

STATE ELECTRICITY COMMISSION OF VICTORIA

1812

RECEIVED 26 APR 1954	
ACK'D REF'D. TO	ATTENTION REPORT NOTING

ENGINEER AND MANAGER.

ELECTRICITY SUPPLY DEPARTMENT

To MANAGER, BALLARAT BRANCH.

Date 14th April, 1954.

Subject -

CONFIDENTIAL

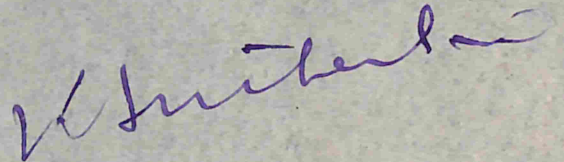
8/4/5 \$ 27/4.

B/m

TRAMWAYS - PUBLIC INQUIRY (GEEELONG).Similar letter
sent:-

Since the findings of the Transport Regulation Board as the outcome of the Public Inquiry held at Geelong last year may be of interest to you, we attach hereto a copy of the Board's preliminary report, together with comments thereon forwarded to the Minister of Transport by the Minister in Charge of Electrical Undertakings.

Mgrs.
Ball.
Bend.



Encl. -3.

6th April, 1954.

Dear Mr. Minister,

I thank you for your letter of the 25th March, 1954, enclosing copy of a preliminary report by the Chairman of the Transport Regulation Board following the recent public inquiry into street passenger transport services in the Geelong area.

It is noted that the Board's main conclusions provide for the scrapping of the existing tramway system as soon as an adequate alternative service can be arranged. This outlook is in line with my letter to you of the 14th August, 1953.

As related to the question of road reconstruction costs and the burden which would be placed on Municipal funds on the cessation of the tramway service (paragraph 4(e) of the report), I have to say that, in the event of the tramway service at Geelong being discontinued, the Commission would be prepared to consider providing substantial measure of assistance to the Municipalities concerned to meet the initial cost of restoration of the roadways.

Yours faithfully,

Minister in Charge of
Electrical Undertakings.

Submitted to the Honourable
the Minister for signature.

(Signed) D.H. MUNRO
Secretary.
6/4/54.

Hon. P. L. Coleman, M.L.C.,
Minister of Transport,
Railways Department,
Spencer Street,
MELBOURNE. C.1.

COPY/MJP
14/4/54.

MINISTER OF TRANSPORT
VICTORIA

Railway Administrative Offices,
Spencer Street,
MELBOURNE. C.1.

25th March, 1954.

The Hon. J.W. Galbally, M.L.C.,
Minister in Charge of Electrical
Undertakings,
Public Offices,
MELBOURNE. C.2.

Dear Mr. Minister,

I enclose for your information a copy of a report from the Chairman of the Transport Regulation Board in regard to passenger traffic in Geelong and would be glad of any comments which you may care to offer.

Yours faithfully,

(Sgd.) P.L. Coleman

Minister of Transport

Seen by Minister 29/3/54.

Forwarded, by direction, to Secretary for his information and reply, please.

J.S.

TRANSPORT REGULATION BOARD,

Rathdown Street,

CARLTON. N.3.

16th March, 1954.

MEMORANDUM TO:

THE HONOURABLE THE MINISTER OF TRANSPORT.

PASSENGER TRANSPORT - GEELONG URBAN AREA.

Further steps as above have been delayed primarily for the reason that the Honourable the Minister desired that this and several other matters should, in fact, be deferred during the passage of the amending Bill during last year. It must also be admitted that in studying the problems presented a number of perplexities have been encountered.

2. The purpose of the present submission is to set out for consideration of the Honourable the Minister the central facts as the Board sees them and to discuss them if possible.

3. A full report is being prepared. Whilst the Board's basic findings must be in accordance with the facts, some prior discussion as suggested would seem to be advantageous for the reason that, whatever is done, the political considerations, which only the Minister himself can reach conclusions about, will dominate.

4. The following summary of the Board's main conclusions is therefore submitted without explanation of the underlying reasoning or incidental considerations:-

- (a) Existing tramway services should be scrapped as soon as a means of providing adequate alternative service can be found.
- (b) Alternative transport would best be provided by modern motor omnibus organised to operate in the manner which would provide comprehensive service of maximum convenience and economy over the whole urban area.
- (c) Fare schedules for such omnibus services would require some upward adjustment as compared with existing tramway section fares.
- (d) Development of local rail service to provide urban passenger transport is not recommended.
- (e) The cost of road reconstruction on cessation of tram services will be a burden on municipal funds and consideration would need to be given to substantial assistance from the State Electricity Commission initially.

5. The form of operating authority or organisation raises questions of considerable practical, as well as political importance. In this connection the following alternatives are summarised.

- (i) Logical extension of existing private omnibus route services. This could easily be achieved but the Board for its part is not satisfied that service of uniformly high standard could be assured.

Movement of industrial workers is the key to organisation of Geelong's street transport system and there is doubt as to the ability of private enterprise to cope with the growing problems associated with this movement. Ideally, staggering of hours of travel should be attempted. This problem presents itself whatever organisation of services is contemplated.

- (ii) One single private enterprise undertaking. This could be brought about by integration of existing private operators. It is unlikely, however, that private enterprise could face up to the heavy capital expenditure involved to bring the services into being and maintain them at sufficiently high standards.
- (iii) A corporate body absorbing existing private enterprise route services on the Gas Corporation model.
- (iv) A deliberately designed statutory body to take over all street passenger transport in the urban area including existing route services operated by private enterprise. Compensation of existing operators would undoubtedly be pressed.

6. In a growing City of the size of Geelong a public transport authority is necessary but the problem of financing such a public body would, no doubt, present difficulty.

7. Trades Hall Council and Tramways Employee Union have suggested that the Melbourne & Metropolitan Tramways Board be given responsibility for providing and operating Geelong's transport system. Mr. Hector Bell Jr. in his report several years ago made the same suggestion. This would satisfy the Board's basic view but it is difficult to see that the idea has any practical advantages. The Melbourne & Metropolitan Tramways Board is, indeed, a Metropolitan operating authority. If it were to undertake operating responsibility in Geelong, it would need to set up a self contained operating organisation there. All practical considerations seem to lead to the conclusion that this separate organisation should, in fact, come under a separate authority designed specifically to provide service in the local area.

(Sgd.) F.P. Mountjoy,

CHAIRMAN.

STATE ELECTRICITY COMMISSION OF VICTORIA

1102

ENGINEER & MANAGER

ELECTRICITY SUPPLY DEPARTMENT

Date 19th November, 1953.

To MANAGER: BALLARAT BRANCH

Subject -

Similar
letter
sent
Mgrs.
Ball.,
Bend.,
Geel.

TRAMWAYS - PUBLIC INQUIRY

Further to my memorandum dated 14th October, relevant to the Transport Regulation Board's recent inquiry at Geelong, the present position is indicated by a circular memorandum issued by the Board on 16th November. A copy is attached hereto for your information.

Encl.

8/7/53 J 27/11/53.

8/m.

REC'D 25 NOV 1953	hl
ACK'D	
REF'D TO	
	ATTENTION NOTING

WJ

TRANSPORT REGULATION BOARD

Exhibition Buildings, Rathdown Street,
Carlton N.3.

CIRCULAR MEMORANDUM:

TO INTERESTED PARTIES

PUBLIC INQUIRY - GEELONG STREET PASSENGER
SERVICES

It is desired formally to confirm the position that the above proceedings were adjourned sine die with the idea that, after studying everything which came before the Board in the proceedings to date, it may become necessary, or desirable, to call further evidence.

Whether this will arise or not is still not clear, but it is desired to advise all interested parties that consideration of everything so far heard has led to the conclusion that very close and detailed study of a number of aspects of the problems presented is necessary.

These studies are proceeding and, so far as can be seen at present, it will still be some little time before the Board can be satisfied that it has informed itself fully so that it can then inform the Honorable the Minister of Transport effectively on all aspects of what are, of course, very important issues of some complexity.

(Signed) E. V. Field
Secretary

FEE'JDN
16th November, 1953.

Transport Board Inquiry Urged To Scrap Trams

The majority of witnesses who gave evidence yesterday at the public inquiry into passenger transport facilities in the Geelong urban district favored the abolition of the tramway system and the substitution of an alternative road transport system.

The inquiry which is being conducted by the Transport Regulation Board, in the Geelong courthouse will be continued to-day.

The board consists of Messrs. F. P. Mountjoy (chairman), J. P. Garlick, and B. J. Binger.

Cr. B. E. Purnell, on behalf of the City Council, which was the transport licensing authority for Geelong from 1929 to 1951, said that with through buses running from North to South, and East to West, a great improvement in service could be given to the travelling public is probably more frequent services, less changing over to other buses, and also an easing of bus terminal problems in the city area.

The tramway system was operating at a loss, was obsolete and would need many miles of additional lines to keep up with the ever-expanding city, in addition to provision of new trams. The tramway system could not be considered satisfactory, and was obviously hampering bus route development.

Suburban Railways Advocated

He advocated suburban railway services between Grovedale and Corio, with several additional sidings, suggested sites being Kilgour Street (Kardinia Park area), Keera Street and Telegraph Bridge, and also on the Queenscliff and Ballarat lines.

The council considered the taxi and hire-car services satisfactory, Cr. Purnell said.

Cr. Purnell pointed out that the Bell report of 1948 was generally approved by the council.

(Recommendations in the Bell report included the utilisation of rail services for transport of employees from Northern industries; the scrapping of the tramway system, and substitution of omnibus or trolley bus services; and the appointment of a new State-constituted local controlling authority).

Cr. Purnell also contended that private transport operators could and should be able to operate satisfactorily as had been proved by their past record.

The release from its losses of the State Electricity Commission by the abolition of the trams would help to offset the cost to the commission, of the removal of the rails and the repair of the roadways. Scrap value of rails would be considerable.

It also was considered that there should be continued close liaison by the board with local authorities, particularly with the city council, and that adequate provision should be made to compensate councils for wear and tear of roadways on bus routes.

Mr. John Cockayne, representing West Moolap Progress Association, urged that a central passenger authority for Greater Geelong should be set up. He said West Moolap contained more than 4000 people, the majority of whom worked at various industries.

A survey had shown that of the persons on the Eastern Park tram at the terminus, 55 per cent. walked to West Moolap. From the East Geelong terminus 60 per cent. of the passengers walked to St. Albans and West Moolap.

Bus services, he claimed, were totally inadequate. Failing the total abolition of the tramway system and the chaotic bus services, and the substitution of a properly integrated transport service for the whole of Geelong, ample provision could be made for West Moolap by extending the present tramways from both termini in such a way as to use a loop via Queenscliff Road, Wilson Road and Portarlington Road as a temporary expedient.

Bus Service Plan Dropped

Efforts had 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 said it would not be economic.

Mr. Cockayne said an extension of the use of existing railway services through the area would be of no practical use as with the exception of a small section, the remainder of the residents would have further to walk.

The Mayor of Geelong West (Cr. A. C. Knight) emphasised the need for the extension of services in the Western part of the municipality. That area relied entirely on motor bus transport at present. The locality was being rapidly developed, and it was desirable that facilities be extended in comparison with the development taking place.

Cr. Knight also advocated the proper organisation of transport between the city and the industries at North Geelong, and emphasised the desirability of discontinuing the present tramway services, and the substitution of uniform motor bus services throughout the municipality.

Cr. Knight said the tram service did not cater for the needs of the whole of the municipality. It was too slow, very noisy, and seriously interfered with the regular flow of traffic. The condition of streets where trams were operating was particularly bad.

S.E.C. Does Not Want Them

TRAMS HAVE LOST £363,733 IN SIX YEARS

Geelong tramways, for the year ended June 30 last, incurred a financial loss of £95,269, and the accumulated loss on the operation of the Geelong system from 1930 to 1953 was £539, 841. Of this sum, the loss in the last six years, from June 30, 1947 was £363,733.

These figures were given to the Transport Regulation Board yesterday during the presentation of the case on behalf of the State Electricity Commission at the inquiry into public transport facilities in Geelong.

The engineer and manager of the electricity department of the S.E.C. Mr. K. Sutherland, of Melbourne, made it clear that the commission desired to be relieved of the recurring financial loss, not only on the Geelong tramway service, but the services in Ballarat and Bendigo.

Mr. Sutherland said the commission assumed responsibility for the tramway systems in the three cities early in the 1930's, and it did so, not because it was considered a responsibility resting upon it, but solely to prevent closing down of those systems.

Losses on the three provincial systems were now approximating £250,000 a year, and to date just on £1,425,000 had been lost in operation. The position to-day was that fares did not meet the cost of wages paid to tramway employees, let alone provide for interest, depreciation supervision, electricity consumed, and materials for maintenance. There were no means open to the commission to rectify the position, Mr. Sutherland declared.

Extensions to the system, he said, would increase losses, and to increase fares would result in a reduction in passenger traffic and might even result in an overall loss in revenue.

Mr. Sutherland said that, as a tramway authority, the commission had discharged its responsibilities faithfully during the past 15 years under very difficult conditions, and from its experience and the expert knowledge of those associated with tramways and transport, it was confined in the outlook that the establishment of integrated, well-organised road services was long overdue.

Mr. Sutherland said it was estimated that to improve the existing tramways to enable them to function at maximum efficiency and in correct relationship to other road traffic would involve an expenditure of approximately £1,147,380 on tracks and overhead gear alone.

(Inquiry adjourned, page 5)

TRANSPORT BOARD TOLD OF OVERLOADING OF BUSES SERVING NORTHERN ROUTES

BOARD CONCLUDES HEARING OF MAIN EVIDENCE IN TRANSPORT INQUIRY

Overloading at peak periods of buses serving the Northern industries and proposals for overcoming the trouble came prominently before the inquiry into Geelong transport facilities when the Transport Regulation Board resumed its hearing at the Geelong courthouse yesterday afternoon.

The president of the Geelong sub-branch of the Vehicle Builders' Employees' Federation of Australia (Mr. M. J. Travers) and the district secretary of the Amalgamated Engineering Union (Mr. B. O'Leary), submitted figures in support of the overloading charges.

In reply, Mr. A. J. Deacon, president of the Road Passenger Service Operators' Association, told the board that there was no major transport organisation in Australia to-day which was able to get away with peak traffic without excessive overloading.

Mr. Travers said that some consideration should be given to the present position in regard to the transport of workers to Northern industries. Representations had been made in regard to the position for many years. Regrettably, up till recently, the control of the buses had been under a licensing authority which, they believed, had little sympathy for them. They hoped that the board, after giving the matter consideration, would give some direction to the private operators to afford some relief.

Mr. Travers said the latest census of bus traffic had been taken between July 20 and July 27, and had disclosed that the average was nearly 100 per cent. overloading. Figures ranged from a bus licensed to carry 33 passengers, carrying 75, and the average, they believed, was 10 or more passengers on buses licensed to carry 33 passengers.

Mr. Travers said they were concerned not only with the inconvenience, but also from the safety point of view. They believed the bus operators had a sufficient return to warrant them providing services which were reasonable and safe. He believed sufficient buses were available to provide that service.

"We are not arguing that a bus service at peak periods should provide a seat for every passenger," Mr. Travers said. "We are prepared to adopt a reasonable attitude and, while conceding the point that overloading has to take place, we contend it should be confined to a minimum."

Mr. Travers said his union was totally opposed to staggering of hours of employment as a means of alleviating the position. They did not think it fair to ask their members to take more than their share of the burden of finding a solution of the transport problem.

In reply to Mr. Garlick, Mr. Travers said he believed there were sufficient buses in reserve in Geelong to provide an improved peak-hour service without putting the operators to the expense of having to buy extra buses.

He considered they should not be concerned about the losses on the tramways. At least in the tramways they had a service irrespective of the fact that it might be running at a loss. He claimed that service should be the primary consideration, and not profits. At the same time he was not arguing that bus operators should be expected to operate at a loss. He claimed that the present position could be improved if action were taken in regard to the overloading.

Tram Extension Urged

Mr. O'Leary said that from the point of view of the Amalgamated Engineering Union, they definitely were concerned at the overcrowding on buses to the Northern industries. Approaches had been made to the authorities from time to time with no appreciable result. They believed a new approach should be made to the problem, and contended that an extension of the tramway system to the North Shore industries would materially assist in alleviating the traffic problem in that area.

Tramway Extensions Costly

In his evidence-in-chief, Mr. Deacon contended that the tramway system could not be developed to meet the expansion in traffic, without heavy capital expenditure. Technical problems also would exist in providing any extension, particularly at North Shore, where the bridge over the railway was understood to be inadequate for tram tracks.

After quoting extensively from various sources on the trend overseas in regard to tram, trolley bus and other forms of transport, in which, he pointed out the movement away from tram services to bus services, Mr. Deacon said that all evidence available indicated that trams, apart from densely populated routes, were an uneconomic proposition and, if a suitable alternative were available public conveyances should not be used to ensure a very doubtful asset. Mr. Deacon submitted the following recommendations:

leviating the traffic problem in that area.

Mr. Deacon said that overloading to a degree that was recognised in all sorts of transport systems, whether privately or publicly-owned, was something which could not be avoided at peak periods. Overloading was one thing, and dangerous overloading was another.

One of the solutions was for industry to be persuaded to stagger hours of employment and thereby extend the period of peak traffic. In every case industries ceased work at the same time, and the private or public bus operator was faced with the peak traffic problem. He suggested that the board might be able to give some consideration to that aspect. Even a half or three-quarters of an hour between finishing times would considerably alleviate the trouble. He pointed out that staggering of hours had apparently operated successfully during the war years.

Mr. Garlick: There was a different psychology then.

Mr. Deacon: Unfortunately we have developed a psychology to-day of riding and not walking.

Mr. Garlick: You can't complain about that.

Mr. Deacon: The trend to-day is to expect transport facilities to be available at every street corner.

Mr. Deacon pointed out that when the tramways continued to make heavy losses, it was the consumer of electricity who had to pay the bill.

Private Ownership Advocated

His association entirely disagreed with the contention that public-owned transport should take over the whole transport system in Geelong. Privately-owned bus services, he pointed out, would be under the control of the board in regard to time-tables, fares, etc.

"If a public transport system is losing money, it is a charge on the public as a whole," Mr. Deacon said. "But if the private operator is losing money, it comes out of his own pocket."

Mr. Garlick: Suppose private bus operators superseded the trams, would you be able to carry all the passengers at the same rate or cheaper?

Mr. Deacon said he could not answer that question out of hand.

Mr. Garlick: If the travelling public get cheaper tram fares that would help to offset the extra charge on their electricity.

Referring to a suggestion made at a meeting of the Geelong Trades Hall Council that a referendum should be held on the question of the abolition of tram services, Mr. Deacon said: "We do not consider for one moment that such a thing is desirable, possible, or capable of achieving any worth-while result."

He claimed that the municipalities were representative of the various districts and were competent to express an opinion on what was best for those areas.

Replying to the charge that the inquiry was developing into a "hate session on trams," Mr. Deacon said his evidence was based on facts, which they had gone to considerable trouble to get, having even gone overseas for it. If overseas experience had shown that trams were the developing type of vehicle, his association would have supported them, but it would be entirely wrong to say that authorities overseas which had decided to replace trams with other forms of transport were all out of step, and the Geelong Trades Hall Council was the only body in step.

In reply to Mr. Binger, Mr. Deacon said he was confident that very little additional capital would be required to carry the additional traffic now carried by the tramway system.

ments at North Shore was unknown, but it would appear to be a doubtful proposition from the point of view of economy, where only two trains a day would be required with loading only one way.

Sunday Morning Buses

Submitting the case for the Shire of South Barwon Cr. J. P. Johnson suggested that, to serve the Belmont area, provision should be made for bus services on Sunday mornings; such services to be co-ordinated with the Geelong to Melbourne Sunday train timetables.

Cr. Johnson, in support of a complaint concerning the long period involved in travelling in transport vehicles from other suburbs to the outer parts of West Belmont and Highton, said it took one hour and 40 minutes to travel from Ormond Road, East Geelong, to the Western end of Mt. Pleasant Road, Belmont, a distance of 5½ miles. That was longer than the time taken on the journey to Melbourne.

Geelong tramways, for the year ended June 30 last showed a loss of £95,269, and, according to evidence given at the hearing yesterday before the Transport Regulation Board in Geelong courthouse, this cost was passed on to electricity consumers.

The average per capita cost was £4 a year. Where the entire cost was not met by local consumers, it was spread over consumers in the metropolitan area.

The board, which opened its inquiry on Wednesday into transport facilities and needs in Greater Geelong, heard considerable evidence yesterday, and adjourned sine die to consider the facts placed before it. In the event of further elaboration of evidence, or new information required, the board will advise those concerned.

Six points were emphasised at the inquiry yesterday by Mr. C. D. Macdonald, on behalf of Geelong Trades Hall Council. They were:

The tramway system to be retained, modernised, and developed to suit the needs of a progressive city.

Extension of present North route by ballast track to serve North Shore industries and housing projects.

Trolley buses to outer areas not at present served or poorly served by bus transport.

Stepping up of bus services to outer areas to provide adequate passenger transport, time-tables to be revised to provide at least ¼-hour service at all times, not only at peak periods.

Time-tables to be co-ordinated for trams and buses to prevent overlapping and waste mileage on cross routes.

Complete control of all urban passenger transport to be brought under one authority, such as the Metropolitan Tramway Board, or a special transport authority to be set up to control passenger transport in provincial areas.

Trams Still Popular

Mr. Macdonald said that in earlier evidence it had been stated that tramways were being superseded by bus services, but he pointed out that tramways were still operating successfully in many parts of Australia and in other countries. In Melbourne it was proposed to extend the tramway system.

At no stage had any municipality in Greater Geelong sought the opinion of the people on the advisability or otherwise of scrapping the tramway system. The Trades Hall Council considered that before any suggestion should be made to the board regarding abolition of trams, a plebiscite of ratepayers should be taken.

On behalf of the Geelong Division of the Australian Tramways and Motor Omnibus Employees' Association, Mr. G. Poyser said the first step in control of street passenger transport 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 could be used for the benefit of the travelling public, and not as a means to create profits for private individuals.

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

Mr. Poyser said it was the considered opinion of his union that the authority best suited to take over control of urban passenger services in Geelong was the Metropolitan Tramways Board. It had been apparent for some time that the S.E.C. did not develop their tramway undertakings in the provincial cities, and the commission had expressed a desire to be relieved of its responsibility in that direction.

The S.E.C. had the authority to operate all classes of urban passenger transport, and that authority could have been used to run buses to the thickly populated areas of

S.E.C. Concerned At Losses

The views of the State Electricity Commission were stated by Mr. K. Sutherland, engineer and manager of the Electricity Supply Department, Melbourne. The commission viewed with concern the financial results of all three provincial tramway systems—Geelong, Ballarat and Bendigo. The commission had emphasised from time to time that the services had never been economically justified.

The loss on the three provincial tramway systems approximated £250,000 a year, and indications were that there would be an increased loss each year.

Mr. Sutherland presented figures showing fare schedules, route mileage, speed of services passenger density, income and expenditure and other information concerning the Geelong tramway system.

In answer to Mr. A. J. Deacon, president of the Road Passenger Services Operators' Association, Mr. Sutherland said:

Norlane and North Shore until such time as it was possible to extend the existing North Geelong route.

Mr. Poyser said that 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. Trams, buses and trolley buses should all have their part.

Trams should be used in the thickly populated areas of Norlane, North Shore, Geelong West, Moolap Heights, Belmont and Geelong East, and extensions to those areas should be implemented immediately. 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. Outlying suburbs Highton, Bell Post Hill, Grovedale, Moolap, Whittington, Corio and Breakwater could be well served by petrol or Diesel buses.

The case for the Shire of Corio was presented by the Shire President (Cr. A. S. Thomson), who said his council considered that there should be a fast, frequent train service, preferably electric, between Moolap and Corio, in order to handle the employees in Northern industries.

No extension should be granted to the existing tram route at Norlane, but improvements should be made in the existing bus service to Bell Park, and a continuation of Separation Street service with the North Geelong rail and tram systems. Complaints had been received by his council that the existing service was irregular, and that on several Sundays recently buses at all had been provided.

The council considered that tram operators and the Ford Motor Company were providing a reasonably good service to the industries in view of the fact that very little staggering of working hours was taking place.

The needs of the people of Norlane, Norlane, Corio, would be served by motor transport. The position at Norlane required constant revision, as it was rapidly developing.

Cr. Thomson said that Corio Shire Council had had in mind for a number of years the construction of a road extending from Separation Street bridge North over Bell Street to serve North Shore. Plans were being considered by the Harbor Trust, in conjunction with the council, for construction of a bridge across the log ponds.

The chairman of the board (Cr. Mountjoy) said the board was fully alive to the difficulties of transport to and from North Shore, and the development mentioned by Cr. Thomson could be expedited, and would be a wonderful thing.

Buses More Flexible

Mr. L. L. Burch, on behalf of Geelong Chamber of Commerce and Manufacturers, said the two major problems were provision of an adequate bus service to transport some thousands of people to and from Northern industries at given times of the day, and the inadequacy of the very limited tramway service.

The existing tramways should be replaced by a modern bus service. Buses were more flexible than trams, and could be diverted to a route should abnormal traffic occur. A larger pool of buses would facilitate the movement of employees at particular points, especially at peak periods. Industries should not have to first approach bus operators to see if buses would be provided for shift workers before such shifts were arranged.

Mr. R. W. Hosking, representing the Victorian Railways Commissioners, said the transport problem was one which could not be solved by railway extensions. He agreed that bus services would be the solution as they would be able to provide "door to door" service.

Mr. A. M. Collins, on behalf of Geelong and District Town Planning Committee, outlined the town plan for Greater Geelong, with its provision for future transport needs by incorporation of reservations for railway purposes, main roads and highways, internal traffic roads and parking areas.

Looking To Future

The chairman of Geelong and District Town Planning Committee (Cr. B. E. Purnell) said the committee considered a most important factor in the long-range plan would be a population in Greater Geelong of 68,000. The population was growing at the rate of 3000 to 4000 a year and would reach 100,000 in the next decade.

Mr. N. Gibb, representing the Australian Electric Traction Association, also gave evidence, and contended that electric tramways were a more efficient form of transport than either buses or trolleys.

REC'D 28 SEP 1953

ACK'D
REF'D TO

ATTENTION

Traffic Office
28 Sept 1953

Manager.

(Information gained from A.V.M. per Telephone today)

Court House Geelong - TRANSPORT REGULATION BOARD.

Hearings at Geelong commencing Wed 30th Sept 10.30 am.

Thurs 1st Oct 10.0 am

Fri 2nd Oct 10.0 am.

Programme. - Evidence to be heard from:

Wednesday A.M. - City of Geelong, Shire of Bellerive,
West Moorab Progress Association, City of Geelong West.

Wednesday P.M. - Shire of South Barwon, Cities of Newton & Chilwell,
Vehicle Builders Assoc, A.E.U.

Thursday A.M. - Trades Hall Council, Tramway Employees.
Shire of Corio, Road Passenger Service Operators Assoc.

Thursday P.M. - Geelong & District Town Planning Committee.
Chamber of Commerce & Manufacturers.
Victoria Road Transport Assoc.

Friday A.M. S.E.C.

Friday P.M. S.E.C. - also to hear any business
not concluded on any previous day.

Permead
BTS

NOTE: Above Agenda was condensed to two days - Wednesday & Thursday -
with S.E.C. Evidence given by Engineer & Manager, E.S.O. commencing at
2 pm. on Thursday 2nd October, 1953

Chief