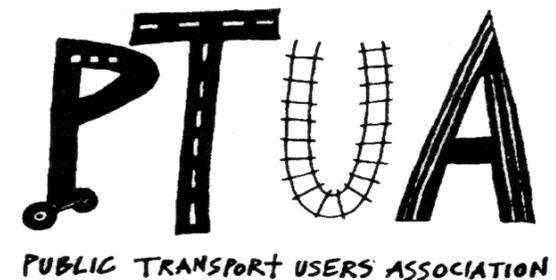


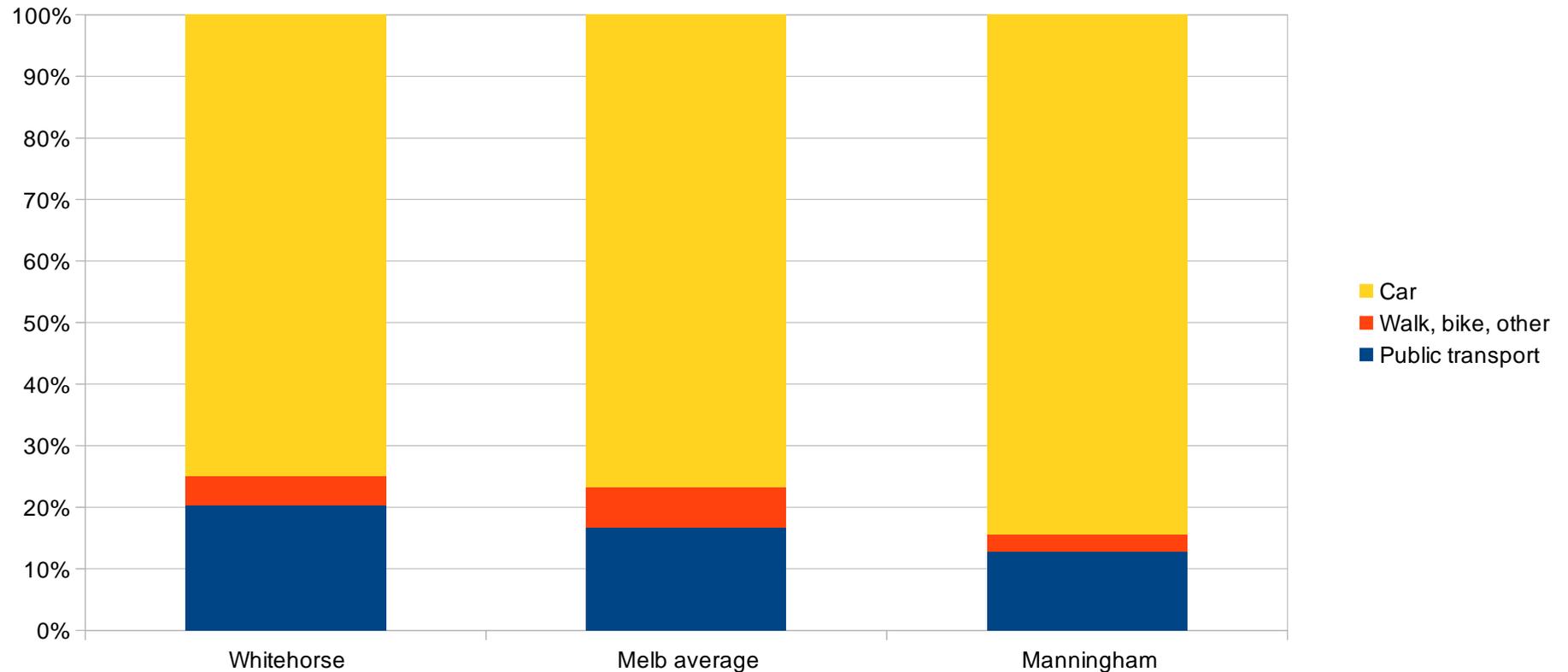
Doncaster Rail and the PTUA

- Formed in 1976, the Public Transport Users Association is the peak body representing users and supporters of public transport in Victoria.
- Our achievements include helping to save train lines under threat of closure, introducing all night trains on New Year's Eve and getting improvements to suburban bus services.
- PTUA support for Doncaster rail goes back to the late 1980s, when Eastern suburbs communities backed the line as a vital public transport alternative to extending the Eastern Freeway (now a congestion bottleneck). The line was the subject of an independent report by Prof Bill Russell in 1991.



Why Doncaster Rail?

Mode share for journeys to work (2011 census)



Manningham is the only municipality in Greater Melbourne without any form of rail service. Could this be relevant....?

Buses are great....in right context

- DART buses provide decent service – but so did the express buses to Mandurah, WA

Weekday patronage on DART buses in 2011/12 (from Doncaster rail study)	11,400
Weekday patronage on Mandurah buses in 2005	16,000
Weekday patronage forecast for Mandurah rail line when it opened in 2007	25,000
Actual weekday patronage on Mandurah line in second year of operation	50,000
Current weekday patronage on Mandurah line	75,000
Population of Mandurah rail corridor catchment (Melville, Cockburn, Kwinana, Rockingham, Mandurah, parts S Perth)	400,000
Population of Doncaster rail corridor catchment (City of Manningham, northern fringes Boroondara / Whitehorse)	180,000

Making PT work in Manningham

- Rail can reduce Doncaster–City travel time from 40 to 25 minutes – once you get to the station
- With rail (stage 1 to Bulleen 2 to Doncaster), bus resources that currently take passengers all the way to the city can be redeployed to increase frequency and coverage throughout Manningham / north Whitehorse – also caters to non-central city travel that currently jams major roads in the area
- 'Every 10 minutes to everywhere' network – coverage within 400-600 metres of all urbanised area
- Strategically located Park & Ride facilities to provide choice / flexibility, as supplement to good feeder buses

“In Perth, the convenience of the motor car has historically been absolutely paramount. If we're building new public transport, we must design it to compete with the motor car and be better. Otherwise, don't bother building it at all.”

—Peter Martinovich, Executive Director, Transperth

The Campaign



PUBLIC TRANSPORT
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A community campaign for Melbourne's future



The East-West Link is projected to cost taxpayers up to \$14 billion. It is very expensive, has little economic benefit for Victoria and won't reduce traffic or city congestion in Melbourne.



Investing in world-class public transport infrastructure reduces traffic and pollution. It is cost-effective, sustainable and makes Melbourne a liveable city for all, including motorists.

Volunteer

Let's make Melbourne a truly livable city

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