

## SUBMISSION FROM MONASH UNIVERSITY

To be emailed to:

East-West Transport Options Review  
Department of Transport  
GPO Box 2797  
Melbourne VIC 3001

### **MONASH UNIVERSITY SUBMISSION OF RESPONSE TO EAST WEST LINK NEEDS ASSESSMENT REPORT**

1. I write on behalf of Monash University to respond to the final report and recommendations of the 'East West Link Needs Assessment' (EWLNA) study which was recently completed by Sir Rod Eddington.

#### **Support for sustainable transport alternatives to the motor vehicle**

2. Monash University strongly supports those specific recommendations contained in the report which encourage sustainable alternatives to the use of the motor vehicle through higher levels of investment in public transport infrastructure projects and the development of urban areas that are conducive to walking and cycling.

#### **Expansion of rail network to Monash Clayton and beyond**

3. Of significance to the considerations of Monash University is the real potential for integrating the recommendations of the Eddington report beyond the core study area of this report with the broader transport needs of Melbourne's outer east, and it is in this regard that the focus of this submission centres on recommendation 1 of the report which supports the *"... staged construction of a new 17 kilometre Melbourne Metro rail tunnel ...providing a major increase in the capacity of the rail network"*.

4. Monash University contends that the adoption of this recommendation should be the public transport infrastructure priority in metropolitan Melbourne for the State Government. In particular it is Monash's contention that, in order to leverage a more significant positive impact on public transport services in Melbourne, the proposed tunnel can and should be extended beyond Caulfield via our Clayton campus, and preferably through to Rowville in Melbourne's outer east.
5. Drawing on the report's contention "*that any transport proposals put forward by the study must make a substantial contribution to ... supporting the growth and consolidation of Melbourne's 'knowledge centre' ..... with its unique concentration of world class research institutes, teaching hospitals and universities, will be critical to Victoria's leadership in industries such as biotechnology, medical research, health services and education*" (pp10) the suggested extension of the proposed tunnel can be shown to meet the same criteria utilised by Eddington in the development of the initial recommendation and would support the important 'knowledge precinct' which exists in and around Monash University.

#### **Impact on Specialised Activity Centre (Precinct)**

6. As well, Monash University considers that extending the proposed rail infrastructure beyond Caulfield would significantly contribute to the 'growth and consolidation' of the Specialised Activity Centre (as identified in the State's key planning document *Melbourne 2030*) which currently incorporates a range of world class organisations including the CSIRO, Monash Medical Centre, Monash University, and the Synchrotron. In addition it would enable the State Government to address long standing community demand for improved public transport services in this important urban corridor of Melbourne's east.
7. The extension of the tunnel and rail services in the manner proposed above would address transport needs for the area as a whole and deliver benefits including:
  - Faster access to the city for residents of this area with travel times in the order of 30 minutes compared to over 1 hour during peak times;
  - Single mode connection to the city;
  - Less congestion on nearby roads and reduced greenhouse gas emissions;
  - Easier access for staff and students to and from our Clayton campus. This campus alone generates approximately 21000 one way trips each day;
  - Support development opportunities not only in the Specialised Activity Centre itself but also along the route and at Rowville;
  - Provide greater accessibility to the area for non-drivers (i.e. students under 18 years old) and those who do not have a vehicle.

## Current initiatives and impact(s)

8. It is important to note that Monash University, in collaboration with the Department of Transport and Monash City Council, has produced an integrated transport strategy for its Clayton campus and we have made a commitment to encourage staff, students, and visitors to our campus to move away from traditional transport modes (i.e. single occupant vehicles) towards more sustainable options.
9. The following table describes the modes of travel currently utilised by those travelling to the Clayton campus and also the endorsed targets which have been adopted as part of this strategy and the provision of the rail/tunnel infrastructure described above would significantly support us in these endeavours.

Mode of travel	Existing	Endorsed Targets	
		2012	2020
Car driver	62%	51%	35%
Car passenger	5%	8%	12%
Public transport	24%	29%	37%
Walking	7%	8%	11%
Cycling	2%	4%	5%

Table 1 Mode share targets for travel to Monash University

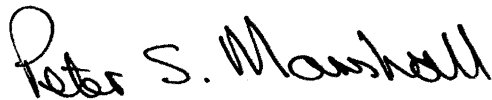
10. As the university emphasised in our submission to the 'Monash Bus Review' undertaken by the Department of Transport earlier this year, the Specialised Activity Centre is overly reliant on bus services for public transport. When we consider the delay and inconvenience encountered by significant numbers of staff and students who need to change transport modes at the Huntingdale train station with evidence of overcrowding on some of the bus services from this station to the Clayton campus, our commitment to the provision of a more direct and timely means of public travel to the campus is a genuine priority.
11. In addition we believe the current experience for people travelling to campus through the Huntingdale station is proving to be a genuine disincentive in shifting people onto the public transport network.

## Summary

12. Monash University, along with a number of high profile institutions based within the Specialised Activity Centre, constitutes an important 'knowledge centre' that has a key role in the development and promotion of Victoria and represents a significant destination in metropolitan Melbourne

13. Monash University strongly supports those recommendations of the Eddington report that are able to be strategically leveraged to support the provision of improved public transport infrastructure beyond the study area described in the EWLNA study.
14. Monash University argues for an extension of the rail tunnel and infrastructure described in recommendation 1 of the EWLNA study beyond Caulfield to Rowville in order to address significant and also long standing transport deficiencies in this Specialised Activity Centre.
15. Monash University has undertaken a leadership role in the development of transport strategy for its Clayton campus and looks forward to genuine and longer term support by the State government in terms of the delivery of transport infrastructure and services that support not only the university but also the broader community in which we are located.
16. The university is committed to encouraging its staff, students and visitors to our Clayton campus to use more sustainable transport options and we look forward to the opportunity to discuss this submission with you in further detail. Please contact Mr Chris Flynn (Deputy Director, Facilities and Services) on telephone 99020335 should you require any further information or wish to discuss any of our views in further detail.

Yours Sincerely

A handwritten signature in black ink that reads "Peter S. Marshall". The signature is written in a cursive style with a large initial 'P'.

Peter S Marshall  
Vice-President (Administration)