



From the Office of the
Minister of Transport

TRANSREPORT

PRODUCED BY MELBOURNE'S METROPOLITAN TRANSPORTATION COMMITTEE

FEB. 1964

BIG SURVEY BEGINS

MELBOURNE'S metropolitan transport is now being subjected to a most comprehensive study. This has been initiated by the Metropolitan Transportation Committee.

The Committee, formed by a 1963 Victorian Act of Parliament, advises the Government on matters of planning, development, co-ordination, control and improvement of transport facilities in and around the metropolitan area.

Including preliminary work since October 1963, the study is a two-year project.

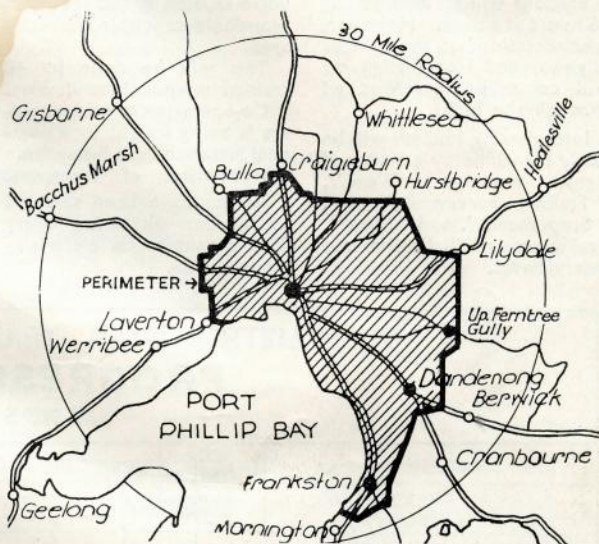
Consultants to the Committee are the engineering firms of Wilbur Smith and Associates, from the United States of America, and Len T. Frazer and Associates, of Melbourne. Six engineers from various State and Municipal authorities are also assisting in the study.

and taxi drivers details about their travelling patterns.

This information will be processed by high speed, high capacity electronic computers.

The results of the study will be invaluable in helping planning authorities tackle the growing problem of road congestion, understand more fully the role of public transport and plan the extent and location of car parks.

Shaded section of map (right) shows the transport study area within the 90-mile perimeter. The 30-mile radius line represents the limit of the Metropolitan Transportation Committee's interest.



Big study area

It is estimated that over 500,000 interviews will be recorded during the course of field work covering 600 square miles of Melbourne suburbs within a 90-mile perimeter. (See map this page.)

The field survey area includes two million residents, 450,000 cars, 300 miles of railways, 260 miles of bus routes and 200 miles of tram tracks.

To facilitate analysis of the information collected, the study area has been subdivided into more than 600 traffic zones. These take into consideration such factors as land use, population density, natural barriers to travel, and major traffic routes.

Skilled interviewers will be asking householders, motorists, train, tram and bus passengers, and truck



Whither, why and whence?—this photo, taken at the intersection of Swanston and Flinders Streets, City, poses the questions of why and where people are going or coming by train, car, bus, taxi or by foot. These are some of the queries the Transport Study aims to answer. VICTORIAN RAILWAYS PHOTO

STUDY DETAILS

THIRTY-TWO of the 51 roads leading to or from the study area will be manned by interviewers seeking travel information from about 30,000 motorists and truck drivers.

Roads chosen for the interviewing stations carry 87,540 vehicles daily—or 95 per cent. of the traffic crossing the study perimeter.

On the busiest roads, three out of every 20 drivers will be asked the origin and destination of their trip and its purpose. At the same time the type of vehicle and number of occupants or goods carried will be recorded.

Stations will be manned for 16 hours at a time. However, special stations on the Princes Highway and Hume Highway will continue interviews all through the night.

Interviewing stations will be easily identified by a series of signs reading "Slow", "Traffic survey ahead", "Stop ahead", and "Stop". Traffic cones will lead to the interviewers.

Police will be in attendance to control traffic movements.

At night, the first sign and the end of the traffic cones will be marked by a wick lamp. The interviewing station will be floodlit.

Total interview time will only take about 40 seconds per driver.

Home calls

Home interviews will involve calls on 30,000 suburban householders within the study area.

This will be done by 40 trained women interviewers.

Co-operation of householders is being sought by a personal letter to each home from the Minister of Transport.

Homes have been selected at random—by taking every 20th consumer on electricity account lists.

Occupants of the homes will be asked for such information as the number of cars owned, their types and makes, number of people in the household, education and employment status, length of residence at the address, what journeys were made the previous day, and the land use of the origin and destination of the trip.

Twenty per cent. of the homes visited will also be asked about their Saturday travel.

If all the details cannot be obtained on the first call, a second visit will be made.

Home interviews will take about seven months to complete. (See progress report graph below.)

All information gained from the study will be strictly confidential and used only for statistical analysis.

FACTS ONLY

MMELBOURNE'S metropolitan transportation study is a fact-finding project and not an opinion poll.

This is a methodical approach to the study.

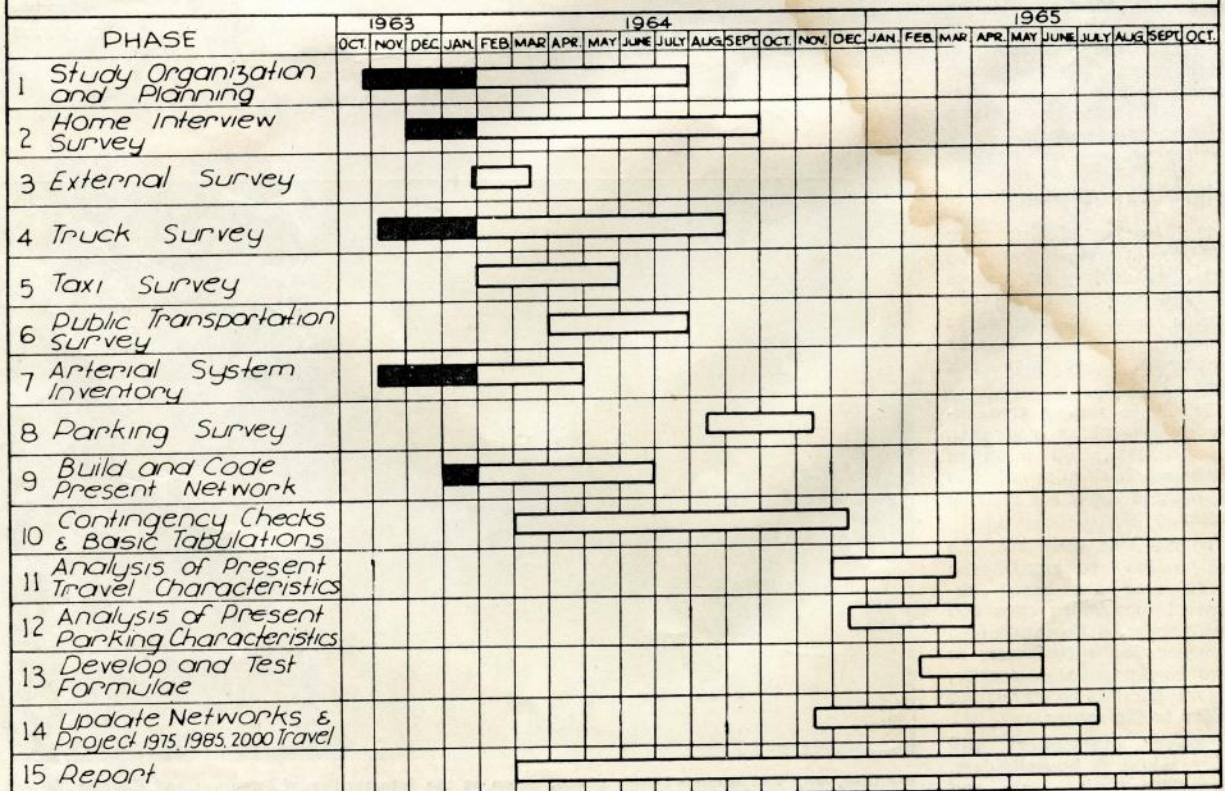
It ensures that the information collected will be only that which will be most useful for the solution of Melbourne's traffic problems.

It allows interviewing time to be kept well within reasonable limits and encourages public co-operation.

However, the study will yield answers about the use of Melbourne's public transport.

This means that future travel demands can be measured against existing facilities.

METROPOLITAN TRANSPORTATION STUDY PROGRESS REPORT JAN. 31, 1964



The shaded area of each strip shows the proportion of each section of the study that has been completed. Work at January 31 was on schedule.

EXPERTS GUIDE PROBE

MELBOURNE'S Metropolitan Transportation Committee combines the talents of leaders in all State authorities associated with transport.

Chairman of the Committee is the Hon. E. R. Meagher, Victorian Minister of Transport.

Members are : Messrs. M. V. Porter (**Minister for Local Government**), E. H. Brownbill (Chairman, **Victorian Railways Commissioners**), R. J. H. Risson (Chairman, **Melbourne and Metropolitan Tramways Board**), E. V. N. Field (Chairman, **Transport Regulation Board**), R. E. Trickey (Chairman, **Melbourne and Metropolitan Board of Works**), J. A. Hepburn (Chief Planner, **Melbourne and Metropolitan Board of Works**), I. J. O'Donnell (Chairman, **Country Roads Board**), J. D. Thorpe (Chairman, **Traffic Commission**), E. W. Coates (**Director of Finance**) and A. G. Brown (**Co-ordinator of Transport**) and Cr. I. F. Beaurepaire (Chairman, **Melbourne City Council's Traffic and Parking Committee**).

Technical Committee

A Technical Committee has been delegated the responsibility of supervising the execution of the survey.

Sir Louis Loder is Chairman of the Technical Committee and Study Co-ordinator.



Sir Louis Loder, Study Co-ordinator and Chairman of the Technical Committee.

VICTORIAN RAILWAYS PHOTO

A native of Victoria, Sir Louis has a distinguished career in Australian engineering circles. A Bachelor and a Master of Civil Engineering of the University of Melbourne, he also has an Honorary Degree of Doctor of Engineering from the University of Western Australia.

Before his retirement in 1961, after 16 years as Director General, Commonwealth Department of Works, Sir Louis's career included appointments as Chief Engineer and, later, Chairman of the Country Roads Board and

then Director General of Allied Works during the second world war.

Notable among national works in which Sir Louis participated are the Snowy Mountains Scheme, River Murray Commission and the Western Australian Comprehensive Water Supply Scheme. He is a foundation, and still active, member of the Australian Road Research Board.

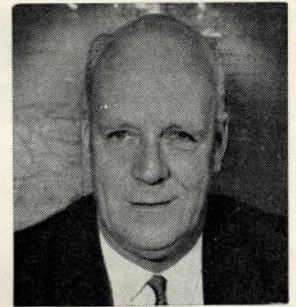
In 1953, Sir Louis was awarded the C.B.E. for engineering services to the Commonwealth and, in 1962, was knighted.

Melbourne firm

Principal of the Melbourne firm Len T. Frazer and Associates, engineering consultants to the Committee, Mr. Len Frazer was with the Melbourne City Council for about 25 years, and served as City Engineer from 1952 to 1955.

In 1956 he opened a consulting firm working primarily in highway traffic and shopping centre location and design.

Mr. Frazer is a Member of the Institution of Engineers, Australia, a Fellow of the Australian Planning Institute and a Registered Municipal



Mr. E. R. Meagher, Victorian Minister of Transport and Chairman of the Metropolitan Transportation Committee.

R.A.C.V. PHOTO

Engineer and Town Clerk in Victoria.

Also, Mr. Frazer is a past chairman of the Highways and Traffic Engineering Branch of the Institution of Engineers, Melbourne Division, and past president of the Australian Planning Institute's Melbourne Division.

From America

Behind the American firm of consultants, Wilbur Smith and Associates, is the founder, Mr. W. S. Smith, who has compiled more than 30 years experience in traffic engineering and transportation research.

Mr. Smith attended the Harvard University Bureau of Street Traffic Research and is a faculty member of Yale University Bureau of Highway Traffic.

He is a past president of the Institute of Traffic Engineers, the current chairman of the Highway Research Board, vice-president of the Eno Foundation for Highway Traffic Control and chairman of the American Society of Civil Engineers' Committee on Traffic Engineering.

Mr. Smith is also co-author of many traffic engineering manuals and texts, and has written numerous publications related to the subject.

Study Manager for the Melbourne Survey, Mr. M. M. Rich has been with the Smith Organization since 1952 and comes here from a transportation study in Bombay, India.

Assistant Study Manager, Mr. G.A. Wood, recently completed a similar assignment in London.

Wilbur Smith and Associates have made studies, similar to the Melbourne project, in American cities of Baltimore, Boston, Knoxville and St. Louis, as well as in Greece and Puerto Rico.

A current study in Hobart is also under the direction of the Smith organization.



Discussing survey plans are (left to right) Messrs. G. Wood (Smith Organization Assistant Study Manager), J. Delaney (Melbourne and Metropolitan Board of Works engineer), L. Frazer (Principal, Len T. Frazer and Associates), E. Whitlock (Smith Organization), and M. Rich (Study Manager, Smith Organization).

COUNTRY ROADS BOARD PHOTO

PLANNING FOR TEAMWORK



Engineers D. Emery and K. Hine (of L. T. Frazer and Assoc.) and Transportation Study staff Miss M. Wilde, Mrs. G. Anthony and Messrs. D. Matthews and B. Mayhew on preparatory work for the big survey. VICTORIAN RAILWAYS PHOTO

OVER three months solid planning had to be done before actual field studies could start.

This included the dividing of the study area into 607 zones.

Motor registration records, electricity consumer records for selecting sample dwelling units, and traffic volume counts had to be examined.

Nearly 180 applicants for clerical and interviewing positions had to be screened.

At the same time home interview and external survey manuals were prepared. These were to guide the training of interviewers and clerks and serve as a reference

to cover all types of situations that could arise during the course of the entire study.

During the planning peak, staff training classes were held, equipment and stationery was arranged, and trial road checks and home interviews were made.

Women were chosen to conduct home interviews as they had been proven more successful in this type of work. Men, however, are being used for the roadside survey work, commercial vehicles study and the public transport survey.

VALUABLE EXPERIENCE FOR STATE ENGINEERS

TRAINING of Melbourne personnel will be a significant feature of the Metropolitan Transportation Study.

Apart from temporary survey workers collecting field data, engineers have been assigned to the project from a number of highway, public transport and planning authorities.

By gaining experience in the conduct of the study, they will be trained to keep the information up to date in the future.

Representatives from the Melbourne and Metropolitan

Board of Works, Melbourne City Council, Victorian Railways, Melbourne and Metropolitan Tramways Board and the Country Roads Board are participating in current phases of the project.

The assigned staff have specific supervisory responsibilities which will change as the study progresses. Consequently, each engineer will gain a detailed familiarity with many aspects of the work.



Women interviewers during training attended classes under the instruction of Assistant Study Manager, Mr. G. Wood.

VICTORIAN RAILWAYS PHOTO



Assigned engineers inspect Zoning plan (from left to right): Messrs. C. L. Fouvy, Melbourne and Metropolitan Tramways Board; R. G. Evans, Melbourne and Metropolitan Board of Works; L. J. Cunningham, Melbourne City Council; D. J. Delaney, Melbourne and Metropolitan Board of Works; I. D. Richards, Victorian Railways; and D. J. Fergusson, Country Roads Board. COUNTRY ROADS BOARD PHOTO

PUBLIC MUST HELP

Success of the transport study will depend on co-operation by the public.

Travel information obtained by direct interview will only be valid if citizens answer the interview questions completely and correctly.

However, in planning the study, the interview techniques are aimed at getting full information in the shortest possible time.

Citizens will be encouraged to realize that the few moments spent in answering the interviewer's questions would be an investment towards greater travelling comfort in the future.

Survey techniques to be used have been developed from a large number of similar urban studies in many parts of the world.