

2009/2010 Project Assessment Brief¹

Current Status:	Ready to Proceed
Project Name:	Melbourne Metro Stage 1
Location (State/Region/City):	Melbourne, Victoria
Submitter :	Victorian Government, Department of Transport
Project Description:	<p>Melbourne Metro 1 (MM1) is a proposed rail line under inner Melbourne which is aimed at allowing a segregated 'metro-style' rail service to run from Sunbury (and Melton once electrification is completed) to St Kilda Road via the CBD (Maps attached). The proposed project scope includes:</p> <ul style="list-style-type: none"> • construction of 7-8km of twin track rail tunnels under the Melbourne CBD; • up to 6 underground stations; and • associated service planning and smaller scale infrastructure changes for the full realisation of project benefits across the Northern Rail Group. <p>The Victorian Government proposes that the MM1 tunnel would be extended at a future date from St Kilda Road to Caulfield (MM2), where it would connect with the Dandenong Rail Corridor.</p> <p>Detailed feasibility studies (funded with a \$40M Australian Government grant) are under way. (Maps attached)</p>
Capital Cost by Proponent Outturned (\$M):	\$4,900M
Contribution sought by Proponent (\$M) :	Not stated. General reference in Victorian Government submission to making "an appropriate contribution".
Start/Completion by Proponent (month/year):	Completion of feasibility studies: 2010 -2011. Construction: 2012 - 2018
Theme Alignment Claimed by Proponent:	Transforming Our Cities, Competitive International Gateways

¹ **Victorian projects nominated by the former Government are being carefully considered for advancement alongside the new Victorian Government's infrastructure priorities and in the context of the Government's development of a new, outcomes-based metropolitan planning strategy. Cost estimates and technical analysis for Victorian projects indicated in this document are as submitted to Infrastructure Australia in 2009.**

PROFILING

Infrastructure Australia Profiling Assessment Summary:

Strengths

- Project well linked to *Victorian Transport Plan* and associated land use strategies such as *Melbourne @ 5M*, notably that MM aims to facilitate transport from areas in NW Melbourne that are expected to experience substantial population growth.
- Evidence presented to articulate problems – congestion, access to CBD, population growth and ability to foster transit-oriented development - that the project aims to address, (e.g. high train loadings on rail lines that are likely to experience even higher loadings as growth occurs in NW Melbourne).
- Evidence of some application of ‘non-build’ means of addressing demand, e.g. off-peak period ticket prices, and timetable design.
- Reasonable process for assessing shortlisted options under way.

Weaknesses

- Limited evidence of the rigorous application of scenario analysis.

Conclusion:

Project was assessed by Infrastructure Australia in its May 2009 report as having ‘Priority’ status. Project continues to pass profiling, and is worthy of further consideration following receipt of detailed feasibility studies.

APPRAISAL

BCR by Proponent excluding wider economic benefits (WEBs):

1.3

Infrastructure Australia Appraisal Assessment Summary:

No additional economic appraisal documentation supplied this year. More detailed economic appraisal expected at the conclusion of the detailed feasibility study process.

Conclusion:

Previous conclusions about the economic merits of the project will need to be re-assessed in light of the detailed feasibility studies.

DELIVERABILITY

Infrastructure Australia Deliverability Assessment Summary:

No update of deliverability information was received.

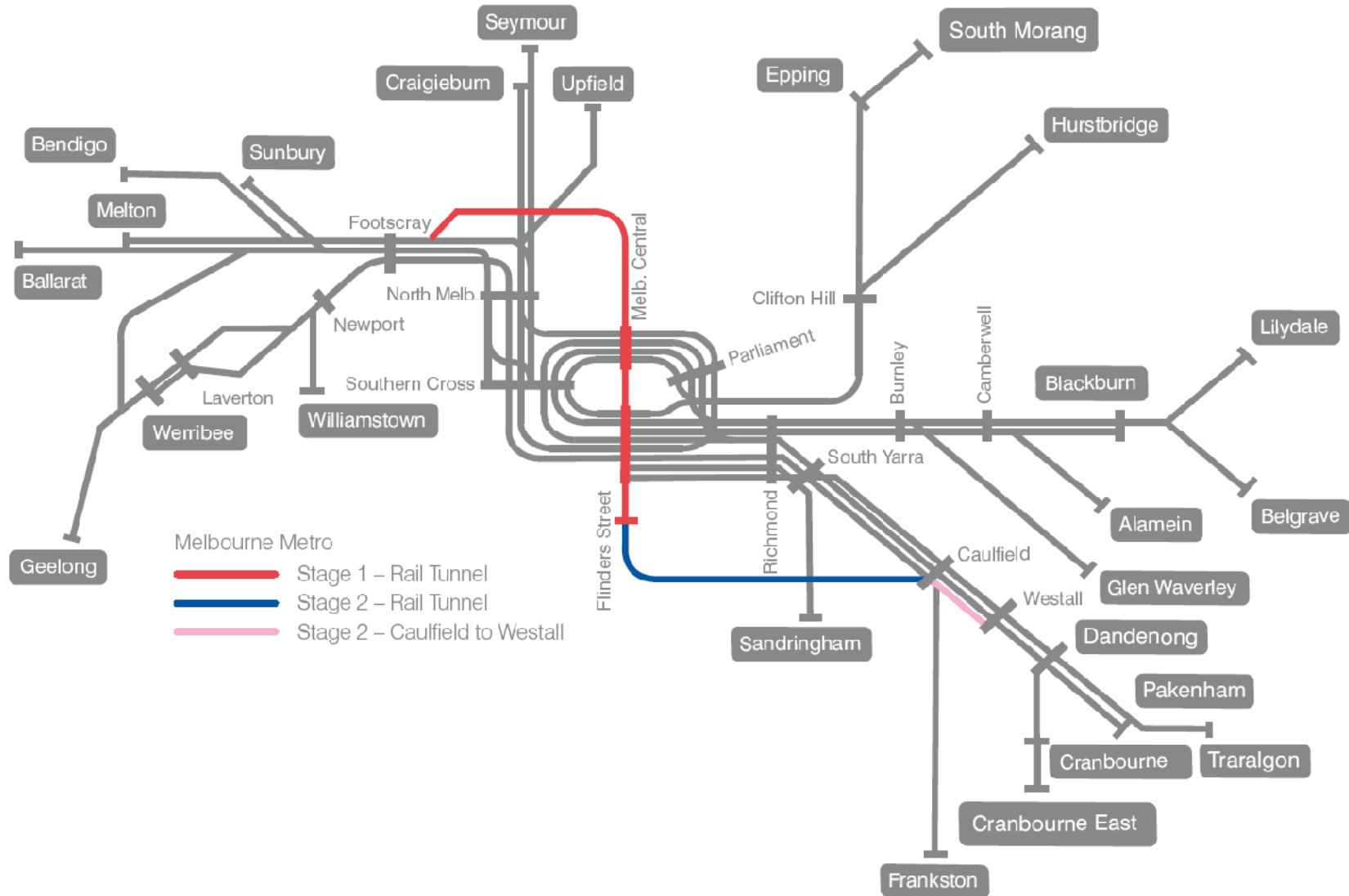
This assessment relies on previous submission and comments drawn from Dec 2009 submission.

The project is at an advanced stage of development in some areas.

Further development of risk assessment, delivery strategies and governance arrangements is required before confidence could be assumed

This assessment was prepared by the Office of the Infrastructure Coordinator in February 2010 for the Infrastructure Priority List.

Melbourne Metro Stages 1 and 2 within Broader Melbourne Rail Network



Corridor Options for Melbourne Metro 1

