

**BAYSIDE FRANCHISE AGREEMENTS COMPARED TO ACTUAL SERVICES (Accompanies article in October 2001 PTUA News)**

Notes:

This spreadsheet looks only at peak services. Off-peak Service are usually easier to check, as they involve a regular number of trains per hour

Read in conjunction with Bayside trains franchise contract at <http://www.contracts.vic.gov.au/>. Contract specifies required frequency, and number of permitted expresses.

For detailed notes, move your cursor over the cells with the red triangles in the corners.

Questions, suggestions, or if you spot any errors, please e-mail to Daniel Bowen: [dbowen@custard.net.au](mailto:dbowen@custard.net.au). Thanks.

Service (Numbers measured at)	Direction	Time	Franchise agreement		Actual trains scheduled				Non-express plus express permitted	Average Overall freq	Longest interval (b)	Comments (inc reason for breach)	
			Frequency required	Nbr exp permitted	Total	Avg Freq (a)	Non- express	Freq (a)					
<b>BAYSIDE TRAINS SERVICES (based on timetables published July 2001)</b>													
Dandenong to Pakenham (Richmond)	Peak am to Melb	07:31-09:00	90	20	0	7	12.86	4	22.50	4	22.50	BREACH	26 Too many trains not stopping Officer and Beaconsfield
	Peak pm from Mel	15:31-18:30	180	20	0	9	20.00	9	20.00	9	20.00	OK	36
		18:31-19:30	60	30	0	3	20.00	3	20.00	3	20.00	OK	29
Dandenong to Cranbourne (Richmond)	Peak am to Melb	07:31-09:00	90	30	0	4	22.50	4	22.50	4	22.50	OK	27
	Peak pm from Mel	15:31-18:30	180	30	0	9	20.00	9	20.00	9	20.00	OK	25
		18:31-19:30	60	30	0	3	20.00	3	20.00	3	20.00	OK	30
Carnegie to Dandenong (Richmond)	Peak am to Melb	07:31-09:00	90	8	3	14	6.43	7	12.86	10	9.00	BREACH	14 Too many trains not stopping Hughesdale to Carnegie
	Peak pm from Mel	15:31-18:30	180	10	3	19	9.47	15	12.00	18	10.00	OK	18
		18:31-19:30	60	15	1	4	15.00	4	15.00	5	12.00	OK	16
Frankston to Glenhuntly (Richmond)	Peak am to Melb	07:31-09:00	90	8	3	14	6.43	7	12.86	10	9.00	BREACH	18 Too many trains not stopping Highett to Glenhuntly
	Peak pm from Mel	15:31-18:30	180	10	3	19	9.47	14	12.86	17	10.59	BREACH	17 Too many trains not stopping Glenhuntly to Highett
		18:31-19:30	60	20	0	4	15.00	4	15.00	4	15.00	OK	20
Armadale to Hawksburn (Richmond)	Peak am to Melb	07:31-09:00	90	10	0	10	9.00	10	9.00	10	9.00	OK	13
	Peak pm from Mel	15:31-18:30	180	12	0	16	11.25	16	11.25	16	11.25	OK	14
		18:31-19:30	60	12	0	7	8.57	7	8.57	7	8.57	OK	17
Malvern (Richmond)	Peak am to Melb	07:31-09:00	90	8	0	15	6.00	15	6.00	15	6.00	OK	11
	Peak pm from Mel	15:31-18:30	180	10	0	22	8.18	22	8.18	22	8.18	OK	13
		18:31-19:30	60	10	0	11	5.45	11	5.45	11	5.45	OK	9
Sandringham to Prahran (Richmond)	Peak am to Melb	07:31-09:00	90	12	0	9	10.00	9	10.00	9	10.00	OK	10
	Peak pm from Mel	15:31-18:30	180	12	0	17	10.59	17	10.59	17	10.59	OK	12
		18:31-19:30	60	15	0	4	15.00	4	15.00	4	15.00	OK	15
Broadmeadows to Kensington (North Melbourne)	Peak am to Melb	07:31-09:00	90	10	0	10	9.00	10	9.00	10	9.00	OK	13
	Peak pm from Mel	15:31-18:30	180	15	0	17	10.59	17	10.59	17	10.59	OK	14
		18:31-19:30	60	20	0	3	20.00	3	20.00	3	20.00	OK	20
St Albans to Middle Footscray (North Melbourne)	Peak am to Melb	07:31-09:00	90	20	0	6	15.00	6	15.00	6	15.00	OK	20
	Peak pm from Mel	15:31-18:30	180	20	0	12	15.00	12	15.00	12	15.00	OK	20
		18:31-19:30	60	30	0	2	30.00	2	30.00	2	30.00	OK	28
Werribee to Seaholme (North Melbourne)	Peak am to Melb	07:31-09:00	90	20	0	5	18.00	4	22.50	4	22.50	BREACH	20 Contract does not allow for any expresses
	Peak pm from Mel	15:31-18:30	180	20	1	10	18.00	9	20.00	10	18.00	OK	20
		18:31-19:30	60	20	0	3	20.00	3	20.00	3	20.00	OK	20
Williamstown to North Williamstown (North Melbourne)	Peak am to Melb	07:31-09:00	90	20	0	5	18.00	5	18.00	5	18.00	OK	20 Note: Further conditions on use of shuttles versus direct services
	Peak pm from Mel	15:31-18:30	180	20	0	10	18.00	10	18.00	10	18.00	OK	20
		18:31-19:30	60	30	0	2	30.00	2	30.00	2	30.00	OK	29
Seddon to Spotswood (North Melbourne)	Peak am to Melb	07:31-09:00	90	20	0	5	18.00	5	18.00	5	18.00	OK	20
	Peak pm from Mel	15:31-18:30	180	20	0	9	20.00	9	20.00	9	20.00	OK	20
		18:31-19:30	60	30	0	2	30.00	2	30.00	2	30.00	OK	28
Upfield to Macaulay (North Melbourne)	Peak am to Melb	07:31-09:00	90	20	0	5	18.00	5	18.00	5	18.00	OK	20
	Peak pm from Mel	15:31-18:30	180	20	0	9	20.00	9	20.00	9	20.00	OK	20
		18:31-19:30	60	30	0	2	30.00	2	30.00	2	30.00	OK	20

**Time**

**Comment:** Times measured at Richmond or North Melbourne

**Mins**

**Comment:** Number of minutes measured in this row

**Frequency Required**

**Comment:** Average maximum frequency of trains required under the franchise agreement

**Number of Express permitted**

**Comment:** Maximum number of trains that can run express (eg not stop at all the stations) and still be counted in the frequency calculation.

**Total**

**Comment:** Total number of trains that actually run (stopping and express)

**Average Frequency (a)**

**Comment:** The overall frequency for stations at which every train stops. (Number of minutes divided by number of trains)

**Non-Express**

**Comment:** The number of trains that stop at every station.

**Frequency (a)**

**Comment:** The average frequency for trains stopping at all stations. (Number of minutes divided by number of trains)

**Non-Express and Express Permitted**

**Comment:** The total number of trains that run, which can be counted under the contract calculations - eg the number of trains that stop at all stations, plus the number of expresses permitted in the franchise agreement.

**Average**

**Comment:** The overall average frequency of trains at this time, measured according to the franchise rules.

**Longest Interval (b)**

**Comment:** The longest interval at these stations at these times. Measured at the station in column B (eg Richmond or North Melbourne)