

WEST GATE TUNNEL PROJECT ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

MARCO LUCIONI

EXPERT WITNESS CALLED BY THE CITY OF MELBOURNE

TECHNICAL NOTE #1

DATE: 28 August 2017

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

EES/MAP BOOK REFERENCE: Chapter 3 – Project Development, section 3.9

SUBJECT: Response to Project Note 43 - Dynon Road and Wurundjeri Way

NOTE:

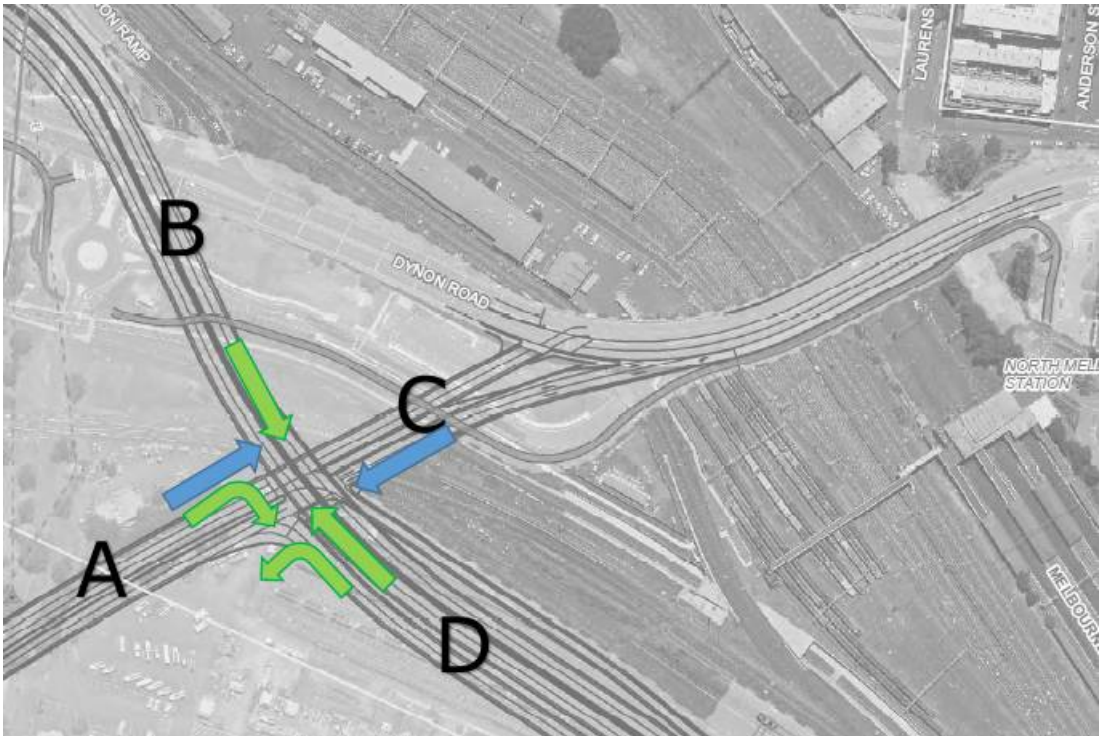
1. This Technical Note has been prepared in response to Project Note 43 submitted by the Western Distributor Authority (**WDA**) to the IAC on 16 August 2017.
2. Mr Luciano has reviewed Project Note 43.
3. Mr Luciano's opinion is summarised in the attached paper.

RESPONSE FROM MARCO LUCIONI The attached paper sets out Mr Lucioni's opinion as to the WDA's Project Note 43.

CORRESPONDENCE: N/A

ATTACHMENTS: Further detailed analysis is attached.

WEST GATE TUNNEL PROJECT ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

<p>Item 1(a)</p>	<p>Project Note 43 states “...Without the Dynon Road connection there is no warrant for the Wurundjeri Way extension....”.</p> <p>It’s my understanding that t requests 22 & 23 relate merely to section C in the image below, and not to section B (refer image below).</p> <p>It appears the WDA may of misunderstood request 22 & 23, to include a query of section A & possibly section B, this becomes clearer in item 1(c) which states “The Wurundjeri Way extension is a positive by-product of the Dynon Road connection...”</p> <p>The number of available turning movements is limited at the proposed intersection of the Wurundjeri Way extension and the Dynon Road connection (refer image below), in particular, there is no connection included from sections B & D to Section C or vice versa). Accordingly, the Dynon Road link (section C) can be excluded with no consequence to the functionality of the Wurundjeri Way extension. (ie: Sections A, B & D retained, along with movements highlighted in green below).</p> 
<p>Figure 1</p>	<p>The right turn movement into Wurundjeri Way contributes significantly to the AM queue shown on Dudley Street / Footscray Road. It currently includes 2 right turn lanes which is retained in the project case (ie: no additional capacity introduced).</p>
<p>Page 3 (Under Figure 1)</p>	<p>The following statement is made in Project Note 43:</p> <p><i>“..Traffic demand between 2015 and 2031 is not forecast to grow significantly on either Footscray Road or Dynon Road in the AM peak as demand is constrained by the limited spare capacity within this part of the network.”</i></p> <p>The reference to limited spare capacity in the AM peak on Dynon Road is contradicted by the 2031 ‘no Project case’ model results which suggest the intersection of Dynon Road and Dryburgh Street operates with a LOS of B & C during the AM peak, refer Table 38 and Figure 33 & 34 of Technical Report A Part 2.</p>

WEST GATE TUNNEL PROJECT ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

4.0 Project case Option 1	Option 1: Footscray Road connection only Under Figure 3, Project Note 43 suggests some nominal ideas for mitigating works. As mentioned above a significant and feasible option would be to add a 3 rd right turn lane at the intersection of Dudley Street and Wurundjeri Way. This option should be tested with the 3 rd right turn lane along with their suggested additional width on Footscray Road. In addition to above, a variation of the 'project design' should also be tested which merely excludes section C, highlighted in the image above.
--	--