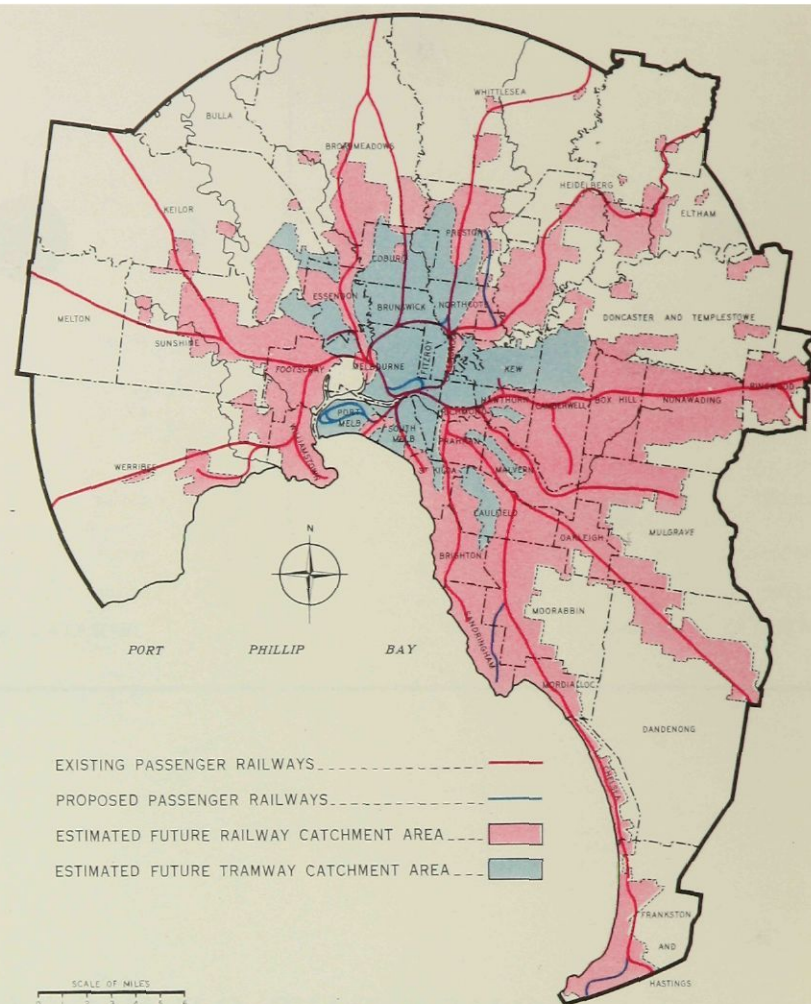


31 PRESENT RAILWAY AND TRAMWAY
CATCHMENT AREAS



32 FUTURE RAILWAY AND TRAMWAY
CATCHMENT AREAS

suburb within six to eight miles of the city centre. Many private bus services are also in operation, mostly as feeder services to the tramways and railways. As tramways and buses normally use the public roads, land requirements are generally small and mostly for depots and workshops. The proper location of these facilities is important and often does not receive sufficient attention. Each location should be approved by the planning authority to ensure that it has no adverse effect on road traffic and on the general environment.

Properly located and designed terminals are necessary, particularly in busy centres, if buses are to provide a convenient and comfortable service for the travelling public, and to prevent interference with other traffic. Where buses provide feeder services to trams and trains, properly planned interchange facilities will remove some of the present objections to changing conveyances, and add to the attractiveness of the public transport system. How these should be provided will depend on the circumstances in each particular case. They are, therefore, a matter for local planning schemes and no specific provision has been made for them in this scheme other than to make them permissive uses of appropriate zones.

As the Tramways Board has taken action under its powers to acquire sites for depots and workshops for its future needs, no provision has been made for these in the planning scheme.

Several proposals for tramway extensions have been discussed with tramway officials and these have been taken into consideration in preparing map 32.

In congested areas particularly the use of streets by trams is a controversial issue. The best way to move large numbers of people in an urban area is undoubtedly by rail transport, using this term to include both tramways and railways, but for this to be properly effective it must be freed from interference by other forms of transport. Location of trams on busy roads results in delays to both the trams and motor transport.

Where, therefore, the volume of passenger traffic necessitates the use of trams they will eventually have to be located off busy roads. In the outer areas, location of trams in the median strips of roadways, with facilities for passengers to cross over or under the traffic lanes, would permit surface routes to be used in conjunction with road routes.

But in the centre of large cities, a stage is reached when the ratio of floor space to street space demands that the roadway be reserved exclusively for road transport. If, then,



A typical Flinders Street platform scene at peak hours

rail transport is necessary, it should be located underground, so that in effect the tramway becomes an underground railway.

In Melbourne the present ratio of floor space to street space indicates that this critical time is still in the distant future. In addition the proposed diversion of through road traffic from the city centre will postpone the time when the costly step of putting city tramways underground will have to be considered.

SUBURBAN RAILWAYS

Although the future railway catchment shown in map 32 means that a much greater area than at present will have to depend on the railways for public transport, the high cost of building railway lines will preclude the extension of the present suburban railway system except in special circumstances. Areas beyond walking distance from railway stations will have to be served by feeder services, and generally it will only be where these are not adequate to move the people that railway extensions will be justified. However, some railway extensions will be required and necessary reservations have been provided for. These have been determined by the Railway Construction Branch in consultation with the plan-

ning staff, and have been located with regard not only to problems of railway construction and operation, but also to the convenience of the travelling public.

City Underground Railway

One of the most glaring defects in the present development of Melbourne is the concentration of suburban railway travellers at Flinders Street Station. This is emphasised by the claim that more people pass through this station in one day than through any other station in the world. In consequence, most travellers to the central business area by train are discharged at one side of the area and have to find their way to their destination either on foot or by tram or bus. This adds to the congestion and is an inconvenience to the travelling public. As will be seen from diagram 33, most of the business area is more than 10 minutes' walking distance from railway terminals.

The Railways Department, aware of the position, has considered for some years the construction of an underground link between the eastern and southern suburban lines and the northern and western lines, passing to the north of the business area. This project, one of the most urgent works required in Melbourne, is now being investigated by the Parliamentary Public Works Committee.