



Campaign news



Our Public Transport Not Traffic campaign against the East West Link is really moving along with some significant victories in the last month. Most tellingly we have managed to shift the ALP's position on this toll road! If we have a change of government next month, the East West toll road is very likely to be defeated.

This change has come because the community has been working so hard and our campaign is a vital part. Through nearly a year's worth of events we've managed to build presence and pressure and made all the parties listen to us.

On Thursday 18th September we handed our petition to Parliament with over 3000 signatures asking for the East West Link to be taken to an election. In the last month alone we have been door knocking in Frankston where we had over 100 conversations; holding street stalls in Frankston, Bentleigh and Prahran where we got nearly 500 signatures; meeting with candidates from Bentleigh, Ivanhoe, Prahran, Frankston, Altona, Richmond, Melbourne, Brunswick, to name a few.

On Tuesday 16th September we had 40 volunteers making phone calls to Lend Lease and 3AW, and writing letters to the *Herald-Sun*. We made 80 phone

calls, managed to shut down the landlines of six senior managers at Lend Lease and had several letters printed in the *Herald Sun*. We are being noticed.

However there is so much more to do before the election on November 29th. For details of forthcoming events, see our campaign site at www.ptnt.org.au. If you want to help out by donating for these last important weeks before the election go to publictransportnottraffic.org and click on the Donate button.

On September 29, despite community support in the Supreme Court, the Napthine Government signed contracts for the East West Link. While the PTUA does not call for changes of government lightly, and despite our ranking of the Coalition ahead of Labor in 2010, it is sadly all too evident that ousting this arrogant government is now the only way we can put an end to this destructive waste of public funds —this “mad scheme” in the words of the late Dr Paul Mees. We encourage you to join our campaign in suburban seats that will be hotly contested in November, as well as join your preferred pro-public transport candidate in your local neighbourhood.

Keeping in touch...

PTUA office

Ross House,
247 Flinders Lane, Melbourne
Telephone (03) 9650 7898
e-mail: office@ptua.org.au

Membership Enquiries

Call or e-mail the office (see above)

PTUA members can obtain cheap yearly Myki passes – see www.ptua.org.au/members/offers

Internet

Our web site is at 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:

www.ptua.org.au/members/resources

Committee

- Anthony Morton – President
Tim Long – Secretary
Phil Bourke – Treasurer

Daniel Bowen

Alison Clarke

Matthew Ferrantino

Ian Hundley

Yvonne Kirk

Jeremy Lunn

David Robertson

Nalla Sivarasa

Bruce Sutherland

Branch convenors:

Paul Westcott – Geelong

Terry Konstandelis – Eastern Suburbs

Member meetings

Melbourne:

See below for details of upcoming meetings

Eastern Suburbs:

Fourth 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

OCTOBER MEMBERS' MEETING

Thursday 30 October, Ross House, 247 Flinders Lane, Melbourne, 6:30 p.m.

The guest speaker at the next members Meeting on Thursday 30 October is Theo Taifalos. He has been the Chief Executive Officer of V/Line for eighteen months, having previously been Chief Operating Officer of Queensland Rail, Australia's largest rail network.

Before taking on that position, Theo led Queensland Rail's customer service department for a number of years, as both Chief Customer Officer and Group General Manager Customer Service. He has been quoted as saying that he wants to bring that sort of focus to bear in V/Line.

Theo will be happy to answer members' questions about V/Line and its services.

Newsletter contributors - Daniel Bowen, Tony Morton, Cait Jones, Ian Hundley, Paul Westcott.

Edited by Anna Morton.

Printed on recycled paper by Flash Print, Collingwood.

Our thanks to Margaret Pullar and the dedicated mailout team.

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Public Transport Users Association will be held at 6:30pm on Wednesday 10th December, in the Hayden Raysmith Room, 4th Floor, Ross House, 247 Flinders Lane, Melbourne.

Nominations for committee must be received in writing by the returning officer no later than Friday 5th December. The nomination form is available on our website at ptua.org.au/members/docs, or contact the office for a paper copy. Nominations will only be accepted from the floor at the meeting if insufficient nominations are received to fill required positions.

A member of the 2014 MSD Zurich-Munich Travelling Studio will present “How sustainable transport networks build great cities”.

The public and active transport networks of suburban Zurich and Munich provide real alternatives to the car. In words and images, our presenter will explore what it takes for these networks to be effective, and how they shape city life and prosperity: raising ideas and questions for the Fishermans Bend urban renewal area and Melbourne's transport future.

A reminder that you must be a current financial member to attend and vote at the AGM. You may renew your membership at the meeting if it is still current or no more than four months lapsed.

Election 2014: Hot issues - policies at a glance

Coalition (Liberal/National)

Roads/motorways

East-West tollway from Eastern Freeway to Western Ring Road.

\$850m for extra lanes on the Tullamarine freeway, Citylink and the Westgate.

Grade separations on Cranbourne-Pakenham line (4 now, 5 later).

Railways

Planning and early works on Melbourne Rail Link from South Yarra via Domain and Montague, to Southern Cross then the Airport via Albion—to open circa 2026. Through-route Frankston line to Ringwood lines. New Montague and Domain stations.

Cranbourne-Pakenham line upgrade and privatisation, including in-cab signalling, 25 new trains, 3 station upgrades and a maintenance depot.

Avalon Airport rail spur reservation.

Ballarat station upgrade.

Geelong line trains every 20 minutes inter-peak on weekdays.

Open Flagstaff station on weekends.

Trams

Free CBD trams from 1/1/2015.

Zone 1+2 trips capped at zone 1 price from 1/1/2015.

Tram upgrades on routes 1, 8, 86 and 112.

Buses

Doncaster Area Rapid Transit upgrades as part of East-West tollway project.

ALP

Roads/motorways

Scrap East-West tollway if the Supreme Court overturns its planning approval.

50 metropolitan road-rail grade separations over 8 years.

New tollway from West Gate Freeway to Port of Melbourne, including extra freeway lane from Williamstown to Western Ring Rd.

Tullamarine Freeway widening from CBD to Airport.

\$1 billion each for suburban and regional road upgrades over 8 years.

“Continuous flow intersections” in Hoddle St.

\$20m for train station car parks.

Railways

Up to \$600m for Mernda rail line.

Detailed planning and early works on Metro Rail Tunnel from South Yarra via Domain, CBD (Swanston St), Parkville and Arden to Footscray—timeline uncertain but within next decade. Includes 5 new stations. Through-route Dandenong line to Sunbury line.

Geelong line trains every 20 minutes inter-peak on weekdays.

Open Flagstaff station on weekends.

Trams

Free CBD trams from 1/1/2015.

Zone 1+2 trips capped at zone 1 price from 1/1/2015.

Hourly all-night services on Fridays and Saturdays on some routes.

Buses

More and better connected bus services, with on-road priority.

Huntingdale bus interchange.

Extra late-night coach service to Traralgon, Bendigo, Ballarat and Geelong on Fri/Sat nights.

Greens

Roads/motorways

Cancel the East-West tollway.

West Gate truck bypass ramps.

Remove the most dangerous and inefficient level crossings.

Railways

Detailed planning and commence construction on Mernda, Doncaster and Rowville lines within 5 years.

Metro-wide high-capacity signal upgrade planning.

Reopen Geelong-Ballarat and Bendigo-Castlemaine lines.

Run more peak and weekend trains.

Bike cages at 40 more stations.

Trams

56km of small tram extensions:

- Park Street to St Kilda Road
- 3 to East Malvern and Chadstone
- 5 to Darling Station
- 6 to Ashburton Station
- 8 to Camberwell Rd
- 16 to Kew Junction
- 19 to Gowrie and Fawkner
- 48 to Doncaster Hill
- Fill gaps between North Melbourne Station and St Vincent's Hospital
- 57 to East Keilor
- 67 to Carnegie Station.
- 72 to Doncaster Rd/Ivanhoe Stn.
- 72 to Caulfield Station.
- 75 to Knox City
- 82 to Docklands/City
- 86 to South Morang
- 112 to Reservoir Station.

50 new trams.

Buses

Elsternwick via Clifton Hill and Brunswick to Footscray.

Alphington to Hawthorn Station.

50% more VLine coach services.

More outer suburban buses.

This article summarises policy statements that we are aware of as of going to press. Keep an eye on our website for updates!

East-West travel only 6% of journeys to work - PTUA study.

Fewer than 1 in 17 Melburnians travels between the eastern and western suburbs to go to work.

But 45% work close to home and another 20% in the inner city, according to PTUA analysis of journey to work data from the 2011 Census.

It has been known since at least the 1990s, largely based on work by the late Paul Mees, that around half of all travel in Melbourne is over short distances, and a majority of the rest is to or towards the CBD.

The latest data confirms all the earlier findings about how important local and radial travel are in Melbourne, and how little

there is of the kind of long-distance cross-city travel that the Napthine Government says we need an East West Link for.

Our study, which tallied up journeys to work in Melbourne according to their origins and destinations, found that:

- 45% of Melburnians work close to home, crossing at most one or two suburbs to go to work.

- A further 20% work in the CBD or in adjoining areas like Carlton, Richmond or South Yarra.

- Where travel to work is over a long distance, well over half is aligned with Melbourne's radial rail corridors. Less than a quarter

(24%) of journeys to work cut across multiple rail corridors.

- In particular, less than 6% are from the eastern to the western suburbs or vice versa - the kind of travel that the \$18 billion East West Link is supposed to cater for.

The study considered journeys to work, because there is loads of reliable, recent data about this kind of travel, and because going to work is still by far the biggest reason people travel long distances within cities. Congestion is at its worst in peak hour, and getting to and from work is the primary cause.

who still make up most of that arterial road congestion.

Trucks and vans are part of the mix too, but congestion is a car problem, not a truck and van problem. Freight makes up less than 10% of travel on the Eastern Freeway, and 13% on the West Gate Bridge [1]. Most of this moves in off-peak periods.

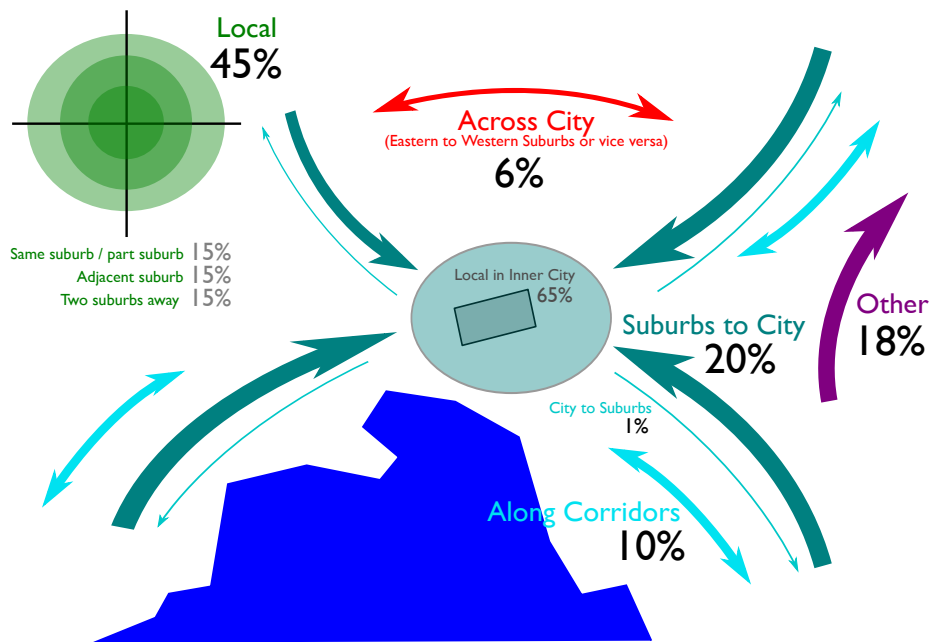
Our study also looked at different regions of Melbourne to identify where the various kinds of travel are more or less prevalent. The pattern is nothing like that claimed by motorway proponents like the Linking Melbourne Authority.

South and east of the Yarra, for example, east-west cross-city travel is only 4% of journeys to work, and it shrinks even more the further one goes from the city. In Knox, it's less than 2 per cent!

Where does the most east-west travel occur? A lot of it occurs between origins and destinations north of Bell

Street, where it's about 12% of trips. A lot more of this kind of travel occurs now because of the Ring Road. But people will not drive from Reservoir all the way down to Collingwood just so they can use the East West Link to go to Broadmeadows.

Continued on p5



The findings are particularly relevant when one considers journeys to work that use the Eastern Freeway or Alexandra Parade. For every one traveller going east-west, there are nearly 4 going to the city centre. But these are all vastly outnumbered by people on short hops of just a kilometre or two, for whom an East West Link is irrelevant but

East-West travel only 6% of journeys to work - PTUA study.

Continued from p4

The other major source of east-west travel is people who live in Melbourne's west or south-west and work in the eastern suburbs.

For example, someone may live in Caroline Springs or Point Cook and work in Hawthorn. They would actually be well served by a train into the city and a quick change at Flinders Street - if only we fixed up the trains and feeder buses in the western suburbs.

But this is clearly not a government priority: Premier Napthine would rather use the available money to condemn them to sit in traffic for the rest of their life instead.

The study results sit well with the earlier findings of the 2003 Northern Central City Corridor Study, that only 15% of Eastern Freeway traffic is headed due west.

It is also consistent with Vicroads data showing a slight decline between 2002 and 2012 in traffic on major east-west arterial roads

such as Victoria Parade, Alexandra Parade and Bell Street. The latter reveals a definite trend toward less car travel in the inner suburbs as people express a preference for public transport.

and Bolte bridges simultaneously for a day without warning.

Critical rail infrastructure is simply not that vulnerable in a well-managed city.

The focus of transport provision needs to be on fixing the trains - just like the Coalition promised to do in 2010 - and building "infrastructure of the 21st century" such as the Doncaster line and eventually the Metro tunnel (in its original Eddington incarnation).

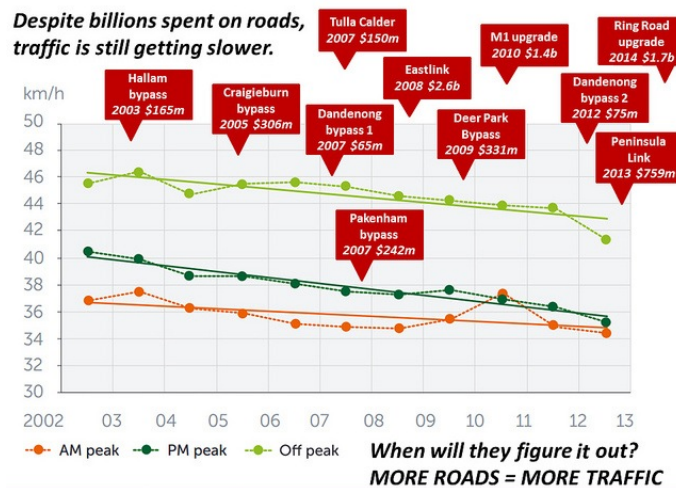
In terms of passenger capacity, the latter provides a West Gate Bridge alternative three times over. Public

transport could then take its rightful place as the backbone of our city.

See where people travel from your suburb with our web app: ptua.org.au/apps/jtw

[1] Josh Gordon, "Trucks test structure of West Gate". The Age Drive, 18 March 2013.

Despite billions spent on roads, traffic is still getting slower.



Similarly, our study shows that travel patterns in Melbourne are actually very well suited to the infrastructure we have. Our main problem is with dilapidated rail infrastructure and inadequate suburban bus services. A single Richmond train meltdown last April, for example, was equivalent to shutting down the West Gate

Zone changes - uncertainty continues

The government continues to trumpet the cutting of two zone fares in Melbourne to a single zone from January, as well as the misguided offer of free CBD tram rides.

Users of zone 1+2 Yearly fares will get a refund for the zone change. PTV has handed this job over to organisation Commuter Club co-ordinators, and the PTUA co-ordinator will be in touch with affected people when we know more. Non-Commuter Club Yearly ticketholders will get their refund

in the form of Myki Money loaded onto their card.

Meanwhile, persistent rumours of the removal of the Earlybird scheme have circulated since late last year, but have not been confirmed or denied by the government.

It's also unclear if the government will go ahead with the CPI plus 2.5% rises from January 2015 to 2018 as announced by the Coalition in December 2013. This of course is in stark contrast to

their catchcry of cutting the cost of living in the 2010 election.

Unlike the zone change, which has bipartisan support, the future of Earlybird and above CPI rises is uncertain after the election.

But it seems likely that while two zone trips will initially drop in price, there will, as feared, be upward pressure on fares into the future, as the government of the day (whichever side wins) attempts to claw back the lost revenue.

Issues with rough and ready east suburban bus service changes

Major changes were introduced to many bus services in the eastern suburbs in late July. These are understood to be largely the work of the bus operator, Transdev, with Public Transport Victoria, which is responsible for planning and providing public transport services in Victoria, playing a relatively passive role.

Significantly, they were made with the provision of no additional funding, and include abolishing nine routes considered redundant (including dedicated peak hour services), making some routes more direct, an attempt to improve connectivity with train services, and higher frequency services on major corridors, affecting 21 routes in total.

The route review got off to a very bad start because there was no consultation at the outset with the travelling public, resulting in considerable apprehension about the new arrangements prior to their announcement and outright criticism of some elements once they were implemented. The blame for this lack of openness in the revision of routes can be placed on PTV, which has the responsibility for setting out requirements for public interaction on important service changes such as these.

Much of the criticism centred on services that had been abolished or truncated, requiring patrons to catch more than one vehicle to complete their regular journeys, such as the peak hour 303 service and the 908 SmartBus.

As a consequence of these changes, the performance of the system is now much more sensitive to on-time running of connecting services, both bus and rail. Disappointingly, in some cases timely connection between services was not addressed at all, as with the now more frequent 207 service on Doncaster Road and the 907 and 908 SmartBuses at the Doncaster Park and Ride.

The roll-out of infrastructure by Public Transport Victoria to accommodate the network and timetable changes was also shoddy. New signage and timetable information were not available at many stops several weeks after the introduction of the new services, others were installed in error, and stops had not been installed at all in some important locations, such as at Willsmere Village in Kew, where transfers from 200 and 207 services to 302 and 304 services are made. Electronic displays on buses showing route number and destinations were not programmed for the new arrangements and in some cases combined timetable information was not made available on the Public Transport Victoria website, especially on major corridors such as Doncaster Road, Belmore Road and Kilby Road in Boroondara.

The promotion of the service and route changes by Public Transport Victoria was also abysmal, with little opportunity taken to promote services in areas where there were worthwhile service improvements.

In an apparent attempt to recover from the consequences of this failure to consult with the public, PTV and Transdev held a series of public drop in sessions during August.

As a consequence, there is to be what was described by Public Transport Minister Terry Mulder as a "fine tuning" of eastern suburban bus routes. This is to include the reinstatement of the 303 North Ringwood to Melbourne CBD service and new deviations to the 271 service in Blackburn which are to commence on 13 October. According to the minister, consideration is also to be given to the reintroduction of a bus route on Kilby Road in East Kew (notwithstanding the fact that there are already two services on Kilby Road, the 200 and the 207).

Interestingly, Minister Mulder said that any changes to bus services on Kilby Road would require contract negotiations with another bus operator, Ventura. This is another disquieting illustration of the dysfunction and inflexibility built into the provision of bus services through publicly undisclosed government contracts with private sector providers.

There are more bus service changes in the pipeline for other areas of Melbourne. The changes to the eastern suburban routes which were introduced on 27 July provide a sizeable checklist of how these forthcoming reviews and service changes should, or should not, be managed.

Geelong Branch Report

In an unprecedented situation, we recently saw the two major parties competing with each other regarding the announcement of 20-minute off-peak rail services to Geelong. If only this happened more often!

The second G21 Public Transport Strategy, compiled by consultants AECOM, has been released. Compared to the first strategy, released in 2005, it is more modest, sensible and achievable. It certainly helped that there was a genuine public consultation process this time around, and that PTV, which will ultimately have to endorse and oversee any changes, was involved from the start. The strategy can be viewed here:

www.g21.com.au/news/g21-region-public-transport-strategy-adopted

The main worry is that no new funding has yet been committed, despite the work having commenced, but the strategy is supposed to be a major advocacy tool in that regard.

A few years ago, the Branch approached the Committee for Geelong (CfG) for support, only to be told that the CfG “didn’t do public transport”! So it’s good to report that there has now been a change, with the CfG approaching us to endorse its “Geelong on Track” proposal. Geelong on Track involves engaging “technical consultants” to provide material to help develop a 20-25 year passenger and freight rail strategy for Geelong and the region, with particular focus on movements between Melbourne and Geelong, but also on connections with Melbourne’s west and the regions, and within greater Geelong.

The Branch is happy to support an effort to improve rail services to Melbourne and we are particularly pleased that road expansion is not mentioned in the CfG’s documentation. However, we note that many billions of dollars have just been spent on the Regional Rail Link and, despite its obvious flaws, it is supposed to be

delivering significant improvements to rail services.

We told the CfG that our local bus system is the part of Geelong’s public transport which requires the most significant improvement, and is undoubtedly the most amenable to a substantial upgrade. We argued that a major boost bus services is imperative if any new passengers are to make effective use of improved rail services. We also noted the irony that because both major parties have promised 20-minute off-peak rail service to Melbourne, most bus services within Geelong will run less frequently than trains.

The CfG CEO said that her organisation was focusing on rail because that was the proposal that had come from its own members. It’s not surprising that buses aren’t thought about by CfG members because, sadly, the social service nature of Geelong’s system means few full-fare-paying passengers use it.

Wyndham bus consultation

There’s no doubt that bus routes around Melbourne need reform. With mostly infrequent services and roundabout routes, finally PTV is finally moving, area by area, to recast the network, as well as providing better (but by no means perfect) coordination with trains.

One would hope they have learnt some lessons from the experience in the Manningham: in July, Transdev made wholesale changes with seemingly little community consultation. Some were

worthwhile, but others have led to angry reactions from users - one route, the 303 commuter express, was deleted and then reinstated after an outcry.

Wyndham, in Melbourne’s south-west, had a number of changes last year with the opening of Williams Landing Station, but the area is being re-visited in light of the opening of the two new Regional Rail Link stations at Wyndham Vale and Tarneit next year.

In contrast to the north-east changes, this time PTV has held a

number of community consultation sessions to get feedback and respond to questions from passengers *before* changes are locked-in.

They are also putting back a connection to the shopping centre at Aircraft station, in response to community anger at its removal last year.

We congratulate PTV for making the effort to ask people what they want, and hope this is the model for future network changes.

PTUA News

Newsletter of the Public Transport Users Association, Org. No. A-6256L
Print Post: Publication No. PP 100002658
If undeliverable, return to:
PTUA Office, 247 Flinders Lane, Melbourne 3000



Inside:

Campaign Report Policy comparisons Manningham bus review East-west travel - the real story

Changed your address?

Make sure your PTUA News follows you when you move!
Cut out or photocopy this form, fill in and return to us at:
PTUA, Ross House, 247 Flinders Lane, Melbourne 3000.
Or e-mail us at office@ptua.org.au

Name _____
New address _____
Town/Suburb _____ Postcode _____
Phone (H) _____ (W) _____ (M) _____
Email _____

PTUA office

247 Flinders Lane, Melbourne
Telephone (03) 9650 7898
e-mail: office@ptua.org.au

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

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