

Alternate Heavy Vehicles Route Fact Sheet/ FAQ

Council has produced this fact sheet to provide information regarding the proposed Hamilton 'Alternate Heavy Vehicles Route' for landowners, industry and the wider community.

What is an 'alternate heavy vehicles route'?

A heavy vehicle route is a route for heavy vehicles, primarily utilising the existing local road network, around a town to prohibit or reduce their access through the town centre. It is distinct from a 'bypass' road which 'bypasses' a town to allow through traffic flow, including heavy vehicles, without interference from local traffic, to reduce traffic congestion in the town and to accommodate high-speed travel.



At present there are a number of approved routes for B Doubles and Heavy Mass Trucks within Hamilton. Both Petschels Lane and South Boundary Road are actively being used as alternate heavy vehicle routes and are listed as current VicRoads approved routes for B Double and Heavy Mass Truck traffic (see **Figure 1**). The proposed heavy vehicle route (shown as the dotted black lines in **Figure 2**) is shown on the VicRoads approved road along South Boundary Road (with the exception of the unmade South Boundary Road reserve).

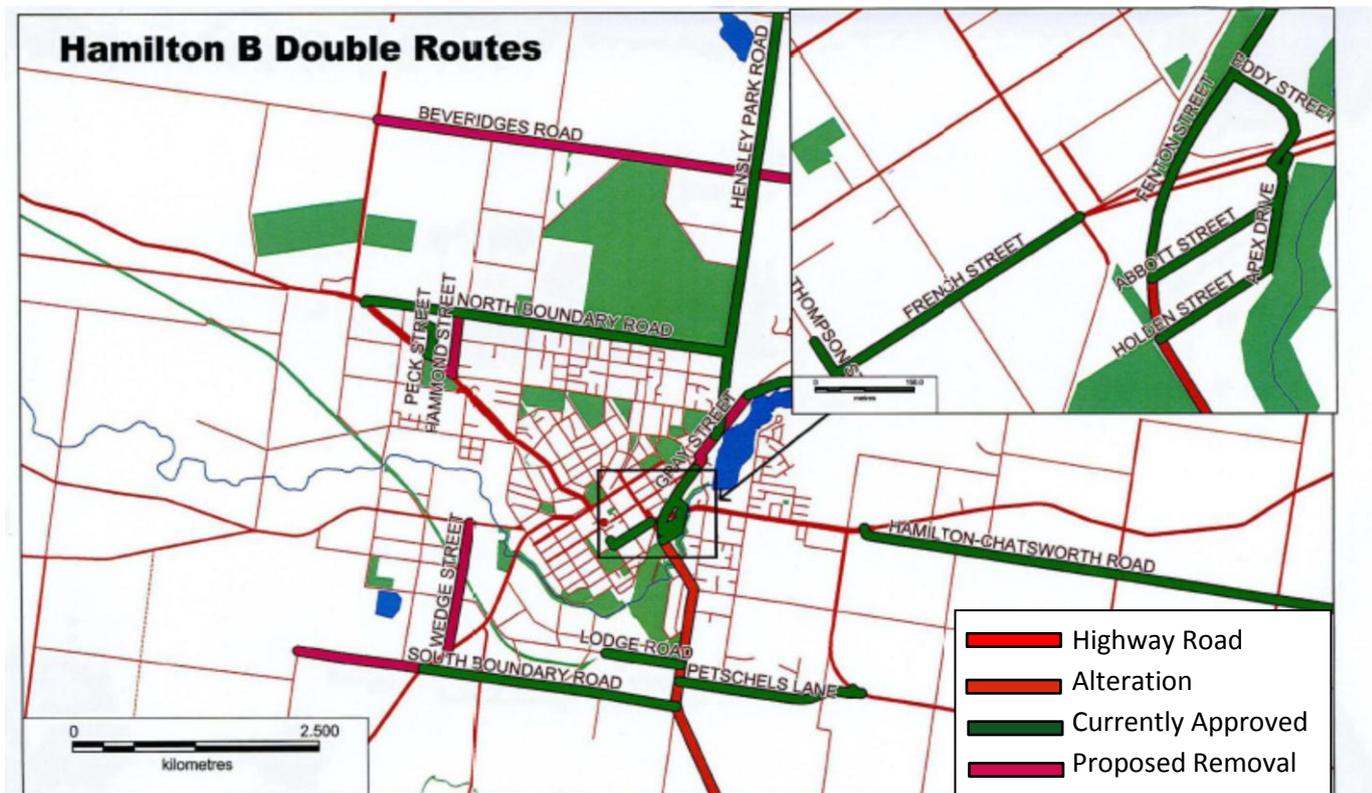


Figure 1. Hamilton B Double Routes off the Hamilton Hwy, Henty Hwy and Glenelg Hwy

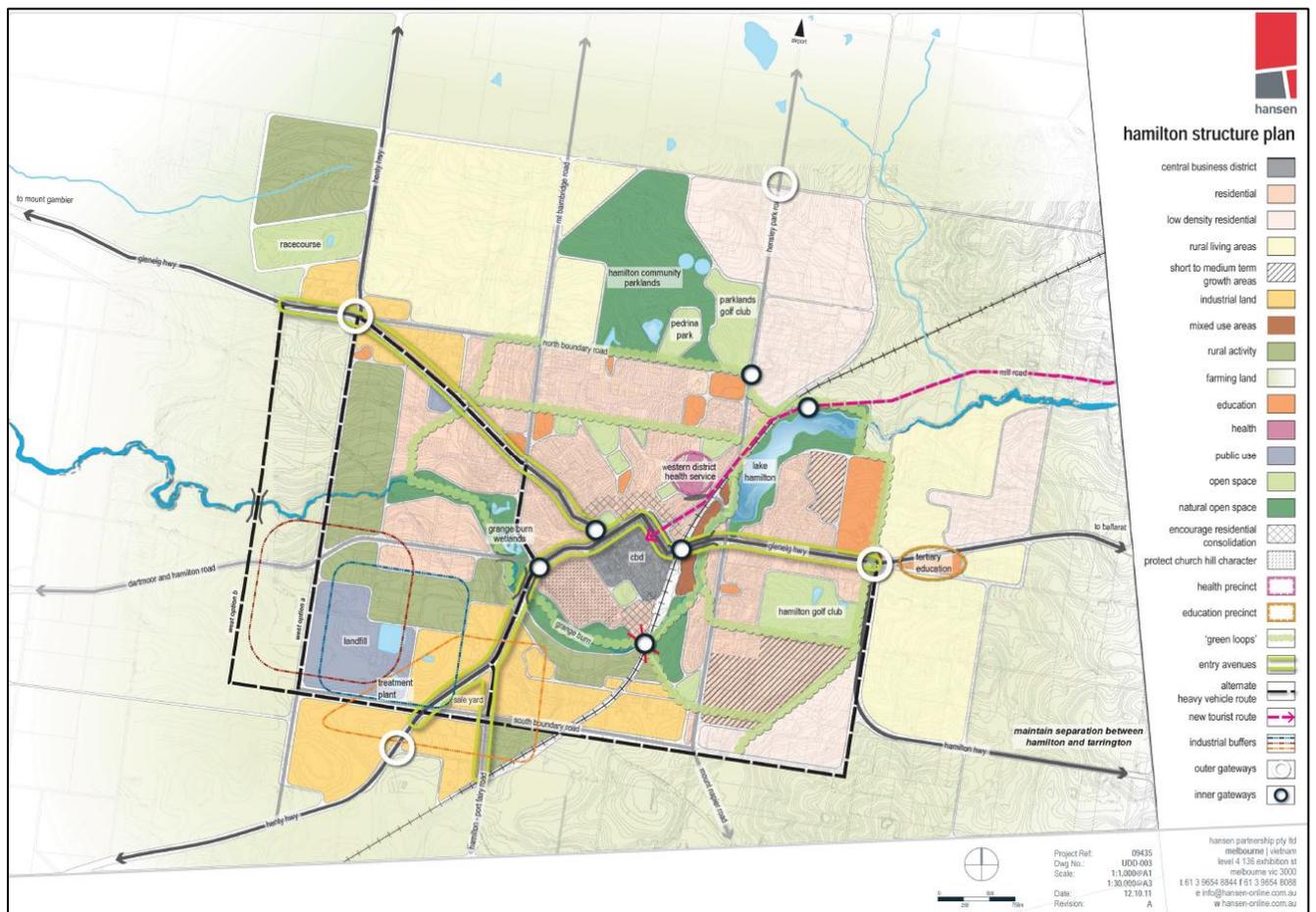


Figure 2. Hamilton Structure Plan

Why designate an alternate heavy vehicles route now?

The alternate heavy vehicle route was proposed following the completion of three Origin Destination Surveys conducted by Austraffic and funded by VicRoads. The study results (shown in **Figure 3**) exhibit the current traffic paths of heavy vehicles through the CBD and around Hamilton. This work indicated that an alternate heavy vehicles route should be implemented outside the CBD to prevent non-essential through traffic from entering the town centre, limiting heavy vehicle traffic to local deliveries. The need for the alternative truck route has been identified for the following reasons:

- The increasing volume of heavy vehicles (930 approx per day, AusTraffic 2010) and proportion of 'through trucks' without a destination in Hamilton (40%)
- Freight transport via road is growing, both in terms of vehicle movements and load size (the increase timber harvesting activity and grain production will further exacerbate this)
- Amenity and safety of the CBD is currently compromised by the large volume of heavy vehicle traffic that passes through the centre of Hamilton
- An alternative heavy vehicle route around the periphery of Hamilton is likely to provide a net benefit to Hamilton's economy, through:
 - improving safety and amenity in the city centre, leading to increased foot traffic and investment
 - enabling some existing service businesses to relocate from the town centre to areas that would be large enough to provide improved services, and
 - Allow redevelopment of space in the town centre.
- The potential for a transport services precinct would be increased with the development of an alternative heavy vehicle route. It could provide an improved service to the regional freight industry including fuel distribution, mechanics, spare parts, towing, weigh bridge facilities and so on. (Nott, T 2010)

How was the route chosen?

The route was considered as part of the Hamilton Structure Plan process in the context of planning the location and relationships between future land uses within Hamilton over the next 20 years. The initial route has been identified due to the alignment of the existing road network and existing road reserves (in order to limit public acquisition of land as much as possible). Considerations for the most appropriate alignment include:

- The major heavy vehicle destinations are concentrated in the south west corner of Hamilton, including the Hamilton Livestock Exchange, Iluka processing plant and Graincorp depot.
- The heavy vehicle route should:
 - Be delivered in a way that diverts only heavy vehicles, and does not prevent visitor and tourist growth and spending in the city centre.
 - maximize the use of existing road infrastructure and reserved land
 - minimise the impact on residential areas and sensitive community infrastructure such as schools
 - minimise the number of intersections, using sweeping bends in preference to right angled corners, to maintain traffic flow
 - utilise a staged delivery approach to take advantage of funding and development opportunities as they arise
 - follow the shortest and most efficient route considering the factors above, to ensure that vehicle flow is maximised and road upgrade costs are minimised

The final route was proposed following consultation on the Hamilton Structure Plan where changes from the original proposal were made as a result of community feedback. Changes included removing Petschels Lane (which dissects residentially-zoned land) from the route and providing two choices for the western alignment. At this stage, the proposed route is **indicative only and will be subject to a detailed technical investigation**.

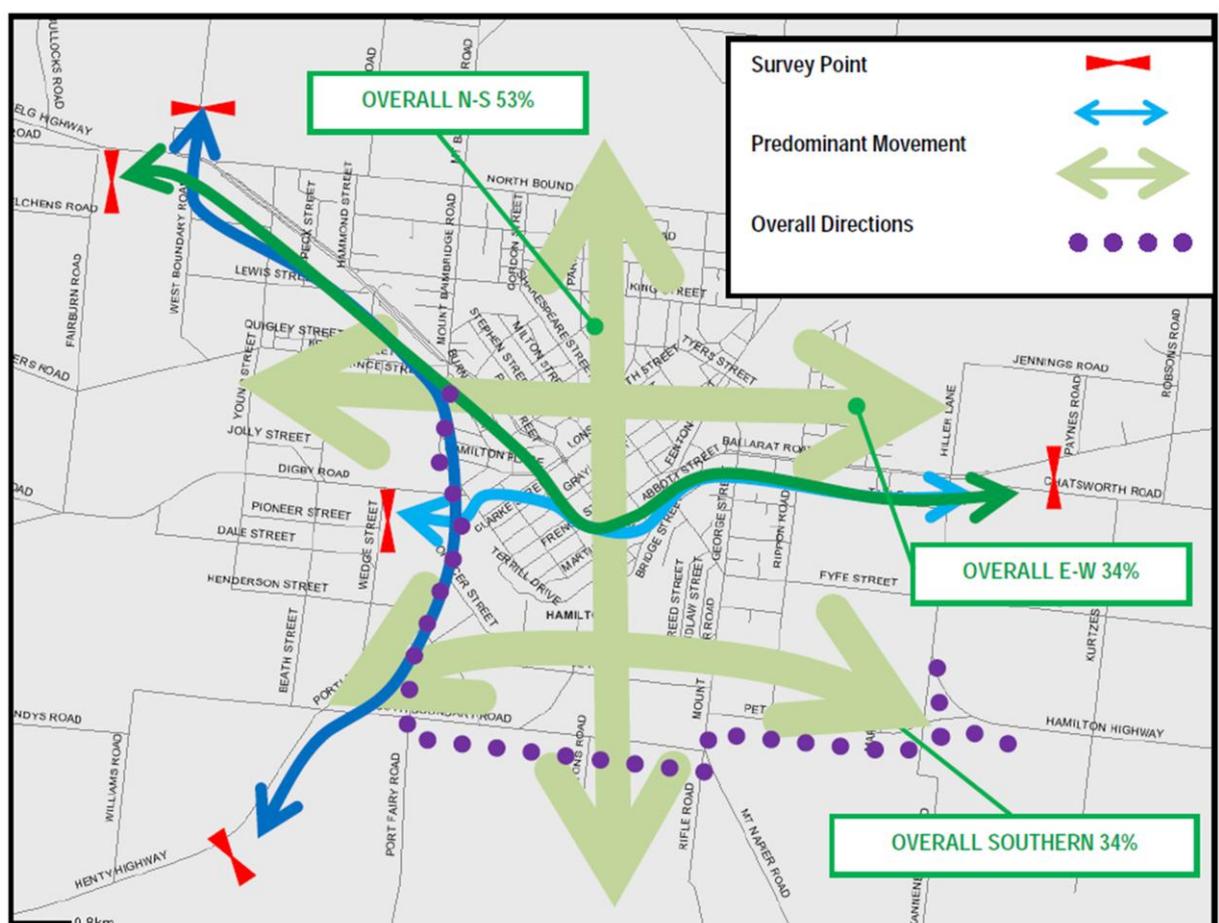


Figure 3. Hamilton Structure Plan (Origins Destination Survey Results)

Has VicRoads been involved in the selection of the route?

VicRoads have been involved in the preparation of the Hamilton Structure Plan since its inception as both a stakeholder and as a public authority. VicRoads provided technical advice and assistance to Council on key transport issues at each stage of the Hamilton Structure Plan. This included feedback on the potential future location of an Alternate Heavy Vehicles Route.

What other work needs to be done?

The Hamilton Structure Plan has sought to resolve an initial alignment for the Alternative Heavy Vehicle Route, but is clear that further detailed engineering assessment and consideration of potential conflicts (particularly with regard to community facilities such as schools) is required in order to do so. This assessment, prepared in partnership with VicRoads, will involve:

- Net community benefit analysis of route options
- Technical analysis of the functional configuration and layout design of the proposed route, including recommendations on setbacks from key intersections, speed limits and how to manage the interface between key roads and direct driveway access.
- Land acquisition (if required).
- Associated land use and development opportunities.
- Extensive consultation with landowners, local truck businesses and long haul distribution companies
- Investigation of interface treatments to sensitive residential areas

What impacts will the proposed route have on landholders?

The 20 meter “setback”

A 20m setback is referenced within the South East Residential Precinct Masterplan of the Hamilton Structure Plan for land abutting South Boundary Road. The 20m setback does not require the demolition or removal of any current buildings, structures or vegetation. The 20m setback on South Boundary Road is not intended to be removed from private ownership or to be used by others to provide a visual or acoustic buffer as part of the development of any future heavy vehicle route. It is intended to ensure that any new dwellings which may be constructed have a generous setback from the existing road reserve and to provide adequate room for landowners to landscape. By including the requirement for a 20m setback through the Masterplan, it will ensure that new lots fronting South Boundary Road are designed to minimize any potential issues between the future road and new dwellings.

Public Acquisition of Land

While an alternative heavy vehicle route has been proposed, the actual technical design and costings have not been prepared and will involve further consultation with landowners, the transport industry and the wider community. At this stage the work has not commenced to determine land that may need to be acquired.

As a first principal, land acquisition of existing residential land is to be avoided. For example, South Boundary Road, as an unmade road reservation provides plenty of scope and flexibility to design an appropriate road given the major use on the southern side is farming, thus avoiding land acquisition to the north. In the event that any land is to be publicly acquired in the future, the regular processes of consultation, mediation and compensation with relevant landholders and stakeholders will take place.

Amenity impacts

The final comprehensive and detailed design of the route and roads will include measures to protect amenity of residential areas. For example, this can include the use of service roads, public tree planting, landscaping and acoustic screening on road reserves. The views of affected landowners and the necessary measures to mitigate any amenity effects will be considered in the final proposal.

How will the community be informed about the status of the Alternate Heavy Vehicle Route?

The policy of the alternative heavy vehicle route and initial alignment is proposed to be included within the Southern Grampians Planning Scheme via Amendment C25. If you have made a submission to Amendment C25 or elected a person to represent your submission at the Panel Hearing you will be kept informed of the status of the Amendment at key stages throughout the Planning Scheme Amendment process.

The wider community will also be kept informed of future strategic and more detailed planning for the route as it commences through the usual channels of public notice and direct landholder notification. The opportunity to take part in an Alternate Heavy Vehicle Route Steering Committee will also be advertised once work on the preliminary assessments for the Alternative Heavy Vehicle Route has commenced.

If you have any queries in relation to the information above please contact Council's Strategic Planning Unit on 03 5573 0218.

Contact Us

Southern Grampians Shire Council

In Person: 1 Market Place or 111 Brown St, Hamilton, Victoria

Email: council@sthgrampians.vic.gov.au

Mail: Locked Bag 685 Hamilton VIC 3300

Fax: 03 5571 1068

References

Austraffic 2010, *'Hamilton 24 Hour Truck Origin-Destination Survey'*, Austraffic Suite 5, 333 Wantirna Road, Wantirna, VIC 3152.

Nott T 2010, *'Hamilton Structure Plan – Economic Components for Background Report'*.

