

### Information for Brooklyn Residents Action Group meeting 14 November 2018

- New traffic lights proposal will result in 6 sets of lights within 600m.

After the meeting: Liz Evans clarified that there are no extra traffic lights proposed to be installed as part of the West Gate Tunnel works. The VicRoads Corridor Study would be the appropriate avenue for feedback.

The Millers Road and Williamstown Road Working Group has been established by VicRoads and has met twice (20 September and 25 October 2018). Membership includes representatives from Brooklyn Residents Action Group and Don't Destroy Millers Road. At the last meeting, it was agreed that the minutes would be made available on the VicRoads website. (Minutes will have been circulated to members, but the minutes are not online as yet).

The Millers Road and Williamstown Road Corridor Study Working Group is best placed to address the following questions:

- Access for residents to Primula Rd from Millers Rd. *Addressed in the corridor study*
- The recommendations to reduce noise levels for Millers Rd residents still do not improve the living space outside their homes. *Corridor study will look at short term measures to improve safety, access and amenity while the Transport for Victoria lead Hobsons Bay transport study will investigate the longer term solutions such as Grieve Parade extension.*
- There are 4000 additional trucks expected on Millers Rd - there are times now when residents can't turn right heading south onto Millers Rd to get to Altona Gate – this will be worse with extra trucks. *Addressed in the corridor study.*
- Who will be representing Brooklyn in the VicRoads transport study? When is *Don't Destroy Millers Road and Brooklyn Residents Action Group Inc is represented on the Corridor Study.*
- There is no information about impacts to access to Primula Ave and Cypress Crt. *Addressed in the corridor study.*
- Alternative truck route should be Grieve Pde (it was originally built to reduce truck numbers on Millers Rd). The WGT project footprint needs to be enlarged to consider these traffic issues. *Will be investigated as part of the Transport for Victoria lead Hobsons Bay Transport Study.*
- Access to homes along Geelong Rd – currently residents get locked in and emergency services can't get to them when Geelong Rd is busy, and this can only get worse. *This matter is best for VicRoads to consider. It is worth noting however that the West Gate Tunnel Project traffic modelling for 2031 comparing project with no project, indicates a negligible impact in traffic on Geelong Road.*
- There are about 2000 residents in the residential triangle – it is currently a development hotspot, so this is likely to increase resident numbers. *Local councils should consider these issues when planning permits are submitted. Councils may submit applications to VicRoads for comment as required.*
- Frustration with community engagement process – no apparent impact regarding these concerns from consultation process. *Corridor study will allow further for concerns to be raised.*

#### Other questions:

- Regarding data capture for air monitoring - does the project have action plans in place to address extreme levels if PM2.5 levels rise?

*Roadside air quality mitigation strategy is under development as per EPR AQP7. This will be in place prior to opening of the project. The first stage will be monitoring air quality post opening and analysing this data including in comparison to the current (pre-opening) monitoring.*

- Will residents be offered compensation to leave their homes – compensation for their health and the long-term effects of pollution? The demographic is increasingly including younger families with children and the elderly.

*DELWP and EPA are undertaking work on the broader issue of air quality in Victoria and also specifically in the inner west, including setting up the community reference group. This is the mechanism for consideration of this question.*

- Regarding pollution from the freeway and air monitoring on the freeway – is that data being compared to the impacts from dust from north – what is the cumulative effect of that?

*The WGTP air quality monitoring is collecting baseline data for use in future analysis. Analysis of current air quality based on current regional data is undertaken by EPA and communicated via their AirWatch website.*

Liz: The sixth monitoring station has been positioned to monitor the impacts from the freeway during construction and for a further five years of operation.

**The sixth station is now established and will collect baseline data prior to opening of the Project and to continue to collect data up to 5 years after opening for future analysis. It is not to monitor or assess impacts of the Freeway.**

- Where are the 2 exhaust ventilation stacks on this side of Williamstown Rd and Millers Rd and what is their filtration?

Liz: Exit on WG and located where the vehicles are coming out of the tunnel. Vehicle movement and overhead fans will move the air to the exhaust stacks. The ventilation structures are around 50m high in order to meet EPA air quality

regulations. **Located between Newport rail line and substation south of the Freeway. Not at Williamstown or Millers Road. Filtration is not required to meet EPA air quality standards, but there is a ventilation system which involves fans and movement of emissions. The tunnel will use proven ventilation methodology that is safe and effective, and the ventilation system will be future proofed for the installation of filtration if it is found to be an appropriate measure in the future.**

- How many projections have been made for expected noise and health impacts?

Liz: These reports were undertaken as part of the Environment Effects Statement (EES) process and are available on the website <http://westgatetunnelproject.vic.gov.au/ees/>. **Correct**