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
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
  - 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 (cpi)

Source: FuelTrac
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