Where is **turn-up-and-go** service possible in Victoria?

Melbourne's trains run at a 10-minute headway 7 days a week off-peak from the city to Watergardens, Frankston and Dandenong. Infrastructure limits where this is possible, but not as much as you might think.

This map estimates the maximum capacity of Victoria's rail network.

Minimum theoretical headway:

- **≤ 10 minutes**
- ***≤ 10 minutes, major caveats***
- **≤ 20 minutes**
- ≤ 60 minutes
- > 60 minutes

10-minute frequency to Batman was achieved during works on the Cragieburn line in 2026.

The Altona Loop can run trains in a single direction every 10 minutes, but not both ways. This was done during level crossing removals on the Werribee line, and has been proposed by various groups as a potential semi-permanent solution.

The Gippsland line is mostly double track to Warragul. However, 10-minute frequencies would drastically reduce capacity for metropolitan trains on the Dandenong line.

Caveats:

- This map is unofficial. I have no special railway knowledge (just a railway special interest).
- Frequencies do not take into account signalling (this shouldn't usually affect frequencies up to around 10 minutes, aside from interactions with other lines where total frequency would resultingly be higher), driver availability, vehicle availability, cost, political willpower, or whether running trains at that frequency would be worthwhile.
- Frequencies are best case scenarios for each individual line. For example, both the Werribee and Williamstown lines have capacity for 6 trains per hour, but they could not both through-route to Sandringham, which does not have capacity for the combined 12.

Text uses the typefaces IBM Plex Sans and IBM Plex

Route colours adapted from PTV Master Style Guide 2018 Visual Identity Toolkit 2.0 by Public Transport Victoria

Maximum frequencies estimated using official timetables from Transport Victoria, line diagrams from Vicsig, and satellite imagary from Google Maps and Google Earth

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