

204 Carlisle St.

Balaclava 3183.

Dear bob,

here's a reply to Mr. Moses which I hope you will find useful.

regards

Graeme.

LETTER TO THE EDITOR. Trams in the Melbourne C. B. D.

Dear sir,

In reply to the comments by Hiram Moses in the December issue may I make the following points;

- The proposed route passes through the police training centre and not the new cultural centre. This is clearly shown on the map.
- While office concentrations may change over time (in particular as a result of the M.U.R.L.A. project) the major business ~~xxxxxx~~ area is expected to remain within the Swanston - Flinders - Latrobe - William Streets block with a new pocket at the proposed interchange above the re-developed Flinders Street Station.
- To continue Swanston street as the primary route would convenience a small number of theatre patrons while ~~not~~ inconveniencing the majority of passengers.
- William street is not a desirable relief line as the twisting access from StKilda Road adds to travel time and passengers are still deposited only on the fringe of the C. B. D.
- Although some short haul traffic may be lost on one street grade separation appears to be the only feasible way of increasing capacity and decreasing journey time on the system.
- The primary limitation of Swanston street at present is conflict with other tram and car traffic at intersections. Interference from

2. adjacent traffic is relatively minor as a motorist/~~moving~~ ^{planning to move} onto the tram tracks knows he will have to change lanes once more at the next safety zone. Ground level curves to Elizabeth Street via the redeveloped station would increase conflict.

- The unsavoury reputation of subway steps during slack hours is a problem shared by most subway schemes. Careful design, direct or remote (T. V.) supervision and police patrol ~~affair~~ (easy to provide in the city although costly ~~at~~ at suburban locations) offer solutions.

- Noise level and ^{poor} ventilation which Mr Moses pre-supposes, will be non-existent on the proposed elevated express link which comprises ~~the~~ one-third of the scheme and using the type of vehicle which he advocates will be minimal in the subway. The open cuttings examined by the boards ~~planning~~ engineer would be well ventilated! Without interference from other traffic my critic would not have to look at the concrete walls for very long.

The emotional approach adopted by so many "supporters" of public transport including Hiram Moses only result in all members of organizations such as ours being designated as NUTS and obscure, valid argument with loads of rubbish. I urge advocates and critics of any scheme to use mature factual arguments rather than blind prejudice.

Yours sincerely

Graeme Breydon B. Com.