



### *The Central Business Area*

- (e) Improvement of the northern approaches to Queen's Bridge to provide better connection with William Street and facilitate the distribution of traffic from that bridge, thus supplementing and making more effective the improvements at the southern approaches which have been made by the South Melbourne Council. When eventually this bridge has to be replaced a more direct connection between Queen's Bridge Street and William Street will be justified.

These additional facilities are shown in map 28. Where reservations have been necessary they have been provided for in the planning scheme.

### **PARKING OF MOTOR VEHICLES**

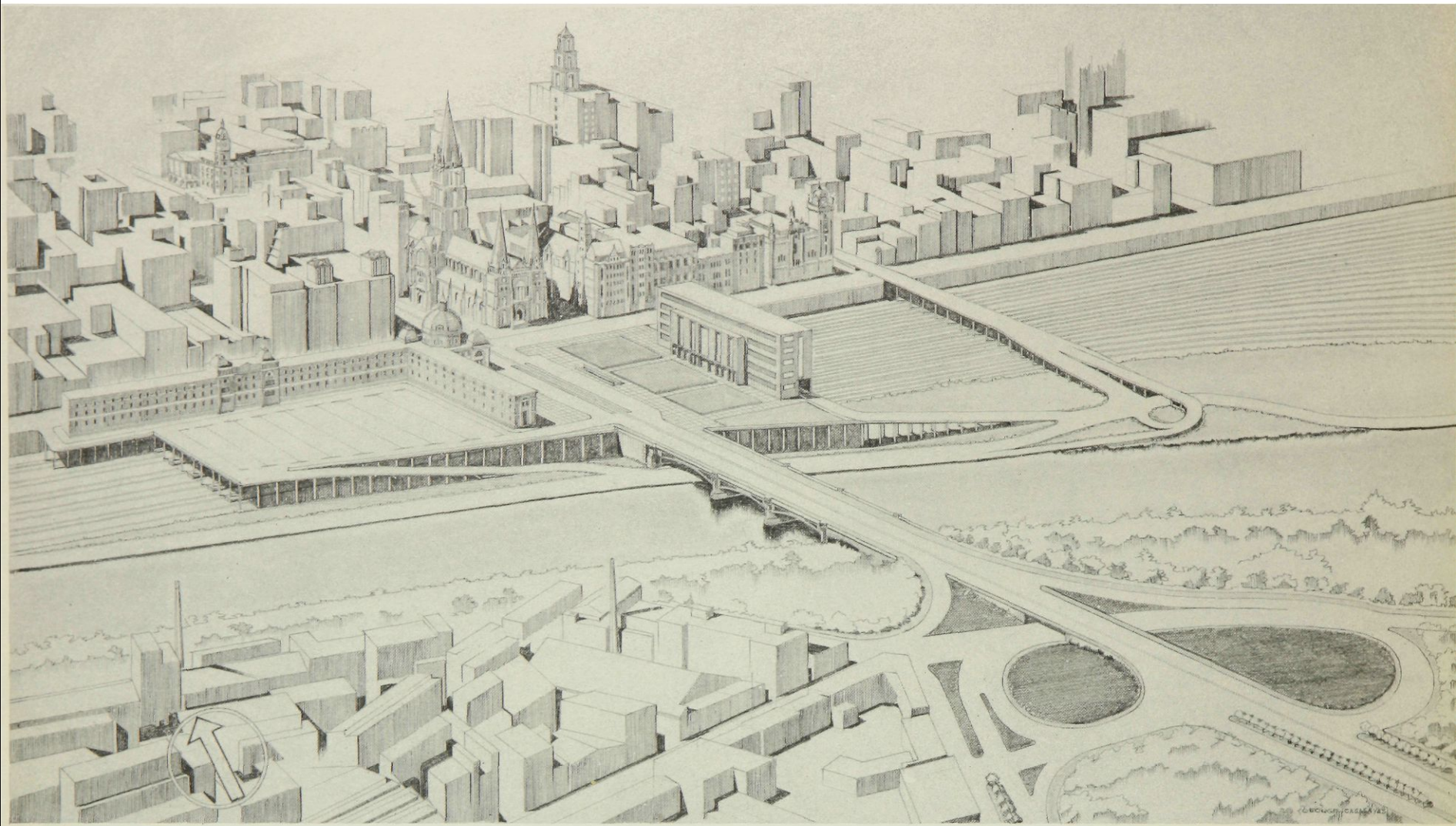
One of the greatest challenges to city administrations the world over is to find a solution to the problem of providing parking space to accommodate thousands of motor vehicles during those periods when they must necessarily be at rest. In many cities abroad substantial progress has been made towards its solution, but none has yet fully mastered the problem. In Melbourne no real attempt has been made, and

the fine, wide streets are used as public parking areas as much as for their legitimate purposes of moving traffic and providing access. However, the business community is at last beginning to realise that the future prosperity of the central business area depends to no small extent on a solution being found to this problem.

Although not confined to the central business area, it is there that the parking problem reaches its greatest magnitude. It is appropriate, therefore, to consider the general problem at this stage, for what is true of the central area will apply, in lesser degree, to suburban business centres and other places where the problem becomes acute.

Not only does the absence of proper parking facilities affect business, but since our roads are one of the most costly of civic improvements it is imperative, in the interests of economy, that they should be capable of being used to the maximum capacity for which they are designed. This will not be possible as long as portion of their surface is used for parking, which by restricting the area available for traffic movement impedes the free movement of other vehicles. Stationary vehicles must be accommodated off the roadways, thus leaving them available for moving traffic.





### 35 POSSIBLE DEVELOPMENT IN VICINITY OF PRINCES BRIDGE

The detailed parking needs of the community can be determined only after a special study of the problem, which is beyond the scope of this planning scheme. For this reason no areas have been specifically reserved for this purpose, and all that has been possible is to make car parks a permitted use of appropriate zones.

Nevertheless some consideration has been given to the possibilities of solving the parking problem, particularly in and adjacent to the central business area, and it is appropriate that the findings should be placed on record.

As far as parking is concerned, car users fall into four broad categories:

- (a) Those using their cars only to take them to and from work.
- (b) Those who use their cars at intervals during the day for business purposes.
- (c) Those who visit the city centre for short periods, such as when shopping or when on business visits.
- (d) Persons using their cars at night when attending amusements.

Generally, if the first three classes are provided for, there will be ample accommodation for the last.

In considering this question, it must be realised that multi-storey or underground car parks can be constructed and financed only with parking fees much higher than those now commonly charged in Melbourne, and that generally the nearer the parking station to the centre of business activity the higher the fees that must be charged. The all-day parker is usually not prepared to pay the high fees which are necessary in central locations, and therefore must be satisfied with less convenient locations. The business or professional man who uses his car frequently during the day needs to have it reasonably close to his place of work and must be prepared to pay more for this greater convenience. For the casual visitors who wish to leave their cars only for short periods, parking places should be convenient to their destinations and the charge for parking related to the time the car is left.

The principles which should govern the provision of parking accommodation, whether in the central business area or in a suburban centre, are therefore:

- (a) The all-day parker should be accommodated in the less convenient locations where construction costs and therefore charges will be lower.