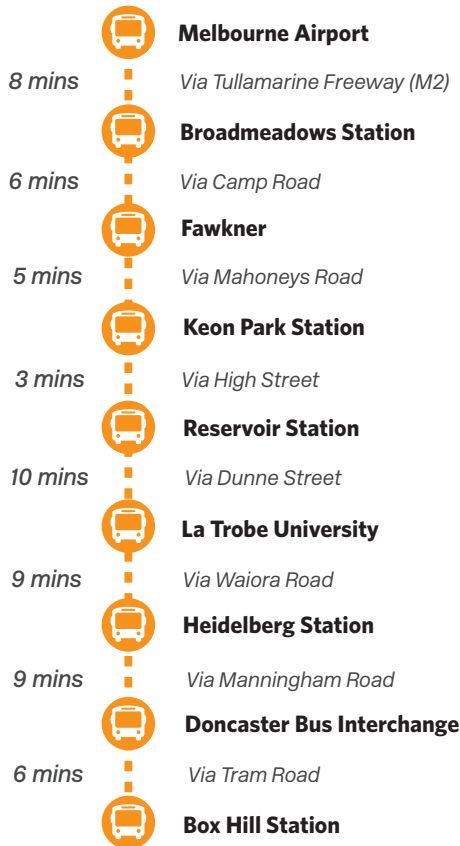


Getting there faster with Suburban Rail Loop Bus

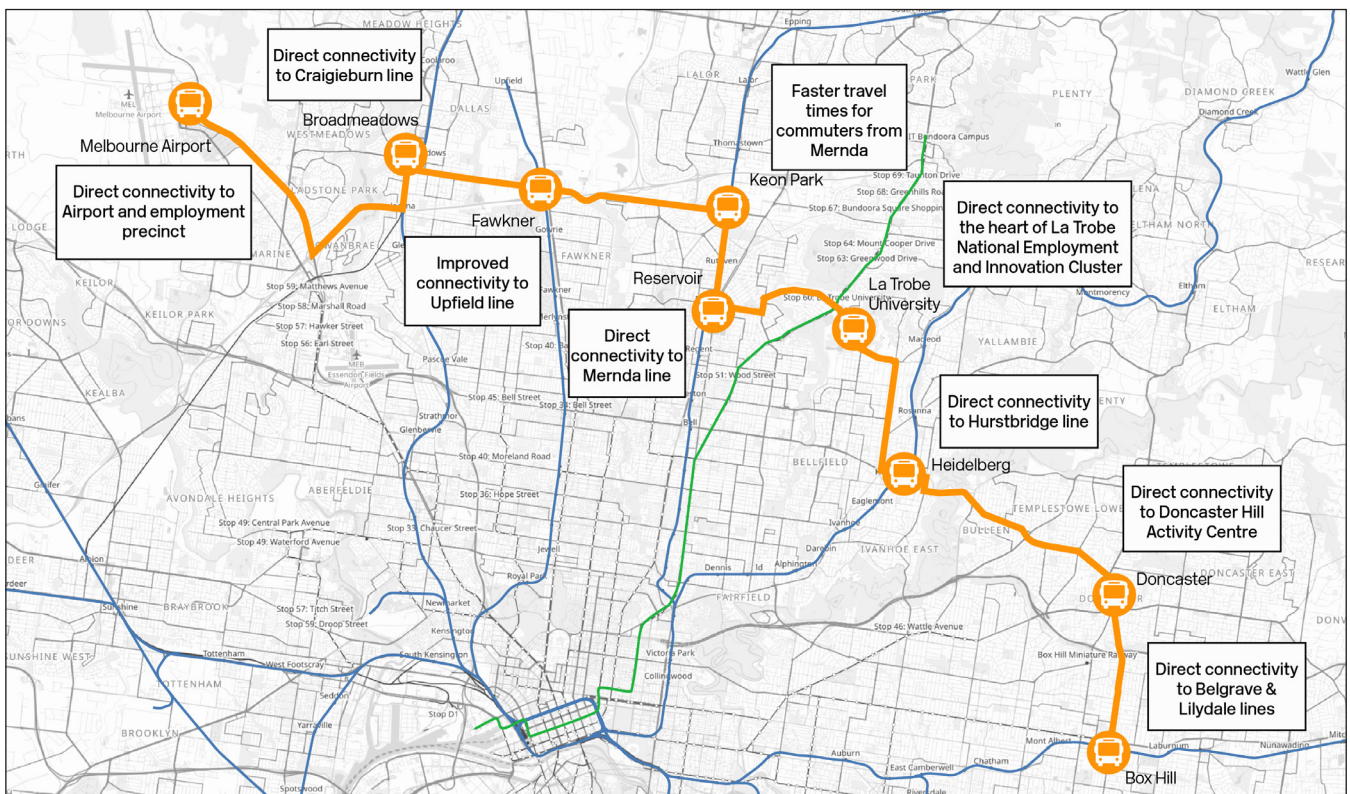
Proposed Route Alignment

Trips as fast as...

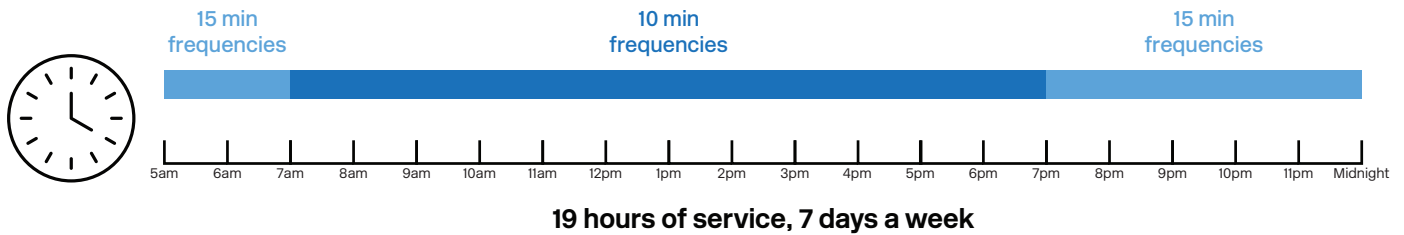


Background

- Rapid population growth is straining the transport network in Melbourne’s north. Mitchell Shire, Hume and Whittlesea are some of the fastest-growing municipalities in Australia
- The \$18bn North East Link (NEL)–Victoria’s most expensive transport project to date–is commencing because congestion is significant in the north. Congestion will only worsen while the NEL is being built
- Public transport connectivity, especially east-west connectivity needs to provide faster connections between the railway lines
- Suburban Rail Loop (SRL) North between Melbourne Airport and Box Hill will provide this east-west connection, but it will be at least two decades before it is complete
- Key employment and education nodes, such as Melbourne Airport and La Trobe University, are very poorly served by public transport. Thousands of employees and students living in the SRL corridor’s catchment have to drive, making traffic congestion worse for everyone
- Strong east-west connectivity is needed now. Communities in Melbourne’s North cannot wait until SRL North is delivered for connectivity improvements to be made
- An SRL bus (SRLB) that mimics SRL North will improve public transport travel times between key activity hubs in Melbourne’s north, increasing public transport use and reducing traffic congestion



Service Parameters



Maximising Connectivity

Interchanges

- Quality interchanges with premium infrastructure (such as currently offered by SmartBus) will be necessary to maximise SRLB’s potential

Keon Park stop

- An additional stop at Keon Park would improve connectivity
- Commuters would be able to transfer directly from the Mernda line to the SRLB without having to travel further south towards Reservoir to transfer, resulting in significant travel time savings

Fawkner stop

- Fawkner is a proposed stop on the proposed SRL North alignment. However, existing land uses around Fawkner Station (such as the cemetery) mean a future SRL station cannot be located here
- To maximise connectivity, an additional station on the Upfield line in Campbellfield would allow for interchange between SRLB and Upfield line



Future Bulleen Park-and-Ride Bus Interchange
(Source: Victoria’s Big Build)



La Trobe University Bus Interchange

Benefits include:

- 1 A direct connection between all rail corridors in Melbourne’s north, drastically improving cross-corridor connectivity
- 2 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 from drivers switching to public transport
- 5 Up to \$2m in cost savings from network rationalisation per annum
- 6 Up to \$3.5m in congestion reduction benefits per annum
- 7 Up to \$0.5m in environmental benefits per annum

\$\$\$ Projected cost: \$8-12 million per annum
(less than 1% of the North East Link budget)

**Make the connection
for Melbourne’s North**