

East West Link dead, but our work has just started

The election of an Andrews Labor Government in Victoria marks the 'end game' for the community campaign against the costly and destructive East West Link tollway.

However, much remains to be done to articulate a positive vision for transport in Melbourne and Victoria, and to secure the support of the new government for major public transport initiatives.

While we congratulate the ALP and Premier Daniel Andrews on their historic election victory, we have reminded the new government that Victorian electors will hold them to their promise to cancel the East West Link and release all contracts, side letters and business case documents to public scrutiny.

Victorians want public transport, and most care little for the road project foisted upon the state by former Premier Denis Naphine after abandoning key public transport promises. The new Andrews Government has a mandate to ensure the East West Link is dead and buried.

This is, we should remember, the third time a government has gone to an election with some version of the East West Link. Jeff Kennett floated the project and lost in 1999. John Brumby's transport plan backed 'Westlink' as the first stage of Rod Eddington's east-west road, and lost the election in 2010.

Victorians have made it clear they would rather change the government than allow what the late Paul Mees called "this mad scheme" to proceed.

The election result makes it clear that in the 21st century, no government should count on winning votes on the back of big road projects.

Optimistically we should hope that with this result Victorian (perhaps even Australian) politics finally rids itself of the backflips, lies and spin doctoring we have seen for years, not least in transport policy.



An entrenchment of the trend toward one-term governments is the unpalatable alternative.

We therefore look forward to the Andrews Government responding to its mandate and consolidating its election victory with a robust

programme for public transport infrastructure and services, using the savings from not proceeding with the East West Link. Even allowing for compensation payments and the return of Federal funding, the savings to state budgets over the next 25 years are considerable (in the order of \$300-500 million annually).

The new government has already committed to remove 50 level crossings, extend the South Morang line to Mernda, fund additional bus services, trial all-night trains on weekends, and revive the original Melbourne Metro rail tunnel via Parkville.

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Keeping in touch...

PTUA office

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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

Tony Mohr

David Robertson

Petra Stock

Bruce Sutherland

Jennifer Williams

Branch convenors:

Paul Westcott – Geelong

Terry Konstandelis – Eastern Suburbs

Member meetings

Melbourne:

Meetings will be advertised in PTUA News and on our website

www.ptua.org.au

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

Lynne Kosky 1958-2014

We note the untimely passing in early December of Lynne Kosky, who was public transport minister from 2007 to 2010.

Ms Kosky was criticised during her time as minister for appearing not to be interested in the nuts and bolts of the public transport system, and over performance of the Myki system (a project which was actually initiated by her predecessor, Peter Batchelor).

But her tenure was also marked by a big increase in investment in the network, particularly on the train network, as the Labor government finally started to respond to widely publicised issues such as rapidly growing patronage and crippling summer heatwaves.

By the time she retired in early 2010, billions of dollars of projects were underway, including the first new major suburban rail line in Melbourne for 70 years (Regional Rail Link, which despite the name is almost entirely within the metropolitan area) and unprecedented train fleet expansion.

Our thoughts are with her family and friends.

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

Edited by Anna Morton.

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Our thanks to Margaret Pullar and the dedicated mailout team.

New Zealand PTUA Starts Up

Across the Tasman, the New Zealand PTUA has arrived, and launched their first campaign. While not affiliated with our PTUA, we wish them

luck! You can learn more about PTUA NZ at www.ptua.org.nz



East West Link dead, but our work has just started

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The former Labor Opposition was understandably cautious about overpromising in an election held in a climate of mistrust. Now it is in power, it must acknowledge that this limited programme falls well short of what is required to fix Melbourne and Victoria's transport system for the 21st century.

The Metro tunnel can ultimately provide the equivalent of about three West Gate Bridges in passenger terms (and allow the original West Gate to function more effectively as a freight corridor), but its delivery timeframe is too far in the future to satisfy more immediate needs for better public transport to support urban productivity and job creation.

One action the new government could take very quickly, requiring virtually no additional infrastructure or rolling stock, is to boost train frequencies outside peak hours. This has already taken place on the Frankston and Dandenong lines where trains run every 10 minutes through the day.

This should be rolled out more extensively, to make better use of the track capacity we already have and encourage patronage and revenue growth for more diverse travel needs.

Other initiatives that should be considered in this term of government include the rollout of high-capacity signalling to boost track capacity for peak services, the filling of gaps in the tram network, and the retrieval and re-scoping of stalled Coalition initiatives such as Southland station, the Doncaster and Rowville extensions, and the

Pakenham-Cranbourne rail corridor project.

Above all the government must remember the world's great cities didn't get where they are by building roads, but by supporting sensitive urban development with excellent public transport, walking and cycling networks. As in these cities, transport must be planned and managed by strong yet nimble public agencies with the right people and the right budget.

Abbott still digging in

For our Prime Minister, the loss of the "East West Link referendum" on 29 November presented an opportunity to honourably rethink his ideological opposition to federal funding of urban public transport. We pointed this out in an open letter which can be found on our website at www.ptua.org.au

Our open letter also reminded Mr Abbott that prior to his government's \$3 billion funding commitment to the East West Link, the previous Labor Government had made a similar \$3 billion commitment to the Melbourne Metro rail project, and it would be only proper to reallocate funds to that project given the new government's priorities.

Unfortunately, as of when we got to press Mr Abbott is still insisting that the 2013 Federal election result - despite failing to deliver the Coalition a two-party preferred majority in Victoria - somehow gives

his government a mandate for the East West Link overriding that of Victoria's own government against it.

Fortunately, it appears not everyone in the Federal Government shares Mr Abbott's view, with reports emerging that Treasurer Joe Hockey and other Coalition MPs are open to seeking alternative uses for the \$3 billion of federal funds in Victoria.

Even if the ideological bar on funding urban public transport were to persist, there are more beneficial uses for these funds on country roads or freight rail. But a sensible Federal Government would heed the advice of Infrastructure Australia on this question and use the funds to support productive investment in urban rail infrastructure that genuinely supports high-value activities and job creation.

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A snapshot of the Public Transport Not Traffic Campaign

The Public Transport Not Traffic campaign is a coalition of over 35 community groups from across Melbourne opposed to the East West Link, led by the Public Transport Users Association (PTUA). It was launched in November 2013 and has had a strategy targeting key marginal seats as well as legal and corporate campaigning efforts.

CrowdSpot

An online program was launched to map public transport improvements as nominated by the general public. The program received over 700 recommendations and almost 1,000 separate votes (plus collecting 500 email contacts).



FIRST 1000 SURVEYS
97% KNOW PUBLIC TRANSPORT WILL FIX MELBOURNE'S TRAFFIC
— YOUR TOP SEVEN —
TRANSPORT PRIORITIES

- MORE TRAIN LINES**
Build the Melbourne Metro, Doncaster Rail, Bowville Rail, Airport Rail & Mernda extension as well as improved services across regional Victoria
- MORE SERVICES**
More trains, trams & buses running 7 days per week
- BUS LANES & TRACKER**
Real time bus arrival info & dedicated bus lanes
- REMOVE LEVEL CROSSINGS**
Ease traffic hotspots & make roads safer for all
- BETTER CONNECTIONS**
Connecting buses, trains & trams so timetables actually line up
- BETTER BIKE SERVICES**
More bike lanes as well as racks on buses & trains

PUBLIC TRANSPORT NOT TRAFFIC

Survey

The campaign launched with a survey targeting public transport users and collected 2,000 results (including contact details). The survey found 97% of supporters said only better public transport will fix Melbourne's traffic crisis.

Court Cases

The campaign has actively supported the Tony Murphy Supreme Court case against the State of Victoria. We have helped raise tens of thousands of dollars for the case as well as helping the legal team access experts and community members.

We have made contact with numerous councillors at Yarra, Moreland and Moonee Valley in relation to their Supreme Court cases against the State Government and the Linking Melbourne Authority. We intend to maintain this support after the election.



Communications

The campaign has a direct email supporter base of over 5,000 people with reach of estimated further 5,000 contacts via community groups' direct distribution. The supporters are contacted fortnightly.

Cait --

Prime Minister Tony Abbott has declared our state election a referendum on the East West Link. We need to make sure we win the referendum.

A vote for the Liberal Party is a vote for the East West Link. The polling suggests Naphthine and the Liberals will be defeated on 29 November, but we must keep the pressure up.

Can you speak with five friends about the importance of putting the Liberals last at this state election?

[We've got some great talking points here about what's wrong with this expensive and unpopular toll road.](#)

Please take the time to talk with five friends about putting the Liberals last to stop the East West Link.

Cheers,
Danae & Cait

P.S > Last Friday, we went to Sydney for the Lend Lease AGM. Lend Lease are the winning bidder for the contested contract to build the East West Link. [You can read our questions to the board here.](#)



A snapshot of the Public Transport Not Traffic Campaign

Marginal seats

The marginal seats for campaign priority were Frankston and Bentleigh where two door knocks and seven street stalls were held.

The campaign has lead or supported over 100 events across Melbourne (with additional focus on seats of Prahran, Mordialloc and Carrum) including community forums, station leafleting, street stalls and one door knocking session in Carrum and Mulgrave.

We have had over 600 conversations on people's door steps in marginal seats, with 50 volunteers joining us in our door knocking sessions.



Petition against EWL

The campaign has collected over 4,500 signatures from across Melbourne, specifically outside the inner-city seats (e.g. from Werribee, Banyule) and focused particularly on marginal seats (Frankston, Bentleigh). The petition also garnered almost 2,000 online signatures.

The petition was presented to Parliament by Richard Wynne on 18th September with a tabled number of 3,750 signatures.

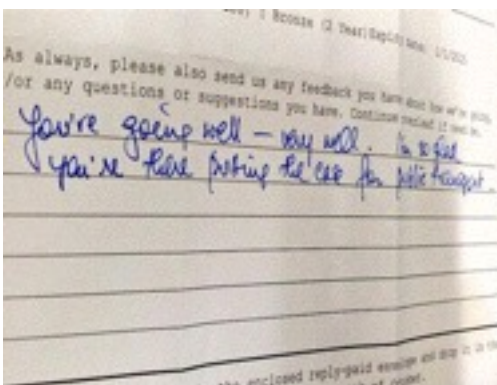


Corporate Campaign

In September we commenced campaign activities targeting Lend Lease. We sent out letters to investors and ethical investment advisors. This led to receiving a phone call from Vivienne Bower, Group Head of Corporate Affairs who wished to work with us in a meaningful manner if Lend Lease was awarded the contract, however there would be no discussion of Lend Lease delaying the signing of the contract or withdrawing their bid.

This was followed by 40 volunteers flooding the phone lines of 6 senior managers at Lend Lease. We had over 80 conversations with Lend Lease staff on the day.

Danae Bosler and Sharon Laura (No WestConnex) attended the Lend Lease AGM and asked questions about Lend Lease's involvement and actions in relation to East West Link and the Sydney tollway project WestConnex. This gained attention from the Chairman of the Board as well as national press.



Fundraising

The campaign has fundraised over \$15,000 directly for campaign activities and additionally another \$25,000 in conjunction with the PTUA for an ad in the Herald Sun (30 June) targeting Premier Naphtine.

The campaign also strongly supports the 'Tony Murphy v EWL' court case and has played a key role in fundraising. This fundraising has been achieved through online requests, direct mail and volunteer-delivered letter drops. A more recent fundraising drive has seen approximately \$14,000 received.

What will the Andrews government do for regional PT?

The result of the Victorian election does not seem to promise a great deal for public transport outside Melbourne. Most importantly, however, the east-west toll road won't be constructed. That means that money which would have been wasted on the toll road tunnel will be available for more sustainable transport initiatives.

The cost of the Coalition's regional public transport promises outweighed those of Labor, but most of the Napthine government's stated service and infrastructure upgrades were not going to happen before 2016. That provoked considerable uncertainty about whether they would be implemented.

The principal promises of the new government are:

- a twenty minute off-peak weekday frequency on the Geelong rail line (due to the single track beyond Geelong, alternate trains will originate and terminate at South Geelong and Waurin Ponds).
- 20 extra V/Locity cars in addition to the current order for 43 cars.
- additional late-night road coach services to Traralgon, Bendigo, Ballarat and Geelong on Friday and Saturday nights.
- an investigation into a suburban rail system for Bendigo.

The first three undertakings are welcome, of course, but the last one is peculiar. It seems to originate from the all-too-prevalent notion that "if it doesn't run on rails, it isn't public transport". It seems axiomatic that any money spent on that proposal would be far better used to change the existing Bendigo bus system from its current social service model to a real alternative to car use.

Disappointingly, no major party undertook to implement any of the core infrastructure proposals of the Committee for Ballarat's "FastTrack Ballarat" plan, and there was no mention of the duplication of the rail track south of Geelong.

Annual General Meeting

Our Annual General Meeting was held on 10th December at Ross House. Around 100 members of the Association were present.

Alex Sheko gave a presentation on the study tour to Zurich, Munich and other European cities organised by transport researchers at the University of Melbourne. He explained the way these European cities handle concepts such as local access to public transport, traffic priority and multimodal integration that pose challenges for all cities. There is clearly much that Melbourne can learn from these examples.

The second annual Paul Mees award for transport activism was presented to Tony Murphy, who



The Paul Mees Award for 2014 is presented to East West Link activist Tony Murphy (right) by PTUA President Tony Morton.

is now well known as the plaintiff in one of three court actions against the destructive East West Link tollway. His case is still proceeding in the Supreme Court.

President Tony Morton, secretary Tim Long and community campaigner Cait Jones then spoke on what has been a remarkable and busy year for the PTUA. There are many people who must be thanked many times over for their effort and dedication to a highly successful grassroots campaign.

As the number of nominations for Committee positions was equal to the number of positions, all were declared duly elected. We welcome first-time Committee members Tony Mohr, Petra Stock and Jennifer Williams in 2015, and farewell departing members Yvonne Kirk, Jeremy Lunn and Nalla Sivarasa.

Geelong Branch Report

The new “greenfields” bus network for Geelong has just been released under the second G21 Public Transport Strategy. The changes are due to be introduced in April 2015. Unfortunately, only very limited new funding was made available, so the changes had to be more-or-less cost neutral.

Branch Convenor, Paul Westcott, was briefed in October by the PTV officer responsible for its design. Under the new system, routes will be more direct and a 20-minute frequency provided on most major routes. Currently, only two routes run at that level.

PTV held consultation sessions early in December. The schedule for the release of the network plan and the consultation sessions was regrettably compressed, but the new plan could not be released during the caretaker period leading up to the state election.

Given the considerable alterations to the existing network, such consultation is particularly important. Such a major re-drawing of existing routes means there will be some who will see themselves worse off. Their inevitable complaints could disrupt the process, but many of those can be nipped in the bud if the

changes, and their rationale, are explained and justified.

Unfortunately a number of routes will have 40-minute frequencies (one has an 80-minute frequency), which cannot be genuinely “clockface”. That’s been done to harmonise them with the impending 20-minute off-peak rail timetable, where it’s felt that 20-minute bus frequencies cannot be justified.

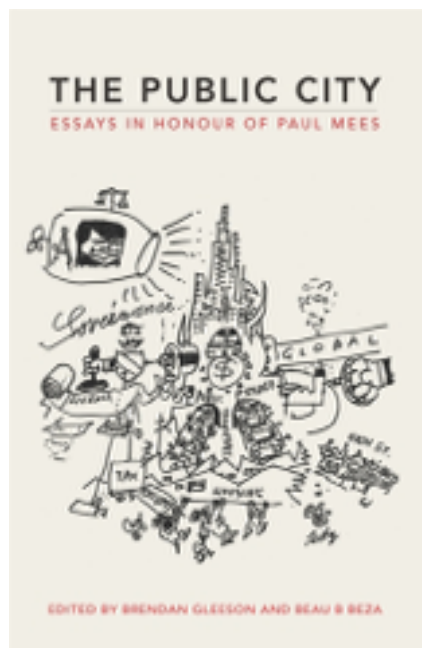
As well, not all railway stations will get the 20-minute off-peak frequency, due either to the single track beyond Geelong, or because they aren’t considered to be well-enough patronised.

The Public City: Essays in honour of Paul Mees

The Public City, a volume of essays by prominent Australian and international urban planning researchers, was officially launched at RMIT on Thursday 4th December. Tony Morton attended the launch on behalf of the PTUA.

The essays commemorate the life and work of Dr Paul Mees OAM, former President of the Association and leading light in transport and city planning in Australia for many years. The volume is edited by Paul's colleagues Brendan Gleeson and Beau Beza. Contributors include Paul's academic mentor Patrick Troy, Paul's former students Matthew Burke, Muhammed Imran and Tim Petersen, colleagues Jago Dodson, Ruth Fincher and John Stone, and prominent journalist Kenneth Davidson. There is a particularly poignant contribution from Paul's wife Erica Cervini.

Father Bob McGuire, Australian living national treasure and



spiritual companion through Paul's life, launched the book before more than 100 of Paul's family, friends and colleagues gathered in Pearson & Murphy's Cafe on a balmy Melbourne summer evening. Many proceeded to visit some of Paul's favourite Carlton landmarks such as Toto's Pizzeria

and the Clyde Hotel (where his portrait now graces the front bar).

The Public City is published by Melbourne University Press and can be ordered online:

www.mup.com.au/items/154962

RMIT Course Brochure

This edition of PTUA News includes an advertisement from RMIT's School of Global, Urban and Social Studies, where Paul Mees worked as a lecturer for some years before his untimely death in 2013. We agreed to RMIT's request to include this advertisement about some of their forthcoming courses, as we believe the information may genuinely be of value to PTUA members.

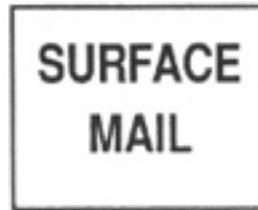
We are in the process of formulating some internal guidelines on paid advertising in PTUA newsletters and websites.

If you'd like to contribute your views please contact us:

office@ptua.org.au

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