

There appears to be room for more retail markets and provision has been made for them in the District Business Centres.

The site of the Queen Victoria Market is inadequate for both the wholesale and retail fruit and vegetable market, and a site of 60 acres at the Footscray end of the New Footscray Road has been reserved for a wholesale fruit and vegetable market and for a fish market.

Newmarket Saleyards, Melbourne's main livestock market, is located in a densely developed residential and industrial district within three miles of the centre of the city. Its location is entirely unsuitable. A Special Use Zone has been defined at Derrimut for a livestock market and the allied industries. The area now occupied by the saleyards has been zoned for other appropriate uses.

Cemeteries. In the metropolitan area, land reserved for cemeteries will provide for facilities greatly in excess of the needs of the next 50 years, but for the convenience of residents in the eastern suburbs another site is necessary in that district. A number of suitable sites are available in the rural zone and no special reservation is necessary.

Public Utility Services. Electricity, gas, water, sewerage and an effective system for the removal and disposal of garbage contribute much to the comfort and convenience of the home. The telephone and telegraph system is indispensable for business and a great convenience for householders.

The collection and removal of garbage is the responsibility of individual municipal councils. Most of it is now disposed of by controlled tipping, and places where this can be done will satisfy the needs for the next 100 years. Co-ordination is necessary, however, if the maximum benefits are to be realised.

Provision of the other public utility services is in the hands of competent public authorities, who have planned ahead, but who will be able to plan more definitely and more economically because of this planning scheme.

There is no part of the metropolitan area to which the utility services cannot be extended but the cost in the south and the east will be substantially less than in the north and west because of the different soil structure. This factor, together with the obvious desire of most people to live in the southern and eastern suburbs, has substantially influenced the planning proposals.

In the financial year 1951-52, about 25% of the total State income was spent in road transport charges, incurred either directly or as part of the cost of commodities. In the metropolitan area the cost of the essential movement of goods by road transport averaged about £2/18/- a week for every wage-earner whether he owned a motor car or not. These facts emphasise the important part which road transport plays in the national economy.

The loss of time associated with traffic delays and the toll of road accidents are a financial loss to the community and any saving of this wastage must ultimately be of considerable economic advantage.

The key to reduction in the cost of road transport is a properly designed and adequately controlled road communication system which will permit the safe, reasonably rapid and uninterrupted movement of road traffic from point to point throughout the metropolitan area. This necessitates planning on a metropolitan and not a local municipal basis, with proper regard to future traffic requirements.

Main metropolitan roads constitute the only large community service for which there is no single authority responsible for planning, construction, maintenance and control. The planning staff, therefore, had to carry out much detailed study and investigation which normally would be the responsibility of a main roads authority.

One of the greatest needs of a modern city is a well-planned, well-designed, and well-constructed road system capable of meeting all the reasonable demands which may be placed

THE ROAD COMMUNICATION SYSTEM

upon it. The existing road system is based on the reservations made in the original subdivision of Crown lands at a time when the class of traffic was materially different from that of today. Its inadequacies therefore are not surprising.

Although the carrying capacity of the road system could be substantially improved by uniformity of regulations and controls, specialised study of road problems and relatively inexpensive improvements, some sections would still be inadequate for present-day traffic requirements.

To fulfil its purpose properly, a road system must be designed to accommodate the traffic likely to use it not only today but in the future. Studies show that when the population of the city reaches 2,000,000, traffic in the central parts of the city will be about twice what it is today, and when there are 2,500,000 it will be approaching three times its present volume. In suburban areas the relative increase is likely to be still greater.

Reservations for road purposes in the planning scheme have been confined to those necessary for the arterial and secondary road systems. The planner's responsibility is to reserve sufficient area along the various road routes so that roads of sufficient capacity can be readily constructed when they are needed. It has been made a principle that wherever reasonably practicable, the road reservations should be sufficiently wide for the roads which will be necessary when the population of the city reaches 2,500,000. Only where this would be too costly or would unduly interfere with existing development, or where the opportunity has already been lost has this principle been departed from.

Because of the importance of commercial and industrial traffic, road communications between industrial areas, rail and road transport terminals, shipping terminals and centres of wholesale and retail distribution are of great importance. Worker traffic is the principal cause of the peak traffic conditions and shopper traffic adds to the overall problem. Generally a road system which will at all times carry the worker, industrial and commercial traffic will also meet other needs.

The reservations for arterial roads which have been provided for in the planning scheme have been fixed with full regard to the requirements of location, alignment, grade and junctions, so that there can be constructed a road system which will facilitate and expedite traffic movement. As far as practicable, shopping centres and other points of community activity have been avoided, and routes have been chosen to permit control of access wherever possible. Reservations have also been made to permit the construction of suitable road junctions. To meet all the needs, road reservations of considerable width are necessary.

The principal features of the road system provided for are:

City Ring Road to permit through traffic to by-pass the central business district, to facilitate distribution of traffic to the central area, and to give outgoing traffic expeditious access to the arterial road system.

Inter-suburban Road Routes to provide for more expeditious movement between residential areas and suburban industrial and commercial centres.

Radial Road Routes commencing at the City Ring Road and branching outwards through the urban area usually to join up with country highways. These routes will carry the major portion of the city traffic, particularly worker traffic.

At this advanced stage of our development it is inevitable that the construction of an adequate and satisfactory arterial road system must cause some interference with existing development. The aim has been to reduce this interference to a minimum and each route has been studied in detail so that the precise effect can be appreciated. Generally where a choice of routes has been possible the one selected has been that which, while fulfilling all the requirements and permitting economical construction, has affected the fewest properties.

The secondary road system is designed to lead traffic to and distribute it from the arterial road system, and to provide for traffic movements to and from local centres of community activity. Mostly it utilises existing roads of suitable width, but some widening of existing roads and reservations for some new roads to link up existing roads have been provided.

PUBLIC TRANSPORT

The term public transport is used in this report to embrace all public and private enterprises which provide an organised service to the public for the movement of people and goods. The private motor car is an inefficient way of moving large numbers of people, and the greater the reliance placed on it the more costly will be the road communication system and the greater the parking problem. The more people who can be induced to use public transport, particularly railways, in preference to private motor cars, the fewer will be the vehicles on the roads and the less acute the road problem.

No form of transport, whether road, rail, tramway or airway, should be considered alone, but from the viewpoint of overall community interest, as part of the general problem of moving people and goods. There is urgent need for a co-ordinated approach to the whole question. Within the metropolitan area the greatest public transport problem is the movement of workers. Today, 55% of central area workers are best served by the suburban railway system and 45% by tram or bus. When the city reaches 2,500,000 and when the city underground railway is constructed it is estimated that about 75% of central area workers will be best served by the railways. In addition to facilities for the movement of people throughout the metropolitan area, terminal facilities must be provided for movement beyond metropolitan boundaries of people and goods by road, rail, sea and air. The location of these terminals in relation to the metropolitan public transport and road system is important.

Because tramways normally use public roads, their land use requirements are small and have already been mostly provided for by the Tramways Board. Although in future a much greater number of people will have to depend on the railways for means of public transport, the high cost of building railway lines will preclude the extension of the suburban railway system except in special circumstances. Areas beyond walking distance will have to be served by feeder services. The most urgent improvement to the suburban railway system is the construction of a city underground railway to reduce the concentration of railway passengers at Flinders Street and distribute them nearer to their destinations. A route along Lonsdale Street, as proposed by the Railways Department, would also encourage a better distribution of building development. A reservation has been made for railway extensions to Fishermen's Bend where the large volume of future employment presents a problem for which railway facilities are the only satisfactory solution. Reservations have also been made for five other extensions of the suburban railway system, but provision for a railway line to serve the Doncaster area is not justified. A Transportation Zone has been provided in the vicinity of the port to ensure that present opportunities for the expansion of the port and the railway goods terminal are preserved.

Because of the accident hazard and the noise associated with a modern airport, it is desirable that development of the surrounding area should be restricted. In the vicinity of Melbourne Airport this opportunity has now been lost. For this reason and because of the growth of air traffic, Melbourne will eventually require another airport. The only suitable location for this within reasonable distance of the city is the site of the present secondary aerodrome at Moorabbin.

The development of the helicopter has not yet advanced sufficiently for it to be used generally from central area landing sites but the possibility of its future use for short journeys must be kept in mind. The most suitable location for a landing area for general commercial use is over Spencer Street Station.