



Our commute



# High Frequency Busway Solution

## Request of Government

We ask the Federal and State Governments to fund \$3 million to undertake a feasibility study to inform the implementation of a high frequency busway along the Doncaster Road Corridor, between Mitcham Station and Doncaster Park and Ride.

## The problem

- ▶ **Manningham is the only municipality in metropolitan Melbourne without train or tram, making buses the only form of public transport for our residents.**
- ▶ Research by Infrastructure Victoria found that 40% of Manningham respondents agreed that buses 'are for people like me', compared to the wider Melbourne average of 24%. However, Manningham respondents were less likely than average to feel positively towards public transport overall (46% compared to 57% of other respondents).
- ▶ Infrastructure Victoria has reported that 25% of Melbournians would love to get rid of their cars but do not feel that they have a viable alternative.
- ▶ North East Link Project (NELP) has committed to building the Eastern Busway – starting at Doncaster Park and Ride and connecting to Hoddle Street along the Eastern Freeway. However, the Doncaster Park and Ride facility has consistently operated at capacity, limiting the opportunity for future public transport uptake.
- ▶ Infrastructure Victoria has reported that without intervention, 84% of bus routes will get slower by 2036.
- ▶ In the context of increased growth due to the State Government's housing targets, Manningham's livability will be significantly impacted if the transport network is not upgraded to support anticipated growth.

## The solution

- ▶ A feasibility study will deliver a detailed analysis of all development and infrastructure along Doncaster and Mitcham Roads between Mitcham Station and Doncaster Park and Ride (10km). It will investigate and recommend implementation of physical busway or other transport infrastructure. This includes roads, footpaths, utilities, intersections, buses and existing activity centres. It will also assess key transport, land use and other population trends/demands to recommend timings, priorities and required steps for future roll-out of a high frequency bus solution.
- ▶ Infrastructure Victoria has recommended that a Bus Rapid Transit system be planned and delivered across Melbourne, which is a form of high frequency busway.
- ▶ Investing in a bus-based public transport system will combine the recognised features of rail with the flexibility and cost advantages of road transport. Ideally, the busway would include separated right-of-way bus lanes with exclusive priority operating 24 hours a day, seven days a week.
- ▶ Manningham Council has commenced early work on the data collection and analysis stage of feasibility testing for a high frequency busway or similar solution. Plans are also in place to allow immediate progression with a feasibility study and planning when funding becomes available.

## Project benefits

- ▶ A fast, frequent and reliable public transport service that rivals the convenience offered by rail and is delivered more affordably.
- ▶ Improved transport connectivity along a strategic growth corridor – which is a key location for additional development to meet the State's housing targets.

## Timing

- ▶ NELP's proposed Eastern Busway along the Eastern Freeway demonstrates that roll-out can be staged.
- ▶ NELP works are planned to be completed by 2028.

## Project contact

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