Connecting Ballarat

A proposal for direct, frequent buses connecting key destinations in Ballarat

The problems

- Ballarat's buses take a very twisty path through the CBD, which is slow, inefficient, and confusing to irregular bus users
- There is excessive timetable padding outside the CBD, so buses have to sit idle waiting for the timetable to catch up
- Buses don't start early enough to meet the first trains, or run late enough into the evenings to meet evening trains or allow for night life in Ballarat
- Pressure is growing on parking, because buses are too slow and infrequent to attract drivers out of their cars
- Train frequencies will increase to a 20 minutes peak/40 minute off-peak service in 2019, which will break the connectivity with buses running every 30 and 60 minutes
- The current diesel buses create localised noise and particulate pollution, and contribute to CO₂ emissions causing climate change

The solutions

- Join routes on opposite sides of town together, to allow for straighter paths through the CBD and easier cross-town travel
- Tighten up timetables and straighten out routes to make taking the bus more timecompetitive with driving a car
- Introduce three high-frequency SmartBus routes, running every 10 minutes, all day every day, to form the spine of a turn-up-and go service
- Increase frequencies on other routes to run every 20 or 40 minutes, to reduce wait times and maintain connectivity with trains
- Run buses to consistent frequencies between 7am and 9pm, and "meet the trains" in the early mornings and late evenings
- Ensure new buses procured are clean, quiet, efficient battery electric buses

Want more details?

Read the full proposal: http://ptua.org.au/ballarat

Check out the interactive Google Map



