HOW TO IMPROVE VICTORIA’S PUBLIC TRANSPORT NETWORK
THE FACTS

• 1998 – Melbourne’s population was 3.3m, projections showed Melbourne would reach 4m by 2051.

• 2018 – population is 5m.

• Victoria currently accounts for more than one third (37%) of Australia’s annual population growth.

• Population growth in Melbourne’s outer suburbs has exceeded the state average, accounting for 49% of growth in Melbourne and 44% of the state’s growth.

• Essential infrastructure and services have not kept pace with this growth.

Source: McCrindle.com.au 2018
Insufficient frequency of services

Decline in housing affordability

Leaving passengers at bus stops in the peak

Poor access to health services

Disrupted and challenging family and community life due to time spent away from home travelling to and from work
SO WHAT SHOULD WE DO?
MAKE FUNDAMENTAL CHANGES TO THE WAY WE INHABIT OUR STATE

• Otherwise our livability and our economy will be impacted.
• We can keep building roads, tunnels, rail tunnels – that’s all very well and good – for 30 years time, but it doesn’t do anything for the here and now.
• We have the tools to improve the network to ensure our economy and our livability is not impacted any more than what it is now.
• We can do this now, so we have immediate benefit.
• Here are some priorities which we need our legislators to adopt.
INCREASE LOCAL BUS SERVICE FUNDING BY $300M ANNUALLY TO REALISE A ‘TURN UP AND GO’ BUS NETWORK

30 & 40 MINUTE FREQUENCIES ARE NOT GOING TO ATTRACT NEW BUS USERS

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<th>Weekday Services</th>
<th>Weekend Services</th>
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<tr>
<td></td>
<td>Frequency</td>
<td>Span</td>
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<tr>
<td>Inner / Middle</td>
<td>15 min</td>
<td>5.30am - 10.30pm</td>
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<td>Metropolitan Suburbs</td>
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<tr>
<td>Interface Suburbs</td>
<td>20 min</td>
<td>6am - 10.30pm</td>
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<td>Major Regional</td>
<td>30 min</td>
<td>6am - 9.30pm</td>
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<td>Centres</td>
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<td>Regional Victoria</td>
<td>30 min</td>
<td>6am - 7.30pm</td>
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$300M FOR ADDITIONAL SERVICES CONVERTS TO A CAPITAL SUM OF $7.5B (AT 4% REAL DISCOUNT RATE)

ABOUT ONE TENTH OF WHAT THE GOVERNMENT HAS SPENT, OR SAID IT WILL SPEND, ON HEAVY RAIL.

IT IS A VERY MODEST ASK AND COULD EASILY BE INCREASED.
INVEST MORE IN HIGH CAPACITY BUSES AND HIGH CAPACITY BUS SERVICES THAT LINK EMPLOYMENT AREAS WITH ACTIVITY CENTRES
INCREASE INVESTMENT OF ON-ROAD PRIORITY FOR BUSES
5 WAYS TO IMPROVE THE CUSTOMER EXPERIENCE
109a  to Batman Park - Flinders St
125A  Southbank Tram Depot
125    Clarendon St Junction
124A  Casino/MCEC
03:12 pm

Thursday 27 July 2017
3 WAYS TO IMPROVE REGIONAL AND RURAL CONNECTIVITY
Tram + route bus + v/line coach + regional bus
Tram + route bus + v/line coach + regional bus + school bus
6

**IMPROVE ACCESSIBILITY TO BUSES**

In Melbourne:

- 59% walk to trains
- 95% walk to tram stops
- 92% walk to bus stops
This is not ‘normal’ among wealthy developed countries.
AUSTRALIAN WOMEN FEELING SAFE WALKING ALONE AT NIGHT

Source: OECD Better Life index • Get the data • Created with Datawrapper
GETTING TO THE BUS STOP

• Over the last 20 years, pedestrians over 60 years of age have gone from 43% of pedestrian fatalities to 58% in the last 18 months.

  Source: Victoria walks

Over last 18 month pedestrians over 70 years of age have increased from 30% of fatalities to 40% and they are only 10% of the population.

  Source: Victoria walks
• Causes of pedestrian fatalities are not just pedestrian behaviours
• We need to focus on bad road design & poor driver behaviour
FUND THE DEVELOPMENT OF SAFER, CONVENIENT ROUTES (PRINCIPAL PEDESTRIAN NETWORKS) WITHIN A 15-MINUTE WALK OF 50 TRAIN STATIONS AND/OR ACTIVITY CENTRES.
INTRODUCE MORE DEMAND RESPONSIVE TRANSPORT (DRT) OPTIONS
Get There

Demand Responsive Transport
CONCLUSION

• We need government to commit to the staged implementation of these objectives
• These will help us transition to a fully integrated transport network
• In a budgetary context it will support positive economic growth and livability, at a moderate cost to government.
THANK YOU