



Rail to Rowville Pre-feasibility Study





Study Drivers

- Melbourne 2030 - Key directions and policy initiatives for public transport enhancement;
 - Public transport use of 20% by 2020
 - A Principal Public Transport Network (PPTN) will be established
 - Plan for selective expansion of the rail network to connect new and existing Principal and Major activity centres
 - Increase business/university links around Monash University and the Synchrotron site
 - Potential network option – Figure 41





Figure 41. Melbourne's Principal Public Transport Network

- | | | |
|--|---|--|
| <p>Principal Public Transport Network</p> <ul style="list-style-type: none"> — Tram and principal bus network (existing and proposed) — Melbourne metropolitan rail network ● Potential new rail station | <ul style="list-style-type: none"> — Proposed network extension — Potential network option — Regional fast rail — Urban area – public transport access improvements (local bus, cycling and walking facilities) | <ul style="list-style-type: none"> ● CAD, Principal, Major and Specialised Activity Centre — Urban growth boundary — Rail network — Major road network (existing and proposed) |
|--|---|--|





Study Drivers

- Knox Vision 2020
 - Accessible Communities
 - Highly developed, connected and safe public transport services
 - A rail link from Huntingdale to Rowville is complete
 - A continual reduction in the level of greenhouse emissions
- Knox Integrated Transport Plan
 - Public Transport Priorities in Knox
 - Rail extension to Rowville





Study Drivers

- **Rowville Demographics**

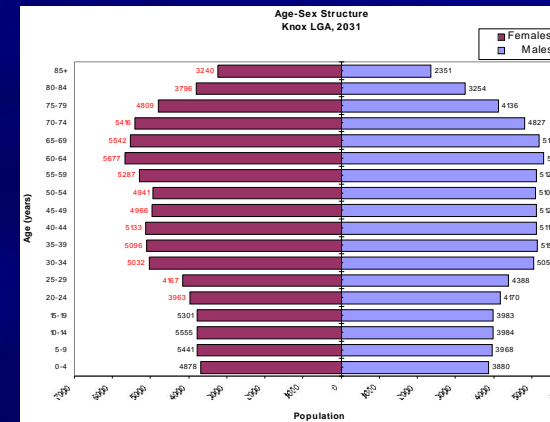
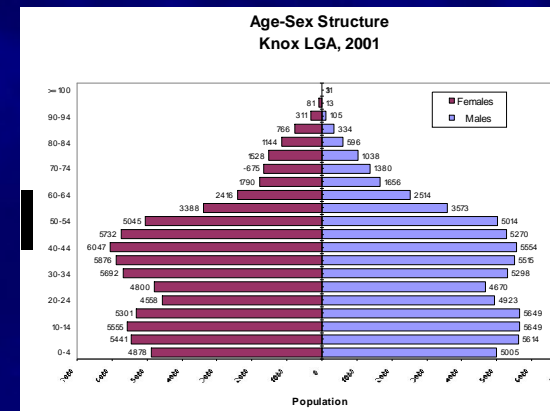
(ABS – 2001)

- **Population 2005**

- Age 10 to 19 6,463
- Age 60+ 3,340

- **Population 2015**

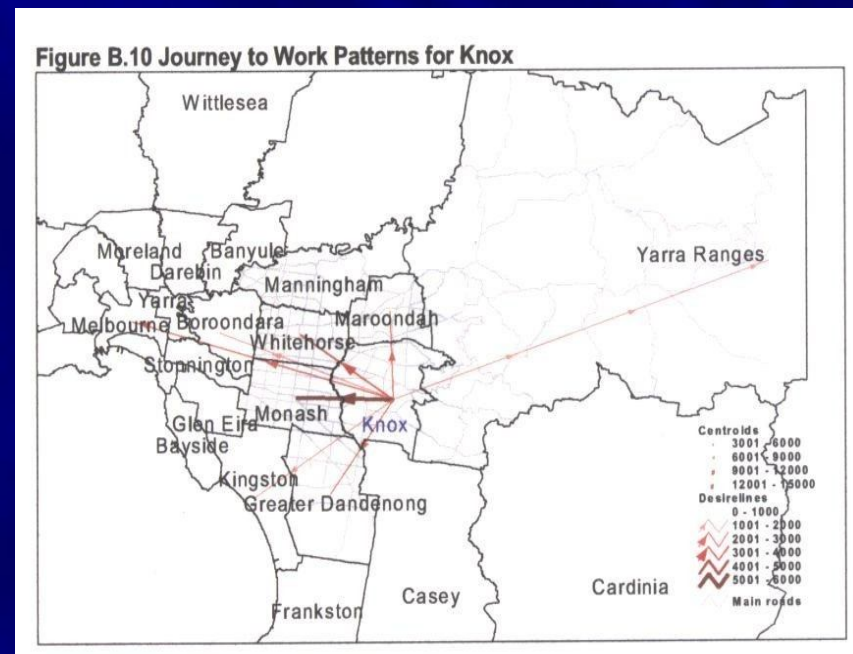
- Age 10 to 19 4,117
- Age 60+ 5,710





Study Drivers

- Journey to Work Patterns (Maunsell McIntyre 2001)
 - Knox to Monash – 5,001 – 6,000 per day
 - Knox to Melbourne – 3,001 – 4,000 per day





Study Drivers

- Eastern Regional Transport Group Study – Public Transport Overview Study (Maunsell McIntyre 2001)
 - Knox Issues
 - Isolation of housing areas from train stations
 - An aging population
 - Regional issues
 - High capacity transit required to Rowville





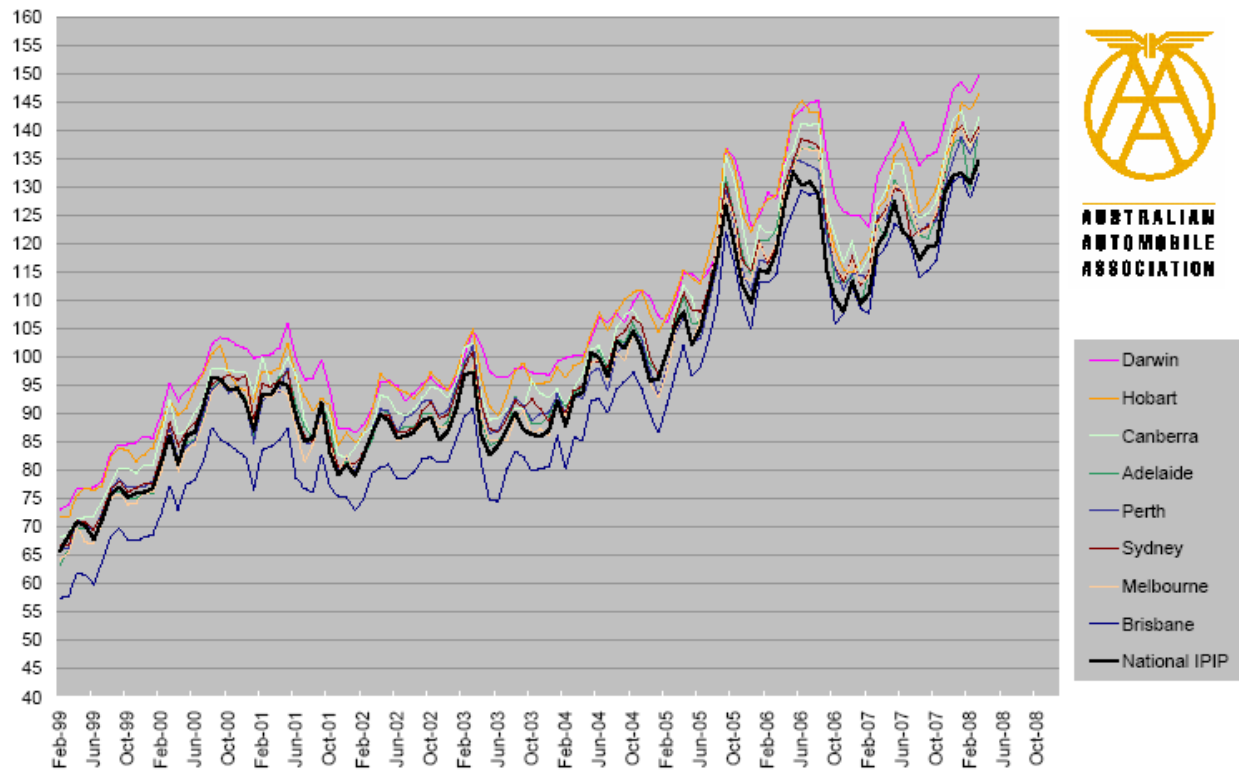
Study Drivers

- Projections of oil price & supply
 - Projections of oil averaging \$126 per barrel US in 2009 (EIA – US Government 2008 - \$113 to \$133 per barrel during May 2008)
 - Peak Oil and that Australian Oil fields ‘coming to end of productive lives’ (Peter Costello April 2005)
 - Current levels of consumption can only be sustained for 11.3 years (Geoscience Australia 2005)
 - Fuel prices have risen from 70 cents (April '98) to \$1.15 (April '05) to \$1.60 or more (June '08)
 - Projections of fuel costs of up to \$3 per litre (SMH April 2005)





Average monthly capital city unleaded petrol prices (cpl)



Source: FuelTrac



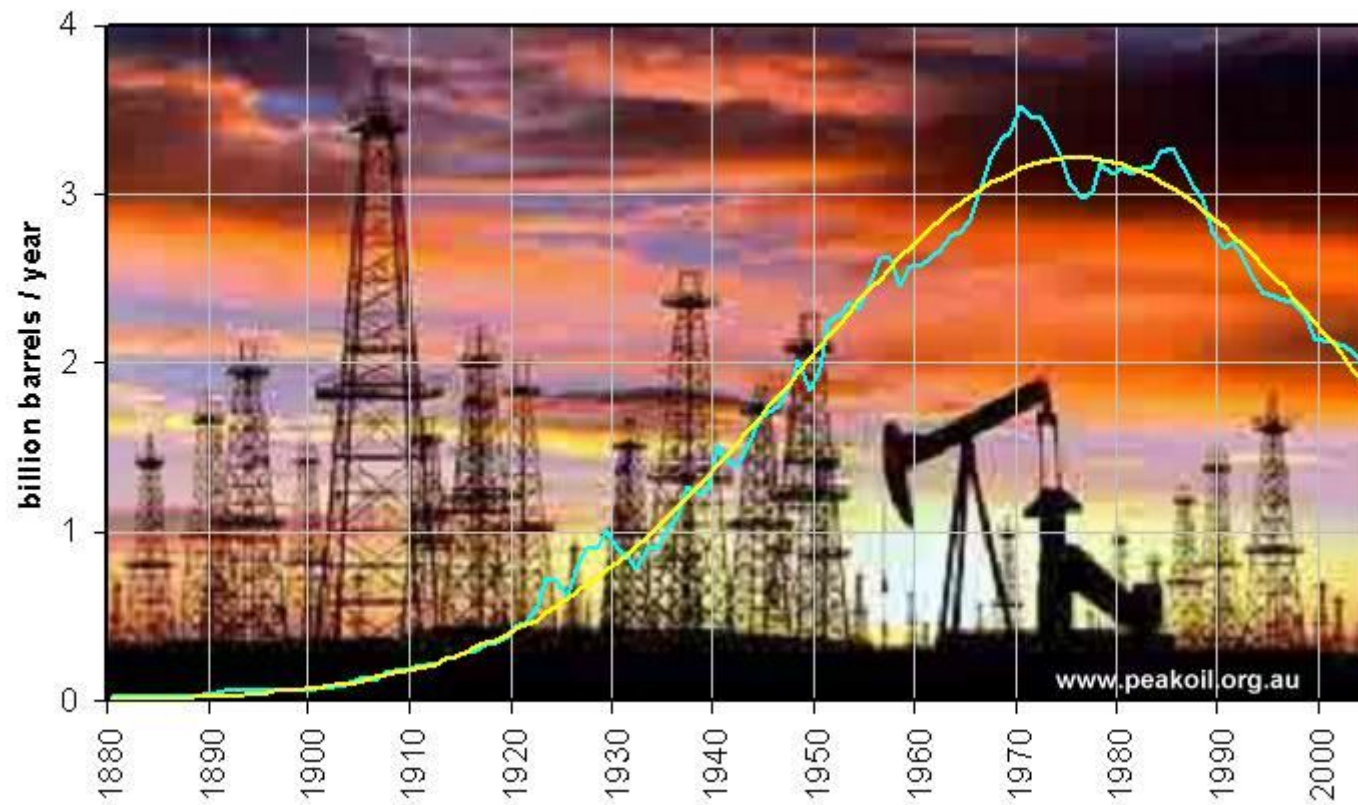
AUSTRALIAN
AUTOMOBILE
ASSOCIATION

- Darwin
- Hobart
- Canberra
- Adelaide
- Perth
- Sydney
- Melbourne
- Brisbane
- National IPIP





US all states: oil production





Study Drivers

- Environmental impacts – 15 % of greenhouse gas emissions due to vehicle based transportation (2001 Census)
- Social disadvantage for young people and persons over 60 - identified as regular public transport users (93% & 55% respectively – Knox Integrated Transport Plan 2004)
- Significant social and economic implications - cost of fuel is so expensive that people need to rely on public transport and it is not there

(Heinberg 2005)





Rowville Railway – Pre-feasibility Study

- Key objectives
 - Is an alignment feasible
 - Are significant benefits achievable
 - Can a model be accommodated within existing network
- Study team – Prof. E W Russell, Prof. P Newman, Dr Rolf Bergmaier & Mr R Wyatt
- Report prepared in 2004
- Endorsed by Council May, 2005





Rowville Railway – Pre-feasibility Study

- Study has demonstrated that a single line railway from Rowville to Huntingdale is feasible
 - Acceptable vertical and horizontal alignments have been established
 - Alignments, grades and minimum curve radius are similar or better compared to other Melbourne suburban lines
 - Minimal property acquisition required
- Anticipated to generate significant economic, social, health and environmental benefits





Rowville Railway – Pre-feasibility Study





Rowville Railway – Pre-feasibility Study

- Anticipated economic benefits
 - Direct employment generation
 - Development of Rowville Activity Centre & Rowville/Scoresby Employment Precinct
 - Linkages – jobs, education and leisure
 - A driver for transforming the MSE economy
 - Investment now versus cost in the future
 - Reduced reliance on increasingly scarce resources





Rowville Railway – Pre-feasibility Study

- Anticipated social benefits
 - Travel cost savings
 - Social justice and liveability (review of MSE Economic Development Strategy)
 - Serve a catchment of up to 100,000 (Rowville, Waverley, Monash Uni'/Clayton)
 - Reduced travel times – 30 minutes to CBD
 - Reduction in road trauma/accidents
 - Freeways reaching capacity
 - Encouraging walking at origin and destination points





Rowville Railway – Pre-feasibility Study

- Anticipated environmental benefits
 - Rail produces significantly less greenhouse emissions (hydrocarbons, carbon monoxide etc)
 - Less on ground impact of footprint
 - Reduced pollution
 - An environmentally sustainable solution
 - Removing up to 2350 vehicles per hour from Rowville catchment





Rowville Railway – Pre-feasibility Study

- Preferred Option – Huntingdale to Rowville
 - A - 9km of elevated track and a terminus at Stud Park Shopping Centre – Estimated Cost \$413m
 - B - 7km of elevated track, steeper gradients and a terminus at the Stud/Wellington Rd – Estimated Cost \$353m





Rowville Railway – Pre-feasibility Study

- Alternatives
 - Several Light Rail Options possible
 - Smart Bus
 - Proposed Monash Uni-Caulfield Light Rail
- These options are considered complementary and transitional





Rowville Railway – Pre-feasibility Study

- Recognition of issues...
 - Elevated construction and urban design/amenity issues
 - The need to cross several intersections
 - Direct costs - \$350m - \$450m plus rolling stock
 - Timetabling
 - Engagement of stakeholders





Rowville Railway – Next Steps

- The undertaking of a detailed study including economic, social and environmental benefits and impacts

