

# **Background Modelling Assumptions for the Victoria Transport Plan and the Victorian Government's Infrastructure Australia Submission**

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Victoria Transport Plan and the Victorian Government's  
Infrastructure Australia Submission**

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## 1.0 Introduction

This note sets out the background modelling assumptions that have been used in the analysis and evaluation of road and public transport network improvements, as part of the Victoria Transport Plan and the Victorian Government's Infrastructure Australia Submission.

The key inputs and assumptions relate to:

- the future transport network (road and public transport networks);
- the land-use / demographic forecasts; and
- the overarching policy environment (pricing policies etc).

This note details these assumptions and the basis on which they were derived.

## 2.0 Base Case Network Assumptions

Detailed discussions were held with VicRoads and the Public Transport Division of DOI to determine likely road and public transport network developments and public transport operational changes through to 2036.

These developments and operational changes include:

All the MOTC identified upgrades including;

- M1 upgrade
- Smart Bus and local bus route upgrades
- Rail duplications and triplications
- Electrification of some rail lines
- Upgrades to park and ride facilities
- Dart

All major road projects already identified and any road upgrades that would be expected under a "business as usual" regime including;

- Deer Park Bypass
- Duplication and extension of some outer suburban roads such as Tarneit Road, Grieve Parade, Calder Park Drive
- Upgrading of major arterial roads (including the Western Ring Road, Wellington Road, Cheltenham Road and Thompsons Road)

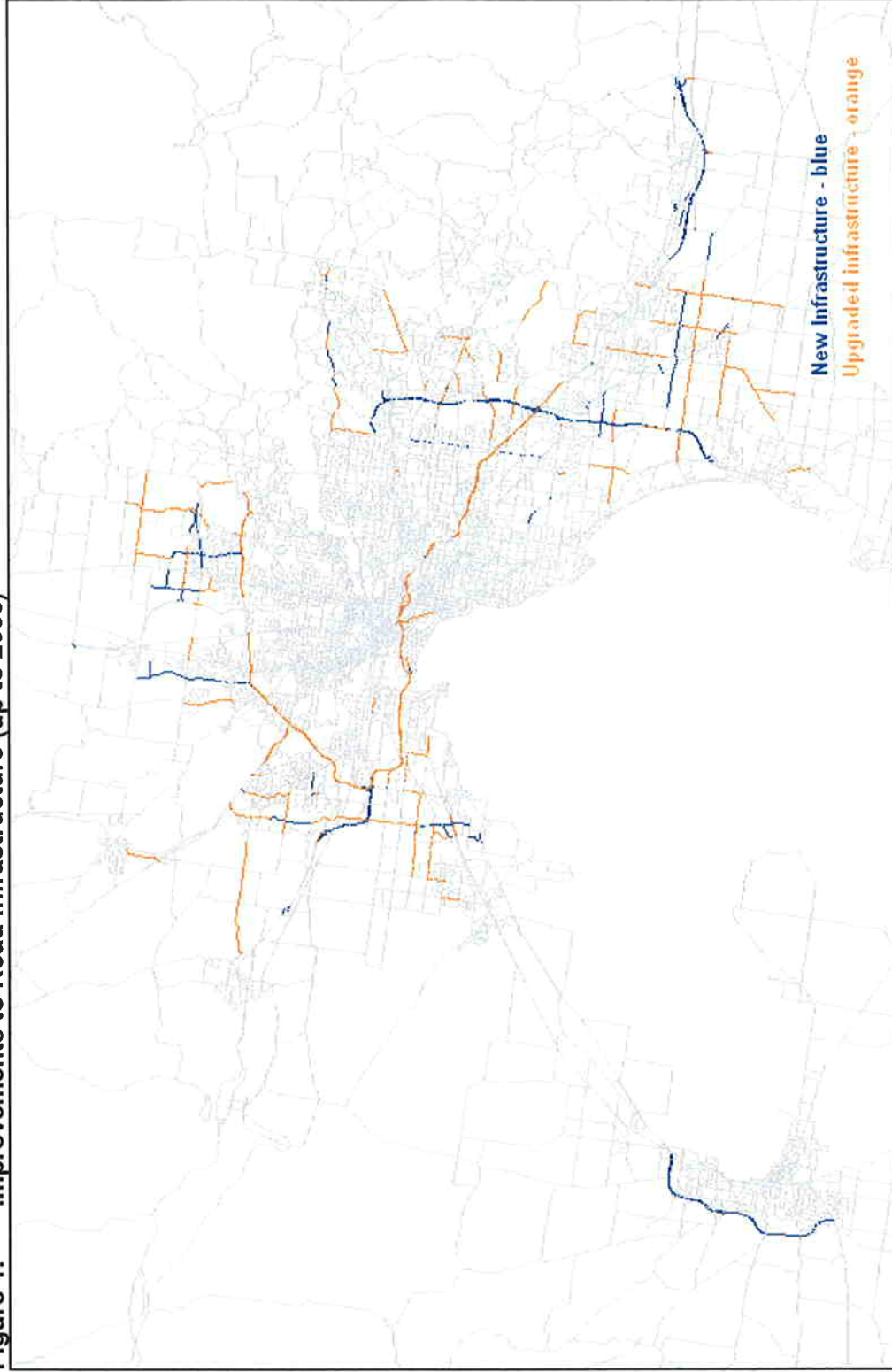
Other public transport and policy changes including;

- Removal of Zone 3 pricing
- Inclusion of CBD parking levy

Figure 1 shows the extent of road network improvements, up to the year 2036. New infrastructure is shown in blue, while upgrades to infrastructure are shown in orange.

Figures 2 and 3 show the public transport improvements assumed up to the year 2036. In Figure 2, new route coverage provided by added bus routes is shown blue, while upgrades to rail infrastructure and services are shown in orange. Figure 3 shows the Smart Bus routes which have been included in the model.

**Figure 1: Improvements to Road Infrastructure (up to 2036)**



**Figure 2: Improvements to Public Transport Services (up to 2036)**

