

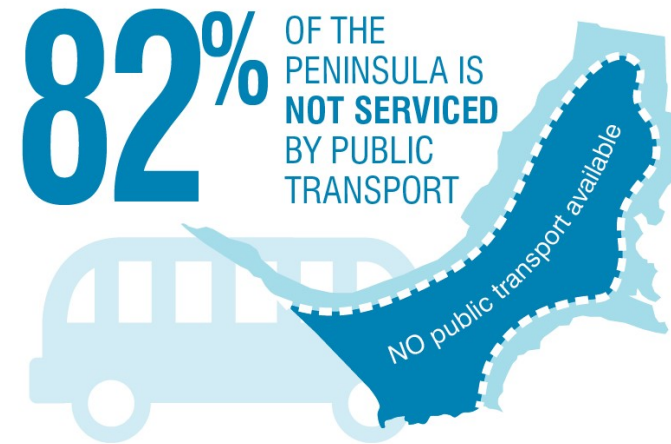
# *Better* Buses Campaign

Our advocacy journey

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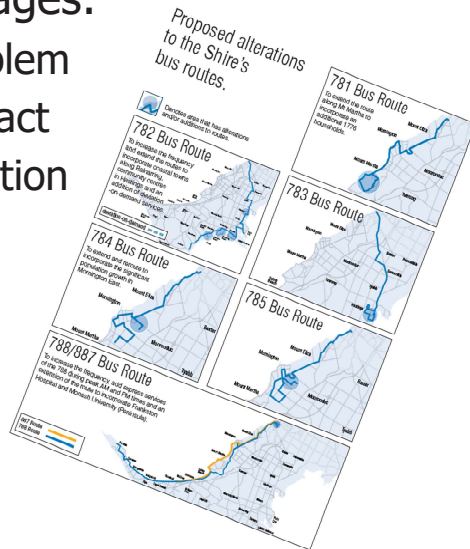


# What was the problem?



## Our Advocacy Action Plan

- Campaign objective: Victorian Government to understand importance to community and allocate \$
- Key Messages:
  - The Problem
  - The Impact
  - The Solution



We're calling  
for better  
buses for the  
Mornington  
Peninsula

**BETTER BUSES**

MORNINGTON PENINSULA  
*Living*

I support better buses for the Mornington Peninsula

Tell the Victorian Government you support better buses for Mornington Peninsula and see that they get the message

[illegible]

## Council is requesting

The Michigan Government Center established in 1994 by the Michigan Legislature to coordinate and promote the development of state government facilities is now seeking proposals for a new addition to the existing building. The addition would be approximately 100,000 sq ft and would be used for a variety of purposes, including offices, meeting rooms, and a large open space for public use. The addition would be located on the east side of the building, adjacent to the Michigan State Capitol building. The Michigan Government Center is a landmark building in Lansing, Michigan, and is a symbol of the state's commitment to transparency and accountability in government. The addition would provide a modern, efficient, and accessible space for the state's government operations, and would be a valuable asset to the community. The Michigan Government Center is currently seeking proposals for a new addition to the existing building. The addition would be approximately 100,000 sq ft and would be used for a variety of purposes, including offices, meeting rooms, and a large open space for public use. The addition would be located on the east side of the building, adjacent to the Michigan State Capitol building. The Michigan Government Center is a landmark building in Lansing, Michigan, and is a symbol of the state's commitment to transparency and accountability in government. The addition would provide a modern, efficient, and accessible space for the state's government operations, and would be a valuable asset to the community.

## What assistance is needed

The Michigan Government Center is currently seeking proposals for a new addition to the existing building. The addition would be approximately 100,000 sq ft and would be used for a variety of purposes, including offices, meeting rooms, and a large open space for public use. The addition would be located on the east side of the building, adjacent to the Michigan State Capitol building. The Michigan Government Center is a landmark building in Lansing, Michigan, and is a symbol of the state's commitment to transparency and accountability in government. The addition would provide a modern, efficient, and accessible space for the state's government operations, and would be a valuable asset to the community.

## Community Quotes

"The Michigan Government Center is a landmark building in Lansing, Michigan, and is a symbol of the state's commitment to transparency and accountability in government. The addition would provide a modern, efficient, and accessible space for the state's government operations, and would be a valuable asset to the community."

## Supporting Statistics

- Michigan's population is projected to reach 10.5 million by 2027.
- Michigan's GDP is projected to reach \$550 billion by 2027.
- Michigan's unemployment rate is projected to reach 4.5% by 2027.
- Michigan's median household income is projected to reach \$65,000 by 2027.
- Michigan's median home value is projected to reach \$250,000 by 2027.

## Real Life Story

The Michigan Government Center is currently seeking proposals for a new addition to the existing building. The addition would be approximately 100,000 sq ft and would be used for a variety of purposes, including offices, meeting rooms, and a large open space for public use. The addition would be located on the east side of the building, adjacent to the Michigan State Capitol building. The Michigan Government Center is a landmark building in Lansing, Michigan, and is a symbol of the state's commitment to transparency and accountability in government. The addition would provide a modern, efficient, and accessible space for the state's government operations, and would be a valuable asset to the community.

**Why this firm?** The firm was selected for its record of investment in the transport needs of the region. Studies have indicated it could provide the best of the region's value and a better connection with research in a central location for a regional company.

A proven 20% EPCO. The firm is not a standard EPCO company. As a result, MWH's regional EPCO division was selected for this award. It has a track record of providing a high level of service to its clients. It has a proven 20% EPCO. The firm is not a standard EPCO company. As a result, MWH's regional EPCO division was selected for this award. It has a track record of providing a high level of service to its clients.

We need these funds to allow us to continue to provide a high level of service to our clients. We need these funds to allow us to continue to provide a high level of service to our clients. We need these funds to allow us to continue to provide a high level of service to our clients.

**Community Quotes**

"Great management and solid work ethic. They are doing a great job of managing the project and the team. They are doing a great job of managing the project and the team. They are doing a great job of managing the project and the team."

"We have been through a lot of things in our community. We have been through a lot of things in our community. We have been through a lot of things in our community."

**Supporting Statistics**

**State Government**

- New Mexico's population in 2017
- New Mexico's population in 2017
- New Mexico's population in 2017

**Infrastructure 2017**

- Infrastructure 2017
- Infrastructure 2017
- Infrastructure 2017

**Management 2017**

- Our Partners 2017
- Our Partners 2017
- Our Partners 2017

from Ballantyne to other areas of the firm. The firm is not a standard EPCO company. As a result, MWH's regional EPCO division was selected for this award. It has a track record of providing a high level of service to its clients.

## Community Quotes

"Better transport and faster roads people are finding it hard to get places in access is poor!"

"30km trip from Reservoir to Hastings can take up to 2 hours by public transport!"

## Supporting Strategies

### State Government

- Plan Melbourne Festival 2017
- Victorian Rail - Infrastructure Strategy

### Federal Government

- Infrastructure Australia
- Planning Landscape Cities Report 2018

### Mounting Peninsula Shire

- Our Peninsula 2011 - Council Plan 2017-2021

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from balancing to other areas of the Peninsula to take the time to support or encourage activities. This has led to the development of my current need and that transportation in the Peninsula is extremely difficult."

## Supporting Strategies

- State Government**
  - Plan Melbourne Refresh 2017
  - Victoria's 50 - Year Infrastructure Strategy
- Federal Government**
  - Infrastructure Australia
    - Planning Livable Cities Report 2018
- Morrington Peninsula Shire**
  - Our Peninsula 2021: Council Plan 2017-2021

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from Ballgarrah to other areas of the Peninsula to take my sons to school or extracurricular activities. This has led to the development of my current mind set that transportation on the Peninsula is extremely difficult."

**Federal Government**

- Infrastructure Australia
- Planning Liveable Cities Report 2019

**Moreton Peninsula Shire**

- Our Peninsula 2021: Council Plan 2017-2021

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**Proposed alterations to the Shire's bus routes.**

**781 Bus Route**  
To increase frequency along the Murrumbidgee River, north of Murrumbidgee, northwards.

**782 Bus Route**  
To increase the frequency of service between the Murrumbidgee River and the Murrumbidgee River, north of Murrumbidgee, northwards.

**783 Bus Route**  
To increase the frequency of service between the Murrumbidgee River and the Murrumbidgee River, north of Murrumbidgee, northwards.

**784 Bus Route**  
To increase the frequency of service between the Murrumbidgee River and the Murrumbidgee River, north of Murrumbidgee, northwards.

**788/887 Bus Route**  
To increase the frequency of service between the Murrumbidgee River and the Murrumbidgee River, north of Murrumbidgee, northwards.

**781 Bus Route**  
To extend the route along SR 86 to the additional 1775 households.

**783 Bus Route**

**785 Bus Route**

The top map shows the 783 Bus Route, which is a loop starting from the University of Illinois at Chicago, passing through the Loop, and ending at the University of Illinois at Chicago. The middle map shows the 785 Bus Route, which is a loop starting from the University of Illinois at Chicago, passing through the Loop, and ending at the University of Illinois at Chicago. The bottom map shows the 786 Bus Route, which is a loop starting from the University of Illinois at Chicago, passing through the Loop, and ending at the University of Illinois at Chicago.

Send your selfie photo to us via **SMS** on **0408 248 119** and we'll use the photo during our Better Buses campaign.



MORNINGTON  
PENINSULA  
*Shire*



# So, what worked? Personal stories!

## The Student

Approximate bus travel times to Frankston



## The Senior

Approximate bus travel times to Frankston



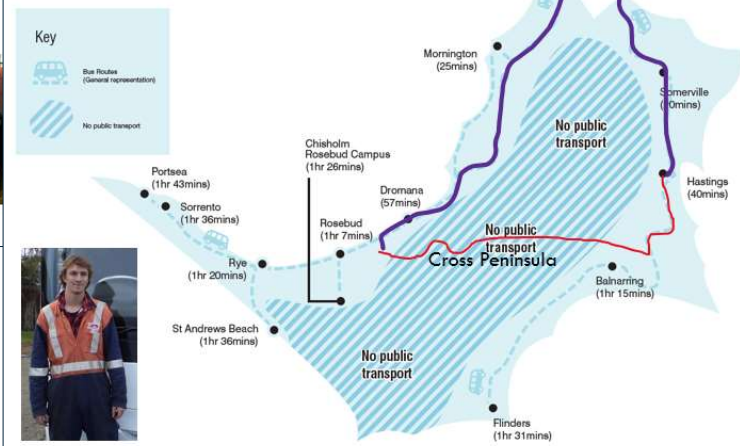
## The Commuter

Approximate bus travel times to Frankston



## The Apprentice

Approximate bus travel times to Frankston



# So, what worked? Use the media to spread your word!

## Shire's push for better bus services

Stephen Taylor  
stt@mpnews.com.au

PUBLIC transport users are backing a push for Mornington Peninsula Shire for better bus services across the peninsula.

They say about 82 per cent of the peninsula is not serviced by public transport and that the shire has the second lowest public transport service in the greater Melbourne area. Peninsula residents are five times less likely to travel to work by public transport than those in Greater Melbourne, and only 3 per cent take public transport to work compared with 15 per cent across Melbourne.

Potential users say they are unhappy with the buses, citing their infrequency, overcrowding, unavailability and lack of direct routes for taking it hard to get to work and study.

They say the poor service fosters an over reliance on cars.

The mayor Cr David Gill last week launched the Better Buses campaign, saying the lack of public transport had "social, economic and environmental impacts across the community, and was adversely affecting the daily lives of residents."

"Better bus services are key for our residents to access jobs, education, social, economic and essential services," he said.

"The peninsula is the forgotten land in terms of public transport. We live in a two-tiered landscape where buses only serve some of our townships."

"We are suffering from a long-term lack of funding in public transport that has reached breaking point."

"It is unacceptable that if you have a disability, or are too young or too old to drive, then you can't get where you need to go on the peninsula."

Cr Gill said it was time to "go to the top" and "get to the bottom" of the issue. He said the shire was "not getting its fair share of public transport funding from past and current governments."

"I want this inequality to stop now," Cr Gill said.

"The peninsula is the forgotten land in terms of public transport. We live in a two-tiered landscape where buses only serve some of our townships."

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option and available solutions to this community issue."

Mornington MP David Morris has called for a tripartite approach to solving public transport issues on the peninsula.

In Parliament last week he said he called on public transport minister Melissa Horne to convene an urgent meeting of all peninsula MPs and Mornington Peninsula Shire councillors to "address our public transport issues."

"I am suggesting we need to do it all together," he said.

"We need to get the council, the state government and the federal government to work together to solve this issue."

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## Bus-ting for better transport

Commuters push to increase public services

Larry Callender  
larry.callender@mpnews.com.au

If Borooh man John Adam used public transport to get to work it would take three hours.

Instead he is forced to split his commute between the car and the train to the lack of

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existing services were infrequent, indirect, unreliable and overcrowded. He said the network had reached "breaking point".

"It is unacceptable that if you have a disability, or are too young or too old to drive, then you can't get where you need to go on the peninsula," he said.

Cr Gill said the council's long-term vision included a "frequent, direct and reliable" smart technology bus network.

Short-term aims include extra buses on the 780 from Portsea to Frankston, which carries about 600,000 people a year despite running only every 45 to 60 minutes.

The council's transport committee is currently reviewing the network and will report back in June.

Cr Gill said the council was committed to improving public transport and would be looking at a range of options, including a new bus network.

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## Businesses, community back Better Buses push

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MORNINGTON  
PENINSULA  
Shire



# So, what worked? Being community driven!



Thank you!

