

Number.	Description of Route.	Reference to Plan— Sheet No.
79	<i>Main Metropolitan North-South Route and City By-pass—continued.</i> The linking up of Punt-road, north and south of the River Yarra, is an integral part of the Commission's scheme for metropolitan highways. Seven different schemes, including high level bridges, deep cuttings, tunnels, and deviations in different locations were considered, but, owing to greatly increased costs and lesser advantages, were discarded in favour of the recommended scheme. The Commission, however, has no objection to any alternative proposal which will satisfactorily link up the north-south road system of which Punt-road on either side of the Yarra forms part. From St. Kilda Junction several routes are available for further distribution of this traffic as described elsewhere	
80	<i>South Melbourne—Toorak—Burwood—</i> Toorak-road is the first through route south of Alexandra-avenue leading to the east from St. Kilda-road, and as the Commission's recommendations include the sinking of Alexandra-avenue under St. Kilda-road, Toorak-road would thus be the first outlet from St. Kilda-road for east bound traffic south of the River Yarra. The scheme for the improvement of the Hanna-street, Roy-street, approach from St. Kilda-road to the new Spencer-street (Batman) Bridge (Route No. 122) includes Toorak-road as its easterly continuation, and this must consequently increase the importance of this route. Map (No. 2) of the Suburban Traffic Flow shows the value of Toorak-road as a traffic route, giving as it does direct connexion between the Dandenong Ranges, via Burwood-road (Route No. 68), and the south side of the city, and the western suburbs	1, 2, 10
81	<i>St. Kilda-road—Prahran—Gardiner—East Malvern—</i> Commercial-road and Malvern-road parallel Routes Nos. 80 and 82 from St. Kilda-road to Burke-road. These roads are all 66 feet wide, and carry a double tramway and large sections of them are business streets. Considered as a whole and in conjunction with the recommendation for a new road diagonally across the municipality of Prahran connecting Dandenong-road and Alexandra-avenue (see Arterial Route No. 19), these streets are regarded as sufficiently wide for main traffic routes for many years. The proposed new Arterial Routes Nos. 18 and 19 could relieve these eastern thoroughfares of much of the traffic of the future which would otherwise be compelled to use the 66-feet tramway streets. The importance of the Commercial-road-Malvern-road route fully warrants its classification as a main route, especially as beyond Burke-road it continues in a south-easterly direction along the western side of Gardiner's Creek to join Waverley-road at East Malvern, thus providing an alternative route for the Waverley-road traffic (Route No. 86) not only through to St. Kilda-road, but also to Burke-road north (Route No. 65)	1, 2 10
82	<i>St. Kilda-road—Armadale—Glen Iris—Ashburton—Fern-tree Gully—</i> Except for slight breaks in the alinement of High-street at its crossings of the Gardiner's Creek and Boundary-road, it is a direct easterly route from St. Kilda-road to the Dandenong Creek, which latter is beyond the area of planning. High-street is 66 feet wide, and carries a tramway from St. Kilda-road to near Gardiner's Creek at Glen Iris. As it parallels various other equally serviceable routes, and as various improvements are proposed in the arterial communications in the areas through which it passes, the Commission does not recommend any alteration in its width	1, 2, 10, 14
83	<i>Burnley—Hawkesburn—East St. Kilda—North Brighton—</i> The necessity for relieving Chapel-street, Prahran, of as much through traffic as possible has been stressed in various preceding pages. The inducements offered to traffic to use Chapel-street because of the bridge over the Yarra connecting it with Church-street, Richmond, together with its easy grades, have combined to cause traffic to congest that thoroughfare. The Church-street-Chapel-street Bridge is the busiest bridge in the suburbs. The provision of a new artery through the Prahran Valley (Arterial Route No. 19), and the development of the main north-south route which incorporates Punt-road (Route No. 79, &c.), would do much to alleviate the difficulties which must continue to be encountered by Chapel-street traffic until these improvements are established Further relief to Chapel-street will be given by the construction of a bridge over the Yarra to connect Burnley-street, Burnley (Route No. 36), with Williams-road, Toorak. A bridge in this position has been advocated for at least 40 years The southern extension of Williams-road across Dandenong-road is named Hotham-street, and after crossing the junction of Brighton and Glen Huntly roads, the thoroughfare is known as New-street. Its further continuation to the foreshore is referred to as Route No. 101 In addition to the great potential usefulness of this route as a relief to Chapel-street, it would form a continuous and direct north-south route, free from tramways from Victoria-street, Richmond, to Brighton Beach	2 2, 12

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

Number.	Description of Route.	Reference to Plan-Sheet No.
84	<p><i>Hawthorn—Armadale—Gardenvale—</i></p> <p>Kooyong-road which extends from the junction of the Yarra River and Gardiner's Creek, at Heyington to North-road at Gardenvale, and is free from tramway tracks, forms an excellent route for vehicular traffic. Parallel to it on either side are Orrong-road (a projected tramway), and the Glenferrie-road—Hawthorn-road tramway route, so that the development of Kooyong-road as a main vehicular thoroughfare would be distinctly advantageous to the traffic on the tramway routes. The grades throughout the length of this route are much less severe than those in Glenferrie-road. Kooyong-road should be connected into Power-street, Hawthorn, as already described in Route No. 60, and its southerly extension across North-road at Gardenvale is referred to as Route No. 102. It would thus supply a continuous north-south route from Fairfield to the beach between Hampton and Sandringham.</p>	2, 12
85	<p><i>St. Kilda Beach to Malvern—</i></p> <p>Although it is considered that Arterial Route No. 19 will divert the through traffic from the western end of Dandenong-road, the latter will still be the most important route from the eastern and south-eastern suburbs to the St Kilda Beach, and the Esplanade Route towards Port Melbourne. Dandenong-road is 198 feet wide, Wellington-street is 66 feet only, whilst St. Kilda-road, which it joins at St. Kilda Junction, is 198 feet, and Fitzroy-street, St. Kilda, is 132 feet wide. In its First Report the Commission drew attention to the necessity of widening the short section of Wellington-street, which is only 66 feet wide, and carries a double tram track. Wellington-street should be widened to 198 feet by taking the southern side frontages and sufficient extra depth to permit of the authority undertaking the scheme recovering a considerable part of the outlay by the resale of new frontages to the greatly improved thoroughfare. The longer this bad "bottleneck" is retained the greater will become the cost of its abolition. The net cost is estimated at £174,400, and it is regarded as a fully justifiable expenditure. The scheme is included in the schedule of urgent works referred to in later pages. Fitzroy-street is wide enough to permit the parking of the tramway in a central reserve, and the Commission recommends this as a safety measure. It would also allow the whole of the traffic via St. Kilda and Dandenong roads to approach the St. Kilda foreshore along a park-like drive</p>	1
86	<p><i>St. Kilda Beach—Balaclava—East Malvern—Glen Waverley—</i></p> <p>Parallel with Route No. 82 for its whole length, but approximately 1 mile south of it, is an existing route via Balaclava and Waverley roads, one of the best east-west routes across this portion of the metropolitan area. The western end of Balaclava-road (or Carlisle-street) starts from the St. Kilda Esplanade: Waverley-road terminates beyond the area of planning at the Dandenong Creek. As the traffic which would normally follow this route would, if the recommendations of the Commission are carried out, have alternative equally direct routes available, the Commission does not consider that any expensive widening of this thoroughfare is justified</p>	12, 2 10, 11, 14
87	<p><i>Ripponlea—Caulfield—Murrumbeena—</i></p> <p>In view of the fact that Route No. 86 carries a tramway, which it is proposed should be considerably extended beyond its present terminus at Darling-road, and that Glenhuntly-road is likewise a tramway route, and business thoroughfare throughout its whole length, it is recommended that the intervening through road consisting of Glen Eira, Booran, and Neerim roads should be utilized as a main route between Brighton-road in the west, and Murrumbeena-road in the east</p>	11, 12
88	<p><i>Gardiner—Caulfield—Ormond—</i></p> <p>The southerly continuation from Gardiner's Creek of Burke-road (Route No. 65), so far as this section is concerned, comprises a route made up of Burke-road, Dandenong-road (for a very short section only), and Grange-road, whence its further southerly extension over North-road is referred to as Route No. 107. This is one of the principal continuous cross suburban routes in the metropolitan area as will be seen by reference to the diagrammatic plan of thoroughfares</p>	10, 2 11, 12
89	<p><i>Caulfield North to Brighton East—</i></p> <p>Bambra-road is the best existing through street between the Kooyong and Grange-road routes. It lies between the Hawthorn-road tramway and the Mordialloc Railway. The southern extension of Bambra-road across North-road is dealt with as Route No. 103</p>	12
90	<p><i>East Malvern—Murrumbeena South—</i></p> <p>Murrumbeena-road is suitably placed midway between Routes Nos. 86 and 93, to serve with those roads the main route requirements in a north-south direction in this area. On the north, it joins Waverley-road near its junction with Malvern-road, and thus gives direct connexion into the Burke-road cross suburban route as well as westerly towards the city via either the Waverley-road, High-street, or Malvern-road routes. Its southerly continuation is dealt with as Route No. 108</p>	11

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

Number.	Description of Route.	Reference to Plan—Sheet No.
91	<i>Gardiner to Oakleigh—via Gardiner's Creek—</i> A new road is planned, 100 feet wide, along the valley of Gardiner's Creek to leave Arterial Route No. 18 at the point of the confluence of Back and Gardiner's Creeks, east of Burke-road, and after passing over the new railway just east of Eastmalvern Station, to follow the eastern side of the old outer circle railway to Dandenong-road. This road should be obtained gradually as opportunity offers, and should not be costly. Its provision in conjunction with Arterial Route No. 18 would supply an alternative route to that via St. Kilda and Dandenong roads. From the central area to Oakleigh, it would also form an integral part of the scheme, referred to under "Parkways," for a continuous parkway drive from Sydney-road at Batman to Oakleigh, via the Merri Creek, Yarra River, and Gardiner's Creek	10 11
92	<i>Burwood—Holmesglen—East Malvern—</i> Route No. 71, from Doncaster East along the eastern bank of Gardiner's Creek, is continued over Arterial Route No. 18 south-westerly to join The Boulevard at Warrigal-road just north of the new Holmesglen Station. The Boulevard would require to be widened on the creek side and then extended as part of the Gardiner's Creek parkway to join Waverley-road via Route No. 91 at East Malvern. Although also incorporated in the parkways, this route would be valuable as a diagonal main road giving access to the southern and south-eastern suburbs from the outer eastern areas	10
93	<i>Wattle Park to Oakleigh, &c.—</i> The continuous north-south Boundary and Warrigal roads will gradually become of greater importance as development proceeds in the localities which they connect. Boundary-road is the first existing north-south road on the east side of Burke-road and it is likely, in consequence, to have to accommodate considerable traffic in the future It is unfortunate that a continuous north-south route does not exist between Boundary and Burke roads, in the municipality of Camberwell. The general street arrangement of Camberwell is an illustration of the evils of unco-ordinated land subdivisions. Although it would be of material benefit to that municipality if such a road existed; it is considered that the difficulties which would be encountered in securing it at this stage of development would be too great to warrant a recommendation in its favour The southern extensions of Warrigal-road over North-road are referred to as Route No. 110	10, 11
94	<i>East Malvern—Scotchman's Creek—Wheeler's Hill—</i> Commencing as a continuation of Route No. 91 from the Gardiner's Creek parkway, a new road is proposed, 100 feet wide, following the valley of Scotchman's Creek, absorbing in places, several sections of existing planned streets, and generally following an easy grade about midway between Waverley and Ferntree Gully roads. The road would make a fine parkway as far as Springvale-road, east of which a width of 84 feet only is recommended. The major portion of this road can be procured at no cost. It traverses unsubdivided lands and can be incorporated in future plans of subdivision	10 11 14
95	<i>Burwood—Kabbereng—East Oakleigh—</i> Bay View-road and Box Hill-road provide the continuation in this area of Route No. 69, which is one of the outer suburban ring roads shown in the diagrammatic plan. Midway between Waverley-road and Route No. 94, a deviation of Box Hill-road is proposed so as to avoid the steep grades at the crossing of a creek. In view of the difficulties created at Eastoakleigh Station by the existing cross roads at the level crossing, special attention has been given to the road junction and railway crossing as shown on the plan, Sheet No. 11. Further continuation southerly of this route is described under No. 111, which completes a route from Heidelberg and Doncaster to the Bay at Parkdale and Mordialloc	10, 11
96	<i>Burwood—Syndal—Wheeler's Hill—</i> In order to provide a diagonal route across the outer suburban area connecting with various other main routes, the opportunity has been taken to plan a new road, 84 feet wide, from Burwood-road at Middleborough-road south-easterly across Arterial Route No. 18, and crossing May's-road at Syndal Station, thence continued south-easterly to Ferntree Gully-road at Wheeler's Hill at the boundary of the area of planning. This route will assist traffic to reach the railway station, and it also provides an excellent feeder to the proposed Arterial Route No. 18, and the main Burwood-road. The area through which this road passes is not subdivided so that the ultimate road reserve can be obtained in plans of subdivision without compensation.	10 14
97	<i>East Burwood—Syndal—Notting Hill—</i> A new 84 feet road from Springvale-road, a little to the north of Highbury-road, south-westerly across Arterial Route No. 18 and across May's-road and Route No. 96 at Syndal Station to Ferntree Gully-road, midway between Notting Hill and Box Hill roads at Notting Hill, is planned to give cross suburban facilities and connexion to many other main roads. A small section of this road leading to the new Syndal Railway Station, on the south side, has already been incorporated in a plan of subdivision, and the whole route could be obtained in a similar manner.	14 11

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

Number.	Description of Route.	Reference to Plan—Sheet No.
98	<i>Notting Hill to Clayton North—</i> Having regard to the distance between Box Hill-road and the proposed circumferential road (No. 99), it is proposed that Notting Hill-road and its continuation southerly from Fern-tree Gully-road (Gardiner's Lane) be included in the main roads scheme, the latter also being extended southerly to join the outer suburban ring road at North-road	14 11
99	<i>Circumferential Road—Glen Waverley District—</i> Southerly from the point where the circumferential route, 100 feet wide, is planned to cross Arterial Route No. 18, Route No. 75 is continued to join Springvale-road south of High Street-road, thence leaving Springvale-road immediately south of the Glen Waverley Railway Station to proceed south-westerly and southerly to cross North-road about midway between Springvale and May's roads. Portions of this route in the vicinity of the Glen Waverley Station have already been secured in plans of subdivision. Route No. 118 is the further continuation of this road as a circumferential highway, and Route No. 112 is the one planned as its principal continuation as an outer ring road circumscribing the built up parts of the metropolis	14
100	<i>Gardenvale—Ormond—East Oakleigh, &c.—</i> North-road extends directly east and west across the southern suburbs from the beach at Brighton to Dandenong-road, beyond which Wellington-road continues in the same direction to the Lysterfield Hills and the country beyond. It is one of the best east-west routes in the metropolis and will be one of the principal traffic routes. That part of North-road between Point Nepean-road and Crosbie-road at Murrumbidgee South, is already referred to in the description of Arterial Route No. 21 of which it forms part. The western section of the road is 132 feet wide, but its width diminishes at East Boundary-road to 66 feet, whilst east from Warrigal-road it gradually widens out again to 198 feet. The Commission's scheme provides for a minimum of 132 feet. As long ago as December, 1923, the Commission urged upon the municipalities concerned the necessity for opening out the narrow portions of this road, and no further development should be permitted which conflicts with the preservation of a minimum width of 132 feet along this route	11, 12

Municipalities of Brighton (Part), Moorabbin, Dandenong (Part), Sandringham, and Mordialloc.
(Area south of North-road and within the area of planning of southern suburbs.)

Number.	Description of Route.	Reference to Plan—Sheet No.
101	<i>Gardenvale—Middle Brighton—Brighton Beach—</i> New-street supplies a useful by-pass to the Foreshore-road (Arterial Route No. 22) and St. Kilda-street, and, as it is not incorporated in the tramway scheme, it is still more valuable as a main route for vehicular traffic. It joins the Foreshore-road between Brighton Beach and Hampton, and its northerly continuation has been described as Route No. 83	12
102	<i>Gardenvale—Hampton—Sandringham (Picnic Point)</i> The continuation to the foreshore of Route No. 84 (Kooyong-road) via Hampton-street, makes a main route of considerable value for north-south traffic, and as a relief road for the Foreshore and Point Nepean-road arterial routes. Unfortunately, the conditions consequent in unsatisfactory planning, between the southern end of Kooyong-road and the northern end of Hampton-street, do not permit of the provision of the most suitable connexion except at great expense, but by cutting back the western corner of Kooyong and North roads, access from Kooyong-road into Clonaig-street is obtainable. Thence via the southern end of Milroy-street, with some improvements at the intersection of Milroy-street, Bay-street, and Point Nepean-road, a reasonably good route between Kooyong-road and Hampton-street can be secured. This route ends at the foreshore at Sandringham, thus providing a most serviceable through connexion, free from interference by tramway traffic, from the eastern suburbs of the metropolis to the beaches	12, 13
103	<i>Caulfield West—Moorabbin—Black Rock—</i> As a continuation southerly of Route No. 89 from North-road, Thomas-street is utilized to Point Nepean-road, and thence, in accordance with the Brighton Town Planning Scheme (see page 262), to join Bluff-road at South-road, following Bluff-road to the foreshore at Black Rock. The inclusion of this connecting link between Thomas-street and Bluff-road in future plans of subdivision would provide a valuable through route to a popular beach from a large residential area	12 13

Municipalities of Brighton (Part), Moorabbin, Dandenong (Part), Sandringham, and Mordialloc—continued.

Number.	Description of Route.	Reference to Plan— Sheet No.
104	<p><i>Brighton East to Brighton Beach—</i> Were-street, Brighton, if continued easterly across the area of the Brighton Town Planning Scheme to join Route No. 103 would become an alternative main road to the beach from the southern suburbs, independent of tram and other main highways. Its usefulness is enhanced by the fact that Were-street is the only graded crossing over the electric railway in this part of the municipality of Brighton.</p>	12
105	<p><i>Middle Brighton—Bentleigh—Clayton, &c.—</i> Centre-road, which runs due east from Hampton-street, Middle Brighton, crosses many other main roads leading to the districts beyond the area of planning, and supplies, at the requisite interval, a parallel thoroughfare between North and South roads. It is already a well-defined main route, and its incorporation in the scheme is fully warranted.</p>	12, 11
106	<p><i>Brighton Beach—Moorabbin—Springvale West—</i> South-road is 132 feet wide from the foreshore at Green Point, Brighton Beach, easterly to East Boundary-road, whence it is reduced to 66 feet as far as Jack's-road. Between Clarinda and Clayton roads, further east, there is an existing 66-foot road in direct alignment with South-road. The Commission considers that South-road is so located that its development as a 132 feet continuous route to beyond Clayton-road is amply justified. As there are practically no buildings and very little subdivision along it at present, there should be no difficulty in securing the desired width. The connexions proposed with other cross suburban and ring roads in these sparsely settled areas all feed into South-road or its easterly extensions, and in due time such a route would be of great value.</p>	12 11
107	<p><i>Ormond—Highett—Beaumaris—</i> Burke and Grange roads form a most important continuous north-south thoroughfare through the eastern and south-eastern suburbs. Southerly from North-road, Grange-road (Route No. 88) connects into Jasper-road, but unfortunately the latter ends at South-road. This through route is extensively used at present, but traffic is required to pursue a devious course southerly from South-road, and it is obvious that the difficulties to be met as development proceeds will demand improvement. It is proposed that Jasper-road be continued southerly across South-road as shown on the plan, crossing Point Nepean-road almost at right angles to join Worthing-road and then Donald-street, both of which should be widened to 66 feet. This would permit traffic to reach Point Nepean-road without using the South-road level crossing, would by-pass the narrow shopping thoroughfare immediately east of Moorabbin Railway Station, and would avoid the diversion of a large volume of traffic into a short length of Point Nepean-road. It is then proposed that Donald-street be linked with Reserve-road, thus terminating this most important route at the foreshore at Rickett's Point, Beaumaris.</p>	12 13
108	<p><i>Murrumbeena South to Highett and Heatherton—</i> East Boundary-road, which is 132 feet wide, although not in direct north-south alignment with Murrumbeena-road (Route No. 90), supplies, in conjunction with it, another suitably located main route leading from a large residential neighbourhood to the Point Nepean arterial route and to the beaches. From the southern end of East Boundary-road at South-road it is proposed to continue the 132-foot road south-westerly across unsubdivided lands to join Point Nepean-road (Arterial Route No. 20) at Highett. Another branch of East Boundary-road is also proposed across unsubdivided lands to join Moorabbin-road at its intersection with Kingston-road, Heatherton, this branch route giving direct access via Route No. 110 to the foreshore at Mentone, and via Route No. 115 to Dandenong-road at Noble Park.</p>	11 13
109	<p><i>Oakleigh to Bentleigh and Highett—</i> As practically the whole of the land between Warrigal and East Boundary roads is unsubdivided, the Commission planned a 66 feet diagonal road across this area from the intersection of Warrigal and North-roads to the junction of Centre and East Boundary roads. By so doing, and by utilizing existing roads, and new ones included in this schedule, an excellent cross suburban artery is provided at no cost.</p>	11
110	<p><i>Oakleigh—Moorabbin East—Mentone—</i> Warrigal and Moorabbin roads form a direct southerly continuation of Route No. 93 from Wattle Park leading to the beach between Mentone and Parkdale, passing the Heatherton Sanatorium and Mentone Racecourse. The importance of this road is already demonstrated by the amount of traffic using it, fully justifying its inclusion as a main route located at the correct interval from other north-south main routes.</p>	11, 13
111	<p><i>East Oakleigh—Heatherton—Mentone and Mordialloc—</i> The outer suburban ring road which is planned as a continuous route around the metropolitan area, the northerly extensions of which are made up of Manningham, Elgar, Box Hill, and other roads, is continued to the foreshore southerly from North-road at</p>	11

Number.	Description of Route.	Reference to Plan—Sheet No.
111	<p><i>East Oakleigh—Heatherton—Mentone and Mordialloc—continued.</i></p> <p>East Oakleigh Station via Victoria-avenue (widened to 66 feet) and Clarinda-road, the latter being extended due south across unsubdivided and open country the whole way to Lower Dandenong-road. An existing street named McSwain-street, in the same alinement is then utilized for a few chains. This street should be widened to the point of its intersection with Kertch-street. At this point the route to the foreshore divides, one branch leading to the south-west, and the other to the south-east, as follows:—</p> <p>To the south-west via a new street in line with Imes-street (which skirts the northern boundary of the existing park on the east of Point Nepean-road) crossing the latter to join Parkers-road, Parkdale, and thus gaining access to the beach</p> <p>To the south-east via a new 66-foot road across unsubdivided lands to the northern extension of Chute-street, the portion of the latter north of Warren-street to be widened. Chute-street gives direct access to the foreshore and creek reserve at Mordialloc</p>	13
112	<p><i>Main Outer Suburban Ring Road: Wheeler's Hill—Clarinda—Cheltenham North—Sandringham—</i></p> <p>This circumferential road, as already defined, has been planned 100 feet wide. Between Ferntree Gully-road and Mordialloc, it is outside the area of planning, but having regard to existing conditions and the ease of its provision, the 100 feet width should be continued diagonally across the vacant lands of the southern suburbs to connect with Bay-road, Sandringham, as follows:—From the circumferential route at Ferntree Gully-road at Wheeler's Hill south-westerly, crossing the intersection of Dandenong and North roads, thence 132 feet wide to the intersection of Old Dandenong-road, and the easterly extension of South-road, thence continuing south-westerly, 100 feet wide, to join Bay-road at Point Nepean-road (midway between Highett and Cheltenham). Bay-road is planned 100 feet wide as far west as Bluff-road, but the remainder of it, to the beach at Sandringham, is built up to such an extent that widening beyond its present width of 66 feet can hardly be justified. This route would intercept many other main routes, and its potential value is apparent</p>	14 11 13
113	<p><i>Springvale—Heatherton—Mentone—</i></p> <p>Advantage has been taken of the sparse development to plan a new diagonal route to serve the large area between the main outer suburban ring road (Route No. 112) and the circumferential road. Commencing at the intersection of Dandenong and Centre roads at Springvale, a 66-foot road has been located south-westerly across the Dandenong Railway and Arterial Route No. 21, to join Moorabbin-road at the municipal boundary between Moorabbin and Mordialloc</p>	11, 13
114	<p><i>Brighton East to Foreshore at Mentone—</i></p> <p>A new road, 100 feet wide, has been planned to link Beach-road, Mentone (Arterial Route No. 22) from near Charman-road with Bluff-road (Route No. 103) at Highett-road. This diagonal road is designed for local traffic, as well as to intercept the very heavy traffic along the Foreshore-road, thus easing the congestion in the Sandringham and Brighton portions of this popular highway. It would give more direct access to the main northerly routes, and being midway between the two south-eastern arterial routes, would become one of the most serviceable avenues of travel in this section of the metropolis. Access to the Point Nepean-road from the districts west of that part of the railway between Moorabbin and Mordialloc is only gained by crossing the railway on the level at various places. This road, which meets the Point Nepean-road via Beach-road at Mordialloc would, therefore, greatly minimize that cross-railway traffic. Although the country through which this route would pass is subdivided, it is not extensively built upon, and a large proportion of the adjacent lands is used as golf courses. The route has been carefully chosen and it is considered that steps should be taken to secure the road without delay and before the cost increases. For that reason it is included in the Urgent Works Recommendation (see Map No. 5)</p>	13
115	<p><i>Highett—Heatherton—Noble Park—</i></p> <p>Kingston-road, which extends from Dandenong-road at Noble Park to the junction of Warrigal and Moorabbin roads, if extended westerly along the same alinement would join Highett-road at Point Nepean-road. The land through which this extension would pass is not yet subdivided, so that it could be easily secured. Being located midway between the South-road and Centre Dandenong-road routes, it would supply the east-west main road requirements in this neighbourhood, whilst it has the advantage over the other routes referred to of existing access to Dandenong-road</p>	13
116	<p><i>Cheltenham to Dingley—</i></p> <p>Centre Dandenong-road connects Arterial Routes Nos. 20 and 21, and fulfils a useful purpose by forming portion of an alternative route between the southern suburbs and Dandenong. It is a well constructed level road, and at the present time is the only direct connexion between Point Nepean-road and Old Dandenong-road. It is a valuable feeder route to Point Nepean-road and the Cheltenham Railway Station.</p>	13

Municipalities of Brighton (Part), Moorabbin, Dandenong (Part), Sandringham, and Mordialloc—continued.

Number.	Description of Route.	Reference to Plan—Sheet No.
117	<p><i>Cheltenham to Beaumaris Bay—</i></p> <p>Charman-road offers a direct route from Point Nepean-road to Beaumaris Bay, and is likely to be used extensively by beach and other traffic. It would also act as a valuable feeder route to the Cheltenham Railway Station, and to Point Nepean-road, thus connecting the two arterial routes which pass through this neighbourhood, and which carry such large volumes of tourist traffic</p>	13
118	<p><i>Circumferential Route : Wheeler's Hill—Dingley—Mordialloc—</i></p> <p>Existing thoroughfares outside the area of planning have permitted a route to be planned to continue the circumferential route last dealt with as Route No. 99, southerly from Ferntree Gully-road. From Ferntree Gully-road a 66-feet road is proposed to run southerly about midway between Springvale and May's roads to connect with an existing north-south road linking North and Dandenong roads. Thence the route follows a short new link into existing roads which cross the railway between Clayton and Springvale (see Map No. 4), and eventually connects with Centre Dandenong-road at the Old Dandenong-road. From this point a further new link is recommended, crossing Lower Dandenong-road at Boundary-road, and finally joining and utilizing Chute-street at Mordialloc at the same point as Route No. 111. This would complete a ring road of great value encircling the metropolis, and which can be obtained in the course of subdivisional development</p>	13

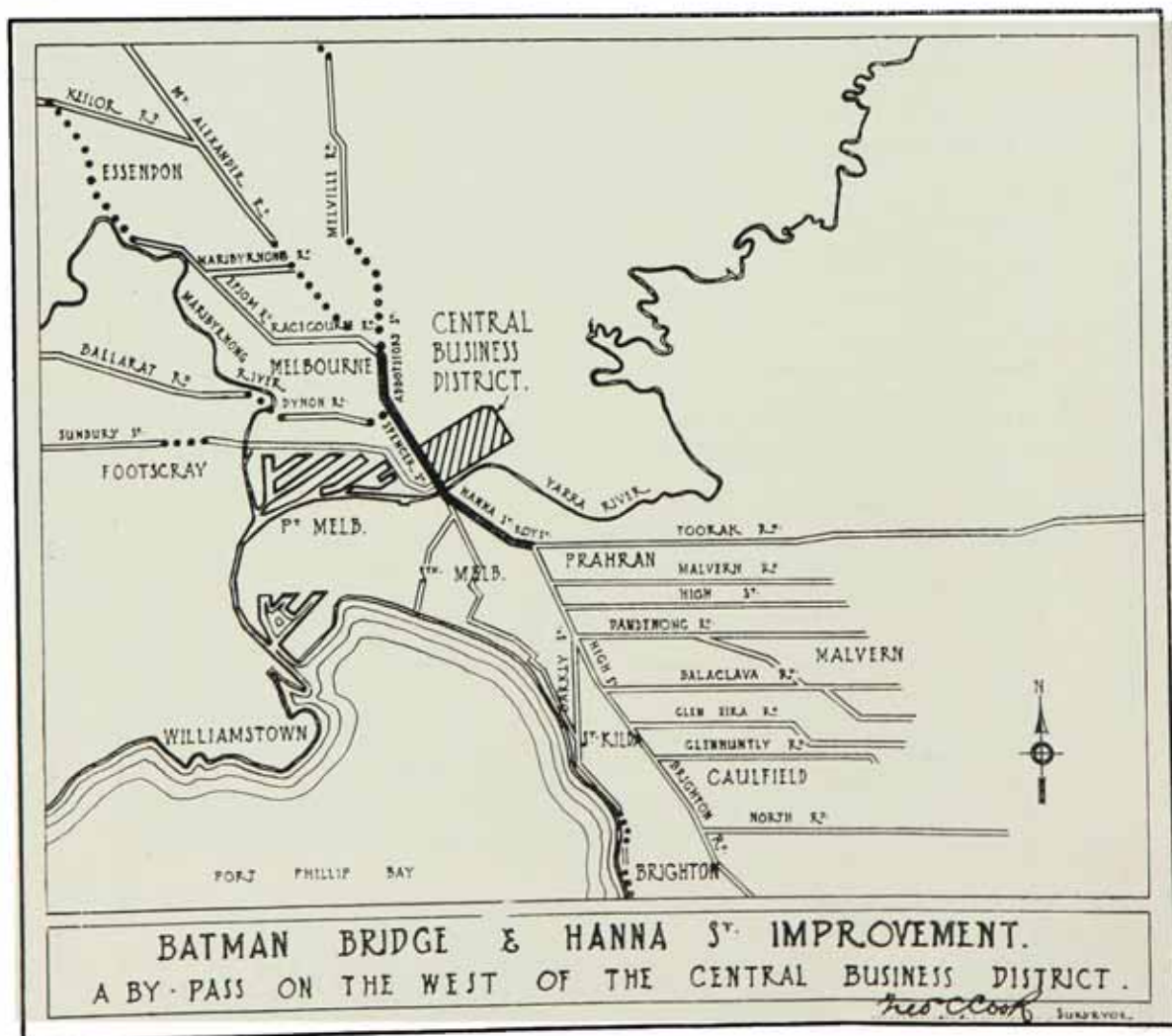
Municipalities of Port Melbourne, South Melbourne, and St. Kilda (Part).

Area bounded on—

North .. River Yarra.
 West .. River Yarra.
 South .. Foreshore.
 East .. St. Kilda-road.

Number.	Description of Route.	Reference to Plan—Sheet No.
119	<p><i>Port Melbourne to Williamstown—</i></p> <p>In its First Report (page 48), the Commission submitted a recommendation for the provision of a new road from Port Melbourne to Williamstown by the incorporation in the harbour scheme of development of a 198-feet road, leading from the Melbourne to Port Melbourne Highway at Graham-street, approximately along the line of the outfall sewer reservation westwards, and thence south-westerly across the area of 197 acres, which the Melbourne Harbor Trust Commissioners were reclaiming. From a point sufficiently far along this new reclamation to allow of proper grading, it was recommended that a tunnel or tunnels should be built to continue this road for nearly a mile under the mouth of the River Yarra, and emerging in Williamstown territory, at the intersection of Stevedore-street and Douglas-parade. Practically no resumptions of property would be necessary for this work, and the Melbourne Harbor Trust Commissioners are favorable to the scheme. Subsequent works should be designed with the tunnel project in view, so that its ultimate accomplishment will not be unnecessarily costly, when its construction is rendered expedient</p>	1
120	<p><i>Melbourne—South Melbourne—Port Melbourne Beach—</i></p> <p>The Melbourne-Port Melbourne Highway will serve a very definite purpose. Bay-street, Port Melbourne, is a tramway and business thoroughfare serving the most densely peopled part of this industrial area. It is, therefore, proposed that the main vehicular traffic route from the City to serve this locality be defined as Queen's Bridge-street (99 feet wide), City-road (99 feet wide), and Pickles-street (66 feet wide). Pickles-street is midway between the proposed Port Melbourne Highway and Albert and Kerferd roads</p>	1
121	<p><i>Melbourne and South Yarra to Albert Park Beach—</i></p> <p>Albert-road and Kerferd-road (198 feet wide) supply an important and suitably located parkway route connecting the beaches with Toorak-road and eastern suburbs, as well as the St. Kilda-road outlet from the City. Albert-road is the northern boundary of the very large Albert Park reservation which will continue to become increasingly popular as a recreation area</p>	1
122	<p><i>West Melbourne to South Yarra via Hanna-street—</i></p> <p>The construction of Batman Bridge, which is now proceeding, to connect Spencer-street, Melbourne, with Clarendon-street, South Melbourne, brings into greater prominence the recommendations which have been made by various authorities, for many years past, for the improvement of the Hanna-street approach to the city proper. The Commission</p>	1

Number.	Description of Route.	Reference to Plan—Sheet No.
122	<p><i>West Melbourne to South Yarra via Hanna-street—continued.</i></p> <p>submitted a scheme including estimates of costs, &c., in its First Report, for connecting Hanna-street, with Clarendon-street by a 99-feet road from Whiteman-street to City-road. Full details were also submitted for widening and improving Roy-street, which is the southern and natural outlet of Hanna-street into and across St. Kilda-road to connect with Toorak-road (Route No. 80). The Commission and the South Melbourne Council have advised successive Governments that the full value of the new bridge cannot be realized until this scheme is given effect to. It is again included in the schedule of urgent works in this Report, and the Commission again desires to emphasize, without, however, repeating what has been written and expressed so frequently, that this is one of the most urgent proposals awaiting the attention of a proper central authority.</p> <p>Some further facts deduced from the traffic census of December, 1926, however, may be quoted in support of this scheme. In twelve hours 5,786 vehicles passed between the suburbs west of the Yarra and the Moonee Ponds Creek, and the suburbs south of the Yarra and Toorak-road. In addition, a considerable volume of traffic between the southern and south-eastern suburbs entered and left the city via Prince's and Queen's Bridges, for which the Hanna-street route would have been more convenient. As the actual "city" destinations and origins were not recorded in the census, figures of this traffic are not available. The encouragement to traffic that would be given by the direct linking of Toorak and St. Kilda roads with Spencer-street, via Hanna-street, would very greatly reduce the volume of traffic which converges on Prince's and Queen's Bridges, and in the busiest city streets. Traffic to and from the western suburbs, and the western end of the city, and the eastern suburbs, would find this a more satisfactory route.</p> <p>In connexion with this route, and more particularly with regard to Batman Bridge, the Chief Engineer of Railway Construction, as the constructing authority for that structure, requested this Commission, when the plans of the bridge and approaches were under consideration, to express its opinion on them. As a result of the negotiations, provision has been made for the construction of an "island" to enforce gyratory traffic movement at the southern bridgehead.</p>	



Number.	Description of Route.	Reference to Plan—Sheet No.
123	<p><i>King-street Bridge and Extension to Hanna-street—</i></p> <p>Future development will necessitate the provision of bridges across the Yarra in the western end of the city proper in line with each north-south street, and a bridge at King-street was included in the First Report recommendations for that reason. It is also proposed that King-street be continued southerly to join Hanna-street in accordance with the scheme outlined in the First Report (page 34). It is recommended that steps be taken under a Town Planning Act to ensure that no new buildings or work of permanent nature be permitted in future which will render more difficult or costly the ultimate provision of this new outlet from the city</p>	1
124	<p><i>William-street Bridge and Power-street to St. Kilda-road—</i></p> <p>The construction of a bridge over the Yarra at the foot of William-street has been advocated for a long time by various authorities, including this Commission. Consequent on the closing of the wharfs, east of Spencer-street, as a result of the passing of the <i>Spencer-street Bridge Act 1927</i>, the difficulty with shipping no longer exists. In its First Report this Commission pointed out (page 33) the advantages of a bridge on the alignment of William-street, and it was recommended that the 99 feet of roadway should be continued directly across Queen's Bridge-street so as to give access to Power-street, which in turn would supply routes to Hanna-street (via Moore-street) and to St. Kilda-road (via Grant-street). The desirability of carrying out the Commission's original recommendation has been confirmed by subsequent traffic developments</p>	1
125	<p><i>Queen-street Bridge and Moore-street, South Melbourne, Improvement Scheme—</i></p> <p>The proposal submitted by the Commission in its First Report (page 34) in this regard was as follows, and is conditional on the removal of the St. Kilda and Port Melbourne Railway lines to cross the Yarra west of Clarendon-street—</p> <ul style="list-style-type: none"> Subway to be built under railway viaduct opposite Queen-street Bridge on same alignment as Queen-street and the proposed subway to cross the Yarra to Riverside-avenue Continuation of Queen-street over Riverside-avenue City-road and Kavanagh-street to join Moore-street by cutting through existing, but very poor class properties, and remodelling on the adjacent area. Widening to 99 feet of Moore-street on western side to its junction with Hanna-street. Much of the property affected, especially in Moore-street, is Crown leasehold, and the setting back and other adjustments could be secured when leases came up for renewal <p>The Commission admits that there is no justification for urgency in the development of this route which would entail heavy expenditure, but it would ultimately be of benefit because it supplies an additional city outlet, thereby relieving the turning traffic problem in the city proper and gives convenient access to the Port Melbourne and western districts highways, to South Melbourne via City-road and York-street, and into the Hanna-street main route to St. Kilda and Toorak roads. It is recommended that the Lands Department and other authorities concerned should take every opportunity to secure gradually the widening of Moore-street, and prevent new construction which is likely to render the ultimate accomplishment of the scheme more difficult</p>	1
126	<p><i>Foreshore Boulevard—Port Melbourne to Point Ormond and beyond—</i></p> <p>It is extremely fortunate that in the planning of the foreshore suburbs of Port Melbourne, South Melbourne, and St. Kilda municipalities, a wide foreshore boulevard was provided for. Beaconsfield-parade, which extends from the proposed Melbourne-Port Melbourne Highway to Fitzroy-street at St. Kilda, is continued at St. Kilda as The Esplanade (both Upper and Lower), and then from Carlisle-street as Marine-parade to Point Ormond where Arterial Route No. 22 (the Foreshore Boulevard at Mordialloc and beyond) is joined. This Esplanade route, with the Port Melbourne Highway scheme achieved, would be an extremely popular traffic way and a delightful drive</p>	1

PARKWAYS.

THEIR RELATIONSHIP TO THE MAIN ROADS SCHEME.

In addition to the arterial and main roads described in the preceding pages, the Commission has planned a series of parkways in the metropolitan area. Although these routes are referred to more fully in Part V., mention must be made of their bearing on the General Roads Scheme, and of their usefulness from a traffic circulating point of view. The Commission's scheme for a park system for the metropolis aims at the utilization of the comparatively cheap and open lands along the valleys of the streams. The location of these watercourses is such that roads

planned to separate the park lands along them from the residential development form a series of radiating and picturesque drives between the inner and outer suburbs. The roads proposed to fringe the various creek and river parks are clearly shown on the Sheet Plans.

The provision of these parkways will increase enormously the capacity of the metropolitan road system defined on Map No. 4. They would form many valuable intercepting roads, giving added facilities to cross-suburban traffic, and allowing light traffic to avoid points of congestion in the event of the main roads ever becoming taxed beyond their comfortable carrying capacity. In certain cases, sections of these parkways have been incorporated in the defined arterial and main routes.

In addition to the use of these parkways for light traffic, they will afford a means of removing the undesirable conditions created by the unco-ordinated subdivision of land in the vicinity of the streams, which has resulted in a disjointed and unsuitable street system.



Kooyong-road at Toorak—View of a 66-ft. road planned as a parkway route to connect Richmond Park and the Yarra Valley park lands with the foreshore reserves (via North-road and Point Nepean-road).

Brown photos.]

As an example of the value of these parkways, planned as an aid to the general roads scheme, attention is drawn to the route which would be provided between Sydney-road, North Coburg, and Dandenong-road, west of Oakleigh, by the conjoined use of the parkways along the Merri Creek, a part of the River Yarra, and Gardiner's Creek. The roads provide a continuous parkway which would be a valuable City by-pass route, actually shorter between North Coburg and Oakleigh than the present generally used routes, and avoiding the increasing congestion in Sydney-road, Swanston-street, Wellington-street, &c.



Alexandra-avenue, Melbourne—View showing parkway along River Yarra between Botanical Gardens and Alexandra Gardens. (Part of Arterial Route, No. 19.)

Most cities have some particular street or streets of which the community is proud. It will be noticed on reflection that, in almost every instance, this pride arises from the fact that the thoroughfare concerned is wide, and has its traffic ways segregated by belts of trees or other plantation reserves. By taking prompt action, Melbourne is able to ensure the development of a system of parkways, including its delightful foreshore roads, at very little cost, which will compare most favorably with those of any City, preplanned or otherwise.



Alexandra-parade, Fitzroy. Portion of an existing parkway through industrial and "C" class residential areas.

Brown, photos.]



Beaconsfield-parade, South Melbourne. Showing portion of an existing foreshore parkway.

By "Airsy."]

IMPORTANT FACTORS OF ROADS IMPROVEMENT SCHEME.

The road communications defined in preceding pages, and shown in detail on Map No. 4, and the fifteen sheet plans accompanying this Report form a programme of road development for the area covered by the zoning scheme. Within this area it is estimated that a population of over 3,500,000 can be provided with housing accommodation, business, and industrial sites and open spaces for recreational use.

It is difficult to foresee the changes that will take place in methods of transportation, and the volume of traffic that the roads will be called upon to accommodate. Nevertheless, by means of traffic counts and analyses of the traffic producing capacity of the districts of different types within the metropolitan area, the Commission has been to some trouble to inform itself of the probable future traffic developments. The Commission considers that, after a most careful review of all the circumstances, the road scheme it has outlined embraces the means of giving economically a substantial and permanent relief to all thoroughfares at present congested, and to others which must become congested if relief measures are not forthcoming. The system defined is elastic, and a critical examination will show that, in the event of any one section becoming over-burdened, satisfactory avenues would be available for by-passing or re-routing traffic to avoid the affected area.

The Commission has explained in various parts of this Report that considerable progress has already been made in the outer areas in securing instalments of the improvements recommended. It is confidently asserted that by the enactment and proper administration of town planning legislation, giving powers asked for by this Commission, a considerable part of the road and parkway schemes will be secured gradually in the ordinary course of development as component parts of that development, and at no cost to the community.

While it may be necessary ultimately to widen streets in addition to those recommended in the general main roads scheme, or to create new routes in the future, the proposals outlined, if carried out systematically in their order of urgency, will extend appreciably the time when such additional works would have to be commenced. The Commission's schemes aim at rendering unnecessary the widening of streets which could only be carried out at very great cost. It presents, as alternatives, schemes utilizing the most economical avenues offered by the existing conditions of metropolitan development, schemes which can be carried out at a fraction of the cost of any involving extensive widening of existing busy thoroughfares.

The Commission has submitted proposals for certain street widenings and new routes in this Report, because no satisfactory alternative could be found which would achieve similar results, and it would not be wise to delay their commencement unnecessarily. Those works which the Commission considers are of a specially urgent nature have been dealt with separately under Part III., where proposals for financing them are set forth.

The Act of Parliament under which the Commission operates instructs that estimates, in reasonable detail, should be supplied of all improvements recommended. So far as the urgent works are concerned, the Commission has complied with this provision in the Act. Having regard to the fact that the greater proportion of the general scheme would be carried out over a long period, largely by the administration of a Town Planning Act, and as methods, costs of labour and materials, and developments in the neighbourhoods concerned would be subject to considerable change, it is considered that estimates of the costs of works that would not be put in hand for some years would be of little or no value. Means for preventing these schemes from becoming more costly in the intervening years are explained in Part III., dealing with Urgent Works, and in Part X., which sets out the legislative requirements.

TRAFFIC CONTROL AND REGULATION.

In its First Report, the Commission made reference to traffic regulations, and some of the recommendations made at that time have since been adopted. It is considered that the achievement of a scheme of development, on the lines laid down in this Report, would do much to facilitate the free and safe movement of traffic of all kinds, including its improved regulation, whether controlled or otherwise, and further, that it would delay the time when stringent regulations will need to be enforced. The traffic authorities—municipal, police, and tramway—have taken in hand, earnestly, the question of improved traffic facilities so as to make more efficient use of the existing street system. A certain amount of co-ordination of effort has been practised