

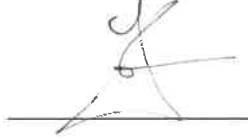
Date / Time		14 August 2017 at 3:45pm
Attendees		Chris Butler (CB) – Cardno; John Kiriakidis (JK) – GTA; Agnelo Duarte (AD) – VicRoads
Item	Description	Discussion
1	Key Issues	
1.1	Right turn into Pearl River Road from Footscray Road	<p>CB advised that right-in at this intersection had been separately sought through VicRoads in 2015, noting it is included in the Outline Development Plan for Waterfront City, and is critical given the proposed downgrading of Waterfront Way. CB indicated that VicRoads was unable to make a decision at that time due to the unsolicited bid from Transurban.</p> <p>JK noted that an Outline Development Plan (ODP) approval does not guarantee an approval or establish an entitlement but provides a broad level framework around possible traffic access outcomes for the right-in. JK holds the view that the West Gate Tunnel project has broader significance for the transport network, requiring a reconsideration of the expectations set down in the ODP.</p> <p>CB outlined that the Waterfront City precinct is undergoing redevelopment and as part of these works Waterfront Way is planned to be downgraded. Future access to the precinct will be more reliant on Pearl River Road due to expansion of the Melbourne Film Studios, Ron Barassi Oval and the new Cinema complex currently being developed.</p> <p>Operationally, JK raised concern regarding the potential traffic impact of the right-in including the possibility of back queuing into the Footscray Road entry and exit onto the Project. CB advised that his SIDRA modelling, which includes the right turn from the west, indicates satisfactory levels of service would be achieved. In the AM peak the LOS C would be maintained similar to the LOS outlined in the GTA report. In the PM peak, the LOS would change from LOS C to LOS D, which is acceptable.</p> <p>CB outlined his view that the project precludes the right-in and that it could not be reasonably be included in the future as it would be uneconomical, if not financially impossible.</p> <p>AD advised that VicRoads would not be supportive of the right-in at this location in the context of the West Gate Tunnel Project nor the narrowing of through lanes, or the loss of any lane, to facilitate the provision of the right-in.</p> <p style="text-align: right;"><i>Disagreed</i></p>
1.2	Construction Access	<p>CB recommended relocation of temporary construction access to existing access opposite Waterfront Way. JK & AD agreed that this change is logical and were not aware of a limitation that would prevent the change.</p> <p style="text-align: right;"><i>Agreed</i></p>
1.3	Shared Path Location	<p>CB advised shared path was located on third party land and should be located in the road reserve. JK agreed in-principle. AD noted that verge width was tight and land acquisition or an alternate solution would be required.</p> <p style="text-align: right;"><i>Partially Agreed</i></p>
1.4	Veloway	<p>CB noted that the 4.0m width does not meet requirements and should be 5.0m. JK noted his recommendation within his evidence that this with be considered but is of the view that it is not critical.</p> <p style="text-align: right;"><i>Partially Agreed</i></p>

Reviewed and agreed:

Chris Butler – Cardno

John Kiriakidis – GTA

Agnelo Duarte – VicRoads


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