

BUS TRANSFORMATION

THE GREENS' PLAN TO TRANSFORM OUR BUS NETWORK.



Our bus network is just not working, with long waits and unreliable services. The Greens will transform our bus network to provide frequent and reliable bus services.

Bus services have a critical role in our public transport network. In some parts of Melbourne they are the only public transport available. Buses connect us to train stations, and have the potential to provide cross-town services through orbital routes.

However, commuters using Victoria's buses has experienced infrequent, slow, and unreliable services.

It's no surprise, fewer Victorians are using buses. In the 2017 financial year, bus patronage in Melbourne declined by 3.7%.

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Our neglected bus system means commuters are experiencing long waiting periods, limited priority in traffic, meandering and slow routes, poor timetable coordination with trains and a lack of real-time information about services.

The Greens will enhance our buses by:

- Transforming more routes to frequent reliable SmartBus services; and
- Reviewing all metropolitan bus routes to increase their effectiveness and coverage.

TRANSFORMING BUS ROUTES

SmartBus has been Melbourne's bus success story, with the highest levels of patronage and growing. ⁱⁱ

The Greens will transform 20 priority routes to SmartBus services with further routes to be transformed following a review into Melbourne's bus routes

SmartBus services will include:

- Minimum 10 minute frequencies.
- Longer hours of operation.
- Direct routes.
- Real-time information a bus stops.
- Road space and intersection priority.
- Electric buses.

REVIEWING METROPOLITAN ROUTES

The Greens will review all metropolitan bus routes to provide more frequent and direct services, longer operation hours, and better connections.

This work will be coordinated with local councils and communities to identify improvements and areas requiring new services

A metropolitan wide review was undertaken in 2010 however few if any changes were implemented.

In 2014 PTV undertook a bus review in the City of Brimbank which resulted in a patronage increased by 10% after 6 months of its implementation. ⁱⁱⁱ

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Priority Routes

The following priority routes will be transformed to SmartBus servicing some of Melbourne's busiest routes and improving connectivity.

Inner City Orbital:

- Creating a new inner orbital line by combining routes 246, 472, & 504 to connect Elsternwick, St Kilda, Prahran, Richmond, Collingwood, Clifton Hill, Brunswick, Moonee Ponds, Footscray, and Williamstown.

Northern Metropolitan:

- Route 402 Footscray to East Melbourne via North Melbourne extended to Fitzroy and Richmond.
- Route 505: Moonee Ponds to Melbourne University via Parkville and extended to the CBD.

Enhanced east-west connections in the Inner North.

- Routes 506: Moonee Ponds to Westgarth Station via Brunswick.
- 508: Alphington to Moonee Ponds via Northcote and Brunswick extended to the Eastern Suburbs.
- 510: Essendon to Ivanhoe via Brunswick, Northcote, Thornbury.

Southern Metropolitan:

- Routes 216 & 220: Gardenvale to the City via Prahran.
- Route 630: Elwood to Monash University via Gardenvale, Ormond and Huntingdale.
- Route 624: Kew to Oakleigh via Caulfield, Carnegie or Darling, and Chadstone.
- Route 822: Chadstone to Sandringham via Murrumbeena and Southland

South-East Metropolitan:

- Route 708: Carrum to Hampton via Southland.
- Route 788: Frankston to Portsea via Dromana, Rosebud, Sorrento.
- Combine routes 791 & 841: Franston, Cranbourne, Narre Warren.
- Route 824: Moorabbin to Keysborough via Clayton, Westall.
- Route 828: Hampton to Berwick Station via Southland Shopping Centre, Dandenong.

Western metropolitan:

- Combining routes 170 & 190: To link Wyndham Vale, Werribee and Tarneit rail stations.
- Routes 216: Caroline Springs to the City & 220: Sunshine to City.
- Route 406: Keilor East to Footscray via Avondale Heights and Maribyrnong
- Combining routes 408 and 468: St Albans, Sunshine, Highpoint, Maribyrnong, Essendon.
- Route 420: Sunshine Station to Watergardens Station via Deer Park.

Eastern Metropolitan

- A new Eastern Rapid Bus Network providing rapid transit links to key destinations - including universities, activity centres and railway stations, will be detailed in a separate initiative.

COST

The Greens policy platform will be fully costed and funded.

The Greens will commit \$500 million to transform Melbourne's bus routes.

These costs are based on the options assessment prepared for Infrastructure Victoria, which assumes the modification of 30 routes, 100 new buses, and infrastructure and operating costs. ^{iv}

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- i Decline from 2016. Tourism and Transport Forum & L.E.K 2018, Public Transport Barometer, April.
 - ii PTV 2015, Metropolitan bus patronage FY 2014 to 2015.
 - iii Loader, C, Langdon, N, & Robotis, E 2015, 'Bringing Better buses to Brimbank – Implementing Bus Network reform in Melbourne', Australasian Transport Research Forum, Sydney, Australia.
 - iv AECOM & PWC 2016, Assessment 3, Advise to Infrastructure Victoria.