

Agenda

Meeting: Millers Road and Williamstown Road – Working Group Meeting #1

Location: MCG Room – 12 Clarke Street Sunshine

Time & Date: 6-8pm - Thursday, 20 September 2018

Attendees:

- Eric Feng (EF), Kingsville
- Charmain Gaud (CG), Save Williamstown
- Laurie Bell (LB), Brooklyn Residents Action Group Inc
- Bert Boere (BB), Brooklyn Residents Action Group Inc
- Geoff Mitchelmore (GM), Friends of Lower Kororoit Creek
- Bruce Light (BL), Don't Destroy Millers Road
- Andrew Peplinkhouse (AP), Level Crossing Removal Authority (LXRA)
- Martin Wurt (MW), Maribymong Truck Action Group (MTAG)
- Lorenzo De Fallo (LDF), Williamstown Crossing Group
- Noel Dyson (ND), Hobsons Bay Bicycle User Group
- Ian Butterworth (IB), Hobsons Bay City Council
- Garry Brennan (GB), Bicycle Network
- Jane Thomson (JT), Transport for Victoria (TfV)
- Greg Cain (GC), Victorian Transport Association (VTA)
- Paul Smith (PS), Western Distributor Authority (WDA)
- Judy Ipper-Mulholland (JM), VicRoads
- Jacqueline Novoselac (JN), VicRoads
- David Teague (DT), VicRoads
- Thomas Alemis (TA), VicRoads
- Nigel Smith (NS), TfV
- Daniel Kowalczyk (DK), TfV

Chair / Secretary: Luke Chippindale

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Agenda items

#	Item detail	Minutes	Speaker
1.	Introduction – Why are we here?	<p>Meeting opened at 6:05pm.</p> <ul style="list-style-type: none"> • Acknowledgement of Country • Structure of the Terms of Reference (ToR), <ul style="list-style-type: none"> ○ Signed ToR required by commencement of meeting two • confirmation meeting minutes would be circulated after each meeting • Group discussion regarding scope of working group 	LC

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	<ul style="list-style-type: none"> • Discussion regarding the inclusion of Kororoit Creek Road in the scope area due to the large industrial area, and noted the Williamstown Road industrial - TfV would look into this as part of their study 	CG
	<ul style="list-style-type: none"> • Discussion regarding traffic impacts beyond the area of interest. 	
	<ul style="list-style-type: none"> • Acknowledgement of heavy vehicle traffic impacts north of Geelong Road past the boundary area, reconfirming the focus on the causes within the Millers Road area 	BB
	<ul style="list-style-type: none"> • Williamstown Road had a different focus due to different development (residential) and predicted traffic outcomes 	DT
	<ul style="list-style-type: none"> • Discussion on planning involved in WGT project – noted that it was important for the group to focus on the scope of the working group 	
	<ul style="list-style-type: none"> • Discussion on funding, budget and recommendations - commitment made in the WGT EES for road improvements, with funding for recommendations from this WG 	LB
	<ul style="list-style-type: none"> • Expectation that the WG would produce recommendations for the future within 12 months 	CG/DT
	<ul style="list-style-type: none"> • Discussion related to pre-existing issues within the area of interest, including: <ul style="list-style-type: none"> - Safety, such as local access issues, risky driving behaviour, concerns around heavy vehicles, potential conflict point at Federation Trail crossing - Pedestrians and cyclists, such as unsafe bus access - Freight, including established and small businesses, optimising operational fleets, electric vehicles 	DT
	<ul style="list-style-type: none"> • Discussion regarding issues such as health, noise and diesel (from trucks) - a separate task force addressing air quality issues is running concurrently 	
	<ul style="list-style-type: none"> • Discussion regarding the integration of all the separate groups information - acknowledged that the WG could not cover all topics, however if members wanted to contribute to other groups/studies they could. Alternatively if they required information from them we could request it 	MW

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5.	<p>Group Discussion –</p> <p>Have we missed anything?</p>	<p>Have we missed anything?</p> <ul style="list-style-type: none"> • Are noise concerns included in the scope? <i>Response: the WGT EES process triggered 27 initiatives and further assessments, including three traffic studies and a number of air quality initiatives, which were broken up in order to obtain funding and action them efficiently, as noted previously this area is subject to a separate study</i> • Discussion on points missed <ul style="list-style-type: none"> ○ impacts on human health should take priority over optimising truck movements. ○ subregional issue of getting to community facilities (hospitals, shopping centres) which force commuters to use Millers Road and Williamstown Road, and that increased truck traffic would affect these journeys ○ optimal freight logistics ○ Federation Trail traffic lights ○ grade separation at Federation Trail/Millers Road, ○ truck curfew and speed limit reduction (from 60km/h to 50km/h) application to other roads ○ Removal of B-double truck route on Blackshaws Road due to increased residential development, and asked if there has been a re-analysis of where truck routes would divert to. ○ Kororoit Creek Road's east-west traffic movements and increased truck traffic ○ Williamstown Road is an arterial road and should be treated differently from the other roads under investigation. ○ M80 Freeway should be included within the scope. included in the broader TfV study. ○ safety issues at Paringa Road regarding intersection design, safe spaces and crossings for pedestrians and turning speeds, ○ rail freight travels through five level crossings, including existing truck routes, and needs to be remediated to alleviate noise impacts. ○ public transport, particularly bus routes in the area ○ Williamstown Road is a major community hub and planning around these facilities needs to be done, focusing on preventing projected truck movements ○ creation of a dual carriageway on Melbourne Road and Geelong Road, with separation for car ○ Kororoit Creek Road truck movements ○ alternate truck route via Cemetery Road as a potential solution ○ creating options for shared footpaths during construction and operation of WGT (since Federation Trail will be impacted) 	<p>EF</p> <p>Group</p>
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	Have we missed anyone?	<p>Suggested invitees:</p> <ul style="list-style-type: none"> • City of Maribyrnong Council • Victoria Walks should be represented • RACV to add value to traffic discussions • Local school representative • the Ports Authority • Business representatives from Altona Gates shopping centre and small business owners 	
6.	<p>Next steps</p> <p>What does success look like?</p>	<ul style="list-style-type: none"> • Have a recommendation about how to make both corridors work with the safest and best possible amenity and access for groups living and working along it, within one year's time <p>Meeting closed at 8.16 pm and contact information provided</p>	
7.	Action items	<ul style="list-style-type: none"> • Circulate meeting minutes • Key facts on WGT EES to be prepared for Meeting #2 • Circulate PowerPoint presentation • Review potential logistical issues with Ports Authority in light of recent strategy update. Follow up possibility of future attendance or information provided to the WG by Meeting #2, in response to ND/group request • Presentation on baseline traffic data to be prepared for Meeting #2, in response to GB request • Presentation on baseline truck traffic data to be prepared for Meeting #2, in response to AP request • Invite representatives from Victoria Walks, RACV, local school(s), Ports Authority, Altona Gates shopping centre and small business owners, and provide an update at Meeting #2 • Further to Action #5, presentation on air quality, existing (hourly) truck movements and speeds for both corridors to be prepared for Meeting #2, in response to BL request • Executive summary of key issues around Millers Road and Williamstown Road prepared for Meeting #2, in response to GC request • Update on the panel hearing discussion of the alternate truck route via Cemetery Road for Meeting #2, in response to CG request • Presentation on existing human health data (e.g. hospital admissions, cancer rates) for Meeting #2, in response to MW request • Presentation on examples of similar corridors with similar traffic and truck contexts (domestically and internationally) and mitigation/elimination strategies, e.g. design elements, mitigation methods, etc 	