

17

TRANSPORT

Transport policies and plans made now will play an important role in achieving the strategic objectives.

The policy of increased development in Central Melbourne and at district centres would be supported by better public transport and road improvements to serve these areas.

Decisions on transport must also take into account those people who choose to work and live in outer areas. The timing of road works can be used to direct outward growth to preferred locations. These include preferred development areas, where services such as water supply, sewerage, drainage, gas, electricity, telephones and other community facilities can be provided promptly and more economically.

17.1 Transport Emphasis

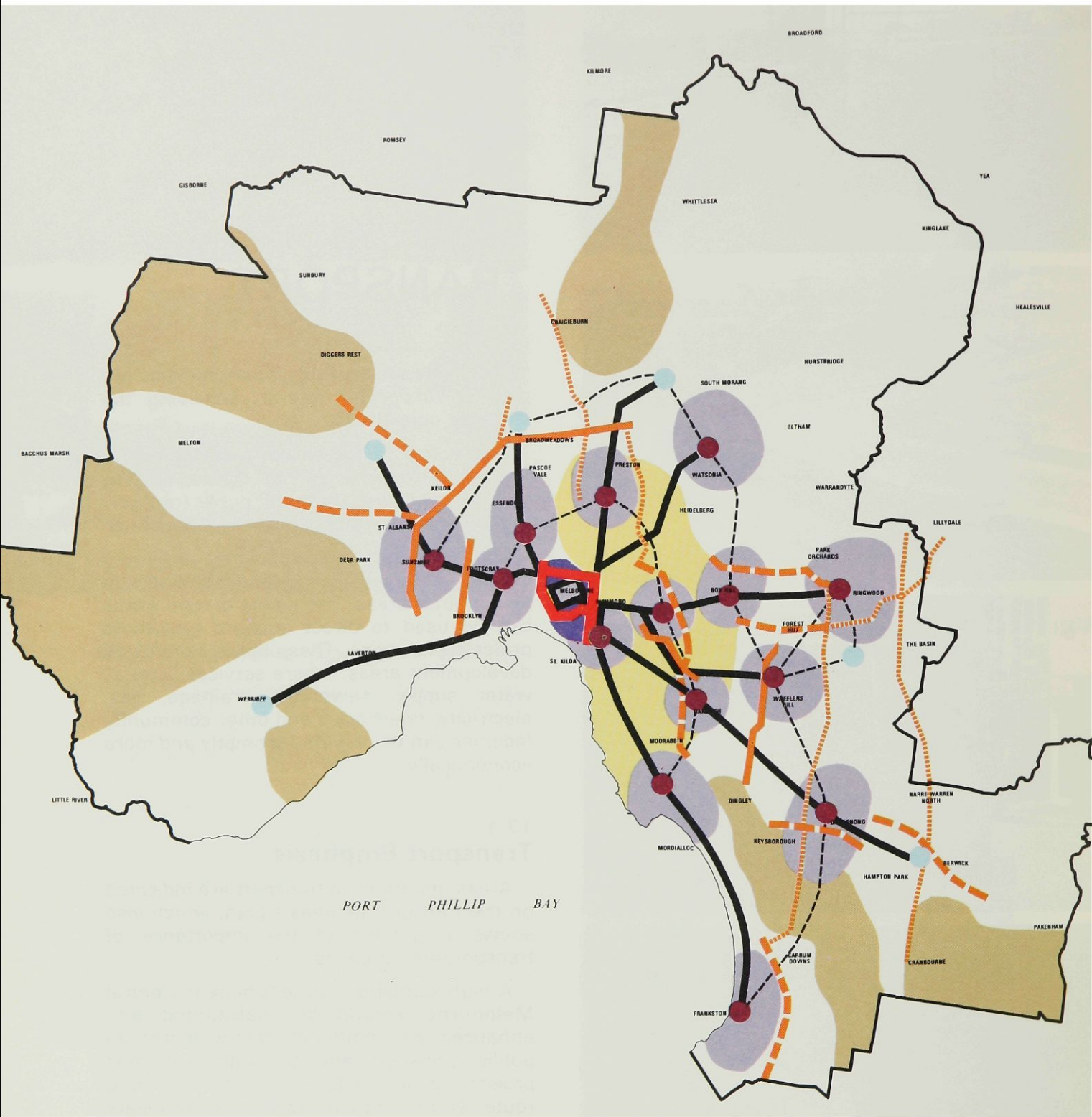
Areas important to transport are indicated on the transport emphasis plan, which also shows a grading of the importance of transportation projects.

A high standard of accessibility to Central Melbourne should be maintained and enhanced by continued improvements to public transport and by important road projects, which include a central area ring route. Transportation projects of secondary importance should provide for cross town private, commercial and public transport flow from established areas to district centres and areas of concentrated employment. Projects of lesser importance are indicated where facilities are presently satisfactory but are expected to need improvement in the future.

The routes shown on the plan for long-term options should not be developed in the foreseeable future but the land needs to be kept available by reservation for transportation purposes in the Metropolitan Planning Scheme.

District centres will become the focus for local transport services particularly as





Legend:

- Priority 1 Projects
- Priority 2 Projects
- - - Priority 3 Projects
- - - - - Key long Term Options
- Line Haul Connections
- - - Cross Town Connections
- Local Bus Service
- District Centres
- Potential District Centres
- Central Area Traffic Management
- Traffic Management Priority Area
- Rural Road Management Areas

Transport Emphasis Plan

medium density residential development becomes established within easy reach of these centres. The objective should be to link district centres by cross town bus services which will also provide a service to the lower density areas between the centres. District centres should be linked to Central Melbourne along the radial rail and road routes by high capacity public transport services.

Management of road traffic on an area-wide basis is particularly relevant within the inner and older established suburbs shown on the plan.

Some parts of the non-urban areas are shown on the plan as being areas where special traffic measures are needed to avoid the harmful effects of traffic flows.

17.2

A Balanced Transport Approach

The travel patterns of Melbourne's people are very complex, and no single means serves every need. Planning must therefore provide land for the use of cars, trucks, trains, trams, buses, taxis, bicycles and pedestrians, so that people can take advantage of the benefits offered by each form of transport. A balanced approach seeks to optimise the advantages of each means of transport. It accepts the reality of the dominant position of the motor car in today's society, but provides for a balance between public and private transport, so that people's various needs to travel are catered for efficiently.

17.3

Public Transport

Although patronage of Melbourne's public transport has declined, most of the built-up area is serviced by a tram, train or bus.

Melbourne's major public transport routes focus on Central Melbourne and reflect the historic development of the city rather than the present transport needs of its people, notably for non-radial trips between suburbs.

To help overcome this problem, activities can be grouped in a way which will produce concentrated flows of people and goods along established routes. This is likely to make it possible to improve public transport in terms of access, routing, frequency and economics. Development of the district centres will be a significant step in producing such concentrated flows.

17.3.1 Urban Form and Public Transport.

In view of suggestions that different urban development structures would have an effect on the demand for public transport, the Board recently commissioned a study on possible effects of subregional restructuring. The main findings included:

- access to jobs by public transport could be increased if jobs were concentrated at transport modal interchanges near the centre of bus service areas
- better access, particularly to district centres, is most likely to be provided by buses. A reasonable service can be provided by demand-responsive buses serving an area within a radius of two kilometres and by fixed-route feeder buses serving an area with a radius of five kilometres
- if all railway stations were served by cross-town feeder buses, the proportion of workers who could get to work within one hour by walking, train and bus would be about 50 percent, but only about 10 percent of the workers would choose to do so rather than go by car.

The overall conclusion from the study was that changing the structure and density of Melbourne is more likely to alter the distribution for travel demand than decrease or constrain the overall demand.

17.4

The Urban Road System

Although support is given to improvement of public transport in planning for Melbourne's future, provision for road transport is also a primary concern.

Current emphasis is on short-term low-cost measures. The Hierarchy of Roads Study provides a framework for the co-ordinated application of both traffic and land use management measures that will increase the efficiency of existing roads and reduce conflict and environmental hazards. The additional designation of main and secondary roads is a key step. It is intended that the other recommendations of the Hierarchy of Roads Study will be included in a future amendment.

Some urban corridors have traffic problems which can only be reduced by major projects, and options for such projects continue to be preserved by land reservations in the Metropolitan Planning Scheme.