

Suburban rail loop



The problem

Construction of the first stage of the Suburban Rail Loop only plans to extend to Box Hill, and not through to Doncaster and Heidelberg, where the population and development is significantly growing.

The solution

To include Doncaster in the Phase 1 of the Suburban Rail Loop project which will:

- Provide a rail connection to the City of Manningham – a region of Melbourne that is not currently serviced by rail, and relies solely on the bus system and road network
- Support distribution of population and employment outside of the CBD, linking the important National Employment and Innovation Clusters.
- Offer a 25 minute travel time by rail from Box Hill to Melbourne Airport via Doncaster.
- Take up to 200,000 vehicles off major roads by 2051.

The current situation

- Doncaster Hill's population will increase by 235% from 4,800 residents in 2019 to over 11,300 by 2036.
- The population expected to increase by 7.8% every year.
- By 2036, there will be over 5,500 dwellings.
- The population has already increased by over 500% since 2011.
- Westfield Doncaster is expected to expand by up to one-third in size in coming years.
- To address future traffic bedlam, the Doncaster Hill Mode Shift Plan 2014 seeks to increase the proportion of Doncaster Hill residents travelling by public transport, walking or cycling from 19% (currently) to 30% of all journeys by 2030.

The ask

Council supports in principle the Suburban Rail Loop proposal, and calls on the State Government to:

- Extend Phase 1 of the project from Cheltenham to Doncaster Hill or through to Heidelberg and a station in Doncaster (rather than terminate at Box Hill as currently proposed); and
- add an additional station within the suburb of Bulleen

What is the Suburban Rail Loop?

In August 2018, Premier Daniel Andrews proposed a \$50 billion Suburban Rail Loop connecting all major metropolitan rail lines in Melbourne. This included linking Box Hill to Heidelberg via Doncaster.



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