

WEST GATE TUNNEL PROJECT ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

CITY OF MELBOURNE

TECHNICAL NOTE NUMBER: #6

DATE: 1 September 2017

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

EES/MAP BOOK REFERENCE: N/A

SUBJECT: **Evidence of Mr Kiriakidis in relation to C190 and C196 Integrated Transport and Access Reviews**

NOTE:

1. This Technical Note has been prepared to respond to the expert witness statement of Mr John Kiriakidis
2. Mr Kiriakidis notes at page 62 of his Expert Report that:
 - GTA Consultants prepared Integrated Transport and Access Reviews (the **ITARs**) for Planning Scheme Amendments C190 Arden Macaulay and C196 City North. The ITARs forecast higher future traffic volume demand on a range of streets in North Melbourne, than the traffic volume demand forecast for the WGTP 2031 project case.
 - Mr Kiriakidis is comfortable with the extent of detailed micro-simulation modelling which has been completed for the North Melbourne area where some activity is projected between the project and no project case.
 - Mr Kiriakidis notes that both amendments were approved on the basis of new land use delivered in these precincts displacing non-local traffic with this traffic either shifting to other more convenient traffic routes offering a better level of service or driving behaviour change whether it be modal or the time of travel, particularly for discretionary trips.

REQUEST: The statutory approval process invites assessment and comment of those documents submitted by the WDA associated with the EES.

RESPONSE: Further detailed analysis is attached.

CORRESPONDENCE: N/A

ATTACHMENTS: Further detailed analysis is attached.

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Response to Mr Kiriakidis Evidence

1. Mr Kiriakidis' comments refer to the ITARs prepared by GTA Consultants to support Planning Scheme Amendments C190 Arden Macaulay and C196 City North. These reports were finalised in 2013.
2. C190 and C196 have been endorsed by the City of Melbourne. The C196 City North amendment has been approved by the Minister for Planning and adopted in the Melbourne Planning Scheme to allow urban renewal in the City North area.

Increase of traffic from both C190/196 and the WGTP

3. As noted by Mr Kiriakidis, the ITARs concluded that traffic resulting from new land uses within the amendment area would displace non-local traffic. The assessment carried out for the ITARs did not include the impacts of the WGTP. The WGTP significantly increases the demand for non-local traffic through the area. It is not clear whether local traffic would displace a significant source of new through traffic created by the WGTP. Using findings from the C190 and C196 ITARs does not adequately assess the impacts of increasing the demand for non-local traffic.
4. The ITARs note the importance of Local Area Traffic Management measures to restrict the intrusion of external through traffic. The WGTP EES has predicted that the Dynon Road connection will result in an increase in traffic along various local streets in North Melbourne, which is not consistent with the recommendations of the GTA reports.

The traffic forecasts

5. As with the EES for the WGTP, the traffic forecasts in the C190 and C196 Amendments were derived from predictive traffic modelling. The ITARs state that *"it is noted that VITM is a strategic level modelling tool and that outputs at a local level need to be refined through spreadsheet modelling to assess impacts on local roads (in this case the Amendment areas)"* (page 42, City North report). The City North report shows the significant differences in outputs between the direct outputs from the strategic VITM model and the refined outputs produced by GTA. The WGTP EES provides strategic modelling volumes which are not refined through local area analysis or augmented with microsimulation modelling.
6. The GTA reports note that the modelling which led to the traffic forecasts was particularly "conservative". (e.g. page 45 of the City North ITAR):

"It is noted that this methodology resulted in a highly conservative land use figure. (i.e. much higher than likely development scenarios, particularly for retail and commercial land uses) as a result of it being assumed that each site would be developed to 30% more than the height guideline set out in the Structure Plan. In reality it is unlikely that all the development sites with a street block will be developed to a maximum height which is 30% more than that stipulated in the Structure plan. This ensures that the modelling is highly conservative and will continue to be so in the event that any particular block or area is built out to a very high density."

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7. The City of Melbourne assessed the traffic forecasts from this work in the context of whether the development could go ahead under a set of conservative assumptions of likely development and travel mode (rather than as a predictor of actual future traffic volumes for the areas). The City of Melbourne's experience is that as areas develop, especially commercial land, the share of access to precincts by motor vehicle drops over time as public transport services and other traffic options are provided. In mixed use precincts, journeys on foot rise significantly as people live close to their workplaces and other destinations.

8. Accordingly, the City of Melbourne does not accept that the GTA reports provide justification for the failure of the WDA to carry out detailed micro-simulation modelling to identify the likely environmental impacts of predicted additional traffic flows in North and West Melbourne area.

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