

COMMITTEE FOR
**GREATER
FRANKSTON**

C4GF.com.au

Ginevra Hosking
info@c4gf.com.au

August 2018



Rail extension to Langwarrin-Baxter would transform Greater Frankston

ON Tuesday 31 July, Federal Labor government infrastructure spokesman Anthony Albanese pledge to build the Frankston rail extension.

The promise is the third of four needed if the project is guaranteed to go ahead with the Liberal–National federal government in May allocating \$225 million for the extension. This was matched by the Victorian Liberal–National Opposition on 17 July when Opposition leader Matthew Guy said he would build the rail extension if his party formed government in November.

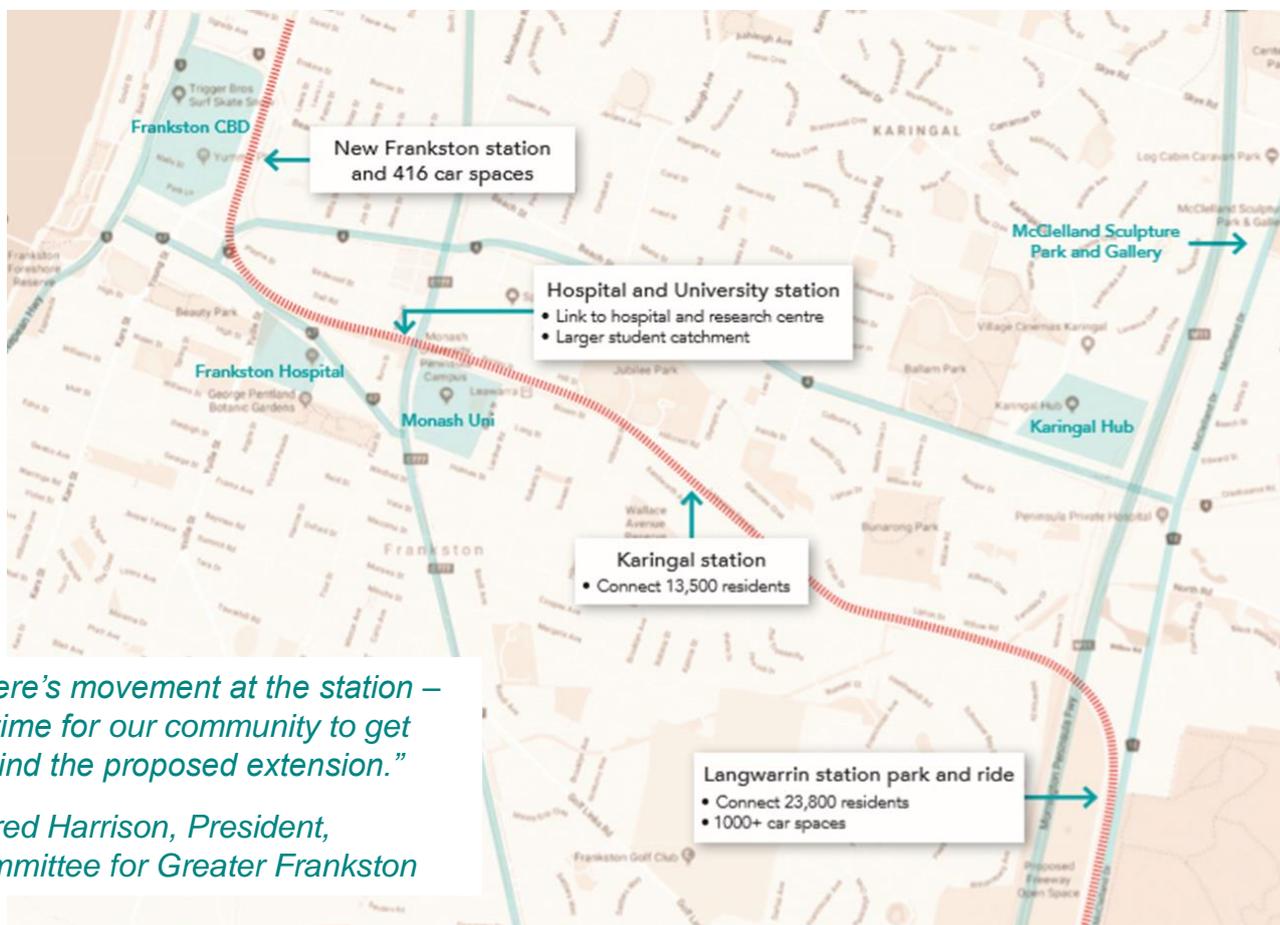
The Andrews Labor state government is yet to announce its intentions but is preparing a business case for the project, paid for by the federal government and due to be released next year.

“Federal Labor and the Liberal Party at both state and federal levels had shown great foresight in backing the rail project to support the region’s growing population. Extending the line will radically transform public transport in our region, driving job creation, getting cars off congested roads, and making better use of public and private assets like Frankston Hospital and Monash University. We hope state Labor get on board soon.”

– Fred Harrison, C4GF president

This document outlines the many benefits that the train line extension will bring to the Greater Frankston region:

1. Connect Karingal and Langwarrin to Melbourne’s public transport network and jobs up the line.
2. Free up car parking in Frankston’s Central Business District, much of which is taken by train commuters.
3. Bring metropolitan rail access to Frankston Hospital and Monash University’s Peninsula campus.
4. Get commuters out of cars, off congested roads and back onto our trains, reversing a decline in rail patronage at the southern end of the Frankston train line.
5. Create a reliable backbone for public transport in the Greater Frankston region.



“There’s movement at the station – it’s time for our community to get behind the proposed extension.”

– Fred Harrison, President, Committee for Greater Frankston

Benefits in more detail

1. **Connect Karingal and Langwarrin to Melbourne's public transport network and jobs up the line.**

Connecting more than 37,000 residents of Karingal, Langwarrin and Langwarrin South to the metropolitan train network is crucial to improving prosperity in the region. In Greater Frankston we have fewer than 28 local jobs per 100 residents. Residents in the area can access less than 10 per cent of Melbourne's job market in a reasonable commute time. The rail extension would better connect people to diverse job markets outside our region, giving people more employment choices, higher income alternatives and improved job security.

2. **Bring metropolitan rail access to Frankston Hospital and Monash University's Peninsula campus.**

A new station near Frankston Hospital would enable hospital staff, patients and visitors to have easy access to the metropolitan train network for the first time. A station near Monash's campus would greatly enlarge the catchment area of students who don't have a car. It would also free up parking spaces at the campus.

The Committee for Greater Frankston is advocating for a station between Clarendon Street and Moorooduc Highway to service both the hospital and university. The existing, "bare bones" Stony Point line station at Leawarra should be relocated to better service Karingal and nearby Jubilee Park and Lakewood Estate. (Leawarra has just one undersized platform, a small shelter and a myki ticket machine.)

3. **Free up car parking in Frankston's Central Business District, much of which is taken by train commuters.**

Statistics show that 3000 passengers, more than 40 per cent of those who use the train each weekday (Hale 2015), access Frankston station by car. However the station has only 416 car spaces, always full by 6.30am on weekdays. Some passengers are driven to the station by relatives or friends, but many park in the cheapest all-day parking areas in Frankston CBD and in side streets up to 500 metres from the station.

Frankston workers and business owners, shoppers and visitors use whatever parking is left over after the weekday commuter rush. Paid parking in central Frankston can cost up to \$13 a day – \$65 for a five-day week – an impost for people earning a moderate income, those on a low fixed income such as retirees and students, and welfare recipients. With more parking available, shoppers who now avoid central Frankston could be enticed back to the city centre.

A new station at Langwarrin should include a 1000-plus space car park to provide an affordable option for train travellers from the eastern parts of Greater Frankston as well as the Mornington Peninsula. More car parking sites are also feasible at Baxter. As many as 70 per cent of the 3000 commuters who travel to and from Frankston station by car each day would consider using one of the new stations on the proposed rail extension. This would enable shoppers, workers, TAFE students and visitors to more easily find an affordable car park.

4. **Get commuters out of cars, off congested roads and back onto trains, reversing a decline in rail patronage at the southern end of the Frankston line.**

New stations at Karingal and Langwarrin would provide access to the metropolitan train network for Karingal's 13,500 residents (including 6144 workers) and Langwarrin and Langwarrin South's 24,000 residents (13,300 workers). More people would be able to catch trains in their own suburbs, or park easily at a station nearby, making the Frankston train line more attractive for commuting. This would reduce the number of people driving on arterial roads and the region's freeways such as the congested Monash Freeway as well as EastLink and Peninsula Link.

The number of people using stations on the Frankston line between Frankston and Aspendale has declined 44% in the past 9 years due to a number of factors. The number of people using stations on the Frankston line between Frankston and Aspendale has declined 44% in the past 9 years due to a number of factors including lack of car parking at stations, longer train trips due to timetable changes, and new freeways. Yet the number of people using other parts of Melbourne's rail network is increasing. A rail extension, with adequate and affordable commuter car parking, is critical for public transport usage. We need to fill commuter trains and run them fast.

5. **Create a reliable backbone for public transport in the Greater Frankston region.**

The Stony Point line is Metro Trains Melbourne's least frequent *and* least reliable service. Consequently people don't use it. Extending the Frankston line across our municipality would create a reliable public transport network. Residents will be able to access public transport in their own suburbs, at the three new stations, and disembark near destinations such as shops, hospitals and educational institutions.

Minimum design requirements

We are calling on both **state and federal governments to commit to the project by pledging an initial amount of \$200 million each** until the business case is finalised (due in 2019). We seek **construction of the extension to start within the next term of the state government, 2018–22**. Our preferred **design solution** includes, as a **minimum**:

- ✓ Duplicated and electrified **track to Langwarrin**.
- ✓ Providing metro-standard train timetabling on this track.
- ✓ Three new stations – one for **Frankston Hospital and Monash University**, and at **Karingal and Langwarrin**.
- ✓ A **1000+ space commuter park and ride** at Langwarrin. Provisioning for 5000+ spaces in the future.
- ✓ **Three crossing removals** – Playne Street, Moorooduc Highway (McMahons Road), and Peninsula Link.
- ✓ Provision for a future rail service through Baxter and the Mornington Peninsula.

Latest update

The Frankston rail extension has bipartisan Federal and State Liberal support and \$450m in combined funding commitments. Three of the four necessary pledges have been made to guarantee the project will go ahead.

On 8 May 2018 the **federal Budget included an allocation of \$225 million, representing a capped half-contribution towards construction of the Frankston to Baxter rail extension**. The forward estimates schedule is \$60 million available in Financial Years 2 to 4 (2019–20 to 2021–22) and \$165 million in Year 5+ (2022–23 onwards). These new funds are in addition to the \$3 million already budgeted in Year 1 (2018–19) for the business case.

On 31 July 2018 Anthony Albanese, **Federal Labor’s infrastructure minister, committed to accelerating the Frankston rail extension project** if they take government and confirmed the \$225m federal allocation is bipartisan.

On 17 July 2018, Victorian Opposition leader **Matthew Guy pledged to match the federal funding** (creating a total of \$450 million) for the rail extension if the Liberal-National Coalition wins the state election in November 2018. The Liberals’ plan includes new stations near Frankston Hospital and at Langwarrin, and a major upgrade of Baxter station.

The **Andrews Labor state government is yet to announce its intentions** but is preparing a business case for the project, paid for by the federal government and due to be released next year

“This bipartisan federal support is fantastic news for the Greater Frankston region. Crucial public transport infrastructure investments shouldn’t be left to political chance. Now we call on the Labor state government to provide funding for the extension”
– **Ginevra Hosking, CEO Committee for Greater Frankston**

Show your support

If you agree that the extension of the Frankston train line to Langwarrin-Baxter will bring great benefits to our region (outlined above), please contact your local MPs. If they are members of the State Labor Party or Australian Greens, urge them to commit to the project. If they have already committed to funding the rail extension (Federal Labor, Federal Liberal and State Liberal), let them know you support pledge to deliver this project.

Here are contact details of your state and federal MPs and preselected candidates:

Committed to rail extension

Chris Crewther (Liberal Party)
Federal MP for Dunkley, Liberal-National Party
Phone: 9781 2333
email: chris.crewther.mp@aph.gov.au
mail: PO Box 501 FRANKSTON 3199

Peta Murphy (Labor Party)
Preselected for Federal seat of Dunkley
Phone: 8390 6166
email: peta.murphy@vic.alp.org.au

Greg Hunt (Liberal Party)
Federal MP for Flinders and Minister for Health
Phone: 5977 9082
email: greg.hunt.mp@aph.gov.au
mail: PO Box 647, SOMERVILLE 3912

Neale Burgess (Liberal Party)
State MP for Hastings
phone: 5977 5600
email: neale.burgess@parliament.vic.gov.au
mail: PO Box 909 SOMERVILLE 3912

David Morris (Liberal Party)
State MP for Mornington
phone: 5975 4799
email: david.morris@parliament.vic.gov.au
mail: PO Box 2000 MORNINGTON 3931

Inga Peulich (Liberal Party)
MP for South Eastern Metropolitan region (Upper house)
Phone: 9772 1366
email: inga.peulich@parliament.vic.gov.au
mail: 376 Nepean Hwy CHELSEA 3196

Michael Lamb (Liberal Party)
Preselected candidate for State seat of Frankston
Phone: 0455 341 258
email: michael.lamb@vic.liberal.org.au
mail: PO Box 11087, FRANKSTON 3199

Not yet committed to Frankston rail extension

Paul Edbrooke (Labor Party)
State MP for Frankston
phone: 9783 9822
email: paul.edbrooke@parliament.vic.gov.au
mail: 140 Young Street, FRANKSTON 3199

Sonya Kilkenny (Labor Party)
State MP Carrum
phone: 9773 2727
email: sonya.kilkenny@parliament.vic.gov.au
mail: PO Box 4, SEAFORD LPO 3198

Nina Springle (Australian Greens)
MP for South Eastern Metropolitan region (Upper house)
Phone: 9584 4013
email: nina.springle@parliament.vic.gov.au
mail: 1/1174 Nepean Hwy CHELTENHAM 3192

