

Strategic Transport Modelling Conclave Issues and Responses

Date: Friday 18/08/2017, 2pm

Attendees:

Tim Veitch (TV) WDA expert - Chair

Eric Keys (EK) CoM Expert

Aaron Alaimo (AA) - recording

1. We agree that the VLC model is suitable for the purposes of strategic network planning. However, as is the case with any model, it has some limitations, which need to be understood when interpreting the results.
2. Two core limitations were discussed in the conclave:
 - a. The ability to accurately model local area traffic impacts; and
 - b. The ability to model the full range of mechanisms by which travel demands can be induced / suppressed.
3. Regarding the first limitation, we agree that strategic models (including the VLC model) are not ideal for detailed analysis of local area traffic impacts. We agree that in this case, the traffic impacts in the inner city area would be better modelled using a microsimulation model. We agree that no such modelling was undertaken for the EES. While we agree on this, we also agree that the data shown in Figure 31 of the Keys Report to support this view is not VLC data, but is other data provided to CoM. Consequently, the data presented in Figure 31 does not relate to VLC's strategic model.
4. Regarding the second issue, we agree that the strategic model partially accounts for induced / suppressed traffic demand and that this should be taken into account when interpreting the model outputs. An example of this limitation is the West Gate Bridge, where the 2031 traffic forecasts are more representative of potential traffic demand rather than practical traffic flow. Notwithstanding this limitation, Tim Veitch is of the view that the approach taken is consistent with current state of the art strategic transport modelling practice.
5. We agree that the EES traffic impacts, being related to 2031, were assessed with the CityLink tolls in place. We agree that if the Project was evaluated post the concession period (such that the Base Case assumed no CityLink tolls, and the Project included the extension of tolls) the combined traffic impacts would be different to that shown in the EES. Therefore, we agree that to understand the full impact of the Project, which includes the proposed extension of CityLink tolls, a detailed analysis of the implications of the toll extension would be warranted.

Reviewed and agreed:



Tim Veitch



Eric Keys