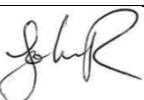


Report	Amendment C162; Conclave of expert witnesses - strategic transport modelling; Agreed Statement		
Location	Victorian Planning Authority Level 25, 35 Collins St	Date/Time of Conclave Meeting	2pm, 5 September 2016
Participants	Frank Deserio (VicRoads), Lisa Kogios (VicRoads), Stephen Pelosi (Movendo, representing Melton City Council), Hilary Marshall (Ratio, representing Mount Atkinson Holdings), Don Robertson (Traffix Group, representing MSA Properties), John Richardson (Jacobs, representing VPA) and James Ramsey (Jacobs, representing VPA)		

Issue	Agreed Points
<p>1 <i>Representativeness of the Model used for the Mt Atkinson and Tarneit Plains PSP</i></p> <p>John Richardson described the strategic modelling review conducted by Jacobs showed that the Rockbank VITM model was a fair representation of the PSP at 2046 but had limitations at 2026 which meant that conclusions needed to be derived from 2046.</p>	<p>The Rockbank VITM model was a fair representation of the PSP at 2046 but had limitations at 2026</p>
<p>2 <i>Reliability of 2026 Modelling</i></p> <p>Stephen Pelosi, Don Robertson, Frank Deserio and Hilary Marshall all preferred that a 2026 model be setup specifically for the Mount Atkinson and Tarneit Plains PSP to include the land use and employment forecasts for Mount Atkinson and Tarneit Plains. Main reasons were:</p> <ul style="list-style-type: none"> • Intersection modelling is not currently based on best available information. It is not clear whether the traffic forecasts that have been developed on Hopkins Road accurately reflect the likely traffic patterns and volumes for 2026. • Would like more certainty about the required width of Hopkins Road and Mount Atkinson Road required at 2026 • To reach a better understanding of exactly what road infrastructure is needed at 2026 in order to allocate funds <p>Stephen Pelosi has suggested that the 2026 modelling needs to include adjustments to the public transport modelling to reflect the recently announced funding to duplicate the Melbourne to Ballarat railway line (with ultimate electrification in the future), which will result in increased services and incidences of boom gates being down (intermittently closing Hopkins Road).</p> <p>John Richardson explained that the assumption in VITM is that Hopkins Road is grade separated at 2026 and 2046 and there is no station at Mount Atkinson, so the duplication will have no impact on the traffic forecasts.</p>	<p>Strategic modelling (using VITM) to be undertaken for 2026 using an agreed set of inputs</p>
<p>3 <i>Appropriateness of the Overall Transport Plan for Mt Atkinson and Tarneit Plains</i></p> <p>Discussion about the overall transport plan between all experts. No major limitations were identified with the proposed arterial road network, other than the need to provide improved 2026 modelling.</p>	<p>Fundamental structure of the proposed arterial road network for the PSP is sound.</p>

Declaration

I agree to all of the above statements, as relevant to my area of expertise and where I have made a contribution as identified in the commentary section under each issue.

Name	Organisation	Signature	Date
Frank Deserio	VicRoads		7 September 2016
Stephen Pelosi	Movendo		7 September 2016
Hilary Marshall	Ratio		7 September 2016
Don Robertson	Traffix Group		7 September 2016
John Richardson	Jacobs		7 September 2016