

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD.

REVISION OF GENERAL SCHEME

AND SPECIAL CONSTRUCTION SCHEME

for

PROPOSED EAST BURWOOD TRAMWAY EXTENSION.

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

SPECIAL CONSTRUCTION SCHEME

for

THE EXTENSION OF

an

ELECTRIC TRAMWAY

in

BURWOOD HIGHWAY - CITIES OF CAMBERWELL, BOX HILL

AND NUNAWADING.

Submitted to the Honourable the  
Minister of Transport pursuant  
to Section 39 (2) of the Melbourne  
and Metropolitan Tramways Act  
1958.

SPECIAL CONSTRUCTION SCHEME

for

THE EXTENSION OF AN ELECTRIC TRAMWAY

in

BURWOOD HIGHWAY - CITIES OF CAMBERWELL, BOX HILL  
AND NUNAWADING.

The following is a Special Construction Scheme for an electric tramway in Burwood Highway the whole of which is within the Municipalities of the Cities of Camberwell, Box Hill and Nunawading and is submitted pursuant to Section 39 of the Melbourne and Metropolitan Tramways Act 1958.

The Scheme is submitted following a Feasibility Study prepared by the Board based on an extension to the Burwood tram route recommended in the Metropolitan Transportation Study Plan presented in 1969.

1. Purpose of Tramway.

The proposed tramway would provide residents of the East Burwood area with direct access to local business centres, Camberwell Junction, Richmond and the Central Business District. Travel by students to a number of schools and colleges along the proposed route would also be facilitated.

2. Route.

The route of the proposed tramway is along Burwood Highway commencing in Toorak Road 300 mm. east of the north-western corner of the intersection of Warrigal Road and Toorak Road and connecting with the existing electric tramway in Toorak Road (defined as existing electric tramway No. 12 Part II of the Sixth Schedule of the Melbourne and Metropolitan Tramways Act 1958) thence by a double track easterly along Burwood Highway to a point east of the intersection of Middleborough Road and Burwood Highway.

3. Existing Services.

(a) Tramways.

The Board operates an electric tram service from the existing terminus in Toorak Road at Warrigal Road to the central business area of the City of Melbourne. Connections are provided to a number of other services, including the Alamein rail line, tram services in Burke Road and Glenferrie Road and a number of private bus routes.

(b) Private Bus Routes.

The following privately owned omnibus services are licensed by the Transport Regulation Board to operate on routes which are along part of, or cross over, the portion of Burwood Highway along which it is proposed to construct this electric tramway.

Prescribed Route Number	Route
700	Box Hill - Mordialloc.
701	Burwood - Mentone.
732	Box Hill - Burwood via Tally Ho.
733	Box Hill - Oakleigh.
766	Bennettswood - Burwood.
767	Box Hill - Burwood.
768	Box Hill - Chadstone.

(c) Railways.

The proposed tramway is geographically situated between the Flinders Street to Box Hill and the Flinders Street to Glen Waverley electric railways. The nearest railway station to the existing electric tramway is Burwood which lies on the Flinders Street to Alamein rail line at a distance of approximately 1.6 kilometres westward by public right-of-way from the existing tramway terminus at the Warrigal Road and Toorak Road intersection. The nearest railway station to the proposed electric tramway terminus in Burwood Highway at Middleborough Road is Mount Waverley at a distance of approximately 2.7 kilometres to the south by public right-of-way. The nearest



station north of this terminus is Laburnum, approximately 3.7 kilometres away.

4. General Scheme.

The proposed tramway does not form part of the General Scheme accepted by the Parliamentary Standing Committee on Railways on the 19th April, 1923, adopted by the Board and referred to in Section 38 (1) of the Melbourne and Metropolitan Tramways Act 1958.

Contemporaneously with this Special Construction Scheme, the Board submits an application for a revision of the General Scheme - pursuant to Section 38 of the Melbourne and Metropolitan Tramways Act 1958 - to include this proposed tramway in the General Scheme.

5. Type of Track Construction.

Although it is proposed that the majority of the track be in a reserve, all the tramway will be of the closed-in type of construction with the uppermost surface of the rails level with the track surface.

The tracks will generally be laid at 3.4 metres centres.

6. Overhead Equipment.

All overhead equipment will be carried by span wires attached to poles erected on the carriageway side of the footpaths between Warrigal Road and west of Elgar Road. Beyond this point the overhead equipment will be attached to poles erected on the central reservation.

The cost of the overhead equipment is included in the estimated cost of construction under clause 9.

7. Motive Power.

The cars on the tramway will be electrically operated by 600 volts D. C. , and the motive power will be supplied from a proposed sub-station which will be constructed as part of the Scheme. The cost of this sub-station has been included in the estimate shown in clause 9.

8. Engineering Aspects.

No major construction problems associated with the Scheme are envisaged.

9. Estimated Cost of Construction.

The estimated total cost of construction of the 3.4 kilometres of double track electric tramway together with associated facilities, along the proposed route is \$1,490,000. This estimate is based on costs as at June, 1974.

10. Sections, Tolls, Fares and Charges.

The proposed extension will constitute two additional fare sections, the first from Warrigal Road to Cumming Street and the second from Cumming Street to Middleborough Road.

The fares, tolls and charges over this section combined with the existing contiguous sections will be dealt with by By-laws pursuant to Section 65 of the Melbourne and Metropolitan Tramways Act 1958. The initial proposed fares are shown in the following tables.

	Spencer Street at Lonsdale Street to -										
1.	Flinders St., and Wellington Pde.,	10¢									
2.	Punt Rd.,	20¢	10								
3.	Hawthorn Bridge,	25¢	20	10							
4.	Power St., and Riversdale Rd.,	30¢	25	20	10						
5.	Kooyongkoot Rd.,	30¢	30	25	20	10					
6.	Camberwell Junction	35¢	30	30	25	20	10				
7.	Smith Rd.,	35¢	35	30	30	25	20	10			
8.	Warrigal Rd.,	35¢	35	35	30	30	25	20	10		
9.	Cumming St.,	35¢	35	35	35	30	30	25	20	10	
10.	Middleborough Rd.,	35¢	35	35	35	35	30	30	25	20	10

PROPOSED SECTIONS AND ADULT FARES.

	Spencer Street at Lonsdale Street to -										
1.	Flinders St., and Wellington Pde.,	5¢									
2.	Punt Rd.,	10¢	5								
3.	Hawthorn Bridge,	10¢	10	5							
4.	Power St., and Riversdale Rd.,	15¢	10	10	5						
5.	Kooyongkoot Rd.,	15¢	15	10	10	5					
6.	Camberwell Junction,	15¢	15	15	10	10	5				
7.	Smith Rd.,	15¢	15	15	15	10	10	5			
8.	Warrigal Rd.,	20¢	15	15	15	15	10	10	5		
9.	Cumming St.,	20¢	20	15	15	15	15	10	10	5	
10.	Middleborough Rd.,	20¢	20	20	15	15	15	15	10	10	5

PROPOSED SECTIONS AND CHILDRENS FARES.

11. Operating Costs and Estimated Revenue.

Based on June, 1974 costs, the annual operating costs of the extension in the first year of operation have been estimated to be \$260,000. The corresponding figure for the eighth year of operation has been estimated to be \$335,000.

On the fare table proposed in clause 10, revenue from 4,650 passengers per day estimated to be using the new service in the first year of operation would be \$260,000 per annum. The corresponding figures for the eighth year of operation, with 6,500 passengers per day would be \$360,000 per annum.

12. Resumptions.

For the Scheme to operate as planned, it will be necessary to resume a narrow strip of privately owned land shown coloured pink in the accompanying plan No. P. 14604. There are no buildings on this land at present.

13. Trees and other Obstructions along Route.

The Scheme will interfere with a number of small melaleucas which are planted in the existing central median. These and some other smaller shrubs and plants will have to be removed to allow the tramway to be constructed.

The Board will plant other shrubs and trees alongside the tramway.

14. Plans.

Plan P. 14604 shows the track arrangement of the electric tramway referred to in this Special Construction Scheme.

15. Feasibility Study.

Accompanying this Special Construction Scheme and forming part thereof, is the Feasibility Study of the Proposed East Burwood Tramway Extension - Warrigal Road to Middleborough Road prepared by the Board in June, 1974.

DATED THIS

DAY OF

1974.

THE COMMON SEAL OF THE )  
MELBOURNE AND METROPOLITAN )  
TRAMWAYS BOARD WAS HERETO )  
AFFIXED IN THE PRESENCE OF )

CHAIRMAN \_\_\_\_\_

SECRETARY \_\_\_\_\_

PROPOSAL

for

REVISION OF GENERAL SCHEME

TO PROVIDE FOR A TRAMWAY EXTENSION

within

THE MUNICIPALITIES

of

CAMBERWELL, BOX HILL AND NUNAWADING.

Submitted to the Honourable the  
Minister of Transport pursuant  
to Section 38 of the Melbourne  
and Metropolitan Tramways Act  
1958.

PROPOSAL FOR  
REVISION OF THE GENERAL SCHEME  
FOR THE DEVELOPMENT OF  
TRAMWAYS WITHIN THE METROPOLIS.

Melbourne and Metropolitan Tramways Board, pursuant to provisions of Section 38 (1) of Melbourne and Metropolitan Tramways Act 1958, hereby proposes a revision of the General Scheme for the development of Tramways for the service of the Metropolis.

Pursuant to Clause 38 (2) of the Act, the Board hereby proposes the revision of the General Scheme to include therein and become part thereof, a proposed electric tramway from the existing terminus in Toorak Road at Warrigal Road, in the City of Camberwell, thence, along Burwood Highway in the City of Box Hill, to a point east of the intersection of Middleborough Road and Burwood Highway, within the City of Nunawading.

The proposal is submitted together with the East Burwood Tramways Extension, Special Construction Scheme for the construction of a tramway along the aforementioned route.

Since the introduction of the General Scheme accepted by the Board on the 19th April, 1923, there has been marked development of the area adjacent to the proposed extension. Principal land use zonings are residential, commercial, special use (schools and colleges) and light industrial. The area is not served by railways.

Accompanying this proposal and forming part thereof is Plan P. 14605 showing the location of the proposed electric tramway in relation to existing electric tramways, existing bus routes operated by private operators, existing railways and municipal boundaries.

DATED THIS

DAY OF

1974.

THE COMMON SEAL OF THE )  
MELBOURNE AND METROPOLITAN )  
TRAMWAYS BOARD WAS HERETO )  
AFFIXED IN THE PRESENCE OF )

CHAIRMAN

SECRETARY

Bennettswood  
State School

Burwood  
Teachers College

Mount  
Scopus  
College

Milford Ave.

Peacock St.

Bennett St.

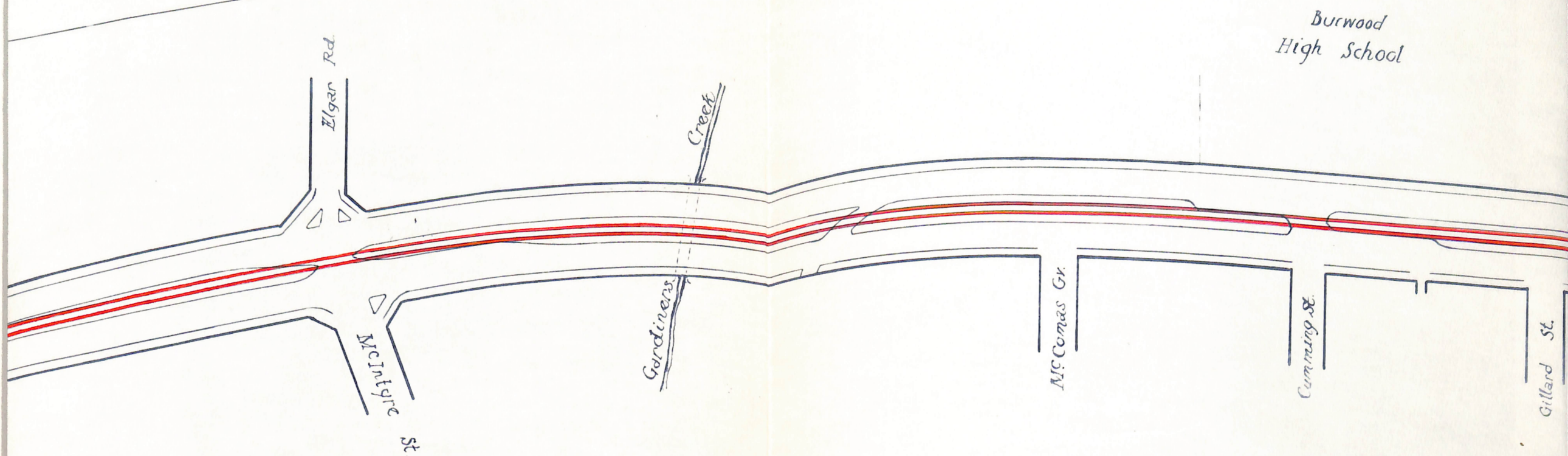
MELBOURNE & METROPOLITAN TRAMWAYS BOARD

*[Signature]*  
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CHAIRMAN

DATE *32.9.22*

P. 14604



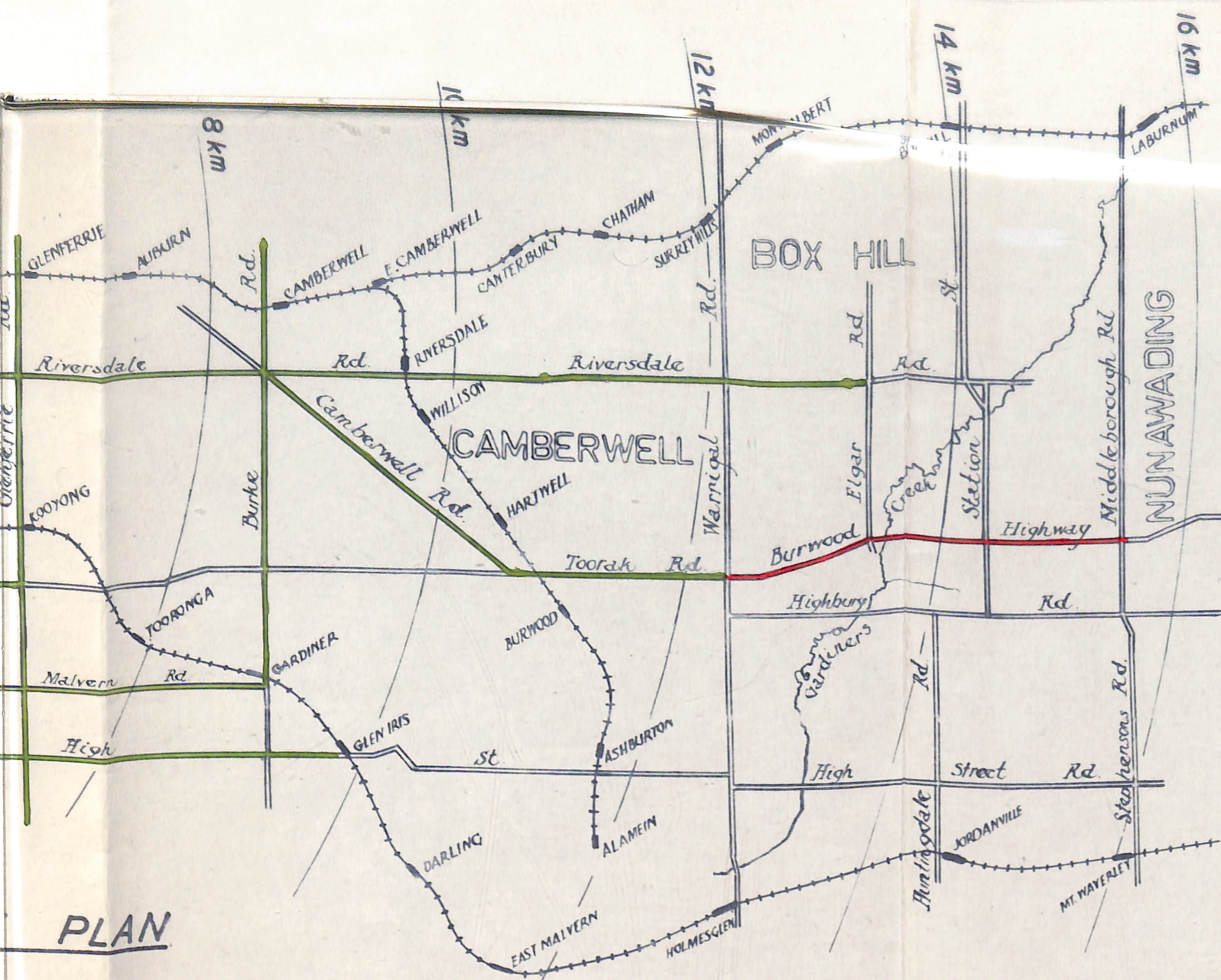


TRACK ARRANGEMENT PLAN  
ACCOMPANYING  
SPECIAL CONSTRUCTION SCHEME  
FOR THE EXTENSION OF  
AN ELECTRIC TRAMWAY  
IN BURWOOD HIGHWAY

CITIES OF CAMBERWELL, BOX HILL AND NUNAWADING

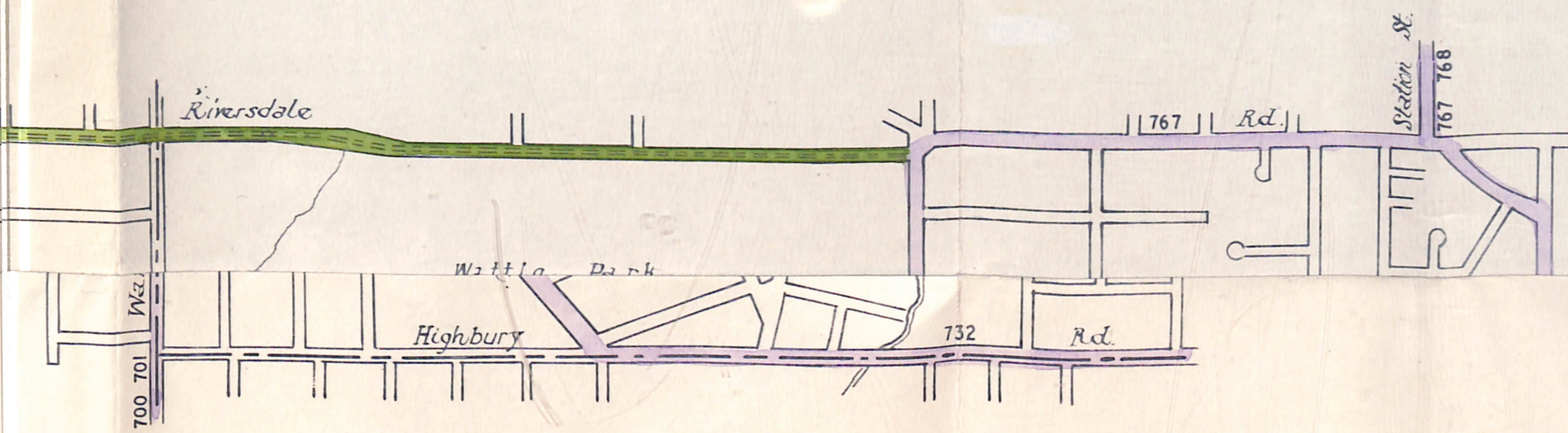
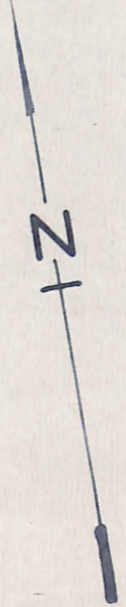
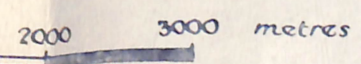






- TRAMWAY PROPOSED IN SPECIAL CONSTRUCTION SCHEME █
- EXISTING TRAMWAYS █
- EXISTING PRIVATE BUS ROUTES █
- RAILWAYS
- MUNICIPAL BOUNDARY
- RADII FROM G.P.O. (CR. BOURKE ST. & ELIZABETH ST.)  12 km

PLAN



MELBOURNE & METROPOLITAN TRAMWAYS BOARD

*J. R. Kelly*  
CHAIRMAN

DATE: 30/9/74

PLAN ACCOMPANYING  
REVISION OF GENERAL SCHEME  
FOR THE EXTENSION OF  
AN ELECTRIC TRAMWAY  
IN BURWOOD HIGHWAY  
CITIES OF CAMBERWELL, BOX HILL AND NUNAWADING

