

of 30,000. In each area there would be 12,000 to 14,000 workers, of whom about half would wish to travel to or through the central area. Assuming that 75% of these would use public transport, each service would need to cater for approximately 5,000 workers or say 2,500 each hour over the peak periods. This would require a frequent service, with negligible waiting time. The alternative of frequent services of feeder buses connecting with railway services at suitable stations would result in overall travel times from 5 to 10 minutes more than by express bus routes.

Properly located and well-equipped terminals for long distance road passenger and road freight vehicles must be established near the city centre to enable this increasingly important means of transport to play its proper part.

Table 95

ESTIMATED CITY WORKERS IN TRAIN AND TRAM CATCHMENTS

Service	1951 (persons)	When population reaches 2,500,000 (persons)
Train	88,500	170,000
Tram and bus	71,000	60,000

Table 96

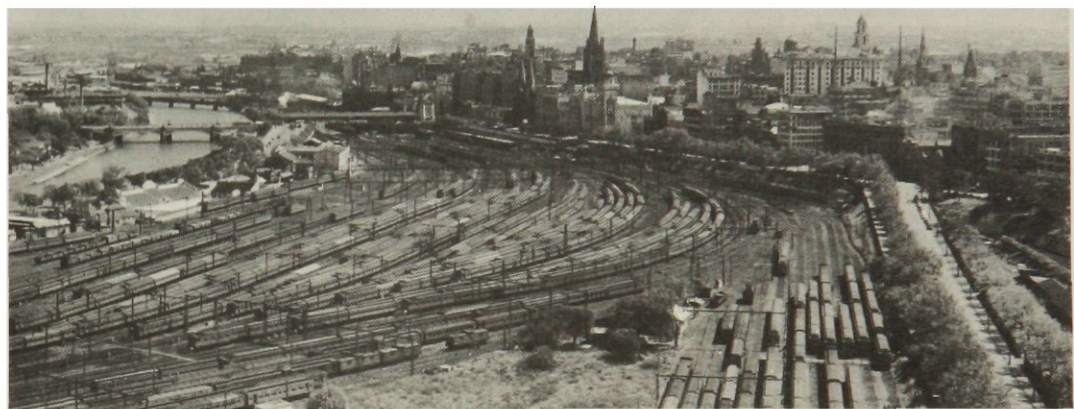
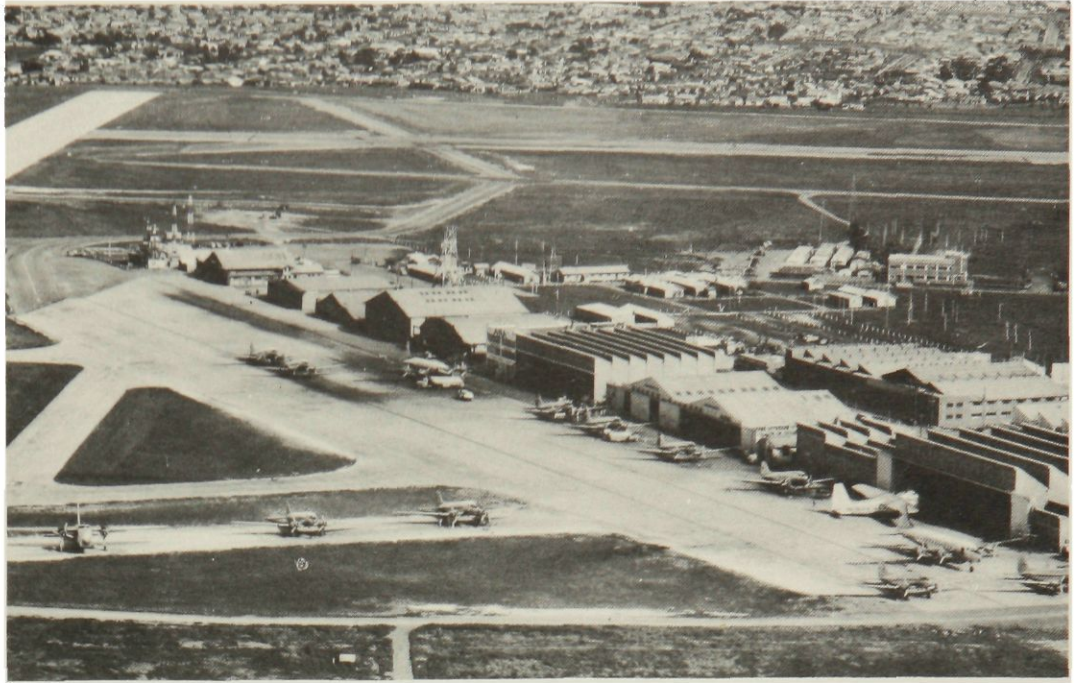
NUMBER OF RAILWAY BOOKINGS AT VARIOUS DISTANCES FROM MELBOURNE

	Year 1938/39	Year 1951/52
Total number of suburban passenger journeys	135,000,000	157,000,000
Average length of journey	6.65 miles	8.09 miles
Bookings from stations—		
0-3 miles from central area terminals	19,700,000	14,500,000
3-6 miles from central area terminals	45,700,000	37,500,000
6-9 miles from central area terminals	36,500,000	44,500,000
9-12 miles from central area terminals	11,900,000	23,500,000
Over 12 miles from central area terminals	8,600,000	22,600,000
Booking from central area booking offices	12,600,000	14,400,000



Large overseas vessels berth at Port Melbourne

*Melbourne Airport is the busiest
in the British Commonwealth*



Jolimont Yards — where suburban trains are marshalled



*More than 130,000 workers travel to work
each day by tram*



Loading road freight on city streets



The central business area