
Tram Cross-Linking and Route Restructure

Route restructuring and cross-linking of trams are fundamental needs if street-based public transport is to play a major role in a revitalised Melbourne.

The Tram and Bus Strategic Review Committee, set up in April 1991, has identified draft recommendations to go to the Minister of Transport.

Peter Parkinson, Chairperson, said the committee believed the "adoption of our proposals will ensure delivery of...services on a much more cost efficient basis, without detrimentally impacting service delivery."

The recommendations allow for planned developments for the city, including the Docklands and Bayside Development projects, the Central Area Transport Strategy (CATS, which includes Swanston Street Walk), and the relocated museum

Recommendations include

retention of two-man crewing, continued use of 111 W Class trams on a "heritage" route covering Swanston Street Walk, roving conductors on Z Class trams, and one industrial award covering all AT & MOEA grades.

The costs and benefits of the total package of draft recommendations are still being calculated, but "ballpark" figures include a saving of around \$100 million on capital over five years, and recurrent savings of between \$5.8 and \$7.3 million in 1991 terms.

The savings come from staff productivity, workplace reforms, improved vehicle maintenance and overhaul, and better use of the fleet and other assets, as well as overall reduced operating costs.

In its draft, the Committee stresses the need for a Government commitment to underwrite the ongoing cost of maintaining a tourist-linked "heritage" fleet of trams, and to upgrade infrastructure.

The early stage of cross-linking requires a minimal initial expenditure of \$1.63 million, but the Committee believes additional millions are needed over the next five

years to ensure the system continues to be efficient.

Customer benefits will include reduced short shunting of trams and, with increased use of the AVM system (including headway control), reduced tram bunching.

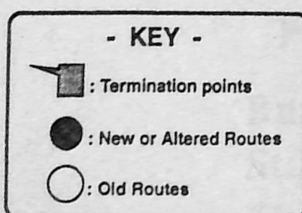
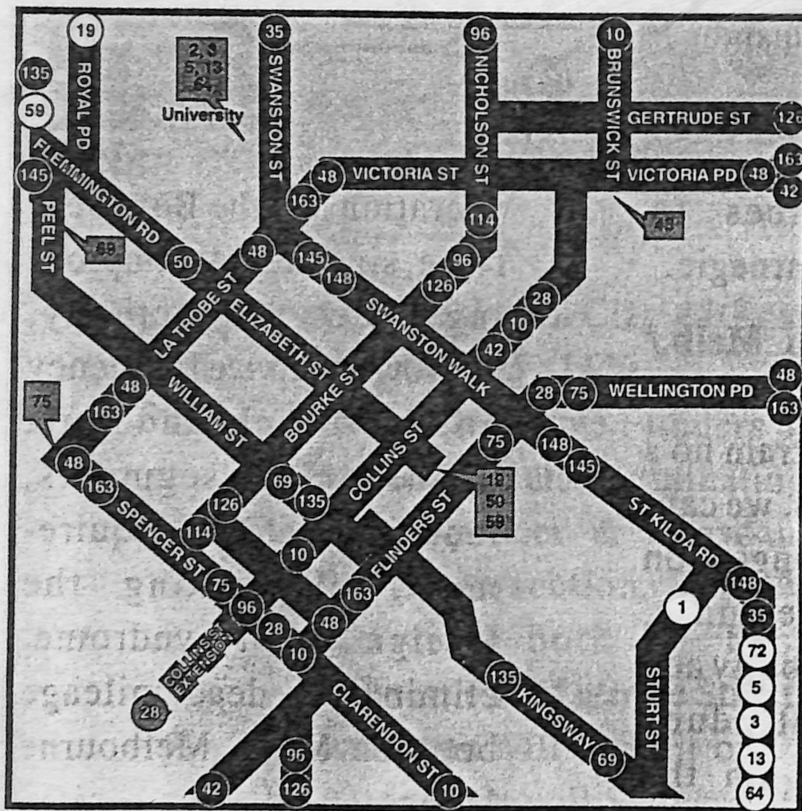
As well, route audits, extension of the Fairway system, greater use of traffic management (using SCRAM), and priority of trams through traffic lights will make moving round the network much faster for customers.

ROUTE STRUCTURE

There will be nine route changes under the new structure, with the numbers (shown in brackets) still to be confirmed.

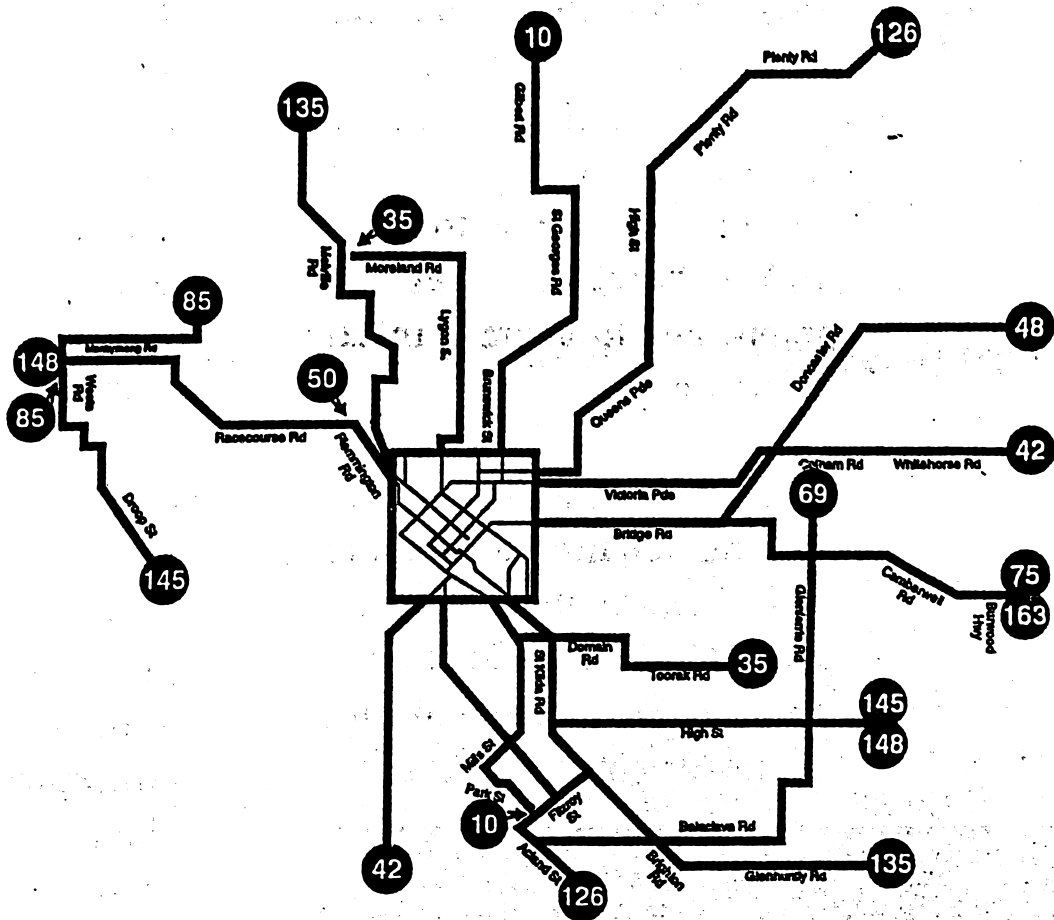
West Coburg-Carnegie (135)
Linking the West Coburg Domain Road route no.55 to the Carnegie City route no.67 creates an optimum crew and operational situation by:

Introducing 3 depots to the combined route, running via William Street, eliminating vehicle transfers, using modern vehicles, reducing crew reliefs and bunching,



MELBOURNE C.A.D.

- | No. | Route |
|-----|--|
| 10 | West Preston - St Kilda via Middle Park |
| 35 | Moreland - Toorak via St Kilda Rd |
| 42 | Mont Albert - Port Melb. via Collins St and LRT |
| 48 | Nth Balwyn - East Melb. via Flinders St |
| 50 | Nth Melbourne - City (Eliz. St) via Abbotsford St |
| 69 | Kew - City (Haymarket) via St Kilda Rd, William St |
| 75 | East Burwood - Melbourne • Spencer St & La Trobe St |
| 85 | Moonee Ponds - West Maribymong |
| 126 | Bundoora - St Kilda Bch. via Bourke St and LRT |
| 135 | West Coburg - Carnegie via William St |
| 145 | Footscray - Glen Iris via Swanston Walk |
| 148 | West Maribymong - Glen Iris via Swanston Walk |
| 163 | East Burwood - East Melb. via Spencer St and La Trobe St |



increasing services to William St. and Carnegie.

West Preston-South Melb./ St.Kilda Beach (10)

By through-routing tram no's 11 and 12 at all times, we can:

Reduce shunting congestion at Collins Street terminus, improve crew flexibility and productivity, introduce modern vehicles on the St. Georges Road and Albert Park routes, reduce bunching.

Bundoora/East Brunswick- St.Kilda Beach (126)

Through-routing nos 86 and 96 creates optimum crew and operational working by:

Introducing B Class tram

operations on the Bundoora route, significantly improving crew productivity, improving service frequency on the beach and East Brunswick segments, reducing vehicle requirement, eliminating the foreign depot syndrome, eliminating dead mileage between South Melbourne Depot and the city, eliminating four light duties positions, removing two cars and operating expenses from South Melbourne, eliminating crew relief delays, reducing bunching and tram shunting at Bourke Street.

Mont Albert-Port Melb. (42)
Linking no's 42 and 111 provides operational benefits by:

Reducing shunting and bunching, providing all crew reliefs at depot, eliminating dead mileage between South Melbourne and the city, improving movements through Bourke & William St's, eliminating light duties positions (see above), improving frequencies to Port Melbourne by four minutes.

"Ballpark" figures include a saving of around \$100 million on capital over five years."

North Balwyn-City 48/East Burwood 75 (163)

Both routes serve Flinders & Spencer Streets, terminating at the Spencer & Lonsdale Street intersection, and by extending both to East Melbourne via Latrobe Street, operations will benefit by:

Eliminating all Spencer St. shunting and the Latrobe St. shuttle, introducing a permanent daily service in Latrobe St., improving service recovery of route 48 through Kew Depot, reducing bunching, and providing all crew reliefs at

depots. Route 75 will terminate at Spencer/Latrobe after 7pm weeknights, weekend & public holidays.

Footscray/West Maribyrnong to Glen Iris via Swanston Street (145)

Linking nos 82 and 57 to 6 provides benefits by:

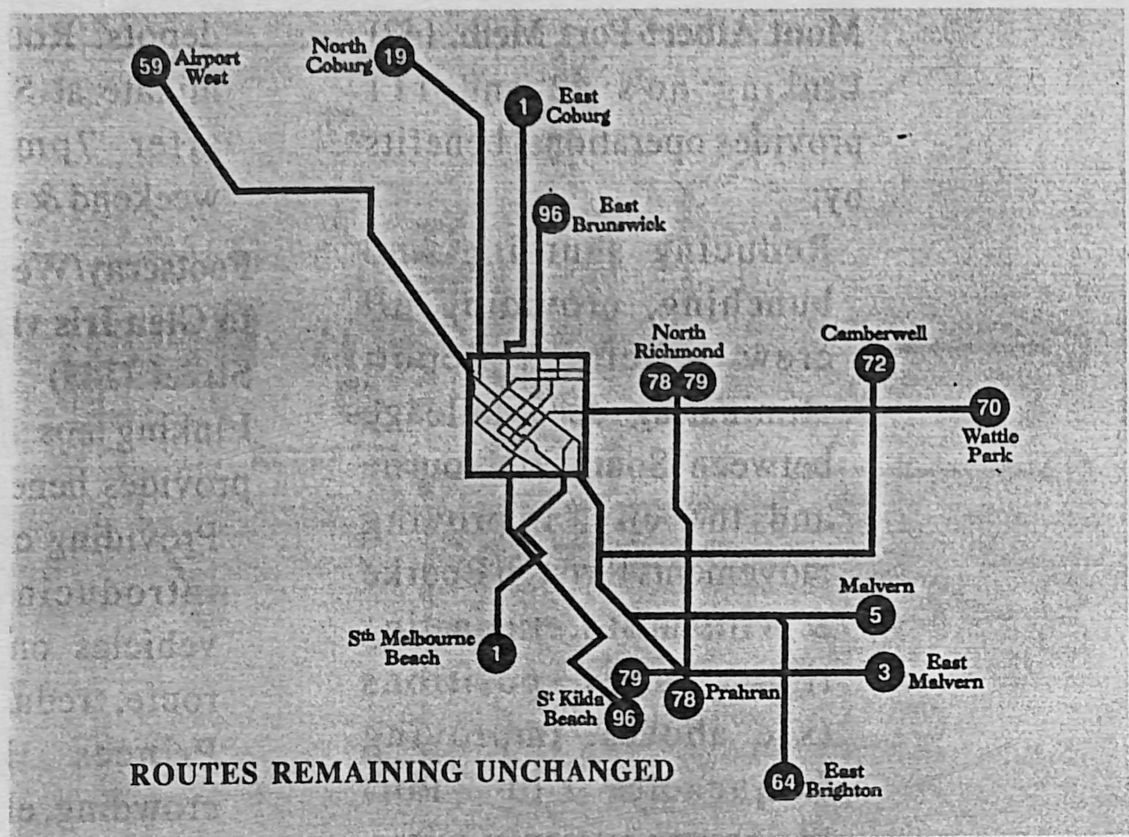
Providing crew flexibility, introducing modern vehicles on the Glen Iris route, reducing a.m peak Princes Bridge over crowding, eliminating short shunting and improving Swanston St. peak service frequency. (The city end of the West Maribyrnong route transfers from Elizabeth to Swanston. Interim services run in Elizabeth from North Melbourne.)

Moonee Ponds-West Maribyrnong (85)

The linking of the above routes created a shuttle service between Moonee Ponds and Maribyrnong/Ascot Vale. No operational benefits derive from the route, and service recovery could be difficult because of depot distance.

Kew Cotham Road-William St. via St.Kilda Beach (69)

There will be operational benefits through linking 69



to a modified St. Kilda Beach-City Route 16, by:

Significantly reducing tram congestion in Acland Street, optimising crew flexibility, improving the crew productivity, service reliability (all crew reliefs at depot), and service frequency in William Street, eliminating the foreign depot syndrome, introducing modern vehicles on Kew route, improving service recovery (depot close to end route), removing shuttle service in William St. peak.

Moreland-Toorak (35)

Linking 16 and 8 provides operational benefits by:

Eliminating short shunting in Swanston, eliminating

foreign depot syndrome, providing crew reliefs at depots, improving crew productivity, improving service recovery (depots each route end), improving cross-town journey times, reducing the Swanston terminus congestion and reducing delays caused by late arrival of crews from the depot.

All routes from the system's southern sector servicing Swanston Street will be extended to a new city terminus at Melbourne University.

The design of the terminus will ensure fast turn-around times.