PTUA PUBLIC TRANSPORT USERS ASSOCIATION

Presentation to

Inquiry into the Free Tram Zone

Legislative Council Economy & Infrastructure Committee

9 June 2020

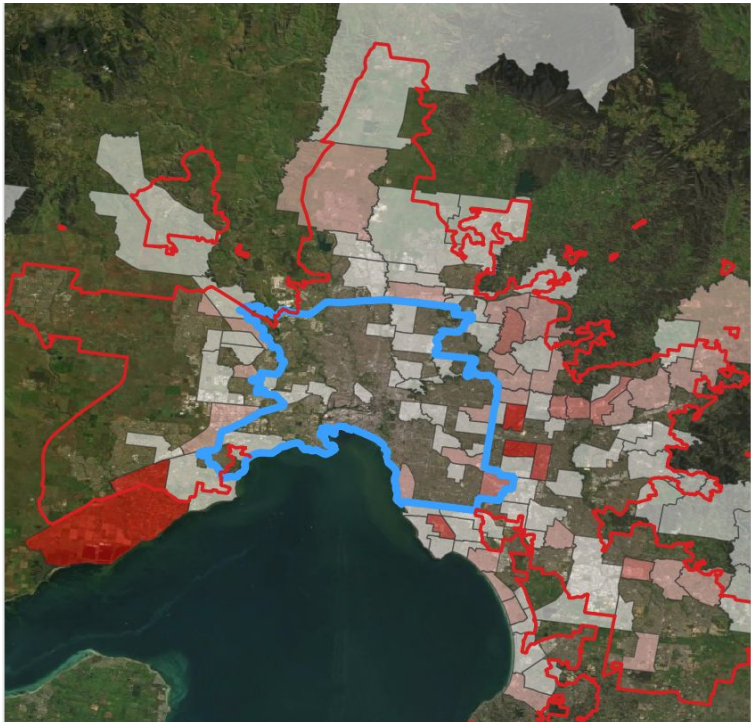
We acknowledge the Traditional Owners of the lands from which we meet today, and pay our respects to their Elders, past and present.

Inquiry context

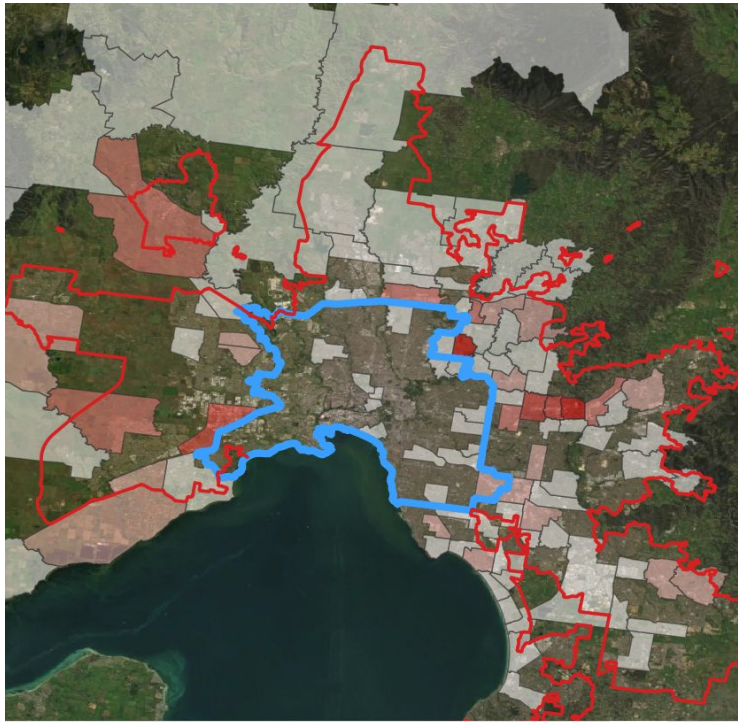
- The PTUA welcomes government commitment to improving public transport, as was the purported intent of the changes introduced in 2014-15.
- The PTUA applauds the Committee, particularly Rod Barton, for initiating this inquiry now that the measures have been in place for 5 years and the impacts can be assessed.
- Many people in Melbourne and across Victoria do not currently see public transport as a viable choice, and this is resulting in pollution, congestion, road trauma and high transport costs. This must be fixed.

Place boarded PT in travel from Zone 2 to the Free Tram Zone

2012 - 2014

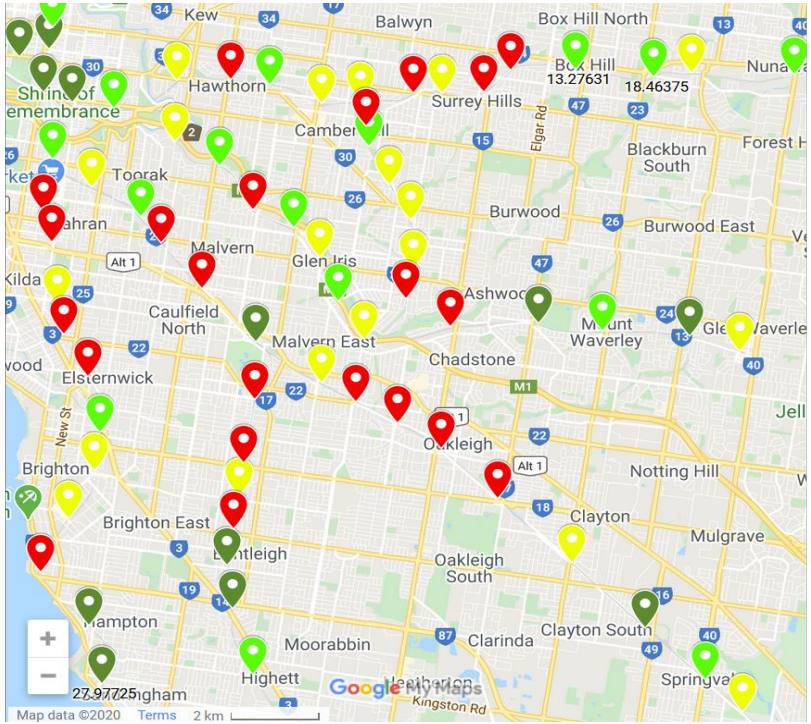


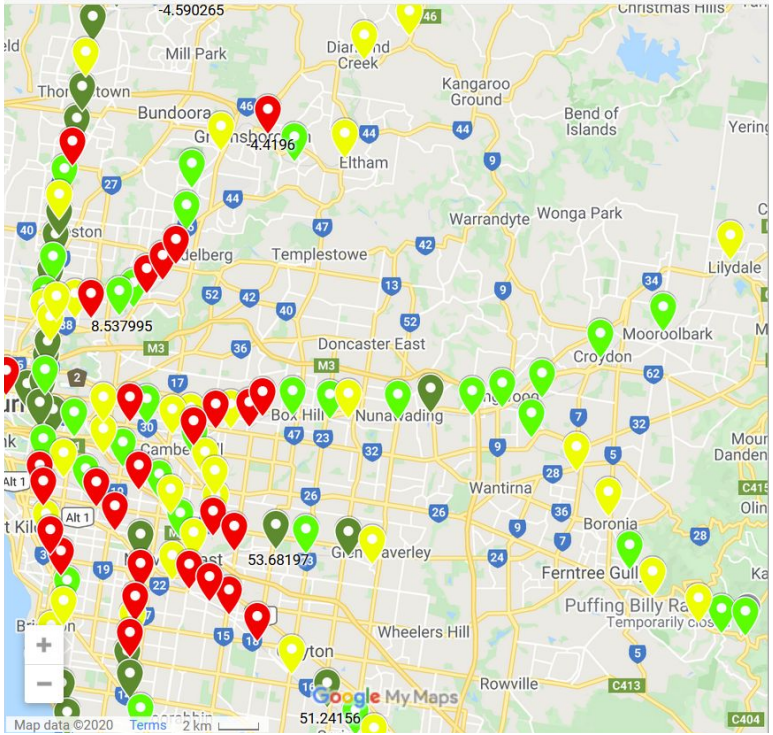
2015 - 2016



Source: Victorian Integrated Survey of Travel and Activity

Change in train boardings 2014-2019





Red = reduced by more than 1.5%

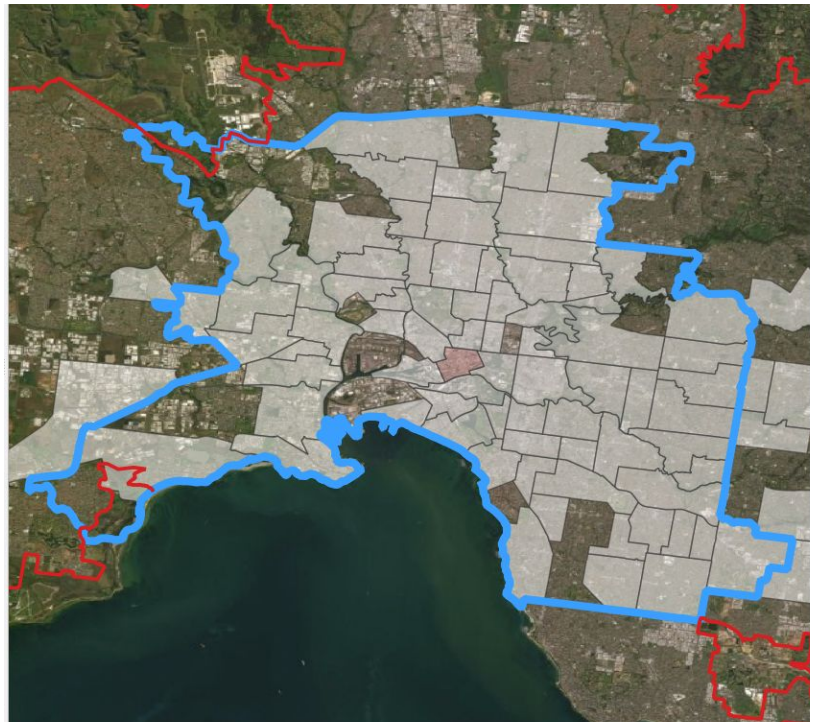
Yellow = steady: slight drop, or increase up to 8%.

Light green = increases up to 22%.

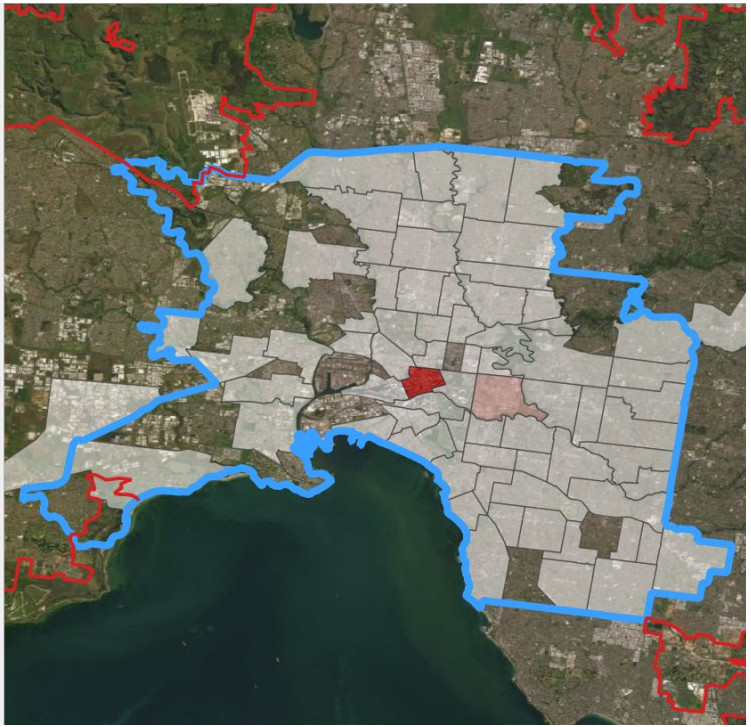
Dark green = larger increases

Place boarded PT in travel from Zone 1 to the Free Tram Zone

2012 - 2014



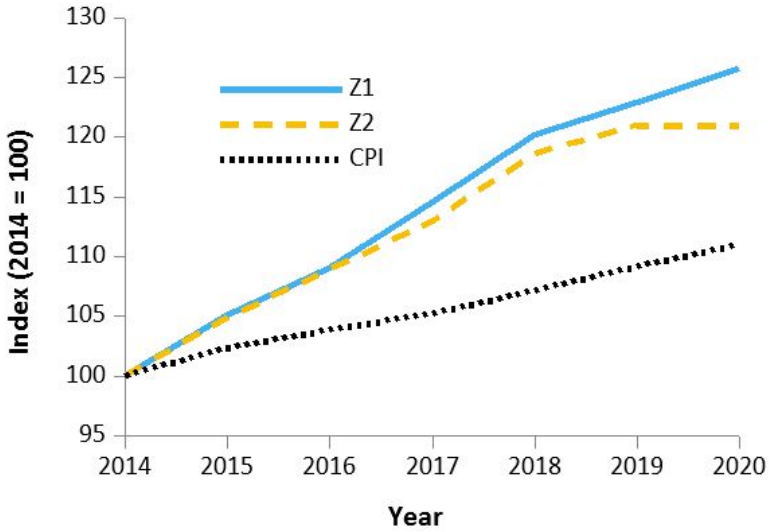
2015 - 2016



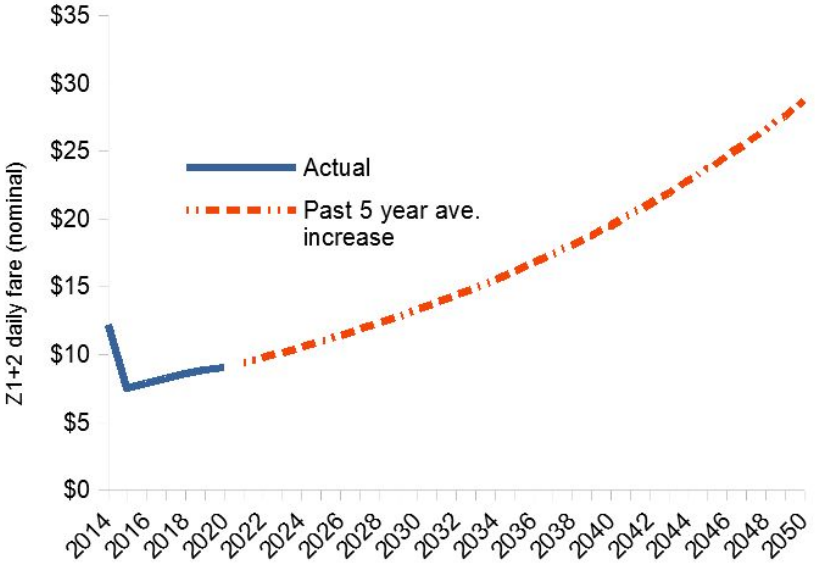
Source: Victorian Integrated Survey of Travel and Activity

A narrower fare base - large increases and increments

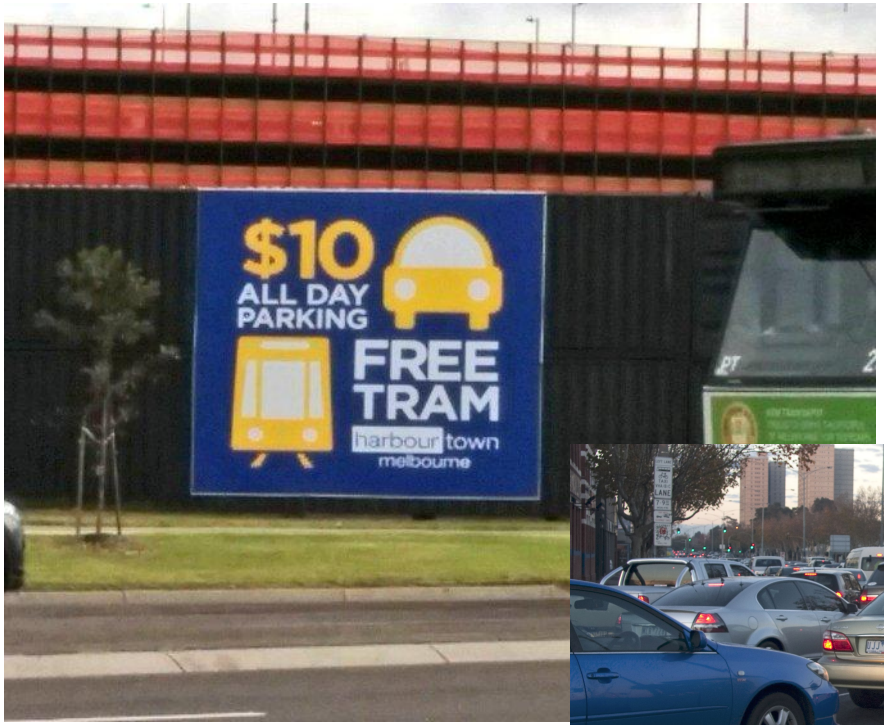
Metropolitan fare inflation



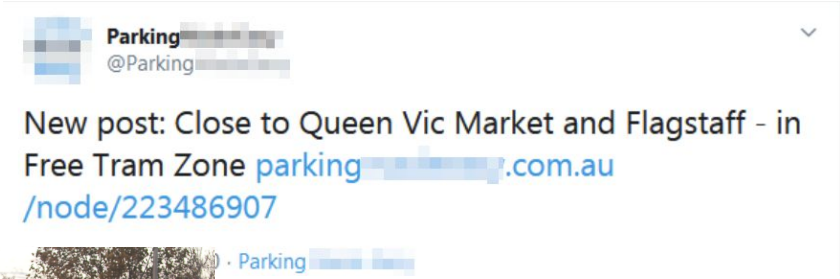
Cost of crossing FTZ boundary

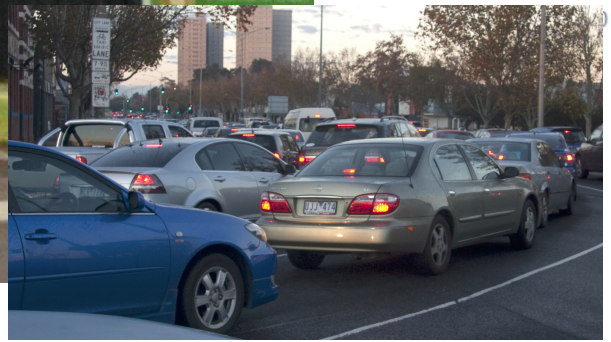


An incentive to drive through the inner city to the FTZ



- Free trams from car park to workplace entice additional car trips to the inner city where road congestion is most acute.





A disincentive to wider access

Bundesarchiv, B 145 Bild-F078995-0032
Foto: o.Ang. | Juni 1988

Who benefits?

Zone 1+2

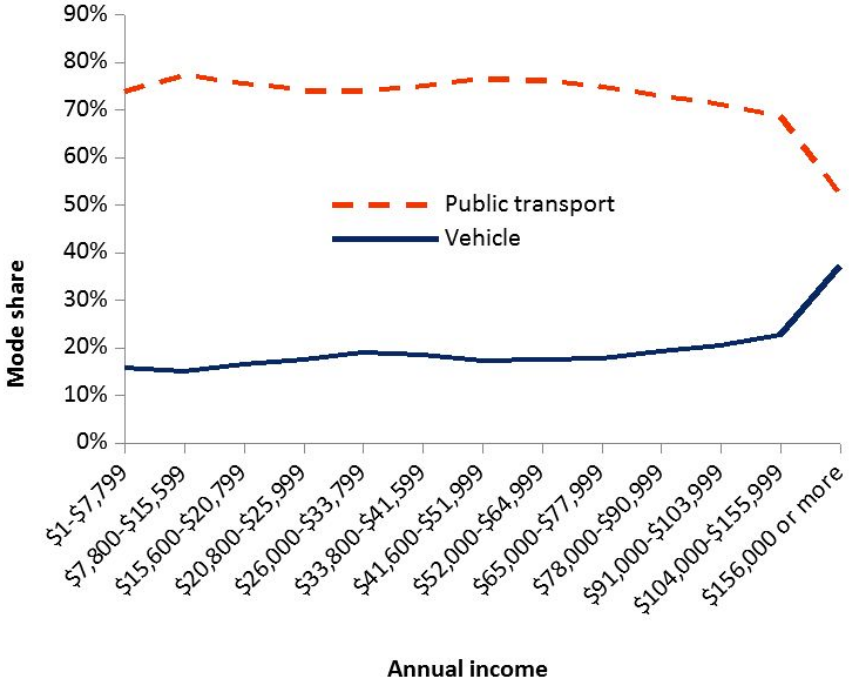
- Applies to train, tram and bus travel.
- Travel entirely within Zone 1.
- Travel between the Free Tram Zone, Zone 1 and Zone 2.
- Travel between Zone 1 and Zone 2.

Daily cap

A daily cap is the maximum you'll pay for a day's unlimited travel – it's the same as two 2 hour fares, for the zones you travel in.

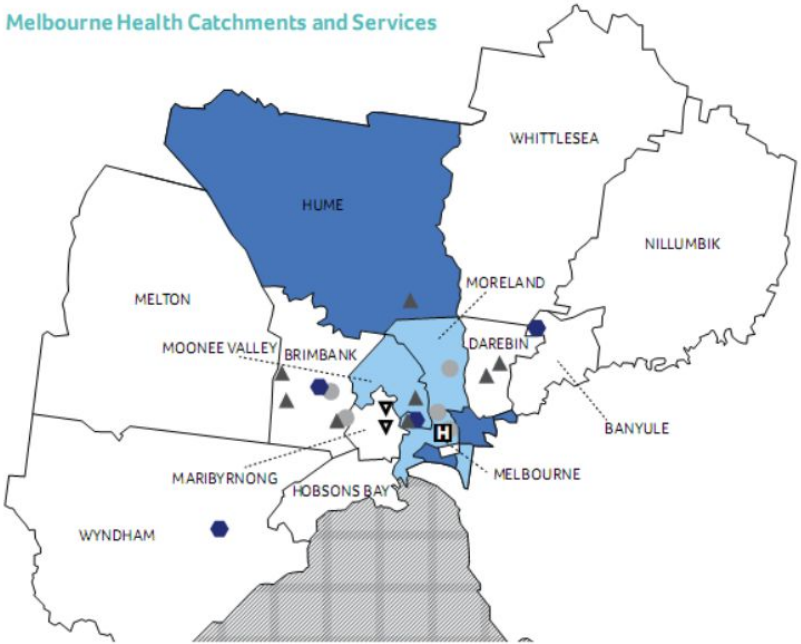
Source: https://www.ptv.vic.gov.au/tickets/fares/metropolitan-fares/

Who benefits? Part 2



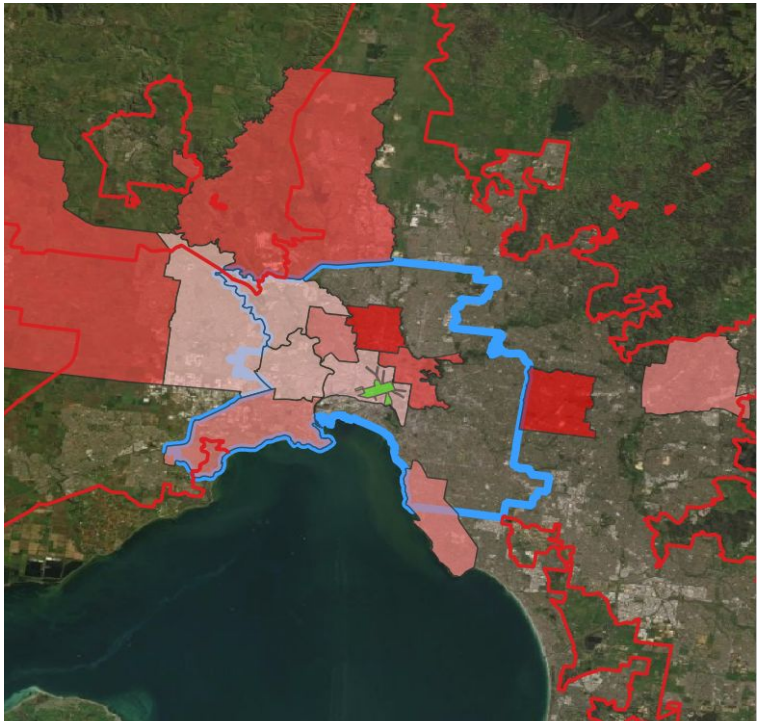
Full-time university students

Who benefits? Part 3



Source: Melbourne Health Quality Account

Trips to Parkville for medical purposes



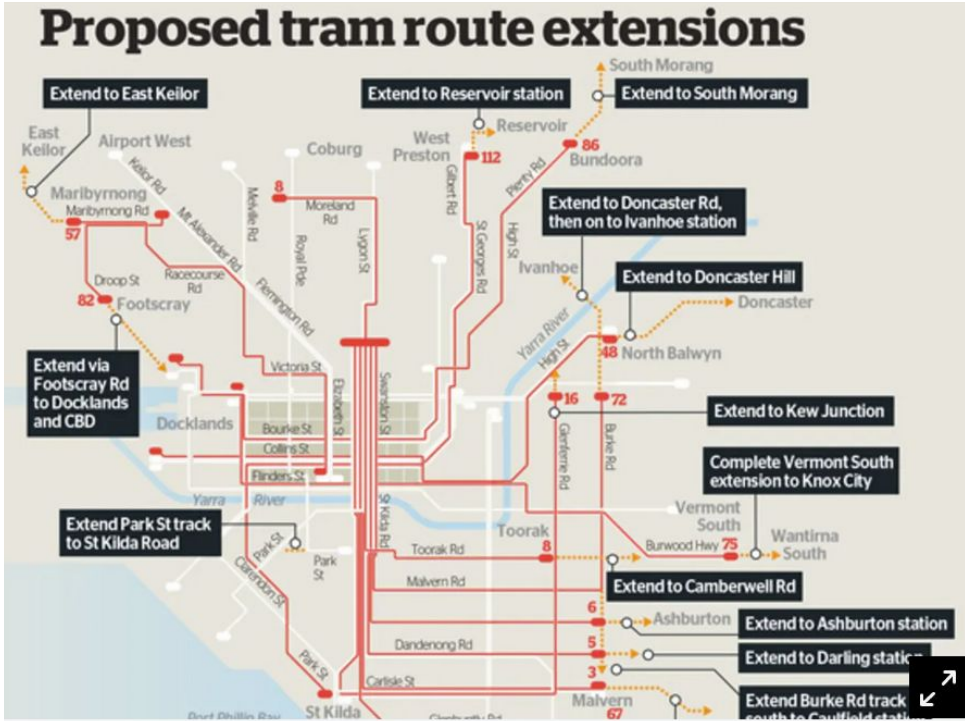
Source: VISTA

Who benefits? Part 4

- The ability to travel on trams within the FTZ without paying a fare creates “plausible deniability” for people who have not paid to travel into it.
- Undermines revenue protection.

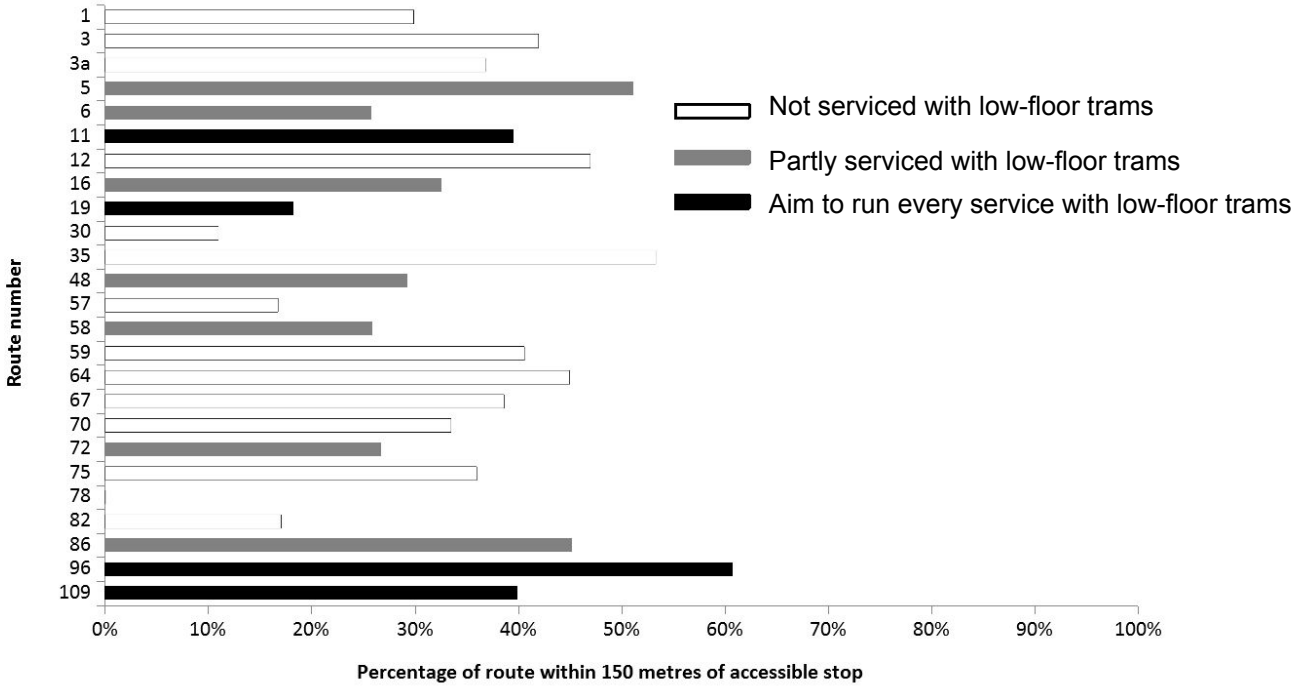
Who benefits? Part 5

- Impacts on tram operations
  - Average speed fallen from 15 to 11 kmh, and longer dwell times.
  - Crowding at stops
  - Crowding onboard
- Rolling stock productivity hampered by high non-paying loads in FTZ and missing links in suburbs (see right) limiting usefulness at outer ends of routes.
- So existing paying passengers inconvenienced
  - Sometimes can't board to travel beyond FTZ

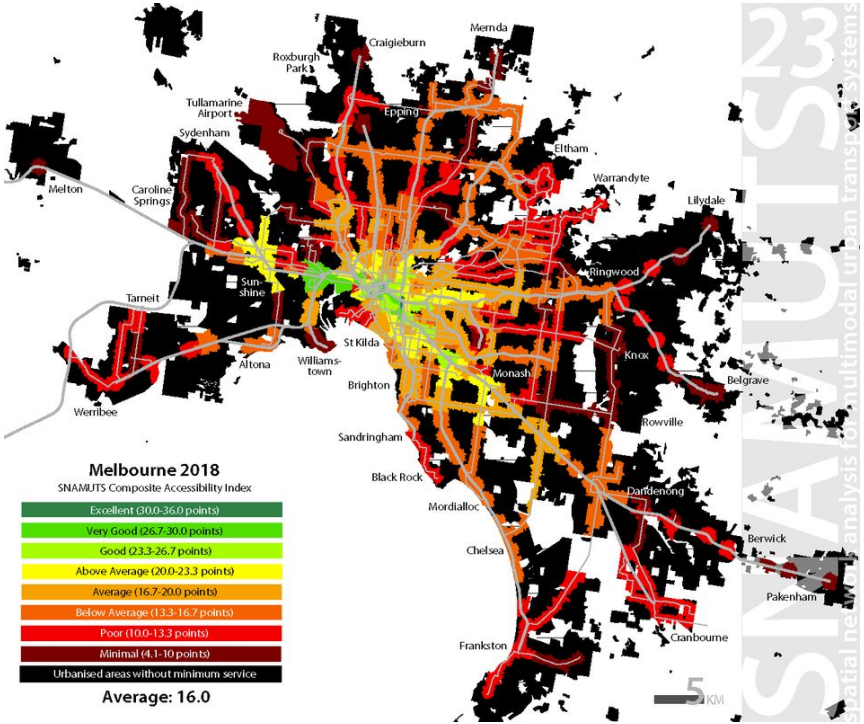


Source: *The Age*, 6 March 2013

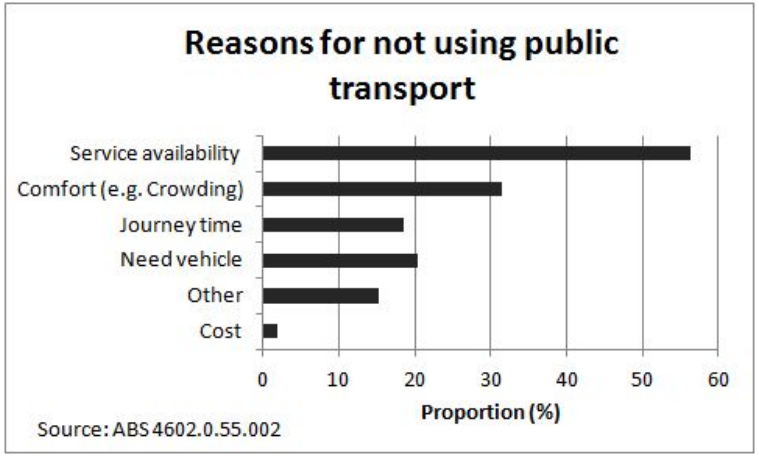
Little benefit if you can’t get onboard



Free no use if there isn't any

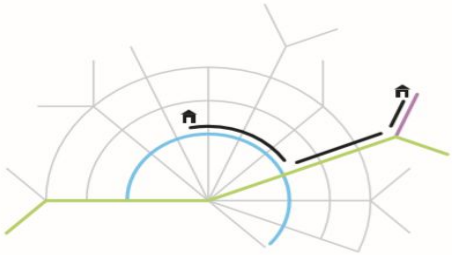


- Pressing need for improved services right across (and outside) Melbourne.
    - Costs money, but fare revenue can help to fund it (if it's not free).

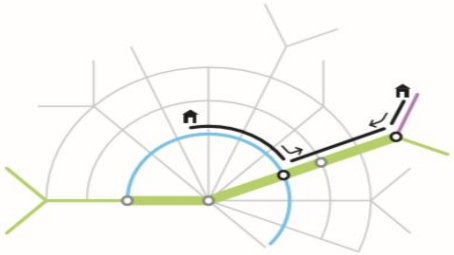


Source: Spatial Network Analysis for Multi-modal Urban Transport Systems

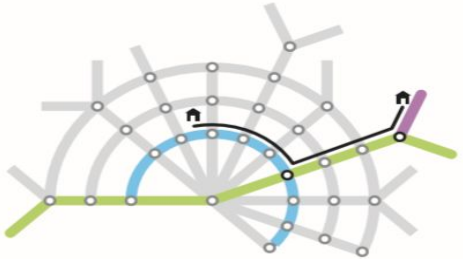
The network effect for the users of public transport



Low frequency network
A collection of lines that function separately if you are willing to plan your journey in detail. The area you can reach by a simple journey is restricted to those places that are within walking distance from the line that passes the place where you are. Change of lines where they cross each other is not very attractive. Waiting times will often be long, and you will need detailed information about more than one line. Transfering is perceived as a large barrier, and these crossing points are seen as being of little value. In reality, it is misleading to call this collection of lines a network.



Network with some high frequency lines or sections
The service is good along the lines or sections with high frequency. Transfer is more attractive at places with such a service, but only in one direction, towards the high frequency section. The total number of origin-destination combinations that are given a better service is limited. Even very high frequencies on the best sections will not change this general picture.



High frequency network: Network effect
When all or many of the lines or sections have high frequency, the network effect is created. The network can be used by the public transport passengers in a similar manner to motorists' use of the road network. You may travel everywhere in the network, almost at the time of your own choice. Instead of being barriers to travel, transfers open up a large number of new travel opportunities. All lines and all modes of transport "feed" each other with traffic and increase each other's market share.

Source: HiTrans Best Practice Guide 2: Public Transport –Planning the Networks