

Chapter 14

PUBLIC TRANSPORT

The survey of the public transport facilities has been undertaken to ensure that provisions would be made in the planning scheme to permit the future expansion of these services consistent with the other planning proposals. In carrying out investigations, information has been readily supplied by public transport departments concerned and helpful co-operation has been obtained from officers of these departments in all aspects of the survey and in discussions of future prospects.

With special local exceptions for recreational and sporting traffic, the movement of workers dictates the necessary capacities of the public transport systems. Thus worker movements and their means of travel have formed the main portions of these investigations. The Gallup statistical survey has been an important source of this information. The scope of the investigation has included present-day and future movements of workers, times of travel to and from work, working hours, the functions and uses of different forms of public transport and a broad survey of the available services.

EXISTING TRANSPORT FACILITIES

Metropolitan Railways

As shown in map 71 the metropolitan passenger railway system has a radial pattern, laid out almost entirely to suit movement to and from the central area. It comprises 14 principal lines and 2 minor branches. Some of the principal lines follow common routes for a certain distance from the city (up to 6 miles or so) and then diverge. Many of these lines are the first sections of main lines serving country districts. In most of these cases the frequent suburban service stops short of the boundary of the planning area. The total route mileage of passenger lines within the metropolitan area is about 2,000 miles, most of which is double track, and practically the whole of which is electrically operated.

The two terminal railway stations are located at the southern and western sides of the central business area and this results in inconvenience and loss of time to travellers to most city destinations. The average walking time from the rail terminals to central destination is shown in diagram 65. With the present distribution of city workers the weighted average walking time between the terminals and central area

work places is 9 minutes. Flinders Street Station is one of the busiest in the world and at peak periods handles crowds at the rate of 1,000 persons per minute, thus constituting a major factor in central area congestion.

For the handling of goods, there are main depots at the Melbourne Goods Yards (west of Spencer Street) and at Dynon Road, North Melbourne. Subsidiary depots and sidings are distributed throughout the metropolitan area in such a way that no built-up area is more than two miles by road from a goods siding. The main goods train marshalling yards are situated near Dudley Street, West Melbourne, with subsidiary yards at Tottenham, Newport, Dandenong and Port Melbourne.

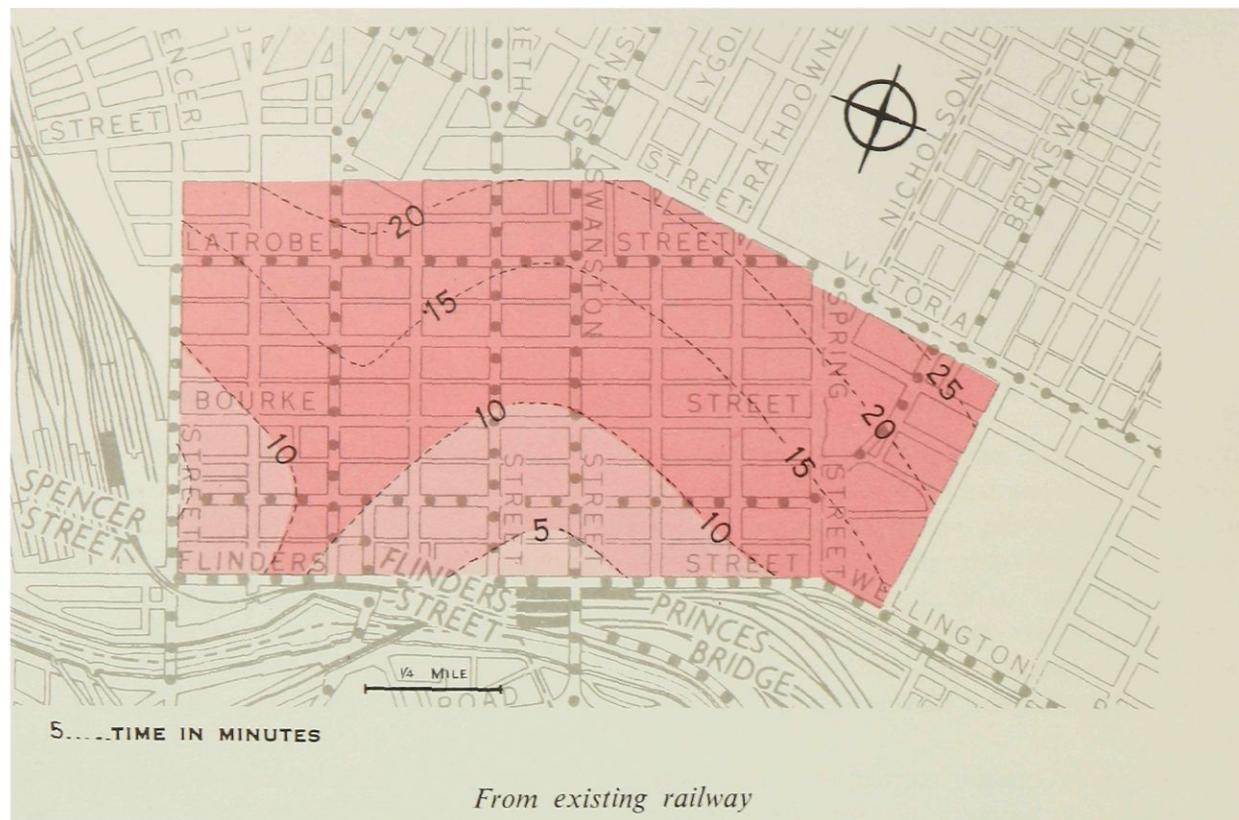
Livestock is loaded and unloaded at Newmarket near the saleyards, but separated from them by a residential area and a main road carrying trams. The droving of stock through this area is one of the main objections to the present position of the saleyards.

Tramways

The publicly-owned tramway system is mostly operated by the Melbourne and Metropolitan Tramways Board. As seen from map 66, the tramways are laid mostly along routes radiating from the central area, although there are a few circumferential routes. Some of the radial routes, over portion of their length, act as cross-connections between rail routes.

Under the control of the Tramways Board there are 128 miles of double tramway track and 5 miles of single track which are normally placed in the central portion of roadways, but in a few wide roads and parks open ballasted track has been constructed in special reservations. The maximum radial distance of the tram terminals from the city centre is $8\frac{1}{4}$ miles. The service is entirely electrical and is maintained by about 770 single-deck trams. On most routes, trams run at two to four minute intervals during peak periods, but as a number of lines follow common routes for some distances from the city, a more frequent service is available in the inner areas. Fare sections in general are about one mile long, and stopping places about six to the mile.

The Railway Department also operates two tramways of a total length of $7\frac{1}{2}$ miles of which 5.2 miles have been



65 WALKING TIMES IN CENTRAL AREA

constructed with a gauge of 5' 3" compared with the normal gauge of 4' 8½".

Buses

The Melbourne and Metropolitan Tramways Board also operates buses, both single and double deck, on nine main routes, most of which run from the city, some branching out near the outer ends of their runs. The total route mileage is 70 miles, and the greatest radial distance from the city to the terminal is about 5 miles, except in the municipality of Sunshine where it is 7½ miles. A few buses on this latter route run up to 10 miles to serve the industrial area of Deer Park.

In addition to the bus services operated by the Tramways Board, the Railway Department operates a few short bus routes as feeders to the railway system, and there are about 100 routes served by privately owned buses. These latter services are licensed by the Transport Regulation Board, after its approval of the service offered. This Board also endeavours to co-ordinate services to the various localities. About 450 vehicles are used in these services, individual routes have from one to over twenty in operation. A few of the private buses run to and from the city, but in most cases they act as feeders to rail and tram services, provide transport between suburban shopping centres and surrounding residential areas, and act as circumferential links between suburbs having only indirect connection by rail or tram. On account of infrequent service and poor co-ordination the saving in walking time by use of a feeder bus is largely offset by waiting time. With the present distribution of population there are relatively few who can save much time by

using these services and the patronage they receive is due to convenience rather than time-saving.

Harbour and Shipping Services

The control and management of the port of Melbourne are vested by parliamentary statute in the Melbourne Harbour Trust Commissioners.

The Port of Melbourne consists of the inlets, rivers, bays, harbours, docks and navigable waters within an area bounded approximately by a line joining Williamstown and St. Kilda, along the River Yarra to Spencer Street Bridge, and along the Maribyrnong River to the Hopetoun Bridge, Footscray. The approach channels from Port Phillip Bay for about 3½ miles also come within the Harbour Trust jurisdiction. The port has an area of 20 square miles and provides 106 berths along a 12-mile frontage. Transit sheds, aggregating over 31 acres, are provided at 58 of the berths. One berth in every four in the port is served direct by rail.

The hub of the port's general cargo trade is the system of river and dock berths which comprise 17 berths on the north bank of the River Yarra, 32 on the south bank and 24 in Victoria Dock. Maximum draft in this section is limited by a sewer tunnel to 30 ft. 6 in. Sugar, chemicals and oil are handled at Yarraville. There are also oil wharves at Newport where, as at Yarraville, bulk handling installations allow oil to be discharged by pipeline from tankers to bulk tank storages. For deep draft vessels, and for the larger overseas cargo vessels and mailboats, pier berths are maintained at Port Melbourne, where at Station Pier and Princes Pier