

Table 4: Change in vehicle kilometres travelled, 2031

WRTM scenario	Cars	LCVs	HCVs
Daily VKT			
Base Case	82,035,160	36,408,320	10,136,040
Scenario One	82,431,920	36,778,060	10,110,480
Change	396,760 (0.48%)	369,740 (1.02%)	-25,560 (-0.25%)

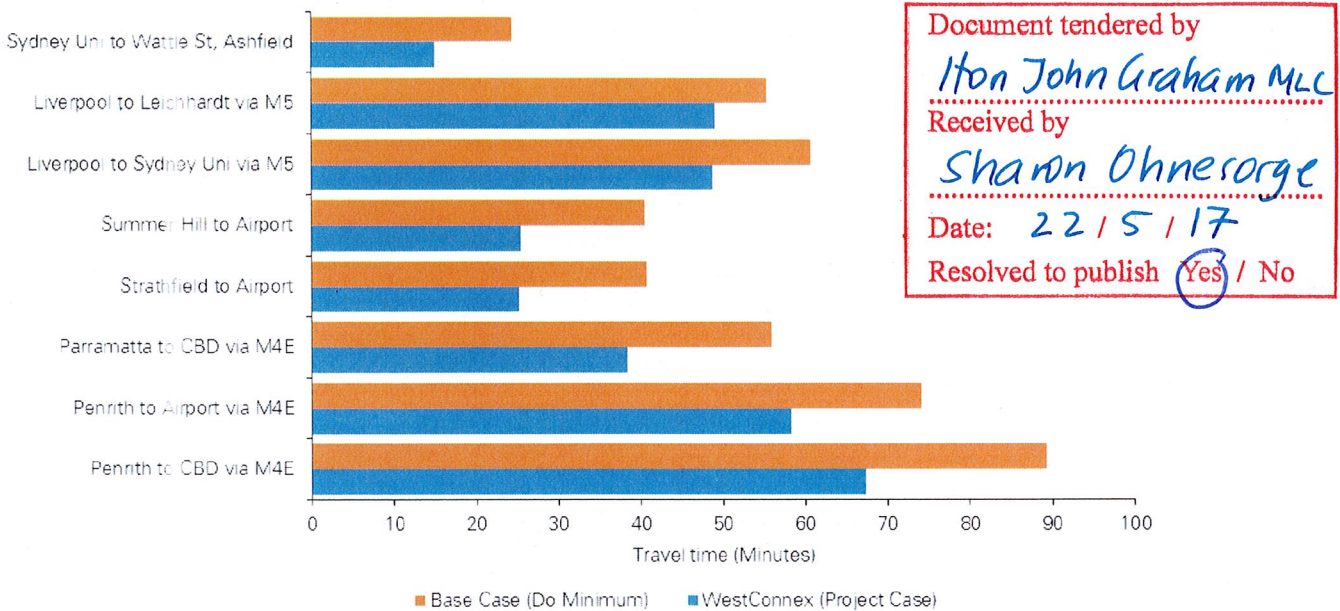
Source: KPMG analysis of WRTM Traffic Statistics (information supplied 24 June 2015).

Note: Table 4 includes links that allow connectivity to the network. These links comprise 0.1% of VKT.

Change in travel times

The change in travel times in key road corridors resulting from WestConnex is illustrated in Chart 3. The WRTM outputs indicate that WestConnex results in a reduction in modelled travel times for key corridors to and from the west and south west Sydney road network.

Chart 3: Change in modelled travel times in selected vehicle corridors (AM Peak 2031), WestConnex



Source: WestConnex Delivery Authority (2015), WestConnex Traffic Analysis - Traffic Patronage Report, January.

Induced demand

The average weekday travel demand across the network for each scenario and the estimated change are outlined in Table 5.

Table 5: Change in number of daily vehicle trips, average weekday – 2031

WRTM scenario	Cars	LCVs	HCVs
Daily trips			
Base Case	7,980,780	3,638,850	399,630
Scenario One	8,011,750	3,653,150	399,630
Change	30,970 (0.39%)	14,300 (0.39%)	0 (0.00%)

Source: WRTM Traffic Statistics (information supplied 24 June 2015).

The combined total number of new road trips and trips moved to road from public transport as a result of improved traffic conditions from the full WestConnex project (Stages 1, 2 and 3) is estimated to be around 45,000 in an average weekday in 2031. This represents 0.4 per cent of the total number of daily car trips on the Sydney-wide network in 2031.