



Town and Country Planning Association Bulletin

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Second Round of Metropolitan Strategy Public Forums

The TCPA's early concerns that the Metropolitan Strategy would not see any shift in priorities from the dependence on road transport or provide a clear vision for Melbourne's future by detailing how urban and transport developments can be better planned. We fear that VicRoads continues to dominate the office of the Minister of Transport and the Department of Infrastructure, which are running the participation process. Major funding decisions like the Scoresby Freeway have already been made, despite reports that the Reference Group for the Metropolitan Strategy has said that such decisions should be made **after** the strategy has been produced and the public have had their say on what the funding priorities should be.

Nevertheless, on paper at least, Government is committed to strong community involvement that will cost around \$2 million over the development of the Metropolitan Strategy. Between October and December last year 17 public forums were held to seek the community's views and aspirations about metropolitan Melbourne's future.

Over 1,000 people attended the forums, and the 15,000 ideas contributed have been recorded in a two volume verbatim report titled *Metropolitan Strategy Public Forums*. Improved public transport, not freeway construction, was the major concern. In addition to the broad concerns outlined in our November 2000 and January 2001 Bulletins, the TCPA would like to see more attention paid to the needs of the cyclist and implementation of the 1991 Victorian Bicycle Strategy. After 10 years only 34% of the Principal Bicycle Network has been delivered and, more seriously, only 26% of the on-road PBN, for which VicRoads is responsible, is in place.

The Department of Infrastructure will be holding a second round of public forums between 24 April and 31 May 2001. A list of the forum dates, times and venues is included below. It is not necessary to have participated in the first round of consultation to attend one of these forums. Unless indicated otherwise the forums run from 6.00 to 9.30 pm. Reservations can be made with Lisa Smith (1800 191 012).

Tuesday 24 April - Williamstown (The Historic Williamstown Town Hall, 104 Ferguson St)

Thursday 26 April - Box Hill (Box Hill Town Hall, 1022 Whitehorse Road)

Saturday, 28 April (1.30-5.00 pm) - Hoppers Crossing (Wyndham Leisure and Events Centre, 82 Derrimut Rd)

Tuesday, 1 May - Moorabbin (Kingston Arts Centre, 979 Nepean Highway)

Thursday, 3 May - Mornington (Racing Club, Racecourse

Rd)

Tuesday, 8 May - Ivanhoe (The Centre Ivanhoe, 275 Upper Heidelberg Road)

Thursday, 10 May - Narre Warren, (Casey Civic Centre, Princes Highway)

Saturday 12 May (1.30-5.00 pm) - Mt Evelyn (York on Lilydale Resort, Cnr. York & Swansea Rds)

Tuesday 15 May - Coburg (90 Bell Street)

Thursday 17 May - Melbourne Town Hall (Swanston St)

Saturday 19 May (1.30 - 5.00 pm) - Sunshine (VUT Convention Centre, 460 Ballarat Rd)

Thurs, 24 May - Traralgon (Century Inn, Princes Hwy)

Saturday 26 May (1.30 -5.00 pm) -Shepparton (The Parklake Motor Inn & Convention Centre, Wyndham St)

Monday 28 May - Bendigo (Regional Arts Centre, 50 View St)

Tuesday 29 May - Ballarat (Ballarat Lodge, 613 Main Rd)

Thursday 31 May -Geelong (National Wool Museum, 26 Moorabool St)

Victorian Commissioner for Ecologically Sustainable Development

The State Government is half way through community consultation on the final form of the proposals for a Victorian Commissioner for Ecologically Sustainable Development. The Environment Institute of Australia (Victorian Division) is hosting a forum on the issue.

Venue: 5:00pm - 7:00pm., Tuesday, 1st May, Spargo's Hotel (Function Room upstairs), 288 Bridge Rd., Richmond (opp. Richmond Town Hall).

Topics and Speakers:

New Zealand's Commissioner for the Environment: Lessons for Victoria - Phil Hughes, former Principal Environmental Investigator for the NZ Commissioner for the Environment.

Issues and options for Victoria's Commissioner for ESD - Brian Coffey, PhD student at RMIT researching environmental policy in Victoria

For reservations or further information contact Michael Pitcher Tel.: 0407 314 445 or email mpitcher@mira.net

Next TCPA Committee Meetings

7.00 pm (not 7.30 pm as previously advertised) on **Monday 7 May** and **Monday 4 June** in the Wundrich Laboratory, ground floor of the Architecture, Building and Planning Building, University of Melbourne.

Lecture Series on Transport Policy

Monash University, the DOI and the RACV are hosting a series of public lectures on transport policy, as part of development of the Metropolitan Strategy. All lectures except the 3 May lecture in Bendigo are held in the DOI Theatre, 29th Floor, Nauru House, 80 Collins St, commencing at 6.00 pm, with refreshments served from 5.30 pm. The remaining lectures are:

Thursday, 26 April

Melbourne in the World

Professor Lyndsay Nielson, Department of Infrastructure

Mr Chris Barlow, CEO, Melbourne Airport

Thursday, 3 May, 3.00 pm for 3.30 pm

Metropolitan/Regional Melbourne

Ian Pinge, Centre for Sustainable Regional Communities

Trevor Budge, TBA Planning/RPD Group, Bendigo

Venue: Phoenix Centre, LaTrobe University, Bendigo

Thursday, 10 May

Transport, Equity and the Community

Fr. Nic Frances, Executive Director, the Brotherhood of St Laurence and Professor William Young, Monash Univ.

Thursday, 24 May

Transport and the Economy

Professor Martin Wachs, University of California

Note: The Committee would like to hear from any member who attended the 5 April lecture on Sustainable Transport.

Acland Street - A Failure of Nerve

In March this year, the City of Port Phillip promoted Acland Street, St Kilda (a focus for European-style cafe culture) as a trial car-free area (i.e no through access and no parking) for three Sundays. The purpose was in part to ease the pressure on public space, for easier pedestrian access and outdoor dining, but the trial was also part of a long-term strategy to encourage visitors to use alternative transport.

This is an ideal location for this initiative. Three tram routes serve Acland Street; route 96 trams were allowed to continue using Acland Street. The street itself has only limited parking places and patrons still had access to off-street parking. The trial was supported by Yarra Trams as an opportunity to promote its service and was endorsed by the Acland Street Traders Association.

After two Sundays tram use had increased by 20-30%, according to Yarra Trams, and 92% of visitors supported the trial. Unfortunately the traders displayed a short-term reaction which has been characteristic of European experiences, according to the recent lectures series on "Feet First: Pedestrians in Cities". Traders in neighbouring streets were hostile before it started, anticipating increased traffic pressure. After only two weeks, which included Moomba and bad weather, the Acland Street traders pressured the Council into dropping the trial. Ironically, the head office of one major store subsequently reversed its stance and supported the idea.

Similar initiatives in Europe have led to significant increases in visitors and retail spending. COPP will need to look at the European cases to see how local councils managed to overcome a familiar negative stance by retailers which ignores the views of their customers and reflects little confidence in their business.

The Decentralising Metropolis - a Worldwide Phenomenon: Sir Peter Hall Lecture, 28th March.

Sir Peter Hall, Chairman of the British Town and Country Planning Association and Professor of Urban Planning at University College London, took as his theme the relationship between the growth of the city and developments in transport technology.

From the pre-public transport high density, walking city, Hall traced the expansion of the city through to the polynodal form of Los Angeles, which was initially shaped by its light rail system before its replacement by the private motor car and a freeway system. He identified a number of transport crises that were solved by new transport technologies.

Cities are now facing the fourth crisis: how to plan for a decentralised city. Cities range in levels of concentration, but across city types public transport needs a minimum density of 30-40 dwellings per hectare. The traditional radial transport system is no longer expanding as the growth of jobs and housing in suburbs and commuter belts have outstripped the growth of jobs at the centre. The development of the Edge City in the form of suburban employment complexes along freeways has meant not more journeys, but more car-dependent journeys.

Peter Hall did not, however, agree that dispersal meant the long-term end of the city. He noted first the Netherlands model of land-use/transport planning, which is based on three types of location according to type of transport access. A-type locations (CBDs) are highly dependent on public transport, with minimal provisions for the private motor vehicle. B-type locations (the Edge City) have freeways and public transport (light rail and interurban rail interchanges). These would combine parking and good access to public transport for workers. C-type locations (logistics locations for warehousing etc) have freeway access and parking for a small, car-dependent workforce.

He then used the example of Amsterdam to illustrate the forces at work to revive the centre. Major services (government services and corporate headquarters, tourism, creative and cultural, and financial and banking services) require proximity, and generate supporting services and in-city living. The new urban structure is taking the form of at least four centres of activity (old, new and tertiary CBDs, and specialised sports and entertainment centres), with the newer centres well served by public transport. The new centres spread into "zones of assimilation", leaving behind "zones of discard". The challenge is to revive the "zones of discard".

Peter Hall concluded that the new model is a polycentric mega-city where the CBD is the most important of many centres in a concentrated de-concentration form.

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