

ENQUIRY INTO PUBLIC PASSENGER TRANSPORT FACILITIES  
IN THE BALLAARAT URBAN DISTRICT.

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SUBMISSIONS

by

HIS WORSHIP THE MAYOR, CR. A.W. NICHOLSON, O.B.E.

on behalf of

THE BALLAARAT CITY COUNCIL.

Town Hall, Ballarat.  
2nd April, 1968.

CASE FOR PRESENTATION TO THE TRANSPORT REGULATION BOARD.

RE ENQUIRY ON PUBLIC PASSENGER TRANSPORT FACILITIES IN BALLAARAT.

MR. CHAIRMAN AND MEMBERS OF THE BOARD,

THE BALLAARAT CITY COUNCIL IS INDEED GRATEFUL FOR THE OPPORTUNITY OF SUBMITTING EVIDENCE BEFORE YOUR ENQUIRY THIS AFTERNOON AND WHICH, IT IS APPRECIATED, IS EVIDENCE "ON OATH."

AS INDICATED TO YOU UNDER THE HEADINGS OF EVIDENCE WHICH I AM DESIRED TO EXPOUND UPON, ARE:

1. "THE COUNCIL'S EXPRESSIONS TO RTAIN THE PRESENT TRAMWAY SYSTEM UNDER CERTAIN CONDITIONS."
2. "IF THE PRESENT TRAMWAY SYSTEM IS NOT TO BE CONTINUED, THE GOVERNMENT ENSURE THE PROVISION OF A GOVERNMENT OPERATED SYSTEM FLEXIBLE ENOUGH TO SUIT THE GROWING AREA OF BALLAARAT."
3. "THAT WHAT-EVER AUTHORITY IS SET UP TO PROVIDE PUBLIC TRANSPORT IT SHOULD ENSURE THE CONTINUED EMPLOYMENT IN THE BALLAARAT AREA OF THE PRESENT NUMBER OF TRAMWAY EMPLOYLES."
4. "THAT IN THE EVENT OF THE GOVERNMENT AGREEING TO RELIEVE THE STATE ELECTRICITY COMMISSION OF THE OPERATING OF THE PRESENT TRAMWAY SYSTEM THAT THE COUNCIL BE ADEQUATELY COMPENSATED FOR ROADWAY RESTORATION ON A BASIS NOT LESS FAVOURABLE TO THAT WHICH APPLIED IN GEELONG SOME YEARS AGO AND HAVING REGARD TO THE RELATIVE COSTS IN THE INTERIM."
5. THERE COULD BE OTHER THOUGHTS WHICH COULD DEVELOP DURING THE PREPARATION OF THIS CASE.

A PERUSAL OF A MAP OF THE CITY OF BALLAARAT, EMBRACING THE BOROUGH OF SEBASTOPOL AND THE WENDOUREE SECTION COVERED IN THE BALLARAT SHIRE, INDICATES WE HAVE A FAIRLY COMPLEX SYSTEM OF TRANSPORT AND IF IT IS ACCEPTED THAT PEOPLE WITHIN 20 CHAINS OF EITHER SIDE OF THE TRAMWAY ROUTE AND 20 CHAINS ON EITHER SIDE OF THE PRESENT URBAN BUS ROUTES ARE CONSIDERED, THE POPULATION IS VERY BROADLY SERVICED.

THE TWO TYPES OF SERVICE I HAVE MENTIONED OF COURSE, DO NOT INCLUDE THE FLEET OF 50 LICENCED TAXI CABS, 49 OF WHICH OPERATE ON TWO-WAY RADIO.

THE MAIN TRAMWAY SERVICE APPEARS TO HAVE BEEN INAUGURATED BACK IN SEPTEMBER OF 1886 WHEN A HORSE DRAWN TRAM SERVICE WAS INSTITUTED, THIS, OF COURSE, BEING REPLACED BY TRAMS OF ELECTRIC POWER IN 1901

AND THIS TRAM SERVICE WAS FOR REASONS RELATED TO THE ACQUISITION FROM THE ENGLISH COMPANY FOR POWER SUPPLY, TAKEN OVER BY THE STATE ELECTRICITY COMMISSION IN 1934. SHORTLY AFTER THE STATE ELECTRICITY COMMISSION TOOK OVER THE OPERATING OF THE ELECTRIC TRAMWAY SYSTEM, A SHORT LENGTH OF LINE WAS CONSTRUCTED BETWEEN GREGORY AND NORMAN STREETS (NEW CEMETERY TERMINUS) ON THE LYDIARD STREET NORTH ROUTE.

THE BALLAARAT TRAMWAYS OPERATE OVER A LENGTH OF 16.17 MILES, THE LENGTH OF ROUTE BEING FROM THE LYDIARD STREET TERMINAL - SEBASTOPOL 3.8 MILES; MT. PLEASANT ROUTE 1.6 MILES; VICTORIA STREET ROUTE 1.5 MILES; LYDIARD STREET NORTH ROUTE 1.7 MILES AND VIEW POINT 2 MILES, WHILST THE ROUND TRIP TO THE BOTANICAL GARDENS IS 5.7 MILES. THIS MILEAGE IS OPPOSED TO 32 MILES (PLUS OR MINUS) WHICH IS OPERATED BY THE 17 URBAN BUSES WITHIN THE CITY AND WENDOUREE AREAS OF THE BALLARAT SHIRE, AND RIBBON DEVELOPMENT TO BUNINYONG.

IT IS KNOWN THAT THE BALLAARAT TRAMWAYS HAVE LOST CONSIDERABLE SUMS OF MONEY BETWEEN THE YEAR 1957-58 AND 1966-67. THE LOSSES HAVE BEEN STEADILY RISING YEAR BY YEAR FROM \$155,076. IN 1957-58 TO \$230,860 IN 1966-67. THERE WAS ONLY ONE YEAR IN THAT BRACKET OF TEN YEARS WHERE IT SHOWED REDUCTION IN THE ANNUAL DEFICIT AND THAT WAS IN 1963-64, WHEN THE PREVIOUS YEAR'S FIGURE OF \$173,522 REDUCED TO \$172,852. THERE CAN BE REASONS FOR THIS INCREASE IN ANNUAL DEFICIT AND THESE CAN BE ATTRIBUTED TO WAGES AND SALARIES INCREASES TO THE MEN WHO ARE CONCERNED WITH THE OVERALL OPERATING OF THE TRAM SERVICE, AND REDUCTION IN PATRONAGE OF TRAM TRAVELLERS.

THE CAR POPULATION HAS ALSO HAD A BIG BEARING ON THE PEOPLE USING PUBLIC TRANSPORT, AS THE COUNCIL HAS BEEN ADVISED THAT IN THE FOUR YEARS BETWEEN 1962 AND 1966, THE CAR POPULATION OF VICTORIA INCREASED BY 22 PER CENT, AND THIS WOULD HAVE ITS REFLECTION ON THE POPULATION IN THIS AREA. MANY POTENTIAL PUBLIC TRANSPORT USERS NOW POSSESS ONE OR TWO FAMILY CARS.

THE ESTIMATED POPULATION OF THE CITY SINCE 1935 WHICH WAS 36,211 HAS RISEN IN 1967 TO 41,773. THE COUNCIL HAS, ON THREE OCCASIONS, CONSIDERED THE QUESTION OF THE POSSIBILITY OF THE TRAMWAY SYSTEM BEING WITHDRAWN. IN 1962 THE COUNCIL AGREED TO LODGE ITS EMPHATIC PROTEST AGAINST THE PROPOSAL TO ABOLISH THE TRAM SYSTEM AS THE METHOD OF PUBLIC TRANSPORT IN BOTH THE CITIES OF BENDIGO AND

BALLAARAT, AND THE BOROUGHS OF SEBASTOPOL AND EAGLEHAWK. IT ALSO AGREED TO WORK IN CLOSEST CO-OPERATION WITH THE CITY OF BENDIGO AND THE BOROUGHS OF EAGLEHAWK AND SEBASTOPOL AND MAKE EVERY ENDEAVOUR TO ENSURE THE CONTINUANCE OF THE OPERATION OF THE ELECTRIC TRAMWAYS IN THE RESPECTIVE MUNICIPALITIES.

THE LATEST EXPRESSIONS OF THE BALLAARAT CITY COUNCIL IN REGARD TO THE RETENTION OF THE PRESENT TRAMWAY SYSTEM IS - THE COUNCIL WOULD ASK THAT THE PRESENT SERVICE BE EXTENDED TO MEET THE EXPANDING AREA OF BALLAARAT AND ITS ENVIRONS AND THAT NEW AND MORE UP-TO-DATE TRAMS SHOULD BE PROVIDED. IT IS ALSO CONSIDERED IMPORTANT TO SAFEGUARD THE EMPLOYMENT AND RETENTION IN BALLAARAT OF THE EMPLOYEES WHO ARE ENGAGED IN THE PRESENT TRAMWAY ACTIVITIES. THE COUNCIL IS ADVISED THERE ARE 69 MEN WORKING ON THE TRAMS THEMSELVES (INCLUDING 5 INSPECTORS); AT THE TRAM SHEDS THERE ARE 18 MEN EMPLOYED AND 8 MEN ENGAGED IN THE TRACK MAINTENANCE GANG.

ANOTHER FEATURE IN FAVOUR OF TRAMS IS THAT THE PENSIONER POPULATION OF BALLAARAT, WHICH APPROXIMATES FOUR THOUSAND IN THE BALLAARAT AREA, ARE ENTITLED AND ARE RECEIVING CONCESSION RATES OF TRAVEL. IF A BUS SERVICE WAS INSTALLED, SUCH A CONCESSION WOULD PROBABLY DISAPPEAR, AS IT DID IN GEELONG. THERE WAS SOME CONCERN THAT THE BUS FARES INCREASED ABOVE TRAM FARES IN THE GEELONG AREA BUT FROM ENQUIRY THE ANSWER APPEARS TO BE IN THE NEGATIVE, ALTHOUGH PRACTICALLY THIS IS NOT SO AS THE SECTIONS OF THE TRAMWAY SYSTEM WERE 7/10THS OF A MILE AND THE BUS SERVICES REDUCED THE SECTIONS TO 6/10THS OF A MILE.

AS MENTIONED PREVIOUSLY, IT WOULD BE IMPERATIVE, IF THE TRAMWAY SERVICE WAS WITHDRAWN, THAT THE MUNICIPALITY SHOULD BE REIMBURSED THE COST OF ROAD REINSTATEMENT ON A "NO LESS" FAVOURABLE BASIS THAN THAT GRANTED IN THE MUNICIPALITIES OF GEELONG, BEARING IN MIND THE RISE IN THE ROAD CONSTRUCTION COSTS SINCE THE GEELONG TRAMWAY SYSTEM WAS ABOLISHED BY AGREEMENT IN 1955.

SHOULD THE PRESENT TRAMWAY SYSTEM BE REPLACED, IT IS REQUESTED THAT THE GOVERNMENT ENSURE THE PROVISION OF A GOVERNMENT OWNED TRANSPORT SYSTEM WHICH WOULD BE FLEXIBLE ENOUGH TO SERVE THE GROWING AREA OF BALLAARAT AND THUS FURTHER ENSURE THAT THE PRESENT EMPLOYEES ARE GIVEN OPPORTUNITY TO ACCEPT SUITABLE EMPLOYMENT IN THIS CITY AND DISTRICT, BEARING IN MIND THAT MOST OF THEM ARE MARRIED MEN WITH

EITHER ESTABLISHED HOMES, OR ARE PURCHASING HOMES, AND WITH CHILDREN WHO ARE PURSUING THEIR EDUCATION IN THE FAVOURABLE ATMOSPHERE OF BALLAARAT'S EDUCATIONAL CENTRES.

I WOULD ALSO EMPHASISE THAT THE INTRODUCTION OF AN ALTERNATIVE FORM OF GOVERNMENT TRANSPORT FROM THE PRESENT TRAMWAYS WILL HAVE AN ADVERSE AFFECT ON THE NUMBER OF CARS WHICH MIGHT PARK IN THE CENTRE OF THE COMMERCIAL AREAS OF THE CITY, DUE TO REGULATION LENGTHS OF BUS STOPS AND TAKE OFF.

CONVERSELY, THE REINSTATEMENT OF TRAM TRACKS AND ELIMINATION OF STOPS ETC. IN THE MIDDLE OF ROADS WILL GREATLY ASSIST TRAFFIC FLOW AND REDUCE HAZARDS.

IT IS POSSIBLE THE BOARD WILL RECOMMEND AND IT MAY BE ADOPTED THAT PRIVATE TRANSPORT BE REQUIRED TO OPERATE THE PASSENGER TRANSPORT SYSTEM IN THIS CITY. IF SUCH COMES INTO BEING, IT IS NECESSARY THAT SOME AUTHORITY, OUTSIDE THE COUNCIL, BE AUTHORISED TO ENSURE THE PROVISION OF THE REQUISITE TRANSPORT TERMINALS, SUITABLE TO THE COMMUNITY, FROM WHICH TO OPERATE. IT IS FELT THAT THIS IS THE MOMENT WHEN SUCH A SAFEGUARD SHOULD BE NOTED BY THOSE IN AUTHORITY AS IT IS APPRECIATED THAT IF THIS EVENTUATES, THERE MAY BE NO FURTHER OPPORTUNITY IN WHICH TO NEGOTIATE THIS REQUIREMENT AT A LATER DATE.

I DO KNOW, HOWEVER, THAT OTHER ORGANISATIONS WITHIN OUR AREA ARE PROPOSING TO SUBMIT EVIDENCE AND IF THERE ARE NO QUESTIONS TO ANSWER, I WOULD LIKE TO THANK THE BOARD FOR ALLOWING THIS MUNICIPALITY TO SUBMIT ITS CASE WHICH IS PREDOMINANTLY FOR THE RETENTION OF THE TRAMWAYS UNDER IMPROVED CONDITIONS OF OPERATING AND SERVICE, OR TO ALTERNATIVELY PROVIDE ANOTHER GOVERNMENT OPERATED SERVICE TO SERVE THE WHOLE OF THE AREA, WITHOUT AFFECTING PRESENT EMPLOYMENT.

A.W. NICHOLSON, O.B.E.

MAYOR.