

TO: Frank Barbuto, Acting Depot Manager, Kew Tram Depot  
FROM: Kew Tram Depot Committee  
SUBJECT: Issues Concerning and Relating to the New Shunt Being Constructed in  
Spencer Street  
DATE: 18th November, 1993

## **SECTION 1.0 INTRODUCTION**

At the last Kew Depot Committee meeting (11/11/93) a number of issues were raised concerning the configuration of the new shunt in Spencer Street.

It is the opinion of the Committee that this new arrangement may bring with it a number of attendant considerations.

This Memorandum should be read in association with the accompanying map, (on page 3).

## **SECTION 2.0 MAJOR CONSIDERATIONS DISCUSSED**

### **2.1 Single Line Configuration (Map Reference "1")**

The new shunt is in the form of a single spur line. We are familiar with this kind of arrangement, because it is essentially the same as that found at Mont Albert - a line with a frequent service, on a very busy road.

At this particular terminus there are often lengthy delays because of the single line shunt, and it is not always possible to keep all trams in their proper order.

It is the opinion of the Committee that situations such as this may well occur at the new Spencer Street shunt, perhaps in a more chronic form...

- a. Spencer Street is even busier than Whitehorse Road;
- b. there are two Depots (Kew and Camberwell) that will be using the new shunt;
- c. it will be impractical for the Driver of an incoming tram to communicate with a tram already in the shunt (because of the busy Spencer Street/La Trobe Street intersection);
- d. if trams get into the shunt in the wrong order, they will probably have to leave in the wrong order;
- e. because two Depots use the shunt, it will not be generally practical to swap trams, (as is done at Mont Albert when trams get out of order).
- f. at present the Run Numbers are out of sequence, so Drivers do not know which tram goes first, (this will be further complicated by two Depots using the shunt);
- g. not all Kew Depot trams are equipped with radios;
- h. delays in Spencer Street will interfere with the proposed "City Loop" service.

### **2.2 Tram Stops including Safety Zones**

(Please refer to enclosed map - suggested Tram Stops including Safety Zones are shown as black rectangles.)

- (i) **Corner of Spencer and La Trobe Street** (On the "Up" line.)  
( Map Reference "2")

As far as we are aware, no Tram Stop including Safety Zone at this location is included in the present plans.

Given that there will be delays getting into the new shunt, passengers may be stranded on the tram for some time. We are already familiar with what our customers think about this from our experiences at the present shunt at Lonsdale Street, and also at Mont Albert . (They get very angry and insist on getting off.)

Given the amount of vehicular traffic using Spencer Street, the lack of a Tram Stop including Safety Zone at La Trobe Street intersection, could become an issue.

(Section 2 continued...)

(ii) **Corner of Spencer Street and Lonsdale Street** (On the "Down" line.)  
(Map Reference "3")

A far as we are aware there is no Tram Stop including Safety Zone, proposed between the new shunt and Bourke Street. This is a lengthy stretch of line, and it seems a curious arrangement to have only one Tram Stop at Lonsdale Street (on the "Up"), particularly when many customers from the Coach terminal, (and local offices such as the "Age") use the present Lonsdale Street Tram Stop and Safety Zone.

(iii) **Running Times**

Whilst the new shunt is not much farther on; there are more traffic lights, and Right-Hand turning traffic at both the La Trobe Street Intersection and Lonsdale Street.

At Lonsdale Street on the "Down" (Map Reference "4") there are buses and other traffic turning right into the Coach Terminus and Spencer Street Station. These will frequently block the line; a situation which does not affect the present shunting arrangements.

The installation of Safety Zones will help minimize these occurrences at both locations.

There may have to be some adjustment of present Running Times.

### **SECTION 3.0 SOME POSSIBLE SOLUTIONS**

- a. The provision of Tram Stops and Safety Zones at La Trobe Street and Lonsdale Street as per the above.
- b. Provision of Radios on all Kew Trams.
- c. Running Times adjusted (where shown to be required).
- d. Assistance of an Operations Officer near the shunt (if shown to be required).
- e. Correct sequence of Run Numbers.
- f. Refer to Section 4.0

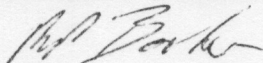
### **SECTION 4.0 LA TROBE STREET OPTION**

The Kew Tram Depot Committee has already proposed to the "Tram and Bus Division" that the North Balwyn service ("48") should be extended around through La Trobe Street to Brunswick Street, during the day. (12 minute service.)

In view of...

- a. the likely consequences resulting from the alterations to the Spencer Street shunt;
  - b. the apparent discontinuation of the La Trobe Street shuttle;
  - c. and the on-going efforts on the part of various interested parties, to open up this part of the city to greater tourist and business activity;
- we are of the opinion that this proposal should be followed up.

The Kew Depot Committee will be continuing to develop this option, in ways consistent with the Corporation's goal of "World Best Practice", (an inspiration this Committee endorses).



Ric Barker

Secretary - Kew Tram Depot Committee - 18/11/93