

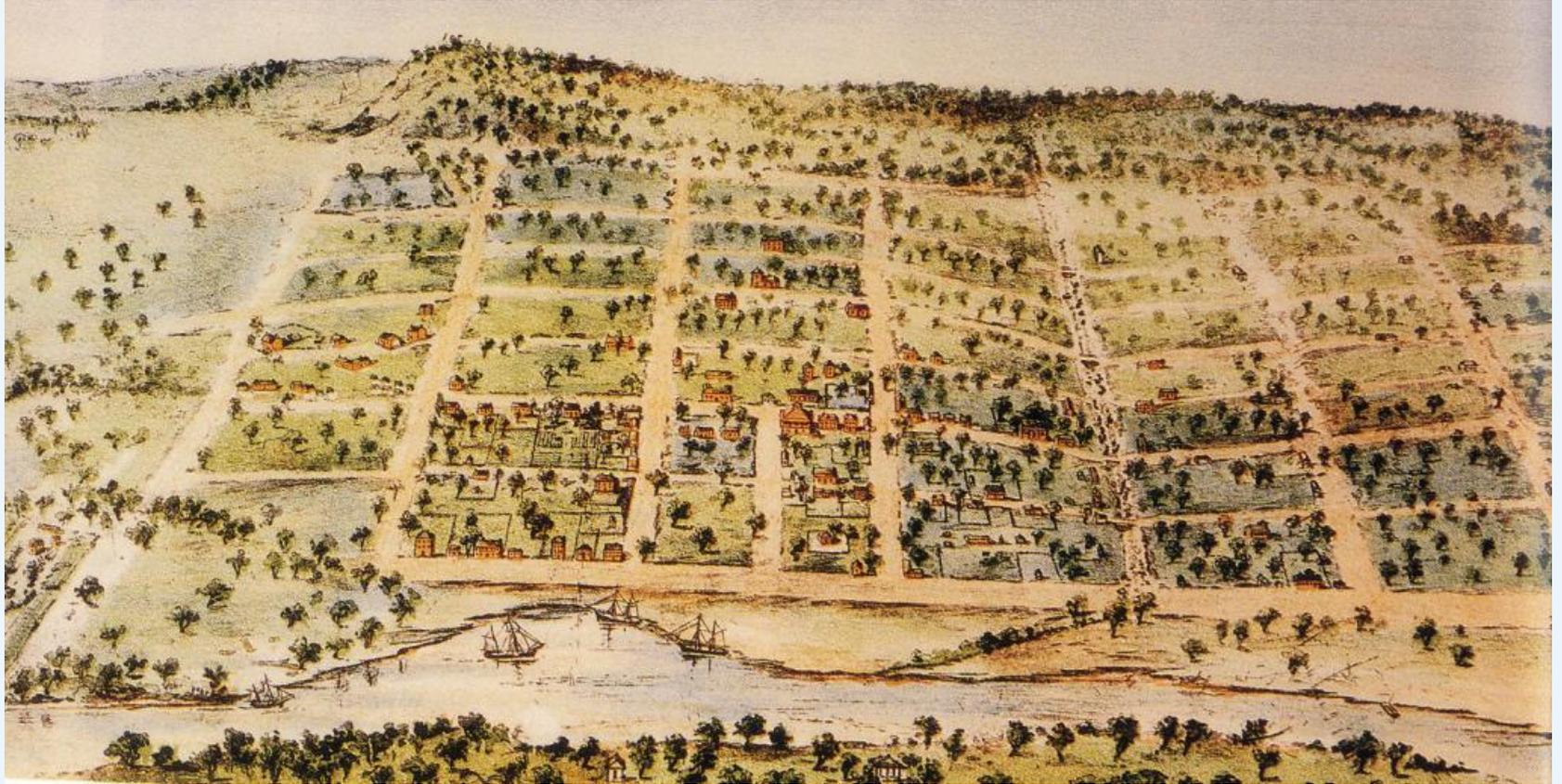
# Why Melbourne's roads are where they are

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For more data than I give today, see my

**Melbourne Miles**

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# Conclusions first.

- Melbourne needs (but incredibly has never had) a Plan particularly covering population, transport and land use and :
  - Covering the foreseeable future,
  - Produced by open public and professional inputs,
  - Endorsed by the key political groups,
  - Providing a program for its incremental implementation,
  - Providing assured funding to match that program,
  - Ensuring that related issues such as land use are consistent with the Plan,
  - Preventing external changes to individual projects once they have entered the final design stage,
  - Accommodating regular review of the Plan.

# Key factors influencing Melbourne's roads

1. 1835. Location as a small port on a small river.
2. 1836. Robert Russell's misapplication of the British standard town plan (used topography).
3. 1837. Mile-grid sectioning of entire colony to aid land sales and speculation. Led to 1 chain roads.
4. 1837-1853. Hoddle tries to make sensible roads.
5. 1851. New State government appoints parochial Select Committee on Roads and Bridges.
6. 1853-1914. Rail captures lion's share of transport budget. Roads worsen.

# More factors:

7. 1920. Cars and trucks having significant impact.
8. **1921. Monash appointed head of SECV. Immediately reserves wide land corridors for a transmission network bringing power into and around Melbourne. With vision, assumes a city size far bigger than anyone had or would envisage for the decades to come.**
9. 1929. Metropolitan Town Planning Commission issues its Town Plan full of ideas best described as planning fantasies. Few of its recommendations were implemented.
10. **1934. State Government prevents any building on land inundated by the 1934 flood, preserving long green corridors throughout Melbourne.**
11. 1946. CRB staff return from WW2 with enhanced strategic and planning skills. CRB begins reserving wide non-freeway road corridors in “greenfields” in the fringes of current outer suburbia.

# Even more factors

- 12. 1954+. Cities of the world led by Robert Moses and Wilbur Smith to their promised land.**
13. 1954. MMBW issues the 1954 Melbourne Town Plan which included an appalling inner city ring road. It was too grandiose and expensive and patently inappropriate for Melbourne.
14. 1956. Bypass Act gives CRB surprising new powers.
15. 1969. Melbourne Transportation Study recommended 510 km of freeway for Melbourne by 1985. (Fortunately) few of its recommendations were implemented.
- 16. 1970+. Rupert Hamer to the rescue.**
17. 2118. Melbourne still does not have a proper Plan.

# Case Study: M1 Motorway from Dandenong to Geelong, via the CBD

- a. Dandenong was a prime agricultural centre and much of the track between Dandenong and Melbourne was a straight line although it had to skirt south of the Caulfield swamps and north of the South Melbourne swamps.
- b. It was a prime example of one of Hoddle's 3 chain roads due to the need to accommodate herds of cattle and wagons seeking firm ground for their wheels.
- c. It was thus better suited than many other Melbourne arterials to be upgraded *in situ*.
- d. Nevertheless and although not in the 1954 Town Plan, by 1963 the CRB was planning a "bypass" of Dandenong on today's M1 route to "ease congestion on Princes Hwy East" using "Bypass legislation."
- e. The route as far west as Warrigal Rd then appeared in the 1969 Plan

# M1 – part 2

- f. Land acquisition was simple as most was “greenfields”.
- g. West of Huntingdale Rd the route followed the power line reservation (#8) and from Waverley Rd the reservation joined with the Gardiners Ck flood plain (#10).
- h. The route from Warrigal Rd to the city was in both the 1929 and 1954 Plans, but then cut across to Dandenong Rd. The CRB had obviously had grander plans (#d).
- i. This part of the route contained Melbourne’s first freeway which ran from Punt Rd to MacRobertson Bridge and was only freeway built that was in the 1954 Plan. It was patently underdesigned from day 1.

# M1 – part 3

- j. Switching to the western end of M1, the CRB used its 1956 Bypass legislation to declare the entire road from Geelong to Kororoit Creek a Bypass.
- k. The Maltby Bypass (of Werribee) was Victoria's first freeway. It opened in 1961. The route used a sewer reserve.
- l. East of Kororoit Creek Geelong Road had similar antecedents to Dandenong Road. However, it ended in a dismal unplanned mess of inappropriate roads in Footscray and Flemington.
- m. The obvious solution was the Westgate Freeway. Opened in 1971 it used a Monash powerline reservation.

# M1 - part 4

- Westgate Bridge finally opened in 1978. It deposited its traffic in an ill-fitted Port Melbourne.
- The CRB solved this problem by building an elevated freeway segment of M1 to Kingsway, which was only slightly better prepared for its traffic than was Port Melbourne. It opened in 1988.
- The traffic consequences in today's Southbank were horrendous as there was no southern bypass of the CBD. The need for a solution had been seen as early as the 1929 plan.
- The southern portion of City Link, opened as a pair of tunnels in 2000, and has been very effective as a CBD bypass and as congestion relief measure.

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AND WITH THE ADVANCE OF TECHNOLOGY, THIS TRIP WILL TAKE HALF AN HOUR INSTEAD OF FIVE MINUTES

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