

WEST GATE TUNNEL PROJECT ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

MARCO LUCIONI

EXPERT WITNESS CALLED BY THE CITY OF MELBOURNE

TECHNICAL NOTE NUMBER #2

DATE: 28 August 2017

LOCATION: **Port, CityLink and City Connections**

EES/MAP BOOK REFERENCE: N/A

SUBJECT: Response to Project Note 60 – City connection option analysis

NOTE:

1. This Technical Note has been prepared in response to Project Note 60 submitted by the Western Distributor Authority (the **WDA**) to the Inquiry and Advisory on 25 August 2017.
2. Mr Lucioni has reviewed Project Note 60.
3. Mr Lucioni's opinion is summarised below.

RESPONSE FROM MARCO LUCIONI Modelling methodology: Project Note 60 states that “..Option 5 has been further tested using the microsimulation model package VISSIM...”. It's my understanding that normally the procedure would be to make the change in the strategic (Zenith) model first, which would allow for wider re-distribution of traffic and would offer revised networks distribution data (O/D matrix) that is then fed into a microsimulation model. Simply removing the link in VISSIM can result in a merely localised redistribution of traffic and is expected to overstate traffic impacts in the local network (ie the balance of remaining city connections such as Footscray Rd & Wurundjeri Way).

On the above basis the poor network performance shown in the option 5 network videos provided would be expected and is not considered an appropriate estimate of removing the Dynon Road Link. The WDA should be asked if the strategic model was amended and used to inform the VISSIM model.

CORRESPONDENCE: N/A

ATTACHMENTS: N/A