

TO: Chief Engineer, Country Roads Board.
Traffic and Location Engineer, Country
Roads Board.

19th August, 1968.

FROM: W.H. Sagers. Assigned Engineer.

SUBJECT: Personal Progress Report, July 1968.

Sir,

For the month of July my time has been spent on the following:

1. Punt Road Study for C.R.B.

Manual diversion of an assignment of 1964 traffic on the 1964 arterial road network having both the Eastern Leg of the City Ring Road (Alexandra Ave to Wellington Pde) and the extension of the South Eastern Freeway (to Tooronga Road), included as updates.

2. Selected Link Assignments.

Preparation of an illustration of the use of a Selected Link Assignment for examination of an overloaded freeway link.

3. 1985 Plan 6 Traffic Volumes for C.R.B. - Cranbourne area.

4. Assistance to Commonwealth Bureau of Roads.

Assistance was given to C.B.R. personnel for the coding of the 1969-1974 road network for Melbourne.

At the current point in the Study's progress, concern must be expressed about the following.

(i) Acceptance of transport plans before the results of an economic evaluation are known.
Apart from the fact that the standing of the evaluation is now reduced to an academic exercise there is the danger of adverse results for major transport proposals.

(ii) The Public Transport Proposals.
It is obvious that some form of rationalisation should occur (over and above the proposed feeder-bus-to-rail proposals).

Assignment of trips generated as tram-bus trips only to the tram-bus network seems to be unrealistic. Further, the matching of proposals to pre-judged solutions makes a waste of an integrated planning process.

If bus routes can be proposed to carry 1,000 persons in a peak hour why should a tram route carrying 200 to 700 persons in an hour be retained in a 66 foot street?

With redesign of bus routes and transfer systems, passenger loadings on tram routes may be reduced to a level which could well make the retention of trams in 66 foot streets unnecessary. Tram routes then could be retained in locations where their operation is less conflicting. Improvements such as the building of exclusive Rights-of-Way could be concentrated over a greatly reduced mileage.

- (iii) The St. Kilda Road problem.
It must be possible to consider an alternative proposal for the carrying of the projected tram-bus network loading on this route. Diversion to a modified fixed rail system other than "underground" trams would give a solution more acceptable to the community than the destruction of St. Kilda Road.
- (iv) The apparent simplicity of layouts for the feasibility designs for the inner area.
This contributes to an underestimation of network costs and may misrepresent the impact of the freeways when more detailed construction designs are produced. Staging of some sections of the inner area should not proceed until this situation is clarified.
(A programme is available for tabulation of weaving volumes required for effective freeway design and approval will be sought to obtain this vital information).
- (v) To what extent will the publishing of final plans restrict the consideration of alternative design locations for major transport improvements, even in the near future?
- (vi) Will the interest of the community's transport and land use problem play a secondary role to the sectional interests of transport authorities?

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