

## EXTENDED MELBOURNE METRO

# THE GREENS' PLAN TO EXTEND THE BENEFITS OF MELBOURNE METRO TO MORE VICTORIANS



Commuters are suffering from overcrowded and unreliable train services. To transform our public transport network, the Greens will extend the Melbourne Metro Rail Project with more services, new lines, interchanges and upgraded stations.

Everybody crammed into an overcrowded train or stuck in traffic knows that Melbourne's transport system isn't working.

With so much of Melbourne car-dependent or reliant on infrequent or unreliable public transport, the Greens are prioritising improvements to public transport over more expensive toll roads.

It's time to plan for our growing city and deliver public transport that works for everybody, regardless of where they live.

The Greens have welcomed the Government's work to start building the Melbourne Metro Rail Project but we know much more needs to be done.

With Melbourne's population growing rapidly the Greens will bring the benefits of the Metro Rail Project to as many people as possible.

An extended Melbourne Metro is part of the Greens long term plan to transform our ageing, unreliable train lines into a reliable, high capacity metro system.

We will extend the benefits of Melbourne Metro to as many Victorians as possible by:

- Increasing service frequency
- Electrifying the line to Melton
- Extending rail to Clyde

- Building an interchange with South Yarra Station
- Upgrading South Kensington, South Yarra, and Caulfield Stations.



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## INCREASED SERVICES

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The Greens will ensure commuters receive the full benefits of Melbourne Metro by bringing forward the proposed 2031 peak hour service plan so it is in operation on day one.

This will deliver 23 peak hour services on the Sunbury/Melton Lines and 21 peak hour services on the Cranbourne/Pakenham lines.

The Greens will increase off-peak services to 6 trains per hour for each of the Pakenham, Cranbourne, Sunbury and Melton lines, providing a minimum 10 minute services for all commuters.

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## ELECTRIFICATION TO MELTON

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Melton's population is forecast to double by 2031.<sup>i</sup> However, residents only have access to three V/Line services per hour during peak times.

The lack of access to public transport is reflected in the low rates of public transport use. In 2016, only 9% people commuted to work by train in comparison to 75% that travelled by private vehicle.<sup>ii</sup>

To face these challenges, the Greens will electrify the Melton line bringing regular, reliable, and high capacity metro services to Melton, Toolern, Rockbank, Caroline Springs, Deer Park, and Ardeer. Our plan will increase the accessibility to the area while providing direct services to the inner city and South-East Melbourne.

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## EXTENSION TO CLYDE

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Clyde's population is expected to have significant growth and accommodate 44,000 new residents by 2031, similarly, Cranbourne is due to increase by 61%.

Clyde has no train services, and Cranbourne is serviced by just handful of peak hour trains.

The Greens will extend the Cranbourne line to Clyde, duplicate the Cranbourne line and build a new station at Cranbourne East, to bring regular, high capacity Metro services to the area.

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## SOUTH YARRA STATION INTERCHANGE

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Both the previous Liberal government and the current Labor government excluded South Yarra from the Melbourne Metro Rail Project. Thousands of commuters who travel to and from South Yarra or use the station as an interchange between the Frankston, Sandringham & Cranbourne/Pakenham Lines would face travel times of up to 10 minutes longer without a South Yarra interchange.<sup>iii</sup>

The Greens will build a South Yarra station interchange with Melbourne Metro. We will refine the interchange station options contained in the South Yarra MM Platforms – Technical Options Study (2015) report and consult with the Melbourne Metro Authority on the optimum timing of works.

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## STATION UPGRADES

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### UPGRADE SOUTH YARRA STATION

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South Yarra station is used by over 13,000 commuters a day, and with South Yarra's population growing rapidly, particularly due to the Forrest Hill growth area, it will only get more busy. Commuters suffer from an overcrowded single entrance, unsafe pedestrian crossing, and no secure bike racks.

South Yarra station was recently ranked by the Public Transport Users Association (PTUA) as Melbourne's most overcrowded station.<sup>iv</sup>

The Greens will upgrade South Yarra station including an expanded front foyer, new entrances, tram super stop and safer pedestrian crossings.

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### UPGRADE CAULFIELD STATION

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Caulfield station is a major interchange between the Frankston and Cranbourne/Pakenham lines as well as serving Monash University and growing population. The station has been ranked the 10th most crowded stations in Melbourne by the Public Transport Users Association (PTUA) due to inadequate infrastructure.

The Greens will upgrade Caulfield station to provide commuters with to improve connections between platforms and other forms of transport.

The current estimated expenditure is between \$2.3 -4.9 billion based on the following individual project costs:

- Electrification to Melton: \$500 - \$750 million<sup>v</sup>
- Extension to Clyde: \$1 - 3 billion<sup>vi</sup>
- Interchange with South Yarra: \$700 - \$970 million<sup>vii</sup>
- Station Upgrades: \$150 - \$225 million <sup>Est.</sup>

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i Population forecasts are based on information prepared by Id profile.

ii Data from Census 2016, prepared by Id profile.

iii South Yarra Station Assessment Options 2015 - MMRA

iv Melbourne's most overcrowded train stations ranked by public transport users association – ABC Online September 2017

v Infrastructure Victoria

vi Infrastructure Victoria

vii South Yarra Station Assessment Options 2015 - MMRA

### UPGRADE SOUTH KENSINGTON STATION

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South Kensington station is one of Melbourne's most neglected stations. The current location complicates access to local residents by being located between JJ Holland Park and industrial rail lines. Similarly, the existing narrow platforms and the limited undercover area require significant improvements. The station is unsafe, having only one entry and exit point, and is not accessible for people with a disability. It is also the 8th most overcrowded station according to the PTUA due to its poor design.

The Greens are disappointed that the Labor Government chose not to include South Kensington station in Melbourne Metro, which further disadvantage those living near the station.

The Greens will upgrade South Kensington station and bring more services to cope with the increased demand, as well as analyse its potential relocation to facilitate greater access for the local community.

## COST

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The Greens policy platform will be fully costed and funded.

Final costings for the Extended Melbourne Metro initiative will be subject to advice from the Parliamentary Budget Office.