

TRANSPORT

REGULATION

BOARD.

ENQUIRY

into

Public Passenger Transport Facilities

in the

GEELONG URBAN DISTRICT.

PLACE OF HEARING.

Court House, Geelong.

DATE AND TIME OF HEARING.

Wednesday, 30th. September, 1953 - commencing 10<sup>30</sup> a.m.  
 Thursday, 1st. October, 1953 - commencing 10<sup>00</sup> a.m.  
 Friday, 2nd. October, 1953 - commencing 10<sup>00</sup> a.m.

ORDER OF APPEARANCES.

Wednesday, 30th. Sept.

a.m.  
 City of Geelong.  
 Shire of Bellarine.  
 West Moolap Progress Association.  
 City of Geelong West.

p.m.  
 Shire of South Barwon.  
 City of Newtown & Chilwell.  
 Vehicle Builders' Employees Federation  
 of Australia, Geelong Branch.  
 Amalgamated Engineering Union, Geelong.

Thursday, 1st. Oct.

Trades Hall Council, Geelong  
 Tramway & Bus Employees Assoc, Geelong.  
 Shire of Corio.  
 Road Passenger Service Operators  
 Association, Victoria.

Geelong & District Town Planning Committee.  
 Chamber of Commerce & Manufactures, Geelong.  
 Victorian Road Transport Association.

Friday, 2nd. Oct.

State Electricity Commission.

LIST OF ORGANISATIONS PRESENTING EVIDENCE AT THE PUBLIC ENQUIRY.

<u>Organisation</u>	<u>Evidence to be submitted by</u>	<u>Pages</u>
Shire of Bellarine.	Cr. S. Nash.	Not received in time for inclusion.
Shire of Corio.	Cr. A.S. Thomson, Shire Pres.	
Shire of South Barwon.	Cr. J.B. Johnson.	
West Moolap Progress Assoc.	Mr. F.E. Bollom (Hon. Sec).	
City of Geelong.	Crs. C. Blakiston, B.E. Purnell, and T.W. Jewell.	Not received in time for inclusion.
City of Geelong West.	Cr. A.C. Knight (Mayor).	
City of Newton & Chilwell.	Cr. H.R. Leach.	
Geelong and District Town Planning Committee.		Not received in time for inclusion.
Amalgamated Engineering Union Geelong.	Mr. R. Lowe (Dis. President). Mr. B. O'Leary (Dis. Secret).	
Australian Tramway and Employees Assoc., Geelong.	A.G. Poyser (Secretary).	
Trades Hall Council, Geelong.	Mr. C.D. Macdonald (Sec.) & President A T & M O E A .	
Vehicle Builders' Employees' Federation of Aust., Geelong.	Mr. J. Campbell (Secretary).	
Chamber of Commerce & Trade.	Mr. N.R. Purnell (President) Messrs. J.W. Chew and L.L. Burch.	
Road Passenger Service Operators Assoc., Victoria.	Mr. A.J. Deacon (President).	
State Electricity Commission.	Messrs. Farr & Sutherland.	
	<u>Correspondence.</u>	
Ford Motor Company of Australia Pty. Ltd.	Letter dated 7-9-53.	
International Harvester Co. of Australia Pty. Ltd.	Letter dated 14-9-53.	
Motor Transport and Chauffeurs' of Australia.	Letter dated 17-7-53.	

SHIRE OF CORIO.

Statement of Evidence to be presented at Hearing by Cr. A.S. Thomson,  
Shire President.

"This Council respectfully wishes to submit the following as means whereby Passenger Transport can be improved in Geelong and District, and more especially in the Shire of Corio.

- (1) A fast frequent train service, preferably electric, between say, Moolap on the Queenscliff line and Corio on the Melbourne line, in order to handle the employees engaged in industries at North Geelong, North Shore and Corio.
- (2) No extension to be granted to the State Electricity Commission to the existing tram route at North Geelong.
- (3) Improvements to be made in the existing Bus Service in the Bell Park area (namely Separation Street, Ballarat Road, Lower Anakie Road and Vines Road) and a continuation of Separation Street service with the North Geelong Rail and Tram Systems. Complaints have been received by this Council that the existing service is very irregular and that on several Sundays recently, no buses at all have been provided.
- (4) Provision, at exterior rear of buses, of hooks whereon children's pushers or prams can be carried, in order to keep clear the passage-ways of vehicles, especially in case of accident.
- (5) As regards the existing Bus Service to North Shore, Norlane during the peak loading periods - this Council considers that in the absence of rail facilities, as mentioned in clause (1) the transport operators and the Ford Motor Company are providing a reasonably good service to the industries, in view of the fact that very little staggering of working hours is taking place.
- (6) This Council wishes to emphasize the point that in its opinion, the needs of the people of North Shore, Norlane, Corio, will best be served by motor transport, and further, that the present operators of the service have been, at all times, willing to give maximum service and co-operation having regard to the economics of the position, and that this service could be greatly improved in the event of existing tramway system in Greater Geelong being abolished. This would permit bus services being routed from suburbs south of Geelong to the north, thus permitting a greater number of passengers being carried and in general, a vastly improved service. The position at Norlane requires constant revision, as it is rapidly developing - an average of 15 new houses being occupied each week, together with the lack of shopping facilities within the area.
- (7) Little River. The residents of Little River have requested that consideration of the Board be given to the possibility of having trains stop to pick up passengers at the Little River Railway Station; the trains referred to are the 9.25 a.m. to Geelong and the 3.43 p.m. to Melbourne. Great inconvenience is caused to residents by the non-stopping of these trains and it is pointed out that at least 4 people would travel by the 3.43 p.m. daily, if it stopped at Little River.
- (8) This Council expresses the opinion that in view of the great importance transportation plays in the well-being of residents in the Greater Geelong area, that a local representative should be appointed to your Board to safeguard their interests

## SHIRE OF SOUTH BARWON.

Evidence to be submitted by Cr. J.B. Johnson.

"In making submissions to the Board with respect to Passenger Transport in the Greater Geelong area the South Barwon Shire Council is concerned mainly with future developments particularly in the Belmont, Highton, Grovedale areas because of the extensive residential development taking part in these areas.

Because the opportunity is not always available to make submissions as it is on this occasion, when an overall enquiry covering the Greater Geelong area is being conducted, the Council is of the opinion that evidence tendered now can not only be analysed from the internal requirements of the Municipality or its most closely settled parts, but also in relation to the general enquiry.

### PRESENT NEED:

There is one matter which the Council considers requires immediate investigation. At present the Geelong tram service on Sundays does not commence operation until approximately 2 p.m.

The Council is of the opinion that arrangements should be made for a passenger transport service on Sunday morning and up to the time of the commencement of the tram service. Taken on a line along the Princes Highway, the southern extremity of the closely settled Belmont area is more than 3 miles from the centre of Geelong (corner of Moorabool and Ryrie Streets).

Observations have shown that there is a considerable movement of people to and from the direction of the city before the trams commence running.

The development of Belmont has largely been brought about by the settlement of young couples (with children of tender years) whose parents etc. live in other parts of the Greater Geelong area.

The facilities available through taxi services are fully realised, but it is considered that hiring of taxis, except on special or urgent occasions, is beyond the financial resources of most young couples and in fact older ones.

Therefore, the Council suggests provision of a bus service.

### Suggested Route:

It is submitted that such a service would probably be an economic undertaking if a through service was provided, at intervals, between Geelong and Norlane - say to the junction of Melbourne Road and Bacchus Marsh Road, a distance of approximately 6 miles. Such a service would provide for the North Geelong, Norlane area similarly to what it would do for Belmont.

A Sunday train leaves Geelong for Melbourne at 9.45 a.m.

A Sunday train leaves Melbourne, arrives Geelong at 10.50 a.m.

A bus timetable could probably be co-ordinated with these trains.

### Frequency of Trips:

It is not suggested that any service should be a frequent one, but that one leaving each terminus at from half hour to one hour intervals would fill a necessity.

It would also be considered that at least some trips or an odd trip could be made embracing Highton, West Belmont, Grovedale, East Belmont as well as serving the central area of Belmont.

### Extension Residential Area:

The residential area of Belmont has recently been extended in a southerly direction to the northern boundary of the Protestant Orphanage property. The action had to be taken to meet the requirements brought about by developments.

### FUTURE NEEDS:

In relation to future needs the Council suggests consideration to the requirements particularly of South Belmont, between the tram terminus and the Protestant Orphanage, and Grovedale.

A bus service already serves East Belmont. If it were taken up Settlement Road, it would serve the Protestant Orphanage and if brought northerly along Princes Highway to the nearest permissible point to the trams, it also would serve a considerable newly-developed area between the Orphanage and the tram terminus.

Settlement Road is to be utilised by the Country Roads Board for the construction, at some future date, of a by-pass road through Belmont.

This road would require attention to make it suitable for a regular bus route.

It is suggested that the Transport Board should consult the Country Roads Board on this matter, particularly with a view to temporary improvement pending permanent construction

#### Commonwealth Undertaking:

In this area there is a research laboratory of the C.S.I.R.O., a distance of approximately 4/5ths. of a mile from the tram terminus. Present traffic to C.S.I.R.O. is approximately 10 persons arriving at 7.45 a.m., 20 persons at 8.45 a.m. 20 persons departing at 5.20 p.m. and 10 persons at 6 p.m.

An increased staff traffic is foreshadowed as this most important place is constantly developing. Buildings to cost approximately £100,000 (\$200,000) are in course of erection.

#### Grovedale Area (Past the terminus of the existing Belmont East service):

It is suggested that odd trips should be made now to this area, say, to the railway crossing a distance of 2 miles from the present terminus.

On that extended run there is the Grovedale Hotel which caters for Boarders as well as a developing residential area.

At present a service might be provided, say, two afternoons weekly even if only one to and fro trip, and also say, one to and fro night service on two nights weekly that would be suitable to entertainment patrons.

Development of these services could be watched and extended as required.

#### New School:

A new school to be named Oberon which will accommodate possibly 300 children or more is to be erected in East Belmont. Many of the pupils will be drawn from the area in the direction of Grovedale, hence bus extension in that direction will serve the school interests.

#### SERVICE IMPROVEMENTS:

Council investigations disclose that there is dissatisfaction regarding some aspects of existing services particularly in the West Belmont, Highton areas.

One complaint concerns overloading at peak periods, workmen's bus in the morning to the city and buses back in the evening between 5 and 6 p.m.; also the need for additional night services.

Another complaint rather similar to the foregoing concerns the long period involved by travelling in public transport vehicles from other suburbs to the outer parts of West Belmont and Highton.

(NOTE - One resident has pointed out that to come from Ormond Road, East Geelong, to the western end of Mt. Pleasant Road, Belmont - a distance of 3½ miles - takes one hour and 40 minutes in the late afternoon, longer than a journey to Melbourne.

The Council realises that complaints of the nature of the two quoted are inseparable from problems which arise in all developing areas, but suggest:-

- (1) Immediate investigation be made to ascertain if more frequent services would be warranted.
- (2) Whether an extra bus should be provided at peak periods.
- (3) That a close watch be kept on this area because of the constantly increasing number of residents.

(NOTE - In connection with week-end traffic to this area, there are two large Orphanages at Highton which attract a considerable number of visitors, relatives of children etc.).

#### Internal Services:

The Council also is inclined to the view that with the continued expansion of the various areas mentioned herein, the day is not far distant when consideration will have to be given to internal services (within the mentioned areas) to terminate at points along the tram line in Belmont.

Such feeder services would be able to traverse more streets, therein serving a greater number of residents.

It would, however, be necessary to have some modification of the existing conditions regarding the picking up of passengers within a specified distance of the tram line. As the bus would discharge its load on-to the tram service, the Council contends there should not be a restriction on where passengers are embarked.

#### Terminus:

Termination of feeder services at the Barwon Bridge would possibly be the best location because:-

- (a) such a point would permit services to work through the full length of the settled areas;
- (b) there is plenty of scope in that locality for buses to turn without any interruption to the considerable traffic on the Princes Highway.

#### Seaside Services:

The Council has little comment to make on the services to sea-side Resorts of Barwon Heads or Torquay.

There is no evidence that existing services are not satisfactory. On the contrary, it would appear that the Board has kept the needs of these areas well under review and arranged for operators to provide suitable services.

The Council's only comment is that it is concerned regarding the future of these resorts. They have passed the exclusively holiday aspect and have become places of permanent residence, which is constantly increasing. In effect they are now suburbs of Geelong. For that reason the Council has got to keep a watchful eye on their requirements. One of the most important of which is transport facilities.

#### Pick-up and Delivery:

In this regard the Council considers that because of the manner in which these centres are spreading out, buses will also have to spread their services both in the collection and delivery of passengers.

WEST MOOLAP PROGRESS ASSOCIATION.

Statement of Evidence to be presented and elaborated on by  
Mr. F.E. Bollom, Hon. Secretary.

"The West Moolap Progress Association in presenting the following facts believes it is truly representative of the people who will eventually pay the bill for any organised form of transport, in whatever form it may be presented and will continue to pay the bill for the upkeep, maintenance and expansion of such transport, so therefore it feels that it is its duty, on behalf of the travelling public of our area to urge that a Central Passenger Authority for the Greater Geelong area should not only be set up but got on with, both figuratively and literally.

The only forms of transport available to this area are the Tramways and some Country Buses. We have conducted a survey of the area and in presenting its results we feel that we can convince the enquiry that the fare-paying public in our area is not getting proper consideration. We are well aware that we are not the only area so neglected, but can only speak from our own experiences.

The area, which is a rapidly developing, good class residential one, contains over 4000 people and the majority of whom are relying on the industries of Geelong for their maintenance - the greater number having young children. There is no shopping Centre, no school, no place of Religious Worship and no facilities for entertainment or communal social life.

The Tramways serving the area consist of two services, from City centre to Eastern Park and from City centre to East. The former stops short of West Moolap area by some one-third of a mile and serves the Northern half of the area. The survey has shown that, of the persons remaining on the Eastern Park tram until the terminus, 55% walk into the West Moolap area. On the East route, of the persons remaining on the tram until the terminus, 60% walk into the St. Albans and West Moolap areas. Both East and Eastern Park trams are grossly overcrowded at peak hours. The Eastern Park route was last extended 25 years ago from Garden Street - junction of Ryrie Street solely for football matches which were played at Corio Oval.

With regard to the buses, which will be dealt with in detail later, they are totally inadequate as is evidenced by the fact that, at one stop alone, 14 or more children have to push on to a bus in which there is already only standing room. Also, it is known that, parents who are solicitous for their children's welfare, and will not expose them to this dangerous form of travelling nor to the rigors of the weather, have their children picked up by a taxi which accommodates up to 15 children at a fare of sixpence (five cents) each to take them to school - another unhealthym, unsafe practice.

Owing to the exposed nature of the area, the walk from either tram terminus by the shortest way, to the average farthest point in West Moolap of one mile at least, is extremely hazardous both by reason of the weather and heavy motor traffic, the former being the most noticeable on the Portarlington Road and the latter being the most noticeable on the Queenscliff Road (Bellarine Highway). Even those people living on the City side of the area have a walk of at least  $\frac{1}{2}$  mile either uphill, or across open paddocks just inside the City boundary.

The journeys into the City in both winter and summer are burdensome to elderly people, housewives with shopping, mothers with young children and with the exception of those children who are fortunate enough to be accommodated on the school bus and whose parents do not mind them waiting about the school for an hour prior to that bus departure, the walk is an unhealthy one for children; also providing an unparalleled opportunity for mischief-making.



The "breadwinner" is in no better plight as, apart from the long walk to and from the termini, he has to compete in the evenings with shoppers, mothers with infants, school children and it is the experience of our members that on 50% of his journeys at least, he has to stand after his day's work.

This association feels that, failing the total abolition of the tramways system and the chaotic bus system as we know them today and the substitution therefore of a properly integrated transport service for the whole of the Greater Geelong area, ample provision could be made for the growing needs of this rapidly developing district by extending the present tramways from both termini in such a way as to run a loop via Queenscliff Road, Wilson Road and Portarlington Road. This, although a temporary expedient may answer any criticism as to expense as the rails from the Boundary Road section could be used in Wilson Road. From a canvass made of Tramway employees, they would not be averse to a loop as it would eliminate waste of time at the end of the East and Eastern Park runs - also the constant shuttling up and down the same set of rails.

The present alternative transport facilities, confined as they are to country buses which are filled to the most part with country passengers both on arrival in the West Moolap area and departure from the City terminus, cannot be regarded in any respect as satisfactory. Having regard to the fact that on their inward journeys they have been picking up passengers all along the route, the drivers are naturally loathe to pick-up passengers on the outskirts of the City and further delay their arrival. With regard to buses leaving Geelong, it is known from experience that it is the drivers' habit to consolidate all their "straight through" passengers into one bus, leaving the "West Moolap waysiders" to the last bus to leave, but unfortunately, it is also known that this practice is so strong that there is no last bus available for waysiders.

Efforts have been made to obtain a bus service for the area and in fact a temporary permit was issued but was not taken up as the potential operator stated that it would not be economic. It is not known at this moment by whom the school bus is operated, or under what conditions, but it is not considered likely that it is being subsidised by the Education Department. If this bus is economic when carrying children, it is hard to imagine that a bus carrying adult passengers would not be equally profitable.

Any proposal to extend the use of the present railway line running through this area would be of no practical use whatsoever as, with the exception of a small part of the area on the south side of West Moolap, the remainder would have farther to walk to the railway than to the present unsatisfactory transport.

In addition it would be noted that the country buses are run on a schedule particularly suitable for getting workers to and from the City, but there are no buses back into the area between 10.30 a.m. and 2.15 p.m. on the Queenscliff Road, nor on the Portarlington Road between 11.10 a.m. and 4.10 p.m. On the latter road, there is no bus into the area later than 6.15 p.m. Monday to Friday and on Saturdays and there is no bus into the area between 5.45 p.m. and midnight. On this route on Sundays, there is only one bus in each direction - into Geelong at about 8 a.m., and leaving Geelong on the return journey at 9.15 p.m. The position of the Queenscliff Road is very similar.

We could quote many individual cases of hardship, difficulty and discomfort arising out of this lack of one of the amenities of civilization, but we feel that we should not take up too much of the Enquiry's time.

In conclusion, we feel, as an association, that if Geelong is to have the bright future foretold for it by civic and business leaders, a transport authority for the Greater Geelong as the solution which would be ideal and to the implementation of which every effort should be made, but however, we feel also, pending such arrangement which will require much time and thought, some efforts, or the lines we have outlined, should be made to alleviate the immediate problem in one of Geelong's most progressive and modern suburbs".

CITY OF GEELONG WEST.

Statement of evidence to be submitted by the Mayor,  
Cr. A.C. Knight.

- "1. The need for the extension of passenger transport service in the western part of the municipality.

This area relies entirely on motor bus transport at present. The locality is being rapidly developed and it is therefore desirable that transport facilities be extended in comparison with the development which is taking place.

2. The proper organisation of transport between the City and the industries at North Geelong.

This will be common to all parts of Geelong. The Council has no complaints to make but it does emphasise the need of planning to meet the needs of persons employed at the various industries.

3. The desirability of discontinuing the present tramway services and instituting a uniform motor bus service throughout the municipality.

The tramway service does not cater for the needs of the whole of the municipality; it is too slow, very noisy and seriously interferes with the regular flow of traffic. The condition of streets where trams are operating is particularly bad, due no doubt to the foundations of tram tracks being unstable.

It is considered too that the financial position of the tramways should be taken into consideration. The operating loss has grown each year until it has now reached an enormous figure and there does not appear to be any prospect of improvement taking place."

AMALGAMATED ENGINEERING UNION.

Statement of evidence to be elaborated on at the Enquiry  
(by Mr. R. Lowe, District President, and Mr. B. O'Leary,  
District Secretary).

"From the point of view of the Amalgamated Engineering Union and its application to this enquiry, we are definitely concerned at the overcrowding on buses to the Northern Industries. Approaches have been made to the authorities from time to time with no appreciable difference resulting from these approaches. We are of the opinion that a new approach should be made to the problem, and contend that an extension of the tramway system to the North Shore Industries would materially assist in alleviating the traffic problem in this area. As the bulk of the membership of the A.E.U. is employed in the Northern Industries, we are naturally very interested in the traffic problem that has arisen in this particular area."

AUSTRALIAN TRAMWAYS AND MOTOR OMNIBUS EMPLOYEES ASSOCIATION  
(GEEELONG DIVISION).

Statement of evidence to be submitted by MR. A.G. Poyser, Secretary.

"Administration:

The above Union is of the opinion that the first step that should be taken relative to street passenger transport in the Urban area of Geelong should be the placing of all present transport under one Government-controlled authority.

All methods of transport should be owned by the State, so that all available revenue can be used for the benefit of the travelling public, and not as a means to create profits for private individuals.

The only system in the Geelong area that is giving a frequent time-table from early morning until after theatres is the tramways. It is unfortunate that, as laid out at present, the tramways are not reaching the thickly populated areas of Geelong but are operating on routes which have not been extended for about 25 years.

Privately controlled buses do not give an adequate general service, and in many cases run off the road during off-peak periods. Evening services in particular are entirely inadequate on some routes and operate an hourly service. Others do not operate at all between the commencement of the theatres, until the theatre shows are over. This means that anybody attending other types of entertainment which conclude prior to the theatres have great difficulty in reaching their homes if living on a bus route.

A Government-owned service, such as exists in Brisbane, gives first thoughts to the public, and do everything possible to cater for every need.

It is a well-known fact that the people of Norlane and North Shore are very dissatisfied with their present service, and many in this area have frequently expressed the opinion that the extension of the present Government-owned tram route from North Geelong to Norlane is the only solution to their problem.

The considered opinion of this Union is that the authority best suited to take over control of the Urban passenger services in Geelong is the Metropolitan Tramways Board which obviously has all the resources and experience necessary to place the system on a solid and satisfactory basis financially, and to the benefit of the people of Geelong.

For some considerable time it has been apparent that the State Electricity Commission do not intend to develop their tramway undertakings in the provincial cities. In fact it has expressed the opinion on many occasions that it should be relieved of its responsibility in this direction. Any Authority controlling an undertaking it does not desire cannot put any interest in its development, with the result that the undertaking reaches stagnation. This has happened to the provincial tramways with the result that, at the present time, their trams are not receiving all the revenue available.

The Act under which the S.E.C. operates gives it protection of its routes against private infiltration into their revenue, but until recently, no attempt was made by the S.E.C. to take advantage of this protection. An investigation recently carried out by S.E.C. officials revealed that at one corner adjacent to a tram stop an estimated amount of £1,400 (\$2,800) per year was being lost to the Commission by buses picking up contrary to their licence. As this same practice is adopted at several other places, the revenue lost per year must be very high.

The S.E.C. has the necessary authority to operate all classes of Urban passenger transport, and this authority could have been used to run buses to the thickly populated areas of Norlanr and North Shore, until such time as it was possible to extend the existing North Geelong route to these areas.

In a report on Urban passenger services submitted to the Geelong City Council by Mr. H.H. Bell in 1948 the necessity of a Government owned and controlled service was one of the points put forward. It also pointed out the difficulties encountered when more than one authority operates in a dual capacity in the same area. Mr. Bell expressed the opinion that the Metropolitan Tramways Board would be an authority with the necessary qualifications to take over the Urban passenger services of Geelong on behalf of the Government.

It has been suggested in some quarters that the Geelong City Council should operate and control the present tramway system. There are many difficulties in the way of this being a successful solution. There are five different Councils in whose areas the tramways operate. To have a successful and overall local Council authority operating the Urban street passenger services, it would be necessary for a Greater Geelong Council to be constituted before any consideration should be given to such a scheme. A Greater Geelong City Council has been advocated for many years by a large section of Geelong, but it does not appear to be any nearer at present than it ever has.

It is important, in the interests of all sections of Geelong, that a complete co-ordination of all forms of street passenger transport should operate, and in the opinion of this Union, it is essential that this come about by the ownership and control being in the hands of an authority under direct control of the State Government.

#### Operation:

The operation of a Government-controlled street passenger transport system should be co-ordinated in such a manner as to give a very comprehensive service to the people of Geelong. Trams, buses and trolley buses should all have their part to play in a complete and extensive re-organisation of all systems now operating.

Trams should be used in the thickly populated areas of Norlane, North Shore, Geelong West, Manifold Heights, Belmont and Geelong East, and extensions in the areas should be immediately implemented.

The less thickly populated areas and shorter routes to Eastern Park, South Geelong, South East Geelong, Chilwell and Newtown would be ideally suited to the operation of trolley buses.

The outlying suburbs of Highton, Bell Post Hill, Grovedale, Moolap, Whittington, Corio and Breakwater could be well served by petrol or diesel buses as these places are sparsely populated at present, but do need a regular passenger service to encourage their development.

#### Trams:

The extension of the present North Geelong tram line to Norlane by open ballast track adjacent to the railway line would bring the tram service directly between the two largest employers of labour in the Norlane district and also cater for thousands of residents who live in the Victorian Housing Commission's project. The heavy concentration of traffic experienced on the Melbourne Road at peak periods at present would be greatly relieved by the introduction of modern trams similar to those being built in Brisbane if this extension were to be carried out.

The extension of the present Geelong West route along Church Street to Manifold Heights is essential, if the people in this area are to receive an adequate service. It would give a frequent time-table and serve the shopping centres of Geelong West and Geelong City.

An extension of the Belmont line at least another mile to the Geelong Protestant Orphanage is desirable as in the past 2 to 3 years, the number of new homes built in this part of Geelong has been substantial and will continue at a very fast rate, particularly if the transport system is extended.

A continuation of the present Geelong East tram service down Boundary Road to St. Albans Road and along that road back to the City would give a service to the whole of the Geelong East Housing Commission area.

The replanning of the Geelong tram routes in the manner advocated above would assure economical operation of tram routes in Geelong and give thousands of people a far better service than they are receiving at present.

#### Trolley buses:

A trolley bus service to Eastern Park would give this section of Geelong a modern, comfortable and adequate method of transport. The routing of this service along Malop Street would give transport to a section of Geelong who are, at present, practically uncatered for, and in addition would augment the present Eastern Beach tram service and relieve the pressure on this service.

The Geelong South area could be served with a trolley bus service, which could be routed down Yarra Street to Barwon Terrace, along Barwon Terrace to Swanston Street, along Swanston Street back to Malop Street, where it would link up with the Eastern Park route back to the City. A route so designated would cater for a large residential area and at the same time provide transport to 2 large textile mills as well as other smaller industries along the river.

Newtown and Chilwell, while being thickly populated areas, do not appear to have any great possibilities of further large scale expansion residentially, as the Barwon and Moorabool rivers seem to cut out any chance of that happening; therefore a trolley bus to both these areas would appear to be sufficient to give a modern and adequate service.

#### Buses:

The outer suburbs could be served by diesel or petrol buses until such time as their development warranted tramway or trolley bus extensions. These suburbs at present have bus services but are only of a skeleton nature and are insufficient for the needs of the people in these areas. The only way real service can be given to the community is to develop a transport service to these outer suburbs that will encourage the development of the district. Under the present method transport is following the development only when a profit can be made.

#### Type of Vehicles:

There are many points of view as to the type of vehicle best suited for the Geelong Urban district and many have advocated the scrapping of the present tram service in favor of buses. This would be a retrograde step as there are many reasons why the retention is vital in the best interests of the community. Serious consideration should be given to the following advantages of trams:-

1. The carrying capacity of trams exceed by far that of buses and remove large crowds at peak periods and from entertainments far more efficiently and speedily.
2. The maintenance costs of trams are far lower and mechanical breakdowns and faults are rare.
3. Electrical power as fuel is more readily obtainable in Australia than petrol or diesel oil. Australia is entirely dependent on overseas sources for the supply of petrol and diesel oil, also rubber for tyres. In the event of a major war an almost complete stoppage of these supplies could occur.

4. Experts have testified that the supply of petrol and diesel fuels are not unlimited, and could be in very short supply in less than 50 years.
5. Public opinion on the efficiency and comfort of trams as against buses is overwhelmingly in favor of trams.
6. Road surfaces quickly deteriorate where continuous bus services operate, and the costs of road maintenance is increased tremendously.
7. Tramway services are safer, and give more comfort to passengers.
8. The cost of changing from trams to buses would be considerable and would be probably greater than the cost of extending the present tramway routes.
9. The economic life of a tram is estimated as being 3 times as long as a bus and a lesser number of vehicles are required.
10. It is estimated that at least 60 buses would be required to replace the present trams. This large fleet of buses operating would only make traffic congestion greater in the City of Geelong."

GEEELONG TRADES HALL COUNCIL.

Heads of evidence to be elaborated on by Mr. C. Macdonald, Secretary.

- "1. The Tramway system to be retained, modernised and developed to suit the needs of a progressive City.
2. Extension of present North Tramway route by Ballast Track to serve North Shore Industries and Housing Projects.
3. Trolley buses to outer areas not at present served or poorly served by bus transport.
4. Stepping up of bus services serving outer areas to provide adequate passenger transport, time-tables to be revised to provide at least  $\frac{1}{4}$  hour service at all times, not only at peak periods.
5. Time-tables to be co-ordinated for trams and buses to prevent overlapping and waste mileage on cross routes.
6. Complete control of all Urban Passenger Transport Systems to be brought under one Authority. We suggest Metropolitan Tramway Board, or Special Transport Authority to be set up to control passenger transport in Provincial Areas."



VEHICLE BUILDERS' EMPLOYEES' FEDERATION OF AUSTRALIA - GEELONG SUB-BRANCH.

Basis of evidence to be submitted by Mr. J. Campbell, Secretary.

"We are of the opinion that the overloading of buses transporting workers to the Northern Industries has reached its peak and I will tender evidence of consistent overloading submitting Date, Time, Licensed Bus Number and Licensed Complement.

We will submit evidence in favour of an extension of the present North Geelong Tramway Route to North Shore; this we consider will alleviate the congested bus loadings."

CHAMBER OF COMMERCE AND MANUFACTURES, GEELONG.

Statement of evidence to be presented and elaborated on by Mr. N.R. Purnell (President) and Messrs. J.W. Chew and L.L. Burch.

"The Geelong Chamber of Commerce and Manufactures, over the past few years, has taken a very active interest in public transport facilities in Geelong, and two major problems presented themselves:-

1. The provision of an adequate bus service to transport some thousands of people to and from the Northern Industries at given times of the day.
2. The inadequacy of the very limited Electric Tramway Service, exercising certain rights as to passenger traffic, but unable to provide facilities for the vastly expanding residential areas in the outer suburbs.

It was ascertaining that the City of Newcastle had been faced with similar problems to those obtaining in Geelong, particularly as regards the transporting of a large number of people to the heavy industrial area, and that, in that city, the trams had been replaced by a modern bus system with outstanding success.

In order that the Chamber might obtain the benefit of outside expert advice the following steps were taken during 1948:-

(a) Arranged for the Commissioner of Road Transport and Tramways of New South Wales (Mr. C.N. Neale) and his deputy (Mr. O'Rourke) to investigate the passenger transport system of Geelong.

(b) A deputation from the Council of the Chamber waited on the then Minister for Transport (Hon. Kent Hughes), (Mr. P. Mountjoy was also in attendance), which resulted in the Minister arranging for Mr. Hector Bell of the Melbourne and Metropolitan Tramways Board to make a comprehensive survey and report on the passenger transport system.

The findings, in each instance, supported the policy of this Chamber, that is, that the existing electric tramway system should be replaced by a modern bus service, and the following is a summary of the main points in favour of this policy:-

1. Buses are much more flexible in operation than trams, in that they can be diverted to any route should abnormal traffic occur. Thus during summer, outer suburban traffic could be taken direct to Eastern Beach without having to go through the city.
2. A larger pool of buses would facilitate the movement of employees to particular points, such as the Northern industries, at peak loading periods.
3. Buses have a much faster turn round than trams and in the event of breakdown of one unit the whole route is not held up.
4. New residential areas can be served by buses as the requirements grow, without the huge costly outlay on tramlines, etc. and their maintenance.
5. Present bus routes are governed to a great extent by the existing tram routes, but a more economic coverage of the area could be made if buses only were used.

The State Electricity Commission has made very little attempt to cater for the large increase in passenger transport requirements over the past twenty years and it is understood that the Commission is anxious to vacate the transport field. Losses on the operations of the Geelong trams over the past five years have been as follows:-

1948	. .	£25,924	(\$51848).
1949	. .	£38,925	(\$77850).
1950	. .	£50,109	(\$100218).
1951	. .	£69,658	(\$139316).
1952	. .	£83,848	(\$167696).

and it would appear that for 1953 the loss is liable to reach £100,000 (\$200000) such losses being borne by the electricity consumers.

At the present time there are only six tram routes in Geelong, the last extension to any main route having been made in 1928, and the total length of tracks is - Single line 7°06 miles, Double line 4°74 miles, total of 11°8 miles.

On the other hand, Geelong already has 9 Bus Routes with a total length of 25°75 miles. There is a total combined fleet of 75 buses and of these 18 buses are used daily on regular routes.

As regards bus terminals, it is considered that considerable improvement could be made in existing arrangements. Instead of city passengers being set down and picked up at or near the Post Office, buses should go through and/or around the City Square so that passengers have a choice of location to be set down or picked up, and so avoid congestion at the present terminal.

Considerable local publicity has been given on various occasions to the Chamber's decision to move for the elimination of the trams, and it is confidently felt that the weight of local public opinion is in favour of this step. "