
# Public Transport Advocacy Statement

June 2016

Bayside
CITY COUNCIL

## Contents

## Executive Summary

Within Victoria, Public Transport Victoria is the State government agency responsible for the coordination of public transport. While Council can improve connectivity between walking, cycling and public transport and improve the street environment around public transport stops (including footpath quality, pram ramps, lighting, seating etc), its main role is one of advocacy.

To be an effective advocate, Council needs to have a clear and justified position around what improvements are required to the public transport system in Bayside to achieve its transport vision. This Public Transport Advocacy Statement (PTAS) identifies the proposed advocacy actions that Council will advocate for on behalf of the Bayside community.

The PTAS for Bayside City Council draws its approach from the Bayside Integrated Transport Strategy which was adopted by Council in June 2013. The PTAS is a living document that will be reviewed every four years to ensure that the advocacy actions relating to public transport within the municipality remain relevant. Any other advocacy actions that may arise prior to the review of the PTAS, for example, as a result of a Council resolution or proposed changes to the public transport network within the municipality, will be added to the PTAS if necessary.

## How the Public Transport Advocacy Statement will be used

Through the development of relationships with State government agencies and other councils, Council will use the advocacy actions identified within the PTAS to work constructively with the State government and public transport providers in order to improve public transport within and through the municipality.

## Advocacy Actions

Council will advocate to State government for the following improvements to public transport within the municipality.

### Rail

Council will advocate to the State government for:

- A program to expand commuter parking at train stations within Bayside to meet the current and future demand for commuter parking
- A 10 minute train frequency on the Sandringham line
- The inclusion of the following locations as part of the State government Level Crossing Removal Project:
    - Highett Road, Highett; and
    - Park Road, Cheltenham

- The introduction of Parkiteer bicycle cages at all train stations serving Bayside, with Gardenvale Station being the highest priority
- Parking enforcement at train station car parks within Bayside to ensure that only public transport users are utilising car park provision

### Bus

Council will advocate to the State government for:

- The following minimum bus service frequencies for all bus routes:
    - Every 20 minutes during the inter-peak and off-peak periods;
    - Every 10 minutes during peak hours; and
    - Later service coverage
- A bus service timetable review of all rail-bus interchange connections within the municipality in order to improve bus-rail connectivity
- Better resourced community engagement as part of designing and implementing any public transport service changes effecting Bayside, including timely engagement with the community and Council
- More bus shelters at bus stops within Bayside
- Bike racks on all bus routes to integrate bicycle trips with bus trips

### Southland Station

Council will advocate to the State government for:

- For 60 Tulip Grove not to be used for pedestrian access between Tulip Grove and Southland Station
- Completion of traffic modelling so that the impacts of traffic and car parking within the local area resulting from Southland Station can be assessed. The State government should also engage with Council to analyse and address potential traffic and car parking impacts prior to the station opening
- For the provision of bus stops on Bay Road to be located within closer proximity to Southland Station
- Access to the southern end of the station be provided through the existing reserve owned by Kingston City Council to provide direct and safe access between the station, Nepean Highway and the shopping centre entrance
- A Bayside link to the southern entry point to the station
- Access to be maintained through Southland Shopping Centre between Southland Station and the existing bus interchange until the departure of the last bus service serving Southland Shopping Centre

## Public Transport Advocacy Statement Structure

This document has been structured to:

- Identify the importance of each public transport advocacy action to Bayside;
- Provide a summary of the public transport advocacy actions; and to
- Provide information on the current public transport services within Bayside.

## 1.0 Public Transport Advocacy Actions

## 1.1 Rail

Bayside City Council will advocate for the following actions in relation to rail within the municipality:

### 1.1.1 *Council will advocate to State government for a program to expand commuter parking at train stations within Bayside to meet the current and future demand for commuter parking*

The provision of commuter car parking at train stations is a State government responsibility. Whilst some commuter car parking is provided at train stations, there is a deficiency in the level of parking available with most commuter car parks typically full before 8am on a weekday. Not only does this discourage many commuters from catching the train, it also forces them to seek alternative parking in and around residential streets impacting on residential amenity.

### 1.1.2 *Council will advocate to State government for a 10 minute train frequency on the Sandringham line*

The frequency of trains on the Frankston line is considered well serviced with a 10 minute frequency operating on weekdays and weekends. Whilst the frequency of train services on the Sandringham line is well serviced throughout weekday peak periods with train services generally operating at 8 minute frequencies, during inter-peak period this frequency reduces to every 15 minutes until 9pm after which time a 20 minute comes into operation. Weekend train services run to a 20 minute frequency.

The Network Development Plan for Metropolitan Rail, released by Public Transport Victoria in December 2012, identified that improvements to train service frequencies on the Sandringham line be would be delivered by 2016, resulting in train services operating at a 10 minute frequency during weekday inter-peak periods and at weekends. The improved train service frequency has yet to be implemented. Council understands that these improvements are solely dependent on sufficient operating funding being available to Public Transport Victoria.

The frequency of train services on the Sandringham line needs to be improved during weekday inter-peak periods and at weekends to provide passengers with a 10 minute *'turn up and go'* frequency, to match the level of service already provided to passengers using the Frankston line.

### *1.1.3 Council will advocate to State government for the inclusion of the following locations as part of the State Government Level Crossing Removal Project:*

- ***Park Road, Cheltenham; and***
- ***Highett Road, Highett***

In 2015 the State government announced that the removal of 50 dangerous and congested level crossings will transform the way people live, work and travel across metropolitan Melbourne and improve safety for drivers and pedestrians. The 50 nominated level crossings are planned to be removed in the current and next State government term, with at least 20 level crossings to be completed by 2018.

The Charman Road, Cheltenham, level crossing removal is planned for the next term of State government. Given the proximity of Park Road to Charman Road, there is an opportunity to remove the Park Road level crossing as part of these works to provide a benefit to the Bayside community. It is understood that the removal of the Charman Road crossing in isolation would limit the future ability to remove the Park Road crossing and also compromise the optimal outcome that would otherwise be achievable at Charman Road.

The Highett Activity Centre has experienced significant commercial and residential growth, resulting in increased congestion on Highett Road which is further exacerbated by the existing level crossing. Furthermore, it is considered that the designation by the State Government of the Highett Activity Centre as an 'Urban Renewal Precinct' within Plan Melbourne will result in further residential and commercial growth within the centre further adding to the current level of congestion. The removal of the level crossing at Highett Road would provide a benefit to the Bayside community.

#### 1.1.4 *Council will advocate to State government for the introduction of Parkiteer bicycle cages at all train stations serving Bayside, with Gardenvale Station being the highest priority*

To improve sustainable transport options, consideration needs to be given to how well people can interchange between different modes of transport. Cycling is well suited for short journeys between 2kms to 5kms, but in partnership with rail it can be particularly effective in making long journeys a more attractive alternative to the private car in terms of both time and convenience. Facilities at train stations such as secure bicycle parking can be crucial in supporting people to make sustainable transport choices.

Parkiteer bicycle cages provide secure and undercover bike parking at selected train stations and major transport interchanges across Victoria. The State government funds the implementation of the Parkiteer bicycle cages, while the operation and administration of them is managed by Bicycle Network Victoria. Parkiteer bicycle cages are required at all train stations serving Bayside in order to encourage more people to ride to their local train station.

#### 1.1.5 *Council will advocate to State government for parking enforcement at train station car parks within Bayside to ensure that only public users are utilising car park provision*

The State Government is responsible for train station car parks. The demand for car parking at train stations now exceeds the level of available car parking provision. To ensure that public

users have the best opportunity to find a car parking space it is important that the available parking provision at train stations is not taken up by other users.

## 1.2 Bus

Bayside City Council will advocate for the following actions in relation to the bus network within the municipality:

**1.2.1** ***Council will advocate to State government for the following minimum bus service frequencies for all bus routes:***

- ***Every 20 minutes during the inter-peak and off-peak periods;***
- ***Every 10 minutes during peak hours; and***
- ***Later service coverage***

The public transport system in Bayside does not provide full coverage to the entire municipality. The southern parts of the municipality, including Beaumaris and Black Rock, and some areas to the west of the Frankston rail line and south of the termination of the tram services (Routes 64 and 67) in Brighton East, are reliant on buses as their only form of public transport.

Generally, bus services within the municipality are local bus services (not part of the Principal Public Transport Network) with reduced service frequencies running at 30 minute intervals during both peak hours and throughout the day and generally less frequently over weekends. Improvements to bus service frequencies and their hours of operation, are necessary to make buses a realistic and attractive transport option for the Bayside community.

**1.2.2** ***Council will advocate to State government for a bus service timetable review of all rail-bus interchange connections within the municipality in order to improve bus-rail connectivity***

There is a need for better coordination between buses and trains to reduce delays and travel times in order to make public transport a more attractive option of accessing train stations within Bayside as part of an onward journey. Improved bus-rail connectivity would also assist in reducing commuter parking pressure within the vicinity of train stations.

**1.2.3** ***Council will advocate to State government for better resourced community engagement as part of designing and implementing any public transport service changes effecting Bayside, including timely engagement with the community and Council***

In 2014 a proposed reduction to bus services within the municipality was announced by Public Transport Victoria. The proposed changes were developed without any engagement with the community or Council. To prevent similar situations arising, the State government should undertake timely engagement with the community and Council as part of designing and implementing any future public changes effecting Bayside.

### 1.2.4 *Council will advocate to State government for more bus shelters at bus stops within Bayside*

One of the most significant issues raised by the community during the development of Council's Integrated Transport Strategy related to the need for improved facilities at bus stops across the municipality, including seating, shade and shelter. Such amenities can assist in making a journey more appealing and comfortable, particularly in providing a resting place from the sun, rain or wind.

### 1.2.5 *Council will advocate to State government for bike racks on all bus routes to integrate bicycle trips with bus trips*

The ability to combine a bike/bus journey is extremely limited as bikes are not permitted on buses. However, in April 2016 Public Transport Victoria began a 12 month trial of the use of external bike racks on four bus routes across Victoria. As part of the trial, bike racks have been fitted to the front of buses which enables people to ride their bike to connect with a bus route, secure their bike to the front of the bus and then use their bike as part of their onward journey once the bus arrives at the relevant destination. The integration of bikes and buses will provide more transport choices to the Bayside community and is considered an important measure in developing a more integrated transport system.

## 1.3 Southland Station

In April 2015 Council adopted a formal position in relation to the new Southland Station in response to the consultation process associated with the proposed station design. Each of the identified actions within this section reflect Council's adopted position.

Bayside City Council will advocate for the following actions in relation to the new Southland Station:

### 1.3.1 *Council will advocate to State government for 60 Tulip Grove not to be used for pedestrian access between Tulip Grove and Southland Station*

While direct access from the new Southland Station into Bayside presents a number of positives, the poor permeability of the street network along and around Tulip Grove limits the ability to provide improved pedestrian access for the broader residential area, or the ability to effectively manage increased traffic and car parking implications. Pedestrian access to Tulip Grove will undoubtedly lead to increased car parking and drop offs to access the station. Even with changes to car parking restrictions and design changes to discourage traffic access and drop offs, there will inevitably be a significant negative impact within the local street network as a result of access to the station at this location. This is further exacerbated as Tulip Grove is the only entry and exit to the area, with vehicles needing to circulate the full extent of the street to the court bowl to turn. The location of 60 Tulip Grove, towards the cul-de-sac end of

the street further exacerbates the potential congestion which may be caused by providing pedestrian access at this location.

### 1.3.2 *Completion of traffic modelling so that the impacts of traffic and car parking within the local area resulting from Southland Station can be assessed. The State government should also engage with Council to analyse and address potential traffic and car parking impacts prior to the station opening*

The opening of a new railway station within an existing urban area will create significant traffic and car parking management issues. This is further exacerbated with the lack of commuter car parking, potential parking restrictions Westfield may introduce once the station opens and potential pedestrian access provided via 60 Tulip Grove. The currently quiet residential area to the west of the proposed station exhibits particularly poor movement permeability and access, featuring a single entry point at Tulip Grove, numerous cul-de-sacs and dead ends and limited road width. The constraints presented by the design and layout of the street network limits the ability to effectively manage increased traffic and car parking created by the station.

The likely use of Tulip Grove and surrounding streets for commuter parking is a significant concern of the community given the constraints of the existing road network. While Council acknowledges its role in managing local traffic and car parking arrangements, PTV has not indicated to Council how it will contribute to assisting in the mitigation of these impacts, nor whether the State Government will contribute to undertaking any required improvements or upgrades to the road network. PTV has also not provided Council with traffic modelling which is a critical factor in determining the impacts of the proposed station.

### 1.3.3 *Council will advocate to State government for the provision of bus stops on Bay Road to be located within closer proximity to Southland Station*

The smooth transition between rail and radial bus travel is an important consideration when designing public transport infrastructure. However, the current station design does not contain any proposals to integrate bus services with the new train station. This is important given that the station will be located within the Southland Principal Activity Centre adjacent to the Bayside Business Employment Area.

The closest bus stops to the new station are located on Bay Road approximately 415 metres away from the proposed station access and are only served by one bus service (828 Hampton to Berwick Station via Southland). Given the level of investment currently occurring in the Bayside Business Employment area and the significant increase in residential density along Bay Road, employees and residents accessing the station via bus along Bay Road need to be better catered for.

### 1.3.4 *Council will advocate to the State government that access to the southern end of the station be provided through the existing reserve owned by Kingston City Council to provide direct and safe access between the station, Nepean Highway and the shopping centre entrance*

The proposed station access is located adjacent to the Southland Shopping Centre car park which will require passengers to navigate their way through a private car park when accessing the new station. This presents a major safety concern for passengers, provides poor pedestrian access to Bay Road and the Nepean Highway and limits the State government's ability to provide fully accessible and compliant access.

Pedestrians accessing the new station will encounter numerous locations within the Southland Shopping Centre car park where there is a high potential for pedestrian/vehicle conflict to occur. This will be exacerbated by the high volume of vehicles that use the car park every day. Should collisions occur between station users and vehicles, the State government would be reliant on a private land owner to manage the risk. Additionally, the proposed pedestrian access through the car park is confusing, inconvenient and provides no protection to inclement weather for passengers.

It is understood that pedestrian access to the southern end of the station could be achieved using an existing reserve owned by the City of Kingston that runs along the southern boundary of the shopping centre.

### 1.3.5 *Council will advocate to the State government to identify opportunities to provide a Bayside link to the southern entry point to the station*

Should access to the southern end of Southland Station be provided through the reserve owned by Kingston City Council then opportunities to provide a Bayside link to the southern entry point to the station through should be investigated by the State government.

### 1.3.6 *Council will advocate to the State government for pedestrian access to be maintained through Southland Shopping Centre between Southland Station and the existing bus interchange until the departure of the last bus service serving Southland Shopping Centre*

The location of the existing bus interchange (east of Nepean Highway) will compromise the transition of public transport users between bus and rail due to the indirect walk between the new station and the existing bus interchange. This transition will be further compromised during the evening when pedestrian access through Southland Shopping Centre is restricted. The alternative pedestrian route will involve crossing approximately 10 lanes of the Nepean Highway.

## 2.0 How the Public Transport Advocacy Statement will be used

Council will use the advocacy actions identified within the Public Transport Advocacy Statement to work constructively with the State government and public transport providers in order to improve public transport within and through the municipality. In the first instance the Public Transport Advocacy Statement will be circulated to:

- The Premier of Victoria;
- Members of Parliament, including the Minister for Public Transport, the Minister for Roads and Road Safety and the relevant Shadow Ministers;
- Future State and local government election candidates;
- Public Transport Victoria;
- The Metropolitan Planning Authority;
- Neighbouring councils;
- The Inner South Metropolitan Mayors Forum;
- The Municipal Association of Victoria; and
- The Melbourne Transport Forum.

Council will also develop a communication plan to identify a staged approach for advocating on behalf of the Bayside community in relation to the identified public transport advocacy actions.

## Appendix 1 Public Transport Advocacy Actions Summary

| No. | Advocacy Action | Challenge Addressed | Benefit to Bayside | Advocacy Partners |
|---|---|---|---|---|
| 1 | Council will advocate to State government for a program to expand commuter parking at train stations within Bayside to meet the current and future demand for commuter parking | Commuter parking provision | An increase in commuter parking provision at train stations will improve residential amenity and reduce parking pressure within the vicinity of train stations | Melbourne Transport Forum |
| 2 | Council will advocate to State government for a 10 minute train frequency on the Sandringham line | Increase the capacity of the train network | The introduction of 10 minute train service frequency on the Sandringham line at both weekday inter-peak and weekend peak periods will reduce waiting time for passengers and encourage more people to consider rail travel as an alternative option to the car | Melbourne Transport Forum<br>City of Port Phillip<br>City of Stonnington<br>City of Yarra<br>City of Melbourne |
| 3 | The inclusion of the following locations as part of the State government Level Crossing Removal Project:<br>○ Highett Road, Highett; and<br>○ Park Road, Cheltenham | Level crossing removal | It is understood that the removal of the Charman Road level crossing in isolation would limit he future ability to remove the Park Road level crossing. The removal of these two level crossings would improve safety and reduce traffic congestion at these locations | Melbourne Transport Forum<br>City of Kingston |
| 4 | Council will advocate to State government for the introduction of Parkiteer bicycle cages at all train stations serving Bayside, with Gardenvale Station being the highest priority | Improved bicycle parking at train stations | Secure bicycle parking at train stations will encourage more people to cycle to their local train station | Bicycle Network Victoria<br>City of Kingston |
| 5 | Council will advocate to State government for parking enforcement at train station car parks within Bayside to ensure that only public transport users are utilising car park provision | Commuter parking provision | Parking enforcement at train station car parks will ensure that only public transport users are utilising car parking | Melbourne Transport Forum |
| 6 | Council will advocate to State government for the following minimum bus service frequencies for all bus routes:<br>○ Every 20 minutes during the inter-peak and off-peak periods;<br>○ Every 10 minutes during peak hours; and<br>○ Later service coverage | Improve bus service frequencies | Improved bus frequencies will assist in making bus travel in Bayside more attractive to the community | Melbourne Transport Forum<br>Metropolitan Council's |

| No. | Advocacy Action | Challenge Addressed | Benefit to Bayside | Advocacy Partners |
|---|---|---|---|---|
| 7 | Council will advocate to State government for a bus service timetable review of all rail-bus interchange connections within the municipality in order to improve bus-rail connectivity | Coordination between bus and rail services | The provision of bus services within the municipality that provide good connections to train stations are essential if bus travel is to be considered an appropriate way of accessing a rail stations within Bayside as part of an onward journey. Improved connections to rail stations will also assist in reducing commuter parking pressure within the vicinity of train stations | Melbourne Transport Forum<br>Metropolitan Council's |
| 8 | Council will advocate to the State government for better resourced community engagement as part of designing and implementing any public transport service changes effecting Bayside, including timely engagement with the community and Council | An engaged community and Council | It is imperative that the Bayside community and Council are well informed and have the opportunity to actively participate in the decision making process effecting public transport within the municipality | Melbourne Transport Forum |
| 9 | Council will advocate to State government for more bus shelters at bus stops within Bayside | Improve facilities at bus stops | The provision of more bus shelters will provide a resting place from adverse weather conditions for bus passengers within Bayside | Public Transport Victoria |
| 10 | Council will advocate to State government for bike racks on all bus routes to integrate bicycle trips with bus trips | Integration of bikes and buses | The ability to combine a bike and bus journey will provide more transport choices to the Bayside community and is considered an important measure in developing a more integrated transport system | Melbourne Transport Forum<br>Metropolitan Council's |
| 11 | Council will advocate to State government for 60 Tulip Grove not to be used for pedestrian access between Tulip Grove and Southland Station | Local traffic and congestion | Having no pedestrian access between Tulip Grove and Southland Station will significantly reduce the risk of additional traffic using Tulip Grove to park and drop off passengers | N/A |
| 12 | Council will advocate to State government for the completion of traffic modelling so that the impacts of traffic and car parking within the local area resulting from Southland Station can be assessed. The State government should also engage with Council to analyse and address potential traffic and car parking impacts prior to the station opening | Local traffic and congestion | To determine the impacts of the new station on local traffic and car parking arrangements | N/A |
| 13 | Council will advocate to State government for the provision of bus stops on Bay Road to be located within closer proximity to Southland Station | Coordination between bus and rail services | Reducing the distance between the existing bus stops on Bay Road and Southland Station will facilitate an easier transition between bus and rail services for public transport users | City of Kingston |

| No. | Advocacy Action | Challenge Addressed | Benefit to Bayside | Advocacy Partners |
|---|---|---|---|---|
| 14 | Council will advocate to the State government that access to the southern end of the station is provided through the existing reserve owned by Kingston City Council to provide direct and safe access between the station, Nepean Highway and the shopping centre entrance | Improve pedestrian access to rail | The proposed pedestrian access to Southland Station presents a major safety concern for passengers as they will be required to walk through the Southland Shopping Centre car park. For pedestrians accessing Southland Station via Nepean Highway, access via existing Kingston City Council reserve is considered safer and more convenient | City of Kingston |
| 15 | Council will advocate to the State government to identify opportunities to provide a Bayside link to the southern entry point to the station | Improve pedestrian access to rail | Should access to the Southern end of Southland Station be provided through the Kingston City Council reserve, opportunities to improve access for Bayside residents should be explored | City of Kingston |
| 16 | Council will advocate to the State government for Access to be maintained through Southland Shopping Centre between Southland Station and the existing bus interchange until the departure of the last bus service serving Southland Shopping Centre | Coordination between bus and rail services | Maintaining pedestrian access between Southland Station and the existing bus interchange through Southland Shopping Centre will improve safety for passengers transferring between the train station and the bus interchange | City of Kingston |

# Appendix 2 Current Public Transport Services Within Bayside

## Train Services

The City of Bayside is served by two rail lines; the Sandringham line which extends into the northern and central parts of the municipality and the Frankston line, which runs through and along the border with Kingston and Glen Eira council's to the east. There are six stations on the Sandringham line and three on the Frankston line within Bayside, as set out in *Table 1*.

*Table 1: Train stations serving Bayside residents*

| **Sandringham line**<br><br>(City to Sandringham – Sandringham to City): | **Frankston line**<br><br>(City to Frankston – Frankston to City): |
|---|---|
| Gardenvale | Moorabbin (adjacent to municipal boundary) |
| North Brighton | Highett |
| Middle Brighton | Cheltenham |
| Brighton Beach | |
| Hampton | |
| Sandringham | |

Along the Frankston line train service frequencies are at least every 10 minutes between 7.30am and 7pm each weekday. Half of these services run via the city loop, and the other half run direct to Flinders Street. After 7.45pm the service frequency is generally every 20 minutes. Weekend services run at 10 minute intervals between 9.30am and 6.30pm. After 6.30pm the service frequency is generally every 20 minutes.

Along the Sandringham line train service frequencies are at least one train every 10 minutes during peak hours and every 15 minutes during other times on weekdays before 9pm. After 9pm the frequency drops to one train service every 20 minutes. There are no Sandringham line services which run right through the city loop, restricting access to some parts of the central business district grid. Weekend services are also at 20 minute intervals.

## Bus Services

Bus services within Bayside are generally underutilised. This is a result of a low frequency bus network as well as residents often being unaware of the destinations and corridors that each bus route serves.

Within Bayside bus services fall into three categories: local bus routes, main bus routes and bus routes that are part of the Principal Public Transport Network (PPTN). Services that are part of the PPTN usually have higher frequencies and a greater span of hours than the main

and local bus services. There are currently 15 bus services that operate within the City of Bayside and these are outlined below. Given that a number of the bus services within Bayside serve similar corridors, a number of them have been grouped together.

**Bus Route 216 - Brighton Beach – Caroline Springs**
**Bus Route 219 – Gardenvale – Sunshine Park**

Both Route 216 and Route 219 are classed as main bus routes and are both over 35kms in length. The two routes operate in the same corridor between Bayside and Sunshine and both traverse Melbourne's CBD. However, at either ends of their routes the two bus services have different termini within Bayside:

- Route 216 operates to/from Brighton Beach Station, whilst at its north-western end it operates to/from Caroline Springs; and
- Route 219 operates to/from Gardenvale Station and North Brighton Station, whilst at its north-western end it operates to/from Sunshine Park.

Both Routes operate on a 30 minute frequency on weekdays. At weekends Route 216 operates at a 30 to 40 minute frequency, whilst Route 219 operates at a 30 to 40 minute frequency on a Saturday, reducing to a 60 minute frequency on a Sunday.

**Bus Route 600 – Southland Shopping Centre – St Kilda (via Beaumaris, Sandringham and Brighton)**
**Bus Route 922 – Southland Shopping Centre – St Kilda (via Beaumaris, Sandringham and Brighton)**
**Bus Route 923 – Southland Shopping Centre – St Kilda (via Beaumaris, Sandringham and Brighton)**

Routes 600, 922 and 923 are each classed as main bus routes and operate similar routes between Southland and St Kilda. They run parallel to each other along significant stretches and in some segments have coordinated timetables (with services off-set by fifteen minutes). Route 600 operates between Southland and Sandringham, but does have a number of services which are extended to St Kilda. Routes 922 and 923 both operate over the whole corridor for the entire day.

Each of the bus routes serve Beaumaris but have slightly different route variations. Route 600 operates via Charman Road, Balcombe Road and Tramway Parade. Route 922 operates via Charman Road, Weatherall Road and Reserve Road. Route 923 operates along the full length of Charman Road and Beach Road.

Between Sandringham Station and St Kilda, Routes 600 and 923 operate identical routes. However, Route 922 operates via Hampton Street, Holyrood Street, Male Street, Wilson Street and Bay Street after which it runs parallel with Routes 600 and 923.

Route 600 currently operates on a peak time frequency of 15 minutes compared to 30 minutes and 40 minutes on Route 922 and Route 923 respectively. The combined frequency of routes 600, 922 and 923 between Southland/Cheltenham and Sandringham Station, is 12 minutes in the peak and 15 minutes at off-peak times.

**Bus Route 606 – Elsternwick – Fishermans Bend (via Port Melbourne)**

Route 606 operates between Elsternwick and Fishermans Bend on a 40 minute frequency on weekdays and reduces to a 60 minute frequency at weekends. A small segment of the route operates within the northern part of Bayside via Rusden Street, New Street, Bent Avenue and St Kilda Street.

**Bus Route 626 – Middle Brighton – Chadstone Shopping Centre (via McKinnon and Carnegie)**

Route 626 operates between Middle Brighton and Chadstone Shopping Centre (via McKinnon and Carnegie). Within Bayside Route 626 operates in the Brighton area via Male Street, Wilson Street, St Andrews Street and Bay Street and then crosses Nepean Highway to operate via Hawthorn road and Union Street, Brighton East, before heading towards Chadstone Shopping Centre. Route 626 operates on a 30 minute frequency on weekdays and reduces to a 60 minute frequency at weekends.

**Route 630 – Elwood – Monash University (via Gardenvale, Ormond and Huntingdale)**

Route 630 is a principal bus route and operates between Elwood and Monash University (via Gardenvale, Ormond and Huntingdale). Within Bayside a small segment of the route operates within the north of the municipality via Bent Avenue, St Kilda Street, Head Street, Drake Street, Martin Street and Gardenvale Station. Route 630 operates on a 12 minute frequency during weekday peaks and a 20 minute frequency during weekday off-peaks. This frequency reduces to 30 minutes during weekday evenings and a 40 minute frequency at weekends.

**Bus Route 703 – Middle Brighton – Blackburn (via Bentleigh, Clayton and Monash)**

Route 703 is a principal bus route and operates between Middle Brighton and Blackburn (via Bentleigh, Clayton and Monash). Within Bayside Route 703 operates in the Brighton area via Male Street, Wilson Street, Halifax Street, Hammond Street, Hampton Street and Centre Road. Route 703 operates on a 10 minute frequency during weekday peaks and a 15 minute frequency during weekday off-peaks. This frequency reduces to 30 minutes on a Saturday and 45 minutes on a Sunday.

**Route 708 – Hampton – Carrum (via Southland Shopping Centre)**

Route 708 is a main bus route and operates between Hampton and Carrum via Highett, Southland, Mentone, Parkdale, Mordialloc, Aspendale Gardens and Chelsea Heights. Within Bayside Route 708 operates in the Hampton and Highett areas via Hampton Station, Hampton

Street, Ludstone Road, Bluff Road, Wickham Road, Worthing Road and Highett Road. Route 708 operates on a 30 minute frequency during weekdays and reduces to a 60 minute frequency at weekends.

**Route 811 – Brighton – Dandenong (via Heatherton Road, Springvale)**
**Route 812 – Brighton – Dandenong (via Parkmore Shopping Centre)**

Routes 811 and 812 are main bus routes and operate in tandem between Brighton Town Hall (Wilson Street) and Dandenong via Moorabbin, Cheltenham, Mentone and Dingley Village. The two routes follow an identical path between Brighton and Dingley Village, after which the two routes approach Dandenong in different directions. Within Bayside the two routes operate via South Road, Roslyn Street, Dendy Street, Well Street, Male Street (for Middle Brighton Station); then via Wilson Street, St Andrews Street and Church Street.

Each route operates on a 60 minute frequency on weekdays, effectively providing a combined 30 minute frequency bus service within Bayside. However, at weekends the two routes are combined to run at a 60 minute frequency, with just one bus an hour serving Bayside.

**Route 822 – Sandringham – Chadstone Shopping Centre (via Southland and Murrumbeena)**

Route 822 is a main bus route and provides an east-west connection within Bayside between Sandringham and Southland Shopping Centre and then as a north-south connection between Southland Shopping Centre and Chadstone Shopping Centre. Within Bayside Route 822 operates via Station Street (Sandringham), Bay Street, Jack Road, Park Road and Charman Road. Route 822 operates on a 30 minute frequency during weekdays and a 40 minute and 60 minute frequency on a Saturday and Sunday respectively.

**Route 823 – North Brighton to Southland Shopping Centre (via Moorabbin)**

Route 823 operates as a weekday only local service between North Brighton and Southland via Nepean Highway. Within Bayside, Route 823 operates from the terminus at North Brighton Railway Station and runs via Bay Street, St Andrews Street, Durrant Street, Hampton Street, Marriage Road, Balfour Street, Dendy Street and Nepean Highway to Moorabbin Railway Station (Nepean Highway Service Road), then via Nepean Highway to Southland Shopping Centre. Route 823 operates on a 60 minute frequency between 7am – 6.30pm.

**Route 825 – Moorabbin Station – Southland Shopping Centre (via Black Rock and Mentone)**

Route 825 provides a local service between Moorabbin Station and Southland Shopping Centre via Black Rock and Mentone. Within Bayside Route 825 operates via Keiller Street, Carrington Street, Spring Road, Wickham Road, Bluff Road and Balcombe Road. Route 825 operates on a 20 minute frequency on weekdays before reducing to a 60 minute frequency after 7.45pm. On Saturdays the bus service operates on a 30 minute frequency up until

1.35pm and then reduces to a 60 minute frequency. On a Sunday the service operates at a 60 minute frequency.

**Route 828 – Hampton Station – Berwick Station (via Southland Shopping Centre and Dandenong)**

Route 828 provides a principal service between Hampton Station and Berwick Station via Southland Shopping Centre and Dandenong. It is a relatively direct service and serves a regional function, but within Bayside it has a more local nature with local patronage generally using the service to reach either Hampton or Southland Shopping Centre.

Within Bayside Route 828 operates via Hampton Station, Willis Lane, Fewster Road, Edinburgh Street, Thomas Street, Sargood Street and Highett Road to Highett Station. From Highett Station the service runs via Highett Road, Graham Road and Bay Road to Southland Shopping Centre. Route 828 operates on a 20 minute frequency on weekdays before reducing to a 30 minute frequency after 7pm. At weekends the service operates on a 60 minute frequency.

## Tram Services

The north-east of the municipality is served by one tram route; Route 64 which operates between Brighton East and Melbourne University. Route 64 runs along Hawthorn Road in Brighton East. Although Route 67 (Carnegie to Melbourne University) operates between the City of Glen Eira and the CBD, it only serves a small catchment of a number of Bayside residents in the north-east of the municipality. Table 2 provides details of the areas served by both Route 64 and Route 67 tram services:

*Table 2: Areas served by Route 64 and 67 trams*

| **Route – 64: Brighton East to Melbourne University**<br>*follows the following roads* | **Route – 67: Carnegie to Melbourne University**<br>*follows the following roads* |
|---|---|
| **Commences at East Brighton** | **Commences at Carnegie** |
| Hawthorn Road | Glen Huntly Road |
| Dandenong Road | Brighton Road |
| St Kilda Road | St Kilda Road |
| Swanston Street | Swanston Street |
| Ends at Melbourne University | Ends at Melbourne University |

Route 64 tram services generally run at 10 minute frequencies during weekday peak hours and every 12 minutes during weekday off peak hours. After 8pm the service frequency is

generally every 20 minutes. Saturday services generally run to a similar frequency as weekday services with the exception that the service is extended to run just past midnight. The frequency of Sunday services is generally every 15 minutes, but after 6pm reduces to every 30 minutes.

Route 67 tram services generally run at 12 minute frequencies between Monday to Saturday with the frequency reducing to every 20 minutes after 8pm. On a Sunday the frequency of the service is generally limited to every 30 minutes between 7.30am and 9.30am with this increasing to every 15 minutes throughout the day. After 7pm the frequency of the service then reverts to every 30 minutes.

## Night Network

The Night Network trial provides all night public transport on weekends from 1 January 2016 with hourly train services in and out of the city on both the Frankston and Sandringham lines. The one year trial will be closely monitored by the State government and, if successful, may be continued or modified where necessary.