

the industrial areas of the western suburbs and those in the inner eastern and northern suburbs. Controlled access will be possible for most of the distance.

Route 3 will provide a much-needed link between the western suburbs and Essendon aerodrome and the northern suburbs.

Route 4 will provide an intermediate link between the northern and north-eastern suburbs.

Route 5 will join the proposed stock saleyards at Derrimut and associated industries and the north-western, northern and north-eastern country districts. This will facilitate the transport of stock and largely divert this traffic from built-up areas.

Route 6, part of which follows the unused section of the Outer Circle Railway, will provide an excellent medium for distributing traffic between the northern suburbs and those to the east and south-east. It will play an important part in relieving the Nepean Highway and such roads as Burke Road and Warrigal Road.

Routes 7 and 8 with radial route 26, will facilitate communication between the outer eastern and southern suburbs.

Radial Road Routes

A comprehensive system of radial routes has been provided, each route starting at the City Ring Road and branching outwards through the urban area, usually to join up with country highways.

These routes have been chosen as far as is practicable to avoid shopping centres and other points of potential congestion, and to minimise the number of intersections. Existing roadways carrying trams have mostly been avoided. The object has been to select routes along which controlled access will be possible for the greatest distances, so that the time of movement along them may be reduced, and one of the disabilities of our widely dispersed urban area minimised. To do this it has been necessary in some instances to select entirely new routes. For this purpose the various creek valleys, where there is often substantial space not built on, have offered opportunities which have been fully exploited.

These radial roads will carry the major portion of the city traffic, particularly worker traffic, which has a high peak towards the city in the morning and in the opposite direction in the evening.

The routes have been extended to the outer suburbs beyond the points where traffic is likely to be heavy for two reasons. Firstly to facilitate the movement of traffic from the outer suburban areas to the centre and thus remove one of the disabilities of these outer areas, and secondly to enable country traffic to avoid the built-up areas.

Wherever possible reservations have been provided to permit control of access. Along existing road routes, particularly in the inner areas, where rights of access have already been established, this can be achieved only by building service roads. Where the roads are in new locations and no rights of access already exist, it is contemplated that access will be strictly controlled and only permitted at

selected points. In these cases the reservations do not provide for service roads.

Routes 9 and 10 provide for communication between the central area and the western suburbs and Geelong. *Route 9*, from its intersection with *Route 10*, follows the valley of Stony Creek and will cross the River Yarra either as a tunnel or a high-level bridge, and continue across Fishermen's Bend to the City Ring Road. It will carry the traffic between the city centre and the deep-water port now being constructed by the Melbourne Harbour Trust. It is envisaged that between the port and the city this route and the section of the City Ring Road along Grant Street should ultimately be developed to form with St. Kilda Road a pleasing and dignified approach road from the deep-water port to the city centre.

Route 11 provides a link between the northern end of the city and Geelong Road permitting traffic to avoid the Footscray shopping centre. It is proposed to avoid the Napier Street level crossing by deviating the road to the existing underpass at Nicholson Street. As with many of the other roads, stage development is feasible.

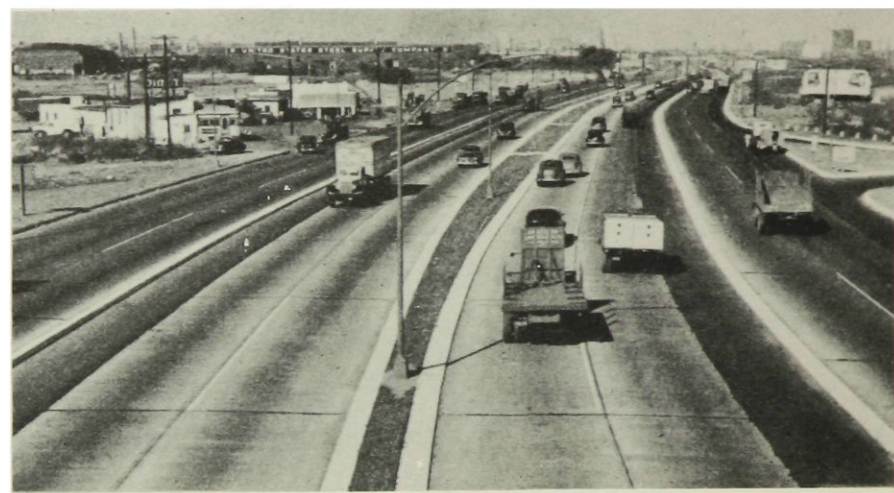
Route 12 is a deviation of Ballarat Road to avoid the narrow portion in Footscray and Braybrook, and with *Route 11* will divert traffic from Footscray shopping centre and give better communication with the Maribyrnong area.

Routes 13 and 14 will provide better connection between the city centre and Melbourne Airport, the north-western suburbs and the Calder Highway.

Routes 14 and 16 will provide some relief for Sydney Road, but ultimately further relief will be necessary and *Route 15*, which is essentially a long-range project, has therefore been provided. Between Park Street and Albion Street the exact position of the new road has not been defined precisely because the best location can be decided only by very careful and detailed planning, and after considering of the costs of resumption on varying alignments. Many of the properties in this area are old and near the end of their useful life, and generally it is one in which re-development is desirable, so that the location of the new road route can best be carried out in conjunction with a comprehensive scheme of re-development. It is most important to prevent uncontrolled rebuilding which will make the location of the road more difficult when the time comes to build it. An area which embraces the practicable alternatives has therefore been zoned as a re-development zone so that existing opportunities may be preserved. North of Albion Street, where conditions are more favourable, road reservations and widenings have been defined as in other cases.

Route 17 is the main road serving the north-eastern suburbs. Although it will be supplemented by *Route 19*, widening of Heidelberg Road will ultimately be necessary and this has been provided for.

Route 19 and its branch *Route 18* will facilitate communication with the north-eastern suburbs, but its main purpose is to serve the outer eastern suburbs. Its location is largely



Modern road practice — American examples of urban roads

through open country, and provides the opportunity for a controlled access roadway which will bring the outer eastern suburbs nearer the city centre in point of time.

Studies show that if the outer eastern suburbs continue to develop as in the past, and as provided for in the planning scheme, the traffic generated will require a main road route along the line of *Route 20* in addition to the other main and secondary roads serving the area. This route provides for the widening of Bridge Road, Richmond, to 99 feet as a first stage, for a new route through Hawthorn to link up with a widened Canterbury Road in Camberwell and beyond, and eventually a new route through Richmond to supplement Bridge Road, and give more direct connection to the Hawthorn section. Ultimately this will become the principal route to the eastern suburbs and, because of the volume of traffic, use will have to be made of both Wellington Parade and Wellington Parade South. Near West Richmond Station a direct connection to Hoddle Street by means of an overpass will also be justified eventually to facilitate the distribution of traffic to the northern parts of the central area.

Route 21 follows the valleys of the River Yarra, Gardiner's Creek and Scotchman's Creek to join with Dandenong Road beyond Oakleigh. It is located generally in open country so that controlled access will be possible along most of its

length, which will facilitate movement to the rapidly developing south-eastern suburbs, Gippsland and the Latrobe Valley. With *Route 23* it will share the very heavy traffic which must be expected as the Latrobe Valley develops, and it is one of the most essential of the future roads. Its location has been carefully chosen to minimise interference with playing fields along Gardiner's Creek, and consequently its construction will involve covering Gardiner's Creek and Scotchman's Creek in places.

Route 23 follows Dandenong Road, which is already 198 feet wide except between Glenferrie Road, Malvern, and Burke Road, Caulfield, where relatively costly improvement will be necessary eventually to bring it up to the capacity of the rest of the route. A new route has been provided to eliminate the existing bottleneck in Wellington Street, St. Kilda, and the route then continues along Queen's Road and Hanna Street (see diagram 29). Its connection also to *Route 28* will facilitate the movement of traffic to the port, the western suburbs and Geelong.

Route 27 is the main outlet to the bayside suburbs and the beaches beyond. The scheme provides for elimination of the bottleneck in High Street, St. Kilda, to provide a highway 198 feet wide from the Yarra to Gardenvale. It then continues through Brighton as a deviation of the Nepean