



33 WALKING TIMES IN CENTRAL AREA

The route under consideration is shown in map 32. By permitting suburban train travellers to be discharged at suitable points along Lonsdale Street it would:

- Reduce walking time between the railway stations and central area destinations, as shown by diagram 33.
- Relieve congestion by giving a better distribution of rail travellers and by saving them having to cross so many busy streets.
- Encourage a better distribution of building development, thus assisting both pedestrian and vehicular traffic.

As the proposed route passes through parklands and beneath city streets it has not been necessary to make any reservations in the planning scheme.

Fishermen's Bend Extension

For reasons previously discussed, the whole of the Fishermen's Bend area, outside the area needed for port purposes, has been zoned for industrial use. Much of the area has yet to be reclaimed, but this will be done when the river is widened as part of the port improvement scheme of the Melbourne Harbour Trust. Already many industries are established there, and in 1950 there were 13,500 persons employed in the area.

This location has found favour with the motor car industry, and the class of industry being established there is generally characterised by a relatively high number of employees in relation to the area occupied. When the whole of the 780 acres which will ultimately become available between the river, Williamstown Road and Ingles Street are developed for industrial purposes, probably upwards of 60,000 persons will be employed in the area in addition to the considerable number who will be working in port activities.

Most of these employees will want to be moved just before and after working hours and this will create a transport

problem for which trains are the best solution. A proposal for a loop line for the industrial traffic and a connection to the deep-water port, as shown in map 34, were submitted to the Railways Department, and at its request the necessary reservations have been made.

North-South Rail Link

The Railways Department considers that it will be necessary at some stage to make a direct rail connection west of Spencer Street Bridge between the Spencer Street goods yard and the Port Melbourne line (see map 34). Besides facilitating handling of goods traffic, such a link would enable trains to be routed from the northern suburbs direct to Fishermen's Bend and neighbouring areas in Port and South Melbourne, thus helping considerably the movement to this area of workers living in the northern suburbs.

A short connecting link between the Heidelberg line near Westgarth and the little-used line at North Fitzroy would also facilitate the movement of workers from the north-eastern suburbs to the industrial areas immediately south of the Yarra, and in conjunction with the City Underground Railway would provide an alternative route for travel between these suburbs and the city. No reservation has been made, however, for this purpose because this connection will involve not only the resumption and demolition of buildings, but also problems in railway construction and operation. The precise route, therefore, will require detailed consideration by the Railways Department.

Extensions to Darebin Creek Valley

In December, 1948, Parliament authorised the construction of a railway line from Alphington to East Preston to serve the areas in Northcote, Preston and Heidelberg adjacent to the Darebin Creek, and reservations have been provided accordingly.

Beaumaris Extension

In evidence before the State Development Committee, the Board suggested that the best way to provide transport facilities for the Beaumaris area was by a railway extension from the Melbourne-Frankston line between Moorabbin and Highett. This was adopted and recommended by that committee in its report of September 16th, 1952, and reservations have been provided accordingly.

Mornington Railway

In its report of July 4th, 1951, the Parliamentary Public Works Committee recommended that a new line be constructed from Frankston to Mornington by way of Mount Eliza. Where the proposed route lies within the metropolitan area the necessary reservations have been made.

Stock Saleyards Extensions

One of the principal requirements for the proposed new stock saleyards at Derrimut is railway facilities. The extensions necessary to provide these are shown in map 22.

Doncaster Area

Consideration has also been given to the claims of the Doncaster area for direct rail connection. For many years a proposal to extend the Kew line to serve this area has been advocated, but the project, which involves a long tunnel, would be a very costly one and nothing has eventuated. Many of the opportunities which existed for a suitably located line have now been lost and if it were constructed now there would be very substantial interference with homes and other development. While undoubtedly as it develops the Doncaster area will need an adequate system of public transport, the areas zoned for residential purposes will not justify the construction of such an expensive railway extension.

When road route 19 is constructed along the Yarra River and Koonung Creek valleys, the opportunity should be taken to make it a strictly controlled access road, particularly east of the Merri Creek. This would then afford the opportunity for express bus services from the Doncaster district to the inner city area. If such services were run direct to the city at peak periods and were diverted in the slack periods to serve as feeders to the rail and tram systems, this district would be provided with an efficient and adequate means of public transport at a cost very much less than a railway extension.

Railway Goods Terminal

The growth of goods traffic and problems associated with railway operation have caused the Railways Department to consider replanning the Melbourne goods yard adjoining Spencer Street, and of improving the facilities for handling goods traffic. This intricate and involved question, combining problems both of construction and operation, has not yet advanced to the stage where land requirements can be determined. It is certain, however, that a considerable portion of the unused Crown lands between Dynon Road and the new Footscray Road will be needed for this purpose. The

location of this area, adjoining the existing goods yards and land held by the Melbourne Harbour Trust for port extensions, makes it invaluable for any future development related to the port and the railway system. It has been included therefore as part of a *Transportation Zone* in which the uses have been restricted to those associated with the movement of people and goods.

AIRWAYS

One of the wonders of modern times has been the rapid and spectacular development in aviation, and the increasing part it is playing carrying people and commodities over long distances. It is apparent that this form of public transport will play an even greater role in the future. Aerodrome facilities therefore are now essential to a city of any size, and in large cities more than one may be necessary to accommodate the volume of air traffic. Runways capable of handling large, modern, commercial aircraft now exceed a mile and a half in length, and aerodromes require very extensive areas of substantially level land.

Where air traffic is heavy and where more than one airfield is needed, whether for commercial or defence purposes, their relative location is governed by exacting operational requirements. The selection of suitable areas, in convenient locations is, therefore, often difficult. Generally sites can be found only beyond the outskirts of the city, frequently at a considerable distance from the centre. As transport from the city to the aerodrome is by road vehicles, the time taken in this portion of the journey is often a considerable proportion of the whole journey.

The community problem associated with the growth of the modern airport has been well summarised in the report of the United States Airport Commission⁽¹⁾ under the chairmanship of Mr. James H. Doolittle, which states:

"Along with every other vehicle invented and used by modern man, aircraft suffer occasional accidents with resulting fatalities to their occupants. More rarely, people and property on the ground are also involved. Incidents of this sort are most likely to occur near airports because operations are somewhat more hazardous at terminals than en route. Current improvements in equipment and in operational procedures, however, offer the possibility that accidents of all kinds will be further reduced. Accidents involving aircraft on airways and at air terminals should eventually fall well below rates now considered normal for other forms of commercial transportation.

"The same favourable trend cannot be forecast as confidently for the nuisance factors. . . . As aircraft become larger and faster, the power required to propel them and the resultant noise multiplies many fold

"In the future, with wider use of high speed turbine-driven propellers or high thrust jet-propulsion, there will be a tendency for the volume of noise to increase beyond levels now

(1) "The Airport and its Neighbours," May 16th, 1952.