

- developing a comprehensive bus strategy in cooperation with local government and the private bus industry, with the emphasis on innovative services to meet local needs
- extending bus services into new and developing areas, using competitive reforms and negotiated development contributions to provide enhanced services and infrastructure.



The Bundoora tram line has been extended to Mill Park. Investment in roads and public transport helps Melburnians get where they want to go with the minimum of fuss.

In addition to its public transport initiatives, the Government is embarking on an Outer Metropolitan Arterial Road Upgrade Program which will see many key roads widened from two lanes to four. This will improve traffic flow, safety, the movement of goods and access to facilities including schools, shopping centres, hospitals, workplaces and recreational areas.

Works are already committed or under way on Lower Plenty Road, Bulleen Road, Swansea Road in Montrose, Waterdale Road in Heidelberg and Reynolds Road in Templestowe. The Government will upgrade more routes as funds become available. Priority will be given to projects offering significant economic and community benefits.

Many suburban shopping centres have evolved into activity clusters offering a wide range of services and opportunities, including employment opportunities. Fountain Gate is one example.



Integrating land development with transport systems, particularly at major transport nodes and activity clusters

It makes sense to provide transport infrastructure where development is planned and to plan development where transport infrastructure is already provided. Linking land-use, development and transport planning will enable people and goods to be moved more efficiently. The less time Melbourne's exports spend on the road, the more competitive we will be in world markets. The less time Melbourne's commuters spend on the road, the more leisure and money we will have for the better things in life.

With this in mind, the Victorian Government will encourage new development and redevelopment near bus and tram routes, railway stations and freeway interchanges. Transport facilities will in turn be provided to support urban development projects, with appropriate contributions from developers.

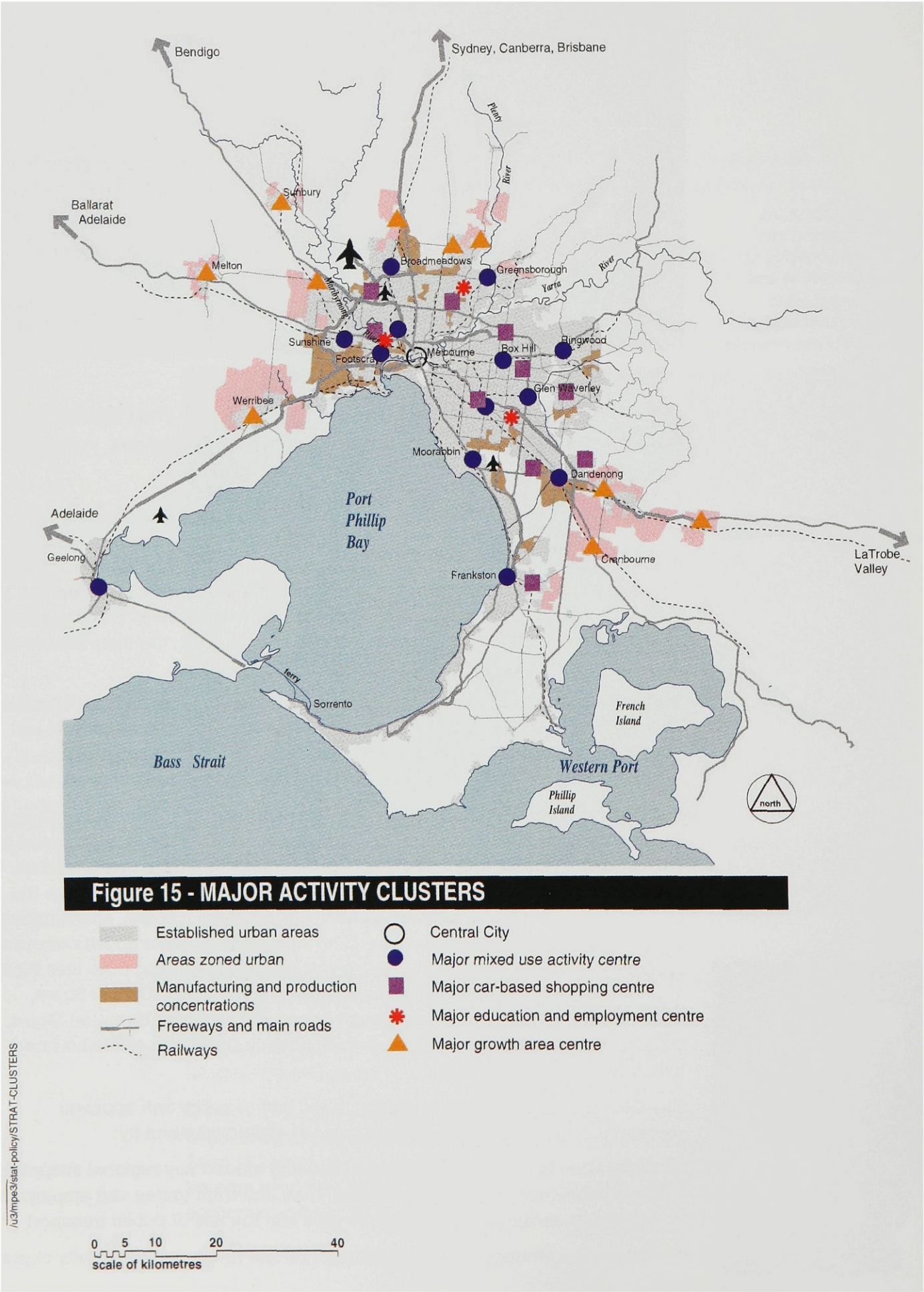
Particular attention will be paid to developing and promoting centres offering a range of activities, services and employment opportunities. It is expected that each of these centres – or activity clusters – will be integrated with medium-density housing and directly served by several forms of transport. While the city centre will retain its primacy as the focus for many cultural, entertainment, retail and commercial functions, it will be supported by other activity clusters, ranging from major regional centres to smaller neighbourhood ones (see Figure 15). They could include the shopping strips – Puckle Street, Chapel Street, Lygon Street, Brunswick Street, Acland Street, Bridge Road, Hampton Street, Glenferrie Road and many others – which already contribute to Melbourne's livability and tourist appeal.

The Government is already reviewing retail centre policy and approval processes. It will further the development of activity clusters by:

- integrating land-use and transport planning around key regional shopping and commercial centres, universities, tram and train routes and employment centres to encourage multipurpose trips and the use of public transport
- preparing a strategy to guide public and private investment in activity clusters

Well planned activity centres will allow people to do lots of different things in one place – even sharing a moment's break in the sun.





- establishing new university campuses near public transport in growth areas – a new campus began operating at Sunbury in 1995 and others will follow at Berwick and Lilydale in 1996
- facilitating the upgrade of railway stations and transit interchanges at shopping, commercial and industrial centres
- promoting and supporting programs to enhance and revitalise strip shopping centres
- preparing integrated transport and urban development strategies for transport corridors such as Upfield Railway–Sydney Road and Scoresby.

Ensuring that Melbourne's health services remain among the best in world

Melburnians enjoy excellent health care, and the quality and availability of the city's health services contribute enormously to its livability. Maintaining that critical edge in service excellence and accessibility should be an important priority in planning for the 21st century.

Central Melbourne has been the focus of traditional hospital-based health care since the 19th century. The outward growth of the suburbs was not followed by a similar spread in health-care facilities. This is now changing as Victoria responds to new health-care and morbidity patterns. Demands on psychiatric, disability and geriatric services will increase as the need for long hospital stays declines.

New forms of health care will require different methods of organisation, funding and performance measurement – and different incentives for service providers. Communities rather than institutions will become the focus of service.

The changing role of hospitals is the most obvious manifestation of this. Once the major providers and focus of health care and significant consumers of resources, their importance is progressively diminishing. New technologies, better informed patients, modern management techniques and broadly dispersed specialist services linked by communication technologies require less but more flexible infrastructure.

The new approach to health care using information systems, patient care protocols and managed care programs demands smaller, more specialised physical structures, decentralised hospital locations, strong post-acute care services, good community networks and quality communications.

As a result of reforms currently being undertaken, metropolitan Melbourne possesses the framework for modern, responsive health care in a community setting.