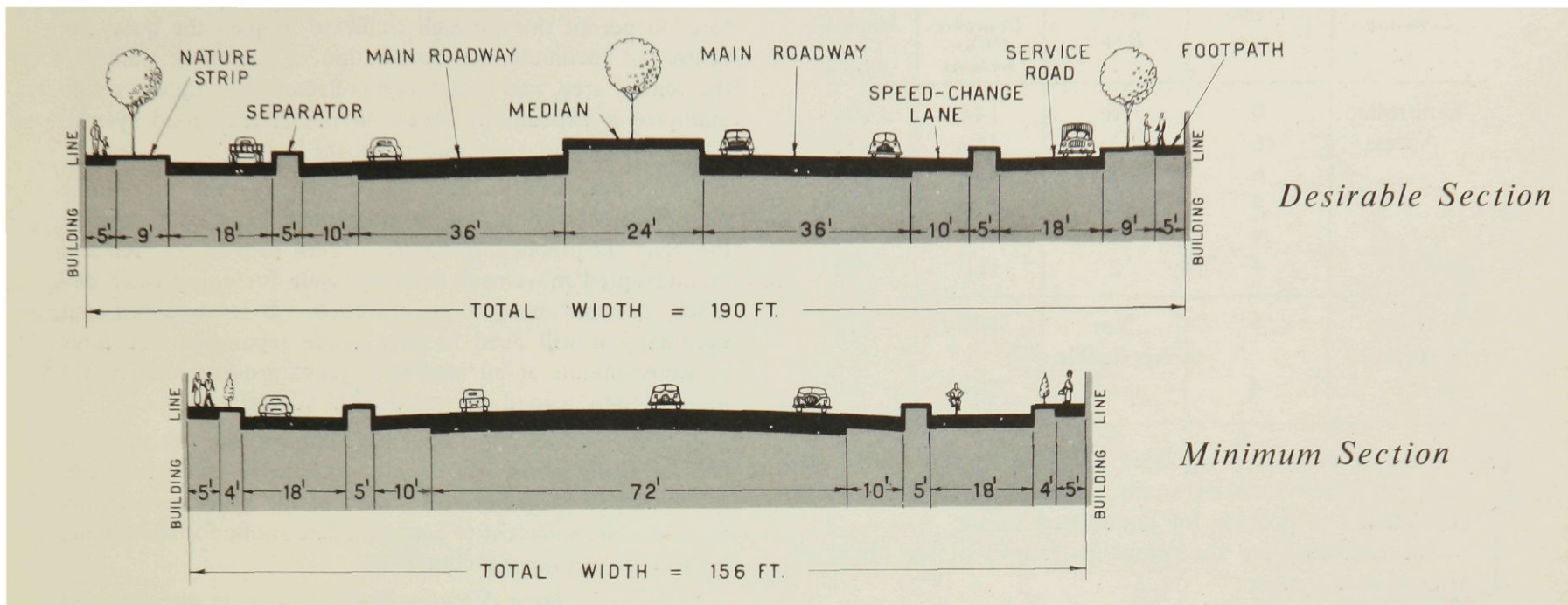
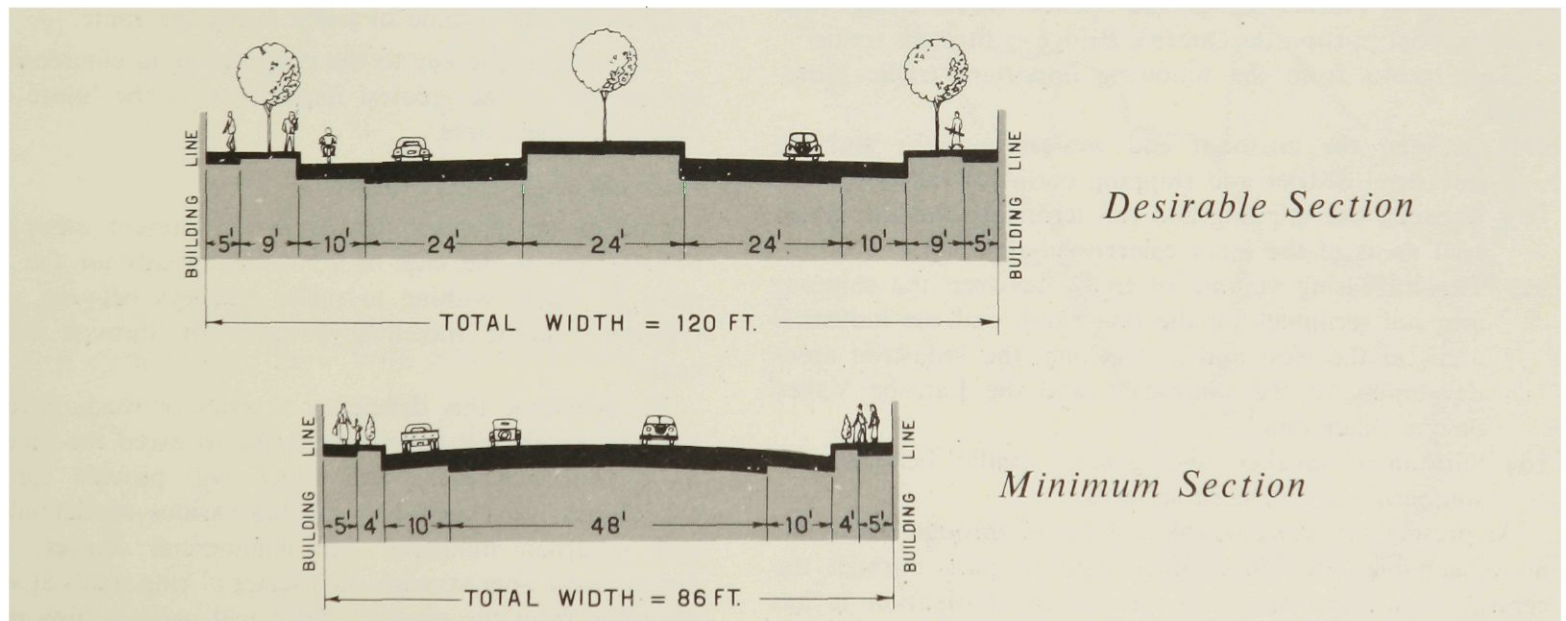


SIX LANE CONTROLLED ACCESS ROADS WITH TWO SERVICE ROADS



FOUR LANE FREE ACCESS ROADS



26 TYPICAL CROSS SECTIONS FOR ARTERIAL ROADS

Table 8
WIDTHS OF ROAD RESERVATIONS

Access Conditions	Number of Traffic Lanes	Number of Service Roads	Width of Reservations in feet	
			Desirable Cross-sections	Minimum Cross-sections
Controlled Access	6	Nil	144	104
	6	1	167	130
	6	2	190	156
	4	Nil	120	80
	4	1	143	106
	4	2	166	132
Free Access	6	Not Applicable	144	110
	4	„	120	86

mileage of new road has been provided for the system incorporates many existing roads, some of which will have to be widened to provide for anticipated traffic.

The following are the principal features of the proposed arterial road system:

City Ring Road

From the study of the movements of traffic within and adjacent to the central business area of the city it is apparent that much unnecessary traffic enters the area. The traffic census carried out in 1947 under the auspices of the Town and Country Planning Board showed that about 50% of the total traffic which entered this area daily passed straight through to destinations elsewhere. At peak periods most of the traffic on Princes Bridge and Spencer Street Bridge, and a substantial portion on Queen's Bridge is through traffic.

This results from the following important traffic movements:

- Between the northern and western suburbs and the industrial district and shipping berths of the river.
- Between the shipping and rail terminals and the industrial areas of the inner eastern suburbs.
- The increasing volume of traffic between the shipping and rail terminals on the one hand, and the industrial areas in the west and at Geelong, the industrial areas developing to the south-east, and the Latrobe Valley on the other hand.
- Substantial worker and general traffic between the southern and northern suburbs.

At present this considerable volume of through traffic has no reasonable alternative other than to pass through the central business district. To reach its destination it has frequently to make right-hand turns which not only mean loss of time, but which add to the general congestion and the slowing down of other traffic. Investigations indicate that the proportion of through traffic will tend to increase and thus accentuate the problem.

Traffic conditions in the central area would be vastly improved if this through traffic were diverted, for besides reducing the number of vehicles using the streets it would also lessen the amount of turning traffic.

The City Ring Road (Route 1) has been planned, therefore, to permit this through traffic to by-pass the busy city centre, to facilitate the distribution of incoming traffic to the central area, and to act as a collector for outgoing traffic and give it expeditious access to the arterial road system. The route of this ring road is shown in map 28.

If this road is to achieve its purpose, it must offer traffic an inducement to use it in preference to passing straight through. In practice, therefore, it must provide for free and uninterrupted movement to compensate for any greater distance that may have to be travelled. It is visualised that eventually it will need to have grade separation structures or roundabouts at all important junctions, and that it will be essentially a road with controlled access.

It is realised that this final development will not be justified for many years, but the route chosen is one which can be developed progressively. Most of the roads are already 99 feet wide, sufficient to accommodate traffic for some time, provided it is properly controlled.

The Spring Street-Victoria Street section is already used extensively as a by-pass route. A crossing over the river between Blyth Street, West Melbourne, and Johnson Street, South Melbourne, which is the most urgent portion, would relieve Spencer Street of about one-third of its traffic, and is therefore warranted immediately. Construction of the crossing over the railway yards between Alexandra Avenue and Spring Street would complete the ring. Improvement at the various intersections could then be carried out when justified by the volume of traffic using the route.

This road is the key to the proposed road communication system and of the greatest importance to the future of the central business area.

Inter-suburban Road Routes

One of the greatest defects in the present metropolitan road system is the lack of convenient roads for the movement of traffic wishing to make journeys between various suburbs without travelling towards or through the city centre.

To overcome this deficiency a series of roads have been planned which will encourage traffic to avoid the inner and more congested areas and which will provide for more expeditious movement between the various residential areas and suburban industrial and commercial centres. Their arrangement approximates to a series of ring roads at various distances from the centre. They will carry a high proportion of the important commercial and industrial traffic which flows at a relatively even rate throughout the day.

Route 2 is perhaps the most important of these inter-suburban routes because it will facilitate movement between

