

EXISTING
ROADS

ROADS
UNDER
CONSIDERATION

BACKLASH MAP OF
GENERAL ROADS SCHEME

PROPOSED ROADS
TRAMWAYS AND
FUTURE STREETS



METROPOLITAN
TOWN PLANNING COMMISSION
MELBOURNE AND SUBURBS

W. J. GIBBS, Architect
Melbourne

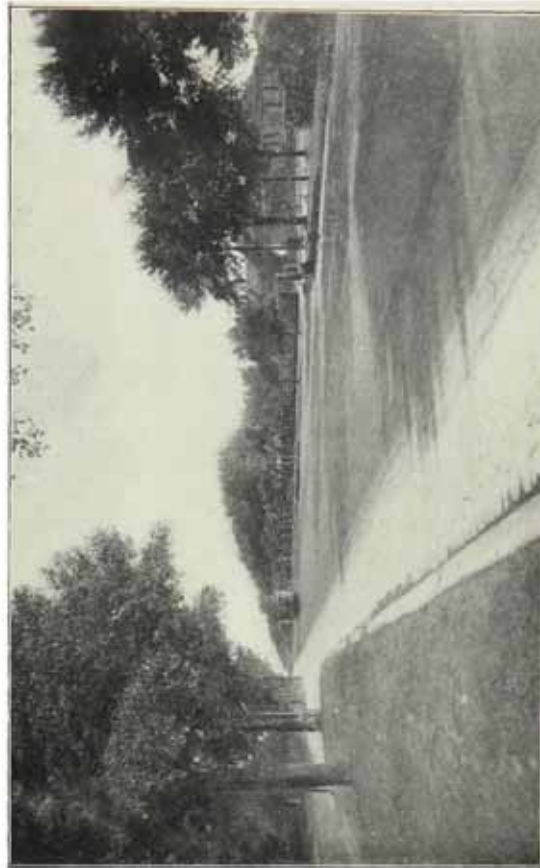


Port Melbourne Highway Scheme.



Swallow-street, Port Melbourne.
(The present route from Prince's Pier.)

Brown Photos.



St. Kilda-road at Leopold-street.

Brown Photos.

Two parkway roads, each 3 chains wide, are planned leading from the waterfront, and converging at Graham-street into a parkway 420 feet wide, which is continued for $1\frac{3}{4}$ miles as far as the Spencer-street-Clarendon-street (Batman) Bridge, at which point the highway is tapered to 240 feet width. Many of the necessary factors to its accomplishment already exist. It is planned to connect with the Yarra Boulevard and eastern and south-eastern highways, via Alexandra-avenue.

That portion of the highway between Clarendon-street and St. Kilda-road is the most vital part of the Commission's schemes for the permanent solution of the traffic problem. Its great utility and the urgency for its provision were referred to in the First Report (pages 36, &c.), and it is not considered necessary to reiterate the arguments. The street system in this neighbourhood is wasteful in layout and direction. By the adoption of this highway scheme between Queen's Bridge-street and Aikman-street as shown on the plan, Sheet No. 1, an excellent re-arrangement can be secured. It necessitates the closing of portions of existing streets and the resumption of sufficient property to enable the allotments to be remodelled with frontages to the proposed new street and highway system. Excellent approaches to new bridges over the Yarra and serving the replanned area would be provided. The adopted scheme involves resumptions which would make available over 600,000 square feet of land for resale with frontages to various new and existing thoroughfares. After allowing liberally for the cost of resumptions and conservatively for resale values, the scheme is estimated to show a profit of over £200,000. This part of the highway proposals is included in the schedule of Urgent Works dealt with in Part III. of this Report. Some figures as to costs, &c. are given on page 149.

As pointed out in the First Report, the Melbourne to Port Melbourne and St. Kilda railway lines are the principal factor in the whole of this scheme. In view of the short distance of travel afforded by the Port Melbourne railway line and the probability of the passenger traffic in these areas being accommodated as efficiently by the street passenger services, it is considered that the haulage of goods will constitute its chief function if it remains on its present alignment. The new route recommended by the Commission (see Plan Sheet No. 1) would provide a much greater field of service for the railway when the development of Fisherman's Bend lands progresses. The construction of the new line without any level crossings would relieve the community generally of the great cost which will ultimately be involved by retaining the present route, on which heavy passenger and goods traffic would have to be maintained during constructional operations.

The Commission urges that any consideration of the costs involved in constructing the new line on the route recommended should make due allowance for the elimination of the existing level crossings, the constructional work of which would be very costly because of the maintenance of railway services and for the construction of subways under the existing railway embankment to allow of the continuance of the north-south streets of the City across the Yarra to connect up with the street system on the south side of the river, as planned by the Commission, which works would otherwise be debited to the existing lines.

A detailed estimate of the railway aspect of the Commission's scheme (which is additional to the Railway Department's proposals for a goods line across the Yarra west of the Spencer-street Bridge, to connect the Spencer-street Station and Yards with the Port Melbourne railway line) should be obtained. The Commission is of the opinion that a direct comparison of these costs considered in conjunction with the great advantages to be gained by re-locating the railway free from its present disabilities, would make the highway scheme an extremely attractive one, both financially and aesthetically. See also pages 135 and 136.

Route No. 2.—South-Western Highway (Geelong-Melbourne).

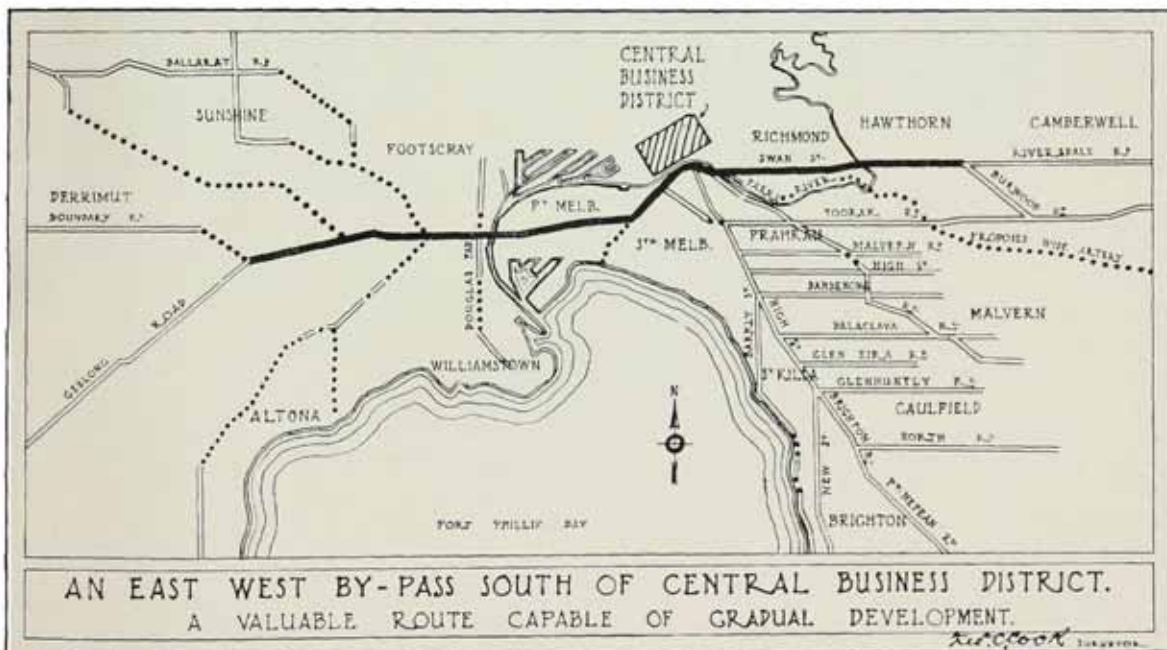
One of the needs of the western suburbs is improved transportation facilities, the present main road layout being far from satisfactory. The traffic on the highway leading to the City from the south-west of the State, known as the Melbourne-Geelong Road, after passing the Kororoit Creek, has the choice of several routes which, however, entail an unnecessary distance of travel mostly along sections of congested business streets. These streets are all narrower than the main roads beyond and they are generally uninviting thoroughfares.

It has been shown that 43 per cent. of the traffic through the City proper could be by-passed around it if satisfactory roads were available. Practically every road from the western suburbs and beyond invites traffic to enter the City area. There is a considerable amount of traffic between the western suburbs and those on the south and east of the River Yarra, which needs a by-pass route.

The present route, where it crosses the Kororoit Creek, follows an unsafe and tortuous course. The existing roads leading through Footscray from the Geelong-road to the City will continue to increase in importance as traffic routes as the development of the western suburbs progresses. So that they shall not be unduly congested by unnecessary traffic which can be given more direct routes, the following route is recommended for the arterial road proposed by the Commission, forming also a most important by-pass.

Leaving the Geelong-road west of Kororoit Creek as shown on plan, Sheet No. 5, following easterly along the electricity transmission line easement, which is 110 feet wide, and which would require widening to 240 feet, for a distance of approximately 2 miles, thence turning to join Bayview-avenue just west of the Newport-Sunshine Railway loop. Bayview-avenue is shown widened to 132 feet throughout its length, the widening to be carried out on the northern side as far as the Melbourne-Williamstown Railway, and then on the southern side to the proposed crossing of the River Yarra (see plan, Sheet No. 1). After crossing a bridge here, a 132-foot road is planned across the unoccupied Fisherman's Bend lands to join Arterial Route No. 1 at Ingles-street, Port Melbourne.

The latter portion of this proposed road is included in the Commission's scheme for Fisherman's Bend, as outlined in the First Report, which provided for alterations to the Port Melbourne Cricket Ground. The existing reserve was much too small, and had not been valuably improved. The scheme provided for a much larger reserve, incorporating portion of the present grounds, but making it possible to give a good connexion between the arterial road across Fisherman's Bend and the existing street system in the vicinity. Expenditure has since been incurred on the cricket ground, with the approval of the then Minister of Lands, in conflict with the recommended scheme. This should not prevent the provision of a larger reserve on the lines of the scheme previously submitted to the Government, and thus preserve the route of this most important highway.



The whole of this highway scheme can be obtained for the expense of merely its construction, the cost of the bridges over the Yarra and the Williamstown Railway, and the alterations to the Port Melbourne Cricket Ground. There are practically no buildings involved, and the land through which it passes is largely Crown property or open country. Probably no other large City has such an unrivalled opportunity at hand to provide such an essential and well-located highway. The total length of this route is $6\frac{1}{4}$ miles, and it would reduce the distance as compared with the New Footscray Road by 50 chains. The number of main roads which are planned to connect with it may be seen by reference to the above diagram.

Route No. 3.—Point Cook to Melbourne.

Commencing in the vicinity of Point Cook, this road is designed to run due north along the Government Road, part of which forms the western boundary of the Explosives Reserve at Truganina, to the north-western corner thereof, thence north-easterly across the intersection of

Nellie and James streets, at Altona West, to the Kororoit Creek Road at the Geelong Railway. (See plans, Sheets Nos. 5 and 7.) After crossing the railway and Kororoit Creek Road, it follows the northern side of the railway reserve, absorbing existing planned streets in places, to the intersection of Miller's-road and Ross-road. From this point the road would lead north-easterly direct to the intersection of Bay View-avenue and the Melbourne-Williamstown-road at Spotswood, where it joins Arterial Route No. 2 at the gyratory centre planned, where six arterial and main roads converge. (See plan, Sheet No. 1.) It then follows No. 2 Route to Melbourne.

Except for the Government Road between Point Cook and the Explosives Reserve, which is retained 66 feet wide, the road has been planned 84 feet wide throughout its 9 miles length to its junction with No. 2 Route at Spotswood. That part of it between Point Cook and the intersection of Miller's and Ross roads presents practically no difficulty, except for a small section which would have to pass through a vacant subdivision west of Altona. The balance of the route has been given a good deal of attention.

The plan, Sheet No. 5 shows the position of this arterial route in relation to both existing and proposed conditions. Certain estates along its route had been subdivided just about the time the Commission made known its intentions in this locality. The public-spirited action of the land subdividers concerned enabled the Commission to obtain the replanning of subdivisions which previously had been approved, and sealed by the Werribee Council. This replanning incorporated over one mile of this highway of the desired width of 84 feet, and provided for new frontages to the route, with co-ordinated treatment of the lands in its vicinity. Two other existing subdivisions which are not yet built upon will need to be remodelled in a similar manner to that carried out voluntarily by other subdividers, in order to provide the necessary road reserve.

War Service Homes Area at Spotswood.—The continuation of this roadway between the Newport-Sunshine Railway and its proposed junction with Arterial Route No. 2 at the Melbourne-Williamstown-road at Spotswood is planned to pass through a subdivision owned by the War Service Homes Commission. The scheme is shown on the plan, Sheet No. 1. Before the road scheme was determined upon, information was obtained from the War Service Homes Commission as to the allotments in the estate which had been disposed of in any way. This was in March, 1926. An endeavour was made to obtain the road in this section while the allotments affected were vacant and under the control of a public authority. It was demonstrated to the War Service Homes Commission in April, 1926, that a resubdivision of the affected area would entail a loss of only five allotments of low value, in securing a main road of such benefit to the community. Quite apart from this, the cost of construction of a main drain, now partly constructed, along the reserve thus provided would be less to the extent of about £1,600 than the cost of providing the same services on the existing street system. It would occupy too much space to report in detail the negotiations which have been conducted for over three years. Considerable opposition has been shown by the War Service Homes Commission and the Minister for Works and Railways, who, however, four times re-opened consideration of the matter after protests have been made against decisions. As soon as an objection was raised by the War Service Homes Commission it was convincingly answered by this Commission, until in one letter this Commission stated:—

“ With all due respect to the views of the Hon. the Minister and the War Service Homes Commission, my Commission considers that if a spirit of helpfulness instead of antagonism had been displayed, much time, labour and feeling could have been avoided to the distinct and lasting advantage of the general community.”

This small section of roadway is the key to the whole thoroughfare. Not one bespoken allotment was affected when the road was first planned and submitted to the War Service Homes Commission. It was the duty of this Commission to take advantage of the opportunity available, and to determine the route of a highway through these unbuilt-on lands to serve the considerable population which will in due course frequent and reside in the Altona district. In conjunction with portion of Route No. 3 this road would bring Altona within $8\frac{3}{4}$ miles of Melbourne, which is a saving of 3 miles in comparison with the existing route. This Commission has felt justified in attempting with such persistence to secure this road or to ensure that its provision would not be rendered unnecessarily costly simply because a Commonwealth Department was not concerned in proper community development, or with a scheme which it could, with apparent warrant, avoid assisting. The action of this public department is in marked contrast to that of the private subdividers referred to earlier.

This Commission emphasized that it did not desire that any additional expense should be made a charge upon the returned soldiers who were purchasing homes on the estate. Instead, the Minister was asked, in the public interest, to set aside the small amount of perhaps £400, which at the time was estimated as sufficient to enable the provision of 2,000 feet of road reserve. Although the Minister regarded this as a State matter and one to be dealt with by a town-planning authority, he was aware that no such authority existed.

At one stage in the proceedings this Commission was advised that no blocks would be disposed of which were affected by the proposed road until all other available blocks had been allotted. This was not adhered to with the result that it has been found necessary to plan a deviation in the road through this area to avoid the houses recently erected. The Minister (Hon. T. Paterson) has since given a promise that the War Service Homes Commission will in the first place dispose of blocks which are not upon the alternative route for this area. As there are quite a large number of blocks available for allotment other than those affected by the new arterial road scheme this decision should postpone further encroachments for some months at least.

The size of the file of correspondence will bear testimony to the efforts of the Commission to obtain this desirable improvement at the most opportune time. The Commission urges once again that immediate action be taken to secure its provision.

Route No. 4.—Sunshine to Melbourne.

The principal route from the City to Sunshine at present is via Ballarat and Hampshire Roads. It is unnecessarily devious. Sunshine is a developing industrial centre, and the vacant areas in the vicinity of Tottenham ultimately will be built upon. This Commission has recommended in other reports that the whole of the activities associated with the metropolitan live-stock markets, abattoirs, &c., should be located at a site in the proximity of Sunshine. Industrial development has taken place between Sunshine and Deer Park to such an extent that a new railway station, Ardeer, has just been opened.

The traffic created by this industrialized area will require much better direct communication with the metropolis than now exists. The Commission considers that Sunbury-street, between Sunshine and West Footscray, and Napier Street, Footscray, should form the nucleus of a direct arterial route which, in conjunction with the new Footscray-road (now under construction) would supply a route independent of Ballarat-road.

This new route is shown on the plans, Sheets Nos. 5 and 1. Most of the elements already exist. Commencing at Sunshine on the western side of the railway reserve, as an extension of Derby-road, and passing through a reserve where it would intersect with other new roads leading to a subway under the railway line, it is continued to join Sunbury-street just east of the Stony Creek, as shown on plan, Sheet No. 5. Sunbury-street is then followed to its intersection with Grainger's-road, and it should be widened to 100 feet throughout by the setting back of building lines on the south side. There are practically no buildings at present obstructing this route and action taken now should, later, be of great value. Proceeding easterly from Grainger's-road, the arterial road would be diverted into Irving-street, and, in order to maintain the width of 100 feet, this street would need to be widened on its southern side as far as Geelong-road (see plan, Sheet No. 1).

In order to secure connexion with Buckley-street, Footscray, and to maintain directness of route, it will be necessary to resume about 15 houses, nearly all old wooden structures, between Geelong-road and Margaret-street. Between John-street and Victoria-street, Buckley-street would be widened to 100 feet on the south side. Twenty-four houses would require to be demolished or moved back, nearly all of which are wooden. In almost every case there would still remain sufficient depths to the allotments to permit of the houses being moved back to accord with the new alignment. Between Victoria-street and Nicholson-street, Buckley-street is shown widened on the northern side. Approximately 30 properties would be materially affected in this sector.

The arterial route would then connect with Napier-street, but in the very short section between Nicholson-street and the railway crossing a slight adjustment of the existing route is recommended. When the present level crossing at Napier-street is abolished, it is understood that the width of roadway, 99 feet, will not be curtailed. Napier-street, between the railway line and the Maribyrnong River, is 99 feet wide, so that no alteration in its width is recommended. The present Napier-street swing bridge is only 45 feet wide. In due time, when it is rebuilt, it should be made 99 feet wide.

The remaining section of the existing route to Melbourne is being abandoned and a new direct road between the Napier-street Bridge and Dudley-street is being constructed. This work was authorized by the *Melbourne to Footscray Road Act 1927*. It passes through Crown lands the whole way and is to be 165 feet wide with a special form of construction and cross-section to suit this unusual width. The Bill, when introduced to Parliament, made provision for a 99-foot reservation for roadway purposes notwithstanding recommendations by various expert authorities in favour of 198 feet. The Commission and the Footscray Council vigorously opposed the 99-foot layout, which was sponsored by the Melbourne City Council and supported by the Government of the day. The Commission is pleased to record that the Bill, when passed, was amended to provide for a width of 165 feet, or within 33 feet of the width it had so strongly advocated.

Entrances to Melbourne City from this highway would be given via either Dudley-street or Flinders-street extension. It is destined to be one of the principal heavy traffic routes in the metropolitan area. It is planned to give access to many important centres of great activity, and the Commission's main roads scheme shows numerous feeder routes leading into and across this highway.

Harbour Trusts Compound Wall Scheme.—The proposal of the Melbourne Harbour Trust Commissioners to erect a compound wall, which would have caused the diversion of the whole of the traffic from the New Footscray Road into the Flinders-street-Spencer-street intersection was brought to the notice of the Commission recently. In view of the substantial amount of this traffic which would require to use the new Batman Bridge and the intersection referred to under that scheme, the Commission made strong representations to the Trust and to the Government urging a modification of the proposals to allow of an additional and direct route for traffic between the New Footscray Road and the bridge being maintained. Although the Commission's proposal that this direct route should enter at the bridgehead opposite the existing road along the north bank of the river on the eastern side of Spencer-street, was not accepted, an alternative giving access via Siddeley-street direct into Spencer-street was approved. Whilst this will assist to, overcome the difficulties of traffic movement in this area, and is preferable to the original scheme, it is regretted that the Commission's proposal was not adopted.

Route No. 5—Ballarat-road—Dymon-road.

The metropolitan section of the main highway leading to Bacchus Marsh, Ballarat and beyond is not only indirect, but it has other disabilities which should be remedied when laying down a future arterial roads plan. The route for this arterial road, as shown on plans, Sheets Nos. 6 and 1, is recommended by the Commission for development as the future through road between Melbourne and the country served by Ballarat-road.

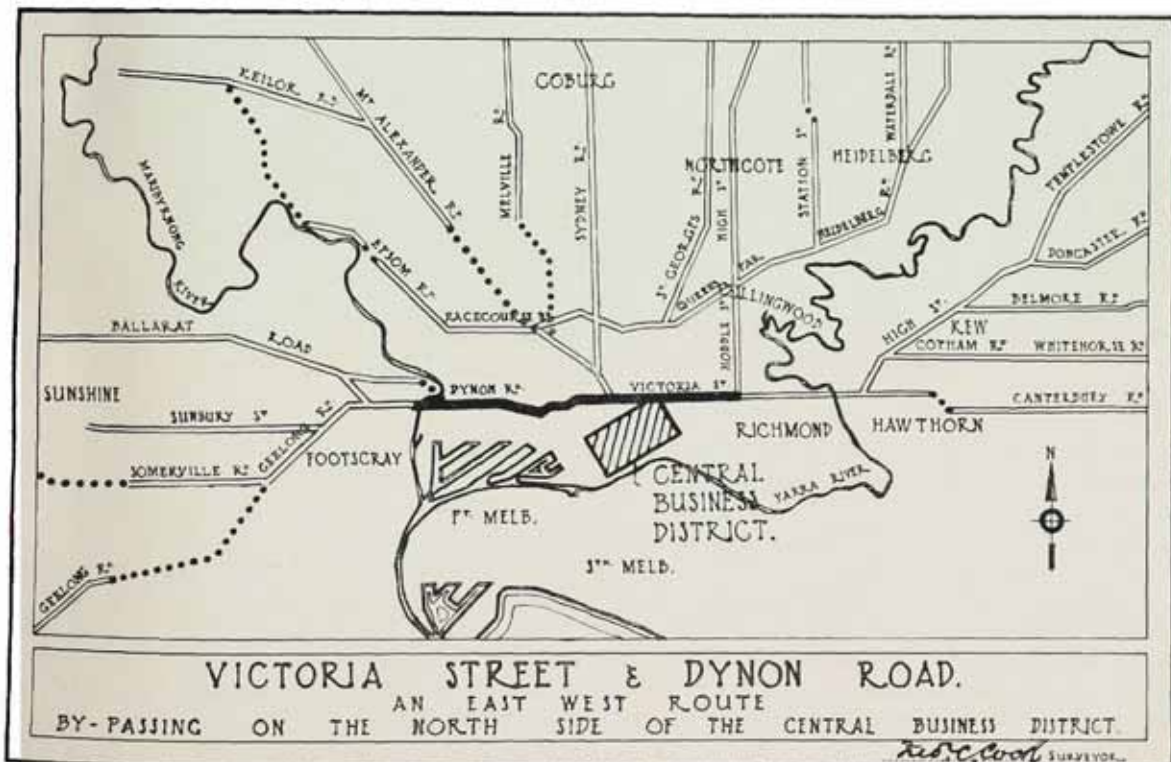
The Commission's plans show the commencement of this road in its metropolitan section at Deer Park. From McIntyre and Anderson roads and as far east as Westmoreland-road, the Ballarat-road is 132 feet in width and is regarded as sufficient for the traffic it is designed to carry. Between Westmoreland-road and Duke-street, Ballarat-road is only 66 feet wide. The Commission recommends the widening to 132 feet of this section by setting back the northern side.

The subdivision of the old town of Braybrook made more generous provision for street widths and Ballarat-road, between Duke-street (or Boundary-road) and Lyons-street (or Ashley-street) is 99 feet wide. The Ballarat-road in this section forms the northern boundary of the Maidstone Replanning Scheme which is dealt with on page 251. Provision is made in the latter scheme for the widening of Ballarat-road to 132 feet by cutting back the southern side. The Maidstone Replanning Scheme also incorporates that part of Ballarat-road between Ashley-street and Summerhill-road, but the road is only 66 feet wide in this section at present. The scheme makes provision for widening it to 132 feet by setting back the northern side.

From Summerhill-road to the eastern end of the Footscray Park on the bank of the Maribyrnong River, the Commission recommends, as an urgent work, the setting back of the present 66 feet wide Ballarat-road on its northern side to 132 feet. This section of the widening scheme would involve the removal of 50 weatherboard houses and the demolition of eleven brick buildings. Fifteen of the former are owned by Messrs. Geo. Kinnear and Sons Pty. Ltd., whose rope works are situated on the same block between Gordon-street and Wearing-street. It is considered that it would not be necessary to resubdivide the remnant portion of these lands because it is presumed that these houses could be removed to new sites in the vicinity of the

works. Excluding the lands and property of Messrs. Kinnear and Sons, 39 new allotments could be subdivided to the new road on which the remaining 35 weatherboard buildings could be located in much better conditions than exist at present. Between Dawson-street and Nicholson-street the setting back of the Ballarat-road involves only two buildings. Details as to the estimated costs of this part of the scheme are included in the Urgent Works Schedule on page 149.

The Ballarat-road at present crosses the Maribyrnong River and connects with Smithfield-road and thus enters the City via Racecourse-road, Flemington-road, &c. So that the traffic from this artery shall enter the City at a point separate from other arteries from the north and north-west, a connexion between Ballarat-road and Dynon-road as shown on the Plan-Sheet No. 4, is recommended. This connexion would overcome the necessity for the use, by through traffic, of the existing route from Ballarat-road into Dynon-road via Droop-street and Hopkins-street at Footscray. They are comparatively narrow business streets with a double line of tramway in Droop-street and a steep grade in Hopkins-street. After investigation it was found that by the most economical scheme of widening of Droop and Hopkins streets, approximately 190 buildings would be affected, many of which are factories, shops, and stores, constructed of brick and similar durable materials, whilst a wider bridge over the Maribyrnong at Hopkins-street would be necessitated. The improvement of the existing route would thus be far more costly and offer less advantages than the route recommended. The proposed new connexion between the Ballarat and Dynon roads provides for a 132-foot road across the unbuilt-on lands to the east of the works of Messrs. W. Angliss and Co. Pty. Ltd., thence under the Melbourne-Footscray Railway (which is on an embankment) to a new bridge to be constructed over the Maribyrnong at the point shown on the plan. The road would connect direct into Dynon-road at its intersection with Highett-street. This would involve the removal of one or two galvanized iron hide and skin stores. The bridge at Hopkins-street would cost a large sum of money to put into efficient service commensurate with the requirements of such a highway. The widening of Ballarat-road to 132 feet by excising portion of the adjacent Footscray Park would cause a replacement of the strip of reserve by roadway plantations, and the Municipalities indicated their preference for this scheme when the alternatives were placed before them.



Dynon-road is regarded by the Commission as of the utmost importance because it forms part of a practically continuous thoroughfare by-passing the City proper on the north side. It is at present 99 feet wide. Its frequent state of disrepair is attributable to a variety of reasons, the chief of which is that for some years the Railways Commissioners have desired to close the eastern end of the highway in order to secure easier working in the Melbourne railway goods yards. This Commission has persistently opposed any action which is likely to result in a blockage of the directness of travel along the present route of Dynon-road. Full reasons for the

Commission's actions in this matter are contained on page 45 of the First Report. Suggestions have been made and considered for the provision of a direct connexion between Miller-street and Dynon-road by means of a viaduct over the railway yards. The Commission has stated that it has no objection to such a scheme being carried out so long as it is effected prior to the closing of the existing route.

The Commission recommends that Dynon-road be widened to 132 feet throughout its length, and on the southern side. It passes through Crown lands for the greater part of its length and there are no substantial buildings which would be affected. On the other hand, the plans of the Railway Department for remodelling the Melbourne yards by the absorption of this section of the road would need to be re-arranged. The lines immediately adjacent to Dynon-road on the south side are used for the assembling and washing of live-stock trucks and any scheme for the removal of the sale-yards, when adopted, will obviate the necessity for retaining these sidings for this purpose. The bridge over the Moonee Ponds Creek would need to be reconstructed to conform with the new road.

The only remaining part of this arterial route to be dealt with is between the bridge over the railway station at North Melbourne and a connexion with Victoria-street, North Melbourne. The bridge is much too narrow at the present time, and unless some alternative scheme such as is referred to above is carried out, it should be widened to 99 feet, and the alinement of it amended to give improved connexions. A photograph showing the congestion on this bridge, which is an hourly occurrence, is shown below.



Congested traffic on Dynon-road bridge, over North Melbourne Station.

Brown Photos.]

It is important that there should be better connexion between the overhead bridge at Dynon-road and Victoria-street. The Commission considers that the best way of achieving this is to cut a new roadway 99 feet wide, through the properties between Ireland-street and Spencer-street, as shown on plan, Sheet No. 4. The properties which would be affected are of a very poor type, and by acquiring frontages to the proposed link road, and the inclusion of portions of Stawell and Dryburgh streets for resale, a considerable sum should be obtained as an offset against the cost of resumptions. The estimated costs are given in the schedule of urgent works (page 149). Some slight readjustment of the existing small reserves at the intersections of Miller and Spencer streets, and at the junction of Miller and Curzon, Hawke and Victoria streets, would be advisable, and the plan shows the proposed treatment.

Route No. 6—North-western (Calder) Highway—Keilor to Melbourne.

This highway, which is the route from Mildura, Bendigo and intervening north-western centres, to Melbourne, is planned to commence its metropolitan section at the Maribyrnong River at Keilor. There is a very steep grade to be surmounted immediately after crossing the bridge at Keilor on the approach to Melbourne, and the existing road reserve known as Keilor-road varies in width but is mainly 66 feet to 99 feet wide. In view of the nature of the road between the river and the crest of the hill it should not be necessary to widen the road reserve.

Except for a small section of the Keilor-road north of the Keilor cemetery, where it is 198 feet wide, the whole of the road from that point, as far as its junction with the Mount Alexander-road, north of Essendon, is 66 feet wide. The Commission recommends the widening of this part of the highway to 132 feet. The plan, Sheet No. 6, shows the proposal, with, the widening as far east as the intersection with Treadwell-road, to be carried out mainly by cutting back the northern side. There is less subdivisional development on the northern side of the road, and there are no buildings in this lengthy section, so that where there are allotments which would be affected, a remodelling is all that would be involved. From opposite Deakin-street (just east of Treadwell-road) the widening is gradually transferred to the southern side as far as opposite Gillies-street. This causes less interference with subdivided land and housing development, and avoids the North Essendon State School. East of Gillies-street the widening is again gradually transferred to the northern side, the main consideration in this case being to avoid the Melbourne and Metropolitan Board of Works' Reservoir. This section has been well built up during the last few years, and a tramway route from the City has its terminus there.

Keilor-road joins Mount Alexander-road and its connexion through to the City via that road is dealt with in the description of Arterial Route No. 7.

Route No. 7—Lancefield Highway—Bulla, Mount Alexander, and Flemington roads.

For the purposes of this Report it is considered to be sufficient to regard the commencement of the metropolitan section of this highway as the point where the Electricity Commission's transmission line crosses Bulla-road. The Bulla-road is only 66 feet wide in this section, but it opens out to 198 feet at Treadwell-road, near North Essendon. It is recommended that the width of 198 feet be made uniform by widening on its northern side the section of Bulla-road between Treadwell-road and the electricity transmission line. The proposed widening is shown on the plans, Sheets Nos. 6 and 7. There is no building development at present on any part of the road where the widening is advocated. Plans, Sheets Nos. 7 and 4, show that Mount Alexander-road is 198 feet wide to its connexion with Arterial Route No. 6 at the intersection with Keilor-road, and as far as the Moonee Ponds Junction. The present layout of this part of Mount Alexander-road practically agrees with a cross-section as shown on page 61, which provides for a side road 30 feet wide on either side of a central plantation, in which the tramway is located. The present subway under the railway just north of Essendon Station should be correspondingly altered, and the fire station building in the reserve at that point removed elsewhere.

That section of Mount Alexander-road between the Moonee Ponds Junction and the Moonee Ponds Creek at Flemington Bridge Railway Station has caused the Commission a great deal of concern, and various schemes have been worked out in detail for its improvement. It is reduced between these points from 198 feet to 66 feet in width and carries a double line of electric tramway which serves large and growing areas. The scheme for cutting a new 198 feet road through the built-up parts to the immediate east of the present thoroughfare, as shown on the plan, Sheet No. 4, is recommended, after an exhaustive review of the following rejected proposals:—

1. Widening Mount Alexander-road on eastern side and not interfering with the western side (beyond Wellington-street).
2. Widening Mount Alexander-road on eastern side and resuming the western side properties for resale for residential purposes.
3. Widening Mount Alexander-road by 66 feet on each side.
4. Improving Ascot Vale-road so as to divert the vehicular traffic into other thoroughfares.

Owing to the large areas served and to be served by this route, it is obvious that Mount Alexander-road in its narrow section will not be able to accommodate the traffic from its vicinity, and from the many important feeder roads it is so satisfactorily located to serve. Even at the present time no metropolitan road west of Sydney-road carries as much traffic as Mount Alexander-road.

The scheme adopted is less expensive than any of the proposals considered above, and was estimated, in 1928, to cost approximately £270,000, exclusive of road construction.

When race meetings are held at the Moonee Valley Racecourse much congestion is caused on Mount Alexander-road and great inconvenience is suffered by local residents desiring to use that thoroughfare and the tram service along it. A distinct advantage of the new road scheme

over all other schemes is that it enables considerable improvement to be effected in the present unsatisfactory access by road and tramway to the racecourse. The scheme of improvement as shown on the plan, Sheet No. 4, incorporates a widening of McNae-street so that a circuit is created for both vehicular and tramway traffic.

Another merit of the new road scheme is that it does not cause any interference with the extensive depot owned by the Melbourne and Metropolitan Tramways Board on Mount Alexander-road and of other important buildings and shops along that thoroughfare. Not only are the alternative schemes more expensive to the extent of between £30,000 and £90,000, but these figures do not include any estimate in respect of the cost of resumption and replacement of the tramway depot.

One of the other most favorable features of the proposal is that it will permit of the retention of the present tramway for the greater part of its length.

The new road follows along the crest of the surrounding land, will have a better grade and will be more picturesque. The cross-section favoured for this roadway is the same as that recommended for the section beyond the Moonee Ponds Junction.

The total length of the proposed new roadway from Pascoe Vale-road to Moonee Ponds Creek is 8,350 feet. The length of the existing part of the road which would be retained is 6,150 feet. Calculating on the basis of the cost of the recent reconstruction in asphaltic concrete of a section of this thoroughfare, the cost of its complete construction would be £41,000. Annual charges for maintenance and repayment of a fifteen years' loan would probably not exceed £2,665. This amount should not be regarded as a charge on the new road scheme, because it is entirely offset by the fact that the latter involves the absorption of 6,210 feet of existing roads which become unnecessary and whose maintenance is therefore saved.

The Melbourne City Council owns that part of the land between Hornsley-street and Moonee Ponds Creek through which the new road is planned to pass.

Three hundred and ninety-two buildings are affected by the scheme, made up of—

Dwellings, 336; shops and dwellings combined, 25; shops only, 23; hotels, 2; bank, 1; noxious trade, 1; miscellaneous, 4.

The population which would be dispossessed by the property resumptions is 1,579, but 790 could be rehoused on the allotments with new frontages which the scheme would create.

Notwithstanding the fact that this part of the scheme, including the cost of road and plantation construction, is estimated to cost £400,000, the Commission strongly urges its adoption. The necessities of the future will demand greatly improved road transport facilities between Essendon and beyond Melbourne, and this highway is the direct route. The longer action is delayed, the greater will be the cost. A tree-planted residential 198 feet road leading from Melbourne towards Tullamarine and Bulla would greatly improve the whole neighbourhood through which it passes, and it would materially enhance the value of property along, and for a considerable distance on either side of, the whole length of the road.

Alterations to the subway under the railway at Flemington Bridge Railway Station and to the bridge crossing over the Moonee Ponds Creek would be necessary, but they are common to any scheme.

The balance of the route of the highway to the City is via Flemington-road, which is already 198 feet wide and has recently been thoroughly and well reconstructed.

A scheme for remodelling the "Haymarket" Junction where Flemington road enters the City proper and connects with Arterial Route No. 10 is dealt with on page 270.

Route No. 8—Hume (North-Eastern) Highway.

The large area between the Moonee Ponds and Merri Creeks has been badly planned in respect of suitable through north and south roads. The only continuous route to and from the City serving the municipalities of Brunswick, Coburg, and part of Broadmeadows is Sydney-road. For the greater part of its length it is only 66 feet wide, and it carries a double line of tramway. It has developed as a busy shopping street in the municipalities of Brunswick and Coburg. On page 31 the Commission stated that Sydney-road

is the busiest 66-ft. road in the metropolitan area, and the diagram on page 31 indicates that a large proportion of the traffic which is now compelled to use Sydney-road would take advantage of a suitable through route if one were located to the west of the present thoroughfare. There is little doubt that if Sydney-road were called upon to accommodate the traffic which must increase as development proceeds in the suburban areas in its vicinity, as well as the assured growth in country and interstate traffic via this road, a greater width of road will be required. The Commission has investigated schemes for giving greater road facilities in this area, and has considered not only the widening of Sydney-road, but several by-pass road schemes immediately adjacent. The great cost that would obviously be entailed in any scheme for increasing the capacity of the present thoroughfare by widening, or the provision of parallel roads close to it, led to the consideration of other proposals. **The planning of an entirely new route so located as to intercept the traffic which, for lack of other routes, is forced into Sydney-road, appeared the most satisfactory and economical solution of the difficulty.** In order to overcome these disabilities and to cater for the development of West Brunswick, West Coburg, &c., the Commission recommends the adoption of Arterial Route No. 8 which is diverted from Sydney-road near Campbellfield and connects with Abbotsford-street at North Melbourne, as shown on the plans, Sheets Nos. 7 and 4. The details of the route are—

Commencing at Sydney-road immediately south of the electricity transmission line crossing, thence across unsubdivided land and the Somerton railway to join Brushfield-crescent and Liston-road (which have since been laid out to a width of 80 feet in conformity with the scheme), thence following East-street which it is proposed to widen to 80 feet for its whole width. From the junction of East and South streets an 80-ft. road is planned across a small unbuilt-on subdivision to connect with Derby-road at the boundary of the Broadmeadows and Coburg municipalities. The route then follows Derby-road for its whole length. This road has been widened to 80 feet by the Coburg Council since the scheme was formulated. From the intersection of Derby-road and O'Hea-street another short diagonal cut is planned to connect Derby-road with Imperial-avenue. The latter has also been widened by the Coburg Council to 80 feet. Between Reynard-street and Woodlands-avenue a subdivision has been laid out which incorporates the direct connexion desired between Imperial-avenue and Melville-road, along which latter the route then follows. The Brunswick Council has already effected the widening of part of Melville-road to 80 feet, and at present only one or two small sections require similar treatment. The route then leaves Melville-road at its junction with Smith-street and runs diagonally across the built-up area to Park-street at Grantham-street. The road is designed to be 100 feet wide in this latter section. The present route followed by the tramway in this part of West Brunswick is circuitous, and although the diagonal cut recommended would interfere with 36 houses and temporarily dispossess 120 people, it is recommended as an urgent work (see page 149), as the great future importance of the road demands a reasonably direct route. The road would then proceed across Royal Park approximately along the route of the present tramway to join Abbotsford-street at Flemington-road, North Melbourne, and thence into Spencer-street.

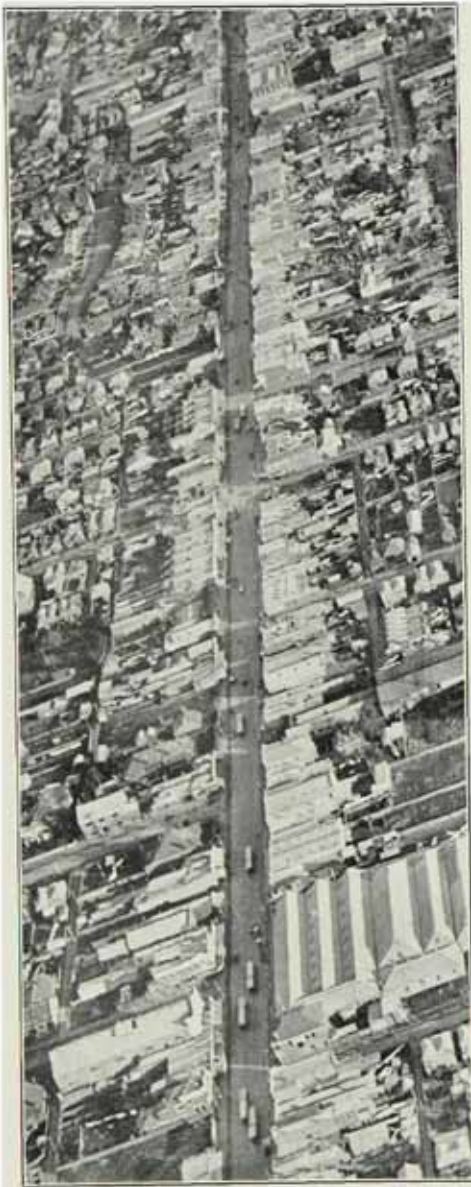
The municipalities of Broadmeadows, Coburg, and Brunswick have materially assisted the Commission in securing most of this route by including it in plans of new land subdivisions and in effecting widenings to existing streets. The lengths of the route included in new plans of subdivision have been obtained without any cost to the community, whilst the councils concerned have met with similar success with respect to the widened streets.

The section of this route through Royal Park, in addition to forming an essential part of a main traffic route, would provide a pleasant parkway drive and improve the access to this large and valuable reservation, many parts of which are comparatively little used. It should be tree planted for the full length through the park so that in time it would become a most picturesque thoroughfare. Royal Park was included in the very early plans of Melbourne, but unfortunately a number of excisions have been made from it for various institutions and other purposes, though no criticism is offered at the location of the Zoological Gardens. The municipalities which this road would serve have been pressing for it for a long time, and the Commission agrees that it has become a matter of urgency.

The linking of this route with Abbotsford-street, North Melbourne, which in turn leads directly into Spencer-street (and the bridge over the Yarra now under construction), will form a continuous thoroughfare from Sydney-road and the northern suburbs to those on the south of

the Yarra. It will not only give traffic the choice of a route more attractive than Sydney-road, but will also relieve Swanston and Elizabeth streets of the through north-south traffic that now uses both of these congested roadways.

The Hume Highway.—The Sydney-road between Melbourne and Sydney was named in 1928 "Hume Highway" in honour of Hamilton Hume, who, with Hovell, first explored an over-land route between Sydney and Melbourne. In view of the fact that the highway scheme just dealt with, will undoubtedly take the place of Sydney-road as the principal through route, the Commission recommended to the Hon. the Minister of Public Works, in a letter dated 1st October, 1928, that the re-naming should apply to the proposed new arterial road.



Aerial view of Sydney-road at Brunswick, showing the extensive shopping development.



Aerial view of Sydney-road, showing the contraction from 198 to 66 feet in width at the Melbourne-Brunswick municipal boundary.

Photos.—"Airsy" Shaw Aviation Co.]

Route No. 9—To Locality of Broadmeadows Military Camp.

The very sparsely settled area north of Bell-street, lying between the north-eastern railway line and the arterial road just referred to (Route No. 8), is likely to be extensively built upon in the near future. It is practically midway between the Broadmeadows and Fawkner railways, and some form of street passenger service will be required. In order to enable proper segregation of services and vehicular traffic in a location that is likely to serve

both needs, the Commission has planned an arterial road as shown on the plan, Sheet No. 7, to commence in the vicinity of the Broadmeadows Military Camp at the Broadmeadows-Campbellfield-road passing southerly through unsubdivided lands, or lands which are subdivided but on which very little development has taken place. The road is 120 feet wide and is connected with Arterial Route No. 8 at a point midway between Essex-road and Gaffney-street. Advantage is taken of a street which is laid out, named Justin-avenue, for providing portion of this highway, but it will need to be widened to conform with the remainder of the scheme. Only three existing weatherboard houses would have to be removed throughout the whole length of this route, which is slightly over 3 miles long. A re-adjustment of certain subdivisions would also be necessary, and although 66 allotments would be absorbed by the new road, it would enable the closing of 41 chains of private streets as against the opening of 22 chains.

There are practically no difficulties to hamper the construction of this road, which would be of great value in the future. Steps must be taken promptly, however, in order to ensure that no development takes place counter to the scheme.

Route No. 10—Sydney-road.

The remarks made in respect of Arterial Route No. 8 should be read in conjunction with this paragraph. A new arterial road west of Sydney-road will offer advantages to through traffic. Sydney-road, however, is the direct route to the centre of the City for a considerable area. It is certain that it will always carry traffic up to the limit of its capacity. The fact that this road is one of the busiest in the metropolitan area, and that it serves as a direct route between the City and the interior of the State, amply warrants its classification as an arterial route.

Commencing at the same point as Route No. 8, immediately south of the crossing of the electricity transmission line (see plan, Sheet No. 7), it is recommended that the present 66 feet of width should be increased to 84 feet as far as its intersection with O'Hea's and Champ streets. There are only seventeen buildings in the whole length which would have to be removed, if the widening as far south as Fawcner-avenue were carried out on the west side, and thence to its intersection with O'Hea's-street on the east side. There should be no difficulty in securing the necessary excision from the Fawcner Cemetery lands, which would provide the widening for about one-third of the distance. Sydney-road between O'Hea's-street and Bell-street is 99 feet wide, but it is only a very short section of 19 chains. It is considered that advantage should be taken of the opportunity of sparse development to widen the section beyond O'Hea's-street to 84 feet in order to facilitate traffic. The greater part of the 84-ft. road scheme is within the Shire of Broadmeadows. That municipality adopted the scheme in 1927, and undertook to do as much as possible to secure sufficient setting back of buildings, &c., to assist the ultimate widening.

Between Bell-street and Brunswick-road, Sydney-road is only 66 feet wide (see plan, Sheet No. 4). In addition to the provision of the western by-pass route described as Arterial Route No. 8, an eastern by-pass route via the Merri Creek Parkway is included in the main roads schedule, to connect Sydney-road at Batman with Nicholson-street, East Coburg. This would supply another direct route to the City. These by-pass roads should obviate the necessity for expending enormous sums of money in widening the narrow section of Sydney-road.

From Brunswick-road to the Haymarket at the northern gateway to the City proper, Sydney-road is 198 feet wide.

Route No. 11—St. George's Road—Epping-road.

Although the road system which has developed between the Merri and Darebin Creeks makes more provision for north-south traffic than in the sector west of it, the Commission considers that by improved connexions as set out in this Report the present streets can be made of greater value for the future. St. George's-road is the widest existing north-south road in this area, and although partly curtailed by the pipe track conveying the main water supply to Melbourne, it is capable of decidedly improved development.

Commencing in Epping-road at the crossing of the electricity transmission line, as shown on plan, Sheet No. 8, it is proposed to utilize this road as the arterial connexion from the country which lies to the north. Epping-road is 66 feet wide, and is parallel with and close to