

Media Release

The Hon Daniel Andrews MP
Premier



Tuesday, March 31, 2015

NINE LEVEL CROSSING REMOVALS AND 37 NEW TRAINS TO TRANSFORM MELBOURNE'S BUSIEST LINE

The Andrews Labor Government will transform Melbourne's busiest train line, removing every level crossing between Caulfield and Dandenong and purchasing 37 new high capacity trains to run more services.

Announcing the package of works today, Premier Daniel Andrews said the multi-billion dollar upgrade to the Cranbourne-Pakenham line would create thousands of jobs, ease congestion and reduce travel times for the one million people living in the south-east corridor. The works include:

- The purchase of 37 next generation, high capacity trains, built at least 50 per cent here in Australia
- The removal of all nine level crossings between Dandenong and Caulfield
- Four rebuilt stations at Clayton, Carnegie, Murrumbeena and Hughesdale
- New and upgraded rail infrastructure in the corridor including power and signaling upgrades
- A new train depot and maintenance facility in Pakenham

The works will boost capacity by up to 42 per cent on the Cranbourne-Pakenham line every day – accommodating an extra 11,000 passengers in the morning peak – and boost capacity across the network by freeing up existing trains.

Removing nine level crossings will also eliminate congestion at some of the worst crossings in Melbourne, with some boom gates staying down for up to 80 minutes during the two hour morning peak. The level crossings to be removed are:

- Grange Rd, Carnegie
- Koornang Rd, Carnegie
- Murrumbeena Rd, Murrumbeena
- Poath Rd, Murrumbeena
- Clayton Rd, Clayton
- Centre Rd, Clayton
- Corrigan Rd, Noble Park
- Heatherton Rd, Noble Park
- Chandler Rd, Noble Park

The Labor Government will get straight to work. Expressions of interest for the level crossing removals and the next generation trains will be released to the market within months. The trains will be at least 50 per cent locally made, supporting Victorian jobs.

Instead of proceeding with the former Liberal Government's Cranbourne-Pakenham con, the Labor Government will purchase intellectual property from the consortium, and use it and the funding to fast-track a bigger, better plan with more trains and more level crossing removals.

The Labor Government will also proceed with a trial of high capacity signaling despite the Liberals secretly dumping their promised rollout a week before the 2014 State Election campaign. Based on technical advice from Public Transport Victoria, a trial of high capacity signaling will take place on the Sandringham Line.

Quotes attributable to Premier Daniel Andrews

"I live in the south-east so I know the level crossings nightmare all too well."

"The boom gates between Dandenong and Caulfield stay down for up to 80 minutes over the morning peak. If we don't act now, transport in the south-east will eventually grind to a halt."

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“We’re removing 50 of our most dangerous and congested level crossings, to get people home safer and sooner.”

Quotes attributable to Minister for Public Transport, Jacinta Allan

“Fewer level crossings and more trains means fewer delays and more services, every single day. It will transform Melbourne’s busiest rail line.”

“Removing level crossings will create Victorian jobs. Building trains locally will protect Victorian jobs. This helps our transport system and our economy.”

Project Snapshot:

FORMER GOVERNMENT	LABOR'S PLAN
4 Level Crossings Removed	9 Level Crossings Removed
25 new trains	37 new trains
3 stations rebuilt	4 stations rebuilt
Train congestion remains	Meets predicted future passenger numbers
Trains manufactured overseas	Trains at least 50% locally manufactured
Congestion at 5 level crossings with gates down for up to 90 minutes in peak	Eliminates congestion at all 9 level crossings
Restricts future network development	Compatible with future network requirements and other Government policy
High Capacity Signalling dumped	Trials High Capacity Signalling