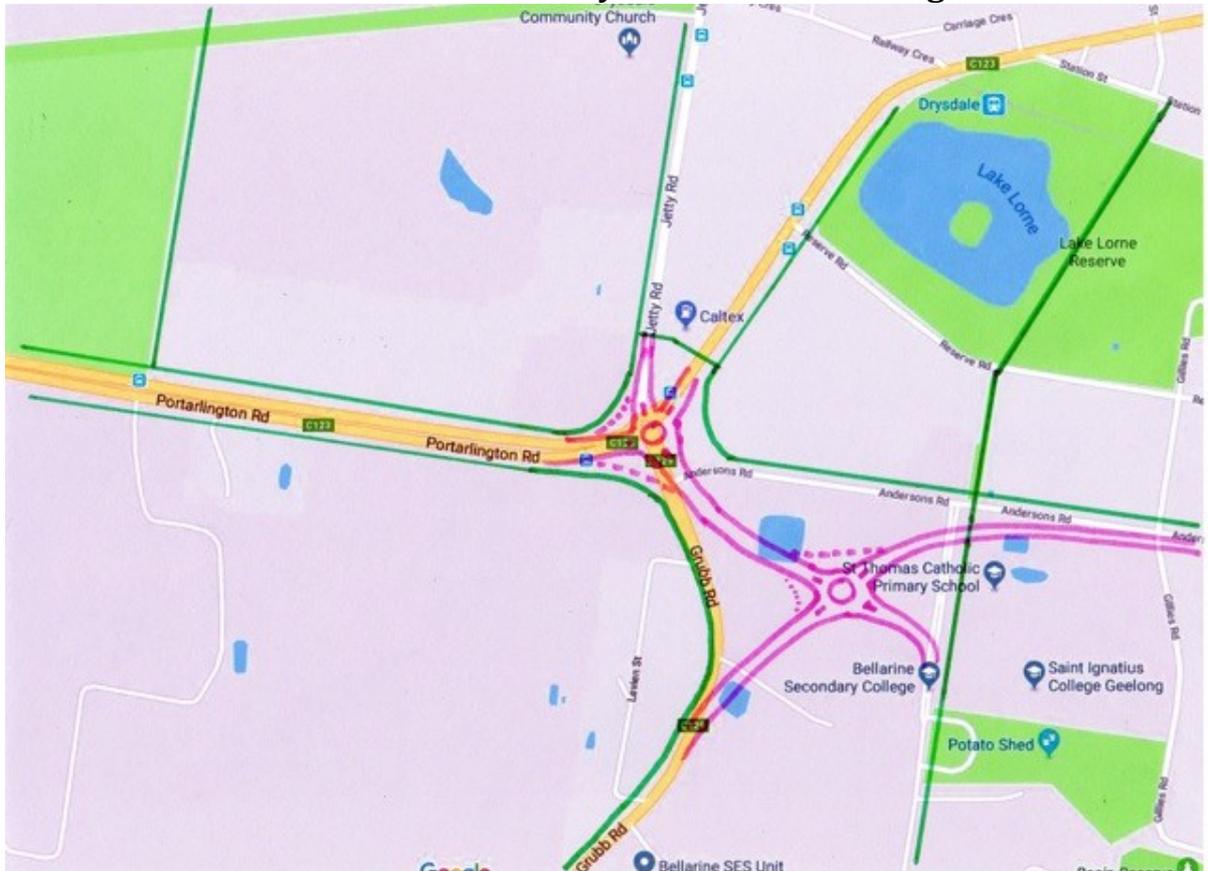


Petition To Tim Price of VicRoads

Please build the Drysdale Bypass without 3 new signalized intersections (and one roundabout) at the western entrance to Drysdale and NOT as shown: -



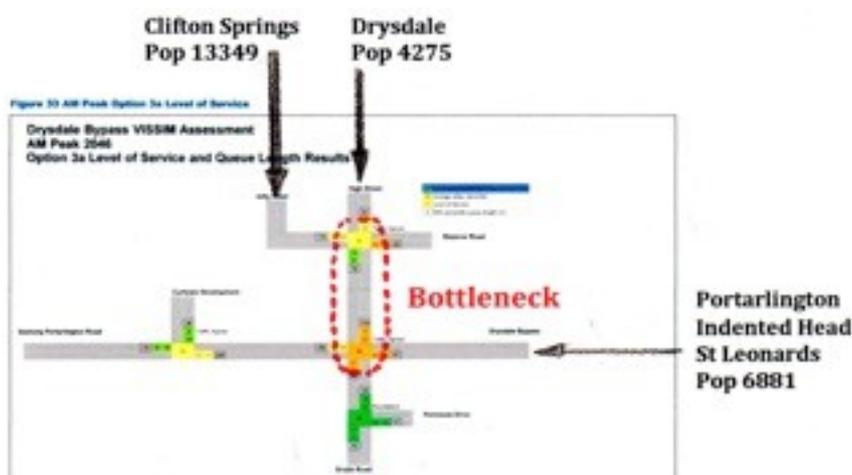
Please build Option 11 and (instead of the N/S connector) upgrade the uncontrolled intersection at Hermsley Road to a well-designed roundabout.



If the traffic infrastructure is built as currently proposed: -

1. **There will be an excessive number of vehicle-to-vehicle, vehicle-to-cyclist and vehicle-to-pedestrian conflict points** where vehicles are allowed to travel along conflicting paths at impact speeds higher than those regarded as thresholds of severe injury. This does not comply with Victoria's Towards Zero Safe Roads System.
2. The risk of Fatal or Serious Injury (FSI) **vehicle-to-vehicle crashes will be increased approximately twenty fold.**
3. The risk of FSI **vehicle-to-cyclist crashes will be increased approximately two fold.**
4. The risk of FSI **vehicle-to-pedestrian crashes will be increased approximately two fold.**

5. **Option 3a creates a traffic bottleneck that VicRoads data shows is a massive 10 times less traffic efficient than option 11 for Clifton Springs Drysdale traffic and a massive 5 times less traffic efficient overall.**



6. The response time of the Bellarine State Emergency Services Unit will be significantly increased.

7. **It will result in increased travel times between Drysdale Clifton Springs and Geelong, by an estimated 3 minutes.** This will have detrimental effect on the local economy.

8. **It does not comply with Victoria's corporate objectives: -**

It does not incorporate a separate active transport network

It does not support a sustainable Victoria as it is wasteful of fuel.

It does not contribute to social wellbeing as it detrimentally effects the local environment, will discourage tourism and creates unnecessary air pollution.

It will have a detrimental effect on the local economic prosperity.

It does not improve safety.

9. **It does not comply with any of the 4 Project Objectives as set out by VicRoads.**

It does not reduce travel times and improve the transport network for Drysdale Clifton Springs residents.

It does not improve safety for motorists, pedestrians or cyclists.

It does not improve the attractiveness of High Street at the important entrance to the township.

It does not improve accessibility and connectivity to Drysdale for the community and tourists alike.

10. It has a significantly higher cost of construction.

11. It does not fit within the current Public Acquisition Overlay (POA).

12. **It requires the purchase of in excess of 2 Ha of land** (several items compulsory, resulting is stress to these local residents and the subject of adverse submissions) at the entrance to Drysdale that is currently zoned Rural Living Zone.

13. The pleasant ambience of Lake Lorne Reserve and the entrance to Drysdale will be spoilt.

14. There will be significant loss of established trees.

15. There will be significant detrimental impact on High Street residences and businesses.

16. There will be in excess of \$1,000,000 per year cost imposed on the community due to the fuel usage whilst waiting at traffic lights.

17. There will be increased pollution and carbon emissions with associated health risks.

18. It will have higher ongoing maintenance/operating costs.

19. It is inconsistent with the roundabout treatment for all other intersections on the Drysdale Bypass.

20. It is contrary to community consultation conducted by VicRoads in 2015, which, of the treatments proposed, clearly showed a roundabout to be the first preference and traffic signals to be the least preferred.

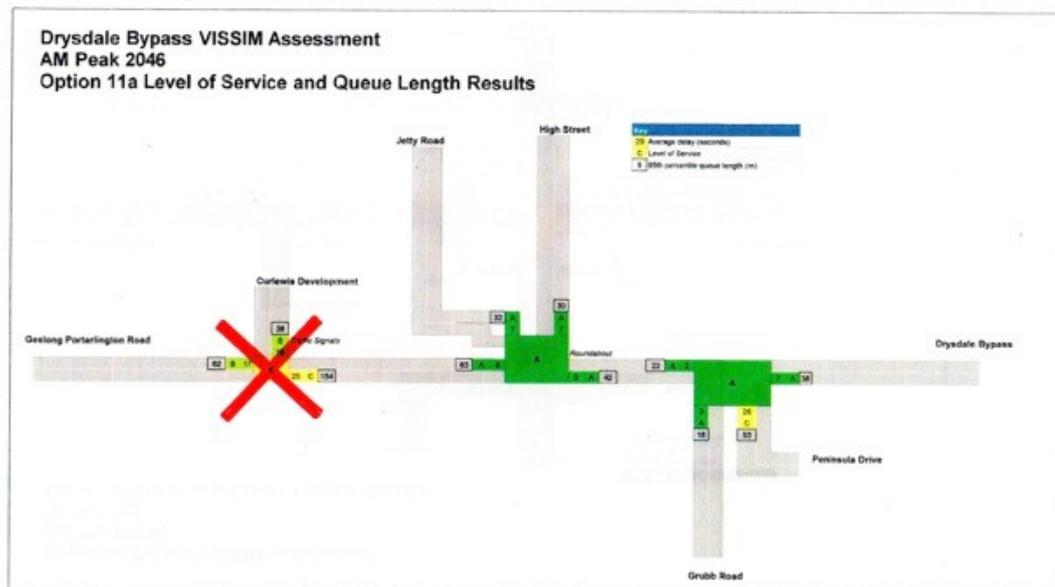
21. The north/south connector does not comply with *Movement and Access Principle 22: No development or infrastructure in or adjacent the Jetty Road growth area is to in anyway compromise the potential to re-introduce heavy rail or light rail on the existing railway reserve currently denoted as the "Bellarine Rail Trail".* Is it not self evident that the construction of an "at grade" crossing across the Rail Trail carrying 600 vehicles per hour will severely compromise the re-introduction of rail in the future?

22. The north/south connector does not comply with *Movement and Access Principle 23: Provide access to a safe and convenient public transport service in order to promote transport options for all residents, encourage the use of more sustainable forms of transport and reduce car reliance.* Is it not self evident that the location of the associated bus-stop to Geelong is neither safe, nor convenient, in that it is located more than a kilometer away from the Curlewis development on the opposite side of a busy highway that carries over 2000 vehicles per hour during peak periods?

23. And finally it will be politically unpopular - in that so much money will have been spent to make the traffic conditions and ambience at the entrance to the Drysdale Clifton Springs community so much worse.

VicRoads own analysis shows that the alternative proposal is much more traffic efficient.

Figure 51 AM Peak Option 11a Level of Service



The alternative proposal is a simple improvement of the existing situation where Andersons Road becomes the bypass. The current roundabout is enlarged to two access and two circulating lanes, which overcomes the congestion during peak periods. A 2-lane roundabout replaces the currently problematic, Grubb Rd/Andersons Rd and Peninsula Dr/Andersons Rd intersections. Well-designed slip lanes are provided to Jetty Road and so that Geelong/Bypass traffic only has to pass through one of the roundabouts. VicRoads does not dispute that its own data shows this option 11 is a massive five times more efficient than option 3a for all traffic routes.

Safe pedestrian crossings will be provided across Jetty Road and High Street close to the existing bus stops as shown, an appropriate distance away from the roundabout. The unused section of Grubb Road could become part of the active transport system.

In addition to overcoming all of the 23 concerns listed above the alternative proposal will also: -

1. Upgrade the Hermsley intersection to a well-designed roundabout. This is becoming even more imperative with the opening of the new Curlewis Golf Driving Range and Golf Academy that is located very close to the intersection. This development will significantly increase traffic movements at the intersection especially the more dangerous crossing and U turns maneuvers.
2. Provide Hermsley residents with safe access to the Portarlington Road.
3. Have significantly less impact on the remnants of native vegetation adjacent to Andersons Road.
4. Provide a well-designed and safe Active Transport system – shown in green lines on the diagram.
5. Be less disruptive to the community during construction.

An image of the type of platform, pedestrian controlled signalized pedestrian crossings proposed is shown. These could be constructed across High Street and

Jetty Road close to the existing bus stops. Pedestrians cross one stream of traffic at a time and the platform design reduces vehicle speeds. These crossings would be safer than those provided at the busy intersections in the VicRoads proposal. Crossing supervisors at peak periods would optimize safety. The crossings would provide good connectivity between the Jetty Road Growth Area and the



pedestrian underpass to the education and sporting precincts and to the bike path that is to be constructed alongside the bypass.

Tom O'Connor
Bellarine Community Council
15/1/2018