

# Better bus connections to La Trobe University

## Context

- La Trobe University (LTU) currently employs over 5,000 staff and has an enrolment of over 40,000 students
- A significant number of students live in Melbourne’s northeast and east
- Car trips to LTU contribute to traffic congestion on regional links, such as Banksia Street & Rosanna Road
- LTU is investing \$5bn into a new University City, which will result in an additional 12,000 residents, 40,000 students and 20,000 employees

## Issues

- The express shuttle, Route 301 from Reservoir Station to LTU, only operates during the University semester
- Residents to the east, north-west and or north of LTU cannot get a direct bus to campus
- LTU receives significantly fewer public transport services than other universities
- Recent increases in public transport services at other universities have been highly successful
- Service levels on LTU bus routes do not meet student needs in terms of frequency and span

## Recommendations

1. Operate Route 301 throughout the year at higher service levels
2. Extend Route 301 to Heidelberg Station (or implement the Suburban Rail Loop Bus - a rapid, direct service from Melbourne Airport to Box Hill)
3. Reroute Route 382 to LTU
4. Connect Routes 513G and 343 and reroute them through LTU
5. Establish a new service between LTU and Viewbank & Yallambie
6. Re-align Route 609 and extend it across the Yarra River to LTU
7. Investigate bus priority at the intersection of Waterdale Road & Kingsbury Drive

## Rationale

- Strengthens LTU's key link to the rail network. Connecting to Heidelberg station will increase connectivity to LTU from the Hurstbridge line*
- Improves connectivity to northern suburbs, such as Mill Park, South Morang and Mernda*
- Improves connectivity to north-eastern suburbs, such as Diamond Creek and Hurstbridge*
- Establishes a direct connection to Viewbank and Yallambie, increasing LTU's potential employee and enrolment catchment*
- Establishes a direct cross-Yarra connection to eastern suburbs, such as Kew and Hawthorn*
- Improves bus service reliability without impacting car travel times*

## Potential benefits

By improving public transport's attractiveness in the area, there should be:

- An increase in public transport trips per day
- A decrease of up to 13,000 vehicle kilometres per day

