



Representing one million residents as the Eastern Transport Coalition

Factsheet #3: The Dandenong Rail Corridor

Dandenong line:

Distance: 31.2 kilometres

(19.4km double track)

Pakenham line:

Total distance: 58.2 kilometres.

(also includes V/Line services)

Cranbourne line:

Total distance: 45.2 kilometres,

(13.9km of single track)

The Dandenong line with approximately 60,000 daily boardings is experiencing some of Melbourne's highest levels of patronage growth. Dandenong, 31.2 kilometres from Flinders Street, serves as a junction between the Pakenham and Cranbourne lines.

Since it links many of Melbourne's main activity centres and growth areas, the Dandenong line has been nominated for an expansion in capacity and the ETC looks forward to its delivery as quickly as possible.

With the rapid growth experienced this additional track is required to provide reliable express services and to facilitate efficient travel of V/Line regional services.

Capacity constraints:

The Cranbourne line single-track prevents the implementation of frequencies above a 20 minute interval and has repercussions for providing frequent services to and from the Dandenong Transit City. More frequent services are required since 25% of the Casey population works within Greater Dandenong.

The construction of the third track through to Dandenong will allow the introduction of a consistent express service pattern along the rail line. This will reduce rail travel times by at least 15 minutes and ensure a competitive journey against private vehicle usage.

Service standards:

Service levels along the Dandenong line are substandard. Whilst significant improvements to peak services will require the third track, off-peak services can be improved utilising the existing infrastructure.

Interpeak and off-peak services are below standard. For example, the Pakenham/Cranbourne currently has hourly services after 8pm and half-hourly services during interpeak times and weekends.

Mission Statement: The Eastern Transport Coalition will advocate for sustainable and integrated transport services in the Eastern region of Melbourne which focus on the travel needs of the community and reduce the level of car dependency

Eastern Transport Coalition

Greater Dandenong, Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges Councils

Supporting urban planning:

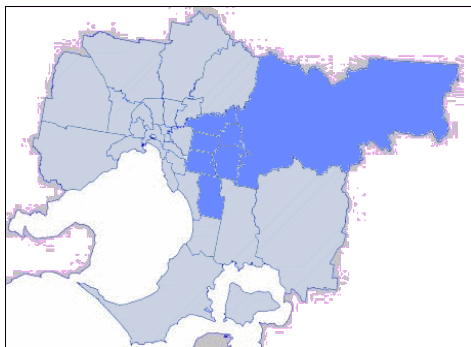
The construction of the third track provides a unique opportunity to grade separate the existing crossings along the line. The lowering of the rail line at centres such as Springvale, Clayton and Noble Park will help facilitate urban renewal of these areas and support effective bus travel.

Springvale and Clayton Stations intersect key SmartBus routes (routes 888/889 and 703 respectively) and level crossings at these locations are a prominent source of delay for these bus routes.

A call for action:

<u>Short-term:</u>	<u>Medium-term:</u>
<ul style="list-style-type: none">● Improvements to off-peak service frequencies, to ensure 20 minute interpeak and weekend frequency, ensuring timetable consistency.● Planning and supporting works for the duplication of the Cranbourne rail line.	<ul style="list-style-type: none">● Triplication of the rail line between Caulfield and Dandenong (including grade separations) for express services and effective V/Line travel.● Duplication of the Cranbourne rail line (estimated cost \$26 million)

About the Eastern Transport Coalition:



The Eastern Transport Coalition (ETC) consists of Melbourne's seven eastern Metropolitan Councils and represents approximately one million residents.

The ETC advocates for sustainable and integrated transport services to reduce the level of car dependency to secure the economic, social and environmental wellbeing of Melbourne's outer east.

Contact details:

The Eastern Transport Coalition aims to work in partnership with Federal and State Government's to ensure the future sustainability of Eastern Melbourne.

For further details please visit www.etc.org.au or contact 9298 8000.

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