VNI West

Traffic and transport

The assessment considered interactions along the approximately 240 km Proposed Easement, including the arterial and local road network, public and school bus services, pedestrian and cycling connectivity, emergency vehicle access, and related amenity effects such as dust, noise, and vegetation clearance at intersections.

All EES documents, chapters, technical appendices, and attachments are available to view and download on the VNI West website at **vniwproject.com.au/EES**

EES Chapter 18 and ***Technical Appendix K*** outline the transport needs of the Project, including the use of arterial and low-volume local roads for construction activities along the length of the Proposed Easement.

READ MORE ↗

Chapter 18: Traffic and transport ↗

Technical Appendix K: Traffic and transport ↗

Construction traffic would be generated from a series of laydown areas spread along the length of the Proposed Easement where materials and equipment would be stored and then transported to construction sites using arterial roads and then local roads. The diagram on page 2 of this fact sheet shows the traffic generated during construction phase from the transmission line construction activities.

Additional traffic would also be generated from the three proposed workforce accommodation areas where minibuses and smaller vehicles would transport workers to construction sites each day. The Project has the potential to affect traffic and transport primarily during construction and decommissioning through increased heavy vehicle movements, temporary changes to access arrangements, interactions with school bus and public transport routes, and potential impacts on road condition, safety and amenity.

Construction traffic is expected to be generally well within the capacity of the existing road network. Some local roads would experience an increase in traffic relative to current low baseline volumes. Intersection upgrades are not generally required as a result of Project traffic alone. Some intersections and access points do not meet safe sight distance requirements due to existing vegetation. Vegetation removal is not proposed due to environmental considerations and the temporary nature of construction works. Traffic management measures, including temporary speed limits and site-specific management plans, would be used to maintain safe conditions.



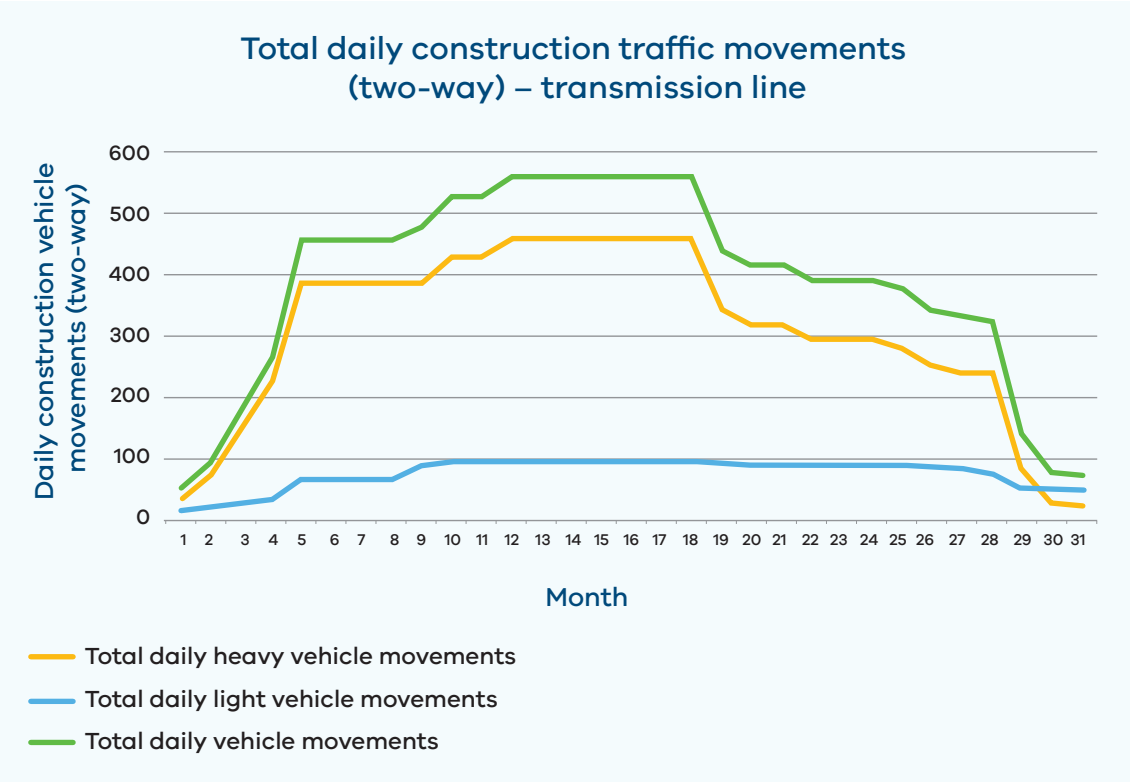
Traffic and transport (cont.)

Mitigation would be required primarily during construction, reflecting the periods of highest traffic generation. Specific mitigation would be developed in accordance with the Environmental Performance Requirements (EPRs) and will include a Traffic Management Plan, road safety audits, heavy vehicle route assessments, site access strategies, intersection and sight distance treatments, access design improvements, and road condition monitoring and management.

During operation, traffic generation would be low, and impacts are expected to be minor with no additional mitigation proposed.

Residual impacts to road safety, pavement condition, public and school bus operations, emergency vehicle access, and pedestrian and cycling connectivity are expected to be low during construction, and negligible to minor during operation, with mitigation measures in place.

Overall, while construction activities would result in increased traffic movements, particularly heavy vehicles, these impacts are expected to be generally accommodated within the existing road network. With the proposed management measures in place, transport network function and community safety are expected to be maintained at acceptable levels.



Transmission line construction traffic generation during construction phase