

with relatively easy access to Central Melbourne. There have nevertheless been increases in traffic congestion, traffic-caused pollution and traffic hazards within Central Melbourne. In recent years more than half of traffic movements in Central Melbourne have arisen from through traffic and a study is now in progress which will provide a basis for the development of remedial measures.

The prospects of greatly stimulating activity within Central Melbourne will not be achieved unless improved or alternative routes for through traffic are provided.

The existing public transport network, notably the centrally oriented train and tram systems, is a massive community investment. The planning strategy seeks to encourage the better use of the network.

Although the majority of travel to the central business district is already by public

transport increased use of public transport will reduce the number of car journeys into the city. So too would greater encouragement of car pooling.

To assist in limiting further road congestion in the central business district, it is included within a parking limitation area. A means of controlling the amount of parking space will thus be provided. This should not deter development as individual site limits on parking are sufficient to accommodate managerial parking demand. Limited on-street customer parking will continue to be available and demand for fringe parking stations may increase.

A detailed parking and traffic management plan is to be developed for the whole of Central Melbourne which will specify appropriate levels of parking.

