

Connect Melbourne's north: improve the Upfield to Wallan rail line



Extending high-capacity transport from Upfield to Wallan unlocks equitable access to jobs and services for growth communities and removes cars from our overcrowded roads. In rail terms, this is one of the shortest, cheapest and most strategic links that could be built.

Our ask (deliverables)

We are calling on the Victorian Government to commit to a fully-funded program to:

- **duplicate and upgrade the Upfield rail line** between Gowrie and Upfield
- **extend the Upfield line** through Roxburgh Park and connect into the Craigieburn line
- **build new stations** at Beveridge and Cloverton
- **electrify the Upfield line** to Wallan
- **modernise and integrate stations** along the corridor with improved accessibility, active transport links and interchange facilities.

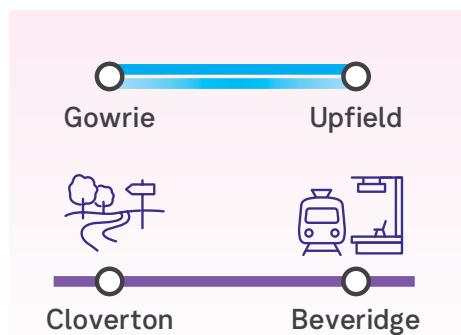
It aligns with Infrastructure Victoria recommendations and PSPs

These investments align with Infrastructure Victoria's long-term recommendations and directly respond to urgent demand pressures.

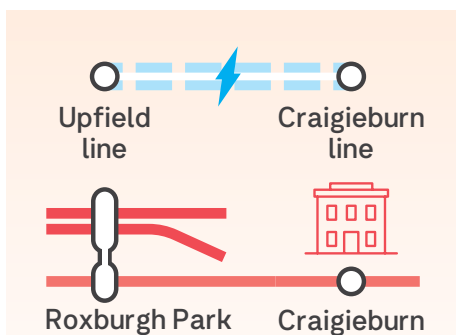
The Northern Grown Corridor has been planned through extensive Precinct Structure Plans, meaning population and land use assumptions are robust and development is already underway.

It's ready to go

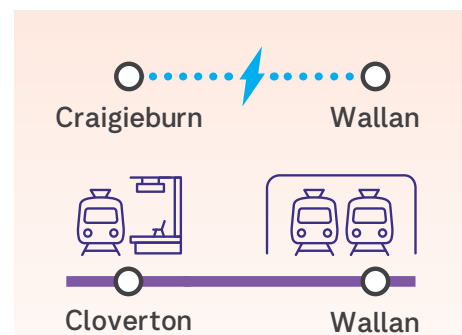
A staged approach provides a practical, sequenced pathway:



Stage 1: Duplicate rail between Gowrie and Upfield; rebuild Upfield Station; build Campbellfield Station; remove Barry Road level crossing; build a new station at Beveridge; acquire land for Cloverton Station.



Stage 2: Build a double track electrified line from Upfield to the Craigieburn line; deliver grade separations; add two tracks through Roxburgh Park; upgrade rail at Craigieburn; deliver signalling works; extend the Upfield shared path.

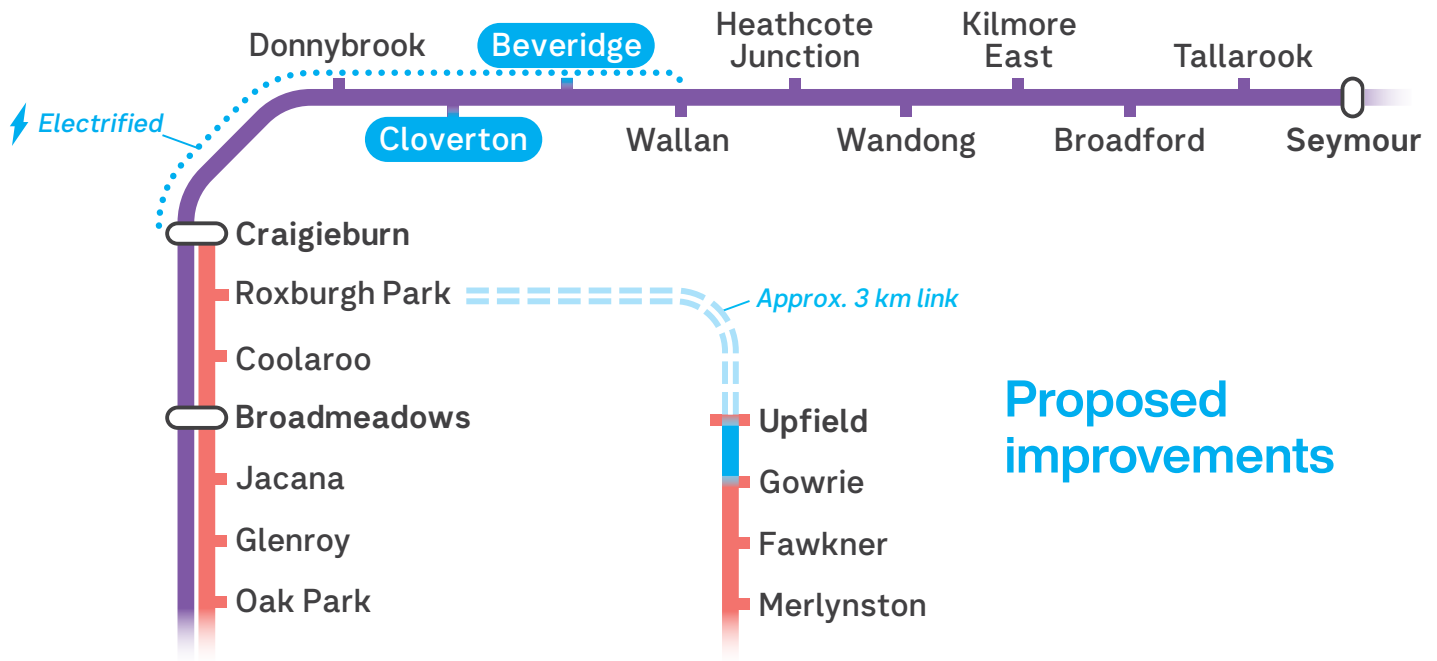


Stage 3: Construct Cloverton Station; rebuild Wallan with stabling facilities; electrify Craigieburn-Wallan.

I live in Mickleham and rely on public transport to get to the CBD. The V/Line service from Donnybrook only runs once an hour, so if you miss a train you lose an entire hour. Travelling via Craigieburn takes close to 2 hours each way. This kind of commute from a rapidly growing area is unsustainable.

Amit, Mickleham





Why we need Upfield line upgrades now

Melbourne's north is the fastest growing region in Victoria, projected to exceed 1.5 million residents over the coming decades. Hume, Whittlesea and Mitchell are expanding at rates far beyond forecasts, with Mitchell's growth areas alone expected to reach 80,000 people within 10 years.

Yet currently, the Upfield line:

- has Melbourne's least frequent peak services
- operates on a single track at its northern end, creating severe bottlenecks
- shares City Loop tracks with Craigieburn, limiting reliability and capacity
- terminates at Upfield, leaving emerging communities (Donnybrook, Kalkallo, Beveridge and Wallan) reliant on already overcrowded V/Line services.

Without intervention, our growth communities will face:

- poor access to jobs, education and health services
- increased transport disadvantage in areas that experience high socio-economic need
- more road congestion, particularly on the Hume Freeway, limiting commuter reliability and freight movements.

This is an equity, productivity and network capacity issue – all at once.

Benefits of delivering this important project

1. Unlocks capacity and reliability across our northern rail network

Duplication and loop reconfiguration of the northern rail network will remove system bottlenecks, enabling more frequent, predictable and interconnected rail services.

2. Supports major population and employment growth

Electrified rail to Wallan connects emerging suburbs and the future Cloverton Metropolitan Activity Centre, a precinct serving 380,000 people.

3. Reduces congestion and protects freight efficiency

High-quality rail decreases reliance on the Hume Freeway, safeguarding a nationally significant freight route.

4. Enhances economic development and local jobs

Better rail access boosts investment along the Upfield to Sydney Road corridor, strengthens connections to our major employment precincts and opens access to 52,700+ jobs in Merri-bek.

5. Ensures equitable access to services

Reliable, frequent rail services provide fair access to opportunity for our communities that experience higher levels of disadvantage, low car ownership and limited local services.