

6 March 2009

The Secretary  
Senate Standing Committee on Rural and Regional Affairs and Transport  
PO Box 6100  
Parliament House  
Canberra ACT 2600

Via email: [rrat.sen@aph.gov.au](mailto:rrat.sen@aph.gov.au)

Dear Sir/Madam

**Submission to Senate Inquiry into Commonwealth Investment in Passenger Transport Infrastructure and Services**

The Borough of Queenscliffe welcomes the Senate's inquiry into public passenger transport and services. It is considered that the Commonwealth Government has the capacity to play a significant role in the facilitation and funding of public transport as a viable alternative to car travel and a more sustainable form of transport.

Due to geographic location, public transport at the Borough of Queenscliffe and on the Bellarine Peninsula has consisted almost exclusively of bus transport. A range of issues have constrained the use and efficiency of this service. Some of the areas in need of improvement are:

1. More direct routes to major centres such as the City of Geelong;
2. Greater frequency of services;
3. Better communication such as timetable information;
4. Better connectivity, being connections between buses and other forms of transport such as rail and ferry terminals;
5. Better access for the aged and physically challenged.

Improvements to these elements via greater funding and strategic planning will increase the patronage of public transport as it becomes more attractive and convenient.

The review of services in Victoria: appears to be undertaken on an ad hoc basis by consultants according to available funding, rather than as a regular review by the Department of Transport.

By contrast, at recognised 'good practice' agencies, such as the Zurich Transport Authority, services are reviewed every two years. It does this with local government representatives at a "transport conference" in each of its sub-regions.

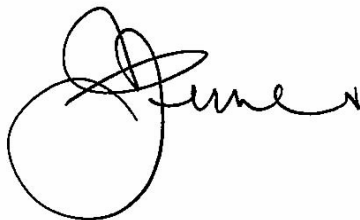
For those reasons Council supports the commissioning of regional transport authorities for major rural and regional centres such as the Geelong region, of which the Borough of Queenscliffe forms a part. The rationale is to have a local body responsible for public transport provision in a defined area and for patronage results to be reported transparently (at least broken down into individual town systems), so that the local region has some 'ownership' of its own public transport system.

The Federal Government has the resources to provide greater funding and also take a lead role in the strategic implementation of innovative projects. Public transport is generally heavily subsidised by the State Governments and hence differs significantly between states. Federal involvement would provide a consistent approach and the consideration of international best practice solutions. Two major infrastructure projects which could be the subject of a feasibility study on the Bellarine Peninsula are:

- \* The conversion of the Bellarine Rail Trail from a shared path to a dedicated public transport corridor, and
- \* Dedicated bus lanes integrated along major arterial roads.

Thank you for the opportunity to participate in this inquiry. If you have any queries or require further details in relation to this matter, please contact me on (03) 5258 1377 or via email at [lenny.jenner@queenscliffe.vic.gov.au](mailto:lenny.jenner@queenscliffe.vic.gov.au).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Lenny Jenner', with a large, stylized initial 'L'.

Lenny Jenner  
**Chief Executive Officer**