



PROPOSAL DESIGN UPDATE

Transurban has been consulting widely on the Western Distributor - a proposal to address some of Melbourne's most critical traffic, growth and liveability challenges – and is refining the design in response to community and stakeholder feedback.

Since submitting the Western Distributor proposal to the Victorian Government, Transurban has undertaken extensive consultation with communities in the inner west, including, the State Government, including VicRoads, councils, environment agencies, and transport and freight stakeholders.

This consultation approach was a key element of our proposal to Government because we knew the design would need to be refined to draw on the knowledge and ideas of stakeholders and the local community.

Support for getting trucks out of local streets

Transurban proposed the Western Distributor to address two of Melbourne's biggest transport challenges – providing an alternative to the West Gate Bridge and moving trucks away from homes in the inner west.

Our discussions with over 50 stakeholder organisations and 600 local people, through meetings, surveys and local sessions, have confirmed that these objectives are indeed high priorities.

People told us loud and clear that they would like to see even more done to get trucks off local streets, greater improvements to traffic flow on the West Gate Freeway, and

more information about how the proposal will connect with CityLink and other roads.

Key proposal design update

We have listened to feedback and done more detailed technical work to refine some elements of the proposal design. The refinements have a strong focus on how the Western Distributor will connect with the West Gate Freeway, Port of Melbourne and CityLink.

A key change includes moving the southern portal location which will help us get even more trucks out of local streets but will involve new impacts at Hyde Street Reserve and surrounding areas.

In response to this, we have identified some new opportunities to add to open space, improve local amenity by removing power lines and upgrade cycling and walking connections, including the Federation Trail.

We're providing this Design Update now so there is time for more discussion before decisions are made about progressing the Western Distributor proposal.

Transurban will continue its discussions with Government, councils, residents and local groups as we further develop and refine the proposal.

ENGAGEMENT SUMMARY

 **600+**

face-to-face discussions through five information sessions and 10 pop-up stalls

 **10,000+**

visits to the online portal

 **500+**

responses to online engagement tools including detailed survey

 **30+**

ads in metro and local papers

 **30,000+**

households reached and two newsletters distributed

 **130+**

stakeholder meetings with over 50 organisations

KEY FEEDBACK AND DESIGN UPDATES

2 Merging and weaving is a major cause of delays on the West Gate Freeway so we're looking at options to better manage traffic flow, attract more trucks away from local streets and keep Melbourne's M1 corridor moving.

3 Yarraville Gardens is a key community asset and we're looking at ways to move the northern tunnel entry-exit further away.

4 Connections with Appleton Dock Road and Dock Link Road are being considered to help more trucks use the Western Distributor for trips to the Port. We're also investigating the option of a port connection with Mackenzie Road.

5 The Western Distributor will provide **new freeway to freeway connections with CityLink** while maintaining existing movements in all directions between Footscray Road and CityLink.

6 City connectivity options, including surface road and intersection improvements, are being further evaluated.

7 Proposed **Webb Dock access improvements** will complement previously planned State works.

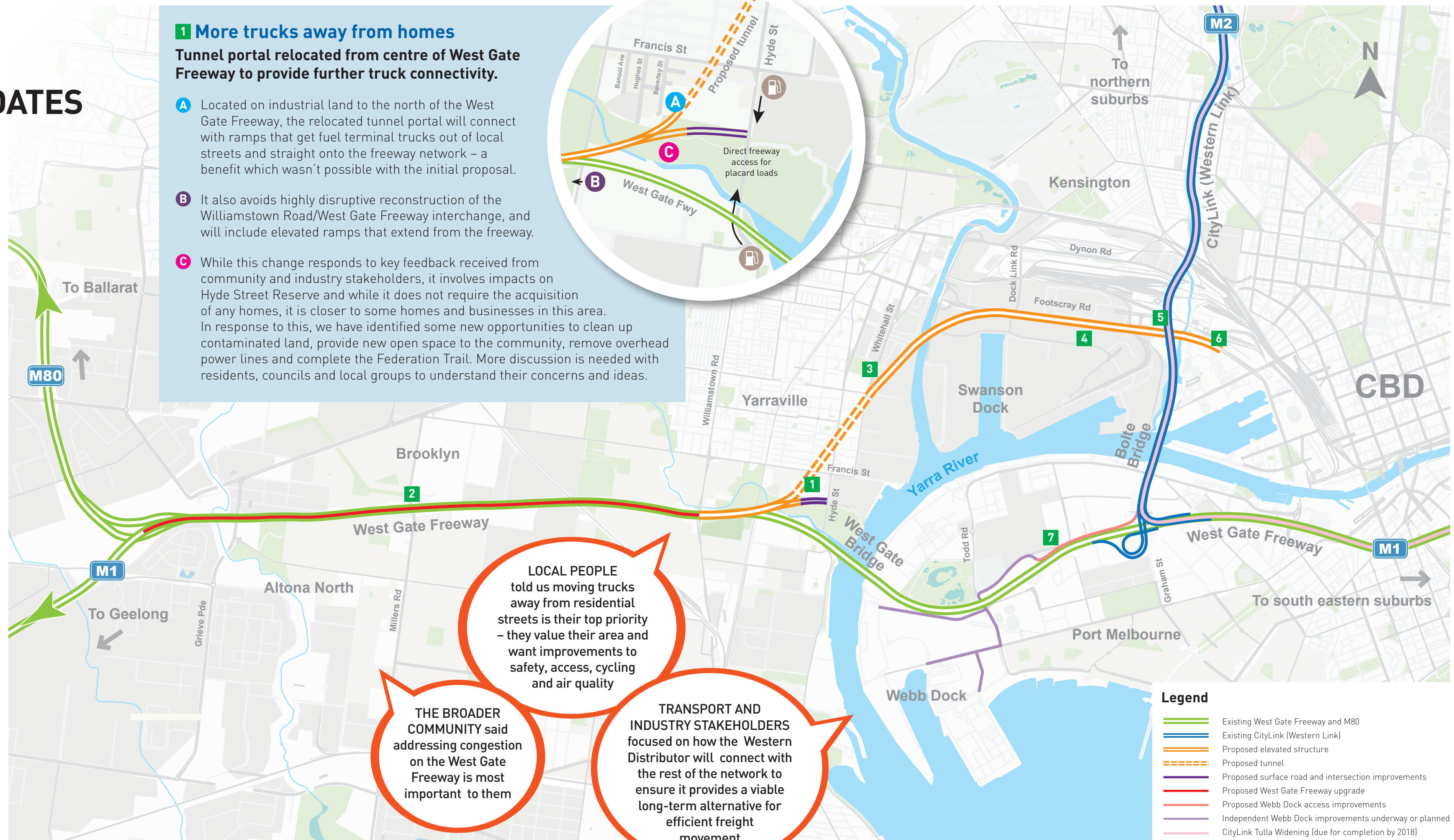
1 More trucks away from homes

Tunnel portal relocated from centre of West Gate Freeway to provide further truck connectivity.

A Located on industrial land to the north of the West Gate Freeway, the relocated tunnel portal will connect with ramps that get fuel terminal trucks out of local streets and straight onto the freeway network – a benefit which wasn't possible with the initial proposal.

B It also avoids highly disruptive reconstruction of the Williamstown Road/West Gate Freeway interchange, and will include elevated ramps that extend from the freeway.

C While this change responds to key feedback received from community and industry stakeholders, it involves impacts on Hyde Street Reserve and while it does not require the acquisition of any homes, it is closer to some homes and businesses in this area. In response to this, we have identified some new opportunities to clean up contaminated land, provide new open space to the community, remove overhead power lines and complete the Federation Trail. More discussion is needed with residents, councils and local groups to understand their concerns and ideas.



LOCAL PEOPLE told us moving trucks away from residential streets is their top priority – they value their area and want improvements to safety, access, cycling and air quality

THE BROADER COMMUNITY said addressing congestion on the West Gate Freeway is most important to them

TRANSPORT AND INDUSTRY STAKEHOLDERS focused on how the Western Distributor will connect with the rest of the network to ensure it provides a viable long-term alternative for efficient freight movement

Legend

- Existing West Gate Freeway and M80
- Existing CityLink (Western Link)
- Proposed elevated structure
- Proposed tunnel
- Proposed surface road and intersection improvements
- Proposed West Gate Freeway upgrade
- Proposed Webb Dock access improvements
- Independent Webb Dock improvements underway or planned
- CityLink Tulla Widening (due for completion by 2018)

Melbourne needs a solution

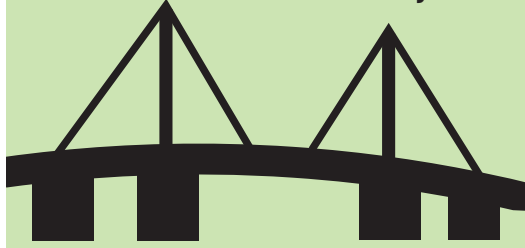
This project meets real and pressing needs:

Melbourne's western region is expected to grow by more than **double** the population of Geelong in the next 16 years

Over **20,000** truck trips were made on inner-west roads every day in 2014

Port of Melbourne traffic is forecast to nearly **triple** by 2041

The West Gate Bridge is experiencing crippling congestion during peak periods, with **over 200,000** vehicles crossing it each day



#1 FEEDBACK THEME

MOVE MORE TRUCKS OFF LOCAL STREETS

90% of locals who participated in consultation are impacted by truck traffic and associated concerns including:

- traffic delays
- air quality
- safety: pedestrians, cyclists and drivers
- noise

"I have been a resident of Yarraville (near the corner of Williamstown Rd. and Francis Street) for ~ 28 years. There must be action taken to better manage the sheer volume and nature of traffic in this area. The associated problems of safety, noise, congestion, pollution and the sheer inefficiency of traffic gridlock require an urgent solution..."

A broad cross section of industry, business, government and community representatives were involved in engagement including:

Victorian and Commonwealth Governments; transport agencies and operators; environment authorities; councils – local and regional; local residents; broader community; port and freight operators; business and industry groups; local interest groups; utility providers; local businesses and trader groups; and sporting clubs.

Of those who participated in consultation:



90% prefer a tunnel over a surface road



Over 85% are affected by congestion on West Gate Freeway



60% said location of the tunnel portals and ventilation structures are of significant interest



50% said they wanted to know more about how connections with other roads will work

IMPROVE CYCLING AND PEDESTRIAN FACILITIES

PRIORITY FOR INCLUSION IN THE PROPOSAL

50% of local residents who participated in consultation said access to community, sporting and recreation facilities are important to them and they'd like the project to include safety improvements for walking and cycling.

"The 'Villagey' feel of Yarraville and the sense of community is very important and removing trucks and other heavy traffic will be of great benefit."

"A meaningful focus on the cycling network in the west is critical and would complement the project in a significant way by continuing to enhance the amenity of living in the inner west and providing another excellent way to access the city."

GENERAL SUPPORT FOR PROJECT OBJECTIVES:

- get trucks off local streets in the inner west
- provide an alternative to the West Gate Bridge



Background

The Western Distributor proposal has been developed by Transurban and submitted to the Victorian Government for consideration.

Transurban identified and started work on this proposal in response to crippling congestion on the M1 corridor and predicted growth in Melbourne's west. The project would be majority funded by Transurban and tolls would apply.

Proposal status and next steps

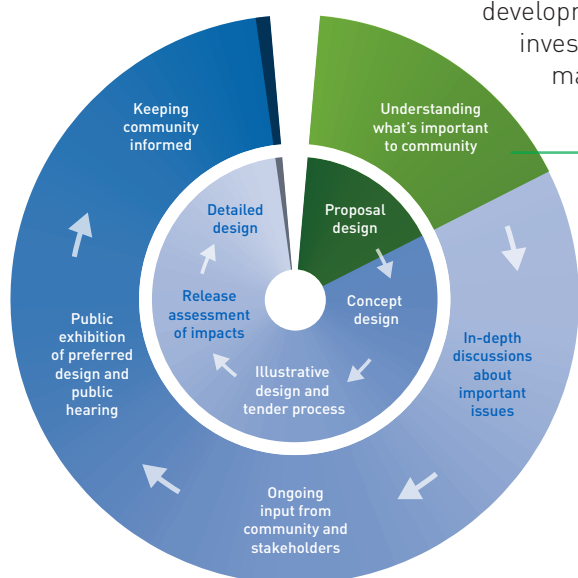
The Victorian Government is assessing the Western Distributor proposal under its Market-Led Proposal Interim Guideline and is expected to decide by the end of 2015 whether to progress to the next stage of assessment.

Should the assessment process continue, Transurban will move to Phase Two in our Planning and Engagement Process, which was published with the proposal in April 2015 and is summarised below.

We are developing this proposal in consultation with community and stakeholders and remaining open about changes that affect those who live, work and travel in Melbourne's west. We believe that an iterative design process, whereby we share our ideas, seek feedback, then consolidate and refine our design, will help us get this project right. We will continue open discussions with Government, councils, residents and local groups, and share updates on what's happening, as we progress the design.

There will continue to be many opportunities to be involved and our Planning and Engagement Process sets out the steps we'll take to ensure consultation

is integrated into the proposal's development, design, planning investigations and construction management.



We are in Phase One

Five-phase Planning and Engagement Process

Let's have the conversation

Community consultation is integrated into the project's development, design and planning process.

There are a wide range of complex issues that must be considered and meaningful input from stakeholders and the community, together with technical studies, will help ensure that issues of importance are identified and considered.

Transurban will discuss the Design Update with councils, residents, industry, local sporting and interest groups, and will provide further updates over the coming months as the proposal development continues.



Join the conversation and sign up to find out more:

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