

WEST GATE TUNNEL PROJECT ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

CITY OF MELBOURNE

TECHNICAL NOTE NUMBER: #7

DATE: 1 September 2017

LOCATION: Port, CityLink and City Connections

EES/MAP BOOK REFERENCE: N/A

SUBJECT: City of Melbourne Response to Project Note 60

NOTE:

1. This Technical Note responds to Project Note 60 prepared by the Western Distributor Authority (**WDA**).
2. In a traffic conclave which occurred on 15 August 2017, Mr Hunt and Mr Kiriakidis agreed that additional materials were required to assess Option 5 (see paragraph 2.1 of the conclave notes).
3. Option 5 is identified as: *"Two connections at each of Footscray Road and the extension of Wurundjeri Way but no city connection to Dynon Road"*.
4. The WDA has submitted Project Note 60 in response to the agreed position between the experts in the traffic conclave.

REQUEST: The statutory approval process invites assessment and comment of the Environment Effects Statement and associated document as submitted by the WDA

RESPONSE: Further detailed analysis is attached.

CORRESPONDENCE: N/A

ATTACHMENTS: Further detailed analysis is attached.

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Introduction

1. The City of Melbourne notes that it is limited in its ability to comment on the VISSIM outputs because it is difficult to provide detailed comments based on a two-minute extract of the VISSIM model which is zoomed out. This makes analysis of queues or traffic congestion difficult.
2. A more detailed presentation of the VISSIM model and the opportunity to discuss the model and potential roadway or traffic signal modifications would assist in assessing the key congestion issues identified in Project Note 60.

Response

3. The City of Melbourne notes that more traffic is distributed to the arterial network in Option 5 than in the project case (Option 4). In particular, traffic volumes leading to/from North Melbourne and Carlton in Option 5 are concentrated on Footscray Road/Dudley Street/Peel Street, whereas the Project case distributes increased traffic volumes across the local North Melbourne street network. Because of this, City of Melbourne is not convinced that the VISSIM model proves that the Dynon Road connection either is necessary or a positive improvement. City of Melbourne considers that if a VISSIM model was developed for North Melbourne, under the Project case the level of traffic queues and congestion which would be shown on the east/west local streets would appear equal or worse than the traffic congestion impacts shown in the VISSIM model which was prepared for the arterial network for Option 5.
4. City of Melbourne analysis has shown that east/west streets in North Melbourne will be at capacity for 12 hours a day under the Project case. This means that outbound traffic will not be able to effectively access the Dynon Road connection from the east. Also, citybound traffic will create significant queues back from Peel Street along each of the east/west streets, which could extend throughout North Melbourne and impact on the ability for vehicles to exit the Dynon Road/Dryburgh Street links.
5. There are also traffic management options that could be explored to address the apparent negative traffic congestion impacts shown in the micro-simulation model for option 5. For example:
 - The queue created in the AM peak period on the southbound CityLink exit ramp onto Footscray Road appears to be primarily generated by the right turn movement to the west, and the model shows the queue extending back in a single lane along the off-ramp and impacting traffic flows along the CityLink mainline. The existing landscaped median island currently located between the left and right turn exit lanes onto Footscray Road could be modified, or removed, in order to provide additional traffic lane(s) which service the more heavily trafficked right turn movement and may resolve the queue which was shown to extend back onto the CityLink mainline. The existing channelisation arrangement has been designed to accommodate the higher city bound left turn movement. However, it is assumed that the proposed Wurundjeri Way connection has reduced the demand for this movement and therefore opportunities to upgrade the right turn movement could potentially be explored, as detailed above.

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- The westbound queue on Footscray Road for the new right turn movement onto the elevated viaduct freeway appears to only provide two right turn storage lanes for a limited length. The length of the two right turn storage lanes could potentially be extended along Footscray Road to better accommodate this queue. It is also considered that additional traffic signal time could be provided to this right turn movement during the critical PM peak period (at the expense of Footscray Road eastbound traffic which is less critical during this period).
 - Further explanation is required to explain the queues that occur at the Sims Street exit. The modelling does not appear to recognise that traffic can freely exit Sims Street into the wide Footscray Road eastbound service lane. Also, if a congestion point really is likely to occur at this location, it is considered that traffic signals could be introduced to improve traffic flows.
6. It is not clear why Wurundjeri Way northbound has such a significant queue during the PM peak period or how this is related to the lack of a Dynon Road connection.
7. Based on the above, the City does not accept that Project Note 60 demonstrates that the Project case (Option 4) results in demonstrably superior traffic outcomes to Option 5. Further detailed investigation is required to properly identify the impacts of each.

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