

# PT case study: Derrimut



Derrimut, in Melbourne's outer-west, is a fast-growing suburb, with its local shopping centre expanding and recently gaining a full Coles Supermarket. In 2001 the population was just 9; by the 2006 Census it was 1,501<sup>1</sup>, but large numbers of houses are being built, with thousands more residents moving in.



**Left:** Google Maps image 2006. **Right:** Nearmap.com image, June 2010. Deer Park station is at the top-right.

The Deer Park bypass along the southern boundary of the suburb, and the Western Highway is about a kilometre north. Because of limited public transport, most residents drive for most trips, joining those from Melton and Caroline Springs and other outer-western suburbs on clogged roads.

## Trains

Derrimut is well within Melbourne's zone 2, and is served by V/Line's Deer Park station on the suburb's northern boundary, with some residents in walking distance. The station is not staffed<sup>2</sup>.

V/Line services take about 24 minutes to get to the CBD, however services are very infrequent, running about every half-hour in peak hour, and with gaps of up to three hours outside peak, including weekends.

V/Line services from Deer Park to the City	
Weekdays	5:34, 6:10, 6:48, 7:20, 7:36, 8:14, 9:05, 11:07, 13:07, 15:07, 17:07, 19:08, 20:23, 21:49
Saturdays	7:09, 8:06, 10:06, 11:06, 14:05, 17:05, 19:06, 20:06, 22:01
Sundays	7:23, 8:59, 11:25, 14:05, 17:05, 19:06, 20:06, 22:01

<sup>1</sup> Brimbank Leader 16/7/2010, "Derrimut starts to come of age"  
<http://brimbank-leader.whereilive.com.au/news/story/derrimut-starts-to-come-of-age/>

<sup>2</sup> <http://www.vline.com.au/maps/stations/deerpark.html>

## Buses

The only other public transport serving Derrimut is bus route 400, which connects the suburb to suburban trains at Sunshine, though the timetables are not co-ordinated<sup>3</sup>. The service runs every half-hour, seven days-a-week, including in peak hours. The last service just after 7pm on weekdays, 6pm on weekends.

For many years route 400 ran via Mount Derrimut Road, without stopping for some 1.5 km, despite the growth in nearby housing. This has now been resolved by re-routing the service along Hammerwood Drive.

The government's 2006 "Meeting Our Transport Challenges" plan included the Green Orbital Smartbus passing through Deer Park and Derrimut, providing frequent services along Mount Derrimut Road to the neighbouring industrial employment centres to the south, and to Werribee. However this section of the Smartbus was scrapped with the 2008 Victorian Transport Plan.



## The PTUA vision for Derrimut

The PTUA believes that in the next four years, substantial but affordable upgrades can be made that will dramatically improve public transport services around Melbourne, including suburbs like Derrimut.

**V/Line trains to Melton should be upgraded to run at least every half-hour** from 7am to 9pm every day in the short term. In the longer term, the line should be duplicated and electrified to provide suburban services to the growing suburbs of Derrimut, Deer Park, Caroline Springs and Melton.

**Implement all Bus Service Review recommendations**, which apart from the re-routing of bus 400 (now implemented) included a new route along Foleys Road to serve the north-western part of Derrimut.

**The Green Orbital Smartbus** should be implemented as originally planned, to provide high quality, frequent links to nearby employment centres and Deer Park Station. Other local services including bus 400 should be upgraded to run at least every half-hour until midnight, seven days-a-week.

**The level crossing at Deer Park should be grade-separated** to cut delays and improve safety for bus users, motorists, pedestrians and cyclists, particularly in light of boosted train services, including the Regional Rail Link services, expected to start running through the area from 2014.

**Establishment of a Public Transport Authority** to properly co-ordinate and plan services across Melbourne would result in better integration between services, such as co-ordinated bus/train connections at Deer Park and Sunshine stations, and better planning of services into new suburbs. A PTA would also be more proactive, moving more quickly to fix simple problems as the lack of bus stops along Mount Derrimut Road.

Overall, public transport services in Derrimut and surrounding suburbs would be boosted, and better co-ordinated, providing a network of services, and making public transport a more viable alternative to car travel around the outer-west.

**For more on the PTUA's priorities for public transport 2010-2014, see [www.ptua.org.au](http://www.ptua.org.au)**

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<sup>3</sup> The PTUA train/bus connections study, using 2009 timetable data, showed only 41% of trains at Sunshine met by the 400 bus, with only 38% of those providing a "good" connection time of 3-10 minutes <http://www.ptua.org.au/apps/trainbusconnections/?busroute=400>