

	Average Number per day	Percentage travelling by each means						
		Rail	Tram	Bus	Car	Other Trans- port	Walk or live on premises	
Workers (all places)	592,400	26.0	22.1	8.8	16.2	12.8	14.1	
Workers in city	163,600	44.2	35.8	5.3	12.2	1.8	0.7	
Workers elsewhere than in								
city	428,800	20.1	16.6	9.6	18.4	17.1	18.2	
Shoppers in city								
(Week days)	45,700	35.5	47.3	10.5	5.7	1.0		
Shoppers in city								
(Saturdays)	87,800	28.0	43.3	11.6	16.1	1.0		
Amusement, etc., in city								
(Week day evenings)	29,300	28.4	40.0	9.3	21.5	0.8		
Amusement, etc., in city								
(Saturday evenings)	64,100	25.8	43.2	9.4	20.7	0.9		

Table 93								
METROPOLITAN	TRAVELLERS	BY	PUBLIC	TRANSPORT	(1951)			

This shows a generally decreasing number of trips for each worker as would be expected from the increasing popularity of cars. In the case of train journeys, the decrease over the last 30 years appears greater than should be expected from Table 93 which shows that an average of 16.2% of workers travel by car. Some reasons for this drop in train journeys may be seen from the figures in Table 96.

The interesting feature of this table is that in the inner suburbs where the population has been constant over the period reviewed, the railway bookings have decreased from 19,700,000 to 14,500,000, that is by 26.5%. As car ownership is still very low in the inner suburbs, the reason is not competition from private cars, but from trams.

FUTURE NEEDS FOR PUBLIC TRANSPORT

From the survey of the existing transport system and study of the probable needs of the future, it is apparent that, if the public transport system is to play its proper part in the esential movement of people and goods, there will have to be effective co-ordination of all forms of surface transport —trams, trains and buses. Only in this way will the public be given the best possible service at the lowest cost.

As far as the central city area is concerned, the most pressing need is for means to be provided to relieve the concentration of passengers at Flinders Street Station and to permit travellers to be discharged nearer to their central area destinations.

It is apparent that for conveying passengers to the central area the tramway system has practically reached the limit of the area which it can usefully serve and, therefore, as the city expands the suburban railway system will have to play an increasingly greater part in conveying people to the inner areas. However, the high cost of railway construction will preclude the economic extension of railway services except in specially favourable circumstances. It is also apparent that a large part of the population in outer urban areas will have to live at considerable distances from railway stations and will have to rely on feeder services to the railways and tramways. Therefore, there will be need for great expansion in suburban bus services, and for careful co-ordination to ensure maximum convenience. The more frequent service justified by increased population will enhance their value as feeders to the suburban railway system.

When a system of high-speed arterial roads has been established, the most rapid transport between the central area and some of the large residential areas could probably be provided by buses running express from city terminals to the edge of the areas concerned and subsequently stopping at appropriate points within the areas. Suitable districts for such services would include South Keilor, West Essendon, Westbreen, West Heidelberg and Templestowe. For each of these areas the estimated future population is of the order

Table 94

COMPARISONS BETWEEN RAILWAY AND TRAMWAY SERVICES

	Subiirban Railways	M.M.T.B. Trams and Buses	
Number of passenger journeys	157,000,000	280,000,000	
Average length of journey	8.09 miles	2.62 miles ⁽¹⁾	
Passenger revenue	£4,773,000	£5,876,000	
Average revenue per passenger			
journey	7.30 pence	5.03 pence	
Average fare per mile of travel	0.90 pence ⁽¹⁾	1.92 pence	
Average speed, including stops	21.4 mph. ⁽¹⁾	11.7 mph.	
Average speed, partial express			
runs	27 mph. ⁽¹⁾		

(1) These figures are not taken directly from the relevant report but are deduced from other figures.

FUTURE NEEDS FOR PUBLIC TRANSPORT



CATCHMENT AREAS

CATCHMENT AREAS



73 TREND IN TRAIN AND TRAM TRAVEL