

# Submission Cover Sheet

North East Link Project EES IAC

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**Request to be heard?:** No, but please email me th

**Full Name:** David Hugh Nicholson  
**Organisation:** ELTHAM College  
**Affected property:** 398 Lonsdale Street Melbourne  
**Attachment 1:** Submission\_North  
**Attachment 2:**  
**Attachment 3:**  
**Comments:** As attached

3 June 2019

Submission – North East Link

To whom it may concern.

We are making the following submission relative to transport disruptions foreseen during the construction of the North-East Link.

The submission is made relative to Chapter 9 of the Environmental Effects Statement and in particular paragraph 9.4.3 – Public Transport Network – Potential Impacts to Rail Services during construction. (9-62).

### **Reference**

“It is anticipated these works would require the occupation of the railway due to the nature of the work and close proximity to the active rail line. Accordingly, the Hurstbridge rail line would most likely need to be closed for around six weeks to accommodate these works. Replacement buses are expected to be used to transfer passengers between stations during closure of the rail line.”

### **Issue**

ELTHAM College operates a city campus in Lonsdale Street Melbourne. In 2020 this will involve approximately 90 students travelling to the city and returning four days a week.

Students are in the age range of 14 to 16. With attendance times of 9 am to 3.30 pm, travel time has students at the ELTHAM station before 8 am and typically after 5pm.

The experience with previous interruptions to rail services has been that travel times have been significantly attended by the need to first be transported by bus between stations, and then link to the train service.

Whilst this is an inconvenience for adult commuters, it poses unacceptable hardships and risks for teenagers as young as 13, and significantly impacts upon their ability to learn. One key issue is they travel from some distances such as St Andrews, and Yarra Glen. To start the school day on time, these students will have to get up very early to meet the additional travel time. Whilst parents accept an almost “door-to-door” service via the train, the interruptions to travel will cause anxiety both for parents and students.

Further, students often have significant commitments relative to sporting and co-curricular activities, generally involving a specific start and/or end time, whether before

or after school. Significant delays in transportation may preclude students from attending before and/or after school activities.

Tiredness is also an issue. Travelling to the city each day already places a significant strain on students. Adding time and difficulty to the journey will exasperate such issues.

We note that students are required to attend school. Varying the school day challenges this requirement.

### **Proposed Solution**

As noted, the number of students travelling to the city is approximately 90. These students, all travelling at the same time, would require two buses for transport to and from Eltham Station, regardless of this proposal.

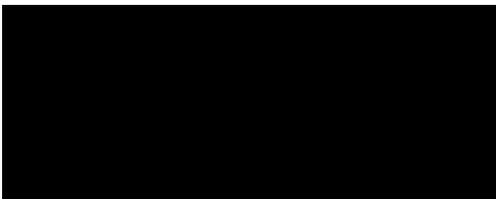
We propose instead that two buses be provided specifically to transport students to from Eltham Station to the city and return. This will achieve objectives such as:

- Improved safety for students intermingling with a large number of buses at the destination station. We envisage that at peak time a large number of buses will be required to replace trains, and so significant risks of bus/commuter incidents.
- Reduced parental and student anxiety from extended travel times with multiple exchanges.
- Reduced travel times when compared to replacement buses between stations, a large number of students travelling at the same time (adding to bus replacement congestion) and not imposing unreasonable travel times on students.
- Reduced congestion caused on the travel route of replacement buses. That congestion will come from buses, and commuters using their own transport, to travel to the point where the rail service re-commences operations.

Whilst there is a cost to this proposal, we would not expect that cost to be significant on an incremental cost basis. Taking a different route to the city will potentially be faster than the route to the train station where services re-commence, and so the cost may not be much greater.

We request a meeting to further discuss these issues.

Yours sincerely



DAVID NICHOLSON

**Business Manager | ELTHAM College**

