



**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*”



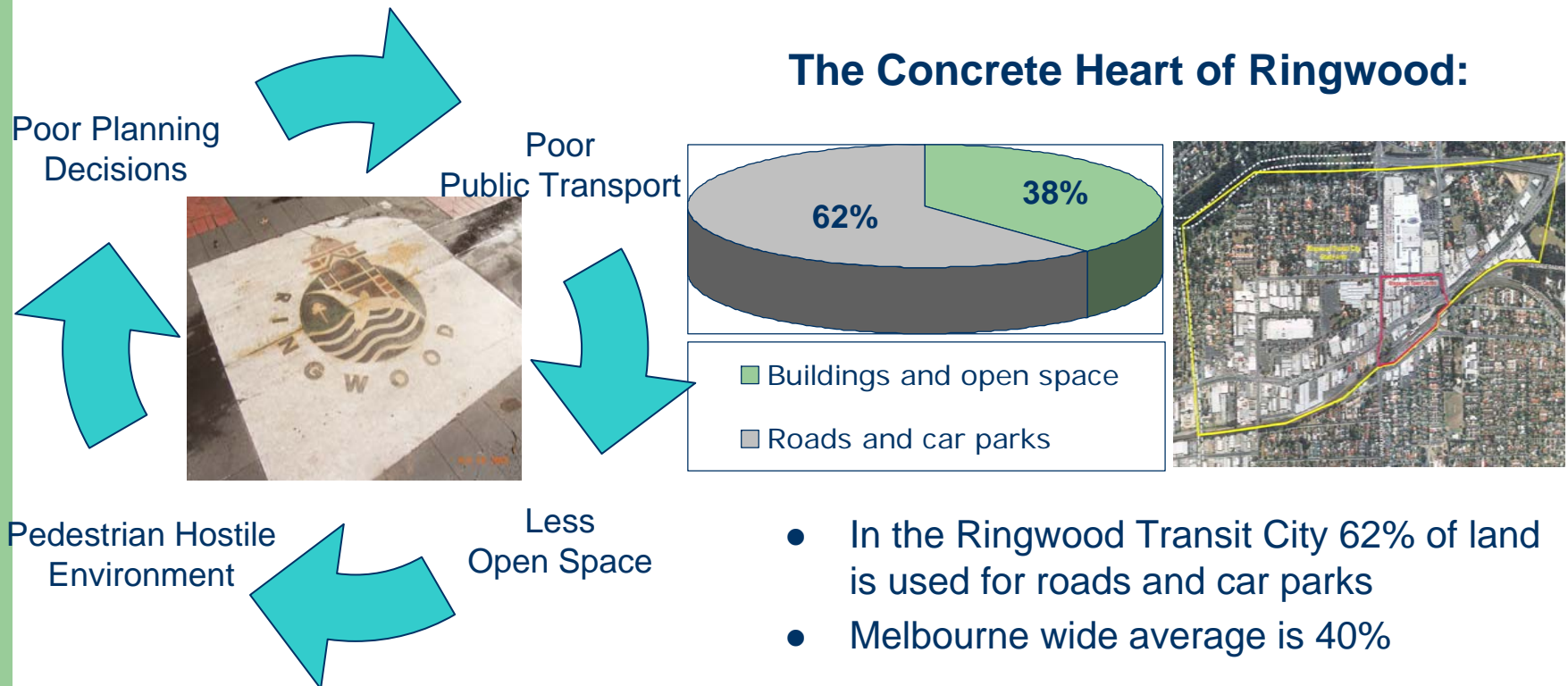
# Current Problems

- 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

# 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 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!**

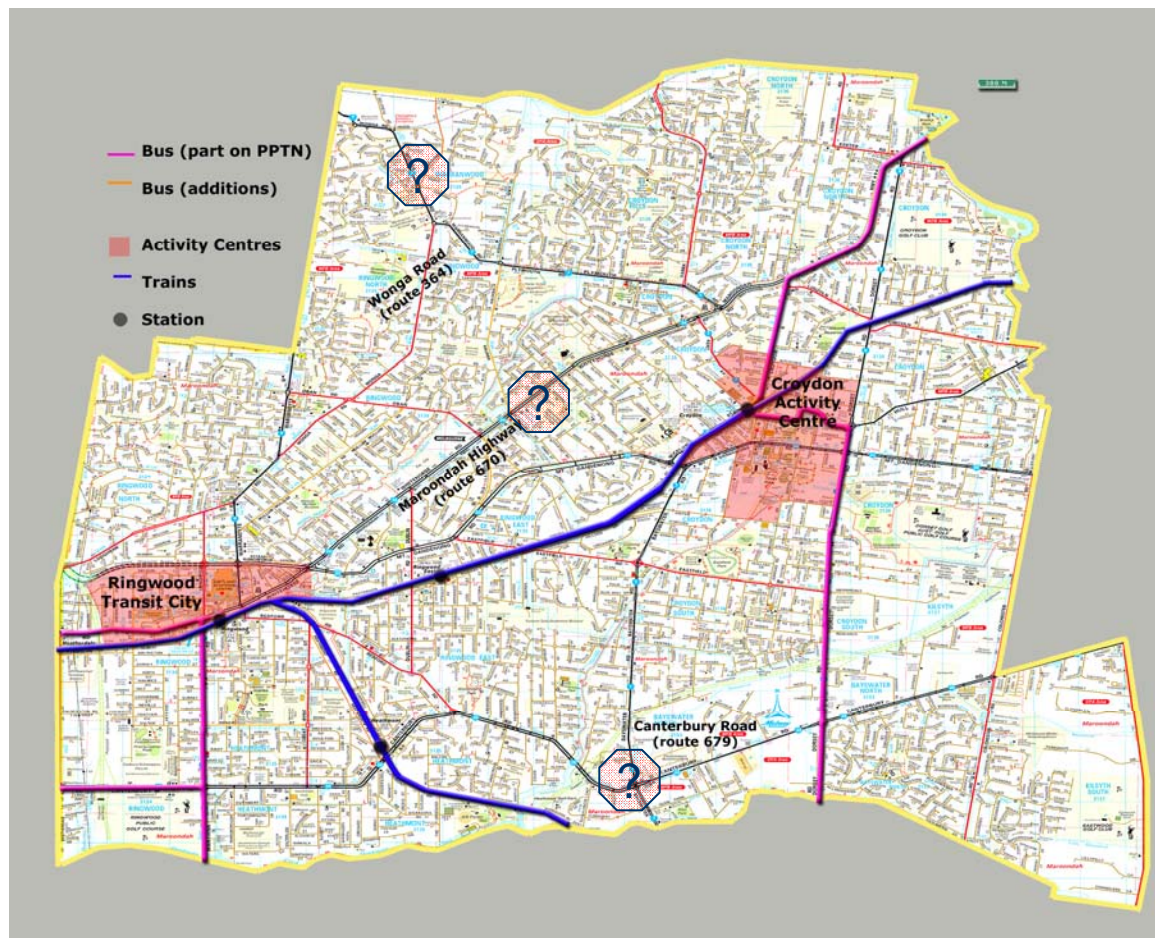
# But it is not so easy....

- 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**

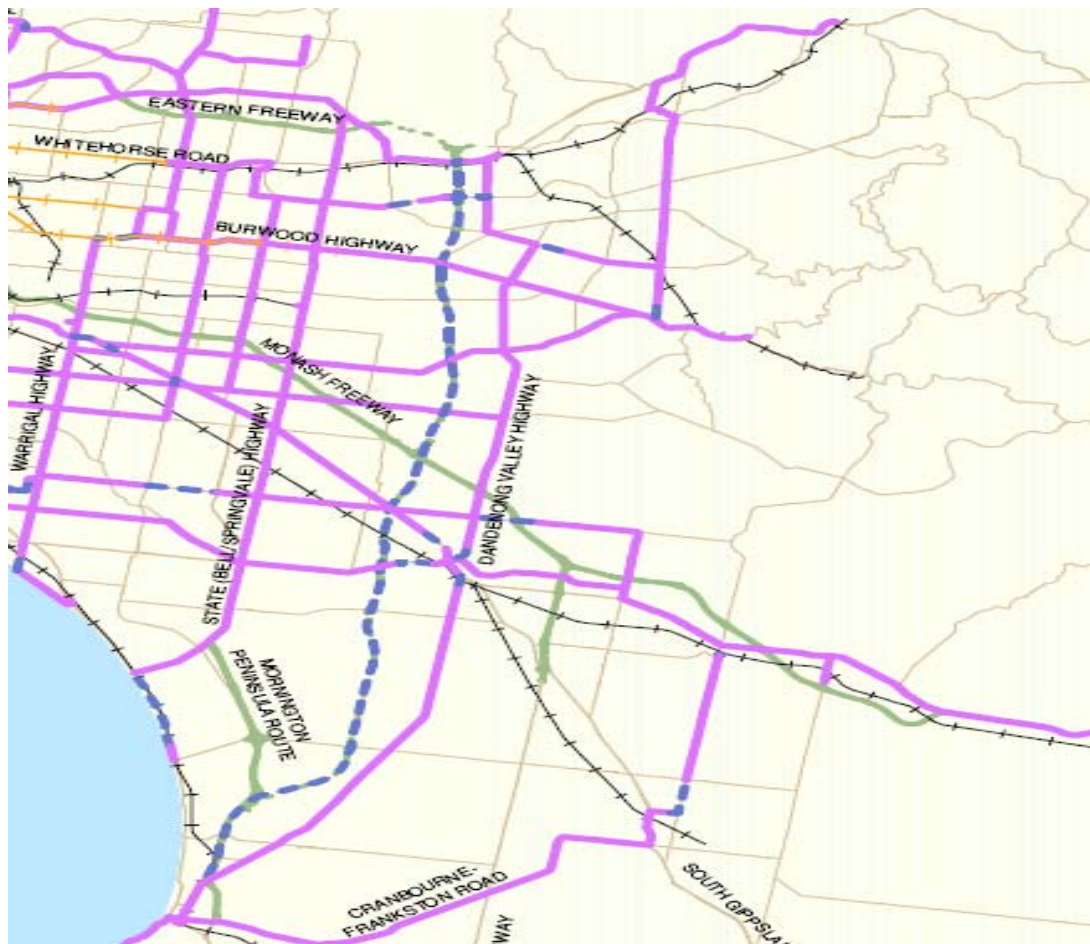
# Taking Action

- 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

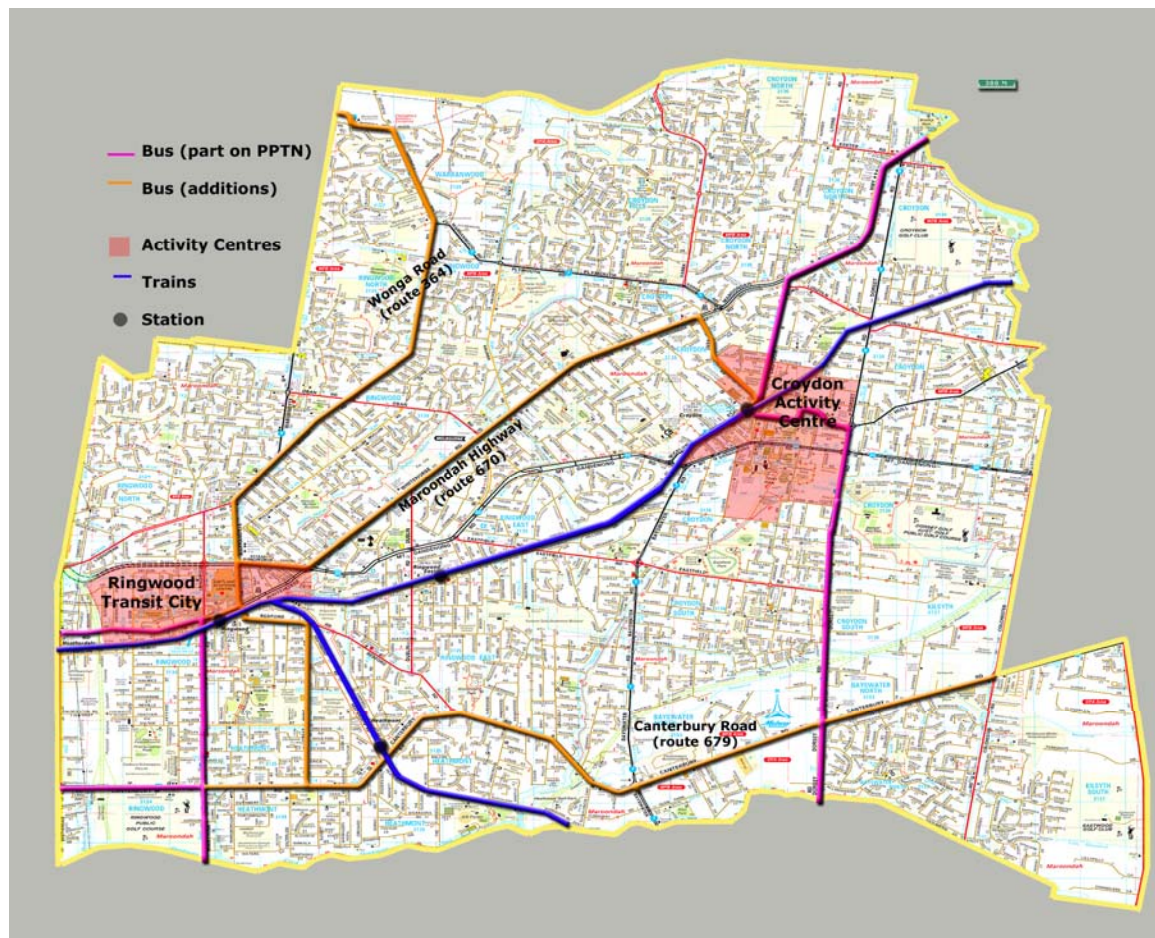


- PPTN in the southeast is more comprehensive than the east
  - Major roads in the southeast are included
- Why are roads in the east omitted?
- PPTN must provide comprehensive public transport network
- Southeast is a 'growth area'
- So the east needs services to meet current growth



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# Stage 1 of a PPTN for Ringwood

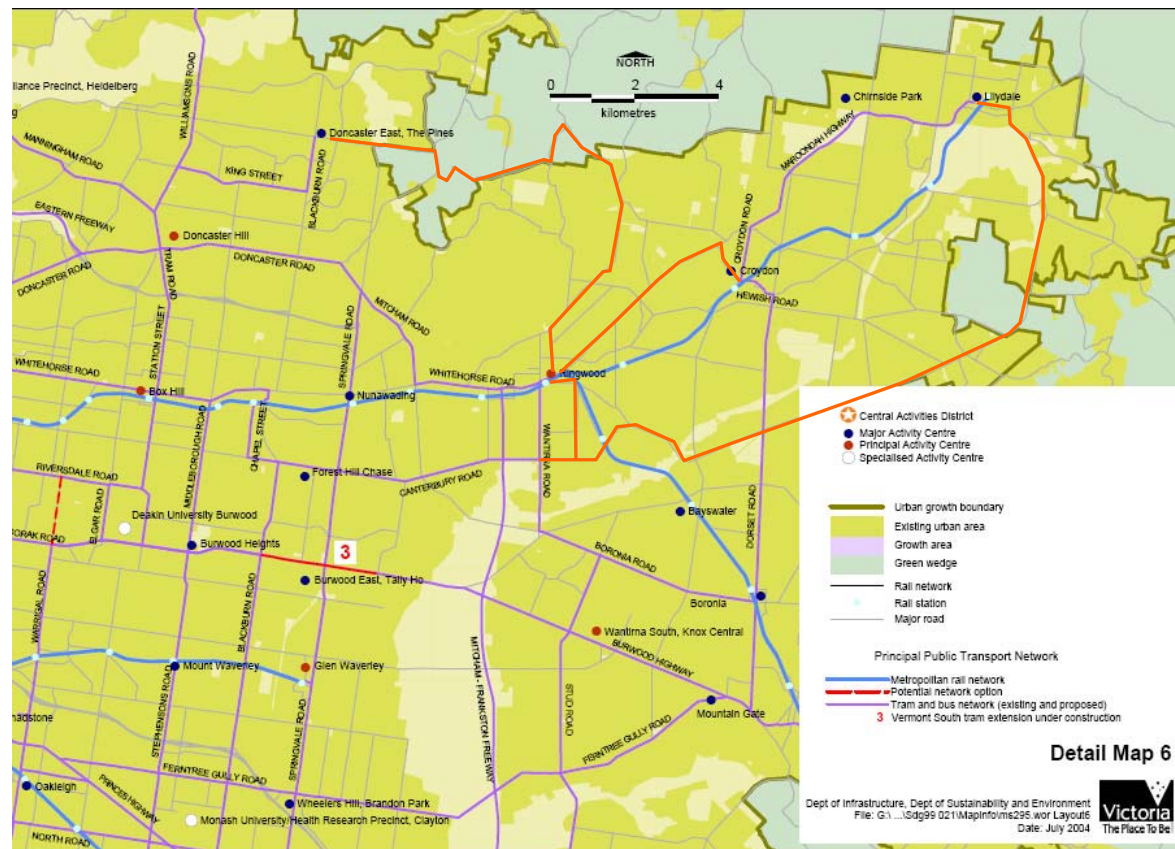


- The PPTN must connect Ringwood to surrounding activity centres
- Key thoroughfares must be included
  - Maroondah Highway
  - Canterbury Road
  - Wonga Road
- This is a minimum!

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



# 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

# 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 be 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](http://www.rtccc.info)
  - Email: [alex@rtccc.info](mailto:alex@rtccc.info)
- Public Transport Users Association (PTUA)
  - Website: [www.ptua.org.au](http://www.ptua.org.au)
  - Email: [alex.makin@ptua.org.au](mailto:alex.makin@ptua.org.au)