

UPFIELD CORRIDOR

PUBLIC TRANSPORT STUDY

THE FOURTH OPTION

THE STUDY:

The Upfield Corridor Public Transport Study focusses on those public transport services providing links between the northern municipalities of Broadmeadows, Coburg and Brunswick with the Central Business District (i.e. the Upfield rail line and the Sydney Road tram to North Coburg).

The Study's major objectives are:

- . to develop a strategy for public transport services which results in an improved level of service for the travelling public and
- . to improve the efficiency of public transport services.

An important part of this study is public consultation. To this end, the Met released the Upfield Corridor Study Principal Report, in which three options were proposed. This Report was widely circulated. In addition, 50,000 leaflets were distributed to households; briefings were held for community groups and Councils and public meetings have been held.

THE OPTIONS:

The Report identified three options, capable of achieving the Study's major objectives. As a result of public consultation, a fourth option has recently been proposed which in addition to a light rail system retains tram service in Sydney Road. All four options can be summarised as follows.

OPTION 1. THE BASE CASE:

This is an option for 'business as usual', in which existing services would continue. It would include improvements to the train line and better designed vehicles (i.e. articulated trams) for the tram service.

OPTION 2. UPGRADING THE UPFIELD TRAIN:

This option involves the upgrading of the Upfield train service and an extension of the service to include evenings and Sundays, in addition to the improvements proposed in Option 1.

OPTION 3. LRT with buses in Sydney Road:

This option would convert the existing train line to a light rail transit (LRT) system, operating in the rail reserve from Upfield station to Park Street and then crossing to Royal Parade via the old inner circle railway reserve and entering the city via Elizabeth Street. A bus service would replace the Sydney Road tram, operating between Bakers Road in Coburg to Park Street. The bus service would also connect with North Melbourne providing a connection with the Western Suburbs.

OPTION 4. LRT with trams retained in Sydney Road:

The fourth option would convert the existing train line to a light rail system from Upfield station to Park Street and connect with Royal Parade via Park Street. A tram service would be retained in Sydney Road. The fourth option is described in detail overleaf.

A FOURTH OPTION TO IMPROVE PUBLIC TRANSPORT:

LIGHT RAIL with trams retained in Sydney Road and a connection between the rail reserve and Royal Parade via Park Street.

The Fourth Option provides for:

- . a tram shuttle service to be operated during shopping hours in Sydney Road between Bell Street, Coburg and Park Street, Brunswick;
- . a connection from the rail reserve to Royal Parade via Park Street instead of via the old inner circle rail reserve in Parkville; this will allow for an interchange opportunity between the LRT service and the Sydney Road tram service at the central reserve in Royal Parade between Brunswick Street and Park Street.

The LRT service would commence at Upfield station and run in the rail reserve through the municipalities of Broadmeadows, Coburg and Brunswick. The LRT system would connect with Royal Parade via Park Street and then travel along the existing tram route via Royal Parade and Elizabeth Street terminating at Flinders Street. Trams would run up Sydney Road between Park Street and Bell Street during shopping hours.

A ten minute bus service would run from North Melbourne station to Park Street, Brunswick to provide a link between the western and northern suburbs.

The features of option 4 are:

- . There would be a light rail vehicle (LRV) every 2.5 minutes during the peak hour and every 5 minutes during the off-peak, including evenings and weekends.
- . It would take 6 or 7 minutes less to travel from Bell Street to Flinders Street than the existing Sydney Road trams. It would take 3 or 4 minutes longer than the existing train service to get from Upfield to Flinders Street. There would be some additional stops between Upfield and Park Street within the rail reserve.
- . There would be 7% more seats on the light rail than on the existing train and tram service combined during the peak hour.
- . New light rail vehicles would be designed with low floors to make access easy for people with disabilities or with pushers.

Economic Performance

The economic evaluation of Option 4 differs to Option 3 in the following manner.

- . The construction costs are less. This is due to a cheaper connection at Park Street between the rail reserve and Royal Parade.
- . Operational costs are marginally higher due to the differential costs of providing tram and bus services.
- . Travel times would be approximately one minute longer.

CONSULTANTS:

The Minister for Transport has recently appointed a firm of consultants (Ove Arup Transportation Planning in association with Macquarie Consulting) to undertake an independent round of public consultation. In announcing the appointment, Mr. Kennan said that Ove Arup and Macquarie Consulting had extensive experience in public transport, strategic land use, social planning, corridor and fare studies.

The consultants will act as an intermediary between the public and the Met Study Team and will meet with councils, user and community groups to obtain their views on the project.

THE CONSULTATION PERIOD:

The Minister has extended the consultation period until the end of June 1989. This is to allow proper consideration of all four options and for the public and all interested groups to make their views known to the consultant.

REPORTS:

The Upfield Corridor Study Principal Report was released by the Minister for Transport in December 1988. Approximately 1100 people have responded to a questionnaire, which was attached to the Upfield Corridor Leaflet distributed to households in the area. Details of these responses will be made available shortly.

The Met has recently completed a Technical Appendix, which provides greater detail on travel patterns in the area and the economic evaluation performed by the Study Team. (This document is currently being distributed to all groups or individuals who have indicated a desire to receive additional technical material).

FURTHER INFORMATION:

Further information on any aspect of the Upfield Corridor Public Transport Study can be obtained from:

The Upfield Corridor Study Project Manager
9 / 50 Queen Street
Melbourne 3000 (Telephone: 610 2382)

or by dialling
Aidan Hughes
Ove Arup Transportation Planning
Telephone: 663 8251

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OPP ANSET.

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