

## Submission to Infrastructure Victoria

2023-05-24 13:52:53

### **Q1. A bit about you. Who is writing this idea? If you are submitting on behalf of an organisation please also identify this here.**

The Eastern Transport Coalition represents Greater Dandenong, Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges Councils. The group advocates for sustainable, accessible and integrated transport in the eastern region of Melbourne.

### **Q2. What matters to you?**

Councils in the eastern region of Melbourne have a number of multi-use trails that provide cyclists, pedestrians and others an alternative to using public or private transport options.

These trails often run across several council areas, are in varying condition and are not optimally connected to each other and other modes of transport. This creates a limited usage pattern and a challenge in management and to improvement by councils.

By looking at these trails as a network, rather than as pieces of infrastructure owned and managed in part by each specific municipal area, this will improve user experience, lift the numbers of people who use the trail network and expand and deepen the variety of benefits derived by those people who use these trails.

As part of the proposed strategy, trail-specific items are also included alongside the network-wide action items.

Improving the network of trails will not just boost usage, it will create a number of other quantifiable benefits, including:

- Integrating trails with each other and other modes of transport – which will relieve traffic congestion and encourage active transport alongside other public transport options.
- Economic benefits – the network of trails are close to population and commercial centres, driving traffic to and from both.
- Improved community health and wellbeing.
- Demonstrate the unique natural environment of Melbourne's eastern suburbs

### **Q3. Your proposed ideas: What strategic idea/s are you proposing for the 30-year infrastructure strategy that will achieve your desired outcomes?**

The strategy outlines a range of items that could be employed to improve the network.

The region-wide action items are, as the name suggests, designed to benefit the entire network of trails. This includes uniform signage, trail side-vegetation, on-trail and end-of-trip facilities, as well as basic minimum standards for trails, such as width standards and emergency markers.

The strategy also outlines 10 construction projects that include new trails and upgrades to existing trails to better link up the network and drive the improvements outlined above. These are listed below.

#### Trail improvement projects

1. Construct the Yarra Valley Trail.
2. Continue the Warburton Rail Trail south from Lilydale to the Tarralla Creek Trail via the Melbourne Water Pipe Track Reserve.
3. Extend the Box Hill to Ringwood Rail Trail both in both directions.
  - a. East from Ringwood Station to Croydon Station and to connect to the Carrum to Warburton Trail
  - b. West from Box hill to Hawthorn, utilising the existing railway reserve through Surrey Hills and on to Hawthorn station activity centre\*
4. Extend the Yarra Trail east to connect to Warrandyte.
5. Close the gap in the Waverley Rail Trail from Beatrice Avenue (east of Jordanville Station) to Stephenson's Road (west of Mount Waverley Station).
6. Complete the gap in the Waverley Rail Trail from Coleman Parade to Kingsway (Glen Waverley Station).
7. Complete the gap in the Box Hill to Ringwood Rail Trail from Middleborough Road to Blackburn Road.
8. Complete the gap in the Box Hill to Ringwood Rail Trail from Nunawading Station to Walkers Road.
9. Complete the gap on the Anniversary Trail between Riversdale Road (Fordham Avenue) and Prospect Hill Road

\*The western extension to the Box Hill Ringwood trail extension proposal is not included in the attached strategy at the time of its publishing.

#### **Q4. Why do you think your proposed ideas are better than the other options you might have considered?**

The strategy demonstrates the value of an integrated trail network. The trails cross seven council areas. The western part of the trail network is in more densely populated areas whereas the eastern sections offer more scenic areas and tourism destinations. More effectively connecting where people live to places of interest with safe, uniformly managed and high quality trails will help connect these two important areas of Melbourne.

As the population changes across the network, so too does the level of disadvantage that those population centres display. Creating more equitable access to active and alternative transport options that the trail network offers can help more people access more of the opportunities around their local area.

Related to the above issue, the network also has the opportunity to create new connections for users to reach a range of different activity centres, creating more access to jobs and boosting economic activity.

The management of the trails in the network falls across both state government and the seven local governments, with the state's Sport & Recreation Victoria and Active Transport Victoria being the responsible agencies. Involvement from other areas of the state, including tourism, environment and economic development demonstrates the potential of the network and the difficulty currently experienced in managing the network. The strategy seeks not only to link the network up with new paths and upgrades to existing infrastructure but also to create a network wide management approach that simplifies this task.

The network already includes some of Victoria's most popular trails. Creating a uniform experience and linking these well-known pieces of infrastructure together will benefit users, business and the range of management bodies charged with their upkeep.

**Q5. What sources of information do you think Infrastructure Victoria needs to consider when developing the 30-year Infrastructure Strategy for Victoria?**

**Q6. How are the documents or information you have shared relevant to your idea?**

The attached strategy provides more detail on the specific components outlined above and is informed by each of the seven council's relevant cycling and active transport strategies. It also demonstrates in detail how the strategy links to existing State Government policies across a range of portfolios.

[https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.manningham.vic.gov.au%2fsites%2ffault%2ffiles%2fuploads%2feastern\\_regional\\_trails\\_strategy.pdf&c=E,1,upqnlCG2zSSKqjaefBJ5rIG-OVc5aKN0k05pNAHfBmlACZwqM5GzTWusHdMoFW55Un3Vj5Wu3ceJkqhWKS13ZSY8Mei8xFQRiInI9gBW1zi22IlbVeUP3YNEpQ,,&typo=1](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.manningham.vic.gov.au%2fsites%2ffault%2ffiles%2fuploads%2feastern_regional_trails_strategy.pdf&c=E,1,upqnlCG2zSSKqjaefBJ5rIG-OVc5aKN0k05pNAHfBmlACZwqM5GzTWusHdMoFW55Un3Vj5Wu3ceJkqhWKS13ZSY8Mei8xFQRiInI9gBW1zi22IlbVeUP3YNEpQ,,&typo=1)

# Assessment Framework

## TEMPLATES AND CHECKLISTS

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### Template and checklist for Stage 1: Problem Identification and Prioritisation

#### 1. Overview

##### 1.1 Document control details

PROBLEM / OPPORTUNITY NAME	Duplication of train line between Mooroolbark and Lilydale	PROPONENT	Yarra Ranges Council, supported by ETC (Eastern Transport Coalition)
VERSION	1	DATE COMPLETED	31/08/2020

CHANGES FROM PREVIOUS VERSION (IF APPLICABLE)

##### 1.2 Prepared by

NAME	[REDACTED]	JOB TITLE	[REDACTED]	ORGANISATION	Yarra Ranges Council
CONTACT DETAILS	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
DATE	28/08/2020				

##### 1.3 Approved by

NAME	[REDACTED]	JOB TITLE	[REDACTED]	ORGANISATION	Yarra Ranges Council
CONTACT DETAILS	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
DATE	28/08/2020				

*Template for Stage 1: Problem Identification and Prioritisation (continued)*

## **2. Problem/opportunity description**

### **2.1 Nationally significant problem/opportunity statement**

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*Please describe the problem/opportunity as a succinct statement that clearly identifies a nationally significant<sup>1</sup> issue to be improved or built upon.*

The final 4.4km section of the Lilydale Train line beyond Mooroolbark Train Station consists of a single track which is not consistent with modern metro services. This section generally operates at maximum capacity during peak periods with trains turning around at Lilydale in the minimum practicable time of 5-6 minutes. Because this section of line is already operating at its maximum practicable capacity during weekday peak periods additional train services cannot be provided.

To maximise services beyond Ringwood, two AM peak services and one PM peak service every day turn back at Mooroolbark which results in three AM peak services starting from Mooroolbark. This results in delays for passengers of up to 30 minutes while waiting for the connecting service to Lilydale. Reliability is also further reduced as some Lilydale bound trains are forced to terminate at Mooroolbark which can result in delays of up to 15 minutes.

During 2018 – 2019 a total of 3692 services were cut short along the Lilydale Line. This represented 3% of all services and was the highest rate across the metropolitan train lines and more than twice the average rate of 1.3%. This results in delays for passengers, particularly those wanting to access the service from Lilydale.

Due to the focus on the provision of greater number of city-bound services departing Lilydale Station, the frequency of scheduled outbound services during the AM peak period arriving at Lilydale Station is between 20 and 34 minutes which is often greater than off-peak or weekend services. This is not appealing for users who could use the train for work or study.

Duplicating the line to Lilydale would enable more services to operate and would improve performance on the overall network as trains would not be delayed while waiting for the track to become available.

Records from Public Transport Victoria detailed that Lilydale Station was used by an average of 2389 recorded boarding's and 2517 alighting per weekday between May and August 2019. As Lilydale Station is at the end of the train line, passengers that use Lilydale Station originate from a greater area across the Yarra Valley. A survey of cars parked in the vicinity of Lilydale Train Station in August 2019 identified that passengers who drove accessed the station from various townships across the Yarra Valley including Wandin/ Seville/ Woori Yallock (14%), Warburton (5%), Healesville (10%), Yarra Glen (4%), Coldstream (4%) in addition to drivers from Lilydale (24%) and Chirnside Park (6%). While this does not include passengers who arrive by other means (eg walk, bike, taxi bus or dropped off), it identifies the wide area which this station services. A parallel spot survey in August 2019 at Mooroolbark Station identified that 7% of passengers who parked in the vicinity of the station were from Lilydale. This additional road travel may be linked to the delays caused by the terminating trains.

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<sup>1</sup> Refer to the Infrastructure Australia Assessment Framework Section B1 5

*Template for Stage 1: Problem Identification and Prioritisation (continued)*

Duplicating the train line between Mooroolbark and Lilydale would also benefit the wider network when the proposed Cavehill Train Station is introduced as it would facilitate the movement of trains in both directions without delays caused by waiting trains.

The estimated cost for the duplication for the 4.4km between the two stations estimated \$46m.

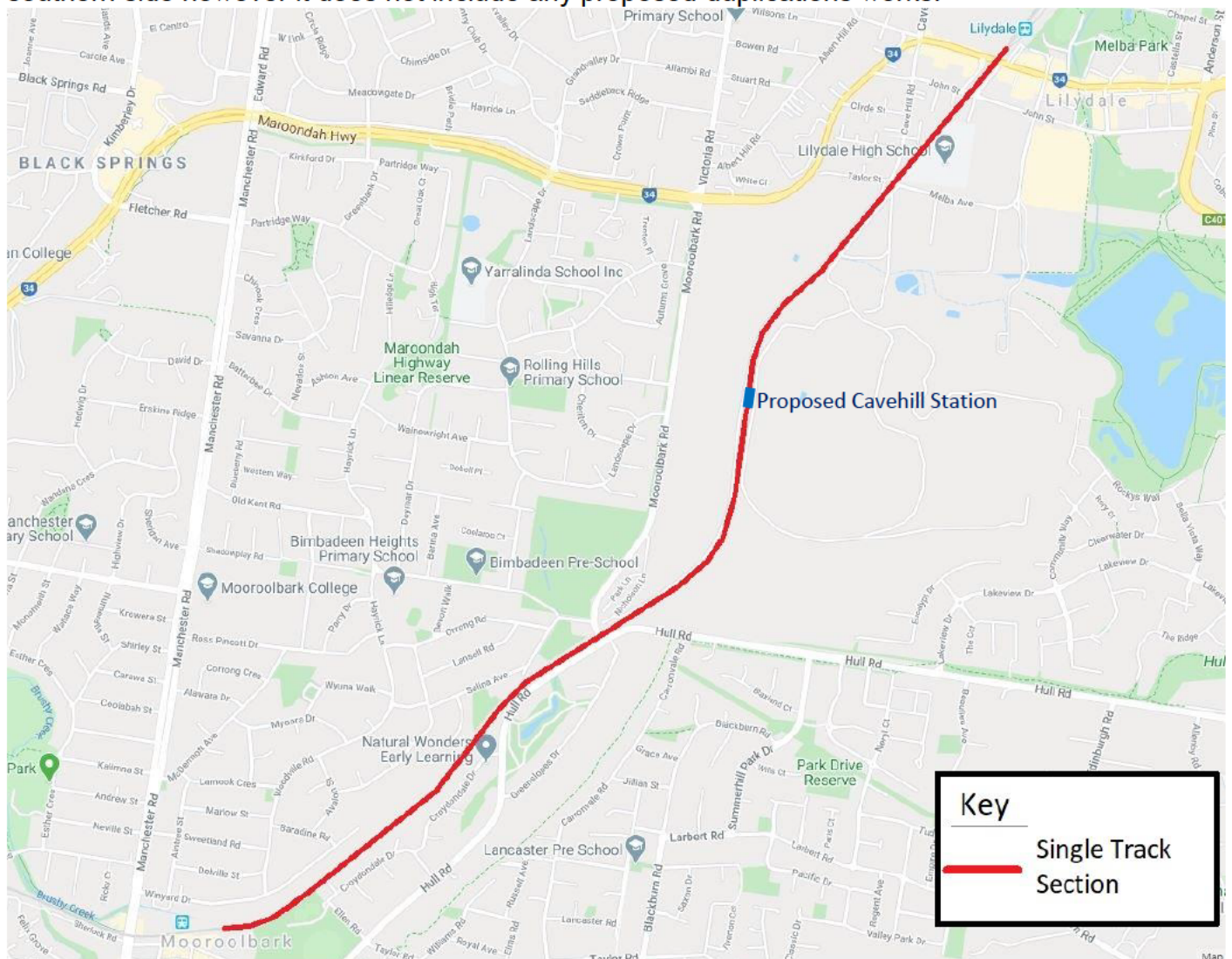
*Template for Stage 1: Problem Identification and Prioritisation (continued)*

## 2.2 Problem/opportunity location

Please describe and provide supporting materials such as maps, coordinates, etc. to provide an accurate description of the entire problem/opportunity area.

The single track section at the end of the Lilydale Train Line extends for 4.43km between the eastern end of Mooroolbark Train Station (37°47'04.7"S 145°18'52.8"E) and the south-western end of Lilydale Train Station (37°45'23.4"S 145°20'47.8"E) as shown in the map below.

Works are in progress as part of the Level Crossing Removal Project to relocate the train station approximately 150 metres south-west from the northern side of Maroondah Highway to the southern side however it does not include any proposed duplications works.



*Template for Stage 1: Problem Identification and Prioritisation (continued)*

## 2.3 Problem/opportunity root causes and time period

Please describe the sources of the problem or potential of the opportunity and when these circumstances are likely to be experienced.

Root cause	Time period
1. Two scheduled AM peak services and one PM peak service every day terminate at Mooroolbark which results in three AM peak services starting from Mooroolbark and reduced opportunity for travel from Lilydale.	Every weekday during peak periods, delays for passengers of up to 30 minutes while waiting for the connecting service between Mooroolbark and Lilydale.
2. Numerous services which are scheduled to terminate at Lilydale are forced to terminate at Mooroolbark due to delays in the network and trains unable to access the single track section.	3% of services along the Lilydale line were cut short during 2018 – 2019.
3. Single track section is currently operating at capacity during peak periods so improvements to the network are not possible.	Weekdays during peak periods
4. Single track section is currently operating at capacity during peak periods so increased city-bound service provision is provided at the detriment of the provision of outbound services resulting in train travel becoming less appealing.	Weekdays during peak periods services are up to 34 minutes apart which is greater than off-peak frequency.
5. The construction of Cavehill Train Station will result in delays with some trains waiting for the single track section to clear.	Weekdays, particularly during peak periods

## 2.4 Information about the problem and opportunity

Note: the monetised cost is the economic cost of the problem / opportunity, not the financial (capital) cost of resolving it.



*Template for Stage 1: Problem Identification and Prioritisation (continued)*

Problem	Qualitative description	Quantitative evidence	Monetised cost of problem/opportunity \$m, real 2020
<b>Current</b>			
<i>Problem 1</i>	<i>Two scheduled AM peak services and one PM peak service every day terminate at Mooroolbark.</i>	<i>As recorded in the existing timetable.</i>	
<i>Problem 2</i>	<i>Numerous services which are scheduled to terminate at Lilydale are forced to terminate at Mooroolbark due to delays in the network and trains unable to access the single track section.</i>	<i>3% of services along the Lilydale line were cut short during 2018 – 2019 as provided by PTV performance data. Based on an average of 3% (24,043) of the total patrons per year who alight at Lilydale Station, the average hourly wage \$25.35 and average delay of 16 minutes.</i>	<i>\$162,528/ year</i>
<i>Problem 3</i>	<i>Single track section is currently operating at capacity during peak periods so increased frequency is not possible.</i>	<i>As calculated from the timetable and travel speeds.</i>	
<i>Problem 4</i>	<i>Single track section is currently operating at capacity during peak periods so increased city-bound service provision is provided at the detriment of the provision of outbound services resulting in train travel becoming less appealing.</i>	<i>As recorded in the timetable.</i>	
<b>Medium term (e.g. 2026)</b>			
<i>Problem 1</i>	<i>Two scheduled AM peak services and one PM peak service every day terminate at Mooroolbark.</i>	<i>As recorded in the 2020 timetable. This is likely to continue without significant upgrades to the network.</i>	
<i>Problem 2</i>	<i>Future services which are scheduled to terminate at Lilydale will be forced to terminate at Mooroolbark due to delays in the network and trains unable to access the single track section.</i>	<i>An average of 1.7 - 3.4% of services each year along the Lilydale line were cut short between 2010 – 2019 so this pattern is likely to continue without significant upgrades to the network.</i>	
<i>Problem 3</i>	<i>Single track section is currently operating at capacity during peak periods so increased frequency is not possible.</i>	<i>As calculated from the 2020 timetable and travel speeds. This is unlikely to change without significant upgrades to the network.</i>	
<i>Problem 4</i>	<i>Single track section is currently operating at capacity during peak periods so increased city-bound service provision is provided at the detriment of the provision of outbound services resulting in train travel becoming less appealing.</i>	<i>As recorded in the 2020 timetable. This is likely to continue without significant upgrades to the network.</i>	
<i>Problem 5</i>	<i>The construction of Cavehill Train Station will result in delays with some trains waiting for the single track section to clear.</i>		
<b>Longer term (e.g. 2036)</b>			

*Template for Stage 1: Problem Identification and Prioritisation (continued)*

<i>Problem 1</i>	<i>Two scheduled AM peak services and one PM peak service every day terminate at Mooroolbark.</i>	<i>As recorded in the 2020 timetable. This is likely to continue without significant upgrades to the network.</i>
<i>Problem 2</i>	<i>Future services which are scheduled to terminate at Lilydale will be forced to terminate at Mooroolbark due to delays in the network and trains unable to access the single track section.</i>	<i>An average of 1.7 - 3.4% of services each year along the Lilydale line were cut short between 2010 – 2019 so this pattern is likely to continue without significant upgrades to the network.</i>
<i>Problem 3</i>	<i>Single track section is currently operating at capacity during peak periods so increased frequency is not possible.</i>	<i>As calculated from the 2020 timetable and travel speeds. This is unlikely to change without significant upgrades to the network.</i>
<i>Problem 4</i>	<i>Single track section is currently operating at capacity during peak periods so increased city-bound service provision is provided at the detriment of the provision of outbound services resulting in train travel becoming less appealing.</i>	<i>As recorded in the 2020 timetable. This is likely to continue without significant upgrades to the network.</i>
<i>Problem 5</i>	<i>The construction of Cavehill Train Station will result in delays with some trains waiting for the single track section to clear.</i>	

*Template for Stage 1: Problem Identification and Prioritisation (continued)*

## 2.5 Stakeholder impact

Stakeholder	Impact
Residents in Lilydale, Chirnside Park and wider Yarra Valley region. Around Lilydale there is an expected average annual increase in population of 2.39% between 2016 and 2041 and a similar increase of 1.54% for Chirnside Park.	<ul style="list-style-type: none"> <li>- Delays to services when trains are terminated at Mooroolbark and passengers need to wait for the next service.</li> <li>- The increased population will require the provision of increased and adequate public transport services to facilitate travel.</li> </ul>
Future residents and community within the Kinley estate which will be serviced by the proposed future Cavehill Train Station located between Mooroolbark and Lilydale.	<ul style="list-style-type: none"> <li>- Reduced delays to services in both directions caused by trains waiting at Cavehill Station for oncoming trains travelling along the single track section.</li> </ul>
Commuters to Lilydale, particularly during the peak periods which currently face a reduced service provision. This is as a result of the increased city-bound service provision being provided at the detriment of the provision of outbound services.	<ul style="list-style-type: none"> <li>- The decreased frequency and chance of services being terminated early results in the use of public transport being less appealing.</li> </ul>

## 2.6 Problem/opportunity alignment with relevant government policy objectives, strategies and other problems/opportunities/programs

*Please provide details and evidence describing how the identified problem is a constraint on the achievement of relevant government policy objectives, goals and / or strategic plans. Or, how the opportunity will help to realise these objectives. Please also provide details of any interrelationships with other projects or broader programs of work.*

This project aligns with many statewide and local government policies including:

- PTV Network Development Plan 2012 – The duplication works are listed as part of Stage 4, together with new stabling facilities near Lilydale, to occur within the next 20 years.
- Melbourne 2030 – The rail duplication will enable more frequent services to be introduced and facilitate greater patronage as Transit Orientated Communities are developed.
- Plan Melbourne Refresh 2017 – The Plan identifies the need to enhance the performance of the Melbourne public transport system
- Infrastructure Victoria 30 Year Strategy – The Vision for 2046 is a Victoria that is thriving, connected, and sustainable where all of its residents have access to good jobs, education, and services. The provision of a well connected and functioning public transport system is vital to achieve this.

*Template for Stage 1: Problem Identification and Prioritisation (continued)*

- Yarra Ranges Council's Integrated Transport Strategy 2020 – The provision of improved public and sustainable transport will enable the community to reduce their dependence on car use and achieve healthier and well connected communities.
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### **3. Confidentiality**

#### ***Confidentiality***

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*Please identify if any of the information provided to Infrastructure Australia in this template is confidential. Please provide a brief explanation of the reasons for the request of confidentiality.*

*Information submitted confidentially will not be released or published by Infrastructure Australia without the written consent of the proponent.*

No information within this application is considered confidential.

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## *Checklist for Stage 1: Problem Identification and Prioritisation (continued)*

The following provides a checklist for proponents to prepare Stage 1 submissions.

Proponents are encouraged to contact Infrastructure Australia for clarification on any part of this checklist, or for additional guidance in preparing a submission.



Infrastructure Australia can be contacted via email on [IPLSubmissions@infrastructure.gov.au](mailto:IPLSubmissions@infrastructure.gov.au), or telephone on (02) 8114 1900.

Key questions	Complete?
Is the problem/opportunity expressed as a straightforward statement?	<input checked="" type="checkbox"/>
Is there an explanation of how and why the problem/opportunity is nationally significant?	<input checked="" type="checkbox"/>
Is the problem/opportunity to link to jurisdictional goals and objectives, as well as other problems, programs and projects?	<input checked="" type="checkbox"/>
Is the problem/opportunity measured by quantitative and/or qualitative data?	<input checked="" type="checkbox"/>
Is the problem/opportunity articulated in the base case i.e. the state of the world in the absence of major future investment?	<input checked="" type="checkbox"/>
Has the problem/opportunity been monetised over time?	<input checked="" type="checkbox"/>
Have assumptions about future trends in drivers (e.g. population, economic growth, technology, climate trends) been described?	<input checked="" type="checkbox"/>
Have the project/opportunity interrelationships been described?	<input checked="" type="checkbox"/>