

# Public transport growth in Melbourne

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# A framework

Strategic (policy)

Tactical (system design)

Operational (delivery)

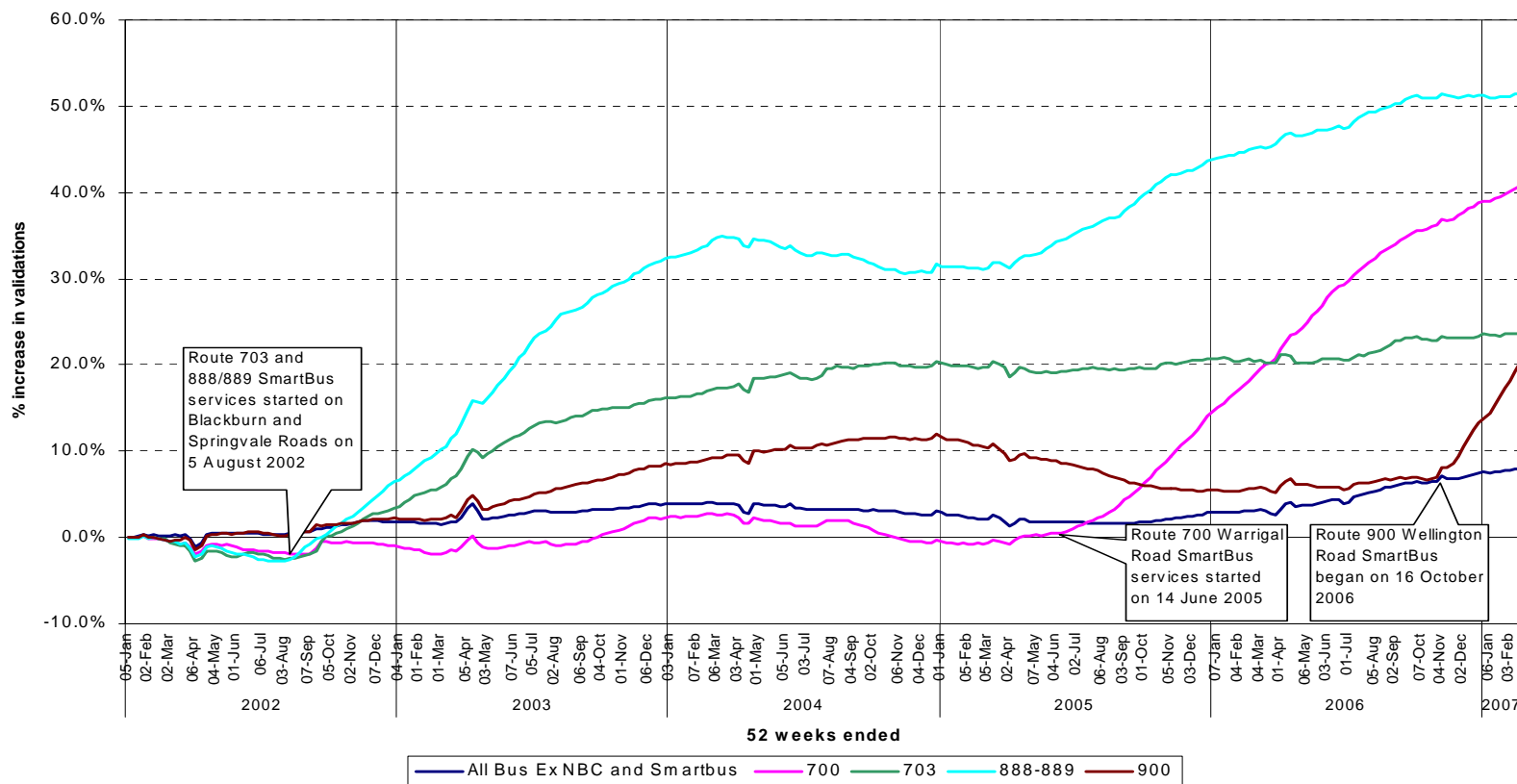
# Thredbo 10 findings

- There has been too much concentration on who delivers services (O)
  - However, private service delivery is usually more efficient than public (typically 10-40% first round savings)
- Not enough focus is put on how our transport systems can best contribute to community goals (economic, social, environmental)
- The S/T area needs more effort
  - Let's not get so caught up in the detail and process of rail re-franchising that we lose sight of this point

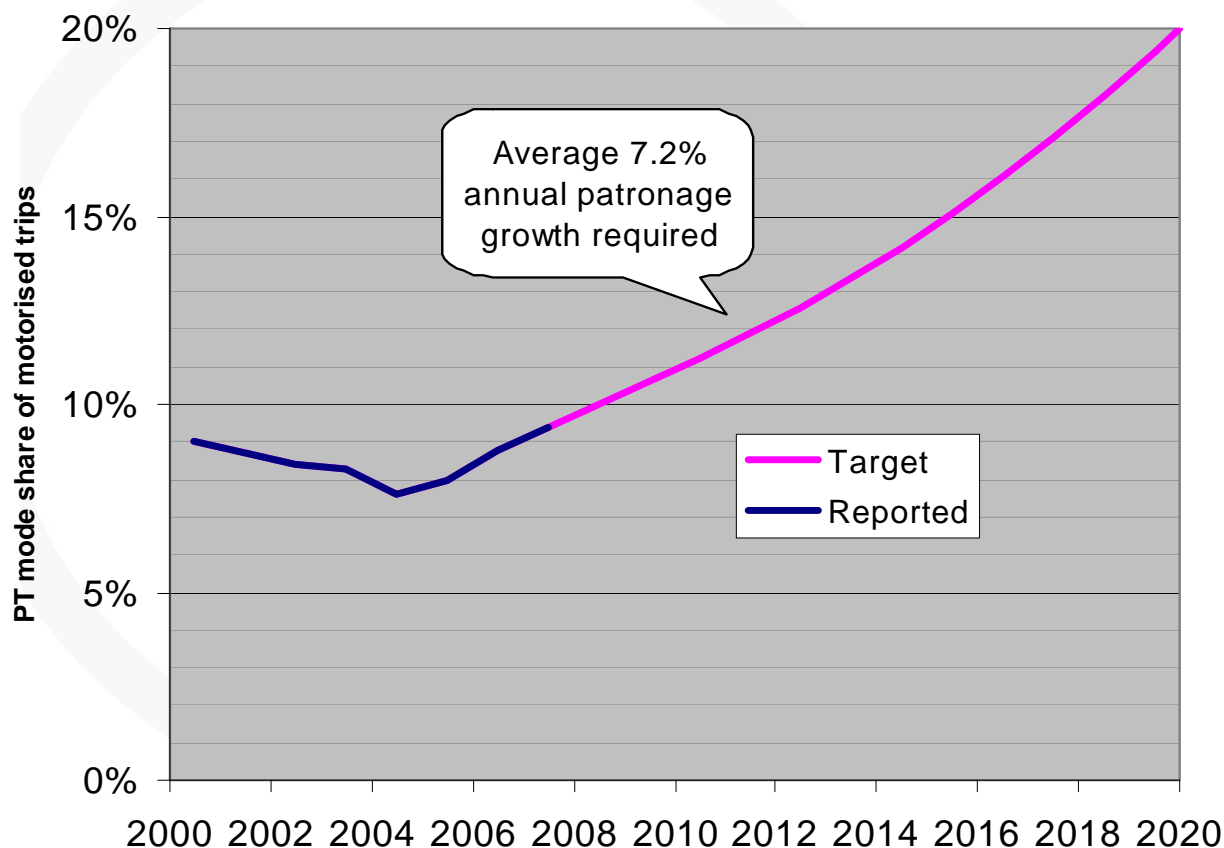
# S/T in Melbourne

- *MOTC* sets out medium term system development directions
- Generally a very good approach for bus
  - System development focus, plus area reviews
- Some debate over rail priorities,
  - e.g. rail line extensions vs Dandenong third track
- Patronage growth has exceeded expectations (train >12%; bus >6%; tram >3%; total >6%)
  - Even though it is just what is needed to achieve 20/2020!

# Increase in bus ticket validations



# Mode share towards 20/2020



Year-on-year growth exceeded 6% and we estimate current patronage growth at around 7.8% pa

# Some issues in the S/T area

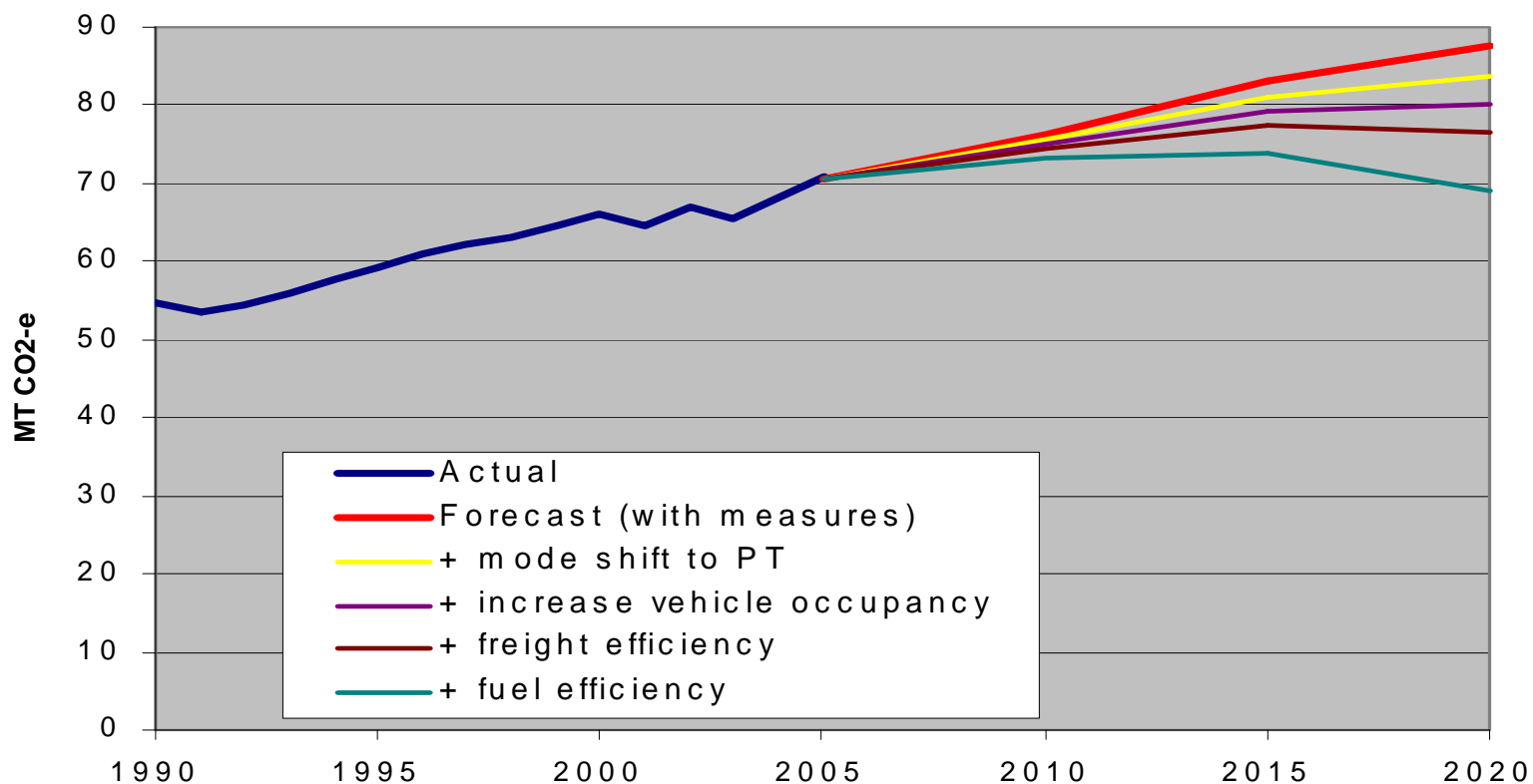
- Time horizon too short (we at least need a 20/2020 vision)
- Land use strategy (Melbourne 2030) is underperforming
- Modal integration needs more attention
  - Bus Area Reviews underway
- Short term rail franchises work against systemic thinking
  - And inhibit operators playing a leading advocacy role
- Metlink is playing a useful systemic role for marketing and customer information
  - With longer term rail franchises, Metlink can play a greater advocacy role for public transport

# The 20/2020 target

- 20/2020 is the right target for public transport in Melbourne
  - Climate change, traffic congestion and social exclusion as foundations
  - Canada's major cities already achieve about 20%

# Emission reduction projections

Road Transport Emissions



## *MOTC 2*

- It is time to set out the transport vision for 2020 and start work on *MOTC 2*, to bring forward a ramp up of infrastructure and services
  - For bus, that will mean increased frequencies (no worse than 30 minutes max frequency and 15 more usual), later finishes, better integration with rail and more bus priority measures, including BRT (e.g. Orbitals; Doncaster BRT)
  - Increasing urban densities must be part of this approach (Melbourne 2030)

# Wider PT planning for growth

- Infrastructure development
  - No major new east-west road link
  - But deal with road freight congestion
  - Accelerate additional rail capacity in key corridors, inc. serious evaluation of a new NS rail tunnel
    - e.g. Canada's experience with subway development and TOD
  - Improve PT to enhance Transit Cities
- Improve tram on-road priority
- Implement congestion charging in about 5 years
  - To internalise congestion costs in travel decisions and help pay for improved PT

# Organising for T

- There is no general agreement about the best way to arrange the Tactical (system design) level
  - Dutch experimentation is a good test case
- The people involved are probably what matters most
- Melbourne has a departmental model
  - Others use separate authorities for T (eg Translink in Vancouver)
- The service delivery outcomes might not necessarily be much different
- **What should be different is the capacity to engage in public debate and discussion over policy and planning issues**
- Departments find transport policy/planning debate tough (as do our universities!)
  - Agencies like Translink in Vancouver are more actively engaged in public debate and can issue forward plans without Ministerial backing

# Changes in governance?

- Australia is unusual in having State Government responsible for the T stage in urban public transport
- Should this be a job for regional local government?
  - Governance and capability issues at present
- What should be included?
  - Only PT; roads; urban planning; others?
- It's time to set up a multi-stakeholder Metropolitan Transit Authority in Melbourne
  - At arm's length from Ministerial control
  - To plan the system and manage contracts
  - In line with policy set at a higher level
  - With some financial freedoms (needs its own service revenue stream)
  - Using the same key people who currently plan and manage the system in government, freeing them of some constraints