Housing: Resumptions: Re-subdivisions—A better class of property would replace those existing, many of which approach slum conditions. No Crown properties are included in the resumption proposals. The only dwellings affected in the portion recommended for resumptions between Clarendon and Hanna streets comprise one hotel and one or two combined business and residential premises of an inferior class.

In the resumptions recommended between Park-street and St. Kilda-road, however, 70 properties are involved in which 330 people are at present housed. Except for two properties adjoining St. Kilda-road the average superficial area of these allotments is only about 1,900 square feet.

The areas available for resale include small portions of streets which would become useless and may be conveniently closed, and also a small triangular portion excised from Albert Park by the new road.

Allowing for an average area per allotment of 5,000 square feet, the building of new dwellings, after the land has been raised, would provide much improved accommodation for over 220 people.

Urgency.—In view of the many benefits to be derived from this scheme, and as it is possible to carry it out without awaiting any other development, the Commission recommends that it should be commenced at once, so that it would be completed not later than the Spencer-street bridge.

TOORAK-ROAD (WEST), WIDENING.

Hanna-street, when improved, will carry a double line electric tramway. This will cross St. Kilda-road and enter Toorak-road, which is at present 66 feet wide. The space in a road of this width is not enough to maintain efficient working of the tramways and allow the increasing volume of vehicular traffic to proceed along it at a safe and reasonable speed. It is the Commission’s recommendation that all main roads carrying a double line of tramway should be at least 84 feet wide. Where such a widening is economically unpractical, other solutions will be sought.

Toorak-road, between St. Kilda-road and Punt-road, can be widened on the southern side to 84 feet without any building resumptions. The widening would be commenced near the western boundary of Fawkner Park, and there is sufficient forecourt at the Christ Church property at the corner of Punt-road to permit of the excision of 18 feet without interference with the church buildings. The improvement could therefore be made at slight cost.

QUEEN’S-BRIDGE-STREET, SOUTH MELBOURNE.

It is recommended that the width of the footpaths in Queen’s-Bridge-street between Queen’s-bridge and Hanna-street should be reduced to 10 feet. This would add 20 feet to the roadway, and greatly facilitate traffic.

MILLER-STREET, SOUTH MELBOURNE, AND YARRA BANK-ROAD.

Miller-street—that portion of roadway between Queen’s-bridge and Prince’s-bridge on the south bank of the river—could be made much more effective as a relief road. The recent by-law instituted by the Melbourne City Council prohibiting turning to the right at certain intersections during specified hours has caused a large increase in the traffic going east along this road. Much motor traffic which previously passed along Flinders-street to turn south over Prince’s-bridge at Swanston-street now passes over Queen’s-bridge, and proceeds via Miller and Aikman streets to St. Kilda-road.

In the vicinity of the Australian Paper Mills’ property the road is only 34 feet wide at the narrowest point.

It is therefore recommended that, as the property between Brown-street and Aikman-street fronting Miller-street is held by the Australian Paper Mills, under Crown lease till 1935, steps be taken to acquire a strip of their frontage to Miller-street of varying width so as to provide a roadway having a minimum width after reconstruction of at least 40 feet. This would be sufficient for the traffic and any footpath space required.

The Commission further recommends the construction of a temporary relief road along the south bank of the river from Miller-street as far as the point where a bridge is recommended for erection at Swan-street. It is not considered necessary to widen the existing 23 feet opening under Prince’s-bridge.

The continuation of this road would be a useful expedient, inasmuch as it would assist in keeping some traffic off the dangerous crossing and intersection at St. Kilda-road.

As soon as the new main road under St. Kilda-road connecting with Alexandra-avenue has been provided, this relief road along the south bank of the river could be closed to traffic.
ST. KILDA AND PORT MELBOURNE RAILWAY EMBANKMENT—SOUTH MELBOURNE.

That section of the Port Melbourne and St. Kilda railways from their junction to Flinders-street station presents a formidable barrier to a proper street system in this neighbourhood. The line was originally the Hobson’s Bay Railway, and traversed swamp lands for the greater part of its length. It was therefore located without any regard to future development.

The replanning of the street system of this part of South Melbourne is urgently needed. The plans submitted and the schemes which have been described show that immediate relief for a limited increase of traffic can be provided without the removal of this railway barrier on the south of the river.

It is important that all barriers to the extension of the city area into South Melbourne should be removed so that land suitable for such extension can be brought into full use.

The continuation of the north-south city streets across the Yarra and through South Melbourne would necessitate the raising of the rail levels on the embankment and also the raising of the skew railway bridge over the river to permit road traffic to pass over a bridge built under it. If this embankment were so raised the level would make it impracticable for the railway traffic to reach the existing platforms at Flinders-street station, as they cannot be raised.

The recommendations which follow, are contingent upon the removal of the railway embankment and skew bridge and the transfer of their traffic to a position west of the proposed Spencer-street bridge to connect it with the Spencer-street station system.

The advantages to railway working to be derived by this scheme must be considerable. Much greater facility would be provided for Port Melbourne goods traffic, the docks, and other destinations on that side of the river, as it would not be necessary for this traffic to pass through Flinders-street as at present.

Loss of Railway Passengers. — The Commission does not regard the transfer of the passenger services of the St. Kilda and Port Melbourne lines to Spencer-street as a valid objection to the scheme. The Railway Department is of the opinion that there would be a very considerable falling off in patronage of these lines if they did not continue to go into Flinders-street. Whilst the Commission admits that some reduction in numbers is to be expected, it does not consider that the reduction can be regarded as sufficient reason for retaining the embankment in its position of obstruction.

Tramway Development. — The completion of the proposed electric tramway through South Melbourne will have an important bearing on the traffic from South Melbourne, Albert Park, and Middle Park, which is now exclusively confined to the railways.

The transfer of these trains to Spencer-street would not be effected until the area was well served by trams. This area, by reason of its nearness to the city, is eminently suited for service by trams.

Relief to Flinders-street. — Flinders-street station and its approaches would then be relieved of the number of passengers which the St. Kilda and Port Melbourne lines bring to that point each day.

Montague Shipping Shed. — The Railway Department’s Shipping Shed at Montague would not be affected by the diversion of the Port Melbourne line as proposed in the comprehensive scheme for Fisherman's Bend area (Map No. 5) if new sidings to connect with the shed were provided; but if the line was diverted to Spencer-street before the scheme for the removal of the existing Port Melbourne line in a westward direction (as described on page 50) was carried out, it would be necessary for both the St. Kilda and Port Melbourne lines to be constructed to pass over the shipping shed.

The Commission does not consider the working of the shed would be materially affected. The lines would be elevated to obviate level crossings, and so as to enable the level of the Spencer-street station platforms to be reached. If the lines were carried over the top of the shed at its northern end its use would not be impaired. There is ample room for the extension of the existing shed and yard in a southerly direction. The average weekly tonnage of goods dealt with at the shed during 1924 was only 2,915 tons and its future use can only be to meet the requirements of the two piers at Port Melbourne, as it is intended that all future docks and wharves will be equipped with sorting sheds and further piers are not likely to be built.

The Commission, in investigating this matter, has formed the opinion that it would have been preferable to have constructed the existing piers at Port Melbourne in such a way as to accommodate their own sorting sheds. The money lost by the community in paying the proportion of the 4s. 9d. per ton charged by the Railway Department for two handlings in and out of trucks, and the removal of the trucks from Port Melbourne to Montague, would, in due time, have paid any extra costs of pier construction and saved the outlay of about £300,000 which the Railway Department incurred in building the Montague dépôt.
Straightening of Yarra.—Should the straightening of the Yarra between Prince’s-bridge and Clarendon-street be considered necessary in the future, the removal of these skew lines would facilitate such an undertaking.

The advantages that will accrue to the arterial street connexions, and the development of the land immediately south of Flinders-street, are considered so vital that in planning the proposals next submitted it is assumed that these lines would first be removed to their proposed positions.

YARRA BRIDGES IN CITY PROPER.

The Commission urges the construction of more bridges across the Yarra in the main business area.

The plans submitted show new bridges for all traffic spanning the river opposite King, William, and Queen streets and a bridge for pedestrians to connect South Melbourne with the Elizabeth-street subway at Flinders-street station.

Some of these bridges will not be required for many years, but it is most desirable that the schemes should be adopted so that building lines can be fixed and so that new buildings or other work being carried out may conform to the street lines shown on the plan. In this way the approaches to these bridges will be preserved with little inconvenience to property holders, and at a small cost. They would then be ready to receive the traffic of the bridges when construction is effected.

It is understood that the proposed Spencer-street Bridge Bill contains clauses relating to the wharves and river frontages which would be affected by the building of a fixed bridge connecting Spencer and Clarendon streets. The Commission strongly urges that provision should also be made in that Bill to protect the approaches to future bridges opposite King, William and Queen streets. A recommendation to this effect was forwarded to the Public Works Department on 21st May, 1924.

It is also urged that future railway viaduct improvements should conform to this plan.

The proposed footbridge from Miller-street to connect with the Elizabeth-street subway of the Flinders-street station is considered to be a work which should not be unduly delayed. The provision of a direct entrance to Flinders-street station from South Melbourne will afford convenience to all passengers for the south of the river, and relieve congestion to that extent at the present entrances to the station.

NEW SOUTHERN OUTLET—WILLIAM-STREET TO SOUTH MELBOURNE AND ST. KILDA-ROAD.

Future of Queen’s-bridge.—When the bridge connecting Spencer and Clarendon streets is built and the river east of it is closed to shipping, a large percentage of the traffic from the west which now crosses Queen’s-bridge will use the Spencer-street bridge.

All traffic now using Queen’s-bridge must make two turns on the north side before obtaining access to any streets other than Flinders, Collins, or Market streets. As the position of the bridge does not afford direct routes to any area it must be superseded in importance when a bridge opposite William-street, giving directness of travel, has been constructed.

Relief of Swanston-street.—Flemington-road and Sydney-road traffic now enters Elizabeth-street and then Swanston-street in proceeding across Prince’s-bridge, which is the only bridge giving through access from north and south. By the construction of a bridge opposite William-street, that street could, in conjunction with Peel-street, tap both Flemington and Sydney roads at their intersection, thus affording material relief to Swanston-street.

New Road—William-street Bridge via Power-street.—In order to give this through traffic convenient access to St. Kilda-road after crossing the bridge at William-street, a short road 200 yards long and 29 feet wide, to connect with Power-street, is recommended. The scheme is shown on Plate XVI, and it will be seen that access to St. Kilda-road is gained via this short road and Power-street and Grant-street. The route is only 100 yards longer than the direct 2-chain road planned by the Traffic Congestion Board of 1919, and it passes through only 200 yards of property as against over half a mile in that Board’s proposal. About one-half of this 200 yards is at present vacant, so that the cost of property resumptions in this Commission’s proposal is comparatively small.

The road proposed by the 1919 Board would be extremely costly in property resumptions and would create many bad angles for building blocks abutting on to it. Furthermore, the road was planned for connexion with Queen’s-bridge, and if carried out would only perpetuate the disabilities now shown to be associated with that bridge.

Traffic for Port Melbourne and South Melbourne (or St. Kilda via South Melbourne) would still have access to Queen’s-Bridge-street as at present after the construction of a bridge at William-street.
Tramway.—This new direct north-south route would be of immense benefit for the through routing of tramcars. The conversion of the cable lines to electrification would be facilitated considerably. The electric line under construction to West Brunswick, &c., could be through routed along William-street to St. Kilda-road and elsewhere south of the Yarra whilst the cable lines still remained.

NEW SOUTHERN OUTLET—QUEEN-STREET TO MOORE AND HANNA STREETS.

Railway Alterations.—The continuation of Queen-street may not be required for a number of years, but the removal of the skew railway bridge on the Port Melbourne and St. Kilda lines would first be necessary to make the scheme practicable. A subway with sufficient headroom for vehicular traffic could be built passing underneath the railway lines, if a slight adjustment of the rail levels were made during the construction of the subway. The lines passing over the subway would not have cross-over points at the subway, but a straightening of the railway viaduct—when the present swinging basin is reclaimed—will enable cross-overs being made at places between the bridges.

Extension of Queen-street across the River.—Widening Moore-street.—The Commission's proposal for the southern approach to this future bridge (Plate XVI.) shows a new 99-feet street across the freehold property in direct alignment with Queen-street and extending to the intersection of Kavanagh and Ireland streets, thence diagonally across the strip of Crown (lease) land to Moore-street. By widening Moore-street on its western side to 99 feet, from this new road to the junction with Hanna-street, an entirely new route is provided for north-south traffic, tramway services, and for the general improvement and development of that part of South Melbourne.

Properties Affected.—The freehold properties facing Miller-street and City-road affected by this proposal are not extensive.

Four Crown leases are involved, in addition to which there are two vacant Crown allotments not at present under lease, which could be readily adapted to this project. There are also two properties under annual licence which could be made to conform to the improvement without cost. The tenures of the four leased properties expire between 1927 and 1929, and the Commission recommends that any new leases granted in these instances should strictly require compliance with the new width of Moore-street and provide for the connexion between Kavanagh and Moore streets. By this method there would be practically no cost to the community for effecting any of this improvement between Kavanagh and Hanna streets.

Closed Streets.—The small section of Moore-street from Kavanagh-street to the proposed future connexion with Queen-street could be closed as a thoroughfare, and the land would provide two valuable frontages for sale or lease.

KING-STREET TO HANNA AND MORAY STREETS.

A bridge over the Yarra at the foot of King-street will become necessary in the future, because it can be confidently predicted that the natural increase in traffic will warrant the extension of the present alignment of King-street to the intersection of Hanna and Moray streets, as shown on Plate XVI.

Closed Streets.—This road, when constructed, would permit of the closing of that part of Hanna-street between Queen's-Bridge-street and Whiteman-street, and also of that part of Haig-street between Clarke and Hanna streets.

Property Affected.—The property between Whiteman and Queen's-Bridge-streets is freehold, but the land between Yarra Bank-road and the railway northern boundary is held under two leases, one of which is only slightly affected. These leases expire in 1927 and 1934 respectively, and the Commission recommends that they be not renewed except for those portions of the land which do not extend across the proposed alignment of the extension of King-street.

GYRATORY TRAFFIC INTERSECTION—SOUTH MELBOURNE.

Eight roads are planned to intersect at City-road, Hanna-street, Queen's-Bridge-street, &c., and the Commission considers that the extensive development and traffic which can confidently be anticipated in this neighbourhood will require a means of distributing the traffic to prevent confusion or expensive methods of regulation. All traffic reaching this intersection should be required to turn to the left until the exit street it desires to use is reached. The central feature, which is planned with a diameter of 300 feet, would lend itself to ornamental treatment.

This proposal would interfere only very slightly with properties not included in the street schemes already described.
LOCAL IMPROVEMENTS—SOUTH MELBOURNE.

Treatment of Balston-street.—It is recommended that that part of Balston-street between City-road and Kavanagh-street be closed and that a new road be cut through the public school property adjoining, so as to give this street direct access to the traffic distributing centre.

This will not affect the present building, and the portion of closed road could be added to the school site as an equivalent area to that required for the new road.

An extension of Balston-street across Grant-street to the intersection of Moore and Miles streets is also recommended. This extension passes through Crown land the lease of which expires in 1934. It is not considered necessary to acquire the property sooner than that year, but the Commission recommends that this lease should not be renewed except with the excision from the land of the necessary area for this street extension. This treatment of Balston-street could then be accomplished with little cost.

It is recommended that each section of street should conform with the present width of Balston-street, namely, 66 feet.

Grant-street.—Plate XVI. shows a suggested slight amendment to Grant-street between Moore and Sturt streets. The Commission recommends the closing of this small part of this street and the opening of a new section of similar length diagonally to it.

This improvement will prevent Grant-street connecting with Power-street at a very acute angle, and it will give a better block arrangement. If a suitable building were constructed on the small rectangular block thus created it would aesthetically close the vista along Grant-street from both east and west.

The property divided by the new roadway is freehold, whilst the small portion of Grant-street proposed to be closed would add an equivalent area to the adjoining Crown land.

PROPOSED HIGHWAY FROM PORT MELBOURNE TO THE CITY.

Whenever Victoria has occasion to welcome visitors from overseas the whole community is reminded that the water gateway to the State is not connected with its Capital City by a fitting approach. This gives a false impression of our city.

Although there has been for many years considerable agitation to improve the existing dismal introduction to the Capital, travellers are compelled to enter the metropolis by a circuitous route through uninviting streets, and it will be still less in consonance with our aesthetic amenities as time advances.

The approach to the city from the bay should be made worthy of the metropolis. It should be a broad highway, lined with native trees, lawns and gardens such as would leave a deep impression on the mind of the visitor, and be a source of pride to the citizens.

Port Melbourne Railway.—The piers at Port Melbourne are only 1½ miles from the proposed Spencer-street bridge. The railway which serves these piers was the first line constructed in Victoria, and materially affected all subsequent development. Streets were planned parallel to the railway, and about 100 feet from it, presumably so that dwellings could face the streets with the backyards to the railway property. The majority of these strips have fortunately been reserved for ornamental purposes, and now form the largest portion of Port Melbourne's park area.

The Highway Parkway.—The Commission proposes that the park strips should be preserved and continued, and the railway located in a more westerly position, traversing Crown lands for the greater part of its length, so as to assist the development of Fisherman's Bend (see page 46). This would leave a strip of land, including the old site of the railway line, the park reserves and parallel roads, 420 feet wide in Port Melbourne and varying from 330 to 240 feet in width from Boundary-street to Clarendon-street. Unequaled in the world for width, this approach to Melbourne would be an attractive indication of that which lies beyond.

The plans show the proposed highway designed to pass under St. Kilda-road and link with Alexandra-avenue and the Yarra-boulevard by a new road 150 feet in width, thus forming a continuous parkway and river drive from Port Melbourne to the Church-street bridge. At Port Melbourne the highway connects with Beaconsfield-parade and the esplanade, which skirts the foreshore as far south as Point Ormond.
Traffic Relief.—The Commission considers this Highway (see Map No. 3) will prove of enormous value and importance. This can be appreciated by a study of the part it will play in providing so important a connecting road between the eastern and south-eastern suburbs and those on the west and also the territory beyond. It will serve in increasing usefulness a large part of the port of Melbourne and be a principal means of access to the city for a growing volume of traffic. The ultimate certain development of Fisherman's Bend, which cannot be delayed much longer, alone renders it imperative that such a highway to the city should be provided, and when its further uses as indicated are considered, the case for its construction is much stronger.

There is every reason to believe that the large area west of Williamstown will be developed before many years and the traffic then using the highway will be very considerable.

There are so many reasons which support the opinion that this highway will be a necessity in the not distant future that early steps should be taken to put it under construction.

Unlike Flinders-street, the highway is designed so as to keep vehicular traffic away from the huge volume of railway passengers who converge on the present entrances to the central station. It will also be independent of any future entrances to the station from the south side of the river.

This highway, avoiding points where pedestrians concentrate and being of ample width, will have an important function as a distributing thoroughfare for the whole business area and will also become the main east-west route on the south side of the River Yarra. It intercepts every north and south city street which the previous proposals have shown carried across the river. It permits traffic to order itself on the highway so as to cross the river by the route which will give the most direct access to a city destination. This will obviate the excessive turning which now impedes the free movement of vehicles in this city and so materially contributes to congestion. It is plain that a large volume of traffic which is now forced to use Flinders-street would not do so if a good parallel road existed on the south bank of the Yarra. The new wharves being constructed along the south side of the river, the improvements being effected at Port Melbourne piers, and the inevitable development of the unoccupied lands at Fisherman’s Bend, will necessitate the provision of convenient means of access for road traffic to reach the various bridges or to gain the eastern and southern suburbs by an easy direct route.

Intersection with St. Kilda-road.—It is undesirable that the two streams of traffic which would use the proposed highway and St. Kilda-road should cross on the same level. It is considered that the other proposals submitted in this Report fully cater for traffic for various sectors of the city without crossing the river at Prince’s-bridge. The highway is therefore designed to pass underneath St. Kilda-road to connect with Alexandra-avenue. This will preserve a level grade instead of two sharp inclines which would otherwise be necessary to give connexion with St. Kilda-road.

Tramway.—Plate VII. shows the location of traffic accidents in the city for the half year ending June last and illustrates the danger of an intersection at a bridgehead. The tram which now terminates at Prince’s-bridge in Batman-avenue should cross the river at the proposed Swan-street bridge into Alexandra-avenue and through-route to the western suburbs along the proposed highway and the road across Fisherman’s Bend (Map No. 4). It would thus intercept all the north and south tram routes passing through the city and distribute the passengers much closer to the area west of Swanston-street. This highway would be an invaluable aid to the tramway system.

Alexandra-avenue.—As Alexandra-avenue forms part of this comprehensive proposal, its exclusive use as a "park-road," permitting no heavy traffic, would require to be revoked as far as the proposed Swan-street bridge.

Straightening River Yarra and Miller-street Schemes.—The position selected for this main east-west road would allow of the straightening of the river between Prince’s-bridge and the proposed Spencer-street bridge at some future time without interference with the highway. The straightening of the river is not recommended by the Commission as it is considered that the proposals being put forward obviate its necessity for very many years. If the route were planned along the south bank of the river by the widening of Miller-street, it would not permit the ultimate straightening of the river, except at enormously increased costs.
Property Affected.—The properties which would have to be resumed in the Commission’s scheme, even though substantial, are easier of acquisition and much less costly than those which front Miller-street. The scheme would also afford an opportunity to improve the layout of the adjacent blocks. The returns from the resale of the residue lands would considerably reduce the cost of the provision of the road, the estimates of which are given in the appendix to this Report.

Amendments to Streets.—Consequent upon this new route between Queen’s Bridge-street and St. Kilda-road and the resumption of properties adjoining, it is recommended that City-road be closed between Aikman and Cook-streets, and that portions of Cook and Bright-streets on the south side of the new highway be also closed. By opening a new road from Miller-street to Kavanagh-street along the alignment of Brown-street as shown on Plate XVI. and by the closing of the portions of road referred to, an improved block arrangement is attained which interlocks effectively with the amended street system of South Melbourne as previously described.

Property Affected.—The property between Bright-street and City-road is held under annual licence and is consequently readily available, and the portions of the Australian Paper Mills’ property affected could be secured when the lease expires in 1935.

Adjacent to the present Montague station there are 68 single-fronted dwellings which would have to be resumed. Forty-five of these houses are subject to inundation, whilst the balance are undesirable structures. The resumption of these properties would confer a benefit on the inhabitants, as well as on the community generally.

Two factories at the north-east corner of Ferrars-street would be divided. This, and the demolition of the cottages just referred to, would be the only interference with private property between the foreshore and Queen’s Bridge-street.

Adoption of Scheme.—In order that this wide road may be properly developed, the Commission recommends that no new buildings which would be out of harmony with the prospective surroundings should be constructed with frontages to the road. Steps to prevent this should be taken as soon as the proposal is adopted.

The more this highway proposal is studied in its many aspects the more its future great utility is realized, and the Commission commends the scheme with confidence to the Government.

PROPOSED BRIDGE CONNECTING SWAN-STREET AND ALEXANDRA-AVENUE.

The plan of the proposal for the highway scheme from Port Melbourne to link with the Yarra boulevard scheme includes a proposed bridge connecting Swan-street and Alexandra-avenue in direct line with Swan-street.

This bridge would allow traffic to pass along the proposed highway and under St. Kilda-road instead of using Swanston-street, Flinders-street, and Batman-avenue as at present. It would also, in conjunction with the highway and the proposed road across Fisherman’s Bend to the western municipalities, enable the traffic to and from the western suburbs, Port Melbourne, and the docks, to gain any destination east of St. Kilda-road without having to traverse the main streets of the city.

Tramway.—The tramway in Batman-avenue should be diverted across this proposed bridge and along the projected highway on the south side of the river so as to convey passengers nearer to the various distributing centres in the west of the city.

Amateur Sports Ground.—The Amateur Sports Ground attracts very large crowds on days when sports are held there. Batman-avenue is the only approach to the arena from the city and this road has to provide for the arterial and tramway traffic, as well. The bridge recommended would afford considerable relief to this portion of Batman-avenue and to the approaches to Prince’s-bridge.

Bridge Features.—The bridge should be not less than 84 feet in width, and should be so designed as not to interfere more than can possibly be avoided with aquatic events on the river, and should harmonize with the beautiful surroundings.
THE INSUFFICIENT WIDTH OF ARTERIAL ROADS.

Some of the arterial roads of Melbourne are of ample width for the greater part of their length, but unfortunately have been reduced in width for short sections, creating "bottlenecks," thus reducing the efficiency of the whole artery. Other roads, although of uniform width throughout their length, are insufficiently wide to carry safely all the services desiring to use them.

The following are typical examples of such roads which require treatment:

<table>
<thead>
<tr>
<th>Road</th>
<th>Municipality</th>
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<tbody>
<tr>
<td>i. Bridge-road</td>
<td>Richmond— from Hoddle-street to Church-street.</td>
</tr>
<tr>
<td>ii. Barker's-road.</td>
<td>Kew</td>
</tr>
<tr>
<td>iii. High-street.</td>
<td>Kew</td>
</tr>
<tr>
<td>iv. Whitehorse-road</td>
<td>Kew, Camberwell, and Nunawading</td>
</tr>
<tr>
<td>v. Mount Alexander-road</td>
<td>Melbourne and Essendon— from Flemington-bridge Station to Essendon Town Hall.</td>
</tr>
<tr>
<td>vii. Ballarat-road</td>
<td>Footscray and Braybrook— from Maribyrnong river to near Albion.</td>
</tr>
<tr>
<td>viii. Sydney-road</td>
<td>Brunswick and Coburg— from Brunswick-road to Bell-street.</td>
</tr>
<tr>
<td>ix. Heidelberg-road</td>
<td>Heidelberg— from Bond-street to Darebin Station.</td>
</tr>
<tr>
<td>xi. Point Nepean-road</td>
<td>Caulfield, Brighton, and Moorabbin— from Cochrane-street to South-road.</td>
</tr>
<tr>
<td>xiii. Roy-street</td>
<td>South Melbourne— from Park-street to Albert-road.</td>
</tr>
<tr>
<td>xiv. North-road</td>
<td>Moorabbin and Oakleigh— from East Boundary-road to Box Hill-road.</td>
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All of these roads form direct routes of communication, and owing to the marked increase in traffic some of them have become dangerously congested. Consequently traffic cannot pass along them at a reasonable speed.

Bridge-road and Victoria-street are, in the opinion of the Commission, the most urgent of all these roads requiring treatment, and schemes for their improvement are detailed in the following pages.

Various schemes for improving the other roads are being considered, and the later report of the Commission will include recommendations for their treatment.

BRIDGE-ROAD, RICHMOND.

Between Hoddle and Church-streets, Bridge-road is only 66 feet wide and this narrow thoroughfare connects two 99 feet streets, which form one of the main eastern traffic arteries.

Bridge-road is an extremely busy thoroughfare, and during several hours of the day is badly congested in the narrow section. It is a direct road for east-bound traffic, and it would be impracticable to supersede it by another route. Bridge-road is a busy shopping street and provision should be made for vehicles to stand at the kerbs. After providing for footpaths, standing vehicles, and trams, there remains insufficient space for a line of traffic to pass between the standing vehicles and the trams on this arterial road. The increasing volume of traffic which uses the road demands that it be widened to provide adequate road space and allow greater freedom of movement.

The Commission recommends that Bridge-road between Hoddle and Church-streets be widened to 99 feet by cutting back the northern side, so as to provide a road of uniform width in straight alignment with Bridge-road east of Church-street, and further that this be the first widening scheme to be carried out.

Properties Affected.—Plate XX. shows the proposed new building line which the Commission recommends for adoption. Sufficient property should be resumed to provide new allotments with frontages to the widened road.

The resale of sites to the proposed widened road would yield a high return, and this would be further enhanced by the grouping of the better class of shop that should result from the widening scheme. The properties on the side which it is proposed to treat are less valuable than those opposite and the present is therefore an opportune time for carrying out this necessary improvement. The estimates of cost are given in the Appendix.

Population.—Approximately 220 people occupy the shops and dwellings to be resumed, but as the widening would be done in sections no housing difficulties should be experienced.
VICTORIA-STREET, NORTH RICHMOND.

Its Importance.—Victoria-street, North Richmond, forms part of one of the most important arterial roads in the metropolitan area. It is the most direct route between Melbourne and the Municipalities of Kew and Doncaster, and portions of the Municipalities of Hawthorn, Camberwell, and Nunawading, as well as being the main eastern route for country traffic. It is part of the only long straight east-west road on the immediate northern boundary of the city proper and serves as a distributing road as well as a main traffic route.

Widths.—The road is of varying width. From the city to Hoddle-street, Victoria-parade is 3½ chains wide, from Hoddle-street to Burnley-street it is only 66 feet wide, and from Burnley-street to the Yarra at Victoria-bridge, the street is 99 feet in width.

Its Disabilities.—The narrow section restricts the utility of the whole road, and it is too narrow, even at the present time, to carry all the trams and vehicles for which it is the natural route. When the cable trams in this road have been converted to electric, the width of road space available to vehicular traffic will be further reduced by two feet. There is not sufficient road space for a vehicle to pass between a tram and another vehicle parked at the kerb. This is not only dangerous, but impedes the flow of traffic. The increase in population in the eastern suburbs, accompanied by a greater increase in traffic, will soon accentuate the inadequacy of this main route.

Tardy Development in North-East.—If this road is allowed to remain as at present, development in the eastern and north-eastern suburbs will be adversely affected. Large areas of suitable residential land are situated in the districts served by this road but their advancement has been seriously retarded by inadequate transport facilities.

Commission's Aim.—After very closely considering schemes for relieving this thoroughfare and providing for the additional traffic referred to, the Commission recommends the widening scheme shown on Plate XXI. The scheme has been designed to combine—

(a) better facilities for present traffic, and provision for increased traffic.
(b) the provision of better housing for the people in the area to be resumed.
(c) the provision of open spaces in one of the densely populated parts of the metropolis.
(d) aesthetic treatment of both the highway and of the land to be subdivided for residential purposes.

Area Treated.—The street widening and housing improvement as proposed would require the resumption of all land between Hoddle and Johnston-streets from Victoria-street back to Elizabeth and Baker-streets. Between Johnston and Burnley-streets sufficient depth is required to enable Victoria-street to be widened and new lots with adequate depths to be set out fronting the widened street. From Burnley-street to the river it is proposed to resume the vacant land adjoining, for the purpose of housing some of those dispossessed by the resumptions further west.

Congested Housing Conditions.—In the area bounded by Victoria, Hoddle, Elizabeth, Baker, and Johnston-streets, there are 528 properties (shops, factories, and dwellings). There are 135 allotments with frontages not exceeding 16 feet on which dwellings are erected, and 138 allotments are built on which have depths not exceeding 75 feet. There are a number of dwellings, of wood or galvanized iron, occupying blocks of less than 12 feet frontage or 70 feet depth.

Shopping Areas.—The long row of shops in Victoria-street presents a dismal appearance, and there is little inducement for the construction of attractive shops or buildings or the proper maintenance of existing premises, as the street as a whole is by no means a prosperous shopping area. A number of these places are tenanted because of the dwelling attached to the shop, the business part of the property being a secondary consideration. Careful inquiries have enabled the Commission to learn that the value of Victoria-street as a shopping centre has tended to depreciate of recent years, and it is extremely doubtful whether conditions are likely to change so as to permit a recovery from this decline.

Rebuilding Necessary.—Many of the houses in the area are in a dilapidated condition, and extensive rebuilding will be necessary in this locality within a very few years, unless public health and national welfare are sacrificed to individual gain.

Population.—There are approximately 600 buildings of all descriptions on the whole area proposed for treatment and the population is about 2,080.

Proposed Future Victoria-street.—The Commission's proposal is to widen Victoria-street from 1 chain to 3 chains on the southern side between Hoddle and Burnley streets and to continue the same southern alignment to the River Yarra from Burnley-street (where the new road would
be 3½ chains), as shown on Plate XXI. The cross section is designed to conform with the existing cross section of Victoria-parade between the city and Hoddle-street and to provide for three tram lines in the centre of the plantation.

This will afford ample road space for one-way traffic on either side of the road and a separate reserve for two or three tram tracks, which would be separated from the other traffic by plantations 31 ft. 6 in. wide. The provision of such a road will secure open space through a congested part of the metropolis and supply an effective avenue of approach to the city from the east.

The third tram track can be provided when warranted, to enable express trams to be run to and from the outer suburbs at busy hours, instead of maintaining only ordinary progress through the inner suburban area. This would have the effect of bringing the outer suburbs nearer to the city in point of passenger transit time.

Rehousing.—The Commission has planned the area not required to widen the road for exclusively residential use with one or two exceptions (including a church). These properties are shown uncoloured on the plan.

It is suggested that two-storied semi-detached houses or groups of four should be erected to front the widened Victoria-street. Corner allotments fronting Victoria-street are shown on the plan with single-story houses. The remainder of the houses are single-story cottages, with attractive and varied appearance, all well supplied with light and air.

Provision is made in the Commission's re-subdivision for 509 houses. Allowing an average of five persons per house, there would be accommodation for 2,545 people, whereas an average of only four per house would provide for as many as will be dispossessed. The allotments are planned to give an equal distribution of about eight houses per gross acre or fourteen per net acre and varying from 2,975 to 4,000 square feet.

In view of the nature of the locality and the large number of new dwellings, as proposed, it is recommended that the State Savings Bank Commissioners be asked to co-operate and perhaps carry out this part of the scheme.

The Commission recommends that, in order to cause as little inconvenience as possible, the demolition and rebuilding should proceed simultaneously, block by block.

Hotels.—Five hotels would be removed and the Commission has reserved the corresponding sites in the re-subdivision for their replacement.

Public Reserves.—The vacant land which it is proposed to acquire in the area bounded by Victoria, Johnston and Bennett-streets will supply 24 acres for a public reserve. Four playgrounds are also shown interspersed among the dwellings and away from the busy thoroughfares. These reserves are coloured green on the plan.

Amenities.—The amenities thus created will serve a considerable number of modern houses forming better homes for over 2,000 people in close proximity to their work. This is in accordance with modern practice and tends to prevent unnecessary movement of the people with its consequent increase in transport services. The improvement of the whole area will also have a beneficial effect on the surrounding neighbourhood.

Church-street and Shopping Areas.—That part of Church-street involved in the scheme is planned 84 feet wide because it is a tramway route. The Commission considers that Church-street should be zoned as a shopping street. It almost bisects the residential part of the city of Richmond in a north-south direction and is, except on the hill, south of Bridge-road, admirably suited for shopping. Although the Commission has not treated the northern side of Victoria-street in its scheme, it is recommended, in order gradually to transform the new 3-chain road into a residential street throughout, that no new shops be constructed or old shops or factories reconstructed on the Collingwood side after the scheme has been adopted.

New Streets.—A 2-chain boulevard has been planned along the Yarra bank, which can be extended as part of a general scheme of river treatment and beautification.

Elizabeth-street is designed as 50 feet throughout, and a new 40-ft. street connecting Victoria and Elizabeth streets, midway between Church and Lennox streets, is provided.

Closed Streets.—In the re-subdivision the following inferior streets, several being cul-de-sacs, are abolished, viz., Butler, Anderson, Eureka, Du Feu, and McKay streets, and Victoria-place.

North Richmond Railway Station.—North Richmond station is affected and would need to be remodelled if the station remains at that point.
Aerial View.—By the courtesy of the Air Board the Commission is able to reproduce an aerial view of Victoria-street and its environs (Plate XXII.), which enables one to visualize the effect the scheme would have on the whole crowded neighbourhood. The black line on this aerial view nearest Victoria-street shows the setback necessary to widen the street. The area reserved for rehousing is that enclosed by black lines. The area covered by this scheme forms only a small part of a locality in which better conditions of living could be introduced with advantage.

Valuations and Costs.—Considerable difficulty has been experienced in securing even approximate figures of the capital values of the properties proposed to be resumed. The Richmond Council has been unable to supply full information, and when tenders were called by the Council for a special valuation, the cost was found to be greater than the Council was disposed to incur. The Commission has insufficient funds to allow it to appoint its own valuer, consequently the costs given in the Appendix are compiled from such figures as are readily available.

There will be a big enhancement of property values in the areas within and adjacent to this scheme after its completion and the Commission therefore considers that any property increased in value as a result of public expenditure of this nature should be assessed with a betterment rate spread over a period of years, to assist in defraying the outlay on the scheme.

McPherson's Factory.—An excellent example of the urgency for safeguarding necessary improvement schemes against extra resumption expense is afforded by the recent erection of an extensive factory in Burnley-street on portion of the area planned for new houses. The Commission's plans were prepared prior to a commencement being made on this large factory, and rather than amend them, it is considered preferable to submit them as originally prepared so as to illustrate effectively the additional difficulties which each year's delay brings. It will be necessary to modify this portion of the scheme. The factory does not directly interfere with the actual widening proposal.

Urgency.—The necessity for the scheme is beyond question and the longer the widening is delayed the more difficult the problem of its accomplishment and the greater its concomitant financial burden will become.

Authorities Concerned Advised.—Early in October, 1923, the Commission advised the adjoining Municipalities, the Melbourne and Metropolitan Tramways Board, the Melbourne and Metropolitan Board of Works and the Public Works Department, of its intention to recommend this proposal.

VICTORIA-BRIDGE.

The unsatisfactory state of the bridge over the Yarra connecting Victoria-street and Barker's-road, and known as Victoria-bridge, has been the subject of many reports and recommendations by engineers for a considerable time. The bridge is unsuitable for modern traffic, for which it was not designed, and a wider one capable of carrying the heavy and increasing traffic of this great artery should be constructed. The remarks made with regard to the importance of Victoria-street as a main traffic route apply with equal force to this bridge.

A proposal for the treatment of Barker's-road—the eastern approach to the bridge—is described on page 42.

A census of traffic using Victoria-bridge was taken each day for one week in February, 1924, by adjoining Municipalities. The census proved the metropolitan character of the bridge, as only 42 per cent. of its total traffic was registered as having its origin or destination within the four Municipalities bordering on the bridge. The remainder of the traffic came from or was destined for all parts of the metropolitan area, whilst as much as 73 per cent. of the total traffic belonged to country districts. The average number of vehicles and trams registered as crossing this bridge for twelve hours on each day of the week of the special census was 2,401, but it is considered that the figures obtained should be increased by 10 per cent. as it was found impossible to record all the vehicles at the busy hours.

The Commission recommends the construction of a new bridge 89 feet wide with the following cross section, which would provide for future requirements and conform with the proposed effective width of the Barker's-road approach (see next recommendation).

<table>
<thead>
<tr>
<th>Description</th>
<th>Width (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 footpaths (each 9 feet)</td>
<td>18</td>
</tr>
<tr>
<td>3 lines of electric trams</td>
<td>31</td>
</tr>
<tr>
<td>2 roadways for vehicular traffic (each 20 feet)</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>89</td>
</tr>
</tbody>
</table>
In October, 1923, the Commission notified the Municipalities of Richmond, Collingwood, Hawthorn, and Kew, the Melbourne and Metropolitan Tramways Board, the Melbourne and Metropolitan Board of Works, and the Public Works Department, of the proposed scheme and widths, and several of these bodies have already endorsed the Commission's recommendation.

**BARKER’S-ROAD, KEW AND HAWTHORN.**

The whole of the through traffic passing across the Victoria-street bridge to and from its eastern approaches must use Barker’s-road between Church and High streets.

Barker’s-road is only 66 feet wide east of Findon-street and although the width between Findon-street and the bridge is about 75 feet the road passes through a deep cutting, where the space available for trams and traffic is reduced to 42 feet.

This part of Barker’s-road forms portion of the main north-eastern artery, which has been already referred to in the description of the proposed Victoria-street widening scheme and must be widened through route from the eastern suburbs effective.

**Three Trams.**—The Commission recommends that the third tram track referred to in the description of the Victoria-street scheme and Victoria-bridge should be continued along Barker’s-road as far as the tramway dépôt at the intersection of High-street.

**To be widened.**—The Commission considers that the existing width of this part of Barker’s-road will be quite inadequate to carry the traffic which will originate in the rapidly developing areas to the east and that the road should be widened to 100 feet.

The effective width through the cutting would be approximately 89 feet after allowance has been made for the batters on each side. The cross section of the road through the cutting should correspond with that recommended for Victoria bridge (page 41).

**Property Affected.**—Much less interference is caused to property by effecting the widening on the northern side. From the bridge as far as Findon-street the resumption would only affect one property and would not necessitate the removal of any buildings.

The block between Bowen-street and High-street is the property of the Tramways Board and the building is already set back for the greater part of its length.

There remains only the block of private houses and one garage between Findon-street and Bowen-street to be considered, and the resumptions necessary would not include any other than Barker’s-road frontages because the depths of the properties after widening the road would still be sufficient. Estimated costs are given in the Appendix.

**Authorities Advised.**—The Commission in October, 1923, advised the Municipalities of Kew, Hawthorn, Collingwood and Richmond, the Melbourne and Metropolitan Tramways Board, the Melbourne and Metropolitan Board of Works and the Public Works Department, of its intention to recommend this scheme so as to enable those authorities to have regard to the proposed improvements when any new works are being undertaken by them in future.

**HIGH-STREET (SOUTH), KEW FROM BARKER’S-ROAD TO STUDLEY PARK-ROAD.**

High-street, Kew, from Barker’s-road to its junction with Cotham-road, is the continuation of the main route from the city to the north-eastern and eastern suburbs and the country. At its junction with Cotham-road the traffic is distributed into two main streams—one along Cotham and Whitehorse roads to the east, and the other along High-street East to the north-east.

In view of its importance as a portion of a through road, and of a tramway route, the Commission recommends that the part of the street between Barker’s and Studley Park roads be widened from 66 to 84 feet, as shown on Plate XXIII. The nature of the crossfall renders it necessary to effect the widening on the western side.

The addition of 18 feet to the width of the road will facilitate the free movement of vehicular traffic in a busy thoroughfare containing a tramway.

**Properties Affected.**—The street is residential throughout its length and the homes fronting it are of a superior type. It should not be necessary to resume more than eight houses, and in the majority of the properties it will be necessary to resume 18 feet of the forecourts. The hotel at the corner of High-street and Studley Park-road would need to be resumed for reconstruction in accordance with the amended alignments, and a portion of the Tramways Board’s property at the corner of Barker’s-road and High-street would need similar treatment.

The notification of the Commission’s intention to recommend the treatment of the whole of this eastern and north-eastern artery, which was sent to all authorities concerned in October, 1923, included this proposal.
Plate XXIII.

METROPOLITAN TOWN PLANNING COMMISSION.
PROPOSED WIDENING OF
BARKERS ROAD AND HIGH STREET.
CITIES OF HAWTHORN AND KEW.
SCALE OF FEET.
HIGH-STREET, KEW.

The Kew Council has been endeavouring for several years to obtain an Act of Parliament to permit it to widen that part of High-street between its intersection with Studley Park-road and Denmark-street, and the junction at Cotham-road.

Whilst this section of roadway is only 160 yards long it forms the main shopping centre of the city of Kew. Plate XXIII. shows the scheme. The road is 66 feet wide at present and, being in a busy shopping area served by a double line of tram tracks, is too narrow to permit one vehicle to pass between another standing at the kerb and the tramline. The steep gradient is a source of danger, especially at either end, where so many routes of traffic converge.

This small section of roadway is almost unique in the metropolitan area, inasmuch as there is a concentration of converging traffic at either end for which no other auxiliary route of connexion is available.

The Scheme.—The widening is imperative and it becomes necessary to resume the dilapidated shopping properties and the comparatively vacant land behind, totalling about 7 acres, in order to effect a much-needed improvement of the whole area. The re-subdivision and sale of the property resumed would assist to defray the cost of the scheme.

Width of Road when Widened.—The Commission, while endorsing the scheme in principle, considers that the future requirements of the locality, and of the arterial road, of which High-street forms a part, demands a road of 100 feet in width instead of only 87 feet as proposed by the Council. This would allow of two rows of vehicles passing between a tram and a vehicle standing at the kerb, which a street only 87 feet wide would not. Provision must be made for standing vehicles in a shopping centre, and a street 100 feet wide is not detrimental to business. The extra width would not increase the cost of the scheme except for the construction of a further 13 feet of roadway.

Report by Commission.—By an Order in Council dated 24th July, 1923, the Commission was instructed to report on the proposal. The report was forwarded to the Hon. the Minister of Public Works on 27th August, 1923, supplemented by an addendum on 8th September. Copies of these Reports were supplied to the council of the city of Kew and to the Melbourne and Metropolitan Tramways Board. The Kew Council enlisted the support of the Commission at the same time.

Compensation to Property Owners.—On 11th March, 1924, the Commission again wrote to the Honorable the Minister of Public Works urging the introduction of the Bill to Parliament. In that letter the Commission stated that in view of the added costs due to the delay in presenting the Bill—

"whilst all reasonable compensation should be payable for resumed properties and interference with business, it is of equal importance to see that the other citizens who will be called upon to pay these resumptions and compensation costs, and the loan and interest bills, should be protected as far as possible.

It has been widely known that this proposal is only awaiting Parliamentary sanction, yet various owners have deliberately improved their properties. This they are quite entitled to do, but the Commission is well supported in its contention that all improvements effected since the Kew Council's intention was made public knowledge should be paid for only at cost. This is unquestionably reasonable, and the Commission urges the inclusion of a clause in the Bill to this effect".

Part of General Scheme.—The Commission further advocated in the same letter that—

"Should the complete scheme for an arterial road which embraces this portion of High-street, Kew, be adopted by Parliament at a later date, the High-street Bill shall be then included in such comprehensive metropolitan scheme so that the benefits of such subsequent financial adjustments may accrue to the Kew Council in due course."

The Commission, having endorsed the scheme except as regards the narrower width of the road, has accepted the result of investigations made by the Kew Council in regard to the properties and population affected.

The Commission has made strong representations to all concerned in support of this proposal and hopes that the passing of the enabling Bill by Parliament will not be further delayed.

Gyratory Traffic Intersection—High-street, Kew.—The important intersection of High, Denmark and Princess streets and Studley Park-road has been mentioned in connexion with the proposals for the widening of High-street.

The intersection is located on the side of a hill and the grades are steep, and in view of the fact that important traffic and tramway thoroughfares meet at this point, the Commission considers that a gyratory traffic centre should be formed as shown on Plate XXIII.
The setting back of each corner as proposed, and the construction of a central refuge, would enable all traffic to gyrate, in one direction only. This scheme gives a maximum of safety for pedestrians and all kinds of traffic and provides an attractive central feature.

Two of the corners could be so treated at the time the proposals in regard to High-street widening are being carried out. The balance should be done as opportunity offers and advantage should be taken of the legislation recommended elsewhere to prohibit new construction on these corners which does not conform to the new alignments.

HAWTHORN (BRIDGE-ROAD AND BURWOOD-ROAD) BRIDGE.

The census undertaken by the Municipalities of Richmond, Hawthorn, and Kew, in February, 1924, of the traffic using the bridges across the Yarra, known as Victoria, Hawthorn and Wallen-road bridges, revealed that 47 per cent. of the traffic of these three crossings used Hawthorn Bridge, which connects Bridge-road with Burwood-road and Church-street. The value of this Bridge to the metropolis is established by the census which shows that 69 per cent. of its traffic has its origin and destination outside the areas of the two municipalities which it connects.

The arterial road of which this bridge forms a part, may be regarded as the principal route between the city and the east.

The bridge is at present in a dangerous condition, necessitating the imposition of speed and weight limits for vehicles. It is only 47 feet wide, and is built out of alignment with Bridge and Burwood roads.

The Commission recommends that a new bridge be built with a width of 99 feet, so as to conform with the width of Bridge-road. The new bridge should be built in alignment with the southern building lines of Bridge and Burwood roads. The approach on either side would then be straight and a much improved connection with Church-street, Hawthorn, would result. The existing bridge could remain in use until the greater portion of the work on the new one had been completed, thereby reducing interruption of traffic to a minimum.

The Richmond and Hawthorn Councils are in agreement with these recommendations.

Urgency.—The building of this Bridge is an urgent work and should precede the Victoria-street Bridge because the easterly traffic which conveniently uses Victoria-street could, with little inconvenience, be diverted along Church-street, Hawthorn, when a new bridge at Victoria-street was being built. Hawthorn Bridge, in its present state of disrepair should not be loaded with the extra traffic that would necessarily use it whilst a new Victoria-street Bridge was under construction.

NEW ROAD TO FOOTSCRAY.

The building of the Appleton Dock and the proposed dock system on the north side of the Coode Canal will necessitate the early closing of the existing Footscray-road from the foot of Dudley-street to the Napier-street bridge. The extensions being made by the Railway Department and the Harbour Trust render the provision of another road to Footscray necessary. The various authorities concerned have planned to connect Napier-street Bridge with Dudley-street and Cowper-street by a new road, which will be continued to Flinders-street Extension by a more direct route than via Blyth-street. This proposal is shown on Map No. 3.

The amount of traffic this road will attract, as a direct road from the City to Footscray, and because of the railway and harbour activity which it will serve, must be very considerable. Its volume will continue to increase as the harbour development along the north of the river progresses. It may be asserted that trams or buses, or both, will also add to the traffic in providing a necessary convenience to the people whose business will require them to reach the large areas the road will serve. The docks proposed between Victoria Dock and the Maribyrnong River cover 800 acres, for which there will be no other road of approach. It is therefore imperative that the road should be of ample width not only to cater for future traffic, but also to allow of some parkway features, which such a main avenue to the city should possess.

It is recommended that a reserve three chains wide be set apart for future road requirements between the Napier-street Bridge and the intersection with Dudley-street. The land is now vacant and if sufficient width is not set apart now there will be little hope of increasing the width in later years when the Harbour Trust's and the Railway Department's improvements, which border the road on either side, have been carried out.