



KEW TRAM DEPOT
1915-1991

KEW TRAM DEPOT
.61 Barkers Rd.
KEW. VIC. 3101

Delegate: J. ANDREWS.

DATE: 24/9/91.

CROSS - CITY L I N K I N G

This depot, at a meeting on the 6-9-91, in Market St. raised objections to the proposed cross-city linking. At the meeting were members from Kew Depot Committee, L. DiGregorio, Secretary, AT&MOEA and Denis Griffiths, Project Manager.

The objections were specifically related to cross-city linking as it affected Kew Depot routes.

Briefly the objections were;

- i The proposed joining of the 42/48 routes lacked passenger advantage.
- ii In case of delay no short shunt in the city was possible. Therefore long delays would occur at outer suburban termini.
- iii If a blockage occurred in the city returning trams would have to run via unusual routes, ie Collins St./Nth. Balwyn or Flinders St./Mont Albert causing immense problems for passengers and crews.
- iv No recovery time possible at the city end.
- v No rest break possible in the city terminus.
- vi Increased stress on crews.
- vii Passengers who wish to transfer on either route can do so now at Kew Junction.
- viii Latrobe St. service - 23 or 24 - must be retained due to passenger numbers and the fact that should the 24 be cancelled passengers would have to catch 3 trams to arrive at their destination.

These were some of the major reasons why the depot objects to the current form cross-city linking is taking as it affects us.

These objections we believe, should stop the joining of the routes as they show conclusively that any perceived benefit to either the passengers, the PTC or the crews is absent.

Instead the depot believes the following should occur:

42 Route:

Logically this route should be extended from Mont Albert to Box Hill as soon as possible, - see attached submission.

The depot is satisfied that the route run into Collins St. is the most logical for the 42 to follow, however we think that the tram should continue on from the current city terminus and terminate at the Port Melbourne, 111 route, terminus.

We offer the following reasons:

- The route is one of the few converted for Pantograph.
- It requires no special infrastructure.
- It could be up and running within weeks.
- Both Sth. Melb. and Kew depots could run the route.
- Extensions to Box Hill would allow the B class tram to service the route.
- Expansion of the tram service is possible with the re-building touted in docklands and at Pt. Melb. plus the possible extension to Box Hill.
- It would be a major East-West route starting in a modal centre and terminating in a new proposed housing area.
- It would allow the St. Kilda Beach trams to run via Bourke St. and the Pt. Melb. via Collins St. This would allow for easy passenger identification of routes.
- The current patronage on route 111 does not warrant B class trams.
- Politically the extension to Box Hill could help the current member, Margaret RAY, to retain her seat.
- New terminal arrangements at Mont Albert, as proposed by the PTC in Feb. 1991, should not go ahead as the money for this project would be better spent in organising for the extension to be built and a new sub-station.



78/79 Route:

This route subject to rostering, could be interchanged with the 69 route. However the depot has not given much consideration to cross-city linking this route and would of course, be more than happy to participate in any discussions on this matter. A suggestion that night time rostering may allow alternation has been made; 79/69, however this is a matter for rosters.

48 Route:

This route should be extended to the Doncaster Shopping Town as soon as possible for the following reasons:

- Nth. Balwyn as a terminus currently ends 'nowhere'. Most passengers either get off prior to the terminus and catch a Doncaster bus or attempt to cross the road at Balwyn Rd. to run to the bus stop.
- the patronage is there.
- It would allow Doncaster buses to stop running via Doncaster Rd. & High St. and therefore let them extend their services to other eastern areas crying out for public transport.
- Reduce road costs and repairs to Doncaster Rd. and High St.
- Reduce traffic on both roads.
- Allow for a faster traffic flow for trams.
- Two interchanges would need to be built, one is already planned and approved by both Doncaster and Kew depots. This is the one at the Harp of Erin. The other would be at Doncaster.
- Box Hill and Doncaster councils are both pro public transport and this attitude - rare in councils - needs to be rewarded.
- As a priority route 48 should be extended in advance of any light rail plans for the Eastern freeway.
- The 72 route should be extended at the same time to High St. East Kew to join up with the 48 route. Turns should be placed at Cotham Rd. (42route) Approx. 1 kilometre.

Whether this logical extension is approved or not the 48 route should be extended at the city end. Instead of it's current terminus at Lonsdale/ Spencer Sts. we think the 48 should run through to Hoddle St. East Melb. via Latrobe St. and Victoria Pde. This would necessitate a siding being built at Hoddle St. The advantage this would allow the PTC is with rostering with the 24/48 and the 23/48 for both peak periods.



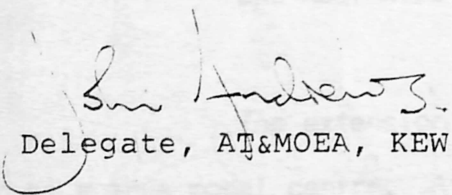
- Layup time could then be incorporated in the tables and the lay-up area could be Latrobe St./Spencer St.

This depot believes that the 75 route, because of it's length, late running and the complexities of rostering headways in Bridge Rd. Richmond, should only be extended, between the hours of 10:00 am and 4:00 pm to Brunswick St./Victoria Pde. East Melb. to provide extra services during shopping hours. At all other times it should terminate at Latrobe and Spencer Sts. This depot believes that a through running service will attract a profitable level of patronage when passengers realise it is available. This being so we would like to see some effort put into rostering more trams off peak running a 23 or 24 service. We think the PTC has to try to be more flexible in the running of trams. I point out that on Showday the 26/9/91 an Inspector was detailed to stand at Brunswick St. East Melb. and instruct passengers that a Latrobe St. service was not running. I believe the Inspector was Mr. Berman. (60). Where is Service Now?

A further problem for cross-city linking is the type of tram necessary to run the various routes. I refer specifically to the need for this depot to maintain a percentage of pole trams to run the 79 route. It is this depot's contention that the 79/78 route should be the next route converted to pantograph operation. I understand the expense involved but common sense should dictate that converting A class trams back to poles from pantograph is simply a retrograde step. Far better the money was spent positively on the conversion. It strikes us as pointless to have two routes in this depot converted to pantograph but not the third. The politics involved in the selection of the routes, ie. conversion to light rail such as Bundoora and Brunswick routes must stop otherwise we will have a hotchpotch of routes converted all over the city.

Fleet profiling therefore must run hand in hand with cross-city linking.

I commend this submission to the committee for consideration.


Delegate, AT&MOEA, KEW.

cc. L. DIGREGORIO, Secretary, AT&MOEA. D. GRIFITHS, Project Manager,
G. HATFIELD, Depot Manager, KEW. I. STONEY, Chief
Executive, PTC.



MONT ALBERT / BOX HILL

EXTENSION

This proposal is based on sound common sense. The extension is desirable for economic, political and safety considerations and therefore gives maximum advantages for such a short extension.

1. At the moment the Mont Albert tram terminus is very dangerous for alighting or intending tram passengers. (In 1985 a tram driver was killed.) Both the Police and the MTA have recommended changes. In the short term the erection of signs and the loading and off-loading of the passengers from the North side of the terminus only will be beneficial.

However the extension to Box Hill will:

- a/ Allow the M.A. terminus to be altered to become a normal tram stop at a set of traffic lights. (This is much safer for passengers than an uncontrolled terminus).
- b/ Eliminate the bottle neck at the tram terminus in both peaks thereby reducing the stress factor on both road and track users.
- c/ Put the tram terminus at Box Hill into a segregated area where intending passengers can safely move and allow such facilities as toilets etc. for MTA personnel to be readily constructed. At the present time there is no available toilet between the Kew Tram Depot and Mont Albert or at the terminus.

2. The extension of the tram to Box Hill will finally allow Box Hill to be a true modal centre. At present one major form of transport (tram) stops three kilometres away and is connected only by an infrequent bus service. (Private)

An extension of the tram would also allow:

- a/ An easing of the travel pattern for the elderly of the community and the school children.

- b/ Allow greater accessibility for people with prams and shopping jeeps to Box Hill shopping centre.
- c/ Allow greater access to Box Hill Hospital, the largest hospital in the Eastern suburbs.
- d/ Promote more convenient travel to schools both east and west of the present Mont Albert terminus. Box Hill TAFE and B.H. High school in the east for instance and the myriad of schools off Whitehorse and Cotham Roads.

3. Economically this extension makes sense. At present to travel to Box Hill by public transport from the suburbs of Kew and Balwyn passengers have to either make their way to Camberwell Railway Station or catch the tram to M.A. and wait for the private bus. The railway line is already overcrowded and this extension would relieve some of the load. It would also:

- a/ Require, we believe, only one additional sub-station for electric power and some approximately 3 kilometres of track.
- b/ An assessment by an experienced engineer suggests that approx. six to seven million dollars would complete the extension.
- c/ Box Hill is a growth centre with new office and factory developement along the proposed route.
- d/ Parking in Box Hill is already at over-saturation level and improvement to public transport in the area will help to relieve this.

Box Hill Council have been approached by representatives of Kew Tram Depot and all staff and Councillors spoken to have expressed praise for the idea. As one said "It's about time". Offers were made to look favourably on any requests for land to site the power station on and the use of the electric light poles for the overhead wiring was offered. Businesses as far away as Deepdene have written to the depot expressing support. e.g. Holeproof who say it will open up a new recruitment area for them.

4. Politically this depot believes this extension could only be beneficial to the Labor Party. Margaret RAY, although a hard working member of the Labor Party and the current holder of the parliamentary seat in this area, needs all possible support to retain her seat. We believe the announcement of this extension could materially assist her in this.

We cannot understand why this obvious extension was left off the MET Plan for an extended tram network. When queried by us MET management produced figures of and extra 400 passengers per day. Studies by Box Hill council and the depot committee suggest figures of around 4000 daily. (Box Hill TAFE 25000 full/part-time students alone).

This depot also believes that the introduction of B class trams on to the 42 route would also necessitate considerable alterations to the present Mont Albert shunt. These alterations would be far better included in this extension. With the possible advent of the Olympic games in Melbourne the 42 route travelling as it does via Collins Street, would be an ideal route for servicing the Olympic Village. Box Hill to Port Melbourne would be an ideal run for the LRV.

CONCLUSION

Kew Depot Traffic staff believe that as a short term extension (within 5 years), Mont Albert/Box Hill is ideal. It has the full support of the local council, is politically desirable, and economically feasible. It will also improve dramatically the safety of the passengers carried by this depot, assist both large and small businesses, greatly improve access to hospitals and schools and is seen as a very desirable initiative by all we have contacted.

We recommend it for your consideration.