

# MELBOURNE - 1985

**A preliminary picture of Melbourne's transportation system 20 years hence has been drawn up by the Metropolitan Transportation Committee as part of the large-scale survey, now in progress, to determine the city's future transport needs.**

**It shows Melbourne with:—**

- ☆ **population nearly doubled**
- ☆ **more living closer in**

- ☆ **underground trams and trains**
- ☆ **express buses on new freeways**

The Committee's Chairman (Mr. E. R. Meagher, Minister of Transport) said the forecast had been six months in the making; it was based on careful analyses by various transport and planning authorities, but was by no means final.

"To visualize the city in 1985 — when today's teenagers will be beginning to worry about their children's outlandish behaviour, clothing and hairdos — was no easy task, but it was very necessary if we are to benefit from the interviews of travel habits that were made with householders, motorists, taxi and truck drivers and bus, train and tram passengers during 1964", said Mr. Meagher.

"In working out this forecast, the Metropolitan Transportation Committee considered all aspects of travel in and out of the city — not only by business people, but by those seeking recreation and attending school. The city must remain a place fit for people to move in.

"The work of the Metropolitan Transportation Committee is the first major attempt to tackle the transport problem as a whole, not piecemeal as in the past.

"The study consultants are at present preparing the information collected from their interviews for analysis by computer and should be able to tell us how correct our Melbourne of 1985 is.

"We will then reconstruct our thinking so we can accurately plan

and build for our transport needs; otherwise Melbourne will strangle and decay.

"It will need determination and considerable finance to accomplish, but we must work for tomorrow today."

The Committee believed Melbourne's population would be up to 3- $\frac{3}{4}$  million by 1985, but just how many would work in the central business area posed a considerable problem, as earlier surveys had presented opposing predictions.

With the belief that inner suburban areas would be substantially redeveloped, to restore the popu-

lation level to that prevailing in the immediate post-war years, the Committee saw an employment increase in the central business district.

A preliminary analysis of present day journeys to work showed that 75% of workers who travelled to central Melbourne used public transport, and the rest came by car. To other parts of the metropolitan area, 44% used cars, 38% public transport, and 18% walked or worked at home.

"For the preliminary plans the Committee has assumed that these percentages would not substantially alter by 1985", continued Mr. Meagher.





# Melbourne 1985 (cont.)

"This would mean that, of public transport is to retain its dominant role in bringing workers to the concentrated heart of the city, it must increase its capacity by one-third.

"At the same time, there could be a trebling of workers travelling by car to other parts of the suburban area.

"It is essential to get an extra 20% of travellers on to public transport by making it faster, more comfortable and more attractive than driving. If we don't get the percentage on to public transport, there will be insufficient room in the city for the necessary roads and parking areas."

Consequently, the Committee predicted that:

- Melbourne would have its underground railway
- trains would be longer, have more tracks and better signalling to carry more passengers faster
- some trams would run underground in Melbourne, and on more of their own rights-

of-way in the suburbs; rolling stock would be modern and speeds would be higher.

- freeways and ring roads would reduce traffic delays
- express buses would travel in freeways radiating from the central business area and would, with increased frequency, be as attractive as private car travel.

"The 1985 forecast having been given to the study consultants, their findings will provide my Committee with the opportunity to get close to reality. We can then confidently predict an overall plan of transportation adequate for 1985 and to progressively improve after that with our own team trained by the consultants.

"After all, 1985 will be the springboard for further development.

"The benefit to the community of this balanced approach will be immense", said Mr. Meagher.

(The M.M.T.B. is represented on the Committee by the Chairman, Mr. Risson.

## METROPOLITAN TRANSPORTATION COMMITTEE

The Board actively supported the establishment of the Metropolitan Transportation Committee set up by the Metropolitan Transportation Committee Act 1963, No. 7003, and is represented on the Committee by its Chairman. During the year it contributed £15,746 to the cost of the Transportation Study now being conducted for the Committee by Wilbur Smith and Associates of New York and expects finally to pay about £90,000, being approximately 24% of the total cost of the study.

The Board has supplied the Study Manager with relevant statistics on the running of its services and the passenger movement on them.

An officer of the Board's Engineering Staff, Mr. C. L. Fouvy, has been seconded to work with the Study Manager for two years.

During the months of May and June, 1964, Transportation Study interviewers made a survey of travel habits on the Board's trams and buses, partly by interviewing a proportion of the passengers and partly by issuing question cards to others to fill in and return. Initially, the public response was poor, only a small proportion of the question cards being returned. It improved greatly when the Board conducted a minor publicity campaign on its trams and buses, using posters on windows, "take-one" leaflets inside and auxiliary destination board notices on front outside.

The purpose of the study is fact finding, correlation and prediction. It is confidently expected that much valuable information, of long term value especially, will derive from the study, on which to base future planning.

## LETTERS TO THE EDITOR

### INTERSTATE NEWS

I have been informed by a friend who has just returned from Melbourne, that one is able to obtain "M.M.B.T. News" by sending a subscription of five shillings to cover postage cost. I am enclosing stamps to this amount and trust that this is correct and would be very pleased if you could commence with the January issue.

I am particularly interested in the development of Melbourne's tramway system and thoroughly enjoyed the highly efficient service

during a visit to your city last September. Melbourne appears to be leading Australia in providing superb public transport.

Thanking you for your kind service and attention.

I remain,

Yours truly,

G. N. Elfick

*The "M.M.T.B. News" will be supplied free of charge to interested persons providing they send in the postage—twelve 5d. stamps for a year's subscription.*

—ED.