

PLAN NOW FOR MELBOURNE METRO 2

THE GREENS LONG TERM PLAN TO TRANSFORM MELBOURNE'S RAIL NETWORK



Short term planning and over emphasis on mega road projects has resulted in transport congestion across Melbourne. The Greens will start planning now for Melbourne Metro 2 to ensure a livable Melbourne into the future.

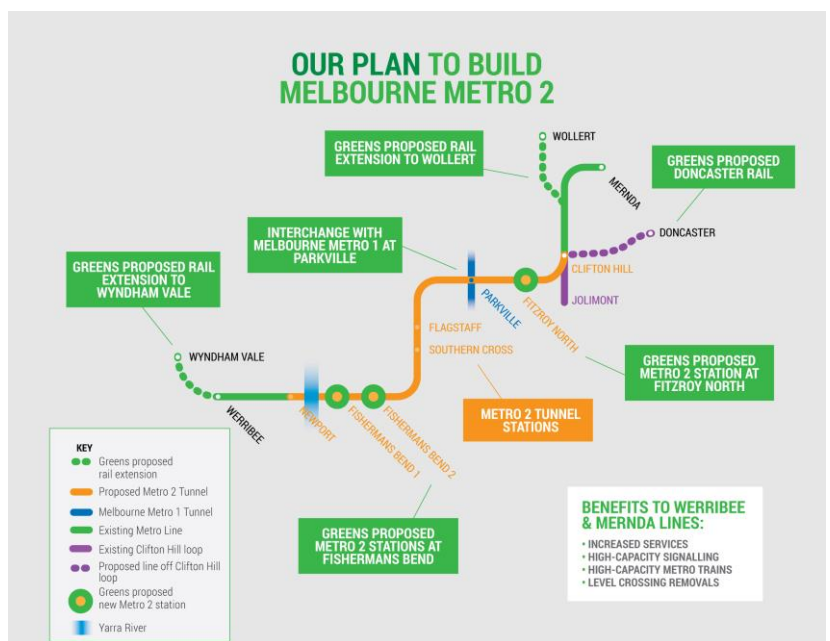
To maintain Melbourne as a liveable city while we are growing, the Greens will start planning the Melbourne Metro 2 Rail Project.

Melbourne Metro 2 is a sustainable alternative to mega road projects like the East West link, the West Gate Tunnel, and the North East Link by providing residents in Melbourne's North, West and Fishermans Bend with reliable high capacity metro rail service.

The Greens will plan now for the Melbourne Metro 2 rail project. To ensure people living in the West, North and Central areas have access to quick and reliable trains, Melbourne Metro 2 will include:

- Building a new tunnel between Clifton Hill and Newport
- New underground stations in Fitzroy and Fishermans Bend
- High capacity signalling, new metro trains & level crossing removals on the Mernda & Werribee lines
- Extending the Werribee line to Wyndham Vale
- Building the Wollert Rail extension
- Provide for Doncaster Rail

Planning will include a business case, detailed costings and cost benefit analysis to define the best alignment and technical requirements for the implementation of the project.



BENEFITS OF MELBOURNE METRO 2

Population and employment growth rates are rapidly increasing so it is critical to start planning to deliver Melbourne Metro 2.

By 2031, the population in the Western and Northern regions will increase dramatically by 43% and 34% respectively.ⁱ

The addition of new jobs in these areas will also put significantly more pressure on the transport network.

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The West will accommodate 113,000 additional jobs and the North 111,000 by 2031.ⁱⁱ The Werribee and La Trobe National Employment and Innovation Clusters are intended to accommodate a large proportion of these jobs.

To ensure these regions are well equipped to manage the very welcome increase in jobs, our trains need to be able to move more people, more quickly.

MM2 has the potential to support 26,400 passengers in each direction during peak hour.ⁱⁱⁱ This represents an addition of 20,100 passengers for the Werribee line and 19,200 for the Mernda line for city-bound services during peak hour.

TUNNEL FROM NEWPORT TO CLIFTON HILL

Melbourne Metro 2 includes a new rail tunnel to connect Clifton Hill and Newport through the CBD and Fishermans Bend connecting the Mernda and Werribee lines. It consists of an alignment of 20.2 km and 9 potential underground stations.^{iv}

Bypassing the city loop will boost services across the Werribee and Mernda lines and free up capacity for other lines.

It will also provide interchanges with Melbourne Metro Tunnel at Parkville station and new stations in Fitzroy and Fishermans Bend.

NEW UNDERGROUND STATIONS

FITZROY

A new station in Fitzroy will increase accessibility to public transport in the Inner North, which currently lacks access to rail services.

The new underground station will link with the existing tram network and provide potential direct connections with tram routes 96 and 11.

FISHERMANS BEND

Fishermans bend will play a critical role in supporting population growth in Central Melbourne. It is expected to accommodate 80,000 residents and the same amount of jobs by 2050.^v

The Fishermans Bend Framework considers two potential rail stations and it will be critical to have these operational as soon as possible.

MERENDA AND WERRIBEE LINES: HIGH CAPACITY SIGNALLING, NEW METRO TRAINS AND LEVEL CROSSING REMOVALS

Melbourne's ageing rail network still operates with an old signalling system that constrains the provision of frequent services.

Level crossings also represent an additional barrier to increase service frequencies.

Melbourne Metro 2 includes the implementation of High Capacity Signalling across the Werribee and Mernda lines, as well as the further removal of level crossings and operation of High Capacity Metro Trains.

RAIL EXTENSIONS

RAIL EXTENSION TO WOLLERT

Wollert is a Growth area expected to accommodate 16,215 new residents by 2031. Similarly, Epping North will double its

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population by 2031. These areas currently lack access to rail services.

Extending the Mernda line from Lalor to Wollert, including 4 new stations, will provide rail services to these growth areas and help reduce reliance on private vehicles by providing high quality and frequent rail services to local residents.

The Greens will include the Wollert rail extension in the MM2 business case to bring regular and high capacity Metro services to the growing areas in the North of the city.

RAIL EXTENSION TO WYNDHAM VALE

Wyndham Vale will face significant growth and increase its population by 117% in 2031.

A rail extension and a new station in Black Forest Road will contribute to accommodating population growth in Werribee West and Wyndham Vale. Our plan will create an interchange with regional services from Geelong and facilitate access to the National Employment and Innovation Cluster in Werribee.

The Greens will include the Wyndham Vale rail extension in the MM2 business case to increase accessibility to these growth areas in the West.

PROVIDE FOR DONCASTER RAIL

Melbourne Metro 2 will free up capacity on the Clifton Hill loop line to easily build Doncaster Rail.

The recent announcement of the plans to build the North-East Link and widen the Eastern Freeway compromises the future plans to build Doncaster Rail as the rail reservation will be lost for good.

That's one of the many reasons why the Greens oppose the disastrous North East Link.

The Greens will fight to preserve the median strip rail reservation on the Eastern Freeway to build Doncaster Rail and provide rail services to 15,000 commuters in the morning peak.

The Greens will plan for Doncaster Rail in conjunction with Melbourne Metro 2.

COST

The Greens policy platform will be fully costed and funded.

We will provide \$100m to begin planning for Melbourne Metro 2 now.

The current estimated total cost for building Melbourne Metro 2 is \$15 to 23 Billion over the next ten years^{vi}.

The Greens plan to transform public transport in Melbourne will be paid for from a combination of re-directing funds from disastrous toll roads; State borrowings and consolidated revenue.

i DELWP 2016, Victoria in Future: population and household projections to 2052.

ii DELWP 2016, Plan Melbourne 2017 – 2050.

iii Considering 7-car High Capacity Trains and 24 trains per hour.

iv Potential stations: Merri Creek, Clifton Hill, Fitzroy, Parkville, Flagstaff, Southern Cross, Montague and Wirraway (Fishermans Bend), Newport.

v DELWP 2017, Draft Fishermans Bend Framework.

vi Costings are based on figures prepared by AECOM & PWC in advice to Infrastructure Victoria. The figure includes all costs associated to the construction of the new tunnel and rail extensions. The project is expected to be completed over the following 10 years.