

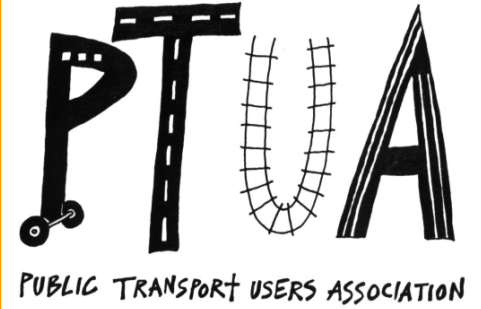
PUBLIC TRANSPORT USERS ASSOCIATION

## Public Transport in the South East

Wednesday 16<sup>th</sup> of August 2006

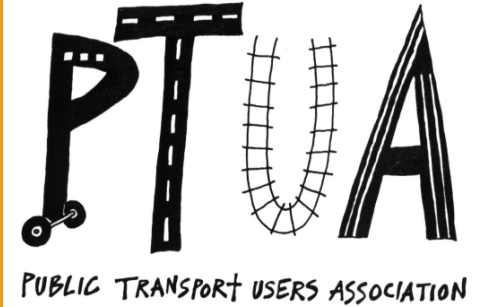
Cr. Alex Makin ([alex.makin@ptua.org.au](mailto:alex.makin@ptua.org.au))

# Agenda:



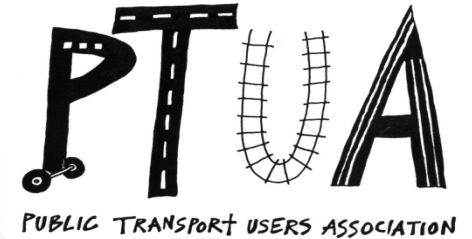
- About the PTUA
- The Case for Public Transport
- Current public transport services
- The Solution:
  - Institutional Reform
    - Perth Examples
  - The Solution for Melbourne's South East
- Conclusion

# About the PTUA:

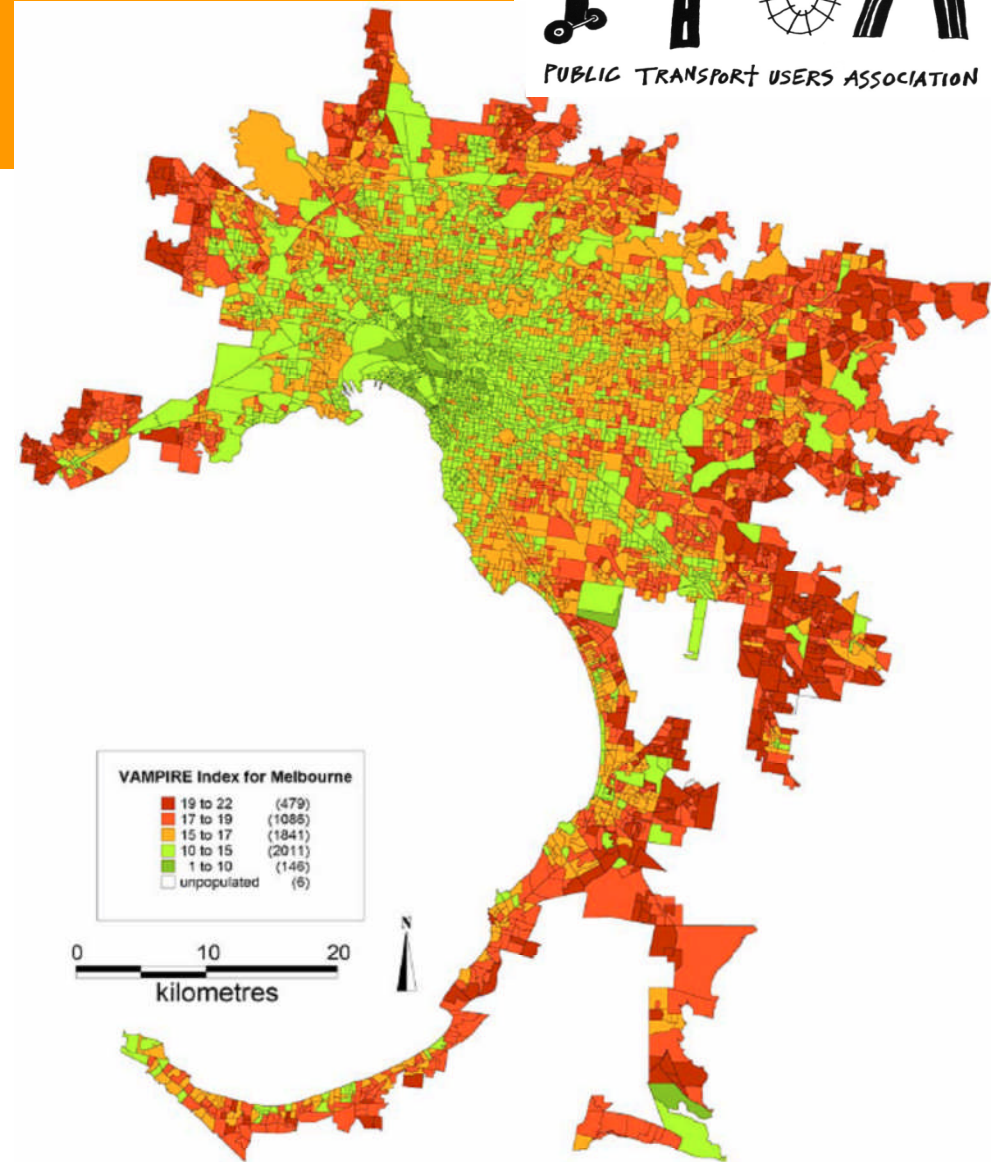


- Public Transport Users Association (PTUA)
  - Founded in 1976
  - Non-profit and voluntary organisation
  - No political affiliations
  - Funded solely through members
  - Lobbies governments and public transport authorities in the interest of current and potential public transport users
- Branches:
  - Outer East Branch formed in 2004
  - South East Branch formed in 2006
  - **Core philosophy:** Local people have local knowledge

# The Case for Public Transport

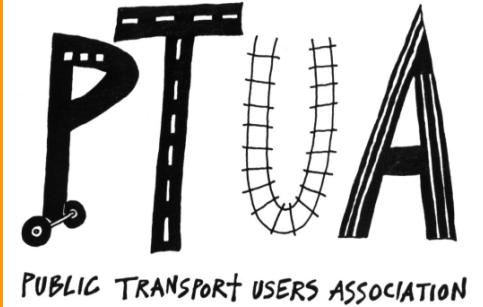


- Economic
  - Rising petrol prices
  - Reduced disposable income
  - Return to 'main street' shopping environments
  - Mitigate against rising congestion
- Social
  - No car households
  - Aging communities
  - Building a sense of community
- Environmental
  - Reduced greenhouse emissions



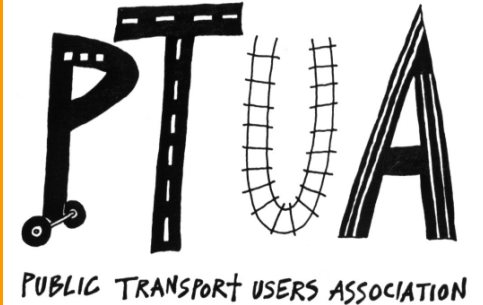
Darker areas indicate areas of higher vulnerability  
Oil Vulnerability in the Australian City (December 2005)

# Current Public Transport Services



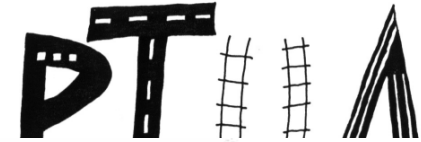
- Reliability issues and overcrowding on the Frankston line
  - Rail services have not increased despite overcrowding
  - No provision for suburban rail services beyond Frankston
    - Despite continued urban growth to Baxter and beyond
    - Lack of Southland Station
- Poor bus services
  - Lack of evening and weekend bus services
  - Poor frequencies even during peak hours
  - Lack of direct and easy to understand bus routes
- Need to integrate land usage and planning

# The Solution: Institutional Reform

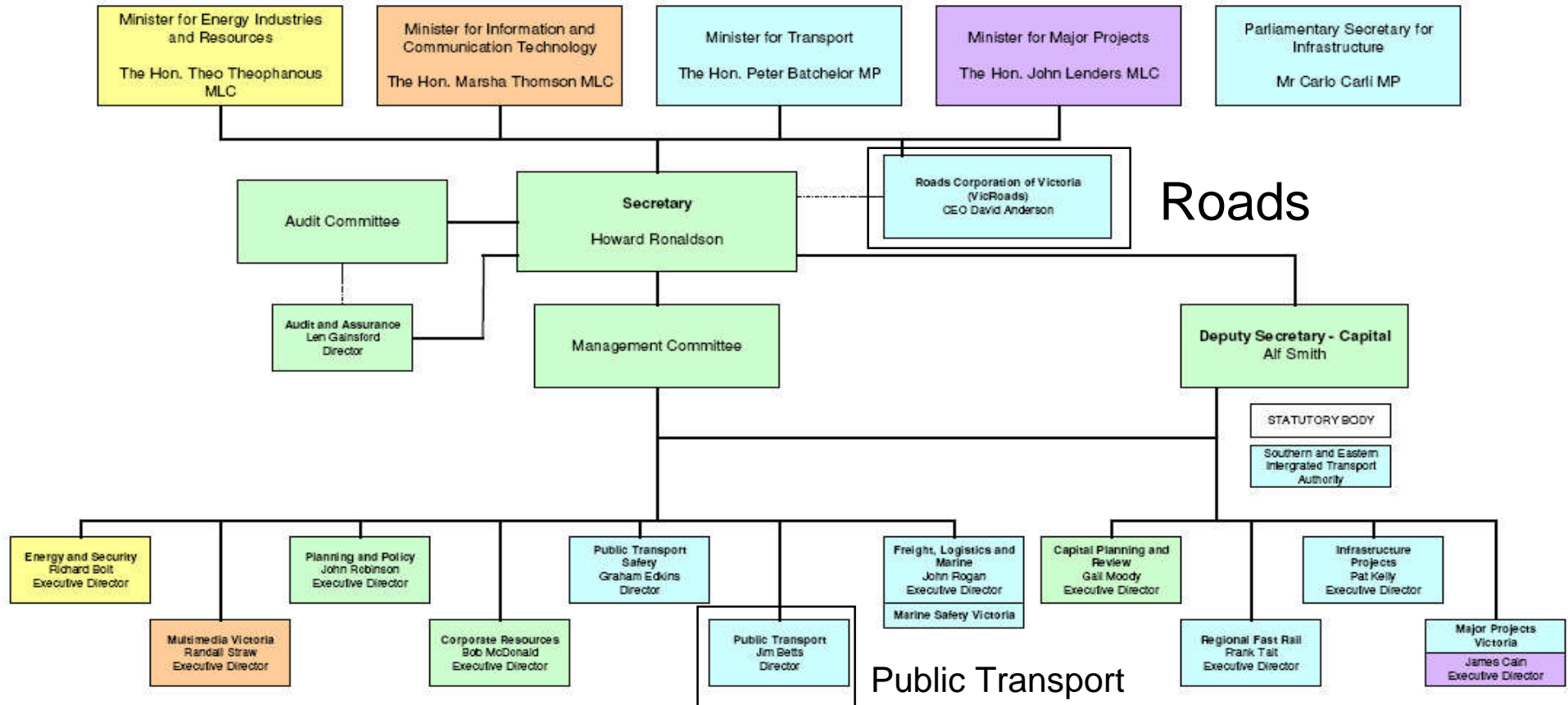


- Institutional:
  - Transport and Planning Authority
    - VicRoads and Public Transport Division into a broad transport authority with one transport budget
    - Responsible for Public Transport coordination
      - Service delivery subject to market testing
  - Examples: Perth and Vancouver
  - This has been recommended before:
    - Premier's Infrastructure Planning Council (IPC)
    - VCEC submissions

# The Current Structure (DOI)



DEPARTMENT OF INFRASTRUCTURE - ORGANISATIONAL CHART - JUNE 2005



- STATUTORY BODIES
- Victorian Energy Networks Corporation
  - National Electricity Market Management Company
  - National Electricity Code Administrator
  - Office of Gas Safety
  - Office of the Chief Electrical Inspector

**Where's the direct link to planning?**

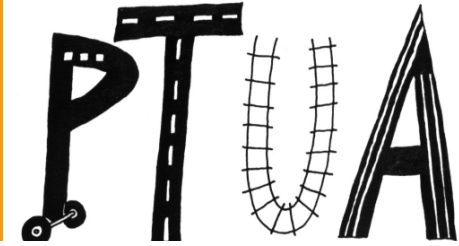
- STATUTORY BODIES
- Victorian Rail Track Corporation (VicTrack)
  - Public Transport Ticketing Body (Transport Ticketing Authority)
  - V/Line Passenger

- STATUTORY BODIES
- Port of Melbourne Corporation
  - Victorian Regional Channels Authority
  - Port of Hastings Corporation

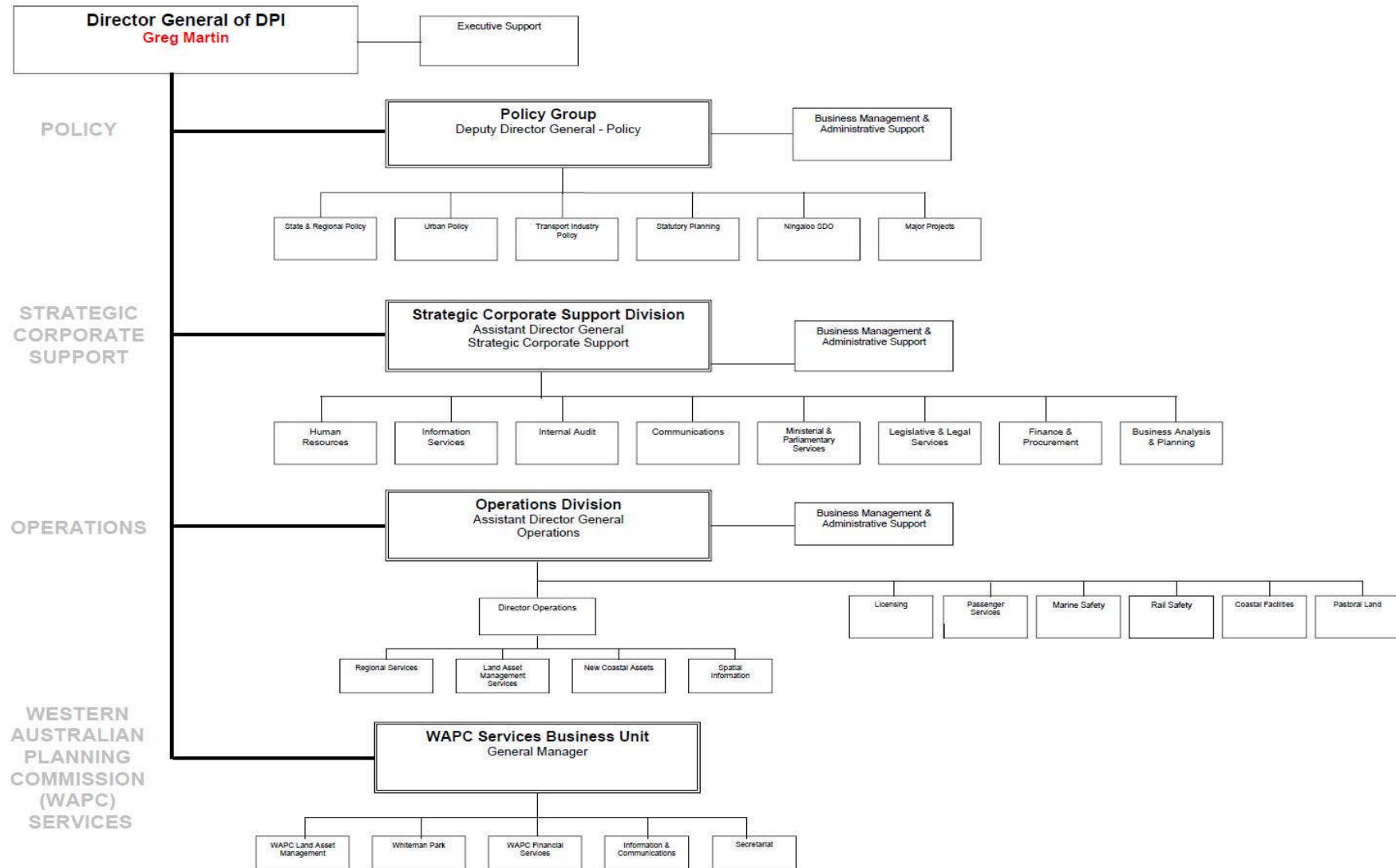
Green represents services to all Ministers

- STATUTORY BODIES
- Victorian Urban Development Corporation (VicUrban)
  - Spencer Street Station Authority

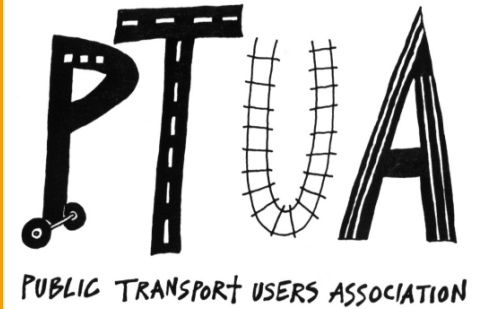
# Department of Transport and Infrastructure (WA)



Department for Planning & Infrastructure's Organisational Structure



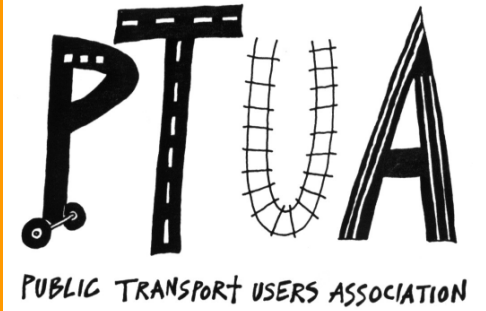
# Western Australia: Recent Achievements



- Doubling the size of the metropolitan rail network
- Clarkson rail line is 30km in distance (similar distance to Dandenong from the CBD)
  - Operates on two tracks and provides regular express services
  - National and International best practice: 30,000 passengers per track per hour
  - Dandenong line has just 35,000 passengers per track per day (yet is apparently at capacity!)
- Trains every 10 mins peak, 15 mins off peak.
- Redesign of bus network to ensure consistent service levels
  - Creation of a bus hierarchy to remove duplication and provide priority
- Coordination between buses and trains

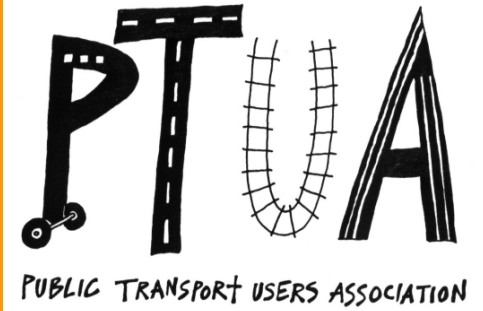
Source: <http://www.newmetrorail.wa.gov.au/>

# Clarkson Station: built before the houses!



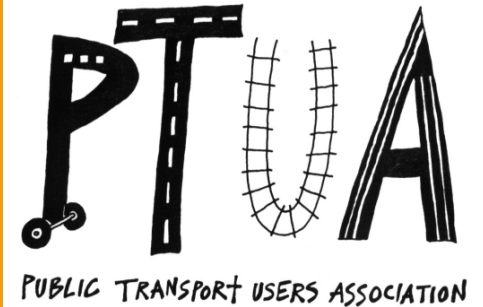
View from Clarkson Station, May 2005

# Melbourne's South East: Rail Services



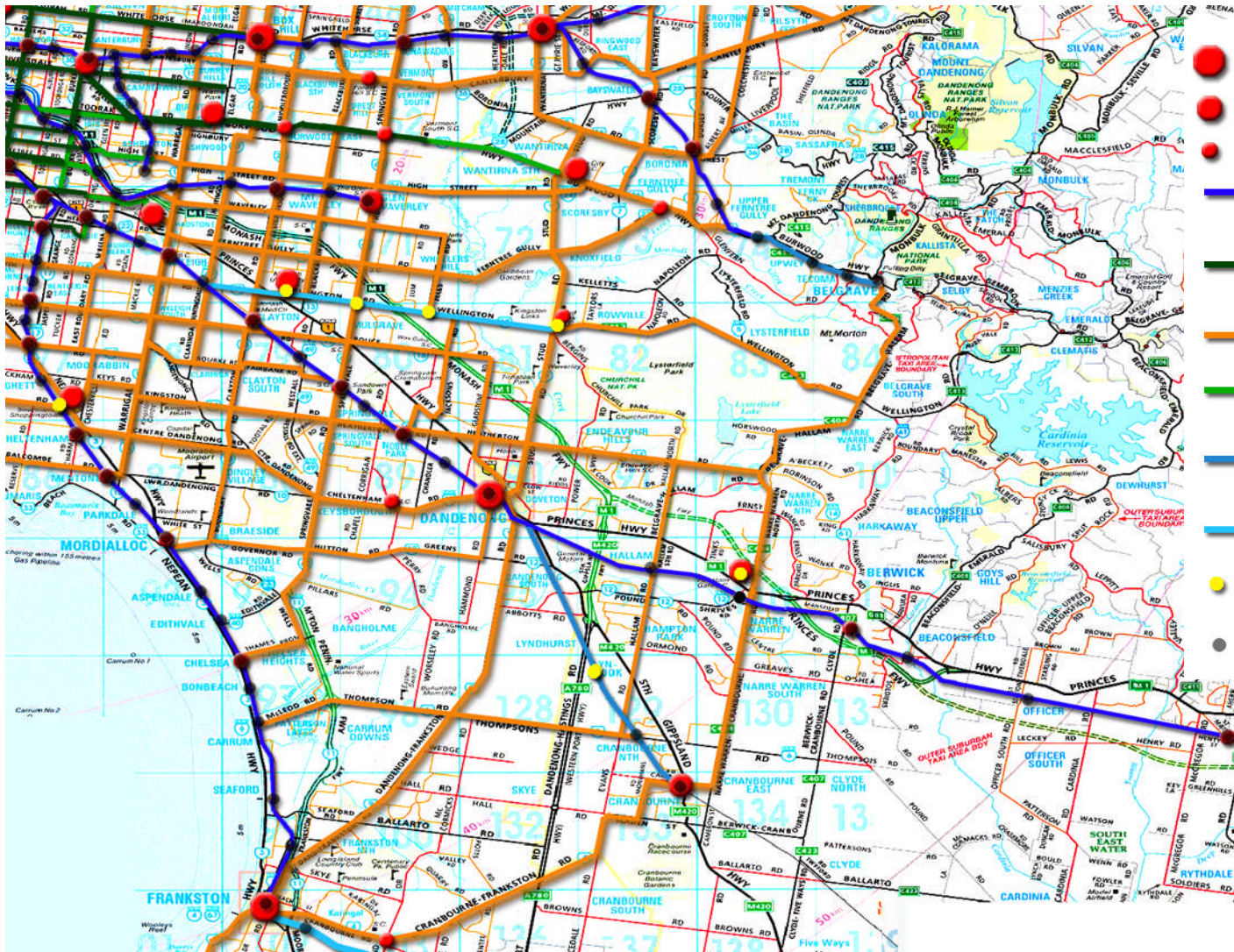
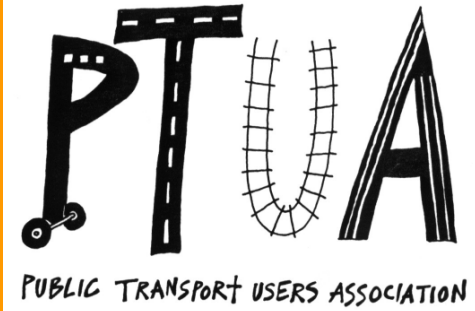
- Boost off-peak frequencies
- Increase the reach of the network
  - Construction of Southland Station
- Usage of passing loops and signalling upgrades to increase rail services in the short-term
  - Signalling upgrades also provide faster rail services
  - Allows peak and off-peak express services
    - This is a broken 1999 ALP election promise

# Melbourne's South East: Bus Services



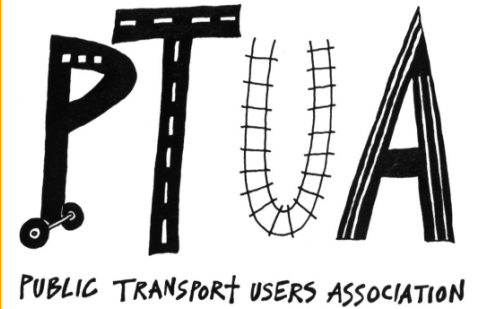
- Creation of a bus network hierarchy:
  - Principal bus network ('tram like buses')
    - Operates along main roads
    - Follows a direct route along main roads
    - Operating span and service frequency consistent with the rail/tram network
    - Traffic light priority at intersections and possible transit lanes
  - Feeder network
    - Serves residential side streets located beyond walking distance to main roads
    - Serves to connect people to the principal network
    - Example: Endeavour Hills
- Benefits: Creates operational efficiencies for the bus network and provides passenger certainty

# The Solution: What would it look like?



- 'Transit' City
- Principal Activity Centre
- Activity Centre
- Existing rail network
- Existing tram network
- Upgraded principal bus network
- Tram route extensions
- Rail duplications
- Suburban rail extensions
- New Station
- Existing Station

# Conclusion



- Improved public transport is required:
  - Rising petrol prices and the increasing financial burden
- Institutional reform is essential
  - Current structures are dysfunctional
- The south east has missed out
  - Bus network is ineffective
  - No significant rail improvements have been provided