



# METROPOLITAN TRANSIT

Tram and Bus Division

24 December 1986

Mr. J. Harper,  
Secretary,  
The Australian Tramway & Motor Omnibus  
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Telephone Enquiries

Ref. ....

Dear Jim,

## NORTH-SOUTH LIGHT RAIL

Since our discussions regarding the above project in October, 1986, further work has occurred in relation to a number of issues of interest to your Association. I therefore propose that we meet early in January, 1987 to discuss the following:

- (i) Bourke Street/Spencer Street Interchange layout.
- (ii) Track connections at Clarendon Street/Whiteman Street and Fitzroy Street/Rail reserve.
- (iii) Operation of the No. 15 and 16 tram routes.
- (iv) Impacts on Bourke Street tram services.
- (v) Terminal arrangements at Acland Street.
- (vi) Interim bus services.
- (vii) Any other matters.

I would appreciate it if you could contact Robyn (618-3456) to arrange a suitable time.

Yours sincerely,

GEOFF CARKEEK,  
GENERAL MANAGER  
TRAM AND BUS DIVISION

• Depot - Nth Fitzroy  
Sth Melb.

• Depot run out - South Melb  
Queensbridge to  
Bourke/William.

• Start up. 6 W&V's 17'A' Class  
likely to introduce 19'A's  
to Nth Fitzroy & Sth Melb.  
starting next week. Will require  
negotiations etc. tramway at  
Nth Fitzroy for A's.

PROPOSED TERMINATION OF TRAM ROUTE 15/16 AT ST. KILDA RLY. STN:

SERVICE IMPLICATIONS

On the assumption that the St. Kilda train route is to be extended using light rail transit (LRT) via the existing tram route to the Acland/Barkly St. terminus, surveys were carried out by Metropolitan Transit Corporate Planning Division to determine any benefits or disbenefits of terminating the St. Kilda Beach tram route 15/16 at the intersection of Grey St. & Fitzroy St. St.Kilda, with interchange facilities as appropriate and a co-ordinated timetable.

The service implications were evaluated on data relevant to the comparison between (a) existing services<sup>\*</sup> and (b) the LRT extension combined with 15/16 route terminated at Grey St.

However, since the LRT proposal is not itself here under evaluation, but only the shorter termination of 15/16 tram route, the only patrons on whom the impacts were determined were those who would be affected by this short termination. Patrons of the route from Moreland/City to Grey St. would not be affected, so the surveys were aimed at patrons making trips by 15/16 tram, at least part of which were beyond the proposed short termination: ie tram patrons between the Grey St./Canterbury Rd./Fitzroy St./St. Kilda Station intersection and the Acland St. (St. Kilda Beach) terminus. (This 1.5 km approx. of route is referred to below as "outer portion St. Kilda Beach tram route"- OSKB).

Data on existing patrons making tram trips partly or wholly within OSKB were obtained by roadside, onboard count, and onboard interview survey for the 5 weekdays from Wednesday 5 November to Tuesday 11 November 1986. MoT and MTA survey results 1982 to date were also considered.

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\*As at November 1986

(2)

# SHORT SUMMARY OF RESULTS: BENEFITS & DISBENEFITS, EXISTING PATRONS

(Note: all results refer to 15/16 route tram patrons using services in either direction 7am - 7pm).

Daily weekday tram patronage within OSKB is 3054 (1539 inbound, 1515 outbound). In the following summary, numbers inbound and outbound have been combined for simplicity.

Given that all 3054 patrons surveyed had at least one end of their trip within the outer portion of St. Kilda Beach tram route, they were subdivided according to the location of the other end of their trip, whether boarding or alighting. Based on direct patron counts, the subdivision is:

Local trips wholly within OSKB:	283	(9%)
Trips OSKB to/from St. Kilda R/S:	293	(10%)
Trips to/from between R/S & Junc:	75	(2%)
Trips to/from Junction & beyond:	<u>2403</u>	(79%)
	3054	(100%)

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Based on an interview component of the survey, the number of patrons travelling OSKB to/from the City (this tram trip, regardless of ultimate origin/destination) was surprisingly high: 1922 (63% of all OSKB patrons). The group of main interest, ie those travelling OSKB to/from points North of the Junction but South of the Yarra, accounted for 397 tram trips (13% of all OSKB patrons).

Other results indicate that up to 40 trips per day are made, OSKB to/from points best served by the St. Kilda train route. These would now involve a modal transfer at the St. Kilda Rly. Stn.

Combining file information with the November 1986 patron count and interview surveys, impacts of the proposed changes may then be summarized as follows:

- 283 trips/weekday: local trips currently made by tram wholly within OSKB. These trips would be made using the LRT and impact would depend upon any change of headway.
- 40 trips/weekday: trips OSKB to/from St. Kilda Station stop to make tram/train transfers in order to travel to/from Middle Park, Albert Park, or South Melbourne. These trips would benefit (apart from the advantages of LRT) by saving a modal transfer, currently obligatory.
- 253 trips/weekday: other trips to/from St. Kilda Station stop. Would be made using LRT. Little effect apart from any change in headway. These include approx. 70 trips/day travelling to/from City who would save a modal transfer, currently not obligatory. NB the results show that patrons in this part of Melbourne are reluctant to make modal transfers when there is any alternative.\*
- 159 trips/weekday: trips OSKB to/from Princes St. stop (Ritz Hotel) and St. Kilda Junction (75 Princes, 84 Junction). These trips if still made the same way would now involve a tram/LRT transfer. As the trips are short, the transfer would represent a large percentage increase in travel time. Some of these patrons may elect to walk to/from the interchange.
- 376 trips/weekday: trips OSKB to/from St. Kilda Rd. with no other PT option. These trips would require a modal transfer.
- 21 trips/weekday: current trips to/from St. Kilda Rd. which could also be made by remaining on the LRT.
- 1720 trips/weekday: trips OSKB to/from CBD. The high number reflects resistance to modal changes. These patrons would benefit from LRT and be unaffected by the shorter tram route.
- 202 trips/weekday: trips OSKB to/from points served by Moreland tram route. Disbenefited by 1 modal change, but could chnage in City & LRT speed cf. tram would compensate.

3054 total OSKB patrons

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\*The explanation may be that patrons simply prefer the simplicity of remaining on the vehicle. The 1982 MoT survey established that Inner Bayside residents are fairly indifferent to travel times in comparison with the metropolitan area generally, presumably because they are short in any case. Alternatively, the explanation may be that patrons have found that apparently quicker trips with transfers are not really quicker in fact. Or they may prefer a vehicle already caught to a notional one which may or may not present.

On routes which formerly offered a William St. variant few patrons waited for it on the am up; they tended to prefer the first available car and a CBD transfer if necessary.



Summarizing the summary, of 3054 trips daily (existing OSKB patrons) we have 535 (18%) who would need to make a new vehicle transfer at the proposed interchange, and 202 (7%) would make a CBD interchange but gain by LRT running speeds (Moreland line patrons). 110 existing patrons (4%) will be saving a modal transfer being made at present, and 2207 trips (72%) will be essentially unaffected.

(Note: for the purposes of this comparison attention has been paid to the effects of short turning the 15/16 trams specifically, as they are felt by OSKB patrons, and not the LRT development in general, except where benefits of LRT defray disbenefits of the short turning.)

On balance, there appear to be no serious problems with the short-route proposal, provided that the Grey St. tram/LRT interchange works smoothly. Without such a connection, some 535 existing tram (OSKB) trips would be essentially ruled out.

NB these 535 trips/weekday would not be the only users of the tram side of the tram/LRT interchange. At present 228 patrons/day board trams inbound and 182 patrons/day alight from outbound trams at the Grey St stop. These 410 trips are in addition to the 535 board/alight movements which would be required for the short routeing, making a total of 945 persons on existing ridership who would board/alight on the tram side of the proposed interchange. These 410 trips/weekday are not included in the 3054 trips given for OSKB patronage as they start/end at Grey St and do not traverse any part of OSKB. They too would be unaffected under the change proposal. However without the Grey St/St Kilda Rd connection, all 945 trips would be eliminated, together with the 75 trips to/from Princes St. stop, total 1020.

On the LRT side of the interchange, predictions of offs/ons are difficult because at present train patrons tend to walk to/from the station but many would doubtless stay on the light rail vehicle for another stop or two. However of the current OSKB tram [5

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patrons, the current loadings on upward arriving + downward departing trams to/from Acland St. total 2771, of whom 2478 (89%) remain on the tram. Nevertheless, up to 2000 of these patrons (say 75%) would be expected under the proposed services to remain on the LRT. This relies on the reasonable assumption that where patrons remain on a tram rather than transfer to a train, given that origin/destination is not the reason, they are not motivated by a resistance to any particular corridor to their destination or a love of W series trams, but some combination of ease, simplicity, distrust of transfer co-ordination and possibly fear of train louts. They are fairly sure of a seat either way. Given this assumption, it seems safe to say that the interchange would not have to cope with the whole of the 2478 off/on light rail vehicles from/to Acland St expected on simplistic assumptions, but only about 600-700.

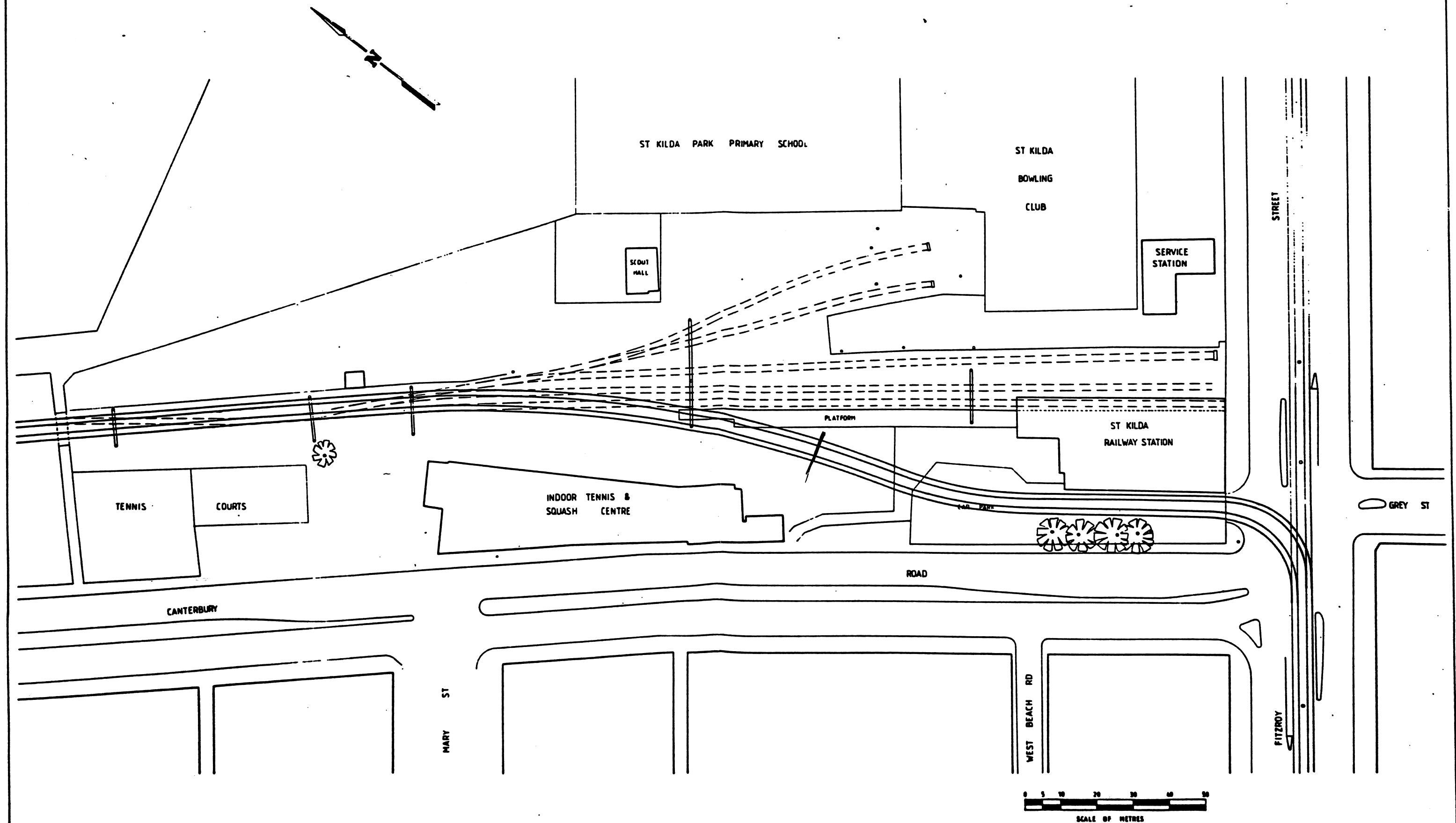
To sum up:

110 existing patrons would save a modal transfer

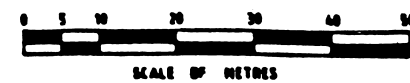
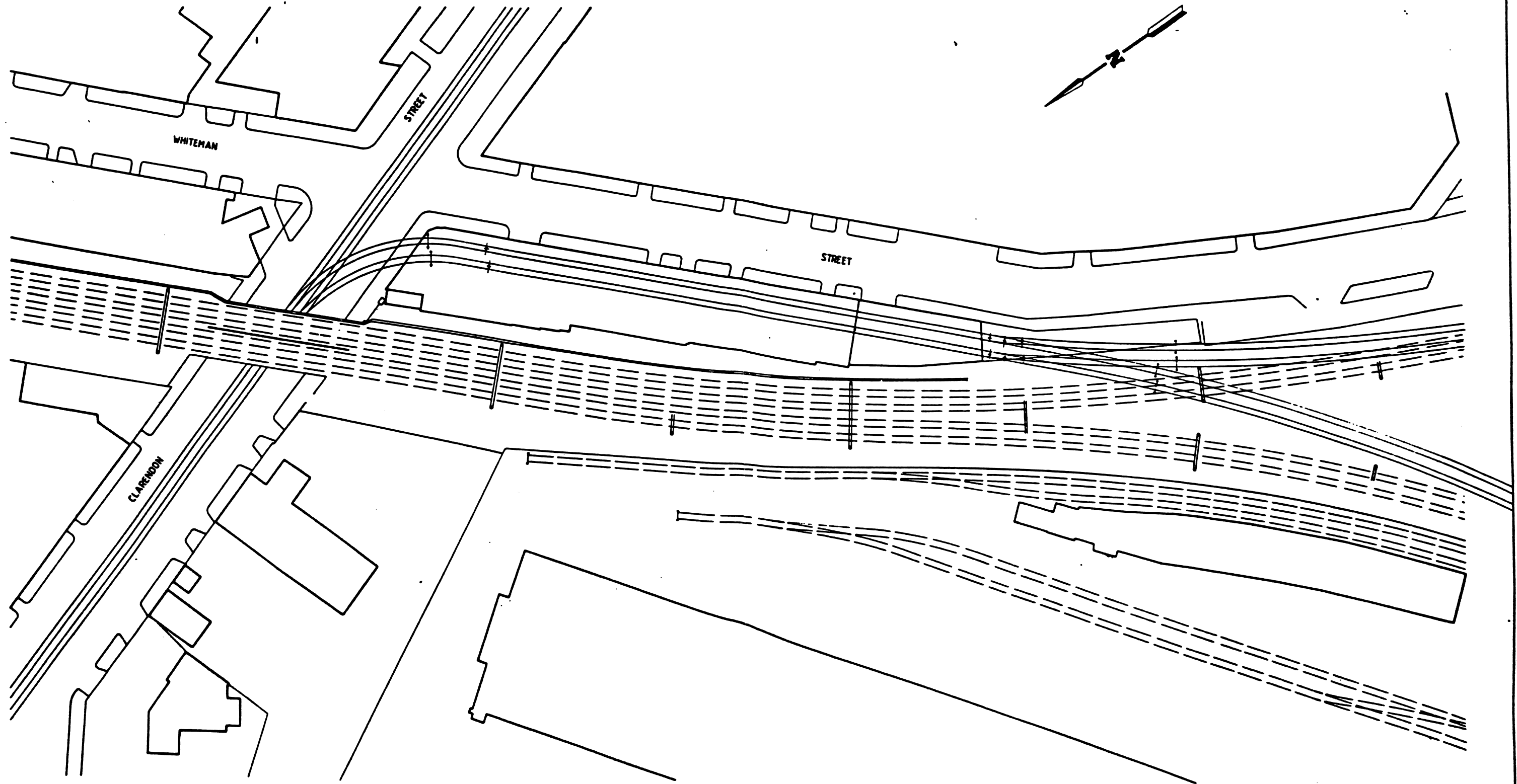
535                      would make a new modal transfer at Grey St

202                      would make a new modal transfer in CBD

410                      not included in the above & not making  
any new transfer would also use the tram  
side of the interchange and use the connection to the Junction.



REFERENCE		NORTH - SOUTH LIGHT RAIL PROJECT				METROPOLITAN TRANSIT AUTHORITY OF VICTORIA	
		ST KILDA LINE CONVERSION				26.9.94	<i>a.a.n.</i>
						DATE	DESIGNED BY
						26.9.94	26.9.94
		MARY ST TO FITZROY ST (CONCEPT PLAN)				SCALE	P.15815



NORTH - SOUTH LIGHT RAIL PROJECT

ST KILDA LINE CONVERSION

AT CLARENDON ST.

(CONCEPT PLAN)

METROPOLITAN TRANSIT AUTHORITY OF VICTORIA			
26.9.82	<i>A.A.H.</i>	DATE	APPROVED
26.9.82	<i>[Signature]</i>	DATE	APPROVED
26.9.82	<i>[Signature]</i>	DATE	APPROVED
SCALE	P 15003		