

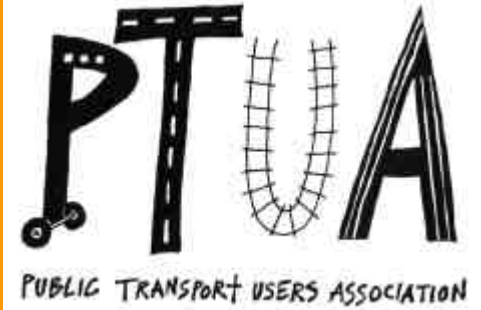
PUBLIC TRANSPORT USERS ASSOCIATION

## **South Morang Rail Extension Needed now, do-able now**

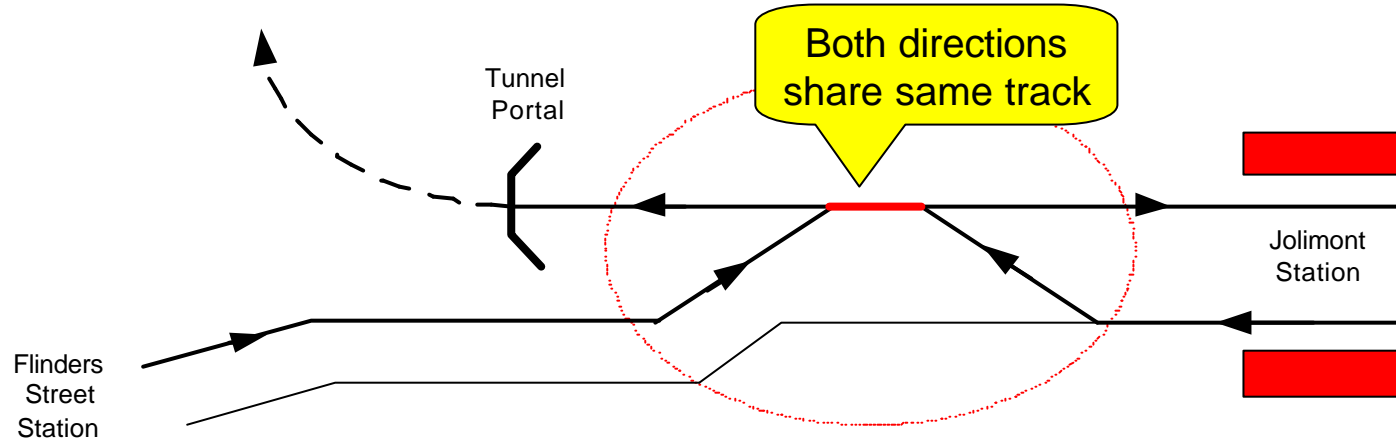
South Morang Rail Alliance Public Meeting  
18 October 2005



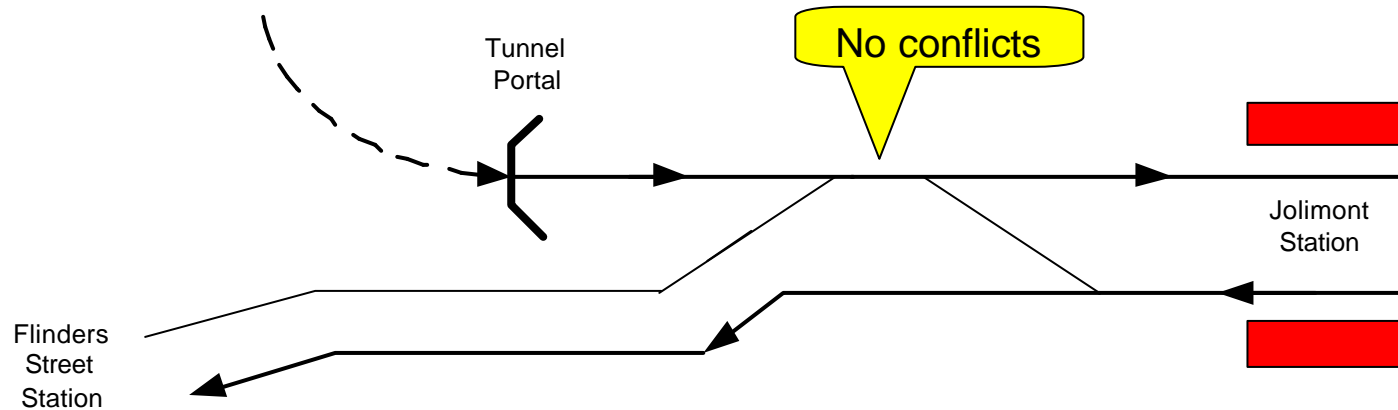
# The mythical capacity problem at Jolimont



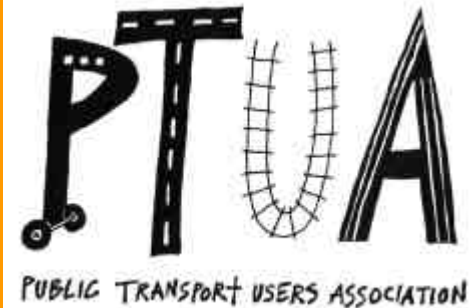
## Anti-clockwise city loop operation (weekday am):



## Clockwise city loop operation (all other times, why not always?):



# The 1980 timetable



## HURSTBRIDGE, EPPING

Table 3

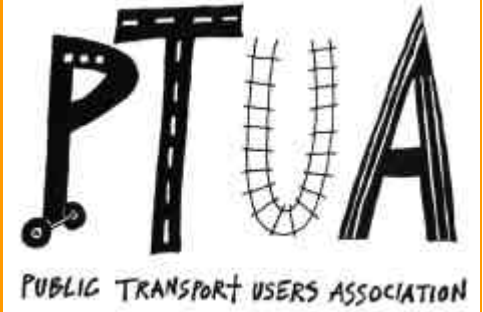
### To Melbourne

MONDAYS TO FRIDAYS

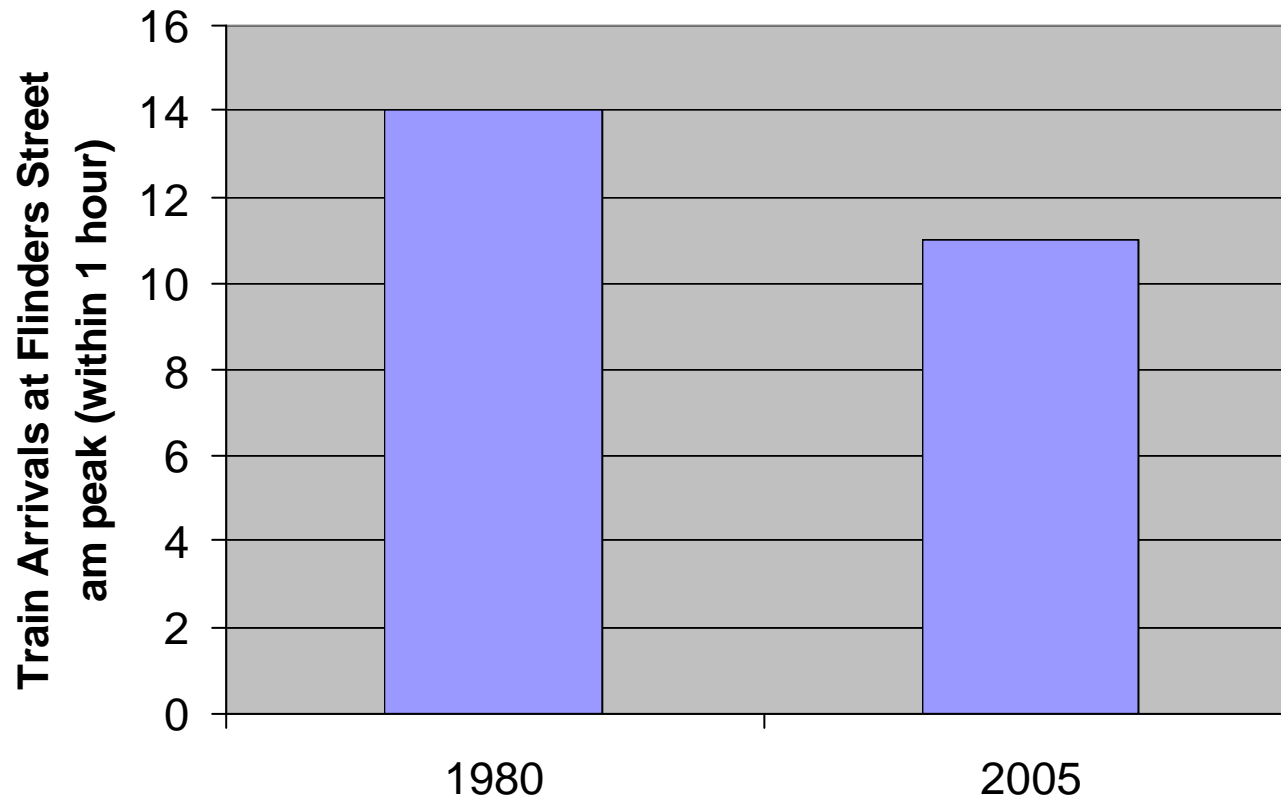
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
HURSTBRIDGE	Dep.		4 50					5 39						6 22										
WATTLEGLLEN			4 55					5 44						6 27										7 8
DIAMOND CREEK			4 59					5 48						6 31										7 13
ELTHAM	Arr.																							7 17
ELTHAM	Dep.	4 46	5 6		5 28			5 55		6 20			6 38			7 1		7 13					7 24	
MONTMORENCY		4 49	5 9		5 31			5 58		6 23			6 41			7 4		7 16					7 27	
GREENSBOROUGH		4 53	5 13		5 35			6 2		6 27			6 45		6 58	7 8		7 20					7 31	7 37
WATSONIA		4 56	5 16		5 38			6 5		6 30			6 48		7 1	7 11		7 23					7 34	7 40
MACLEOD		5 0	5 20		5 42			6 9		6 34			6 52		7 5	7 15		7 27					7 38	7 44
ROSANNA		5 3	5 23		5 45			6 12		6 37			6 55		7 8	7 18		7 30					7 41	7 47
HEIDELBERG		5 6	5 26		5 48			6 15		6 40			6 58		7 11	7 21		7 33					7 44	7 50
EAGLEMONT		5 8	5 28		5 50			6 17		6 42			7 0		7 13	.		7 35					7 52	7 59
IVANHOE		5 10	5 30		5 52			6 19		6 44			7 2		7 15	7 24		7 37					7 54	8 1
DAREBIN		5 11	5 31		5 53			6 20		6 45			7 3		7 16	.		7 38					7 55	8 2
ALPHINGTON		5 13	5 33		5 55			6 22		6 47			7 5		7 18	.		7 40					7 57	8 4
FAIRFIELD		5 15	5 35		5 57			6 24		6 49			7 7		7 20	.		7 42					7 59	8 6
DENNIS		5 17	5 37		5 59			6 26		6 51			7 9		7 22	.		7 44					8 1	8 8
WESTGARTH		5 19	5 39		6 1			6 28		6 53			7 11		7 24	.		7 46					8 3	8 10
EPPING	Dep.		4 55			5 36	5 58			6 20			6 40			6 49		7 5					7 40	
LALOR			4 57			5 38	6 0			6 22			6 43			6 51		7 7					7 42	
THOMASTOWN			5 0		5 19		6 3			6 25			6 45			6 54		7 10					7 44	
KEON PARK			5 2		5 21		6 5			6 27			6 48			6 56		7 12					7 47	
RUTHVEN			5 5		5 24		6 8			6 30			6 48			6 59		7 15					7 50	
RESERVOIR			5 7		5 26		6 10			6 32			6 50			7 1		7 17					7 52	
REGENT			5 9		5 28		6 12			6 34			6 52			7 3		7 19					7 54	
PRESTON			5 11		5 30		6 14			6 36			6 54			7 5		7 21					7 56	
BELL			5 13		5 32		6 16			6 38			6 56			7 7		7 23					7 58	
THORNBURY			5 15		5 34		6 18			6 40			6 58			7 9		7 25					8 0	
CROXTON			5 17		5 36		6 20			6 42			7 0			7 11		7 27					8 2	
NORTHCOTE			5 18		5 37		6 21			6 43			7 1			7 12		7 28					8 3	
MERRI			5 19		5 38		6 22			6 44			7 2			7 13		7 29					8 4	
RUSHALL			5 22		5 41		6 25			6 47			7 5			7 16		7 32					8 7	
CLIFTON HILL		5 21	5 24	5 41	5 43	6 3	6 5	6 27	6 30	6 49	6 55	7 7	7 13	7 18	7 26	7 32	7 34	7 48	7 50	7 57	8 0	8 5	8 9	8 12
VICTORIA PARK		5 23	5 26	.	5 45	6 7	6 29	6 32	6 51	6 57	7 9	7 15	7 20	7 28	.	7 36	.	7 52	.	8 2	.	8 11	8 14	
COLLINGWOOD		5 24	5 27	.	5 46	6 8	6 30	6 33	6 52	6 58	7 10	7 16	7 21	7 29	.	7 37	.	7 53	.	8 3	.	8 12	8 15	
NORTH RICHMOND		5 26	5 29	.	5 48	6 10	6 32	6 35	6 54	7 0	7 12	7 18	7 23	7 31	.	7 39	.	7 55	.	8 5	.	8 14	8 17	
WEST RICHMOND		5 27	5 30	.	5 49	6 11	6 33	6 36	6 55	7 1	7 13	7 19	7 24	7 32	.	7 40	.	7 56	.	8 6	.	8 15	8 18	
JOLIMONT		5 29	5 32	.	5 51	6 13	6 35	6 38	6 57	7 3	7 15	7 21	7 26	7 34	.	7 42	.	7 58	.	8 8	.	8 17	8 20	
PRINCES BRIDGE	Arr.	5 32	5 35	5 49	5 54	6 11	6 16	6 38	6 41	7 0	7 6	7 18	7 24	7 29	7 37	7 40	7 45	7 56	8 1	8 5	8 11	8 13	8 20	8 23

Goes to →

There were more trains in 1980  
before the city loop

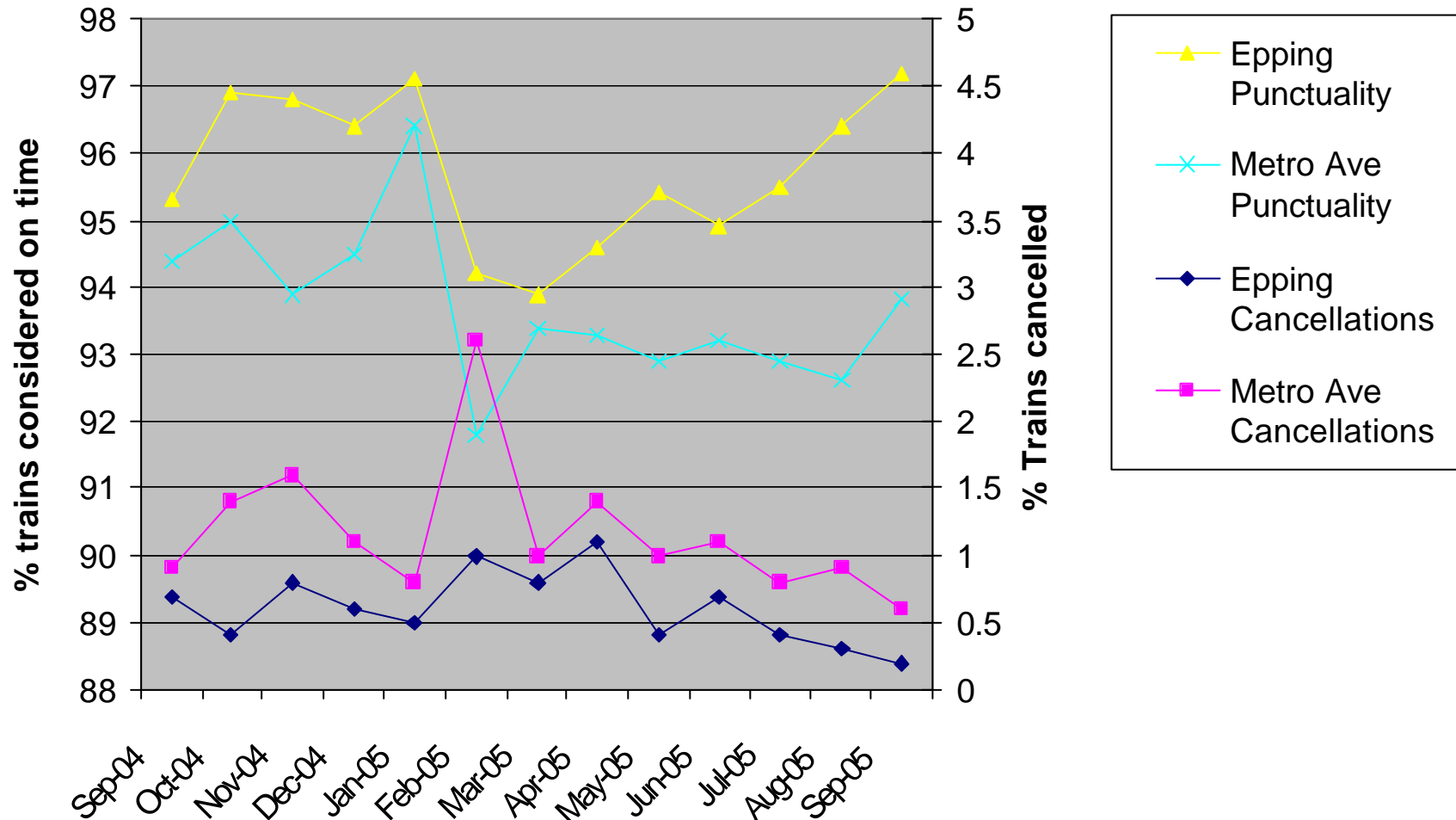
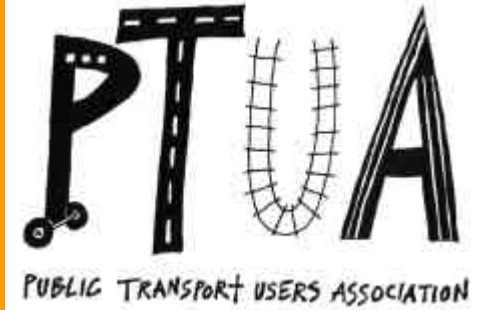


### Scheduled Trains to Flinders Street from Clifton Hill lines



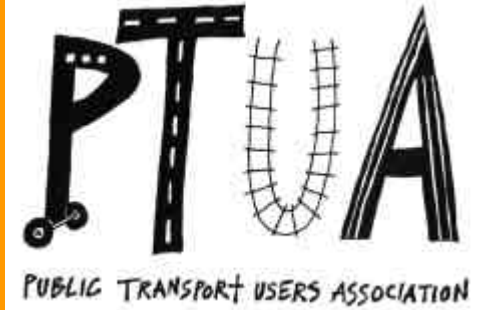
Source: February 1980 timetable, Metlink current timetable

# Epping line performance consistently exceeds the metropolitan average

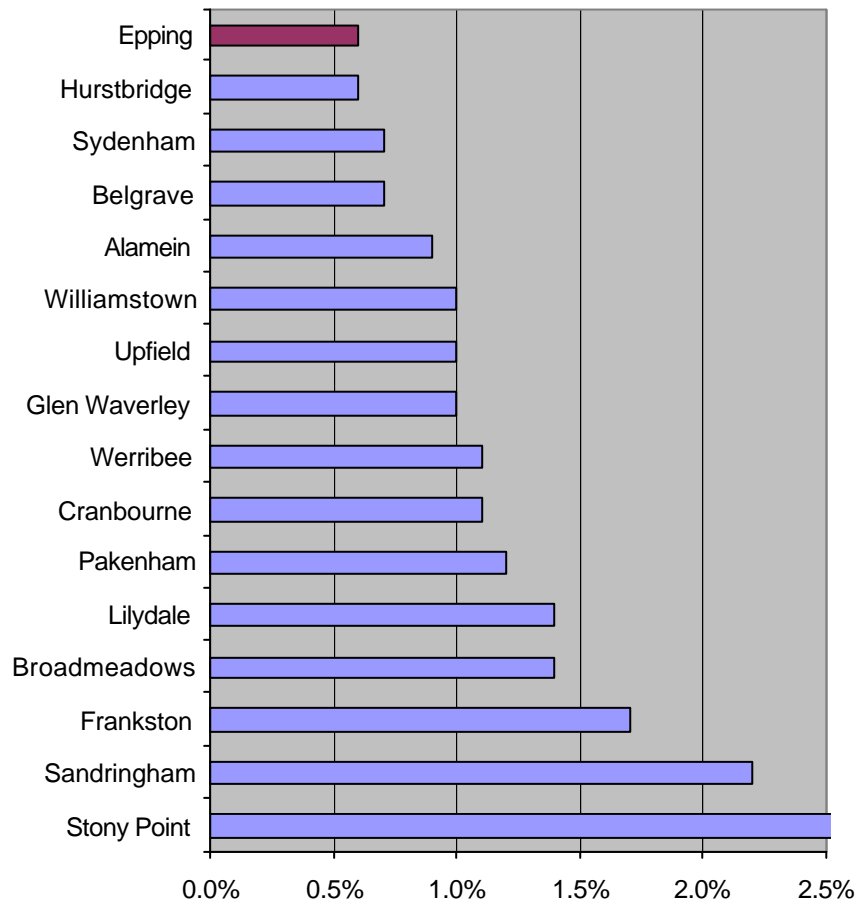


Source: DOI Track Record

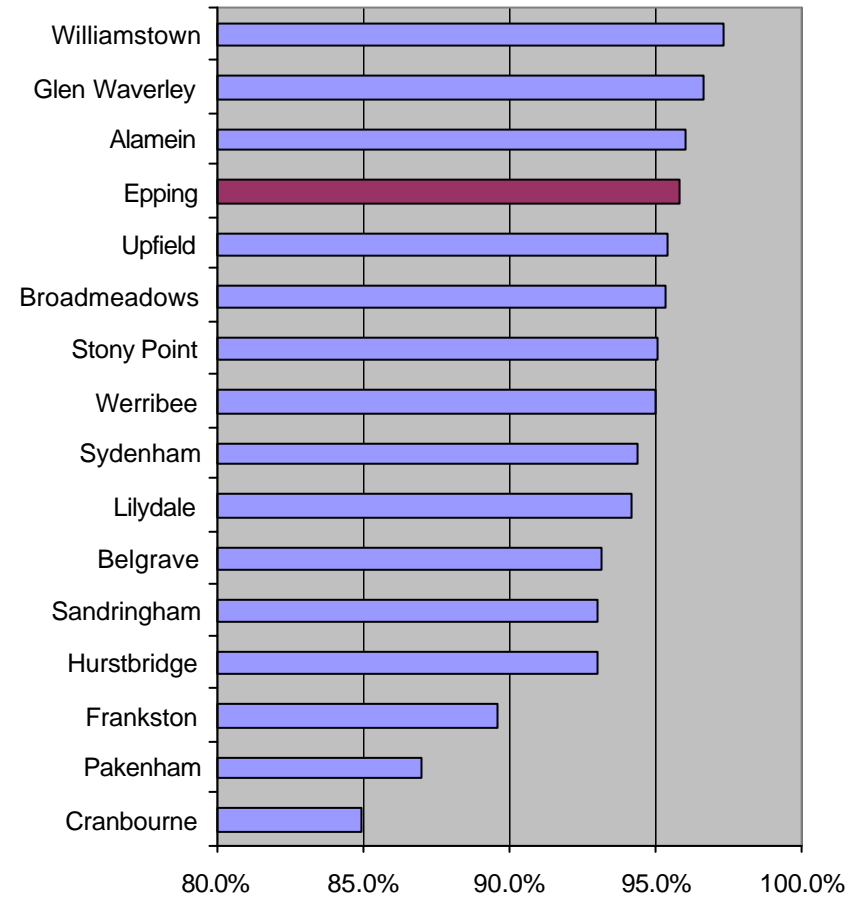
# Epping - one of the best performing lines



**Train Cancellations - 12 months to Sept 2005**

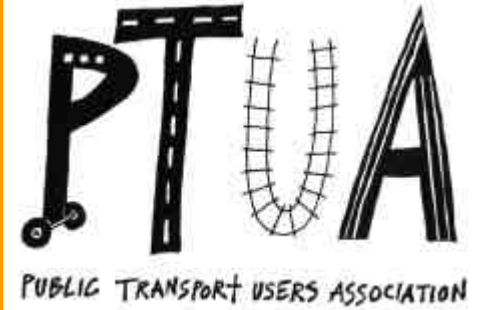


**Train Punctuality - 12 months to Sept 2005**

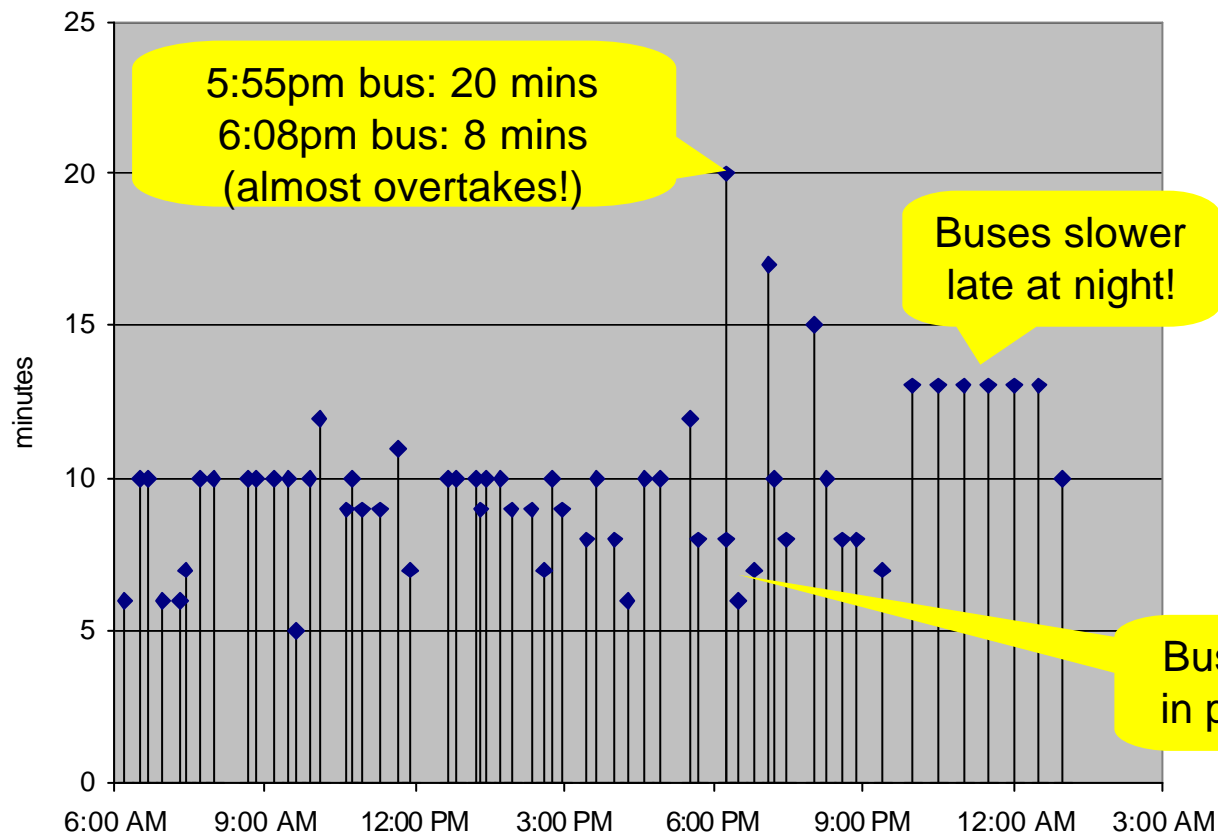


Source: DOI Track Record

# Trainlink 571 – how not to timetable a bus



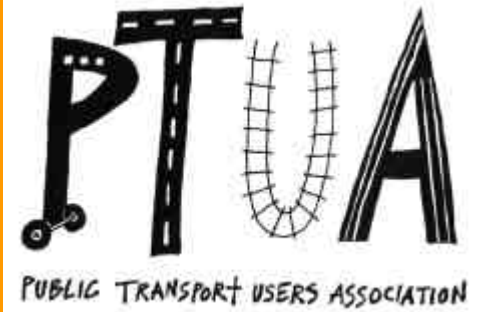
Scheduled travel time Epping to Mill Park Shops  
571 Trainlink bus weekdays



- Timetabled travel time has no correlation with traffic levels
- Train-bus transfer times up to 19 minutes (not a connection!)



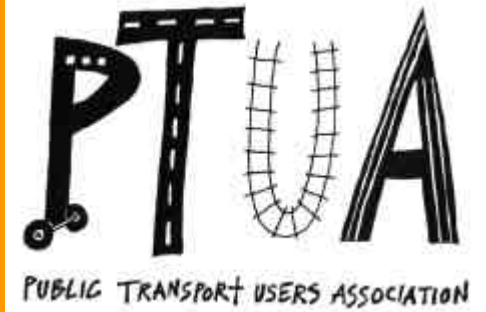
# Perth New MetroRail – the result of political will



- Doubling the size of the metropolitan railway (new southern line, new spur and extension to northern line)
- 4km northern extension to Clarkson at metro fringe, similar to South Morang
- Trains from Clarkson every 10 mins peak, 15 mins off peak.
- Forecast 68% rail patronage growth in 5 years

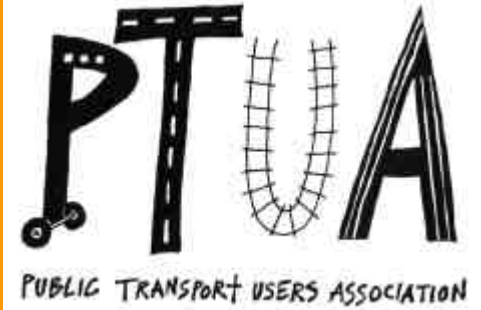
....from an ALP government

# Clarkson Station: built before the houses!



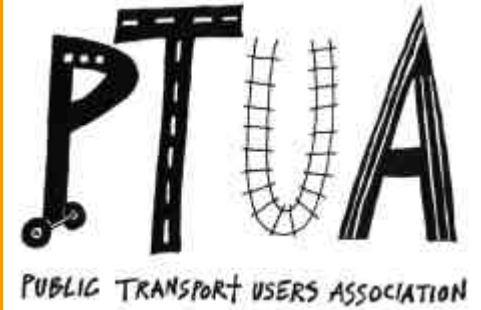
View from Clarkson Station, May 2005

# Rail in other Australian cities



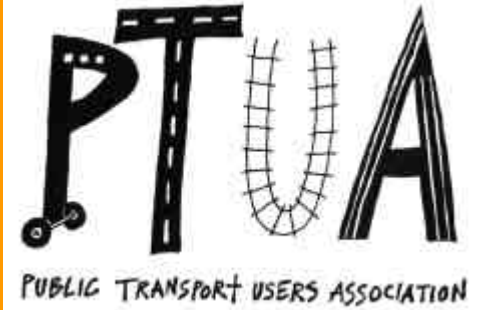
- Brisbane:
  - \$335 million for additional services
  - \$1.1 billion over 4 years in rail upgrades, extensions, and new lines
- Sydney:
  - Building a new 12.5km line now (Epping to Chatswood)
  - Numerous works to increase capacity and reliability (Clearways program)
  - Planning an \$8 billion new train line servicing two outer growth areas (Rouse Hill, Lennington)

# Rail in Melbourne

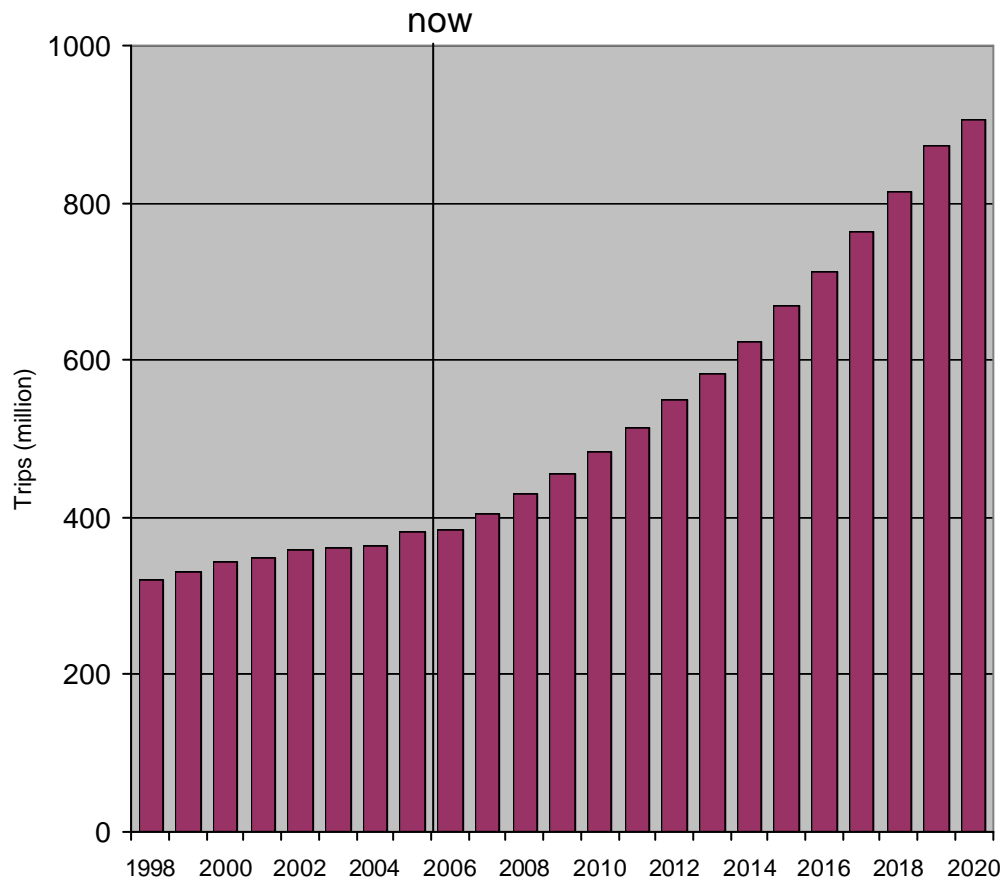


- Declining reliability
- Increasing overcrowding
- A couple of additional peak services
- Electrification to Craigieburn in progress (corners cut)
- Numerous “studies” and “investigations” with no commitment or implementation plans
- “Future Network Options” rather than commitments to build

# The Government's own 20/2020 target



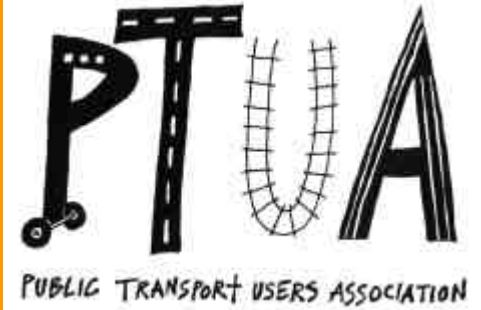
Public Transport Trips in Melbourne



- The target: 20% of motorised trips in 2020 will be on public transport
- Implication is public transport patronage must more than double
- If you can't build the simplest of rail extensions, how can you come close to your target?

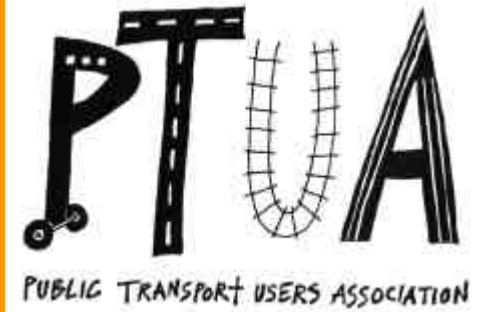
Source: Budget papers, future growth target projections

# The Government's Melbourne 2030 Strategy:

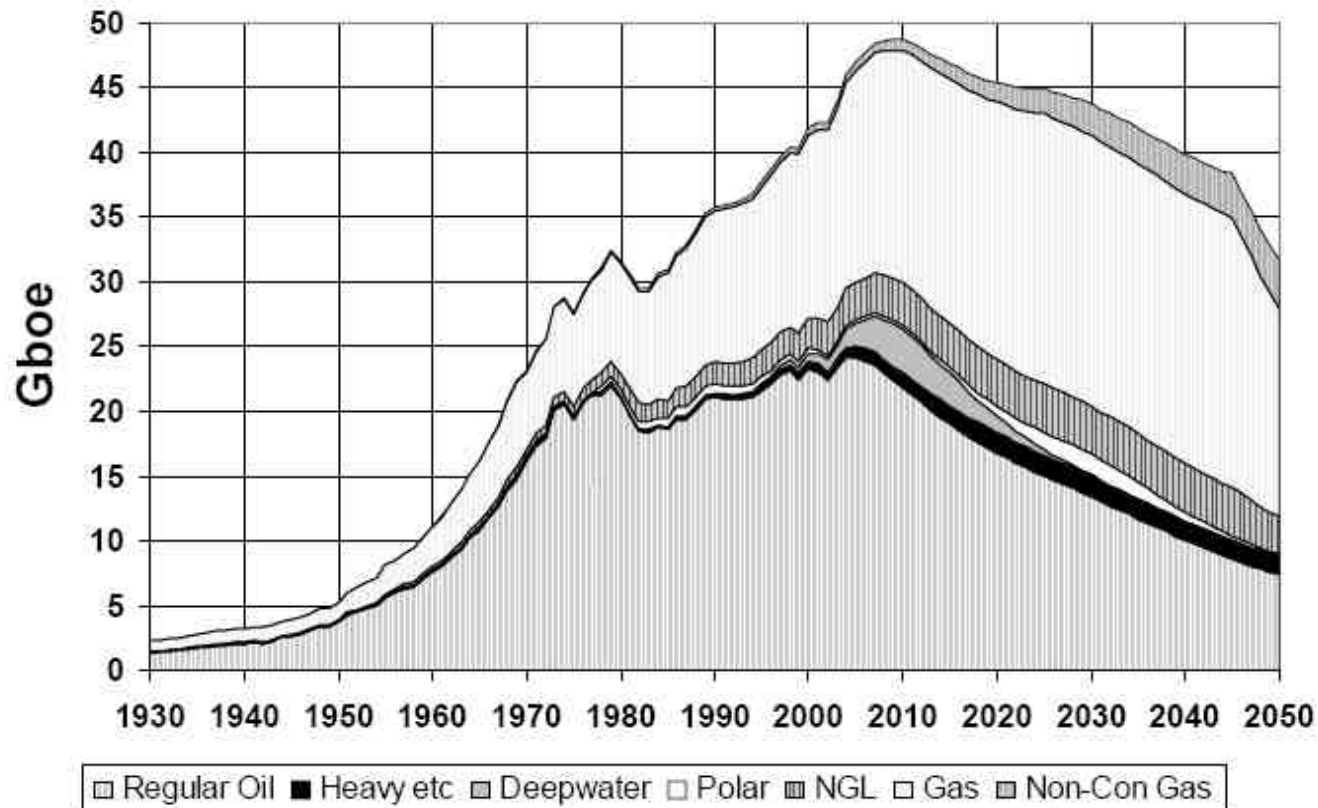


“Growth will be managed to produce an urban form that can be serviced efficiently so that public transport services are provided concurrent with development. This will avoid delays in public transport provision that require new residents to commit to multiple car ownership – which tends to entrench car use – and will encourage activity centres with a range of facilities and jobs.”

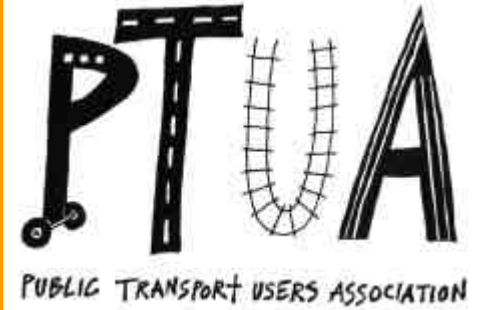
# Why petrol prices can only go up in the long term – peak oil



## OIL & GAS DEPLETION PROFILES 2004 Base Case



# It's time to move on rail to South Morang!



- Service major Melbourne growth area and activity centre
- Tackle increasing congestion on roads
- Reduce greenhouse gas emissions
- Reduce car dependence
- Relief from escalating petrol prices
- Alternative for 1 in 3 who cannot drive
- Relieve overflowing carpark at Epping station
- Time competitive transport:
  - From Epping to Mill Park:
    - by Train: 4 mins
    - by TrainLink: 15 mins average (can be up to 29 mins)
- Support Melbourne 2030 major activity centre
- A sustainable future!