

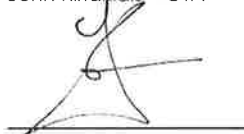
Date / Time		14 August 2017 at 10:30am
Attendees		Russell Symons (RS) – Ratio; John Kiriakidis (JK) – GTA; Agnelo Duarte (AD) – VicRoads
Item	Description	Discussion
1	Opening Comment	RS advised that Maribyrnong Council is generally supportive of the project given the anticipated reduction in local truck traffic through its municipality, although has concern regarding the impacts on the Maribyrnong River corridor
2	Key Issues	
2.1	Paramount Road Corridor	RS considers that whilst the future Paramount Road Corridor link with the West Gate Freeway shouldn't need to form part of the project, the project should not preclude its provision as a future opportunity. JK agreed that the Paramount Road Corridor link could be considered in a broader context around managing freight generated by the Tottenham and Brooklyn areas but not specifically as part of this project. AD noted that the Paramount Road Corridor link to the West Gate Freeway would likely be problematic in terms of physical design (i.e. spacing between interchanges) and operation (i.e. weaving of traffic across on and off-ramps). RS & JK agreed that this would be a challenge. Partially Agreed
2.2	Removal of Truck Curfew Exemption for Moore Street	RS considers that the impact of the removal of the truck curfew exemption on the viability of the local logistic businesses should be considered. RS also noted that the impact of increased volumes on Millers Road needs to be considered. JK agreed that the Millers Road impact is a relevant consideration however the 'viability' issue is an economic consideration relevant to the IAC but outside the scope of the transport engineering expertise. On the Millers Road impact, JK noted his comfort with the forecast project outcomes documented in Project Note 1 involving the removal of the toll point between Grieve Parade and Millers Road interchanges. AD noted VicRoads support that the toll point location be reconsidered. Partially Agreed
2.3	Provision of Mackenzie Road Ramps	RS questioned the need for the Mackenzie Road ramps, whilst also presenting an option to defer their provision if they are required. JK & AD consider that the Mackenzie Road ramps are required and that they should not be deferred. Disagreed Associated discussion included: - RS considers that further regard should be given to a technical comparison between the ramp options at Mackenzie Road and Dock Link Road, and that the IAC should consider the benefits of an alternate connection (including any design issues) against the impact on the Maribyrnong River corridor. JK considers that sufficient justification exists for the Mackenzie Road ramps. JK agreed that a technical note to clarify whether the Dock Link Road connection is practical from a delivery perspective given possible capacity reductions in the Northern Service Road and weaving issues at the bottom of any exit ramp; the technical note should also cover the retention or closure of Coode Road. Disagreed (other than agreement to provide technical note) - RS considers that the Mackenzie Road ramps could be deferred to future time when it was required. JK noted that the modelling indicates second connection into the Port is required, and considered it undesirable to have a greater level of at-grade traffic circulation that would result if only one connection was provided for a period. JK also questioned concern with the future funding arrangements if the works were deferred. AD considers that a single access to the Port is highly undesirable even under a staged arrangement. Disagreed - RS noted that the peak hour traffic volumes embedded within the modelling for the Port connections may be substantially overestimated (20% peak hour to daily predicted ratio versus 12% existing). JK agreed that a technical note should be issued by the project team to clarify peak hour traffic volumes. Pending (agreement to provide technical note)

Reviewed and agreed:

Russell Symons – Ratio

John Kiriakidis – GTA

Agnelo Duarte – VicRoads


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