

# MelbourneTransportPlan

pot4me2  
FOR A CHANGE

MetropolitanTransportForum



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## About this publication

This document has been produced by the Metropolitan Transport Forum, as part of the pt4me2 project.

The Metropolitan Transport Forum (MTF) is an advocacy group comprising members from 19 Melbourne metropolitan local governments, associate members representing transport companies, and participants from the State Government and environment groups. We aim to promote and work for sustainable, equitable and efficient transport options across metropolitan Melbourne by providing a forum for debate, research and policy development, and by disseminating information to improve transport choices. This report is not a policy statement of individual members of the MTF, and the views presented are independent of its associate members.

pt4me2 is a project of the MTF, aimed at giving the community a better opportunity to have an informed say about public transport in Melbourne.

The MTF would like to acknowledge the contribution of Elliott Fishman of the Institute for Sensible Transport to this report. We would also like to thank Bess, Tom and Leonie for their real life examples which help to reinforce the need for a robust and visionary transport plan for Melbourne.

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Full references for this document are available on [www.pt4me2.org.au](http://www.pt4me2.org.au)

# Our vision: a transport legacy

Our vision for the future is based on the reality of climate change, rapidly decreasing oil supplies and increasing travel costs.

Melbourne requires a transport plan that provides people with real options. Leaving the car at home and choosing sustainable transport must be an option for all, not just those lucky or wealthy enough to live near good quality public transport.

Walking and cycling must be given the priority they deserve, making them an attractive and safe option for everyone—from school children to the elderly. A liveable Melbourne needs to become more compact, making smarter use of space and reducing the need for car-based lifestyles.

The accelerating issues of climate change, rising fuel prices, congestion and liveability highlighted in this document signal the need for a change in mindset and a step change in transport policy. Central to this is a move from the traditional 'predict and provide' model of transport planning to a 'debate and decide' approach.

The 'predict and provide' model forecasts travel demands from current trends and provides infrastructure, particularly roads, to accommodate that forecast growth. The 'debate and decide' approach involves discussing the overall priorities of the community and deciding how transport planning can assist in achieving them.

With travel concerns, soaring rates of obesity and diabetes, a move towards public and active (walking and cycling) transport options becomes considerably more important than under a 'predict and provide' mindset.

Despite the overwhelming technical and financial evidence supporting the need for this shift in mindset, transport planning continues to favour the construction and expansion of roads before public transport and encourages more car travel.

The speedy delivery of projects such as the \$1.39 billion widening of the Monash and Westgate freeways and strong reluctance to invest in new rail lines illustrates how the outdated 'predict and provide' model still dominates political and bureaucratic thinking.

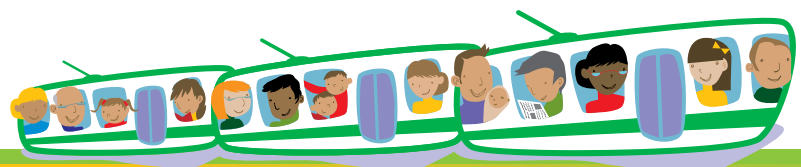
Much is made of the cost of building new rail lines. But what is the cost of not building them? Imagine what Melbourne would be like today if past leaders had chosen *not* to build the rail lines that we now rely upon. It is an investment in the future of the city.

There has never been a better time for our leaders to grasp the current opportunity to build the needed rail lines and other public transport infrastructure that will serve Melbourne for many generations to come, helping to ensure our city remains liveable and resilient to future challenges.

It is time to take bold action to reconfigure our transport system for the challenges ahead.

## Summary

- Local governments around Melbourne strongly support major public transport improvements.
- The commuters we represent urgently need better transport choices. They need safe, accessible, reliable and frequent public transport, and much improved pedestrian and cycle networks.
- If we are to meet the challenges of climate change, peak oil and the aspirations of *Melbourne 2030*, these improvements need to happen much sooner than current Victorian Government timelines indicate.
- The Commonwealth Government needs to start investing in urban public transport.



# Meeting future transport needs

## The MTF Transport Plan for Melbourne

Melbourne is experiencing a period of strong population growth, substantially in excess of growth forecast in the Victorian Government's planning blueprint, *Melbourne 2030*. This rapid growth greatly strengthens the need to pursue the concepts outlined in this important guiding Government policy.

The MTF's Melbourne Transport Plan contains themes and recommendations that are directly supportive of the key directions of Melbourne 2030, as outlined right.

### The MTF is calling on Government to:

- **substantially increase investment in sustainable transport**
- **deliver this investment sooner rather than later**
- **ensure that the people of Melbourne have real choice and equity in the transport available to them.**

### Themes and recommendations

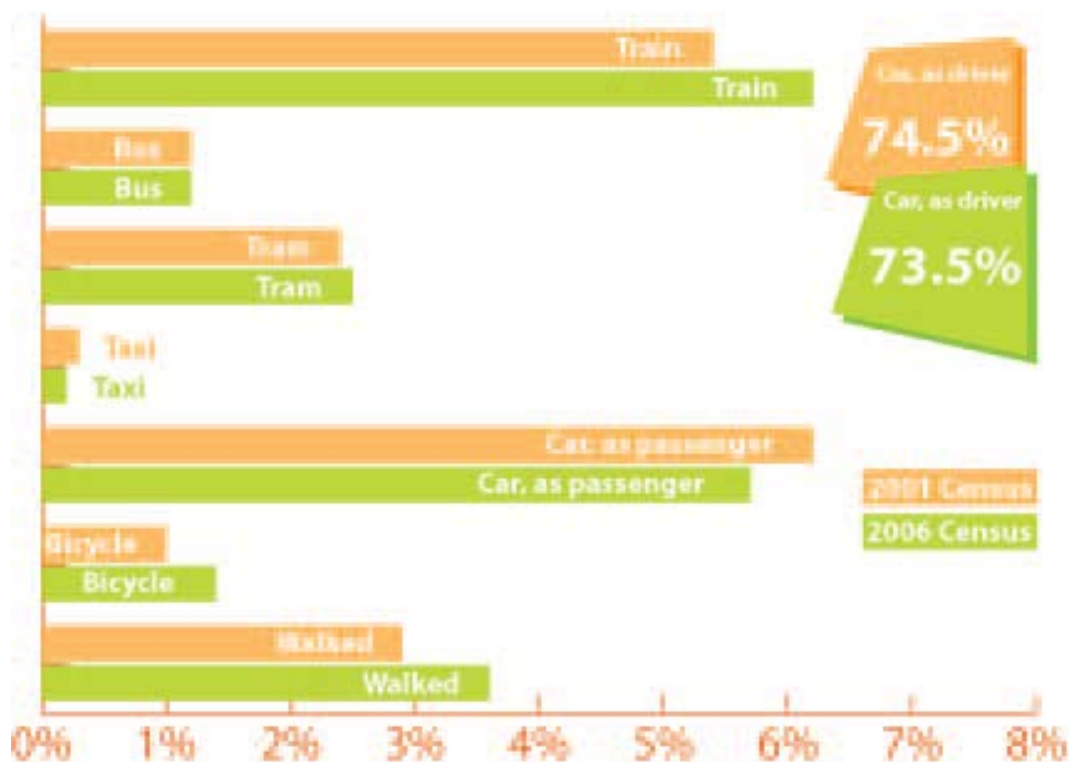
- **A more compact city:** by recommending increased investment around transport hubs and identified activity centres and transit cities.
- **Better management of metropolitan growth:** by supporting development within the metropolitan growth boundary.
- **A more prosperous city:** through the prioritisation of the most economically efficient transport modes in terms of minimising expenditure on transport fuel and reducing time lost to congestion.
- **A great place to be:** through the prioritisation of people-friendly transport initiatives, in which liveability outcomes are a primary focus.
- **A fairer city:** by placing an emphasis on low income groups and responding to the challenges they face in terms of higher levels of car dependency, less access to quality public transport and exposure to fuel price increases.
- **A greener city:** by calling for a step change in the level of priority that climate change receives in the development of Melbourne's transport system.
- **Better transport links:** by highlighting the need for an integrated transport system, with a much better interface between walking and cycling routes, bus and tram services and the rail system.
- **Better planning decisions, careful management:** achieving much better the integration of land use and transport policy, and implementation with a focus on minimising journey distance and maximising sustainable transport choice.

# Current travel patterns

Given the limited choices, the car remains the primary means of transport for the vast majority of working Melburnians. In fact, Census data from 2006 show that over three quarters of work journeys in Melbourne were undertaken by car. The graph below highlights 2001 and 2006 Census figures on journey to work travel mode, indicating the dominance of car based travel.

**Melbourne's metropolitan train network has experienced a 30 per cent increase in patronage since 2005.** (Connex, 2008)

## How Melbourne Travels to Work



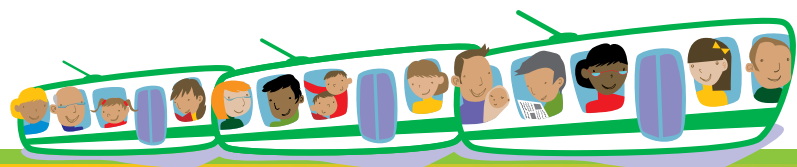
Source: ABS, 2007.

But things are changing. A small shift has occurred from car use towards sustainable modes of transport, with public transport, walking and cycling all having increased from 2001 Census figures.

Train patronage has shown strong growth, well in excess of tram and bus patronage increases, with a sharp spike in CBD travel in particular (Department of Transport, 2008). Melbourne's metropolitan train network has experienced a 30 per cent increase in patronage since 2005 (Connex, 2008). This is despite the limited extension of rail services compared with tram and bus, frequent cancellations and over-crowded trains and trams. The growth under these circumstances demonstrates an even greater latent demand for services.

The inner city has experienced the strongest bicycle commuting growth of any Australian capital, growing at approximately 42 per cent between 2001 and 2006 (Bauman et al, 2008). A variety of factors are responsible for this shift towards sustainable transport. Spiralling petrol prices and concern about climate change have contributed to Melburnian's renewed interest and growing demand for alternatives to car based travel.

It is clear that climate change and fuel price vulnerability must play a more central role in the Victorian Government's transport policy development, particularly given Melbourne's strong population growth.



# Transport contributes to climate change

There is considerable pressure on Melbourne's transport system. Climate change, increasing fuel costs, congestion and the desire for a more liveable city have changed the transport policy landscape.

## Climate change

Victorians have among the world's highest greenhouse gas emissions per capita (Commissioner for Environmental Sustainability, 2008). Transport is a significant and growing source of these emissions. Transport emissions soared 30 per cent between 1990 and 2005 and are expected to grow 67 per cent above 1990 levels by 2020 (Department of Climate Change, 2008).

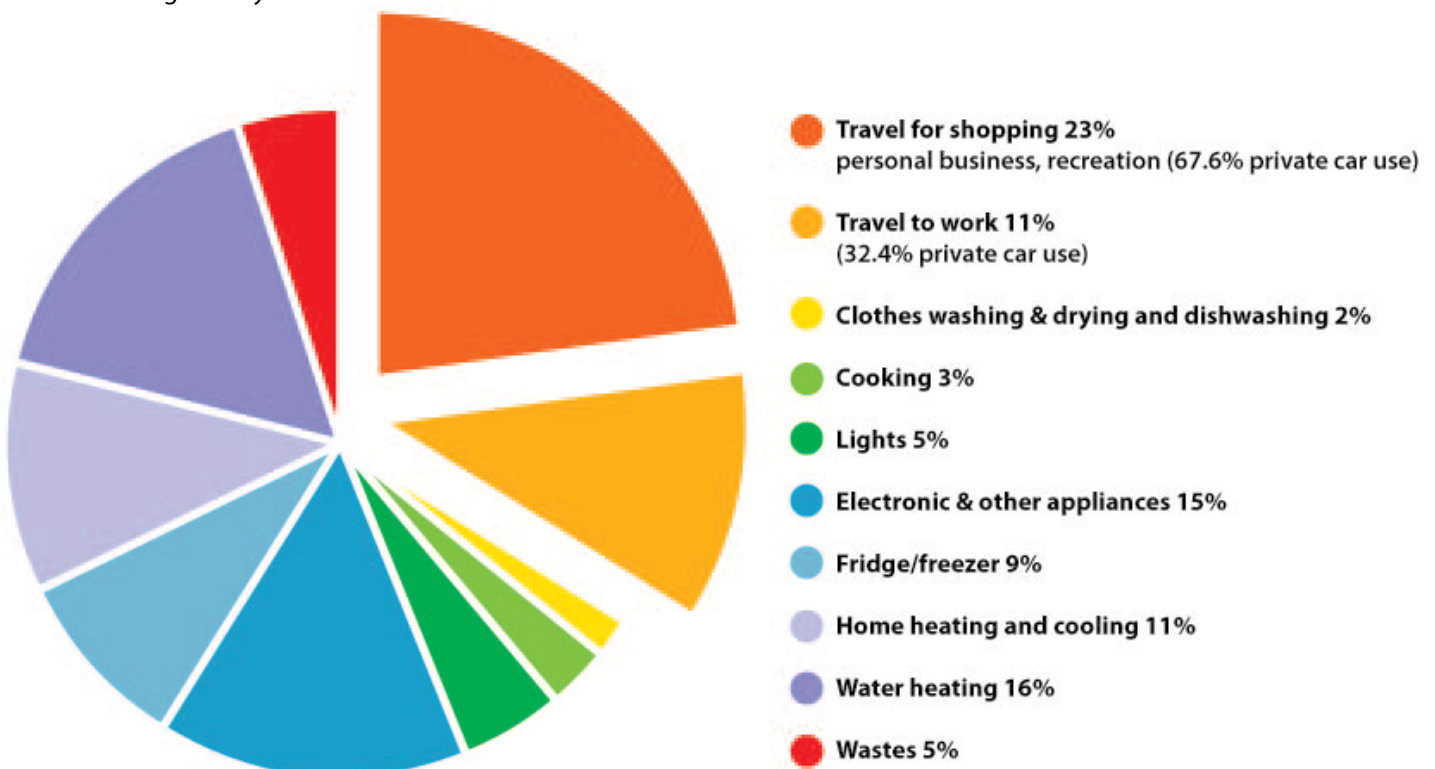
**Transport emissions soared 30 per cent between 1990 and 2005 and are expected to grow 67 per cent above 1990 levels by 2020**

(Department of Climate Change, 2008).

## Household greenhouse gas emissions

The Australian Greenhouse Office (2006) found 34 per cent of household emissions are generated from transport, as illustrated below. The Victorian Government's stated goal is to bring greenhouse gas emissions down 60 per cent from 2000 levels by 2050 (Commissioner for Environmental Sustainability, 2008). Furthermore it is of grave concern that transport emissions are growing more rapidly than emissions generally.

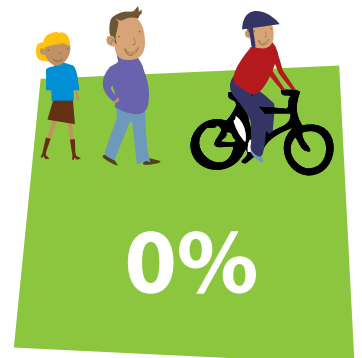
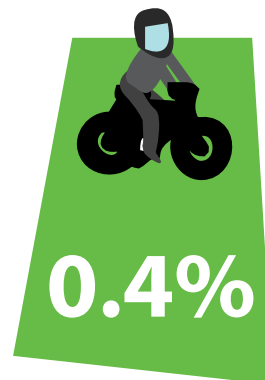
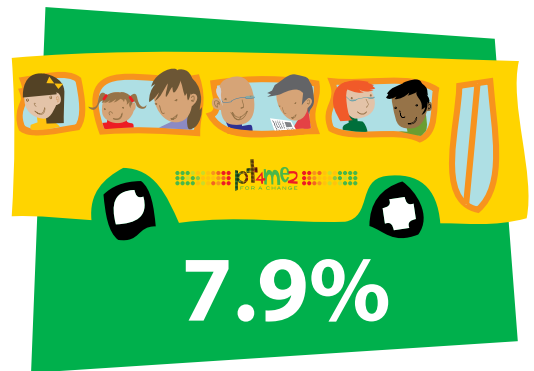
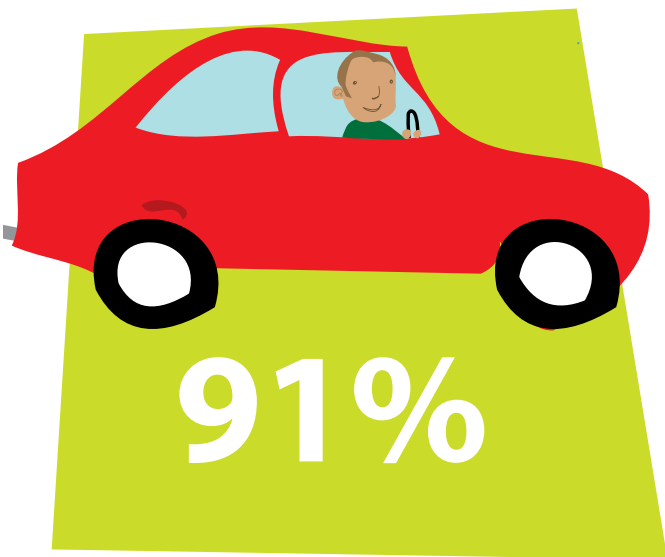
The rise in transport-related greenhouse gas emissions represents a distinct challenge for the Victorian Government, given this target to reduce emissions. Such a target is unlikely to be met unless a significant modal shift occurs away from single occupant car use.



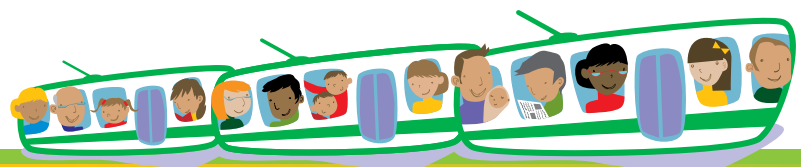
Source: Australian Greenhouse Office, 2006.

## The greenhouse contribution from different modes of transport

To further illustrate the importance of modal shift away from car dependency, the chart below highlights the overwhelming proportion of greenhouse gas emissions from car use.



Taken from Commissioner for Environmental Sustainability, 2008.



# What some people in Melbourne told us...

## Bess, Lynbrook Heights

I am a resident of Lynbrook Heights, in the highly populated growth corridor of Melbourne's south east.

The closest train stations are Merinda Park (Cranbourne line) or Hallam (Pakenham line) but these trains are crowded, congested and most uncomfortable as I never get a seat either on the way in to the city to work or on my way home. That's almost three hours of being squeezed into an overcrowded train.

Lately I've been getting a lift with my husband to Mt Waverley because the trains run more frequently and I can get to work comfortably seated. As long as my husband has a job in Mt Waverley I intend driving in with him. Otherwise, I have no other option but Merinda Park or Hallam.

When we purchased our block of land in 2000, the incentive was a proposal for Lynbrook station. Now in 2008 there's no sign of any construction whatsoever.

We are currently aware that the station might be built in 2016 - many more years of frustration.

I would take a bus to do my shopping on the weekends but there are no bus services in Lynbrook Heights.

I spend a good 3 hours of travel to and from work every day and would like to see some real improvements in the train and bus services in the Lynbrook area - they're a top priority for ordinary citizens like you and me.

**"That's almost three hours of being squeezed into an overcrowded train."**

## What would great transport look like?

**It would be:**

- easy to use
- flexible
- fast and frequent
- affordable

**and everyone would be able to travel sustainably and not be car dependent.**

## Tom, Doncaster

"I'm a student who lives in East Doncaster and travels to Monash University in Clayton by bus every day.

I need to catch three different buses which can take up to two hours—if I drove it would only take about 35 minutes.

It's actually worse outside of peak hours because the bus services don't link up and I spend a lot of time waiting at bus stops.

The good thing is that it's a lot cheaper than driving—\$35 a month for my Zone 2 concession.

Parking at Monash costs almost \$300 a year, so if you add in petrol and maintenance...

One of the reasons why people don't take public transport is because it's just too confusing—there should be a timetable and map at every bus stop in Melbourne.

The buses in this area really need to run more frequently and there should be dedicated bus lanes along Hoddle Street, Victoria Parade and in the CBD—they need to be enforced too so parked cars don't constantly slow buses down.

Things are just taking too long—there has been talk about upgrading SmartBuses, but I really can't see why it's taking so long to implement.

Tertiary students also really need a yearly Metcard like the one primary/secondary students have.

I actually like catching the bus—I'm not polluting the atmosphere, I don't have to think about traffic or worry about parking, I can get reading done or finish uni work on my laptop.

I just wish they ran more often."

**"Things [infrastructure improvements] are just taking too long."**

## Leonie, Yarraville.

"I live in Yarraville with my husband and two young children.

My husband works in Kew and usually drives because it's just easier and quicker than catching the train, especially because trains run relatively infrequently so if he misses one he has to wait an extra 20 minutes.

At the moment I'm at home on maternity leave but I'm thinking about how I'm going to manage the trains with the two young children once I go back to work in the CBD.

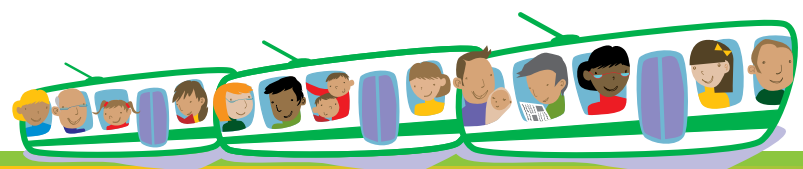
The trains are just so crowded. Getting on with a pram in the mornings is just not an option—and juggling two young children without a pram is likely to be really difficult and probably not a realistic option.

It's definitely cheaper to catch the train and I prefer it from an environmentally friendly perspective but overcrowding is a big factor in my decision about whether I'll drive or not.

It seems unfair that sometimes I can't even get on the train with my two children, let alone safely sit down with them.

What we really need is a lot more trains running to relieve the overcrowding and make it a more flexible transport option."

**"I prefer it [to catch the train] from an environmentally friendly perspective but overcrowding is a big factor in my decision about whether I'll drive or not."**



# Road expansion does not solve traffic congestion - it helps to create it!

The Bureau of Transport and Regional Economics found that the cost of congestion in Melbourne was \$3 billion in 2005 and this is expected to double by 2020. The major contributor to congestion is private automobile use (Bureau of Transport and Regional Economics, 2007).

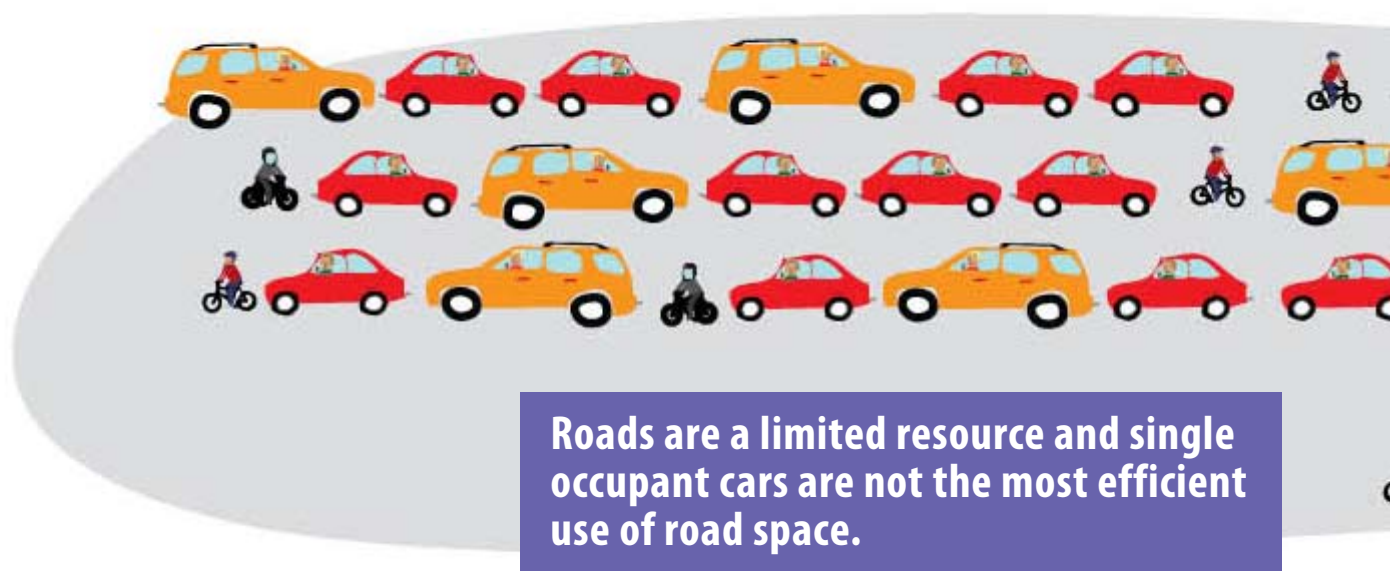
In the past, it has seemed reasonable to provide additional roads as a response to traffic congestion. Professors Peter Newman and Jeff Kenworthy, of Curtin University, have conducted a global survey and found that road building has a poor track record in reducing congestion (Newman & Kenworthy, 1999). It's akin to putting more holes in a belt to solve an obesity problem.

Kenworthy argues that traffic ought to be viewed as a gas, rather than a liquid. Liquids typically hold their volume, regardless of the space provided. Traditional transport planning theory views traffic as a liquid. Thus, the transport planner's job has been to simply provide the necessary volume of road space to achieve an efficient flow of traffic.

A clearer understanding treats traffic as a gas. A gas is able to expand and contract depending on the space provided. Viewed in this way, the transport planner's role is one in which a conversion to the most space-efficient modes of transport becomes the priority.

Effective, evidence-based transport policy looks to compress traffic by making space-efficient modes of transport more attractive.

The images below offer a clear representation of the relative space efficiency of cars, public transport, bicycles and pedestrians. The key to tackling congestion is obvious.

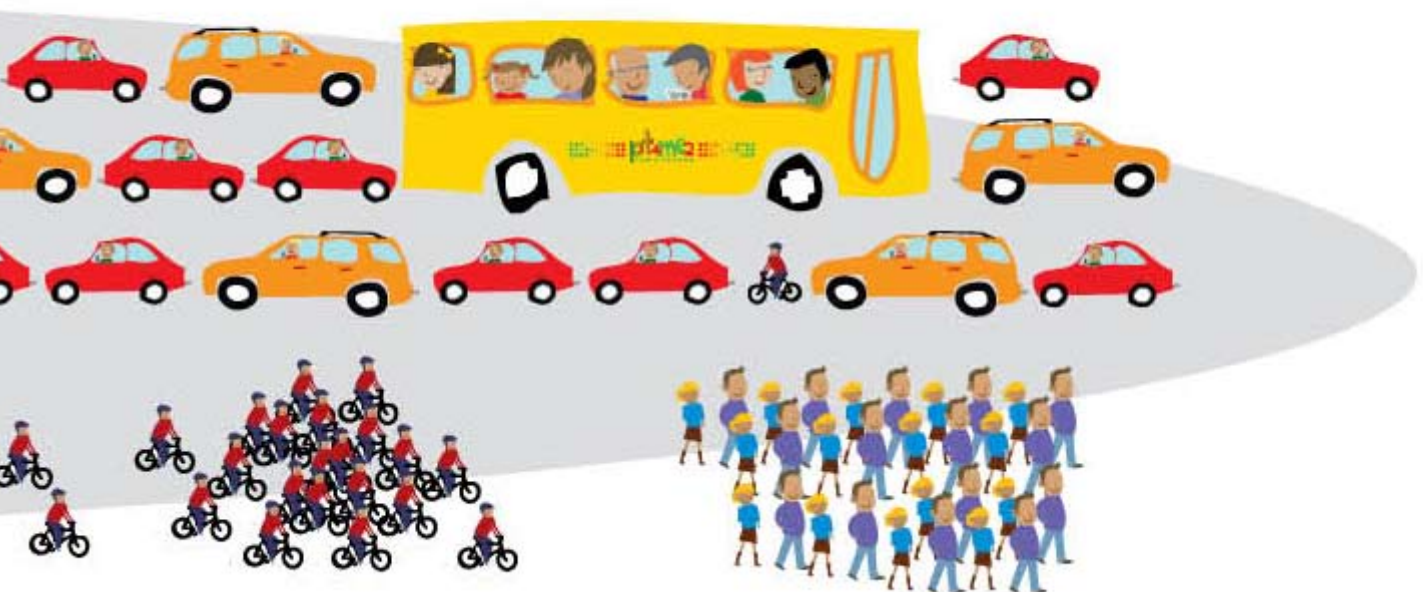


Urban planning expert Jane Jacobs, along with many others, argue that too many governments focus on symptoms and ignore causes. This approach sees the problem as traffic congestion—so, the obvious solution is to provide additional road capacity.

However, congestion, as argued by Jacobs, is the symptom. Dependence on cars is the problem. Given that Melbourne has among the highest ratios of freeway per resident of any city (Scheurer et al, 2005), the Victorian Government needs to develop a sharper focus on the problem rather than the symptoms.

Developing a well integrated public transport system is an effective method of increasing the efficiency of the Melbourne economy by cutting congestion and time spent in traffic.

**Congestion is the symptom.  
Dependence on cars is the problem.**



# Technology can't deliver on its own

There has been considerable interest in the potential of vehicle technology to reduce the emissions intensity of the transport sector. While it is expected that new cars will offer better environmental performance, few efficiency improvements have occurred over the last four decades (Mees, 2000). Moreover, energy experts Dr Robert Hirsch et al (2005), in work for the US Department of Energy have shown that it takes 15 years to renew the vehicle fleet, so even if ultra-low emission / consumption technology becomes available, it will be almost a generation before it filters through the market.

Equity considerations are also raised when assessing the effectiveness of technology to solve transport's contribution to climate change. The purchase of a hybrid vehicle, with additional engine / battery technology, is inherently more expensive than a conventional car and this puts them out of reach for many. Unsurprisingly, low income populations spend less on vehicle purchase (Currie and Sensbergs, 2007) and therefore transport policy that relies on a technological solution will have negative ramifications for many Melburnians, especially those on medium and low incomes.

The table below demonstrates that the weekly cost of owning and driving a hybrid is over six times the cost of a yearly Metcard (Zone one and two, full fare) and over 80 times the cost of using a bicycle.

Costs	Toyota Prius <sup>^</sup>	Yearly Metcard Zone 1 and 2	Bicycle
<b>Purchase</b>	<b>\$37400*</b>	<b>\$1722</b>	<b>Approx. \$700</b>
<b>Standing costs** (ave \$/week)</b>	<b>\$164.26</b>	-	-
<b>Running costs (Cents per km)</b>	<b>\$12.31</b>		<b>negligible</b>
<b>Total cost (\$/week)</b>	<b>\$200.63</b>	<b>\$33.16</b>	<b>\$2.30</b>

<sup>^</sup> Source: RACV Website (accessed 30 September 2008)

\* Excludes dealer delivery, statutory charges and optional extras

\*\* Standing costs include those incurred on a periodical basis, such as depreciation in the value of the vehicle, interest on the loan, registration, driver's license and RACV roadside assistance membership.

The embodied energy involved in the production of new vehicles is also a significant contributor to climate change (Whitelegg, 1992) and must be factored into any policy focused on increasing the uptake of new vehicles. Finally, research in the past has shown that owners of newer cars have a tendency to drive more than owners of older cars. This reduces actual savings in fuel costs and greenhouse gas emissions, as well as exacerbating congestion problems.

There is an urgent need to provide high quality, accessible public transport and a well connected cycle network to all areas of Melbourne. This will be an essential plank in any meaningful policy to address climate change. Petrol is set to be fully covered under the emissions trading scheme by 2013, therefore low carbon transport options need to be planned now.

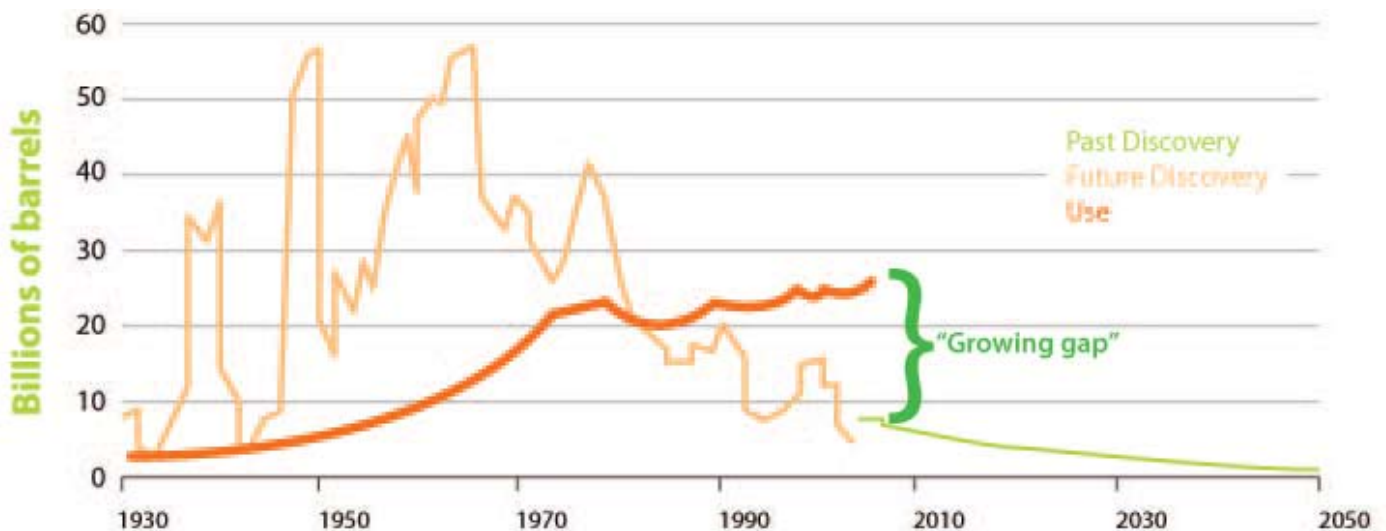
**Dependence on technology raises equity considerations. The cost of owning and driving a hybrid is six times higher than the cost of a yearly Metcard.**

# The soaring price of petrol and the problem of peak oil

The price of petrol has skyrocketed in recent years. In 1999, Melbourne motorists paid just 66.2 cents per litre for petrol (Cumplings, 2007). In 2008, it is not uncommon for unleaded petrol to cost in excess of \$1.50 per litre. On average, households now spend over \$200 per month on petrol (Comsec, 2008) and this reduces spending in other, more productive, sectors of the Victorian economy.

Skyrocketing oil prices have been caused by a range of factors. Geopolitical tensions and commodity speculation have played a role, but the primary factor has been the growing imbalance between demand and supply. As the graph below from ExxonMobil (2002) illustrates, the year in which the world discovered the greatest amount of oil was 1964. Since that time we have generally found less and less each year. We have been consuming more oil than we find since 1982. We now consume four barrels of oil for every one discovered.

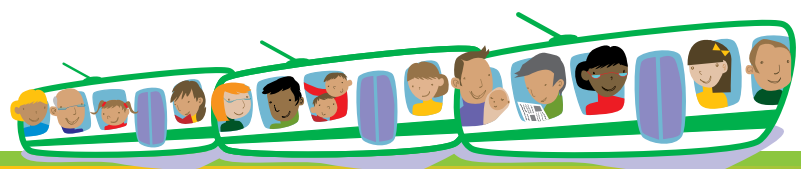
With CSIRO warning petrol could cost as much as \$8 per litre by 2018 (CSIRO, 2008) and rail projects taking 10-15 years to implement, the public transport deficit cannot be overstated.



Source: ExxonMobil, 2002

**“With only about a decade of known oil resources remaining at today’s production rates, Australia is looking down the barrel of a \$25 billion trade deficit in petroleum products by 2015.”**

(The Hon Martin Ferguson AM MP, APPEA Conference, 7th April, 2008)



# Transport has a social impact

Urban planning academics Drs. Jago Dodson and Neil Sipe have conducted an assessment of rising fuel prices on Australian cities in their report *Oil Vulnerability in the Australian City* (2005). They found 'Urban residents at the lower end of the socio-economic spectrum with the least financial capacity to absorb additional costs would likely be worst affected'. Melbourne was among the most vulnerable of the cities included in the study.

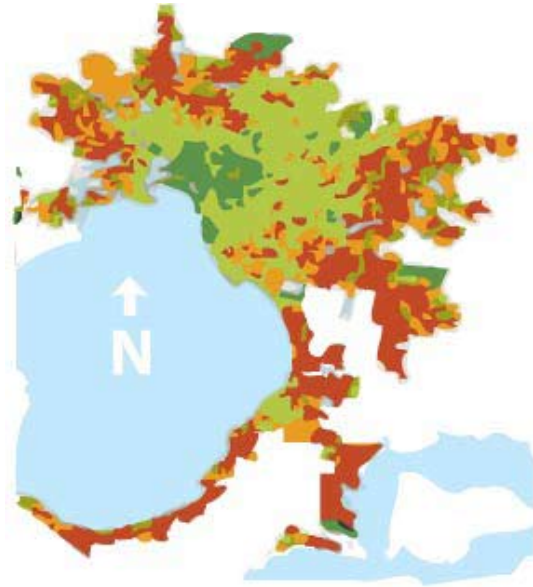
**Urban residents at the lower end of the socio-economic spectrum with the least financial capacity to absorb additional costs would likely be worst affected.**

Not only do low-income communities have the least capacity to pay higher petrol bills, they are more likely to live in outer suburban areas and it is these regions that are the most reliant on car use (Currie & Senbergs, 2007). Since 2005, Dodson and Sipe have continued to research the relationship between car ownership, transport options, and mortgage debt relative to income (Dodson & Sipe, 2006; 2000). The map (right) offers an illustration of their findings, with the darker regions signifying higher levels of car ownership, car use and mortgage debt relative to income.

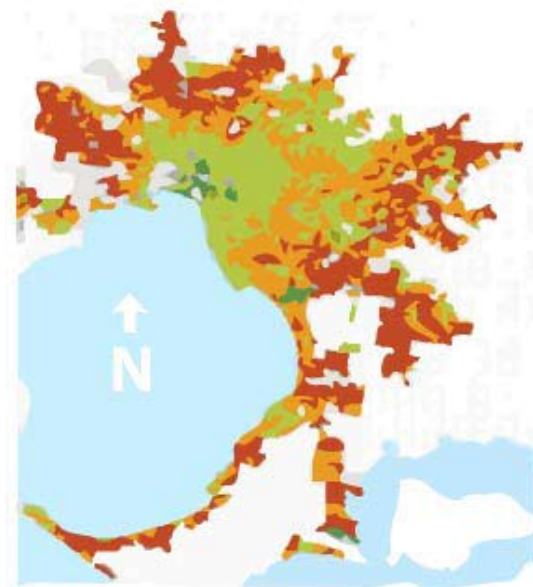
It is clear from these maps that outer suburban areas are suffering due to a lack of public transport alternatives. Research shows that the situation has worsened since 2001.

**The Victorian Government now has the challenge to build in public transport services, to allow residents access and mobility without the heavy dependency of the car that is currently typical of outer suburban travel patterns.**

## Melbourne Oil Price/Mortgage Vulnerability



2001 census data



2006 census data

- 0 - 9 (Minimal Vulnerability)
- 10 - 14 (Low Vulnerability)
- 15 - 16 (Moderate Vulnerability)
- 17 - 20 (High Vulnerability)

Source: Adapted from Dodson & Sipe, 2008

# A tale of two cities:

## Comparing transport in Caroline Springs to the Melbourne average

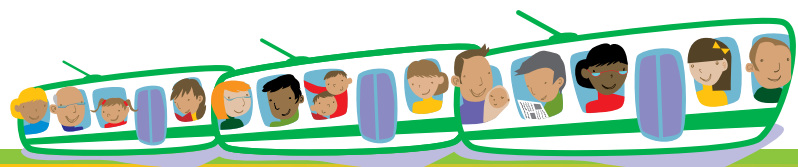
Government must consider the ramifications of continuing to encourage low income earners to seek outer suburban housing. Affordable housing may lose its value should it be accompanied by costly transport options (Commissioner for Environmental Sustainability, 2008). It is therefore necessary to integrate social equity principles into transport planning—to ensure low income households / areas have access to the same range of transport alternatives to the car as wealthier suburbs. This is wholly consistent with *Melbourne 2030's* principle of creating a fairer city.

The lack of public transport opportunities in Caroline Springs has led to higher levels of car ownership and this comes at a significant cost to households. The cost of one small and one large car (typical for Caroline Springs) comes at a cost of \$385 per week—almost 30 per cent of median family income (O'Dwyer, 2008).

## Urban growth and liveability

Melbourne is experiencing a period of significant population growth. About 1,500 people are moving into the city each week (Brumby, 2008). This is putting excessive pressure on our infrastructure and the transport system is failing to cope. Much of Melbourne's growth has occurred on the urban fringe (*Audit of Melbourne 2030*, 2008) and this poses an additional transport challenge compared to growth consolidated around the rail network (largely in middle and inner regions).

Indicator	Caroline Springs	Melbourne average
Dwellings with one or more cars	98.21 per cent	89.63 per cent
Dwellings with two or more cars	68.94 per cent	52.66 per cent
Car only to work	86.4 per cent	78 per cent
Public transport only to work	6.7 per cent	12.7 per cent
Walk or cycle to work	0.7 per cent	5.1 per cent



# Our legacy: a city with vibrant suburbs

## Adapting the suburbs for the future

In order to adapt Melbourne's middle and outer suburbs to the inevitable increases in petrol prices, a major investment in outer suburban rail and high quality bus services must take place. A concerted effort is also required to integrate the development of extensive bicycle routes with the established public transport network, particularly rail. This acts to extend the catchment of the public transport corridor and ease parking congestion around suburban train stations.

In countries where such an effort has been made, the Netherlands for example, 38 per cent of all train passengers arrive at their origin station by bicycle (Ministry of Transport, Public Works and Water Management, 2007). The following graphic highlights how the integration of high quality bicycle networks with train stations increases their catchment area by a factor of 15.



# Space and movement:

**No major rail extensions have taken place since the 1930s, despite an extra 2.7 million residents.**

In order to maintain Melbourne's liveability, the Victorian Government needs to bring rail and rapid bus services to the vast swaths of Melbourne developed over the last five decades. These areas were typically developed in an era in which the car was seen as the modern replacement to traditional public transport oriented development. The two maps below illustrate the pattern of development over the last five decades, in which urban areas extended beyond the rail network.

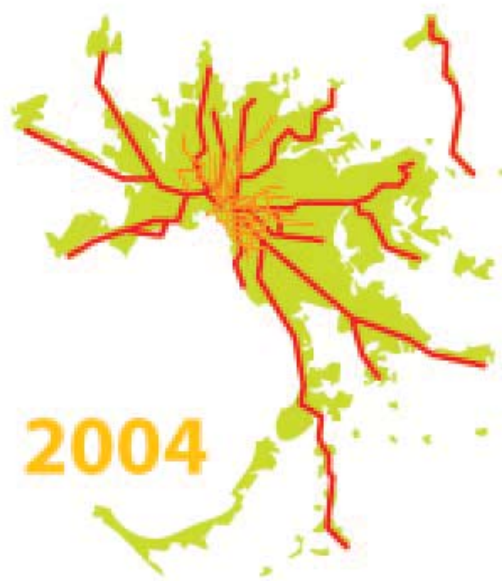
Melbourne has grown from a city of around one million residents in 1930, to 3.7 million in 2006 (ABS, 2008). This growth has considerably outstripped extensions to the public transport network. In fact, no major rail extensions have taken place since the 1930s, despite an extra 2.7 million residents.

The change in land use patterns, where greater numbers of residents have settled in areas beyond the catchment of the rail network, began in the 1950s (Department of Transport, 2008, Commissioner for Environmental Sustainability, 2008).

This has created a level of car dependence (Newman & Kenworthy, 1999) and forced car ownership (Currie & Senbergs, 2007) that is putting pressure on Melbourne's liveability, quality of life and the goals set out in Melbourne 2030. The 1969 Metropolitan Transport Plan clearly sets out what needed to be done, but few of its public transport proposals were implemented. The current *Transit Cities* program attempts to modify this trend by concentrating development around transport hubs.

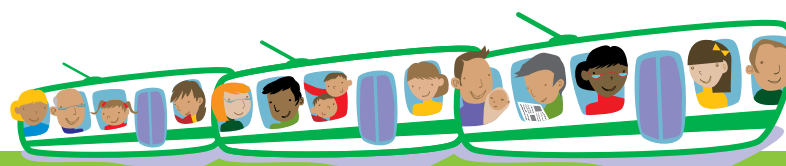


1954



2004

▲ Source: Taken from Department of Sustainability & Environment, 2006.



# Integrating land use and transport planning

The recent Audit of Melbourne 2030 reaffirmed the need to carefully integrate land use and transport planning in a manner that reduces trip distance and encourages sustainable transport choice. The Audit recommended, *“prioritising actions to support a rapid modal shift over the next five years from car to public transport. . . and walking and cycling.”*

The MTF argues that much more needs to be done to ensure the success of the *Transit Cities* concept—because it offers significant potential to reduce trip distance and foster increased use of public transport, cycling and pedestrian activity.

**The Audit recommended, “prioritising actions to support a rapid modal shift over the next five years from car to public transport. . . and walking and cycling.”**

## Freight

Melbourne is home to Australia’s largest port and this, coupled with our strong population growth in recent years, has led to a significant increase in freight. Despite a Government policy to have more freight carried by rail, an increasing proportion of freight is being carried by road (Department of Infrastructure, 2007). This puts pressure on community liveability, road safety, greenhouse gas emission targets and congestion.

With the freight task expected to quadruple by 2035 (Port of Melbourne, 2006), the Victorian Government needs to implement bold measures to encourage a return to rail as the preferred significant mode. Restricting road freight to identified corridors and investing in intermodal hubs and smart distribution networks is urgently required if Melbourne is to maintain its status as one of the world’s most liveable cities.

# The overview:

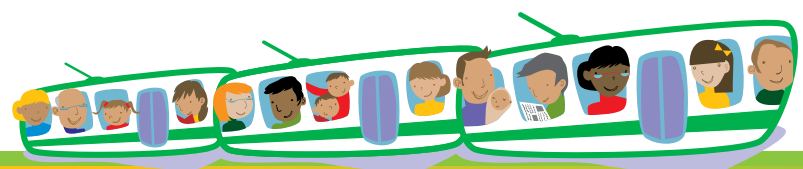
## A sustainable transport plan for Melbourne

### What Councils want is for Government to:

- Set a goal of carrying 30 per cent of motorized trips by public transport by 2030 and 50 per cent by 2050 and develop an action plan to achieve these targets.
- Explore initiatives aimed at achieving community—wide behaviour change and encouraging sustainable travel. This might include a reward system for frequent public transport users; reducing registration costs based on distance travelled or use of one car per household or low emission vehicles, reducing/removing stamp duty on medium and high density developments to encourage greater housing density.
- Ensure whole-of-government support for road space priority for pedestrians, cycling and public transport in Activity Centres.
- Ensure that public transport infrastructure and vehicles achieve *Disability Discrimination Act* (DDA) compliance.
- Boost funding for community transport to support an ageing population.
- Introduce widespread High Occupancy Vehicle (HOV) lanes on Melbourne freeways and arterial roads experiencing congestion to encourage higher vehicle occupancy rates, give priority to buses and reduce congestion.
- Seek Federal Government involvement and funding in public transport infrastructure.

### Plus . . . land use planning changes that:

- Ensure that the development of new growth areas is closely linked to the provision of adequate public transport.
- Legislate for developer contributions towards sustainable transport solutions for large developments, including contributions to public transport services.
- Develop planning scheme provisions for car parking that enable local authorities to encourage development that lends itself to greater use of public transport, walking and cycling and minimises car dependence.
- Ensure no more major residential developments are approved without adequate public transport by altering the planning process so that development approval can't proceed until a pre-defined level of public transport service is either in place, or committed to by the State Government.



# Specifically, we're calling for improvements to . . .

## Rail

- Extend the Epping line to Mernda and South Morang and from Lalor to Aurora and Epping North.
- Build the train line from Huntingdale to Rowville via Monash University (Clayton).
- Construct a rail line from Clifton Hill/Fitzroy along the Doncaster corridor.
- Electrification of the line to Sunbury.
- Electrification, duplication and suburban services to Caroline Springs, Melton and Bacchus Marsh.
- Develop the Tarneit line as an electric suburban service connecting the Werribee and Bacchus Marsh lines.
- Increase capacity in inner Melbourne to enable high frequency services on all lines, such as the Caulfield-Footscray rail tunnel proposed by Eddington or extra above ground infrastructure.
- Ensure rail services are every 10 minutes on every line, seven days a week, 6am to midnight.
- General improvements to all railway stations including better bicycle parking, pedestrian access, carparking and toilets, as well as major upgrades of key stations such as Footscray and Ferntree Gully.
- Staff all stations to ensure safety, accessibility and ease of use.
- Improve both train and traffic flow by implementing a long term program to remove level crossings at strategic locations.
- Improve rail service reliability by reducing cancellations and late running times.



# And investment for . . .

## Trams

- Extensions, particularly to key Activity Centres, and ensuring on-road priority.
- Make all tram stops accessible including construction of super stops where feasible.
- Ensure tram services are at least every 10 minutes on every line, seven days a week, 6am to midnight.

## Buses

- Improve frequency and speed, with buses having priority on roads (including on arterial roads and freeways) and ensure connections between Activity Centres.
- Bus service schedules should be planned during the land use planning stages, for both residential and commercial areas.
- Where buses provide the public transport connection between major, specialised and principle Activity Centres, services should run every 10 minutes, 6am to midnight.
- More services on evenings, weekends and public holidays.
- Provide local bus routes for areas which are currently unserved.
- Upgrade bus interchanges in key Activity Centres and increase the number of bus shelters at bus stops throughout Melbourne, including the provision of adequate lighting and real time information.
- Extend early bird tickets to bus travel.
- Upgrade and extend the Smart Bus Service to create Bus Rapid Transport systems as part of a high speed, high frequency integrated public transport network.
- Increase and extend local bus services linking railway stations to offset commuter parking constraints.
- Some councils would like bus services to be extended to run between 5am and 1am, seven days a week.

## Bikes

- Upgrade and improve cycling infrastructure throughout Melbourne.
- Ensure better connections of the bicycle network across all councils and improved visibility of bicycle lanes through appropriate design treatment, signage, surface treatment and road management.
- Complete the Principal Bicycle Network (PBN). The PBN was proposed in the early 1990s, yet remains only 35 per cent complete.
- Extend the 10km radius for encouraging cycling to at least 15km from the Melbourne CBD.
- Upgrade cycling infrastructure in outer regions of the metropolitan area, particularly to Activity Centres such as Dandenong.

## Feet

- Improve pedestrian priority at traffic light controlled intersections.
- Ensure provision of adequate and attractive footpaths to facilitate walking to destinations, particularly Activity Centres and community facilities.



# That's not all. Locally we need . . .

Council	Priorities
<b>Port Phillip</b>	Bring forward Bus review for the City of Port Phillip – not due to begin until 2009.
	Construct the Cecil St Bikeway, creating an off road route from the St Kilda Seabaths, through Albert Park, into the City of Melbourne.
	Bring forward delivery of Blue SmartBus.
<b>Yarra</b>	Improve “inner circle” public transport from Richmond to Fitzroy, North Fitzroy and North Carlton.
	Implement segregated on-road bicycle routes in accordance with the Inner Melbourne Action Plan (IMAP) priority routes.
	Extend Route 86 Tram from Queens Parade, Clifton Hill along Hoddle Street to link the Clifton Hill rail station/bus interchange, Bridge Road and Swan Street tram lines, and ultimately the Toorak Road tram.
<b>Maribyrnong</b>	Improve public transport services in the western suburbs to address Northern Group Rail capacity problems. Provide additional capacity between Sunshine and Footscray, through North Melbourne and the City Loop. Reduce overcrowding in the inner west and encourage more off peak patronage.
	Improve tram services to the west including from Footscray to the City (Docklands) via Footscray Road, connecting Highpoint Shopping Centre direct to the tram network. A tram service to the City from Highpoint, connecting the Footscray tram to Racecourse Road in Newmarket via Ballarat Road and Smithfield Road and to the City is also required.
	A fast ferry service to the City/Docklands from Footscray Wharves possibly linked to other locations around the bay such as Werribee South and Point Cook.
<b>Wyndham</b>	Establish the review process and basis for the extension of bus services into new estates within designated Growth Areas.
<b>Knox</b>	Extend Route 75 tram along Burwood Highway from Vermont South to Knox City to link to a new Knox City transport interchange with the Stud Road Smart Bus Service and local feeder bus services.
	Duplication/triplication of the Belgrave rail line - single sections of track to be duplicated and triplication of tracks between Box Hill and Ringwood to allow for additional train services and improve reliability. Improve frequency of services on the Belgrave line.
	Bus service review - examine and redefine existing local routes with regards to route accessibility and functionality.
	Development of a transport interchange at Stud Park Shopping Centre to incorporate Stud Road SmartBus, Wellington Road SmartBus and local feeder bus services.
	Development of Knox Central Transport Interchange to incorporate the Stud Road SmartBus, tram and local bus services.

<b>Darebin</b>	Construct the double track North of Keon Park on the Epping line.
	Contribute significant funds to provide missing links in walking and cycling permeability, particularly bridges over Darebin and Merri Creeks. Complete Darebin Creek Trail extending north into Whittlesea and south into Banyule, Boroondara and Yarra.
	Strengthen preferred traffic routes by locking in pedestrian, cycle and public transport benefits on other roads particularly the Plenty Road-Grange Road route.
<b>Moreland</b>	Reduction of speed limits to 40km/h on local roads.
	Extend services to 24 hours a day, 7 days a week.
<b>Melbourne</b>	Extend the Docklands tram to Footscray Activity Centre.
	Extend the train network from the CBD to Melbourne Airport.
	Introduce a Public Bike Hire System.
<b>Moonee Valley</b>	Extend tram Route 57 to Avondale Heights and Route 59 to Tullamarine.
	Conduct a State Government feasibility study into a rapid transit corridor between Melbourne CBD, Moonee Valley, Airport West and Tullamarine Airport.
	Minimum 10-minute rail service on the Craigieburn line including Friday and Saturday nights.
	Development of a public transport hub at Airport West and Essendon Fields and linking this to Tullamarine Airport and Melbourne CBD.
<b>Casey</b>	Bring forward construction of Lynbrook Station in Melbourne's south-east, not due to be completed until at least 2016.
	Extend the suburban line from Cranbourne to Cranbourne East and construct a new station at Cranbourne East.
	Duplicate the rail line between Cranbourne and Dandenong.
	Staff all stations (Hallam and Merinda Park currently have none).
	Expand commuter parking at Merinda Park Station, Narre Warren Station and Berwick Station.
	Develop a network of high speed/ high frequency bus routes along arterial roads to link activity centres.
	Provide Night-rider services in Casey (currently only link out to Dandenong).
<b>Manningham</b>	Immediate implementation of the enhanced bus DART system.
	Consideration of Manningham for a pilot project of 'state-of-the-art' bus rapid transit system that would be the flagship for bus services in Melbourne.
	Implement a dedicated program to promote the image of buses relative to light and heavy rail.
	Undertake a feasibility study for a high capacity fixed rail transport system to serve the Doncaster corridor.
	Upgrade sub standard arterial roads to facilitate movement of public transport along these roads.

