



RINGWOOD TRANSIT CITY
COMMUNITY COALITION
(RTCCC)

Providing an Active Voice for the Community

Transport and Planning The Vision vs Reality

The Ringwood Transit City



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Agenda

- Introduction
- Ringwood – Current Problems
- Making Ringwood a ‘destination’
 - The Current Situation
 - Current examples
- The Solution
- Conclusion

Introduction

- Ringwood Transit City Community Coalition
 - Formed in January 2005
 - Non profit, voluntary organisation
 - Focusing specifically on Ringwood Transit City
- Mission Statement:
 - Ensure **open, direct and meaningful consultation** within the Ringwood Transit City Project to achieve a cohesive vision for the future of Ringwood.

Basic Premise: “*Ultimately the Community of Ringwood Knows What We Need*”

Current Problems

- Public Transport
 - Peak rail services are overcrowded
 - Poor rail service beyond Ringwood
 - Lack of adequate bus services
 - Poor frequencies
 - Poor operating hours
 - Rail/bus services are slow
- Very limited public transport yet no signs of improvement
- Planning
 - Lack of community participation
 - Strong reliance on overdevelopment
 - Minimal accessibility standards
 - Lack of adequate infrastructure provision
 - Transport / Pedestrians
- Failure of government and council to show leadership

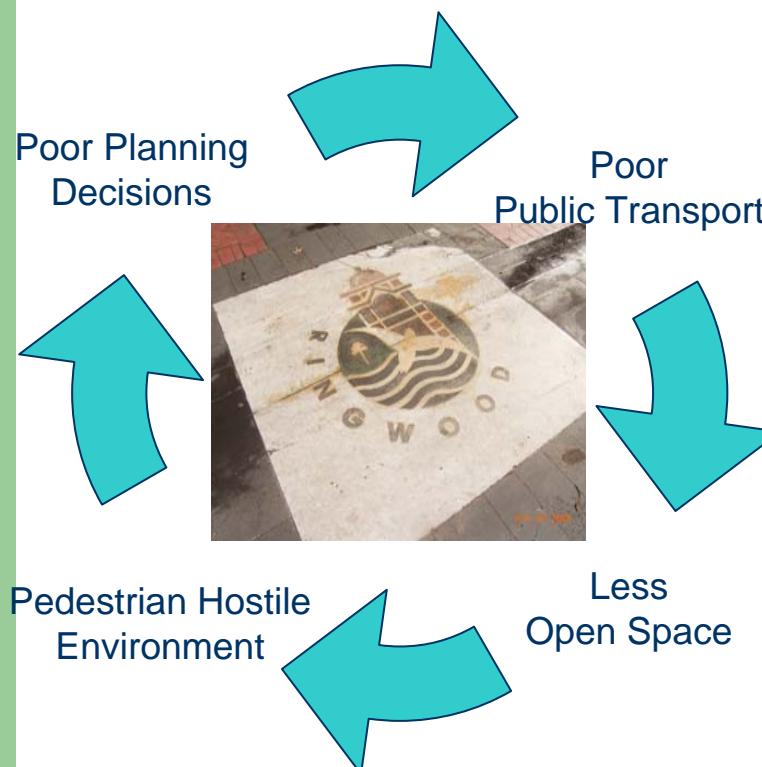


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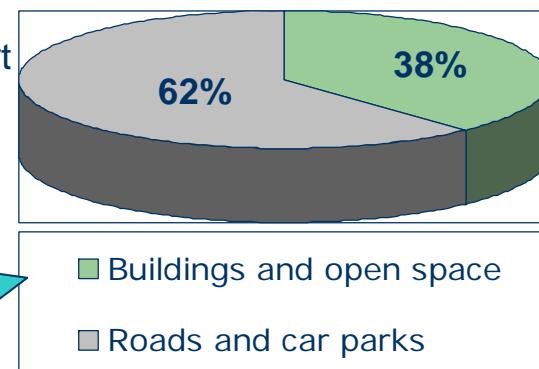
Current Problems

- Walking and Cycling
 - Disjointed retail and transport hubs
 - Pedestrian unfriendly traffic signals
 - Unfriendly urban design
 - Encourage people to ‘stop and shop’.
- Reinforces car dependence
- Green Open Space
 - Needed to create a vibrant atmosphere
 - Enable pedestrian flow
 - Prevent a ‘concrete jungle’
 - Lack of open space within the ‘heart’ of Ringwood
- Yet no significant plans to increase green open space

These problems are interrelated!



The Concrete Heart of Ringwood:



- In the Ringwood Transit City 62% of land is used for roads and car parks
- Melbourne wide average is 40%



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The Vision?



- “To establish Ringwood as the primary mixed use hub in Melbourne’s outer east, boasting a vibrant and contemporary Town Centre with wholly integrated and sustainable retail, commercial, employment, leisure, civic and residential activities in a natural landscape setting connected through an advanced road and rail network”

BUT!



- Conflicting objectives:
 - Natural Environment vs. ‘advanced road network’
 - Sustainability vs car dependence?
- And omissions:
 - What about buses (or advanced public transport network)?
 - Melbourne 2030 shows just minor improvements to the Ringwood bus network
 - What about advanced pedestrian/cycling networks?
- **HOW is sustainability measured??**

Making Ringwood a ‘Destination’

- Encourage residential living (destination to live)
- Encourage commerce (destination for business)
- How?
 - Better public transport
 - Ringwood is a public transport hub (a destination)
 - Ringwood Station redevelopment and better bus services
 - Yet Eastlink will bypass Ringwood (hence Ringwood Bypass)
 - More Green Open Space
 - Makes Ringwood a place people want to visit
 - Encourage cafés and outside dining
 - Pedestrian / cyclist friendly
 - Car parks are pedestrian hostile and unsafe
 - Suitable not over development
 - Development in character with neighbourhood
 - ‘Concrete jungles’ are not destinations

But it is not so easy....

- Poor integration between government departments:
 - Department of Sustainability and Environment (DSE)
 - Department of Infrastructure (DOI)
- One plans (DSE) based around services the other may or may not provide (DOI)
 - The principal public transport network is not comprehensive

**Higher density development is occurring
The improved public transport is not!**

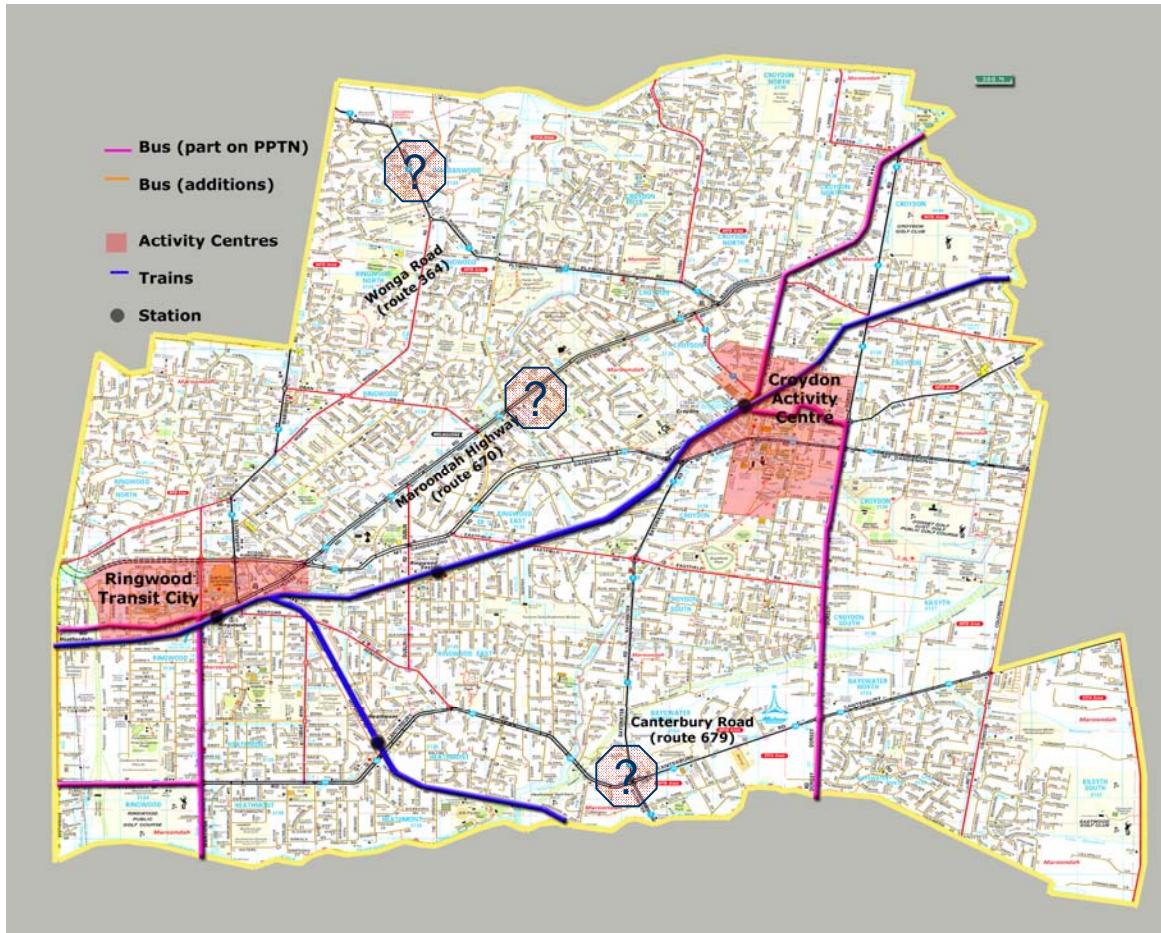
But it is not so easy....

- Lack of departmental commitment:
 - Department of Treasury and Finance (DTF)
 - Has not signed off on the goal of 20% public transport patronage by 2020
 - Yet controls the budget and funding allocations
 - Does Treasury support Melbourne 2030?
 - Treasury makes a good scapegoat

The Current Situation:

- Poor progress towards Integrated Transport Goals of Melbourne 2030
 - DSE and DOI have poor integration
 - VicRoads have their own agenda
 - While the DTF refuses to fund initiatives
- Evidence:
 - Continued State Budgets which fail to support Melbourne 2030
 - Planning, Transport and Council groups which criticise lack of progress towards Melbourne 2030

Lack of Integration – an example



- **Principal Public Transport Network**
 - Routes identified for upgrade as part of Melbourne 2030
- **Key thoroughfares have no service**
 - Maroondah Highway misses out
 - Canterbury Road misses out
 - What about north-south connections for Ringwood?

Lack of public transport coverage



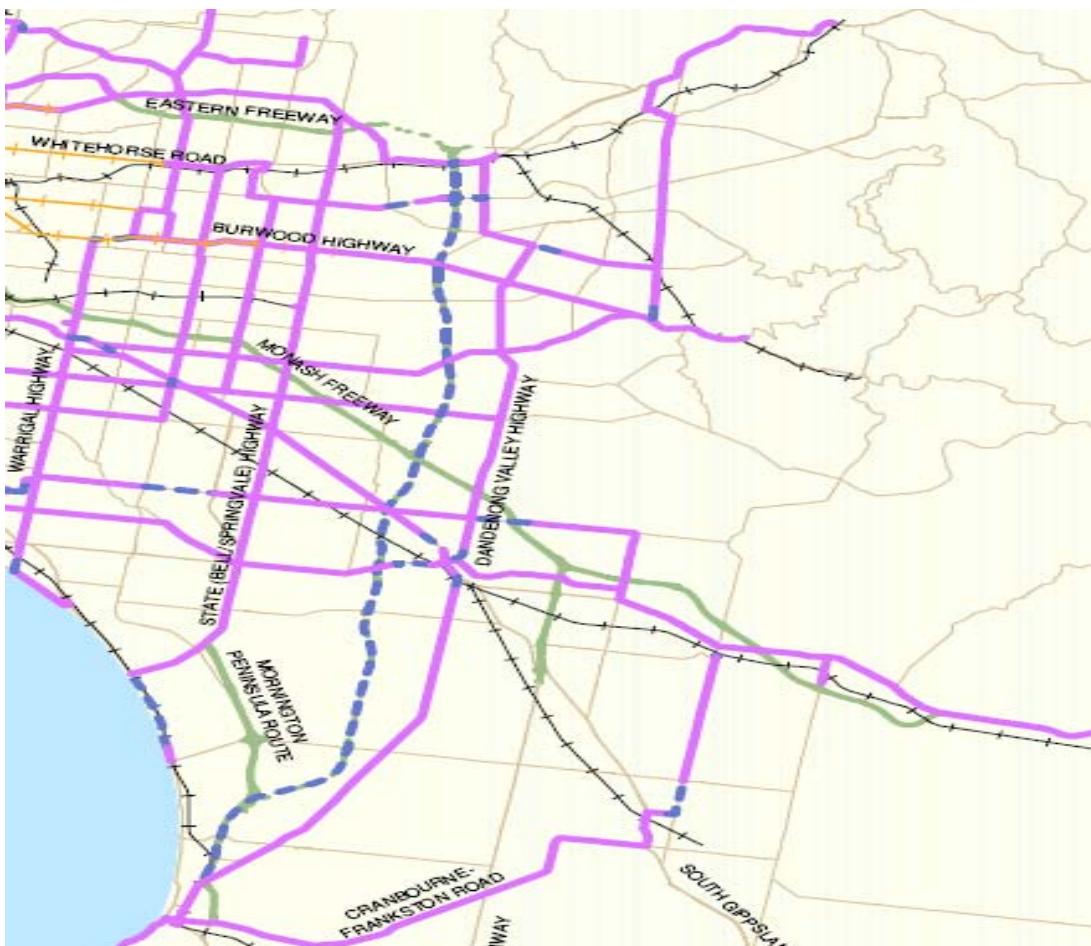
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Taking Action

- Transport Minister (Peter Batchelor)
 - Response received June 2005:
 - Claims buses identified by the RTCCC:
 - Do not connect activity centres
 - ‘largely provide local feeder services’
 - Maroondah Highway is the key thoroughfare to Ringwood.
 - Maroondah is a six lane highway
 - Yet no bus service during evenings or on Sundays
 - Connects Ringwood to Croydon, to Chirnside Park to Lilydale.
 - Lack of local knowledge and lack of local representation.

People cannot use public transport when none is made available!

The Bigger Picture

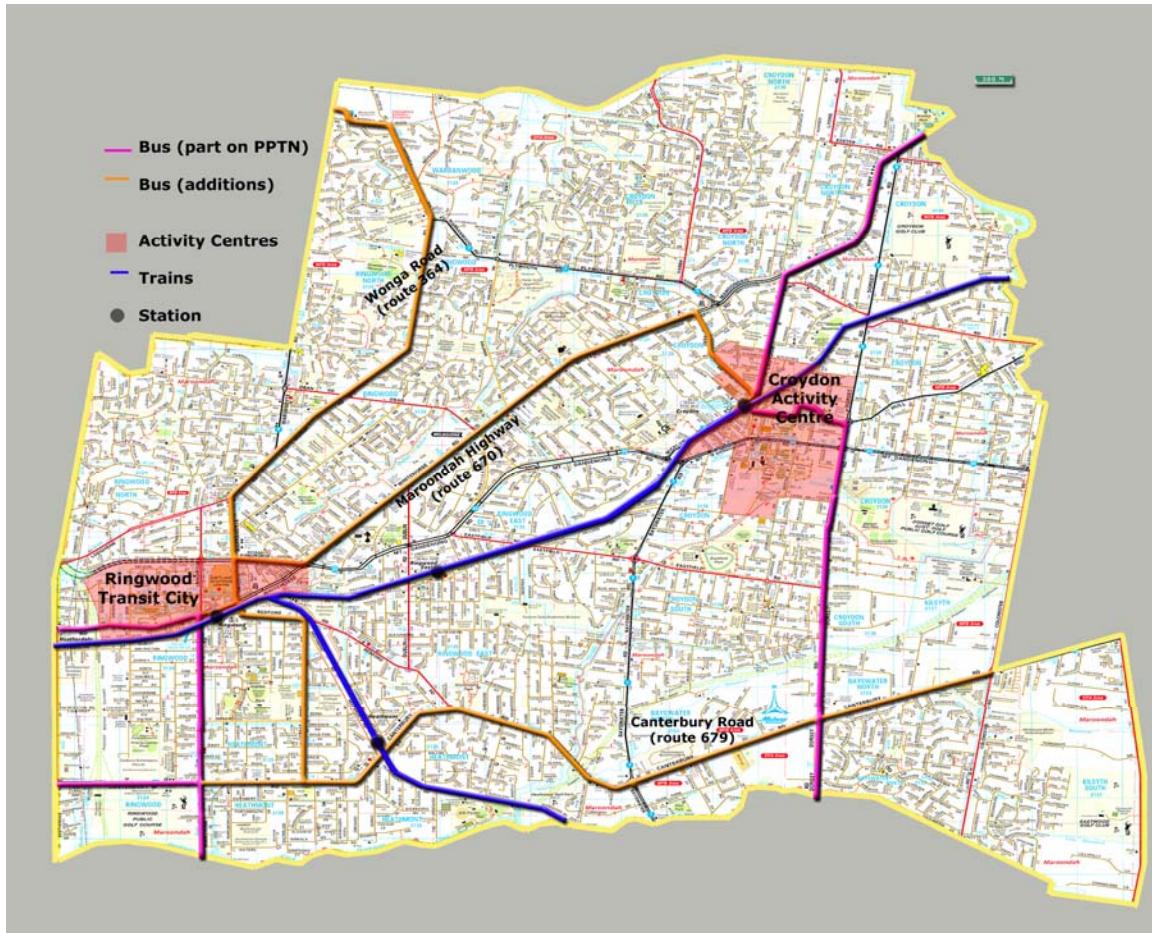


- PPTN in the southeast is more comprehensive than the east
 - Major roads in the southeast are included
- Why are roads in the east omitted?
- PPTN must provide comprehensive public transport network
- Southeast is a 'growth area'
- So the east needs services to meet current growth



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Stage 1 of a PPTN for Ringwood



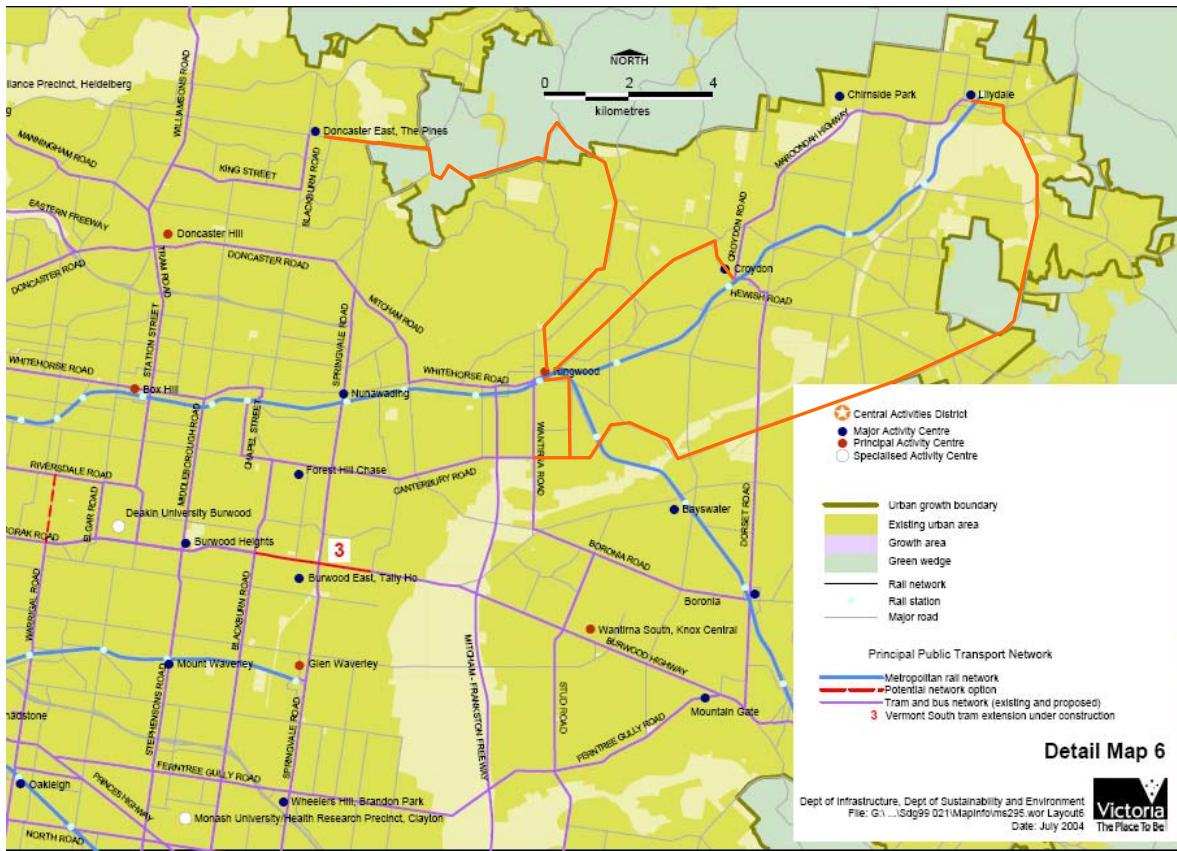
- The PPTN must connect Ringwood to surrounding activity centres
- Key thoroughfares must be included
 - Maroondah Highway
 - Canterbury Road
 - Wonga Road
- This is a minimum!

People can only use public transport when there is public transport available to use



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The Bigger Picture



- The PPTN must connect Ringwood to surrounding activity centres
 - Croydon
 - Chirnside Park
 - Lilydale
 - Doncaster East
 - Doncaster Hill
 - Knox City
- Population density in Ringwood:
 - 18 people per hectare
- Neighbouring areas:
 - 15-16 people per hectare
- 14 people per hectare can support a 10 minute bus service



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Solving these Issues

- Local representation responsive to local concerns
- **One Infrastructure and Planning Portfolio**
 - Real integration at a Ministerial level.
 - Impetus for integration at a departmental level.
 - One integrated department serving a common strategy.
- **It works – look at Perth:**
 - Perth's urban renewal program linked to improved sustainable transport
 - Result: Doubling the size of the rail network over five years
 - Result: Activity centred development around transport hubs
 - Result: 'Wholly integrated and sustainable development'

Solving these Issues

- DTF must support Melbourne 2030 and 20/2020.
 - DTF must support these goals.
 - Budgetary allocations must be linked to actions identified in Melbourne 2030.
 - Implementation Program for Melbourne 2030 must be fully funded and budgeted (in four year cycles)
- Community must play an active role

Conclusion

- **Ringwood is a ‘Transit City’**
- Key issues in Ringwood are all interrelated
- Transport and Planning must integrated
 - A combined Ministerial portfolio?
 - A combined department
- A lack of integration and lack of commitment is eroding support for Melbourne 2030.
- The community knows what we need!

Find Out More

- Ringwood Transit City Community Coalition (RTCCC)
 - Website: www.rtccc.info
 - Email: alex@rtccc.info
- Public Transport Users Association (PTUA)
 - Website: www.ptua.org.au
 - Email: alex.makin@ptua.org.au