GROWTH OF THE METROPOLIS.

Population Studies.

Although not quite so phenomenal as, for instance, that of Chicago, U.S.A., the growth of Melbourne has been remarkably rapid. The graph below shows the actual rate of this progress. Some references to this matter are contained in the Introduction to this Report. The Commission has studied the methods adopted by various authorities in calculating the rates of prospective population. When the Commission issued its First Report early in 1925, the calculations of the Government Statist were quoted and accepted in this regard. They have already proved to be much too conservative.
No doubt, in due time, the rate of increase will diminish, but for some years now there has been an almost constant increase, at an approximate rate of 3·5 per cent. per annum. There are various factors operating which should tend to a maintenance of this expansion for a good many years, viz.:—

(a) Natural increase.
(b) Immigration.
(c) Melbourne as a capital city.
(d) Central location of Melbourne in relation to the State of Victoria.
(e) Favorable location of Melbourne as the “clearing house” for the island State of Tasmania.
(f) Encouragement of secondary industry.
(g) Extensive improvements in harbour facilities.
(h) The attractions of a large city.

In view of these considerations the Commission considers it wise, from a town-planning point of view, to base its calculations of future population upon the average of 3·5 per cent. per annum increase. The population of the Metropolis should on this basis reach the following approximate figures in the years indicated:

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1930</td>
<td>1,083,000</td>
</tr>
<tr>
<td>1940</td>
<td>1,528,000</td>
</tr>
<tr>
<td>1948</td>
<td>2,012,000</td>
</tr>
</tbody>
</table>

This would mean the doubling of the present population in 20 years’ time.

The population of Melbourne is 56 per cent. of that of the State of Victoria.
GENERAL SURVEY OF METROPOLIS.

TOPOGRAPHY OF METROPOLIS.

The general configuration of the metropolitan area has been studied with relation to its influence on the character of its past growth with the object of ascertaining, so far as practicable, the suitability of the different classes of country for the various activities which are likely to form part of the future Metropolis of Melbourne.

The plan at this page shows the local topography within the 13-mile radius by 50-feet contour intervals. A considerable portion of this area is not included in this Report.

It will be seen from a study of this map that the Metropolis is subdivided into distinct areas of configuration. Eight well-defined streams, apart from numerous small creeks and watercourses tributary to them, extend in a somewhat radial direction from the low-lying lands fringing Port Phillip Bay.

The whole of the lands included in Port Melbourne and South Melbourne and extending about 1 mile inland from the eastern shore of Port Phillip, and from 2 to 3 miles from the western foreshores, as well as the flat lands along the Maribyrnong and Yarra Valleys, are below the 50-feet contour level.

From these flat lands along the eastern shores of the head of Port Phillip, a stretch of beautiful undulating and hilly country extends as far as the Yarra River, attaining at Surrey Hills an elevation of 400 feet above sea level.

Excepting the area lying between the Yarra River and the Darebin Creek, and embracing the hilly and picturesque Heidelberg districts, the whole of the remaining lands are more regular.

Between the Maribyrnong River and the Darebin Creek a gradual rise is maintained until the highest point within the 13-mile radius is attained by Mt. Gellibrand (663 feet), on the north-west of Broadmeadows village. This area is, however, intercepted by the Merri and Moonoo Ponds Creeks and the small areas of broken land in their immediate vicinity.

The land from the western shores of the head of Port Phillip, and extending north-westerly towards the Maribyrnong River, only rises 200 feet in a distance of 9 miles. This is less attractive for residential purposes than those previously described.

DEVELOPMENT AND TOPOGRAPHY.

A study of the character and growth of Melbourne clearly illustrates the effect of topography on city development. The heavy industries have been attracted to the low-lying areas of Port Melbourne and South Melbourne, and those adjacent to the lower reaches of the Yarra and Maribyrnong Rivers. This is, no doubt, brought about by the comparative ease of haulage and the nearness to water and land transport systems.

The undulating and hilly areas of the southern and eastern suburbs have attracted the best residential development, and the expansion of Melbourne in this direction is most pronounced, as will be readily seen from the plan at page 24. (Density of Development).

Owing to the existence of large clay deposits, many industries have been established in the northern suburbs. Notwithstanding the presence of these industries, these suburbs have encouraged a large population on account of their accessibility to the established industries and the central business district.

CLIMATIC CONDITIONS.

The average annual rainfall of Melbourne over a period of 84 years is 26.04 inches, which falls on an average on 138 days in the year.

The temperatures over the same period have averaged as follows:—

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hottest month</td>
<td></td>
<td>67.6 degrees</td>
</tr>
<tr>
<td>Coldest month</td>
<td></td>
<td>48.7 degrees</td>
</tr>
</tbody>
</table>

The Victorian Year Book 1927–1928 states, on pages 1 and 2, that the maximum shade temperature recorded is 111.2, and the minimum 27. On the average, on only four days during the year does the thermometer rise above 100 degrees in the shade, and generally on about two nights during the year it falls below freezing point.
THE VEHICULAR TRAFFIC SURVEY.

The traffic system of a large city is of such magnitude and complexity that it is impossible, by observation alone, to gauge accurately its volume and direction of movement at numerous points simultaneously. It is essential to obtain a comprehensive graphic survey of all traffic movements before proposals of a satisfactory nature can be advanced. It is because the Commission has felt this necessity for definite data that it has undertaken traffic surveys at different times. The traffic conditions do not appear to vary materially from day to day. Nevertheless, a change is continually going on, and one has only to look back a few years to realize how rapidly the changes have taken place.

With the aid of a Special Constabulary Force which existed at the time, the Commission took a traffic census in the city in April and May, 1924. Particulars are recorded in the First Report issued in 1925.

During June, 1926, the Commission came to the conclusion that a more detailed and comprehensive traffic survey was necessary before the plans for the guidance of future development could be laid down with accuracy. It was considered essential that the services of the Police Force be secured for the purpose, and the Chief Commissioner of Police (Brigadier-General T. A. Blamey) readily consented.

The information which the Commission set out to obtain was as follows:—

Suburban Traffic.—The volume, classification, direction and time of travel of all wheeled traffic across all the most important intersections and bridges.

City Traffic.—The origin and destination of all kinds of wheeled traffic passing through the city business area, together with details of—

the time it crossed the points of entry and exit and the time it remained in the City,

the volume and classification of such traffic;

direction of its travel to and from and through the city business area.

With the experience of the counts taken 2½ years earlier, and the desire for a much more extensive check on this later occasion, a search was made of all records available as to the steps taken in any other city in Australia or in other countries to secure somewhat similar information. No trace of a census even approximating that proposed by this Commission could be found, with the consequence that all details and methods had to be devised. The funds at the disposal of the Commission made it imperative to secure the maximum of service and co-operation from other bodies. This necessitated abandoning any attempt to conduct both the suburban and city counts on the same day. It was, therefore, decided to take the census of the suburban points on one Thursday and the city points on the following Thursday. Thursday was chosen because no abnormal conditions were expected. The times of counting chosen were from 6.30 a.m. to 6.30 p.m., with half-hourly records.

Eighty-seven points were selected for counting on the day of the suburban check. Many of these were ordinary street intersections, or bridges, but five of them were specially important junctions at which five or six different main roads converged. In the case of an ordinary intersection of two streets crossing each other, there are twelve different directions of traffic to record, as shown inset:—

As St. Kilda Junction has six important roads converging on one point, there are 30 different directions to record. There were other difficult intersections involved, namely:—

The Form used for the counting of 82 of the suburban intersections is reproduced below:

<table>
<thead>
<tr>
<th>HORSE-DRIVEN.</th>
<th>A.M.</th>
<th>P.M.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light</td>
<td>6.30</td>
<td>12.30</td>
</tr>
<tr>
<td>Heavy</td>
<td>7.0</td>
<td>1.0</td>
</tr>
<tr>
<td>Light Cars &amp; Trucks</td>
<td>7.30</td>
<td>1.30</td>
</tr>
<tr>
<td>Commercial Trucks</td>
<td>8.0</td>
<td>2.0</td>
</tr>
<tr>
<td>Buses &amp; Charabancs</td>
<td>8.30</td>
<td>2.30</td>
</tr>
<tr>
<td>Motor Cycles</td>
<td>9.0</td>
<td>3.0</td>
</tr>
<tr>
<td></td>
<td>10.0</td>
<td>4.0</td>
</tr>
<tr>
<td>Push Bicycles &amp; Barrows</td>
<td>10.30</td>
<td>4.30</td>
</tr>
<tr>
<td></td>
<td>11.0</td>
<td>5.0</td>
</tr>
<tr>
<td></td>
<td>11.30</td>
<td>5.30</td>
</tr>
<tr>
<td></td>
<td>12.0</td>
<td>6.0</td>
</tr>
</tbody>
</table>

In order that the census should be successful it was considered vital to give publicity to it, and also to ensure that those who were to do the actual counting should be carefully instructed. The Police Department supplied 210 constables, and municipalities were also approached for assistance with the result that 88 men were also made available from this source for use in their own localities. These men were assembled at convenient stations, allotted their duties, and supplied with written and detailed instructions. They were then addressed by a representative from the Commission, and by this means it was ensured that every man knew what to do, and where to locate himself before 6.30 a.m. on the selected day. There was little need to concern the general public with this form of counting, because no vehicles were to be stopped. Officials were located on footpaths at street corners to record the passing traffic.

The taking of the census at the five intersections specially referred to was much more difficult. Small cards, of distinctive colours for each street, were handed to drivers approaching the intersection. Drivers carried these cards across the intersection, and handed them to the officials collecting in the exit streets, and thus the direction of travel of each vehicle was automatically registered. The type of vehicle and the time of receipt were recorded by the issuing official and collecting official respectively by striking a line through the corresponding type and time on the card. A reproduction of a completed card appears below:

<table>
<thead>
<tr>
<th>HORSE-DRIVEN.</th>
<th>Light</th>
<th>Heavy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Cars &amp; Trucks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial Trucks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buses &amp; Charabancs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motor Cycles</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Push Bicycles &amp; Barrows</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
By carefully recording the number of cards of each colour collected in each outward direction, an accurate check was obtained of all the vehicles crossing these important junctions, as well as the times and classification. Policemen were mainly used at these junctions, and the traffic was not held up at all.

Before the appointed day much publicity was given to the census so that drivers would not be surprised, or be given cause to impede the free movement of traffic because of curiosity. Wireless addresses and announcements were given. The various transport organizations were communicated with, and requested to issue instructions to all their drivers.

Tramcar and motor-bus traffic was not recorded by these officials. The figures in this regard for all points were obtained from the Melbourne and Metropolitan Tramways Board from their official time tables.

The date finally selected for this suburban counting was Thursday, 25th November, 1926. The day was an excellent one for the purpose, the weather being fine and warm.

**Short Analysis of the Suburban Census.**

The census supplied all the information the Commission set out to obtain. It was specially gratifying because all the police and municipal officials concerned had had no previous experience. All told, 766 directions of traffic were recorded.

In due time the recording of this census was completed, and it was ascertained that 373,416 vehicles had crossed the intersections, where counts had been taken, during the twelve hours. The percentages of each kind of vehicle comprising this total were:

- **Horse-drawn**
  - Light vehicles .. .. .. 6·7
  - Heavy .. .. .. 7·8
  - 14·5 per cent.

- **Motor Traction**
  - Motor cars and taxis .. .. 37·4
  - Commercial trucks .. .. 17·0
  - Motor cycles, including sidecars .. .. 7·1
  - 61·5 per cent.

- **Passenger Carrying**
  - Tramcars .. .. .. 6·9
  - Motor buses .. .. .. 1·4
  - 8·3 per cent.

- **Bicycles** .. .. .. .. 15·7 per cent.

  100·0 per cent.

Whilst this represents the percentages of the total traffic checked, the proportions of vehicles of each class varied considerably at the different points.

Map No. 2, on page 26, shows graphically the results of the suburban census. The width of the lines along the routes indicates the proportions of vehicles which used those thoroughfares during the twelve hours of that particular day.

The census has shown the need for many improvements in the main roads system, and the following comments are submitted pursuant to an analysis of Map No. 2. The remedies which the Commission suggests for overcoming the disabilities revealed are dealt with in Part II. of the Report.

One of the most striking features of the traffic flow is the lack of continuity of direct movement between the northern and southern suburbs on the east side of the City. There are large registrations of traffic in various north-south streets in the localities referred to, but they do not link up, mainly because there is not a suitable thoroughfare with a bridge across the Yarra
in the vicinity of Punt-road. The inefficacy of the Anderson-street Bridge when compared with the Church-street-Chapel-street Bridge is clearly apparent. In its First Report (page 27), the Commission submitted a scheme for a direct north-south route on the east of the City proper, and the census has proved that the adoption of that scheme would provide a most valuable traffic artery.

It will be observed from the map that the total quantity of traffic on St. Kilda-road practically corresponds with a combination of the traffic volumes on the several thoroughfares which join that boulevard on its eastern side. The greater part of this traffic is compelled to travel westerly, and then northerly along St. Kilda-road, to reach the city. There is no question that, as the areas on either side of Point Nepean-road become more densely populated, St. Kilda-road will, in the future, be called upon to carry a much greater volume of traffic. St. Kilda-road is the natural artery for the Point Nepean-road traffic. It is, therefore, essential that the equally intensive development which is to be expected in the south-eastern suburbs shall have some other and more direct route, or routes, for delivering its quota of traffic into the city. The map clearly indicates the advisability of intercepting the traffic from the south-eastern suburbs and diverting it in such a way as to prevent the overloading of St. Kilda-road, Prince's Bridge, and Swanston-street. St. Kilda-road is not intercepted by any important streets between Domain-road and the City; consequently a uniform volume of traffic uses that part of the boulevard. Almost the whole of this traffic is discharged into Swanston-street, and then turns into cross streets. This turning traffic disorganizes the regular flow in Swanston-street, and every effort should be made to discourage such movements in congested areas. There is no doubt that traffic for the western half of the city should be given more direct access from St. Kilda-road. The Spencer-street Bridge now being constructed will assist materially when effective southern approaches to it are provided. Other bridges, especially one opposite William-street, are needed. Schemes to overcome these disabilities were recommended in the First Report of the Commission, and are shown on Plan-Sheet No. 1 of this Report. The traffic census substantiates the views and recommendations then outlined.

It is significant that the flow of traffic which converges at North Fitzroy, via Queen's-parade, St. George's-road and Nicholson-street north, and enters the business section from the north-east, is almost identical in volume with that which enters via St. Kilda-road. Yet there is no sign of congestion in any street nearer the City, or in the streets of the City itself, due to this traffic. This is because the northern and north-eastern outlets are numerous, thus allowing the traffic to distribute itself. No better case for the provision of more bridges and approaches to them from the south side of the City could possibly be made out.

The census reveals the seriousness of the problem of providing for the free movement of the increasing traffic from the eastern suburbs. The rapid increases of traffic during the years between the 1924 and 1926 censuses in respect of the Yarra bridges leading to the east are shown in detail on the diagram on page 34, and are referred to on page 33. The population in the eastern suburbs is constantly growing. This, with the increases of the travel habit and the ownership of motor vehicles, calls for immediate action with respect to the narrow and inadequate number of roads nearer the City. In its First Report the Commission submitted detailed schemes for the widening of the narrowest portions of Victoria-street and Bridge-road, and the subsequent census has shown that these works are urgently necessary to give relief to these already overtaxed thoroughfares.

Although in comparison with routes from other suburbs, those leading to the western suburbs do not carry such large numbers of vehicles, the industrial establishments in the west encourage heavy and slow-moving traffic which requires relatively greater road space. Fortunately an excellently located new road is in course of construction to replace the existing road via Dudley-street to the Napier-street Bridge. The extensive industrial development which is now taking place to the west of the Yarra in this neighbourhood will soon demand much better communication, and the recommendations contained in the First Report of this Commission will, when acted on, overcome the disabilities. The value of Dynon-road, portion of which the Railways Department desires to close, is illustrated by the traffic census figures, and the desirability of its retention is clearly indicated.

A matter of serious consequence revealed by the census is the interference to vehicular traffic caused by the level crossing at the Newport Railway Station. A careful check was taken of the time that the gates were closed to traffic during the 12 hours. It showed that the total closed period was 7 hours 21½ minutes, and that the longest period of any single closure was sixteen minutes. The effect of this level crossing on vehicular traffic is seen from the graph opposite.
METROPOLITAN TOWN PLANNING COMMISSION.

CHART OF TRAFFIC FLOW

AT

NEWPORT RAILWAY GATES.

CENSUS TAKEN APRIL 1927.

SCALE OF VEHICLES.

MASON ST.

MELBOURNE ROAD

HALL STREET

NORTH ROAD

VEHICLE COUNT PER 30 MINUTES

6:30AM 70 130 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

PROPORTION OF EACH HOUR DEDUCTED TO MELBOURNE ROAD

VEHICLE COUNT PER 30 MINUTES
Sydney-road, Brunswick, has proved to be the most congested 66 feet road in the Metropolis. The number of vehicles using it over the twelve hours was 7,619 at Park-street, and 2,481 north of Bell-street. As there is very little suburban development beyond Gaffney-street, it is reasonable to suppose that a considerable proportion of the 2,481 vehicles comes from the country areas. This traffic could by-pass Sydney-road with advantage. Bell-street, west of Sydney-road, contributed 1,459 vehicles to the traffic of Sydney-road. Moreland-road west supplied an additional 1,712, and Victoria-street still further increased the main flow by 1,457 vehicles. All these roads leading to Sydney-road from the west cross a suburban railway line on the level. It is quite evident that a by-pass road on the west of the railway would not only intercept this traffic which now, of necessity, enters Sydney-road, but it would, by connecting with Sydney-road beyond Gaffney-street, provide an entirely new route for the through traffic. The traffic entering Sydney-road on its eastern side is lesser in volume than that on the western, and this is because there are other suitable roads east of Sydney-road which assist in handling the traffic on that side. The diagram published on this page shows the proportion of through traffic on Sydney-road, which the census has proved could be diverted into a by-pass road with distinct advantage.

GRAPH OF TRAFFIC IN SYDNEY-ROAD BETWEEN BELL-STREET AND PARK-STREET.

Note the large volumes of traffic north of Bell-street and entering Sydney-road from the west which would be intercepted by Arterial Route No. 8.
IMPORTANT ROAD JUNCTIONS.

Opposite, are published charts showing the distribution and direction of travel of traffic across the five important intersections which were specially recorded on the card system referred to in earlier pages. The charts show the proportion of traffic in each converging street. Comments in regard to each junction are given below:

**Haymarket Junction.**

Haymarket Junction consists of extremely important connecting streets at the northern gateway of the City proper. With the exception of St. Kilda-road, opposite the Police Barracks, this intersection was the busiest tallied on the 25th November, 1926. 13,496 vehicles crossed the junction in the following proportions:

- Horse-drawn: 16.3 per cent.
- Light cars, taxis, and motor cycle: 43.8 per cent.
- Commercial trucks: 19.1 per cent.
- Bicycles: 12.2 per cent.
- Tramcars: 8.6 per cent.

The "peak" half-hour was between 5.0 and 5.30 p.m., when 1,128 vehicles passed across, or more than 37 a minute.

**Elsternwick Junction.**

Somewhat the same features exist at this junction as those referred to at St. Kilda Junction in respect of the importance and widths of the converging streets. The "peak" half-hour was between 6.0 and 6.30 p.m. 6,355 vehicles crossed the intersection during the twelve hours in the following proportions:

- Horse-drawn: 11.8 per cent.
- Light cars, taxis, and motor cycles: 50.9 per cent.
- Commercial trucks: 17.1 per cent.
- Bicycles: 13.3 per cent.
- Tramcars and buses: 6.9 per cent.

**Camberwell Junction.**

The volume of traffic crossing Camberwell Junction almost corresponded with that of Elsternwick Junction, in that 6,232 vehicles traversed it. The proportions of the different kinds of vehicles was also much the same, there being a slightly higher percentage of tramcars and bicycles. 5.0 to 5.30 p.m. was the half-hour of heaviest traffic.

**St. Kilda Junction.**

Not only is this junction the intersecting point of several most important thoroughfares, but the converging roads are of three different widths, and of diverse construction and treatment. This renders the regulation of the traffic at St. Kilda Junction a particularly complex matter. A comparison given hereunder of the traffic crossing this junction on 13th May, 1924, and on 25th November, 1926, is interesting, especially as the volume of traffic during twelve hours was almost identical.

<table>
<thead>
<tr>
<th>Type of Vehicle</th>
<th>1924</th>
<th>1926</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horse-drawn</td>
<td>11.7</td>
<td>7.2</td>
</tr>
<tr>
<td>Light cars, taxis, and motor cycle</td>
<td>66.1</td>
<td>60.4</td>
</tr>
<tr>
<td>Commercial trucks</td>
<td>10.1</td>
<td>15.8</td>
</tr>
<tr>
<td>Bicycles</td>
<td>9.0</td>
<td>7.4</td>
</tr>
<tr>
<td>Tramcars</td>
<td></td>
<td>8.4</td>
</tr>
<tr>
<td>Motor buses</td>
<td>3.1</td>
<td>8.8</td>
</tr>
<tr>
<td><strong>Total vehicles</strong></td>
<td><strong>10,287</strong></td>
<td><strong>10,266</strong></td>
</tr>
</tbody>
</table>

**N.B.**—Owing to a strike, the Tramway services on the occasion of the 1924 census, were not operating and motor buses (privately substituted) were partly utilized as the public service.
METROPOLITAN TOWN PLANNING COMMISSION
CHARTS OF TRAFFIC FLOW
AT
IMPORTANT ROAD JUNCTIONS.
CENSUS TAKEN NOVEMBER 1926.
This is somewhat confused junction, because of the commencement of the 198 feet width of Mt. Alexander-road at the point of intersection. 5,758 vehicles crossed the junction during the twelve hours, the peak half-hour being between 5.30 and 6.0 p.m.

THE SUBURBAN BRIDGES.

On page 34 is published a diagram showing the volume of traffic which crossed the various bridges in the suburban area on the occasion of the census on 25th November, 1926. In cases where a previous census has been conducted at the same bridge the particulars of that count are given for the purposes of comparison. The classification of the traffic is also given.

ANDERSON-STREET BRIDGE.

The traffic over this bridge is not heavy. 75 per cent. of it is motor car traffic, which crosses the bridge mainly between 8.30 and 9.30 a.m. and 4.30 and 6 p.m. The bridge is only 29 feet wide, including two footpaths, heavy loads are prohibited, and it is so much out of direct alinement for north-south traffic as greatly to affect its usefulness. There is great need for a north-south arterial road skirting the eastern side of the City, but the location and construction of the Anderson-street Bridge renders it unsuitable for this purpose.

CHURCH-STREET-CHAPEL-STREET BRIDGE.

The value of this bridge, which connects Church-street with Chapel-street, and forms an important north-south thoroughfare, was demonstrated by the fact that 6,294 vehicles used it in twelve hours on the census day. During the 1924 census this route was closed because of the construction of the new bridge, which was then nearing completion. The fact that the Church-street-Chapel-street through route was not available to traffic on the occasion of the 1924 census, and that when the 1926 count was taken the registrations of vehicles crossing the Yarra at this point were much higher than on any other suburban bridge, indicates clearly its effect, not only on the distribution of traffic in the suburbs directly served by the bridge, but also within the city itself. The re-opening of this bridge has no doubt been largely responsible for the fact that between the two censuses the traffic crossing the eastern outlets increased by 37½ per cent. in the 2½ years, whilst the traffic crossing the southern outlets increased by only 22½ per cent.

Chapel-street and Church-street both carry tramways and are only 66 feet wide; moreover they are extremely busy shopping and industrial streets.

BRIDGES CONNECTING RICHMOND AND HAWTHORN MUNICIPALITIES.

The Wallen-road Bridge connects Swan-street, Richmond, with Riversdale-road, Hawthorn.

The Hawthorn Bridge connects Bridge-road, Richmond, with Burwood-road and Church-street, Hawthorn.

The Victoria Bridge connects Victoria-street, Richmond, with Barker's-road, Hawthorn.

The diagram on page 34 shows the volume and classification of the traffic across these three important bridges and also shows the comparison with a previous census. It must be remembered that each of these bridges is inefficient inasmuch as the Wallen-road Bridge is too narrow to be of much service, and the others are in a bad state of repair and have more than once undergone extensive repairs and remodelling. The figures show that in less than three years there have been increases in traffic across these bridges of 34 per cent. (Wallen-road), 48 per cent. (Hawthorn), and 30 per cent. (Victoria). As the areas to be served by these routes are being rapidly extended there is no reason to suppose that this rate of increase will not be maintained. It is gratifying to be able to record that the Government has issued instructions for the rebuilding of the Hawthorn and Victoria Bridges. Further reference to them is made on page 149.