

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.**



**Insufficient
frequency of
services**

**Decline in housing
affordability**

**Leaving passengers
at bus stops in the
peak**

**Poor access to
health services**

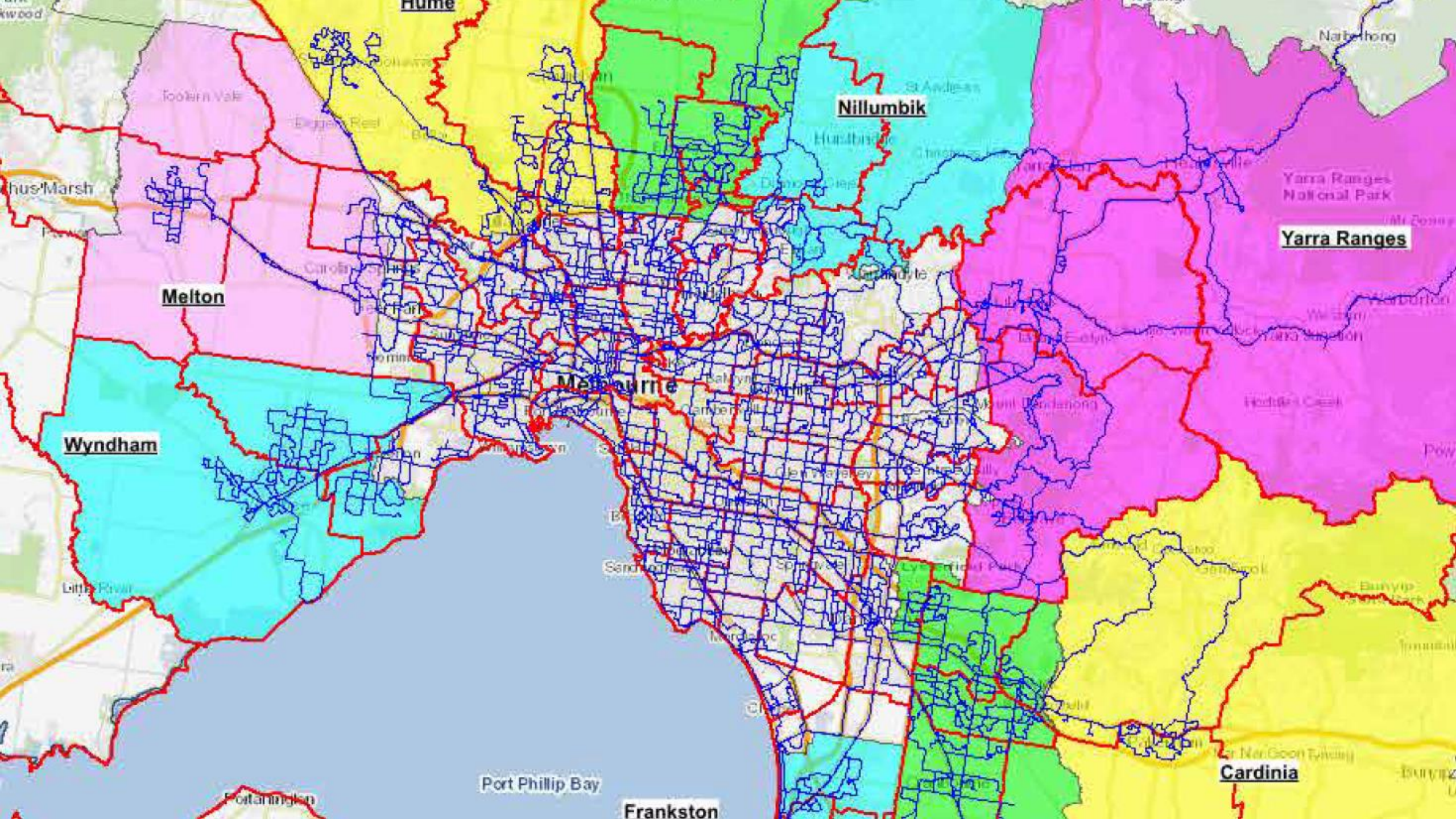
**Disrupted and
challenging family
and community
life due to time
spent away from
home travelling
to and from work**

SO WHAT SHOULD WE DO?

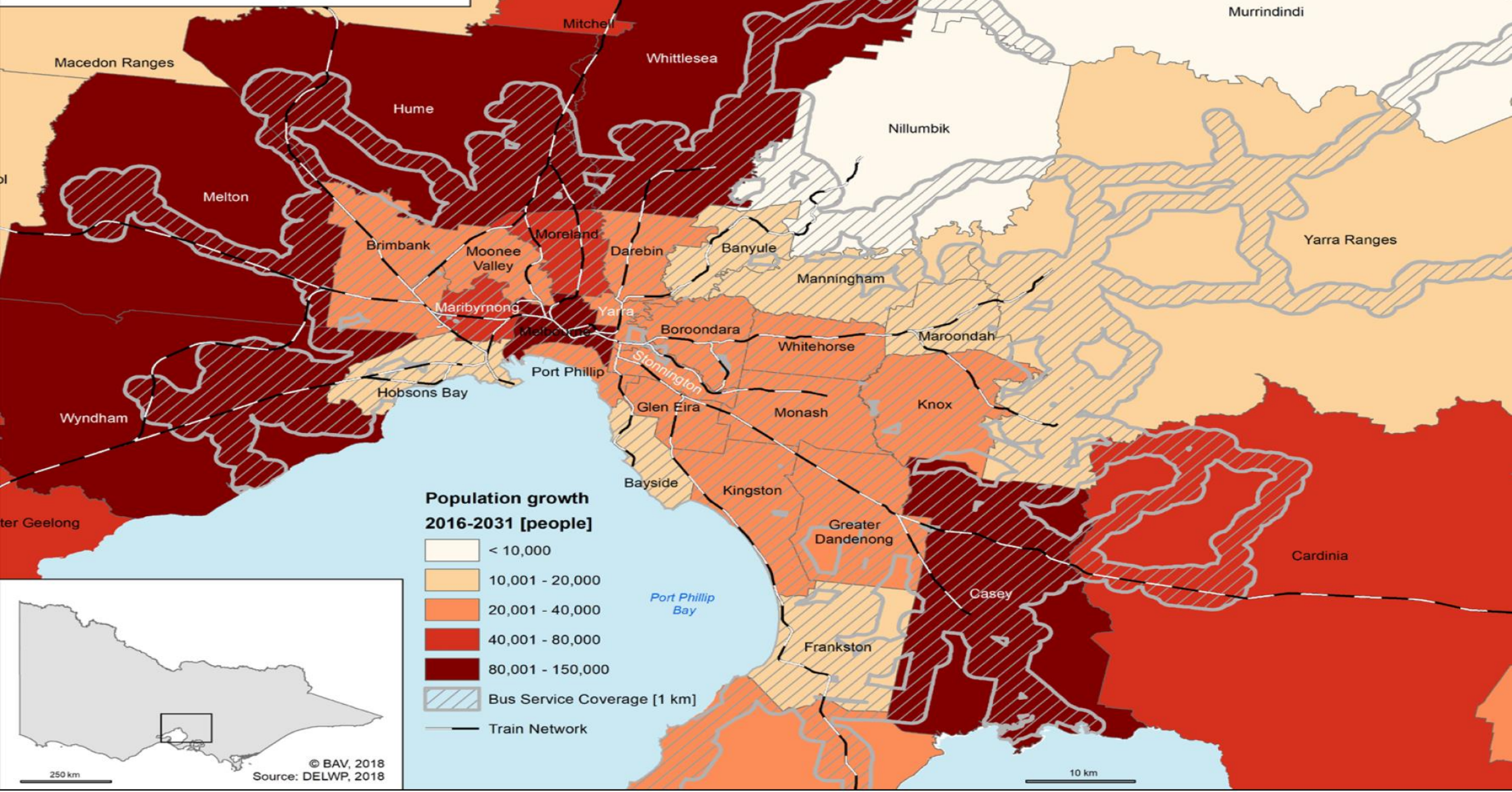
MAKE FUNDAMENTAL CHANGES TO THE WAY WE INHABIT OUR STATE

- **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.**





Predicted Population Growth Greater Melbourne, 2016-2031





INCREASE LOCAL BUS SERVICE FUNDING BY \$300M ANNUALLY TO REALISE A 'TURN UP AND GO' BUS NETWORK

FREQUENCY FREQUENCY FREQUENCY FREQUENCY FREQUENCY FREQUENCY FREQUENCY FREQUENCY

| | Weekday Services | | Weekend Services | |
|-------------------------------------|------------------|------------------|------------------|------------------|
| | Frequency | Span | Frequency | Span |
| Inner / Middle Metropolitan Suburbs | 15 min | 5.30am - 10.30pm | 20 min | 6.30am - 10.30pm |
| Interface Suburbs | 20 min | 6am - 10.30pm | 30min | 6am - 10.30pm |
| Major Regional Centres | 30 min | 6am - 9.30pm | 45 min | 7am - 9.30pm |
| Regional Victoria | 30 min | 6am - 7.30pm | 60 min | 8am - 7.30pm |

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

**\$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.**

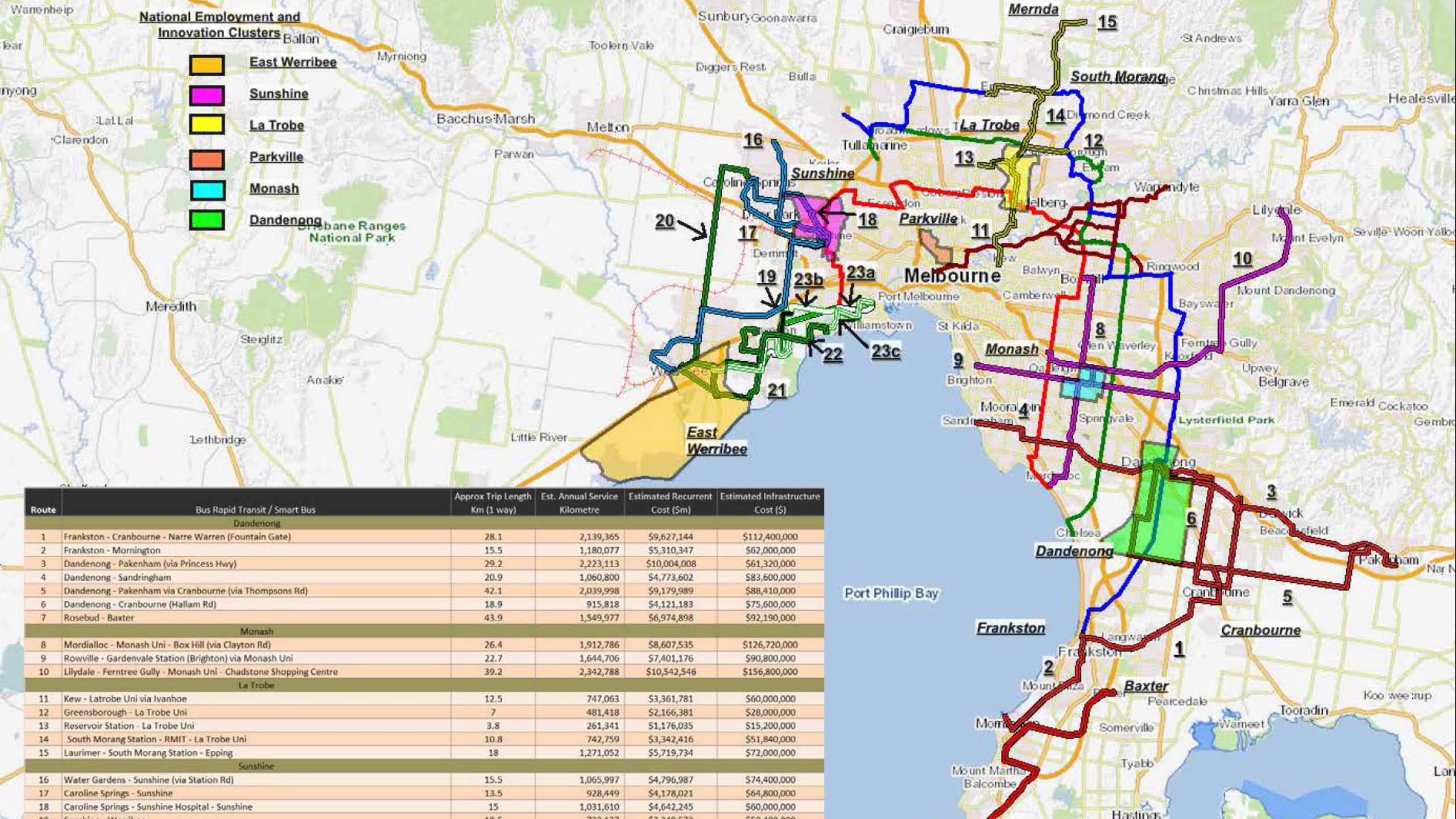
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**INVEST MORE IN HIGH CAPACITY BUSES
AND HIGH CAPACITY BUS SERVICES
THAT LINK EMPLOYMENT AREAS
WITH ACTIVITY CENTRES**



National Employment and Innovation Clusters

- East Werribee**
- Sunshine**
- La Trobe**
- Parkville**
- Monash**
- Dandenong**



| Route | Bus Rapid Transit / Smart Bus | Approx Trip Length Km (1 way) | Est. Annual Service Kilometre | Estimated Recurrent Cost (\$m) | Estimated Infrastructure Cost (\$) |
|------------------|--|----------------------------------|----------------------------------|-----------------------------------|---------------------------------------|
| Dandenong | | | | | |
| 1 | Frankston - Cranbourne - Narre Warren (Fountain Gate) | 28.1 | 2,139,365 | \$9,627,144 | \$112,400,000 |
| 2 | Frankston - Mornington | 15.5 | 1,180,077 | \$5,310,347 | \$62,000,000 |
| 3 | Dandenong - Pakenham (via Princess Hwy) | 29.2 | 2,223,113 | \$10,004,008 | \$61,320,000 |
| 4 | Dandenong - Sandringham | 20.9 | 1,060,800 | \$4,773,602 | \$83,600,000 |
| 5 | Dandenong - Pakenham via Cranbourne (via Thompsons Rd) | 42.1 | 2,039,998 | \$9,179,989 | \$88,410,000 |
| 6 | Dandenong - Cranbourne (Hallam Rd) | 18.9 | 915,818 | \$4,121,183 | \$75,600,000 |
| 7 | Rosebud - Baxter | 43.9 | 1,549,977 | \$6,974,898 | \$92,190,000 |
| Monash | | | | | |
| 8 | Mordialloc - Monash Uni - Box Hill (via Clayton Rd) | 26.4 | 1,912,786 | \$8,607,535 | \$126,720,000 |
| 9 | Rowville - Gardenvale Station (Brighton) via Monash Uni | 22.7 | 1,644,706 | \$7,401,176 | \$90,800,000 |
| 10 | Lilydale - Ferntree Gully - Monash Uni - Chadstone Shopping Centre | 39.2 | 2,342,788 | \$10,542,546 | \$156,800,000 |
| La Trobe | | | | | |
| 11 | Kew - Latrobe Uni via Ivanhoe | 12.5 | 747,063 | \$3,361,781 | \$60,000,000 |
| 12 | Greensborough - La Trobe Uni | 7 | 481,418 | \$2,166,381 | \$28,000,000 |
| 13 | Reservoir Station - La Trobe Uni | 3.8 | 261,341 | \$1,176,035 | \$15,200,000 |
| 14 | South Morang Station - RMIT - La Trobe Uni | 10.8 | 742,759 | \$3,342,416 | \$51,840,000 |
| 15 | Laurimer - South Morang Station - Epping | 18 | 1,271,052 | \$5,719,734 | \$72,000,000 |
| Sunshine | | | | | |
| 16 | Water Gardens - Sunshine (via Station Rd) | 15.5 | 1,065,997 | \$4,796,987 | \$74,400,000 |
| 17 | Caroline Springs - Sunshine | 13.5 | 928,449 | \$4,178,021 | \$64,800,000 |
| 18 | Caroline Springs - Sunshine Hospital - Sunshine | 15 | 1,031,610 | \$4,642,245 | \$60,000,000 |
| 19 | Sunshine - Melbourne | 16.5 | 733,437 | \$3,245,573 | \$50,000,000 |
| 20 | Sunshine - Melbourne | 16.5 | 733,437 | \$3,245,573 | \$50,000,000 |
| 21 | Sunshine - Melbourne | 16.5 | 733,437 | \$3,245,573 | \$50,000,000 |
| 22 | Sunshine - Melbourne | 16.5 | 733,437 | \$3,245,573 | \$50,000,000 |
| 23 | Sunshine - Melbourne | 16.5 | 733,437 | \$3,245,573 | \$50,000,000 |
| 23a | Sunshine - Melbourne | 16.5 | 733,437 | \$3,245,573 | \$50,000,000 |
| 23b | Sunshine - Melbourne | 16.5 | 733,437 | \$3,245,573 | \$50,000,000 |
| 23c | Sunshine - Melbourne | 16.5 | 733,437 | \$3,245,573 | \$50,000,000 |

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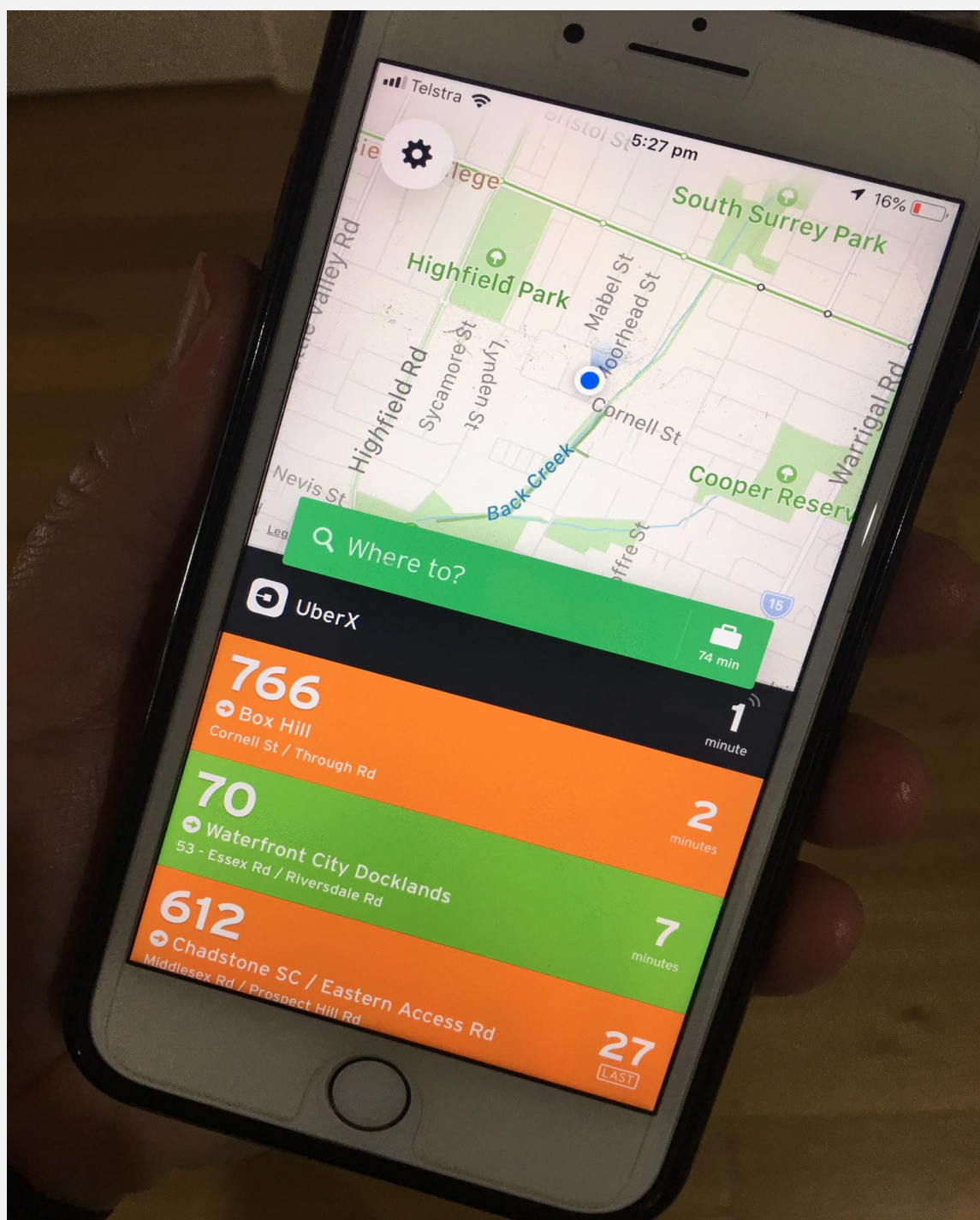
INCREASE INVESTMENT OF ON-ROAD PRIORITY FOR BUSES



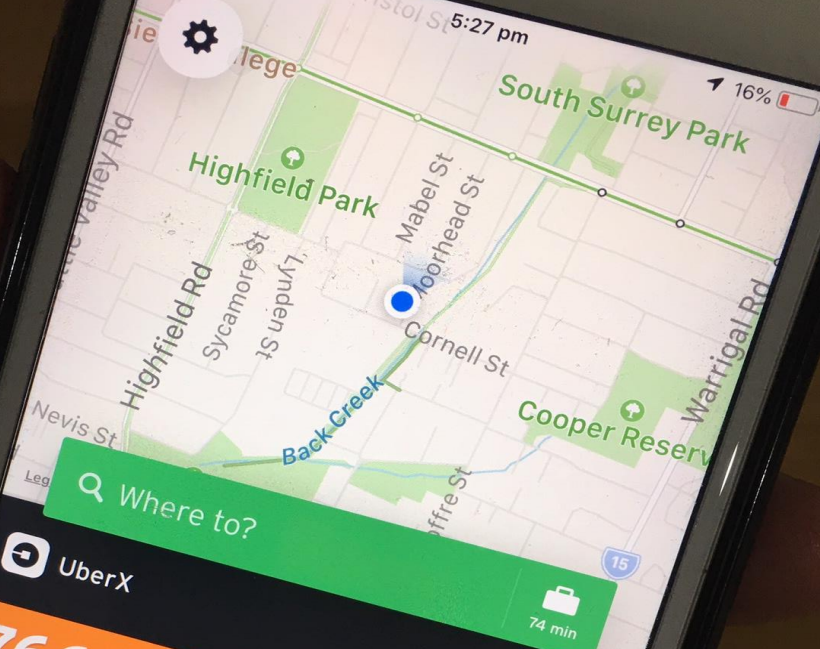
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5 WAYS TO IMPROVE THE CUSTOMER EXPERIENCE





Telstra 5:27 pm 16%



Where to? 74 min

UberX

766

Box Hill
Cornell St / Through Rd

1
minute

70

Waterfront City Docklands
53 - Essex Rd / Riversdale Rd

2
minutes


612


Chadstone SC / Eastern Access Rd
Middlesex Rd / Prospect Hill Rd


7
minutes

27
LAST

109a to Batman Park - Flinders St

125A Southbank Tram Depot 

125 Clarendon St Junction 

124A Casino/MCEC 

03:12 pm



Thursday 27 July 2017





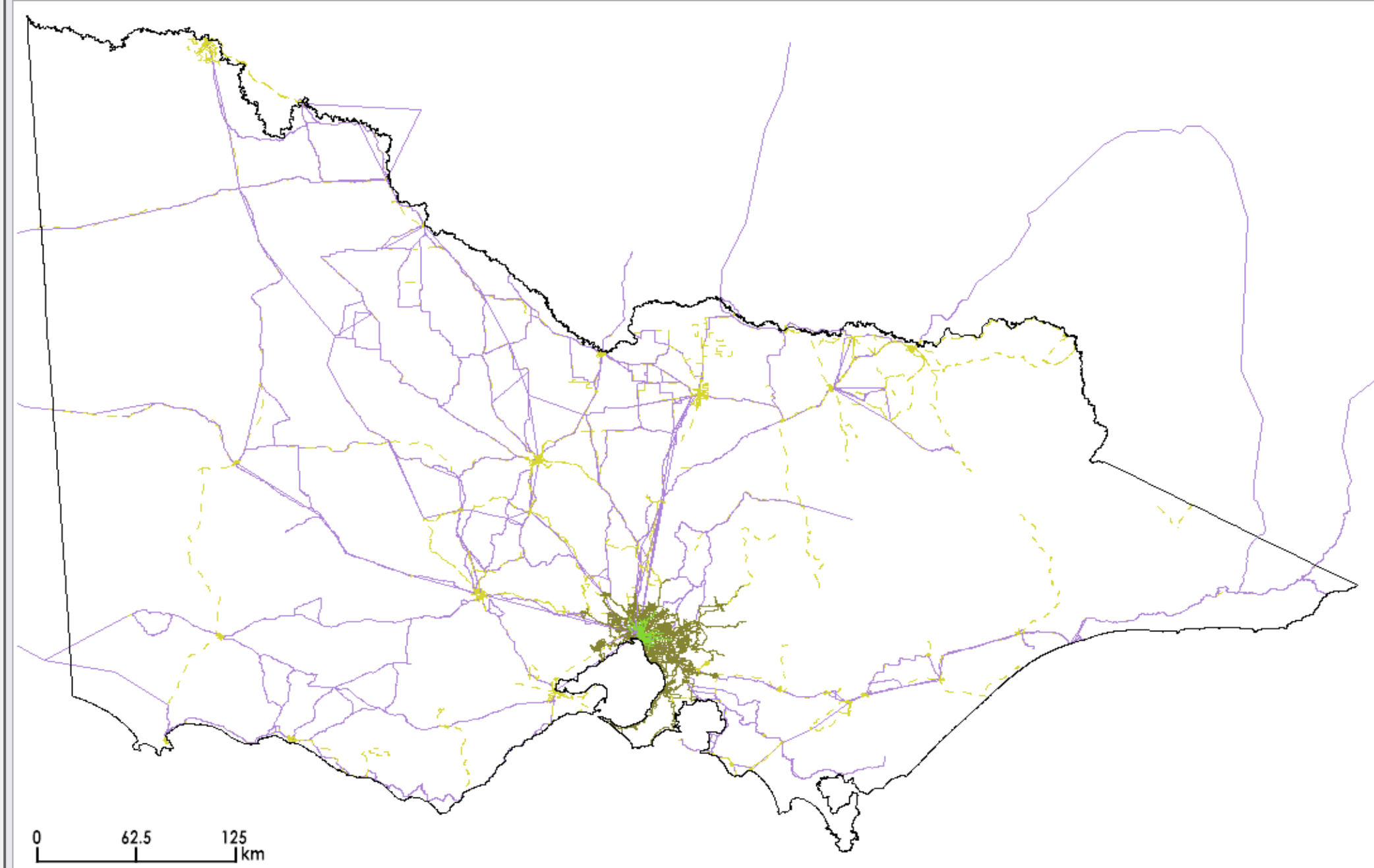


**3 WAYS TO IMPROVE REGIONAL
AND RURAL CONNECTIVITY**

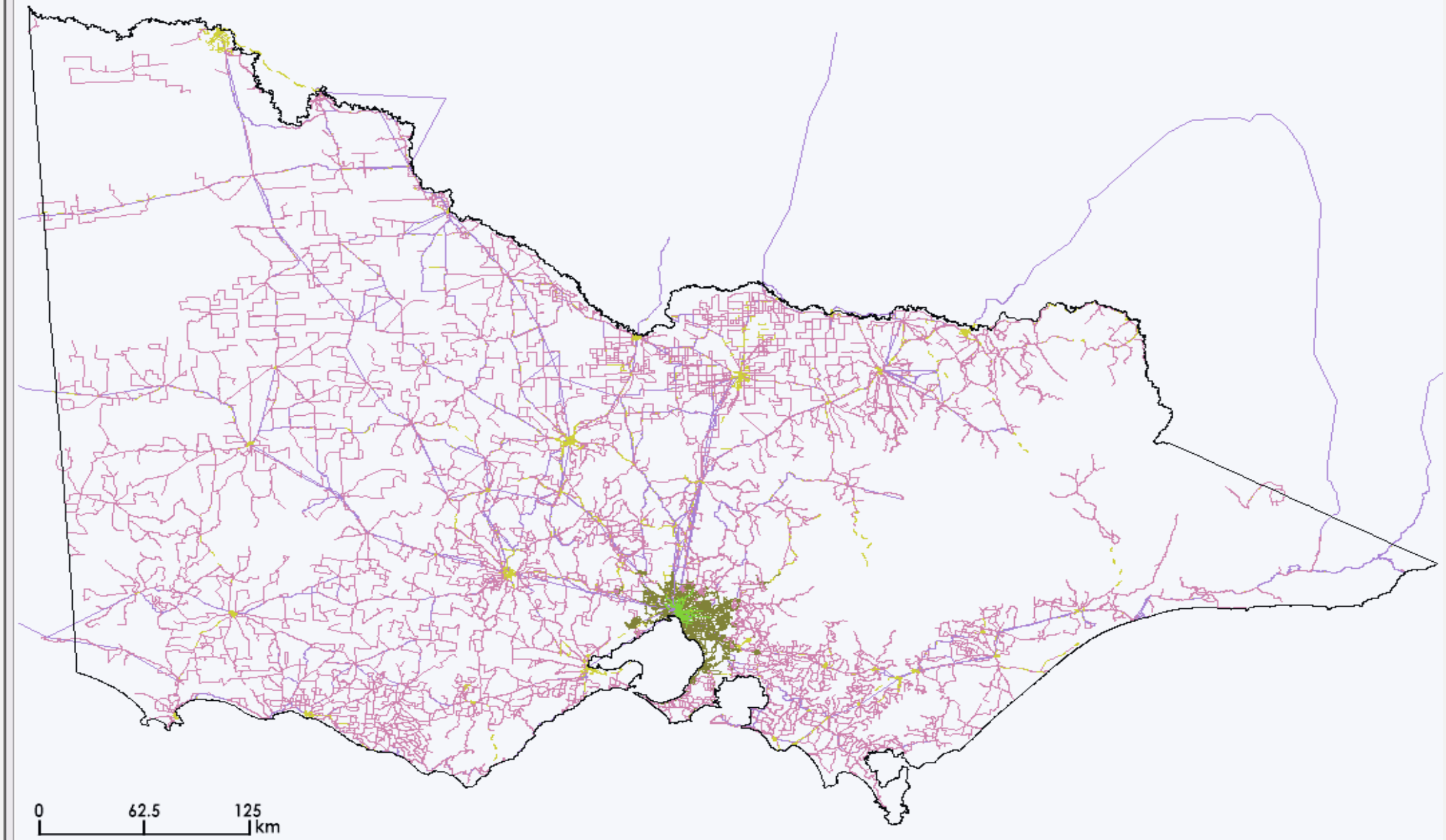








Tram + route bus + v/line coach + regional bus



Tram + route bus + v/line coach + regional bus + school bus

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IMPROVE ACCESSIBILITY TO BUSES



In Melbourne:

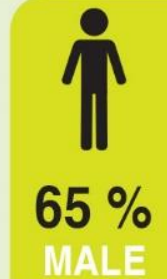
- 59% walk to trains
- 95% walk to tram stops
- 92% walk to bus stops

DO YOUNG PEOPLE FEEL SAFE WALKING?

**DURING
THE DAY**



**WITH
MORE
PEOPLE
AROUND**



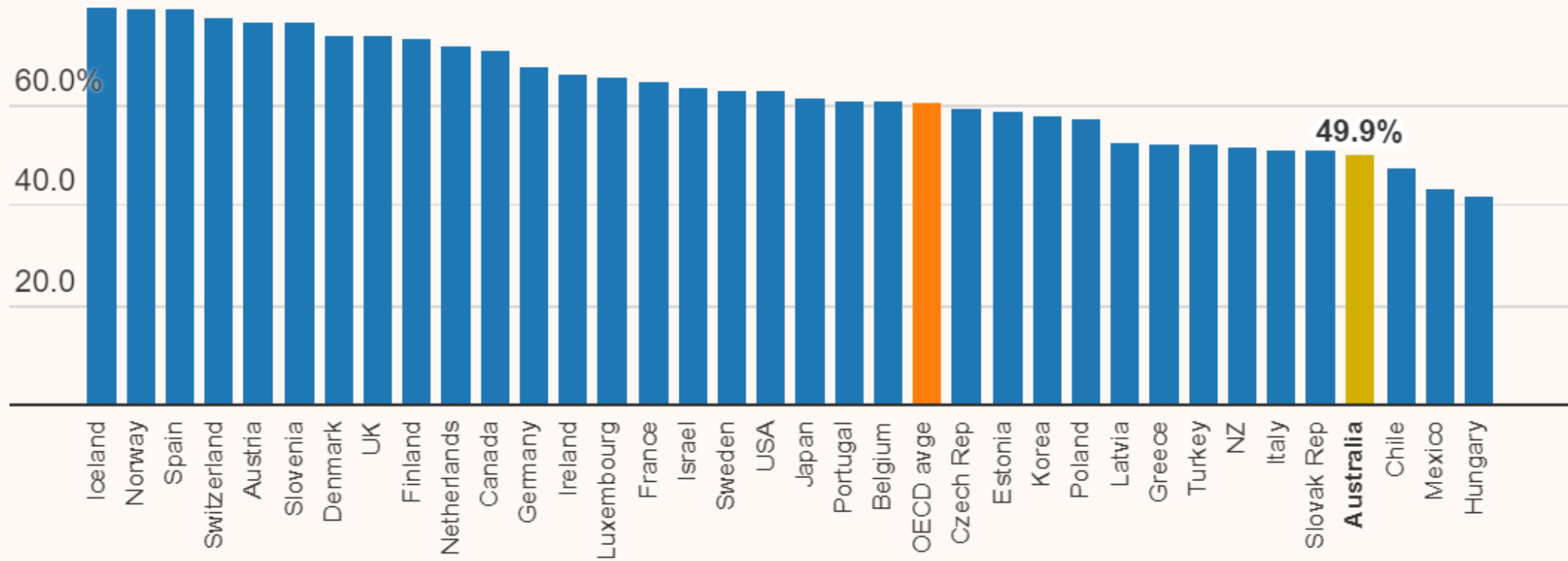
AT NIGHT



Survey of 1,089 people aged 15-20 – www.victoriawalks.org.au/young_people/

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*

ACCESSIBILITY

- 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

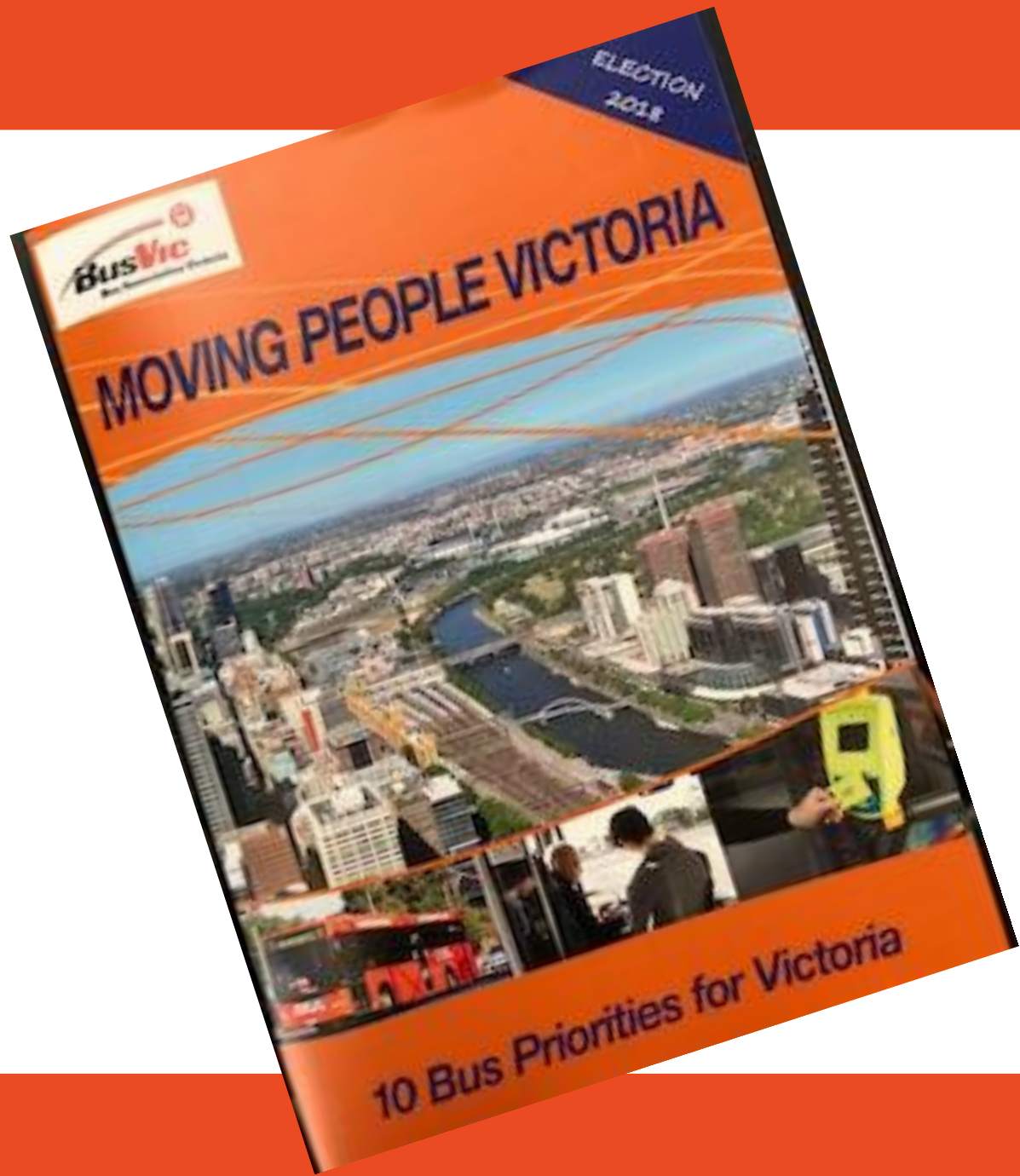




**Demand Responsive
Transport**

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