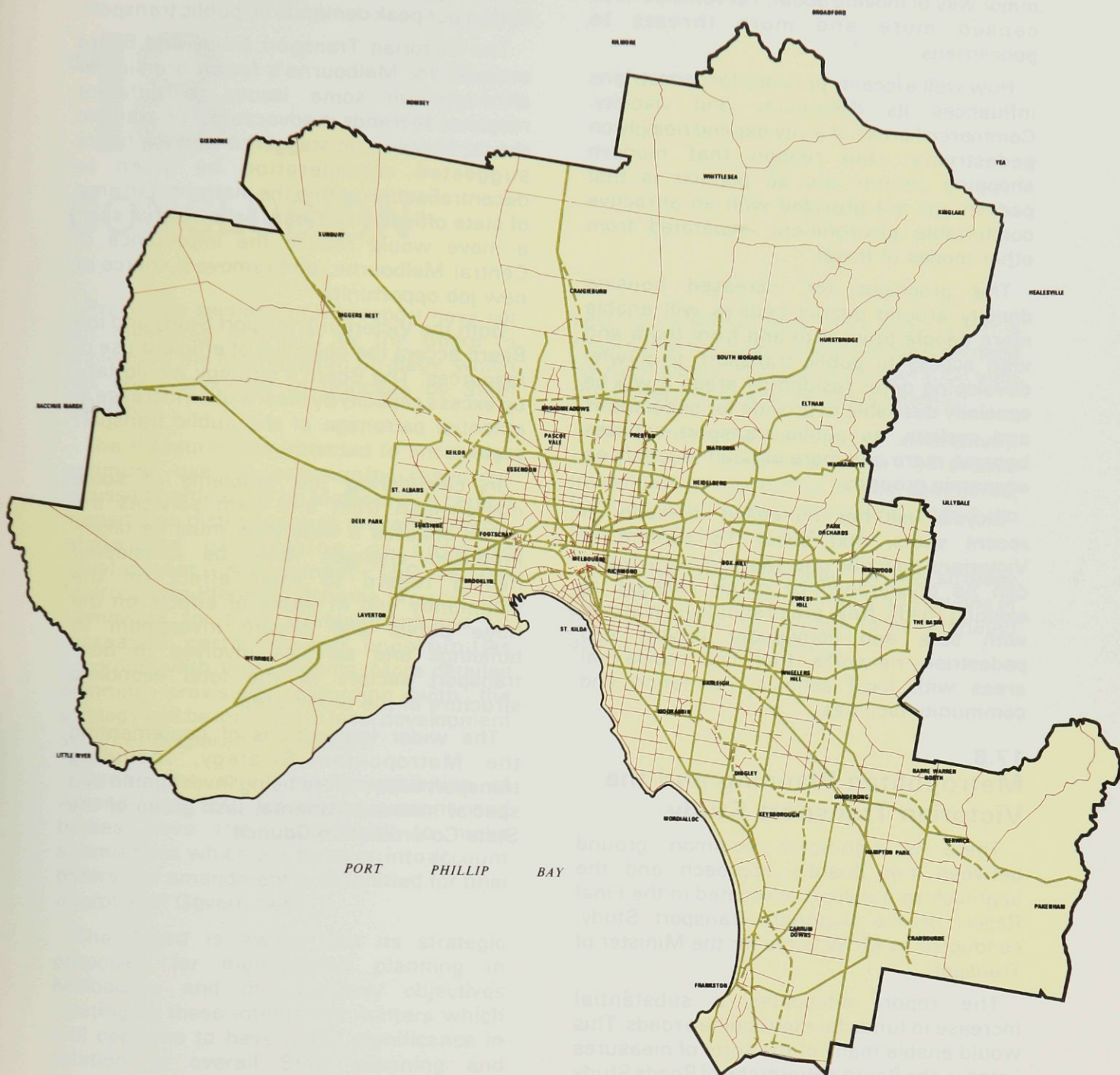




Legend

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

**Current Planning Scheme
Road Reservations**



Legend

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

**Road Reservations
After Approval of
Amendment 150**

Despite massive changes to Melbourne's urban transport system, walking is still a major way of moving about. Yet vehicles have caused more and more threats to pedestrians.

How well a locality provides for pedestrians influences its desirability and viability. Commercial areas of a city depend heavily on pedestrians. One reason that modern shopping centres are so popular is that pedestrians are provided with an attractive comfortable environment, separated from other modes of travel.

The proposals for increased housing density around district centres will enable more people to walk to and from them and with access to public transport. In newly-developing outer residential areas it will be specially desirable to provide for pedestrians and cyclists, as public transport services become more and more difficult to justify on economic grounds.

Bicycle use has increased markedly in recent years, and about 15 percent of Victorians now ride one. More use of bicycles can be encouraged by minor changes to existing roads. New areas should be planned with safe and convenient bicycle and pedestrian networks that link residential areas with local schools, recreation and community facilities.

17.8 Metropolitan Planning and the Victorian Transport Study

There is significant common ground between the Board's approach and the approach to transport advocated in the Final Report of the Victorian Transport Study, conducted by Mr W Lonie for the Minister of Transport.

The report advocates a substantial increase in funds for metropolitan roads. This would enable many of the sorts of measures listed in the Board's Hierarchy of Roads Study to be implemented more quickly and thereby ease many major congestion areas and the problems of traffic filtering into residential areas.

The Board agrees with the recommended priorities for allocating an increase in road funding. First priority is to maintain existing roads. Second is new traffic management measures on selected arterial roads. Third is completion of projects now in construction. Fourth and fifth are the planning and building of projects needed to eliminate present and future bottlenecks. The report also supports continuation of the practice of protecting future road options by planning scheme reservations.

The Board agrees with the support given in the report for more use of flexitime schemes and staggered work and school hours to flatten out peak demands on public transport.

The Victorian Transport Study and Board outlooks for Melbourne's future are similar although, on some issues, a different response to trends is advocated. For example the study report on staggered working hours suggested consideration be given to decentralisation within the metropolitan area of state offices. The Board believes that such a move would reduce the importance of Central Melbourne, and remove a source of new job opportunity.

Both the Victorian Transport Study and the Board accept the objective of efficient use of resources. The Board's strategy would take up excess capacity by means of an increase in potential patronage of the public transport system.

In considering the problems of some metropolitan train and tram services the Board believes a wide view must be taken. Proposed changes must be considered having regard to their effect on the community and in terms of effects on the huge public and private investment in buildings and services involved in non-transport sectors of the total economic structure of the urban area.

The wider implications of implementing the Metropolitan Strategy, including transport aspects, are being investigated by a special interdepartmental task group of the State Co-ordination Council.