited to:

   (a) road geometry (horizontal alignments including turning circles);
(b) vertical clearances (height restrictions);

(c) interaction with other modes of transport and associated infrastructure such as trams;

(d) topography and grades;

(e) weight capacity; and

(f) road efficiency.

5. In relation to the OD1 route, VicRoads considered the potential use of several other arterial roads including:

(a) Bell Street;

(b) Lower Heidelberg Road (south of Banksia Street);

(c) Plenty Road;

(d) High Street;

(e) Albert Street;

(f) Lower Plenty Road (with the exception of between Rosanna Road and Greensborough Highway, which is part of the OD1 route);

(g) Main Road;

(h) Fitzsimmons Lane;

(i) Williamsons Road;

6. When assessed against all the criteria, including those specified in paragraph [4] above, the roads listed above were found to be unsuitable for use by Over Dimensional vehicles.

7. Rather, having regard to all the relevant factors, the most suitable and safest OD1 route was considered by VicRoads to be Rosanna Road, Greensborough Highway and associated short road sections. Further, this route provides a direct arterial road
connection to minimise overall impacts. It is conservatively estimated that Rosanna Road and Greensborough Highway will carry an average of approximately 2 OD vehicles per day.

8. The North East Link Project does not change the arterial road functionality of Rosanna Road or Greensborough Highway. The Project does not result in, or otherwise contemplate, a change in the OD1 route for Rosanna Road or Greensborough Highway or associated short road sections. Without this designated route, trucks would be diverted onto other roads, which are unable to accommodate Over Dimensional vehicle requirements.

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