

In view of the fact that Beach-road between the Middle Brighton and Brighton Beach Piers carries a double line of tramway and is only 66 feet wide, a widening of the highway in this vicinity may become necessary and could be effected by extending the western boundary of the road the necessary distance into the liberal reserve area.

It is recommended that, for the purposes of the definition of this arterial route, it should leave the foreshore at Point Ormond, as shown on the plan, Sheet No. 4, and continue via Barkly-street at St. Kilda to connect with Route No. 20 (Mornington Peninsula Highway) at St. Kilda Junction, thus utilizing the St. Kilda-road approach to the City.



Proposed Foreshore Road, Brighton.

Photo.—"Airsy."]

GENERAL MAIN ROADS SCHEME.

(Excluding Arterial Routes.)

INTERSUBURBAN, CIRCUMFERENTIAL, AND OTHER MAIN ROADS.

The roads scheme described in the following pages may be classed as the main roads secondary to and framed on the base of the arterial communications referred to in the previous pages. Their function would be to feed the main arteries and to give direct interchange of traffic between the various suburban districts. The general scheme of metropolitan roads which would be achieved by a combination of the routes referred to as main roads in conjunction with the arterial routes already described is shown diagrammatically on the plan on page 62.

A most satisfactory system of communication by road would be achieved by carrying out this general scheme.

Metropolitan thoroughfares are being reconstructed constantly to a standard permitting much larger and heavier volumes of traffic to be accommodated than at present. The work is being done in response to a general desire for better roads, but each municipality is acting quite independently, there being no generally adopted pre-conceived plan. It is evident that, if the large sums of money expended on main road construction and maintenance by the municipalities acting independently were devoted to the construction and maintenance only of those main roads which form part of the general metropolitan scheme, not only would greater service be given, but the reduced traffic on many other streets would allow savings to be effected by a lighter type of construction and lower maintenance costs.

The Transportation Map No. 4 (page 118) shows the metropolitan nature of the scheme outlined and the various connecting new streets and widenings. A careful analysis of this map affords convincing proof of the comparatively slight alterations to the existing conditions that are regarded as necessary to provide for the considerable increases in traffic consequent on the rapid growth of metropolitan population.

Tramline Streets.—The main traffic routes recommended as auxiliaries to the arterial roads system include the principal traffic and tramway routes now serving the metropolis. Many of these, however, are only wide enough to carry a limited increase of traffic in addition to a tramway service. They would continue to serve most of the traffic within the existing built-up areas and in most instances could accommodate a considerably greater volume of traffic than at present if there were better distribution. The scheme of the Melbourne and Metropolitan Tramways Board has been adopted as the basis of the tramway system outlined in this Report and as far as possible it is desired to divert vehicular traffic from the tramline streets. The tramways system, however, was designed in accordance with the street layout obtaining at the time. The provision of wider and more direct routes as recommended herein would permit the public transportation services on the streets shown as tramline streets to be more efficiently provided in relation to the areas to be served. The diagrammatic scheme of roadways shows that many of the existing and proposed tramline streets need not be extensively used as vehicular routes. On the other hand many of the streets shown as main vehicular and tramline routes are of sufficient width to accommodate tramways separated from other traffic.

Outer Suburban Connexions.—Beyond the built-up areas where direct roads can be obtained at little or no cost, intercepting main routes are planned to lead the traffic into the arterial routes already described. Alternative routes to the central area from the more distant suburbs are thus provided with little, if any, increase in distance, and as the arterial routes are intended to be available for the more rapid movement of traffic, an appreciable saving in time should be effected. The diversion of through traffic from the ordinary main routes to the main trunk highways would lessen the foreign traffic in these thoroughfares and afford greater mobility to the local and business traffic.

Intersuburban and Ring Roads.—Under the scheme of main roads outlined on Map No. 4, intersuburban routes are planned which, in many instances, incorporate sections or the whole of certain of the intercepting routes referred to in connexion with the outer suburban links with the arterial roads. By connexions with existing roads the intersuburban routes form continuous roads circumscribing the metropolitan area at different radii. This is clearly shown on the diagrammatic map on page 62. In the outer areas where the land is only sparsely built on and unsubdivided, these proposed connexions are more numerous. The intersuburban routes in many cases form part of the ring roads.

Parkways.—Some of the routes along the creek valleys are not included as general main roads because they are intended to serve as avenues for the lighter types of traffic and to form parkway drives. They are more fully dealt with under the parkway scheme. (Pages 115 and 212).

Railway Level Crossings.—Associated with the main roads scheme is the important question of the relationship of railway level crossings to it. In planning the roads scheme, due consideration has been given to those thoroughfares which at present pass under or over the railway lines. In the location of new thoroughfares care has to be taken, where contours are favorable, to plan the crossing of the railway where there is a cutting or an embankment, so that the crossing in the future by bridge or subway could be effected at a minimum of cost. Where the traffic from areas on the side of a railway more remote from a defined main road has been compelled to cross the railway at many places, intercepting main routes have been planned in favorable instances so as to avoid extensive or unnecessary movement across the railway. In other cases the arrangement of minor streets has been planned so that a greater use will be made of the defined crossings. They can then be fewer in number and still provide the same facility for vehicular traffic. The ends of safety and economy are thereby served. Further reference to the level crossings problem is dealt with on page 136.

Description of the Recommended Main Roads.—The system of metropolitan roads which it is recommended should be developed gradually is shown by black and red colours on Map No. 4 of the Transportation System, and these routes are briefly described in the following pages. It will be noted on reference to the sheet plans which include these proposals that certain existing roads, coloured brown, and new connecting roads, coloured red, are shown in addition to those described herein. These roads are suggested as necessary for the proper local development of the areas in which they are planned. They cannot, however, be classed as metropolitan thoroughfares in the same sense as those selected main routes shown on Map No. 4 on page 118.

Having regard to the pronounced influence on the minor subdivisional streets of the old existing Government roads and the consequent difficulties created in the roads system as it has developed, with its lack of sufficiently wide local streets, &c., it is believed that the new streets proposed will have a very beneficial effect on the future development especially in the outer areas, where the majority of them are planned.

As distinct from the roads outlined on Map No. 4, which it is contended are metropolitan in character, the other new routes and improvements shown on the sheet plans could be provided, generally speaking, in a similar manner to that which now obtains in the provision of private residential streets in plans of land subdivisions.

For the purpose of convenience and facility of description, these main traffic routes as distinct from arterial routes are detailed by areas of groups of municipalities which the system of main watercourses has naturally defined. So as to maintain a similar procedure in the description of the plans, the order of the areas referred to follows the numbering of the arterial routes. This grouping of the descriptions of the main routes according to well-defined physical conditions may appear to disconnect several circumscribing and inter-metropolitan routes which pass through more than one of the grouped districts. The relation of these routes to the whole road system may, however, be more readily perceived and understood by reference to the Transportation Map (No. 4, page 118) and the Diagrammatic Plan of Thoroughfares (page 62).

Municipalities of Williamstown, Werribee (Part), Footscray, and Braybrook (Part).

(Between Western Foreshore of Port Phillip and the Maribyrnong River.)

Number.	Description of Route.	Reference to Plan — Sheet No.
1	<i>Footscray to North Williamstown—</i> To effect interchange of traffic between the industrial areas on the west bank of the River Yarra and to give access to the present and proposed bridges over that stream, it is proposed to utilize Napier-street (99 feet wide), Moreland-street (99 feet wide), Whitehall-street (99 feet wide to Somerville-road), thence continued southerly to connect with Douglas-parade, generally absorbing Fleet-street, Spotswood, which is to be widened to 100 feet. Douglas-parade to be similarly widened as far south as Wilkins-street at Newport, from which point a new 100-ft. road should be provided through the built-up area to join Melbourne-road at John-street	4, 1
2	<i>West Footscray to Williamstown Beach—</i> From Geelong-road via Williamstown-road and Melbourne-road, each 66 feet wide, which is considered sufficient as the route is not being planned to carry a tramway, to the level crossing at Newport, thence continuing along Melbourne-road, 99 feet wide, and Giffard-street to the Esplanade at Williamstown Beach	1
3	<i>Williamstown to Geelong-road—</i> Commencing at proposed exit from the suggested tunnel under the River Yarra at John-street, by a new road 84 feet wide to join Stevedore-street at Douglas-parade, thence across Melbourne-road into Station-road (North Williamstown), thence along Kororoit Creek-road to Geelong-road	1 5
4	<i>North Williamstown to Sunshine—</i> Champion-road, North Williamstown, should be continued north-westerly by a new 84-feet road across the existing subdivisions to join The Broadway (already existing 84 feet wide at the instance of this Commission), thence across unsubdivided and subdivided lands to join with McDonald's-road at Somerville-road. McDonald's-road should be widened to 84 feet. A short link of new road 84 feet wide on the west side of the Newport-Sunshine railway loop would connect this road with Wright-street, Sunshine, the whole giving a valuable direct route between Williamstown and Sunshine, two large industrial centres, and providing a direct route to the Williamstown Beach from Sunshine	1 5
5	<i>Footscray to Seaholme and Altona—</i> From Ballarat-road at its intersection with Nicholson-street, south-westerly along Geelong-road, which is 198 feet wide, to its intersection with Somerville and Roberts roads, thence by a new 132-ft. road across subdivided but unbuilt-on lands, thence across unsubdivided lands and the Newport-Sunshine railway loop to join Miller's-road at Blackshaw-road. Miller's-road should be widened to 84 feet, and continued southerly across the Geelong railway and Kororoit Creek to join Wattle-grove at Seaholme. This route would be a great benefit by supplying much improved access to Altona and Seaholme Beaches	4 1 5
6	<i>Circumferential Route—Kororoit Creek—Sunshine—Glenroy—</i> From Kororoit Creek-road, a new road 66 feet wide, northerly and north-westerly, generally following the eastern bank of Kororoit Creek, absorbing portions of Blackshaw and other roads, to join with Western-avenue, south of Sunshine, thence along Wright-street, Anderson-road, and McIntyre-road, extended across the Maribyrnong River to be continued as Route No. 15. This route forms portion of a proposed continuous ring road linking all outer suburbs, and generally following the boundary of the area of planning	5 6
7	<i>Spotswood to Sunshine—</i> From Melbourne-Williamstown-road at Bay View-avenue, Spotswood, a new 66-ft. road along the western bank of Stony Creek through subdivided and unsubdivided lands, across Geelong-road at its intersection with Somerville-road to the junction of Sandbury and Wright streets at McDonald's-road, Sunshine. This route would supply an excellent connexion between Arterial Routes Nos. 2 and 4, being a direct route for future traffic from Sunshine to the west bank of the Yarra and Port Melbourne	1 5
8	<i>Kingsville to Braybrook—</i> From the point where the proposed route (No. 5) from Footscray to Seaholme crosses Reid-street, northerly along the road which is shown widened to 100 feet, forming the eastern boundary of Footscray Cemetery, across Geelong-road into Cromwell-parade, similarly widened and extended across Somerville-road north-westerly through the unsubdivided lands to join a southern extension of Ashley-street, Tottenham, 100 feet wide, thence along Ashley-street, widened to 100 feet as part of the Maidstone Replanning Scheme (see page 251), thence along Lyons-street, 99 feet wide, and extended across the Maribyrnong, and continued as Route No. 16. This route, together with the various proposed and existing continuations, northerly and southerly would effectively link the Keilor district with the Altona and Williamstown districts, as well as form portion of a continuous outer suburban route	5 6

Municipalities of Williamstown, Werribee (Part), Footscray, and Braybrook (Part)—continued.

Number.	Description of Route.	Reference to Plan—Sheet No.
9	<i>Brooklyn to Derrimut—</i> From Geelong-road, north-westerly following the Electricity Commission's transmission line easement, which is 110 feet wide, to Boundary-road, thence via Boundary-road due west. This road should be not less than 100 feet wide. There are no subdivisions or buildings affected throughout. This route would be a valuable feeder road, lying almost midway between the Ballarat and Geelong arterial roads.	5
10	<i>Derrimut—Sunshine—Maribyrnong—</i> From the intersection of Doherty's and Fitzgerald's roads, a new road 84 feet wide, north-easterly across the proposed Derrimut Sale-yards area, to join Wright-street, Sunshine, at Hampshire-road, thence along Wright-street as far east as Railway-road, thence by a new road north-easterly crossing Arterial Route No. 4, and passing under the Sunshine-Melbourne and Sunshine-Newport railways, and continuing across the intersection of Cornwall and Morris roads and the subdivided land to the intersection of Boundary and Durham roads. As a part of the Maidstone Replanning Scheme (see page 251), this route would follow a proposed new road 132 feet wide for over half a mile, thence continuing north-easterly at a width of 84 feet as part of the replanning scheme to link with Hampstead-road at its intersection with Mitchell and Omar streets. Hampstead-road should be widened to 84 feet and continued north-easterly across the unbuilt-on lands to join Raleigh's-road at Park-road, thus giving access across the Maribyrnong River to Maribyrnong-road, and the northern suburbs (see Route No. 22). This route would form an extremely valuable cross-suburban connexion	5 6 4
11	<i>Kingsville to Deer Park—</i> From the point where Geelong-road is crossed by the proposed Stony Creek route, along Somerville-road westerly, widened to 84 feet, and continued into the Derrimut Sale-yards site to a point where it is crossed by Route No. 10, thence north-westerly to join the existing north-south road across the railway at Deer Park Station, thence by a new connexion westerly into Ballarat-road. This route would give an alternative direct route to the city and southern suburbs from Ballarat-road by its connexion with Arterial Route No. 2, via Route No. 7 (along Stony Creek), which also supplies direct access to the Williamstown-road	5 6
12	<i>Sunshine—Maidstone—Footscray—</i> Commencing in Durham-road at Sunshine, and connecting into the 132-ft. road across the Maidstone area, thence joining Ballarat-road at its intersection with Summerhill-road. This road would supersede the present devious route via Hampshire-road and Ballarat-road, and it can be incorporated practically without cost as a part of the Maidstone Replanning Scheme	5, 6
13	<i>Ballarat road (north of Sunshine) to Tottenham—</i> From Ballarat-road opposite its intersection with Northumberland-street, a new 84-ft. road is run south-easterly across the unbuilt on land and as a part of the Maidstone Replanning Scheme to connect with Ashley-street, Tottenham, at its intersection with Barkly-street. Barkly-street gives access into West Footscray, whilst the continuation southerly along previously described routes provides a road from Ballarat-road to the south-western suburbs and into Arterial Route No. 2, which crosses the Yarra and Fisherman's Bend lands to the southern suburbs, forming thereby a by-pass to the city business area	6
14	<i>Maribyrnong to Footscray—</i> From Raleigh's-road to the existing streets named Almeda-avenue, Van Ness-avenue, and Gordon-street, from the nucleus of a route to be not less than 66 feet wide, from Maribyrnong to Geelong-road at Footscray. These streets, together with the Geelong-road bridge over the railway at West Footscray, and the Williamstown-road, provide a direct cross-suburban route from Essendon and northern suburbs to Williamstown	4 1

Municipalities of Keilor (Part), Broadmeadows (Part), Essendon, and Melbourne (Part).

(Between Maribyrnong River and Moonee Ponds Creek.)

Number.	Description of Route.	Reference to Plan—Sheet No.
15	<i>Circumferential Route—Sunshine—Glenroy, &c.—</i> Continuation of Route No. 6, from where McIntyre-road, Sunshine, is planned to extend across the Maribyrnong River, thence to form portion of a Maribyrnong parkway, thence as a new route following north-easterly along the Electricity Commission's transmission line easement, 110 feet wide, part of which already is included as a road in plans of	6

Municipalities of Keilor (Part), Broadmeadows (Part), Essendon, and Melbourne (Part)—continued.

Number.	Description of Route.	Reference to Plan—Sheet No.
15	<i>Circumferential Route—Sunshine—Glenroy, &c.—continued—</i> subdivision, crossing Keilor and Bulla roads, and continuing as far as the Moonee Ponds Creek, where the easement runs more easterly, to cross the railway between Broadmeadows and Glenroy at the point where the Glenroy-Albion loop takes off. This forms part of the continuous circumferential route, all of which can be obtained at little cost. Route No. 25 is the easterly continuation of this route	7
16	<i>Coburg—North Essendon—Maidstone—</i> A road of considerable future value could be obtained cheaply to link Coburg with the western suburbs by connecting Bell-street with Lyons and Ashley streets. This route would necessitate the connexion of Bell-street (Route No. 29) with Loeman-street at Pascoe Vale, and the absorption of Loeman-street, Roland-avenue, and part of Third-avenue, thence to be continued through subdivided lands to Bulla-road at Fifth-avenue. The whole of this section of the route should be not less than 100 feet wide. From Bulla-road it should be continued south-westerly absorbing part of Birdwood-street, thence across unbuilt-on subdivided lands and across Keilor-road at Treadwell-road, continuing to the Rose Creek (or Spring Gully) Parkway, thence generally southwards following the eastern bank of the Creek as far as a point about midway between Rose Hill-road and Buckley-street, thence across the Creek via a bridge common to the Buckley-street (No. 20) Route and this route, whence it would follow by easy grades the western (and northern) banks of the Maribyrnong River to join Lyons-street, and then Ashley-street by a bridge at Lyons-street, being continued southerly as Route No. 8	7, 6 6
17	<i>Keilor-road to Maidstone—</i> North Pole-road could be continued across the Glenroy-Albion railway by the Keilor-road bridge and connected with the circumferential road. It should also be continued south-easterly from its intersection with Buckley-street to link with the cross-suburban route (No. 16), which gives connexion with Lyons-street, Braybrook. It should not be less than 66 feet wide throughout. The route would give easy access between the residential areas in Keilor municipality and the factory areas of the western suburbs	6
18	<i>Keilor to North Melbourne via Newmarket—</i> A valuable alternative route between Keilor and Melbourne to that afforded by the combination of Arterial Routes Nos. 6 and 7 could be developed by the provision of a road along the eastern bank of Rose Creek, the extension of the Maribyrnong River Boulevard north-westerly to meet it, and the connexion of the Maribyrnong Boulevard with Epsom-road at Maribyrnong-road. From Epsom-road the use of Racecourse-road would give direct connexion with Flemington-road. Instead of entering the city via the same route as the arterial traffic, however, it is proposed that, from Epsom-road, this route should follow Macaulay-road, Canning-street, Molesworth-street, Courtney-street, and into the city via Peel-street. The route passes Flemington Racecourse and the Royal Agricultural Society Showgrounds and would carry a large volume of traffic on racing and show days	6 4 1
19	<i>Merlynston to North Essendon—</i> A new road is planned in an east-west direction across the northern suburbs linking Reservoir and Merlynston and thence westerly to the Moonee Ponds Creek (see Route No. 27). This route should be extended across the open country from the Moonee Ponds Creek in a south-westerly direction to meet Treadwell-road at Bulla-road and be continued along Treadwell-road to Keilor-road. This route would thus give traffic from this part of the northern suburbs convenient access to Arterial Routes Nos. 7 and 6 and to the western suburbs via Main Route No. 16	7 6
20	<i>Aberfeldie to West Brunswick—</i> The connexion of Buckley-street, Essendon, at its western end with the roads planned in the vicinity of the Maribyrnong River and Rose Creek, and its extension at the eastern end across the Moonee Ponds Creek and into Albion-street, West Brunswick, is recommended. Buckley-street is excellently located to serve the Essendon municipality in this connexion, and its junction with Albion-street is all that is necessary to provide a valuable cross-suburban route	6 4
21	<i>Moonee Ponds to Pascoe Vale—</i> Pascoe Vale-road, northerly from its commencement at Mount Alexander-road, is located so that it must always serve as an important feeder to Arterial Route No. 7, and its classification as a metropolitan main road is fully warranted. Its northerly continuation over the Moonee Ponds Creek is referred to as Route No. 26	4 7
22	<i>Maribyrnong to South Brunswick—</i> Maribyrnong-road and Ormond-road should be directly connected by cutting back the corner of Ormond-road at Mount Alexander-road, Maribyrnong-road connects with Routes Nos. 14 and 10 in the west, and Ormond-road connects with Route No. 31 in the east, thus supplying an opportunity for direct and convenient communication between the western and inner northern suburbs through the municipality of Essendon	4

Municipalities of Keilor (Part), Broadmeadows (Part), Essendon, and Melbourne (Part)—continued.

Number.	Description of Route.	Reference to Plan—Sheet No.
23	<i>Newmarket to Footscray—</i> Smithfield-road, which joins Racecourse-road, Newmarket, with Ballarat-road, Footscray, forms an important connexion between the suburbs on either side of the Maribyrnong River and provides a portion of a continuous intersuburban link between Collingwood and Footscray, by-passing the city, the eastern portion of which is described as Route No. 33	4
24	<i>South Kensington to Footscray—</i> Arterial Route No. 5 (Ballarat-Melbourne Highway) incorporates that part of Dynon-road (widened to 132 feet) east of the link from Ballarat-road at Highett-street, South Kensington. It is proposed that the remaining westerly section of Dynon-road as far as the Hopkins-street Bridge be similarly widened to 132 feet, and in view of its great importance as a principal route between the city and the western suburbs, it should be included in this schedule of metropolitan main roads	4

Municipalities of Broadmeadows (Part), Coburg, Brunswick, Melbourne (Part), Fitzroy, Collingwood, and Richmond.


(Area between Moonee Ponds Creek and Merri Creek and north and west of the River Yarra.)

Number.	Description of Route.	Reference to Plan—Sheet No.
25	<i>Circumferential Route—Glenroy—Campbellfield—</i> The Electricity Commission's transmission line easement between the Moonee Ponds and Merri Creeks is utilized for a circumferential route, as well as for cross-suburban purposes. It would cross Arterial Routes Nos. 9 and 10 and could be linked with Arterial Route No. 8, whilst a common crossing of the Campbellfield railway could be provided both for this circumferential route and Arterial Route No. 8. Part of this easement, 110 feet wide, has already been included as a road in plans of subdivision. The westerly connexion of the route is described as Route No. 15, whilst its easterly continuation is Route No. 39	7
26	<i>Pascoe Vale to Broadmeadows—</i> North of its crossing of the Moonee Ponds Creek, Pascoe Vale-road is utilized thus giving excellent communication from Broadmeadows and beyond to the arterial route system. The southerly continuation of Pascoe Vale-road across the Moonee Ponds Creek is described as Route No. 21	7
27	<i>Tullamarine to Edwardes Park—</i> By the utilization of Rhodes-parade and Pascoe-street (midway between Glenroy and Pascoe Vale), Boundary-road, and Queen's-parade (at Merlynston) and their connexion, extensions and improvement as shown on the plan, a new cross-suburban route may be established. It would serve the Glenroy and North Coburg districts and by extensions as shown across the Moonee Ponds Creek in the west and the Merri Creek in the east, a continuous cross-suburban route would be formed linking the western and north-western suburbs with those on the north. Its south-westerly continuation is described as Route No. 19 and the eastern extension is Route No. 41. This road should be 100 feet wide throughout, and there are no developments in the open country or along the roads which form its nucleus which would prevent this width being obtained. Pending the necessary resumptions, building lines should be fixed in such a manner as to ensure that the 100-ft. road is provided	7
28	<i>Batman (Sydney-road)—East Coburg (Nicholson-street)—Melbourne—</i> Branching from Sydney-road (Arterial Route No. 10) just south of the point where it is crossed by the Merri Creek, a new 66-ft. road should be built following the south bank of that Creek, giving connexion with Champ-street at Gaffney-street and continuing along Gaffney-street to a point just east of its intersection with Newlands-road, thence south-easterly across the Pentridge Stockade lands and the adjoining reserve on the eastern boundary of the penal establishment grounds to join Nicholson-street at Bell-street. From Nicholson-street the existing route to Melbourne is via Holmes-road and Lygon-street, to Swanston-street, City. The direct connexion of Sydney-road and Nicholson-street, as shown on the plan, Sheet No. 7, provides for an alternative north-south route for traffic that now uses Sydney-road. This improvement would materially assist in preventing increased congestion in Sydney-road as the northern areas become more fully developed	7 4
29	<i>North Essendon—Coburg—Bell—</i> Bell-street is the best existing cross-suburban route in the northern suburbs and only its western extension is necessary to provide a continuous route from the western suburbs to Heidelberg and beyond in the east. Route No. 16 provides for the connexion of Bell-street	7

Number.	Description of Route.	Reference to Plan—Sheet No.
29	<i>North Essendon—Coburg—Bell—continued—</i> with Loeman-street at Pascoe Vale by a crossing of Moonee Ponds Creek, and this connexion via the Parkway Scheme is planned 100 feet wide. The eastern continuation of this route is described as No. 43. Bell-street, is only 66 feet wide, except for the section between Sydney-road and Nicholson-street, where it is 99 feet wide, and no widening of this section is regarded as necessary. It is proposed, however, that the 66-ft. portion which is not set apart for shopping purposes should be subject to building set-backs of 37 feet to permit of its economical widening to make 100-foot road in the future. (This would still leave 20-ft. forecourts in front of houses.) In the business sections it is recommended that the set-backs on each side should be 17 feet	
30	<i>Essendon—North Brunswick—Northcote—</i> Buckley-street (Route No. 20) should be linked with Albion-street by a short new 66-ft. road north-westerly across the Moonee Ponds Creek. Albion-street is only 40 feet wide west of and 50 feet wide east of Sydney-road. Building lines should therefore be fixed so that it could ultimately be widened to 66 feet throughout. By following the Merri Creek Parkway for a short distance the eastern end of Albion-street could be joined with Arthurlton-road, Northcote (Route No. 45). These streets, if treated and connected as recommended, would provide an excellent cross-suburban route from east to west through the centre of the settled northern suburbs	4
31	<i>Ascot Vale—South Brunswick—Merri—</i> Ormond-road, Ascot Vale (Route No. 22), and Brunswick-road, South Brunswick, are satisfactorily located and serve an important intersuburban route. The eastern continuation of Brunswick-road, known as Holden-street, carries a double line of tramway and its use should be avoided, if possible, as a general traffic route. Barkly-street parallels Brunswick-road and Holden-street for the greater portion of the distance and by the partial utilization of small existing thoroughfares, an economical direct connexion between Brunswick-road and Barkly-street could be effected at the western end of the latter street. Barkly-street would need to be continued across the Merri Creek to join Merri-parade, &c. (see Route No. 46). A route of considerable cross-suburban importance could thus be developed independent of the tramway route	4
32	<i>Northcote—East Brunswick—Melbourne—</i> By continuing Route No. 40 across Merri Creek at the bridge connecting Arthurlton-road and Blyth-street and following Blyth-street to Nicholson-street, at East Brunswick, and thence following Nicholson-street for its full length southerly to Victoria and Spring streets in Melbourne proper, a further direct auxiliary route, which is 99 feet wide for the whole distance south of Holden-street, is available for north-south traffic. This route also gives contact with numerous other arterial and main routes	4
33	<i>Newmarket—Parkville—Collingwood—</i> The present roadway access between the Newmarket and Collingwood districts—both important commercial and industrial areas—involves the use of certain busy arterial routes and is not as direct as is desirable. Racecourse-road, Newmarket, has recently been widened by the Melbourne City Council to 99 feet throughout, and it is recommended that instead of traffic in this road destined for Parkville, Fitzroy, Collingwood, &c., using Flemington-road it should pass directly across the latter to follow the defined road easterly across Royal Park and thence by a new short cut through the property between Park-road avenue (which skirts the eastern boundary of Royal Park) and Sydney-road to join the existing road through Princes Park between the University Grounds and the Melbourne General Cemetery (College-crescent). The main route is then continued via Keppel-street (99 feet wide) to Elgin-street (99 feet wide) and into Johnston-street at Nicholson-street, which is followed across the Yarra to the Studley Park-road (see Route No. 63) A tributary to this route from College-crescent via Princes-street and Alexandra-parade gives good access to St. George's and Heidelberg roads and their extensive feeder systems, thus enabling traffic between these districts to avoid all points of congestion nearer the city	4 3 4
34	<i>Main Metropolitan North-South Route and City By-pass—</i> The diagram on next page shows the extreme importance of Punt-road and Hoddle-street and their northerly and southerly continuations, as a route by-passing the City area. It was pointed out on page 41 that 43 per cent. of the traffic in the streets of the city proper is through traffic which only uses the city streets on account of the lack of other suitable routes. The large volume of traffic that now uses Chapel-street, Prahran, and Church-street, Richmond, and the resultant congestion in those thoroughfares, is ample evidence of the necessity for additional north-south through routes on the eastern side of the city area The most important link, as shown on the diagram, and one which will give free interchange of traffic between the areas on the north and south of the city business area, is made up of Hoddle-street and Punt-road. The development of this route, which is the	

Number.	Description of Route.	Reference to Plan—Sheet No.	
34	<p>Main Metropolitan North-South Route and City By-pass—continued—</p> <p>first important one east of Prince's Bridge, would help materially to alleviate the congestion in city streets</p> <p>So far as this particular section of the metropolis is concerned, the following route is recommended:—</p> <p>Turnbull-street, which joins Queen's-parade with Hoddle-street and is located on the west side of Mayor's Park at Clifton Hill, is shown widened to 84 feet on the park side. It is followed to its junction with Hoddle-street, which is 132 feet wide, as far south as Alexandra-parade, but has been reduced in one section by the encroachment of Darling Gardens. From this point Hoddle-street is only 66 feet wide as far south as Victoria-parade, and a building line should be fixed so that a future widening to 99 feet may be made more economically. The section of this route between Victoria-parade and Wellington-parade is already 99 feet wide and this width can be obtained at comparatively small cost as far as the River Yarra. A widening scheme for this portion of the route is contained on pages 26, <i>et seq.</i> of the First Report issued by this Commission</p> <p>Punt-road is joined by Route No. 37 between the Richmond Cricket Ground and the Melbourne-Richmond railway lines, but it is proposed that the main north-south route should be diverted from the alignment of Punt-road, immediately south of the crossing at Swan-street, to pass directly across Yarra Park to connect with a proposed new bridge over the Yarra, in accordance with the scheme outlined in the First Report, page 27. It is proposed that, simultaneously with the provision of this road across this corner of Yarra Park, the present road from Punt-road to Batman-avenue be closed. Details of the balance of this by-pass route in a southerly direction are described as Route No. 79</p>	<p>A CITY BY-PASS. PUNT ROAD & HODDLE STREET SHOWING ITS FEEDER ROADS & ROUTES INTERCEPTED.</p>	4, 3
35	<p>Hawthorn to Melbourne via Bridge-road—</p> <p>Bridge-road, Richmond, is at present the most popular route for traffic between Melbourne and the eastern suburbs, but it possesses serious disabilities in the unsatisfactory condition of the bridge over the Yarra and the narrow portion of the road between Church-street and Hoddle-street. Recommendations for straightening the alignment of Hawthorn Bridge and for a new construction 99 feet wide were made in the First Report (page 44), as were proposals for opening out the bottle-neck (page 38). As stated on page 33 herein steps have been taken towards the construction of the new bridge. The widening scheme is also included in the schedule of urgent works in this Report (page 149)</p> <p>Westerly from Hoddle-street, Bridge-road connects with Wellington-parade, which is 99 feet wide, and this route to the city gives direct access to Flinders and Spring streets</p> <p>It may appear that, considered from the point of view of the volume of traffic now using Bridge-road, its classification as an arterial road is warranted. The Commission desires, however, to prevent any further large amounts of traffic being attached in this thoroughfare. It is considered that the recommendations made in regard to the improvement and addition of eastern arterial routes as shown on the plans would, when adopted, prevent additional congestion in Bridge-road, Richmond, and Flinders-street, city, thus leaving Bridge-road to serve the inner areas for which it is so eminently suited</p>		2
36	<p>Studley Park—Burnley—Toorak—</p> <p>Burnley-street is one of the best north-south streets in the Municipality of Richmond for development as a main traffic route, because of its freedom from tramway traffic, and of the directness of travel it would afford to southern suburbs by the construction of a bridge over the Yarra to connect it with Williams-road, Toorak (Route No. 83). It would give</p>		3, 2

Municipalities of Broadmeadows (Part), Coburg, Brunswick, Melbourne (Part), Fitzroy, Collingwood, and Richmond—continued.

Number.	Description of Route.	Reference to Plan—Sheet No.
36	<i>Studley Park—Burnley—Toorak—continued—</i> direct connexion with the Yarra Boulevard scheme at its northern end when the Walmer-street Bridge and the Studley Park portion of that scheme are constructed, and, as it crosses two arterial and other main routes, its future usefulness should be very great	
37	<i>Melbourne to Prahran, &c., via Yarra Park—</i> Commencing in Flinders-street, City, thence via Wellington-parade, or Wellington-parade south and Jolimont-road, thence through Yarra Park by a new road 72 feet wide along the northern boundary of the Railway Department's property, passing the southern boundaries of the Melbourne and Richmond Cricket Grounds, and joining Hoddle-street (or Punt-road). Route No. 34 is then used as far as the River Yarra, in the section where it	1
		
<p>Traffic in the bottle-necked portion of Bridge-road, Richmond. Note the insufficiency of roadway between the tramway and parked vehicles.</p> <p><i>Brown Photos.]</i></p>		
	<p>is recommended for widening on the western (park) side to 100 feet. From Punt-road the route is easterly along Harcourt-parade (to be widened to 110 feet as part of the Yarra Boulevard scheme) and the north bank of the River as part of Arterial Route No. 18, which would give access both underneath and into Church-street. Through traffic on the Boulevard route would pass through the subway and along the north bank of the river, whilst the connexion with Church-street would give access across the river to Chapel-street, Prahran</p> <p>The whole of this scheme is included in the schedule of urgent works (page 149), and it was recommended in the Commission's First Report, page 26, as an urgent work</p> <p>The proposed road through Yarra Park, in conjunction with the schemes for the improvement of Punt-road, and the development of Arterial Route No. 18, would give all City traffic east of Swanston-street a desirable and picturesque southern route. It would not involve the crossing of Prince's Bridge, and would therefore be a relief measure of considerable value. It could be obtained at but a fraction of the cost of schemes that have been advanced for the extension of City streets over the Jolimont Railway yards</p>	2
38	<i>Hawthorn to Melbourne, via Swan-street—</i> Swan-street, which is 99 feet wide in Yarra Park and 66 feet wide through the Municipality of Richmond, is shown by the Traffic Flow Map (No. 2) to be extensively used. It gives access at the eastern end to Riversdale-road (Route No. 67), which is an equally important eastern route. At the western end of Swan-street it joins the Batman-avenue approach to the City, but the Commission recommends that it should be taken directly across the Yarra to join Alexandra-avenue, and thence to the City, Port Melbourne, and the western suburbs via Arterial Route No. 19. The construction of the bridge at Swan-street was recommended in the First Report, and is again included as an urgent work in the schedule herein	1 2 1

Municipalities of Preston, Coburg (Part), Northcote, and Heidelberg (Part).
(Between Merri and Darebin Creeks.)

Number.	Description of Route.	Reference to Plan—Sheet No.
39	<i>Circumferential-road: Campbellfield to Bundoora—</i> Continuation of Route No. 25 from Merri Creek along the Electricity Commission's transmission line easement, 110 feet wide, crossing Epping-road, the Yan Yean and Maroondah water supply reserves and Darebin Creek, thence continued as Route No. 48	7 8
40	<i>Merrilands—West Preston—East Brunswick—Melbourne—</i> A new north-south route of considerable value may be obtained by the utilization and development of the existing streets referred to hereunder, commencing at Mahoney's-road, on the Preston Municipality's northern boundary. Following Massey-avenue, Banbury-road, thence crossing Edgar's Creek via Edwardes-street into Gilbert-road, and along its southerly extension (previously named Elizabeth-street), and thence via Taylor-street, Thornbury, with a new short connexion into Leinster-grove at Harold-street, leaving Leinster-grove at the north-western corner of the Fitzroy Racecourse, and proceeding via a new route along the eastern boundary of the existing reserve to join the Merri Creek eastern parkway. Thence into Arthurlton-road, across the Merri Creek and along Blyth-street into Nicholson-street, East Brunswick. The Nicholson-street route to the City has been referred to as Route No. 32 In view of future probable use as a tramway street, the whole of this route north of Regent-street should be widened to 100 feet, and the building lines as shown on the plans should be fixed immediately with such widening in view. The present widths of the existing thoroughfares are 66, 70 and 100 feet. South of Regent-street, the new streets and widenings should give a width of at least 66 feet	7 4
41	<i>Merlynston—Reservoir—Mont Park—</i> Queen's-parade (Route No. 27), between Merlynston and Fawkner, should be extended across the Merri Creek to join Newlands-road, thence north-easterly and easterly along Newlands-road, Henty-street, and through the vacant lands on the western side of Edgar's Creek to Edwardes-street, which street is then utilized, with Broadway, its direct continuation, on the eastern side of Reservoir Station. Broadway should be continued beyond Plenty-road across the unsubdivided lands to Summerhill-road, which is then followed and extended across the Darebin Creek to enter Northern-road (Route No. 49). By the use of existing streets and a short southerly extension of Bailey-street, this route could be given direct connexion from Summerhill-road with the Darebin Creek western parkway leading to the south As the traffic along this route increases, a more suitable connexion than that afforded by the present High-street railway level crossing at Reservoir will be required A width of 100 feet should be aimed at throughout the length of this route, except in the existing shopping section, where the present width of 66 feet may be retained, as there would be no plantation strips in the business section	7 8
42	<i>Edwardes Park to East Coburg—</i> Elizabeth and Kyle streets should be utilized to provide an auxiliary main north-south route connecting the other main routes in this neighbourhood. Elizabeth-street should be extended northerly across Edgar's Creek to join (Route No. 41) at Henty-street. A minimum width of 66 feet should be provided for Elizabeth-street and its northerly extension. This route, in conjunction with Nicholson-street, East Coburg, and Banbury-road in north-west Preston, forms a valuable link which could be easily obtained	7
43	<i>East Coburg—Bell—Heidelberg—</i> Commencing at Merri Creek as a continuation easterly of Route No. 29, Bell-street is again utilized for cross-suburban main road purposes right across the Municipality of Preston and over Darebin Creek, to be further continued as Route No. 51. Bell-street is only 66 feet wide in this section and the same system of set-backs as indicated for its westerly continuation under Route No. 29 would apply	7 8
44	<i>Bundoora—Thornbury—Clifton Hill, &c.—</i> High-street and Plenty and Upper Plenty roads form the outer suburban portion of the main road between Melbourne and such places as Yan Yean, Whittlesea, Kinglake, &c., but it was not listed as an arterial route because High-street parallels St. George's-road (Arterial Route No. 11), which is much wider, and because High-street and Plenty-road, both of which are only 66 feet wide, have a double track tramway along them. Moreover, Arterial Route No. 13 was designed to attract the traffic from these outer areas via the Waterdale-road route. The importance and location of these roads, however, demands that they should be classed as main roads. It is recommended that the section of Plenty-road north of Tyler-street, East Preston, be widened to 100 feet by the setting back of building lines as shown on the plan East and north of Darebin Creek the road is known as Upper Plenty-road, and only that part of the road as far north as its junction with Bundoora-road, is included in this main road because beyond that point it is described as Arterial Route No. 13	3, 4, 8 8

Municipalities of Preston, Coburg (Part), Northcote, and Heidelberg (Part)—continued.

Number.	Description of Route.	Reference to Plan—Sheet No.
44	<i>Bundoora—Thornbury—Clifton Hill, &c.—continued—</i> High-street enters Queen's-parade at the Merri Creek and thus traffic to and from the city would use the arterial routes already defined. High-street is the natural northerly extension of the main metropolitan north-south Route No. 34, and thus direct access to the southern suburbs is provided via that route, obviating the use of the more congested streets in and nearer the city	4
45	<i>East Brunswick—Northcote—Darebin—</i> The following easterly continuation of cross suburban route No. 30 is recommended:— Commencing at the Merri Creek and following Arthurlton-road, which is 50 feet wide and for which a building line to enable 66 feet to be secured is recommended, thence via Separation-street, which is only 33 feet wide as far as Station-street, and 50 feet wide east of it. A similar width should be obtained as for Arthurlton-road and by the same methods. From the eastern end of the existing reserve on the south side of Separation-street, a new 66-ft. road is proposed through the subdivided and proposed park lands west of Darebin Creek in order that direct connexion may be obtained across the creek with Locke-street. This would give access to the Lower and Upper Heidelberg roads midway between Darebin and Ivanhoe railway stations. (See Route No. 53)	4 3
46	<i>South Brunswick—Westgarth—Fairfield—</i> Westgarth-street is eminently suited for development as a main traffic route, and particularly as a by-pass to the arterial road and other junctions a little south of it. By the widening of Merri-parade and its connexion across Merri Creek as recommended for Route No. 31 to join Barkly-street, North Fitzroy, and by slight amendment to its eastern end so as to improve the connexion with Heidelberg-road, Westgarth-street would become a very important thoroughfare. In addition, a continuation along Park-crescent as part of Arterial Route No. 16 gives access via the unused railway bridge at Fairfield, to Kew, Doncaster, and Camberwell	3, 4 4 3
47	<i>Merri to Clifton Hill—</i> In the description of Arterial Route No. 11 (page 75) reference is made to the proposal for the improvement and development of Merri-parade as a link in an alternative route to the city and the southern suburbs for traffic from St. George's-road and other northern thoroughfares. Although it is also incorporated in the Merri Creek parkway scheme, Merri-parade is of such potential importance that its inclusion in this schedule of main roads is warranted. From the southern extremity of St. George's-road on the north bank of Merri Creek, Merri-parade is 100 feet wide, but it is reduced in width farther south and finally ends at Cunningham-street. It should be widened to 100 feet and extended to join High-street and thus give access to Queen's-parade and other arterial and main roads leading to the city and southern suburbs. Its continuation easterly over High-street and Heidelberg-road is dealt with elsewhere as a parkway road	4

Municipalities of Heidelberg (Part) and Doncaster and Templestowe (Part).

(Between the Darebin and Koonung Creeks.)

Number.	Description of Route.	Reference to Plan—Sheet No.
48	<i>Circumferential Road—Bundoora to Mitcham—</i> From Darebin Creek, easterly, the Electricity Commission's transmission line easement is again utilized for the circumferential road, as far as the grades will permit. In the vicinity of the Plenty River the easement is departed from, and a short new south-easterly road, 100 feet wide, is proposed along the west bank to give connexion with Lower Plenty-road, which is utilized to secure the crossing of the river. Thence the route is southerly as part of the eastern parkway of the Plenty River, 100 feet wide, and crossing the River Yarra to join Bulleen-road. Bulleen-road should be widened to 100 feet in this section. Foote-street, Templestowe, its continuation easterly, should be similarly widened when subdivisions take place on its southern side. From Foote-street, the circumferential road follows Serpell's-road, to be widened to 100 feet, and extended south-easterly across open country at Doncaster East (outside the area of planning), and finally to and across Koonung Creek via the road which connects Doncaster East with Mitcham. The extension of this route westerly from Darebin Creek is Route No. 39, whilst the continuation southerly from the Koonung Creek is Route No. 75	8 9 15
49	<i>Reservoir—Macleod—Lower Plenty—</i> Northern-road (which parallels the Heidelberg and Preston municipal boundary, and the southern boundary of the Mont Park Hospital Reservation), Ruthven-street, at Macleod, and the Lower Plenty-road form the nucleus of a cross-suburban route of great future	8

Municipalities of Heidelberg (Part) and Doncaster and Templestowe (Part)—continued.

Number.	Description of Route.	Reference to Plan—Sheet No.
49	<i>Reservoir—Macleod—Lower Plenty—continued—</i> value. The extension of Northern-road westerly across Darebin Creek to join Summer-hill-road connects with Route No. 41, and a new short diagonal road, 66 feet wide, from the eastern end of Northern-road would connect it with Ruthven-street at Mountain View-parade. Ruthven-street should be continued across the Greensborough Railway and Salt Creek in an easterly direction across unsubdivided lands, and thence across Greensborough-road to join Lower Plenty-road at Martin's-lane. The Lower Plenty-road is joined by the circumferential route (Route 48) west of the Plenty River	
50	<i>Watsonia to Yarra Boulevard at Heidelberg—</i> A southerly continuation of Greensborough-road (Arterial Route No. 14) over Lower Plenty-road is planned, 100 feet wide, across unsubdivided land to join the Yarra Boulevard north of Brown-street, Heidelberg. This route would, in the future, relieve the Lower Heidelberg-road of much tourist and through traffic. It is probable that it would also obviate any necessity for widening the deep cutting in Lower Heidelberg-road at Eaglemont. Being a branch of the Yarra Boulevard, and a direct route to Greensborough, this route would soon become a popular scenic drive	8
51	<i>East Preston—Heidelberg—Doncaster to Box Hill—</i> The importance of Bell-street as a cross-suburban route for the northern suburbs has already been stressed, and the following route is outlined as a continuation of it through the north-eastern suburbs to serve a similar function—commencing at the Darebin Creek on Bell-street as a continuation of Route No. 43, and following Bell-street to its intersection with Plenty-road (Arterial Route No. 14), at Heidelberg. Bell-street is 66 feet wide, and the necessary sets-back as previously outlined for western extensions of it should be enforced to enable a 100-ft. road to be secured. Bell-street is then shown connected with Banksia-street by a new semi-circular link around the western boundary of the Austin Hospital. Banksia-street, which is 100 feet wide, is then followed easterly across the Yarra, and its widening to 84 feet on the southern side is recommended. By a new short 84-ft. road direct access into Manningham-road—also to be widened throughout to 84 feet as shown—is secured. At the instance of this Commission, an 84-ft. street has already been included in subdivisional plans. This will give direct routing between those portions of Manningham-road on either side of Templestowe-road. Manningham-road joins William-son-road, near Doncaster, which is to be similarly widened, and followed, to its intersection with Doncaster and Elgar roads, thence along Elgar-road—to be widened to 100 feet because of other routes feeding into it—and across Koonung Creek, to be continued as Route No. 69, finally reaching Port Phillip Bay at Mordialloc	8 8, 3 8, 9 9
52	<i>Rosanna to Darebin and East Kew, via Lower Heidelberg—</i> From Lower Plenty-road, the succession of roads named Rosanna-road, Buckland-street, and Lower Heidelberg-road are incorporated in the main roads scheme as an important feeder and by-pass route to Arterial Route No. 14, with which it connects at each end. The section of Lower Heidelberg-road, between McArthur-road and Chelmsworth-road, should have building line restrictions to enable a 100 feet width to be secured in due course. In conjunction with McArthur-road and Burke-road (Route No. 65), this route forms part of an extensive north-south main road from Watsonia to Rickett's Point at Beaumaris	8 3
53	<i>Northcote—Ivanhoe—East Kew—</i> The cross-suburban route made up of Routes Nos. 45, 30, &c., and which enters this section via Rocke-street, north of Darebin station, is continued easterly along Lower Heidelberg-road (Route No. 52), thence via Chelmsworth-road and across the Yarra, at the Burke-road Bridge, into Burke-road (Route No. 65)	3
54	<i>Yarra Boulevard—Heidelberg Municipality—</i> Although the Yarra Boulevard as a whole is dealt with in the description of the parkways (page 212), a section of it in the Municipality of Heidelberg would serve not only as a scenic route, but its relief to Arterial Route No. 14, and to Lower Heidelberg-road and its northerly continuations, would be such as probably to avoid, for very many years, the necessity for widening the Heidelberg or Lower Plenty roads in this area. It is so located as to attract the greater part of the tourist traffic, and probably a considerable amount of other traffic. Consequently, the inclusion of that part of the Parkway scheme, referred to hereunder in the Main Roads scheme, is regarded as amply warranted Commencing at the eastern parkway of the Plenty River (the Circumferential Route), crossing the Plenty River on the north side of the Yarra, and continuing generally westerly, the new road, 100 feet wide, connects with Route No. 50 north-easterly of Heidelberg Park, thence generally south along the western side of the Yarra, to cross Banksia-street and joining the Boulevard as it already exists, which it then follows to the Burke-road Bridge, and continues via other routes A branch is also, for similar reasons, proposed as a main route by the incorporation of the western parkway of the Plenty River, which connects the Yarra Boulevard with the Lower Plenty-road on the boundary of the area of planning	8, 9, 3 8 9, 3 8

Municipalities of Heidelberg (Part) and Doncaster and Templestowe (Part)—continued.

Number.	Description of Route.	Reference to Plan—Sheet No.
55	<i>Templestowe to Heidelberg—</i> Foote-street, Bulleen-road, and Banksia-street form a continuous and suitable route for main road communication between Templestowe and Heidelberg, and for the greater part of the distance Bulleen-road forms portion of the Yarra southern boulevard. The route also forms an easterly branch of the cross-suburban route via Bell-street	9, 8
56	<i>Templestowe to North Camberwell—</i> By the provision of a new direct connexion, when subdivision takes place, westerly from the intersection of Williamson and Manningham roads to join High-street, a good route from Serpell's-road, Templestowe, to Doncaster-road at Koonung Creek could be secured as a feeder to Arterial Route No. 16. Williamson-road and High-street are 66 feet wide, and should be widened to 100 feet, and the new link should be of similar width	9
57	<i>Doncaster to Blackburn—</i> As a branch continuation of the outer suburban ring road from Heidelberg (Route No. 51), a new road, 84 feet wide, direct across the unbuilt-on lands from the intersection of Williamson, Doncaster, and Elgar roads should be provided to the intersection of Wetherby-road with the proposed northern parkway of Koonung Creek, thence across the Creek to Blackburn, as Route No. 73	9
58	<i>Doncaster District—New Main Roads—</i> In addition to the roads just described, the Commission has taken advantage of the opportunity offered by the sparse development, and the unsubdivided state of the Doncaster locality, to plan several additional main routes as feeders to those already described, viz.:— (a) From the intersection of Williamson and Manningham roads south-easterly, passing the proposed Doncaster Railway terminus, and across Doncaster-road to join Route No. 57 at Church-road (b) From Route (a) above, a little north of the proposed Doncaster Railway terminus, north-easterly to Church-road, thence easterly to the boundary of the area of planning at the intersection of George-street and Victoria-street (c) As part of the Koonung Creek northern parkway from the intersection of Doncaster-road and High-street, generally easterly along Koonung Creek, crossing the proposed railway and Elgar-road, thence absorbing an existing thoroughfare (to be widened) which gives access north-easterly to Route No. 57, and continued to join Route (a) above, south of Doncaster-road	9
59	<i>East Doncaster to Blackburn—</i> From the point where the circumferential road passes Doncaster-road—beyond the area of of planning—south-westerly to Blackburn-road (or Surrey-road), north of Koonung Creek, a new road should be secured when subdivision takes place, to be continued to Blackburn, &c., as Route No. 69	15

Municipalities of Kew, Hawthorn, Camberwell (Part), Box Hill, Blackburn and Mitcham, and Mulgrave (Part).

(Between Koonung Creek and the River Yarra, on the north; the River Yarra and Gardiner's Creek, on the west; and generally to the proposed new Arterial Route No. 18, on the south.)

Number.	Description of Route.	Reference to Plan—Sheet No.
60	<i>Fairfield—Kew—Heyington—</i> Princess and Denmark-streets, Kew, and Power-street, Hawthorn, form the nucleus of an important north-south main route on the eastern side of the River Yarra which, by extensions at each end, would provide a direct and continuous route from Fairfield to the bay at Sandringham. From the Outer Circle railway bridge at Fairfield (see Arterial Route No. 16) a new road south-easterly across the Kew Asylum grounds to emerge at Princess-street should be easily procurable. From the intersection of Power-street and Riversdale-road, a new road is planned as a southern continuation of Power-street, following the eastern bank of the River Yarra to cross Arterial Route No. 18 at the junction of the Yarra River and Gardiner's Creek and thence into Kooyong-road at Heyington, and continued as Route No. 84	3, 2 3 2
61	<i>Melbourne—Kew—Box Hill—Mitcham—</i> A direct east-west route of the greatest importance already exists and is extensively used for traffic between the metropolis and country districts via Cotham and Whitehorse roads. Traffic to the city proper after passing Cotham-road and High-street, Kew, generally follows Victoria-street or Bridge-road, Richmond. It has been pointed out elsewhere that these inner suburban routes are taxed to their capacity at certain hours, and new eastern	3, 9 15

Municipalities of Kew, Hawthorn, Camberwell (Part), Box Hill, Blackburn and Mitcham, and Mulgrave (Part)—continued.

Number.	Description of Route.	Reference to Plan—Sheet No.
61	<p><i>Melbourne—Kew—Box Hill—Mitcham—continued.</i></p> <p>arterial routes and improvements to existing eastern thoroughfares have been planned to augment the present facilities. With these additional routes available, it would appear that, if High-street and High-street South, Kew, were widened, a good main route would be obtained which would be unlikely to become congested for many years. (Detailed recommendations for these widenings were made in a special report supplied to the Government—see page 28 herein—and as set down in the First Report, pages 42 to 44.) High-street South gives access to Barker's-road and Victoria-street (Richmond), which is likely to become the main arterial route to the city. Parliamentary approval was given in the 1928 session to the carrying out of a scheme of widening High-street, Kew, in the manner recommended by this Commission</p> <p>Whitehorse-road-Cotham-road will always be an important main route, but its vehicular traffic capacity is limited by a double line of tramways. The Commission considers, however, that the development of other routes as outlined should indefinitely postpone any necessity for widening Cotham and Whitehorse roads. Much of the traffic now using that thoroughfare will be attracted to better and more direct routes</p>	3
62	<p><i>Kew to Richmond—</i></p> <p>An auxiliary route is available connecting the outer areas served by Route No. 61 with the city on its southern boundaries by the utilization of Church-street, Hawthorn, which joins High-street South, Kew, with Bridge-road, Richmond, via the Hawthorn Bridge and Route No. 35. It will carry sufficient traffic to warrant its classification as a main route</p>	2
63	<p><i>Kew to Collingwood—</i></p> <p>Traffic from the area served by Cotham and Whitehorse roads (Route No. 62) and by Route No. 64 desiring to reach the north of the city proper, Fitzroy, Collingwood, &c., could use the Studley Park-road, which connects with High-street, Kew, with Johnston-street, Abbotsford (Route 33). In view of its importance as a cross-suburban route and as an alternative route to the city, Studley Park-road is also included in the main roads scheme</p>	3
64	<p><i>Kew—East Kew—Box Hill North—Mitcham—</i></p> <p>Nearly all the essentials exist for an exceptionally useful route to serve the areas lying between Arterial Route No. 16 (Doncaster-Kilby roads) and Main Route No. 61 (Cotham and Whitehorse roads). High-street and Harp-road, Kew, and Belmore-road comprise a satisfactory route through the whole of built-up parts of these districts, and Belmore-road East extends into the open country to Elgar-road. Easterly, from this point, the distance between the Doncaster and Whitehorse roads is increased considerably, and the Commission has planned two main routes to serve the localities in the northern parts of the municipalities of Box Hill and Blackburn and Mitcham</p> <p>Belmore-road could be extended to join Whitehorse-road at Mitcham, between Dunlavin and Mitcham roads, forming a parkway drive and main road on the southern side of the Koonung Creek. This section of the route also forms part of a proposed direct route between outer eastern suburbs and outer northern suburbs</p> <p>Belmore-road should also be connected by a new road on both sides of the Bushy Creek with Springfield-road, and thence into Junction-road to the circumferential road at Mitcham-road, crossing the previous route just referred to east of Springvale-road</p>	3 9 9, 15
65	<p><i>Ivanhoe—Camberwell—Gardiner—</i></p> <p>Burke-road is a direct north-south road forming the boundary between the municipalities of Camberwell, Kew, and Hawthorn. Its northern end connects with various routes already described via the Burke-road Bridge over the Yarra. The route continues southerly across Gardiner's Creek and absorbs Burke-road, Grange-road, Jasper-road, and Reserve-road, finally reaching Port Phillip Bay at Beaumaris. It is one of the most serviceable cross-suburban routes in the metropolitan area, and is an important part of the scheme of metropolitan roadways recommended in this Report</p>	3, 9 2, 10
66	<p><i>Richmond—Auburn—Hartwell—</i></p> <p>Burwood-road, Hawthorn, and Camberwell-road form the natural continuation easterly of Bridge-road, Richmond (Route No. 35), and at Camberwell Junction it intersects other important avenues of travel. Camberwell-road enters Toorak-road at Hartwell and its continuation easterly via that and other thoroughfares is referred to as Route No. 68</p>	2, 10
67	<p><i>Richmond—Hawthorn—Wattle Park—Tunstall—</i></p> <p>Riversdale-road is very suitably located for inclusion in the main roads scheme, because it parallels the Barker's-road-Canterbury-road arterial route, which is designed to give access to the city proper via the many wide streets on its northern boundary, whereas Riversdale-road gives direct westerly access via Wallen-road and Swan-street to Alexandra-avenue, &c. (Route No. 38), to the southern entrances to the central business area</p>	2, 10, 15 1

Municipalities of Kew, Hawthorn, Camberwell (Part), Box Hill, Blackburn and Mitcham, and Mulgrave (Part)—
continued.

Number.	Description of Route.	Reference to Plan—Sheet No.
67	<i>Richmond—Hawthorn—Wattle Park—Tunstall—continued.</i> Riversdale-road at present terminates at Gardiner's Creek. It is recommended that it should be continued, 66 feet wide, across that stream and thence north-easterly across unsubdivided lands, passing the intersection of Blackburn and Canterbury roads, and absorbing Halley-street, and finally joining Springvale-road at Winlaton-street, Tunstall. By crossing the railway via Springvale-road access would be given to Whitehorse-road, thus establishing a most useful link with Arterial Route No. 17 (Canterbury-road), and allowing the use of several alternative routes for east bound traffic. Very little difficulty should be experienced in securing the whole of this eastern extension of Riversdale-road	10
68	<i>Toorak—Burwood—Ferntree Gully—</i> The existing route to the eastern suburbs and Dandenong Ranges, made up of Toorak-road and Burwood-road, is of such importance as to warrant its inclusion as a main route. Toorak-road in this section is 66 feet wide, and as it is not a tram route and is paralleled by several other roads, this width is considered sufficient. It is, however, joined by Route No. 66 just west of Back Creek. In view of the fact that beyond the point of junction, the Toorak-road-Burwood-road route carries the traffic of two 66-feet thoroughfares, and also a tramway, it is recommended that the widening of this section of Toorak-road to 100 feet be eventually carried out, and that the building lines be established immediately. Beyond Boundary-road, it becomes Burwood-road, and it is recommended that it should be widened to 100 feet as far east as Springvale-road, beyond which point the 66-feet width will probably suffice for many years	2, 10 15 2 10 15
69	<i>Doncaster—Box Hill—Kabbereng—</i> Elgar-road forms the southerly continuation from Koonung Creek of Route No. 51, from Heidelberg. The southern extremity of Elgar-road is at Burwood-road near Gardiner's Creek, and it is recommended that a continuous intersuburban thoroughfare should be obtained by crossing Gardiner's Creek via Burwood-road, thence by a new 66-feet connexion on the eastern bank of Gardiner's Creek to join Bay View-road at Highbury-road. Further southern continuations of this important route are described as Route No. 95	9, 10 10
70	<i>Koonung Creek Southern Parkway Routes—</i> To encourage traffic from Doncaster and the areas north of Whitehorse-road to enter the city on the north via Doncaster and Kilby roads, Queen's-parade, &c. (Arterial Route No. 16), it is proposed that the southern parkway route along Koonung Creek, and the route of which Springfield and Junction roads form part (see Route No. 64), should be connected into Doncaster-road by westerly extensions of the roads along the Koonung Creek	9, 15
71	<i>Doncaster East—Blackburn—Holmesglen—</i> The Gardiner's Creek Valley affords an excellent opportunity to provide a cross-suburban route diagonally through the outer eastern suburbs. From the circumferential road at its intersection with Doncaster-road as Route No. 59, it is recommended that a new road, 66 feet wide, be constructed south-westerly to meet Blackburn-road at Koonung Creek, thence south-westerly and southerly across Whitehorse-road and via Downing, Laburnum, and Pakenham streets at Blackburn to join Middleborough-road at Gardiner's Creek. After crossing the creek a new 66-feet road is proposed following the eastern bank of Gardiner's Creek, to be further described beyond its point of contact with Arterial Route No. 8 as Route No. 92. This road would intersect many other important avenues of travel, and would at the same time form a pleasant parkway drive	15 10
72	<i>Doncaster to Box Hill East—</i> Middleborough-road between Koonung and Gardiner's Creeks should be widened to 132 feet. This road connects several of the important outer-suburban routes. The chief object of the widened road, however, would be to provide a parkway connexion between the proposed Koonung Creek Parkway and the parkway along Gardiner's Creek, which would permit of a continuous drive through parks and parkways for 24 miles	9, 10
73	<i>Doncaster—Blackburn—Syndal—</i> The southerly continuation of Route No. 57 as an outer-suburban ring road can be effected by the planning of a new 66-feet road south-easterly across unbuilt-on lands from Middleborough-road, on the south side of Koonung Creek to and across Whitehorse-road at Blackburn to join Blackburn-road, extended southerly to join May's-road and follows that road to the new Syndal Railway Station	9, 15 14
74	<i>Doncaster East—Tunstall—Glen Waverley—</i> Springvale-road is a suitably located north-south route, connecting with the circumferential route near Doncaster East in the north, and at Glen Waverley in the south. It is incorporated in the scheme as an outer-suburban cross route. Between Koonung Creek and Canterbury-road, Springvale-road is 132 feet wide, and except for the widening to	15, 14

Municipalities of Kew, Hawthorn, Camberwell (Part), Box Hill, Blackburn and Mitcham, and Mulgrave (Part)—
continued.

Number.	Description of Route.	Reference to Plan—Sheet No.
74	<i>Doncaster East—Tunstall—Glen Waverley—continued.</i> 100 feet which has been effected at Glen Waverley by the adoption of the Commission's general scheme in that neighbourhood, its width of 66 feet in the remaining section is considered adequate	
75	<i>Circumferential Road : Doncaster East—Mitcham—Glen Waverley—</i> The circumferential road in this area connecting with Route No. 48 in the north is continued along the road which joins Doncaster East and Mitcham Townships, thence via Mitcham-road, southerly across Canterbury-road to join Terrara-road, thence via a new road south-westerly from Burwood-road across the unsubdivided lands to cross Arterial Route No. 18 about midway between Highbury-road and High Street-road. The new roads are planned 100 feet wide, and the existing roads are shown similarly widened The further continuation of this route is Route No. 99	15 14
76	<i>Tunstall and Mitcham to Arterial Route No. 17—</i> Two new roads are recommended for development across the unbuilt-on land from the vicinity of the Tunstall and Mitcham Railway Stations, south-easterly to join the Canterbury-road arterial route. The former would afford direct connexion from Scoresby and Canterbury roads to Whitehorse and other important roads at Tunstall, whilst the road from Mitcham would serve to divert the arterial traffic direct into the areas north of Whitehorse-road via the circumferential route and Route No. 64, and those tributary to it. These roads would also give improved access to the railway stations for a large district and materially assist a better subdivisional development	15
77	<i>Blackburn to Burwood-road (East)—</i> From Blackburn-road at Canterbury-road, a new 66-feet road is planned south-easterly across the open country to join Burwood-road (Route 68) between Terrara-road and Railway-road. Such a route would be readily obtainable and would serve a valuable function by giving direct connexion between the roads from the Ferntree Gully area of the Dandenong Ranges and those served by the Canterbury-road arterial road, and via Blackburn-road (Route 73), &c., to eastern, north-eastern, and northern suburbs	15
78	<i>Canterbury-road (South Mitcham) to Tally Ho—</i> In order to provide a cross-suburban connexion for traffic approaching the metropolis via the Canterbury-road arterial route, and desiring to gain more direct access to the southern suburbs than through the eastern built-up districts, a new road is proposed, 84 feet wide, from Canterbury-road at Terrara-road (South Mitcham), south-westerly to join the new arterial route (No. 18—from Ferntree Gully via Gardiner's Creek) between May's-road and Stevenson's-lane at Tally Ho	15 14

Municipalities of Melbourne (Part), Prahran, Malvern, Camberwell (Part), St. Kilda (Part), Brighton, Caulfield, Oakleigh (Part), and Mulgrave (Part).

Area bounded approximately as follows:—

North—Yarra River, Gardiner's Creek, and Arterial Route No. 18.

West—St. Kilda-road and Barkly-street.

South—North-road.

Number.	Description of Route.	Reference to Plan—Sheet No.
79	<i>Main Metropolitan North-South Route and City By-pass—</i> As a full description of this route was given under the explanation of that portion of it which is north of the River Yarra (see Route No. 34), it is not considered necessary here to do more than define its southern extensions. From the proposed bridge over the River Yarra, near Anderson-street, South Yarra, across the properties near the junction of Alexandra-avenue and Anderson-street to the Botanical Gardens along a route specially selected to avoid the expensive alterations which would be necessary by the use of Anderson-street, thence along Leopold-street, South Yarra (which would need to be widened on the eastern side), thence south-easterly across Fawkner Park, also in a specially selected location, to join Punt-road at Pasley-street. Punt-road is shown widened from this point on its western side right through to St. Kilda Junction. A full description of this portion of this main metropolitan north-south route was contained in the Commission's First Report (pages 27 and 28), and the justification for the recommendation to take this new road through the reservations referred to was set out therein. Adverse criticisms have been levelled against this proposal, and the Commission desires to make it clear that in its opinion the deviation as recommended is the most economical solution, and the one which will be of the greatest benefit to the community	1