St. Kilda Road — the commencement of Route 27

"Traffic over Spencer Street Bridge is about 32,000 vehicles in 12 hours"

"Route 23 follows Dandenong Road.... already 198 feet wide"

Highway to link up at South Road with *Route 26,* a Country Roads Board project designed to carry the heavy holiday traffic past the seaside suburbs to beyond Frankston.

Route 28 provides another outlet to the bayside suburbs to supplement Route 27.

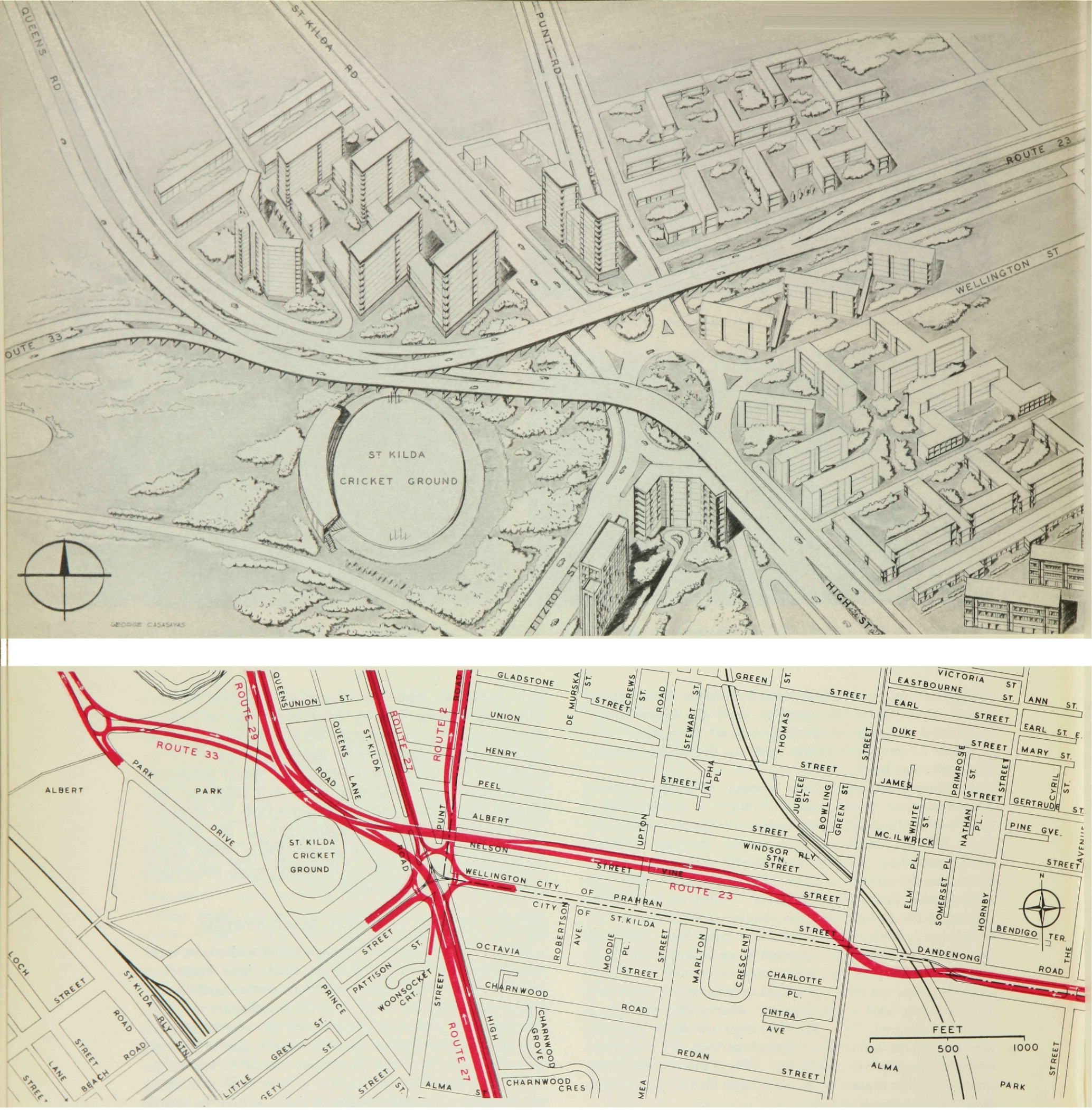
St. Kilda Junction: In any proposal for improving road communications to the southern suburbs, it is impossible to avoid concentrating a considerable volume of traffic at St. Kilda Junction and this junction becomes the most important in the suburban area. It is estimated that when the city grows to 2,500,000, nearly 120,000 vehicles will pass through this junction in 12 hours. Much of this will be worker traffic to and from the southern suburbs, where car ownership is high. This means that peak hour traffic will be very heavy. At some stage grade separation of the traffic will be necessary at this point and reservations have been made to allow for this. The type of intersection which will be necessary, and for which the reservations provide, is shown in diagram 29. The first stage should be the construction of the round-about at surface level, for this would immediately improve conditions. When this proves inadequate the grade separation proposals can then be constructed.

Roads to Recreational Centres

Except for traffic to the Dandenong Ranges, Gippsland and the beaches, traffic for recreational purposes has been adequately provided for by other uses. For this special recreational traffic provision has been made to augment the capacities of existing routes by continuing Route 19 to the junction of the Maroondah Highway and Mount Dandenong Road, widening of Canterbury Road in Camberwell, Box Hill and Nunawading, widening Ferntree Gully Road, diverting the Princes Highway (Route 23) to the north of Dandenong, and by the new Country Roads Board project (Route 26) from Brighton to Frankston which will by-pass built-up areas along the beach.

EFFECT OF THE ARTERIAL ROAD SYSTEM

With so much of the area through which traffic must move already built on, and with existing road routes inadequate for present-day needs, let alone future traffic requirements, it is inevitable that the construction of an adequate and satisfactory arterial road system must result in some interference with existing development. It has been an aim in planning this road system that such interference should be kept to the minimum. Each separate route has been studied in detail and is shown on a special series of plans so that the precise effect can be readily seen. In general, where a choice of



29 POSSIBLE DEVELOPMENT AT ST. KILDA JUNCTION

routes has been possible the one selected has been that which, while fulfilling all the requirements and permitting economical construction, has affected the fewest properties. The result is that while many properties will eventually be affected, the total number and the extent to which they will be affected are surprisingly small, having regard to the great lengths of road involved.

Some encroachment on park lands and playing fields is also unavoidable. Every endeavour has been made to keep this to a minimum and where there has been no other choice, the planning scheme provides new areas of park land in the vicinity wherever possible. Any reduction of public open space caused by the proposed road system is more than compensated for by the areas which have been reserved for that purpose throughout the planning area.

The road system as planned will be built over a long period as the increase in traffic demands. Therefore, it will not interfere with the present use of many of the properties affected for many years, but the planning scheme does prevent such properties being further developed if this would make the ultimate achievement of the proposed road system more difficult or more costly.

SECONDARY ROAD SYSTEM

The purpose of the secondary road system is to lead traffic to and distribute it from the arterial road system, and to provide for traffic movements to and from local centres of community activity.

It is pictured that traffic desiring to move over any great distance will seek to reach the nearest arterial road route as quickly as possible, for on these, movement will be much easier and faster. For the shorter distances on the secondary road system rapidity of movement is not so important.

Though not as important as arterial roads, the secondary roads will carry a large proportion of the traffic, and in planning the arterial road system it has been assumed that at peak periods convenient secondary roads will carry their full share. In the inner suburban areas in particular, they will fulfil the important function of distributing commercial and industrial traffic.

The secondary road system, in the main, utilises existing roads of suitable width (66 feet or wider), but in a few important cases, such for example as Arthurton Road and Separation Street, Northcote, widening of the existing roads has been provided for.

In a number of places reservations for new roads, joining existing roads, have been provided where this is necessary to facilitate traffic movement. One of the most important of these provides for joining a widened Moor Street, Fitzroy, with Gipps Street, Collingwood, and connecting the latter with the Boulevard in Kew by bridging the river. This will not only give another valuable outlet to the eastern suburbs, but will facilitate the movement of traffic to and from the important industrial and commercial areas of Fitzroy and Collingwood.

The secondary road system is shown on the planning scheme maps at the end of this report. No reservations have been made for special junctions as the traffic will probably never warrant their construction. In most instances any traffic hazard can be minimised by light control without impeding traffic movement.