

GREATER DANDENONG'S PUBLIC TRANSPORT FUTURE

Advocacy for public transport improvements

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EXECUTIVE SUMMARY

The City of Greater Dandenong has a very high proportion of transit users compared to similar municipalities. This is despite relatively low levels of transit service compared to other municipalities. Over the past 10 years (2009-2019) however, the region has suffered a decline in transit services per capita. This has largely been due to geographical, temporal and accessibility gaps within the network. The City of Greater Dandenong has engaged Movement and Place Consultants to investigate and develop an advocacy strategy which outlines what improvements it should be advocating for to complement Council's Integrated Transport Strategy (ITS) and address these gaps.

Many aspects of public transport are not directly under the control of Council. However, Council can play a critical role in ensuring that the needs of its residents are considered by those that make decisions in these areas.

This report is undertaken to maximise opportunities for local and state government collaboration in relation to transport to improve the quality of life for residents.

Significant investment on the rail network from the state government has put a focus on public transport. There are many other transit improvements required. The vast majority of these are much lower cost than the Melbourne Metro project, and they also have a much greater impact on the region and economic productivity of Melbourne's south east.

A summary of the advocated actions within this report are shown in Table 1.



Table 1: Summary of Advocated Priority Actions

SUMMARY OF ADVOCATED ACTIONS	
Extend Route 885	<ul style="list-style-type: none"> Keysborough is not well connected to jobs or education. The recent State budget announcement provides funding to fix this issue. Extend Bus Route 885 to improve bus links to Monash University and Dandenong NEIC from Springvale, Noble Park and Keysborough South.
Linking people to jobs and services	<ul style="list-style-type: none"> Areas of Noble Park North, Noble Park, Keysborough, Keysborough South and Springvale South lack direct connections to education and employment opportunities. Improve bus links to Monash Univeristy from Noble Park, Springvale South, Keysborough and Keysborough South. Upgrade Bus Route 800 along Princes Hwy to operate every 10 minutes with headway based operations. Connect routes through Dandenong CBD including linking Route 848 onto Route 857. Extend Route 814 from Springvale Junction to Monash University and reinvest the saving in Springvale South services.
Improve access to Train Stations	<p>Yarraman Station</p> <ul style="list-style-type: none"> Yarraman Station is not accessible for people with disabilities and needs to be DDA compliant by 31 December 2022. \$10M upgrade of access to make Yarraman Station DDA compliant and provide for smoother access across the railway line along the regional Eastlink Trail. Improve bicycle parking at Yarraman Station.
	<p>Dandenong Station</p> <ul style="list-style-type: none"> Currently using the train before 7:15am is free, however bus services prior to 7am are not free. This encourages people travelling early to drive to the station and means that station car parking fills up by 6am. Bus services connecting to trains should be free of charge before 7am in order to reduce commuter parking demands. Additional services on bus services feeding to train lines to cater for demand that is currently being shifted to commuter car park
	<p>Sandown Park Station</p> <ul style="list-style-type: none"> Sandown Park Station is not accessible for people with disabilities and needs to be DDA compliant by 31 December 2022. Upgrades will compliment the Sandown racecourse development.
Improve operational efficiency	<ul style="list-style-type: none"> Bus services are slower than they need to be. Priority measures and fewer timepoints will speed up services and free up resources to provide more services. Install queue jump lanes at key intersections. Install full time bus lanes on various roads as part of Mordialloc Freeway.
Rebuild Dandenong Station	<ul style="list-style-type: none"> Platforms 2 and 3 are unsafe in crowded conditions and will require widening to ensure safety as patronage grows at Dandenong Station. Fourth platform will be required at Dandenong Station Bus interchange is nearing capacity and will need significant upgrade within 10 years to maintain service reliability and safety. Improved bicycle parking facilities will be required at Dandenong Station



1. INTRODUCTION

Objectives

Movement and Place have undertaken a review of the public transport network within Greater Dandenong to identify key areas of improvement opportunities to prioritise.

This document outlines key issues and advocates a comprehensive set of priorities and actions for the Victorian and Commonwealth governments, public transport operators and others concerned with maintaining and improving transport in the Greater Dandenong region.

This document has been structured to:

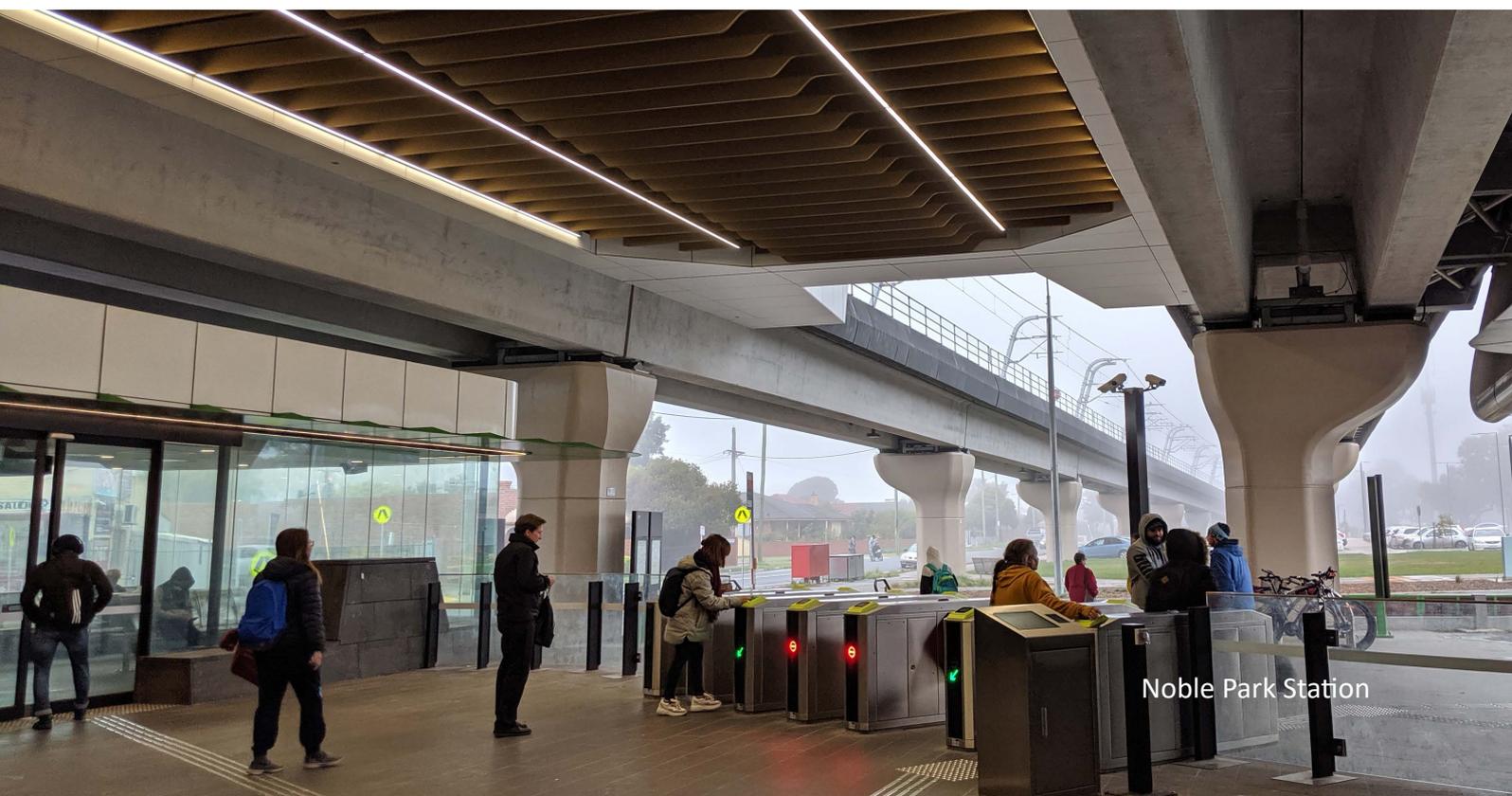
- Provide information on current public transport services within Greater Dandenong
- Provide a summary of public transport advocacy actions
- Identify the importance and benefits of each public transport advocacy action to Greater Dandenong

Background

The Integrated Transport Strategy 2017 – 2022 (ITS) foreshadows this public transport advocacy report. The ITS aims to improve access to employment, education, healthcare and activity centres, underpinning Greater Dandenong’s role within the region.

This advocacy report relates to two ITS goals:

- Access to Employment, Education, Healthcare and Activity Centres should be easy for all
- An integrated transport network should underpin Greater Dandenong’s strength as a national centre of economic significance and regional employment



Noble Park Station

Significant investment on the rail network has put a focus on public transport in recent years.

Recent improvements include:

- **10-minute Train Services all day** - trains every 10 minutes for 15 hours each weekday and 8 hours every weekend day
- **Level Crossing Removals Project** - removal of all level crossings in Greater Dandenong has been funded by the State Government including new stations at Springvale and Noble Park
- **Duplication from Dandenong to Cranbourne** - the Dandenong to Cranbourne duplication will improve reliability on 8km of track between Dandenong and Cranbourne
- **New Bus Services** - particularly in Keysborough South and Dandenong South
- **Improved Bus Stops** - installation of DDA compliant bus stops across the network





2. WHAT THE COMMUNITY TELLS US

Community consultation has formed the basis of this report. CGD has asked residents and businesses about their needs and wants relating to public transport. Some have been shown below.

Student, Monash University

Cassandra lives in Springvale South and finds using public transport difficult to access Monash University from her home. Since there are no direct bus routes within the Springvale South area to Monash University, the trip requires at least 1 or 2 changes between public transport to reach Monash. The entire trip takes 40-50 minutes, which is more than double the time it would take if travelling by car.



Industrial Employee, Dandenong South

___ lives in Keysborough South and since there are limited public transport options within his area, he finds accessing his employment area of Dandenong South to be difficult.

Noble Park

___ lives in Noble Park North and finds public transport is not easily accessible.

3. EXISTING SITUATION

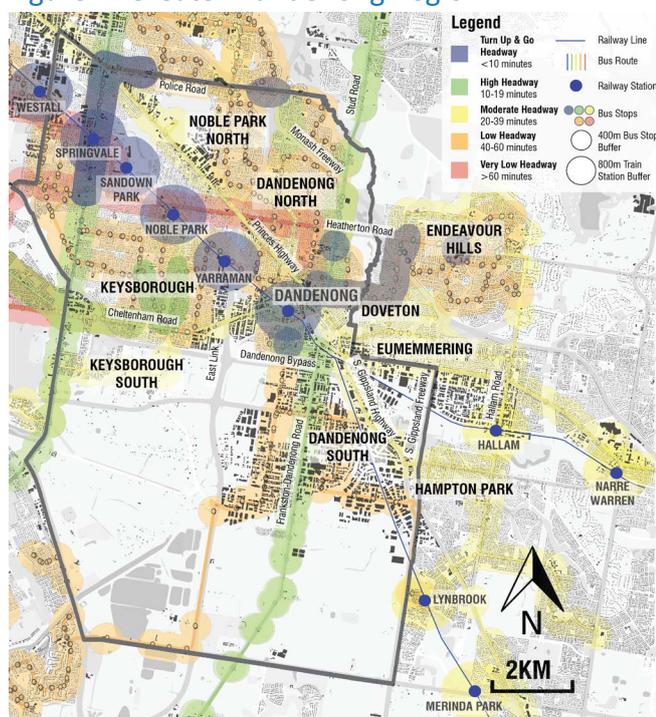
This section presents a summary of existing conditions of the study area itself and of the bus and train services within the region.

3.1. CONTEXT

The City of Greater Dandenong lies in the south-east of Melbourne and its central activities district is Melbourne's second largest retail and commercial centre, including over 7,000 businesses and large shopping complexes in Keysborough and Dandenong. The municipality is renowned as the manufacturing hub of Victoria. Other key industries within the municipality include health care, retail trade, wholesale trade, transport and warehousing.

Greater Dandenong is one of the few municipalities in Victoria to have a surplus of jobs. It also has a very high proportion of travel by public transport.

Figure 1: Greater Dandenong Region



3.2. KEY DEMOGRAPHICS

The CGD community is unique as being the most culturally diverse municipality in Australia. This includes a large recent arrival community that is constantly changing and relies on public transport to access services. Without good public transport services, education and employment opportunities for these people are reduced, and a wide range of other social issues increase as a result.

Greater Dandenong's population is increasing

Between 2016 and 2031, forecasts suggest that Greater Dandenong's population will increase by approximately 64,000 people. As cars, freight and passenger transport compete for limited road space, this growth will place increased pressure on the transport networks, especially at peak time. Public transport needs to be improved to minimise road congestion, and this investment must be linked to higher density development around key activity centres.

A higher proportion of residents recorded a severe or profound disability

Within Greater Dandenong, 9,645 residents, or 6.8% of the population, recorded that they had a severe or profound disability (ABS 2016). This is significantly higher than the national average of 5.5%. With a higher proportion of residents with a disability, the importance of accessibility for all within the network is crucial.



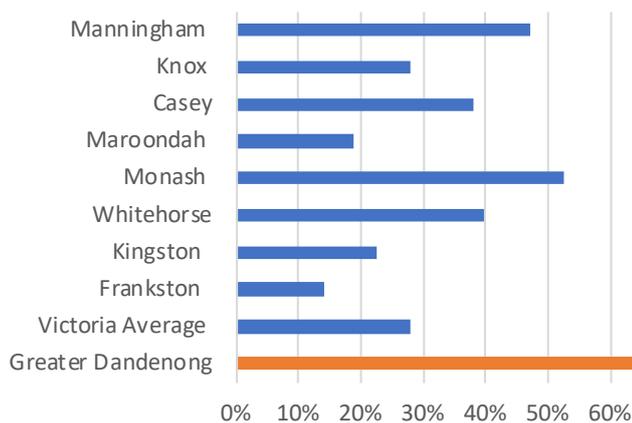
A higher proportion of young and elderly people within Greater Dandenong increases the need for public transport

In 2016, children and young people (< 25 years) made up approximately 31.8% of the Greater Dandenong population, greater than the state average of 31.3%. People aged 65+ years made up 14.4% of the population. The higher proportion of young and elderly people in Greater Dandenong increases the reliance of public transport to access general services.

Greater Dandenong is the most culturally diverse municipality in Victoria

Well over half (64%) of Greater Dandenong residents are born overseas, 61% from nations where English is not the main spoken language. This is a key indicator of reliance on public transport, with a relatively high need to access low cost travel, education, jobs and services.

Figure 2: Proportions of households where a non-english language is spoken

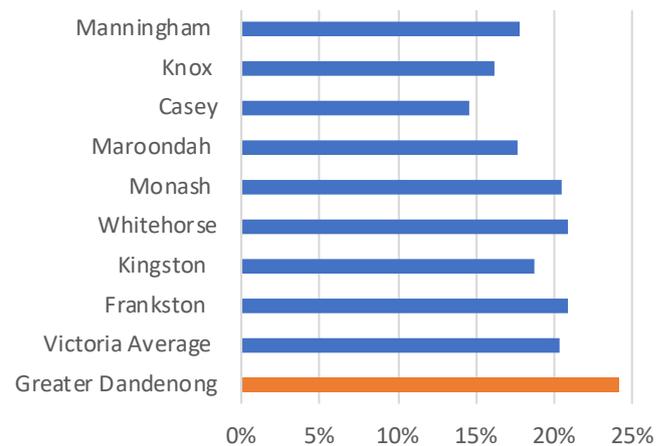


Source: ABS (2016)

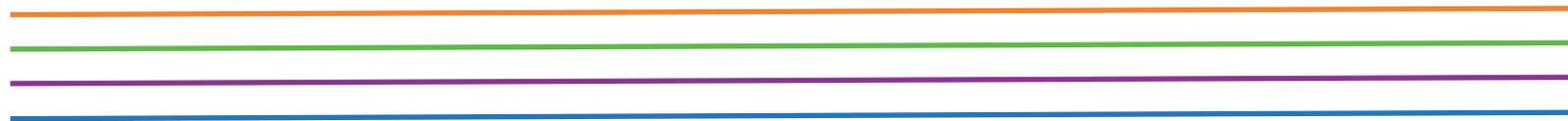
The median income in Greater Dandenong is the lowest in Melbourne, and many choose to feed their family rather than own multiple cars, relying on public transport to access jobs and services

In 2016, the median weekly gross income among CGD residents was \$476 - the lowest in Melbourne, and 73% of the metropolitan average of \$785. These households need to make real choices between transport and necessities like food and heating, and consequently, need to rely heavily on public transport to access jobs and services.

Figure 3: Proportion of Low Income Residents - Less than \$650 per week



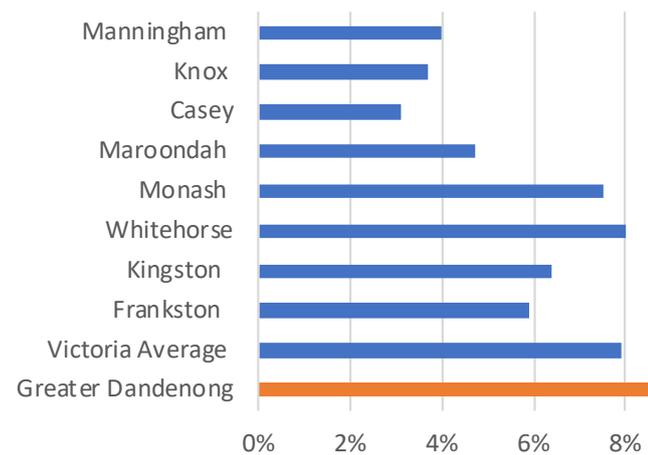
Source: ABS (2016)



CGD residents have car ownership rates similar to people living in inner Melbourne. But Inner Melbourne has much better public transport options

Residents of Greater Dandenong have low car ownership rates and there is a high proportion of low car ownership residents. Inner Melbourne has much better public transport options, which means many residents without car ownership within Dandenong would find difficulty to travel only using public transport. This limits access to services and jobs for residents.

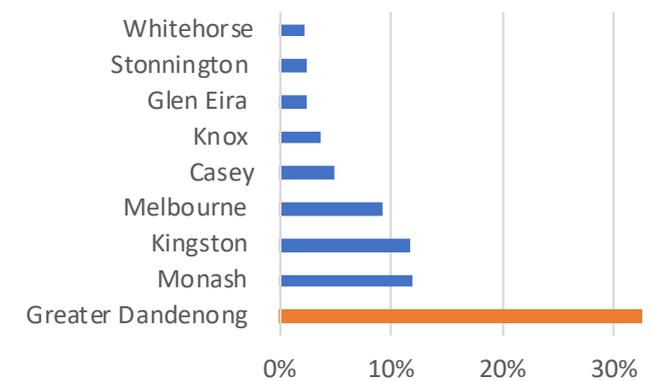
Figure 4: Proportion of Low Car Ownership Residents - % Zero Car Households



Source: ABS (2016)

The majority of Greater Dandenong residents work within Greater Dandenong.
For Greater Dandenong residents, most residents work in Greater Dandenong and Monash, highlighting a need to ensure these locations are easy to access by public transport for locals.

Figure 5: Where Greater Dandenong residents work

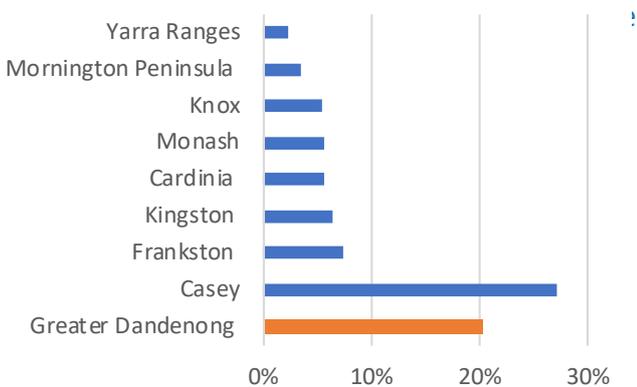


Source: ABS (2016)



The majority of Greater Dandenong workers travel from the City of Casey

In the below figures, the characteristics of Greater Dandenong employment are highlighted. As shown, the largest proportion of workers in Greater Dandenong live in the City of Casey at 27.1% (ABS,2016).

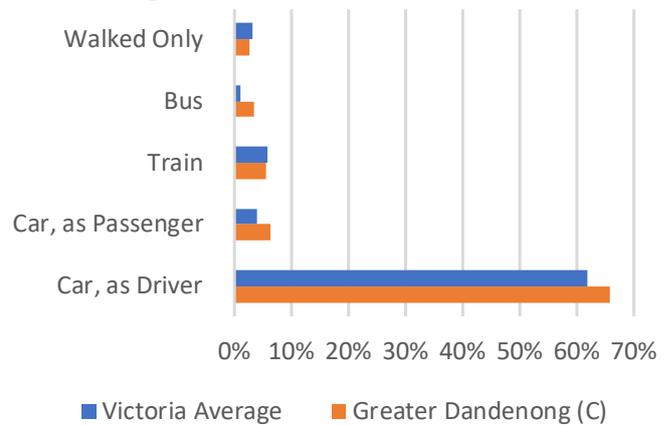


Source: ABS (2016)

Most workers travelled to work by car

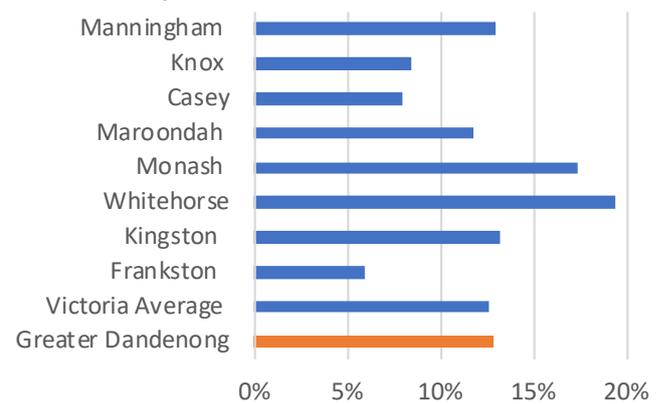
In 2016, the most common methods of travel to work for employed people were: Car, as driver 67.9%, Train 6.2% and Car, as passenger 5.9%. Bus ridership was low, with only 1.9% responding that they used buses to travel to work.

Figure 7: Method of Travel to Work for Greater Dandenong residents



Source: ABS (2016)

Figure 8: Residents who travelled to work by Public Transport



Source: ABS (2016)

3.3. PUBLIC TRANSPORT SYSTEM

Bus

There are currently:

- 26 regular bus routes
- Two SmartBus Routes
- Four Night Bus Routes
- Two infrequent bus extensions (from the Dandenong Ranges)

Train

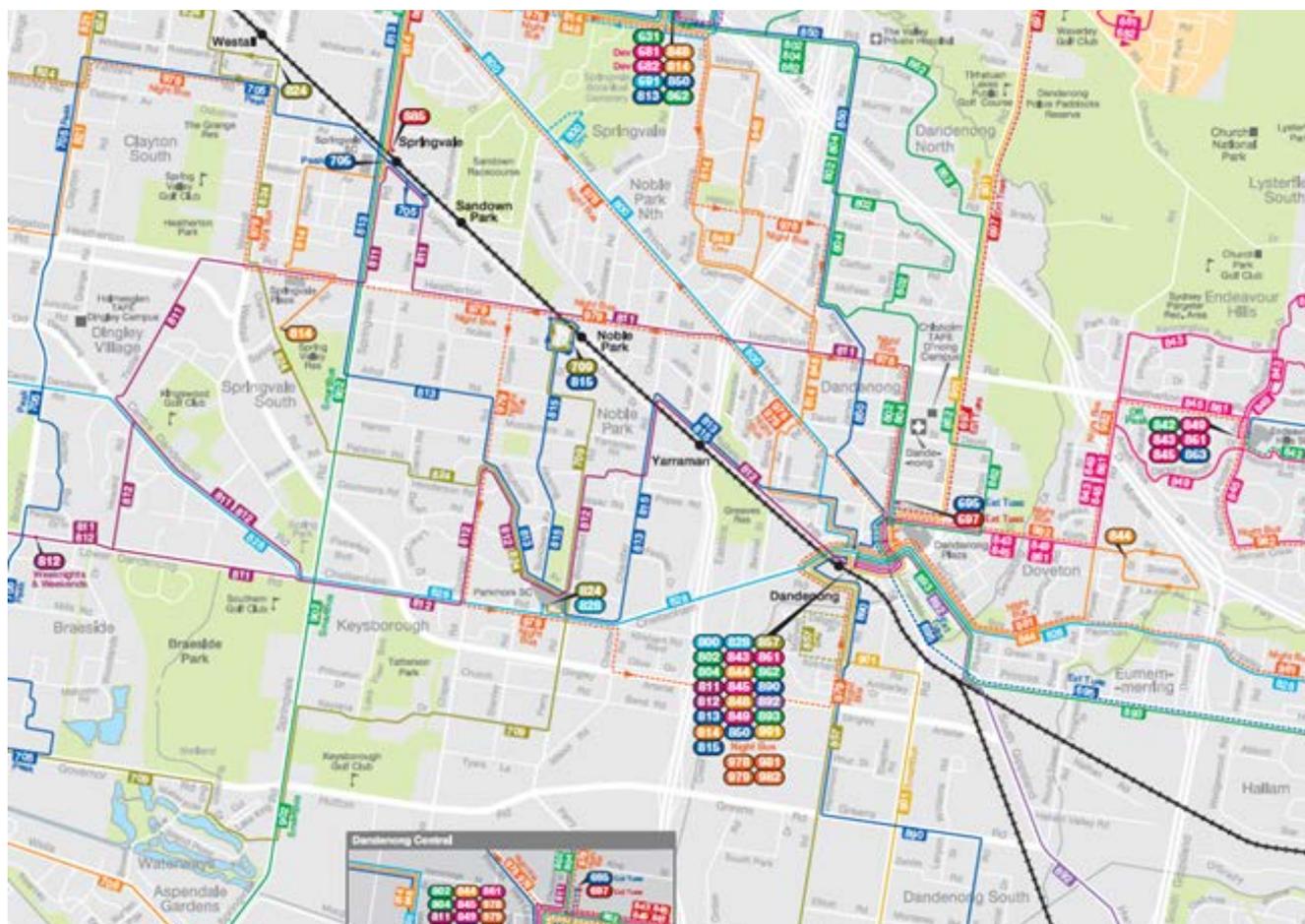
Greater Dandenong is served by two metropolitan rail lines: Cranbourne and Pakenham line.

V/Line Trains which connect at Dandenong Station include the Traralgon and Bairnsdale Lines. Stations include Dandenong, Yarraman, Noble Park, Sandown Park and Springvale Station

The existing public transport network has seen a decline in patronage over the past 5 years

Despite a growing population and demographics of Greater Dandenong suggesting that a high proportion of residents would need to rely on public transport to access general services, the existing public transport network has seen a decline in patronage in both bus and train usage over the past 5 years. From 2014 to 2018, the Dandenong Metro Bus patronage recorded a 7% decline in transactions.

Figure 9: Greater Dandenong existing public transport network



Source: PTV

4. GAPS IN THE PUBLIC TRANSPORT SYSTEM

4.1. GEOGRAPHICAL

Many areas of Greater Dandenong are not serviced by regular public transport. Two key geographical constraints faced include the lack of residential catchment and lack of access to employment.

Lack of Residential Catchment

Residents are unable to access public transport as they do not live within 400m of a bus stop or 800m of a train station. Residential areas which are lacking public transport routes include the Keysborough and Dandenong areas where new developments have occurred, however the public transport network has not kept up.

Keysborough South

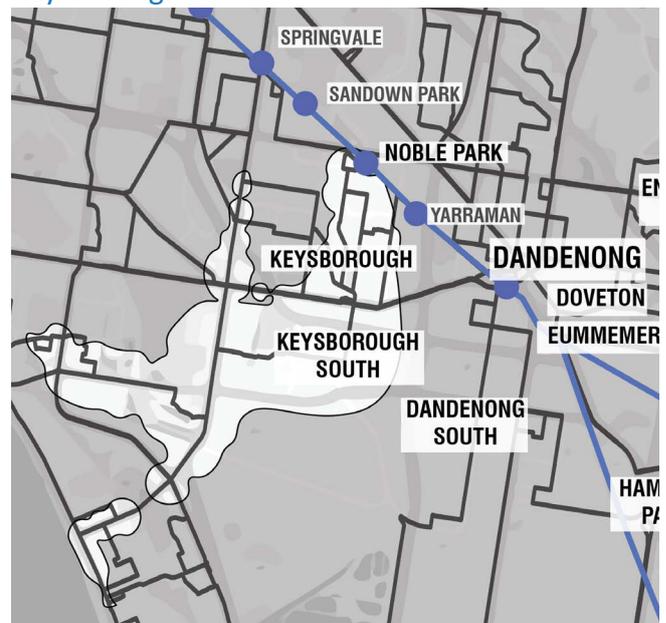
Keysborough South is the southern portion of the suburb of Keyborough between Cheltenham Road and the Dingley Arterial to the north, Eastlink to the east, Hutton Road to the south and Springvale Road to the west. Within the past decade, the area has seen a significant growth in housing development and population within the City of Dandenong. According to CBD demographic data, the Keysborough South area will experience a population growth of 3160 people from 2016 to 2026.

Significant community developments which have occurred in Keysborough South include the following:

- A new primary school set to open in January 2020 (10 Homeleigh Rd, off Chapel Rd, Keysborough)
- Keysborough Shopping Centre (Chapel Rd, Keysborough)

The lack of public transport is a key issue for residents of Keysborough South. Currently there is only one bus route (Route 709), which connects Noble Park and Mordialloc Stations via Keylana Drive, Westwood Boulevard and Perry Road in Keysborough South. Therefore the residential area is not well connected to jobs or education.

Figure 10: 20 minute access coverage from Keysborough South



Lack of Access of Employment

Workers are unable to reach their place of work by public transport and therefore opt for driving, or lose the opportunity to access employment.

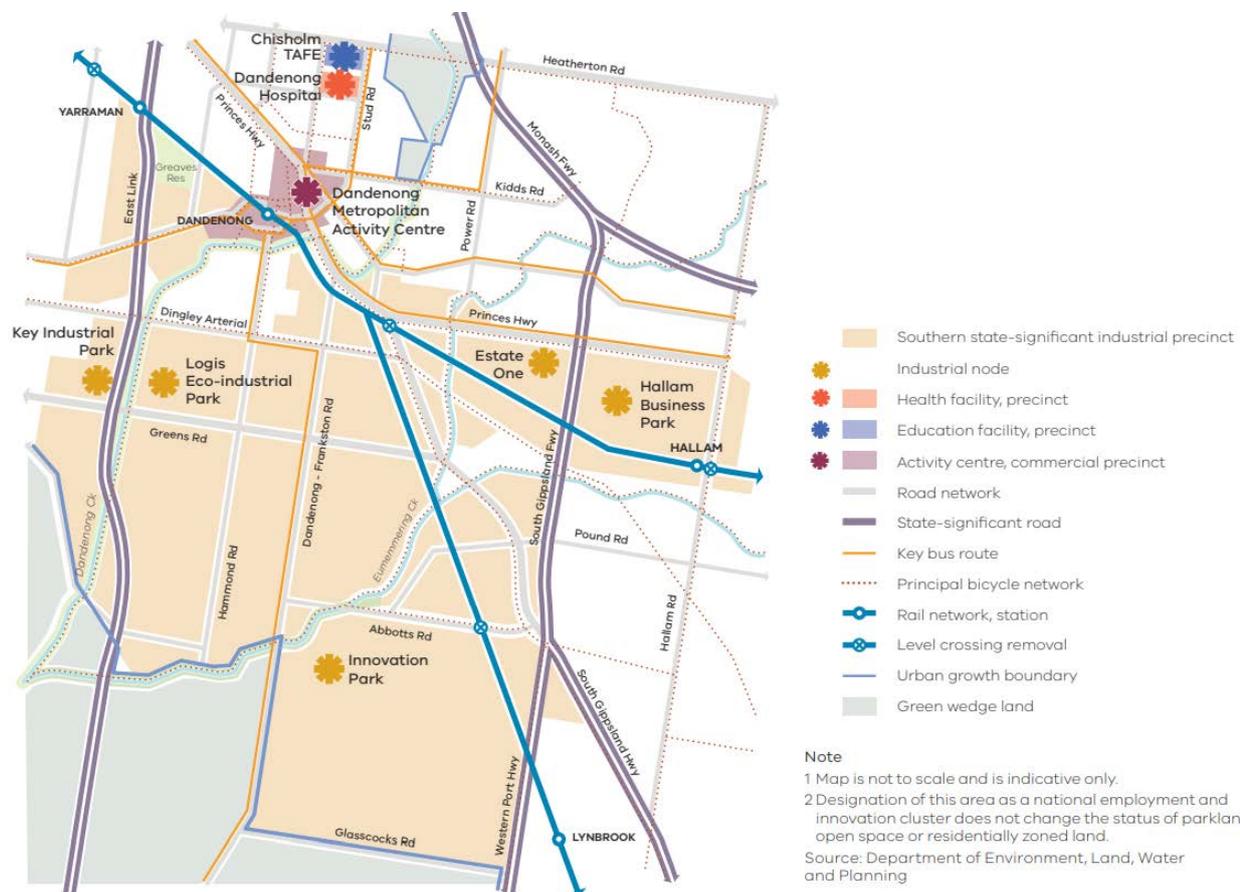
Dandenong NEIC

Dandenong National Employment and Innovation Cluster (NEIC) employs more than 66,300 people including many workers from Greater Dandenong and surrounding municipalities such as the City of Casey, Frankston and Kingston. It is one of Australia's largest manufacturing areas, and is increasingly supporting knowledge based manufacturing uses. Other key sectors include health, education, retail, wholesale trade and transport, postal and warehousing activities.

Whilst both the Pakenham and Cranbourne rail lines pass through Dandenong South, no passenger stations service the area. As a result, public transport access to Dandenong South is limited to four bus routes (857, 890, 892 and 901).

The lack of catchment these routes have to key residential locations for workers means more employees in the Dandenong NEIC need to drive to work. This lack of access to employment not only excludes a large proportion of the community who do not have access to a car from accessing employment opportunities, but also financially disadvantages employers by occupying road space which would otherwise be used by freight vehicles.

Figure 11: Dandenong NEIC



Source: Plan Melbourne



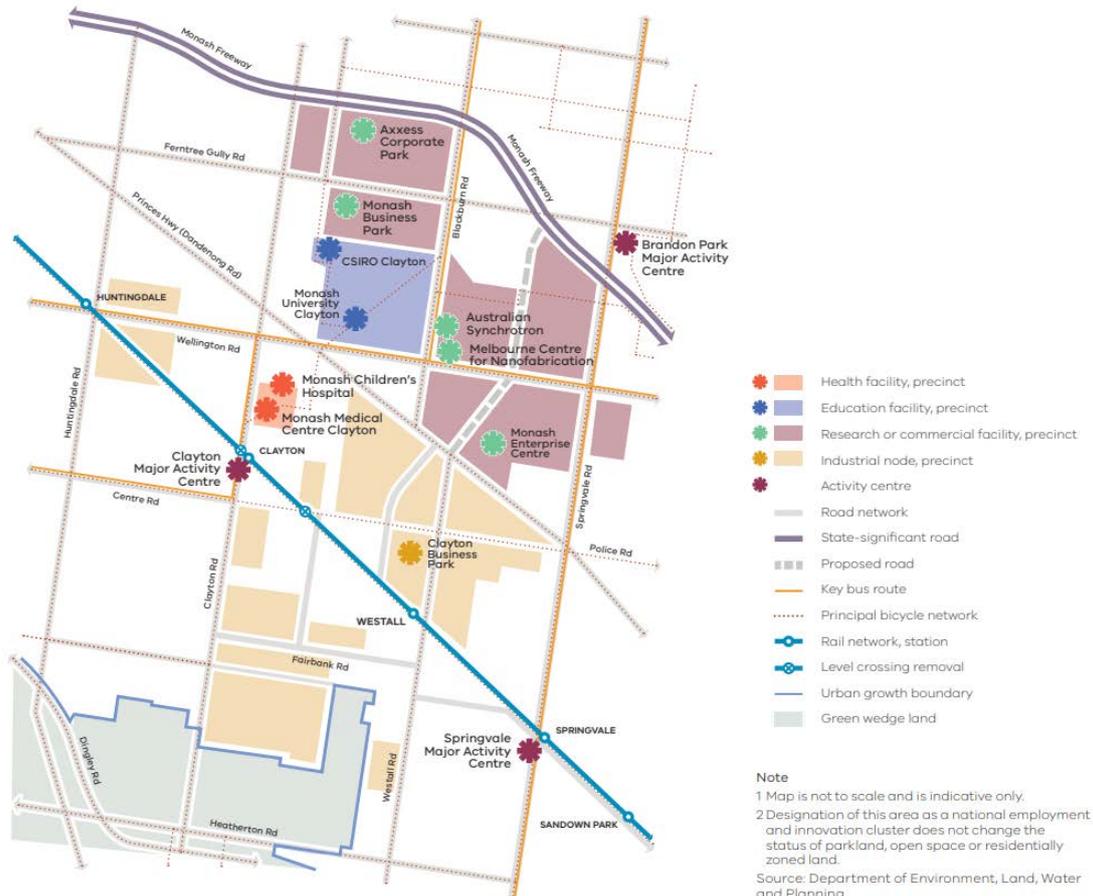
Monash NEIC

Monash National Employment and Innovation Cluster (NEIC) is Melbourne’s largest established NEIC, with a mix of education, research and industry organisations, and includes Australia’s largest university (Monash University).

The City of Monash is the second largest location for Greater Dandenong residents to work in, after Greater Dandenong itself (ABS 2016). This does not include the additional number of students who study in the Monash region for tertiary education. CGD is considered a key partner for the future of this cluster, and as such, it is important to ensure that access to education and employment from Greater Dandenong to Monash NEIC is efficient and reliable.

Although a rail route lies close to Monash NEIC (Huntingdale and Clayton Stations) that connects to train stations in Greater Dandenong, there are limited bus routes connecting Greater Dandenong to Monash. This means patrons are required to take multiple buses or trains in order to reach their employment or educational destination.

Figure 12: Monash NEIC



Source: Plan Melbourne

Dandenong Metropolitan Activity Centre

Dandenong Metropolitan Activity Centre has a substantial retail presence and a major medical and education precinct based around Dandenong Hospital and Chisholm TAFE.

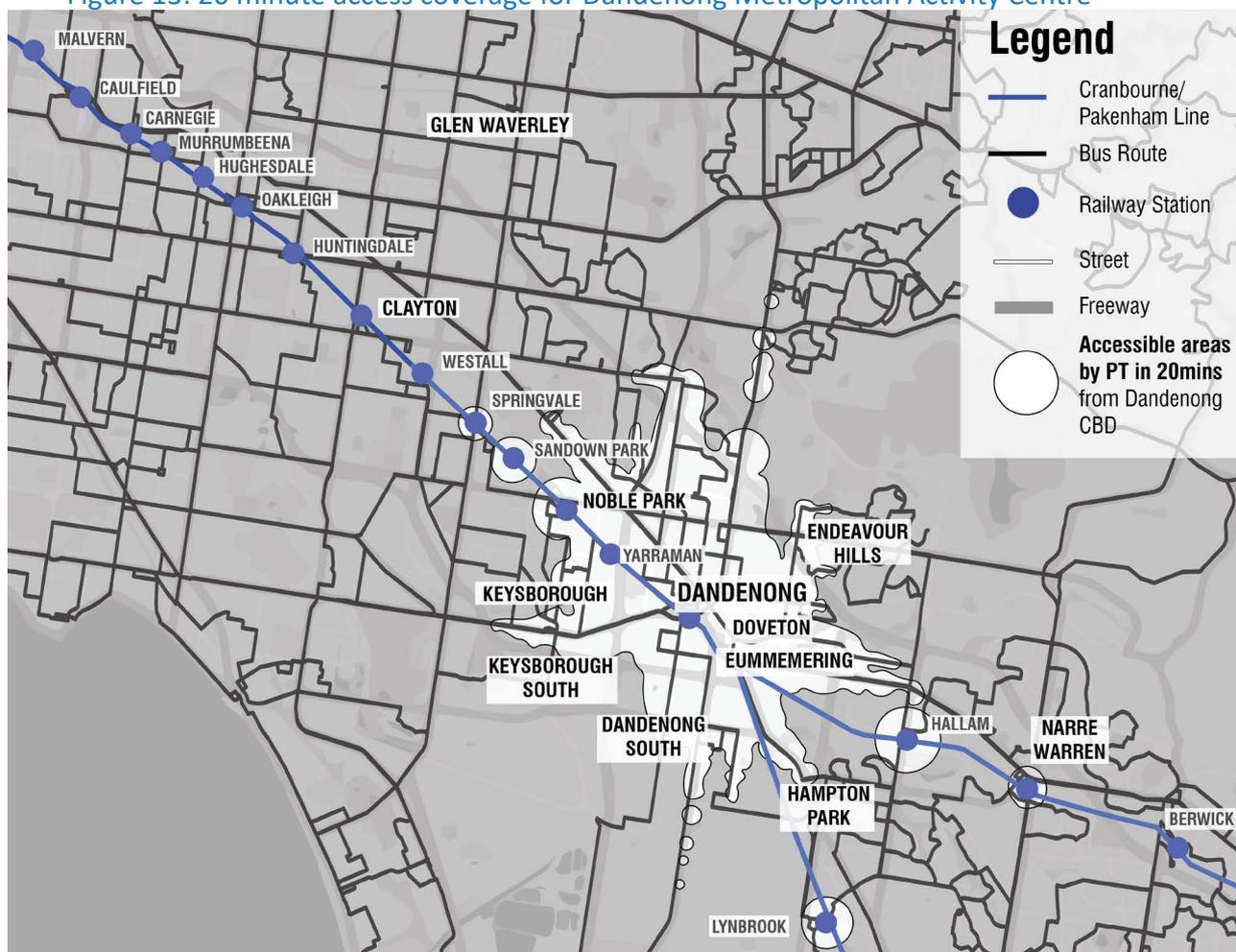
Dandenong Metropolitan Activity Centre is serviced by:

- 20 regular Bus Routes (including 828 to Hampton and 828 to Berwick)
- 2 SmartBus routes (901 to Ringwood and 901 to Frankston)
- 4 Night Bus routes
- 3 Metropolitan train lines (to Melbourne, Cranbourne and Pakenham)
- 1 V/Line corridor (to Warragul, Traralgon, Sale and Bairnsdale)

Dandenong Station is one of the largest and most important public transport interchanges in metropolitan Melbourne.

Currently transport within the Dandenong Metropolitan activity centre lacks frequency and convenience for intermodal users, and displays characteristics of a town station network rather than a city network. Major public transport concerns regarding the Dandenong Metropolitan activity centre include bus delays at intersections, as well as safety and amenity concerns at Dandenong Station.

Figure 13: 20 minute access coverage for Dandenong Metropolitan Activity Centre





4.2. TEMPORAL

Poorly timed services within Greater Dandenong is significantly decreasing the network efficiency and productivity. Two major issues include unreliable services and low headway of buses.

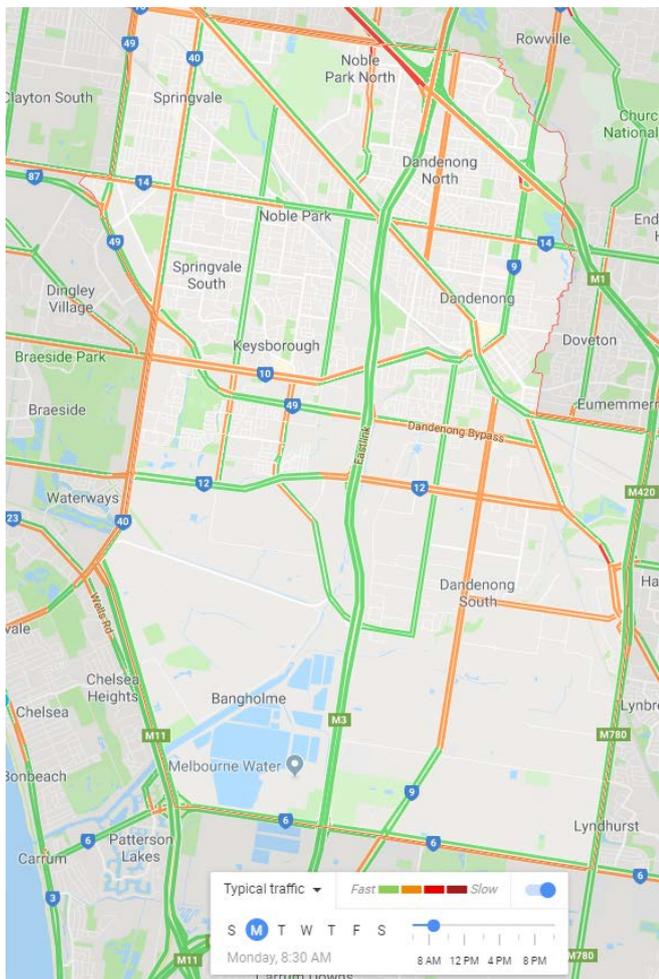
Unreliable Services

On-road public transport vehicles are subject to traffic delays that occur during peak traffic hours. Traffic congestion on arterial roads slows buses. Due to these delays, buses lack reliability, deterring the patron from choosing buses as a mode of transport.

Predominant areas of unreliable bus services include:

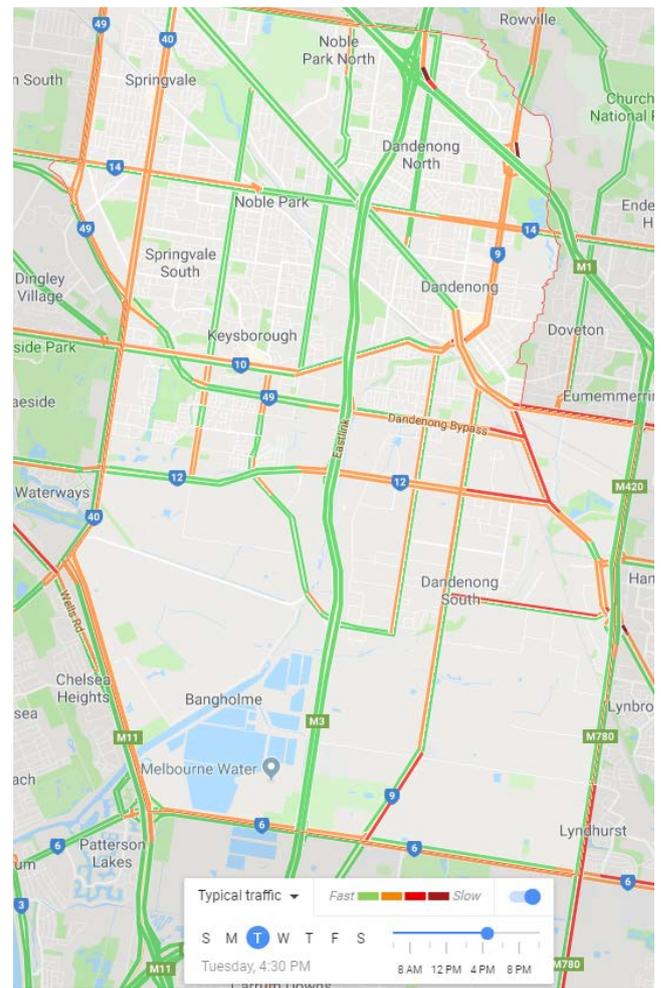
- Princes Highway, Dandenong
- Springvale Road, Springvale
- McCrae Street, Dandenong
- Cheltenham Road and Centre Dandenong Road from Braeside to Dandenong
- Stud Road from Rowville to Dandenong
- Frankston-Dandenong Road from Dandenong to Carrum Downs

Figure 14: Typical Traffic Jams Monday 8am



Source: Google Maps

Figure 15: Typical Traffic Jams Tuesday 4:30pm

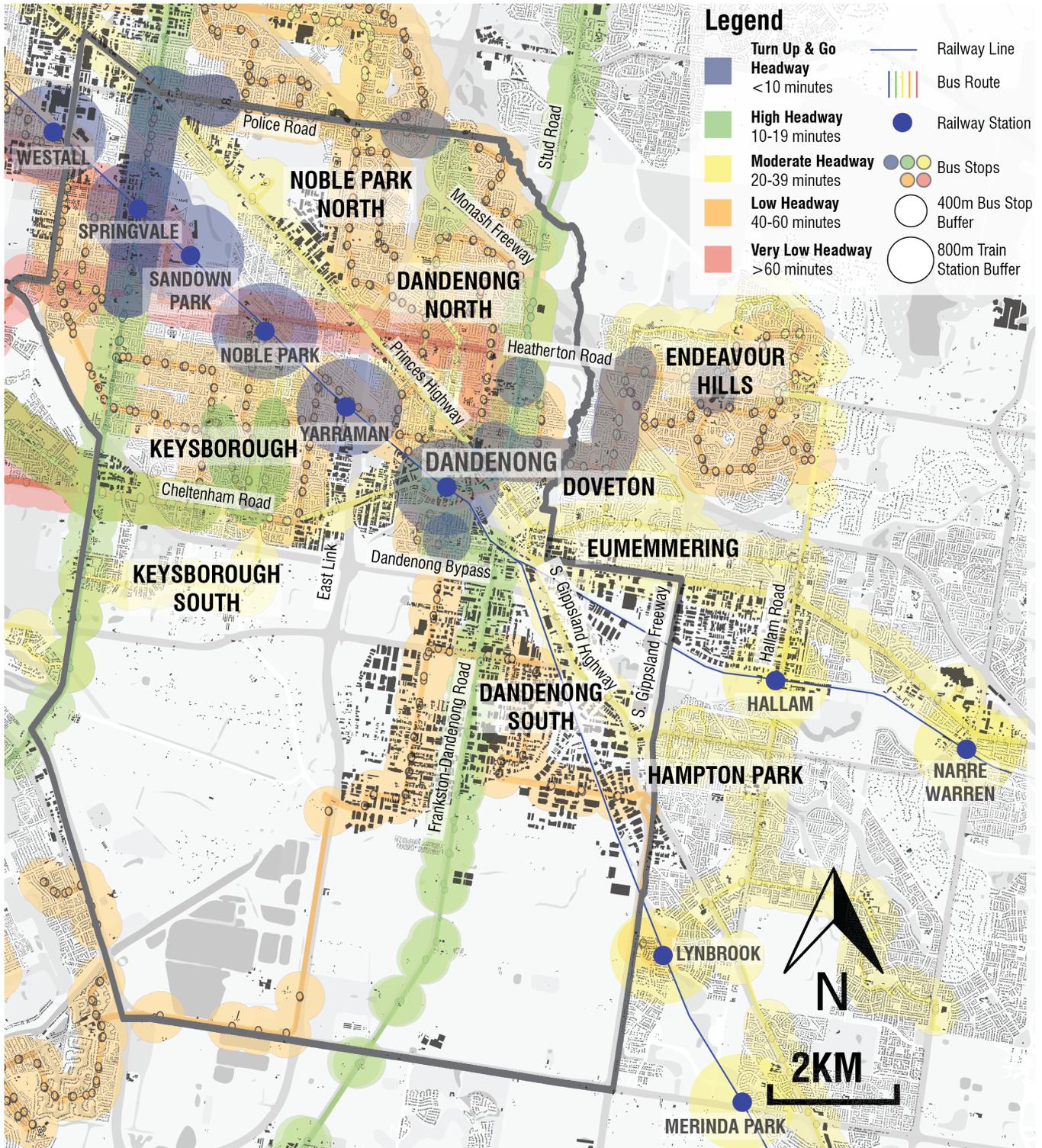


Source: Google Maps

Low Headway

Low headway times on significant bus routes within Greater Dandenong is decreasing bus productivity within the region. As shown in Figure 16, high headway routes are limited to SmartBus routes 901 and 902. Other bus routes have very low - moderate headways.

Figure 16: Headway of Buses within Greater Dandenong





4.3. ACCESS

Poor accessibility to buses and trains within Greater Dandenong is significantly decreasing network efficiency and productivity.

DDA Compliance

For people with mobility challenges due to age, disability or other causes, infrastructure can act as a powerful barrier to, or enabler for accessing jobs and services, and participating in community activities. These mobility restrictions of varying degrees, can inhibit social and economic participation. As required by the Disability Discrimination Act 1992, physical access to public transport stops and stations will need to be 100% compliant by 31st December 2022.

Poor accessibility to buses and trains

There are many bus stops and train stations within Greater Dandenong that are not DDA compliant and therefore this deters those with disabilities and the elderly from choosing to use public transport.

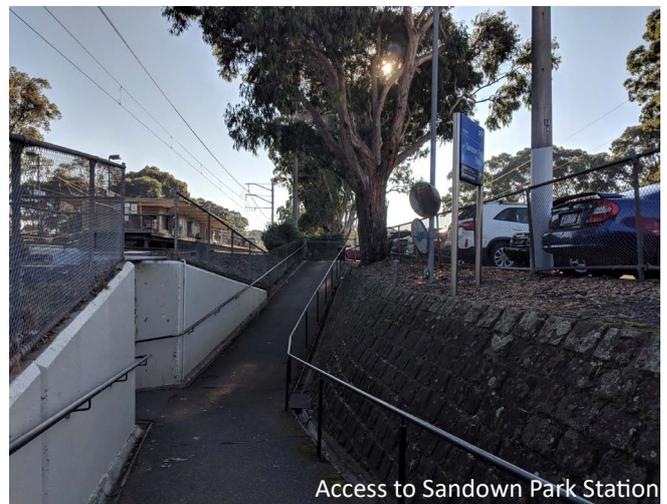
With the DDA compliance deadline in less than 4 years, there is an urgency to complete and upgrade stops and stations to comply with legislation. To improve accessibility, improvement works such as station rebuilds, and retrofitting of assets will be required.



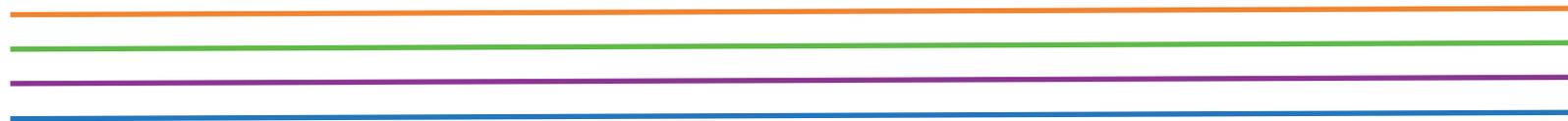
Staircase at Dandenong Station



Ramp at Yarraman Station (Source: Google)



Access to Sandown Park Station



5. ADVOCACY PRIORITIES

This section of the report covers the initiatives CGD are proposing and reasons why they should be advocated for. The five advocacy priorities and how they relate to the gaps are shown in Table 2.

Table 2: Summary of Advocated Priority Actions

ADVOCATED ACTIONS			
	GEOGRAPHICAL	TEMPORAL	ACCESS
Extend Route 885	•	•	
Linking people to jobs and services	•	•	•
Improve access to Train Stations		•	•
Improve operational efficiency		•	
Rebuild Dandenong Station			•



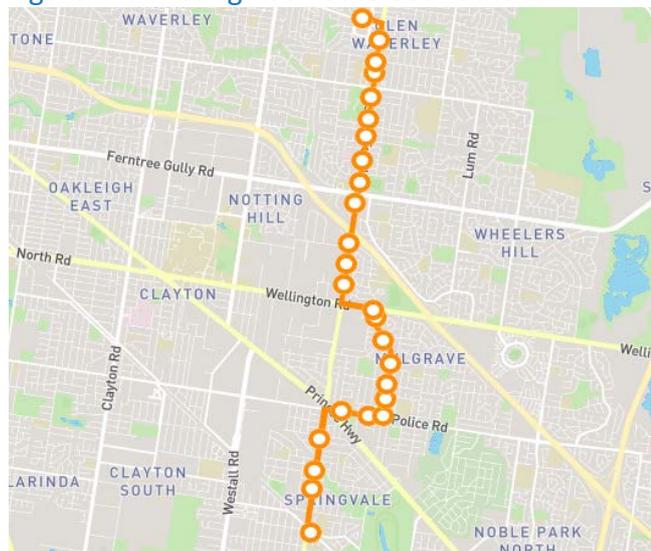
5.1. EXTEND ROUTE 885

Keysborough is not well connected to jobs or education. The recent State budget announcement provides funding to fix this issue. CGD proposes to extend the existing Bus Route 885 to improve bus links to Monash University and Dandenong NEIC from Springvale, Noble Park and Keysborough South. The new bus route connects the two National Employment and Innovation Clusters (Monash and Dandenong), improving access to jobs and education in the region, linking key employee catchments. The extension of Bus Route 885 is able to better use existing resources and utilise them to their full potential.

Existing Route

The current Bus Route 885 travels between Glen Waverley and Springvale, via Wanda Street. Since SmartBus Route 902 already connects to Glen Waverley Shopping Precinct via Springvale Road, the majority of Bus Route 885 is already covered by frequent routes. This presents an opportunity to better use existing resources.

Figure 17: Existing Bus Route 885 route



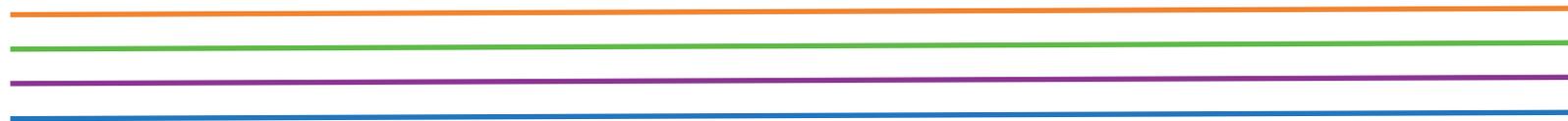
Source: PTV

Extended Route

The benefits of extending Bus Route 885 include:

- **Linking Residential Catchments** - Keysborough South is not well connected to jobs and education, with only one route currently going through the area.
- **Access to Education** - Monash University is the largest university in Australia.
- **Access to Employment** - Dandenong and Monash NEIC are the top areas of employment for Greater Dandenong residents.
- **Linking to Train Stations** - by including Sandown Park Station, patrons can also connect onto train trips.
- **Connecting to Sandown Park Racecourse** - this will complement Sandown Park Racecourse developments.

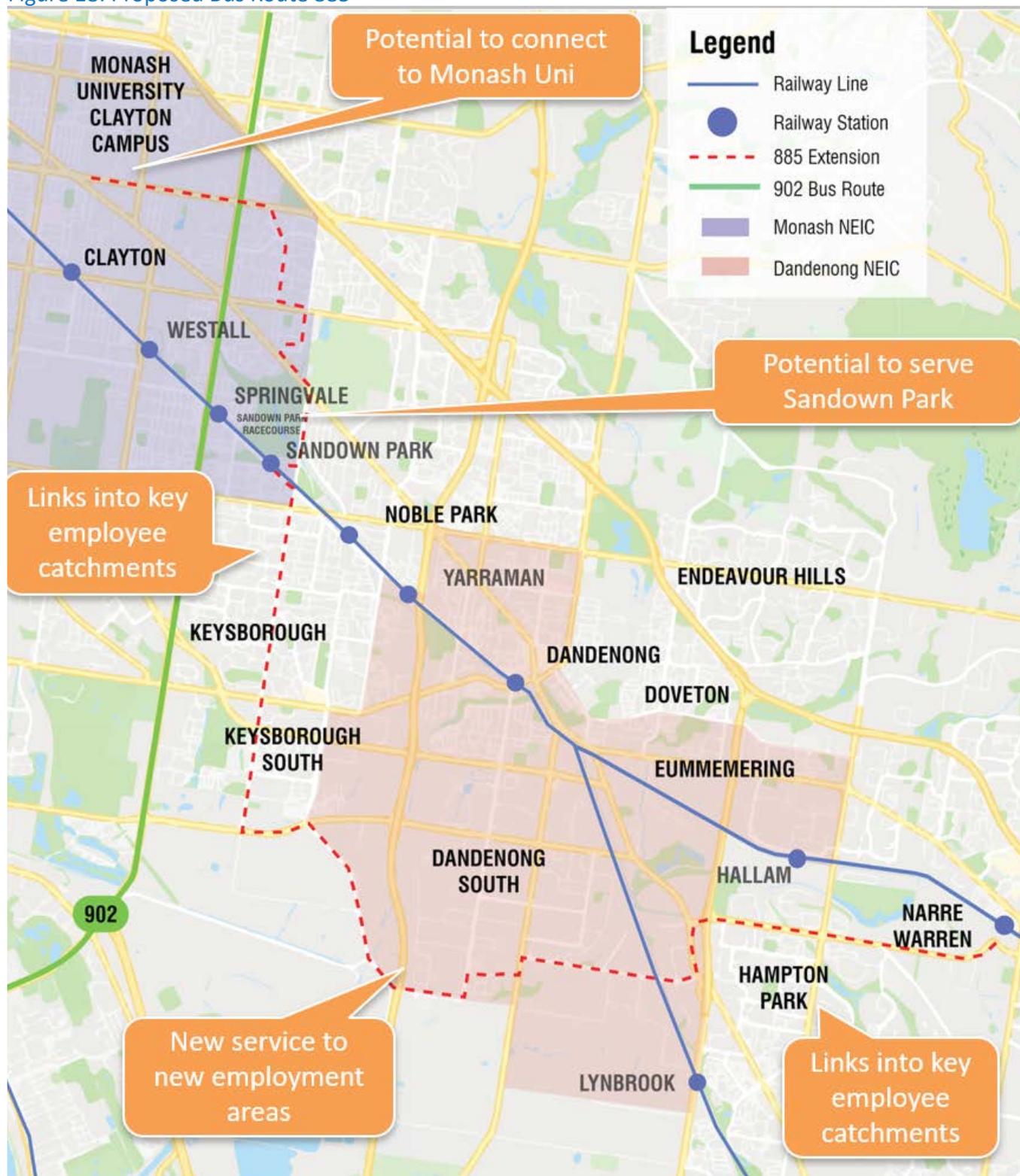
Community Feedback



Below shows the proposed Bus Route 885. There are several options available for the route extension. These include intercepting:

- Sandown Park
- Ordish Road/Perry Road
- Hampton Park/Narre Warren

Figure 18: Proposed Bus Route 885





5.2. LINKING PEOPLE TO JOBS AND SERVICES

Areas of Noble Park North, Noble Park, Keysborough, Keysborough South and Springvale South lack direct connections to education and employment opportunities. CGD proposes addressing these issues by proposing new routes and shuttle services, as well as optimising the network through combining and altering existing routes, service times and frequency. The implementation of on-demand shuttles will also be able to help link people to jobs and services.

Existing Conditions

Figure 19 shows the current public transport system in Greater Dandenong.

Major gaps include:

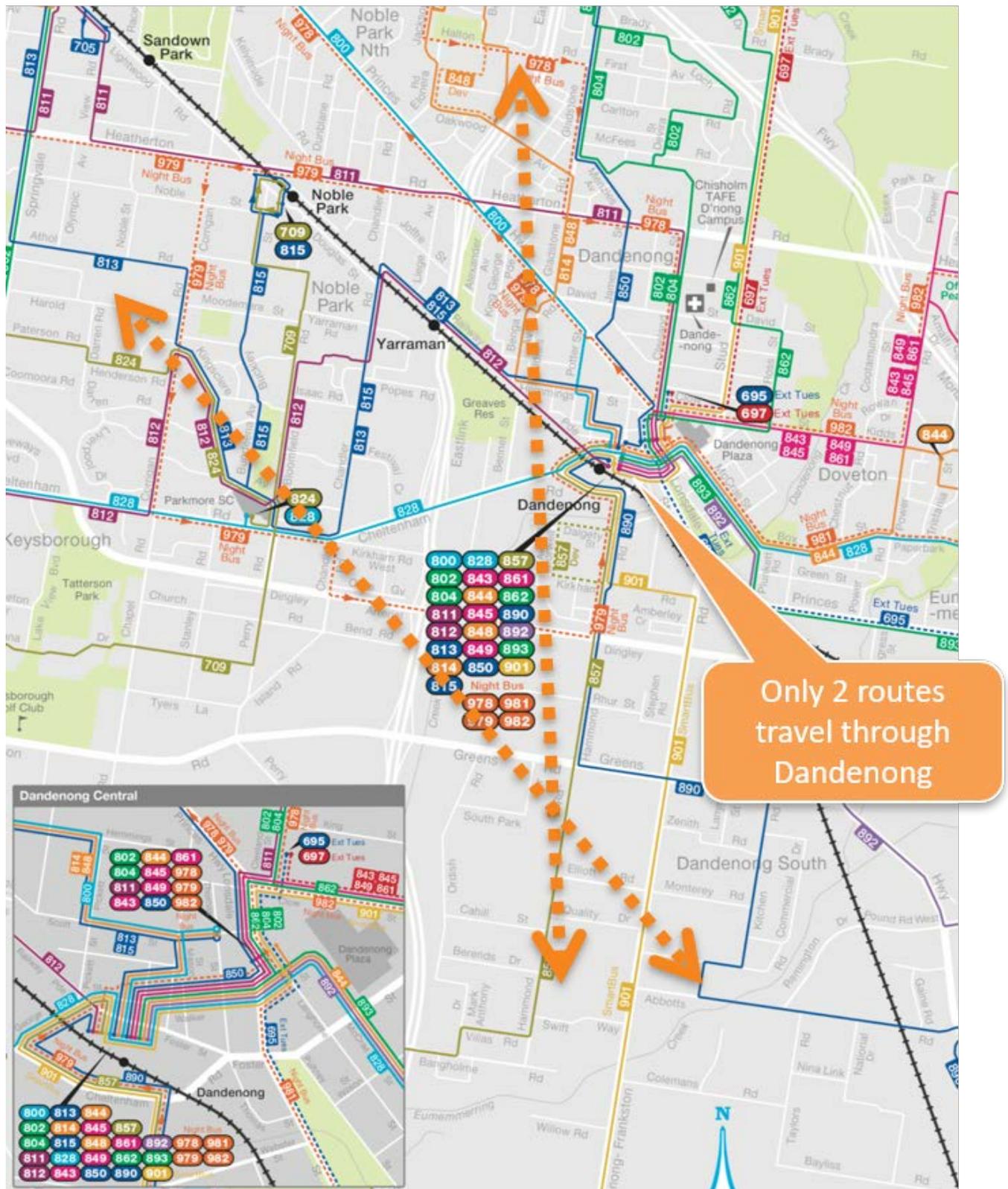
- **Dandenong Bus Interchange** - most bus routes terminate at Dandenong Bus Interchange, with means many patrons need to change buses to reach their destination, increasing travel times.
- **Dandenong South** - only three routes go south of Greens Road, which is not enough for Dandenong NEIC.
- **Lack of connecting routes** - only one route goes north and south of Dandenong.

Community Feedback

Table 3: Linking People to Jobs Proposals

LINKING PEOPLE TO JOBS		
Proposal	Routes	Suburbs
Improve bus links to Monash University from Noble Park, Springvale South, Keysborough and Keysborough South	New Routes Route 885 Extension	Noble Park Springvale South Keysborough Keysborough South
Upgrade Bus Route 800 along Princes Hwy to operate every 10 minutes with headway based operations	Route 800	Noble Park
Connect routes through Dandenong CBD and link Route 848 onto Route 857	Route 848 Route 857	Dandenong South
Extend Route 814 from Springvale Junction to Monash University and reinvest the saving in Springvale South services	Upgrade Bus Route	Springvale South

Figure 19: Current public transport system in Greater Dandenong



Source: PTV



5.3. IMPROVE ACCESS TO TRAIN STATIONS

Access needs to be improved for a number of train stations in Greater Dandenong. By improving accessibility and connection of trains to other modes of transport such as bike and bus modes, these stations will encourage greater use of public transport and active transport. Improvements will also free up car spaces within train stations, which has become an growing problem at busy stations.

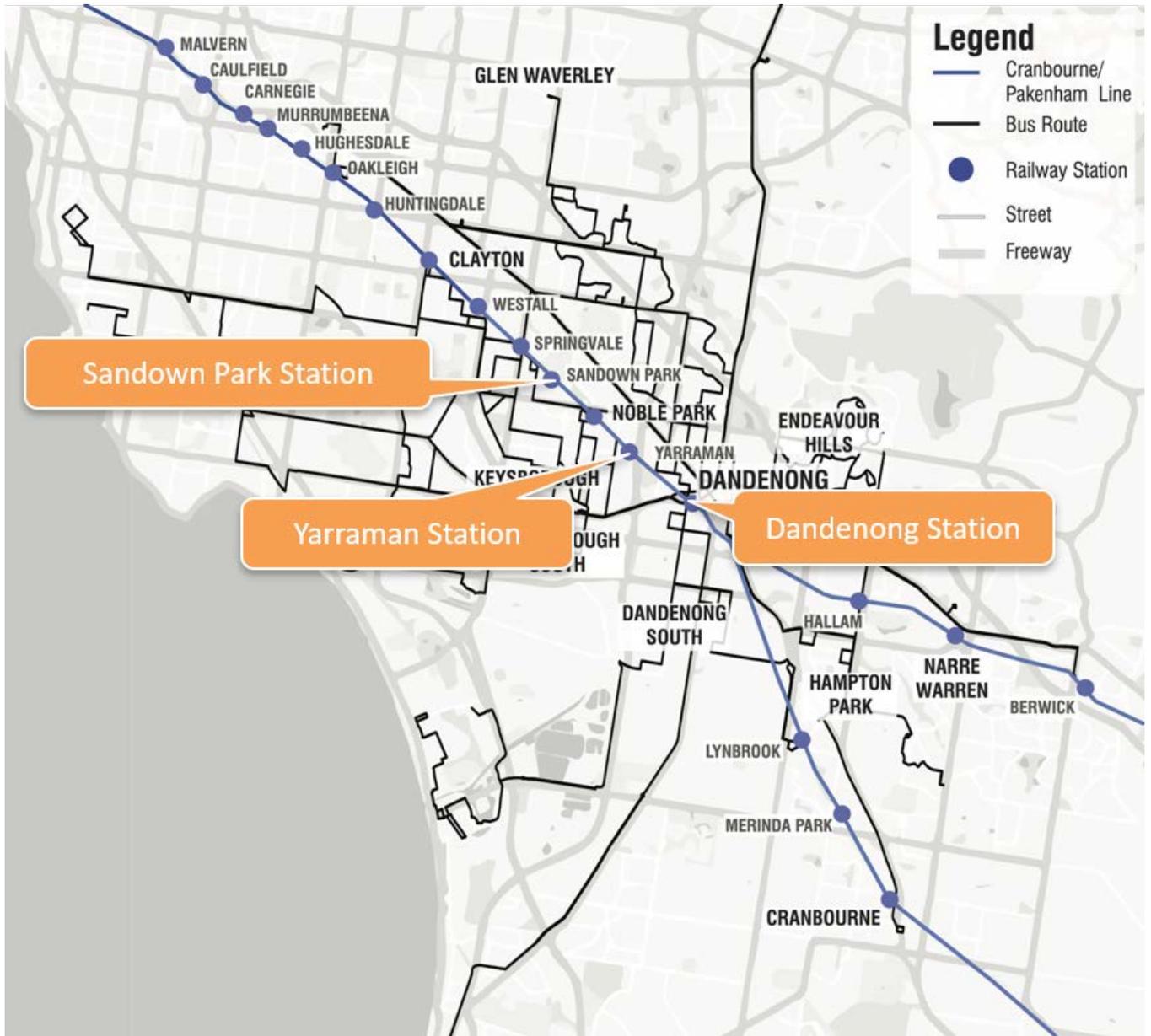
Table 4: Summary of Advocated Priority Actions

IMPROVE ACCESS TO TRAIN STATIONS		
Train Station	Issues	Proposal
Sandown Park Station	Sandown Park Station is not accessible for people with disabilities and needs to be DDA compliant by 31 December 2022.	<ul style="list-style-type: none"> • Sub-regional shared path links • Redevelopment included in any racecourse proposal
Yarraman Station	Yarraman Station is not accessible for people with disabilities and needs to be DDA compliant by 31 December 2022.	<ul style="list-style-type: none"> • \$10M upgrade of access to make Yarraman Station DDA compliant and provide for smoother access across the railway line along the regional Eastlink Trail. • Regional shared path links • Improved pedestrian and cycling bridges and cycle park connectivity
Dandenong Station	Currently using the train before 7:15am is free, however bus services prior to 7am are not free. This encourages people travelling early to drive to the station and means station car parking fills up by 6am.	<ul style="list-style-type: none"> • Regional shared path links • Free early morning bus services should be implemented to encourage patrons to access the Station via public transport instead of driving to the station. This will free up car spaces for patrons who arrive after 7:15am. • Additional services on bus services feeding to train lines to cater for demand that is currently being shifted to commuter car parks.

Community Feedback



Figure 20: Train Stations within Greater Dandenong requiring access improvements





5.4. IMPROVE OPERATIONAL EFFICIENCY

Bus services in Greater Dandenong are slower than they need to be. A lack of bus priority along highways and other key intersections is reducing their effectiveness and increasing costs. CGD proposes a number of bus priority measures that will reduce operational costs and free up resources to provide additional routes and services.

Existing Conditions

There are a number of causes for why operational bus services are slower than they need to be. These include:

- **Lack of intersection priority** - this is causing delays and unreliable bus services.
- **Excessive timepoints** - by having a large amount of timepoints, this causes buses to wait at the locations for extended periods of time, making the bus service slower than they need to be.

Improvement Proposals

A number of measures can be implemented to improve operational efficiency:

- Priority measures and fewer time points will speed up services and free up resources to provide more services
- Install queue jump lanes at key intersections
- Install full time bus lanes on various roads as part of Mordialloc Freeway

Specific intersections have been identified in Appendix A.2. The priority locations include local roads and larger highways. Working with State government will be beneficial on large highways program.

Community Feedback

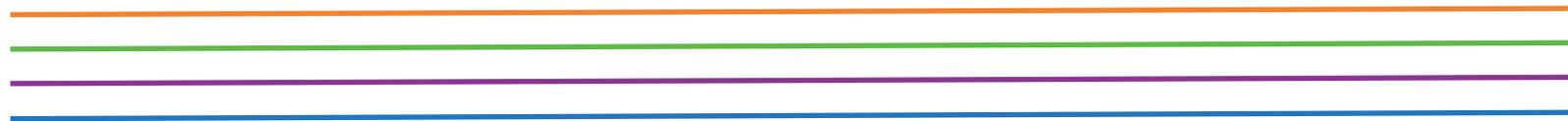
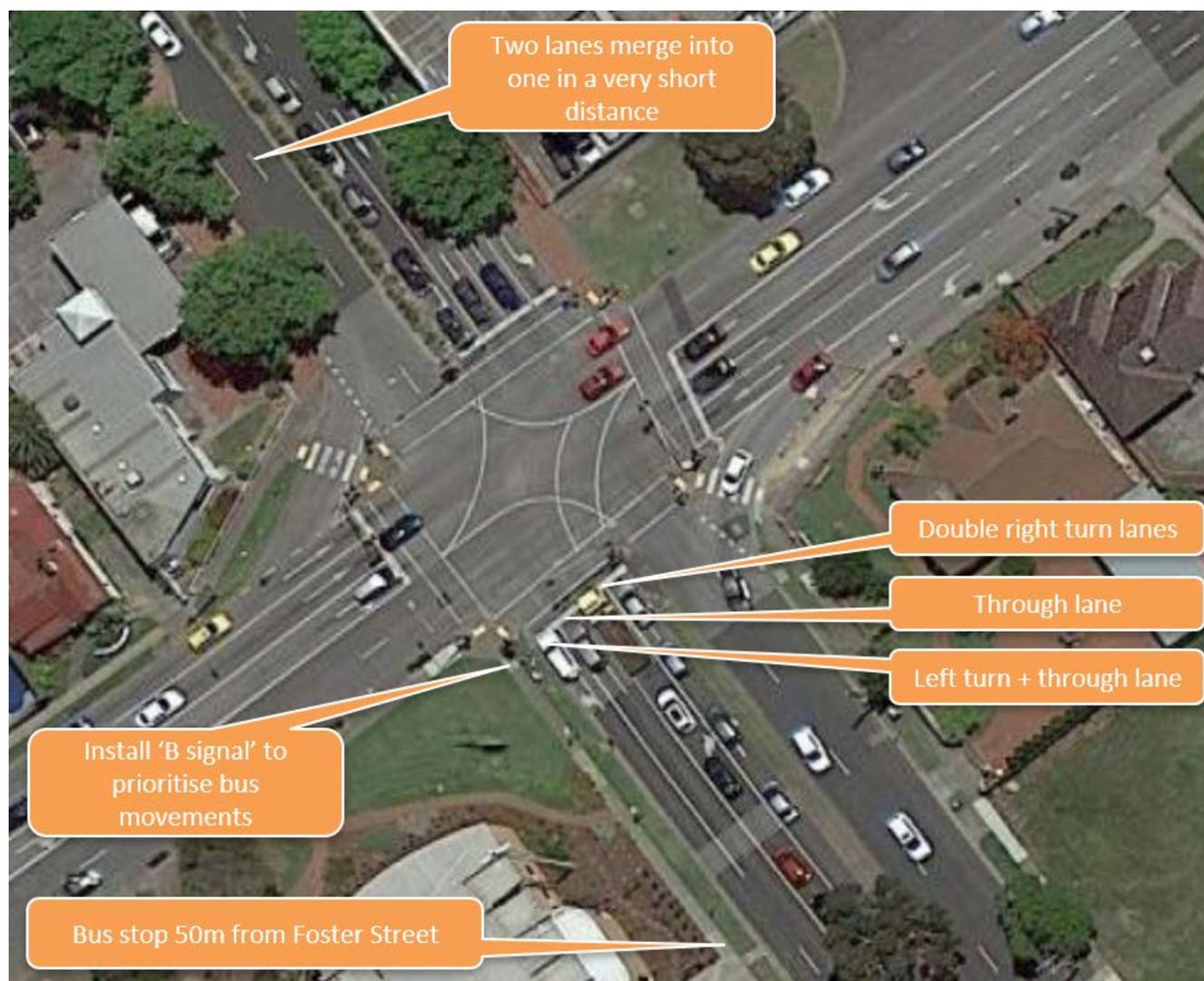


Figure 21 shows an example of an intersection in Greater Dandenong which would benefit from the implementation of priority measures.

Figure 21: McCrae St and Foster Rd Intersection - Example of existing situation





5.5. REBUILD DANDENONG STATION

With catalysts such as the proposed soccer stadium, continued revitalisation and Cranbourne line duplication all occurring within Dandenong Metropolitan Activity Centre, patronage within Dandenong Station is expected to grow and safety, amenity and security must be improved. From a safety perspective, the width of the island platform (Platforms 2 and 3) are critical, and with the Cranbourne line duplication, a 4th platform will soon be required. CGD proposes a \$200-\$400M complete rebuild of Dandenong Station to accommodate the changing conditions within Dandenong Station.

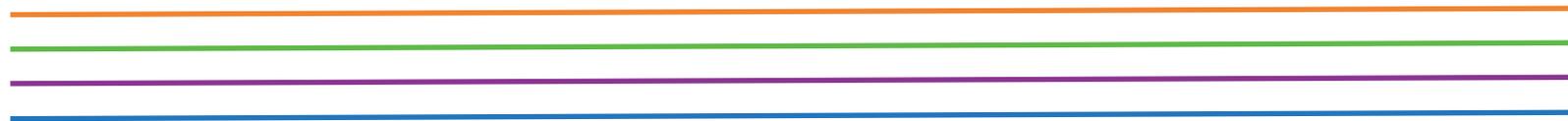
Catalysts

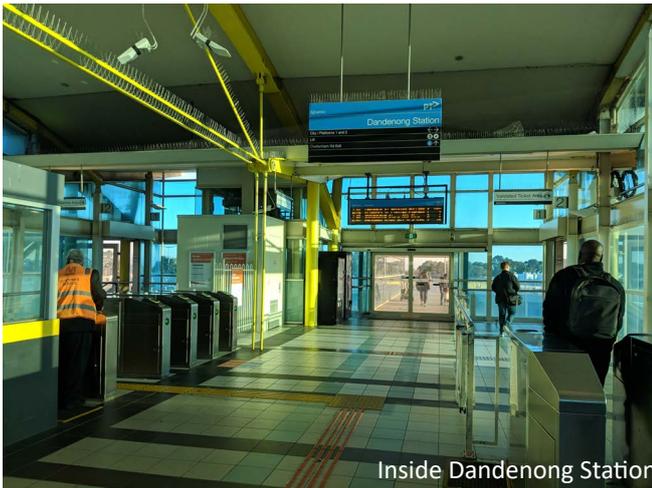
- **Soccer Stadium** - a 15,000 seat proposed soccer stadium next to Dandenong Station will increase patronage significantly during event periods
- **Continued Revitalisation** - Dandenong Station is a key component of Dandenong's city centre and will play an important role in rejuvenating Dandenong's city centre and enhancing Dandenong's appeal as a place to live, work and visit
- **Cranbourne line duplication** - the Dandenong to Cranbourne duplication will improve reliability on 8km of track between Dandenong and Cranbourne and add more trains onto the Dandenong Station network

Existing Conditions and Improvements

- Platforms 2 and 3 are unsafe in crowded conditions and will require widening to ensure safety as patronage grows at Dandenong Station.
- Fourth platform will be required at Dandenong Station
- Bus interchange is nearing capacity and will need significant upgrade within 10 years to maintain service reliability and safety.
- Improved bicycle parking facilities will be required at Dandenong Station

Community Feedback

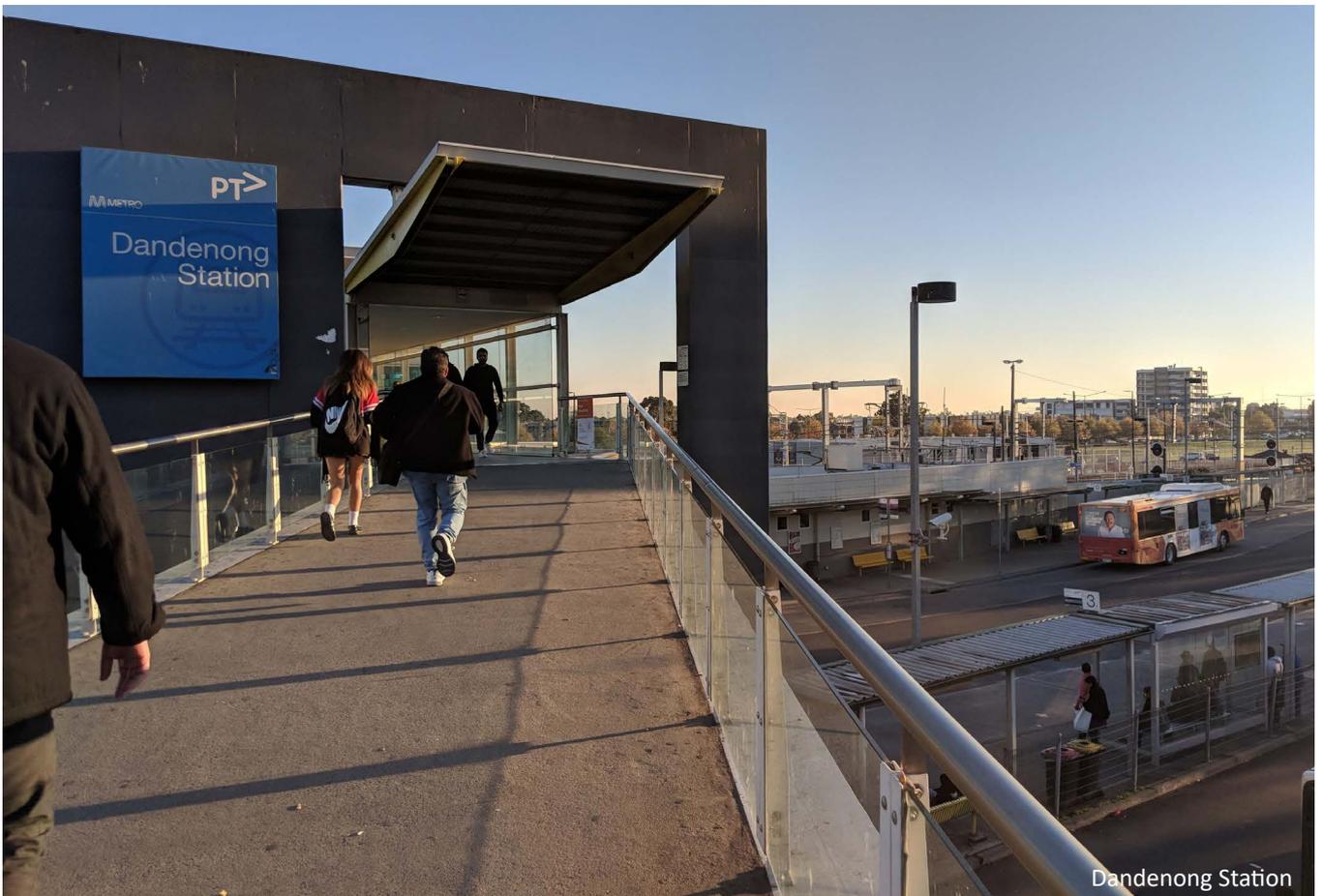




Inside Dandenong Station



Bus Interchange reaching capacity



Dandenong Station

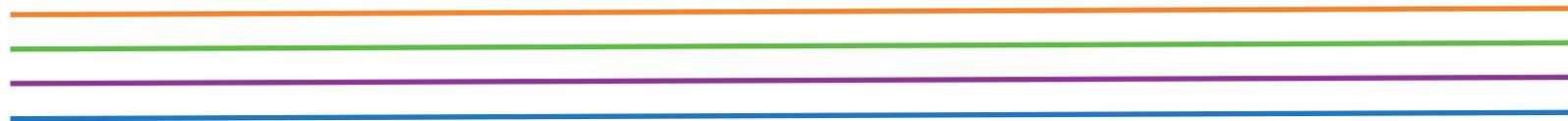




5. APPENDIX

A.1 FREQUENCY AND SERVICE SPAN

FREQUENCY IMPROVEMENT
Hourly weekday services (all day) – that should be increased to 20/40 minutes:
811 Dandenong - Brighton via Noble Park, Springvale, Mentone & Southland 848 Dandenong - Brandon Park via Waverley Gardens
Extremely early weekday finishes – that should be extended to 9pm:
Last 857 departs Dandenong for Chelsea at 16:30 weekdays Last 804 departs Dandenong for Wheelers Hill at 17:20 on weekdays Last 802 departs Dandenong for Haverbrack Dr Mulgrave at 18:00 weekdays (18:51 short-working to Dandenong North) Last 815 to Noble Park departs Dandenong at 17:59
Services with no weekend service – that should have a SAT/SUN standard hourly service from 8-6pm:
802 Dandenong - Chadstone via Mulgrave & Monash Uni
Services finishing lunchtime Saturday & NO SUNDAY service – that should be extended to 6pm & Sunday to match Saturday:
814 Dandenong - Springvale South via Waverley Gardens 815 Dandenong - Noble Park via Keysborough 844 Dandenong - Doveton 857 Dandenong - Chelsea via Patterson Lakes
Services with 2-hourly Saturday PM services with early finishes & No Sunday service – that should be improved to hourly until 6pm and Sunday to match
800 Dandenong - Chadstone via Princes Hwy 804 Dandenong - Chadstone via Wheelers Hill & Monash Uni
Services with 2-hourly Sunday frequency – that should be increased to hourly
843 Dandenong - Endeavour Hills 845 Dandenong - Endeavour Hills 849 Dandenong - Mossgiel Park via Endeavour Hills 861 Dandenong - Endeavour Hills



A.2. INTERSECTION BUS PRIORITY ANALYSIS

