

Baillieu government scorecard - the first 2 years

	Policy and PTUA view ¹	Progress
<u>Management and planning</u>	Independent Public Transport Authority ✓	Started 2/4/2012. Some progress on timetable coordination, but unclear how independent. Promised community representative on board does not appear to have eventuated. No sign of best-practice community engagement as recommended ² . No obvious progress on auditing and reporting on public transport assets and works programs. Little progress on improving services to serve as genuine alternative to the car beyond existing market. ?
	High speed rail advocacy unit ✓	No known progress. ✗
<u>Ticketing</u>	Many negative comments about Myki prior to election. Promised an extensive review, though no firm pledge to scrap the system. ?	Review by Deloitte kept secret. Myki made even worse through scrapping of short-term ticket option, and ticket sales on board trams. ✗✗
<u>Rail services/fleet</u>	40 additional trains (\$1.4b) ✓ - only 7 during 2010-2014 ?	7 trains funded
		Some extra services in peak and off-peak (many in planning prior to election) ✓
<u>Rail extensions, new stations, infrastructure upgrades</u>	Fund Rowville Rail full feasibility study ✓	Study underway. ?
	Eltham North station feasibility study ✓	No known progress. ✗
	Extend rail to Mernda ✓ by 2020. ?	No known progress. ✗

¹ <http://www.ptua.org.au/election2010/>

² *Public Transport Development Authority: what's needed?*, http://www.ptua.org.au/files/2011/PTA_design.pdf

	Doncaster rail feasibility study ✓	Study underway. ?
	Airport rail feasibility study ✓	Study underway. ?
	Southland station (\$13m) ✓	Little progress; watered down to planning work only. Local MP Elizabeth Miller recently stated that she can't say when the station will be built ³ . ✗
	Grovedale station (\$25m) ✓	\$8.4m planning and initial works funded [source] ✓
	Avalon airport rail study and preliminary works (\$50m) ? <i>Given an anticipated full cost of some \$250m, this should be well down the priority list.</i>	Study underway. ?
	<i>Maintaining Our Rail Network Fund</i> administered by PTDA ✓	\$900 million commitment announced; reportedly being drawn on by Yarra Trams and Metro for recent maintenance work ✓
<u>Railway station upgrades</u>	Upgrade Ringwood station (\$60m) ✓ - but after 2014	No known progress. ✗
<u>Tram services and fleet</u>	Put more W-class trams back into regular service, on selected routes outside peaks (\$8m) ?	No known progress. ✗
	Expand order by 10 trams ✓	No funding provided yet. ✗
<u>Bus services</u>	No specific pledges	Huntingdale to Monash Uni 601 shuttle introduced - first as trial, now permanent [Source] ✓
		Route 626 diverted, made less direct and slower ✗
		Route 509 discontinued, but other local improvements recommended in area bus review not implemented. ✗

³ 'Storm clouds over the sandbelt', *The Age*, 27/11/2012, <http://www.theage.com.au/opinion/political-news/storm-clouds-over-the-sandbelt-20121126-2a3iy.html>

	New bus shelters in Yarra Ranges ✓	Implemented [Source] ✓
	Remove bus lanes from sections of Stud Road ✗	Implemented, slowing down bus services and harming reliability ✗
<u>Regional services/fleet</u>	Investigate Geelong to Ballarat to Bendigo direct rail services ✓	Study announced [Source] but unclear if actually proceeding. ?
		\$204m for additional V/Line carriages [Source] ✓
<u>Regional infrastructure</u>	Review Regional Rail Link project to assess strategic need and value for money. ✓	RRL proceeding according to flawed Brumby govt plan. Interchange at North Melbourne scrapped. No future access to Werribee for Geelong trains. Possibility of suburban service to Tarneit / Wyndham Vale remains shrouded in secrecy. Overall, RRL likely to leave many passengers worse off unnecessarily. ✗
	Boom barriers at up to 75 level crossings (\$33m) ✓	At least 40 crossings upgraded. [Source] ✓
		\$10.7m for Warragul station upgrade [Source] ✓
<u>Personal safety</u>	Two armed Protective Service Officers on all metro and some V/Line stations from 6pm to last train, seven days-a-week. ?	PSO rollout has commenced; about 25 stations have officers on duty. ✓ Meanwhile, the ability of PSOs, Metro staff and others to see onboard anti-social behaviour is being compromised by advertising covering train windows ⁴ . ✗
		Previously funded upgrade of 20 stations to Premium status cancelled, contrary to statements made to PTUA ✗

⁴ <http://www.ptua.org.au/2012/10/15/potd-all-over-train-ads/>

<u>Roads</u>	Level crossing eliminations: Rooks & Mitcham Roads, Mitcham (\$180m), Springvale Road, Springvale (\$140m). ✓	Mitcham elimination proceeding, Springvale in planning stages. ✓
	Planning for removal of level crossings at Bayswater, Ormond, Blackburn, St Albans, Glen Iris, Murrumbeena. ✓	Consultations undertaken for Caulfield to Dandenong Level Crossings, Ormond, Bayswater and Blackburn rail crossings. No funding provided yet. ?
	Kilmore-Wallan Bypass, Dingley arterial, Koo Wee Rup Bypass, Country Roads & Bridges Program ✗	In planning stage. Dingley Arterial funded. ✗
		Prioritising and seeking funding for a range of road projects not flagged during the election campaign, including east west road tunnel, M80 Ring Road upgrade, Greensborough Green Wedge motorway ("North East Link"), Tullamarine Freeway widening, numerous highway duplications and interchanges [Source] ✗✗
	<u>Other:</u> \$1 million competition for plans to renovate/restore Flinders Street Station. ?	Underway. Unclear if any benefit for passengers. ?
<u>OVERALL ASSESSMENT</u>		D This government has ticked a decent number of boxes according to the letter of its promises, and proceeded with some welcome initiatives, but appears to be neglecting many of its election commitments in favour of unpromised road projects set to undermine them.

Sources: <http://www.ptua.org.au/election2010/>, budget papers