




# PTUA 2014 election scorecard

The good ✓, the bad ✗, and the uncertain ?

Issue	PTUA position	Coalition	Labor	Greens
				
<b>Overall ranking</b>		<p><i>Some good (almost too good to be true?) promises on train/tram fleet expansion, and rail network extensions (though we're wary of the hastily-designed Melbourne Rail Link tunnel). But any good policies have been completely undermined by the rush to sign contracts for the incredibly expensive East West Link before the election.</i></p> <p><b>D</b></p>	<p><i>Level crossing removals will make a difference right across Melbourne, as will bus upgrades. All-night weekend trains/trams will also help night-owls and those travelling early on Sundays, though only hourly services will need boosting to be a success. It will be important if Labor wins that they ensure East West Link is cancelled.</i></p> <p><b>B</b></p>	<p><i>A solid and consistent position on stopping East West Link, some sensible short tram extensions to improve network connectivity, an emphasis on signal upgrades to get more trains running, and backing for rail lines that some suburbs have been waiting decades for.</i></p> <p><b>A</b></p>
<b>Metro rail services</b>	<p>Every ten minutes: Where infrastructure permits it, upgrade services to at least every 10 minutes, 7 days-a-week until midnight. (Every 20-30 mins where single line tracks prevent it.)</p> <p>Start Sunday services earlier (first trains into City by at least 6am)</p> <p>Open Flagstaff on weekends</p> <p>Consider half-hourly trains all-night on Fri/Sat nights.</p>	<p>Flagstaff to open on weekends ✓</p> <p>Implied more peak hour services (by buying extra trains) but not spelt out ✓</p>	<p>Hourly services all night on Friday and Saturday nights, all lines. (Source) ? - Good idea, but hourly may not get many passengers</p> <p>Implied more peak hour services (by buying extra trains) but not spelt out ✓</p> <p>Flagstaff to open on weekends (Source) ✓</p>	<p>More peak, peak-shoulder services (Source) ✓</p>
<b>Rail network extensions and stations</b>	<p>Southland station (currently funded)</p> <p>Extend to Mernda - growth area</p> <p>Duplicate existing single track lines within the urban growth boundary to allow more frequent/reliable services (eg includes Altona, Hurstbridge line etc)</p>	<p>\$700m to extend South Morang line to Mernda, including two stations and provision for a third. (Source) ✓</p> <p>Airport line via Albion (as part of Melbourne Rail Link project) - funding not clear ?</p> <p>New stations at Domain and Montague as part of</p>	<p>Extend to South Morang line to Mernda. Project to commence in first term of govt. (Source) ✓</p> <p>New stations at Domain, Parkville and Arden as part of Metro rail tunnel (see below). ✓</p> <p>\$20m for more car parking at stations</p>	<p>Extend South Morang line to Mernda (Source) ✓</p> <p>Build Doncaster rail ✓</p> <p>Bike cages at 40 additional stations (Source) ✓</p>

	<p>New line: Airport - no preference on route provided travel time is no more than 25 mins, with at least one intermediate stop to serve airport worker population</p> <p>Electrify/duplicate to Baxter - allows move of stabling/parking out of central Frankston, and better serves Monash campus at Leawarra and growing suburbs</p> <p>Electrify/duplicate to Melton</p> <p>Duplicate to Cranbourne and extend to Clyde</p> <p>New line: Doncaster rail phase 1 to Bulleen, then phase 2 to Doncaster Shoppingtown</p> <p>New line: Rowville</p> <p>More direct, frequent feeder bus services are preferable to expanded station car parks.</p>	<p>Melbourne Rail Link (see below) - funding not clear ?</p> <p>\$3m for parking at Parkdale and Mordialloc stations (Source) X</p> <p>\$3m for 300 car spaces at South Morang station (Source) X</p> <p>\$33m upgrade of Frankston station ✓ - of which \$23m would be for a six-level car park X</p> <p>(Source)</p>	<p>(Source) X</p> <p>\$50m upgrade of Frankston station and precinct ✓ - including a multi-level car park X</p> <p>(Source)</p>	
<p><b>Rail tunnels and capacity</b></p>	<p>Upgrade to in-cab signalling on busiest lines first to provide capacity boost.</p> <p>Both planned rail tunnels provide similar capacity boosts. (Varying figures are due to different assumptions about train capacity.)</p> <p>Metro Rail Tunnel appears to have more planning than Melbourne Rail Link. MRL has too many unknowns.</p> <p>MRT layout (linking cross-city lines) makes more sense, as does serving Parkville and Arden instead of Montague</p> <p>Dandenong line project includes worthwhile upgrades, but the PPP arrangements are questionable.</p>	<p>Melbourne Rail Link tunnel from South Yarra via new stations at Domain and Montague to Southern Cross. Illogical through-routing of Frankston and Ringwood lines. Funding so far for planning and early works, but beyond that not clear. Expected circa 2026 ?</p> <p>In-cab signalling on Dandenong line as part of upgrade project ✓ - PPP</p> <p>details seem unclear ?</p>	<p>Metro Rail Tunnel from South Yarra via Domain, CBD (Swanston Street), Parkville, Arden to Footscray. Through-route Dandenong line to Sunbury line. \$300m in first budget. (Source) ✓ - further funding</p> <p>unclear ?</p>	<p>Upgraded signalling to allow more trains (Source)</p>
<p><b>Railway station PSOs/ Security/ Staffing</b></p>	<p>Staff all stations, with PSOs only where actually needed</p> <p>Crime stats show some stations need a security presence, but most don't, and that about half of all assaults occur before 6pm.</p>		<p>Retain PSOs; expand to include overnight on Fri/Sat nights.</p>	

	<p>PTUA believes PSOs should be deployed full time (not just after 6pm) at the 20 worst stations for crime. Other officers already employed should patrol (including on trains) or be available for rapid response.</p> <p>All stations should have regular Metro staff to provide passive surveillance and information to passengers. Ensure station staff and AOs are able to call for rapid security response when required.</p>			
<b>Metro fleet</b>	Continue to expand fleet, with high-capacity trains	<p>25 high-capacity trains as part of Dandenong line package ✓</p> <p>12 additional X'Trapolis trains and 75 new high capacity trains (<a href="#">Source</a>) ✓</p>	30 new metro trains( <a href="#">Source</a> ) ✓	
<b>Grade separations</b>	<p>Primary benefit to road users, but also allows more train services.</p> <p>Rolling programme of level crossing grade separation, starting with highest priority locations, including those with frequent road public transport (eg tram/Smartbus)</p>	<p>Some grade separations on Dandenong line, as part of upgrade package. ✓</p>	<p>50 grade separations over 8 years, mostly concentrating on top of ALCAM risk list. (<a href="#">Source</a>) ✓</p>	Remove the most dangerous level crossings. ✓
<b>Tram services</b>	Every 10 minutes on all routes until midnight, 7 days-a-week		<p>Hourly all-night services on Friday and Saturday nights on some routes. (<a href="#">Source</a>) ? - Good</p> <p><i>idea, but hourly may not get many passengers</i></p>	
<b>Tram extensions</b>	<p>Tram extensions to major shopping centres:</p> <ul style="list-style-type: none"> <li>• 48 to Doncaster</li> <li>• 75 to Knox City</li> <li>• 3 to East Malvern station/Chadstone</li> </ul> <p>Short extensions to more logical interchanges to enable greater range of journeys to be made by public transport:</p> <ul style="list-style-type: none"> <li>• Park Street South Melbourne to St Kilda Road</li> <li>• 5 to Darling</li> <li>• 6 to Glen Iris/Ashburton</li> <li>• 8 to Hartwell</li> <li>• 57 to East</li> </ul>			<p>Tram extensions:</p> <ul style="list-style-type: none"> <li>• Park Street South Melbourne to St Kilda Road</li> <li>• 3 to East Malvern Stn/Chadstone</li> <li>• 5 to Darling Stn</li> <li>• 6 to Ashburton Stn</li> <li>• 8 to Camberwell Rd</li> <li>• 16 to Kew Junction</li> <li>• 19 to Gowrie/Fawkner</li> <li>• 48 to Doncaster</li> <li>• 57 to East Keilor</li> <li>• 67 to Carnegie Stn</li> <li>• 72 north to Doncaster Rd/Ivanhoe Stn</li> <li>• 72 south to Caulfield Stn</li> </ul>

	<ul style="list-style-type: none"> <li>Keilor</li> <li>67 to Carnegie</li> <li>72 north to Doncaster Road</li> <li>72 south to Caulfield</li> <li>86 to South Morang</li> </ul>			<ul style="list-style-type: none"> <li>75 to Knox City</li> <li>82 to Docklands/City</li> <li>86 to South Morang</li> <li>112 to Reservoir Stn</li> <li>North Melbourne Stn to Richmond</li> </ul> <p>(Source) ✓</p>
<b>Other tram issues</b>	<p>Expand order for low-floor trams to provide more capacity and more accessible vehicles.</p> <p>More on-road priority to be implemented, particularly at traffic lights</p> <p>Construct more platform tram stops, with a priority focus on routes with low-floor trams, to increase accessibility.</p>	75 additional E-class trams. (Source) ✓		50 additional trams. (Source) ✓
<b>Bus network</b>	<p>Reform is vital to provide more direct (tram-like) routes</p> <p>Smartbus has proven a success: more routes should be upgraded to Smartbus, including implementation of 904 Blue Orbital.</p>		Huntingdale bus interchange upgrade (Source) ✓	Implement part of originally planned Blue Orbital Smartbus (Elsternwick via Clifton Hill, Brunswick to Footscray). ✓
<b>Bus services</b>	<p>Release and implement <a href="#">PTV bus plan</a> for tiered bus network (Smartbus 10 mins, Direct 15 mins, Coverage and Intertown routes)</p> <p>If PTV plan does not include it, review and implement local bus route reform from 2010 bus reviews</p> <p>More on-road priority to be implemented, particularly at traffic lights</p>		\$100m over 4 years to improve bus services (Source) ✓	
<b>Nightrider</b>	<p>If all-night trains are not practical, introduce route reform for Nightrider so the network more closely mirrors the rail network (eg additional routes)</p> <p>Continue to run at least every 30 minutes on weekend mornings</p>		Nightrider services will continue when all-night trains/trams are implemented, but may focus on areas not served by rail. (Source) ✓	
<b>V/Line trains and services</b>	<p>Run commuter-belt (short distance) services at least every 30 mins, 7am-9pm, 7 days-a-week</p> <p>Regional city suburban train services are better implemented as an extension of regular</p>	<p>24 additional V/Line rail carriages (eg 8 trains). (Source) ✓</p> <p>Geelong line every 20 minutes inter-peak on weekdays. ✓</p>	<p>20 new V/Line carriages (Source) ✓</p> <p>Geelong line every 20 minutes inter-peak on weekdays. (Source) ✓</p>	

	services, or better town buses.	\$178m for extra V/Line services on long distance lines, and Ballarat trains every 20 minutes inter-peak on weekdays. ✓	Investigate Bendigo metro services? ?	
<b>Regional rail infrastructure</b>	Commence rail gauge standardisation, beginning with the Shepparton line.  Avalon airport not a priority for construction, but reserve the alignment.  Duplication: South Geelong to Grovedale Ballarat to Warrenheip Bunyip to Longwarry, and Moe to Morwell (Gippsland line) Crossing loops: Weerite (Warrnambool line) At or near Rowsley (Ballarat line)  Restore rail Geelong to Ballarat to Bendigo. Until infrastructure is ready, boost coach services to better gauge future train service level.	\$5.3 upgrade of Ballarat station ( <a href="#">Source</a> )  Reservation for future Avalon airport rail.	\$25m for Ballarat station and surrounding precinct ( <a href="#">Source</a> )	Re-open line from Geelong to Ballarat, and Maryborough to Castlemaine ( <a href="#">Source</a> ) ✓
<b>Regional coaches</b>	Boost coach services along former rail lines to better gauge patronage for future restoration of rail for routes such as Leongatha and Mildura		Additional late-night coach service to Traralgon, Bendigo, Ballarat and Geelong on Friday and Saturday nights. ( <a href="#">Source</a> ) ✓	Reform and boost V/Line regional bus services. ( <a href="#">Source</a> ) ✓
<b>Town buses</b>	More frequent services, including trial Smartbus services in biggest regional cities			
<b>Fares (expecting single zone cap within Melbourne, and free CBD tram rides from 1/1/2015 - <a href="#">Source</a>)</b>	Free CBD tram rides are not a priority, as they primarily benefit motorists.  Rises of no more than CPI.  Given its success in moving peak trips to before 7am, retain Earlybird; expand to V/Line, trams and buses.	Free CBD tram rides from 1/1/2015. ✗  Zone 1+2 trips capped at zone 1 price from 1/1/2015. ?	Same policies as Coalition. ✗	
<b>Other public transport issues</b>	Realtime mobile/app information should be provided for all modes  Release timetable data into public domain, including GTFIS (Google) format  Encourage walking/cycling, especially to stations		\$122m for improved cycling and pedestrian facilities, and to promote active transport. ( <a href="#">Source</a> ) ✓	Secure bike parking cages at 40 stations that have the highest number of cyclists. ( <a href="#">Source</a> ) ✓

Freight	Encourage more freight onto rail	Sell the Port of Melbourne ?	Sell the Port of Melbourne ?	Do not sell the Port of Melbourne
Road projects	No new motorways  Road capacity increases should include bike and bus/tram lanes, to lock-in time savings for sustainable transport.	Develop Port of Hastings  East West Link (eastern and western sections), initially costing around \$18b, but an unknown amount in tolls and availability payments <b>XXX</b>  \$250m for Tullamarine Freeway widening (Source) <b>X</b>  \$200m for 4.5km Mordialloc bypass (Source) <b>X</b>  \$157m for Western Highway, Ararat upgrade (Source)  \$310m for Thompsons Road widening including grade separation (Source) <b>X</b>	Investigate Bay West  Will not build East West Link eastern section if Supreme Court overturns planning approval. ✓  No strong position on East West Link western section ?  Westgate Distributor (Source)  \$250m for Tullamarine Freeway widening (Source) <b>X</b>  \$1 billion for suburban road upgrades. (Source) ?  \$1 billion for country road upgrades. (Source) ?	Cancel East West Link. ✓

## Other notable parties and independents

Australian Sex Party ([Source](#))

- East West Link – some confusion over position, listed in their policy as equal priority to rail ?
- Rail duplication ✓
- Metro rail tunnel ✓
- Feasibility assessments into other rail projects, including outer-suburban underground orbital line ?

Family First - no specific transport policy ([Source](#))

Palmer United Party – Upper house

- Supports East West toll road ([Source](#) / [Source](#)) **X**

Voice for the West ([Source](#))

- Support East West Link western section, and Outer Metro Ring Road **X**
- Melton electrification plus infill stations, and Melbourne Airport rail, looping Sunshine to Broadmeadows ✓
- Freight rail link to new Bay West port ✓
- Level crossing grade separation ✓
- Abolish PT fares at cost of \$600 million a year **X**

Peter Allan – Independent: Upper house, Northern Metro ([Source](#))

- Some good rail policies, and a strong position against the East West toll road ✓
- *Peter Allan has a strong record in public transport advocacy, including as the defendant in a key legal case against CityLink in the 1990s. He is a PTUA life member.*

Updated 24/11/2014

For further updates as policies are announced, see: [www.ptua.org.au/election2014](http://www.ptua.org.au/election2014)