



BETTER TRANSPORT FOR MELBOURNE'S EAST

EASTERN TRANSPORT COALITION 2026

etc.org.au

The Eastern Transport Coalition works in partnership with Federal and State Governments to ensure the future sustainability of Eastern Melbourne.



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OUR VISION FOR MELBOURNE'S EAST

We want Melbourne's east to be Australia's most liveable urban region, where people build the best future for themselves, their families, and their businesses.

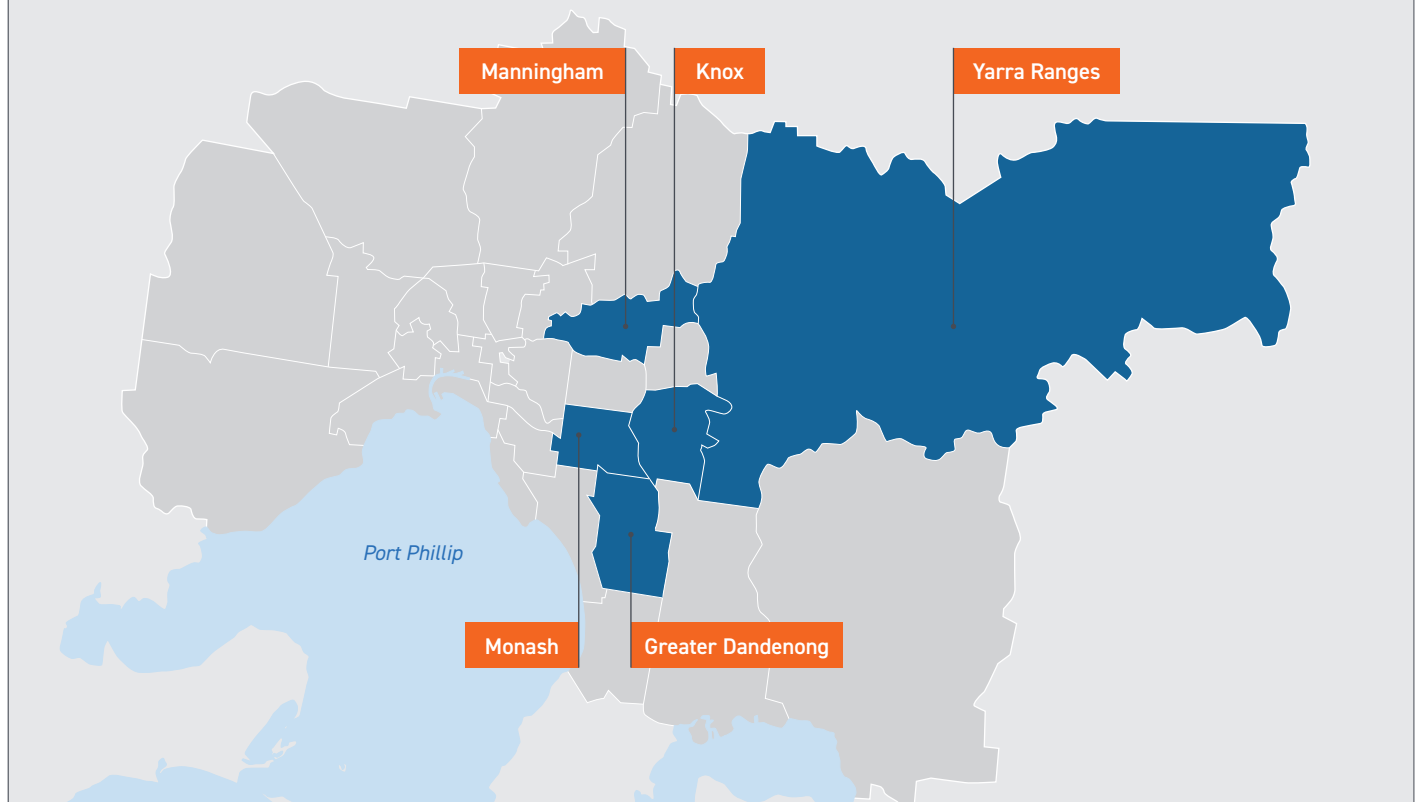
To realise this vision, Melbourne's east needs government investment in better public transport, so our communities and businesses are connected by world class transport links that protect liveability, ensure sustainability, and promote economic growth.

That's why the cities of Greater Dandenong, Knox, Manningham, Monash, and the Yarra Ranges shire work together through the Eastern Transport Coalition (ETC).

The ETC advocates for sustainable and integrated transport services that reduce the level of car dependency and secure the economic, social, and environmental wellbeing of Melbourne's east.



THE EASTERN TRANSPORT COALITION



The Eastern Transport Coalition (ETC) consists of five of Melbourne's eastern metropolitan councils.



THE TRANSPORT CHALLENGE

Like most urban areas in Australia, Melbourne's east is facing compounding major challenges, including the need to accommodate a growing population and an ageing community.

Population growth is forecast to bring the region's population to well over 1.2 million by 2031. This will see an increase to the region's existing 400,000 plus jobs. To preserve the region's economic promise, Melbourne's east needs improvements in our transport network that can handle the expected increase in both freight and commuter movement.

Without investment that recognises the changing patterns of commuting within and to our region, our communities and businesses will become increasingly isolated by outdated and disjointed public and private transport networks.

Further to this, too many residents are reliant on private cars because safe and convenient alternatives are limited. Gaps in pedestrian connectivity and missing links in off-road active transport paths make it harder for people to choose walking or cycling for short local trips. Unless addressed, this will entrench car dependency – worsening congestion and increasing household costs.

Importantly, this challenge is recognised at a state level. The Victorian Government's recently released Active Transport Plan acknowledges walking, cycling and shared paths as essential community infrastructure that supports healthy, connected and liveable communities. However, delivering on this vision in Melbourne's east will require targeted investment to close existing gaps and provide genuine alternatives to car travel.

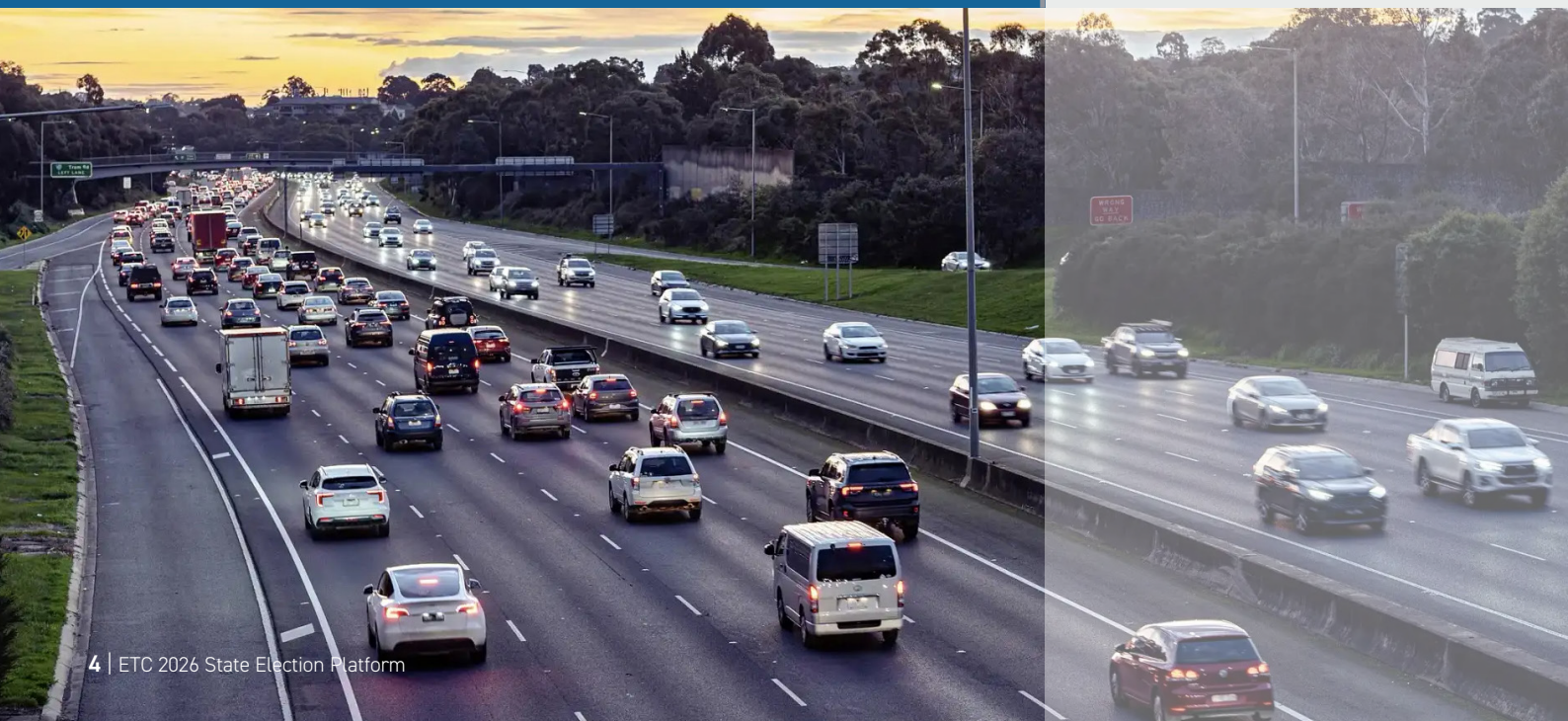
Meeting these challenges requires a more connected, modern and balanced transport system that supports population and job growth, reduces car dependency, and secures the long-term economic, social and environmental wellbeing of Melbourne's east.

The Work of the Eastern Transport Coalition

The Eastern Transport Coalition is keen to work in partnership with the State and Federal governments to ensure the future sustainability of Melbourne's eastern region, preserve the region's economic promise and ensure the wellbeing of our residents.

The ETC transport plan is informed by member councils' Integrated Transport Strategies, the recommendations of Infrastructure Victoria's 30-year infrastructure strategy and the Victorian Government's Plan for Victoria, together with other locally identified needs and solutions.

Congestion is one of the biggest issues facing Melbourne's east.





Overcrowding on buses in the eastern suburbs is a significant issue.

FOCUS OF PRIORITIES

The projects in our transport plan improve the liveability, productivity, connectivity and sustainability of Melbourne's east. These projects have community, stakeholder and Council support and now need investment from the State Government.

Liveability

Melbourne's population is growing rapidly, but investment in public and active transport has not kept pace. To maintain the Melbourne's liveability – rail, tram and rapid bus services must reach the many areas that have developed without reliable public transport, and these services must be supported by safe, connected walking and cycling networks. Making it easier Victorians to choose travel modes other than cars – whether that's walking, cycling or catching public transport – will reduce congestion, improve social cohesion, drive positive health outcomes and create a safer community.



Productivity and Efficiency

Congestion is one of the biggest issues facing Melbourne and our region. Solutions that increase capacity and improve operational productivity on the road and rail networks will increase the efficiency of the entire transport system. This has enormous positive flow on impacts to the freight network and can result in a significant reduction in business costs.



Connectivity

Connectivity in transport improves mobility, provides better and easier access to trade, social services, employment, and opportunities for the community. Improved connectivity delivers better productivity, while families enjoy shorter, more reliable travel times. Yet many suburban centres remain poorly integrated into the broader transport network, with a lack of convenient and regular connections remains one of the greatest barriers to using public transport. Enhanced active transport links are essential to overcoming these barriers.



Sustainability

With Melbourne's population forecast to reach 9 million by 2050, and acknowledging that doubling our road network is not possible, we need urgent and substantial investment to provide our residents and visitors with alternative forms of mass transit. A resilient, sustainable transport system requires long-term planning that prioritises efficient movement of people and goods, reduces emissions, and improves safety. Expanding high-quality shared user path infrastructure, walkable neighbourhoods, and seamless links to public transport will reduce congestion, shift more trips away from private cars, and help future-proof Melbourne as an environmentally and economically sustainable city.



Congestion is one of the biggest issues facing Melbourne and our region.

LET'S TALK ABOUT THE SUBURBAN RAIL LOOP

The Victorian Government's decision to invest in the Suburban Rail Loop (SRL) has the potential to reshape Melbourne's eastern suburbs, influencing where people live, work and travel for decades to come.

However, there are risks that this unprecedented investment will not deliver optimal outcomes for local communities if the impacts of construction, precinct planning and long-term operation are not properly addressed.

To succeed, the SRL must integrate effectively with existing transport networks and deliver certainty for communities, councils and business. Without this, the project risks underperforming against its stated objectives and it may not attract the level of private sector investment required to deliver activation of its precincts as envisaged by the government.

To succeed, the SRL must integrate effectively with existing transport networks and deliver certainty for communities, councils and business.



Community Impacts

- The prolonged construction period and closure of key local roads risk imposing substantial economic and accessibility impacts on local traders and the community.
- ETC Councils seek commitments from the Suburban Rail Loop Authority (SRLA) to stronger consultation processes and meaningful support measures to mitigate impacts on affected communities and businesses.

Artist's impression of the Suburban Rail Loop.



Precinct Planning and Delivery

- Whitehorse and Monash Councils are identified as lead agencies for key infrastructure in draft SRL Implementation Plans. Councils cannot commit to funding projects without clarity on the SRLA's responsibilities, including active transport connections, 'green street' corridors and SRL-generated car parking demand.
- The SRL was announced as a fully integrated transport project, yet current plans do not adequately integrate new stations with existing public transport infrastructure. This risks long-term accessibility and commuter issues.
- The Victorian Government's failure to establish a route for SRL North is creating problems for councils currently undertaking future planning for key precincts. In Manningham, work on the Doncaster Hill framework remains on hold pending route clarity.
- SRL East Structure Plans and planning scheme amendments will fundamentally shape eastern Melbourne communities. Councils require genuine collaboration, access to underpinning technical work, and sufficient time to respond to exhibition documents.

Funding of the project

- More information is required from the Victorian Government regarding how it intends to levy taxes or fees from local businesses or developers to fund the construction of the SRL, and to what extent local government will be expected to collect this revenue. Uncertainty around future tax obligations risks deterring critical private investment in SRL precincts.
- Clarity is also sought on delivery timelines if additional Commonwealth funding is not secured. Councils need to understand potential contingencies and any implications for project staging and completion.



Integration and Connectivity

- The success of the precinct planning depend on timely delivery of enabling infrastructure, including open space, community facilities, and transport improvements to support mode shift.
- SRLA and the Victorian Government must secure land and road space required for safe, legible walking and cycling connections, supported by appropriate zoning.
- It is understood that the Victorian Government has previously committed to establishing a rapid bus route along the route of the SRL. This should be implemented in the near term, particularly for the SRL North alignment – where rail delivery remains decades away.
- Connectivity with existing rail lines is critical. Planning must commence now for capacity upgrades, including full duplication of the Lilydale Line, to support frequent services and maximise SRL benefits.
- Upgrades to local and regional bus networks must be delivered ahead of SRL opening to build demand and support improved mode shift outcomes.



BUS SERVICE AND INFRASTRUCTURE IMPROVEMENTS

Sustained government investment in the level crossing removal program has delivered benefits to Melbourne's east.

However, the maximum productivity uplift of these projects will not be realised until first/last mile connections are improved.

People in Melbourne's east need faster and more reliable ways to get to train stations and key activity centres.

Currently, too many Victorians rely on private cars because bus routes are outdated, infrequent, unreliable, or simply unavailable.

We know that:

89%

of surveyed Victorians said that frequency was the most important factor for buses.

19%

of consulted Victorians are confident that a bus will come when schedule.

The ETC has identified several bus projects that, through targeted government investment, will uplift patronage and better connect those living and working in our region.

Projects

Mountain Hwy Bus Service

- **State Electorate:** Bayswater
- **Local Government:** Knox City Council

Fund a 12-month pilot program to trial a direct bus connection between Tram Route 75 termination and Boronia Station along Mountain Hwy and Forest Road. This pilot would streamline existing services and could replace the current Route 745 and 755, which are not reliable for the community due to limited, inconsistent coverage. Instead, this new route would provide a simpler, more direct and reliable connection along a key east-west corridor.

Artist's impression of High Frequency Busway Solution.



Stud Park to Bayswater Station Bus Service

- **State Electorate:** Bayswater / Rowville
- **Local Government:** Knox City Council

Fund a 12-month pilot program to trial a new bus route between Bayswater Station and Stud Park, via Knox Central Shopping Centre, operating along Henderson Road and Scoresby Road to improve connectivity and better integrate with train services.

This corridor links key destinations across Knox, including major retail, employment, and residential areas. However, it is currently underserved, with a significant gap in bus coverage along Scoresby Road. Introducing this service would provide a more direct and reliable connection across the municipality, improving access to jobs, services, and public transport.

Increase Frequency of Route 737

- **State Electorate:** Bayswater / Rowville
- **Local Government:** Knox City Council, Monash City Council and Maroondah City Council

Fund a 15-minute all-day frequency for Route 737, including off-peak and weekends and extended operating hours, to better align with train timetables.

Route 737, the "Hub Connector," is a key link between Croydon, Bayswater Business Precinct, Boronia, Knox City, Glen Waverley, and Monash employment precinct. It provides the most direct connections between Knox and Monash. Despite its importance and strong demand, it currently runs only every 40–60 minutes on weekends and finishes around 9:00 PM, limiting access for students and shift workers. Improving frequency and extending hours would deliver more reliable, connected public transport across this corridor.

Waverley Road/Watsons Road Intersection Upgrade

- **State Electorate:** Glen Waverley
- **Local Government:** Monash City Council

\$4 million in funding for the provision of signals at Waverley Road/Watsons Road intersection in Glen Waverley. Currently,

buses have difficulty turning due to traffic volumes and children find it challenging to access nearby bus stops

High Frequency Busway Solution

- **State Electorate:** Bulleen / Ringwood / Warrandyte
- **Local Government:** Manningham Council

At least \$500,000 in funding to undertake a feasibility study into a high frequency busway along the Doncaster Road Corridor, between Mitcham Station and the Doncaster Park and Ride.

Templestowe Road Bus Route and Road Duplication

- **State Electorate:** Bulleen
- **Local Government:** Manningham Council

Upgrade Templestowe Road through duplication, traffic and bus infrastructure improvements. This would include a high-frequency bus route to run along the Templestowe Road corridor from the Pines Shopping Centre to Heidelberg Train Station.

Improvements to the North-Eastern Bus Network

- **State Electorate:** Bulleen / Ivanhoe / Warrandyte / Box Hill
- **Local Government:** Manningham Council

This involves implementing the Bus Network Review's north-eastern pilot area project, and investigating an orbital, high frequency bus route to follow the future SRL North route; as well as a new bus route to address the community need currently serviced by the 'Manningham Mover' (280 and 282 bus routes).

Dandenong CBD Bus Route Realignment

- **State Electorate:** Dandenong
- **Local Government:** Greater Dandenong Council

Fund a review of Dandenong CBD bus routes. Currently, 22 bus services stop at the Dandenong train station bus interchange, with 20 of these terminating. There is an opportunity to combine some of these routes to provide better services by reducing the need for bus users to change between buses.

Springvale Junction to Monash University Bus Route Review

- **State Electorate:** Oakleigh / Mulgrave
- **Local Government:** Greater Dandenong Council

Review and redesign Route 814 by extending it from Springvale Junction to Monash University. The current path is indirect and convoluted, it is also already well served by other bus routes and heavy rail. Redirecting Route 814 to Monash University and the Monash NEIC would deliver a far more valuable link to major education and employment precincts, while strengthening local services.

Dandenong South Bus Route Review

- **State Electorate:** Dandenong / Mulgrave
- **Local Government:** Greater Dandenong Council

Review and redesign Dandenong South bus routes. Currently, 4 bus routes service the Dandenong South NEIC to provide access to jobs via public transport, however this leaves out significant areas. There is an opportunity to review these routes to improve coverage, frequency, and accessibility, including by improving linkages between bus services and the train network at Dandenong and Lynbrook Stations. Additionally, there is a lack of east-west bus connectivity from adjacent residential areas of Keysborough, Noble Park and Hampton Park, resulting in a reliance on cars to access employment in Dandenong South. Improved bus access to and throughout the Dandenong South NEIC will significantly boost social and economic outcomes by increasing access to employment.

Mount Dandenong Bus Trial

- **State Electorate:** Monbulk
- **Local Government:** Yarra Ranges Council

Fund a 12-month pilot program to trial a Mount Dandenong bus route for Belgrave, Tecoma, Upwey, and Belgrave South communities. In order to reduce costs, this new trial could rely on a reallocation of underutilised services from Routes 694, 696, 697 and 699.



Oakleigh's new two-way cycleway on Atkinson Street.

SHARED USER PATHS UPGRADES

This year, the Victorian Government released Victoria's Active Transport Plan, recognising walking, cycling and shared paths as essential community infrastructure that supports healthy, connected and liveable communities across the state.

The Plan reinforces the vital role active transport plays in shaping safe and welcoming public spaces, reducing reliance on private vehicles, responding to climate change, and supporting physical activity and mental wellbeing. When active transport networks are well planned and well connected, they enable people to travel to school, shops, work, public transport and social activities in ways that strengthen communities and improve quality of life.

Shared user paths are already popular with locals and are helping to drive a shift towards active transport. However, the current network is fragmented, with missing links that limit its appeal and effectiveness for both residents and visitors. To realise the full benefits of the Victorian Government's vision, these paths must be joined up and extended to create a continuous, connected network that works for everyone.

The construction of safe and convenient off-road shared use paths provides significant opportunities for all community members, including those using mobility devices, pushing prams and walking dogs.



Research shows that around

60%

of the general population is interested in cycling but have safety concerns which impede their willingness to participate.

Projects

Yarra Valley Trail (Stage 2B & Stage 3)

- **State Electorate:** Eildon
- **Local Government:** Yarra Ranges Council

\$24 million in funding for the Yarra Valley Trail (Stage 2B & Stage 3). This project will create an off-road recreational and active transport link between Tarrawarra, Healesville and Woori Yallock, connecting the Yarra Valley Trail to the Lilydale-to-Warburton Rail Trail, and complete a valley-wide network of shared trails.

Djerring Trail extension from Yarraman Station

- **State Electorate:** Dandenong
- **Local Government:** Greater Dandenong Council

\$8 million to extend the Djerring Trail from Yarraman Station to Dandenong CBD. The rail trail provides a safe and easy to ride cycling route along a major transport corridor and connects multiple activity centres. The current rail trail finishes at Yarraman Station, approximately 2km from Dandenong CBD.

Mountain Highway Shared Path

- **State Electorate:** Bayswater
- **Local Government:** Knox City Council

\$5 million to construct 5.2km of shared paths or bicycle lanes on the northern side of Mountain Hwy. This will provide a connection for commuter and recreational users between The Basin and the Eastlink Trail.

Djerring Trail Upgrade in Monash

- **State Electorate:** Oakleigh
- **Local Government:** Monash City Council

\$2.5 million to upgrade around 2.8km of Djerring Trail within the City of Monash to a 3m wide shared path. This upgrade will deliver consistency with the existing high-quality sections of the path constructed as part of the Clayton LXR project.

Ferny Creek Trail (Stages 1 & 2) Extension

- **State Electorate:** Monbulk / Rowville
- **Local Government:** Yarra Ranges Council

\$2 million to connect Acacia Road to Glenfern Valley Bushland Reserve in Yarra Ranges.

Main Yarra Trail Upgrade

- **State Electorate:** Warrandyte
- **Local Government:** Manningham Council

\$1.85 million in funding for the Pound Road to Tarroona Avenue segment of the Main Yarra Trail. Providing an extension to the Warrandyte township will improve this experience and provide an additional link around the Yarra River.

Heathmont to Belgrave Rail Trail (Upwey to Belgrave)

- **State Electorate:** Monbulk
- **Local Government:** Yarra Ranges Council

\$1.6 million in funding to replace and widen the existing path in Upwey to the required standard for a shared path.

Liverpool Road Shared Path in The Basin

- **State Electorate:** Croydon
- **Local Government:** Knox City Council

\$1.2 million in funding for the Liverpool Road Shared Path in The Basin, which will create linkages to key recreational and cycling trails, such as Dandenong Creek Trail and iconic '1 in 20' rides. Additionally, it will enhance access to local schools and activity centres in The Basin and improve connectivity to the Maroondah and Yarra Ranges areas.

ngurrak barring | RidgeWalk

- **State Electorate:** Monbulk
- **Local Government:** Yarra Ranges Council

\$680,000 in funding to deliver car parks in hills townships to facilitate visitors to ngurrak barring trails and ease broader parking pressures for locals.

Heathmont to Belgrave Rail Trail (Upper Ferntree Gully)

- **State Electorate:** Monbulk
- **Local Government:** Knox City Council

\$400,000 in funding for the Heathmont to Belgrave Rail Trail (Upper Ferntree Gully section). This missing link will feature a 2.5-meter-wide concrete shared path that will provide a safer and more accessible connection to several key destinations, including the Upper Ferntree Gully Train Station, the Dandenong Ranges National Park, the 1,000 Steps, and various shops and services.

Connecting the Railway Trail at Ferntree Gully

- **State Electorate:** Bayswater / Monbulk
- **Local Government:** Knox City Council

\$350,000 in funding to complete the Railway Trail Shared Path to provide a safe direct route through the Ferntree Gully Station carpark. The existing Rail Trail ends at the train station car park and cyclists have to make their way through the car park mixing with vehicles.

PEDESTRIAN SAFETY IMPROVEMENTS

The principal responsibility of all governments is to keep Victorians safe. Measures such as new traffic signals, raised crossings, and better lighting all help make walking safer and more convenient.

However, too many local centres and high-footfall precincts still rely on unsignalled or poorly marked crossings, leaving people vulnerable to traffic and reducing the appeal of walking as a regular mode of travel.

To make walking truly safe and attractive, these intersections must be prioritised for signal installation and design upgrades.

The possible public health, economic and environmental gains in are significant: active lifestyles, stronger local economies through increased foot traffic, and reduced car dependence all flow from investment into pedestrian safety projects in Melbourne's east.

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The principal responsibility of all governments is to keep Victorians safe.



Projects

Pedestrian Crossing Program

- **State Electorate:** Evelyn / Eildon
- **Local Government:** Yarra Ranges Council

\$6 million to fund the delivery of key pedestrian crossing upgrade projects that would support the trail networks that underpin local tourism offerings. This includes links across ngurrak barring trail, 2 signalised crossings along the Warburton Rail Trail, and one key signalised intersection in Healesville.

North Road Pedestrian Crossing

- **State Electorate:** Oakleigh
- **Local Government:** Monash City Council

\$2 million in funding for a pedestrian crossing across North Road, near Flora Road in Clayton. Access to bus stops is challenging, with pedestrians required to cross 6-lanes of traffic. Crossing points are located far apart, with signals located between 450-600m in either direction.

Chandler Road Pedestrian Crossing

- **State Electorate:** Dandenong
- **Local Government:** Greater Dandenong Council

\$2 million in funding for Pedestrian-Operated-Signal design and installation on Chandler Road, Noble Park near Yarraman Road. Access to bus stops is challenging, with pedestrians required to cross a 4-lane arterial road. New pedestrian signals would help pedestrians and bus patrons by providing a safe crossing point. This will increase transport accessibility in the area by providing greater access to nearby employment opportunities, recreation locations and connected bus services.

Pedestrian signals at Scoresby Road and Kent Street

- **State Electorate:** Bayswater / Rowville
- **Local Government:** Knox City Council

\$2 million in funding for a pedestrian signalised crossing at Scoresby Road & Kent Street in Ferntree Gully. This project would involve providing a safe crossing point for students and residents and would enable greater access to local facilities including Kent Park Primary, Knox Park Primary, local aged care facilities and Kent Park. There are currently no safe crossing points within a 1.7km span.

Pedestrian signals at Stud Road and Rosa Street

- **State Electorate:** Rowville
- **Local Government:** Knox City Council

Construction of Pedestrian Operated Signals at Stud Road and Rosa Street, Scoresby to improve connectivity between the eastern and western housing estates and connection to the bus stop.



Safer crossings at Reynolds Road and Smiths Road

- **State Electorate:** Bulleen
- **Local Government:** Manningham Council

Funding for Pedestrian-Operated-Signal design and installation at Reynolds Road & in Templestowe at Smiths Road. This upgrade would improve connectivity for local residents and provide greater access to the existing 309 and 901 bus routes.

Safer crossings for pedestrians between Ruffey Lake Park and Rieschiecks Reserve

- **State Electorate:** Bulleen
- **Local Government:** Manningham Council

Funding for upgrades that will deliver safer crossings, such as a Pedestrian-Operated-Signal design and installation at Ruffey Lake Park & Rieschiecks Reserve in Doncaster East. This includes the consideration of two new pedestrian refuge islands as identified in the Waldau Precinct Masterplan.

MAJOR TRANSPORT PROJECTS

To meet the transport challenges facing Melbourne's east challenges, the State Government needs to make major, city-shaping transport investments that local councils could never deliver on their own. The major projects outlined here are essential in the medium and long-term to reduce car dependency, unlock economic growth, and keep pace with population growth.

Projects

Westall Rd to Monash Freeway Extension

\$1 billion to extend Westall Road to provide a direct route to Monash Freeway from Springvale. This would streamline freight movement, ease traffic congestion and allow for improved public transport corridors on adjacent main roads. It will provide better access to jobs and support economic growth within the Monash National Employment & Innovation Cluster.

Dandenong Bypass Extension

\$500 million to extend the Dandenong Bypass to the South Gippsland Freeway, along with an associated cycle path. The Dandenong/Dingley Bypass has progressively been delivered over the last decade. The extension of the bypass between the South Gippsland Highway and the South Gippsland Freeway is the last section of this arterial road link to be constructed.

A rebuild of Dandenong Station to address a myriad of major problems – including overcrowding, congestion, access, layout, amenity, security and safety.

Rebuild Dandenong Station

\$400 million to fund a rebuild of Dandenong Station to address a myriad of major problems – including overcrowding, congestion, access, layout, amenity, security and safety.

With the rollout of the Dandenong Activity Centre and completion of the Cranbourne Line duplication, patronage within Dandenong Station is expected to grow.

The bus interchange is at capacity and must be improved. From a safety perspective, the narrow width of the island platform (platforms 1 and 2) is critical, and a 4th platform will soon be required.

There are significant opportunities to integrate transit-oriented development adjacent to and over the rail corridor within the context of a rebuild.

Dandenong Station has a myriad of major problems.



Lilydale Rail Line Duplication

\$80 million for the duplication of the Lilydale railway line (4.4km) between Mooroolbark and Lilydale & construction of a new station at Cave Hill is urgently required to enable more services to operate and improve performance on the overall network. This would reduce bottlenecks and provide for an increase in users with 3,000 new dwellings to be developed in the 800m catchment area.

Lilydale Bypass

Fund a feasibility and economic impact study for the construction of the Lilydale Bypass. The proposed project would divert traffic from Main Street, transforming it into a safer, quieter, high-quality 'green' environment, with more transport options.

Caulfield-Rowville Trackless Rapid Transit (TRT)

The Caulfield-Rowville TRT is an innovative transport solution for Melbourne's south-east, jointly proposed by Monash University and Vicinity Centres. The project would improve access to jobs and services by providing a cost-effective transport link between Caulfield and Rowville. In addition, it would complement Suburban Rail Loop East by providing critical east-west transport links.

High capacity electric TRT vehicles could move up to 1,800 passengers per hour in each direction using dedicated lanes along a 19km route from Caulfield to Rowville via Chadstone and Monash University Clayton. Thirteen new stations are proposed, including at Carnegie, Oakleigh, Mount Waverley, Clayton, Mulgrave, and Wheelers Hill. Most of these stations will interchange with existing public transport services on the bus and train network, making it easier for people in the south-east to connect with jobs, services, amenities, and each other.

Caulfield-Rowville TRT is a genuine alternative to trains and trams – but it is cheaper and can be delivered in a much quicker timeframe to address the critical transport needs of one of Melbourne's largest education, health and employment precincts.



Route 75 Tram Extension along Burwood Hwy and Mountain Hwy

Fund a feasibility and economic impact study to either extend Route 75 from the Vermont South tram stop to Upper Ferntree Gully Station via Burwood Hwy and Bayswater Business Precinct via Mountain Hwy.

When connected to Upper Ferntree Gully Station via Burwood Hwy, the new route would be able to service the Burwood Hwy Employment Cluster, Knox Westfield Shopping Centre, and Swinburne University. Importantly, it would also connect tens of thousands of potential passengers to the heavy rail network at Upper Ferntree Gully.

The Mountain Hwy extension would improve connection to the Bayswater Business Precinct, the Wantirna Health Precinct, Knox Private Hospital, Wantirna Mall, Bayswater Activity Centre, and Mountain High Shopping Centre.

Importantly, it would also connect tens of thousands of potential passengers to the heavy rail network at Upper Ferntree Gully.

Route 75 Tram Extension along Burwood Hwy and Mountain Hwy.





INVESTING IN ROAD INFRASTRUCTURE

Population growth is outpacing infrastructure development. Traffic congestion and the poor condition of roads impacts not only private motor vehicles, but can severely limit the efficiency of trams and buses.

Moving people and goods around efficiently and increasing productivity requires a road network that can accommodate buses and trams as well as trucks and cars.

Managing the use of road space and reducing delays to buses and trams is therefore central to better overall transport system.

An integrated and balanced approach is needed to address the transport needs across our region, requiring improvements to both road and public transport infrastructure.

The following road projects will reduce congestion and constraints on our roads, improve freight efficiency and assist buses.





Congestion on the Eastern Freeway.

Projects

Burwood Hwy and Cathies Lane Intersection Upgrade

- **State Electorate:** Bayswater / Rowville
- **Local Government:** Knox City Council

\$20 million in funding for the Burwood Hwy and Cathies Lane Intersection Upgrade in Wantirna South. This would involve the installation of traffic signals to improve the safety of vehicles entering Burwood Hwy at the crest. The project would also involve the installation of a bus jump queue on Burwood Hwy to improve bus priority and a bike lantern to improve access for cyclists.

Traffic Signal Upgrade at Ferntree Gully Road and Rushdale Street

- **State Electorate:** Rowville
- **Local Government:** Knox City Council

\$20 million in funding for the Ferntree Gully Road & Rushdale Street Intersection Upgrade in Knoxfield. This would involve the installation of traffic signals at the intersection to improve freight movement into and out of the industrial estate. This would see a significant boost to productivity and economic output.

Traffic Signal Upgrade on Heatherton Road

- **State Electorate:** Dandenong / Mulgrave
- **Local Government:** Greater Dandenong Council

\$4 million in funding to remove an existing roundabout on Heatherton Road in Noble Park which was left unmodified when the level crossing removal occurred. The current situation creates unnecessary congestion at the main entrance into the Noble Park activity centre and contributes to poor pedestrian connectivity.

Dandenong Road Safety Improvements

- **State Electorate:** Dandenong / Mulgrave
- **Local Government:** Greater Dandenong Council

\$2 million in funding for road safety improvements along Jacksons Road, Elonera Road and the Chandler Road corridor in Noble Park. This arterial road corridor has a significantly high crash rate and has plenty of opportunity for low cost improvements to improve safety for drivers and pedestrians.

High Street Road and Mowbray Drive Intersection Upgrade

- **State Electorate:** Bayswater / Rowville
- **Local Government:** Knox City Council

Funding for the High Street Road and Mowbray Drive Intersection Upgrade in Wantirna South. This would involve the installation of a new signalised intersection with bike lanterns and traffic queue jumps to improve safety of vehicles turning into High Street and the movement of pedestrians and cyclists.

SAFETY ON PUBLIC TRANSPORT

The Issue

Too many people across in Victoria feel unsafe using public transport – while commuting through and waiting at bus and tram stops, train stations, and public transport interchanges.

Safety concerns are not limited to major stations. Poor lighting, long wait times, isolated stops, and a lack of visible staff presence mean that passengers – especially women – are often left feeling vulnerable at multiple points in their journey.

While CCTV and existing Protective Services Officers (PSO) patrols play an important role, gaps remain across the network. Coverage is inconsistent, response times can be slow, and many high-risk locations – particularly bus and tram stops – lack basic safety infrastructure.

This undermines confidence in the public transport system, discourages use, and limits access to jobs, education, and services – particularly in outer suburban communities.

The Solution

The Eastern Transport Coalition calls upon parties contesting the 2026 State Election to deliver a Safe Journeys Package for Melbourne.

We need targeted, network-wide investment to improve personal safety across our public transport network and the routes commuters frequently use to access it.

This package should include:

Safer Commuter Journeys Infrastructure Fund

Work with local government to deliver a statewide program to provide a range of infrastructure upgrades to support safer journeys for commuters including:

- Improved lighting to provide bright, consistent LED lighting at stops, shelters, and surrounding pedestrian access routes.
- Improved passive surveillance with clearer sightlines and more open design to removal of visual obstructions and maximise visibility.
- Accelerated rollout of clearly visible CCTV cameras and signage indicating active monitoring, integrated with systems managed by Public Transport Victoria.
- Emergency help points with clearly signed intercoms or emergency call buttons.
- Improved wayfinding and service information to help commuters navigate quickly and confidently.



Clearly visible CCTV cameras

Boosted frontline safety presence

Expand the deployment of PSOs across the network, including the introduction of mobile safety teams across key high-volume tram and bus services.

Reduce wait times with more frequent services

Increase frequency of off-peak and evening services to reduce the time passengers spend waiting in exposed environments.

Target safety hotspots with data-driven action

Use recent incident data to identify high-risk public transport locations for focused interventions, including staffing, safety infrastructure, and policing.



Women are often left feeling vulnerable at multiple points in their journey.

Contact us

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