

PTUA: 2018 Victoria state election scorecard

2014-2018 has seen significant public transport investment under Labor, and they have delivered on all their significant promises. However they have also unexpectedly embraced motorways such as the West Gate Tunnel, which will exacerbate traffic problems.





As Melbourne continues to grow, and demand for regional travel increases, the challenge ahead is to build a transport network not only copes with population and patronage growth, but also improves access to opportunity, and manages traffic congestion by providing usable public transport services into areas which currently don't have them.

1. Greens - in some ways the Greens have the least ambitious transport plan. But it's full of affordable, commonsense policies. They are the only party to commit to the Metro 2 tunnel, and to frequency upgrades across the train, tram and bus networks - essential for making the public transport network vastly more usable in the short term. Accelerating the rollout of low-floor trams and implementing on-road priority, extending metro services to outer suburbs with high capacity signalling are also important initiatives. Their policy of free public transport for students is misguided, but The Greens rightly oppose the major road projects proposed by the other parties, recognising that they will simply generate more traffic.

2. Labor - some ambitious plans in starting the huge Suburban Rail Loop project, alongside continuing the successful Level Crossing Removal Program, and extensive upgrades planned elsewhere around the metro and regional rail networks. They lose points for construction of three major tollways/freeways, a lack of progress on bus and tram upgrades, and for lagging on the rollout of more frequent all-day metro train services - essential for a big city such as Melbourne.

3. Coalition - they've backed away from what is probably their best policy, of metro trains every 10 minutes all day, leaving commitments to build three major tollways plus other freeways, and the messy grade separation of road intersections. More positive is commitments to extend metro trains to Clyde and Baxter. Their regional high speed rail plan is ambitious, but would only speed up trains moderately, and there are doubts over whether it could really be delivered in the timeframes promised.

For minor parties, see below

				
Public Transport - Metropolitan	Labor	Liberal/National Coalition	Greens	<i>PTUA would like to see...</i>

<p>Trains</p>	<p>Airport Rail to start by 2022 [source] ✓</p> <p>Suburban Rail Loop planning [source] ✓</p> <p>Duplicate Cranbourne line and plan extension to Clyde [source] ✓</p> <p>Planning to electrify to Melton and Wyndham Vale [source] ✓</p> <p>\$150 million for 11,000 station car park spaces [source] ✗ - extremely expensive, and requires that people have a car and drive to the station before 8am to catch a train</p> <p>Mobile phone charging at major stations [source] ✓</p>	<p>Airport Rail ✓</p> <p>10 minute train services ✓ - unconfirmed. <i>Announced in 2017, but not mentioned since.</i></p> <p>Extend rail Cranbourne to Clyde ✓</p> <p>Duplicate/electrify Frankston to Baxter [source] ✓</p> <p>Duplication of Greensborough to Eltham [source] ✓</p> <p>\$30 million for 450 additional station car spaces at Frankston ✗ - an incredible \$66,000 per space</p>	<p>Rollout high capacity signalling to allow increased frequencies ✓</p> <p>Suburban trains to Melton ✓</p> <p>Suburban trains to Clyde ✓</p> <p>Duplicate Dandenong to Cranbourne ✓</p> <p>Metro 1 South Yarra interchange [source] ?</p> <p>Start planning Metro 2 tunnel [source] ✓</p> <p>Station upgrades: Caulfield, South Kensington, South Yarra ✓</p> <p>10 minute services for all lines 6am to 9pm, 7 days-a-week [source] ✓</p>	<p><i>Standardise stopping patterns, and increase frequency to at least every 10 minutes all day, every day to midnight</i></p> <p><i>Detailed planning and early works for the Metro 2 rail tunnel Clifton Hill - Parkville - City - Fishermans Bend - Newport</i></p> <p><i>Electrify/extend and duplicate to Melton, Wyndham Vale, Wallan, Baxter, Clyde</i></p> <p><i>Duplicate to Upfield, Lilydale, Westona to Laverton, Newport to Seaholme</i></p> <p><i>More level crossing removals and station rebuilds</i></p> <p><i>More metro stations with full time staff</i></p> <p><i>Upgrade weekend Night Train to half-hourly</i></p> <p><i>Improved interchanges, including additional concourses at Caulfield, South Yarra</i></p> <p><i>Extend metro rail to Melbourne Airport, Rowville, Doncaster</i></p> <p><i>New stations on existing lines: Patullos, Eltham North, Camp Road, Cave Hill, Newport West [details]</i></p>
<p>Buses</p>	<p>Doncaster Rapid Busway ? - marginally speeding up DART buses along what is already the fastest section of their route</p> <p>New local bus routes in Keysborough, Mernda ✓</p>	<p>PSOs at key bus interchanges ?</p> <p>Upgrades to Frankston area buses in conjunction with Baxter rail electrification [source] ✓</p>	<p>Review all routes to improve frequency and directness [source] ✓</p> <p>Additional Smartbus routes right across Melbourne running every 10 minutes [source] ✓</p>	<p><i>Realtime GPS stop information inside all buses</i></p> <p><i>Upgrade Smartbus routes to every 10-15 minutes all day, every day until midnight</i></p> <p><i>More Smartbus and "direct" medium frequency (every 15-20 minutes) routes, in line with PTV plan</i></p>

		\$70m for bus service upgrades [source] ✓	Network of 11 frequent rapid bus routes across the eastern suburbs [source] ✓	<p><i>Boost other local bus routes to at least half-hourly, every day</i></p> <p><i>Electric buses for inner-city routes</i></p> <p><i>More jump-start lanes and bus lanes</i></p> <p><i>Deploy bendy buses to busiest routes</i></p> <p><i>Review Night Bus routes - instead run busiest daytime routes as 24 hour services on weekends</i></p> <p><i>Fast (limited stops) frequent orbital bus routes to complement the future Suburban Rail Loop</i></p>
Trams	Caulfield - Chadstone - Monash - Rowville light rail ? - <i>No timeline or details around route or speed/priority/travel time yet.</i>		<p>Services at least every 10 minutes from 6am to 9pm, 7 days-a-week [source] ✓</p> <p>More accessible stops, 300 new high capacity low floor trams [source] ✓</p> <p>Western suburbs orbital light rail to cater for cross-suburban trips [source] ✓</p> <p>Extension of tram routes to railway stations and shopping centres [source] ✓</p> <p>\$700m to study potential new suburban tram routes [source] ✓</p>	<p><i>Extensions of suburban routes to logical interchange points with the rail network, including routes 3, 5, 6, 8, 11, 19, 48, 57, 67, 86 [details]</i></p> <p><i>Upgrade frequency to at least every 10 minutes all day, every day to midnight</i></p> <p><i>Accelerate rollout of platform stops and low-floor trams</i></p> <p><i>Tram cams to monitor and prosecute motorists failing to give way to tram passengers</i></p> <p><i>Consider orbital light rail routes on dedicated tracks to complement the future Suburban Rail Loop</i></p>
Public Transport -	Labor	Liberal/National Coalition	Greens	<i>PTUA would like to see...</i>

Regional				
Trains	<p>Planning work for additional tracks to Melton and Wyndham Vale [source] ✓</p> <p>Study into electrified high speed rail to Geelong and Ballarat ✓</p> <p>54 additional V/Locity carriages [source] ✓</p>	<p>200 km/h High Speed Rail to Geelong, Traralgon, Ballarat, Bendigo, Shepparton [source] ? - <i>High speed rail is admirable, but questions remain about this plan. It's unclear if achievable in the timeframes claimed. Appears to spend an enormous amount of money but only speed-up trains by around 25%.</i></p> <p>96 new V/Locity carriages designed for long-distance use. [source] ✓</p> <p>Extend/re-open rail lines to Donald, Mildura, Horsham and Hamilton ✓</p>	<p>Additional tracks to Melton and Wyndham Vale ✓</p> <p>Re-open rail line to Mildura ✓</p>	<p><i>Upgrade V/Line's main routes to Geelong/Waurn Ponds, Ballarat, Bendigo, Seymour, Traralgon, with full duplication tracks and speed upgrades to 160 km/h for the entirety of the route</i></p> <p><i>Services at least every 30 minutes, every day until at least 10pm on the main routes</i></p> <p><i>Commence grade separation at the busiest level crossings in regional towns</i></p> <p><i>Extend 160 km/h routes, with more passing loops, to Shepparton, Sale and Albury, and run hourly services</i></p> <p><i>New line Geelong to Torquay</i></p> <p><i>Upgrade other long distance routes to at least 100-130 km/h with services every 2 hours</i></p>
Buses	<p>New local buses in Armstrong Creek (Geelong), Romsey, Lancefield [source] ✓</p>	<p>Ballarat buses: improved operating hours and service frequency [source] ✓</p>		<p><i>Reform regional town bus routes to direct crosstown services</i></p> <p><i>Introduce frequent Smartbus services on the busiest routes</i></p> <p><i>Boost other town bus routes to at least half-hourly, every day, with coordination with local train services, and extended operating hours</i></p> <p><i>Increase V/Line coach network to run every 2 hours on most routes</i></p>
Active Transport	Labor	Liberal/National Coalition	Greens	PTUA would like to see...

Walking				<p><i>Improved walking and cycling routes within 2km of suburban stations</i></p> <p><i>Pedestrian clearways around Melbourne CBD and busiest suburban stations; widened footpaths</i></p> <p><i>Re-program traffic lights statewide to provide auto green man wherever possible; faster response times where not possible</i></p> <p><i>Change road law to require motorists to give way to pedestrians at Stop/Give Way signs</i></p>
Cycling	<p>Westgate Tunnel Veloway ?</p> <p>St Kilda Road separated bike lanes by 2025 [source] ✓</p>		<p>17km Bike Super Highway ✓</p> <p>Develop the Metropolitan bike network ✓</p>	<p><i>Increase bike parking at stations to at least peak demand + 10%</i></p> <p><i>Improved walking and cycling routes within 2km of suburban stations</i></p>
Road Transport	Labor	Liberal/National Coalition	Greens	<i>PTUA would like to see...</i>
Freeways & Tollroads	<p>West Gate Tunnel ✗</p> <p>North East Link ✗</p> <p>Mordialloc freeway ✗</p>	<p>Westgate Tunnel ✗</p> <p>North East Link ✗</p> <p>Mordialloc freeway ✗</p> <p>East West Link ✗</p> <p>Conversion of Dingley Bypass into a freeway ✗</p>	No major road projects ✓	<p><i>A moratorium on all urban motorway construction and widening. Melbourne already has more motorways than many cities of its size.</i></p>
Highways & Arterials	<p>25 additional Level Crossing Removals by 2025 [source] ✓ - bringing benefits not just to</p>	<p>Traffic Light Removal (Arterial Road Grade Separations) [source] ✗ - spending billions on</p>		<p><i>Improved tram and bus priority, including monitoring and enforcement, to cut delays for public transport</i></p>

	<p>motorists, but also pedestrians, cyclists, bus and tram users, as well as providing station upgrades</p>	<p>spaghetti junctions throughout the suburbs for no real benefit</p> <p>Level crossing removal at Pakenham [source], Glen Huntly [source], Warrigal Road (Mentone), Mooroolbark and Lilydale [source] ✓</p> <p>Rail trenches at other Frankston line locations, reopen Eel Race Road. [source] ? - unclear if other level crossing removals would proceed.</p>		Continued level crossing removal
Other issues	Labor	Liberal/National Coalition	Greens	PTUA would like to see...
Rail freight	<p>Port Rail Shuttle [source]</p> <p>? - Progress so far has been very slow</p>	<p>\$80m upgrade for Mildura Line - possible passenger services in future [source] ✓</p> <p>Feasibility study for second Gippsland line link through Melbourne [source] ?</p> <p>Accelerate rollout of the Port Rail Shuttle [source] ✓</p>		<p>Port Rail Shuttle</p> <p>Plan for phased conversion of regional network to standard gauge</p>
Fares and ticketing			<p>Free public transport for primary and secondary students on school days [source] ✗ - \$244 million over four years. Subsidies like this are better targeted</p>	<p>Automatic Myki refund for trips taking 30+ minutes over expected time</p> <p>Automatic monthly operator performance compensation to eligible passengers</p>

			<p><i>at those who actually need them, so that funds can be concentrated on improving services, which is a greater barrier to public transport use.</i></p>	<p><i>Fare reform to remove V/Line anomalies</i></p> <p><i>Extend Myki to all V/Line routes and regional town buses</i></p> <p><i>Commuter Club yearly discounted tickets for regional zones</i></p> <p><i>Concessions for full time post-graduate and international students</i></p>
Other		<p>Regional Growth Incentive</p> <p><i>? - details unclear, but may result in urban sprawl in regional cities instead of Melbourne</i></p>	<p>Transport super-agency for better planning and coordination [source] ✓</p> <p>End privatisation? - scant details</p>	<p><i>Permanently ban car parking in Yarra Park; include public transport travel with event tickets</i></p> <p><i>Publication of a multimodal integrated transport plan</i></p> <p><i>Prepare a strategy for successful Transit-Oriented Development</i></p>

Other parties:

- **Fiona Patten's Reason Party** supports improved public transport and the Metro 2 tunnel. [Read more on their web site](#)
- **Victorian Socialists** want upgraded, frequent public transport. They also want fares phased out, which would place greater demands on public funds for needed upgrades. [Read more on their web site](#)
- **Australian Country Party** wants to expand regional rail services, but also wants a big increase in road investment. [Read more on their web site](#)
- **Sustainable Australia** has some positive public transport policies, but is most notable for wanting immigration curbed. [Read more on their web site](#)
- **Transport Matters** is a party formed primarily by taxi licence owners angry about Uber - supports better public transport, but also wants large scale investment in motorways. [Read more on their web site](#)
- **Liberal Democrats** have few transport policies, but they do want to fully privatise all public transport services. [Read more on their web site](#)

Make your vote count!

- Legislative Assembly (small ballot paper): Be sure to number every box
- Legislative Council (large ballot paper): We recommend you [check who your chosen party has preferred](#). If you would choose differently, be sure to number at least 5 boxes below the line.

Keep watching www.ptua.org.au/election2018 for updates

Did we miss something? [Contact us](#)

Updated 23/11/2018

Authorised by Tony Morton for the Public Transport Users Association, 247 Flinders Lane, Melbourne.