

LEES

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

ENGINEERING DEPARTMENT

PLANNING BRANCH

STAGGERING OF OFFICE HOURS
OF STATE PUBLIC SERVICE
EFFECT ON TRAMS AND BUSES.

STAGGERING OF HOURS. - HOFT. VERSION

JUNE 1972.

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

ENGINEERING DEPARTMENT

PLANNING BRANCH

STAGGERING OF OFFICE HOURS OF STATE PUBLIC

SERVICE EFFECT ON TRAMS AND BUSES.

Counts were carried out of inbound tram and bus passengers entering the central business area for all the Board's tram and bus routes, over the a.m. peak period during both the week immediately prior to and the week immediately after the 28th February, 1972 - the date of the staggering of the office hours for the State Public Service. Similar counts were also carried out of outbound tram and bus passengers over the p.m. peak period, during the last week in November 1971 and again during the third week in March 1972, that is, prior to and after both the above staggering of hours and also the introduction of late night shopping.

The results are as set out in the following table and graphs and in each case are the average of counts made on two separate days.

Table No. 1. - Shows the % change (and change) for both the entire cordon and also for a number of selected routes for each quarter hour period for both the a.m. peak and p.m. peak counts.

Figure No. 1. - Is a graph of the total number of a.m. peak inbound passengers crossing the city cordon.

Figure No. 2. - Is a graph of the total number of p.m. peak outbound passengers crossing the city cordon.

Figure Nos. 3 to 22. - Are graphs of the number of passengers crossing the city cordon for both the a.m. and p.m. peaks for individual tram and bus routes.

COMMENTS.

The a.m. peak counts indicate two significant changes namely :-

- (i) A large increase between 7.45 and 8.00 a.m.
- (ii) A substantial decrease between 8.45 and 9.00 a.m.
- (iii) The peak half hour period which was 8.15 to 8.45 a.m. was not significantly altered.

The p.m. peak counts indicate significant changes as follows :-

- (i) A substantial increase between 4.00 and 4.15 p.m.
- (ii) A substantial increase between 4.45 and 5.00 p.m.
- (iii) A substantial decrease between 5.30 and 5.45 p.m.
- (iv) A large increase between 6.00 and 6.15 p.m.
- (v) The peak half hour period which was from 5.00 to 5.30 p.m. was not significantly changed.

TRAFFIC ADJUSTMENTS.

Adjustments have been made to the frequency of tram and bus services as follows :-

A.M. PEAK

<u>Route</u>	<u>7.45 - 8.00 a.m.</u>				<u>8.45 - 9.00 a.m.</u>			
Bulleen	Increased	4 min.	to	3 min.	Decreased	2½ min.	to	3 min.
E. Brunswick	"	4 "	"	3 "	"	3 "	"	4 "
E. Preston	"	2½ "	"	2 "	"	2 "	"	2½ "
Essendon	"	3 "	"	2½ "	"	2½ "	"	3 "
Sth. Melbourne & St. Kilda Beach	"	5 "	"	4 "	"	4 "	"	5 "
Burwood	"	3 "	"	2 "	"	2 "	"	2½ "
Nth. Balwyn	"	2½ "	"	2 "	"	2 "	"	2½ "
Mont Albert	"	3 "	"	2½ "	"	2½ "	"	3 "

P.M. PEAK

<u>Route</u>	<u>4.45 - 5.00 p.m.</u>				<u>5.15 - 5.30 p.m.</u>			
E. Brunswick	Increased	5 min.	to	4 min.	Decreased	4 min.	to	5 min.
E. Preston	"	2½ "	"	2 "	"	1½ "	"	2 "
Essendon	"	2½ "	"	2 "	"	1½ "	"	2 "
Sth. Melbourne & St. Kilda Beach	"	4½ "	"	4 "	"	4 "	"	5 "
Mont Albert	"	3½ "	"	3 "	"	3 "	"	2½ "
Glen Iris	"	6½ "	"	6 "	"	5½ "	"	6 "
W. Preston	"	3 "	"	2½ "	"	2½ "	"	3 "
Burwood	"	4½ "	"	4 "	"	3 "	"	3½ "

Dwkes
PLANNING ENGINEER.

A.M. PEAK INBOUND TRAM & BUS PASSENGERS
% CHANGE (& CHANGE) BETWEEN FEBRUARY 1972 & MARCH 1972

	Total Cordon	St.Kilda Road Trams	N.Balwyn and Burwood	Mnt. Albert and W. Preston	East Preston	East Brunswick Blyth St.	Royal Pde. to Elbeth St.	Fl'ton. Rd. to Elbeth St.	Fl'ton. Rd. to Peel St.	West Heidelberg Buses	Footscray Buses	Total Buses
0730-44	+10% (+239)	(+ 14)	+13% (+ 22)	(+ 4)	+55% (+60)	+ 16% (+13)	+24% (+ 37)	- 8% (-18)	(- 5)	+37% (+30)	-21% (-19)	(- 3)
0745-59	+25% (+714)	+35% (+153)	+33% (+ 49)	+88% (+171)	(+ 8)	+ 31% (+38)	(+ 9)	+21% (+58)	+ 6% (+11)	+90% (+67)	+20% (+35)	+47% (+119)
0800-14	+ 4% (+193)	(+ 26)	+ 8% (+ 31)	(+ 10)	+16% (+48)	(- 1)	+11% (+ 29)	+14% (+49)	+11% (+25)	-17% (-34)	+12% (+20)	-11% (-64)
0815-29	(+ 18)	(- 24)	+50% (+202)	+24% (+116)	- 7% (-28)	- 6% (-12)	-18% (- 70)	-15% (-74)	+26% (+76)	-16% (-24)	-15% (-32)	-20% (-139)
0830-44	- 2% (-117)	+ 9% (+ 97)	+ 5% (+23)	-21% (-124)	-11% (-32)	- 27% (-67)	+ 9% (+ 34)	+16% (+76)	-25% (-78)	+ 5% (+11)	- 8% (-17)	+ 7% (+ 46)
0845-59	-14% (-737)	-22% (-273)	-35% (-487)	- 8% (- 38)	- 6% (-13)	(+ 1)	- 7% (- 17)	-10% (-32)	-19% (-36)	+33% (+40)	-14% (-25)	+ 9% (+47)
0900-14	- 4% (- 95)	- 8% (- 48)	+ 6% (+ 11)	(+ 3)	(+ 2)	(- 4)	+ 5% (+ 8)	-17% (-22)	-50% (-43)	-27% (-27)	-34% (-39)	-21% (- 85)
0915-29	+ 3% (+ 44)	(+ 2)	+15% (+ 27)	-40% (- 66)	-28% (-28)	+ 25% (+15)	+32% (+ 33)	+34% (+37)	-30% (-13)	(- 8)	(- 7)	(+ 5)
0930-44	- 5% (- 137)	-25% (-164)	- 7% (- 9)	+17% (+ 33)	(- 6)	+ 24% (+12)	+ 9% (+ 11)	(- 7)	-27% (-16)	(+ 9)	+31% (+14)	+28% (+ 50)
0945-59	- 8% (-145)	-13% (- 56)	(- 3)	(+ 2)	-29% (-34)	(- 7)	(+ 5)	(- 1)	+17% (+10)	(- 2)	-53% (-40)	-23% (- 42)
Totals Feb. 72/ Mar. 72	33,900/ 33,900	6,890/ 6,620	2,650/ 2,820	3,100/ 3,110	1,930/ 1,910	1,310/ 1,290	2,220/ 2,280	2,570/ 2,640	1,550/ 1,480	1,050/ 1,110	1,330/ 1,220	4,170/ 4,110

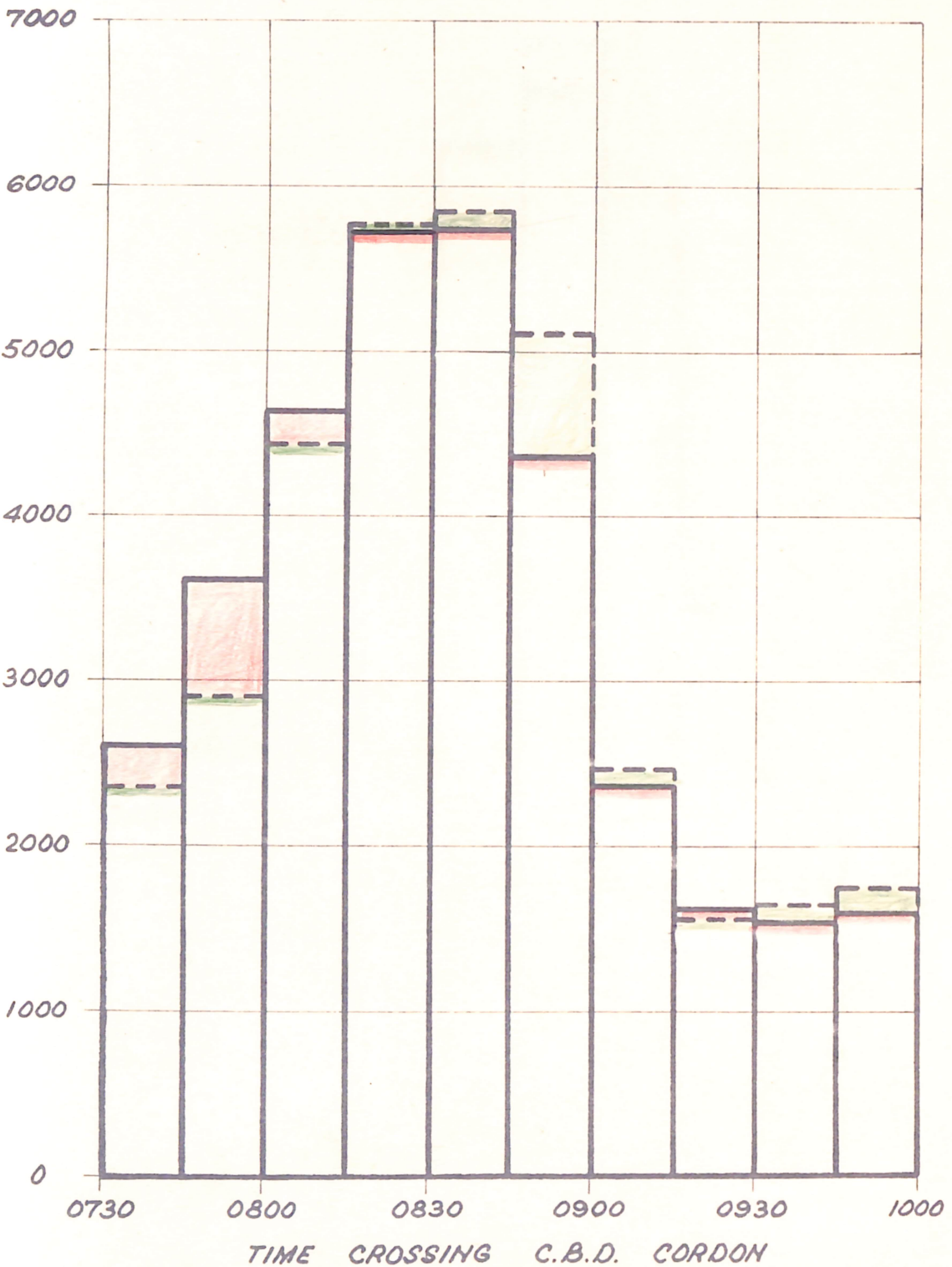
P.M. PEAK OUTBOUND TRAM & BUS PASSENGERS
% CHANGE (& CHANGE) BETWEEN NOVEMBER 1971 & MARCH 1972

1600-14	+17% (+373)	+24% (+ 98)	+43% (+ 63)	+25% (+ 50)	+13% (+21)	- 8% (- 7)	+40% (+ 81)	+23% (+34)	+32% (-20)	(- 5)	-19% (-20)	-18% (- 67)
1615-29	+ 4% (+112)	+ 5% (+ 27)	+21% (+ 44)	-14% (- 43)	+22% (+34)	+100% (+58)	(+ 7)	-23% (-52)	+64% (+50)	(- 4)	+ 8% (+ 9)	(+ 1)
1630-44	+ 3% (+ 86)	+10% (+ 56)	(- 5)	+19% (+ 59)	- 8% (-20)	- 15% (-21)	-17% (- 43)	+33% (+70)	-10% (-12)	-32% (-27)	+ 6% (+ 7)	(- 1)
1645-59	+16% (+673)	+13% (+ 84)	+27% (+107)	+25% (+101)	+24% (+53)	+ 11% (+18)	+37% (+ 96)	+24% (+75)	+26% (+49)	+36% (+52)	(- 6)	(+22)
1700-14	(+ 18)	(- 40)	-17% (-101)	- 7% (- 32)	- 5% (-16)	(+ 9)	+54% (+173)	- 7% (-33)	(- 4)	- 5% (-11)	+ 6% (+15)	+ 7% (+58)
1715-29	+ 4% (+252)	+15% (+176)	(- 22)	-20% (-144)	+18% (+59)	- 30% (-83)	+ 5% (+ 24)	(0)	+ 5% (+14)	- 5% (-14)	(+ 5)	+11% (+89)
1730-44	-17% (-807)	- 5% (- 62)	-13% (- 63)	-16% (- 83)	-25% (-76)	- 23% (-47)	- 6% (-23)	-17% (-65)	-33% (-75)	-18% (-36)	(n)	-22% (-70)
1745-59	(- 27)	(- 19)	+24% (+ 76)	+ 9% (+ 25)	- 9% (-17)	- 26% (-37)	+15% (+ 30)	+10% (+27)	+25% (+21)	-40% (-61)	-24% (-32)	-27% (-50)
1800-14	+33% (+592)	+37% (+151)	+16% (+ 23)	+38% (+ 81)	(+ 3)	+ 62% (+36)	+28% (+ 33)	+67% (+79)	+40% (+27)	+60% (+39)	+32% (+20)	+22% (+54)
TOTALS Nov. 71/ Mar. 72	35,790/ 37,060	7,000/ 7,480	3,100/ 3,220	3,410/ 3,420	2,020/ 2,060	1,310/ 1,230	2,460/ 2,840	2,560/ 2,700	1,370/ 1,420	1,320/ 1,250	1,320/ 1,320	4,840/ 4,680

* SCHOOL SPECIALS INCLUDED IN FEBRUARY 1972 COUNTS

A.M. PEAK INBOUND BUS & TRAM
PASSENGERS CROSSING CITY CORDON
FEBRUARY & MARCH 1972

BEFORE & AFTER ALTERATION OF STARTING TIME
FOR STATE PUBLIC SERVICES.

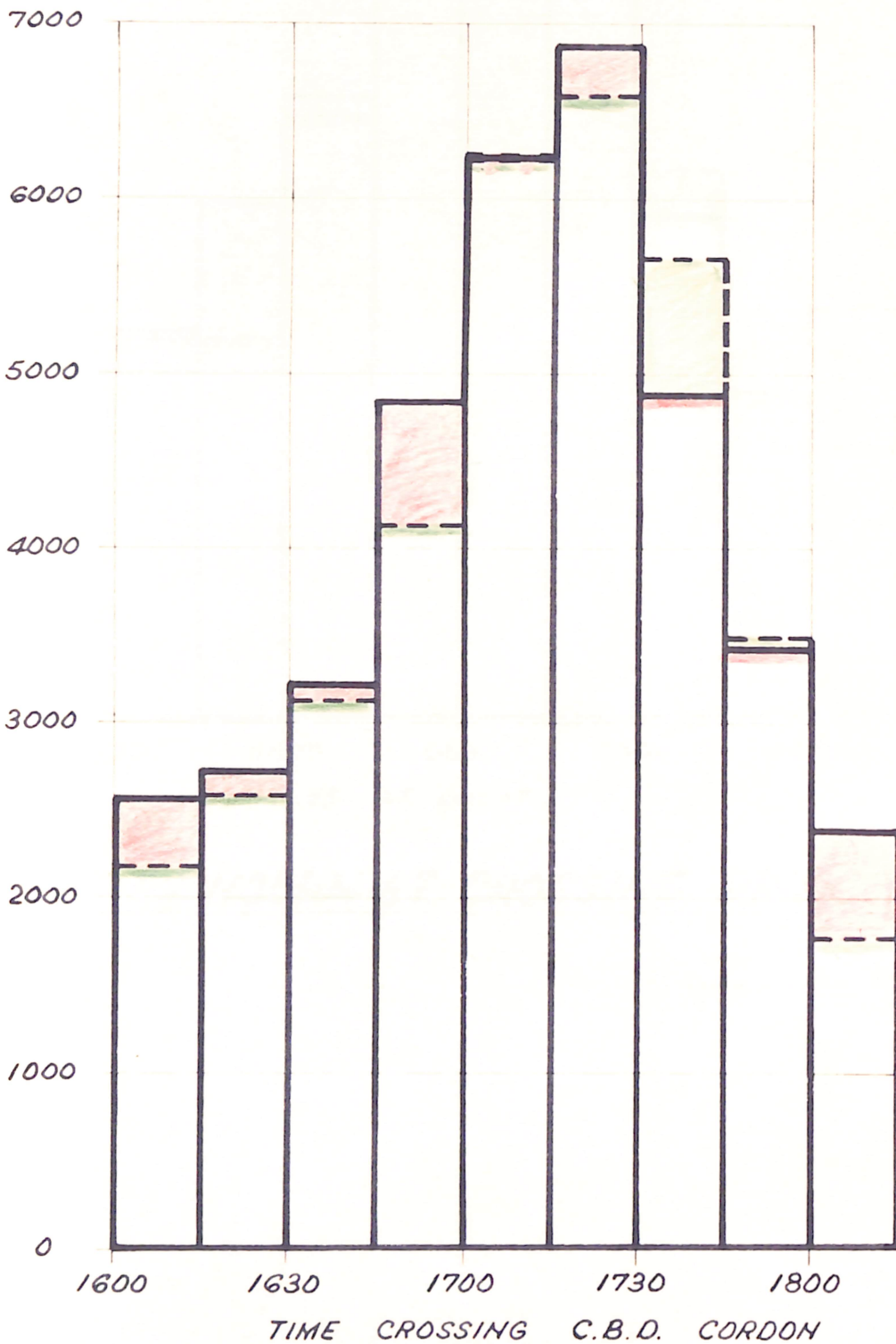


FEB. 1972 TRAM 29,700
 BUS 4,200
 TOTAL 33,900

MARCH 1972 TRAM 29,800
 BUS 4,100
 TOTAL 33,900

P.M. PEAK OUTBOUND BUS & TRAM
PASSENGERS CROSSING CITY CORDON
NOVEMBER 1971 & MARCH 1972

BEFORE & AFTER ALTERATION OF FINISHING TIMES
FOR STATE PUBLIC SERVICES & RETAIL TRADE EMPLOYEES



--- NOV. 1971 TRAM	31,000	— MARCH 1972 TRAM	32,400
BUS	4,800	BUS	4,700
TOTAL	<u>35,800</u>	TOTAL	<u>37,100</u>