Frankston rail extension
The case for extending the Frankston train line
April 2018
A key priority of the Committee for Greater Frankston is extension of the metropolitan rail line past Frankston to Langwarrin, a distance of just 5 km, and on to Baxter, a further 3 km.

Extension of the line is strategically important for access and transportation in the Greater Frankston region and would:

- **Connect more than 37,000 residents** in two of Melbourne’s most car-dependent suburbs – Karingal and Langwarrin – to Melbourne’s public transport network and jobs up the line.

- **Free up car parking** in Frankston’s Central Business District for workers and visitors by allowing commuters to catch trains in their own suburbs or utilise a purpose-built commuter park and ride facility proposed at Langwarrin.

- **Link up the state-significant health and education precinct**, between Frankston Hospital and Monash University’s Peninsula campus, and support local job growth in this sector.

- **Reverse the decline in outer suburban rail patronage** – Sandbelt suburb stations between Frankston and Aspendale have had a critical 44% drop in passengers over the past 9 years (PTV data).

- **Establish a reliable public transport backbone** for the Greater Frankston region.

For 2018, we are calling on both State and Federal government to commit to the project by **pledging an initial amount of $200 million each** until such time as a business case is finalised. We seek construction of the extension to start within the next term of State government.
A key priority of the Committee for Greater Frankston is extension of the metropolitan rail line past Frankston to Langwarrin, a distance of just 5 km, and on to Baxter, a further 3 km.

This is a fantastic idea and we can’t wait for it to happen.

– Langwarrin South family
Connect more than 37,000 residents in two of Melbourne’s most car-dependent suburbs – Karingal and Langwarrin – to Melbourne’s public transport network and jobs up the line

Residents of the populous suburbs of Karingal and Langwarrin are overwhelmingly car dependent for work even though a metro train line runs through their suburbs.

In March 2018, we interviewed 68 local households at Karingal Hub Shopping Centre and asked for their views on the Frankston rail extension. Responses were unanimously supportive.

Inadequate service has turned the local community off using public transport.

96% of households interviewed have at least one car. Two-thirds of households have a car for each adult.

Existing public transport options are scarce, inconvenient and unreliable. One-third of households never use public transport. However, almost half of households use the trains with most boarding at Frankston station.

Extending the rail line with stations at Karingal and Langwarrin would transform these communities’ transport patterns and create a more connected community.

67% of local households said they would use one or more rail stations located at Frankston Hospital-Monash University, Karingal and Langwarrin.

Two-thirds of respondents believed a rail extension would help them better access work, study and shopping. Half of households like the additional benefit of a rail connection to local health services and recreational facilities.

The community overwhelmingly views better rail services as a positive for the region. An improved rail service would change people’s attitudes to and perceptions of public transport and walking. More than 80% of respondents said better public transport would improve our region’s liveability and desirability.

I'm local so I would use them. I think it's a great idea.
– Ling family member

I could get the train to work in the city without going to Frankston first.
– Cheryl Moore

I often go to the hospital and would use the station.
– Norman Dudley, retired

I'm about a 5-minute walk from the proposed Langwarrin station. I would use it to get to the city for work.
– Carol Davidson

It's all positive. There will only be more and more need for public transport.
– Edward Fleming

Young professionals are coming to live and raise families in Frankston, Karingal and Langwarrin. We need to connect them with jobs right up the train line.
Free up car parking in Frankston’s Central Business District for workers and visitors by allowing commuters to catch trains in their own suburbs or utilise a purpose-built commuter park and ride facility proposed at Langwarrin.

Parking in Frankston is a pressing economic concern.

With a limited supply of 6000 publicly available car parks, Frankston has too few spaces to accommodate current demand by workers, shoppers and visitors.

Of these, 57% are controlled by one private company.

Problems are exacerbated because Public Transport Victoria only provides 416 car parking spaces at Frankston station but more than 3000 people connect with a Frankston train by car each day.

“…even allowing for some level of ‘kiss and ride’ … we can only assume that substantial ‘informal’ parking for rail access is occurring within the Frankston activity centre.” – Dr Chris Hale, transport planner, 2015

Asking business owners, customers and staff to pay up to $13 per day for parking in Frankston’s CBD (more than 10% of the minimum wage) is unfeasible in this region.

If commuters can catch trains in their home suburbs of Karingal and Langwarrin, we free up vital Frankston CBD car parks for workers and shoppers.

Karingal and Langwarrin have sufficiently large populations to justify their own train stations (13,800 and 24,800 residents respectively- 2016 census).

A purpose-built 1000+ space commuter park and ride, on relatively affordable land at Langwarrin, will provide a parking alternative to crowded Frankston and be especially attractive for commuters from the eastern part of Greater Frankston as well as the Mornington Peninsula.

I would use these stations [Karingal and Langwarrin] instead of Frankston as the parking might be easier.
– Talia family member

Frankston station should have gone under or above ground to create extra parking. The rail extension is another opportunity to improve parking.
– Sam Ahmed, trader

It’s time to act strategically to improve our city’s transport. Extend the track.
– Lucky Ferraro, trader

As long as there is enough parking at Langwarrin station it will be great.
– Christian Warpole, Langwarrin
Link up the state-significant health and education precinct, between Frankston Hospital and Monash University’s Peninsula campus, and support local job growth in this sector.

Frankston’s health precinct is over-reliant on cars for students, staff and patients to access study, jobs and health services. For Frankston to become a state-significant health and education hub, growing employment at 2.5 times the national average, transport access needs to change.

Monash Peninsula campus has the highest rate of single occupancy car trips of any Monash campus (64% compared to an average of 28%). Students and staff at Monash Peninsula have few convenient transport alternatives.

Frankston Hospital opened a new car park in December 2017. The 750 spaces are already full. With the hospital forecast to grow by 18% over the next decade, providing enough onsite parking becomes unfeasible.

The lack of transport alternatives to and from Frankston’s health and education precinct will act as an economic drag on its growth potential. If students, health workers and biomedical businesses can’t get there easily, they simply won’t come.

Extending the Frankston rail line would allow this precinct to be linked to the metropolitan rail network.

Catchment studies show that a railway station in this location would increase the population of workers, students and patients living within a 50-minute total journey time (walking plus travel time) of the precinct from about 14,000 at present to about 83,000 people.

Students residing at Monash Peninsula campus will benefit from safe and reliable public transport into Frankston and the city. A door-to-door trip between Monash Caulfield campus and Peninsula campus would be reduced to 58 minutes, a saving of more than an hour.

I hate going to Frankston station. It’s too far to walk comfortably. It is a pain to have to get on trains there.– Tarnee Garner, student

I go to Monash Uni so this rail extension would be a dream come true. I would use it nearly every day. – Jeremy Whitehead, Karingal student

By 2020 this vibrant and integrated health, business and education precinct will accommodate more than 4500 students, 4200 staff and 6000 daily hospital visitors. Access and parking will be an ongoing challenge, and a railway station is the solution.

Precinct data sourced from Peninsula Health, Monash University survey 2017, Campus Access and Transport Connectivity study, Hale 2018; Resident comments from March 2018 Karingal hub interviews
Reverse the decline in outer suburban rail patronage – sandbelt suburb stations between Frankston and Aspendale have had a critical 44% drop in passengers over the past 9 years

Sandbelt stations have insufficient parking, which makes getting on a train more difficult.

Inadequate station parking forces commuters to continue driving into Melbourne instead of catching a train. This increases road traffic and city congestion.

Frankston trains are running slower than in the recent past.

Improvements to the Monash (M1) and construction of EastLink (M3) and Peninsula Link (M11) have decreased road travel times relative to rail.

Timetable changes to improve efficiency in inner Melbourne – like excluding Frankston’s express services from the City Loop and adding time buffers to the schedule – have made journeys longer for commuters from outer suburbs on the Frankston line.

Allowing for connections and transiting, a daily Melbourne commute from Frankston can be as much as 90 minutes each way.

Over the past decade, train trips initiated from outer suburban stations on the Frankston line have almost halved. It’s time to build station car parks, fill the trains and run them fast to get rail commuting back on track.

Melbourne’s rail network should provide fast links to work for everyone. To get commuters out of cars and onto trains we need extend the Frankston line and provide adequate parking at stations.

More commuter car parking at stations, including a 1000+ space park and ride at Langwarrin, would allow more people in our region to use the train network.

The strategic objectives for commuter trains on this section of the Frankston line should focus on filling the trains and then running them fast.
Establish a reliable public transport backbone for the Greater Frankston region.

Bring on more convenient trains [that are] integrated with other transport services.

– Bruce and Denise James, Langwarrin

Case study: The Stony Point “ghost train”

Service levels on the Stony Point line are extremely inconvenient and unreliable.

Train services are infrequent with up to two-hour waits between trains. Only five trains per day can plausibly be considered “links to/from work”.

The service is Melbourne’s least reliable metro line with one in 20 trains cancelled.

Consequently people don’t use it. Each train service carries an average of just 27 passengers.

Whilst promoted as a metro train, the diesel Stony Point service isn’t functioning as part of an effective public transport network for our region.

We need fast link to work.

We need frequent reliable services.

For our public transport networks to be effective, we need to take people where they want to go. We need fast links to work. We need frequent reliable services.

Resident comments from March 2018 Karingal hub interviews.
We are calling on both State and Federal governments to commit to the project by pledging an initial amount of $200 million each until such time as a business case is finalised.

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Our preferred design solution includes, as a minimum:

✓ Duplicated and electrified track to Langwarrin.
✓ Providing metro-standard train timetabling on this track.
✓ Three stations at Frankston Hospital/ Monash University, Karingal and Langwarrin.
✓ A 1000+ space commuter park and ride at Langwarrin.
✓ Three grade separations/crossing removals at Playne Street, Moorooduc Highway (McMahons Road) and Peninsula Link.
✓ Provision for a future rail service on to Baxter and the Mornington Peninsula.