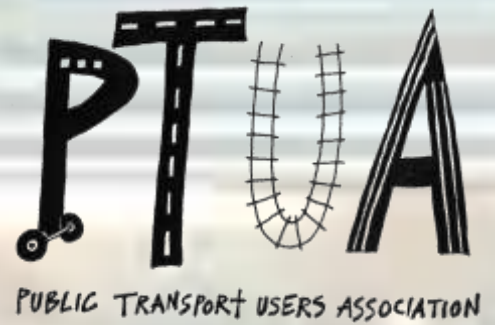


# Integrating Transport and Planning



## PTUA Factsheet #1

### Melbourne - Risking its liveability



Excessive road building has failed to tackle Melbourne's worsening traffic congestion.

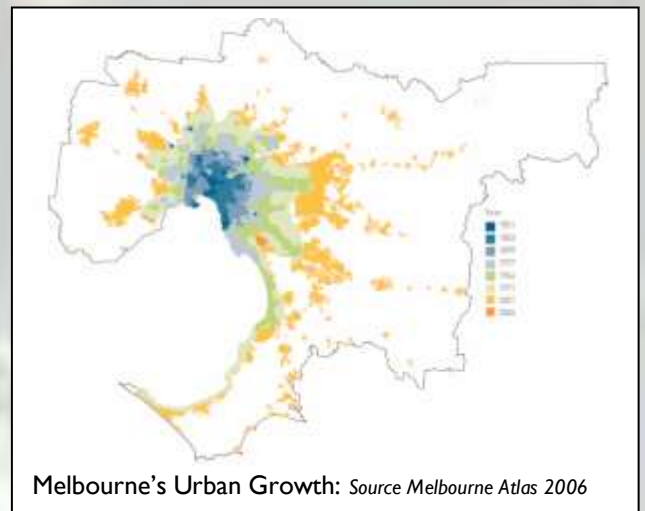
Melbourne, the capital city of Victoria, is home to 3.6 million people and is expected to grow by another million by 2021.

Melbourne has prided itself on its liveability, but with rising traffic congestion, under-serviced growth areas and a public transport system that is failing to deliver, it is little wonder that

Melbourne's claim to be the *World's Most Liveable City* was recently lost to Vancouver.

#### Public transport needs:

Melbourne's urban growth has historically followed train and tram networks, ensuring integration between land use planning and transport. In recent times however this integration has weakened, with many new housing estates lacking both the public transport infrastructure and services required to mitigate rising traffic congestion.



Melbourne's Urban Growth: Source Melbourne Atlas 2006

While some housing estates such as Lynbrook, Point Cook and Coolaroo were developed around rail lines, they are still waiting for conveniently located stations. Other areas such as Doncaster, Rowville and Mernda are still without long-promised rail access.

#### Investigating integration and policy coordination:

**As seen overleaf it is possible to correct past urban mistakes**



Integrating land use and planning: Clarkson Station in Perth – built prior to housing development.

Melbourne is not alone in failing to integrate transport and land use planning – the difference is that other cities are doing something about it.

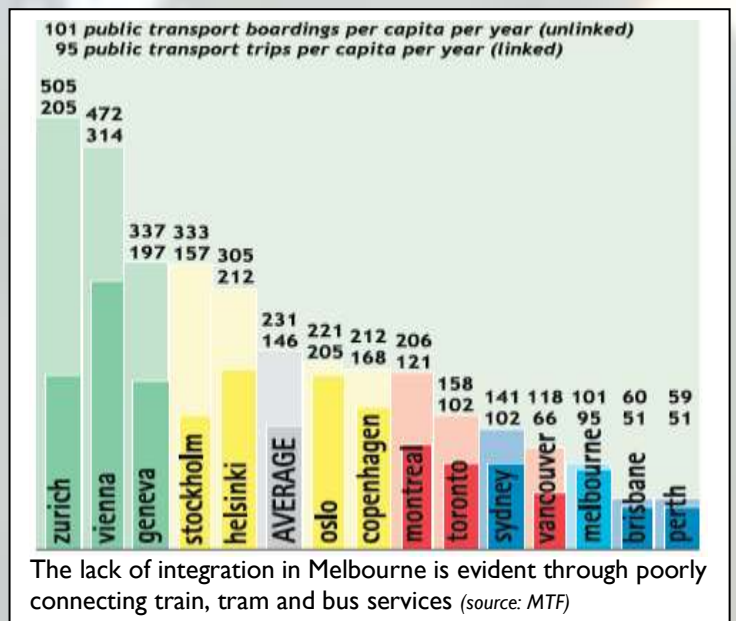
Perth, the lowest density city in Australia, set the task of correcting past urban mistakes by expanding its rail network and improving bus services in line with urban redevelopment and new growth areas.

This was achieved by reforming transport and planning to ensure that all transport projects are delivered from a single budget in accordance with the community’s planning needs.

Not only does Melbourne suffer from poor integration between transport and planning, it also suffers from poor integration between different public transport services.

In Melbourne just 4% of public transport journeys involve more than one service, while in Perth this figure is 14%.


The inability to provide a network of interconnecting services severely limits the role of public transport in Melbourne; infrequent services and excessive waiting times are responsible for this poor performance.



**!** Throwing money at a problem does not necessarily solve it – Melbourne needs coordination and accountable service delivery – see Factsheet 2 for more details

**For further information:**

 [www.ptua.org.au](http://www.ptua.org.au)  
 [factsheets@ptua.org.au](mailto:factsheets@ptua.org.au)  
 (03) 9650 7898

 Public Transport Users Association  
 Ross House  
 247 Flinders Lane  
 Melbourne, 3000