

# EASTERN METRO RAPID BUS NETWORK

## THE GREENS PLAN TO GET PEOPLE MOVING ACROSS MELBOURNE'S EAST

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# A TRANSPORT SYSTEM FOR MELBOURNE'S EAST THAT WON'T TAKE DECADES TO BUILD

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If you live in Melbourne's East, from Box Hill to Croydon, Eltham to Ferntree Gully, you know that congestion on our roads is getting worse.

You also know that while you may have a train station near you, it only goes in one direction: towards the city.

There are very few options for getting around the East. Which is a massive problem: students that study at Monash University or La Trobe University have no reliable public transport to get there. Workers trying to get across to a workplace in the East have no option but to drive. Nearly all trips default to car trips because there is no alternative.

Every morning peak travel times become more unreliable, forcing people to get up earlier just in case the traffic is bad. Through the middle of the day specific locations such as Heidelberg, Box Hill, Burwood and Mount Waverley experience random spikes in congestion as university students try to get to classes on time.

The response to this from Labor and Liberal has been to promise a big new toll road – the North East Link.

Building new freeway links will simply attract more rat-running cars and trucks through Melbourne's East. The North East Link will funnel tens of thousands of vehicles per day onto Burke, Blackburn, Elgar, Middleborough, Mitcham, Springvale and Whitehorse Roads – because they cannot fit through the Mullum Mullum tunnels.

High quality public transport to key destinations is the only low cost option for reducing car

dependence and congestion. And it can be deployed within a couple of years – not 10 years like the construction of the proposed toll road.

## THE GREENS PLAN

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Our plan will build on our existing transport network by adding a new Rapid Bus Network to provide better transport choices for those who want them. This will reduce demand for limited road space on every congested road in the region.

Providing rapid transit links within the region will make it easier to reduce traffic congestion, and increase local economic activity by reducing transport costs for those who would prefer to spend their money on other things.

We will not force anyone to stop driving. Successive governments have forced people to buy cars and drive by not providing basic public transport services. However, services to universities, places of employment and activity centres – particularly north south links – are so bad, that people pay many thousands of dollars in car ownership, petrol, maintenance and parking just to get to where they need to go. Every person that makes this tough decision then creates more congestion on our roads.

Our vision is for a network of high quality services that have fewer stops, but get people quickly to key destinations. More parents can rely on our bus network to ferry students to High Schools. Every student served by bus is another car that is not on the road causing congestion. It is the change that can reverse

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traffic congestion problems in Melbourne's East.

Importantly, this Rapid Bus Network can be rolled out within a year, and will reduce congestion immediately. It won't take 10 years to build like the North East Link toll road, or 28 years to build like the Suburban Rail Loop. The Rapid Bus Network can be integrated and adapted into future transport network changes.

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### A BETTER EXPERIENCE

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Dedicated bus lanes, turning slip lanes and bus priority signalling to get buses moving along roads and through intersections faster.

#### **Electric drive for a quiet & clean ride**

Electric buses will be prioritised where operating requirements allow. Electric buses are smoother and don't pump fumes into our streets and neighbourhoods.

#### **Express Services**

Rapid Routes will run express between major stops saving up to an hour on 25km journeys and 30 minutes on 10km journeys

#### **High quality bus stops**

New platform stops with quality waiting facilities and pre-payment so the bus gets loaded more quickly.

#### **Real time information**

Providing real time information at all stops and on-board to aid with interchange between services.

#### **Pre-paid bus services**

Reduce boarding delays and speed up buses by providing myki facilities at bus stations (just like train stations).

#### **Free Wi-Fi and power on-board**

All Rapid Buses will have free Wi-Fi and USB charging stations enabling passengers to make the most of their travel time.

#### **Simplified timetable**

Services every 10 minutes every day operating from 5am to midnight, Monday to Friday and 7am to midnight on weekends . All bus arrivals will be tracked by accurate real time information so timetables are not required.

#### **More bus priority**

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### COST

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The Greens policy platform will be fully costed and funded.

Final costings for the Eastern Metropolitan Rapid Bus Network will be subject to advice from the Parliamentary Budget Office.

#### Capital Costs

New Bus Depot - \$20 million

On-road Bus Priority Measures - \$750,000 per kilometre, for a total of \$394,350,000.

Wayside infrastructure - \$375,000 per kilometre, for a total of \$197,175,000.

#### Operational Costs

Operational Costs (over 10 years), including concessions for operation of buses (electric where possible) - \$1,014,620,000

Total: **\$1,626,145,000**

### THE NEW ROUTES

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**Route A** | Monash University (Caulfield) to La Trobe University (Bundoora)

Via Gardiner Station (Tram 72), Camberwell Station, Cotham Rd (Tram 109), North Balwyn (Tram 48), Heidelberg Station & Austin Hospital

**Route B** | Monash University (Clayton) to La Trobe University (Bundoora)

Via Mount Waverley Station, Burwood East (Tram 75), Deakin University, Box Hill Institute (Tram 109), Doncaster Hill (Westfield Interchange), Bulleen Plaza, Heidelberg Station & Austin Hospital

**Route C** | Croydon Station to Monash University (Clayton)

Via Swinburne University of Technology (Croydon), Bayswater North, Boronia Station, Knox City, Swinburne University of Technology (Wantirna), Wantirna South & Glen Waverley Station

**Route D** | Dandenong Station to La Trobe University (Bundoora)

Via Eastlink (Stopping at Caribbean Gardens, High Street Road & Burwood Highway), Heatherdale Station, Eastern Freeway (Stop at Middleborough Road), Doncaster Hill (Westfield Interchange), Bulleen Plaza, Heidelberg Station & Austin Hospital

**Route E** | Eltham to Monash University (Clayton)

Via Templestowe, The Pines (SmartBus 905, 906 908), Doncaster East (SmartBus 901, 902 & 907), Blackburn Station, Burwood East (Tram 75), Syndal Station & Pinewood

**Route F** | Eltham to La Trobe University (Bundoora)

Local route via Lower Plenty Road & MacLeod. This will be the first time that the areas immediately east of the Hurstbridge railway line have a direct transit connection to La Trobe University. Currently students and staff living in

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Yallambie and Viewbank can drive to campus in 12 minutes or get two buses for a total 40 minute journey. The new route would cut this travel time to 15 minutes by bus.

### **Route H** | Montrose to Melbourne University (Burnley)

Via Bayswater North, Heathmont, Vermont, Forest Hill, Box Hill South, Canterbury, Camberwell, Local to Swinburne University of Technology (Hawthorn) & Melbourne Girls College (Richmond)

### **Route K** | Mitcham to Knox City and Swinburne University of Technology (Wantirna)

Extend SmartBus Route 907 to Knox City Via Vermont, The Knox School & Swinburne University of Technology (Wantirna)

### **Route P** | The Pines to La Trobe University (Bundoora)

Local route via Foote Street (Templestowe), Thompsons Road (Templestowe Lower), Bulleen, Heidelberg Station then express to La Trobe University. This will be the first time that students and staff in Templestowe, Bulleen and The Pines have a direct transit connection to La Trobe University. Currently students and staff living in Templestowe can drive to campus in 20 minutes or get three buses for a total 60 minute journey. The new route would cut this travel time to 25 minutes by bus.

### **Route R** | Ringwood Station to La Trobe University (Bundoora)

Via Eastern Freeway (Stop at Middleborough Road), Doncaster Hill (Westfield Interchange), Bulleen Plaza, Heidelberg Station & Austin Hospital

### **Route S** | Swinburne University of Technology (Hawthorn) to La Trobe University (Bundoora)

Via Kew, Alphington, Ivanhoe, Heidelberg West

See the Network Map overleaf for the full set of Rapid Bus Routes and how they interchange with existing tram and rail services.

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### Eastern Metropolitan Rapid Bus Network

