

Dr (JS)

Date / Time	15 August 2017 at 5:00pm
Attendees	Professor John Stone (JS); Eric Keys (EK); John Kiriakidis (JK) – GTA; Agnelo Duarte (AD) – VicRoads

Item	Description	Discussion
1	Opening Comments	EK noted that he may require additional modelling clarity from VLC regarding the approach that has been adopted.
2	EES rationale factors:	<p>The following section explores the expert views on the West Gate Tunnel projects comparative success with satisfying the identified project rationale set out at EES Volume 1, Chapter 2 including:</p> <ul style="list-style-type: none"> ○ Inadequate transport capacity on the M1 corridor ○ Over-reliance on the West Gate Bridge ○ Inadequate port and freight connections to cater for growth ○ Reduced amenity in the inner west ○ Changing population, land use and transport needs.
2.1	Inadequate transport capacity on the M1 corridor	<p>JK opened discussion around the extent of the geographic catchment of the M1 corridor and expressed a view that the M1 corridor, including transport access is broader than just the West Gate Bridge / M1 transport link, but also other related routes. EK agrees that it represents more than solely the West Gate Bridge.</p> <p>EK considers there is no physical increase in capacity by project (e.g. over the West Gate Bridge or through the CityLink tunnels). JK agrees but notes that the project unlocks capacity over the bridge due to changes in travel patterns through the delivery of capacity elsewhere on the network. EK notes no additional capacity vs current stage on West Gate Bridge, given increase in travel demands in future. EK notes concern with modelling, including impact of induced demand.</p> <p>on M1 Agreement that West Gate Bridge will be at capacity with or without project during peak periods, with JK noting that it would be better than the future 2031 "do nothing" scenario. Ultimately, the experts could not resolve to agree on this issue given the level of decanting of travel demand, treatment of latent demand and whether capacity should consider 'performance' of the network.</p> <p>JK & AD considers WGT project adequately responds to this factor. JS & EK disagree.</p> <p style="text-align: right;">Disagree</p>
2.2	Over-reliance on the West Gate Bridge	<p>EK notes if modelling accuracy is accepted, the percentage of volume using West Gate Bridge is lower with the project than if future 2031 "do nothing" scenario but EK notes percentage swayed by induced demand and model accuracy.</p> <p>Agreement by all that if the West Gate Bridge is "shutdown", the network would remain oversaturated and congested. AD notes that even the closure of one lane has significant impact and effectively represents an "over-reliance". JK & AD consider that network redundancy is improved through the delivery of the West Gate Tunnel project. EK considers that such a scenario should be modelled to evidence such benefit. JK doesn't consider that this scenario needs to be modelled as the benefit is self-evident and intuitive.</p> <p>EK noted that in comparison to the former East-West Link, the extent of redundancy is reduced. Agreement by all that the project is not a replacement or substitute of the former East-West Link proposal but a different pathway project in its own right.</p> <p>JK & AD considers WGT project adequately responds to this rationale factor. JS & EK disagree.</p> <p style="text-align: right;">Disagree</p>

melbourne
sydney
brisbane
canberra
adelaide
perth

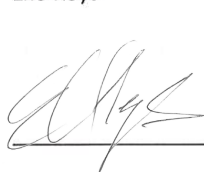
Item	Description	Discussion
2.3	<i>Inadequate port and freight connections to cater for growth</i>	Agreement by all that the project directly improves road access to part of the Port of Melbourne comprising Swanston Dock, Appleton Dock and Victoria Dock not Webb Dock. JK noted that Webb Dock egress improvements are being pursued (and delivered) separately to the West Gate Tunnel project. Qualified Agreement
2.4	<i>Reduced amenity in the inner west</i>	Agreement by all that in comparison to future 2031 "do nothing" scenario, the project it expected to reduce freight traffic activity in the general area contained by Geelong Road, Buckley street, Hyde Street and Francis Street (subject to the effectiveness of the proposed truck bans). JS considers that there is a high likelihood of increased track traffic volumes on roads to the south and west of this area as a result of this project. Qualified Agreement
2.5	<i>Changing population, land use and transport needs</i>	EK notes wording inconsistent with Section 2.3.5 of EES (" <i>Mismatch between land use and transport</i> "). EK considers it doesn't respond as well as East-West Link but rather represents a partial solution. EK considers it improves access from inner and middle West to the CBD. JK considers benefits are broader than the inner / middle ring benefits described by EK. EK considers it's a partial response only. Partially Agreed
3	Other Matters	The following issues were raised as part of an open forum on discussing any strategic matters of significance that might benefit the IAC.
3.1	Proposal is a CBD Access Road Project	EK considers that the project is principally a CBD access improvement project (e.g. approx. 50% of traffic in the tunnel is heading to/from the CBD). EK questions whether a road project is an appropriate strategic response to provide access to CBD jobs. EK questioned whether strategic directions exist in support of a project which is primarily supporting private car based travel into and out of the CBD. JS argues that strategic directions exist which are in direct contradiction to this project's support for car access to the CBD. JK indicated that the project assists with a significant re-distribution of traffic which is already accessing the Melbourne CBD and it satisfies a range of project objectives contemplated by the EES with only small changes in CBD network link volumes between the "with-project" and "no-project" case. Disagree
3.2	Modelling Methodology and Induced Demand	EK raised concern with the robustness of the modelling prepared by VLC. The group agreed that any issues with the VLC modelling is addressed directly between EK / JS with VLC. A separate meeting may be required to explore and interrogate modelling concepts including: <ul style="list-style-type: none"> ○ Whether induced demand has been dealt with satisfactorily ○ Adoption of 2031 design year evaluation instead of a 2046 design year. ○ The impact of removal of tolls on CityLink in 2034 ○ Use of micro-simulation for traffic on project vs. strategic modelling only for Arden-Macaulay and City North Note Only

Reviewed and agreed:

John Stone



Eric Keys



John Kiriakidis – GTA



Agnelo Duarte – VicRoads

