

Meeting Minutes



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Subject	Transport Conclave Minutes		
Project	Cardinia Planning Scheme Amendment C234: Pakenham East PSP		
Project No.	IS245200	File	East Pakenham PSP - Transport Conclave Minutes
Prepared by	John Richardson	Phone No.	+61 3 8668 3521
Location	452 Flinders Street, Melbourne	Date/Time	May 29, 2018 3:00 – 5:40pm
Participants	Jim Higgs - TTM Ali Abdou and Alison Dewar – Trafficworks Valentine Gnanakone – One Mile Grid Michael Bayley and Sat Satkunam – Transport for Victoria Jamie Schulz and John Richardson - Jacobs		
Copies to	Greg Tobin (Harwood Andrews) David Portelli (VPA)	Apologies	None

Dear Planning Panels Victoria,

The following matters were discussed at the transport conclave, noting that for some discussions not all attendees were present. It has been noted in the minutes when not all attendees were present

The meeting began with all participants present except Valentine Gnanakone.

Baseline traffic volumes

- 1) Jim Higgs, Ali Abdou and John Richardson agreed that assumptions made by each party with respect to future through traffic on Princes Highway were similar enough to be in agreement.

Trip distribution

- 2) Jim Higgs, Ali Abdou and John Richardson agreed that as the Collector roads move progressively to the east that more traffic is likely to head to/from the Nar Nar Goon interchange rather than travel to/from Pakenham. This same assumption was made by all experts. Whilst the exact proportions differ they were considered to be roughly comparable.

Trip generation

- 3) Agreement was not reached on the trip generation assumptions. The main point of difference was whether or not to adopt a reduction factor for internal trip making. Sat Satkunam referred to TDT

2013/04a from RMS in NSW. John Richardson suggested the guidance was unclear and not relevant for this PSP. The stance of each party was as follows:

- a. Ali Abdou adopted rates previously agreed by Council, VicRoads / TfV for the PSP of 9 trips per day (standard density lots), 5 trips per day (medium density lots), 10% of trips in the AM and PM peaks, no reduction for internal trip making. Applying no reduction is standard practice by Trafficworks, they noted they would normally adopt 6-6.5 trips per day for medium density lots. Applying no overall internal trip reduction for the subdivision is in accordance with the Technical Direction TDT 2013/04a (from RMS in NSW), and Ali believes this does apply. However, a low level of trips between the precincts to the north and south of Princes Highway was assumed (approximately 4%).
- b. John Richardson adopted 9 trips per day (standard density lots), 7 trips per day (medium density lots), 10% of trips in the AM and PM peaks, 20% reduction for internal trip making.
- c. Jim Higgs conducted traffic surveys in the area which indicated daily trip rates for standard density lots of 6.6 trips per day. Time profiles suggested a fairly flat peak, with the peak hour representing under 8% of the daily traffic. However, for the purposes of modelling the intersections he used 9 trips per day (standard density lots), 5 trips per day (medium density lots), 10% of trips in the AM and PM peaks and 25% reduction for internal trip making. The 25% internal factor was taken from a discussion at VPA but he noted that 20% would be more appropriate at maturity.
- d. Michael Bayley stated that when the draft PSP was prepared, TfV agreed to Council's adopted rates of 9 trips per day (standard density lots), 5 trips per day (medium density lots), 10% of trips in the AM and PM peaks, no reduction for internal trip making. They would like more time to review the assumptions made by other parties before reaching a conclusion.

Valentine Gnanakone arrived during the above discussion.

Funding of intersection IN-01 (Ryan Road and Princes Highway)

- 4) It was agreed by all experts that the current wording for funding requirements of IN-01 (i.e. 50% ICP contribution) should be amended, suggested put forward included:
 - a. 75% funded by the ICP, 25% funded by other parties outside the ICP for this PSP.
 - b. ICP funds the initial T-intersection (which would be designed to accommodate a future addition of a northern leg).
 - c. Jim Higgs agreed that 50% seemed too high for the northern development but that the specifics would need to be the subject of a deal to be made.

Intersection Layouts

- 5) Agreement was not reached on the exact intersection layouts, the main point of discussion was the need for a left hand slip lane from Ryan Road onto the Princes Highway, the stance of each party was:
 - a. Ali Abdou preferred a left hand slip lane for intersection performance, he showed a concept for a raised platform across the slip lane for easier crossing by pedestrians and cyclists, it would however remain uncontrolled.
 - b. Jim Higgs preferred a left hand slip lane for intersection performance and was not concerned about being able to provide a safe outcome for pedestrians.
 - c. Michael Bayley confirmed TfV was prepared to accept left hand slip lane for intersection performance; he was satisfied that any potential negative impacts on pedestrians and cyclists would be outweighed by the improved intersection performance.

- d. John Richardson preferred to avoid a left hand slip lane if possible, this was based on VicRoads guidelines for road development in growth areas, impacts on the childcare center on the south-west corner and reduced safety for pedestrians and cyclists.

It was noted that no experts had looked at concept designs for the intersection, or specifically at the impacts on the childcare center.

- 6) There are minor differences in the intersection layouts put forward by John Richardson and Ali Abdou, with the later typically requiring additional turning lanes. These stem from the higher traffic generation rates adopted by Ali. It was decided that the intersection layouts could not be resolved at the conclave until trip generation rates had been agreed.
- 7) Jim Higgs stated that there is no need for 6 lanes through the intersections in the ultimate scenario. No other experts had assessed whether 4 lanes would be sufficient – on the basis that widening of the Princes Highway was not an ICP item and would be dealt with by VicRoads when required. The current wide median means that there is sufficient room to add additional lanes within the median should they be required in the future.

SIDRA modeling targets

- 8) There were differing opinions on the target Degree of Saturation (DOS) to adopt for intersections analysis, the position of each party was:
 - a. Ali Abdou uses a practical capacity of a DOS of 0.90 for traffic signals
 - b. Sat Satkunam aims for $DOS \leq 0.90$
 - c. John Richardson, uses VicRoads guidance which states a target DOS of ≤ 0.90 with an absolute maximum of 0.95. However some leeway is appropriate when producing very long term forecasts
 - d. Jim Higgs for a DOS less than 1.0, but given the long planning horizon suggested focusing on the exact number was not essential

Sat Satkunam left the meeting

Other matters

- 9) Ali Abdou clarified that his stance on speed limits was to adopt the relevant guidelines, they were not suggesting any increase in speed limits in the Trafficworks Traffic Impact Assessment.
- 10) All experts acknowledged that no interim intersection layouts have been prepared.
- 11) A number of matters were raised by Jim Higgs that were deemed outside the scope of conclave as no other experts had made comments on them in their statements.

Jim Higgs left the meeting

Reaching agreement on modelling assumptions

- 12) It was agreed that the best mechanism for resolving the intersection layouts, would be for VPA and Transport for Victoria to come to agreement on the modelling assumptions – most importantly whether or not include a reduction for internal trip making. Once this agreement is reached then the SIDRA analysis could be repeated. The preparation of a concept design at Ryan



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Road may be required to confirm that the intersection will not impact existing properties, or appropriate mitigating measures are in place.

This signed letter confirms that the minutes are an accurate reflection of the discussions held during the transport conclave and the agreements reached.

A handwritten signature in black ink, appearing to read "John Richardson".

John Richardson

Jim Higgs

A handwritten signature in purple ink, appearing to read "Ali Abdou".

Ali Abdou

A handwritten signature in black ink, appearing to read "Michael Bayley".

Michael Bayley

A handwritten signature in black ink, appearing to read "Valentine Gnanakone".

Valentine Gnanakone