



SUBURBAN RAIL LOOP

Suburban Rail Loop

The proposed Suburban Rail Loop is a new underground rail network connecting Melbourne's suburbs.

The proposed underground network would circle Melbourne, connecting every major railway line from the Frankston line to the Werribee line via Melbourne Airport.

With at least 12 new underground stations, the Suburban Rail Loop would connect the Monash, La Trobe, Sunshine and Werribee National Employment and Innovation Clusters (NEIC) with key precincts such as Box Hill, Burwood, Broadmeadows and the Airport.

Melbourne is Australia's fastest growing city, and a powerhouse of its economy with strong population, economic and jobs growth. In the coming years, our transport system will face continued pressure as we continue to grow.

The proposed Suburban Rail Loop would change the way that people move around Melbourne. Modelling indicates it would become our busiest line by 2051 with around 400,000 passengers per day. It would ease the pressure on existing train lines and take around 200,000 cars off our major roads.

Project facts

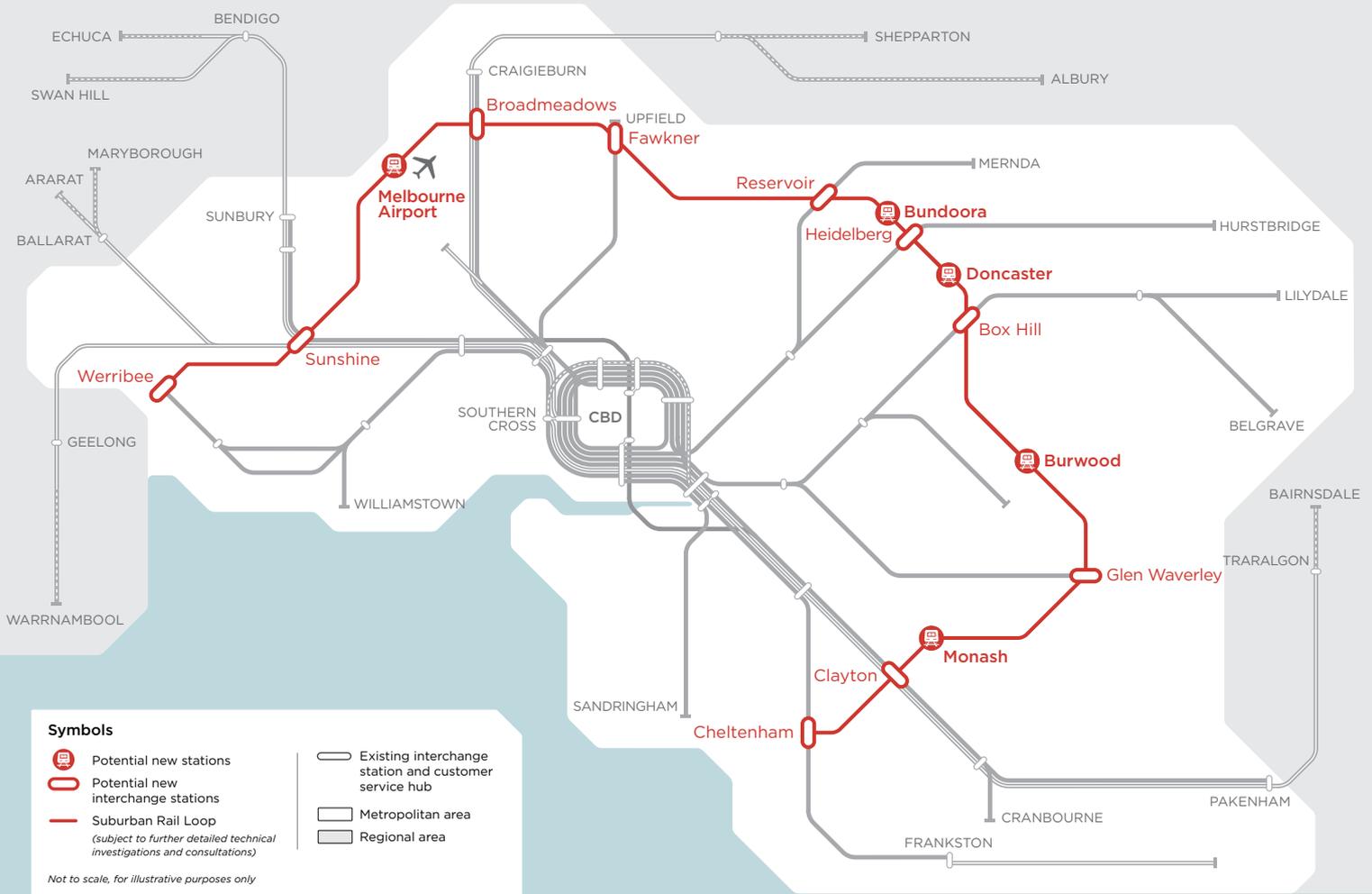
- Up to **90-kilometre** circle line connecting our suburbs
- **Connecting every major rail line** from the Frankston line to the Werribee line via the Airport
- At least 15 new station connections, including **12 new potential underground stations**
- **Slashing travel to the airport** to around 45 minutes from Cheltenham and 25 minutes from Box Hill
- The busiest line in Melbourne by 2051 with around **400,000 passengers per day**
- Attracting **150,000 new public transport trips** by 2051
- Taking around **200,000 vehicle trips off major roads** by 2051
- Around **20,000 jobs** to be created during construction.

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Challenges of a radial system

Melbourne's train system has developed over time to support the transport of people to and from their homes in the suburbs to jobs in the central city. This radial system will face future pressure as our outer suburbs continue to grow.

Next steps

A project of this scale — amongst the largest in the world — would be constructed over multiple decades, with the first sections forecast to take around a decade of construction.

It would be possible for planning to commence in 2019, with work on the first sections underway by the end of 2022. State, Commonwealth and private sector contributions, as well as value capture, would be needed to fund the project.

Rail Loop benefits

Improving travel around Melbourne

A Suburban Rail Loop would ease demand on existing lines and shift Melburnians out of their cars. The project is forecast to take around 200,000 vehicle trips a day off our major roads by 2051.

Creating jobs, growing our economy

More than 20,000 jobs are forecast to be created as a result of the project during construction. Victoria's economy would receive a boost due to investment in growth precincts as well as travel time savings across Melbourne.

Connecting our growth centres

A Suburban Rail Loop corridor would connect key precincts in Melbourne's suburbs that have been identified as places for

population and jobs growth, as well as centres for health, education and innovation. This includes at least 10 hospitals, five universities and TAFEs, two technology precincts and four major shopping centres.

Connecting regional Victoria

Victorian commuters would benefit from potential regional interchanges at Clayton, Broadmeadows and Sunshine.

These direct connections into growing economic precincts outside the central business district would provide all Victorians with better access to economic opportunities as well as world-class education and health services.