

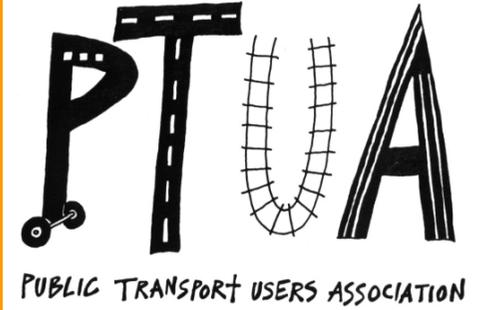
PUBLIC TRANSPORT USERS ASSOCIATION

Public Transport in the South East

Wednesday 16th of August 2006

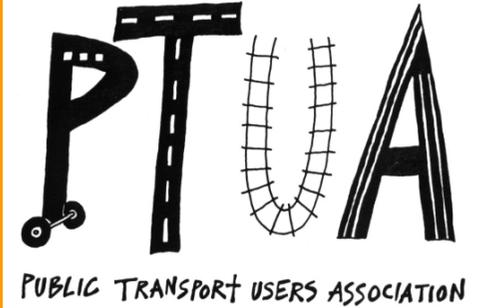
Cr. Alex Makin (alex.makin@ptua.org.au)

Agenda:



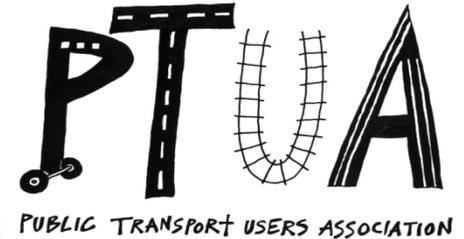
- About the PTUA
- The Case for Public Transport
- Current public transport services
- The Solution:
 - Institutional Reform
 - Perth Examples
 - The Solution for Melbourne's South East
- Conclusion

About the PTUA:

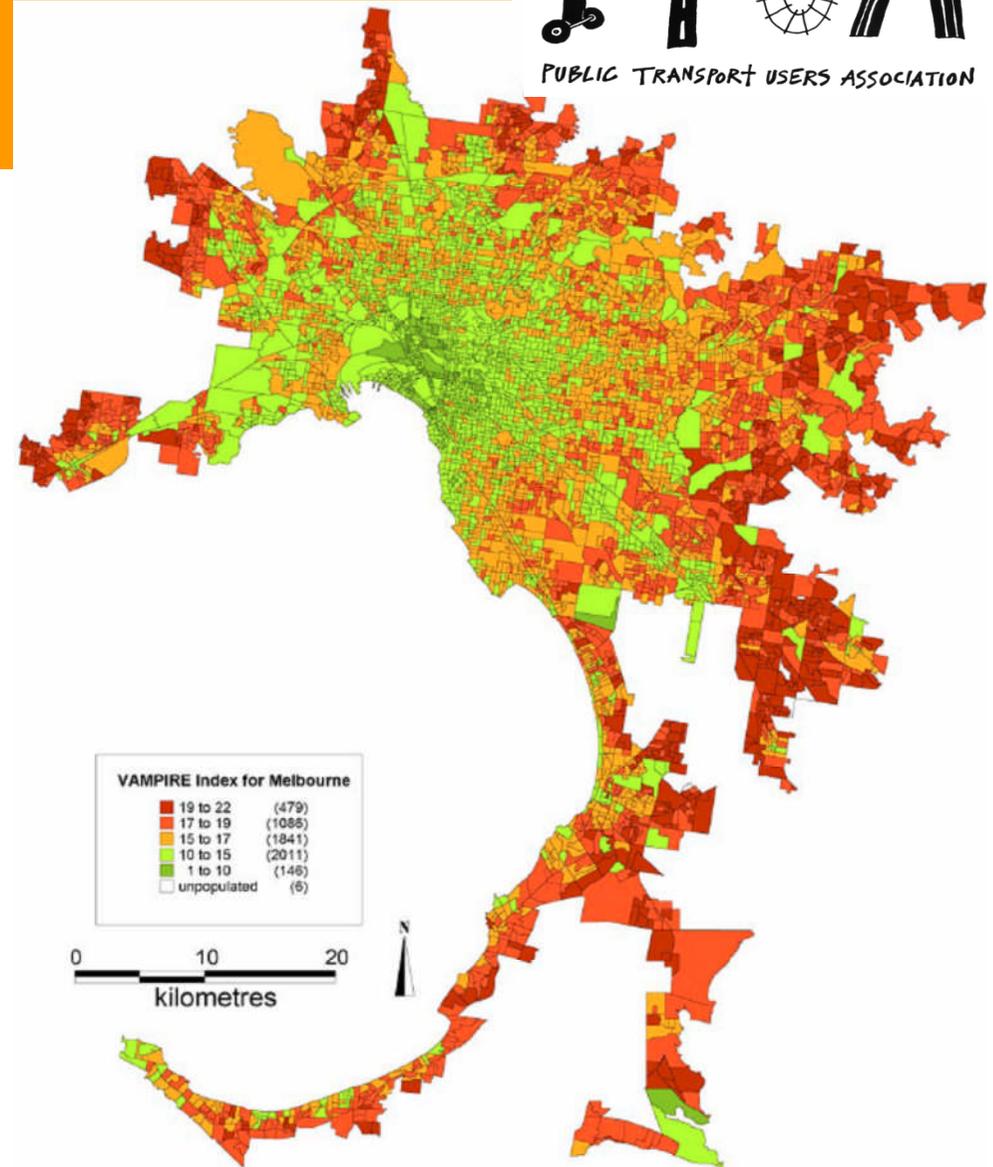


- Public Transport Users Association (PTUA)
 - Founded in 1976
 - Non-profit and voluntary organisation
 - No political affiliations
 - Funded solely through members
 - Lobbies governments and public transport authorities in the interest of current and potential public transport users
- Branches:
 -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

The Case for Public Transport

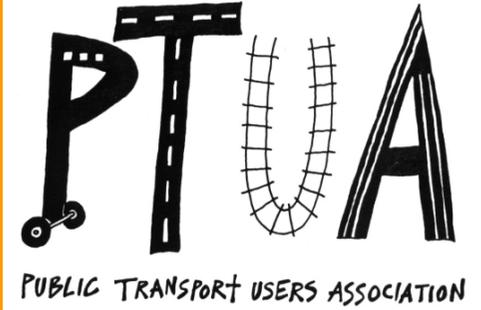


- Economic
 - Rising petrol prices
 - Reduced disposable income
 - Return to 'main street' shopping environments
 - Mitigate against rising congestion
- Social
 - No car households
 - Aging communities
 - Building a sense of community
- Environmental
 - Reduced greenhouse emissions



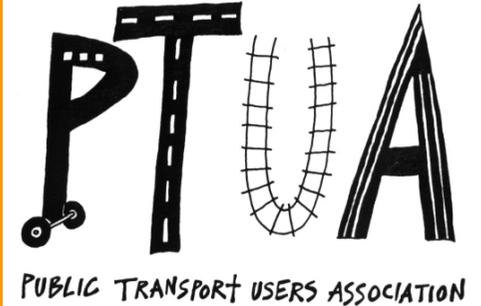
Darker areas indicate areas of higher vulnerability
Oil Vulnerability in the Australian City (December 2005)

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

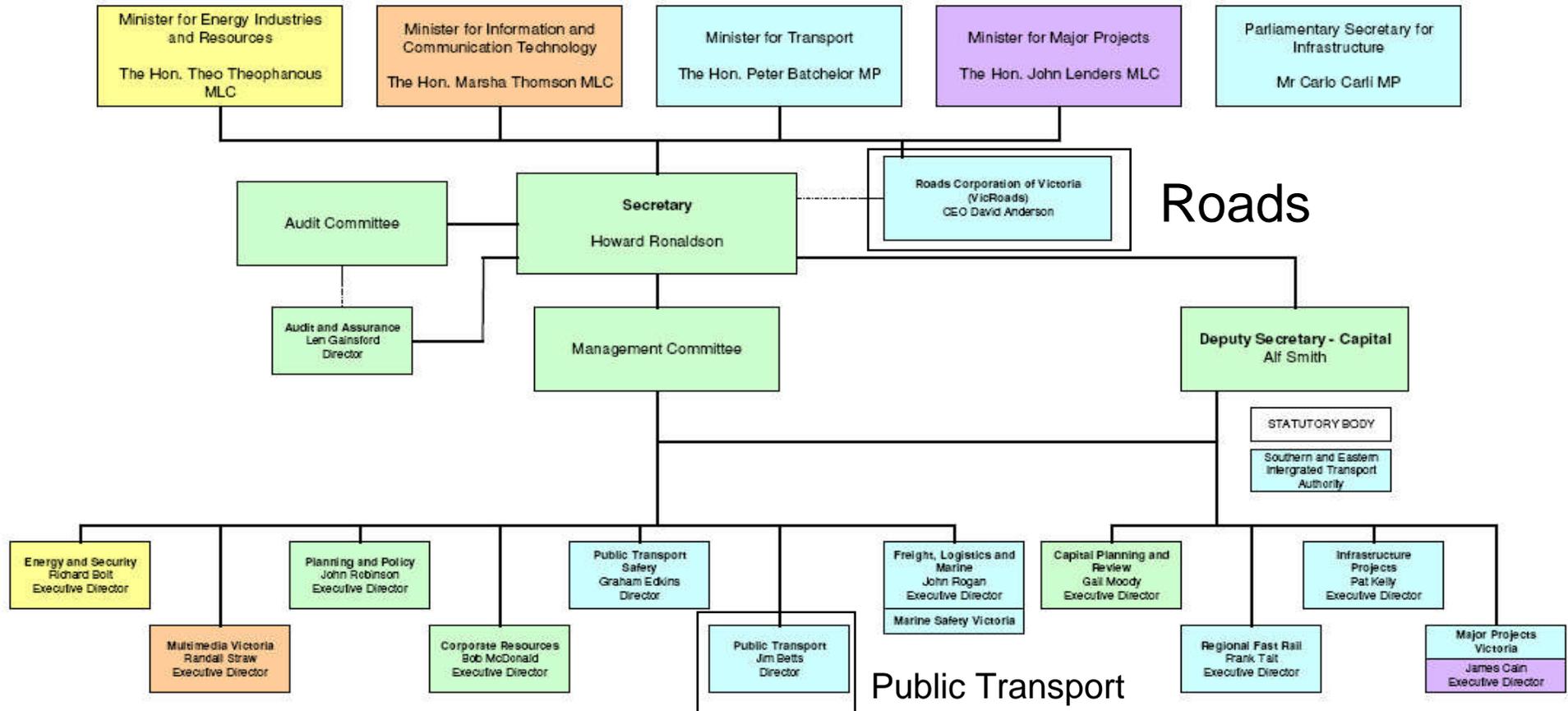


- Institutional:
 - Transport and Planning Authority
 - VicRoads and Public Transport Division into a broad transport authority with one transport budget
 - Responsible for Public Transport coordination
 - Service delivery subject to market testing
 - Examples: Perth and Vancouver
 - This has been recommended 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?

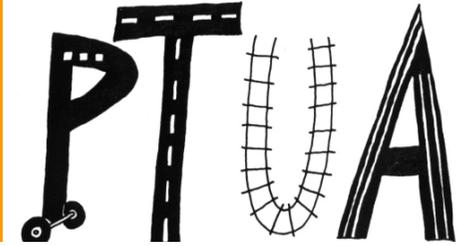
- STATUTORY BODIES
- Victorian Rail Track Corporation (VicTrack)
 - Public Transport Ticketing Body (Transport Ticketing Authority)
 - V/Line Passenger

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

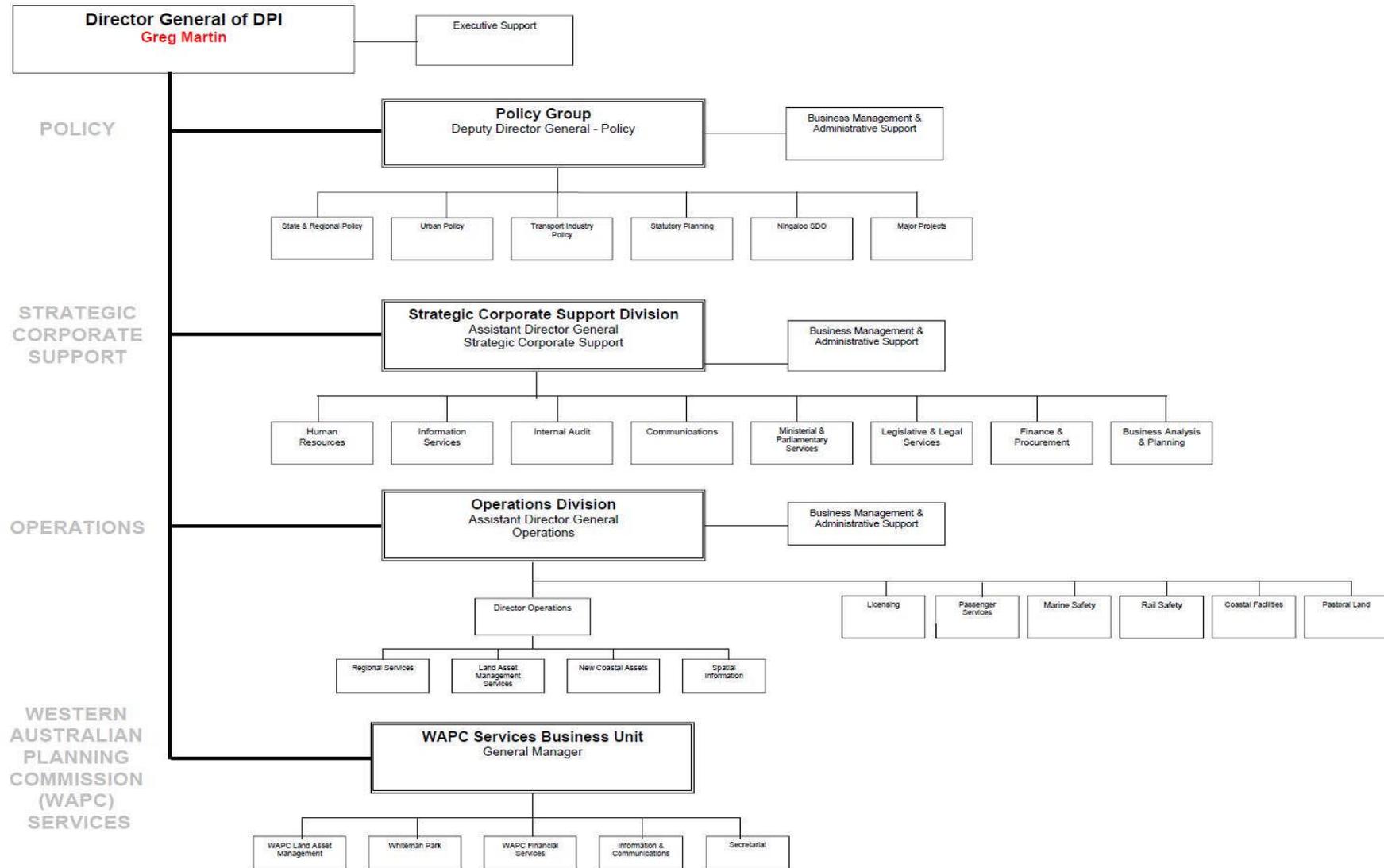
Green represents services to all Ministers

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

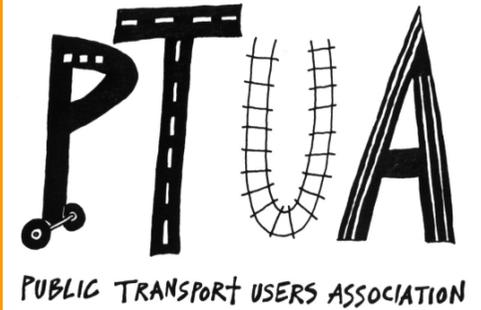
Department of Transport and Infrastructure (WA)



Department for Planning & Infrastructure's Organisational Structure



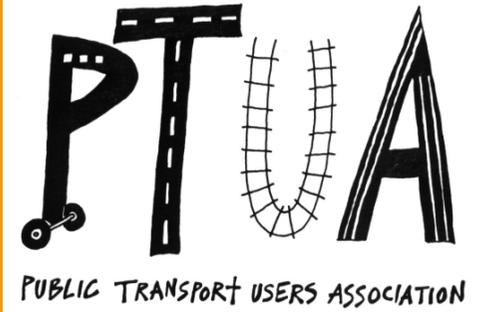
Western Australia: Recent Achievements



- 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

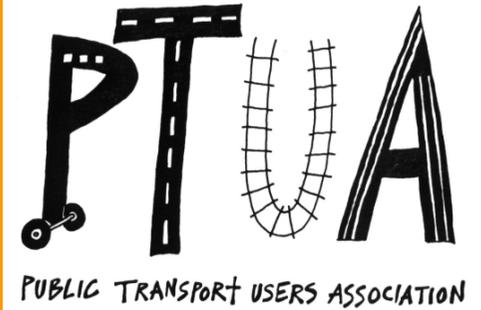
Source: <http://www.newmetrorail.wa.gov.au/>

Clarkson Station: built before the houses!



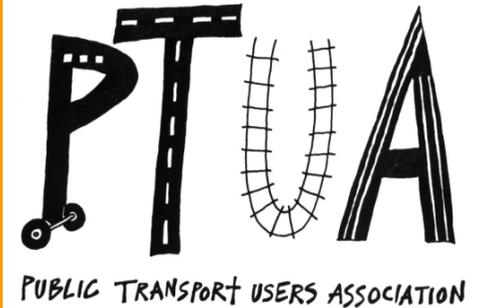
View from Clarkson Station, May 2005

Melbourne's South East: Rail Services



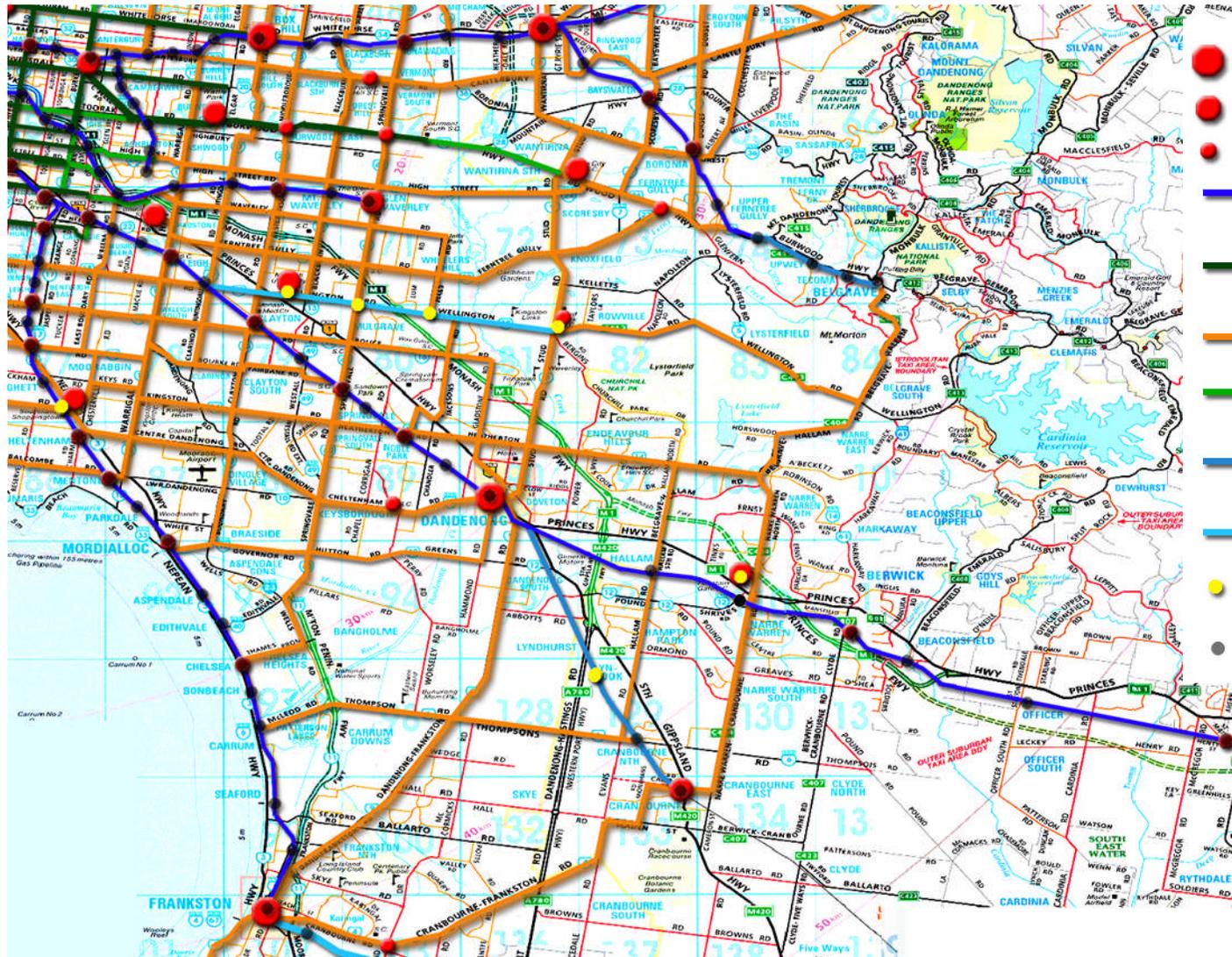
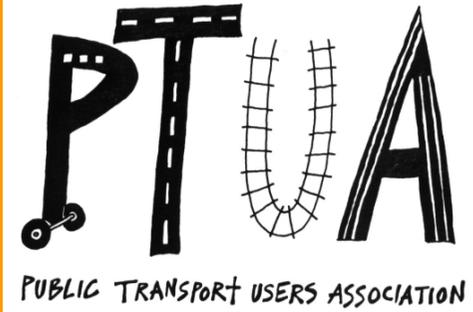
- Boost off-peak frequencies
- Increase the reach of the network
 - Construction of Southland Station
- Usage of passing loops and signalling upgrades to increase rail services in the short-term
 - Signalling upgrades also provide faster rail services
 - Allows peak and off-peak express services
 - This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

Melbourne's South East: Bus Services



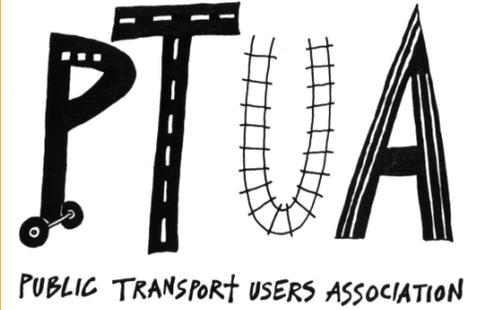
- Creation of a bus network hierarchy:
 - Principal bus network ('tram like buses')
 - Operates along main roads
 - Follows a direct route along main roads
 - Operating span and service frequency consistent with the rail/tram network
 - Traffic light priority at intersections and possible transit lanes
 - 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