

Mt Atkinson and Tarneit PSP – Melton Amendment C162

Traffic Conclave – 5 September 2016 – Agreed Statement

Attendees:

Chris Butler (CB) – Cardno

Tim McKinley (TM) - Cardno

Don Robertson (DR) - Traffix Group

Stephen Pelosi (SP) – Movendo

Frank Deserio (FD) – VicRoads

Apologies:

Hillary Marshall - Ratio

The discussion was based upon the reports exchanged in the week ending on Friday the 2nd September 2016.

Commentary - The Traffix report indicates that an 80,240 m² retail and bulky goods development has been assumed to be developed on the site for the 2026 analysis period. Ultimately the site has been assumed to be developed to include a further 15,800 m² of office and 156,000 m² of industrial use for the 2046 period. The land areas were taken from the VPA concept plan of the Mt Atkinson and Tarneit Plains PSP. The level of development has been derived by scaling off areas, assuming a single level of construction and applying general 'rules of thumb' for floor area to land area ratios for various uses.

It is generally agreed (subject to appropriate detailed analysis) that the following works are required to facilitate access to the site:

Intersection 01 – Hopkins Road / Western Freeway

- The conversion of the existing roundabout at Hopkins Road / Western Freeway Ramps to a signalised intersection.
- The construction of a new two way road section between Intersection 01 and a new intersection that provides access to the northern portion of the site.
- The construction of an intersection to facilitate access to the site.

Intersection 02 – Hopkins Road / Meskos Road / Sheahan Road

- The provision of a signalised intersection at Hopkins Road in the vicinity of Sheahan Road and Meskos Road

Contributions: CB, TM, DR, SP, FD

Item	Position	Commentary
IT-02 Interim as defined within Cardno evidence	Agreed	a) Two signalised intersections are required to access the development sites in the interim period, and therefore the intersections as defined within the Cardno evidence (i.e. retain the roundabout at IT-01 and construct new interim signals at IT-02) was not discussed.
	Not Agreed	a) Nil
IT- 01 Hopkins Road / Western Freeway / Site Access Interim as defined within Traffix evidence	Agreed	<p>a) The intersection as shown within the Traffix report does not accord with the standard interim template for Primary Arterial/Secondary Arterial Intersections as defined by VPA/VicRoads, as envisaged by VPA.</p> <p>b) The standard interim template for Primary Arterial/Secondary Arterial Intersections as defined by VPA/VicRoads does not allow for the level of development (and therefore traffic generated) envisaged in the Traffix report based on the shaded area within the PSP draft plan.</p> <p>c) In order for the intersections to be designed to accommodate the higher level of development defined within the Traffix report, the following changes to the standard template are required for IT-01.</p> <ul style="list-style-type: none"> • One additional lane needs to be provided for right turning traffic on the northern and eastern approach • One additional lane needs to be provided for left turning traffic on the western approach • Lengthening of turning lanes required on north, south and east approaches (100-150m each turning lane) • By providing a western approach in the interim, the installation of an intersection west of the IT-01 is required to accommodate the freeway on ramp and PSP area access. The intersection and connection between it and the signals has to be constructed. <p>d) Further work required by Traffix to allow for the provision of an eastern departure leg to accommodate service station access. Intersection as presented does not allow for this movement. Length of through lanes on the northern and southern approaches also to be amended.</p> <p>e) The suitability of the VITM through traffic volumes used as reliance data for 2026 were queried by SP and raised as an item for further consideration and analysis</p>
	Not Agreed	a) N/A

<p>IT-02 Hopkins Road / Sheahan Road / Meskos Road</p> <p>Interim as defined within Traffix evidence</p>	<p>Agreed</p>	<p>a) The intersection as shown within the Traffix report does not accord with the standard interim template for Primary Arterial/Industrial Connector Intersections as defined by VPA/VicRoads.</p> <p>b) The standard interim template for Primary Arterial/Industrial Connector Intersections as defined by VPA/VicRoads does not allow for the level of development (and therefore traffic generated) envisaged in the Traffix report based on the shaded area within the PSP.</p> <p>c) In order for the intersections to be designed to accommodate the higher level of development, the following changes to the standard template are required for IT-02</p> <ul style="list-style-type: none"> • Additional left lane on the west approach and additional right turn lane on the north approach • Lengthening of turning lanes required on all approaches (100-150m each turning lane) with the exception of single left turn slip lanes <p>d) Length of through lanes as well as the impact of railway boom gates must be considered by Traffix</p>
	<p>Not Agreed</p>	<p>N/A</p>

<p>IT- 01 Hopkins Road / western Freeway / Site Access</p> <p>Ultimate</p>	<p>Agreed</p>	<p>a) The intersection as shown within the Traffix report does not accord with the standard ultimate template for Primary Arterial/Secondary Arterial Intersections as defined by VPA/VicRoads.</p> <p>b) The standard ultimate template for Primary Arterial/Secondary Arterial Intersections as defined by VPA/VicRoads does not allow for the level of development (and therefore traffic generated) envisaged in the Traffix report based on the shaded area within the PSP.</p> <p>c) In order for the intersections to be designed to accommodate the higher level of development, the following changes to the standard template are required</p> <ul style="list-style-type: none"> • Additional through lanes need to be provided on both the north and south approach • Two additional right turn lanes need to be provided on the east and west approaches • One additional left turn lane be provided on the east and west approaches • Lengthening of left turn lane on the eastern approach by 200m • Lengthening of the left turn lane on the western approach by 100m <p>d) The SIDRA concept design proposed (i.e. four through lanes, multiple turning lanes, merging and weaving between intersections and internal interface) must be detailed in a scalable concept design to determine geometric, land take and operational issues.</p> <p>e) The 2046 volumes are considered suitable based on the Jacobs report</p>
	<p>Not Agreed</p>	<p>a) N/A</p>

<p>IT-02 Hopkins Road / Sheahan Road / Meskos Road</p> <p>Ultimate</p>	<p>Agreed</p>	<p>a) The intersection as shown within the Traffix report does not accord with the standard ultimate template for Primary Arterial/Industrial Connector Intersections as defined by VPA/VicRoads, as envisaged by VPA.</p> <p>b) The standard ultimate template for Primary Arterial/Industrial Connector Intersections as defined by VPA/VicRoads does not allow for the level of development (and therefore traffic generated) envisaged in the Traffix report based on the shaded area within the PSP.</p> <p>c) In order for the intersections to be designed to accommodate the higher level of development, the following changes to the standard template are required</p> <ul style="list-style-type: none"> • Additional through lanes need to be provided on both the north and south approach • One additional left turn lane be provided on the west approach • Lengthening of the left turn lane on the eastern and western approach by 100m • Lengthening of the right turn lane on the eastern approach by 100m and western approach by 50m
	<p>Not Agreed</p>	<p>N/A</p>

IT-05 (Council Submission)	Agreed	SP considered there were minor alignment improvements (shift intersection to north-west) that could be made that provide marginal traffic engineering benefits and negate the need for a small portion of land to be 'left-over'.
	Not Agreed	CB considered that having residual left over land after an intersection is constructed is not unusual and property boundaries are realigned accordingly. No pertinent traffic engineering reason to relocate the intersection.
Bike lanes on Secondary Arterial Roads	Not Agreed	SP suggests that secondary arterial roads should provide for both an off-road bike path and pedestrian path rather than an on-road bicycle lane and off-road shared path. CB suggests that the on-road lane is appropriate for 60km/h roads and shared paths supplement these users.

Further works required:

- a) Jacobs to undertake a 2026 model including Mt Atkinson and Tarneit Plains PSP to determine appropriate base case volumes
- b) Preparation of concept plans to show how geometry of intersections in the interim and ultimate scenario integrates within PSP area (showing features such as land use boundaries) and abutting roads/bridges. The concept plans are required to prove any subsequent SIDRA analysis is modelling a constructible outcome.
- c) 2026 Interim intersections to be amended by Traffix to better reflect geometry and access to the Petrol Station
- d) Undertake new analyses of the intersections with the new information above.



Chris Butler

Cardno

8/9/16

Date

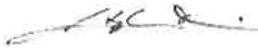


Don Robertson

Traffix Group

8/9/16

Date



Stephen Pelosi

Movendo

8 September 2016

Date



Frank Deserio

VicRoads

8/9/2016

Date