

# Good Move

## Fixing Transport Congestion

Victoria's transport network is struggling to meet demand, with congested roads and crowded public transport. Our population is projected to grow bigger and faster, so the pressures on our transport system will only get worse.

There needs to be a change to the way Victorians use the transport system if we want to reduce congestion and get the most out of our big infrastructure projects. A change to transport pricing will motivate and incentivise people to make that change.

### What happens if we keep doing the same thing?

If we don't change, things will get worse:



Congestion will increase, with an extra 3.5 million trips being made every day across the city's roads and public transport networks by 2030.



Congestion and travel time variability on key freight routes around Melbourne will make it more expensive for businesses to move goods to customers, suppliers and export gateways. By 2046, around one third of all freight transport in Victoria is expected to occur in congested conditions.



Train, tram and bus trips will grow by 76%, which means 878,000 extra public transport trips each day. Despite this, Melbourne will still be a car-dominated city. More than 70% of trips in 2030 will be by car.



The proportion of Melburnians living within 30 minutes of their place of work will continue to decline, as increasing congestion makes it harder to access jobs and services across the city and increases travel time variability.



The cost of congestion, including time, operating costs and extra pollution, will escalate to \$10.2 billion in 2030 – up from \$4.6 billion in 2015. On average, congestion is expected to cost Melburnians an extra \$1,700 per year by 2030.



In some city areas, amenity and livability will decline due to congestion on arterial roads or truck traffic through local streets, making these areas less attractive to live or invest in.

## What happens if we make a change?

Under transport network pricing with discounts:



Up to 85% of Victorians better off – most Victorians will be paying less than they do today for transport

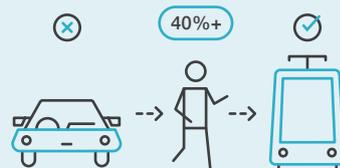
Majority of users will experience



While some travellers who travel long distance from Outer Melbourne might pay more, they are from the high-income bracket – the majority of middle- and low-income experience cheaper transport costs



Up to 168,000 car trips taken off Victorian roads every day – reducing pressure on the road network



Over 40% of the original drivers stop driving into the inner cordon – shifting to public transport

Almost 110,000 new bus boardings

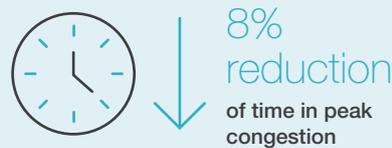


Almost 110,000 people shift to buses – influenced by the fact that buses are now the cheapest form of public transport

up to 25% speed increase



Up to 25% speed increase – within the inner Melbourne cordon



Around 8% reduction of time Victorians spend in congestion in our busiest peak periods

We need to make the most of what we have. Governments have invested heavily in our transport system, providing more choices and more services. We need to now complement that with network-wide transport pricing reform because it is necessary, effective and fair and motivates a willing community to change the way they travel.