

Waitemata County areas, the travelling population, the number of motor-vehicles likely to require transport facilities across the harbour, the distances from the present ferry routes to the harbour-bridge sites suggested by the Auckland Harbour Bridge Association, Incorporated, or any other practicable site, the probable passenger fares and times taken from various termini by any proposed route to the city compared with the present ferry and vehicular charges and times, the liabilities of any proposed rating-area if rated to cover the whole or portion of the cost of the bridge and its approaches, or alternatively the probable tolls chargeable on those using the bridge.

If the former question is answered in the negative, then the Commission shall consider the period of time within which the probable growth of population and use of motor-vehicles, together with other methods of transport, shall so increase the necessity for increased transit facilities across the harbour as to render the bridge necessary.

(2) The following details concerning the bridge :—

- (a) The most suitable site at which the bridge should cross the harbour, taking into consideration the present location of the populations on each side of the water, the probable growth thereof, the main arterial highway system of the metropolitan and adjacent areas either now existing or likely to be adopted, and the extent to which such harbour is required for commercial or naval purposes, or for aviation, or otherwise, bearing in mind the future development of such harbour.
- (b) The type and general nature of the bridge which will be the most suitable, including minimum length of the main spans, the height above high water, spring tide, the width and the loading.
- (c) The location, width, and nature of the approaches to such bridge, and especially whether in addition to the bridge itself causeways should be constructed interconnecting Bayswater, Northcote, and Stanley Point, or other portions of either shore, and the land required for construction of approaches to bridgeheads.
- (d) The cost of the bridge on the recommended site, together with the costs of any other bridges which are investigated.

In arriving at the cost, the compensation for land required for the approaches, and for interference with rights (if any) injuriously affected, together with the cost of preliminary borings, surveys, &c., shall be taken into consideration.

(3) The method by which the construction of the bridge shall be financed.

(a) If in the ordinary way by loans raised, then—

- (i) The area which shall be rated to provide the necessary funds ;
- (ii) The proportions in which the various local authorities within the rating-area should contribute ;
- (iii) The proportion, if any, which should be found by the general Government ; or

(b) If by tolls, the approximate tolls which should be charged the various classes of vehicles and other traffic ; or

(c) If by a levy on the lands increased in value by the execution of the works, what lands should be levied on and in what proportions ; or

(d) If by contracting with any individual or company to construct the bridge, receiving as consideration therefor the right to collect tolls for a specific period, on the understanding that at the end of such period the bridge is handed over free of encumbrances to the controlling authority, then for what period, and to which authority, and under what special conditions ; or

(e) If partly by one of these methods, or partly by another, or by any other method, then which method or methods.

(4) Whether the construction and future control of the bridge shall be carried out by some existing local authority, and if so which, or by a special local authority having rating or other special powers over the proposed rating district, or by the Government.