Planning for a rail line to Rowville is a key priority for Public Transport Victoria (PTV) and the Victorian Government. A rail line to Rowville would provide significantly improved access to Melbourne’s rail network for the Rowville area and the rapidly expanding Monash education and employment precinct.

The Victorian Government’s metropolitan planning strategy Plan Melbourne has identified the Monash precinct as a National Employment Cluster, which recognises it as a concentrated area of knowledge-based business and industry that provides high levels of employment. The growth of the Monash precinct is currently constrained due to reliance on road-based transport options.

In 2010, the Victorian Government commissioned stage one of the largest-ever study into the feasibility of constructing a Rowville rail line. Stage one concluded in 2012 and determined that before a Rowville rail line could be provided, significant capacity increases to the rail network, in particular to the Dandenong rail corridor, would be required.

Stage two of the Rowville Rail Study commenced in 2013 and has continued the planning of a Rowville rail line and identified potential shorter term public transport improvements for the Rowville corridor.

This report provides an update against each of the four key recommendations from stage one of the Rowville Rail Study.

As part of the stage two work, PTV has identified opportunities to provide a “turn up and go” (10 minute service frequency) bus service that would improve access to the Rowville corridor and the Monash education and employment precinct. This could offer a comparable road-based alternative to a Rowville rail line and would potentially develop and build the market for a future rail service.

PTV has continued to further refine the recommended rail alignment to reduce project impacts and overall project costs. While the majority of the proposed corridor is under State control, PTV will continue to actively monitor development in the proposed corridor to ensure that land use is appropriately managed.

In early 2013, PTV released the Network Development Plan – Metropolitan Rail and, in conjunction with Plan Melbourne, it identifies the need to unlock capacity in both the centre of Melbourne’s rail network and along the Dandenong rail corridor before a Rowville rail line could be built. The Victorian Government’s recent commitment to the Cranbourne-Pakenham Rail Corridor and Melbourne Rail Link projects is a huge step forward in providing this capacity uplift.

The Rowville Rail Feasibility Study is now completed, with a clear forward plan to progress vital capacity upgrades to the rail network, seek government consideration of potential public transport improvements in the shorter term and refine and protect the recommended alignment for the future rail service to Rowville.

Mark Wild
Chief Executive Officer
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Section 1: 
Introduction

The Victorian Government’s Rowville Rail Study (RRS) has been undertaken in two stages, to assess the feasibility of providing a suburban rail line to Rowville and the necessary steps to plan for its delivery.

The first stage, undertaken by an independent study team led by Sinclair Knight Merz (SKM) between 2011 and 2013, examined options for provision of a rail line and involved comprehensive community and stakeholder consultation.

This stage concluded that a rail line to Rowville is only feasible following significant capacity upgrades to the Dandenong rail corridor and the completion of an inner-core rail capacity project [the former Melbourne Metro project, now the Melbourne Rail Link].

Stage one of the RRS made a series of recommendations which included providing interim improvements to public transport along the Rowville corridor and to the Monash education and employment precinct while further work is undertaken to refine and protect the rail alignment.

The second stage of the RRS, undertaken by Public Transport Victoria (PTV) between 2013 and 2014, has involved further examination and implementation where appropriate of the stage one recommendations.

This report can be read in conjunction with the Rowville Rail Study Stage 1 Feasibility Report, available at ptv.vic.gov.au/rowvillerail.
Section 2: Context and history of a Rowville rail line

A rail line to Rowville was first proposed in the 1969 Melbourne Transport Plan prepared by the Melbourne Metropolitan Board of Works.

It was reconsidered as part of the Scoresby Transport Corridor Environmental Effects Statement in 1998, though was not included in the final recommended package of public transport and road initiatives. In 2004, the City of Knox commissioned an independent feasibility study, which recommended a single-track line.

In 2010, the Victorian Government commissioned the Rowville Rail Study, the largest ever investigation into the feasibility of providing a suburban rail line between Huntingdale and Rowville.

Train patronage in Melbourne has increased by 70 per cent in the last decade. This has resulted in rail demand approaching the capacity of the network, particularly in the inner core where access to the City Loop is becoming constrained as more services are added.

The Dandenong rail corridor is experiencing strong growth in patronage, as services have increased to serve the growth areas on the Cranbourne and Pakenham lines. With only two tracks and nine level crossings between Dandenong and Caulfield, significant capacity improvements will be required before further service increases – including those for a rail line to Rowville – can be provided.

A rail line to Rowville would also serve the Monash education and employment precinct, which is defined in the Victorian Government’s planning strategy Plan Melbourne, finalised in 2014, as a National Employment Cluster. The Monash Employment Cluster is Melbourne’s largest established employment cluster, with a unique mix of education, research and industry participants. It has 58,500 jobs and is the largest concentration of employment outside the central city. The Eastern and South-Eastern subregions together are expected to grow by 550,000 to 700,000 between 2011 and 2031. Growth in this area is constrained by its reliance on road-based transport access.
Designation of this area as a National Employment Cluster does not change the status of parkland, open space or residentially zoned land.

Source: Department of Transport, Planning and Local Infrastructure, 2014
Section 3:
Stage one findings and recommendations

Stage one of the Rowville Rail Study (RRS) investigated options for providing heavy rail from the Dandenong rail corridor at Huntingdale station to a new Rowville station, which would be located at or near Stud Park shopping centre.

3.1 Service requirements and alignment

Stage one identified that a frequent, direct rail service (every 10 minutes) would be required between Rowville and the city and this solution was strongly supported by the community and stakeholders.

A number of options were considered for the physical alignment of the rail line. The recommended concept follows the central median of North Road and Wellington Road from Huntingdale station to Stud Road, then turns north to terminate at Stud Park. Four new stations would be provided at Monash University, Mulgrave, Waverley Park and Rowville. This design avoids any new level crossings and would involve a combination of elevated structures and tunnelling. Construction in a live traffic environment would be complex and the rail line may take around four years to build.

Demand forecasting, using the Victorian Integrated Transport Model (VITM) suggests that the rail line could attract approximately 68,000 passengers on a typical weekday, with around 16,000 of these in the morning peak period (7 – 9am).
3.2 Network capacity constraints

RRS stage one identified that for the ultimate heavy rail solution for Rowville to be realised, the capacity of the Dandenong rail corridor and the inner core of the rail network would need to be significantly increased.

There are only two tracks between Dandenong and Caulfield and peak period trains are regularly crowded. If the frequency of trains is increased without adding additional tracks, express services would need to be reduced. This would increase passenger journey times and would also mean unacceptably longer delays for road traffic (including buses), cyclists and pedestrians at level crossings.

The Dandenong rail corridor cannot provide much more peak passenger capacity than it currently does, without allowing for a combination of longer trains (potentially nine car sets), re-signalling, additional tracks and grade separation of level crossings to avoid excessive delays to road traffic.

Furthermore, as more services are added across the rail network, the City Loop and inner core of metropolitan network are reaching capacity.

In early 2013, PTV released the Network Development Plan – Metropolitan Rail (NDP-MR), which identifies the critical need for network capacity be boosted by the provision of two new tracks through the inner core. Previously in development as the Melbourne Metro project, the Melbourne Rail Link project was funded in the 2014-15 State Budget, providing dedicated tracks for each line and delivering capacity benefits as called for in the NDP-MR.

The NDP-MR also outlines capacity improvements to the Dandenong rail corridor, which are now proposed to be delivered as part of the Cranbourne-Pakenham Rail Corridor project.

Consistent with the direction of the NDP-MR, stage one of the RRS concluded that the provision of a Rowville rail line is dependent on additional capacity being provided for the Dandenong rail corridor and the inner core of the rail network.

3.3 Interim recommendations and actions

Given that necessary capacity upgrades are potentially more than a decade away, stage one identifies interim actions to continue the progress already made in improving public transport in the area while the rail line is planned and implemented. The stage one recommendations are as follows:

1. A range of measures should be developed to continue improving public transport in the area in the interim period leading up to completion of the Rowville rail line.

2. The Dandenong rail corridor upgrade (the recently announced Cranbourne-Pakenham Rail Corridor Project) and the Melbourne Metro rail tunnel (now the Melbourne Rail Link), upon which the Rowville rail line depends, should be delivered as early as possible.

3. A preferred Rowville rail line project scope should be confirmed in greater details and measures should be put in place as quickly as possible to protect it using appropriate planning controls.

4. Should the government proceed further with the Rowville rail line, the next stage of the work should include more detailed patronage analysis, the development of a business case including a benefit-cost analysis, and an assessment of wider economic effects of the project.

Stage two of the RRS has consequently focussed on identifying shorter term measures to improve public transport in the area, while continuing to refine and protect the alignment for a future rail line to Rowville.
Section 4: 
Recomendation 1
Interim public transport improvements

“A range of measures should be developed to continue improving public transport in the area in the interim period leading up to completion of the Rowville rail line.”

The Monash education and employment precinct is located in proximity to several stations on the Dandenong rail corridor. The primary gateways to the Monash campus and surrounding employment cluster are Huntingdale and Clayton stations on the Dandenong rail corridor, Syndal station on the Glen Waverley line and Blackburn station on the Ringwood line.

Access to the university precinct from these stations is facilitated by bus. Bus access is mainly via the Wellington Road frontage, where a bus interchange is provided. Blackburn Road also provides a major point of access to the campus and serves as the principle access point for major industry in the precinct.

Two SmartBus routes provide connections from the rail stations to the university, namely:

- **Route 703**, which connects Blackburn station, Clayton station and Middle Brighton station via Monash University and
- **Route 900 / 601** which connects Huntingdale station to Monash University.

The future development and growth of the Monash education and employment precinct is constrained by reliance on access via private motor vehicles and limited parking availability.

Stage two of the RRS has identified that subject to funding availability, opportunities to increase the frequency of rail services on the Dandenong rail corridor and bus services on the Routes 703 and 900 to every 10 minutes.

This service increase could also improve connectivity between bus and rail services and essentially provide a ‘turn up and go’ 10 minute bus and rail service. This potentially means that passengers would not need a timetable and would experience a service frequency comparable to that which would be provided by the recommended Rowville rail line.
To achieve this, PTV proposes the following rail and bus service improvements:

**Rail services**

**Current:**
A train every 15 minutes between the CBD and Dandenong and alternative trains every half an hour to and from Cranbourne and Pakenham.

**Proposed:**
A train every 10 minutes between the CBD and Dandenong, with alternate trains every 20 minutes to and from Pakenham and Cranbourne.

**Bus services**

**Current:**
Peak period: 15 minute service  
Interpeak period: 13 – 20 minute service  
Off peak period: 30 – 45 minute service

**Proposed:**
SmartBus Route 900
- Improved 10 minute frequency between Caulfield and Stud Park in Rowville.

SmartBus Route 703
- Splitting of Route 703 into two routes: Route 703 North (Clayton to Blackburn via Monash University) and Route 703 South (Middle Brighton to Clayton).
- Improved 10 minute frequency for the Route 703 North (Blackburn and Clayton stations via Monash University)
- Coordinated 20 minute frequency between Brighton and Clayton station due to lower patronage requirements.

### 4.1 Improvements to rail services

The Dandenong rail line is one of the busiest on the rail network and serves the rapidly expanding growth areas of Pakenham and Cranbourne. During the morning and afternoon peak period, passengers experience a good service frequency, however during the inter-peak period, service frequency between Dandenong and the CBD drops to every 15 minutes.

Furthermore these services are not coordinated with connecting bus routes that service the Monash precinct and Rowville area.

PTV proposes increasing train services on both the Pakenham and Cranbourne lines [every 20 minutes], thereby providing a 10 minute service frequency between Dandenong and the CBD. These additional rail services [along with improvements to SmartBus Routes 900 and 703] will improve access to the Monash precinct from Clayton and Huntingdale stations.
4.2 Improvements to connecting SmartBus service

4.2.1 SmartBus 703

SmartBus Route 703 provides a service between Blackburn station and Middle Brighton via the Monash precinct and Clayton station.

This route is well patronised with the highest number of passenger loadings on services in both directions between Clayton station and Blackburn station.

**SmartBus features:**
- Extended hours of operation with frequent services.
- On-road traffic priority measures.
- Passenger waiting facilities with real-time information.
- Low-floor buses and bus stops designed to meet standards of the Disability Discrimination Act.

**Description of the route**

From Blackburn station, the SmartBus 703 heads south to Syndal station, the Monash precinct and Clayton station before travelling in an easterly direction to Bentleigh station and onto Middle Brighton. This route also has an inter-peak deviation to Forest Hill Chase Shopping Centre between Blackburn and Syndal stations.

PTV has analysed the efficiency of the route and has determined:

> Patronage is largely concentrated on the “north-south” section of the route between Blackburn and Clayton stations (via Syndal station and the Monash precinct). Patronage on the “east-west” section between Middle Brighton and Clayton station is comparatively low.

> Route 703 would benefit from increased frequency of service; however, applying this frequency increase across the entire route would be inefficient due to fluctuating patronage demands along the route.

> In addition, congestion at the Clayton Road level crossing adds to delays and reliability issues for this bus service. Frequency improvements to the 703 would further exacerbate existing operational issues at Clayton station in the absence of a grade separation. This level crossing is proposed to be removed as part of the Cranbourne-Pakenham Rail Corridor project, though delivery would still be a number of years away.

> The inter-peak deviation to Forest Hill has minimal patronage use and constrains the ability to increase service frequency on this section of the route.

PTV therefore proposes to:

> Split the existing route at Clayton station into two separate routes: “north-south” (Blackburn to Clayton station) and “east-west” (Middle Brighton to Clayton station).

> Remove the interpeak deviation to Forest Hill Chase from the “north-south” route.

This proposal would enable the service frequency to improve from 15 minutes to 10 minutes on the north-south route (Clayton to Blackburn station), integrated with the 10 minute train service on the Dandenong line.

It is proposed to reduce the service frequency to 20 minutes on the east-west route (Middle Brighton to Clayton) due to lower patronage demands.

The proposal to split SmartBus 703 into two separate north-south and east-west routes will provide additional capacity to the Monash precinct from Clayton and Blackburn stations, from which the majority of passengers transferring from a rail service access Monash.

This splitting of the route would also improve reliability and operational efficiency for each of the two new routes, as they would both operate independently of the Clayton Road level crossing.
Routing Map For SmartBus 703
Indicating splitting into two routes (North-South and East-West)

Middle Brighton to Blackburn Map A
Route 703: North-South – Blackburn > Syndal > Monash > Clayton

Zone 2

For more information visit ptv.vic.gov.au or call 1800 800 007 (6am – midnight daily)

MAP NOT TO SCALE
© Public Transport Victoria 2014
4.2.2 SmartBus 900

SmartBus Route 900 provides a direct bus service from Caulfield to Rowville, via Huntingdale station and Monash University. The current service frequency of 15 minutes is proposed to be improved to every 10 minutes. This 10 minute service would provide an equivalent on-road service (in terms of frequency and route alignment) to the Rowville rail service recommended by RRS stage one. This would be a beneficial interim public transport improvement until funding becomes available for the future rail line to Rowville.

4.3 Improvements to bus facilities between Rowville and Huntingdale

In conjunction with improving the service frequency of SmartBus Route 900, PTV has explored options to upgrade bus facilities along the route. The locations of specific focus are:

- Huntingdale station
- North Road / Wellington Road
- Stud Park Shopping Centre, Rowville.

4.3.1 Huntingdale station

The bus interchange at Huntingdale station is in need of improvement, with bus stops for each of the four routes servicing the station dispersed along Huntingdale Road and the North Road service road, outside the immediate station precinct. Wayfinding between the station and the bus stops is poor with inadequate signage and lighting.

PTV has identified a number of options to improve connectivity between the bus interchange and station to create a more seamless integration between rail and bus services. PTV proposes the following improvements:

- Relocation and consolidation of the four bus stops in one area next to the station on Huntingdale Road. This would replace the existing, informal gravel car park beneath the North Road flyover (which has safety, littering and crowding issues).
- Paving, landscaping and lighting of the new bus interchange area to improve access, perceptions of safety and the general amenity of the area.
- A formalised pedestrian path directly linking the station with the bus interchange area, and improved lighting and way finding signage.
- Improved passenger facilities at the new bus interchange to meet the Disability Standards for Accessible Public Transport (DSAPT) and to include passenger information displays with real-time information, shelters and seating.
- A new car park, with connecting footpath to the station, for 70 cars to be created in the existing vacant land to the west of Huntingdale Road next to the rail line.
4.3.2 North Road / Wellington Road

Route 900 runs along North Road / Wellington Road between Huntingdale Road and Stud Road in Rowville for approximately 11.5km. Bus priority is rated as good, however, PTV is currently working with VicRoads to identify opportunities to further improve on-road priority. This may include installing additional sections of separated bus lanes along the route, allowing bus priority at key intersections and upgrading all bus stops to minimum SmartBus standards (which includes passenger shelters and passenger information displays with real-time information). PTV recognises that as a busy arterial road, Wellington Road experiences some traffic congestion during peak periods. PTV will continue to work with VicRoads to identify options to address these issues.

4.3.3 Stud Park Shopping Centre, Rowville

Stud Park Shopping Centre is currently the end of SmartBus Route 900. The existing bus stops are located on Stud Road, some distance from the nearest shopping centre entrances. Wayfinding and pedestrian linkages to the shopping centre are poor and do not meet requirements of the DSAPT. Passengers are also required to cross internal roads without formal crossing facilities.

PTV has identified the following opportunities to improve connectivity of the bus stops with the shopping centre:

- Improve way-finding through better signage
- Installation of a new pedestrian crossing and island refuge within the carpark
- Upgrade the bus stops and connecting paths to meet the DSAPT.

Furthermore PTV has identified opportunities to improve reliability of the bus service, by providing a formalised bus layover area within the Stud Park Shopping Centre. This will enable buses to safely wait in a separated area and make up time to remain on schedule.

**PROPOSED UPGRADES TO STUD PARK SHOPPING CENTRE BUS INTERCHANGE**
Section 5:
Recommendation 2
Progress critically-needed related projects

“The Dandenong rail corridor upgrade and the Melbourne Metro rail tunnel, upon which the Rowville rail line depends, should be delivered as early as possible.”

Comprehensive network analysis undertaken as part of RRS stage one determined that a high-frequency direct rail service to Rowville is contingent on capacity upgrades to the Dandenong rail corridor and implementation of the Melbourne Rail Link (the capacity-building project formerly referred to as the Melbourne Metro rail tunnel).

PTV’s Network Development Plan – Metropolitan Rail (NDP-MR) outlines the key projects and operational changes required to move Melbourne towards a metro-style rail system, which can efficiently transport high numbers of people. Characteristic of a metro-style system is:

- simple timetables with ‘turn up and go’ frequency
- stand-alone, end-to-end lines with separate train fleets, maintenance and stabling facilities
- modern high capacity signalling and modern high capacity trains.

As part of the RRS stage two, PTV has continued to work with the Department of Transport, Planning and Local Infrastructure to progress these two projects, which have now been developed as the Cranbourne-Pakenham Rail Corridor Project and the Melbourne Rail Link respectively.

Though these projects have evolved since the RRS stage one, they will deliver the capacity benefits needed, laying the ground work for a future rail extension to Rowville.

5.1 Cranbourne-Pakenham Rail Corridor Project

The Victorian Government announced in March 2014 comprehensive package of works to boost the capacity of the Dandenong rail corridor by 30 per cent to cater for growth in Melbourne’s south-east.

The project is the first to be progressed under the Victorian Government’s Unsolicited Proposal Guideline.

The $2-2.5 billion rail package will deliver:

- 25 next-generation, high-capacity trains
- installation of high capacity signalling on the Cranbourne and Pakenham lines
- removal of level crossings at Murrumbeena Road, Murrumbeena; Koornang Road, Carnegie; Clayton Road, Clayton and Centre Road, Clayton
- planning funding for future level crossing removals at Corrigan, Heatherton and Chandler Roads in Noble Park, Grange Road in Carnegie and Poath Road in Murrumbeena
- newly rebuilt stations at Clayton, Murrumbeena and Carnegie
- a new dedicated train maintenance depot at Pakenham East, which will create local jobs
- power upgrades along the line.

The project will also improve traffic flow and safety through the removal of level crossings. A grade separation project at Springvale Road, Springvale, is also due for completion in mid-2014.
5.2 Melbourne Rail Link

In the 2014-15 State Budget, the Victorian Government provided funding for the $8.5-11 billion Melbourne Rail Link. Major construction will begin in 2017 and be complete by 2026.

The Melbourne Rail Link will transform Melbourne’s rail network to increase capacity by 30 per cent. The project will also deliver a rail link to Melbourne Airport.

The Melbourne Rail Link will separate Melbourne’s busiest rail lines to improve reliability and relieve congestion.

The project will deliver:

- Twin tunnels from Southern Cross to South Yarra as part of a new Frankston to Lilydale/Belgrave line
- New underground stations at Fishermans Bend (Montague) and Domain
- New underground platforms at Southern Cross and South Yarra stations
- The Melbourne Airport Rail Link, connecting Melbourne Airport to Southern Cross Station and the Cranbourne-Pakenham corridor
- Train-tram interchanges at the new underground stations
- Supporting works across the rail network to improve train reliability and passenger interchange facilities
- A package of tram and bus improvements to the Parkville precinct

The Melbourne Rail Link will separate rail lines to improve train reliability and relieve congestion caused by bottlenecks.

By giving the Sunbury and Airport to Cranbourne/Pakenham line dedicated tracks across the city, the Melbourne Rail Link will allow for a future rail extension to Rowville.

**METROPOLITAN RAIL NETWORK AT COMPLETION OF MELBOURNE RAIL LINK**

![Map of Melbourne's rail network at completion of the Melbourne Rail Link.](image-url)
Section 6:  
Recommendation 3  
Refine and protect Rowville rail alignment

“A preferred Rowville rail line project scope should be confirmed in greater detail and measures should be put in place as quickly as possible to protect it using appropriate planning controls.”

As part of the RRS stage two, PTV has further examined and refined the rail alignment options identified in stage one with the aim of reducing property impacts and project and construction costs.

The key tasks undertaken as part of this process included:

> Huntingdale station – a review of options for the provision of two surface tracks and two underground tracks, together with an underground connection to the Rowville line between Oakleigh and Huntingdale stations;

> Rowville station – an examination of alignment options for the underground tracks in the vicinity of Wellington Road and Stud Road to minimise property impacts, and options for the ultimate station location; and

> Corridor refinement – undertake a high level peer review of the stage one rail alignment.

Huntingdale station review

As highlighted in the stage one report, Huntingdale station would be constructed as a two-level station with Rowville line platforms located below ground, while Dandenong line platforms would be retained on the surface.

With the aim of minimising disruption to the line and to adjacent properties, PTV has identified opportunities for staged construction of the new platforms and tracks. This would reduce overall project and construction costs.

Furthermore, by potentially adjusting the track curve and reducing rail operating speed on the Rowville platforms, any impact to the North Road flyover and adjacent properties would be avoided, presenting further cost savings.
Rowville station review

The RRS stage one study recommended that Rowville station would be constructed as an underground station beneath the Stud Park Shopping Centre near the corner of Stud Road and Fulham Road in Rowville.

The PTV review has identified further opportunities to reduce disruption and property impacts by potentially providing an underground station beneath Stud Road immediately adjacent to the shopping centre, potentially with direct pedestrian linkages into the Stud Park Shopping Centre.

Corridor refinement

PTV has reviewed the horizontal and vertical alignment of the rail line as proposed in stage one, and has identified locations where the depth of the rail tunnel could be reduced to potentially reduce overall costs and property impacts.

Further work and stakeholder consultation is required to better understand the benefits and any disbenefits presented by these refinements and opportunities. PTV will continue to assess and refine the project to ensure an ultimate solution is adopted, impacts are reduced and the overall project offers best value for money.

PTV has identified that more than 90 per cent of the recommended rail alignment is on land already in public ownership. PTV will continue to monitor any proposal development through its existing role as a Planning Referral Authority.
Section 7:
Recommendation 4
Undertake detailed analysis of the Rowville rail line

“Should the Government proceed further with the Rowville rail line, the next stage of the work should include more detailed patronage analysis, development of a business case including a benefit-cost analysis, and an assessment of wider economic effects of the project.”

The first stage of the Rowville Rail Study, along with the PTV Network Development Plan – Metropolitan Rail, has determined that a future rail line to Rowville must be preceded by the Melbourne Rail Link and capacity upgrades to the Dandenong rail corridor.

The State Government has now committed to delivery of these projects, however, completion is still likely more than a decade away.

PTV has identified and is delivering on immediate public transport improvements to the Rowville corridor as a key priority – this includes the creation of integrated ‘turn up and go’ rail and bus services to the Monash precinct and Rowville.

PTV will continue to further refine the rail alignment and identify opportunities to optimise the design, reduce impacts and reduce costs. It is appropriate to undertake more detailed analysis, including cost and impact assessments, at such a time that a business case could be prepared for government consideration and therefore informed by any development in the corridor and in the costs of the rail extension in the intervening period.
For more information or to offer feedback visit ptv.vic.gov.au or call 1800 800 007 (6am – midnight)

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