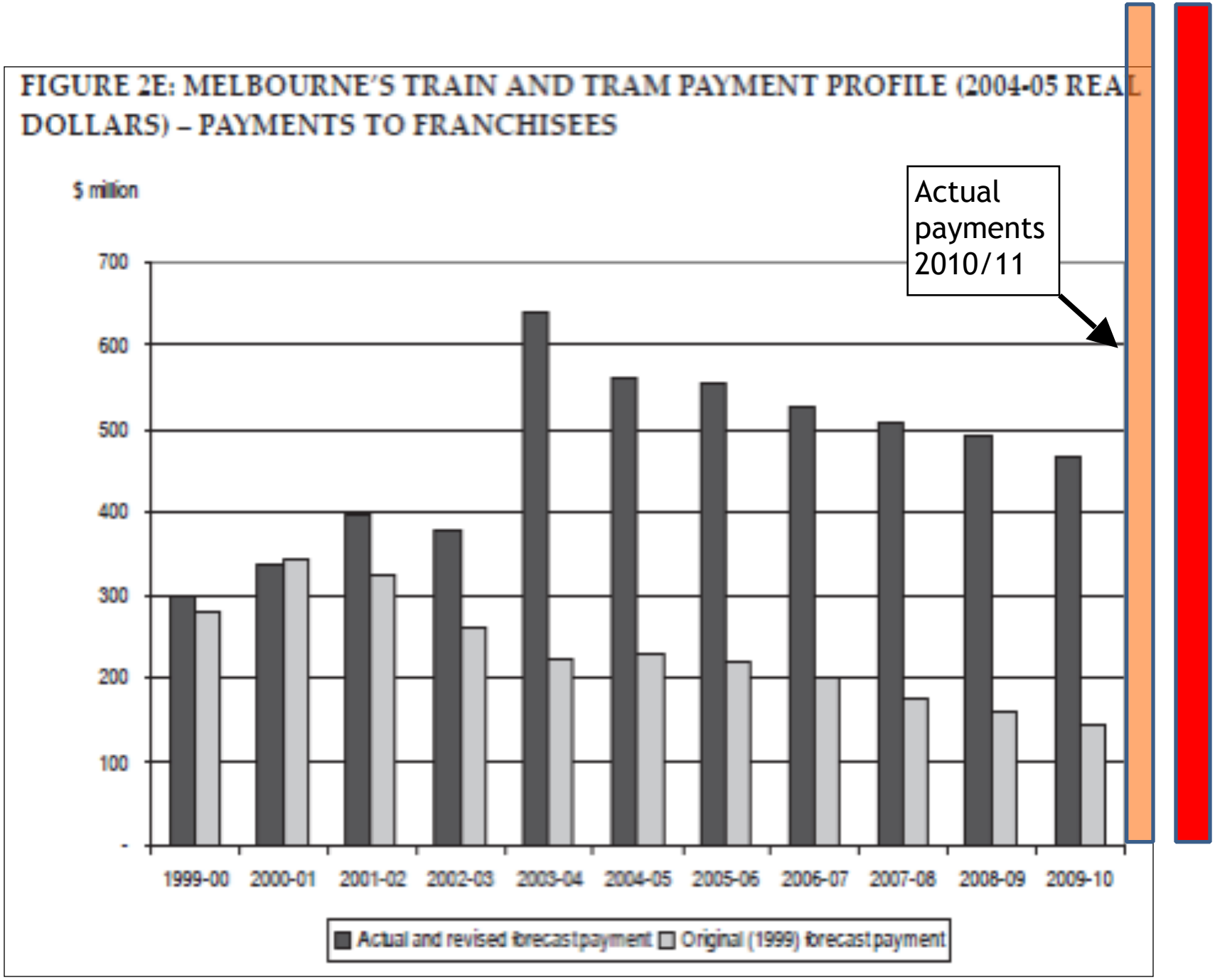
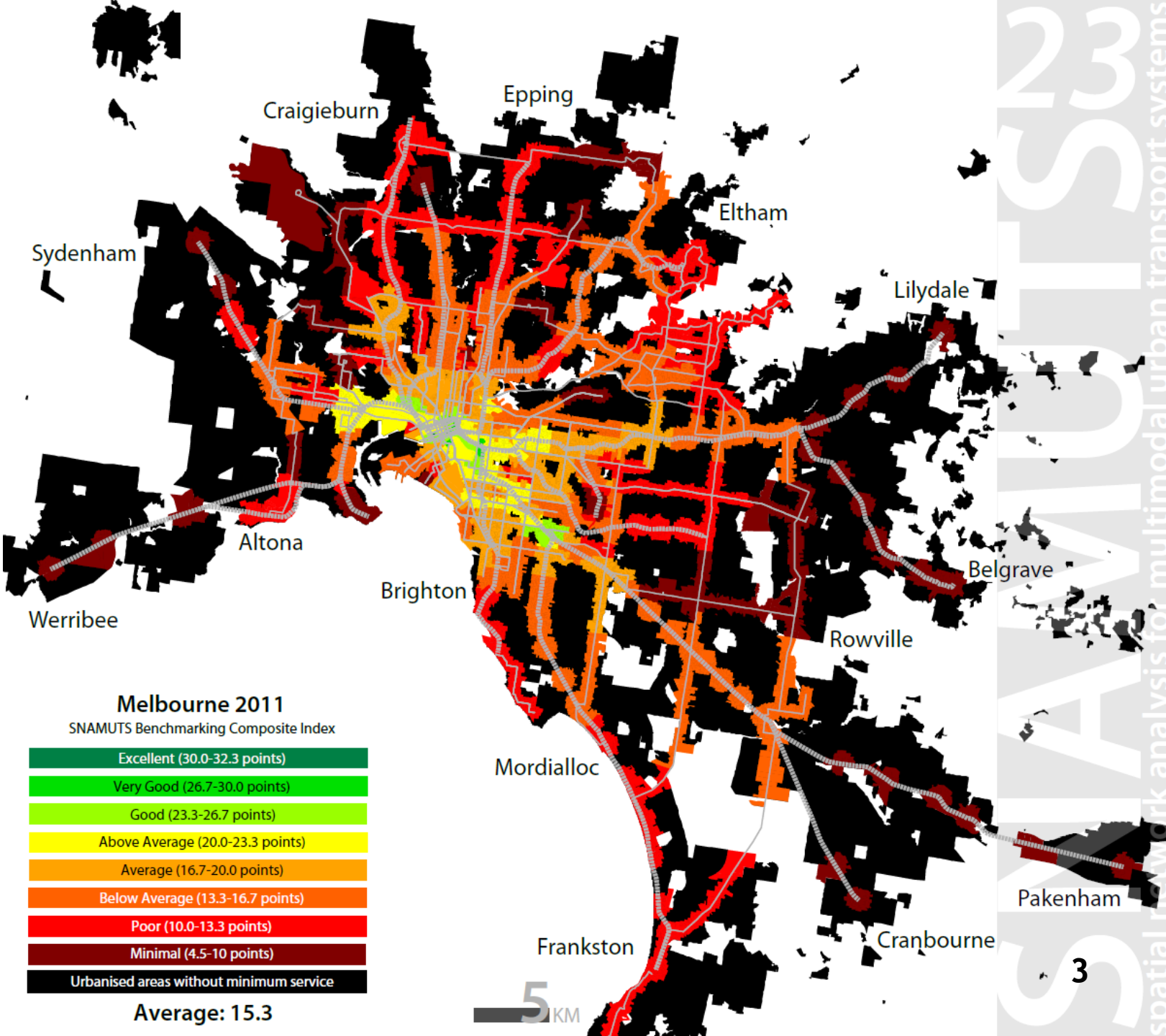
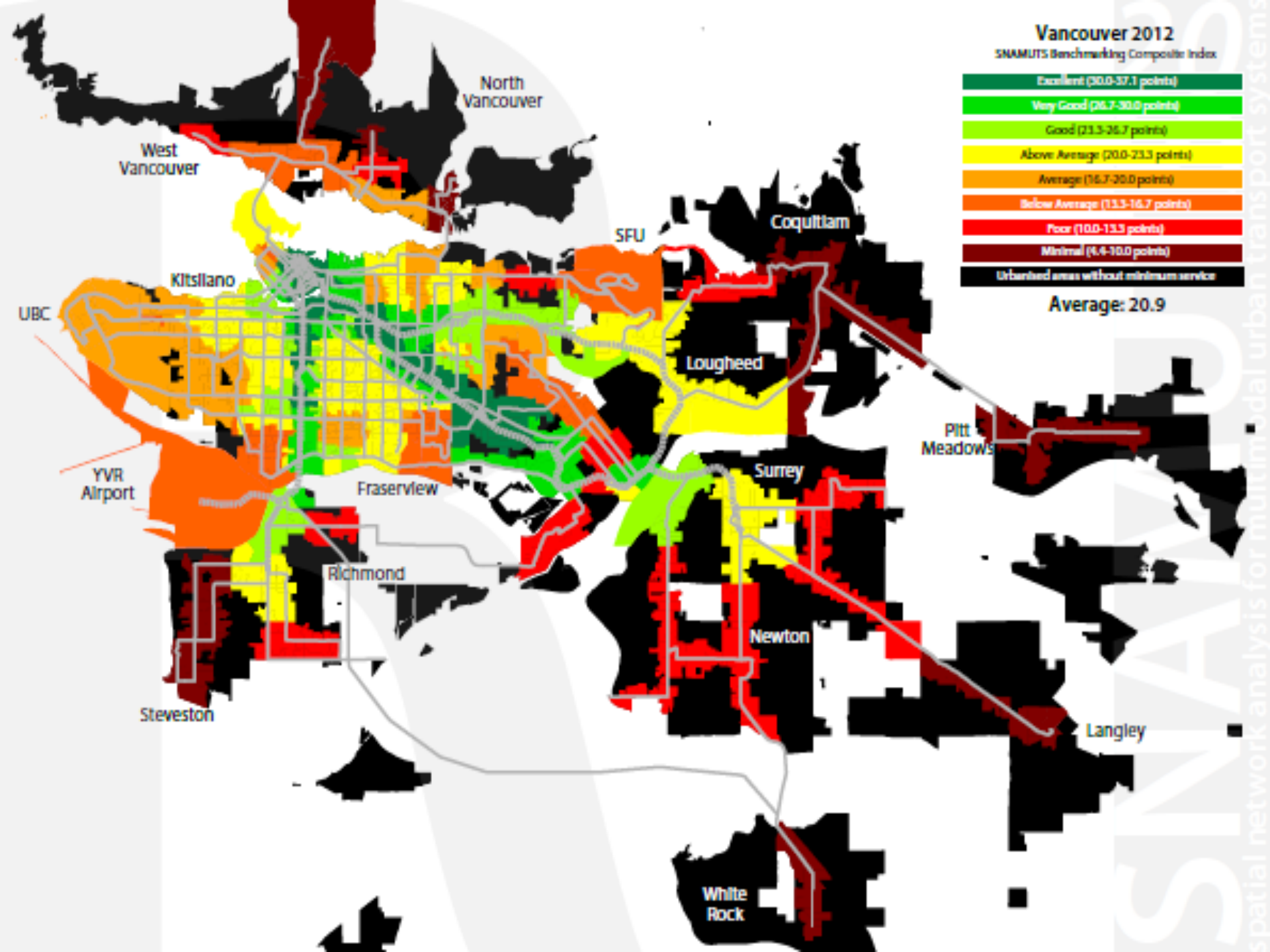


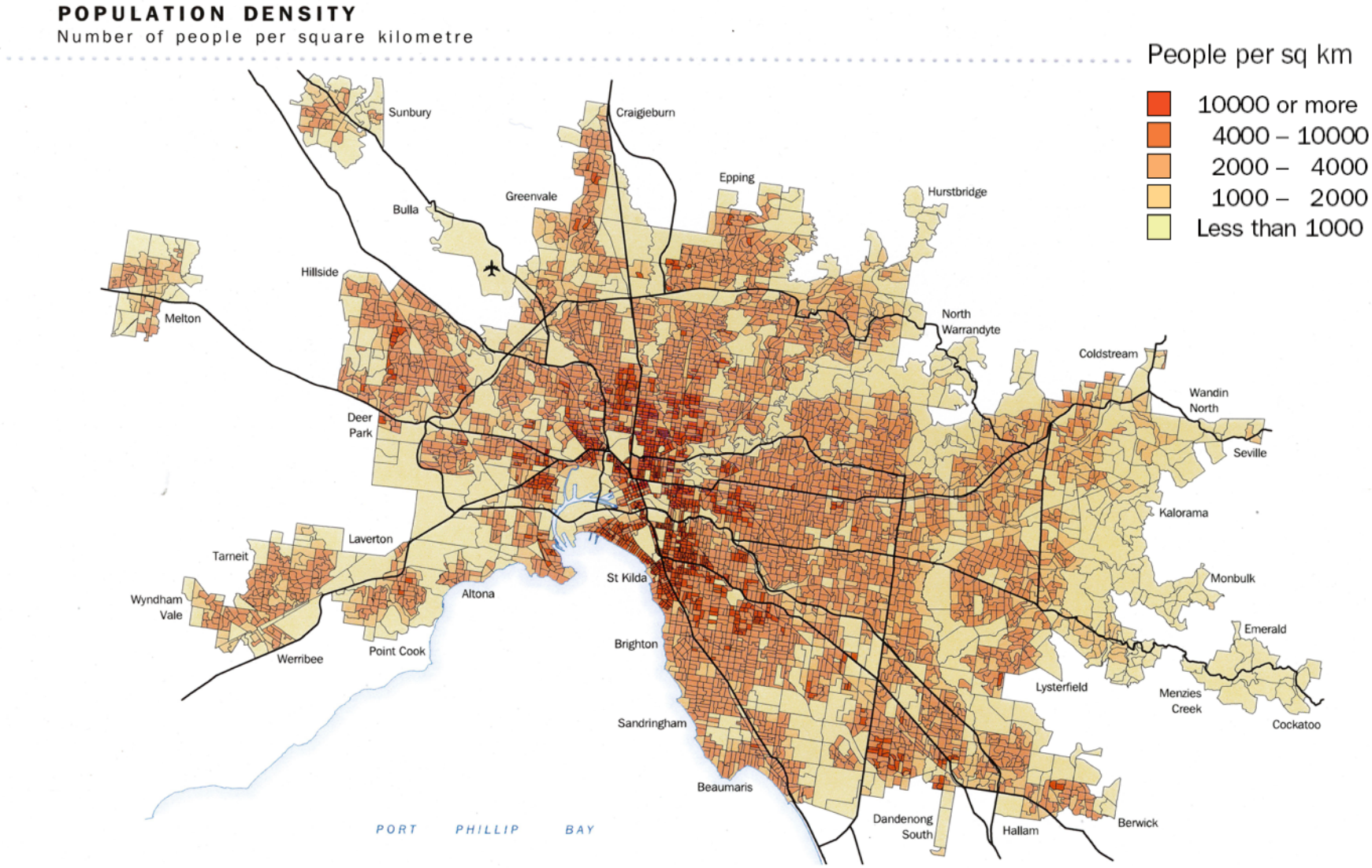
FIGURE 2E: MELBOURNE'S TRAIN AND TRAM PAYMENT PROFILE (2004-05 REAL DOLLARS) – PAYMENTS TO FRANCHISEES
$ million
700
600
500
400
300
200
100
-
1999-00
2000-01
2001-02
2002-03
2003-04
2004-05
2005-06
2006-07
2007-08
2008-09
2009-10
Actual and revised forecast payment
Original (1999) forecast payment
Actual payments 2010/11

melbourne:

snamuts composite index consists of six component indicators measuring ease of movement, transfer intensity, 30-minute travel time contours, speed competitive-ness, local network significance and connectivity




Vancouver 2012
SNAMUTS Benchmarking Composite Index
Excellent (30.0-37.1 points)
Very Good (26.7-30.0 points)
Good (23.3-26.7 points)
Above Average (20.0-23.3 points)
Average (16.7-20.0 points)
Below Average (13.3-16.7 points)
Poor (10.0-13.3 points)
Minimal (6.4-10.0 points)
Urbanized areas without minimum service
Average: 20.9
North Vancouver
West Vancouver
SFU
Coquitlam
Kitsilano
UBC
Lougheed
Pitt Meadows
YVR Airport
Fraserview
Surrey
Richmond
Newton
Steveston
Langley
White Rock



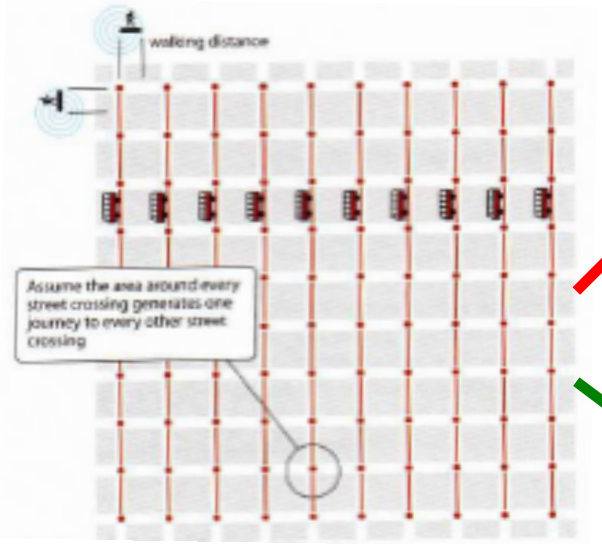
ABS (2006), *Melbourne: a Social Atlas,* Australian Bureau of Statistics, Canberra, p. 12

Can Treasury & public both be happy?

	Population (Millions)	Land Area (km	**PT Use** (Unlinked trips per	**PT Supply** (Service-km per capita)	**Efficiency** (Trips/ service-km)
Melbourne	4.05	2,200	**116**	**35.4**	**3.3**
Munich	2.5	5,470	**241**	**34.8**	**~ 6**
Zurich	1.45	1,850	**399**	**53.8**	**7.4**

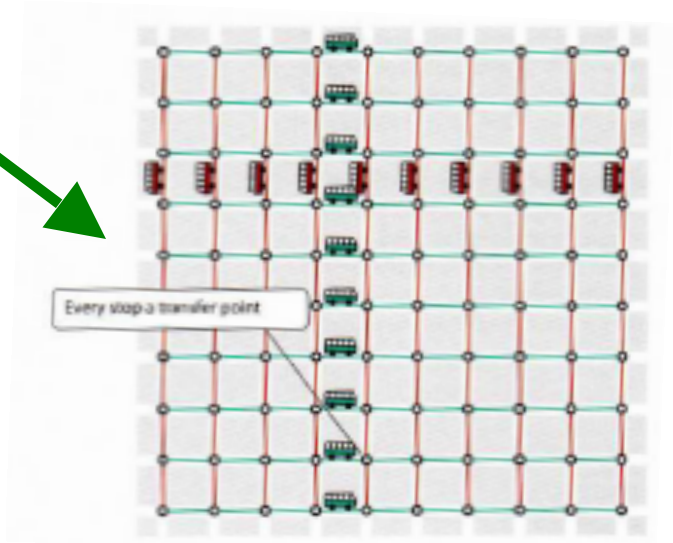
STONE, J 2011 *Can successful European models of public transport governance help to save Australian cities?*, Proceedings of 5th State of Australian Cities Conference, November 2011, Melbourne

Networks: same buses, more travel options



More buses:

but the same number of 'easy to reach' destinations



Same number of new buses:

but many more 'easy to reach' destinations

Nielsen, G & Lange, T 2005, *HiTrans Best Practice Guide No. 2, Public Transport: Planning the Networks,* HiTrans, EU Interreg IIIB North Sea Programme, Stavanger, Norway.

Provide a ***'service offer'*** (timetable) that optimises available rolling stock and infrastructure within 'pulse' framework

Establish desired ***'service offer'*** to meet future freight and passenger demand

"Verkehrsangebot"

Investigate and secure funding for least-cost options for infrastructure and rolling stock to deliver new ***'service offer'***

The SBB 'Planning Triangle'

Stone, J 2013, 'Planning for affordable transit infrastructure and service expansion: two European case studies' 36th Australasian Transport Research Forum, Brisbane, ATRF

"The budget for that project was basically haggled over between the state and the commonwealth one weekend and we ended up with a number written on the back of an envelope”

Jim Betts, Secretary Victorian Department of Transport
Australian Financial Review, 16 November 2011

Herald Sun, 18 Feb 2014

Craig Abraham, The Age, 30 November 2013