



ASSOCIATING THE DEVELOPMENT OF ELECTRIC TRANSPORTATION

Australian Electric Traction Association
MOVE PEOPLE — NOT VEHICLES

VICTORIA HARBOUR PUBLIC TRANSPORT OPTIONS.

SUBMISSION FROM THE

AUSTRALIAN ELECTRIC TRACTION ASSOCIATION

JANUARY-1990.

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Australian Electric Traction Association

MOVE PEOPLE
NOT VEHICLES

AFFILIATED WITH FIFTEEN SIMILAR ORGANISATIONS IN THIRTEEN COUNTRIES

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Vice-President - H.W. Waldron (M.C.I.T.)
Secretary - W.K. Craven,
31 Corhampton Rd.,
Nth. BALWYN, 3104

5th. January 1990

Secretary,
Ministry for Planning & Environment,
477 Collins St.,
MELBOURNE, 3000

Re Victoria Harbour Development

Dear Sir,

To cater for the planned development of the Melbourne Docklands area in-so-far as public transport is concerned, our Association desires to submit the following proposals for consideration:-

- (i) Extension of Flinders St. tram routes (No. 48 - Nth. Balwyn & No. 75 - East Burwood) along Flinders St. extension to a terminus adjacent to No.12 North Wharf. The exact route would need to be determined with regard to proposed street construction within the area, and at this stage it is envisaged that the proposed extension would pass beneath the planned Collins St. extension.

The advantages of the above proposal are seen as follows:-

- (a) A direct link from the Olympic Village to the Melbourne Cricket Ground and adjacent sporting venues.
- (b) A reduction in tramway congestion in Spencer St. (The current terminating area of these two routes)
- (c) A direct link from the City to the World Trade Centre.

Note:- It is not considered that passengers at present using these routes for access to Spencer St. Station would be disadvantaged since it is envisaged that the proposed extension would pass by the western side of the Station where inter-change facilities could be provided.

- (ii) Extension of the Collins St. tram line along the proposed Collins St. extension and through to No. 12 North Wharf to link up with the the North Balwyn and East Burwood routes at a common terminus (see (i) above).

Advantages of this proposal would be as follows:-

- (a) A direct link from the Olympic Village to the Melbourne C.B.D.
- (b) A direct link from the City to new office buildings in the Collins St. extension.
- (c) In the event of disruption to tram services on one route, the other route could always be utilised.
- (d) Since it is proposed that only those tram services at present terminating in Collins St. (at Spencer St.) be extended into the Docklands area, congestion caused by trams shunting at this point would be eliminated enabling through-routed trams (to Sth. Melbourne) to proceed uninterrupted.

OTHER PROPOSALS

As a direct result of the proposals already outlined by continuing Flinders St. and Collins St. tram services to the Docklands area, it now becomes possible to give greater flexibility to some of the other tramway services. We therefore draw attention to the following possibilities:-

LATROBE St. tram services Having freed Spencer St. from the Flinders St. tram services (see (i) above) it is now possible to bring Latrobe St. services around the corner to terminate at the cross-over previously used by the North Balwyn and East Burwood trams.

BOURKE St. tram services Similarly it is also now possible to bring trams at present terminating in Bourke St. (at Spencer St.) around the corner (by using the north bound curves) and either using the existing crossover at Lonsdale St. (i.e. sharing it with the Latrobe St. tram) or by utilising a new cross-over to be located, say, between Bourke St. and Little Bourke St. Such a move would enable the light-rail lines using Bourke St. (Route 96 - St. Kilda Beach and Route 111 - Port Melbourne) to proceed into Spencer St. without interruption.

Note The above two suggestions do not involve any track construction apart from the possibility of the installation of a new cross-over in Spencer St. and may be considered as natural "flow-ons" from the extension of the Collins St. and Flinders St. lines as shown on the first page of this submission.

However, by the construction of some additional curves in Spencer St. even greater flexibility of services can be made. We therefore request that consideration be given to the constructing of a new west bound curve from Spencer St. into the Collins St. extension to enable Bourke St. trams to turn right at this point. Such a requirement would not be necessary during normal daytime workings, but could prove useful for evening, week-end and holiday workings when West Preston trams (via Collins St.) are through routed to Stn. Melbourne and St. Kilda Beach. Such a service would, of course, be additional to the Mont Albert route which would continue to operate to the Docklands area at all times.

WEBB DOCK RAILWAY LINE

As this line is to be converted to dual gauge, it could also be used for tramway operation when not required for railway use. The line is mainly single track and therefore would be only suitable for shuttle operation. Our suggestion is that consideration be given to electrifying the section between Pigott St. and West Gate Park thus enabling a link to be made with the new tram services adjacent to 12 North Wharf. If vintage trams were to be used on such a tramway it would have the dual function of providing a connecting service to the South Wharf area and having a tourist value. After the development of Stage 2 of the Docklands plan, this vintage tramway could operate along Latrobe St. to Brunswick St. and Victoria Parade, thus replacing or supplementing the present Latrobe St. shuttle service.

The practice of combining heavy rail freight traffic with tramway operation on the same right-of-way is carried out in many overseas countries. e.g. Stockholm and San Diego.

OTHER PUBLIC TRANSPORT SERVICES

FERRY OPERATION

A connecting ferry between No. 12 North Wharf and Footscray and Williamstown could provide a welcome link between the Docklands area and the Western suburbs, but we believe that to operate successfully Met Zone fares would need to be charged enabling interchanges between train bus ferry tram to operate without payment of additional fares. Experience in Sydney indicates that there is a strong reluctance to ferry travelling when separate fares apply.

MONORAIL

After thorough examination our Association is of firm belief that the proposal for a monorail would not be suitable to the requirements of Docklands area and would not complement existing public transport services.

CAR PARKING REQUIREMENTS

We understand that developers are requesting that provision be made for car parking facilities to accommodate 45,000 vehicles within the Victoria Harbour Development area.

The City of Melbourne is already severely congested by motor vehicles and such a provision would, in our opinion, considerably add to the over-crowding. The tramway extensions already suggested by us should be of sufficient capacity to move people within the area, and to adjoining areas (i.e. Melbourne C.B.D. and beyond). We therefore maintain that parking should be very limited within the area and suggest adoption of the following means to this end:-

- (a) Severe limitations on sizes of car parking areas pertaining to new buildings.
- (b) Short-term parking areas only (i.e. meter control)
- (c) Restricted areas for specified vehicles only (handicapped drivers etc.)

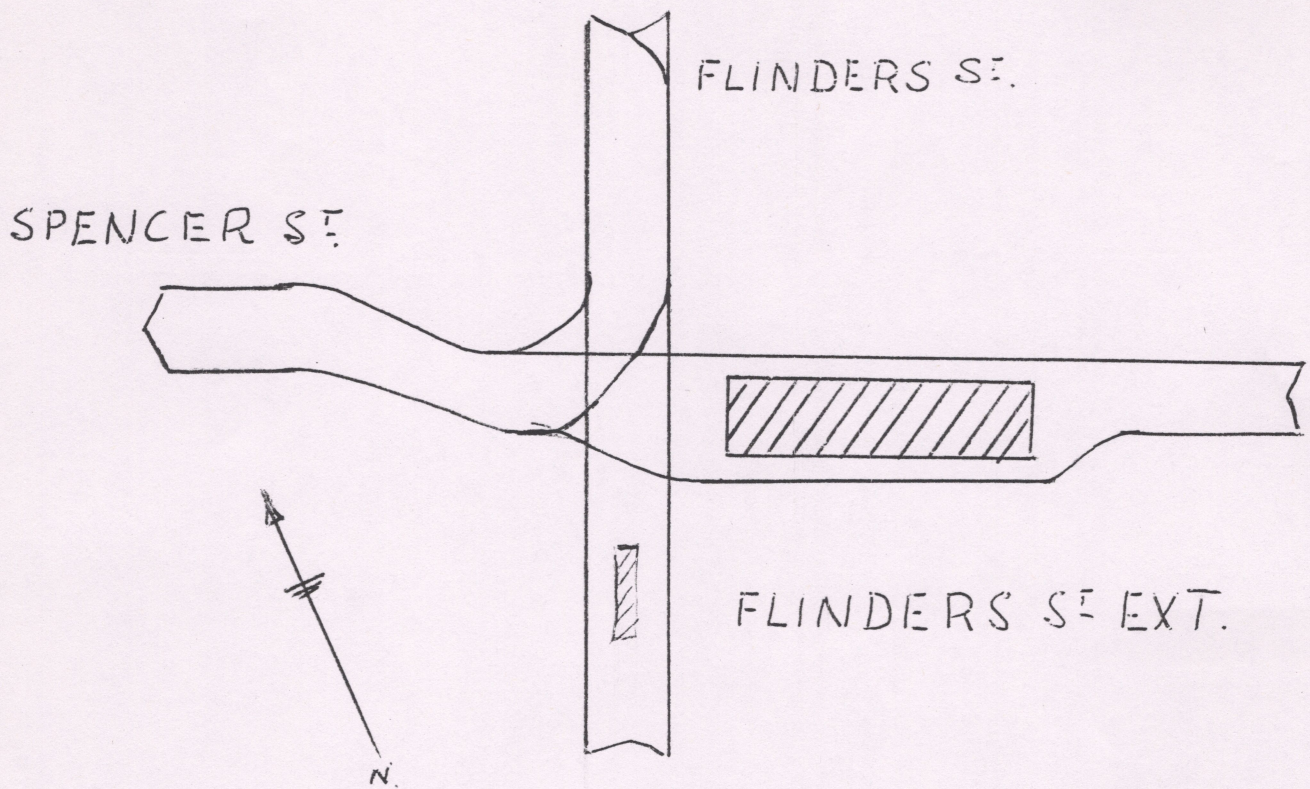
Melbourne now experiences an average of 55 smog-alert days per year, and it is now universally recognised that air-pollution as a result of motor vehicle usage is fast becoming a major problem. In Los Angeles the S.C.A.Q.M.D. (The South Coast Air Quality Management District) have had to introduce a scheme to limit motor car usage within designated areas in an effort to reduce air pollution.

We thank you for the opportunity of contributing to the Docklands Project and would be pleased to discuss any of the matters we have raised should any further information be required, or should you wish to confer with us on any aspect of our submission,

Yours Faithfully,

K. Craven

FLINDERS ST AND SPENCER ST.



COLLINS ST AND SPENCER ST.

