

Getting there faster with Suburban Rail Loop Bus

Context

- Rapid population growth is straining the transport network in Melbourne’s north. Mitchell Shire, Whittlesea and Hume are some of the fastest-growing municipalities in Australia
- The \$18bn North East Link – Victoria’s most expensive transport infrastructure project to date – is being built because congestion in the north is already significant
- Population growth is putting great strain on the north’s transport network

Issues

- East-west public transport connectivity is poor in Melbourne’s north, impacting people’s ability to access to education and employment in the same way as the rest of Melbourne
- It will be at least two decades before Suburban Rail Loop (SRL) North is complete
- Strong east-west connectivity is needed now. Communities in Melbourne’s North should not need to wait until Suburban Rail Loop North is delivered for connectivity improvements to be made

Benefits include:

- 1 A direct connection between all rail corridors in Melbourne’s north, improving cross-corridor connectivity
- 2 Creation of a strong cross-Yarra connection between Melbourne’s north and east
- 3 Building the ‘SRL’ brand ahead of the rail launch, whilst increasing public transport patronage
- 4 Up to 15,000 vehicle kilometres saved per day

An SRL bus (SRLB) which mimics SRL North will create a direct public transport connection between key activity hubs in Melbourne’s northern region, facilitating new travel patterns and increasing public transport patronage

SRLB would service all proposed rail stops along SRL North, with an additional stop at Keon Park to save travel time for commuters travelling on the Mernda line

