• Good morning and thank you for the opportunity to speak today.
• My name is Natasha Reifschneider and I am here to provide a submission on behalf of RRR.
• I live in Rosanna and have lived in Banyule most of my life

Sessional Member
• Before I give my submission, I would like acknowledge that I am a sessional member of Planning Panels Victoria and I am making this submission as a private citizen.
• For the record, I have also advised the Chief Panel Member

RRR Background – cut down
• In 2012 I was walking on the footpath on Rosanna Road on the way to the Heidelberg shopping centre with my 2 year old in the pram.
• In front of me a truck travelling on the road clipped a power pole which resulted in the steel poles it was carrying to come loose on the back of the truck tray and spill off the travelling truck on the footpath in front of me. It was a very frightening experience.
• In sharing this story I found out there was many people in the community who had similar experiences or vehicles accidents on Rosanna Road.
• That’s when RRR started. In 2012.
• It was started by a group of residents to gather information on road incidents, and work
with the Banyule Council and VicRoads to investigate the issues on Rosanna road and find a way to resolve them.

- We are not an ‘anti-truck’ lobby group. We see ourselves as representing all users of RR.
- We are not politically aligned and operate on a 100% volunteer basis
- We have a following on Facebook of over 1390 followers

- We have a very engaged online community who send us details of incidents via our website, messenger and Facebook and monitor issues
- We are widely supported by the local community:
  - In 2017 we submitted a petition to our State Member Anthony Carbines demanding action on RR
  - In 2018 we submitted a petition to parliament to address the safety issues on RR.
Community Groups Alignment – Rosanna Road is unsafe

• Rosanna Road is unsafe
• Rosanna Road lane width is not wide enough for freight
• The Government must deliver on his promised to ‘give back local roads to local people’
• We want trucks banned on Rosanna Road after NEL is constructed

Your committee has heard from many members of the public and no doubt read hundreds of submissions on this project from residents in Banyule.

However I can confidently say that the one issue all groups agree on, is Rosanna Road is unsafe.

We all agree that the safety concern is due to big trucks using a roadway with narrow lanes not designed as freight route.

We all agree the road is dangerous and freight need a purpose built road when NEL is built to make us all feel safe and improve our amenity.
North East Link

• We support the NEL Project.

• Infact we have lobbied for NEL for many years.

• We acknowledge a freeway is needed to link the M80 to the Eastern Freeway to replace Rosanna Road which is performing as an interstate freight route.

• However....
There is an expectation that when NEL is operational, trucks will be banned on Rosanna Road, like in the west.

NEL DOES COMES AT A GREAT COST TO THE LOCAL COMMUNITY

NEL is going to divide Banyule in half, people will loose their homes, the community and environment will be impacted by construction for many years... This project will change this community forever

Therefore we submit that the community benefits need to be long lasting, guaranteed and meaningful.

One way to ensure this project results in a community benefit is to guarantee the local roads linking the M80 to the Eastern are returned to the local community.

When we speak with members of the community about NEL and Rosanna Road people are expecting the silver lining of the NEL project will be a truck ban on RR.

One of the selling points of NEL is the project will ‘Give Back local Roads to Local People’, and ‘get the trucks off local roads’.

However, no Truck ban on Rosanna Road is proposed by this project to give the road back.
At this point, I’d like to reference the IAC Report and MINISTER’S ASSESSMENT OF THE WEST GATE TUNNEL PROJECT.

Several members of this committee assessed this project, so I don’t need to go into this project and recommendations in detail.

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Our group have looked at this project closely.

- During the West Gate tunnel hearing in August 2017 announcements were made by the State Government in response to issues and concerns raised by the community regarding trucks use of local roads. Pg 13 of IAC report
- A change to the Project was announced during the hearing to include 24/7 truck bans to local roads when WGT opens.

The Minister for Planning Richard Wynne made the assessment of this project and supported truck bans on local roads to get trucks onto the West Gate Tunnel freeway.

I would like to quote what was announced by the Government for the WGT project:

‘Shuttle rates, trip capping, night time discounts and truck bans will provide incentives for
industry to use the new, faster, more efficient route for trucks travelling to the Port of Melbourne.
Trucks with a local origin or destination in the area will be exempt from the truck bans.’

***************
We want the same INCENTIVES for NEL
It is reasonable for this community to expect the very same INCENTIVES be imposed on the transport and logistics industry that were acceptable for the West Gate Tunnel project.

It’s the same Minister assessing this project, and hence we are asking for an equitable management measure to INCENTIZE TRUCKS to use NEL.
NSW GOVERNMENT IMPLEMENTS TRUCK BANS ON NORTHCONNEX

We also know of the North Connex Motorway in Sydney.

This freeway project will remove 5,000 trucks off an arterial Road every day.

The project is true to its word in REMOVING TRUCKS OFF LOCAL ROADS as the project implements a truck ban and regulates compliance with the ban.

Trucks are **required** to use the NorthConnex tunnel, unless they have a genuine local destination.

**

This is two examples of projects that are delivering what they are promising.

Ensuring roads are delivered back to local people whilst providing a national freight route.
For this committee to understand why freight must be banned on Rosanna Road after NEL is open, I need to take a moment to explain the issues the local community and all users of RR face using this road daily.

I am sure you have already heard from submitters on these issues.

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• Rosanna road is performing the function of the NEL currently.
• It was never designed as a freeway link

• The residential communities to the east of Rosanna Road are land locked by the Yarra River (POINT TO MAP) and the thousands of residents in this area use Rosanna road to access services, schools and transport to the west.

• So this road performs a very important function for the local community. Given the Yarra River barrier there is no way to avoid using the Rosanna road if you live in the Rosana East area.

• Rosanna Road is also a freight route and an Over Dimensional Truck route.
• 89 per cent of the freight on Rosanna Road is through traffic travelling between freeways

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• It’s important to note that this community inherited the freight route due to the lack of planning for a link between both freeways. No one here chose to live on a truck route, it was imposed on us.
So what are the safety issues on RR?

The biggest safety issue is the road lanes are too narrow.

Infact in some parts of Rosanna Road lanes are under the Ausroads recommended lane width by 0.7m

We know this because VicRoads engaged consultants ‘Safe System Solutions’ in 2016 to undertake ‘Road Safety Assessment’. – You have a copy of this report which was provided with my written submission.

The narrow road lane width of Rosanna Road has a direct impact on road users:

1. There are frequent car and truck accidents
2. People feel unsafe driving on Rosanna Road
3. Pedestrians feeling unsafe walking on the narrow footpath
4. Truck drivers feel unsafe driving down RR

• And its not just a ‘feeling of being unsafe’.
• Its real. There are frequent accidents.
HEAVY FREIGHT VEHICLES DO NOT FIT IN THE LANES ON RR

• This is not an opinion. It's fact.
• The VicRoads Safety Report tells us this in section 9.5.

• The maximum width of a B-Double is 2.5m (not including mirrors).
• Some isolated sections of RR where turning lanes have been squeezed into what was once a two lane each way road lane width is 2.6m.

• So we have a truck 2.5m (without mirrors) travelling down a road with 2.6m lanes.

• When we add mirrors

• The truck width is over 2.9 metres

• B-Doubles do not fit in lanes on RR

As a result of trucks not fitting in lanes we have  - Road rage, trucks hitting roadside infrastructure and safety issues
As a result there is accidents and road rage as seen on this video right outside Heidelberg Activity Centre

This video is taken by one of our followers and posted on our Facebook site.
Another couple of examples of the impact of Narrow Lane width on RR

The photo on the left - car pushed off the road by a truck that was too big for its lane and encroached on the green cars lane.

The photo of the right – truck waiting at the lights at Darebin Street. As you can see, due to its size the truck is overhanging the turning lane, preventing the white car in accessing the turning lane.

This shows one example of the size of trucks in narrow lanes impacting on access, and holding up traffic.
Lanes too narrow for trucks – impacts on safety

Trucks too big for lanes

This photo again illustrates what we see day to day on Rosanna Road – trucks encroaching into neighbouring vehicles lanes as they just don’t fit.

It's not the truck drivers fault..... The road space simply is not designed for the size of the trucks.
Damage to roadside infrastructure

Pedestrians at risk

Narrow Lanes also results in damage to Roadside Infrastructure.

- Due to the camber, or slope of Rosanna Road towards the kerb, power poles are shaved by passing trucks.

- These photos show you the result of truck tilt.

- At a pedestrian crossing point..

- Timber power poles chipped away until eventually ..

- PTO
The poles fall

Power poles come down

Everyone is put at risk

On this occasion in 2015, surrounding residents had no power for 7 hours in the middle of winter
January 18, 2016 & March 22, 2016
Safety barrier taken out by two trucks travelling side by side

Safety Barriers Hit by passing trucks

We also see safety barriers hit by passing trucks too big for the lanes.
Damage to curbs and footpaths

- Damage to curbs and footpaths due to the road pavement not being wide enough for long trucks to make the turns.

- This is right outside the Heidelberg Activity Centre
7 times in 12 months pedestrian lights knocked out by trucks

**Risk to Pedestrians**

And lastly and very disturbingly narrow lane width has resulted in pedestrian traffic lights on the Cnr of Burgundy and Rosanna Road knocked out time and time again by trucks mounting the kerb when making the turn.

This is Heidelberg Activity Centre. A location the State Government are encouraging pedestrian movements, shopping, and public transport.

This isn’t bad luck, or bad driving. It’s a big truck in a narrow lane trying to make a turn.

This is a tragedy waiting to happen.
• Accident data

• Now I would like to refer to Attachment 1 of my submission – ‘Rosanna Road Accident Record’
• This is a public record of the accidents the public has captured and posted in real time on our Facebook page
• Many of these accidents are not recorded by VicRoads.
• We don’t know why, as many of them are causalities with police and ambulance in attendance.

• I’d like to give you an example of accidents not being recorded on Rosanna Road to paint the picture for the committee that the situation on Rosanna Road is probably worse than VicRoads submit – Please turn to Attachment 2 of my submission – ‘Assisi Centre Locality Accidents’
• This document shows real time Facebook posts of accidents on one particular intersection of Rosanna Road.
• We recorded 8 crashes in 3 years – 2016 to 2019.
• This was very concerning – people were injured. We raised it with VicRoads time and time again.
• On at least 3 of these occasions people were take to hospital – known as a ‘casualty’ as l
understand.
• You can even verify my claim by the photos where you see the ambulance in attendance.
• Yet on the very last page of this document after contacting VicRoads once again to address
  the matter we received an email to say and I quote and its on the screen.
  • ‘in response to your concerns VicRoads has reviewed the recent casualty crashes
    at this intersection in the last five-year period and found there have been no
    accidents recorded at this intersection.’

• We have tried to investigate why the causality crashes we have on record were not on
  VicRoads database without success.
• However, as you can appreciate the Victoria Police are not obliged to provide data of
  when they responded to an incident on Rosanna Road to a community group such as ours.

• What I am getting at here is there are many more causality crashes than VicRoads records
  demonstrate on Rosanna Road.
Its not just RRR that highlight the safety issues on Rosanna Road. We are supported by the community who see these issues too.

**We have strong community support for safety issues to be addressed:**

- As you know, 68 submission to NEL were on Rosanna Road and the need for a truck ban.
- The NEL Social Impact Assessment also acknowledges the safety concerns on RR

However what really drives me to present to you today is to put to this committee the stories of the people in this area who use this road every day.

In 2017 Resolve Rosanna Road arranged a petition to address safety on Rosanna Road to the State Member for Ivanhoe Anthony Carbines. I’d like to now table **Attachment 3 of my submission – ‘2017 Petition to Anthony Carbines comments’**

It’s the comments in this petition which are frightening. I would like to read you a couple of the accounts included in this petition:

‘This is such a dangerous road to drive on. I have had a mirror ripped off by a truck driving...”
way too fast and my husband’s car were lifted off the road and he was towed for 300 metres by a truck. The truck driver had no idea his car was attached! The road is too narrow for the trucks that travel at speed along it.’ Jane Powick

‘While stationery in the right hand slip lane turning into Station St I was sideswiped by a semi-trailer that didn’t stop.’ Emma Hegarty

‘The traffic on Rosanna Road is unsafe and as a resident something needs to be done sooner rather than later. The trucks are dangerous when they drive next to each other in lanes that are only big enough for cars. We no longer use turning lanes to get into our streets as you take you life into your own hands trying to turn.’

‘The government knows how urgent it is to build NE link to ease the traffic on the road or for the matter to get big trucks off the road for the safety of other vehicles and walking footpath traffic’
VTA also believe RR is unsafe

- Rosanna Road is unsafe for trucks
- Big Truck on Big Roads

Victorian Transport Association

- We have been speaking with the Victorian Transport Association who also believe RR is not suitable for trucks.
- They see the safety issues for their members.
- They support big trucks on big roads
VicRoads Rosanna Road Safety Improvement Project

- 40km/h speed limit
- New pedestrian crossings
- New traffic lights

**NO WORKS TO ADDRESS THE LANE WIDTH AND NUMBER ONE COMMUNITY CONCERN..**

Because it can't be done... a new wider road is needed

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**VicRoads Rosanna Road Safety Improvement Project**

- As your probably aware, VicRoads is currently undertaking the Rosanna road safety improvement project.

- It was promised 18 months ago, and conveniently just started now whilst this hearing is in session.

- The community welcomes this work.

- HOWEVER none of this work will address the number one community issue narrow lane width.

- WHY?

- Our view is because without property acquisition the road can not be widened.

- AND it would be crazy to spend millions on land acquisition on Rosanna Road to allow for safe passage of trucks and vehicles when the State is spending $16Billion on a
freeway designed for trucks!
NEL MUST BE DESIGNED TO TAKE AWAY THE NEED FOR ROSANNA ROAD TO FUNCTION AS INTERSTATE FREIGHT ROUTE — ITS JUST NOT SAFE

Considering the limitations of Rosanna Road, we submit:

• The NELP must be designed to take away the need for RR to function as an interstate freight route and it must take the through trucks off RR.

• NEL can deliver great benefits for the local community.

• This can be done by banning trucks to incentive the trucks to use the NEL.
Regarding the NELP project specifically, the project proposes Rosanna Road to function as a Contaminated material haul route to support the project construction.

NELP proposes this haulage route for contaminated material will result in more than 1,450 extra trucks on RR per day – or considering the truck curfew limitations – 90 extra trucks an hour.

- As I have submitted today
  1. Vicroads own safety report shows RR lanes are under standed lane width for trucks
  2. The community using this road feel unsafe on this road
  3. Truck drivers themselves are vulnerable

- Given the issues with this road, why has there not been an assessment of the risk associated with adding an extra 1450 trucks per day on RR?

- Our view is its not justified to add one extra truck on a residential road at capacity, not wide for them– its like adding fuel to the fire.
• By allowing trucks to use RR as a haul route, we believe we will see:
  • more damage to roadside infrastructure
  • More road rage from truck drivers
  • Increased accidents.
NELP will attract additional OD and dangerous goods traffic to Rosanna Road

- Lane width constraints
- Amenity impacts
- Parking on RR
- Bigger trucks, bigger stopping distance

OVER DIMENSIONAL ROUTE

- The NELP relies on the existing OD route on RR to service the trucks that can’t use the NELP tunnels.

- We understand that NELP will submit that RR is already an OD and dangerous grounds route and therefore can be used to support the NEL project.

- **We submit that the NEL project will act to attract freight traffic including OD’s to use it and in turn attract more trucks to use Rosanna Road.**

- And with growth in traffic across Melbourne and the drawing in of freight, this community will inherit a very busy OD route. The only OD route on this side of Melbourne.

- We submit that NELP has not examined the limitations of Rosanna Road design and capacity to support increased OD traffic.

- We submit that the increase in very big and heavy freight – which is what OD’s are is a
safety risk.

- We submit that the project falls short of considering alternatives for the management of OD’s and dangerous goods vehicles.

- We submit that NELP has not examined the impacts of the reliance of the OD and placard load networks on Rosanna Road and turned its mind to alternative OD route options as part of the project alternatives examination required in the scoping document.

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- We say Rosanna Road is not suitable to function as an OD and dangerous goods route as part of this project.

- Its just dangerous!!
- For the benefit of the committee, vehicle parking is permitted on Rosanna Road.
- YES, parking is permitted on Rosanna Road. And so it should be. It’s a residential Road.

- We cant answer how did RR was classified as an OD route when vehicles can park along the roadside restricting OD access.
- We do know residents and Banyule Council opposed the OD status and Vicroads imposed it anyway.
Where could OD’s Go?

So where could OD’s go as an alternative to RR?

WELL if you look at the screen:

• Currently there is a 10pm-6pm truck curfew on the roads highlighted in Yellow as part of the north-eastern suburban truck curfew

• During these curfew times trucks use CityLink or the Plenty/ Bell / Albert link which has no curfew – Green

We submit that if trucks use Plenty/ Bell / Albert link now during the current curfew times, why could OD’s not use these roads too?

These are big, wide roads with medium strips in the middle and large intersections. Much more suited as an OD route.

The land use of the Bell/Albert/Plenty option is less sensitive
Infact Vicroads themselves acknowledge that the Plenty/Albert and Bell Street route has merit for an OD route.

- WE obtained the email on the screen through Freedom of Information.
- We ask ..... Why not?
- Why has NELP not investigated this OD route alternative Vicroads has said should be investigated?
- Why have they not looked at use of this current uncurfewed truck route to take the OD pressure off Rosanna Road?
- This route should be investigated as an OD route as an alternative to Rosanna Road.
- This route might be longer for freight, but it appears safer
24/7 truck ban must be part of the project design

• To provide an incentive for trucks to use NEL – as was the case with WestGate tunnel.
• Will address Toll avoidance.
• Provides further increase in capacity on the local road network for buses and cars.
• Safer crossing for pedestrians and driveway access for locals
• No further damage to roadside infrastructure.
• Remove engine break noise.
• Will maintain only one major truck routes through the municipality (NEL).
• Improve air quality
• Allow Heidelberg Activity Centre to be realized
• Make the community feel a little safer to have the local arterial removed as a freight route.

So, Back to the trucks that are not OD’s.. So why are we pushing so hard for a 24/7 truck ban on RR?

• Firstly, there is precedence...

• Our community wants the same incentives for trucks to use NEL as was implemented in the industrial suburbs of the west.

• A 24/7 truck ban will guarantee the project will provide local roads back to local people.

• ensure trucks do not use Rosanna Road to avoid the Tolls.

• increase in capacity in the local road network for locals. To give locals better traffic flow.

• allow road users to feel safer on Rosanna Road which was never designed as a freight route.

• provide safer road crossing for pedestrians, traffic lights will not longer be hit out by large through trucks.
• address the incidents of damage to roadside infrastructure.

• provide a safer road for local buses that currently compete for road space next to freight trucks.

• allow the Heidelberg Activity centre to be better integrated with the parklands on the east of Rosanna Road.
NEL Sensitivity Test

‘The 24-hour curfew test saw a general decrease in truck volumes from curfewed roads, to curfew-free arterial roads and North East Link. Truck volumes were estimated to decrease on roads such as Greensborough Road and Main Road, and divert to curfew-free roads such as, Manningham Road and North East Link. Changes to car volumes were generally immaterial.’

Page 484 Smedtech traffic report.

WE also know from NELP’s own traffic study that a 24/7 curfew is beneficial.

• NELP undertook a sensitivity test and found that a truck ban on curfewed roads such as Rosanna Road would see an increase in trucks on NELP.

• So we know a truck ban will work and push trucks onto NELP
Project Recommendations

1. Implement the same 24/7 truck ban incentives as was applied to west gate tunnel project after NELP is built.
2. No additional trucks on Rosanna Road during construction of NELP.
3. The Plenty Road/ Albert St/ Bell Street route be seriously investigated as an OD/ dangerous goods route to relieve the pressure on Rosanna Road as the only OD1 route.
4. Allow only the placard load and ODs under permit that can not use the tunnels to use Rosanna Road through enforcement such as through an electronic monitoring system.
5. Downgrade the status of Rosanna Road to arterial road once NELP opens

In conclusion

For far too long, residents of Rosanna have shouldered the unjust burden of having their residential streets used as truck route between the M80 and Eastern fwy due to poor transport planning decisions for Melbourne.

Then we were forced at accept the OD route which Banyule residents and Council rejected and Vicroads imposed this on us anyway.

We have been patient, and watched our local road that we all rely on to get to our services and workplaces become a default freeway.

In summary, for the best outcome for the community we would like this committee to recommend the following changes to this project to ensure it delivers a fair and lasting community benefit – just like we see in the west of Melbourne.

1. Implement the same 24/7 truck ban incentives as was applied to west gate tunnel project after NELP is built on RR
2. No additional trucks use Rosanna Road during construction of NELP
3. The Plenty Road/ Albert St/ Bell Street route be seriously investigated as an OD/
dangerous goods route to relieve the impact on Rosanna Road as the only OD1 route.
4. Allow only the placard load and ODs under permit that can not use the tunnels to use Rosanna Road through enforcement such as through an electronic monitoring system.
5. Downgrade the status of Rosanna Road to arterial road once NELP opens

We feel these requests are very reasonable and justified.
RRR has had ongoing correspondence with VicRoads since inception of the group with little action.

Council has also had ongoing attempts to raise the issue of Rosanna Road with little response.

Before I finish, I can preempt one of the Committees questions which might be what dialogue have we had with VicRoads.

RRR has had ongoing correspondence with VicRoads since inception of the group. To demonstrate this I’d like to table Attachment 4 – Correspondence with Roads Minister.’

I have provided copies of the key correspondence to and from the Roads Minister for your interest. There are many.

We have many answered emails to Vicroads and unreturned phone calls. I have evidence of this I am happy to provide.

I’m not going to waste the Committees time going through this correspondence, but what I want to make clear is we have tried all the channels to raise these issues regarding trucks and lane width and that is why we are here today so they are recorded for everyone to hear before we are an inquest hearing.

The problem is we have had no fatalities on Rosanna Road.

Unfortunately, a death on Rosanna Road will create attention, budget and change.
Let’s not let that happen.

Thank you for providing the opportunity to be heard and provide this information for the public record.
QUESTIONS