



Duplication of Lilydale & Belgrave single track sections



Cr Samantha Dunn
Shire of Yarra Ranges

Eastern Transport Coalition Public Transport Forum

Melbourne's train network has not kept pace with its population growth.

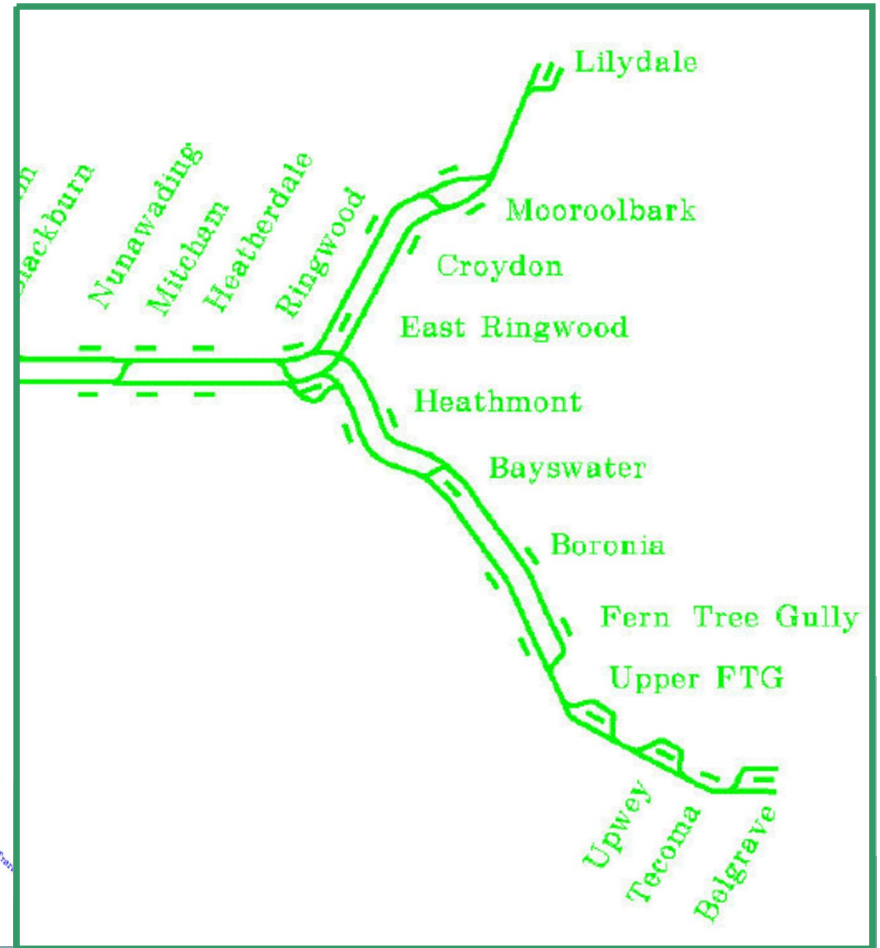
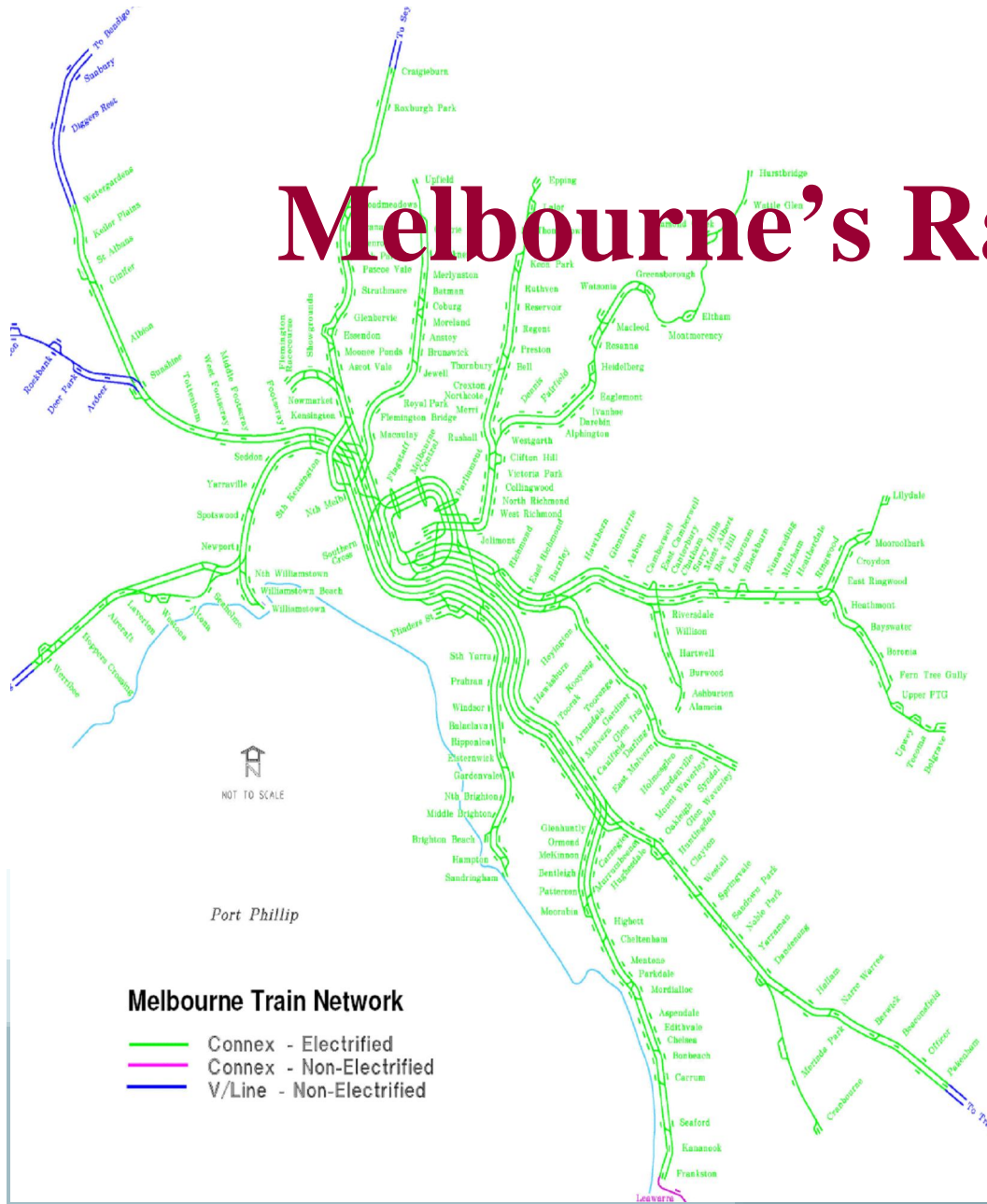
The last new train line built here was the Glen Waverley Line in the 1930s.

Melbourne's population then was one million people.

It's now grown to almost four million people, and the rail network is still the same.

Stateline Victoria, ABCTV, 22/2/08

Melbourne's Rail Network



Connex Performance Report

May 2008

- Metropolitan Total
 - 361 cancellations
- Belgrave line
 - 9 cancellations
- Lilydale line
 - 39 cancellations

(second only to Sandringham with 47)



Connex Performance Report

May 2007 – May 2008

- Metro wide 99% services run
 - 92.1% on time
- Belgrave line 99.3% services run
 - 92.5% on time
- Lilydale line 98.6% services run
 - 93.5% on time
- Lilydale line had the greatest number of cancellations (approximately 770) metro wide



Eddington EWLNA Study

- ... the capacity on suburban corridors is affected by a mixture of issues, including:
- single track sections which reduce capacity on a corridor and affect scheduling flexibility
 - the mixture of stopping patterns which absorbs more than one train path on average

Patronage is growing

Peak period passenger counts at the city cordon stations show that loads have risen by 25% over the past three years at an annual growth rate of 7.6% pa. Patronage growth is stronger in off-peak periods than in peaks.



Eddington EWLNA Study

Why the increase

- Stronger than expected population growth across Melbourne
- Stronger than expected employment growth in central Melbourne
- Increasing educational opportunities in central Melbourne
- Rising petrol prices
- Increasing awareness of environmental concerns
- Introduction of a levy on central city car parking
- Increasing road congestion
- MOTC initiatives to upgrade train and feeder bus services

Eddington EWLNA Study

- Boarding data supplied to the EWLNA shows a clear commuter preference for express trains, with maximum loads on these trains and "stopping all stations" trains carrying significant lower loads.
- Single or double track is a major determinant of system capacity

Passenger Views

Growing problems of reliability and overcrowding are having an immediate impact on people's perceptions and feelings about the quality of the travel experience

Eddington EWLNA Study

Upper Ferntree Gully has better service than
Upwey

Passenger comment

ETC Surveys

- 51 per cent of commuters at the Belgrave station want more services on the Belgrave/Lilydale line
- 50 per cent of commuters at the Box Hill station want more services on the Belgrave/Lilydale line
- Only 26 per cent of commuters at the Belgrave station believe the train service meets their needs

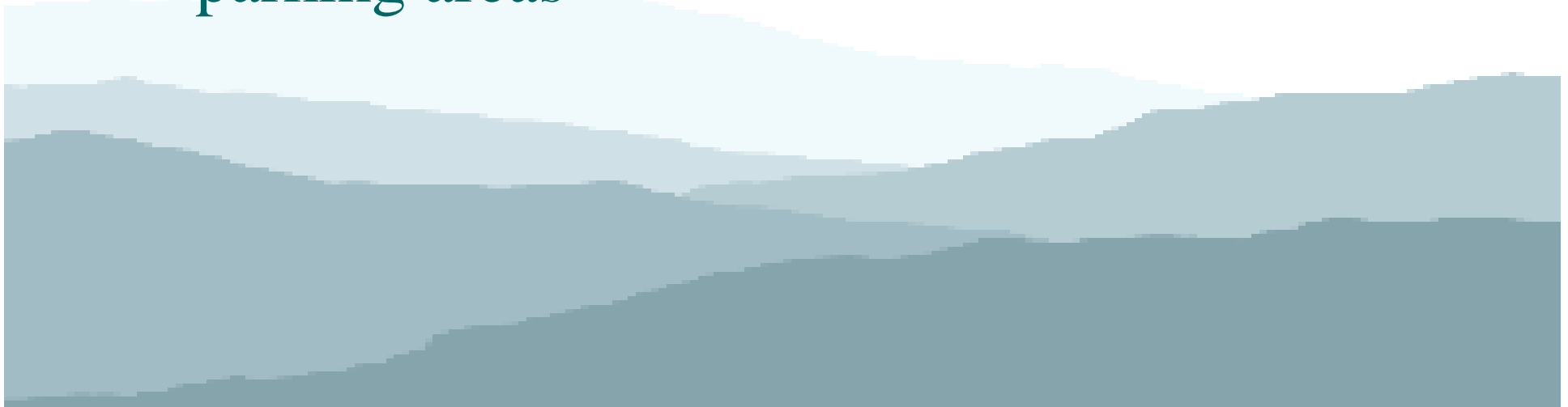


Limited Timetable

- Belgrave Line
 - 6.45am service starts from UFTG
 - 5.17pm & 5.33pm from CBD end at UFTG
(8 minute wait to next train)
- Lilydale Line
 - 7.02 am, 7.30am & 8.02am services start from Mooroolbark
 - 5.13pm from CBD ends at Mooroolbark
(8 minute wait to next train)

Car parking

- Car parking at all stations in our region is insufficient to meet demand
- Commuters park in alternate locations such as local streets and shopping centre car parking areas



Duplication is a good investment

A two track passenger railway can carry up to 25,000 passengers an hour in each direction, the equivalent of more than 20 lanes of freeways.

Eddington EWLNA Study

