

PENINSULA RAIL LINK

Report Summary



Car Dependency

The Mornington Peninsula, south of Melbourne, has no single public transport service to the city. The fastest way to get from Rosebud to the city by public transport is with the route 788 bus to Frankston, and then the connecting train, which takes around 2 hours 20 minutes in total, depending on traffic. This forces residents to drive to the city to save time, adding to traffic congestion.

To compare, trains alone take two hours to get to the city from Bendigo, an hour and forty minutes from Ballarat, and an hour and a half from Warragul and Seymour.

The Peninsula Link freeway does a good job of getting residents to the city quickly, but not all residents own cars, and still rely on public transport to get around. With so little public transport on the peninsula, and what there is running at low frequencies, too many people are forced to drive, adding to traffic congestion on the peninsula, as well as in Frankston and all the way along Port Phillip Bay's east coast to Melbourne.

In addition, there is no public transport whatsoever running cross-peninsula. Passengers without cars travelling between Hastings and Mornington or Rosebud must change at Frankston, which can take up to an hour and a half.

Tourism

The peninsula, especially between Safety Beach and Point Nepean, is a highly popular tourist drawcard, with tens of thousands of tourists visiting the peninsula all at once during holiday periods. The peninsula's population swells 30% during these times. However, without any form of public transport from Melbourne, people feel forced to take their cars to the peninsula, or just not go at all. The congestion that results, both to the peninsula (e.g. Peninsula Link) and within the peninsula (e.g. Point Nepean Road), holds the economy, and the tourism industry, back.

Phillip Island faces the same issues, with traffic on the Bass Highway just as gridlocked during holiday peak periods from people opting not to take the ferry from Stony Point, which would require changing from a train at Frankston to another train that carries less than 200 passengers per train and only runs every 100 minutes at best. The ferry from Stony Point to Cowes has even lower capacity and cannot carry cars.

Key Propositions

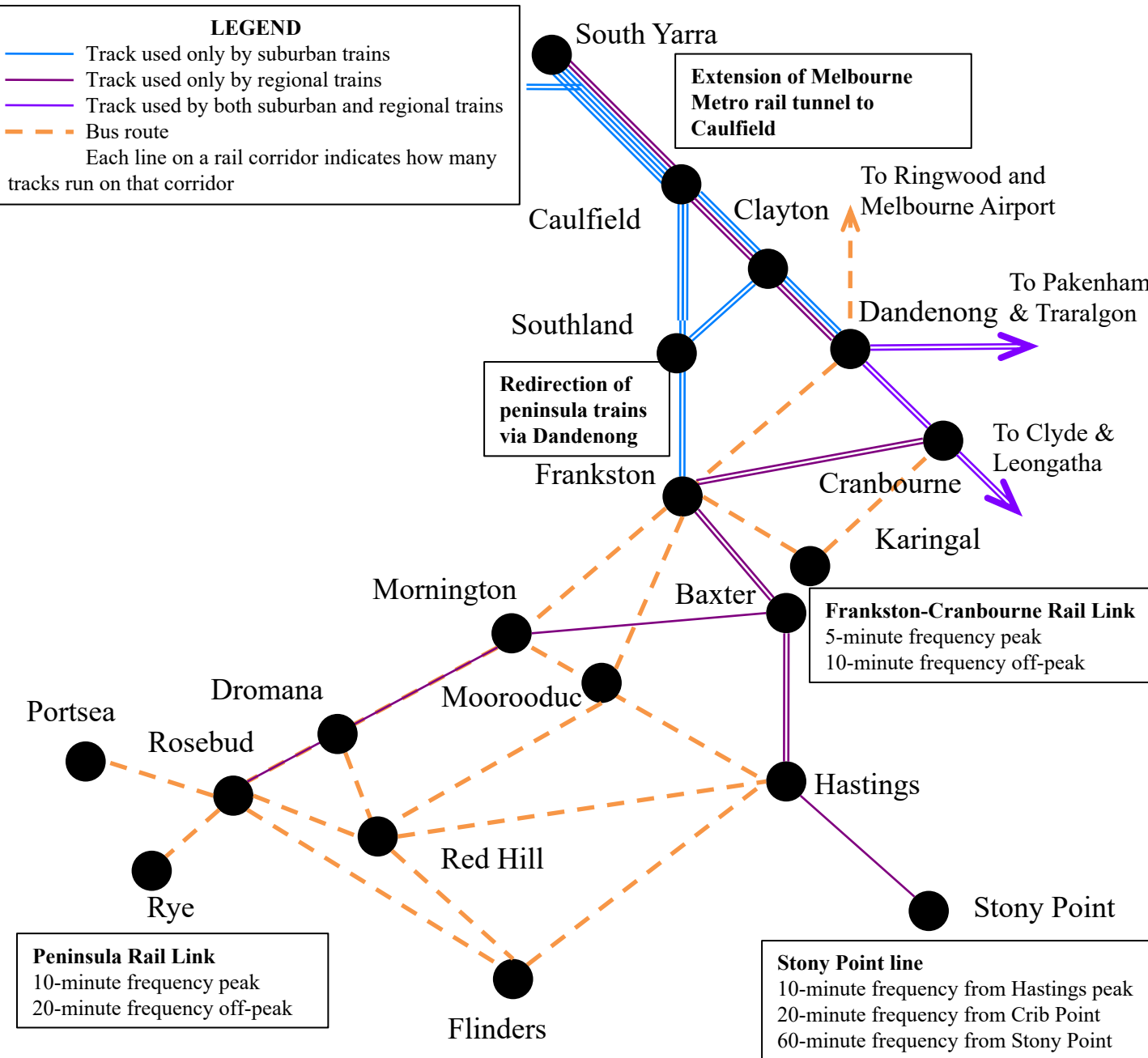
The Peninsula Rail Link protect is a blueprint for an expansive public transport network for the Mornington Peninsula to eliminate car dependency and unlock the tourism industry's full potential, in three stages:

- 1. A new train line to Rosebud, duplication of the Stony Point line to Hastings, high-capacity signalling, and associated expansions to the peninsula's bus network**
- 2. A train line from Frankston to Cranbourne to separate peninsula and suburban trains, including duplication from Cranbourne to Dandenong, quadruplication between Dandenong and Caulfield, and extension of the Melbourne Metro rail tunnel to Caulfield.**

This project would stimulate economic growth not only on the peninsula, but throughout southern and southeast Melbourne, Gippsland and the Bass Coast, encouraging decentralisation and easing pressure on the inner city.

Other Features

During holiday peak periods, special express services to Rosebud and Stony Point (the latter for Phillip Island) could run from the city, possibly using vintage trains so as to ease pressure on the regular fleet. A car-carrying ferry usually reserved for Sorrento-Queenscliff services could be used to connect with the Stony Point express, and to provide a sustainable alternative to driving via the Bass Highway.

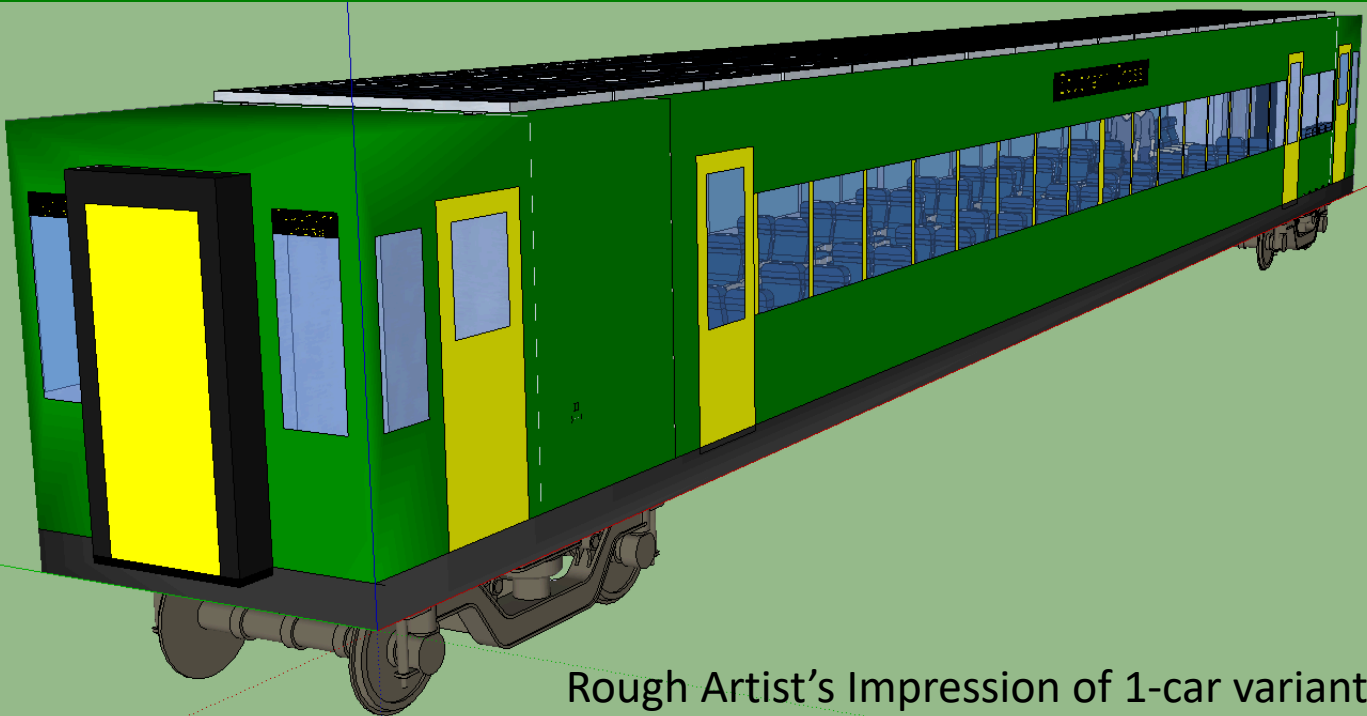


Next-generation trains

Between the construction of the line to Rosebud and the Frankston-Cranbourne line, trains from Rosebud and Stony Point to the city will be required to couple together and form a single train at Baxter, and outbound trains would divide at Baxter before proceeding to both Rosebud and Stony Point. This practice, common on regional services out of London, allows trains from both lines to run to the city without further adding to congestion on the Frankston line. These trains would also be necessary on the Gippsland and South Gippsland lines in the short to medium term should the South Gippsland line be reopened, with their trains coupling and dividing at Dandenong.

These trains would have the following features:

- A top speed of 160km/h
- 27 metres long
- Battery-electric, powered by roof-mounted solar panels and a pantograph that can collect power from overhead wires in suburbia and at termini
- 1-car and 2-car variants, ideal for lower patronage services
- 103 seats per 1-car unit, 111 seats per carriage per 2-car unit
- Handholds for peak hour commuters
- Comfortable, ergonomic seats with armrests
- Toilets and baby change tables
- Fold-down seats near doors that allow room for bikes and wheelchairs
- Automatic ramps for wheelchairs that fold at the push of a button by the driver
- Passenger Information Displays and automated announcements for station arrivals and closing doors
- Destination boards on the front and sides of each carriage
- Doorways next to the carriages' driver compartments that allow passengers to walk between entire carriage sets without having to exit the train, no matter how long the train is



Rough Artist's Impression of 1-car variant

Read full details of the *Peninsula Rail Link* and its vision at peninsularaillink.net