

### 17.4.1 Cars Important.

The motor vehicle made Melbourne's post-war development possible, and most people have come to regard it as a necessary part of Melbourne life.

Suburban development has given Melbourne one of the lowest population densities in the world for a city of its size.

Cars have given people a wider choice of home location, better access to jobs, social contacts, recreation and most other pursuits. But these benefits are not available to all the people of Melbourne. Public transport should make reasonable provision for the journeys that people need to make, whether it be by a fixed rail or road system.

The car's dominance of our transport system is not something that will change in the short term. In the longer term, beyond 20 years, new forms of transport may displace the private car. The most likely form, however, is cars that use less fuel or alternative fuels. There will still be a need for roads, for movement of goods and for both private and public transport. Road planning and construction should continue.

It is recognised that in some areas the tolerable level of traffic intrusion may be exceeded. Provision has therefore been made for such areas to be designated limitation areas. In these areas requirements for the provision of off-street parking are temporarily limited. The amount of traffic attracted to such areas can thus be stabilized. A parking and traffic management plan can then be prepared and put into effect and the limitation designation removed.

In most of the metropolitan area it is intended however to relate parking requirements to expected demand, with an allowance made for public transport if available.

### 17.4.2 Energy and Efficiency.

Conservation of liquid fuel can be assisted by encouraging growth in areas well served by public transport or to which it could easily be extended. Growth in such areas can also reduce people's need to travel, either in trip length or number of trips, by encouraging nodes of services and facilities, such as in the district centres.

Better traffic management will enable more efficient energy use of the arterial road system, notably by reducing stop-start motoring and consequent high fuel usage during peak hours. Making better use of the existing system will also reduce demand for more road construction.

Recent urban transport planning has given priority to the movement of people and goods rather than just vehicles. Vehicles with high occupancy, both public and private, should be favoured where this will mean more efficient use of energy and road space.

### 17.4.3 Safety and Amenity.

A number of measures can help reduce the cost to the community of road accidents, which in Melbourne is about \$200 million a year. An adequate arterial road system will also protect residential and other sensitive areas from such problems as noise and air pollution. The Hierarchy of Roads Study, convened by the Board, provides a framework for co-ordinated traffic and land use management. On arterial roads, where emphasis is on large volumes of freely moving traffic, conflict is reduced by such methods as controlled access and prevention of strip shopping developments.

In developing areas, planning for safety and amenity at the outline development plan stage will continue to aim at developing a road network that prevents through traffic from using local streets, particularly residential streets. Amenity can also be protected and safety enhanced by siting pre-schools and primary schools away from busy roads.

### 17.4.4 Metropolitan Countryside.

Road planning in the non-urban areas can be used to preserve their rural nature. While some roads provide for the needs of farmers and other residents there is also a valid role for recreational driving in the metropolitan countryside. Road planning can be used to direct this into areas where the conflict with rural activities will be minimised.



## 17.5 District Centres

Transport will be an important factor in the success of the district centres. Good access both by private and public transport will be needed.

Most trips will be for shopping, personal business and employment and most people will go by private car. Each centre's capacity to handle car movement and parking will therefore be important. Circulation systems should aim to minimise vehicle-pedestrian conflict. Parking policy should encourage short-term shopper parking rather than commuter parking.

The arterial road system should be improved where needed to enable through traffic to pass the centre, and provide easy links for traffic to enter or leave the centre. Where an arterial road passes through a centre, measures should be used to minimise conflict between traffic and other activities.

To provide good access for everybody to district centres, there must be public transport services. Preferably they would be served by train as well as bus and taxi. Increased use of public transport will be encouraged by modal interchanges, such as those proposed at Box Hill and Frankston.

Concentration of activity at too few centres may lead to transport congestion, and to many people having to travel further. The location of district centres at intervals of about eight kilometres in the existing corridors should encourage them to develop to an optimum size.



## 17.6 Freight

Freight costs become part of the final selling price of all goods and services. Urban road freight movements use 13 percent of road transport energy, but many trucks, notably larger ones, are unladen for much of the distance they travel.

Moving freight by rail uses less energy and has less impact on people, and therefore new industrial development should be encouraged to locate in areas served by rail. The remaining road freight should be encouraged to be handled at off-road loading areas. The development of freight centres should also be encouraged as should the establishment of a central warehouse and unloading area for large commercial centres.

Concentrations of industry should be planned to reduce the need for intra-regional flows of freight or to use the rail systems.

## 17.7 Pedestrians and Cyclists

Most people when they think of transport tend to think in terms of motor vehicles.

Walking and cycling have therefore consistently been underestimated in surveys of Melbourne travel patterns. In the 1972 Melbourne transport study they were recorded only if they were the sole means of transport to work. Yet they probably account for about a quarter of all trips, not counting those where they are only part of the trip.



**Legend**

- Existing Main Road
- - - Proposed Main Road
- Existing Secondary Road
- - - Proposed Secondary Road

**Current Planning Scheme  
Road Reservations**