

DOCKLANDS STRATEGY FOR RE-DEVELOPMENT

AUSTRALIAN ELECTRIC TRACTION ASSOCIATION

(Public, Transport Planning Committee)

Transport Options

The A.E.T.A. (established in 1943) is an organisation consisting of Professional, semi-professional, and general membership devoted to the study of all facets of modern electric transportation (in its various forms) and in particular, its application to modern City and Urban Planning.

The Association has been involved in and made a number of detailed submissions to both government inquiries and public transport authorities relating to electric transit proposals.

In relation to the Public Transport content of the current Docklands Strategy we would like to make a number of observations and suggestions that we believe may be of assistance in the final deliberations on this important project.

Firstly we are of the belief that insufficient emphasis has been placed on the alterations to existing Tram Services and the provision of new routes to the proposed development, including such important considerations as new Terminal and interchange facilities.

Secondly we would like to suggest that any new roadwork in the development where future tram routes are envisaged, incorporate (at the construction stage) such necessary infrastructure as to permit the final installation to be undertaken as expeditiously and inexpensively as possible at the appropriate time. We would also emphasise the necessity of providing proper segregation between future tram services and other road traffic where possible, with special emphasis on modern traffic signal priority to public transport services (as is common practice overseas).

The use of fast modern electric vehicles can only be as effective as local traffic engineering strategies will permit.

Thirdly and finally, after extensive study and consultation with the Authorities concerned, we submit what we believe to be 3 cost effective priorities, in order, as follows :-

1. The extension of the existing Flinders St. Tramway at Spencer St. West, under the railway viaduct, passing the World Trade Centre, turning right into the proposed new roadway, passing the new transport Interchange to the Boulevard, turning left at Dudley St. and proceeding to the proposed Tertiary Education area and Terminus.
2. Extension of Collins St. from Spencer St. West, along the new road structure over railyards to No. 12 North Wharf. We also suggest installation of double Track connecting curves around the "N.W." Cnr. of Spencer and Collins Intersection, to permit (if necessary) access to the Wharf area by Bourke and Latrobe St. Trams via Spencer St., and
3. Extension of Latrobe St. Tram route West from Spencer across new road construction connecting to the Boulevard route and the extended Services mentioned in Priorities 1 and 2. We suggest that double Track Connecting curves be established around the "S.W." Cnr. of the new Spencer, Latrobe St. intersection, thus creating a loop district between Flinders and Latrobe Sts. in a North-South Direction and the Boulevard and Spencer Sts. in an East-West Direction, thus giving the docklands development access to 4 major "C.B.D." Tramway streets and their associated services.

COMMENT

While the Dockland Development Proposals will require further investigation, planning and Capital from all sections of the Community, this Committee has been pleased to note a recent suggestion to commence construction of the Collins St. Extension. We believe however, the extension of the Flinders St. Tramway should take precedence, from a cost benefit point of view, the less extensive and expensive Civil Engineering works involved and the ready access to a number of established businesses (World Trade Centre), industrial and entertainment facilities in the area West of Spencer St. would render the new tramway a worthwhile proposition. Furthermore the rapid construction and establishment of Services, would instill a new confidence and further stimulate public interest in an ongoing and exciting new project.

EXISTING CITY WEST AND SPENCER ST. TRAM SERVICES

Most terminal and shunting facilities for City tramway operations were established along the Spencer St. Station frontages with the inauguration of Cable Tram Services in the late 1880's, as these routes were progressively electrified between 1927 and 1955 and through services established over the Spencer St. bridge to the Southern Suburbs. It was becoming increasingly apparent with increased traffic congestion and conflict between through and local tram operations along the Spencer St. routes some relief measures were required. Nothing however eventuated until 1957 when the newly constructed Latrobe St. line provided temporary relief at the original Spencer-Lonsdale St. Terminus, at least until the introduction of the new St. Kilda-Port Melbourne Light Rail Services in 1987. The modern ("B" Class) articulated trams operating these services are designed for multiple operation providing high capacity facilities for traffic growth in the area including the servicing of major events at the enlarged M.C.G. It is mandatory

therefore that irrespective of any new development in the area redesign of existing terminal arrangements along the Spencer St. routes should be undertaken as a matter of urgency.

We believe our proposals and priorities in this submission would be complimentary to both the Docklands Proposals and existing Transit facilities.

Trusting this submission is of some assistance in preparing your final deliberations on this important project.

Yours faithfully,

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