



news

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60 Denmark Street, Kew, Victoria 3101.

**MELBOURNE'S
NEW YARRA
BRIDGE OPENS
— Pages 6-7**

CHAIRMAN TO RETIRE IN DECEMBER



The Chairman of the Country Roads Board, Mr R E V Donaldson, has indicated that he intends to retire at the end of this year.

Mr Donaldson, who joined the Board in September, 1945, was appointed Chairman in September, 1971.

He rose through the administrative ranks of the Board to the position of Secretary, before being appointed Board Member in August, 1962, and then Deputy Chairman in July, 1963.

He has set 8th December as the date of his retirement.

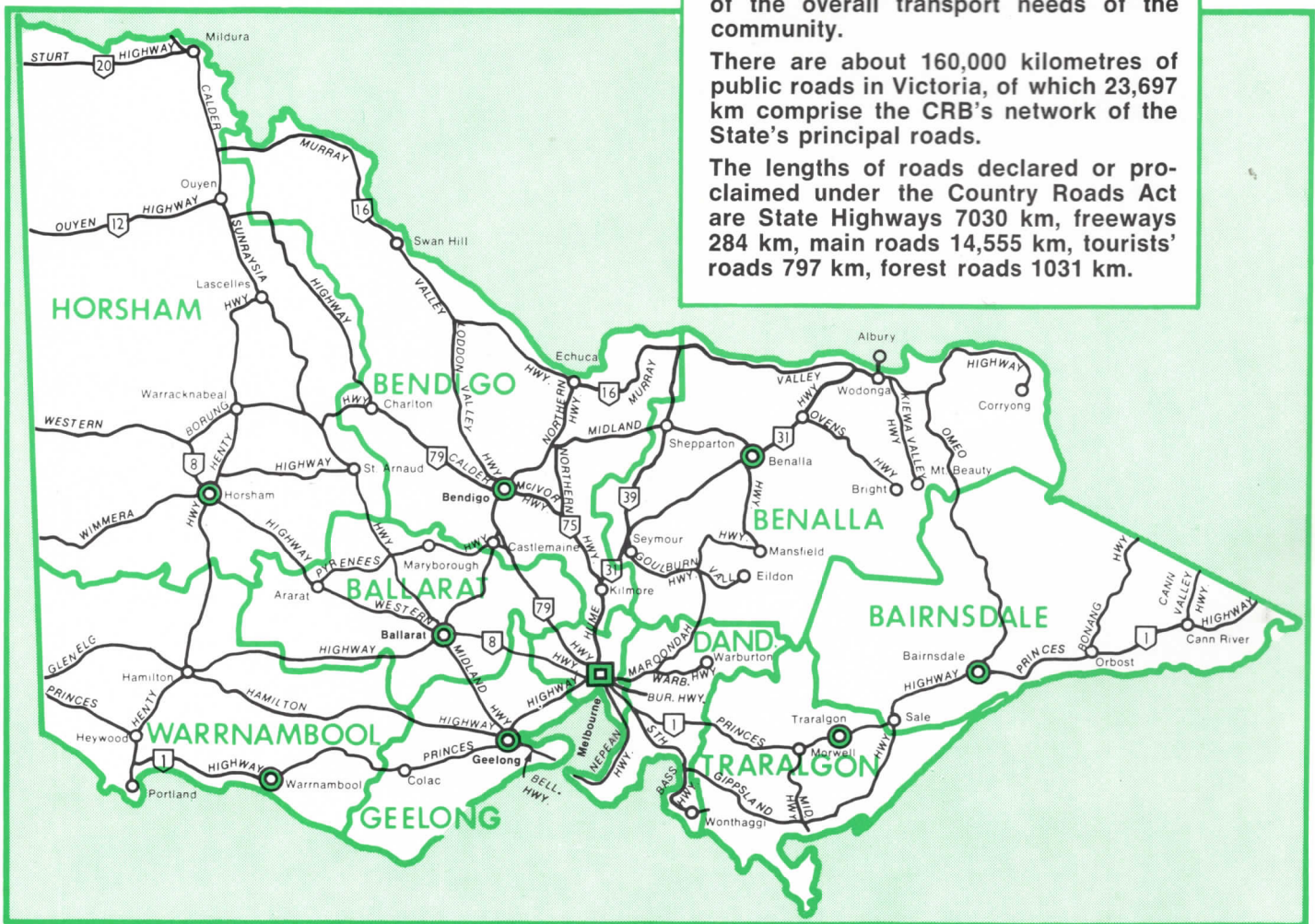
Mr Donaldson is the ninth Chairman of the Board.



The CRB is the State Road Authority of Victoria. The CRB's aim is to create an efficient road system within the context of the overall transport needs of the community.

There are about 160,000 kilometres of public roads in Victoria, of which 23,697 km comprise the CRB's network of the State's principal roads.

The lengths of roads declared or proclaimed under the Country Roads Act are State Highways 7030 km, freeways 284 km, main roads 14,555 km, tourists' roads 797 km, forest roads 1031 km.



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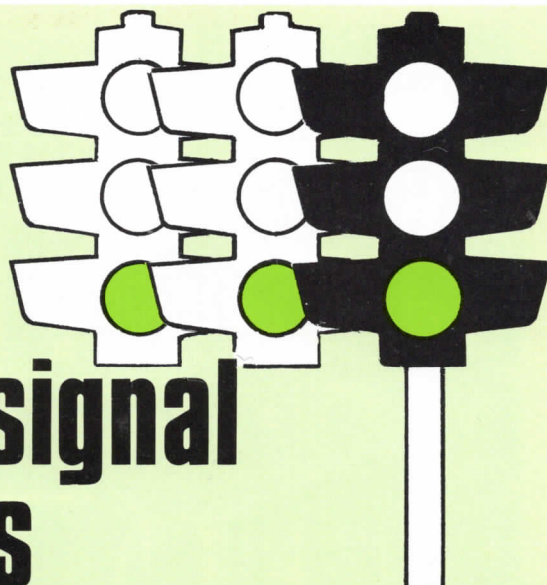
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Seven new linked traffic signal systems



Co-ordinated traffic signal systems to improve traffic operations and decrease delays have been installed at seven locations during the past year as part of the CRB's traffic management program for Victoria's major road network.

The linked signals have been installed on the Chandler Highway at the Eastern Freeway interchange; Eastern Highway (Alexandra Parade), Collingwood; Hoddle Street, Collingwood; Maroondah Highway, Ringwood; Burwood Highway, Burwood; the Johnson Street Bridge approaches and the advisory truck route through South Melbourne.

A further system is being planned for the Nepean Highway, between St Kilda and Moorabbin.

In recent years the CRB has become increasingly involved in urban traffic management including the design, installation, operation and financing of traffic signal installations.

The extent of this work has increased greatly as a result of major road improvements and the implementation of the STATCON program.

The CRB is currently investigating linked signal systems on a corridor basis using mini-computers to further improve co-ordinated operation and provide greater flexibility to meet the changing needs of traffic.

These systems can link up to 200 intersections.

Investigations into the use of computer systems are being carried out for the existing linked systems in Eastern Highway, Chandler Highway, Maroondah Highway, Burwood Highway and the South Melbourne area.

Implementation of improved signal systems in these areas is considered to be of high priority.

The Chairman of the CRB, Mr R E V Donaldson said the CRB has the statutory authority and ability to handle all aspects of traffic management, including signal systems. The Board considers traffic signal co-ordination to be an important and integral part of its road improvement program.

"In New South Wales, the Department of Main Roads is solely responsible for the installation of all traffic signal systems on all roads in the State. This has resulted in a uniform and consistent approach to traffic management and the implementation of a very efficient traffic control system," he said.

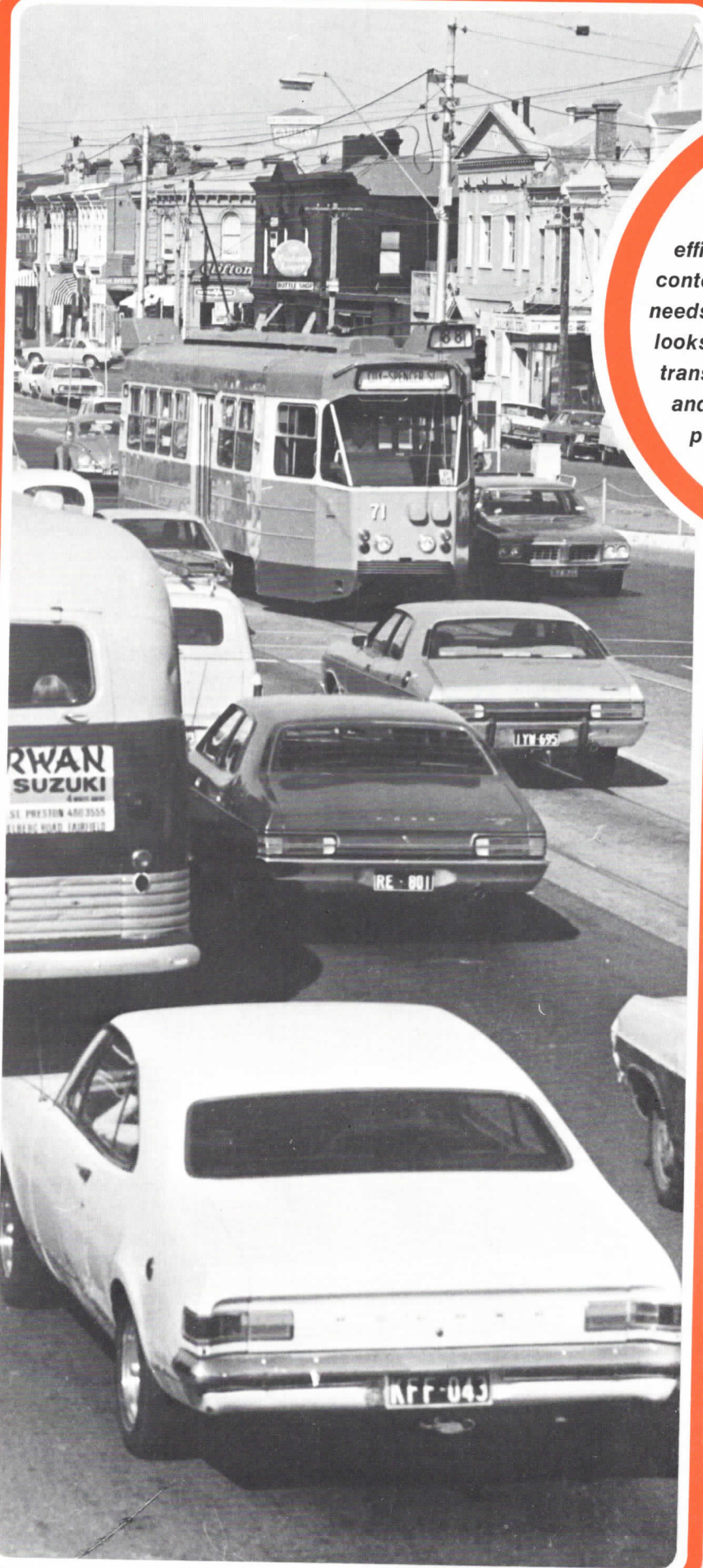
At present in Victoria the Road Safety and Traffic Authority (RoSTA) also has statutory responsibilities relating to the approval of installation of traffic signals. The Board is required to consult with the Authority regarding the installation of traffic signals.

The operation and maintenance of signals are the responsibility of the CRB or the municipal council. The Board, through its regional divisions and its established practices and procedures, works closely with municipal councils on all aspects of road improvements including traffic signals.

From 1st September, 1978, the CRB assumed responsibility for the management and maintenance of traffic signals on State highways throughout Victoria. This will assist councils financially and result in a more uniform and better standard of maintenance of these signals.

The CRB's 24-hour emergency service and electrical maintenance unit plays an important role in maintaining an efficient system.

• **Locations where linked signals have been installed - page 13.**



**The
Country Roads
Board's aim is to create an
efficient road system, within the
context of the overall transportation
needs of the community. This article
looks at the whole question of
transport and the role that roads —
and the CRB — play in improving
public transport in metro-
politan Melbourne.**

Road based public transport is any form of transport that uses the road system and is available to the public.

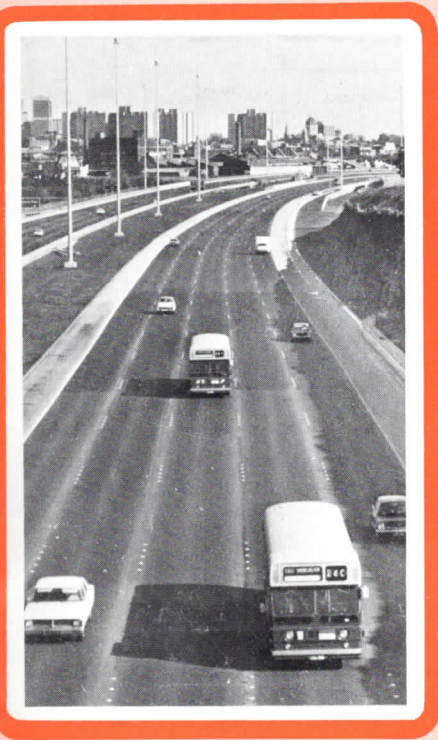
In metropolitan Melbourne road based public transport — primarily buses and trams — accounts for nearly 65 per cent of all public transport patronage. In 1976-77 this meant 179 million passenger journeys in Melbourne.

Privately operated buses in the metropolitan area (76 operators) contributed 56.4 million passenger journeys and the Melbourne & Metropolitan Tramways Board buses and trams accounted for 123 million passenger journeys. (Trams can be considered as road based because 92% of the total tram route length is located on public roads and not within a separate right-of-way).

Melbourne's present suburban rail system consists exclusively of radial routes, and so is most convenient for people travelling to and from the Melbourne Central Business District (CBD), through the CBD, or between suburbs along the radial lines. Road based public transport has a more diverse task and a shorter line haul than rail.

There are 27 tram and 19 bus routes terminating or commencing in the CBD, and 244 bus and tram routes on cross-town and feeder services.

Buses play an extensive and important feeder service role —



PUBLIC TRANSPORT ON ROADS

almost all bus routes terminate or connect with railway stations and, when closer to the city, also connect to tram routes. These feeder services extend the influence of suburban railways into areas not directly served by them.

The recently developed large regional shopping centres are also well served by bus services. The number of routes that terminate at them vary from five at Doncaster to 19 at Northland. In addition, these shopping centres are also stopping points for many through routes.

The importance of bus services grows with increasing distance from the city. In most outer suburbs, they are the only cross-town or feeder services available. Close to the city, tram services serve a major public transport function.

Taxis assume a minor role in the total road based transport task, offering a door-to-door service which is not available with other forms of public transport.

They provide an important, fast and convenient service for the occasional user when other forms of public transport are unavailable or unsuitable.

However, they are generally too expensive for most people as a regular means of daily transport.

The "Dial-a-bus" service is aimed at providing inexpensive door-to-door public transport.

Experimental services are in operation in St Albans and Lilydale for a trial period. At this stage, the two services primarily provide feeder services to local stations and travel within a designated area. The future of these services is now being evaluated by the Victorian Ministry of Transport.

Increasingly, public transport is being viewed as a social service. Few urban public transport systems operate at a profit, but they can seldom be discontinued or curtailed without considerable community inconvenience.

A 1975 survey of bus passengers on private bus routes in metropolitan Melbourne showed that 95 per cent of the passengers could not use a car for the trip (captive) and only 5 per cent could have used a car but decided to travel by bus (non-captive). Among the captive passengers are the young, the old and those who are unable or unwilling to drive a car. Road based public transport offers such people a degree of mobility which they would not otherwise have.

Preferential treatment

Road based public transport shares the road system with private motor vehicles and is subjected to the same traffic delays, particularly during peak

period. A case for preferential treatment can be made when it is considered that a bus or tram can carry many more passengers than a car. There are some traffic management measures which give preferential treatment for public transport to help reduce public transport delays, but these sometimes result in further delay to other traffic.

The measures include:

- Traffic signals that give priority to buses or trams.
- Exclusive tram or bus lanes during peak periods.
- Provision for buses to make turns which are banned to other vehicles.
- Access for public transport to to areas restricted to other vehicles.
- The use of linked traffic control signal systems.

The application of these types of measures needs to be carefully evaluated to achieve the optimum use of the road system for all travellers.

CRB contribution to public transport

The CRB as the State Road Authority is aware of its obligations to the community including those who do not own or drive a motor vehicle. The CRB has made provisions for the operation of public transport on new roads and freeways where this is needed.

The design and construction of the Eastern Freeway was heavily influenced by the need to provide for the proposed East Doncaster railway line in the median. At present buses are being catered for on the Eastern Freeway.

The Government's decision to abandon a Frankston to Dandenong railway line in favour of a high standard bus service along Frankston-Dandenong road will have an influence on the CRB's construction program. Provision will be made for effective operation of the proposed bus service.

Planning

The CRB places emphasis in the planning, design, construction and management of roads to make provision for road based public transport. However, the solutions to the problems of public transport operations are neither simple nor cheap.



The Johnson Street Bridge across the Yarra River forms a western bypass of the centre of Melbourne. The bridge is 176 metres long and together with associated works cost about \$30 million to construct.

JOHNSON ST BRIDGE OPENS TO TRAFFIC

Metropolitan Melbourne saw the opening to traffic of the new Johnson Street Bridge over the Yarra River on 4th August.

The crossing is the fifth between Swanston Street and Footscray Road and consists of twin structures, each with four traffic lanes.

The Hon A H Scanlan, MP (Acting Minister of Transport) removed a barrier to open the bridge to traffic.

SUMMARY OF MAIN FEATURES

● **Structure**

The project consists of twin bridges 7.9 metres apart, each having an overall length of 176 metres, including a 10.2 metre approach span on the north side. Each structure has 5 main spans, each of about 33 metres — 3 over water and 2 over land.

Piers and abutments are skewed approximately 20 degrees to the bridge centreline so as not to impede the flow of the Yarra River.

● **Foundations**

Each bridge's foundations consist of 12 No. 1.7 metre diameter reinforced concrete steel cased cylinder piles — 2 pile foundations support each bridge pier and main abutment. The piles were sunk to a depth between 41.9 and 57.7 metres.

Number of piers for each bridge — 4 piers and 2 main abutments.
Total piles — 24. Total piers — 8.

● **Superstructure**

The superstructure, or bridge proper, was constructed of precast, prestressed concrete beams. A 150 mm thick

reinforced concrete deck slab was cast onto the beams.

The bridges are low level structures with a maximum river clearance of 3.9 metres at mean low water level.

● **Navigation**

The new bridge has severed the river upstream for shipping but the 3.9 metre clearance at low water will allow small vessels to pass. Most of the dock and wharf facilities upstream have been replaced elsewhere in the Port of Melbourne.

● **Traffic lanes and local street improvements**

Each bridge consists of four lanes for traffic with flaring on either end to provide connections with the existing road system.

Improvements to local existing roads and properties are:

- New approach roads constructed north of river between Pigott Street and the bridge, and south of river between Montague Street and the bridge.

- Lorimer Street — realigned and widened.
- Footscray Road/Pigott Street intersection in vicinity of Victoria Dock entrance realigned and reconstructed.
- North Wharf Road channelised and reconstructed from Flinders Street Extension to west of the bridge.
- Victoria Dock entrance moved from Footscray Road into Pigott Street.

Traffic control signals at the main intersections in the vicinity of the new crossing have been linked to obtain optimum traffic flow and will be computer controlled.

● **Public lighting**

Number of light masts — 120

Type of lights — Combination of Sodium and color corrected mercury lamps.

Height — 9, 12 and 14 metre masts.

● **Landscaping**

Although the new river crossing is in the dock area of Melbourne, the CRB has

The new bridge, constructed by McDougall Ireland Pty Ltd for the Country Roads Board, connects Footscray Road north of the Yarra to Lorimer, Johnson and Montague Streets in South Melbourne and forms a western bypass of the city centre.

The total cost of the bridge and associated works was about \$30 million.

The \$600,000 Advisory Truck Route, designed to cater for trucks using the new bridge and destined for the Nepean Highway and Dandenong Road, also came into operation on 4th August. (See story on Page 8.)

Apart from being a major new traffic facility for Melbourne, the Johnson Street Bridge will play an important part in improving traffic conditions both north and south of the river. When the construction of the West Gate Bridge, the West Gate Freeway and the widening of the Nepean Highway between Elsternwick and Moorabbin are all completed, traffic conditions are expected to be greatly improved.

The Johnson Street Bridge has also provided the opportunity for other developments in the form of a new dry dock, new wharfage and the release of river frontage between the new bridge and Spencer Street Bridge.

planted some 1,400 trees and shrubs on the bridge approaches. A further 400 will be planted during the next 12 months.

● **Materials**

Over 8,000 cubic metres of reinforced and prestressed concrete was used in the bridge.

Piles — 2,820 cubic metres.

Piers — 1,325 cubic metres.

Superstructure — 3,590 cubic metres.

Approximately 70,000 square metres of concrete roadway was constructed in the approaches to the bridge.

● **Cost**

Construction (including bridgeworks, approach roads, service relocation and public lighting) \$13 m.

Land Acquisition (including compensation to Harbor Trust for loss of wharfage, replacement of dry dock) \$17 m.

Total Approx. \$30 m.

The contractor for bridge and approach roads was McDougall Ireland Pty Ltd.

Opening ceremony...

The Hon A H Scanlan, MP, the Acting Minister of Transport, lifted a barricade at 10 am to signify the official opening of the bridge.

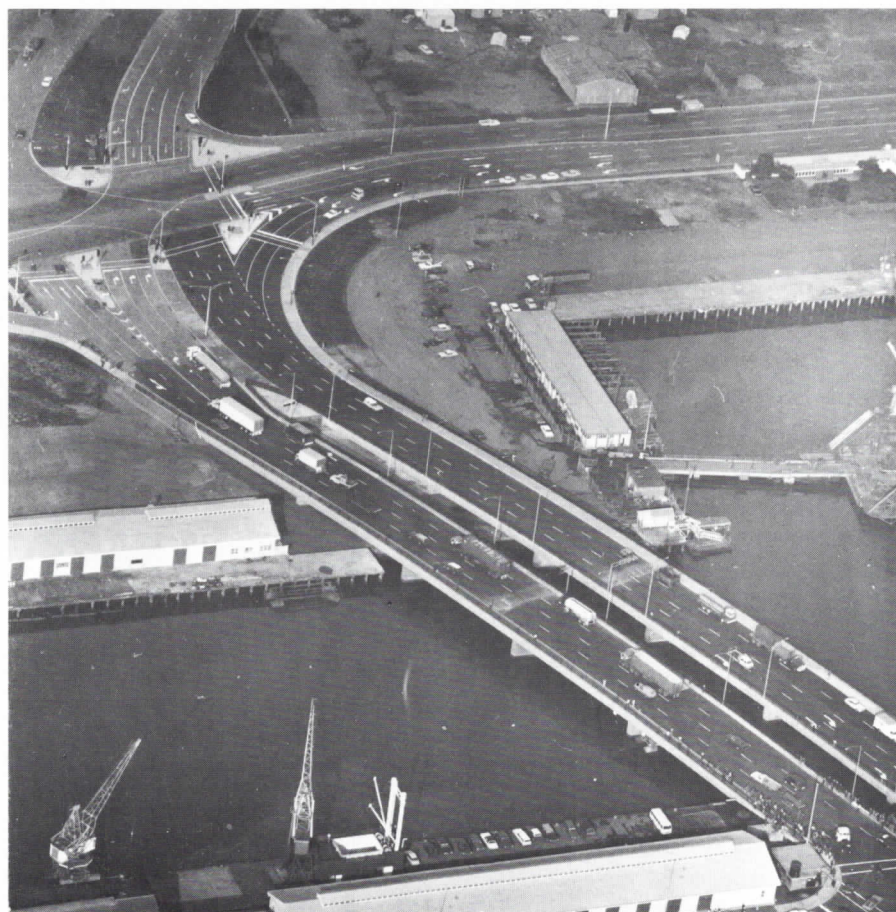
The first vehicle to cross the bridge was a 1926 T-model Ford, driven by Mr Bill Sinclair of South Melbourne. This vehicle

was followed by a large truck from the TV series "The Truckies" and within seconds, trucks and vehicles were using the new bridge.

Picture: Stars of the TV series "The Truckies" sit on the bonnet of their truck "Hotlips" before the official opening. Next to the truck is the T-model Ford.



Opening Day traffic



\$600,000 TRUCK ROUTE FOR SOUTH MELBOURNE

An advisory truck route has been developed through South Melbourne to facilitate the movement of trucks that will use the Johnson Street and West Gate bridges.

The route aims at encouraging trucks to use Kings Way-Queens Road instead of travelling through bayside residential areas.

The route is designed to channel traffic along Kings Way-Queens Road-St Kilda Road-Nepean Highway, and minimise the flow of traffic, especially trucks, along Canterbury Road, Beaconsfield Parade, and bayside streets.

The CRB has spent about \$600,000 on improvements in the area for the truck route. This work included traffic signal installations, intersection improvements, road widening and strengthening, and the erection of special white on blue signs indicating the route.

Most of the work was carried out prior to the opening of the Johnson Street Bridge in August.

The traffic management measures have been designed to increase the capacity and attractiveness of the route for trucks and through traffic. Usage and traffic conditions are being monitored and further improvements will be introduced

progressively if required. In the longer term the construction of the West Gate Freeway (F9) will provide the most satisfactory connection for all vehicles travelling between the Johnson Street and West Gate bridges and Kings Way.

The advisory truck route was proposed by a Co-ordinating Committee and agreed to by the South Melbourne, Port Melbourne and St Kilda Councils and the CRB. The Co-ordinating Committee, which consists of representatives of the three Councils, RoSTA and the CRB, is continuing to operate as a monitoring group to advise on traffic management in the area. Other traffic management measures south of the Yarra River are being implemented following consultation between the Co-ordinating Committee, the Councils and the CRB.

The CRB prepared and printed 20,000 copies of a "Truckies Guide to the Advisory Truck Route" and these were distributed to truck drivers with the aid of transport operators, the Victorian Road Transport Association and the Transport Workers' Union.

***Picture: Queens Road, Albert Park . . . part of the advisory truck route. Inset: Advisory signs mark the truck route.**

Ballan Bypass opens to traffic

The Western Freeway bypass of Ballan was opened to traffic on 15th June, 1978.

The 8.4 kilometre bypass was built at a cost of \$9.8 million and links the Pykes Creek and Gordon Sections of the freeway.

At a ceremony to mark the completion of the project the then Minister of Transport, the Hon J A Rafferty, MP, emphasised the significance of rural freeway construction.

"Roads such as the Western Freeway have brought out a new, exciting mobility to the Victorian countryside. They have stimulated growth, boosted industry and trade, speeded up communications and generally made driving a far more relaxing and pleasant experience," Mr Rafferty said.

He said the contribution made by the freeway to Ballarat's tourist industry was exemplified by the immense popularity of Sovereign Hill, the Eureka Stockade and Kryal Castle.

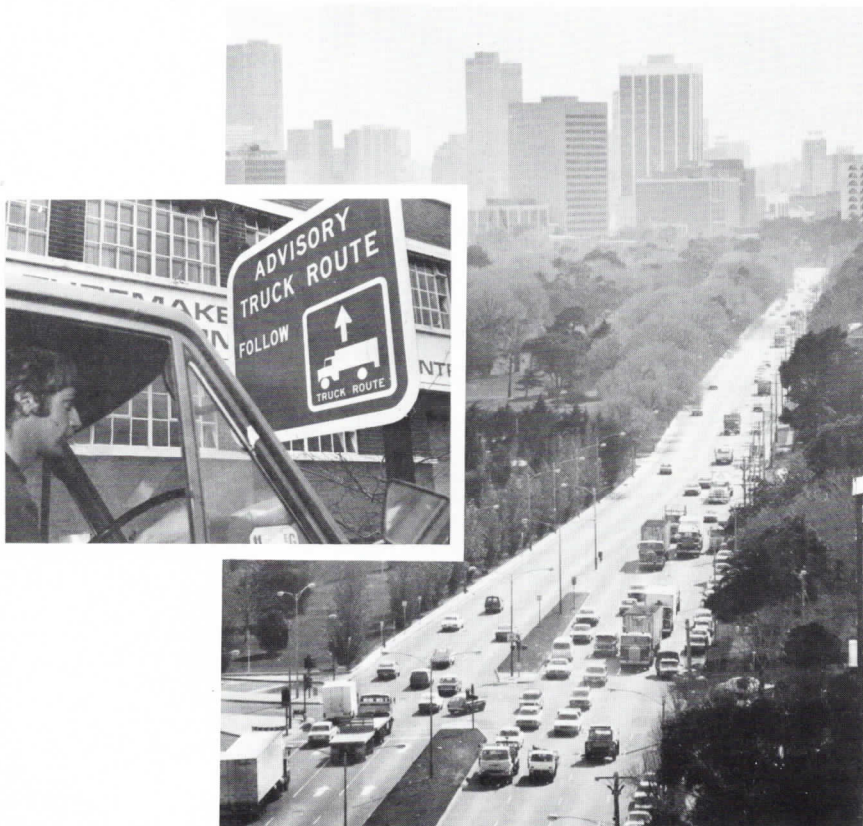
Mr Rafferty said the freeway's role in reducing car accidents was something for which people must be thankful.

"Freeways can reduce accidents by up to 70 per cent over conventional style roads."

The Chairman of the CRB, Mr R E V Donaldson said freeway bypasses were constructed to provide safer transport facilities and allow commercial centres to function more effectively without the problems of through traffic.

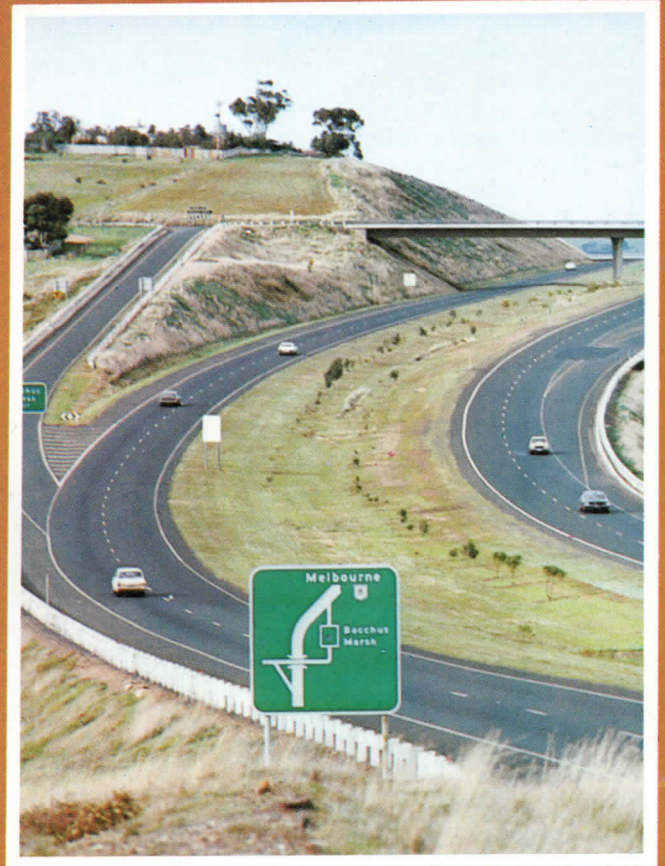
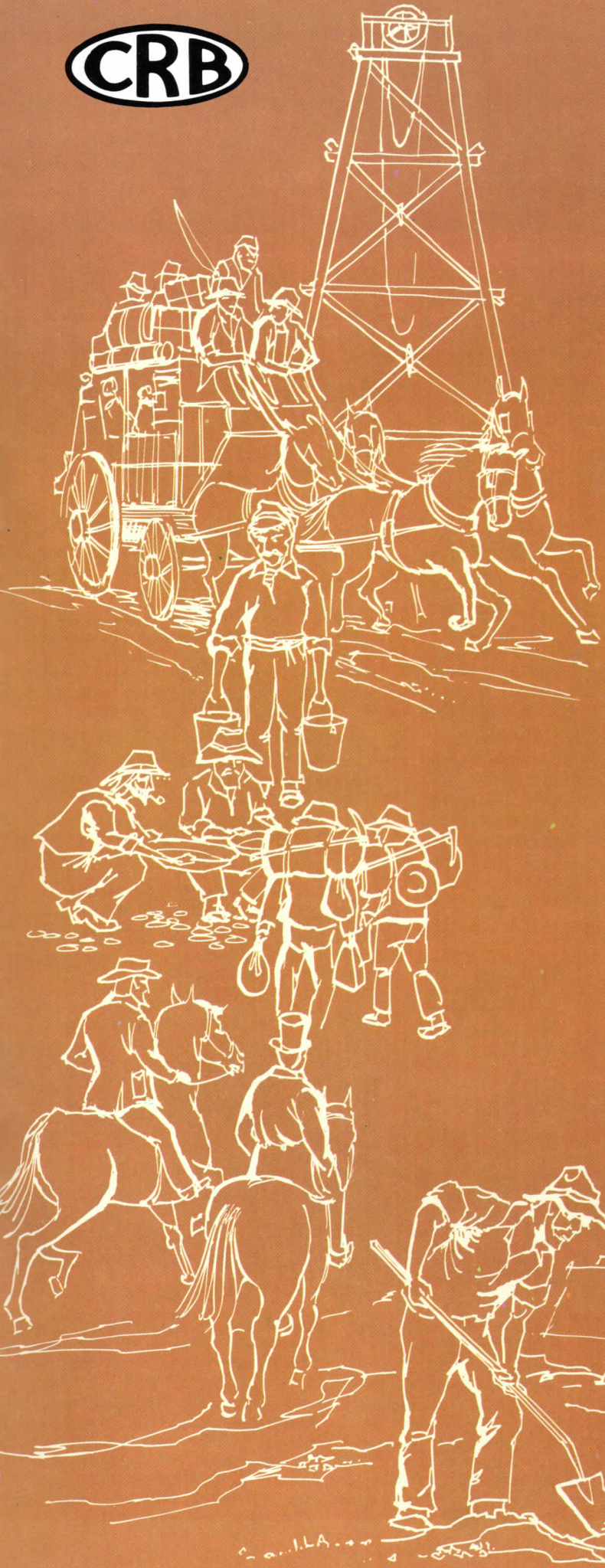
He attacked the efforts of minority anti-road pressure groups who endeavoured to dictate policies, despite Gallup Poll evidence that the community at large approved of the Government's activity in providing freeways.

The next section of the Western Freeway to be constructed will be the bypasses of Wallace and Bungaree.





WESTERN FREEWAY



*Melbourne
to
Ballarat*

The Great Western Route...

The history of the Western route from Melbourne to Ballarat includes Victoria's most exciting era, the Gold Rush of the 1850s.

Little is known of the Western route until the discovery of gold at Ballarat in 1851. Due mainly to the Gold Rush the population of the newly formed State of Victoria rose from barely 70,000 in 1850 to more than 300,000 in 1855, with Ballarat briefly overtaking Melbourne as the colony's largest population centre.

The feverish hustle and bustle of Victoria during the 1850s took place with very little planning.

The uncontrolled rush of gold seekers to the diggings took place along routes that were completely inadequate for such an onslaught.

As a result, the bush tracks lost any claims to being called roads.



The prolific growth of Victoria at this time brought about two major steps in the development of the colony. In 1852 Governor Latrobe allocated £300,000 to be spent on roads to the gold fields and Cobb & Co. began its Australian operations in Melbourne in the same year.

In 1858 a sandstone bridge was built over Djerrivarrh Creek on the Western route between Melton and Bacchus Marsh.

Although not now included as part of the Western Highway, the bridge which is adjacent to the highway, has been restored to its original condition by the CRB.

Pictured: The 120-year-old sandstone bridge over Djerrivarrh Creek.

On the road to Gold...

There were many stories written by literary minded gold seekers who personally experienced the perils and discomforts of the Melbourne-Ballarat road in their rush to the Ballarat goldfields. Most agreed that it was a gross exaggeration to describe the track they were on as a road. Here is one description by the Hon. Thomas McCombie, who wrote this account of the road, in his 'History of the Colony of Victoria', published in 1858.

THE road from Melbourne to Ballarat was crowded with travellers and covered with long lines of vehicles and groups of pedestrians who usually had a dray or horse cart to carry supplies and there were many solitary travellers with blankets and scanty supplies strapped to their shoulders.

Parties usually travelled about 20 miles a day and encamped for the night by large fires. The whole of the banks of

creeks were filled with tents or mia mias of branches.

The road was soon cut up by this enormous traffic and the creeks, being generally unbridged, the travellers found it in many cases impossible to cross them. The ground was naturally soft and the horses often sank so deep their owners were unable to extricate them. There were also numerous steep hills and it was not uncommon to see 30 or 40 men

pulling a dray up some steep, greasy hills by means of ropes, or unloading and carrying the load up on their backs.

There were few houses of entertainment on the road and those which were open were crowded to an almost incredible extent by persons demanding food and drink. In many cases there was no food, larders having been exhausted by the rush.



● 1928... spreading foundation stone at Myrning.

The Western Highway was one of the major routes to be considered by the newly formed Country Roads Board in 1913.

Sections of the road between Melbourne and Ballarat were declared as main roads in 1913 and 1915.

The CRB's first officers conservatively described the road at the time as being "uneven in surface with gradings too steep, and with timber bridges and culverts requiring immediate renewal."

They noted that apart from a very small section, there was no published map of the Melbourne-Ballarat Road, as it was then called.

Steep gullies along the Western route presented pioneering motorists with many problems. T-model Fords were seen reversing up steep grades as their forward gears were not powerful enough to make the climb.

● 1930... spreading base course at Burrumbeet.





A freeway between Melbourne and Ballarat

Today, the provision of divided highway conditions between Melbourne and Ballarat is almost complete. The history of the work required to achieve this goes back to 1960 when the CRB eliminated two of the steepest grades along the Melbourne-Ballarat route, at Djerriwarrh Creek and Anthony's Cutting.

The masonry bridge over Djerriwarrh Creek was replaced by concrete bridges on a dual carriageway road with a smoother alignment and gentler gradient. Anthony's Cutting was widened to provide two lanes in each direction and an easier climb for vehicles.

Probably the most urgent work carried out on the Western Highway was the construction of the Pyke's Creek deviation which was completed in January, 1969, at a cost of \$1.4 million. It replaced a narrow, twisting single carriageway road which followed the shore of Pyke's Creek reservoir. This work eliminated some notoriously bad curves and grades.

After the Pyke's Creek project, the CRB constructed a 9.3 kilometre freeway bypass of Gordon and 9 kilometres of freeway bypassing Bacchus Marsh to the north. Both of these projects were completed in 1972, and provided further improvements to the Western route. The Gordon Section was built at a cost of \$2.8 million and Bacchus Marsh at a cost of \$4.6 million.

A further 5.6 kilometres of freeway through the Pentland Hills, west of Bacchus Marsh was completed in 1973, followed two years later by the 5.9 kilometre bypass of Myrning. The cost of these two connected projects was \$6.8 million.

The Ballan section, completed in June, 1978, passes north of the Ballan township and links the already completed Pyke's Creek and Gordon sections of the freeway.

The 8.4 kilometre Ballan section was constructed by the CRB in just over two years at a cost of \$9.8 million.

Work on 11.2 kilometres of freeway from Wallace to Bungaree is expected to be complete in 1982 at an estimated cost of \$14 million. The completion of this section will provide motorists with a continuous four lane roadway from the outer suburbs of Melbourne to Ballarat.

Two remaining major CRB road proposals on the Western Freeway between Melbourne and Ballarat are the bypass of Melton and the bypass of Ballarat.

The route for the Melton bypass has been planned by both the

CRB and the Melton Shire Council since 1966 when the need for a freeway facility was first recognised.

The development of Melton as a satellite city has been planned to allow for the freeway alignment.

Construction of the 7.8 kilometre freeway bypass is expected to begin in 1982 or 1983 at an approximate cost of \$25 million based on 1978 costs.





The initial stage of the proposed bypass of Ballarat is between Woodman's Hill on the Western Highway and the Sunraysia Highway. This length of 14.5 kilometres is still in the investigation stage. The CRB has submitted preliminary proposals to the relevant councils and once the route is finalised it will be included in the Ballarat and District Joint Town Planning Scheme.

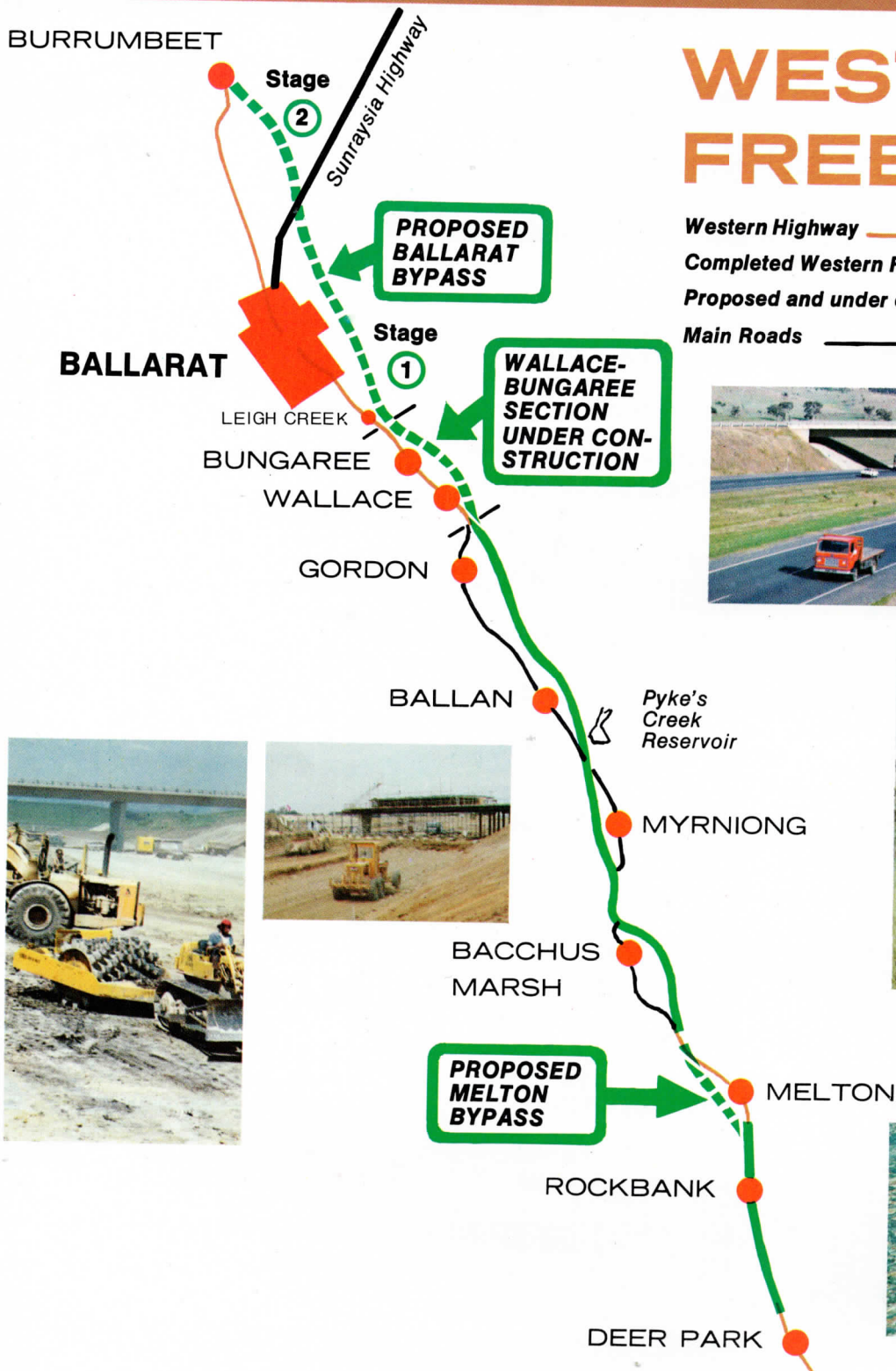
The Western Freeway/Highway is part of the national highways network and is the most important link between Melbourne and Adelaide, a distance of 743 kilometres.

Freeway construction along the busy Melbourne to Ballarat stretch provides both interstate transport and tourist traffic with modern travel conditions.

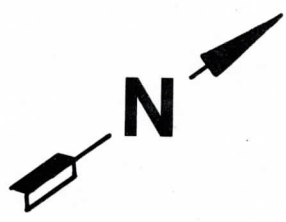


WESTERN FREEWAY

Western Highway 
 Completed Western Freeway 
 Proposed and under construction 
 Main Roads 



For Further Information
 For further information contact the
 Divisional Engineer, CRB, 1315 Sturt
 Street, Ballarat, telephone
 (053) 32 7361 or the Public Relations
 Officer, CRB, 60 Denmark Street, Kew,
 telephone (03) 860 2584.



EMERGENCY PHONES FOR TWO MORE FREEWAYS

A \$312,000 emergency telephone system for the Mulgrave and South Gippsland Freeways came into operation in August.

The new system of 40 telephones installed at 1.5 km to 2 km intervals, covers the two freeways from Forster Road, Mount Waverley to Somerville Road, Hampton Park.

Each telephone is linked to the CRB Emergency Services Centre, which is manned 24 hours a day.

Other major traffic routes already covered by the service are the Eastern, Tullamarine, South Eastern and West Gate Freeways, and King Street Bridge.

CRB Chairman, Mr R E V Donaldson said the role of the emergency service was to assist in clearing major routes of stranded vehicles, so that traffic flow can be maintained and the possibility of accidents involving stranded vehicles minimised.

"To the motorist in trouble, this means that he will be towed clear of the freeway, minor repairs effected on the spot, or sold petrol or oil to enable him to get started again," Mr Donaldson said.

Mr Donaldson said that requests for petrol still amounted to about 25 per cent of the breakdown calls received.

The CRB emergency service centre is expected to receive more than 8,000 calls in financial year 1978-79.

Latest traffic figures show that 37,000 vehicles per day are using the Mulgrave Freeway at Wellington Road, Mulgrave, and 15,500 vehicles per day use the South Gippsland Freeway at Hampton Park.

In an appeal to the public Mr Donaldson asked the motoring public to notify the Police or the CRB Emergency Services Centre (telephone 861 5251) of any vandalism they see on our roads, particularly to emergency telephones.

"In March and June of this year, emergency telephones on the Eastern Freeway were wrecked by vandals in what was an irresponsible and potentially dangerous action," Mr Donaldson said.

FREEWAY EMERGENCY SERVICES CALLS MADE IN 1977-78

Freeway	No. of calls	%
Tullamarine	2,792	47.4
Eastern*	795	13.5
South Eastern	1,554	26.4
West Gate	530	9.0
Kings Bridge	214	3.7
Mulgrave	—	—
Total	5,885	100.0

* Half year only

WORLD ROAD NEWS

There are no locks on the doors of most trucks in the USSR. The reason? Nobody would steal a truck in the Soviet Union, because there's no one to sell it to. All trucks are owned by the government, and there are more of them than private automobiles.

Plans are being made to span the stormy straits of Messina between Calabria at the tip of the Italian mainland to Sicily, with a bridge that would have a main span of 3,330 metres. The design for the bridge resulted from a study by Freeman Fox & Partners, London, following 28 years of discussion. The pylons for the bridge will be 380 metres high. The bridge will carry six highway lanes and two railroad tracks.

Although the number of vehicles using Britain's roads has risen in recent years the total consumption of gasoline and diesel fuel has decreased since 1973, indicating a more efficient use of energy.

Almost half a million dollars will be spent in the next year by the Motor Vehicle Manufacturers Association of the United States to explore the causes of automobile accidents and find ways to reduce their frequency. Three projects will attempt to evaluate the role of vehicle handling characteristics, particularly those related to tyres, in accidents.

When equipment operators and mechanics cannot leave remote construction sites to be trained in maintenance techniques, take the classroom to them. This is the theme of a new program developed by J I Case Company of America. The company has designed mobile truck trailers containing classrooms, workshops, films, study materials, and other training devices, complete with air-conditioning and self-contained electricity supplies.

● From "World Highways", monthly publication of the International Road Federation.

Cont. from page 3

TRAFFIC SIGNAL SYSTEMS

LOCATIONS WHERE LINKED SIGNALS HAVE BEEN INSTALLED

● Eastern Freeway

Four sets of traffic signals on the Chandler Highway interchange of the Eastern Freeway are co-ordinated to ensure smooth traffic flow.

● Eastern Highway (Alexandra Parade)

Traffic signals on Alexandra Parade at Brunswick Street, Smith Street, Wellington Street and the pedestrian signals at Gold Street operate in co-ordination.

● Hoddle Street

A computer controlled linked signal system is in operation along Hoddle Street between Eastern Freeway and Albert Street.

● Maroondah Highway, Ringwood

Four sets of traffic signals on the Maroondah Highway through Ringwood at New Street, Wantirna Road/Ringwood Street, Station Street and Warrandyte Road, have been linked. These signals will later be linked to a computer system that will have the capacity to be extended to many other signals on the Maroondah Highway and in the surrounding area.

● Burwood Highway

New linked intersection signals have been installed on the Burwood Highway between Warrigal Road and Middleborough Road, East Burwood.

● Johnson Street Bridge Approaches

Signals at intersections to the north and south of the bridge have been linked and are computer controlled.

● The Advisory Truck Route in South Melbourne

A number of traffic signals have been installed or remodelled and linked to provide co-ordinated operation in South Melbourne in association with the traffic management of the approaches to Johnson Street and West Gate bridges.

Federal funds for roads

As the time for the Budget approaches we sympathise with the Government in its efforts to reduce the deficit and to reconcile the many conflicting demands of special interest groups.

We are convinced, however, that roads have for years been the first and major target of Treasurers aiming to reduce total Budget expenditure. As you said in the House of Representatives on 23rd February, 1977:

"I am conscious that in real terms the funding of roads as a total of all outlays has declined. There has been a decline in real terms on road spending throughout Australia."

You quoted a decline in Commonwealth outlays from 2.9 per cent to 2.3 per cent. Our calculations indicate that something less than 2.3 per cent was applicable to 1975-76 (2.262 per cent). Funds for 1976-77 and 1977-78 declined further to approximately 2.02 per cent.

We are aware that State Governments are equally at fault and we are actively engaged in a vigorous campaign to have this trend reversed.

Our members are at a loss to understand why the Commonwealth Government is prepared to endorse this decline when it, at the same time, acknowledges the vital part transport plays in the economic health of Australia.

We applauded the Liberal and National Country Parties' Transport Policy of December, 1975, which included inter alia:

"With transport constituting 20 per cent of the Australian Gross Domestic Product it is essential to develop and maintain an efficient and economic transport system which meets the requirements of the commercial sector and serves to assist Australia's economic well-being.

"The Liberal and National Country Party's transport policies recognise these considerations and in particular are based upon supporting the development of complete arterial road systems to meet the demand for public and private passenger transport and to cater for the immense and growing volume of freight and goods required to keep large cities alive.

"We acknowledge that travel by motor car will continue to dominate people's travel habits and road networks will remain the chief transport link between people."

We are extremely disappointed, however, that these acknowledgements have not

been matched by realistic funding for roads.

On 25th February, 1977, when announcing the allocation of Commonwealth Funds for Roads 1977, you were quoted as saying:

"The Government has directed funds to the Local Government sector mainly through savings in allocations to urban arterial freeways. The Victorian and New South Wales Governments have implicitly recognised the possibility of savings in this area and following Mr Cox's statement this week on inner urban freeways for Sydney it is apparent there is a degree of indecision in some States on the question of freeways."

You will recall that State Governments covered the shortfall from Commonwealth funds from State sources. This largely nullified the redistribution provided for by your variation to State priorities. We agree completely with the campaign by Local Government to obtain more funds for local roads but believed that it was quite unrealistic to reduce funding for arterial roads to provide the additional financial support.

Arterial roads carry the bulk of all passenger travel and freight tonnages and funds for their construction and maintenance fall far short of the requirements.

State Governments have, in the past, made drastic cuts in freeway plans as a reaction to emotional and militant anti-freeway groups and, in some instances, to obtain fleeting pre-election advantages.

This reaction does not, however, equate to the wishes of the majority. A recent Gallup Poll (April, 1978) showed 56 per cent supported freeways in built-up areas with 38 per cent opposed. This shows an increase in support from the 52 per cent in favour and the 42 per cent opposed in October, 1974.

State Governments appear to have noted the increasing support and have reversed their apparent steadfast opposition to freeways construction. The Victorian Government has been forced by traffic growth and a complete inability by fixed rail to handle the additional loads to reinstate some of the freeways which it cancelled just prior to an election in March, 1973. The NSW government has, in an attempt to obtain voter support, promised an immediate \$50 million boost to road and freeway building.

The belated recognition of the vital role of freeways does not, however, ensure adequate funding. Commonwealth and State Governments must provide more money.

The Australian Road Federation recently called on the Federal Government to allocate realistic funds for road construction. The ARF expressed its concern that there has been a decline in real terms of Federal road funding in recent years.

Here is the letter from the Executive Director of the ARF, Mr E M Griff to the Federal Minister of Transport, Mr P J Nixon.

We were pleased that the National Roads Act, 1974, closely approximated the Prime Necessity National Roads Concept which our President launched in Perth in October, 1971. The acceptance by the Commonwealth Government for 100 per cent financial responsibility for the construction and maintenance of these vital inter-capital city and major regional links was a long over-due acknowledgement of a national responsibility.

We are disappointed, however, at the virtually static level of funding for these essential arteries and recommend a significant increase in road funds, in real terms, to speed up the required work.

Many areas, such as the Stuart Highway, require early and special consideration. Major links such as this are a disgrace to a wealthy country. Any additional funds provided for national roads should not be at the expense of other road categories.

We are aware that the Budget will, as a minimum, provide \$475 million in real terms. This is quite inadequate to meet the known and proven demands and the backlog of essential road works is increasing at an alarming rate. Increases in road costs are significantly greater than the average annual rate of inflation and failure to allow for this continues to erode the value of already inadequate funds.

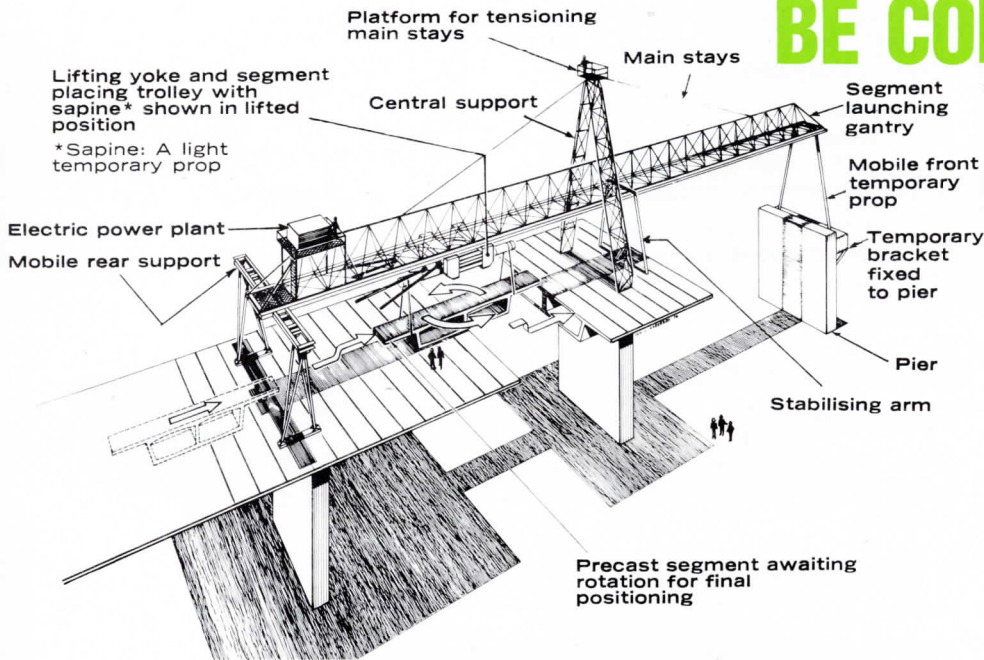
We are convinced that increased road construction would be a significant boost to the economy.

As Mr P F Morris, MP, said on 21st September, 1977: "Forty-four per cent of expenditure of direct costs on roads goes to labour. When direct and indirect costs are taken together the figure rises to 64 per cent. The multiplier effect that would flow from that (first priority in the expenditure of public moneys) would be a substantial stimulus to the economy."

We would be grateful for your consideration of the above and are hopeful that your representations will obtain for the user the roads which he finances, many times, by fuel taxes and sales tax on vehicles and spare parts.

"Speaking of . . ." is a regular feature of CRB News, where re-printed or discussion articles are published on matters relating to roads and transport in general. They do not necessarily represent the views of the CRB but are published as a matter of interest and discussion.

HOW THE WEST GATE FREEWAY WILL BE CONSTRUCTED



The West Gate Freeway will be Melbourne's major eastern approach road to the West Gate Bridge and will be constructed from Graham Street, Port Melbourne to east of Kings Way with an arterial road connector via Grant Street to St Kilda Road.

The freeway will be elevated, from west of Johnson Street to east of Kings Way and will consist of two parallel bridges each 1.85 kilometres long, built using match-cast segmental concrete units post tensioned to make a continuous structure.

Each segment will be cast at a special precasting yard early in the construction period.

In match casting, the adjoining segment is cast against the face of an already cast segment.

Gantries travelling over the already completed length of the bridge will span over unbuilt lengths to the next pier, to allow positioning of segments. Epoxy adhesives are used to seal the joint between the segments.

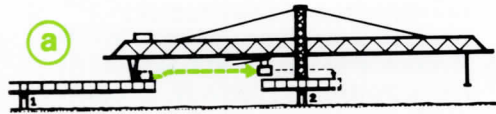
This method of erection allows for rapid construction with minimum disruption to traffic at ground level.

Work started early this year on the freeway and it is scheduled to be completed in late 1983. The estimated cost of the freeway in 1978 prices is \$80 million.

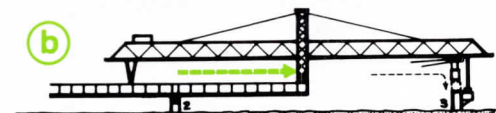
The parallel bridges will become Victoria's longest bridges after the West Gate Bridge.

Placing precast segments

(a) Placing of standard segments: The central leg frame rests directly over a pier and the rear frame is seated towards the end of the previously completed deck cantilever.



(b) Placing of the segment over the next pier: The girder advances along the completed deck until the central leg frame reaches the end of the cantilever. The front leg frame, seated on a temporary corbel fixed to the pier, ensures the stability of the girder while the pier segment is placed and adjusted in position.



(c) Translation of the girder: The segment placing trolley is now used as a launching cradle with the assistance of an auxiliary support bearing on the newly-placed segment. The auxiliary support is removed and segment placing may recommence.



French consultants help with design

The design of the elevated section of the West Gate Freeway is being carried out by CRB bridge design engineers in conjunction with European consultants.

The firm, Europe Etudes Gecti of France was appointed by the Board as consultants following a visit to Europe late last year by the CRB Chief Bridge Engineer, Mr K N Opie and CRB Bridge Design Engineer, Mr B Addis.

The firm, through its resident engineer in Melbourne, Mr B

Shepherd, is advising the CRB on the design of the elevated freeway and is designing the specialised equipment for the erection of the superstructure.

Picture: Technical director of Europe Etudes Gecti, Mr J Muller shakes hands with CRB Bridge Design Engineer, Mr B Addis (right). Watching at left is CRB Chief Bridge Engineer, Mr K Opie and (far right) Mr B Shepherd of Europe Etudes Gecti.



Towards better roads

*** TOWARDS BETTER ROADS**
details progress on
improvements by the CRB to the
major road network of the State.
The cost estimates used are as
at September, 1978, prices.
Major works currently under
construction by the CRB are
summarised below.

Burke Road Bridge, Kew

Construction is under way on a new duplicate bridge across the Yarra River at Kew. The bridge will be used by south-bound traffic.

Cost estimate — \$1 million.
Completion expected — late 1978.

Calder Freeway

• Keilor

Work on diverting the Maribyrnong River upstream of the Calder Highway has been completed as part of the first section of the 5 km freeway bypass of Keilor. The total freeway project extends from Erebus Street to the Keilor-Melton Road.

Cost estimate (total project) — \$16.6 million.

Completion expected — 1983, subject to the availability of funds.

Camp Road

This road over rail project in Camp Road, Broadmeadows, is nearing completion.

Cost estimate — \$4.5 million.
Completion expected — late 1978.

Fisher Parade Bridge, Footscray

Work is continuing on the construction of a replacement bridge over the Maribyrnong River at Fisher Parade, Footscray, together with the necessary approach works.

Cost estimate — \$1.2 million.
Completion expected — mid 1979.

Henty Highway

• Portland North

A new 2.1 km deviation of divided highway was opened to traffic in August, 1978.

Cost — \$542,000.

• Branxholme

Reconstruction of 6.5 km of the highway through and to the south of Branxholme is continuing.

Cost estimate — \$490,000.
Completion expected — April, 1979.

Hume Highway/ Freeway

Work is under way on four sections of freeway north of Seymour.

• Bypasses of Seymour and Avenel

Work is continuing over a 20 km section of the 27 km project from the Goulburn Valley Highway, north of Seymour, to north of Avenel, including the construction of twin freeway bridges over Hughes Creek at Avenel, and the North Eastern Railway/Hume Highway, south of Mangalore.

Cost estimate (total project) — \$39.9 million.

Completion expected — 1983.

• Avenel to Tubbs Hill

Duplication work on the 12 km section of the existing Hume Highway is continuing.

Cost estimate — \$7.5 million.
Completion expected — late 1979.

• Euroa to Violet Town

Clearing and drainage works have begun for the duplication of 6 km of the highway.

Cost estimate — \$4 million.
Completion expected — late 1980.

• Bypass of Violet Town

Earthworks and drainage for the 6.1 km freeway project are nearing completion.

Cost estimate — \$6.9 million.
Completion expected — early 1980.

Kiewa Valley Highway

Realignment and reconstruction of 2.7 km of the highway near Running Creek, south of Dederang, has begun.

Cost estimate — \$498,000.
Completion expected — late 1978.

Latrobe Terrace, Geelong

Work has begun on the duplication of Latrobe Terrace, between York Street and Fyans Road, a distance of 3 km, including a road over rail overpass and a pedestrian overpass.

Work currently under way includes duplication of Latrobe Terrace between Little Mallop and Skene Streets; reconstruction of Ryrie Street, between Fenwick and Latrobe Terrace; and construction of pedestrian overpass over the railway line between the Princes Highway and Latrobe Terrace.

Cost estimate — \$8 million.
Completion expected — 1981.

Melrose Drive, Airport West

Work has begun on the construction of a duplicate bridge to carry Melrose Drive (old Lancefield Road) over the Albion-Broadmeadows railway line.

Cost estimate — \$850,000.
Completion expected — mid 1979.

Mornington Peninsula Freeway

Work is continuing on this 6.6 km section of the freeway from Eel Race Drain, Seaford to Springvale Road, Keysborough including the construction of the freeway bridges over the Patterson River and the Thompson Road interchange bridge.

Cost estimate — \$11.7 million.
Completion expected — late 1980.

Mulgrave Freeway

Work on the extension of the freeway from Forster Road, Mount Waverley to Warrigal Road, Oakleigh is continuing. Construction of the Huntingdale Road bridge is under way and the widening and reconstruction of the Warrigal-Waverley Road intersection has begun.

Cost estimate — \$12 million.
Completion expected — to Huntingdale Road — late 1979 to Warrigal Road — 1981.

Murray Valley Highway

• Killara

Construction continued on three bridges across the Kiewa River Flats at Killara, east of Wodonga, and 1 km of associated approach roads to the bridges.

The new bridges and approach roads replace three old timber bridges.

Cost estimate — \$900,000.
Completion expected — March, 1979.

• Kerang

Widening of two bridges over the Loddon River at Kerang.

Cost estimate — \$250,000.
Completion expected — October, 1978.

Nepean Highway

Demolition of properties on the first 2.4 km section of this widening project between Cochrane Street, Elsternwick and Hampton Street, Brighton has almost been completed.

The total widening project is 6 km long from Cochrane Street to South Road, Moorabbin.

Cost estimate (total project) — \$32 million.
Completion expected — 1983-4.

Omeo Highway

Reconstruction of the Mossface Road intersection, replacement of Dirty Hollow Creek Bridge and reconstruction of 1.9 km of highway is under way.

Cost estimate — \$410,000.
Completion expected — late 1978.

Princes Freeway

• Drouin Section

Construction is under way on the freeway between Robin Hood and the railway interchange on the Princes Highway east of Drouin.

Cost estimate — \$10 million.
Completion expected — 1981.

• Moe Section

Work is under way on the construction of a second carriageway to provide an additional 3.4 km of divided roadway.

Cost estimate — \$2 million.
Completion expected — late 1978.

Princes Highway (East)

• Morwell to Traralgon

The 12 km duplication project has been opened to traffic. Final pavement work will be carried out during summer.

Cost estimate — \$4 million.
Completion expected — late 1978.

• Trafalgar

Duplication of 0.8 km of the highway through Trafalgar is under way.

Cost estimate — \$800,000.
Completion expected — late 1978.

• Officer to Pakenham

Duplication of 5.8 km of highway is continuing.

Cost estimate — \$1.6 million.
Completion expected — September, 1978.

Princes Highway (West)

• Weerite

The new road over rail overpass and 1.6 km of highway were opened to traffic in July, 1978.

Cost estimate — \$700,000.

Tullamarine Freeway

Lancefield Road along the western boundary of Essendon Airport is being upgraded to freeway standard.

The project will provide an interchange to Essendon Airport

and improve local street access to the freeway.

Cost estimate — \$6 million.
Completion expected — 1980.

Western Freeway

• Wallace to Bungaree Section

Preliminary work has begun on the 11.2 km freeway bypassing the towns of Wallace and Bungaree.

Cost estimate — \$14.1 million.
Completion expected — 1982.

Western Highway

• East of Kaniva

Work is nearing completion on the regrading and reconstruction of 3.5 km of the highway near Merwyn Swamp.

Cost estimate — \$300,000.
Completion expected — September, 1978.

• West of Nhill

Work will begin during October on the reconstruction of a 2.4 km section of highway between Nhill and Merwyn Swamp.

Cost estimate — \$200,000.
Completion expected — November, 1978.

West Gate Freeway, South Melbourne

Site clearance is continuing for the West Gate Freeway between Graham Street, Port Melbourne and Grant Street, South Melbourne.

Work on alterations to the existing freeway between Graham Street and Rogers Street, with completion programmed prior to the opening of the West Gate Bridge is nearing completion.

The freeway will be elevated between Johnson Street and east of Kings Way and 8 piles driven for the foundations in the vicinity of Johnson Street have been subjected to intensive testing.

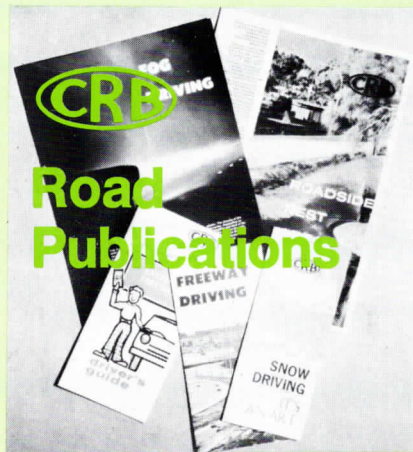
Cost estimate — \$80 million.
Completion expected — 1983.

CONTRACTS

● A summary of major contracts over \$100,000 entered into by the CRB from 11th March, 1978 to 11th August, 1978.

Road construction

Road	Description	Contractor	Amount
Banksia Street/ Dora Street/ Lower Heidelberg Road (Heidelberg)	Supply and laying of approximately 4,100 tonnes of asphalt as wearing course in Banksia Street, Dora Street and Lower Heidelberg Road.	The Readymix Group Ltd, Burwood	\$107,701
Hume Freeway (Avenel)	Construction of earthworks and drainage for 10,844 metres of divided freeway, carriageways and 676 metres of frontage road and connections from the existing Hume Highway north of Seymour to Hughes Creek at Avenel.	Shaw Contracting P/L, Tasmania	\$3,047,844
Hume Freeway (Violet Town)	Supply and delivery of 55,000 cubic metres of sub-base material to the Hume Freeway at Violet Town.	Adelaide Quarry Industries Ltd, South Australia	\$287,650
Hume Freeway (Violet Town)	Construction of a two-span continuous post-tensioned concrete box girder bridge, 67 metres long and 9.8 metres wide over the Hume Freeway on Harry's Creek Road at Violet Town.	Allan Tessier P/L, Dandenong	\$237,500
Marysville-Woods Point and Warburton-Woods Point Roads (Healesville Shire)	Crushing and delivery of 40,000 cubic metres of crushed rock base material, 5,200 cubic metres of aggregate and 1,000 cubic metres of filter material.	Kerr's Quarries, P/L, Ferntree Gully	\$329,136
Mornington Peninsula Freeway (Chelsea Heights)	Supply and delivery of part of 45,000 tonnes of pavement material to the Mornington Peninsula Freeway between Springvale Road and Patterson River, Chelsea Heights.	Apex Quarries Ltd, East Kew	\$164,550
Mornington Peninsula Freeway (Chelsea Heights)	Supply of materials, manufacture and delivery of 63 concrete "I" beams for the eastern carriageway bridge over the Patterson River on Mornington Peninsula Freeway.	May's Vibrated Concrete P/L, Moorabbin	\$139,902
Mulgrave Freeway (Oakleigh)	Construction of a two span continuous post-tensioned and reinforced concrete voided slab bridge 64 metres long and 24 metres wide on Huntingdale Road over Mulgrave Freeway.	Hood Constructions P/L, Mt Waverley	\$384,924
Princes Freeway (Robin Hood)	Construction of a two-span prestressed and reinforced concrete box girder bridge 102 metres long and 9.8 metres between kerbs over the Princes Freeway at Robin Hood.	Cargill Constructions P/L, Glen Waverley	\$298,000
Princes Freeway (Moe)	Duplication and widening of a 3 span prestressed concrete beam and reinforced concrete bridge, 41 metres long, over the Narracan Creek.	J J B Construction, Traralgon	\$169,589
Princes Freeway (Buln Buln)	Construction of a two-span reinforced concrete box girder overpass structure 95 metres long and 9.8 metres between kerbs over the Princes Freeway at the Main Neerim Road.	K P Seidel P/L, Mt Waverley	\$293,900
West Gate Freeway (Port Melbourne)	Supply, delivery, spreading and compaction of 10,259 tonnes of asphalt for the West Gate Freeway.	Associated Asphalts P/L, South Melbourne	\$231,802



Road Publications

The following publications can be obtained from the CRB by filling in the attached coupon and returning it to Public Relations Section, Country Roads Board, 60 Denmark Street, Kew, 3101.

CRB—GENERAL

- The Roadbuilders
- Driver's Guide to Victoria
- Snow Driving—It's an Art
- Colouring Book (for children)
- Science in Road Development
- Urban Freeways
- Back Issues, CRB News
- Truckies Guide to the Advisory Truck Route

CRB—PROJECT BROCHURES

- Hume Freeway, Seymour-Euroa
- Eastern Freeway
- Widening of Nepean Highway (Revised)
- The Hume Challenge
- Orbost (Princes Freeway)
- Calder Freeway (Keilor Section)
- Converting Lancefield Road to Freeway
- Bypasses of Drouin and Warragul (Princes Freeway)
- Violet Town Bypass (Hume Freeway)

NAASRA

- Roads and Traffic Noise
- Roads and Pollution
- Roads and Public Utilities
- Roads and Pedestrian Safety
- Roads and Neighbourhood Planning.

Name

Organisation

Address

Postcode

St. Kilda Junction landscaping...



St. Kilda Junction, one of Melbourne's busiest intersections, has been undergoing a landscaping facelift since July.

The treatment to the Junction includes bluestone retaining walls, the use of about 900 plants, and an automatic "drip" irrigation system.

The Chairman of the CRB, Mr R E V Donaldson, said the cost of the scheme is being met by the Board and St. Kilda City Council.

"It is expected that the work will cost about \$30,000, with the council

contributing one-third or a maximum of \$10,000," Mr Donaldson said.

Although relatively minor in cost terms, the scheme is expected to have a big effect on the Junction, with strategically placed trees, shrubs and bluestone retaining walls providing pleasant visual relief to the Junction.

Main features of the landscaping scheme are the extension of nearby median and perimeter landscaping into the Junction area, with the use of low retaining walls and an

irrigation system on several traffic islands within the central area.

The adopted plans for the landscaping work, formulated by the CRB's newly appointed landscape architect, Mr Andras Kelly, were developed using previous council and Board schemes as a base.

The St. Kilda Road Rehabilitation Committee was also involved in the planning for the landscaping project.

An estimated 90,000 vehicles per day pass through the Junction.

ARRB SURVEY

HOUSEHOLDS SPEND 18% OF WEEKLY BUDGET ON TRANSPORT

Next to food, Australians spent more on transport than on any other item of their weekly household budget, according to a report by the Australian Road Research Board which examined social impacts of transport changes.

In order of priority, major Australian household expenditures were food 21%, transport 18% and housing 14%.

Total transport expenditure per average household was divided into:

- vehicle purchase 27% (cars 25%)
- registration and insurance fees 10%
- running costs 41% (petrol 19%)
- non-holiday public transport 9%
- holiday fares 11%.

The report was primarily concerned with the effect of income on

household expenditure, especially transport expenditure which rose at a faster rate than total family expenditure as incomes increased.

The non-holiday use of public transport remained at a constant level, approximately 2% of total expenditure, but holiday usage rose with income.

However, almost 80% of all transport costs incurred by Australian families related to private transport and the car was considered overwhelmingly important to all income groups.

Policies affecting private transport were seen to have the greatest overall impact. For example, removal of car registration and insurance fees would be of greater absolute benefit to low income groups than a reduction in bus fares, despite the fact that high income groups would benefit to a relatively greater degree by the removal of these fees.

NOW AVAILABLE



DRIVER'S GUIDE TO VICTORIA

The CRB's Driver's Guide to Victoria is available on request from the Board's Head Office and Divisional Offices. Post the coupon to the Public Relations Officer, CRB, 60 Denmark Street, Kew, 3101. Or telephone the Public Relations Section on 860 2160.

Name

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