#GetOnBoard

Community Powered Transport Plan

- A better train network with Melbourne Metro 2
- A more connected public transport system through bus, tram & light rail network improvements
- Freight off roads
- Active travel with more bikes, walking and green space
- Made in Victoria with local jobs

#GetOnBoard TODAY at getonboard.org.au
This is a live document, open for community input. GetOnBoard and get involved to make it work for our city! Read more info online: www.getonboard.org.au

In conjunction with:

Friends of the Earth Melbourne

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EXECUTIVE SUMMARY

Transport in Melbourne is in crisis. Our trains, trams and buses are overcrowded, infrequent and unreliable, poorly maintained, leaving 75% of Melbournians forced to drive to work, sitting in traffic jams and paying huge amounts in tolls and parking.

Experts keep telling us that more roads don’t reduce congestion; they create it. Instead of listening, the major parties are pushing through three new mega-roads (the East West Link, North East Link and Westgate Tunnel) that will force tens of thousands more cars into the city, spending billions of taxpayers’ dollars and lining the pockets of big tolling companies like Transurban.

Communities from across Melbourne and Victoria are concerned about the impacts these roads will have on our health, the climate and the livability of our city. We realized just saying no to these mega roads wasn’t going to fix the problem. If governments aren’t going to do it, we have to create an alternative plan to reduce congestion in our city and to get people where they need to go safely.

So we’ve brought together stakeholders from Altona to Bulleen to Mordialloc and in between, planning academics, workers and community members to create a community powered transport plan that will work for everyone.

We’re proposing better public transport to get people to and from work, leaving the roads for those who need them, like tradies and emergency services. Getting trucks off our streets, so we can all breathe better and making things in Victoria, so that we create jobs at home.

That’s what the #GetOnBoard plan is. It’s the community coming together to demand a fairer, healthier, more connected Melbourne and Victoria.

To make sure we’ve got it right we’re undergoing an unprecedented community consultation process. We’re reaching out to tens of thousands of Victorians to make sure the plan works for them. We’re also reaching out to manufacturers, businesses, unions, councils and community groups to build the vision with us. If we’re going to make this happen, we need everybody on board!

Key priority must be placed on:

- MELBOURNE METRO 2 Immediate planning works to start on the missing link, MM2 which creates the missing network structural link between the north-east growth corridor and the south west growth corridor to compliment MM1. This achieves transport hubs throughout the growth corridors between the north east and south west, through urban renewal sites such as Fishermans Bend, E-Gate and Arden Macaulay. Getting daily commutes to work on to public transport will significantly improve the functioning of the city and the lives of Melbournians.
- FREIGHT OFF ROADS Immediate works on stemming the decline of rail on freight and to build new and better rail freight options to remove dangerous and polluting road based freight from urban roads.
- MORE ACTIVE TRAVEL A vibrant healthy city features active travel as a cornerstone to a liveable city. Health and safety on our transport network is primary and is achieved through good design and integration of cycling, walking, skating, pushing prams paths as a significant feature across all our urban areas linked to a fully functional public transport network.
- BETTER CONNECTIONS Filling public transport network gaps that frustrate achieving a fully functioning public transport network across all of metropolitan Melbourne linked to regional services.
improvements to Bus network efficiency have been proven to work through the Brimbank Bus Networks Reform Plan, 2014 project creating better services and more reliable public transport options for commuters. This program was cost effective and can be rolled out across greater Melbourne and regional Victoria immediately.

- Tram network improvements and rolling out light rail lines creates another level of efficiency in the transport network of Melbourne and will free up the roads for those that need it; emergency vehicles, tradespeople, buses and the like. New light rail links creates affordable transport infrastructure for growth areas and gaps in the network.

- MADE IN VICTORIA As we build a transport system that works for everyone, we know this needs to be built and run by Victorians, creating local jobs. This is everyone from manufacturers, transport workers, construction workers, maintenance crew, technicians, tradespeople, station attendants, and more. The job potential is huge. And ongoing. While some jobs are created for building the initial infrastructure, many more will be required to maintain the service, provide upgrades and increase capacity as the city’s requirements change.

Finally our future depends on reducing greenhouse gas emissions (GHG). Transport is the second largest emitter of GHG and that is a core reason for Melbourne and Victoria getting it right now by embracing these initiatives not repeating the mistakes of the 1960’s Transportation Plan dominated by freeway thinking to this day.

**OUR VISION**

Victorians have waited for decades for a long term sustainable transport plan for Metropolitan and Regional Victoria. This has proved elusive. What Victorians have witnessed is successive governments pushing Victorians into polluting mega road projects that ‘lock in’ induced car and freight road based transport and greenhouse gas emissions (GHG) that compromise the city’s treasured urban values, the health of our children and destroys our future urban development opportunities, which only benefits major road construction and tolling corporate companies.

The time has come for a **Real Transport Plan** that gives Victorian an efficient world class public transport system, an efficient clean rail freight system and safe road networks that do not destroy Melbourne’s famous liveability or lock Victorians into unsustainable pollution into the future. This **Real Transport Vision** is a sustainable, integrated transport plan that delivers a legacy we can all be proud of.

This citizen’s instigated real transport plan is part of a broader vision for Victorians where people have a much wider range of options for how they choose to travel – a smarter, more sustainable, less congested transport future. Since the 1960s, transport planners have known that building more roads makes people dependent on cars and creates more congestion. This is why smart cities around the world have chosen to expand, upgrade and shift to building more and better public transport: more trains, light rail, trams and buses.
A better train network with Melbourne Metro 2

OUR VISION

Melbourne Metro 2: building another river crossing that would deliver much more than twice the capacity of mega roads
WHAT IS IT?

Melbourne Metro 2 (MM2) is the logical addition to Melbourne’s 21st century rail network (See Map – purple line). MM2 involves building a tunnel between Newport and Clifton Hill via Fishermans Bend, Southern Cross, Flagstaff, Parkville and Fitzroy.

A metro-style train line can carry up to 40,000 people per hour per track with 2-minute services, or 21,000 per hour for 5-minute services. This performs significantly better than a freeway which can only carry 2,000 cars per lane, with a maximum capacity of a 10-lane freeway in one direction of 10,000 cars per hour, and with mostly only one occupant. The West Gate Tunnel Project (WGT) will be 6 lanes, designed to a maximum capacity in the peak of only 6,000 cars each way - a fraction of what a train line could carry.

MM2 would thus transform the Werribee line to create a cross-town metro service from Wyndham Vale in the South West to Mernda in the North East. This would connect people in the west directly with the CBD, universities, hospitals and inner north. Parkville would become the interchange between MM1 and MM2.
providing much easier access to the entire metropolitan area for everyone than the often-unpredictable transfers at central city stations. Thus, creating the public transport network spine of metro train lines from the north-east to the south-west (MM2) and the north-west to the south-east (MM1).

WHY IT WILL WORK

MM2 would be a faster, more frequent and more direct route to the city for people in Wyndham and Hobsons Bay. Like MM1, it would use longer trains carrying more passengers, running more often. MM2 could quadruple the capacity of the Werribee line, and get people into the city faster by bypassing the inner-west (Spotswood to North Melbourne) stations, while connecting with them at Newport. MM2 would free up capacity on the Altona and Williamstown Lines allowing more services to run. The rail capacity of the west, along with its accessibility to the city would be dramatically expanded. Just imagine how that would change Melbourne!

WHEN COULD IT HAPPEN?

If the state government committed to planning for MM2 in 2018, it could be operational by 2028 or earlier.

As a significant infrastructure project, building and operating MM2 will create thousands of local jobs; Melbourne Metro 1 is generating 7,000 jobs alone. Both will create ongoing jobs once operational.

Victoria has already invested in the technology needed to build Melbourne Metro 1, this would extend the life of that equipment and expertise, making both projects more cost effective and creating longer-lasting jobs.

HOW MUCH WILL IT COST?

MM2 could be built in a single project or staged. According to Infrastructure Victoria’s high-level analysis, the cost for the whole project could be between $13.9 to $20.8Bn.

Infrastructure Victoria has identified opportunities for building MM2 in stages. Building the link between Newport and Parkville was estimated to cost between $8.4 to $12.7Bn. This version of MM2 is the most beneficial for Melbourne’s west and would provide an alternative to the West Gate Tunnel tollway project (not to say the West Gate Bridge!) for commuters, freeing up roadspace for those who have no alternative. The full project would provide for enhanced public transport access for people in the east and north east in four ways. Firstly, by adding capacity on the South Morang/Mernda Line; secondly, by freeing up capacity on the Hurstbridge Line for more frequent services; thirdly, making an Epping North/Wollert branch more viable, and finally, by freeing up the capacity necessary for a future Doncaster Line, which IV costed at between $2.6 - 3.9Bn.

Compare the cost of MM2 (with or without Doncaster Rail) to the combined $38.3Bn cost of the three planned mega road projects in the same transport corridor as MM2: WGT ($6.8Bn), NEL ($16.5Bn) and EWL ($15Bn). These costs are without factoring in the costs of tolling to the community. Toll revenue (currently going to private companies) that will not be available to improve public transport. These megroad projects are premised on freight demand, but rely on capturing large flows of private motorists to subsidise them. For less than half this cost, MM2 would build on the $15Bn public investment in MM1 and the Regional Rail Link to provide greater transport choices for commuters and others who currently have no option other than driving, freeing up roadspace for freight, emergency services and tradespeople.

STRATEGIES

The MM2 alignment isn’t finalised. The planning process may result in a slightly different set of stations, but most likely would include the following: Newport, Fishermans Bend NEIC, Montague, Southern Cross, Flagstaff, Parkville, Fitzroy and Clifton Hill.
Many Melbournians are not aware this proposal to continue our public transport revitalisation exists. Many people also don’t realise the significant risks of delaying these public transport initiatives, building more mega roads, further locking us into cars and freight based road transport.

OUTCOMES

MM2 is part of a broader vision for Melbourne where people have a much wider range of options for how we choose to travel – a smarter, more sustainable, less congested transport future.

MM2 responds to the need for people in the west, the north and north east. The west is Melbourne’s fastest growing region, closely followed by the north. It is here there are growing needs for better access to jobs and educational opportunities in the central and inner city. MM2 will enable people in the west and north to get to the city faster, in comfort, without having to sit in traffic and waste time looking for costly parking. MM2 frees up capacity on existing lines for long-called for extensions to the rail network such as to Doncaster and Epping North/Wollert.

THE ASK: reallocate the $$ being spent on NEL planning for MM2 planning

References:

- Supplement C: Major transport projects – preliminary costing – Assessment 3. Advice to Infrastructure Victoria 23 September 2016
- Fishermans Bend Framework – Draft
- Fishermans Bend Integrated Transport Plan
Level Crossing Removals

OUR VISION

All level crossings that are used by buses or trams are to be removed to allow improvements in rail, bus and tram frequencies and freedom of movement for pedestrians and cyclists.
BACKGROUND - level crossing removal is about better public transport

Level crossing removal is essential to create integrated public and active transport networks that will allow people to choose alternatives to the car. This is because Melbourne has over 170 level crossings within the metropolitan area, of which around 100 are used by buses, 3 are still used by trams, and all are used by cyclists and pedestrians, along with emergency services, delivery and trades vehicles. In addition to the safety issues, these conflicting demands on space at level crossings limits the number of rail, tram and bus services that can be run.

Running more trains is required to increase the capacity of the ‘spine’ of the transport system. We cannot run more buses to feed the trains without more frequent trains. But more trains will cause severe congestion at level crossings, making measures to improve buses ineffective and causing greater difficulties for pedestrians and cyclists.

THE PROPOSAL

This means that removing approximately 60 level crossings in addition to the 50 already committed to by the government is urgently needed because only 32 of the 50 are used by buses or trams.

It has been demonstrated that level crossing removals are often opportunities for much-needed station upgrades. Many of Melbourne’s stations are out of date, difficult to access and poorly integrated with their local area. Transfers to buses and trams are often poorly designed and timetabling is not coordinated. Many stations lack amenity and feel unwelcoming and unsafe.

Railway stations are key nodes in an integrated public and active transport network. They are the places where most transfers are made between modes and services. They service the highest number of people. Making railway stations better places that people enjoy and feel safe using at all times of the day and night is key to providing choices to people about how they travel on a daily basis.

THE ASK

An extended and expanded level crossing removal program, focused on removing level crossings used by other modes of public transport, will mean at least another 60 station upgrades on top of those already committed to.

THE COST

Costs for level crossing removal and associated works vary because every crossing site is different. The Auditor General’s 2017 estimated costs of the government’s Level Crossing Removal Program averages out to a cost of $166m per crossing. This would indicate the need to budget an additional $9.9Bn. If the government were to re-prioritise crossing removal and only focus on those needed to improve public transport, the funding required would be closer to $7.9Bn. It is likely that efficiency dividends would flow from extending and expanding the program due to lessons learned by the LXRA to date.

*It should be noted the cost of removing all the additional level crossings required to free up the public transport network is comparable to the West Gate Tunnel (and comes without decades of tolls paid to a private corporation).*
Freight Off Roads

OUR VISION:

A new state-of-the-art land transportation system to underpin Victorian industry that meets modern global transportation requirements. This will allow Victoria to compete globally and for Victorian customers to enjoy best practice goods deliveries while minimising impacts on people, communities and environments.
BACKGROUND

The Port of Melbourne is essential for Victoria’s economy. Residents, road users, pedestrians and all members of the community are increasingly impacted negatively by heavy freight being carried more on larger road vehicles and less on freight trains. We want to ensure that residential communities don’t continue to suffer health problems, loss of amenity and property values from exposure to truck traffic and congestion. We envision improved efficiency of goods delivery by taking more advantage of the safety and cost savings offered by rail and new technologies. To achieve these aspirations, we need a restructuring of Victoria’s road-rail systems, laws and enforcement, and a re-focussing of minimising negative impacts on people and places.

THE PROPOSAL

Engage in long overdue reform. Over successive Victorian Governments large parts of the railway system have been sold, and priority diverted to funding major roads. Our remaining rail system is now fragmented with multiple owners, regulators, train operators, rail gauges, obsolete signalling, uncertain train paths with unreliable arrival times, etc. It is under-funded, run down and has underutilised capacity, due to freight shifting to roads. This has resulted in:

- On-road truck driving problems – truck speeding, driver fatigue, drug taking, dangerous driving, road trauma, pollution, noise, illegal loading, curfew violation, level crossing accidents.
- Urban issues – truck depot relocation to western suburbs, toll-dodging rat runs, truck accident black spots, road damage by trucks, and dangerous freight carried near residences, schools, hospitals, shops and public open space.
- Community health impacts of trucks – ill health, especially asthma and respiratory disease, stress, sleeplessness, increased public health costs, degraded roads and suburbs, lost amenity and property devaluation, contributing to climate change, lack of GHG or EPA standards to cut pollution sufficiently.
- Lack of truck industry accountability – powerful large operators with monopoly controls over their terminals, driver under-payment, ‘cowboy’ drivers shirking regulations, forged log book records
- Ineffective truck regulation and law enforcement – outdated and inadequate laws, minimal enforcement by police and other authorities, lack of adoption of camera and other automatic detection technology, too much focus on self-regulation that is ineffective, obsolete truck fleet, un-roadworthiness of vehicles, toxic exhaust emissions (87% of trucks were not Euro V compliant in 2014)
- No level playing field between road and rail, heavy road trains under-charged, trains over-regulated, unfair competition by road trucks, tax advantages for trucking companies, leading to lack of rail viability
- Poor customer service from a lack of supply chain logistics and intercommunications technology, resulting in poor backloading of trucks, low fleet utilisation, and unnecessary empty running and truck congestion. This leads to high labour-intensive road transport costs and unnecessary road & tollway construction. Charges to customers are inflated as a result. Expected time of goods delivery is often not communicated to customers.

STRATEGIES

Within 5 years make rail networks and port terminals faster and more efficient, and otherwise incentivise freight train operators to reinstate port container shuttle train services by

- Developing and declaring several suburban open access freight intermodal terminals from where road distribution occurs (away from the populous suburbs).
• Completing standard gauge conversion, increase track running speeds, modernise rail signalling, so as to enable reduced train headways and a better utilised rail network.
• Planning and reserving surface rail corridors to/from Melbourne for the next 50 years to avert rail tunnelling costs for future lines.
• Investing in freight tracking smart technology to increase customer service and reliability
• Providing ‘open access’ intermodal terminals by law, so all train and truck operators can use them i.e. eliminate vertically integrated private terminals.

Rationalise regulation and enforcement responsibilities of all agencies to better address and minimise trucking problems by:

• Licensing truck companies at ports and intermodal terminals, and crossing State borders, with significant penalties and licence confiscation for repeat offences or accidents.
• Enforcing point speed limits, average speed limits, excess truck noise, use of engine brakes, excess exhaust emissions, tail-gating, convoys and lane transgressions by the application of automatic (camera) detection devices and smart technologies to all major truck routes.
• Conducting more random roadside inspections of truck driver log books, drug taking, alcohol consumption, trucks for roadworthiness, illegal freight including firearms, contraband, drugs, tobacco, un-manifested and undocumented goods, and stolen goods.
• Monitoring and publishing roadside traffic noise measurements for increased public transparency. Fill gaps in existing noise barriers and lower traffic speeds to ensure noise policy compliance.

Develop a State Environmental Protection Policy (SEPP) for best practice daytime and night time protection (as VicRoads has failed to upgrade its Noise Policy) including:

• Regularly monitoring air quality at identified pollution hot spots throughout Melbourne. Where air quality is sub-standard, implement roadside afforestation treatments that meet US EPA best practice.
• Phasing out trucks over 20 years of age and register only new trucks with the latest emission (Euro VI) controls.
• Banning use of truck engine brakes throughout Victoria and upgrade noise walls as necessary to minimise excessive truck traffic noise in populous or sensitive areas.
• Enforcing time based curfews on trucks in sensitive areas, with regular enforcement.
• Increase x-ray and other detection from 5% to 50% of shipping containers to eliminate drug and other contraband imports.
• Relocating the toxic diesel locomotive maintenance/service centre from Newport out of the metropolitan area.
• Phasing out polluting/obsolete fleet that is over 20 years old by incentivising all owners of trucks and locomotives to modernise with the latest Euro 6 compliant diesel (or gas) engines.

Support Federal mass-distance charging for trucks and a level playing field with trains by:

• Instigating a 40-year rail catch-up investment program to modernise rail infrastructure and incentivise private train operators to invest ‘above-rail’.
• Ensuring that 80% of grain traffic is transported to the ports by grain freight trains to stop highway and rural road damage being caused by heavy road combination vehicles.

OUTCOMES
These reforms will deliver a new state-of-the-art land transportation system to underpin Victorian industry that meets modern global transportation requirements and allows Victoria to compete globally and Victorian customers are to receive best practice goods deliveries.

1. Improved logistics options and efficiencies by reinstating and invigorating rail freight component of logistics supply chain

2. Improved road safety outcomes for all road users. Removal of freight from roads is safer for pedestrians, cyclists, motorcyclists, car users and other road users from heavy freight vehicles to reach government zero road toll target (including with trucks).

3. Improved community health and residential amenity reducing asthma and respiratory deaths due to diesel emissions, minimising noise and other negative truck traffic impacts.

4. Reduced social and environmental cost of freight transport by road and rail by modernising railways and improving their competitiveness. Make trucks pay their full costs including road damage costs, and level the playing field with train operators.

**THE ASK:**

Level the playing field between road and rail by reorganising the existing road and rail Departments into a representative system-wide overseer for freight (all aspect not just roads) supported by smart technology and demand management. Spread budgets equitably across the other vital components to achieve the catch-up investment necessary for freight modernisation estimating a budget of $1 to $2 billion a year for each of the first 5 years. Use fines and penalties from increased enforcement to recover any cost increases above the current levels.
Bus Network Improvements

OUR VISION:

An expanded, made in Victoria, bus network connected with other transport modes with guaranteed high levels of frequency, reliability and safety.
THE PRINCIPLES

Reliability and safety:

- frequent bus services along major and popular transport routes along the lines of ‘turn up and go’ frequencies
- bus timetables and services shown in real time at bus stops
- gradual replacement of existing bus fleet with electric buses made in Victoria
- Clear maps at transport interchanges that show the modes available, the position of the stops, stations and route lines relative to each other, and the destinations of the connecting services.
- System and service information that is accessible to all, in addition to phone-based apps.

Connected to activity, employment and transport hubs:

- identification of hubs and a public and real commitment to servicing these where there are no alternative public transport options
- recognition that people have a right to decent public transport, and should not be forced to rely on the private car
- long-term strategic planning that requires bus services to be integrated into the planning and development of new residential and commercial hubs as they are built, not at some later time

Timely bus services:

- better timetable coordination with other major transport hubs e.g. train stations and other bus services
- bus prioritisation along major road corridors and to all commercial airports e.g. bus only lanes
- signalling at intersections to give buses priority
- 10 minute ‘turn-up-and-go’ timetabling for major routes
- Longer service spans until at least 10pm on all routes
- Weekend services for all routes
- increased weekend bus frequency

Anywhere-to-anywhere

- bus stops at least 500m from anywhere where there is no alternative public transport
- local area bus networks, using smaller ‘mini buses’ to connect local residents to local hubs, especially in areas with larger numbers of senior citizens, and around hospitals and schools

BRIMBANK SHOWING THE WAY

Bus Network Reform

In 2014, following Public Transport Victoria’s consultation with the local Brimbank community, a new improved local bus network was rolled out. Bus providers, local government and the community worked together, under tight budget conditions, to achieve significantly better services for commuters, setting the standard for what a local bus network could deliver. This process resulted in a faster, more direct and extensive service for commuters who may also have had limited access to public transport. Better connections to trains, late night bus services, Sunday services on all routes and better connections to key local destinations were all rolled out. Bus routes were divided into two systems, which improved the frequency and effectiveness of local bus services whilst delivering a reliable service to high commuter satisfaction.

Through extensive analysis of demographics, patronage data, travel surveys, community consultation and advice from bus operators and local government in relation to design, they collectively produced cost-effective network improvements that addressed community needs. The new network, which provided a 16% increase in timetabled...
service hours, saw a 10% growth in patronage in the first six months. This is significantly higher than short-run increases in service levels in similar international examples. The positive outcomes achieved in Brimbank have been attributed to a combination of increased service levels and improved network design.

The positive results delivered to Brimbanks local bus network and commuters provides a benchmark for what can be achieved in other local areas. This leadership program presents the opportunity to be replicated across other local councils to provide local residents across Greater Melbourne access to a more direct, effective and integrated public transport system.

(Loader C et al 2015)


Better Bus and Bike Infrastructure for Melbourne’s West

Monash Electric Bus design research project

Buses Matter (UK)

OUTCOMES

Reduce the reliance on cars by increasing the accessibility and frequency of buses as an appealing means of transport. This would reduce the number of cars on the road, and therefore improve traffic congestion, rising air quality issues and liveability around our roads.

Buses are an integral and flexible part of the public transport system, providing cost-effective and easy to implement solutions that enable travel around the current public transport gaps and dead zones in connecting people to train and tram routes.

Local businesses stand to benefit from increased foot traffic of commuters encouraged to spend more time in the area. Commuters benefit by avoiding congested traffic and parking costs and frustrations.

Greater accessibility and frequency of buses should act as encouragement to school children

Older people are less reliant on cars out of choice or necessity whilst younger people are increasingly opting for a car free existence. All segments of society need to be provided with convenient alternative transport choices.

Melbournians are perceived to have a dislike of buses. We can turn this around, but only if Governments seriously commit to making bus travel easy, safe and reliable.

Bus network enhancements have resulted in improvements across the network, e.g.:

- Box Hill: 27.5% of train patrons connect by bus or train
- Footscray: 34.1% of train patrons connect by bus or train
- Essendon: 51.2% of train patrons connect by bus or train

Governments need to recognise and commit to a broad and long-term vision for public transport, including buses.

THE ASK:

That Governments at State and local level work together to develop reliable and relevant bus transport options as part of a strategic integrated public transport plan. This includes increasing:

- the planning capacity within the Government sector and
the funding available for implementing a bus network that recognises everyone has the right to public transport choices
OUR VISION

Melbourne’s tram network will meet world’s best practice standards for convenience, reliability, comfort, accessibility and safety, by making the best use possible of existing infrastructure.
THE PROBLEM

Melbourne may have the world’s largest tram network, but it is one of the slowest and least efficient in the OECD. This is because almost 80% of tram routes share roadspace with other traffic. Cars, usually carrying only a single occupant, can delay trams carrying up to 300 people. Traffic signals and lane allocation are currently organised to prioritise cars. 75% of Melbourne’s 1,761 tram stops are yet to be upgraded to meet legal standards for accessibility. 70% of Melbourne’s trams need to be replaced to provide level access from accessible stops.

While there has been significant development along tram corridors in recent years, tram patronage is rising faster than population growth, and many routes are under severe stress.

THE PROPOSAL

Making the existing system work better

In order to optimise the value of investment in fleet replacement and stop upgrades that are required to cater to growing patronage demand and legal requirements for accessibility, provision for tram priority must be made. This means traffic signals set to allow movement of trams before cars, combined with fairways and other roadspace re-allocations wherever possible to prevent road traffic delaying trams.

Extending and improving the existing central and inner city tram network

Planning is urgently needed to improve connectivity to raise the capacity of the existing network to serve the inner city and fill existing gaps. A few examples are listed below and detailed planning is needed for a comprehensive appraisal of priorities. Some of these were canvassed by Infrastructure Victoria in 2016:

● Extend tram lines to serve urban renewal precincts in Fishermans Bend, Arden-Macaulay and Dynon.
● Create a cross-city route along Victoria St (partly using existing tracks) to connect North Melbourne Station to North Richmond Station.
● Extend the 59 Tram by 7km to serve Melbourne Airport.

THE COST

$3-4Bn for planning and capital works.
New Light Rail to the Suburbs

OUR VISION

Melbourne’s major suburban employment and activity hubs (aka National Employment and Innovation Clusters in Plan Melbourne) will be accessible by new light rail services, providing transport choices with city shaping potential enabling more diverse, affordable and sustainable housing options.
BACKGROUND - Lack of transport and housing choices in Melbourne’s suburbs

Central and inner Melbourne have the widest range of housing options and transport choices. The two go together. But beyond the inner city, public transport patronage and housing options are much reduced. This is because high capacity public transport and higher density housing (providing more choices) is sparse outside the central and inner city. Light rail transit (LRT) has been demonstrated to work well in re-shaping lower density suburban environments to expand housing options and transport accessibility. LRT is faster than current Melbourne trams as it runs in its own right of way and has signal priority, but being smaller than trains, has much lower infrastructure costs. The Smart Bus program has demonstrated very high patronage growth on orbital suburban routes serving large centres of activity. LRT would provide higher capacities and a more comfortable and reliable service in keeping with Melburnians’ expectations. The wide arterials in most Melbourne suburbs are ideal for retrofitting LRT to serve major employment nodes such as Werribee, Sunshine, Highpoint, Melbourne Airport, Bundoora, Monash Clayton and Dandenong.

PROPOSAL

Immediate planning for a network of light rail routes to provide decent high capacity public transport in the places where most Melburnians live and work - the suburbs. While the eventual network would be extensive and longer than the existing tram network, a few priority routes include

- Elsternwick to Rowville (via Nepean Hwy, North Rd, Wellington Rd, Stud Rd). This would connect the Sandringham, Frankston and Pakenham/Cranbourne lines to Monash Clayton and to Rowville.
- Sunshine to Highpoint/Footscray (via Ballarat Rd and Hampstead Rd / Moore St)
- Melbourne Airport to La Trobe University via Broadmeadows, Keon Park and Bundoora
- Dandenong to Ringwood via Rowville, Scoresby, Knox and Wantirna
- Tarneit to East Werribee NEIC via Pacific Werribee and Derrimut Rd Station (new station)
- Newport to Broadmeadows via Brooklyn, Sunshine, Sunshine North and Airport West (utilising spare land in the freight rail corridor, serving the many urban renewal sites along it that have poor access to public transport)
- Create a new light rail ‘triangle’ that connects the inner west, the inner north and the inner south: Highpoint to St Kilda Jct via Brunswick and Clifton Hill; St Kilda Junction to Highpoint via South Melbourne, Docklands, North Melbourne and Footscray. This would provide much-needed east-west, north-south and west-south connectivity that would reduce pressure on roads for travel movements in corridors such as: Brunswick/Maribyrnong Rd/Alexandra Pde/Racecourse Rd; Hoddle St/Punt Rd; and St Kilda Rd/Queens Rd/Kingsway/Spencer St/Wurundjeri Way and Dynon Rd. It would also take pressure off city loop railway stations by providing better access between rail lines within the inner city area without the need to enter the loop. It would also improve public transport accessibility in the inner city in general by connecting areas currently lacking good accessibility.

THE COST

$7Bn (estimated) for planning and implementing 7 priority routes above (comparable to the West Gate Tunnel, but without the tolls!)
Active travel with more bikes, walking and green space

*Every time I see a person on a bicycle I no longer despair for the future of the human race*

~ H G Wells

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**OUR VISION**

Melbourne transforms into a city with a vibrant culture of walking, cycling, scooting and skateboarding for 8 to 80-year olds and the infrastructure investment and community awareness campaigns is considered an essential activity for a growing city.
BACKGROUND

Victoria is a leader in recognising cycling, one form of active travel. It all started with the Geelong Bicycle strategy 1976 which became a forerunner to Bike plans across the world. In 1994 The State Bicycle Strategy, “Victoria for Bikes” recognised cycling as a legitimate form of transport and the need to recognise bicycle planning in the State Transport System. There has been several campaigns to get people active and take advantage of Melbourne especially relating to children walking (VicHealth’s Walk to school) and cycling to school (Ride2School) as well as Ride to Work Day held annually that have increased participation. Schools participating in programs such as Bicycle Network’s Ride2School have more than double the national average of school students incorporating exercise into their daily commute. The program shows schools how to encourage, empower and enable students to get physically active on their journey to school. There are large discrepancies between inner Melbourne and outer Melbourne in relation to infrastructure that enables people to choose active travel as the preferred option, increasing Melburnians reliance on less healthy transport options. Melbourne has some great organisations and institutions doing vital work including local governments, Good Cycles, schools and workplaces We want to acknowledge the good work going on and build on this good will to elevate the profile of active transport and have the infrastructure to support it being the fastest, cheap and best way to get around Melbourne.

PROPOSAL

Melbourne is on the way to becoming a great city for active travel. Here’s what needs to happen:

- Recognise the well understood health, economic, social and environmental benefits of increasing bike riding, walking, scooting and skating in state transport legislation and local policies across all departments.
- Implement the Victorian Government’s Cycling Strategy 2018-2028 by allocating a budget to it.
- Local governments, with the Victorian Government, work together to develop a Metropolitan Cycling Network through the Resilient Melbourne Delivery Office.
- Active travel is viewed as the main interface between home and public transport and this is a major consideration in the design and development of new public transport stations with appropriate infrastructure given priority over car parking.
- Melbourne takes on board learnings from cities that have transformed their active travel culture such as London.
- Plan for Outer Melbourne to have the same access to good active travel infrastructure as inner Melbourne through the provision of new infrastructure.
- Budget to build and upgrade walking and cycling infrastructure giving accessibility and supporting equity.
- Clearly identify safe and continuous walking facilities and cycling routes across our city, providing missing links, enhancing existing routes, and prioritising budgeted maintenance programs.
- Change attitudes across demographics to increase participation and community involvement:
  - in schools, workplaces and the broader community of encouragement and support programs.
  - Building on Share the Road and Fair Go campaigns, providing education and information programs to promote appropriate behaviour for all transport users.
- Build appropriate storage and bike parking security infrastructure for bikes
- Recognise the economic potential for building on local national and international tourism. Promote country and city tourism.

OUTCOME

Communities that participate in healthy modes of transport and active travel are contributing to environmental sustainability, social cohesion, decreased traffic congestion and improving the liveability of our city.
The direct gross cost of physical inactivity to the Australian health budget in 2006/07 was $1.49 billion, equating to nearly $200 per inactive person per year. Not only does having a more active population have a positive impact on our health budget but also there are many personal health benefits include improved mental wellbeing, reduced heart and respiratory disease to longer life expectancy. There is a risk of injury when participating in any physical activity however the consensus is that the positive health benefits outweigh the risk of potential injury from healthy modes of transport.

In recent decades substantial changes in Australian lifestyles, urban environments and transportation systems has led to increasingly sedentary lifestyles and changes to physical activity patterns among children. Active transport, in particular, has declined dramatically in countries such as the US, UK and Australia, where car travel has become the predominant form of travel (Salmon et al 2005; van der Ploeg et al 2008).

Physically active children are healthier, happier and more socially connected than children who have more sedentary lifestyles (US Department of Health and Human Services 2008; WHO 2008) and are more likely to be active adults, resulting in health benefits across their life course (Trost et al 2002; Kjonniksen et al 2008).

Additional social benefits of increased active transport and reduced motor vehicle use include:

- transport benefits of reduced congestion, car space requirements and costs.
- in 2009 children driven to school accounted for approximately 17% of all trips by people in Melbourne during morning peak period between 8.30 and 9.00 am (Morris et al nd).
- environmental benefits of reduced air, noise and visual pollution
- energy use reductions through fewer car numbers
- lower fossil fuel use and greenhouse gas emissions
- community strengthening through increased social interactions on streets and within neighbourhoods
- improved community safety, as ‘peopled’ places are safer places.

Mode shifts to active transport tick many ‘benefit boxes’ across multiple sectors. (Litman 2009).

RACV’s car running costs report estimates that it costs between $52 - $87 per week to own and run a car representing a significant financial investment, especially if a household runs multiple vehicles. The costs to the public purse of road infrastructure including bridges, tunnels, flyovers and ongoing maintenance is a significant ongoing direct cost to governments as well as hidden costs of health due to inactivity and air pollution.

Incentivising active transport is dependent on adequate infrastructure being in place. Active travel infrastructure costs compare highly favourably to road based infrastructure costs of building, using and maintaining roads to building, using and maintaining paths for low impact walking and bike riding.

THE ASK:

Commit to supporting the fantastic local plans and strategies, and local government initiatives with budget commitment from government and strategic integrated implementation plans.

References:
VicHealth

Cycling as part of everyday life article
http://www.deakin.edu.au/about-deakin/people/jan-garrard
Made in Victoria with local jobs

OUR VISION

Realise the potential for local jobs throughout this plan!
THE PROPOSAL

As we build a transport system that works for everyone, we know this needs to be built and run by Victorians, creating local jobs. We need our fellow Victorians at the heart of this plan to make it happen.

We will fail to achieve the vision through the people’s plan, if we fail to think about the hard-working people building and running the system.

This is everyone from manufacturers, transport workers, construction workers, maintenance crew, technicians, tradespeople, station attendants, and more. The job potential is huge. And ongoing. While some jobs are created for building the initial infrastructure, many more will be required to maintain the service, provide upgrades and increase capacity as the city’s requirements change.

STRATEGIES

Minimum local content quotas are a good start to creating incentives for business and industry to grow their share of manufacturing and construction of vehicles for public transport services and the new technologies to power and manage them and contribute to the Victorian economies.

Check out these examples of how Victorian business are already taking initiatives forward:

- **Manufacturing High Capacity Metro Trains**: 65 new trains already being built here in Victoria. Resulting in more than 1,100 highly skilled local jobs. Divided between the Newport manufacturing facility (operational 2018-23) in Melbourne’s west and dozens of component suppliers across the state: power systems in Morwell; heating, ventilation and air conditioning in Melbourne’s west; and seats, handrails and interior fitting in Melbourne's south-east.

- **Train maintenance depot**: creating 400 jobs at the peak of construction and 100 long-term rail maintenance jobs.

- **Electrification** of rail lines is needed to allow faster, more frequent rail services that are quieter, less polluting, more energy efficient and cheaper to run. Upgrades to the line between Melton and Deer Park created 400 construction jobs, let's get the rest of the network upgraded.

- **Building new public transport infrastructure** generates a range of jobs. The first Melbourne Metro project is predicted to create 7,000 jobs alone. These include construction, engineering, truck drivers and trade-based skills; as well as communications teams, lawyers, ICT works and architects. Upon completion of the project, train drivers, track workers, and more will be employed long term to keep the infrastructure running. The jobs created during construction could be continued in other new public transport infrastructure projects, such as building Melbourne Metro 2.

- **Mernda Rail Extension** is creating 1,200 direct jobs during construction. But infrastructure projects that involve local businesses and industries creates further indirect jobs in the area – for the Mernda Rail Extension this is estimated at 1,800. It will result in 70 ongoing jobs to run and manage the service.

- **In Australia growing cities are expanding public transport with light rail networks**. Light rail infrastructure separates tram vehicles from traffic, ensuring more reliable travel times. Canberra’s 12-km Light Rail Stage 1 project is creating 3,500 direct and indirect jobs over the 3-year construction period. After construction, there will be increased demand for new shopping hubs, local businesses and construction of residential areas, due to accessibility of public transport. It is expected this will create 5000 additional jobs by 2047 along the development corridor. Reports found the Gold Coast Stage 1 Light rail created over 700 local jobs, while Stage 2 created 1600 new direct and indirect jobs. Both had quotas for locally sourcing workers.

- **Construction of new tram stock** to meet increased patronage growth in Melbourne. 500 local workers are building 20 new vehicles, and supporting the transition of ex-automotive workers.

- **Electric bus manufacturing** has commenced in Australia. Based in Avalon, Victoria, with goals to be one of Australia’s manufacturers of 100 per cent locally made EVs. The production facility will initially employ 500 people, building vehicles and eventually self-charging battery technology.
OUTCOMES

At a time when our jobs future is rapidly shifting, now is the moment to set Victoria up for secure and rewarding jobs to benefit our state in the long term. We cannot rely on population growth to power the economy through construction forever. We need to invest in advanced manufacturing to keep skilled workers in jobs and invest in new technologies to create the jobs not yet imagined in keeping our transport capable of meeting future demands. We can demonstrate the leadership needed to create local jobs, supporting the transition to new technology and developing a talented generation to tackle the problems of the 21st Century.

- Building rolling stock for transport systems using Victorian technology and labour.
- Increasing diversity and participation in the Victorian economy.
- A Victorian integrated transport system built sustainably, equitably for a thriving city.

THE ASK:

We seek a continuation of, and an increase in, local content quotas for industry to create a pipeline of work to grow the system.

Prioritise retraining and upskilling incentives for the VET system to create a skilled workforce for these emerging industries.
How can you make the plan a reality?

sign on - join the movement - come to an action meeting