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MANAGING TRANSPORT DEMAND – MELBOURNE'S BUS NETWORK

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30-year
infrastructure strategy

Independent advice
to government

Research

Values (independence, influence,
partnership, openness, innovation,
people)

WHO WE ARE AND WHAT WE DO

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OUR FRAMEWORK

1 **CHANGING BEHAVIOUR, MANAGING DEMAND**
For example, using pricing to spread demand for electricity over peak and non-peak periods.

2 **GETTING BETTER USE FROM EXISTING ASSETS**
For example, using school facilities for community activities to make the most of what the state already has.

3 **EXPANDING ASSETS OR BUILDING NEW ONES**
For example, building new roads and rail lines to increase the capacity of the transport network.

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TRANSPORT NETWORK REFORM

Within 5-15 years…

> *A well-designed, fair transport network pricing regime could deliver more significant reductions in congestion than any new road project, cutting daily commute times and improving freight efficiency.*

Within 5 years…

- Low cost
- Quick to implement
- Build on measures that have worked

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MELBOURNE'S BUS NETWORK

- Victoria's largest public transport network - 55% of all service kilometres and 60% of all service hours

- Many parts of Melbourne are within 1 kilometre of a bus

- Buses only account for 10% of public transport trips

Share of service kilometres
Share of public transport costs
Share of passenger kilometres
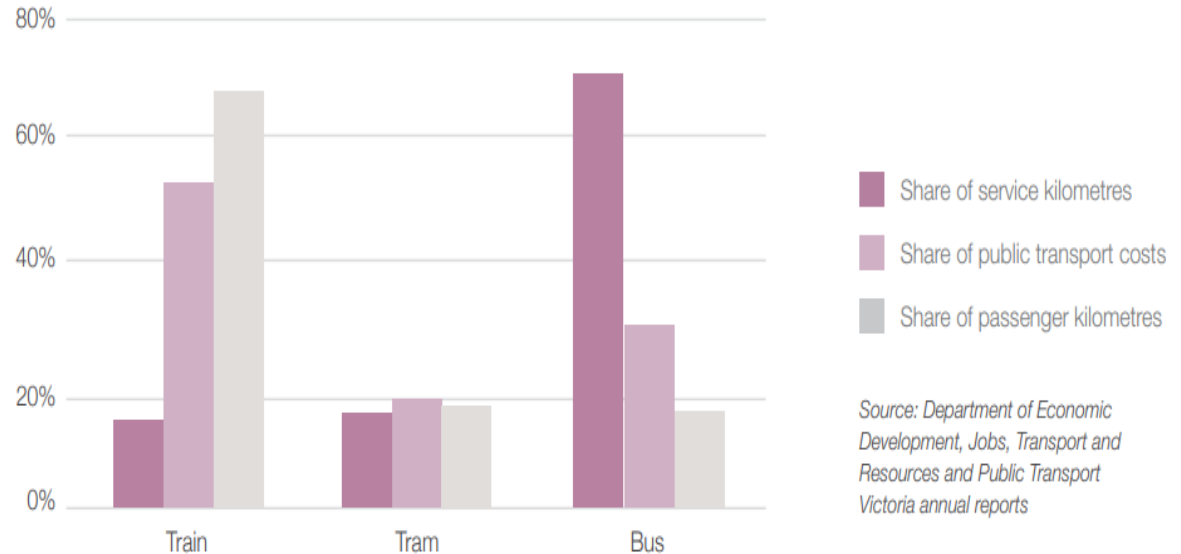
Source: Department of Economic Development, Jobs, Transport and Resources and Public Transport Victoria annual reports

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BENEFITS OF BUSES

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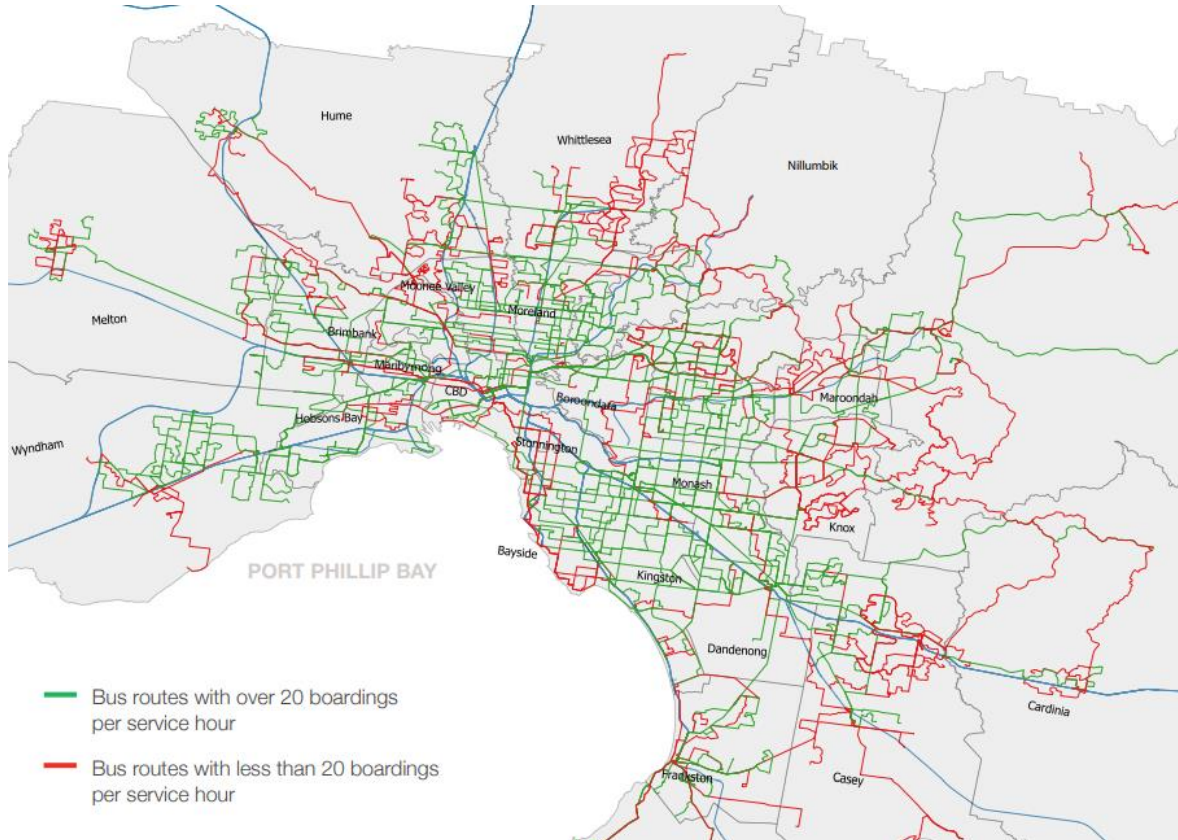
BENCHMARKING THE NETWORK

- 60% of all metropolitan bus network currently pass the optimal threshold

- Routes that meet the threshold carry 82% of the network's patronage

Bus routes with over 20 boardings per service hour

Bus routes with less than 20 boardings per service hour

PRIORITIES FOR BUSES

- **Priority 1** - Maintain and where possible enhance service provision on bus routes meeting the 20 boardings per service hour threshold where catchments will support these services (green)

- **Priority 2** - Review performance of bus routes below the 20 boardings per service hour threshold (red) potentially investigating:
  - the use of community transport as a substitute to bus where cost efficient
  - Aligning level of service provision to market needs as, be this peak only or better use of school bus

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UNDERSTANDING THE MARKET

Figure 15 The distribution of Melbourne's job density and declining car mode share by suburb
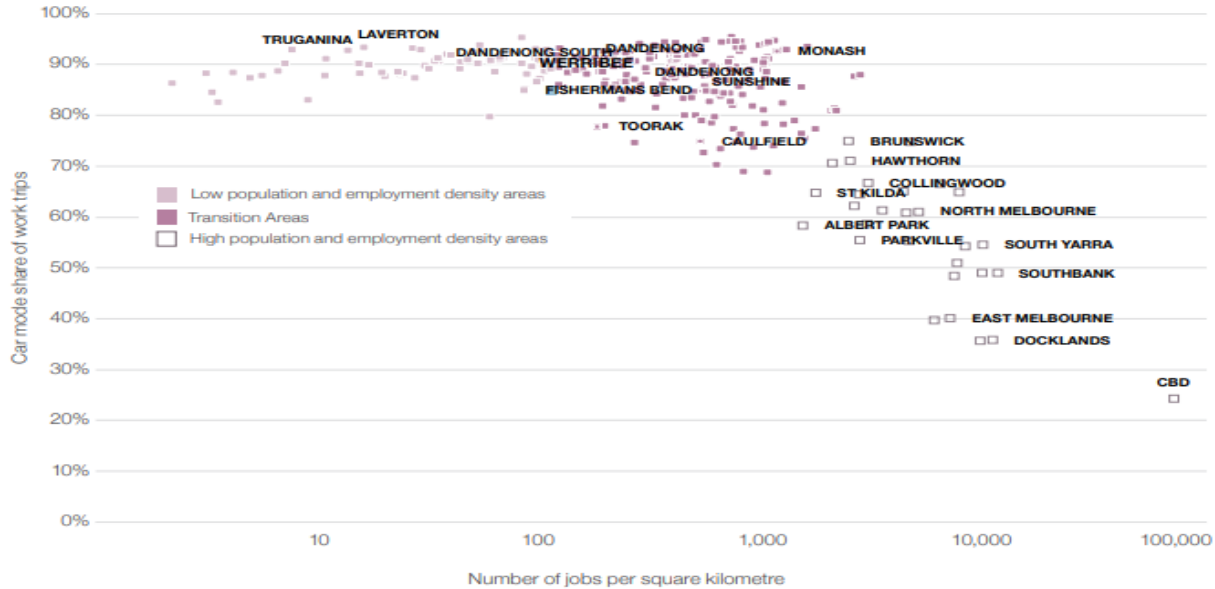
Source: ABS Census (2016), Journey to Work

RECOMMENDATIONS LOW DENSITY AREAS

o Growth and grey field areas

o Low growth areas in established or peri-urban/ hilly areas of Melbourne

Recommendation

- Overhaul existing bus services, expanding successful routes and replacing poor performing routes with low cost, customer-responsive services

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RECOMMENDATIONS TRANSITION AREAS

○ Major activity centres such as Box Hill and the NEICs.

○ An increasing density of jobs and people

○ An opportunity for the bus network to act as an instigator of mode shift

Recommendations

- Increase investment to introduce additional bus services in areas of high demand

- Maximise opportunities to encourage travel behaviour change during disruptions to the transport network

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RECOMMENDATIONS HIGH DENSITY AREAS

o CBD and inner and selected suburban centres.

o Relatively high density of jobs and people

o Existing and worsening traffic congestion

o Subject to parking restrictions and levies

o Well serviced by the light and heavy rail networks

Recommendations

- Increase investment to introduce additional bus services in areas of high demand

- Better allocate road space to prioritise efficiency on identified movement corridors

- Expand and increase the car parking levy

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SOCIAL LICENSE – TRANSPORT NETWORK PRICING

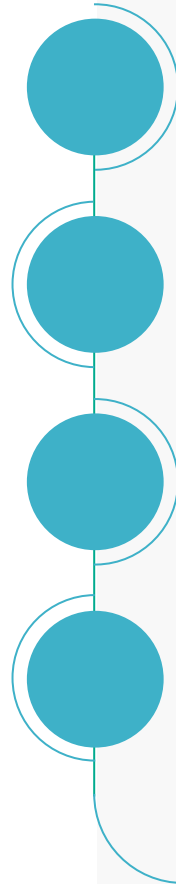INFRASTRUCTURE
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COMMUNITY PANEL

"Under what conditions, if any, would the community accept a change in the way Victorians pay for roads and public transport?"

38 panelists deliberated over a four week period

Panel would accept a change to the way we pay for roads and public transport and outlined 8 conditions

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EIGHT CONDITIONS

- Locality must not be a disadvantage
- Network pricing needs to come with service improvements
- Transparency of both revenue and expenditure
- Pricing must be transparent, simple and provide options
- Open and transparent change
- Trial introduction
- Equity and social inclusion
- Establish and independent regulator for pricing.

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thank you

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