



GREATER  
DANDENONG  
*City of Opportunity*

# Greater Dandenong Public Transport Advocacy Statement



With more voices and more ideas,  
we can make sure Public Transport  
decision makers consider the needs  
of the Greater Dandenong Community





## Cr Jim Memeti Mayor

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### Public Transport is of vital importance to the residents and businesses of Greater Dandenong.

Greater Dandenong is a unique and complex municipality and the public transport needs in this municipality are very different to our neighbours.

For many of our residents, public transport is the only option. Residents may be young, old, unwilling or unable to drive, or simply unable to afford a car. Some areas of Greater Dandenong, particularly Noble Park, Keysborough and Springvale South, have a greater proportion of these residents than anywhere else in Victoria.

Where public transport is unable to provide these people with access to jobs and services, the results can have huge impacts on their quality of life – potentially contributing to unemployment and social isolation.

Dandenong South employs over 65,000 people and is a Nationally Employment and Innovation Cluster (NEIC). It is woefully under-served by public transport. Connecting the jobs within this area to those within our own municipality seeking employment is the number one transport challenge.

The Dandenong rail line has enjoyed significant investment in recent times. It is fantastic to see the increase in commuter trains to a 10-minute frequency throughout the day, and how busy these trains are. The new stations at Springvale and Noble Park are welcome improvements to those activity centres. Such high-quality stations are bound to encourage ongoing public transport use by the community.

However, further investment is needed. Dandenong Station is ranked by commuters as amongst the worst in the state, while Sandown Park and Yarraman Stations are unappealing and difficult to access due to problematic pedestrian ramps. The bus network simply hasn't kept up with the needs of the community.

Council aims to work with the Victorian Government to address these issues.

This Public Transport Advocacy Statement details five priority areas where public transport needs to be upgraded within the municipality. It is also a call to arms and provides details of how you can get involved in public transport advocacy. With more voices and more ideas, we can make sure Public Transport decision makers consider the needs of the Greater Dandenong Community.

## **ABOUT THE PUBLIC TRANSPORT ADVOCACY STATEMENT**

Public Transport in Victoria is primarily delivered by the Victorian Government. Council's role in this space is to advocate for improvements that would benefit the Greater Dandenong community. By effectively advocating for the projects that matter most, Council can assist the Victorian Government in delivering the best service possible.

In early 2019, Movement and Place Consulting prepared strategic advice to Council regarding the state of public transport within the municipality and proposals for improvements that would bring the most benefit to residents and businesses. This Public Transport Advocacy Statement highlights the key messages and advocacy items for Council. The report "Greater Dandenong's Public Transport Future: Advocacy for public transport improvements" is available in full on Council's website.



For many residents in Greater Dandenong, the car simply isn't an option.



## **PRIORITY 1: PUBLIC TRANSPORT MUST LINK 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. These issues could be addressed through 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.*

### **WHAT ARE WE ASKING FOR?**

All reviews of bus services in Greater Dandenong should be based on data and focus on providing the key links between people, jobs and services.



### **RELIANCE ON PUBLIC TRANSPORT**

For many residents in Greater Dandenong, the car simply isn't an option.

Greater Dandenong has a higher proportion of young and elderly residents than the Victorian State average. Well over half of Greater Dandenong residents were born overseas, many of who have grown up never learning to drive.

Without access to public transport Greater Dandenong residents are cut off from education opportunities, unable to access jobs and essential services and isolated from the broader community.



### **THE DANDENONG SOUTH GAP**

Dandenong National Employment and Innovation Cluster (NEIC) employs more than 66,300 people. 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-reach 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 excludes a large proportion of the community who do not have access to a car. It also financially disadvantages employers, with many parked cars occupying road space which would otherwise be used by freight vehicles.

### **OPTIONS**

- ▶ Improve bus links to Dandenong South National Employment Cluster and Monash University from Noble Park, Springvale South, Keysborough and Hampton Park
- ▶ Upgrade the frequency and efficiency of existing bus routes accessing employment and education
- ▶ Connect bus services that currently terminate in Dandenong Activity Centre to provide through-routes.



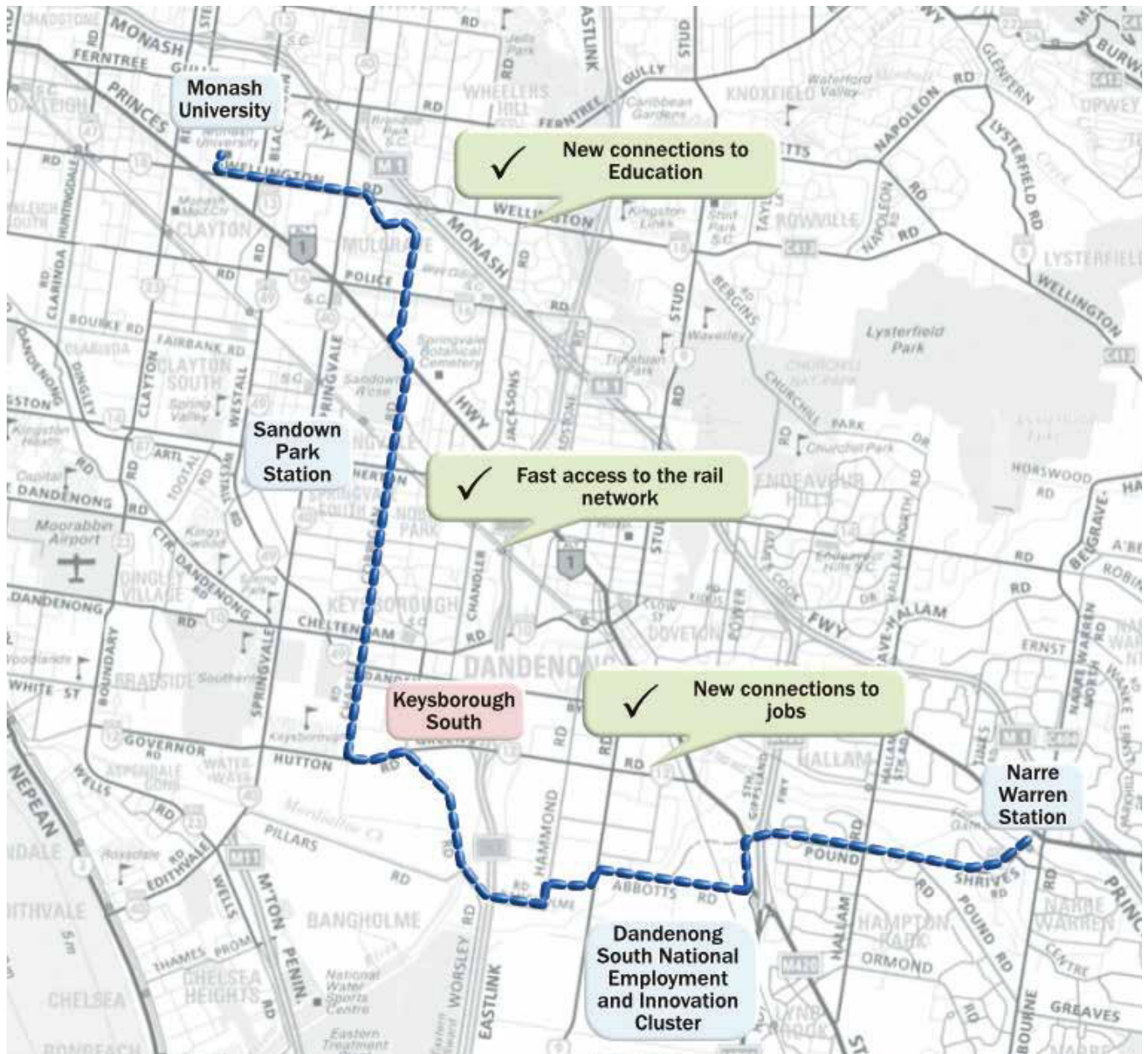
## PRIORITY 2: MAKE THE MOST OF THE NEW KEYSBOROUGH SOUTH BUS ROUTE

Keysborough is not well connected to jobs or education. The recent state budget announcement provides funding to help address this issue. We believe the new route provides a great opportunity to improve the lives of many Greater Dandenong residents. The new bus route should run between the two national employment and innovation clusters (Monash and Dandenong), improving access to jobs and education in the region, linking key employee catchments.

60% of residents would try the bus if it provided a direct route to a station.



## OUR PROPOSED ROUTE



## BENEFICIARIES

- ▶ **Monash University to Springvale / Sandown Park** – Springvale and Sandown Park have both been recognised by the Victorian Government as key residential catchments for the Monash Employment Cluster
- ▶ **Keysborough South to Sandown Stations** – The most common peak hour trip made by Keysborough South residents is to drive and park at a station. 60% of residents would try the bus if it provided a direct route to a station.

- ▶ **Key Residential Areas to Employment and Education** – Residents in Keysborough, Noble Park, Hampton Park and Narre Warren are amongst those that need bus services the most to access jobs and education. Access to Dandenong South from this area will have huge benefits for residents and businesses.

### DID YOU KNOW?

Council believes that there may be opportunities to combine this route with existing routes such as the 885 in Monash and local routes in Casey to get a better outcome for as many users as possible.



## PRIORITY 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 bus and bicycle 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.

### WHAT ARE WE ASKING FOR?

Funding for projects that upgrade access to train stations, such as DDA compliance at Yarraman, and the construction of the missing parts of the Djerring Trail.

### ENCOURAGING PUBLIC TRANSPORT INTERCHANGE

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.

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 routes feeding to train lines to cater for demand that is currently being shifted to commuter car parks, will encourage public transport use and ease parking issues around stations.

### ACCESSIBILITY AT YARRAMAN STATION

Yarraman Station is not accessible for people with disabilities, the existing ramp is unsuitable for users of the station. A \$10M upgrade of access to make Yarraman Station DDA compliant is required, with provision of a suitable ramp over the rail line being critical. These improvements would also help users of the Eastlink Trail, who currently have no other way to cross the rail corridor. The ramp also affects cyclists ability to move around the station and access suitable locations for safe and secure bicycle parking.

### DID YOU KNOW?

When Eastlink was built, a shared user path bridge to connect the Eastlink Trail on the north and south sides of the rail line was also promised, however this was never delivered.

When the Caulfield to Dandenong Level Crossings were removed, the project promised that a shared user path would be provided all the way from Caulfield Station to Dandenong Station. The last leg between Yarraman Station and Dandenong Station has yet to be delivered. The lack of these key cycling connections makes it far harder to cycle to and from Yarraman Station.



### WHAT IS COUNCIL DOING?

Improving access to Stations isn't just the responsibility of the Victorian Government. Council is undertaking a number of projects to help people get to and from Stations:

- ▶ Improving pedestrian and cyclist networks around stations:
  - Installing cycle lanes on Corrigan Road to improve access to Sandown Station
  - Installing a shared path on Hammond Road to improve access to Dandenong Station
- ▶ Designing the missing link of the rail corridor shared path trail (the Djerring Trail) between Yarraman Station and Dandenong Station. Council will be looking to deliver this in partnership with the Victorian Government in the next few years.





## PRIORITY 4: IMPROVE THE EFFICIENCY OF EXISTING BUS SERVICES

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

### WHAT ARE WE ASKING FOR?

Funding for projects to improve existing bus services, such as intersection upgrades to reduce bus travel times on the 800 route along Princes Highway.

### INEFFICIENCY

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

- ▶ Lack of intersection priority for buses – this is causing delays and unreliable bus services.
- ▶ Excessive timing points – by having a large amount of timing points, this causes buses to wait at location for extended periods of time, slowing buses more than they need to be.
- ▶ Inefficient interchanges and unnecessary interchanges – a number of bus services terminate at Dandenong Station. Passengers often then wait extensive times to board another bus to complete their journey.

### IMPROVEMENTS

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
- ▶ Connect bus services that currently terminate in Dandenong Activity Centre to provide through-routes.



### DID YOU KNOW?

Greater Dandenong Councillors and officers also undertake advocacy for sustainable and integrated transport services through the Eastern Transport Coalition and South East Melbourne (SEM).

SEM has recognised the need in their South East Transport Strategy for a bus review in the south east to create a more efficient and reliable transport network.

“Commuters Count” is an Eastern Transport Coalition campaign aiming to increase funding for, and accelerate the delivery of significant public transport projects in the eastern suburbs of Melbourne.

The Eastern Transport Coalition is calling for a bus review in the east, which would review all bus services in the east and seek changes such as more frequent and direct services, increased reliability through bus priority, longer operation hours, and better connections to other modes of transport.

Check the Eastern Transport Coalition out here:  
<http://www.etc.org.au/>

Check South East Melbourne out here:  
<http://southeastmelbourne.org/>

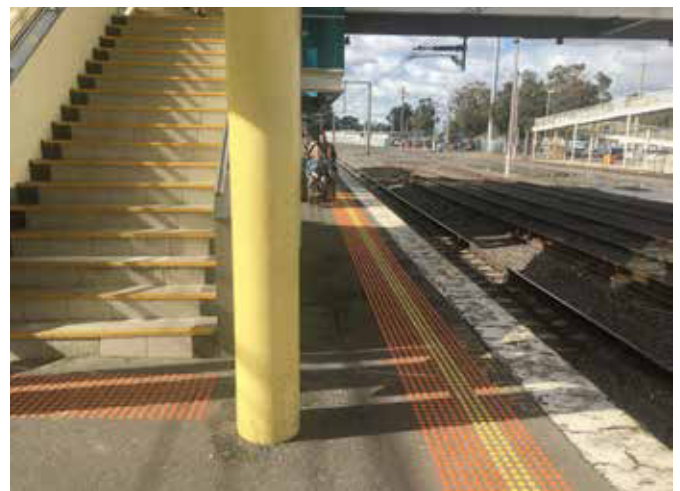




## **PRIORITY 5: REBUILD DANDENONG STATION**

Dandenong Station is one of the worst stations in Melbourne. Major problems include overcrowding, congestion, access, layout, amenity, security and safety.

With catalysts such as the proposed sports and events centre (stadium), continued revitalisation of Dandenong Activity Centre and Cranbourne Line Duplication all anticipated, patronage within Dandenong Station is expected to grow. The bus interchange is reaching capacity and must be improved. From a safety perspective, the narrow width of the island platform (platforms 1 and 2) is critical, and with the Cranbourne Line Duplication, a 4th platform will soon be required. A \$200-\$400m complete rebuild of Dandenong Station is required to accommodate the changing conditions within and around Dandenong Station, with significant opportunities to integrate transit-oriented development adjacent to and over the rail corridor.



### **CONTINUED REVITALISATION OF DANDENONG**

Dandenong Station is a key component of Dandenong's city centre and will play an important role in revitalising Dandenong's city centre and enhancing Dandenong's appeal as a place to live, work and visit.

As part of the Victorian Government's Revitalising Central Dandenong initiative, a major upgrade to the bus interchange was proposed, to cater for a greater number of services and patrons. An upgrade to the bus interchange will be required to maintain service reliability and safety.

Significant development is underway and much more anticipated within the immediate vicinity of the station. The platforms, lifts, barriers and stairs are already struggling to cope with current users. A major redesign is required if Dandenong Station is to cater for the anticipated increase in users in coming years.

### **THE CRANBOURNE LINE DUPLICATION**

The duplication of the Cranbourne Rail line is a fantastic project for Dandenong. It will significantly improve the level of service on the rail line, providing better access for residents within the City of Casey and further afield to employment in Dandenong and surrounds.



Significant development is underway and much more anticipated within the immediate vicinity of the station.



**Would any of the projects in this document benefit you?**

**Do you have any other ideas for improving public transport within Greater Dandenong?**

**Are you interested in getting involved with public transport advocacy?**

We'd love to hear from you.

You can help with the City of Greater Dandenong's Public Transport Advocacy by contacting us:

e-mail [PTadvocacy@cgd.vic.gov.au](mailto:PTadvocacy@cgd.vic.gov.au)

Phone 8571 1000

Write Public Transport Advocacy  
PO Box 200  
Dandenong VIC 3175

If you want to advocate directly to the Victorian Government regarding Public Transport, you can contact:

**Department of Transport Victoria**

[getinvolved.transport.vic.gov.au](http://getinvolved.transport.vic.gov.au)

Ph: 9655 6666

**Public Transport Victoria (PTV)**

[ptv.vic.gov.au](http://ptv.vic.gov.au)

Ph: 1800 800 007

**The Public Transport Ombudsman**

[ptovic.com.au](http://ptovic.com.au)

Ph: 1800 466 865

**Your Local State Member of Parliament**

**The Minister for Public Transport**



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