

WDA response to O'Brien summary of recommendations dated 4 September 2017

	O'Brien recommendation	WDA response
1.	Incorporate sustainable solutions such as travel demand management, active traffic management, multimodal transport, integrated land use planning into the project.	This is a submission. <u>Not agreed.</u>
2.	Provide justification for moving away from the earlier proposed alignment.	See PN71.
3.	Extend the local area in the TIA to include intersections along Melbourne Road, Millers Road, Geelong Road, Grieve Parade, Kororoit Creek Road and Blackshaws Road.	See PN69.
4.	Update the TIA to provide turning movement estimates at interchanges and local intersections and undertake a proper analysis of local impacts in terms of intersection degree of saturation (DOS), and estimates of queue lengths and delays for individual lanes and turning movements.	This level of detail is not required across the Project at this stage of the process. Microsimulation modelling outputs of specific intersections have been provided where requested by the IAC.
5.	Provide detailed strategic and spreadsheet modelling outputs and	No.

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	adjustments in the TIA.	
6.	To minimise the demand for truck use of local roads, it is my strong recommendation that the proposed direct tolls on trucks between [Millers Road] and Melbourne [Road] be removed.	No.
7.	Provide further details for pedestrian and cyclist path connections, safety, and dedicated infrastructure serving connections to the Federation Trail from key local roads, overpasses and through interchanges.	This will be addressed through detailed design.
8.	Develop a strategic link from Grieve Parade to Market Road as a long-term measure (as per the Brooklyn Evolution Long-term Framework Plan).	This is outside the Project scope.
9.	Extend the new fifth westbound lane to Forsyth Road interchange.	This is outside the Project scope and is a matter for VicRoads.
10.	Examine and explain why there is a need for a 3-lane outbound tunnel that reduces to 2 lanes immediately after exiting the tunnel.	The outbound southern portal should be reviewed as part of detailed design.
11.	Provide further details of traffic impacts arising from the construction compounds and haul routes including microsimulation models showing	This will be addressed in the CNVMP and the Traffic Management Plans in accordance with

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	peak congestion conditions during construction and also the analysis to assess traffic performance during construction.	NVP3 and TP3.
12.	Provide access to the southern tunnel portal compound via a link under WGF from the north – not via New Street.	No.
13.	An alternative recommendation to removing direct tolls on trucks between Grieve Parade and Melbourne Road is to introduce full truck bans on Blackshaws Road, Hudsons Road, North Road, Millers Road and Kororoit Creek (east of Millers Road).	Truck bans will be implemented on Blackshaws Road and Hudsons Road.
14.	Preserve Millers Road as key N-S corridor for residents, businesses, pedestrian and cyclists, and upgrade the Grieve Parade interchange by adding ramps to/ from the M80 Western Ring Road and construct new west-facing ramps to Dohertys Road to Princes Freeway.	This is outside the Project scope.
15.	Assess ramp metering operations and determine upgrades, such as number of metering lanes at the on-ramps.	This is an operational detail.
16.	An alternative to truck bans on Millers Road is to enhance landscaping,	As well as removing the toll point between Grieve

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	cross section and local access on Millers Road north of the freeway to minimise impacts to local residents and businesses. A corridor study is required on Millers Road between Geelong Road and Blackshaws Road to propose improvements to mitigate impacts of additional traffic using this route.	Parade and Millers Road, WDA is tailoring off-reservation noise mitigation for residents of Millers Road. VicRoads will continue to monitor network operation on Millers Road.
17.	Provide dedicated bus lanes and priority measures to assist bus operations and services. Public transport should be prioritised/augmented during construction to assist managing traffic capacity/performance along the Project corridor.	This does not require a recommendation by the IAC.
18.	Transit lanes should be provided to encourage multi-occupant passenger vehicles on the Freeway (even if these are only at on-ramps).	This does not require a recommendation by the IAC.
19.	Provide further details on pedestrian and cyclist path connections, safety and dedicated infrastructure onto the Federation Trail from key local roads, overpasses, and through interchanges.	This repeats item 7 and will be addressed through detailed design.
20.	Provide grade separation of Federation Trail at Hyde Street with a seamless connection to the Coastal Bay Trail, including an upgrade of the shared use	This is not warranted by the Project.

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	path between the end of Federation Trail and the West Gate bike punt.	
21.	The proposed upgrade of Federation Trail west of Millers Road to be a full reconstruction in concrete, including public lighting, and should be implemented along the upgraded and new alignment of the Trail.	This will be addressed through detailed design.
22.	Provide a shared path through the land along the edge of the Freeway and connecting the State Government land to the west of Beevers Street (that could also be used for emergency vehicle access).	This is not warranted by the Project.
23.	In the design of the two pedestrian overpass upgrades consider current access to the ramps and ensure connections are provided to a high standard in consultation with HBCC.	This will be addressed through detailed design.
24.	All proposed new and upgraded active transport linkages should be delivered as early as possible to encourage travel behaviour change and ongoing local connectivity.	This does not require a recommendation by the IAC.
25.	A corridor study should be undertaken on Geelong Road to identify upgrades to the Grieve Parade, Millers Road, Francis Street and McDonald Road intersections.	This is not warranted by the Project and is a matter for VicRoads.

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26.	The project should contribute to the LATM plans for Altona North, South Kingsville, Spotswood and Brooklyn areas.	No.
27.	Provide a shared path through the land along the edge of the Freeway and connecting the State Government land to the west of Beevers Street (that could also be used for emergency vehicle access).	This repeats item 22 and is not warranted by the Project.
28.	Reconfigure Blackshaws Road / Shute Street / Melbourne Road intersection to achieve additional capacity	This is not warranted by the Project.
29.	Consider pedestrian/cycling links to Spotswood and Newport Rail stations.	This is not warranted by the Project.
30.	Improve the link between the proposed open space at Precinct 15 and Edwards Reserve through the establishment of a shared path along the railway reserve.	This is not warranted by the Project.
31.	Address the undesirable issue of Freeway access from the local street network in Spotswood, e.g. intersection treatments, parking and local access	This is not warranted by the Project.

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	consideration.	
32.	Introduce truck bans in Spotswood to protect the local area from traffic short cutting through the area.	No.
33.	The use of Hall Street as a construction traffic route is not supported due to the environmental, amenity and visual impacts on the Emma McLean Kindergarten and an alternative access is required to be identified.	This will be addressed in the CNVMP and the Traffic Management Plans in accordance with NVP3 and TP3.
34.	Further analysis required in regard to the traffic impact on Douglas Parade and Hyde Street.	No.
35.	Further detail is required on likely frequency and impacts of tunnel closures during operation and incidents and the stated use of the Hyde Street ramps to detour traffic.	No.
36.	If a shared path has a high proportion of commuters then consideration should be given to developing segregated paths to minimise conflicts	No.

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	between cyclists and pedestrians (p. 32).	
37.	Dynamic tolling should be considered to achieve project objectives (p. 41).	No.
38.	Viewing the micro-simulation model, both Chirag and I were surprised how uncongested the roads were – suggesting model errors given the large increase in traffic on Millers Road. The model output volumes need to be compared to existing to check that they are realistic.	Who is Chirag? <u>No response necessary.</u>
39.	The parts of the model need to be connected to show realistic operation – e.g. Millers Road had a 'break' between Geelong Road and WGF.	This has been explained and does not require a recommendation by the IAC.
40.	The model needs to incorporate the Altona Gate access and include appropriate demands to and from it.	No.
41.	New west-facing ramps between M80 and Grieve Parade should be incorporated into detail design – even if only to future-proof the design (this recommendation does not over-ride my recommendation that the	No.

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	ramps be built as a part of the Project).	
42.	New west-facing ramps between Princes Freeway and Dohertys Road should be incorporated into detail design – _even if only to future-proof the design (this recommendation does not over-ride my recommendation that the ramps be built as a part of the Project).	No.
43.	The ramps proposed above should be designed in accordance with my modified plan (Figure 1) and associated discussion in the Second Addendum Report).	No.
44.	The northerly extension of Grieve Parade should be in accordance with the Brooklyn Evolution Long-term Framework Plan.	This is not warranted by the Project.