

MetPlan Draft Strategy

Metropolitan Public Transport Industry Plan

May 1988

INTRODUCTION

The Metropolitan Public Transport Industry Plan (MetPlan) is designed to focus on Melbourne's public transport needs over the next fifteen years. When completed, it will become an important guide for the development, operation, staffing and financing of our public transport system.

The Met is committed to a public transport system that gives customers a fast, reliable, safe and comfortable service and provides staff with a safe and fulfilling working environment.

In the five years of its existence, the Met has undergone major restructure, revitalisation and capital investment. The fare system has been improved, the network expanded, new trains, trams and buses introduced and greater reliability achieved. As a result, the decline in patronage experienced in previous years has been reversed, with patronage climbing by 11% since 1983.

The MetPlan Draft Strategy follows on from the Discussion Paper released for public comment in October, 1987. Many of the suggestions resulting from that process are incorporated in the Draft Strategy.

The MetPlan Draft Strategy seeks to stimulate community consultation to enable views and recommendations to be put to government. This will provide the basis for the final plan. Each of the proposals in the Draft Strategy will be subject to detailed analysis and consultation before implementation is considered.

THE PURPOSE OF METPLAN

The purpose of MetPlan is to examine proposals for the expansion and operation of Melbourne's public transport system over the next fifteen years.

MetPlan will guide capital investment, service improvement, the introduction of new services and improved technologies, workforce development and system financing. It will seek to maximise the benefits to Melbourne of one of its most important and most durable assets—its public transport network.

MetPlan is designed to support the Metropolitan Policy, "Shaping Melbourne's Future".

THE METPLAN DRAFT STRATEGY

A key feature of MetPlan is the expansion of the heavy rail network and the creation of a new Light Rail Transit (LRT) network. All major new corridor developments will be served by rail. The train and Light Rail networks, together with a new network of cross-town bus routes called MetLink, will provide for longer distance movements.

The existing bus and tram networks (extended and enhanced as necessary) will provide for local and shorter radial and cross-town movements, including feeder services to the train, Light Rail and MetLink networks.

Successful operation of the Met system will depend on:

- provision of the most appropriate mode, including taxis as appropriate;
- integration of timetables;
- improved reliability;
- purpose-built interchanges and more car parking;
- simplified fare system;
- new ticketing systems;
- more service information for passengers;
- improved passenger security;
- cleaner vehicles and passenger facilities;
- better customer/staff relations;
- reduced operating costs.

The Strategy describes an extensive fifteen year program of system expansion and enhancement, grouped into four regions, which is shown in the centre pages.

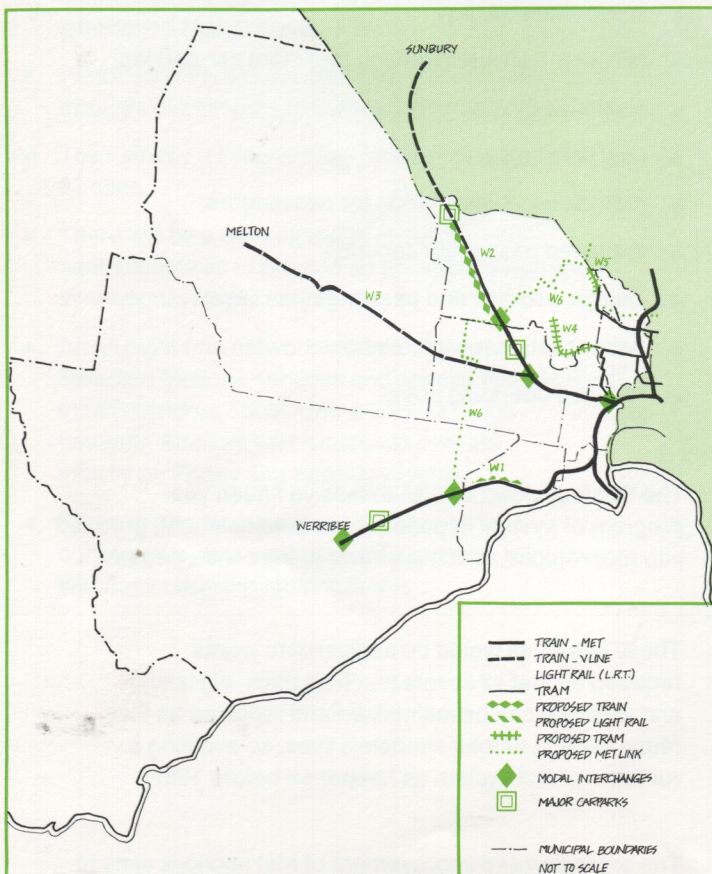
These initiatives would be additional to works required so that all assets (such as track, signalling and vehicles) can be maintained and replaced as they reach the end of their economic lives, so avoiding a rundown of the system as happened before 1982.

The extension and improvement of Met services aims to increase patronage by 20% to 360 million trips per annum over the next fifteen years.

WESTERN REGION OPTIONS

- W1 Altona Junction – Laverton Rail duplication
- W2 St Albans – Sydenham/Calder electrification
- W3 Upgrade services to Melton, Bacchus Marsh
- W4 West Maribyrnong – Avondale Heights tram
- W5 Essendon – Airport West tram
- W6 MetLink bus services:
 - Werribee to St Albans
 - St Albans to Broadmeadows
- W7 Major modal interchanges:
 - Footscray
 - Sunshine
 - Werribee

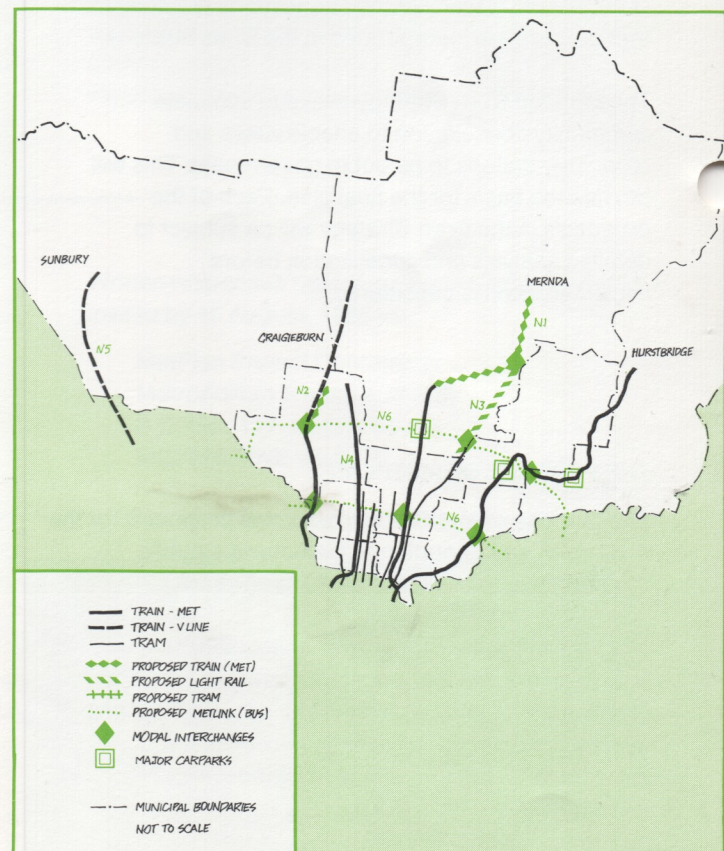
FIGURE 4.1 Western Region Suggested Projects



NORTHERN REGION OPTIONS

- N1 Epping – South Morang/Mernda railway
- N2 Broadmeadows – Coolaroo electrification
- N3 Bundoora – South Morang LRT
- N4 Upgrade services in Upfield corridor
- N5 Upgrade services to Sunbury
- N6 MetLink bus services:
 - Greensborough to Broadmeadows
 - Greensborough to Doncaster
 - Broadmeadows to Doncaster
- N7 Major modal interchanges:
 - Broadmeadows
 - Preston
 - Greensborough
 - Moonee Ponds
 - South Morang

FIGURE 4.2 Northern Region Suggested Projects



EASTERN REGION OPTIONS

- E1 Upgrade Ringwood rail services
- E2 Burwood East – Knox City LRT
- E3 City – Doncaster Shoppingtown LRT
- E4 MetLink bus services:
 - Doncaster to Broadmeadows
 - Doncaster to Greensborough
 - Doncaster to Box Hill, Oakleigh
 - Doncaster to Edithvale
 - Ringwood to Dandenong
- E5 Major modal interchanges:
 - Doncaster Shoppingtown
 - Glen Waverley
 - Ringwood
 - Knox City

SOUTHERN REGION OPTIONS

- S1 Frankston – Baxter electrification
- S2 Upgrade Pakenham rail services
- S3 St Kilda – Elwood LRT
- S4 MetLink bus services:
 - Oakleigh to Sandringham
 - Springvale to Edithvale
 - Dandenong to Frankston
 - Frankston to Berwick/Pakenham
 - Frankston to Portsea
 - Frankston to Balnarring/Stony Point
- S5 Major modal interchanges:
 - Baxter
 - Dandenong
 - Berwick/Pakenham Corridor

FIGURE 4.3 Eastern Region Suggested Projects

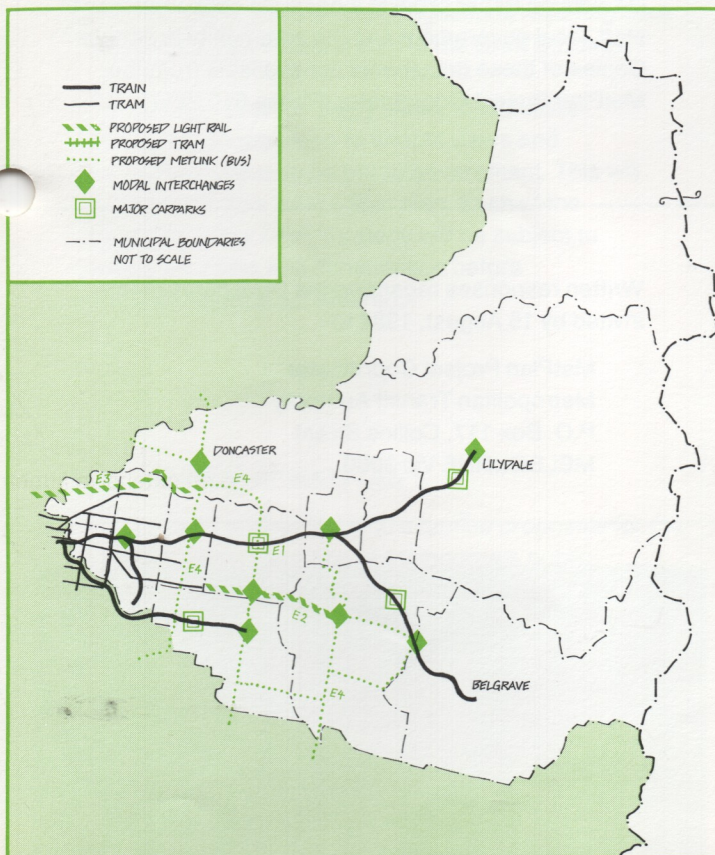
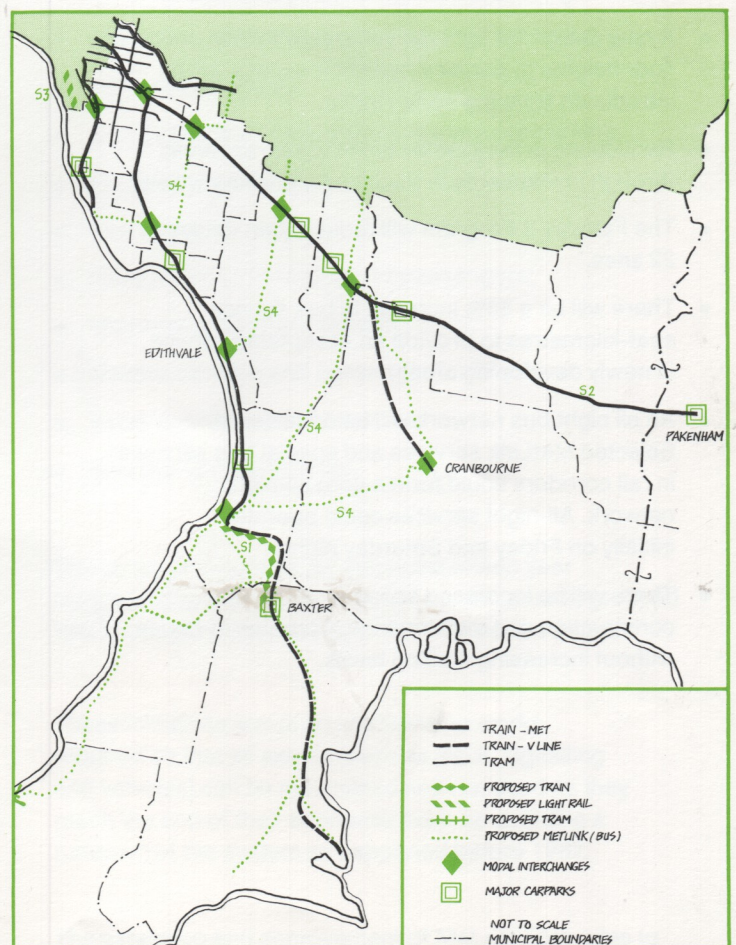


FIGURE 4.4 Southern Region Suggested Projects



OTHER SYSTEM WIDE IMPROVEMENTS

- More interchanges will be built, providing safe and comfortable conditions for passengers changing between vehicles.
- Commercial development at interchanges and stations will be examined to stimulate more usage, thereby improving security for travellers and other users.
- The existing Neighbourhood Fare System will be reviewed, and a new ticketing system introduced. As a convenience to passengers, a network of sale outlets will be developed at locations such as newsagents. Under the new system, there will be no barriers at rail stations and the onus will be on passengers to have a valid ticket when travelling on a train, tram or bus. Roving teams of ticket examiners will check tickets at random.
- Passenger information systems will be upgraded and will include on-vehicle announcements regarding services. Also, service times could be provided to people in their own homes by Viatel.
- The security of passengers will continue to be a prime concern, and will be assured by the Transit Police and Transit Patrol. To ensure speedy police attendance, communication facilities will be introduced on vehicles and at stations. Video monitoring will also be provided at stations.
- A new design for light rail vehicles with low floor heights to permit wheelchair access will be introduced from the early 1990's.
- Reductions in rail journey times will be achieved through investments in track and signalling works.
- The Fairway II Program will reduce tram delays at 22 sites.
- There will be a 33% increase in bus service seat-kilometres to provide an acceptable service in newly developing areas.
- An all night bus network will be considered. Selected MetLink services and special bus services in rail corridors could form a core all-night network. All-night services could operate initially on Friday and Saturday nights.
- There will be increased scope to undertake construction and maintenance programs in-house, without increasing staffing levels.

RESOURCES

Given the present budgetary climate and community demands for a cost effective public transport system, the funds available for public transport in Victoria are not expected to increase, and may reduce in real terms, over the next decade. Consequently, MetPlan has been developed within a framework of no real increase in the resources being available.

This will require the achievement of more from the available resources through improved management, efficiency of operations and restructuring of work. Extensions and enhancements of the system can go ahead only if other cost savings are introduced.

Some 2,800 Met positions could become surplus to requirements, but 1,400 new job opportunities could be created by service expansions and other activities. Overall staff levels would reduce by 12% from 11,800 to 10,400. As a result of these initiatives:

- service output per employee would rise by 35%,
- the annual Government subsidy to operate the system would reduce without any real increase in fares, and
- cost recovery would meet the target of 50%.

NEXT STEPS

The MetPlan Draft Strategy (May 1988) and the earlier Discussion Paper provide a basis for consultation with staff, local government and the community in general. Copies of these documents are available from the MetPlan Project Coordinator (Phone 610 2217).

Written responses regarding the Draft Strategy are invited by 15 August, 1988 to-

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The Met.