



Christopher Trikilis

Doncaster Rail Advocacy Steering Committee

**WE WE WE WE**  
**SUPPORT SUPPORT SUPPORT SUPPORT**  
**DONCASTER DONCASTER DONCASTER DONCASTER**  
**RAIL RAIL RAIL RAIL**

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# DRASC – Who Are We?

- DRASC Committee formed in March 2013. Comprises concerned residents, business owners, Manningham City Mayor and Councillors, CEO and senior officers.
- **Aim:** to support Manningham Council as it advocates for immediate construction of a heavy rail line to Doncaster.



# Advocacy Achievements

- Petition to State Government: 2000+ signatures to date.
- Stalls at Manningham Multicultural Festival, Westfield Doncaster and numerous community markets throughout 2013.



# Advocacy Achievements

- Doncaster Rail Flashmob at MC<sup>2</sup> in November 2013.
- [www.doncasterrail.com](http://www.doncasterrail.com) website and Facebook page - information and community updates.
- Growing community and media profile.



## Current Situation

- Manningham remains the only municipality in metropolitan Melbourne without any form of fixed rail transport.
- Melbourne is expected to grow another **1 MILLION people** to 5 million in coming decades - further pressure on existing infrastructure.
- Projected population growth in Doncaster Hill: **250%**; redevelopment of Eastern Golf Course; future expansion of Westfield Doncaster.
- Since implementation in 2010, patronage on the four DART bus routes between Manningham and the CBD has **increased by 67%**, carrying in excess of 3.5 million passengers per year.
- DART was implemented two years ahead of schedule in late 2010 **due to Manningham community pressure.**

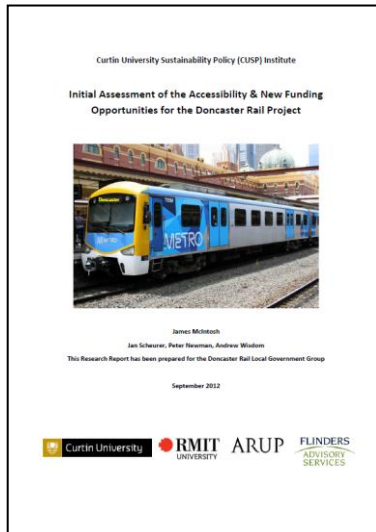
# Why Rail?

- Rail still the preferred public transport mode – moving largest number of people safely, quickly and efficiently between Manningham and the CBD.
- Travel times Doncaster Hill to CBD (peak)
  - By car: 1 hour
  - SmartBus: 45 minutes (Route 907)
  - Projected Doncaster Rail: 25 minutes.
- Each six carriage train has ability to **take 800 cars off the road.**
- Buses very often delayed as they are stuck in traffic on the Eastern Freeway, Hoddle Street and the CBD.



## Independent report into the feasibility of Doncaster Rail by Professor Peter Newman, Curtin University, WA (September 2012)

- Jointly commissioned by the DRLGG.
- Reconfirms the Eastern Freeway as the best option.
- Integration with trams, buses and other transport modes crucial.
- Will boost accessibility and social inclusion for the local community.
- Over 100,000 daily trips predicted.
- Would work best if linked to the Melbourne Metro Rail Project in Parkville.
- Could cost between \$850 million to \$1.2 billion.



# How You Can Help

- Pick up a flyer tonight and **Get on Board** for Doncaster Rail.
- **Talk to your family and friends** about the benefits of Doncaster Rail.
- **Sign the petition** tonight or online and ‘Like’ the *‘Yes to Doncaster Rail’* Facebook page.
- **Write** to the newspapers/call radio stations.
- **Make your vote count:**  
State election in November 2014.
- **Tell your local MPs** that you support Doncaster Rail.





# The Australian Example

Other major Australian cities currently undertaking major rail improvements:

- **Sydney:** 23km North West rail link & 12km South West rail extension
- **Adelaide:** Electrification of the rail network
- **Brisbane:** Planning for the 9km Cross-River Tunnel through the CBD
- **Gold Coast:** 13km light rail network to open in June 2014
- **Perth:** 7.5km extension of Clarkson line to Butler, opening late 2014.



# Perth-Mandurah Rail Project

*Investment in Perth's heavy rail network, by any measure, has been an outstanding success.*

- New South Suburban Rail to Mandurah
- Railway bridge over the Swan River
- 11 new at-grade stations with interchanges
- 2 new underground stations in the CBD
- 1.7km of underground rail in the CBD
- 76 km of above-ground rail
- 93 new rail cars built in Queensland
- Land acquisition, crossovers and all other work.



***5 years; 78 km of new rail, 13 new stations: \$1.7 billion.***

# The Success of the Mandurah Line

- Since the introduction of the rail alternative to Mandurah, public transport patronage from Mandurah to Perth has increased from 40,400 trips per day (by bus) to 65,000 by train in 2012 (PTA, 2012). It is anticipated that this figure would rise to 80,000 by 2014.
- On average, 28% of commuters arrive at stations in their private motor vehicles, 67% by bus and 5% by foot/cycling.
- Murdoch Station (19km south of Perth) - currently 8,400 boardings per weekday (compared to the original projection of 5,000), making this the busiest station outside of the Perth CBD. This figure is expected to rise to 12,000 by 2030.



# Photos of Warwick Station (in the centre of the Mitchell Freeway)

**Warwick Station**



Example of a bus interchange located directly above and parallel to the station

**Warwick Station**



The location of the station and bus interchange within the Mitchell Freeway median reservation

**Warwick Station**



Example of the pedestrian connectivity between bus and rail

**Warwick Station**



Aerial view of the station and bus interchange, bus-only overpass and adjoining Park 'n' Ride



## Mandurah Line in operation

- Insert link to You Tube video

**DONCASTER RAIL:  
ACHIEVABLE. COST-EFFECTIVE.  
BUILD IT NOW!**