

## **Are we too harsh on the government?**

Feedback from our Member

Survey has stated that some of our members believe that the PTUA provides overly negative media comment. In providing media responses the PTUA needs to compare what is actually delivered by the government and what was actually promised.

As the following tables represent, the state government has failed to honour a number of its commitments.

The ALP State Government can at best be described as a ‘wolf in sheep clothing’ in regard to public transport. While it is true that the State Government makes a number of public transport friendly press

announcements it almost always fails to follow through with substantial action.

The lack of progress towards upgrading bus services and the continual problems plaguing the train and tram network demonstrate that this government has provided little for public transport. The Metropolitan Transport Plan with its lack of identifiable action is further testament to a government that has failed to substantially honour its commitment to improving public transport.

As evidenced by the figures below public transport patronage has not risen above 9% of motorised trips

despite the government’s continued rhetoric of increasing public transport usage to **20%** by 2020. The government has failed to shift people from their cars and onto public transport. In fact under the final years of the Kennett government public transport patronage increased by a greater amount than under the Bracks Government!

The evidence is clear the government will fail to increase the modal share of public transport as long as it fails to honour its commitments towards public transport projects.

**See also ~ Bracks government election promises, p6-7**

Year (ending June)	Train patronage		Tram patronage		Bus patronage		Total		Modal share
	mill.	increase	mill.	increase	mill.	Increase	mill.	increase	
1999	118	n/a	120.3	n/a	91.5	n/a	329.8	n/a	n/a
2000	124.2	4.99%	128.2	6.16%	91.6	0.11%	344	4.13%	8%
2001	127.9	2.89%	129.4	0.93%	92.0	0.43%	349.3	1.52%	8%
2002	131.8	2.96%	134.7	3.93%	92.2	0.22%	358.7	2.62%	9%
2003	133.8	1.49%	134.7	0.00%	93.9	1.81%	362.4	1.02%	9%
2004 (est)	133.4	-0.30%	135.7	0.74%	94	0.11%	363.1	0.19%	9%

Projected increase 00-04(Bracks Government) **6.9%** Actual

increase 1994-1997 (Kennett Government) **11.4%** Source:

Budget Paper 3; Auditor-General Report 57.

# The Bracks government's election promises

Promises 1999	Status	Comments
Improve rolling stock and signalling	Broken promise	Rolling stock upgrades were part of privatisation agreements. Signalling remains unchanged.
Build a transit link to Melbourne's Airport	Watered down	No rail link; upgraded Skybus instead.
Fast rail links to regional centres	Delayed	Continually delayed and ill managed. Initial travel time promises are unfulfilled.
Providing an integrated public transport network	Broken promise	Service coordination and integration has not substantially improved.
<b>Resourcing public transport</b>		
Restore customer confidence in public transport.	Broken promise	Train cancellations have increased substantially thus eroding confidence.
Increase the number of people using public transport.	Broken promise	Despite much rhetoric public transport patronage has remained constant
Improve the reliability and flexibility of the service.	Broken promise	Service reliability has not improved. Bus services still face poor operating hours.
Extend services to growth areas.	Largely unfulfilled	Many growth areas remain without usable public transport.
<b>Flyer trains - Ringwood/Belgrave/Lilydale</b>		
Third rail track to Ringwood	Broken promise	Excluded from Metro Transport Plan
Faster travel times	Broken promise	Travel times have not improved
<b>Flyer trains - Pakenham/Cranbourne/Dandenong</b>		
Faster travel times	Broken promise	Travel times have not improved
Introduction of more express services.	Broken promise	No extra services
<b>Flyer trains – Frankston</b>		
Faster travel times	Partially delivered	Small speed increases achieved
Introduction of more express trains	Broken promise	No extra services
<b>Metropolitan rail and tram extensions</b>		
Broadmeadows to Craigieburn	Work underway	Project delayed. Stations at Coolaroo and Patullos will not be built.
Cranbourne to East Cranbourne	Watered down	Introduced TrainLink bus instead
Epping to South Morang	Watered down	Introduced TrainLink bus instead, against express wishes of residents, who wanted a rail extension.
Tram East Burwood to Knox	Watered down	Tram services will only be extended to Vermont South.
Extend and upgrade key tram routes.	Largely unfulfilled	Extensions limited to Docklands. No further extensions identified in Metropolitan Transport Plan.
<b>A comprehensive, integrated bus network</b>		
Increased frequency and spread of services	Broken promise	Bus service levels have not substantially improved, save for a small number of Trainlink and Smartbus routes.
Better coordination and integration	Largely unfulfilled	Apart from two Trainlink routes, bus coordination has not improved. Holiday timetables are still disjointed.
Ensuring new housing estates have roads planned that are bus-friendly.	Largely unfulfilled	New housing estates are often located in cul de sacs away from bus services.
Improved feeder services to other modes of transport	Largely unfulfilled	Apart from two Trainlink routes, feeder buses have not been improved, coordination is still lacking.
<b>Regional transport plans</b>		
Outer East Public Transport Plan	Delayed (until late 2003)	Transport plans were released but no substantial action was provided.
Train route to Rowville	Broken promise	Excluded from the Metropolitan Transport Plan
Train route to Rowville	Watered down	SmartBus service was announced (service will not begin until late 2006).
<b>Revisiting country rail closures</b>		
	Partially delivered	Ararat and Bairnsdale reopened. Mildura and Leongatha Delayed.

<b>Promises 2002</b>	<b>Status</b>	<b>Comments</b>
<b>Transport and urban development</b>		
Implement Melbourne 2030 to stop urban sprawl and encourage much more efficient urban design	Poorly implemented	Public transport plans for activity centres are largely inadequate. Other centres such as Chadstone are not located within the current Principal Public Transport Network.
Implement major improvements to public transport to achieve 20% of vehicle trips being by public transport by 2020.	No progress	Bus, tram and train plans were watered down and no specific actions to achieve the goal have been announced.
Revitalising Melbourne's Suburbs. Develop thirteen new Transit Cities.	Poorly implemented	Most Transit Cities have ignored the need for improved public transport.
<b>Linking Victoria: Labor's plan for safe, efficient and reliable transport</b>		
Develop a new smart card ticketing system	Poorly implemented	Token consultation with stakeholders.
Introduce new Smartbus services on Warrigal Road	Work underway	Continually delayed, not expected until mid 2005. Weekend frequencies still poor.
Undertake a \$9 million program to solve public transport "red spots" on priority tram and bus routes where there are avoidable delays.	Partially being delivered	Tram priority was announced and a limited program is being undertaken, but involves retrograde steps like removal of tram stops. Bus priority has been watered down.
Extend metropolitan rail and light rail services to growth suburbs including Craigieburn and Vermont South.	Partially being delivered	Craigieburn extension to be completed in 2005, but no Coolaroo station. Vermont tram extension will be complete in 2005, but no extension to Knox. Rail extensions to South Morang, Doncaster, Rowville, Cranbourne East still yet to be delivered.
Continue planning and development work for the Tram 109 project.	Delayed	Work is continuing, although improved travel times have not been met.
Introduce new bus services to outer suburban areas.	Watered down	New bus services have been introduced in some areas, but apart from the two Trainlink services, frequency and operating hours are poor.
Improve safety by fitting all suburban trains with closed circuit TV and duress alarms	Partially delivered	Comeng upgrades complete. Hitachi trains not upgraded. Staff presence is still rare.
Upgrade railway stations and transport interchanges at Essendon, Glenroy, Belgrave and Mitcham.	Watered down	Upgrades limited to new bus shelters.
Investigate increasing capacity on the Dandenong, Ringwood, Hurstbridge lines.	Delayed	Some planning, but no budget money allocated to address and resolve these bottlenecks.
<b>Upgrade regional transport services</b>		
Introduce new and upgraded bus services in regional Victoria, including Phillip Island, Bellarine Peninsula, Bacchus Marsh, Heyfield-Traralgon and Geelong.	Broken promise	Bus services in regional areas are still sorely inadequate.
Upgrade railway stations and bus interchanges to provide easier, safer and more convenient travel including facilities at Ballarat, Bendigo, Swan Hill, Warrnambool, Lang Lang, Ararat and the Anderson bus interchange.	Work almost complete	Upgrades limited to new bus shelters.
Restore regional rail services and introduce fast rail services to cut travel times to major regional centres.	Partly delivered	Train service reopened to Ararat and Bairnsdale. Fast Rail is continually delayed, and will single-track Bendigo line.
Review public transport in the fast regional rail corridors aiming for better coordination of rail and bus services.	Delayed	Still to be delivered.
<b>Other</b>		
Require government departments to have an increased focus on the Triple Bottom Line objectives of social, environmental and economic outcomes.	Broken promise	Government blindly following poor advice from departments. Triple bottom line assessments are not being adhered to.