



# Planning authority needs to get on with it

**The Baillieu Government’s promised Public Transport Development Authority is scheduled to start up on 2 April this year. The government tells us it has a mandate to introduce world-standard network planning to Victoria. Inaugural CEO Ian Dobbs and his management team will have a full-time job on their hands fulfilling the public’s expectations at the last election—and make no mistake, this will require brains more than money.**

Going by what has been announced regarding the powers and personnel in the PTDA (apparently to be known as ‘Public Transport Victoria’), the signs of commitment to major change are mixed at best. Appointments to senior management were announced in January, and almost without exception, those appointed are ‘insiders’ with long careers in the state’s transport agencies.

It will be argued that this ensures the management has appropriate ‘experience’ of the Victorian system and its ‘special circumstances’—and we would agree with the value of appointing insiders to some of these positions. But the opportunity appears to have been lost to reach out beyond the ‘usual suspects’ and (as we have repeatedly urged) to appoint at least one or two senior planners with track record and expertise in successful, world-beating transport systems. This is by far the best and easiest way to bring about the culture change that is required in our failure-oriented transport mindset.

We trust, nonetheless, that those appointed will have the talent and enthusiasm to get their hands dirty amid the routes, timetables and infrastructure to make the system work. And without delay: because it’s increasingly evident the honeymoon is over, and the Victorian people’s patience with the government that promised to fix their transport system is wearing out.

Survey data released by Metlink earlier this month indicate that not only has train patronage stopped growing—after surging on through the ‘recession we never had’ in 2009—it has actually started going backwards. Train patronage over the September quarter of 2011 was 3% below that recorded in the September quarter of 2010, yet tram and bus patronage is still

growing strongly. One probable cause of this dip is the timetable change in April last year, which contained many capacity-boosting improvements, yet has also needlessly driven many Altona passengers back to their cars and slowed trains on the Frankston line. (Long waits at timing points are now commonly reported for Frankston trains.)

The timetable changes to boost system capacity (like those to come for the Clifton Hill lines this year) could have been carried out without these perverse consequences. The public expects that the PTDA will be able to dedicate themselves properly to the task of organising services to suit passengers as well as train controllers.

Meanwhile, other problems continue. Regional Rail Link planners still seem not to know what kind of services will be running. The government shelved some wasteful infrastructure projects in Brumby’s transport plan, but is keeping the fare rises that were supposed to pay for them. And on the Mornington Peninsula, old-style road lobby thinking is ascendant, as studies into freeway extensions proceed while 50,000 people rely on one bus every 45 minutes (and fewer on weekends).

If the PTDA succeeds then Melbourne has a bright and liveable future. But today, a lot hangs in the balance.

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## Keeping in touch:

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### Membership Enquiries

Call or email the office (see above).

### Commuter Club

PTUA members can obtain cheap yearly Myki Passes. See [www.ptua.org.au/members/offers](http://www.ptua.org.au/members/offers).

### Internet

Our website is at [www.ptua.org.au](http://www.ptua.org.au). The PTUA runs email lists for member discussions, and to stay up to date with PTUA events. Members can also view archived newsletters online. See: [www.ptua.org.au/members/resources](http://www.ptua.org.au/members/resources).

## Committee

Daniel Bowen—President  
Tony Morton—Secretary  
Kerryn Wilmot—Treasurer  
Matthew Ferrantino  
Michael Galea  
Tim Hoffmann  
Ian Hundley  
Terry Konstandelis  
Tim Long  
Tim Petersen  
Charles Pick  
David Robertson  
Malcolm Simister

### Branch convenors

Paul Westcott—Geelong  
Jeremy Lunn—Eastern Suburbs

### Contact

All committee members can be emailed using the format `firstname.lastname@ptua.org.au`.

## Member Meetings

### Melbourne

22 March and 3 May  
Ross House  
247 Flinders Lane, City  
*More details: see opposite*

### Eastern Suburbs

Third Tuesday of every month, 7pm  
'The Barn' (behind Box Hill Baptist Church)  
3 Ellingworth Parade (off Station St)  
Box Hill

### Geelong

First Saturday of every month (except Jan), 10:30am  
Multimedia Room  
Courthouse Youth Arts Centre  
Corner Gheringhap and Little Malop Streets, Geelong

## PTUA business in Summer 2012

### Strategic planning

The PTUA Committee held its annual planning weekend at Commonground (near Seymour) in January.

This will be a critical year for the fulfillment of Baillieu Government promises on transport, as we work to ensure that government actions move from the relatively easy 'setting up' of studies and legislation to hard, concrete action on network planning. Our campaigns this year will be aimed at moving this process faster.

As always, members keen to assist with campaigns should get in touch with us on [office@ptua.org.au](mailto:office@ptua.org.au).

### Station User Panel update

The Railway Station Useability Principles, developed by the panel, have been presented to Minister Terry Mulder and are due to be presented to the executive of the new PTDA.

The Minister is reported to be happy with them and in favour of public re-

lease. We will alert PTUA members as soon as they are available.

The panel is now considering how to incorporate community engagement into the design process, focussing especially on following through with the public to ensure that recommendations make their way into reality.

Our first task is to identify problems with consultation in the past. We welcome any feedback from members on this; email to [office@ptua.org.au](mailto:office@ptua.org.au).

The panel also comments on station designs currently underway, with presentations from the engineers or DoT scheduled for each monthly meeting. Those related to grade separation have been added to the program. Feedback so far indicates we had some beneficial effect on their thinking.

### VCEC inquiry: policy 'reform' agenda

On 27 January 2012 the Victoria Competition and Efficiency Commission

presented the Treasurer with its final report, *Securing Victoria's Future Prosperity: A Reform Agenda*.

The PTUA was invited to present to the inquiry and spoke to them about transport planning, land use and growth area planning, bus service provision, procurement methods and costs, roads deficit funding and lack of skilled personnel in this area.

The Treasurer should publicly release the final report, and the Government's response, within six months: watch [www.vcec.vic.gov.au](http://www.vcec.vic.gov.au).

### Chadstone "upgrade" planning

The PTUA has made a submission to the City of Stonnington, on plans by Gandel Group for a further expansion of Chadstone shopping centre. Our submission calls for a major upgrade of public transport infrastructure and services as a condition of approval for any expansion. See our article on page 7 for further details.

## Ombudsman and PTDA chief to meet PTUA members

**Two forthcoming meetings will give members the opportunity to quiz key figures on what the government is doing to improve passengers' experience on public transport.**

Our first meeting for the year is scheduled for 22 March at 6pm. Our guest will be the Public Transport Ombudsman, Janine Young.

The following meeting occurs on 3 May at 6pm, and will feature Ian Dobbs, the inaugural Chief Executive of the Public Transport Development Authority (apparently to be known as Public Transport Victoria).

Both meetings will take place at Ross House in Flinders Lane. Members should enter via the main (ground floor) entrance.

### About the Ombudsman

In August 2010 Janine Young joined the Public Transport Ombudsman Ltd (PTO). She previously spent seven years at the Energy and Water Ombudsman (Victoria), most of that time as Deputy Ombudsman. Janine has

provided the following information for the benefit of members.

The PTO is a not for profit, independent dispute resolution body, providing a free, fair, informal and accessible service for the resolution of complaints about public transport in Victoria.

The role of the PTO is to receive, investigate and resolve complaints from consumers who use or are affected by Victorian public passenger transport services, or the public transport related activities of the operators.

The PTO aims to provide helpful, independent advice and refers consumers who haven't raised their complaint with the relevant transport operator to that business, or another organisation, if that is where the complaint should be addressed.

It also identifies, reports and seeks redress for systemic issues, so that improvements to public transport services can be made.

Anyone can access the PTO if they use or are affected by public passenger

transport services or related activities of public transport in Victoria.

People who have a public transport issue can first contact the public transport operator and lodge a complaint with its complaint handling team. If they are not happy with the outcome, or if they do not hear back from the complaints team, the PTO should be contacted for assistance. The PTO can provide independent advice about the complaint issue if needed before you contact the transport operator.

The PTO provides ways to get in touch by telephone, by email and via the complaint form on the website. You can also write them a letter.

**Telephone:** Free Call 1800 466 865

National Relay Service:

TTY/Voice Calls 133 677

Speak and listen 1300 555 727

Telephone Interpreter: 131 450

**Email:** [enquiries@ptovic.com.au](mailto:enquiries@ptovic.com.au)

**Website:** [www.ptovic.com.au](http://www.ptovic.com.au)

**Mail:** PO Box 538, Collins Street West, Melbourne VIC 8007

## News from the trenches

### Trial shows value of priority

Yarra Trams' trial of priority measures on Nicholson Street in December has provided further evidence backing up our long-held view that traffic light priority is the single most effective measure to improve the speed and efficiency of tram operations.

As reported by Channel 9 in December, Yarra Trams found that traffic light priority could speed up Nicholson Street trams by 17 per cent—consistent with travel time statistics gathered on this and four other north-south tram routes by the PTUA over five years. (See [www.youtube.com/ptua](http://www.youtube.com/ptua) for the story.)

But all such news comes with a backward step. In January Yarra Trams delivered on its plan to close the tram stop in Elizabeth Street at Queensberry Street. As a result, trams now endure

the same long wait at the mistimed, split-phase traffic signals there, but now that passengers cannot board or alight, it is assured that this entire time is in effect 'dead running'.

### From our allies

Our sister organisation People for Public Transport (PPT) in South Australia has been in touch with the PTUA regarding new developments in public transport in Adelaide.

Foremost of these is the long-overdue electrification of the rail system. There is also a tram extension proceeding northwest from the CBD to the Adelaide Entertainment Centre, with further extensions mooted.

Not all is positive: there is apparently a significant anti-tram lobby (as also exists in Sydney, Brisbane and Can-

berra). The fare-free CBD travel policy is also to be extended to the Entertainment Centre, which functions as a major park-and-ride centre during the day. There is a concern that this may encourage more travellers to drive to the edge of town and ride the tram for free, rather than catch a bus all the way in. This has not been helped by the change to a new private bus operator, Transfield, who has taken over a number of Torrens Transit routes and been the subject of numerous complaints about reliability.

Adelaide is also scheduled to get its own smartcard system next year. PPT considers this a positive move, but is conscious of the pitfalls of Myki. The system is reputed to be able to offer two-hour single tickets as an alternative to everyone requiring a card.

PPT's newly 'remodelled' website is at [www.ppt.asn.au](http://www.ppt.asn.au).

## Fares through the roof: More pain next year?

**As noted in the December newsletter, metropolitan fares jumped 8.6% on 1 January, the biggest single rise since 2004. V/Line and other regional fares rose by similar amounts.**

Perhaps understandably, the PTUA had an overwhelming response from those wishing to order discounted Commuter Club yearly tickets before the rise. To complicate matters, the Transport Ticketing Authority imposed a deadline for orders well before Christmas. Even so, we processed a record 160 orders for tickets, many from people joining the PTUA for the first time.

The fare increase pushes the basic 2-hour zone 1 Metcard to \$4.00, and its Myki equivalent to \$3.28, up from \$3.80 and \$3.02 respectively. Some of us may remember former Transport Minister Peter Batchelor, just 10 years ago, justifying a previous government's decision not to reintroduce tram conductors and station staff: "It would take

the price of a daily zone one ticket from \$5.10 to \$7 and we're not prepared to do that." A daily ticket now costs \$7.60, which represents a 50% increase over 10 years. Even petrol prices haven't managed this same rate of increase; meanwhile, many other motoring costs have actually *fallen* in real terms. Needless to say, there are still no tram conductors, and precious few station staff.

The government is also being cagey about a further fare rise in January 2013. The latest rise is just the first of two budgeted by the former Brumby government, at CPI plus 5 per cent. It would not surprise us if the government's default position is to follow its predecessor here too. If so, we expect the price of zone 1+2 fares will have reached the price paid for zones 1+2+3 just before zone 3 was removed five years ago.

Of course, the government will claim that it needs to raise more money from

fares to fund much-needed public transport improvements. But revenue has been rising already, thanks to patronage across the metropolitan network doubling in the last ten years. This fare rise will no doubt help the government cover the cost of the appallingly planned Regional Rail Link project, and to maintain the additional expense of running a privatised system. The latter results in resources being diverted to contract management functions when they could be better employed doing actual service planning.

The price rise has re-ignited the debate about fare zones (see page 5), and will lead many to wonder if public transport remains good value for money, particularly when travelling to a destination outside the CBD. With the latest reports showing train patronage in 2011 already down on 2010 levels, the danger is that repeated rises will jeopardise further patronage growth and put people back in their cars.

## RIP Metcard: short term ticket hassles on the way

**The writing is on the wall for Metcard. The government will push ahead with its removal by the end of the year, and the process is gathering speed.**

It was only to be expected, of course. The Myki system has its faults, and—lest it be forgotten—ought never to have been implemented, when the government had the choice of a less costly and more passenger-friendly alternative. But with virtually all the money now spent and the system in place, the cost and confusion of having two automated systems running side by side is increasingly evident. For better or worse, we are being made to live with Myki instead of Metcard.

Yearly Metcards officially disappeared at the end of 2011, along with online and telephone sales. From late March, weekly and monthly Metcards will not

be available either. Metcard machines are starting to be removed from CBD railway stations and replaced with Myki equivalents. For now, Metcards can still be bought from station booking offices, where these exist.

Other Metcard types such as 10x2 hours will be withdrawn later in the year, and stations across Melbourne will make the switch, followed by trams and buses. A few Metcard validators will remain in place until December, but the operators are already urging people to use up their stockpiles.

There are obvious questions about how the transition will go. Will there be staff when they're needed, to help people learn the new machines and the new cards? Will the system cope with the influx of new users, moving from around 30% of passengers in January toward 100% by the end of the year?

There are also doubts about how things will run once the system is fully in place. The most obvious issue is the lack of any kind of short term, single use ticket option, a decision made by the Baillieu government in order to cut costs (though they have not said how much it will actually save). Every Melbourne passenger, unless they are carrying a V/Line ticket or other authority such as a Vision Impaired Travel Pass, will need to have a Myki card.

And while passengers will be able to top-up their cards on buses, the same won't be true of trams. This may lead to mass fare evasion, as passengers find themselves unable to get a ticket, and unable to top-up after boarding.

If fare evasion jumps, the cost of Myki to Victorian taxpayers may be about to climb even higher.



# Minister's spin doesn't wash on Regional Rail Link

**Public Transport Minister Terry Mulder's recent attempt to justify not providing regional train platforms at North Melbourne as part of the Regional Rail Link (RRL) is a sad example of spin, in which he has tried to dress up a downgrade in service as an improvement.**

In a media release just before Christmas, Mulder claimed that continuing to give V/Line passengers access to North Melbourne would "add to congestion" at the station. Yet we may recall that North Melbourne station was recently rebuilt at a cost of \$30 million to increase its capacity, and enhance its vital interchange function.

The minister stretched credibility by claiming that Footscray station would be a better interchange point. Only the Sydenham line runs through the City Loop from Footscray, and it is the most overcrowded service in Melbourne.

Trying to force hundreds of regional passengers changing for the Loop to squeeze aboard those already packed trains in peak hour is a recipe for chaos. All other trains stopping at Footscray only run direct to Flinders Street.

As things stand, North Melbourne is the major interchange point for travellers on regional lines, providing connections to City Loop services, as well as the recently-introduced 401 shuttle bus from North Melbourne to the university and hospital precincts in Parkville.

Suburban trains to Craigieburn, Upfield, the Melbourne Showgrounds and Flemington racecourse stop at North Melbourne, but do not run via Footscray. Another claim—that Southern Cross station can serve as an alternative interchange point—completely ignores the vast differences in scale, and the sheer difficulty of changing from regional to metro trains at Southern Cross.

The only reason for the inexcusable decision to bypass North Melbourne is that it saves a little money. It defies belief that with a \$5 billion-plus budget—this is, after all, the most expensive public transport project in this country's history—a way could not have been found to maintain this vital connection. To spend so much money and yet bypass such a well-patronised interchange point is irresponsible, and should have called its Federal funding into question.

Meanwhile, judging by all appearances and advice, the Department of Transport has no idea what kind of services the RRL will handle, particularly on the diversion via Tarneit that Geelong line passengers will have to endure. One can only conclude once again that our planners are out to lunch, and despite contributing to the vast sums being expended on the RRL, regional rail passengers are being short-changed.

## Zoned out in Coolaroo and Point Cook: How to fix our fares

**The recent fare rise has again highlighted the huge jump in Melbourne's fares when crossing zone boundaries. With the 10-trip fare now being \$32.80 for zone 1 and \$55.40 for zone 1+2, the 'zone penalty' is nearly 70%.**

Public transport users in Hampton, Coolaroo and other areas have been calling for their stations to be added to zone 1, in a campaign led by local newspapers. They are joined by Point Cook residents, who will soon gain a station at Williams Landing, two stations outside zone 1 (though hardly any closer than Laverton, which is within zone 1).

Reallocating these to zone 1 would provide cheaper fares, and also cut traffic congestion at border stations such as Laverton and Brighton Beach, where many people drive to save money.

Equally obvious, however, is that moving the boundary would simply move the problem. If Hampton were added to

zone 1, Sandringham passengers would feel they were missing out. If Williams Landing is included in zone 1, Hoppers Crossing users would want the same. The end result would be a flat fare covering the whole of Melbourne. This would suit long-distance travellers, but would increase the cost of short-distance travel: a move we could not accept given that half of all travel is across just one or two suburbs. Adelaide's flat fare system caused it to have for many years the most expensive short-distance fares in Australia, and even today Adelaide falls behind other Australian capitals in public transport use.

One answer, unintuitive as it may seem, is *more* zones rather than fewer. This would mean a much smaller increment when crossing boundaries, just as in Perth, Brisbane or London. Properly structured, this would keep the cost of long-distance travel the same while making short trips more cost-effective.

Reducing the 'zone penalty' goes hand in hand with better feeder bus services. Not only do most of these run too infrequently at present: the people who use them incur the hefty zone penalty, which is avoided by those who drive their car to a border station.

It makes no sense that people should pay the penalty for poor fare design, either through high fare premiums that people in the next suburb don't pay, or through car costs that as public transport users they should not have to incur.

But until there are better connecting services running "every ten minutes to everywhere" across Melbourne, many will drive to stations; and no matter where the boundary is in a system with only two zones, it's understandable that they'll clog zone 1 car parks looking for a cheaper fare.

⇒ [www.ptua.org.au/campaigns/every10minutes](http://www.ptua.org.au/campaigns/every10minutes)

# Geelong Branch report

## Officially the worst

It aggrieves us to discover that, following changes to Geelong bus services just over a year ago, Newtown now has the worst urban bus service in Victoria.

The changes were touted by the then Labor government as “more buses more often”. No wonder they didn’t release the actual timetable to the public until the services started to operate. Newtown got fewer buses, less often!

The two Newtown bus services run on the same wide circular route, only ev-

ery 80 minutes apiece, with one service going clockwise and the other anti-clockwise, splitting the 80 minute gap in an idiosyncratic way that depends on one’s location. Previously, there was a uniform 40 minute frequency. Can anyone cite a worse example of a bus service to an inner/middle suburb?

The Minister—who can, of course, blame the previous government—blandly tells us that the situation “will be considered” when Geelong services next come up for review, whenever that might be.

It seems apparent that politics played a part in the service changes which did occur. The marginal Labor electorates of Bellarine and South Barwon got a boost in services, but those were at least partly paid for by reducing services in the safer seats of Geelong, including Newtown and Lara. (The Lara bus frequency was reduced from a 50 minute service to an hourly one.)

**The PTUA Geelong Branch meets monthly in Geelong city; see Page 2 for details. Paul Westcott is the branch convenor.**

## Poor buses, roads study mean trouble for southern Peninsula

**The recent holiday period on the southern Mornington Peninsula threw into sharp relief how much of a public transport backwater is this part of outer Melbourne.**

Evidence backs up local residents’ anger about unmet public transport needs. Researchers Jago Dodson and Neil Sipe in 2008 identified large parts of the southern Peninsula as significantly vulnerable to high costs of home ownership compounded by over-reliance on running motor cars. Graham Currie confirmed in 2010 the yawning gap between social needs and public transport services in the area.

Yet successive governments have failed residents and visitors alike by ignoring public transport and spending heavily on roads instead. While bus services remained poor under the previous Labor government, it kicked off the \$795 million Peninsula Link freeway from Carrum Downs to Mount Martha, due to open in 2013. With no viable public transport, this road will increase car dependency and dump greater traffic volumes in the constricted streets of the region.

### Summer bus deficiencies

There are only two regular bus services to speak of in the southern Peninsula—routes 787 and 788. During the summer holiday peak from Boxing Day

until 29 January, the ‘backbone’ 788 Portsea bus ran every 45 minutes daily: weekdays, weekends and public holidays. This was a marginal improvement on the usual 75 minute weekend service, though still inadequate.

Meanwhile, the uncoordinated 787 ‘feeder’ service to local centres between Sorrento and Safety Beach was maintained at its year-round standard: hourly at best on weekdays, no evening services, just three services on Saturdays, and none on Sundays.

The 788 service boasts a sizeable ‘captive market’ by virtue of being the only public transport connection to a region of 50,000 people. Despite its poor frequency it is one of the most highly patronised bus services in Melbourne. In the eyes of both the private operator and the government, this appears to suggest there is nothing in need of fixing. Yet it is just as inadequate as if the entire area were serviced by a single two-lane road. Frequently during the holiday period, the 788 was so overloaded it was skipping pick-ups at entire series of bus stops.

### Road-centric planning

VicRoads has just embarked on a study to examine congestion on Point Nepean Road, with a view to extending the Mornington Peninsula Freeway to Blairgowrie, or by turning Browns

Road into a de-facto freeway.

While VicRoads claims on its website that “The aim of the study is to identify and investigate all of the issues in the area and then make recommendations about how to improve conditions” there is no reference to any options for upgrading public transport to change trip behaviour, reduce household expenses or maintain environmental values. It is operating on the lazy premise that the central problem is road congestion on Point Nepean Road, and this is to be remedied by providing additional road capacity elsewhere, without any consideration of public transport.

VicRoads has likewise failed to provide any quantitative information on recent trends in motor traffic on the southern Peninsula, nor on mode choices, much less on the reasons for travel and the existing incentives and disincentives that affect travel decisions in the area.

### Get involved

The PTUA is tracking the VicRoads process to build support for a more acceptable outcome for public transport. It is important that PTUA members participate to expose its weaknesses and influence its outcomes. Please convey your thoughts and experiences to PTUA at [office@ptua.org.au](mailto:office@ptua.org.au).

# Chadstone: another planning shambles on the way?

**The massive Chadstone Shopping Centre in Melbourne's south-east has free parking for 9,500 cars. At its peak between 5 and 6pm on Fridays, these car parks empty nearly their entire capacity onto the arterial road network.**

The PTUA has measured traffic speeds of as little as 7kph on Warrigal Road during peak hour. VicRoads concedes that a peak hour speed of 8.7kph is common.

Warrigal Road, the route for the 903 SmartBus and many other services, takes about 40% of all the traffic to and from Chadstone, which mostly turns left or right into Dandenong Road and Chadstone Road.

By the standards of 1960s car-based shopping malls, Chadstone is one of the biggest dinosaurs of them all. It was built for a world of privileged motor car travel, including cheap petrol and free parking. As far as Chadstone's business model is concerned, global warming and urban sprawl don't exist.

However, under a \$500 million expansion bid including retail, commercial and residential components, centre owner Gandel Group is seeking to increase this free car parking by an extra 1,400 spaces.

Under the development proposals it is planned to consolidate Chadstone's three bus terminals into one. On-site congestion and conflict between buses, pedestrians and cars are currently major problems. Together with the road congestion generated by the centre, it significantly slows buses, the only public transport available to centre patrons.

Consultants to Gandel suggest that they will come up with solutions to these

problems, but this appears a remote possibility with the current state of official thinking.

## **Integrated transport plan?**

A new integrated Transport Plan is being developed by Gandel in conjunction with the Department of Transport.

The last one was written in 2003, when the Bracks government allowed an earlier expansion. It was completely ineffective, mainly because it imposed little obligation on Chadstone management to increase the number of visitors travelling by public transport.

The centre is also virtually impenetrable for cyclists and pedestrians. As with all big-box shopping centres it was designed for motor cars with more sustainable modes coming a distant second. Under the previous 'integrated' plan this did not change.

At the time of writing, obligations on Chadstone to induce the necessary mode shift are similarly vague. The proponents are adamant that parking at Chadstone will remain free of charge, ruling out one of the most effective tools for reducing road congestion in the centre and the local road network.

## **Necessary improvements for public transport**

PTUA is campaigning for necessary improvements for public transport in Chadstone and surrounding areas.

The transport plan needs to consider a number of ways of dealing with Chadstone's expansion, including:

- A rail connection, possibly by extending the Alamein line to Oakleigh via East Malvern;

- Tram connections, including an extension of the number 3 tram to Chadstone via East Malvern railway station;
- Dedicated bus lanes on major roads in and around Chadstone, including the Chadstone ring road, Middle Road, Princes Highway and Warrigal Road;
- Bus priority at intersections; and
- Upgrading train, tram and bus services on major routes to operate every 10 minutes, seven days-a-week, 6am to midnight. Other bus routes should operate every 20 minutes.

## **The planning process**

The PTUA has made a submission to Stonnington Council in support of these initiatives. Submissions close as we go to press: the closing date is 29 February.

Details of the planning process are available on the City of Stonnington website. PTUA members are encouraged to participate and to contest what is shaping up as yet another car-intensive expansion of Chadstone.

The Council will consider a report on the public submissions received and may request the Minister for Planning, Matthew Guy, to appoint an independent Planning Panel to review and report on the submissions.

A public meeting took place on 22 February. If submissions are referred to a Panel, Monday 23 April 2012 has been set aside for a Directions Hearing with a Panel Hearing to commence in the week starting Monday 14 May 2012.

**Copy deadline for the next PTUA News is 30 March 2012.**

Newsletter contributors: Ian Hundley, Tony Morton, Daniel Bowen, Paul Westcott and Kerry Wilmot.  
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## PTUA News

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### Inside. . .

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#### Changed your address?

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[www.ptua.org.au](http://www.ptua.org.au)

#### Join us

If you are reading a friend's newsletter and would like to join and help the fight for better public transport, it's \$30 per year (\$15 concession). Call the office or see [www.ptua.org.au/join](http://www.ptua.org.au/join).

Responsibility for electoral comment in PTUA News is taken by Tony Morton, 247 Flinders Lane, Melbourne.