

CAULFIELD – ROWVILLE TRACKLESS RAPID TRANSIT

A joint proposal by Monash University and Vicinity Centres, Caulfield-Rowville Trackless Rapid Transit (TRT) is an innovative transport solution for Melbourne's South-Eastern Economic Corridor.

The \$1.4 billion proposal will improve access to jobs and services by providing a cost effective transport link between Caulfield and Rowville.

Using dedicated lanes along a 19km route from Caulfield to Rowville via Chadstone and Monash University Clayton, TRT could move up to 1,800 passengers per hour in each direction.

High-capacity electric TRT vehicles could be up and running on the route by 2025.

TRT offers the ride and experience of a tram without the expensive infrastructure such as tracks and overhead wires.

Caulfield-Rowville TRT offers a genuine alternative to traditional trains and trams – cheaper, faster to deliver and just as effective.

PROJECT BENEFITS



Cost

Caulfield-Rowville TRT will cost approximately \$1.4 billion. A tram would cost \$2.9 billion.



Travel times

20 minutes between Caulfield and Monash Clayton, and 11 minutes between Monash Clayton and Rowville.



Frequency

Services running every 5 minutes in peak periods will offer a turn-up and go experience.



Timing

The proposed TRT system could be operational at least two years faster than a new tram link.



Speed

Caulfield-Rowville TRT will have an average operating speed of 33-59km/h. The average speed of a Melbourne tram is 16km/h.



Jobs

2,244 direct and indirect jobs and \$427.4 million to the Victorian economy each year during construction.

A partnership between:



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THE ROUTE

The proposed TRT would travel along Dandenong Road, Ferntree Gully Road and Blackburn Road between Caulfield and Monash Clayton (via Chadstone), and then via Wellington Road to Rowville.

13 new stations will connect key economic precincts throughout the corridor, including an interchange with the Suburban Rail Loop (SRL) station at Monash.

Caulfield-Rowville TRT will extend the reach of SRL by providing an east-west connection to complement the SRL's north-south connection.



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For more information, visit
monash.edu/trackless-rapid-transit