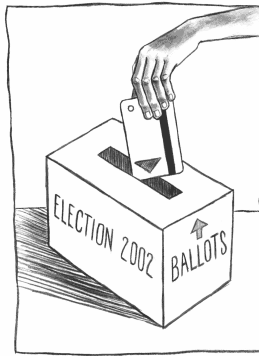


State election special



The state election is coming up on 30th November, and to help our members make an informed decision about how to make their vote count for better public transport, we have drawn up a comparison of the major parties' transport policies (pages 2-3). We have rated them and compared them to the PTUA's policies, recently published in "It's Time To Move".

Editorial

Judgement Day for Labor

Victorians had good reason to be optimistic with the election of the Bracks government in 1999. The new government had made public commitments to several worthwhile initiatives in public transport, and it seemed that urban freeways were to take a back seat for a while. But three years later, it is difficult to see that much has changed at all, let alone anything positive that can be attributed to the current government.

The government came to office promising to be active in planning, monitoring and regulating all public transport services. Unfortunately, this has failed to materialise. Transport Minister Peter Batchelor claims with monotonous regularity that he is powerless to act due to the privatisation contracts entered into by the previous government. With the serious financial difficulties of the operators, the government is in an excellent position to reclaim control of the system. Instead the government has approved over \$100m of extra subsidies and obtained nothing from the operators in return.

The promised 200 additional conductors and station staff have not been delivered. The tram extension to Knox City has been bogged down in feasibility studies. The proposed extension of train services to South Morang, Craigieburn and Tullamarine Airport show no progress, with the latter officially scrapped. Indeed, when

compared with their commitments at the last election, the proposals for Labor's second term are truly insulting.

The Bracks government committed to consult with local communities on regional transport plans. Apart from some piecemeal bus improvements and some behind-closed-doors work by bureaucrats and consultants, these plans are still nowhere in sight.

Labor's pre-election policy was largely silent on roads, but the government is now planning to proceed with billions of dollars worth of new urban freeways, pushing Melbourne further down the path towards an antipodean Los Angeles. This is despite the clear anti-freeway message from the public forums for the Bracks-initiated Melbourne 2030 strategy.

In rural Victoria, the situation is a little more encouraging. The government committed to significant infrastructure works to improve the speed of regional trains, though at this stage it seems likely that the end result of the fast train project will be one additional slightly faster train per day on each of the lines affected. Frequencies proposed are equally disappointing on the promised return of the Mildura, Ararat, Bairnsdale and Leongatha lines.

Despite some positive measures, the Bracks government has little to show for its first three years. It is now up to the Victorian public to decide whether another chance is deserved.

How to vote for PT

Over the page you will find comparisons of the major parties' policies. The rating at the bottom is an indication of the strength for each party's support for public transport.

PT First are clearly out in front here, and by voting for them, you will help send a message to the politicians that people really do think public transport is an important issue for the liveability of our state. In seats where PT First are not running, **the Greens** have also come up with a very strong policy, and deserve your support.

Of the major parties, neither has policies which are likely to produce big improvements in public transport, and preferences could be directed to whichever one you feel is likely to serve your interests better. If anything, at this stage, the Liberals have a slight edge.

Party policies compared ⇨ Pages 2-3

Issue	PTUA position	Democrats	Greens	Labor	Liberal	National	PT First
Buses	Buses every 10 mins until 10pm, every 15 mins until 2am More bus priority over other traffic Restructure into more direct, quicker routes Emphasis on services, not high tech expensive gadgetry	More direct routes 24 hour buses along train/ tram/ major bus routes Better traffic priority/SmartBus	Upgrade frequencies Semi-express buses on some orbital routes Better traffic priority	Increased frequency and operating hours, better co-ordination Expansion of SmartBus project to other roads Little progress while in office	\$45 million over 4 years for additional services in outer suburbs, signal priority and shelters New bus/train interchange at Heatherdale	No specific metropolitan policies	PT First has adopted the PTUA's policies (as documented in "Time To Move"). See left.
Trains	Trains every 10 mins until 10pm, every 15 mins until 2am More express running New lines to Rowville and Doncaster Airport train extension from Broadmeadows Electrify to Craigieburn, Sunbury Re-open Mornington	Third track Box Hill to Ringwood Rail line to Rowville and airport Development around railway stations Investigate new stations at Southland, West Newport More express trains	Upgrade frequencies Upgrade park and ride at outer suburban stations	Electrify to Craigieburn, extend to South Morang Upgrade to Spencer Street (to be renamed "Southern Cross") Little progress while in office. "Flyer trains" not implemented	Extend Epping to South Morang NO electrification to Craigieburn Spencer Street to be upgraded, but keep current name		
Trams	Trams every 10 mins until 10pm, every 15 mins until 2am More tram priority over other traffic Tram conductors on all but quietest routes Selected tram extensions	Better traffic priority Tram extensions eg 3, 5, 67, 75, 109	Upgrade frequencies Semi-express light rail on some orbital routes Upgrades to tram stops Better traffic priority	Extend 75 to Vermont (previously promised to Knox)	53 W class trams back into service Extend City Circle to Docklands Extend 75 to Vermont		
Fares	Better integration of metropolitan and country fares Abolition of single mode tickets Include Skybus and Nightrider in standard fare system More discounts for periodicals Remove GST on fares	Remove GST on fares Extra discounts for periodicals Abolish need for student concession cards Increases to cover lost concession card revenue	No fee for student concession cards Adjust fare zones to remove anomalies	Oppose Liberals' abolition of zone 3 on the basis it would encourage more passengers	Abolish zone 3 National seniors concessions Cut rail fares to Geelong		
Ticketing	Staff to sell tickets alongside machines Remove need to re-validate Emphasis on staff, not more expensive machines	Consider changes to ticketing after 2007, eg Smartcards	Make ticket offences non-criminal offences	Replacement ticketing system in 2007 with smart cards	Smartcards to be introduced		
Security	Tram conductors on all but quietest routes Staff on all stations, first to last train Police as backup for staff	Re-introduce tram conductors and station staff Re-staff stations	Re-introduce tram conductors All stations staffed fulltime	Broke promise to re-introduce some tram conductors and station staff	More police, including on public transport No commitment to re-staffing	Ensure adequate staff on trains and stations	
Organisation	New Transport Authority to co-ordinate planning Operators to run services only, not plan	Co-ordinate timetabling Return to public sector after contracts expire	Oppose privatisation of public transport: review contracts Promote pro-PT planning	(weak) regulation of private operators Public Transport Ombudsman	New Transport Authority - but needs clarification on precise role and powers Tougher stand on operators	Public transport industry ombudsman to include freight	
Roads	Abolish VicRoads, co-ordinate planning between roads and public transport. Moratorium on all new freeways Eliminate level crossings, starting with Springvale Road	Roads and public transport to compete for funds on basis of need and return More transit lanes (2+ occupants)	Stop all new freeways Transit lanes	Build Scoresby Freeway and Eastern Freeway extension	Build Scoresby Freeway and Eastern Freeway extension Remove Springvale Road level crossing	Implicit diversion of funds from urban freeways to rural projects.	
Late night	Normal services until 2am, then night buses and trams				Trains until 3am on Fri/Sat nights Nightrider expanded to Thu nights		
Rural	Wholesale upgrade to country train and bus frequencies Upgrade country suburban buses	Increase frequency of V/Line services Fast rail links to concentrate on frequency and reliability	Freight lines converted to standard gauge Encourage more long distant freight to rail	Fast rail links to Geelong, Ballarat, Bendigo, Traralgon Re-open 4 country rail lines No commitment on service levels	No commitment to open lines or improve services	Increase rail services Re-open rail lines	
Other	Move more freight onto rail Tax reform on company cars	Improvement to freight rail links	Aim to double the market share of public transport (to 18%) by 2005	Target to increase share of motorised trips to 20% by 2020, but no specific plans to achieve it Some freight lines to standard gauge Aim for 30% of port freight by rail	Anti-graffiti campaign Station beautification Require 24 hour notice of strikes	\$100 million for standardisation of freight rail lines Promotion of rail for bulk freight	
Possibles, no commitment		Support development of eastern seaboard Very Fast Train		Upgrades to speed up services to Wodonga and Shepparton Reservation for fast train to airport	Third track Box Hill to Ringwood Airport suburban train extension via Broadmeadows		
Overall rating		B+	A	C	C+	C	

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State election special!

*Judgement Day for Labor: How has the Bracks government
performed?*

Party transport policies compared

Coming up in the next issue in December:

- “Time to move” launched
- Annual General Meeting report

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