

**It is important to plan ahead so that community facilities in new growth areas will be ready when they are needed.**

rapid growth the provision of services has lagged behind the construction of homes in these areas. It has been common in the past for families to move into a new area before schools, kindergartens, health facilities and transport services become available.

The challenge for service providers – both public and private sector – is to plan and coordinate infrastructure planning better so this doesn't occur.

The State Government is answering this challenge in a number of ways. It has improved the Budget process for establishing investment priorities across the Government and for allocating funds to capital works like new schools, arterial roads and fire stations.

It has also been moving services from inner Melbourne to places where they are needed, mostly in the outer suburbs. For example the Government is currently building or committed to build new schools in Berwick, Cranbourne, Laverton, Mill Park, Pakenham, Rowville, Roxburgh Park, South Morang, Sydenham South, Taylors Lakes and Werribee.

The same goes for preschool facilities. Some 79 new preschool programs were funded in the ten months to 1 November 1995, bringing the total number of State-funded preschool programs across the State to 1,346. Among the initiatives to be funded in 1995 were preschool facilities in the growth suburbs of Mornington, Cranbourne, Werribee, Whittlesea, Broadmeadows and Melton.

The Government will strengthen the Metropolitan Services Coordination System, which provides demographic projections, land release forecasts and consistent information about the location of available and serviceable land and development activity.

The private sector can do much to accelerate the provision of community facilities in growth areas – for example, by constructing social infrastructure such as neighbourhood houses and child-care centres or assisting the local council to build the facilities when required. Recently enacted legislation governing developer contributions provides for greater consistency and certainty in this area.

The critical thing is to ensure that planning, development and infrastructure provision are coordinated and sequenced so that services are available when people move in – not months and years later.

## **Improving energy and water efficiency through effective design of urban areas**

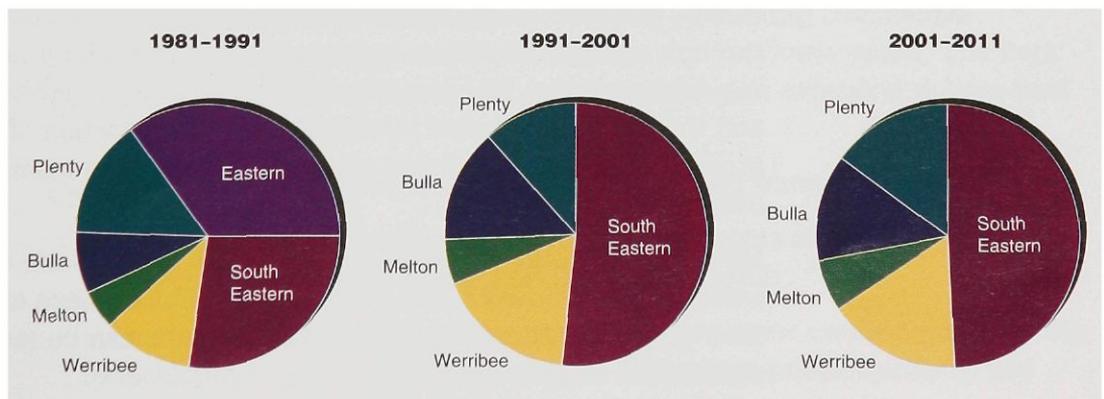
Neighbourhoods, buildings and domestic appliances have become more energy efficient thanks to the introduction of new standards (like the Home Energy

Rating Scheme), building codes (like the foreshadowed Commercial Building Energy Code), and passive energy conservation measures (like solar-oriented dwelling design). The Government will continue to promote energy efficiency by:

- encouraging councils to prepare municipal strategies for making new and existing urban areas more energy efficient
- drawing up concept plans for urban villages to demonstrate the feasibility of low energy urban development
- preparing procedures and guidelines to make the needs of walkers and cyclists a primary consideration in the design of neighbourhoods and major projects.

Water has traditionally been used to transfer waste from the point of production to treatment and disposal points. Stormwater run-off has been channelled into rivers, streams and Port Phillip Bay. Innovative urban design and engineering techniques can be used to minimise waste water discharges, treat waste water close to where it is produced, and – in many cases – recycle it for irrigating parklands and similar uses. Related techniques can be used to retard stormwater and have most of it absorbed where it falls. The Government will also increase Melbourne's water efficiency by:

- promoting more efficient use of water, including the use of water-efficient appliances to reduce the need for new water supply infrastructure
- designing open spaces to include wetlands and ponds to collect and filter stormwater run-off



**Figure 14**  
The projected distribution of population in growth areas

**Melbourne's outward growth has been channelled into specific corridors. With the supply of land in the east running down, most of the city's new growth will occur in the outer south-eastern suburbs.**

- promoting re-use of treated waste water
- separating drainage flows from the sewerage pipe network to prevent sewerage overflows in wet weather.

Good urban design can increase a city's energy-efficiency in all sorts of practical ways. Bicycle paths at St Albans and Ricketts Point.

Updating the State Environment Protection Policy for Air and applying national vehicle emission standards will also enhance Melbourne's air quality, which is already improving.



## Bringing the provision of urban services into line with world-best practice

Melbourne's electricity distributors (Citipower, Solaris, United Energy, Eastern Energy and Powercorp) and its natural gas supplier (Gascor) are being improved through commercialisation and corporatisation under a new customer-oriented regulatory regime. The aim is to match their performance to the world's best, and this will be furthered by the ultimate privatisation of these utilities. The process of privatising all five electricity distribution companies is now nearing completion.

Melbourne's water, drainage and sewerage systems are also being operated by restructured headwork and distribution utilities. These are organised so that their service performance, costs and standards can be measured and compared against the best in the world.

The Government will also actively pursue solutions to transport problems – particularly those related to traffic congestion – to moderate adverse environmental effects and thereby reduce the need for new capital works and services. Responses to these problems include measures to increase public

The Government will pursue solutions to traffic congestion. It is committed to creating urban transport interchanges at key activity centres.



transport patronage, encourage more efficient use of motor vehicles, and to change travel patterns.

Much has already been done to improve public transport services and facilities. All 200 metropolitan railway stations will be completely refurbished by the end of 1996. Fifty-one premium stations will be staffed from first train to last and fitted with state-of-the-art lighting and security systems. Car parking at railway stations has been increased to cater for park-and-ride commuters. Improved bus and rail interchanges are also facilitating mixed-mode travel. Meanwhile, the network has been extended with the introduction of an electric train service to Cranbourne, a light rail service to Bundoora, the City Circle tram, and expanded NightRider bus services. Thanks to the NightRider, the Croydon corridor has become the first in Melbourne to enjoy public transport services 24 hours a day, seven days a week.

The Government is committed to achieving urban transport interchanges at key activity clusters, such as shopping centres and university campuses. The government bus fleet has already been contracted out, resulting in lower fares and more responsive services, and bus services will in future be redirected – where appropriate – to facilitate modal interchange.

Preliminary work is being done on the options for replacing trains nearing the end of their economic life and the role the private sector might have in this process. The Government is committed to improving transport facilities, safety, urban design and the use of underutilised land by offering commercial development opportunities at railway stations to the private sector. The Park and Ride program will be continued at rail stations and extended to long-haul bus routes.

The Government will also continue to improve public transport by:

- automating fare collection and facilitating inter-route and intermodal transfers throughout the metropolitan transit system
- upgrading and extending infrastructure in inner areas currently undergoing redevelopment where there is potential to increase public transport use (Southbank and the Docklands are two examples)
- improving existing rail services, especially in off-peak periods
- improving local and trunk bus services and bus–rail interchanges