

# Communities for Public Transport



## Activating Communities

Alex Makin 17<sup>th</sup> February 2008



# Communities for Public Transport

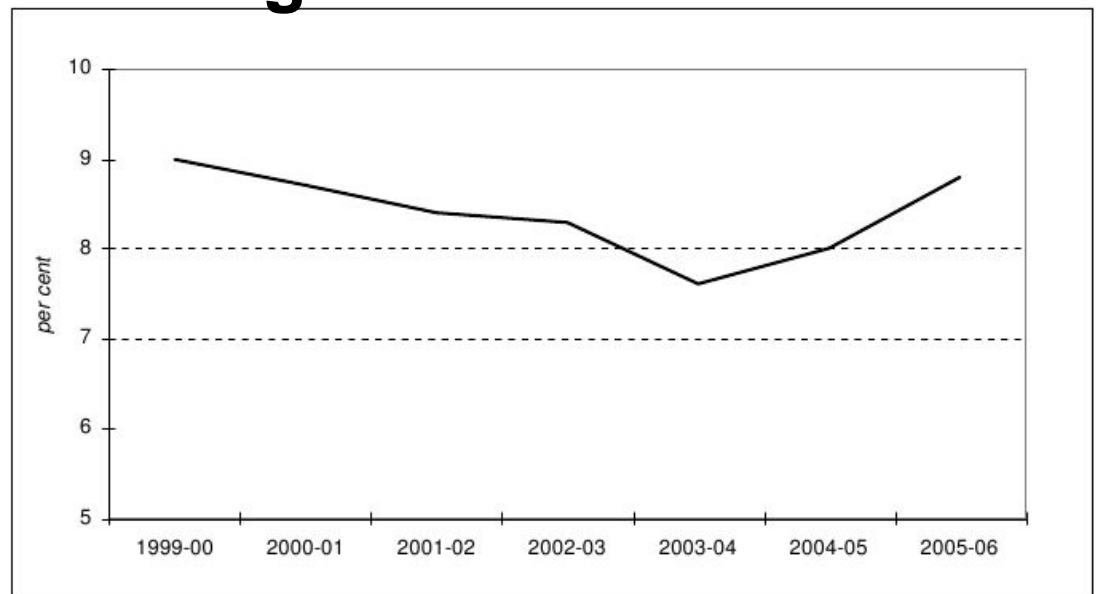
- Aims to empower local communities
  - Local communities are best placed to advocate for the improvements that effect them
  - Works in partnership with supportive community groups and local councils
- Works across the political spectrum
- Non-profit and voluntary organisation

**Local people have local knowledge**

# Public transport usage

- State Government Policy (Melbourne 2030):
  - *Public transport use in Melbourne as a proportion of trips taken by motorised means will increase from 11 per cent in 2002 to 20 per cent by 2020*
  - Melbourne 2030 and Growing Victoria Together

**This policy is not being achieved**

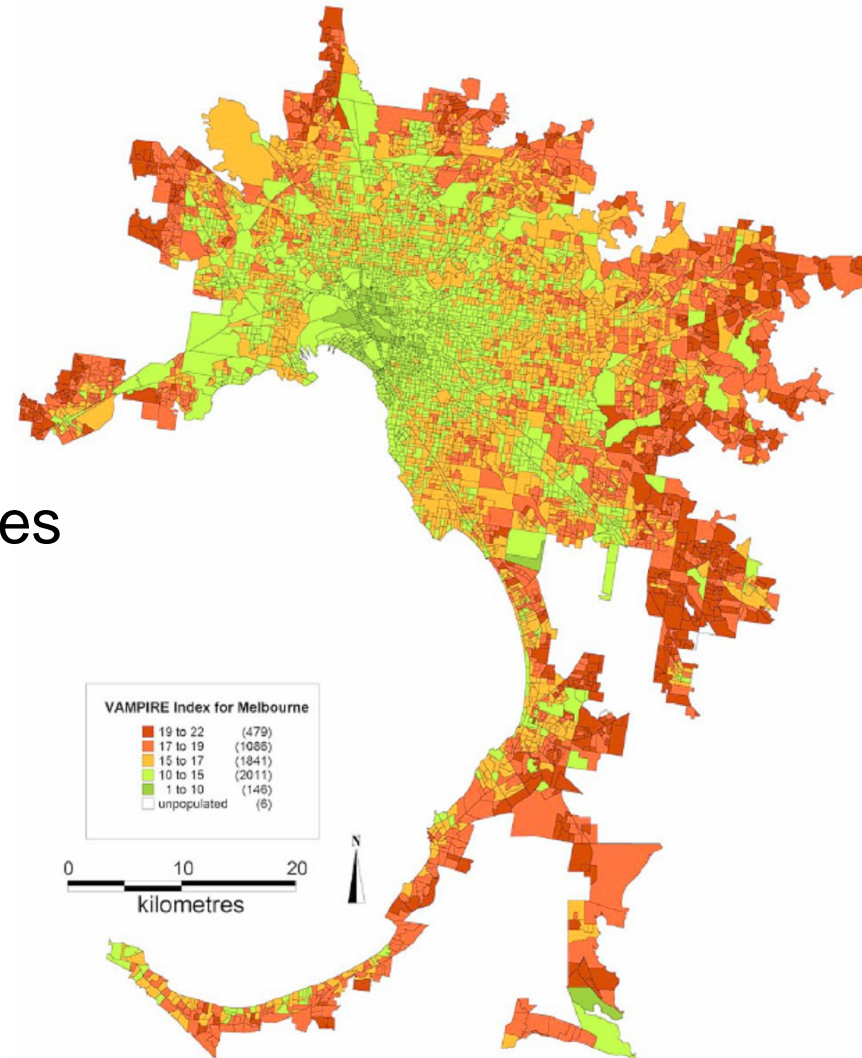


Source: Department of Infrastructure

Source: Appendix B: 2007-2008 State Budget Papers

# Why is this important?

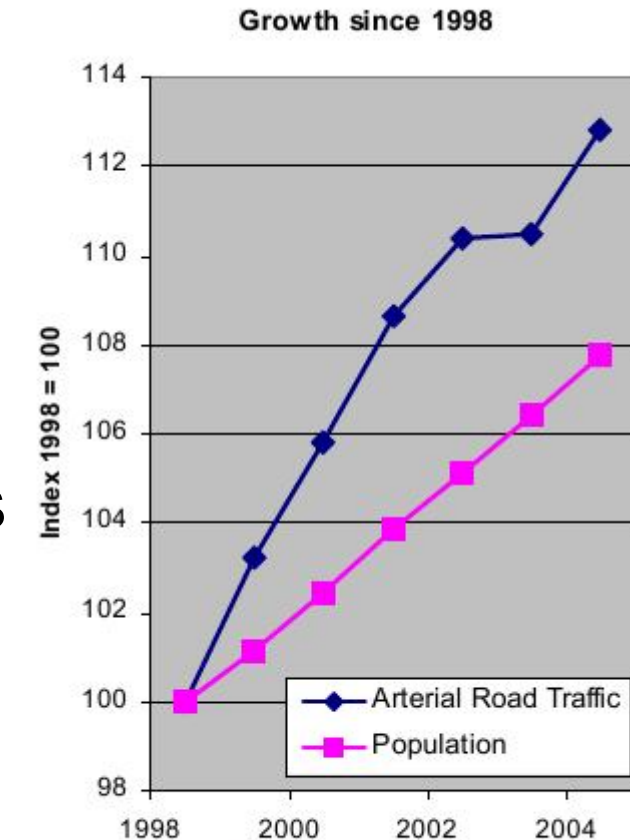
- Economic
  - Rising petrol prices
  - Traffic congestion
- Social
  - Non-car households
  - Develop inclusive communities
- Environmental
  - Greenhouse emissions
  - Efficient land use



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

# Economic Sustainability

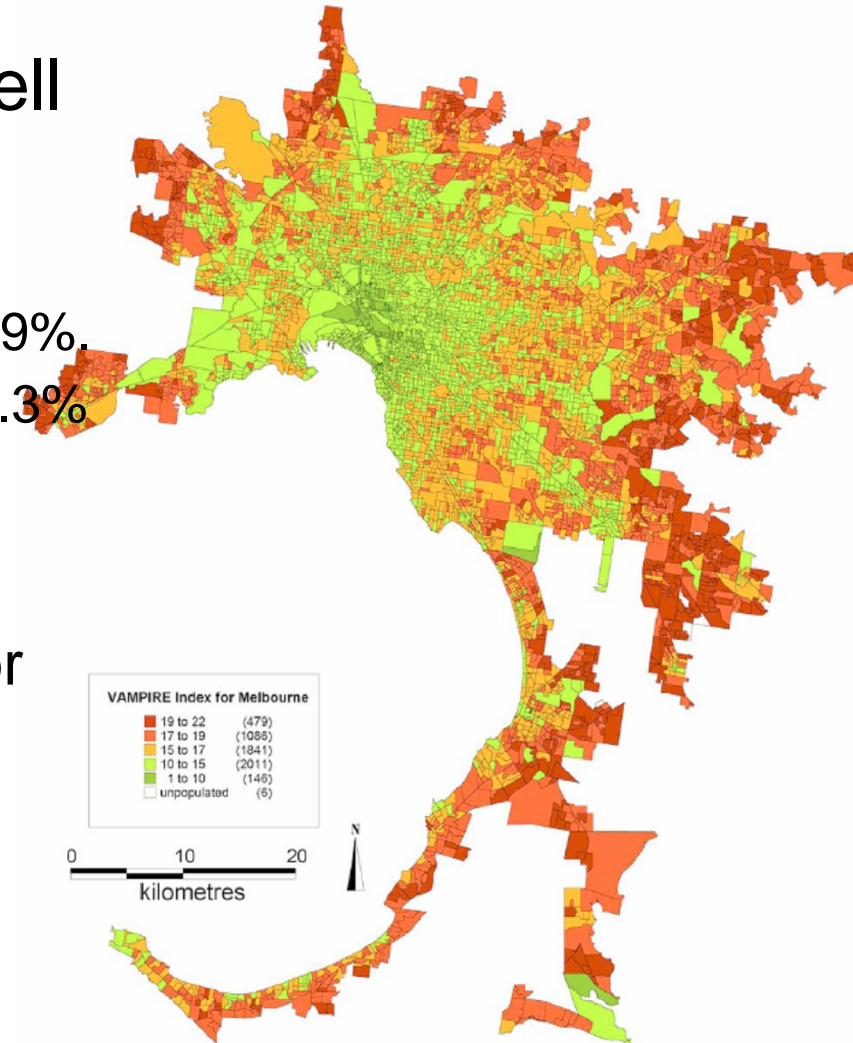
- Cost of congestion: \$4bn annually
  - \$8bn by 2015 if unchecked
  - Congestion is growing faster than population growth
  - Over 60% of cost is accrued to businesses
- Need to create modal shift towards public transport



Source: VicRoads, ABS

# Financial Pressures

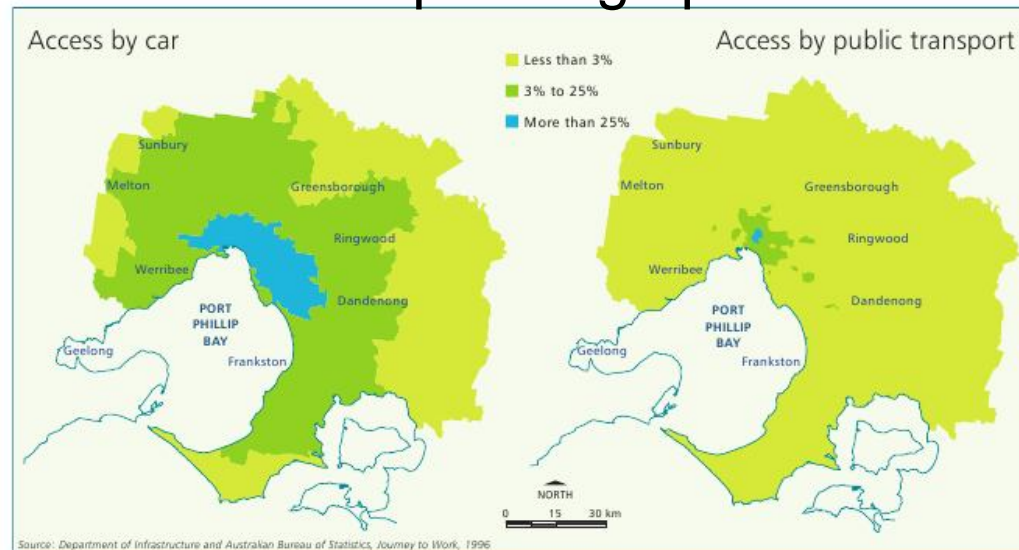
- Vehicle kilometres travelled fell during 2005/06
  - Not uniform:
    - Inner Melbourne decrease of 1.9%
    - Outer Melbourne decrease of 0.3%
- Why?
  - Inner Melbourne transport rich
  - Outer Melbourne transport poor



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# Social Sustainability

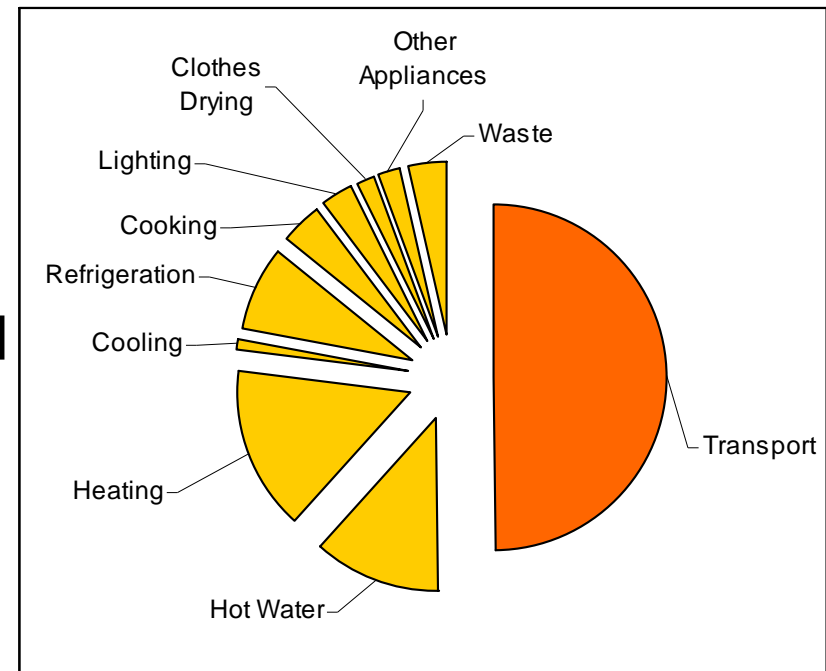
- 1 in 10 adults do not drive
  - Limits potential job opportunities
  - Study opportunities
  - Community opportunities
- Transport disadvantage
  - Households in outer suburbs are spending up to 20% of income on car transport



Percentage of jobs accessible within 40 minutes  
(car versus public transport)

# Environmental Sustainability

- Transport accounts for 8% of Australia's national emissions
  - Fastest growing sector of greenhouse emissions
  - Largest sector of household emissions (49%)
  - Aggregate emissions from road vehicles were 71,786 thousand tonnes of CO2 equivalent.

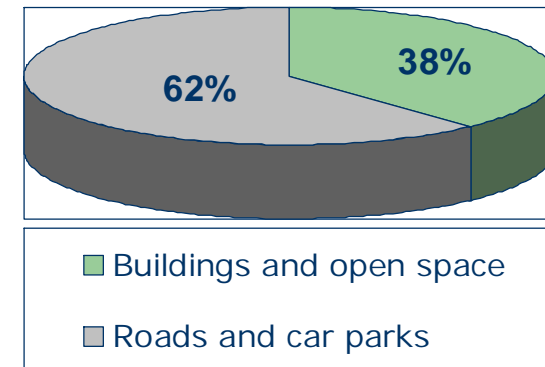


Household emissions



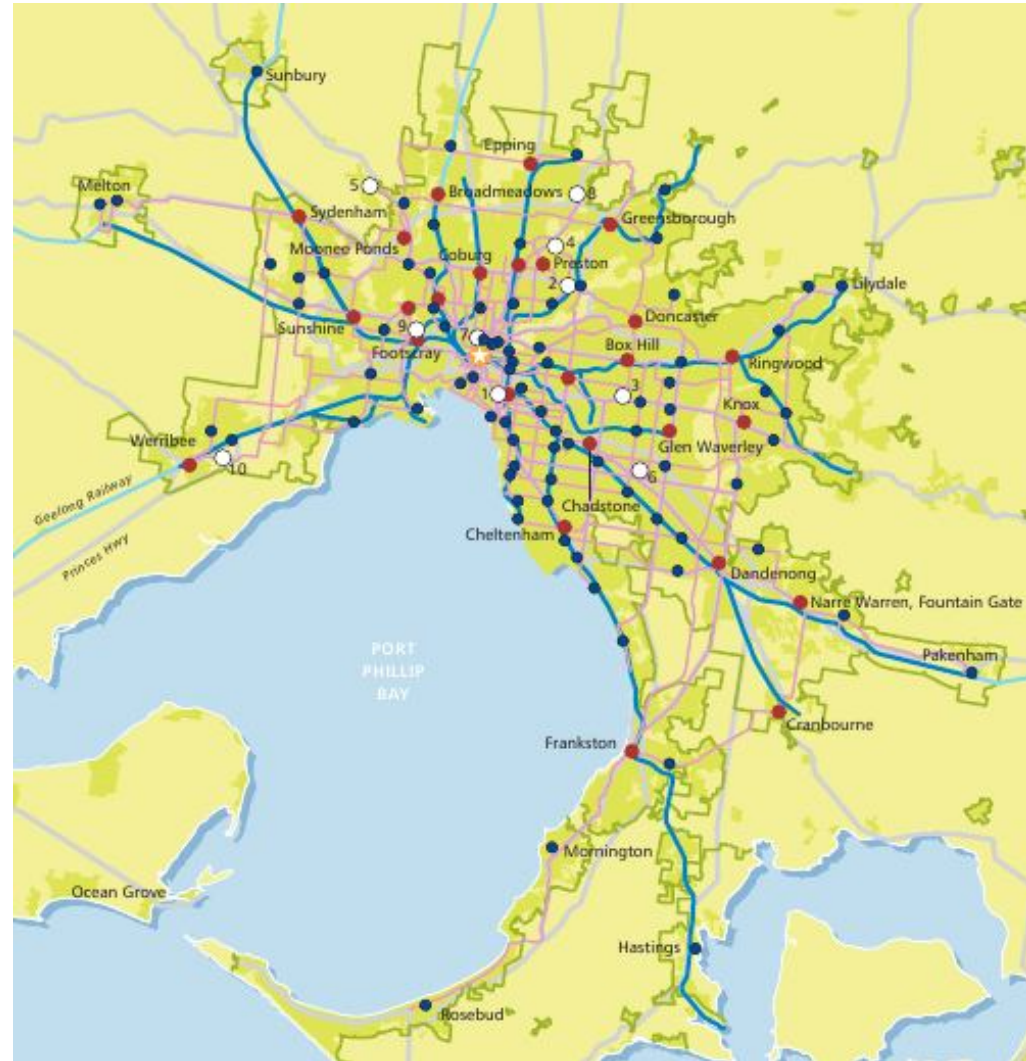
# Land Use Planning

- Public transport assists in revitalising urban centres
  - Public transport services reduce the need for excess car parking
  - Returns streets to the people resulting increased activity and commerce
  - Ringwood: 62% of land is used for roads and car parks
  - Melbourne wide average is 40%



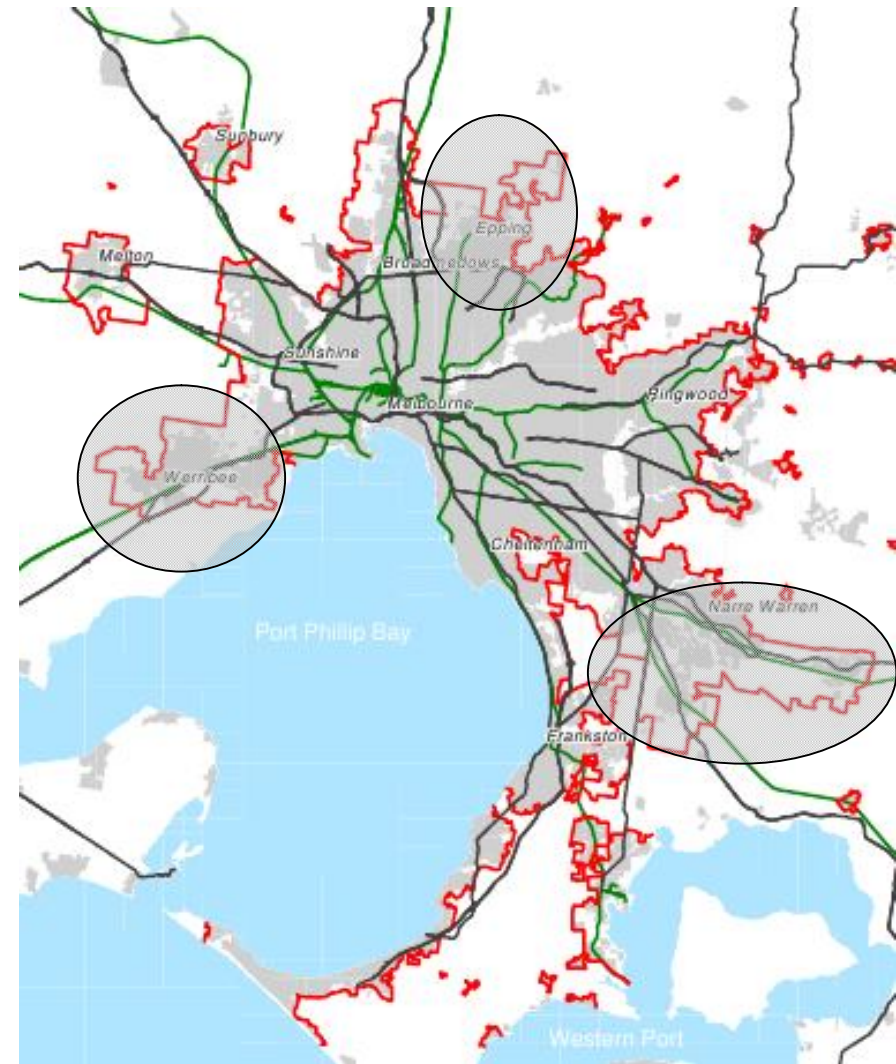
# Melbourne 2030

- Identified activity centres
  - Where is the infrastructure investment?
  - Public transport network remains underdeveloped
- Metropolitan plans in other states have provided 'catalyst' investments



# The Growth Areas

- Even 'purpose built' activity centres do not have appropriate infrastructure
  - South Morang
  - Casey Fields / Cranbourne East
  - Wyndham Vale
- Rail extensions not planned until 2020



# The problems

- **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
- **Inefficient rail services**
  - Unreliable peak hour services
  - Lack of coverage in growth areas
  - Poor interpeak and off-peak services
- **Disjointed tram network**
  - Tram routes terminate short of logical terminus points
  - Delays and slow journey times
- **Lack of coordination**

# Empowering the community

- Public transport problems affect local communities
  - Local residents are best placed to advocate for local improvements
  - Utilising local media and councils
- The opportunities
  - Bus service reviews
  - The recognition that public transport is an 'issue'
  - Greenhouse emissions and car dependence
  - Worsening traffic congestion and the need for action
- If we don't get it right in growth areas we will always face a losing battle

# What can be done?

- Local communities need to find their voice
- Lack of public transport affects all of Melbourne
  - Cars from the outer suburbs flooding inner Melbourne
  - Financial strain and social isolation in the outer suburbs
  - A lack of infrastructure in the growth suburbs
- Local media
  - Local papers are interested in local issues
  - How does a lack of public transport affect you?
- Partnerships with community groups
  - Trader groups, resident associations and others that may have an interest in public transport issues

# The importance of community input

- Community led campaigns have led to successes
  - Removal of zone three
  - Reversal of bans prohibiting bicycles on trains
  - Bus upgrades along Stud Road
- But more needs to be done
  - Growth areas are a major concern
  - New stations are many years away
  - Lack of Government emphasis on new infrastructure
- Emphasis on coordination
  - The public transport system needs to function as one network

# Getting active

- **Speak to local councils**
  - Find a supportive Councillor and ensure they push the issue
  - Ensure that council policies reflect the importance of public transport
    - Transport strategies
    - Planning strategies – master plans
    - Housing strategies
- **Speak to the local media**
  - Discuss how a lack of public transport affects you
  - Raise awareness of the issue



# Public meetings

- Communities for Public Transport plans to hold regular meetings
  - Gathering community input
  - Form action groups to champion the cause of public transport
  - Supporting local issues and concerns
  - Lobbying State, Federal politicians and local councils
- Speak to Communities for Public Transport
  - The higher the issue is seen as a concern by local communities the higher likelihood of improvements

# Getting Results

- There is no quick win
  - Public transport advocacy is an ongoing campaign but positive signs are emerging
    - Removal of zone three
    - Purchase of new trains
    - Minimum bus service standards
  - Celebrate the 'wins'
    - Focus on local improvements
    - Many local improvements have a compounding effect into wider solutions
  - Network with other supportive groups

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