

- (b) When new business premises, offices and places of public assembly are erected, it should be compulsory for accommodation to be provided for cars either in the building itself or within an appropriate distance, in proportion to the number of people using the building.
- (c) Business and professional people requiring to use their cars at intervals during the day and not accommodated as in (b), should be provided for in multi-storey or underground parking structures convenient to their places of work.
- (d) Street parking facilities should be reserved as far as possible for shoppers and short-term visitors.
- (e) There should be no restriction on the right of the individual to choose the facilities which he desires, provided he is prepared to pay according to the convenience of the locations.

It has been suggested at various times that the Jolimont railway yards or the Yarra River between the city bridges should be covered to provide space for parking. There is some merit in these ideas because it is from this direction that the largest number of cars approach the central area. The great drawback is the cost. The difficulties of building over the Jolimont yards without interfering with railway operations are so formidable that the cost has been estimated to be more than double what it would be on an unencumbered site. Similarly, the necessary underwater foundations would make covering the river a most extravagant project.

Other more favourable and less costly opportunities present themselves, among them being the following:

- (a) Covering the platform areas of Flinders Street and Princes Bridge stations would not present nearly the difficulty nor be nearly as costly as the suggestions just discussed. For parking purposes ingress and egress from Swanston Street, Flinders Street and Batman Avenue could be readily arranged to avoid any interference with normal road traffic movement. This site would be particularly convenient to the large number of motorists living in the southern suburbs. It presents opportunities for stage construction, and once the first level had been constructed, the erection of additional levels would present no difficulties. With any such project could be incorporated a terminal for road passenger vehicles and provision made below the road surface for ready interchange between bus, tram and railway, and it would be an exceptionally good position for this. By extending easterly over the railway yards and setting back the alignment so that a clear vista could be obtained of St. Paul's Cathedral, space for pedestrians would be created. The street frontages could be used for office or shop accommodation, which if let for business purposes would be a substantial source of revenue. By suitable attention to the architectural treatment of buildings along the Swanston Street frontage an imposing entrance to the city from

St. Kilda Road, such as is illustrated by diagram 35, would be created.

- (b) Elevated parking space could be readily constructed over the concourse and platforms at Spencer Street Station, with access by a ramped approach across Spencer Street from Little Collins Street.
- (c) In conjunction with the construction of the underground railway down Lonsdale Street, the Railways Department proposes the construction of underground parking facilities within the excavation necessary for railway construction.
- (d) The Queen Victoria Market site and its vicinity present great opportunities for incorporating car parking facilities in any future improvements.
- (e) The Civic Centre discussed later would provide an opportunity for parking facilities at the east end of Bourke Street convenient to the retail shopping area and to places of entertainment.
- (f) The City Council storeyard in Wellington Parade South, which is too valuable a site for its present use, is another suitable area.

These sites, which do not exhaust the possibilities, form a ring around the heart of Melbourne. None is more than half a mile from the centre of the city and some are only a quarter of a mile. Parking stations on these sites could meet a great part if not the whole of the needs of the all-day parker, and would provide facilities for many short-term parkers. However, they could not be made a payable proposition with the present scale of parking fees. If Melbourne motorists are to have off-street parking facilities they must be prepared to pay for them.

For the short-term parker, the problem is more difficult. Much could be done in new buildings to provide accommodation for cars, but this would provide relief only slowly. If one or more multi-storey parking stations were erected in each city block, a great service would be provided for those businessmen who would be prepared to pay higher fees for such a convenient service.

Opinions abroad differ as to whether the solution of this problem is a matter for private enterprise or the civic administration. No matter how willing private enterprise may be to play its part, unless the efforts are co-ordinated the solution will not be satisfactory. Parking accommodation must be provided according to the need, which will vary according to the location. It is the responsibility of the civic authorities to ascertain the needs, and to co-ordinate and regulate the provision of accommodation.

There is no doubt that a solution of the problem is possible if those in authority have the determination to find it. What is needed is a bold, determined and unified approach to the problem, and co-operation between local government and private enterprise. Parking stations on the peripheral sites suggested might well be a municipal responsibility. Facilities for the short-term parker could be undertaken by private enterprise but if these are to be erected in the most suitable



"Pedestrian traffic"

locations compulsory acquisition of some sites would probably be necessary and this would have to be the responsibility of the civic administration. Once secured, however, they could then be leased to private enterprise to erect and operate the necessary facilities.

Much could be done to ease the parking problem if the public transport system were expanded to provide for more comfortable and more convenient travel consistent with economical operation, so that people who do not require their cars for business purposes during the day would be encouraged to use the public transport facilities, instead of private cars, for travelling to work. In the case of the railways, this could be further encouraged if, at the many suburban stations where space is available, car parking facilities were provided for railways travellers and a frequent and rapid peak hour train service provided to the city centre.

Associated with the question of parking is that of loading and unloading vehicles. If during these operations the vehicles are not accommodated off the road, they interfere with the free movement of other traffic. The principal trouble occurs with the loading and unloading of goods, but it also occurs at places, such as residential hotels, where people and luggage have to be set down and picked up. Provision of adequate off-street facilities for loading and unloading vehicles should be made compulsory in all new buildings, not only where goods are handled, but also at all places where people are continuously arriving and leaving by car. It should also be possible to devise equitable regulations to apply similar provisions to existing buildings, so that gradually and progressively the loading and unloading of vehicles at the kerb can be substantially reduced.

PEDESTRIAN TRAFFIC

As well as the free circulation of road traffic, the expeditious movement of pedestrians is essential to central area efficiency. The greatest concentrations of pedestrian traffic occur in the morning and evening when workers are going to and returning home from work, and in the middle of the day when the same workers congregate in the vicinity of the retail establishments for lunch and shopping.

The greater the number of pedestrians crossing the streets, the greater the interruption to the free movement of traffic. In the middle of the day commercial traffic to a large extent is stationary while drivers have their midday break, but in the morning and evening the combined commercial and worker traffic within the central area is at its peak. Particularly is this so near the suburban railway terminals where are discharged the greatest number of central area workers. Of the 160,000 persons who come from outside to work in the central area, 44% come by rail and the majority of these, more than 60,000 in all, are discharged at Flinders Street Station. When the city reaches a population of 2,500,000 this number will be increased to more than 100,000 even after allowing for the effects of decentralisation. Viewed against the picture of future vehicular traffic, this estimate of the increase in pedestrian traffic in one limited area emphasises one of the greatest defects in our present central area development.

The answer to this is better distribution of railway travellers throughout the central area, which will be achieved if the city underground railway is constructed. It has been estimated that about two-thirds of the passengers which now use Flinders Street could be diverted to underground stations, and in a population of 2,500,000 that the number of workers travelling by train to Flinders Street would be reduced to about two-thirds of the present number or about 60,000 fewer than if there is no city underground railway. By bringing about a distribution of railway travellers closer to their central area destinations, a city underground railway will tend to reduce the number of pedestrians who have to cross busy roads, thus facilitating the movement of road traffic and reducing congestion. Despite this, the time will come when it will be desirable to enable railway travellers to the central area to cross Spencer Street and Flinders Street from the railway stations below the surface by subways such as the one now under construction at Degraes Street.

The best means of preventing congestion where many people congregate is to provide ample space for circulation. This is particularly necessary near the two railway terminals. It can be done at Flinders Street and Princes Bridge Stations as illustrated in diagram 35. At Spencer Street the opportunity should be taken when re-building on the site of the Board of Works head office to set the buildings back and by taking over the row of single-storey shops between it and Collins Street to provide space for circulation and means of access to pedestrian subways to Spencer Street Station.