

## Letter to the Editor RACV Royal Auto magazine

Have been impressed with Royal Auto magazine lately, especially "from the president" in November issue. Statement, that Melbourne will become less liveable without improved public transport, especially high speed train, from City to Tullamarine airport, is a very pleasant read. Total dependency on cars, whether private, with high parking fees, or public, as taxis, or high priced buses, just looks so ugly, congested and third world. Biggest contrast for me is fly into Frankfurt early morning, with 225km/hr ICE train directly in basement of airport. That's civilisation.

Expecting "too hard" reaction from government, especially about land acquisition, could make it easy by suggesting construction from depot at Tullamarine into City, setting pylons down the middle of the freeway, with track on succession of deck pieces, so that subsequent deck pieces can be delivered from above. This way means no endless delay over land acquisition. Trains are relatively light weight boxes. Army could deliver suitable fabricated steel pylons and deck in just a few months. Government with private partnership is always claimed to be quicker and more efficient!!

To make train transport more attractive, transit time needs to be reduced along with shifting more people. Melbourne suburban rail network has too many stations, with too much time lost stopped, as well as starting and stopping. Closing at least half of the stations would cause little inconvenience and hugely improve efficiency.

About replacing railway crossings, when suddenly getting serious about bicycle commuting, a few years ago, from Dandenong Ranges to Burwood, most frustrating part was having to stop for contrivances which keep cars apart, namely traffic lights. If railway crossings are going to be replaced, how about spending 2 bob more to include a bike track alongside, so that cyclists can keep cruising without all the stop/start?

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