

TRANSFORMING OUR TRAM NETWORK
THE GREENS' PLAN TO IMPROVE
MELBOURNE'S TRAM NETWORK.



Melbournians love our trams. But we have to deal with overcrowded, slow, and inaccessible services. The Greens will transform our tram network to provide frequent, reliable, and accessible trams for all.

Melbourne has one of the longest tram networks in the world covering more than 250 km of tracks.

However, we also have one of the slowest systems. The average speed in our network is 16 km/h, and it drops to 11km/h in the CBD.ⁱ Trams have to share road space with traffic across 75% of the network.ⁱⁱ

Overcrowding continues to be a problem with trams operating over capacity during peak hour in the CBD and inner city.

Disability Discrimination Act 1992, requires 90 per cent of Melbourne's tram network must be accessible by 2017 and the network must be fully accessible by 2032. However less than 25% of stops across the network are disability accessibleⁱⁱⁱ

The Greens will transform our tram network by:

- Upgrading our tram routes, starting with our busiest and most overcrowded
- Manufacture 300 new high capacity trams over the next decade.

UPGRADING OUR TRAM ROUTES

The upgrades will be based on the route 96 upgrade project, and stalled route 86 upgrade project, including:

- new level access stops along the entire route
- better separation of trams from general traffic
- priority for trams at traffic signals
- real-time information at tram stops
- priority rollout of new high capacity trams

Priority routes to be upgraded over the next 4 years

Tram Route	Annual Patronage 2016/17 ^{iv}	Annual Patronage 2007 ^v	Change %	Highest Load 2017 % ^{vi}
Route 109	14.7 Million	14.9 Million	-1.34%	130.4% BREACH
Route 86	13.3 Million	12.6 Million	+5.56%	67%
Route 58	N/A	N/A		104.4 BREACH
Route 11	10 Million	N/A		83.9%
Route 1	9.5 Million	7.5 Million	+26.67%	117% BREACH

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Route 6	8.6 Million	4.7 Million	+82.98%	117.7% BREACH
Route 19	7.5 Million	10 Million	-25%	72.7%

Remaining routes

Tram Route	Annual Patronage 2016/17	Annual Patronage 2007	Change %	Highest Load 2017 %
Route 59	10.9 Million	8.4 Million	+29.76%	92.8%
Route 3/3a	10.8 Million	3.9 Million	+176.92 %	114.3% BREACH
Route 75	10.4 Million	8.5 Million	+22.35%	109%
Route 48	8.6 Million	6 Million	+43.33%	122.5% BREACH
Route 12	8.2 Million	N/A	-	130.4% BREACH
Route 72	8.1 Million	5 Million	+62%	114.3% BREACH
Route 5	7.1 Million	3.2 Million	+121.88 %	114.3% BREACH
Route 16	7.9 Million	7.7 Million	+2.60%	114.3% BREACH
Route 67	6.8 Million	5.7 Million	+19.30%	114.3% BREACH
Route 64	6.3 Million	4 Million	+57.50%	114.3% BREACH
Route 70	6.3 Million	4.4 Million	+43.18%	82.6%
Route 57	5.1 Million	5.5 Million	-7.27%	96.4%
Route 78	3 Million	1.7 Million	+76.47%	-
Route 82	1.9 Million	1.3 Million	+46.15%	-
Route 30	1.8 Million	-	-	30.8%

300 NEW HIGH CAPACITY TRAMS

The Greens will manufacture 30 new high capacity trams per year for the next 10 years, which is triple the current rate of production.

The new trams will be rolled out in conjunction with route upgrades.

The new trams will be built in Melbourne and create local jobs.

COST

The Greens policy platform will be fully costed and funded.

The Greens will invest the following to transform our tram system:

- Tram Route upgrade: \$2.3 billion over 10 years
- New high capacity trams: \$4.1 billion over 10 years

i ABC news 2017, Melbourne's trams among slowest in the world.

ii Yarra trams, Facts and figures.

<https://yarratrams.com.au/facts-figures/shared-space>.

iii Only 420 out of 1,700 stops are accessible according to Yarra trams.

iv Patronage Data received through Freedom of Information – August 2018

v Research Light Rail in Australia – Performance and Prospects Prof Graham Currie¹, Dr Matthew Burke, 2

vi Metropolitan Load Standards Survey Report – May 2017