Australian Institute of Traffic Planning and Management
Engineers Australia – Victorian Transport Branch
Institute of Transportation Engineers – Australia and New Zealand Section

11 June 2008
Study Area
Average annual population growth
Melbourne LGAs: 2001 - 2031
Weekly household income profile
(2006)
Improving accessibility is vital
Infrastructure investment can stimulate growth

West opens as office option

Nicole Lindsay

NEW road and rail transport links proposed by Sir Rod Eddington to link the east and west could result in a fundamental shift in how Melbourne’s office market is spread around the city.

Colliers International suburban office agent Rob Joyce said the Eddington report on transport could result in companies finally looking at the west as a viable option for office space, not just industrial.

The $18 billion Eddington plan involves an 18km tunnel linking the Eastern Freeway with the west — with no ramps off into the city.

A 17km rail tunnel between Caulfield and Footscray, bypassing the city loop, but with stops in Parkville and along St Kilda Rd has also been mooted.

Other proposals include a rail link between Werribee and Deer Park and a new off-ramp for trucks from the West Gate Freeway to the port.

Mr Joyce said commercial property development in the west had always been attractive due to the abundance of relatively cheap and easily-serviced land.

It was also close to the CBD but access from the east had always been problematic for staff and freight.

“Eddington’s proposed tunnels, or any similarly effective proposal, would certainly see more businesses and hence developers having a renewed and closer look at what the west has to offer,” Mr Joyce said.

“When you cut travel time and fuel cost factors significantly to a region which has cheaper land and cheaper rents and is closer to the CBD, airports and ports, you are going to see many businesses including that region as an option when it comes time to discuss new premises.”

Mr Joyce said the success of recent strata office developments in the west, proved there was demand for quality office property in the area.

“The Eddington tunnels could provide the quantum leap that developers would need to seriously consider business park projects,” he said.

Mr Joyce said the proposed new tunnel links would almost certainly increase land values in the west but they would remain very competitive with the traditionally more expensive eastern suburbs.

“Any improvement to transport infrastructure which facilitates the movement of people and goods around Melbourne is likely to have an impact on property prices,” he said.

“New roads especially have resulted in significant increases in land prices along the immediate road corridor and at key points of egress and ingress. EastLink is a case in point.”
Growing inner city
A ‘new economy’ city – an expanded CBD
More trips for all modes
Melbourne - 2006 and 2031

Number of Trips (000s)

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<tr>
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<th>2006</th>
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<tr>
<td>Car</td>
<td>10,590</td>
<td>13,750</td>
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<td>PT</td>
<td>920</td>
<td>1,420</td>
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<td>Walk/Cycle</td>
<td>2,000</td>
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<td>Freight</td>
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Public Transport (orange) and Road (brown) Growth 2006 to 2031 (AM peak)
Scenarios

Growth in people trips - 2006 to 2031

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<th>Base Scenario</th>
<th>Low Growth</th>
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<tr>
<td>2031 Base Case</td>
<td>53%</td>
<td>47%</td>
<td>94%</td>
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<td>62%</td>
<td>62%</td>
<td>99%</td>
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<td>2031 with Recommendations</td>
<td>52%</td>
<td>25%</td>
<td>69%</td>
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Public Transport

Vehicular
Estimated metropolitan train patronage, 1900s to 2000s
(excluding Commonwealth Games)

Note:
Prior to 1982-83 patronage was enumerated as journeys derived from ticket sales.
Figures prior to this date have been factored up by 5% to allow for journeys involving more than one train boarding.
Strong growth in commercial vehicle movements
(all day, 2031)

2031 All CVs Daily
- 12,000 to 25,000 (150)
- 7,000 to 12,000 (548)
- 4,000 to 7,000 (1094)
A tub of butter: Farm gate to supermarket

**STEP 1**
From South Gippsland milk farms to Murray Goulburn processing plant, Leongatha

**STEP 2**
From Melbourne, Dandenong & Clayton to Leongatha - 32 return trips per day

**STEP 3**
From Leongatha to Laverton - 38 round trips per day

**STEP 4**
From Murray Goulburn Logistics Centre to Safeway Logistics Centre

**STEP 5**
From Safeway Logistics Centre to Safeway Stores

**STEP 6**
From Murray Goulburn Logistics Centre, Laverton, to Port
A Pioneer plasma TV: Manufacturer to living room
Northern Rail Group: Patronage versus capacity

The diagram illustrates the comparison between patronage and capacity over time. The graph shows the number of passengers per hour from 2000 to 2030. Key events such as 'Timetable and operational changes' and 'Sunbury Electrification' are marked along the timeline.

The lines represent different forecasts and actual patronage. The transport model forecast includes Ex Cap (1000) and Ex Cap (800) scenarios.
EWLNA road screenlines
all day growth (2006 to 2031)
Journey to work patterns of travel (2006)
Traffic impact of no West Gate Bridge
Community activity in the inner west along current major freight routes

* Approximate trucks per day. VicRoads Truck Count 03/07
Estimation only. VicRoads figures not available
Eastern Freeway traffic distribution
2006 east-west travel daily demand
Strong desire line – 210,000 trips
Comparison of AM peak eastbound and westbound traffic

East to West Travel – AM – 2 Hour Peak – 2006

West to East Travel – AM – 2 Hour Peak – 2006

Vehicles 7am-9am

10,000

Select Link Diagram showing distribution of traffic to, and from, the nominated point on the road network.
Cycling journeys as a percentage of total journeys (2006)
Solutions - Proposed Rail Line
Solutions - Tarneit Link and Sunbury Electrification
Corridors for road options
Solutions - Truck Action Plan
Recommended cycling projects
Restoring amenity and Public Transport
Distribution of origins for all traffic exiting Eastern freeway at Hoddle St and Alexander Pde, AM peak
All infrastructure solutions

Improve north-south tram & cycle priority
GHG reduction in Victoria

Demand Management

Mode shift to public transport and rail freight

Improved fuel and vehicle efficiency

Increased vehicle occupancy
## TIMELINE OF EAST WEST PROJECTS

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### LEGEND

- **Red**: Construction
- **Green**: Public Consultation on alignment choice
- **Blue**: Business Case/ Environmental Process
- **Yellow**: Transaction Phase/ Procurement
- **Orange**: Enhanced Services

Number references indicate combined processes

* Some DART priority measures cannot be implemented until the Eastern Freeway to CityLink connection is complete.