

The Bus Network

A PTUA Factsheet



Melbourne's Bus Routes

Convolutd, confusing and infrequent



Melbourne's buses are generally infrequent and have limited operating hours.

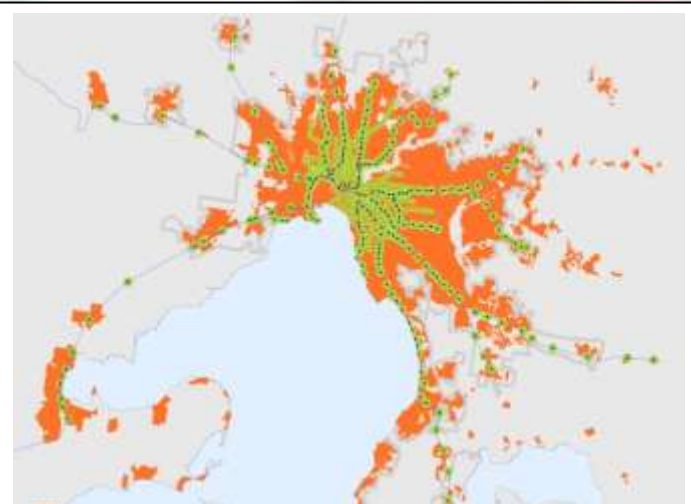
Melbourne's bus network, with poor service frequencies and limited operating hours, has long been viewed as the 'poor cousin' to the rail and tram network. Coupled with confusing route structures and poor coordination, Melbourne's bus system has long lacked the ability to provide a public transport option that is competitive with the car.

While other factsheets have addressed the need for rail and trams extensions, there is also need to view the contribution of buses in a holistic and integrated manner.

Public transport needs:

Two-thirds of Melbourne resides beyond the rail and tram network, making buses the only potential public transport option for most Melburnians.

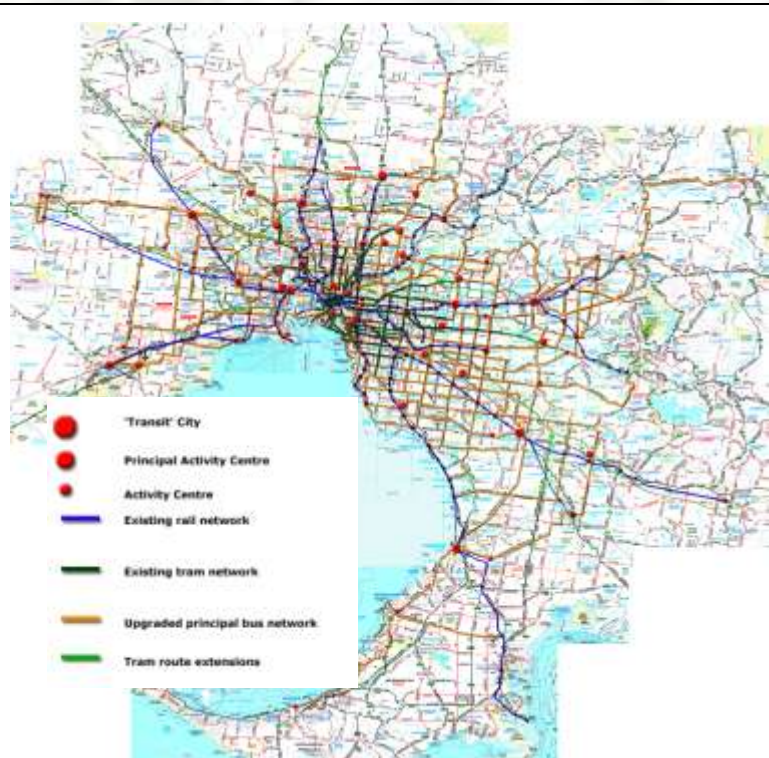
While minimum service standards are being introduced, these standards will consist largely of hourly services through to 9pm, a service inferior to the train and tram network and unable to meet passenger needs.



Two-thirds of Melbourne (coloured orange) resides beyond the rail and tram network.

As explored overleaf, a much better bus network is possible

The solution - Overhauling the bus network:



Melbourne's buses could provide a frequent, direct and readily available service within four years if the network is overhauled.

In 2003, the Government, through the Department of Infrastructure commissioned a report known as Bus Plan.

This document, although never officially released, clearly stated that most bus routes along main roads needed to operate with at least a 15 minute frequency to encourage patronage.

In addition, it was recognised that the bus network was operating inefficiently due to confusing routes and excessive duplication.

The government responded by simply burying the findings, leaving Melbourne with inferior services.

For Melbourne's bus network to meet passenger needs and improve economic viability, a two tiered system needs to be created:

- A principal network that routed along main roads linking main destinations and rail stations, that operates with at least a 15 minute frequency and matches the operating hours of the train and tram network. These bus routes would in effect become '*Tram-like buses*'.
- A secondary network that would serve residential areas that are located away from main roads and would feed into the principal network.

Reform of Melbourne's bus network would improve the efficiency of the network and improve the customer experience

For further information:



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