

PUBLIC TRANSPORT CORPORATION

Date: 15 January, 1992

Inter Office Memorandum
To:

File No.:

DIRECTOR
INFRASTRUCTURE MANAGEMENT

From: MANAGER, PROTECTIVE
SERVICES

Subject: CARS PASSING
STATIONARY TRAMS.

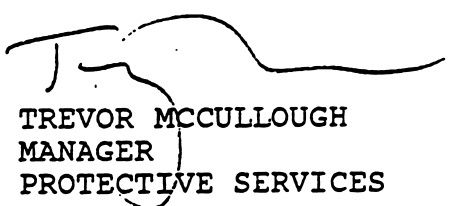
In early December last year the Chief Executive requested that Transit Patrol follow up on a number of issues raised by the Manager, Kew Tram Depot relating to cars passing stationary trams. The attached memo dated 9 October, 1991, from the Manager, Kew Tram Depot refers.

The Chief Superintendent, Transit District has prepared the attached report which shows that during 1991 action was taken against 243 motorists resulting from 465 reports made by tram crews. This high percentage of "actionable" reports indicates that this process is most worthwhile continuing. As indicated in the Transit Patrol report the bulk of the reports come from the Kew Tram Depot. To increase the value of this system increased reporting from other Depots should be encouraged.

The memo from the Manager, Kew Tram Depot raises a number of other issues/suggestions relating to cars passing stationary trams. I have discussed these issues with Geoff Hatfield and I am in the process of establishing the status of some of the suggested initiatives. I understand that the Traffic Accident Commission are considering a series of television advertisements featuring this issue.

I have requested the Acting Manager Resource Programs to put together a strategy as part of the Travel Safe Program for specifically addressing the issue of cars passing stationary trams. One of the initiatives that I have asked to be fully investigated is the use of cameras in trams (as an extension of fairway violation cameras).

Forwarded for your information.


TREVOR MCCULLOUGH
MANAGER
PROTECTIVE SERVICES

cc: Acting Manager, Resource Programs
Manager, Kew Tram Depot

TM-369/djh



25-1-11

8/1/92
MELBOURNETransit Police
7th January 1992Chief Superintendent
Transit District

Vehicle Passing Stationary Trams

1. The offence of Vehicle passing Stationary Trams (VPST) is found at Regulation 1408 at the Road Safety (Traffic) Regulations 1988 (Copy attached).
2. Reports of these offences and offences of passing to the right of a tram come from two main areas:
 - (a) Where detected by a member of the Police Force in which case a Penalty Notice is issued by the member. (Notifying Transit Police is not required) and
 - (b) When reported by a tram conductor or driver. In the cases the driver and or conductor completes and submits a pro-forma report of the incident (Pro-forma attached) to the Depot Manager. The report is in turn forwarded to Transit Police for attention. On receipt of the file it is recorded and forwarded to the Transit Files unit (3rd Floor, Reliance House) The file is then completed in accordance with Departmental Instructions (Police Gazette 21/1/91 page 34 attached)

3. A breakdown of offences reported and penalty notices issued for 1991 is as follows:

	Jan	Feb	Mar	Apr	May	Jun
Reported	33	23	15	21	64	23
Prosecuted	23	12	8	13	44	22

	Jul	Aug	Sep	Oct	Nov	Dec
Reported	55	37	53	27	48	53
Prosecuted	32	22	28	16	20	3

TOTALS	
REPORTED	465
P/NOTICES ISSUED	243

4. The variance is accounted for in the following ways:

- (a) Incorrect Registration of offending vehicle obtained
- (b) Where the driver of offending vehicle does not admit the offence the file is forwarded to local Police for attention (No reply to TST as it is not required)
- (c) Insufficient details on VPST report in which case they are returned to the depot and no further information is forwarded (ie no location of offence)
- (d) Conflicting stories as insufficient evidence hence N.F.P.A.
- (e) Unable to locate offending driver (left address etc.)

✓

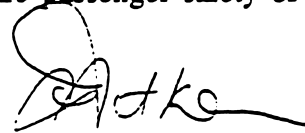
5. If the number of offences reported is as low as one in five then the number of reports submitted must be increased. The bulk of VPST files have originated from the Kew Depot with other Depots a long way behind in the number of reports submitted.

6. The standard of VPST complaint forms submitted varies from excellent to poor with the majority being classified as satisfactory. The main problem with the reports is that we cannot identify the exact location where the offence occurred from a tram stop number and hence we cannot tell the offending driver where he committed the offence.

7. All VPST files are investigated by a member of the Victoria Police as opposed to Transit Patrol Officers.

8. I contacted Senior Sergeant VAN GERLICK the Traffic ~~Service~~ ^{Accident} Co-Ordinator with a view to obtaining members of pedestrians actually involved in accidents whilst boarding or leaving trams. He informs me that during 1991 31 pedestrians were involved in 31 tram accidents (2 of these were fatal). One cyclist was also involved in collision with a tram. He is unable to say if the 31 pedestrians were actually boarding or leaving trams at the time.

9. I fully support any action that can be taken to ensure passenger safety of transport users.



LINDSAY J. AITKEN
Senior Sergeant 16680



T.R. WILLIAMSON
Senior Sergeant 18799

FILE NO.	REG. NO.
1/3	3467

PUBLIC TRANSPORT CORPORATION

CHIEF SUPT'S OFFICE
TRANSIT POLICE
Date: 4th December, 1991 3540/91
File No.: 18/12/91
MELBOURNE

Inter Office Memorandum
To:

TOM GILLETT
CHIEF SUPERINTENDENT
TRANSIT POLICE

Date: 4th December, 1991 3540/91

File No.:

From: MANAGER, PROTECTIVE SERVICES


Subject:

CARS PASSING
STATIONARY TRAMS.

I refer to the attached report regarding concern over cars passing stationary trams.

My understanding is that Transit Police/Transit Patrol follow up on all such reports and issue infringement notices wherever appropriate.

Could you please confirm this and give me any figures you may have on numbers of infringement notices issued etc. so that I may respond to the Chief Executive's request.


TREVOR MCCULLOUGH
MANAGER
PROTECTIVE SERVICES

TM-318/djh

INSPECTOR
TRANSIT POLICE

For enquiry and report please by o/c U/C Transit by

33 Gillett
Chief Superintendent
Transit Police Melbourne
13 DEC 1991

17/12/91
V. Line
For information/attention/report
General report - 12
required to get info. U/C role
Officer in Charge Transit Police (Patrol Group)

P.J. MERRIGAN
INSPECTOR
TRANSIT POLICE DISTRICT



The Met.

KEW TRAM DEPOT.
PH: 6103806.
FAX: 8621143.
FILE: CORR/FOR.

Date 9 OCTOBER, 1991.
To GENERAL MANAGER, TRAM AND BUS.
From MANAGER, KEW TRAM DEPOT.
Subject: MOTOR CARS PASSING STATIONARY TRAMS.

A division of the
Public Transport Corporation
Internal Memorandum
R.T.C.
17 OCT 1991
Exec. Asst. to the
Chief Executive

I refer to our conversation recently regarding the concern of motor cars passing stationary trams.

Attached for your information is a copy of the "Vehicle Passing Stationary Tramcar" register which was developed at Kew. The purpose of the register is to record details of "Cars passing stationary tramcar" reports submitted by tram crews and provide feed back on action taken by Transit Police.

The first report was recorded on 15 March, 1991, as of 29 September, 1991, a total of 153 separate incidents of cars passing stationary trams have been reported, 303 individual reports completed by staff (during their own time). Of this total (153), Transit Police have issued 53 infringement notices to offending motorists. A number of offenders cannot be traced due to incorrect registration numbers being provided or, that they have changed their address and cannot be traced. Approximately 90 reports are still in the process of being investigated.

It should be noted that drivers and conductors estimate that they only report one in every five instances of cars passing stationary trams. They feel this is not sufficient to just continue to report these instances so that motorists can be "booked" as this does not resolve the problem, an education program is required to educate both motorists and customers. Staff at Kew consider themselves responsible for the passengers' safety not only "on vehicle", but from the time the customer leaves the footpath and boards the tram and vice versa.

During the past twelve (12) months I can recall three incidents where a passenger has been struck when alighting from a tram, all serious and requiring transportation to hospital. One incident I can recall attending, occurred when a young boy had been struck by a car at Cotham Rd. and High St., Kew. It was straight out of a "TAC" advertisement. The boy was lying in the middle of the roadway, bleeding heavily from a head wound, being attended too by an ambulance crew. The motorist (P plater) was sitting in the gutter crying, the tram driver/conductor were traumatised, other passengers and the boys schoolmates were standing around visibly upset. Not a real positive image for the Corporation in terms of passenger safety.

When Ian Stoney visited the depot on 27 September, 1991, I raised this concern with him. Ian indicated the a media campaign highlighting this concern is required and that he would participate. With your permission I will forward a copy of this memorandum to Ian with a list ideas (attached) detailing various suggestions put forward by Kew staff at our "Forum" meetings.

GEOFF HATFIELD.
MANAGER, KEW.

*Transit Police
I have written
that they will
follow up this matter
urgently. T.H.*

*As discussed,
Regard's
Geoff
Kew.*

-CARS PASSING STATIONARY TRAMS.

SUGGESTIONS FROM KEW DEPOT STAFF.

1. Fit flashing lights or hazard lights to trams which are activated when the doors are open.

2. Road markings and signs.

* road markings, particularly at tram termini and high profile stops.

* Signs to be used in conjunction with road markings. Signs to be placed in prominent locations, hung from "overhead" similar to the "fairway" signs.

3. Education program aimed at motorists and customers.

* Pamphlets to be issued with motor vehicle licence/ registration renewals.

* Posters/notices/pamphlets to customers to be placed inside trams, highlighting the danger of cars passing stationary trams.

4. Improved stop signs, more visible, present green and gold signs blend in with the environment, especially in the "leafy" suburbs of Kew, Balwyn, etc.

5. Media campaign.

* TAC funded television advertisement.

* Newspaper articles, involving high profile identities.

* Notices on the outside of trams, clearly visible to motorists.

6. Flashing lights at tram termini, same as pedestrian crossings.