

S U B M I S S I O N

Review of bus services in Melbourne, Port Phillip and Yarra

seven day service

modern operating hours

direct & legible routes

high frequency

harmonised headways

serves major trip generators

better connections

area & corridor planning

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Introduction

Unlike outer suburban areas, the inner area of Melbourne is served by an extensive train and tram networks. There are buses in the Melbourne CBD but their main purpose is to ferry passengers from outer suburbs into the city and out again. Except for Route 401, buses are not seen as frequent metro-style services that can provide 'between-suburb' links. This is despite tram-like bus service frequencies of some streets (eg Lonsdale Street) and potential for buses to cater for tangential trips.

The following are the two key issues in the review area:

- **Legibility of bus routes in the CBD** While there have been some recent changes, the bus network is still too complex in the CBD. Examples include Doncaster areas buses (some leave from Lonsdale Street and others from Russell and Queen Streets), Route 605 (does an inefficient unidirectional loop in the city), a general proliferation of route numbers for services that do very similar things (eg 216/219, 250/251/253, 340/350) and one or two useless routes (eg 479).

Visibility of buses in the CBD is poor. There is limited signage at railway stations and access to them isn't always easy. Recent changes (eg removing Port Melbourne buses from near Flinders Street Station) have made the situation worse rather than better.

- **Connectivity between areas just beyond the CBD and nearby city and suburban railway stations** As soon as one steps outside the CBD area bounded by the City rail loop, the efficiency of transit to a wide range of suburban destinations (even in the inner suburbs) falls rapidly.

This is because the public transport network has been designed to ferry people from the suburbs to the old CBD. While the required infrastructure is all there, the city train loop does not function as an inner-city metro due to its complex running patterns, while the city circle tram is too slow. Tram extensions to Docklands have helped but there remains limited access in some directions eg North Melbourne and Port Melbourne. Port Melbourne is a substantial employment area but has complex and infrequent bus routes and poor access from both western and south-eastern suburbs. Parts of Southbank are near Flinders Street Station but access suffers due to the direction of the City Loop in both the morning and evening.

This submission addresses both these topics and proposes high-frequency bus routes serving the growing employment, residential and entertainment areas of Southbank, Port Melbourne and Docklands. These routes are intended to feed trains and trams rather than duplicate them, and in doing so will fill some 'missing gaps' which exist at present.

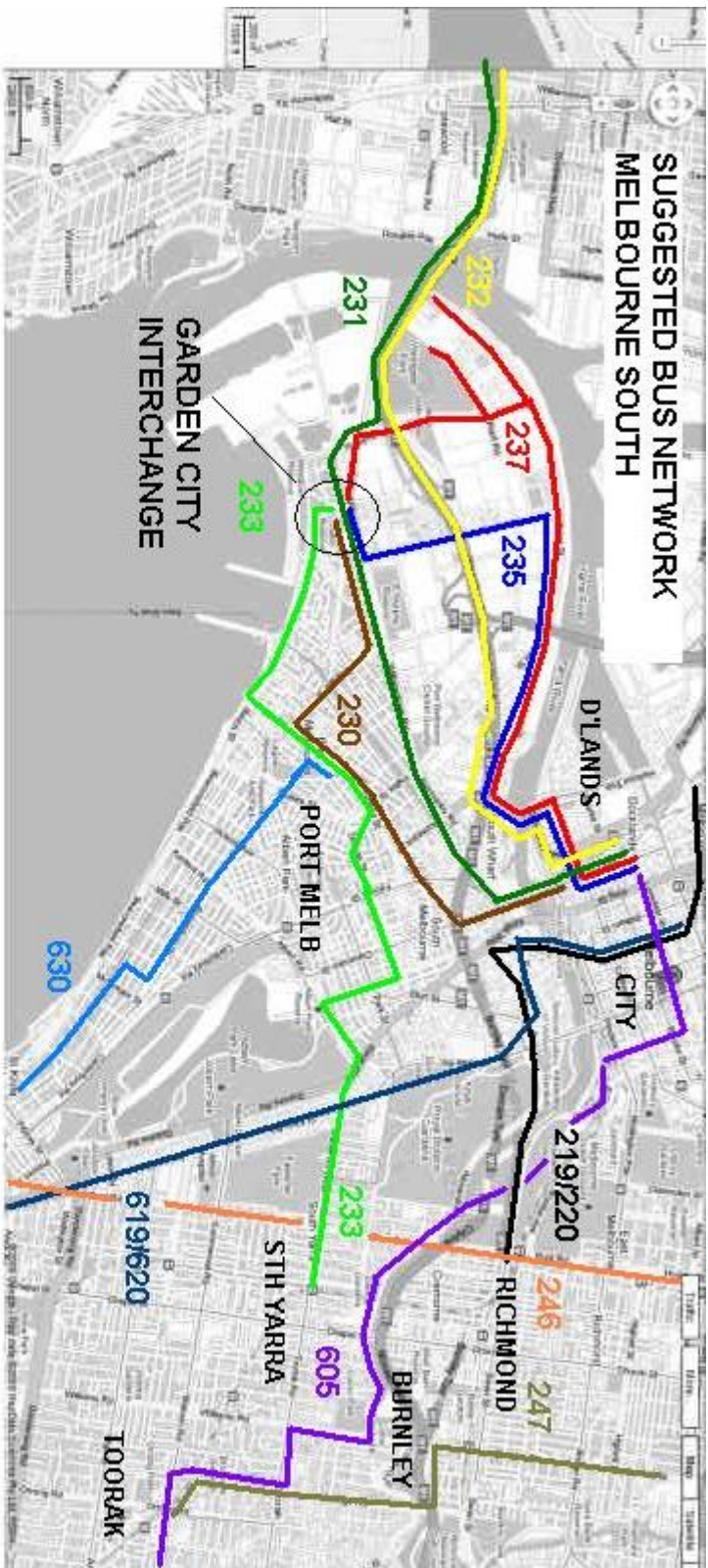
Firstly it recommends a simpler network of buses in the CBD, with concentrations along Lonsdale and Queen Streets. Connectivity with trains is also improved, with more use made of Spencer Street as a transfer point for Port Melbourne services.

Secondly the use of buses to fill missing inner-suburban links is proposed. The most important is a frequent Route 401-style 'Southbank Shuttle' between Richmond Station and Southbank, formed by truncating existing frequent routes from Sunshine and Footscray. Also proposed are new or improved links for Footscray - Docklands, South Yarra - Port Melbourne, St Kilda - Port Melbourne and Victoria Gardens - Burnley.

This submission has three parts. The first provides maps of the suggested network. The second reviews the characteristics, existing network and transport needs of each suburb in the review. The third lists the proposed changes by route.

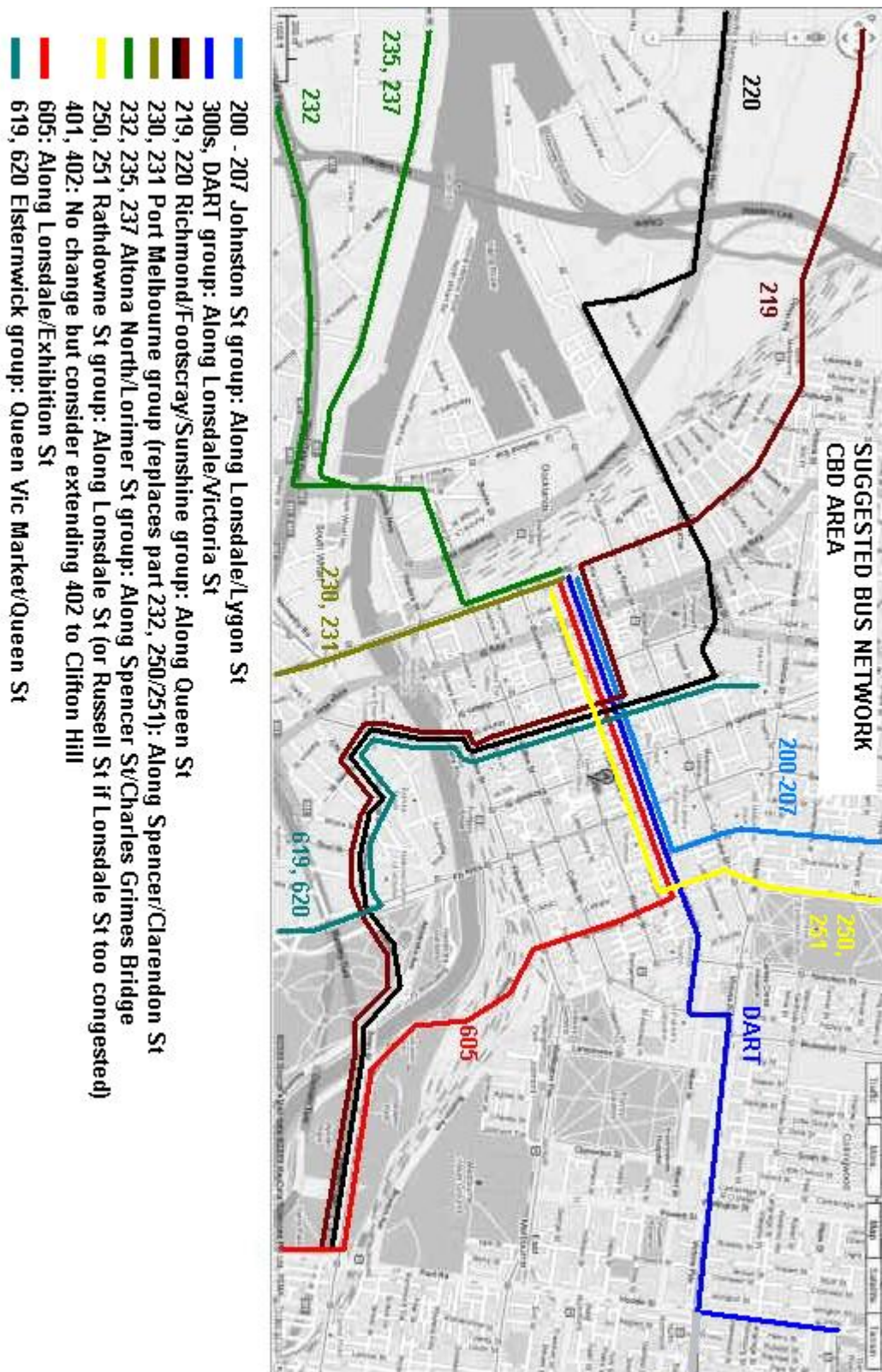
Part One: Maps

Suggested revised bus network for Port Melbourne, Southbank, South Yarra and Richmond



- 219 & 220 Sunshine - Richmond (Route split and northern portion forms the 'Southbank Shuttle' to Richmond Str)
- 230 City - Garden City (frequent service that replaces 250/251 in Pt Melbourne)
- 231 City - Yarraville (replaces 232 along W'town Rd)
- 232 City - Altona Nth (freeway route at all times - Williamstown Rd serviced by 231)
- 233 Garden City - Port Melb - St. Yarra (new east west route & replacement for deleted 253)
- 235 & 237 City - Yarra's Edge - Garden City (Upgraded service. Replaces 238. Starts Stn Cross & ext to Garden City)
- 246 Elsterwick - Clifton Hill (no change)
- 247 Victoria Gardens - Burnley - Toorak (new route that provides an unserved north-south link)
- 605 City - Brighton (via Lonsdale St instead of CBD loop and extended to stronger trip generator)
- 619/620 Queen Vic Market - City - Gardenvale/Brighton (replaces southern half of 216/219/220)
- 630 Monash Uni - Elsterwick - Port Melbourne (replaces 606 & portion of 600/922/923 between St Kilda and Elwood)

Suggested revised bus network for CBD area



Suggested CBD route splits

216/219/220: northern portion remains 219/220, southern portion becomes 619/620

250/251/253: northern portion remains 250/251, southern portion becomes 230

Part Two: Review of area transport needs and rationale for revised routes

Melbourne CBD

All parts of the 'Hoddle Grid' CBD are within 400 metres of a full-service tram or train. Lonsdale and Queen Streets are the major bus corridors, though some buses also run via Russell and Exhibition Street. The south and west of the CBD has greater tram and bus service density than the north and east.

Key bus network issues in the CBD include:

- (i) Poor legibility of Doncaster area buses, with city termini split between Lonsdale St, Queen St, and Russell St, and the impending introduction of DART.
- (ii) Route 605's inefficient single-directional loop in the CBD
- (iii) Limited connectivity between some bus routes and the suburban train system. This is a particular issue for employment areas remote from railway stations, such as Port Melbourne.
- (iv) Low profile of bus routes in the CBD and potential for them to be used for tram-like short trips along (say) Lonsdale Street and for trips to CBD fringe locations such as Southbank and Port Melbourne
- (v) The existence of some very long bus routes, such as from Caroline Springs to Brighton via the City. Such routes generally deliver poor punctuality.
- (vi) Desirability of bus priority to speed transit, especially for Queen St and Lonsdale St.

Recommendations include:

- (i) Standardising Doncaster area routes to operate along Lonsdale St, commencing at Spencer St.
- (ii) Removing the CBD loop in Route 605 for improved legibility. Instead the route could commence at Spencer/Lonsdale and operate via Lonsdale and Exhibition Streets.
- (iii) Moving Port Melbourne-bound buses to Spencer Street to restore a direct train connection that was lost when these routes were removed from Flinders Street.
- (iv) Improved information along Queen and Lonsdale Street as two potential high-frequency bus corridors.
- (v) Splitting some through-routed CBD routes to improve on-time running and/or allow ends of routes to make useful inner-suburban connections at city-fringe stations. 216/219, 220, 250/1/3 are all suggested for division in or near the CBD.
- (vi) Bus priority in the CBD, with Lonsdale and Queen Streets having first priority.

Docklands

Docklands is a new area comprising corporate employment and high density living. There is also a restaurant precinct at Waterfront City. Docklands is served by trams from some parts of the CBD. Parts are within walking distance of Southern Cross Station.

Key transport network issues include:

- (i) Desirability of improved coverage of Waterfront City, especially towards Footscray, North Melbourne and the northern end of the CBD (eg Latrobe St/Melbourne Central). in more directions
- (ii) Desirability of a direct connection between Footscray, Harbour Esplanade and possibly Southbank and Port Melbourne.

This submission recommends the following:

- (i) Route 220 be diverted to better serve Waterfront City. This could be done by diverting off Footscray Road and Docklands Drive.
- (ii) Consideration of a bus route along Harbour Esplanade to supplement existing trams which serve some directions only. Possible destinations could include Footscray, North Melbourne, Yarra's Edge, Port Melbourne and/or Southbank. This may be a peak-only service, at least initially.

North Melbourne/Parkville/Carlton

This area is dominated by Melbourne University and hospitals. It is well-served by train and tram routes operating north-south. East-west connections are provided by routes 401 & 402.

Key transport network issues include:

- (i) Poor legibility of some bus routes in area. Due to Route 205's peak only service and Route 546's off-peak variation. Route 479 operates twice weekly through the area but does not stop.
- (ii) Desirability of an improved link to the Clifton Hill area to avoid backtracking on train and tram.
- (iii) Limited operating days/hours – most notable for routes 401 and 546.

This submission recommends the following:

- (i) Deletion of Routes 205, 253, 479 and 546 to improve legibility. Melbourne University – Clifton Hill portion could be served by extended Route 401.
- (ii) Consider extension of Route 401 to operate on weekends.
- (iii) Improve link to rail network by routing Route 250 via Queens Parade to serve Clifton Hill Station (replacing 546). Refer to Banyule/Darebin/Moreland submission.

Richmond

Richmond is a large suburb with high density residential and significant retail activity. Its western half has both east-west and north-south transport routes. The eastern half has only east-west tram routes. Richmond has two major network gaps that form some of the most important recommendations in this submission.

Key transport network issues include:

- (i) Absence of a direct service to Southbank to provide a missing rail feeder function
- (ii) Desirability of a north-south route serving Burnley Station and Victoria Gardens Shopping Centre and onwards to the Toorak area to fill a network 'hole'.

This submission recommends the following:

- (i) A Route 401-style frequent route from Richmond Station to Southbank and then to the CBD (Queen Street). This could be formed by terminating the existing frequent Route 216/219/220 services from Footscray at Richmond and providing Brighton/Gardenvale with alternative routes from the city.
- (ii) A new route (proposed 247) from Victoria Gardens Shopping Centre to Toorak Station via Burnley St, Burnley Station and Grange Rd.

Southbank and Yarra's Edge

Southbank contains a mix of employment, entertainment and high-density living. The river and freeways limit walkability and direct routes in some directions. Southbank is heavily served by trams and has some frequent bus routes. Yarra's Edge is served by buses that provide only a limited interpeak and weekend service.

Key network issues include:

- (i) Limited direct access from adjoining non-CBD areas such as Richmond Station, Docklands and parts of Port Melbourne.
- (ii) Poor legibility and longer travel times due to the changing direction of the City train loop for those parts of Southbank near Flinders Street Station.
- (iii) Lack of direct access from a CBD railway station to Yarra's Edge. The circular route 238 offers poor legibility in the area and its deletion could allow improvements to other routes.

This submission recommends the following:

- (i) A Route 401-style high-frequency link ('Southbank Shuttle') between Richmond Station and Southbank. This could be formed by terminating Routes 216/219/220 from Footscray at Richmond as these already have the required combined service frequency. This route would replace portions of 250/251/253 along Queensbridge St which is proposed for rerouting.
- (ii) Consideration of an additional route from Richmond to Docklands via Southbank, possibly operating at peak times only. This could intersect with Tram 109 to provide a connection from Port Melbourne. Feasibility would depend on travel time comparisons with other modes.
- (iii) Simplified routes from Southern Cross Station to Port Melbourne via Yarra's Edge, formed by deleting Route 238 and modifying Routes 235 and 237 to provide a 15-minute combined frequency between Southern Cross Station and Port Melbourne. Use may be made of Charles Grimes Bridge for a more direct route.

Port Melbourne and Garden City

Port Melbourne contains diverse housing stock of all ages and densities. It has a major shopping strip on Bay Street and a large industrial employment area near the end of the Westgate Bridge. It features a mix of high-service bus routes, low-service 'industrial' bus routes and a frequent tram. Again the recommendations here rank among the most important in this submission.

Key bus network issues in the area include:

- (i) Poor legibility of bus routes, with routes that vary with the time of day (230-series), multiple route numbers (250-series), varied express/non express patterns (232) and deviations (606).
- (ii) Uneven service levels and coverage. Services are good near Garden City and Bay Street but are limited in the employment-dense industrial area.
- (iii) Few links between the Bay St shopping area/Tram 109 and the industrial area
- (iv) No routes to nearby inner-western suburbs such as Docklands, Footscray and Newport and interchange points such as Richmond or South Yarra Station. Only a limited direct service operates to St Kilda.
- (v) Poor connectivity with City-area railway stations and hence other parts of Melbourne. This is a particular issue with the Port Melbourne industrial routes due to commuter flows.
- (vi) Desirability of all routes terminating at or serving interchange points such as Bay St (Port

Melbourne) and Garden City.

This submission recommends the following improvements in the area:

- (i) All Route 232 services to operate via the existing express route via the West Gate Freeway instead of Williamstown Road.
- (ii) A new Route 231 to replace the deleted 232 along Williamstown Road and extend via the West Gate Freeway to Newport Station. This route would commence at Southern Cross Station.
- (iii) Routes 235 and 237 modified to run via Salmon Street and Todd Street respectively. Both routes extended to terminate in Garden City to allow interchange and/or through-routing with other services. A 15 minute off-peak frequency is suggested to provide an adequate service to Yarra's Edge. Routes 238 and 606 are recommended for deletion to release some resources for these improved 235/237 services.
- (iv) Routes 231/235/237 to originate near Southern Cross Station and operate via Spencer Street. This would provide a high-quality connection to Port Melbourne from the suburban rail network and would compensate for the removal of these routes from Flinders Street a few years ago.
- (v) Extension of Route 630 to Bay Street (Port Melbourne). This would replace Routes 606 between Port Melbourne and St Kilda and 600/922/923 between St Kilda and Elwood. 630's extension would also provide handy connections to Elsternwick and Monash University Clayton.
- (vi) A new route (233) between Garden City, Port Melbourne, South Melbourne and South Yarra to provide a currently missing east-west link and connection with the south-eastern suburbs. This route would replace the existing Route 253 which would be deleted.
- (vii) Use of Garden City as an interchange point between the 230-series and 250-series routes. Especially during peak times services could be through-routed at Garden City, with a 10 minute peak service provided in the dominant direction (eg anticlockwise from Southern Cross in AM peak and clockwise to Southern Cross in PM peak). Frequencies in the counter-peak direction could be less (say every 20 minutes) to maximise the number of buses serving the peak flow.

St Kilda

St Kilda is a high-density residential and entertainment area that is both a trip generator and a trip attractor, particularly during weekends and evenings. Trams provide good connections towards the CBD but sometimes miss surrounding suburban hubs.

Transport network issues include:

- (i) Connectivity with surrounding suburbs such as Port Melbourne, Caulfield and Elwood/Elsternwick.
- (ii) Limited direct access to Port Melbourne due to peak-only running of Route 606.
- (iii) Poor legibility of 600/922/923 service.
- (iv) Desirability of direct routes to Elsternwick and Monash University Clayton.

Recommendations include:

- (i) Extension of Route 630 to serve Elsternwick, Elwood, St Kilda and Port Melbourne (Garden City). This would replace 600/922/923 between Elwood and St Kilda and 606 between St Kilda and Port Melbourne.
- (ii) Tram routes 3 and 78 are discontinued in favour of 3A and 79 which become full-time (beyond this review's scope).

Part Three: Recommendations by route

The following are the above amendments, but in a more detailed route-by-route form.

Many routes stated as being in this review area pass through it but have their main service areas elsewhere. In many cases suggestions for them have already been made in review submissions for other areas (eg Bayside, Darebin, Kingston, Monash, Whitehorse, Manningham) and a repetition of them has been avoided here.

These are shaded in dark grey on the table below. Copies of the relevant submissions that discuss them in detail are available on request.

Route	Purpose	Status*	Recommendations
200	Redefine as primary route to Doncaster via Kilby/Bulleen Rds.	P	Operate via Lonsdale St, commencing near Spencer Street. Refer to Manningham/Monash/Whitehorse submission for details of other changes.
201	Defined as City – Doncaster local route via Belmore Rd	S	Operate via Lonsdale St, commencing near Spencer Street. Refer to Manningham/Monash/Whitehorse submission for details of other changes.
202	Defined as Box Hill – Kew local route via Belmore Rd.	S	Refer to Manningham/Monash/Whitehorse submission for details of other changes.
203	-	-	Delete route - refer to Manningham/Monash/Whitehorse submission for details.
205	-	-	Delete route - refer to Manningham/Monash/Whitehorse submission for details.
207	Redefine as primary TramLink service between terminus of 48 tram, Doncaster Shoppingtown and Doncaster Rd.	P	Delete route from city area - refer to Manningham/Monash/Whitehorse submission for details.
SPLIT IN CBD & MODIFY ROUTE 216/219	Redefine as major Sunshine – City - Richmond route, forming half the 'Southbank Shuttle'.	P	To improve timekeeping split route in CBD area to operate as two independent routes, as follows: <ul style="list-style-type: none"> 219 Sunshine – Footscray - City – Richmond Station (to form part of proposed 'Southbank Shuttle' – see elsewhere). 619 Queen Victoria Market – City – Southbank -Elsternwick (refer to 619 below). Other suggested changes to Route 216/219: <ul style="list-style-type: none"> Commence from Sunshine (as a single route number) instead of Caroline Springs/Sunshine Park (refer to Brimbank/Melton submission for details of replacement services). Remove reduced service summer timetable for improved legibility.

Route	Purpose	Status*	Recommendations
SPLIT IN CBD & MODIFY ROUTE 220	Redefine as major Sunshine – City - Richmond route, forming half the 'Southbank Shuttle'.	P	To improve timekeeping split route in CBD area to operate as two independent routes, as follows: <ul style="list-style-type: none"> 220 Sunshine – Footscray – Waterfront City – City – Southbank – Richmond Station (to form part of proposed 'Southbank Shuttle' – see elsewhere). 620 Queen Victoria Market – City – Southbank -Elsternwick (refer to 620 below). Other suggested changes to Route 220: <ul style="list-style-type: none"> Divert route off Footscray Rd to operate via Waterfront City and Docklands Drive to provide improved Footscray – Docklands link. Remove reduced service summer timetable for improved legibility.
RENUMBERED 250/1 IN PORT MELBOURNE 230	Defined as City – Port Melbourne – Garden City route.	P	Replaces existing routes 250 & 251 between City, Port Melbourne and Garden City. Commences from Spencer/Lonsdale St and operates via Spencer St, Clarendon St then as per existing Route 250/251 to Garden City. The purpose of this city rerouting is to restore an easy train connection lost a few years ago when the service was moved from Flinders Street. May be through-routed with Route 235 & 237 at Garden City to allow direct access between Bay St and Port Melbourne industrial area. Suggested 15 minute off-peak frequency in line with existing 250/251 service levels in area.
PROPOSED 231	Defined as City – Southbank - Port Melbourne – Yarraville route via Williamstown Rd.	T	A replacement for Route 232 services via Port Melbourne. Suggest start near Flinders St Station and routing via Queens Bridge, Whiteman St and Normanby Rd then via existing Route 232 until Williamstown Rd and Yarraville Station to allow connections to Werribee and Williamstown trains. Connections would also be available from Route 232 (to retain the Altona North – Port Melbourne connection) and at Garden City. Suggested span 6am – 9pm weekdays.
MODIFIED 232	More strongly defined as freeway express service for Altona North area.	S	Simplify route by operating all services express through Port Melbourne (existing 232Exp pattern). Access to employment area of Port Melbourne is provided by proposed route 231. Upgrade to MOTC service standards.

Route	Purpose	Status*	Recommendations
PROPOSED 233	Defined as local Garden City – Port Melbourne – South Melbourne - South Yarra route.	S	<p>Replaces Route 253 in the Port Melbourne area with a new link to South Yarra.</p> <p>Operates as per Route 253 from Garden City to Dorcas St. Then continues via Dorcas St, Moray St, Park St, Kings Wy and Toorak Rd to South Yarra Station.</p> <p>New route fills critical 'missing link' between the south-eastern suburbs and Port Melbourne and could run to MOTC standards.</p>
MODIFIED 235	Redefined as City – Port Melbourne industrial – Garden City local service via Salmon St.	T	<p>City terminus moved to be near a CBD railway station.</p> <p>Route extended to Garden City to permit interchange with Route 250/251/253 (proposed 230 and 233).</p> <p>Route modified to operate via Lorimer St first to provide a frequent combined service with 237.</p> <p>Suggested route: Spencer St near Lonsdale, Spencer St, Collins St, Charles Grimes Bridge, Lorimer St, Salmon St, Williamstown Rd and Garden City.</p> <p>Suggested 30 minute off-peak frequency with through-routing to Route 230 (existing 250/1)</p> <p>Suggested span 6am – 9pm weekdays.</p>
MODIFIED 237	Redefined as City – Port Melbourne industrial – Garden City local service via Todd Rd.	S	<p>City terminus moved to be near a CBD railway station.</p> <p>Route extended to Garden City to permit interchange with Route 250/1/253 (proposed 230 and 233) and 232 (proposed 231).</p> <p>Suggested route: Spencer St near Lonsdale, Spencer St, Collins St, Charles Grimes Bridge, Lorimer St, Todd Rd, Wharf Rd, Todd Rd, Williamstown Rd and Garden City.</p> <p>Suggested 30 minute off-peak frequency with through-routing to Route 230 (existing 250/1)</p> <p>Adopt MOTC standard for span.</p>
DELETE 238	-	-	<p>Delete route due to poor legibility.</p> <p>Replaced by improved services on Routes 235 and 237.</p>
NO CHANGE IN REVIEW AREA 246	Retain in current role as major Punt Rd/Hoddle St service.	P	<p>No change between Elsternwick and Clifton Hill.</p> <p>Delete Clifton Hill – LaTrobe Uni extension from route and operate as independent local route (252) from Clifton Hill to Northland Shopping Centre via Victoria St (refer to Banyule/Darebin/Moreland submission).</p>

Route	Purpose	Status*	Recommendations
			Upgrade minimum frequency on route from 40 to 30 minutes to be consistent with other high service routes.
PROPOSED 247	Defined as Burnley St local service and new north south link	S	<p>A new north-south route starting at Victoria St/Victoria Gardens Shopping Centre and operating via Burnley St, Burnley Station and Grange Rd, terminating at Toorak Station.</p> <p>Burnley St previously had a bus route until about 1987 but is worth revising due to the major trip generator at Victoria Gardens.</p>
SPLIT IN CBD & MODIFY ROUTE 250		P	<p>Split route in CBD to operate as two independent routes, as follows:</p> <ul style="list-style-type: none"> 250 City – LaTrobe University <p>Commence service at Spencer/Lonsdale St and operate via Lonsdale Street along existing route until Princes St. Then reroute via Queens Pde and Clifton Hill Station to improve directness and replace deleted 546. Then operate more directly to LaTrobe University via Grange Rd and Oriel Rd (see Banyule/Darebin/Moreland submission).</p> <ul style="list-style-type: none"> 230 City – Port Melbourne - Garden City <p>Commences from Spencer/Lonsdale St and operates via Spencer St, Clarendon St then as per existing Route 250/251.</p> <p>May be through-routed with Route 235 & 237 at Garden City to allow direct access between Bay St and Port Melbourne industrial area.</p> <p>Benefit of the above is to restore an easy train connection lost a few years ago when 250/251/253 were removed from Flinders Street.</p>
SPLIT IN CBD & MODIFY ROUTE 251			<p>Split route in CBD to operate as two independent routes, as follows:</p> <ul style="list-style-type: none"> 251 City – LaTrobe University <p>Commence service at Spencer/Lonsdale St and operate as per existing route until Westgarth Street. Then straighten via Station and Albert Street to Northland SC. Continue to LaTrobe University via Plenty Road (see Banyule/Darebin/Moreland submission).</p> <ul style="list-style-type: none"> 230 City – Port Melbourne - Garden City <p>Commences from Spencer/Lonsdale St and operates via Spencer St, Clarendon St then as per existing Route 250/251 to Garden City.</p> <p>May be through-routed with Route 235 & 237 at Garden City to allow direct access between Bay St and Port Melbourne industrial area.</p>

Route	Purpose	Status*	Recommendations
			Benefit of the above is to restore an easy train connection lost a few years ago when 250/251/253 were removed from Flinders Street.
DELETE & REPLACE 253	-	-	Replaced by proposed Route 233 between Garden City and South Melbourne with a new link to South Yarra (see 233 above).
301	Defined as City – Pines service via Thompsons Rd and Porter St	P	Operate via Lonsdale St, commencing near Spencer Street. Refer to Manningham/Monash/Whitehorse submission for details of other changes.
302	Defined as City – Box Hill local route via Belmore Rd.	S	Operate via Lonsdale St, commencing near Spencer Street. Refer to Manningham/Monash/Whitehorse submission for details of other changes.
303	-	-	Delete route - refer to Manningham/Monash/Whitehorse submission for details.
304	Defined as City – Pines service via Blackburn Rd	S	Operate via Lonsdale St, commencing near Spencer Street. Refer to Manningham/Monash/Whitehorse submission for details of other changes.
305	Redefined as primary route via George St.	P	Operate via Lonsdale St, commencing near Spencer Street. Refer to Manningham/Monash/Whitehorse submission for details of other changes.
306	-	-	Delete route - refer to Manningham/Monash/Whitehorse submission for details.
307	Redefined as primary route to Mitcham.	P	Operate via Lonsdale St, commencing near Spencer Street. Refer to Manningham/Monash/Whitehorse submission for details of other changes.
308	Redefined as King St local service.	S	Upgrade to secondary status to provide King St with a full-time service. Abolish 319 peak-only service.
309	Redefined as City – Reynolds Rd – The Pines – Pine Hill Dr local service.	S	Operate via Lonsdale St, commencing near Spencer Street. Refer to Manningham/Monash/Whitehorse submission for details of other changes.
313	Define as Templestowe Village peak service.	T	Operate via Lonsdale St, commencing near Spencer Street. Refer to Manningham/Monash/Whitehorse submission for details of other changes.
315	Define as Greythorn Rd peak service.	T	Operate via Lonsdale St, commencing near Spencer Street. Refer to Manningham/Monash/Whitehorse submission for details of other changes.

Route	Purpose	Status*	Recommendations
316	-	-	Delete route - refer to Manningham/Monash/Whitehorse submission for details.
318			Operate via Lonsdale St, commencing near Spencer Street. Refer to Manningham/Monash/Whitehorse submission for details of other changes.
319	-	-	Delete route - refer to Manningham/Monash/Whitehorse submission for details.
DELETE 340	Currently defined as City – Latrobe Uni service.	-	Deleted as service duplicates other routes. Replaced by improved Route 250 service (Refer Banyule/Darebin/Moreland submission).
DELETE 350	Currently defined as City – Latrobe Uni service.	-	Deleted as service duplicates other routes. Replaced by improved Route 250 service (Refer Banyule/Darebin/Moreland submission).
401	Retain current definition as North Melbourne – hospital/university shuttle.	T	Consider extension to Clifton Hill Station. Consider weekend running.
402	Defined as CBD perimeter service.	P	No change recommended but consider role in light of Route 401. Improve service frequency.
404	Retain current role.	S	Upgrade to MOTC service standards.
DELETE IN AREA 479	None. Route duplicates train/tram and served hospital that closed down 20 years ago.	-	Delete City – Moonee Ponds weekend section as it serves no useful purpose.
RETAIN 504	Retain current purpose as Clifton Hill - Moonee Ponds local service	S	Upgrade to minimum standards.
NO CHANGE IN AREA 506	Currently defined as Westgarth - Moonee Ponds local service. Retain current purpose with Fairfield extension.	S	No change in review area. Straighten to operate via Dawson St instead of Smith St (Brunswick West) to improve directness. Extended to Fairfield – refer to Banyule/Darebin/Moreland submission. Upgrade to minimum standards.
DELETE 546	Currently defined as weekday only service between Heidelberg and Melbourne University	-	Delete. Inner part of route is served by rerouted 250. Other parts are served by rerouted 251, 548 and 549. Remainder of route near Alphington is within walking distance of railway station.
DELETE IN AREA 600 922 923	Redefined as shorter route outside review area.	-	Deleted from review area - operates between Sandringham and Southland only (refer Bayside/Kingston submission). Replacement service between Elwood and St Kilda is provided by extended Route 630 from Monash University (Clayton) and Elsternwick.

Route	Purpose	Status*	Recommendations
MODIFY IN CBD 605	Retain as local service.	S	<p>Improve legibility by deleting unidirectional CBD loop.</p> <p>Commence service at Southern Cross Station and operate via Lonsdale St and Exhibition Street (and/or Southbank).</p> <p>Extend to Brighton (refer to Bayside/Kingston submission).</p> <p>Improve weekend frequency to clockface levels and adopt MOTC-standard operating hours and public holiday timetable arrangements.</p>
DELETED 606	Currently defined as Port Melbourne – St Kilda peak only service.	-	<p>Delete route.</p> <p>Service replaced by extended 630 between Elsternwick/St Kilda and Port Melbourne (Bay St).</p>
DELETED 609	Currently defined as special service between Alphington and Hawthorn.	-	<p>Replaced by extended Route 508, with every second service extending from Fairfield to Camberwell via Kew.</p> <p>More detail in Banyule/Darebin/Moreland submission.</p>
RENUMBERED FROM 216/219 619	Defined as City – Elsternwick local service	S	<p>The southern half of the existing Route 216/219.</p> <p>Operates Queen Victoria Market – Southbank – Elsternwick (instead of Brighton – refer to Bayside/Kingston submission).</p>
RENUMBERED FROM 220 620	Redefined as City – Elsternwick local service.	S	<p>The southern half of the existing Route 220.</p> <p>Operates Queen Victoria Market – Southbank – Elsternwick (instead of Gardenvale – refer to Bayside/Kingston submission).</p>
NO CHANGE IN AREA 623	Retain as east-west route from Glen Waverley to St Kilda and Chadstone feeder.	S	<p>No change recommended in review area.</p> <p>Suggested diversion via Caulfield Station (as recommended by Booz & Co in Whitehorse/Monash review) and via Neerim Rd, Murrumbeena to replace existing 624 and reduce duplication along Dandenong Rd.</p> <p>Upgrade weekend daytime frequency to 20 or 40 minutes to cater for St Kilda and Chadstone Shopping Centre patronage.</p>
EXTENDED INTO AREA 630	Redefine as primary route Port Melbourne – Elwood - Elsternwick – Ormond – Huntingdale – Monash Uni	P	<p>Extend service to Elsternwick Station, Elwood, St Kilda and Port Melbourne (Bay St).</p> <p>Replaces 600/922/923 in Elwood/St Kilda area and 606 in St Kilda and Port Melbourne area.</p>
MODIFY IN CBD 684	Eildon country service	T	<p>No change to route.</p> <p>Add two additional CBD stops to serve central and eastern parts of CBD. Pick up/set down restrictions could apply.</p>

(*) Status key: P = primary, S = secondary, T = tertiary.

Conclusion

Described is a series of changes intended to improve inner Melbourne's bus network.

Priority has been given to CBD periphery employment areas such as Docklands, Southbank, Yarra's Edge and Port Melbourne. These would benefit from better links to major hubs at Footscray, Clifton Hill, Richmond, South Yarra and Southern Cross stations.

As well as filling several 'missing links' not filled by trains and trams, these revised routes broaden the role for buses in the city. Rather than being strictly a line-haul service to those few suburban areas without trains or trams, revised bus routes are also seen as a cheap way to upgrade transport in growing CBD-periphery areas that currently have frequent service in only a few directions or which miss major railway stations.

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