

Fixing Melbourne's transport

Why we need a new approach

William McDougall

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- **Policy** in tatters – politics has replaced planning
- **Growth** will bring enormous transport problems
- **New approaches** desperately needed

Policy vacuum at all levels

- Plan Melbourne talks about 8 million/2050 but there's little detail beyond 2031 (Melbourne Metro will open in 2026!)
- What utilities, emissions, air quality implications?
- Travel and mobility needs?
- Vehicle mix? Energy sources? Technologies?
- National leadership non-existent
- State Govt is preoccupied with tollroad projects and heavy rail catch-up
- Virtually nothing to provide step change in tram or bus

No binding targets, limits or anything tangible to shape a better future

Politics has replaced planning

- Investment decisions now based on political promises
- No Victorian transport plan
- Uncertainty has increased
- Desperate measures are becoming the norm
- IA and IV have no real influence – debates gagged
- Business cases written to support political decisions

Main outcomes: red herrings, delays to critical actions

Others are taking concrete steps

- Paris Agreement – but non-binding and not enough
- Europe – phase out petrol/diesel by 2050, CO₂-free city mobility by 2030
- UK – no new petrol or diesel vehicles by 2040
- London – 80% of all trips PT/Active by 2041 (now 63%)

Options are (still) being debated

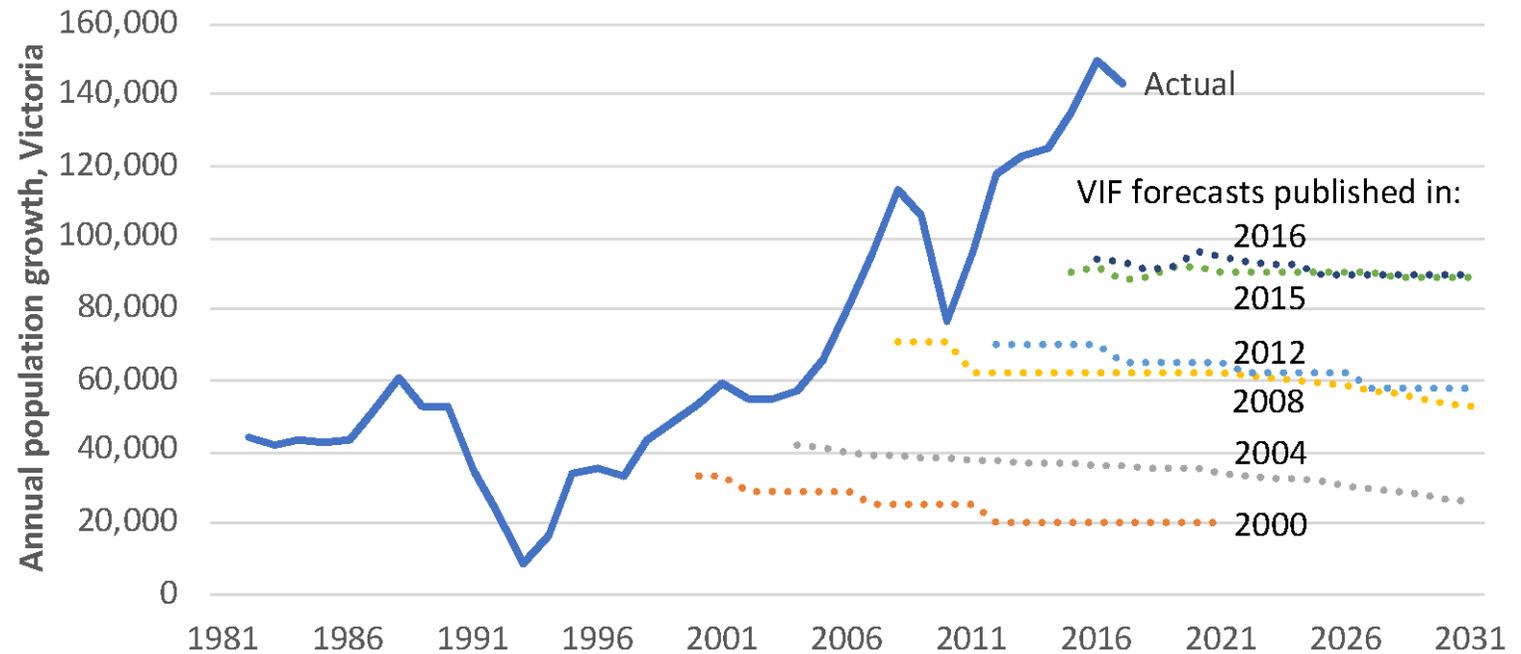
- Immigration – might change pace but won't stop growth
- Energy and emissions – Australia missing in action
- Decentralisation – 'Balance Victoria' a recent move (private push)

But Melbourne/Victoria still growing beyond expectations

And PT still viewed as a 'CSO'

Forecast failures – Victoria in Future

- VIF always predicts low
- Only one series
- Since 2004, has stopped at 2031
- Used for all transport models and business case projections
- AND 7% discount rate
- Does not favour long term projects

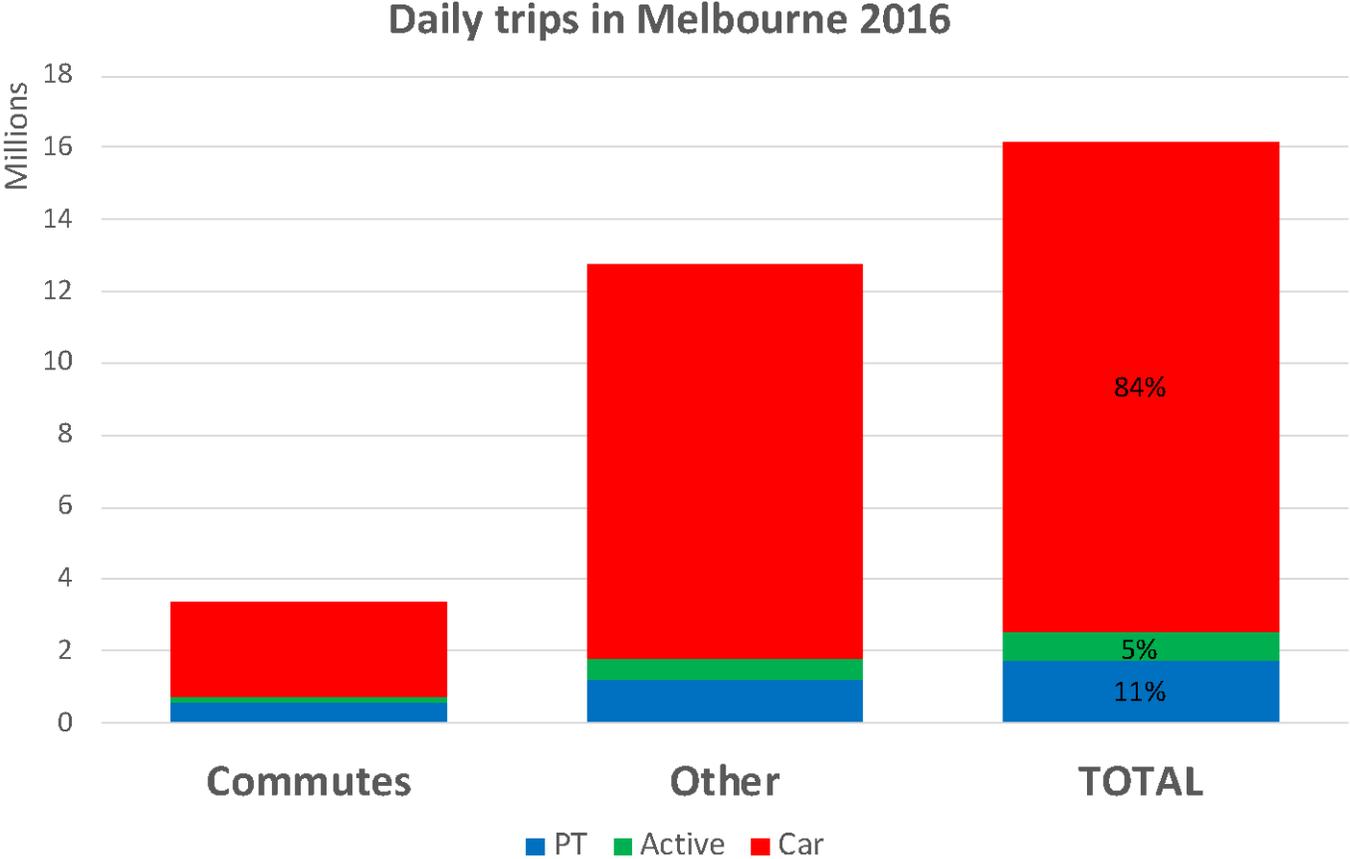


Source: Updated from an original by Charter Keck Cramer, 2017

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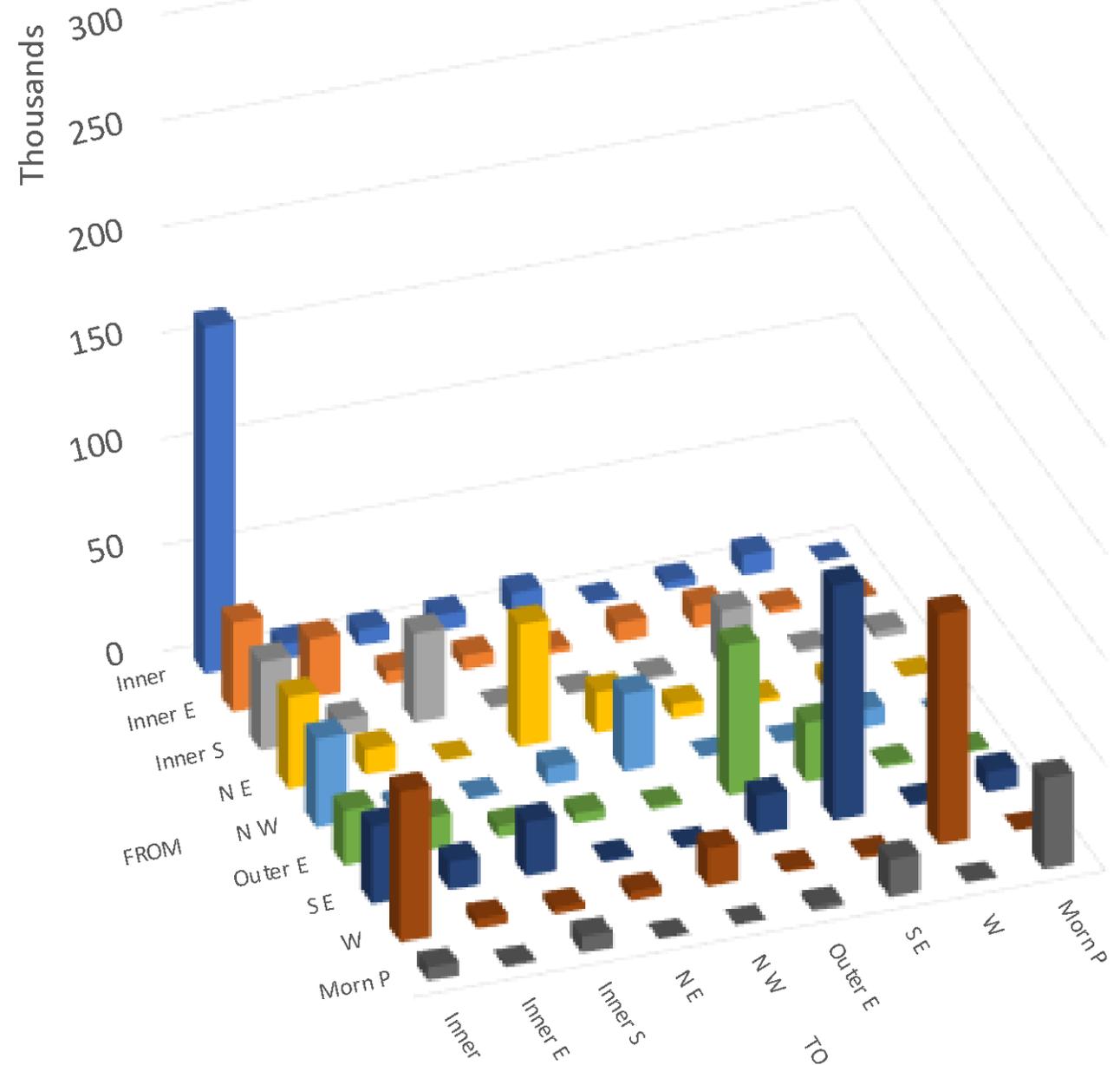
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Travel in Melbourne today – my view



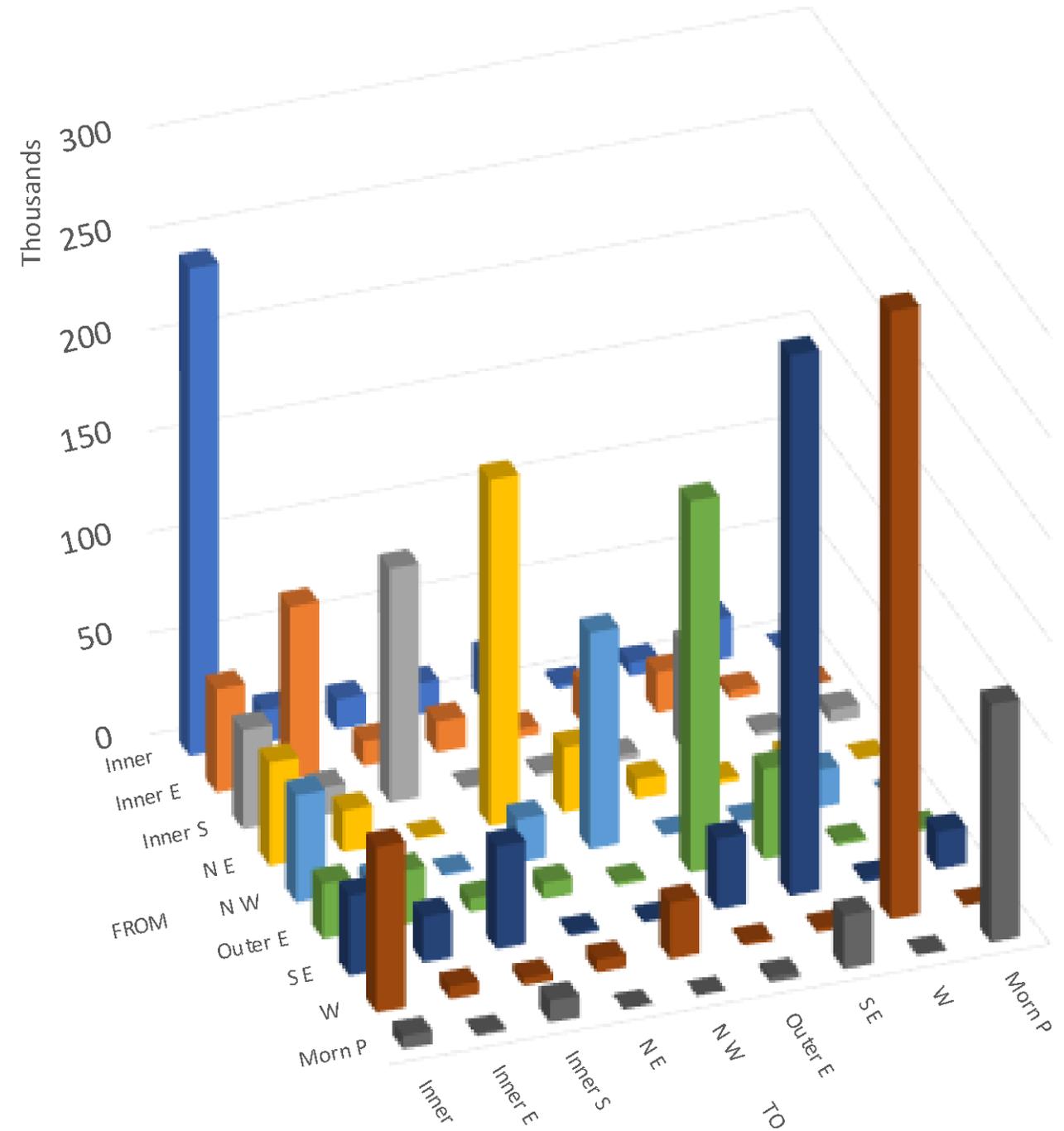
2016 AM peak commuter trips

- 1.4m commutes (22% P&A)
- 0.3m to Inner area (57% P&A)
- Local commutes also important
- Apparently very little decentralisation

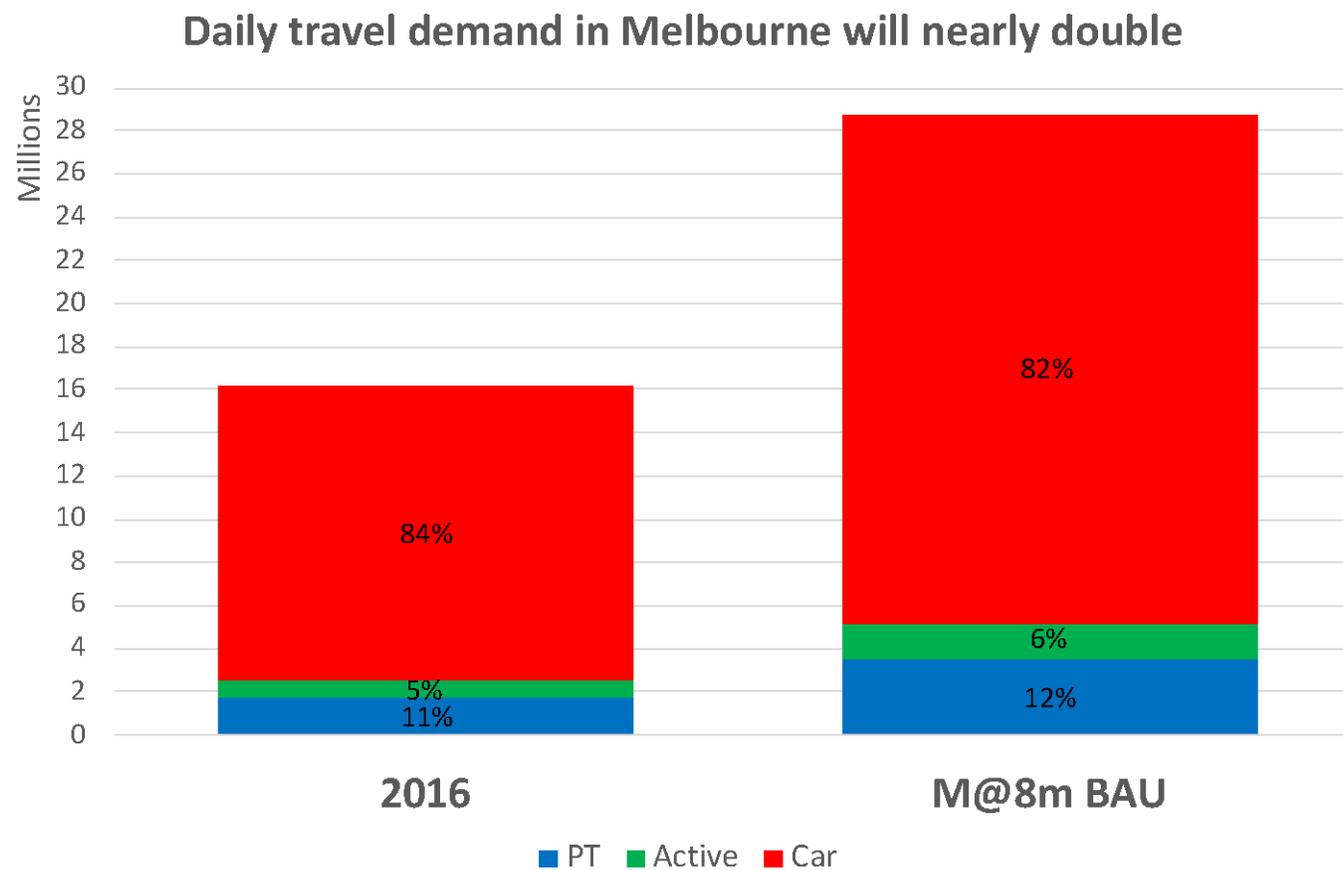


2016 AM peak ALL trips

- 2.6m trips (18% P&A)
- 0.5m to Inner area (56% P&A)
- Short, local trips also very large

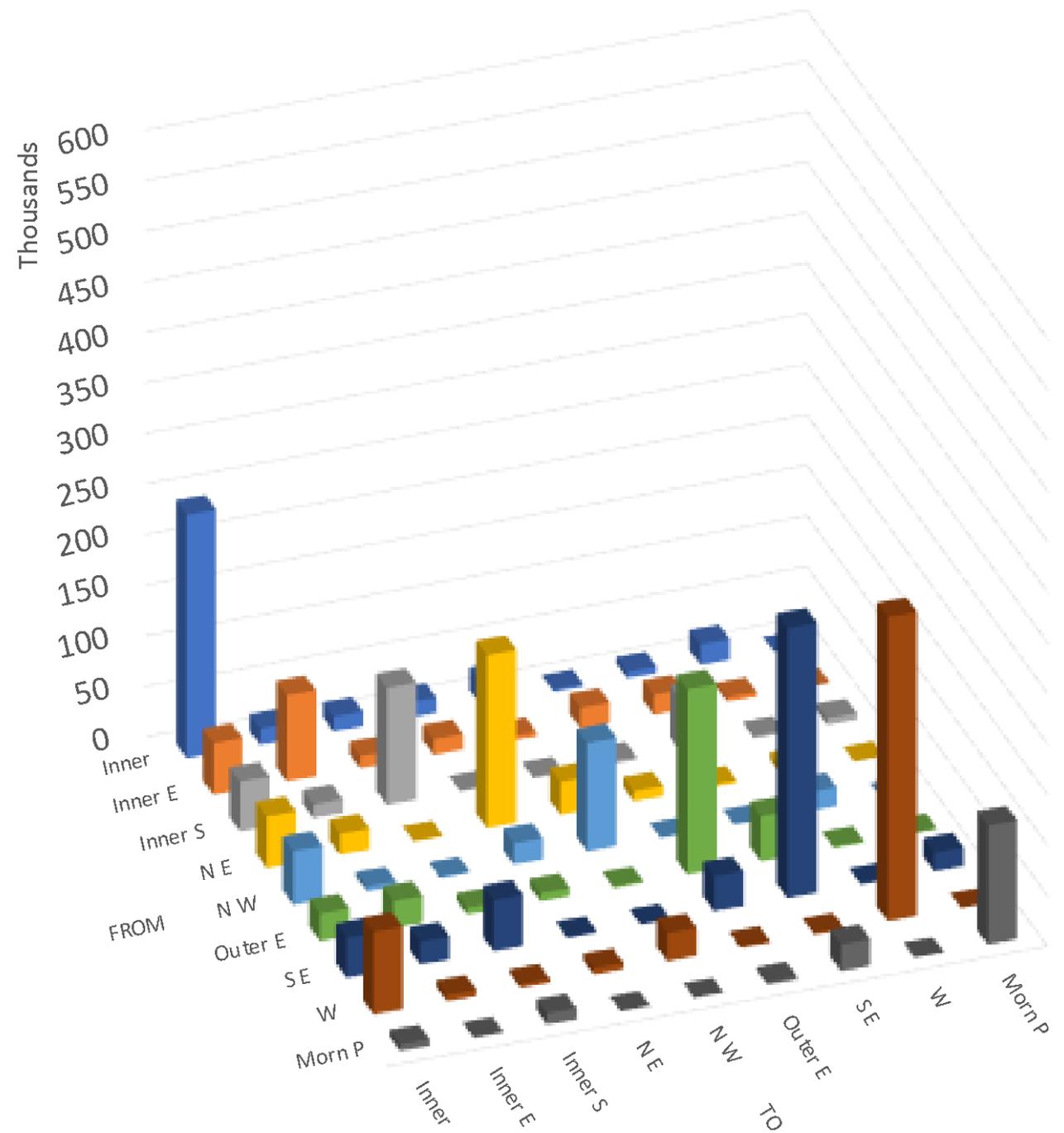


'Business as usual' future



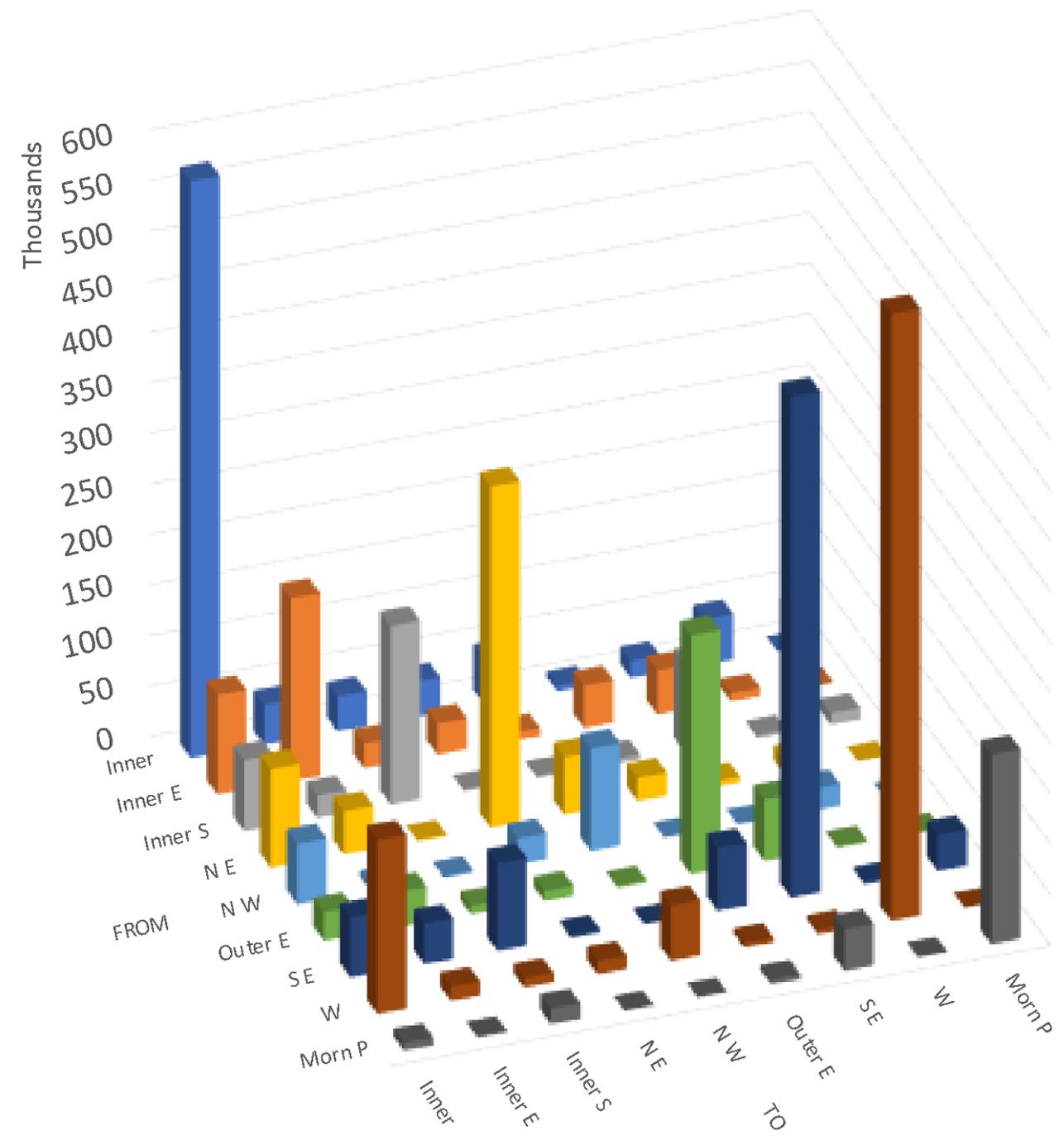
'Business as usual' future

- 2016 daily trips (reduced vertical scale)

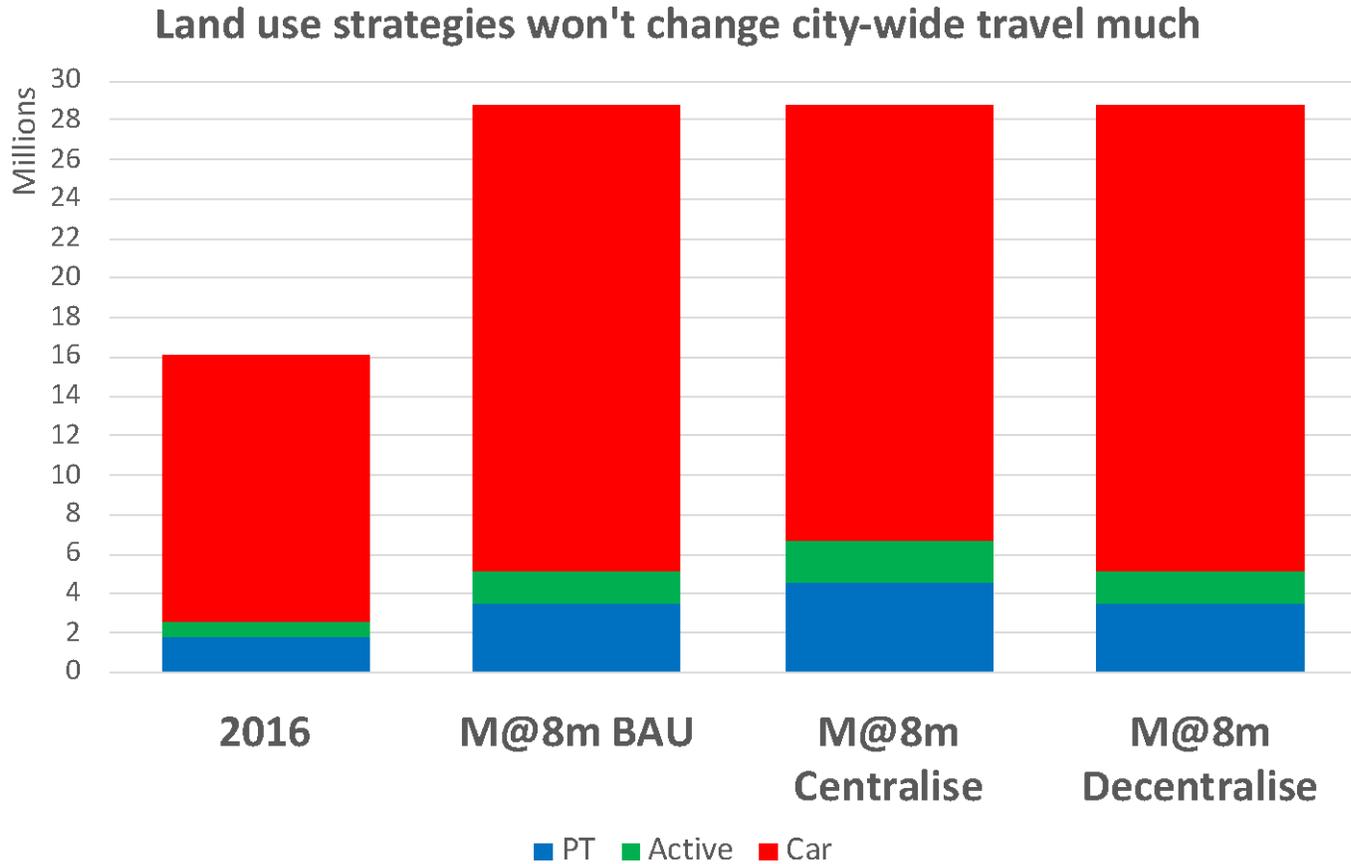


'Business as usual' future

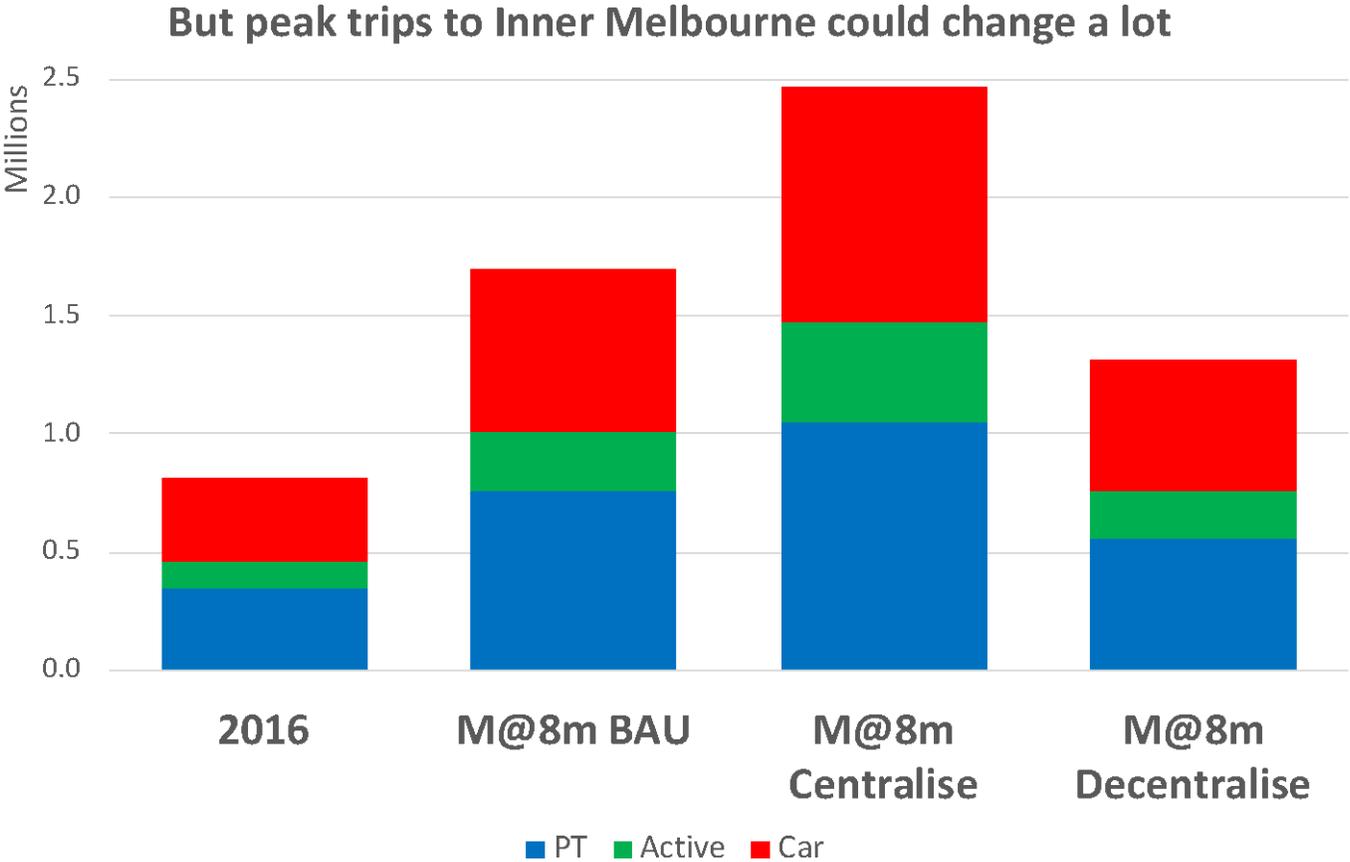
- M@8m AM peak ALL trips
- 4.7m trips (up by 2.1m)
- 1.0m to Inner (up by 0.5m)



Alternative land use futures



Alternative land use futures



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Transport futures

- More mass transit
- On-road PT networks also need dramatic expansion
- Cycling and walking must be made safer for a lot more people
- Outer suburbs with 90% car use will not work
- Autonomous vehicles – occupancy down, road capacity up
- Ride and active transport sharing will come of age
- Driverless transit will be much more efficient
- Mass transit will be commercially viable

Heavy rail – the real mass transit

- Currently only two lines (x tracks) in/out of CBD
- Compare this with other cities
- No hope of major increase to mode share without dramatic increases in heavy rail (4-5 fold?)
- Tram and bus will struggle to contribute more than (say) double today's levels

New planning approach

- Binding targets for mode shares and capacity
- Revitalise Transport Integration Act and give it teeth
- Connect transport planning to land use and growth
- Re-think city land use patterns
- Incentivise and legislate for new technologies, business models
- De-politicise once and for all
- Require rolling 30-year strategies and 10-year investment plans
- All fully prioritised using updated/improved methods
- Every stage fully audited and open to public scrutiny

Strategic directions

- Mobility kept at or above today's levels as city grows
- Zero emissions from city transport in 2050
- Zero fatalities as well
- M&A transport to take up majority of future growth
- Mode share of M&A – more than 50% city-wide daily by 2050?

There is a lot of work to be done, to shape a real future!