

Media Release



RAIL FUTURES INSTITUTE Inc. A0059839B

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For Immediate Release

SUNSHINE SUPER-HUB STILL FAILS NORTH EASTERN / RIVERINA RAIL PASSENGERS

The Rail Futures Institute reports that the failure to re-instate the former standard gauge platform as part of the forthcoming Sunshine station re-development will seriously impact North Eastern/Riverina travellers some years in advance of the Airport railway opening, in fact from as early as 2025 with the Metro 1 tunnel opening. Rail Futures President John Hearsch said "there will be a number of serious impacts on North Eastern/Riverina travellers from 2025 when the Metro 1 tunnel opens, unless the former standard gauge platform at Sunshine is re-instated by then."

From 2025 with the Metro 1 tunnel opening connectivity with Metro train services will alter for some suburban lines and the opportunity will present itself at Sunshine to vastly improve connectivity between other V/Line train services and also offer North Eastern/Riverina travellers direct connectivity to new high demand inner CBD locations adjacent to the five new Metro 1 stations.

From Metro 1 opening in 2025 suburban trains proceeding from Sunbury through the CBD to Dandenong, Pakenham and Cranbourne will be routed via the NEW Metro 1 tunnel and five (5) new stations at ARDEN, PARKVILLE, STATE LIBRARY, TOWN HALL and ANZAC (at the Domain) to then continue via Caulfield to Dandenong, Pakenham and Cranbourne.

As such Albury / Riverina passengers on standard gauge trains passing through Sunshine will NO LONGER be able to change at Southern Cross for stations on the Dandenong, Pakenham and Caulfield lines, e.g. travelling to Clayton for Monash University or Monash Medical Centre. Instead such passengers would have to change trains TWICE; first at Southern Cross and then again at Caulfield to reach Clayton.

However Mr Hearsch pointed out "Re-instatement of the standard gauge platform at Sunshine will allow Albury & Riverina passengers to simply transfer to Metro 1 trains at Sunshine maintaining direct connectivity from the North East and Riverina to the Dandenong, Pakenham and Cranbourne Lines with the one simple change of trains at Sunshine, maintaining direct access to Clayton."

Further the Rail Futures Institute says that failure to re-instate the standard gauge platform at Sunshine will amongst V/Line regional trains deny NORTH EAST / RIVERINA passengers of the benefit to access via Metro 1 the five new CBD stations at Arden, Parkville, State Library, Town Hall and Anzac. This is particularly important in respect of direct access at Parkville station to the adjacent Royal Melbourne Hospital, Peter Mc Callum Cancer Centre, Dental Hospital, Royal Children's Hospital and Melbourne University Precinct. Mr Hearsch added "without this direct connectivity to Parkville, passengers will be forced to use taxis, or multiple tram routes from Southern Cross to reach these destinations and in doing so will incur up to 30 minutes of additional travel time." "Such indirect travel with multiple changes being most inconvenient to those with young children and the elderly especially those with a disability."

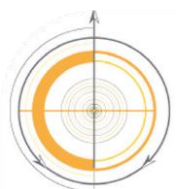
Mr Hearsch also pointed out "That with a standard gauge platform at Sunshine, Albury / Riverina passengers would have the bonus convenience of direct interchange with frequent V/Line train services to/from Geelong, Ballarat and Bendigo; allowing these travellers to save on average 30 - 40 minutes on their through journey ; by NOT having to go all the way into Southern Cross only to come out again through Sunshine on their Geelong, Ballarat or Bendigo train - as currently happens."

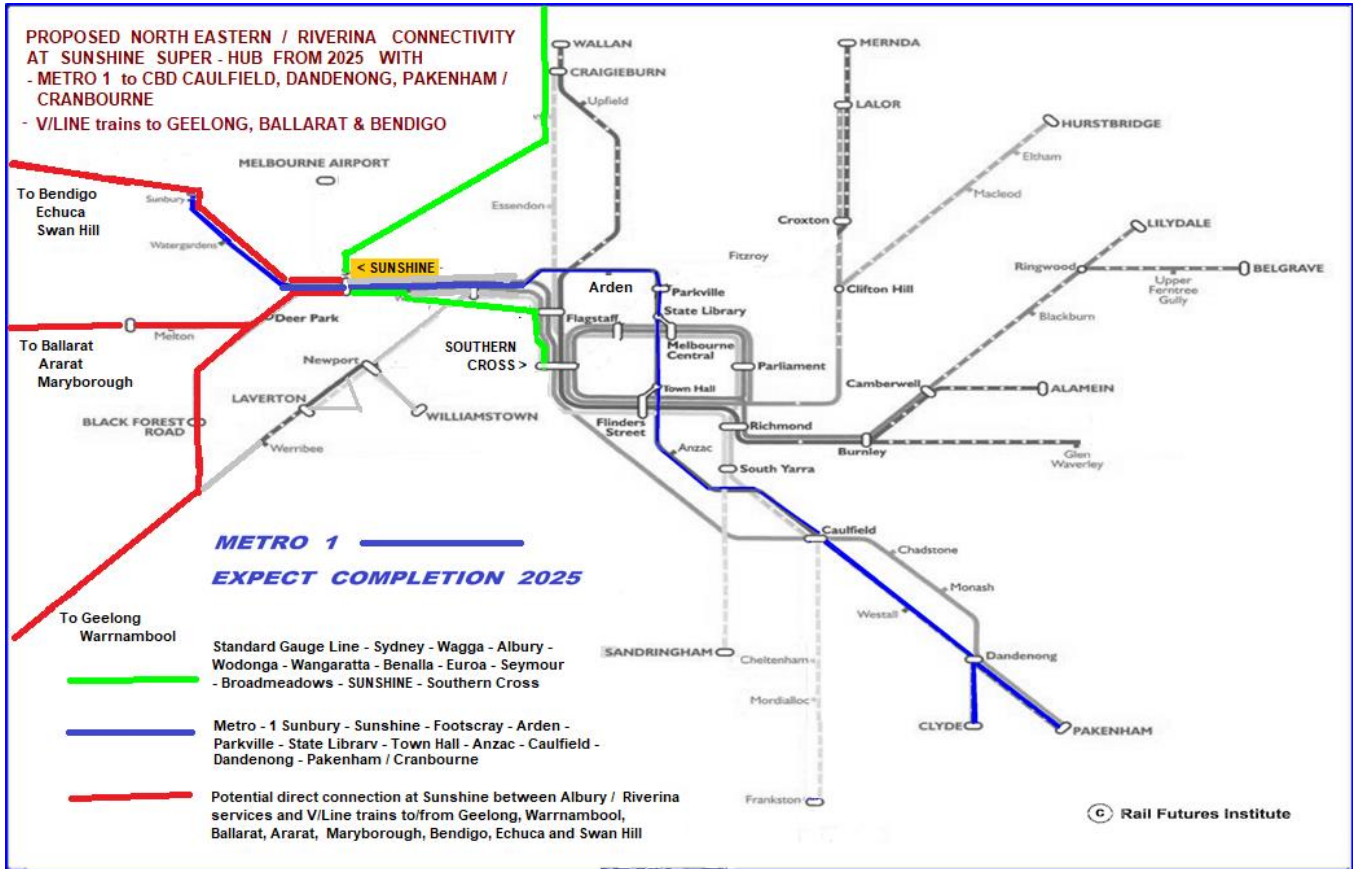
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Media Enquiries : John Hearsch 0419 736 816

P.O. Box 1257 CARLTON Vic 3053

railfutures.org.au





Media Contact : John Hearsch - President

Mobile : 0419 736 816

Rail Futures Institute Inc. is an independent non-partisan group formed to advocate cost effective rail and intermodal solutions for public transport and freight problems based on sound commercial, economic, environmental and social reasoning.

Rail Futures members include experienced rail professionals, engineers, urban planners and economists.

