



**NORTH EAST LINK**  
PROJECT

# NORTH EAST LINK

## COMMUNITY UPDATE

ISSUE 02 AUGUST 2017

### Working towards a preferred road corridor

North East Link is the missing link that will finally connect Melbourne’s freeway network between the Metropolitan Ring Road and the Eastern Freeway or EastLink.

Our team of specialists is working with government, industry and community groups to understand how different corridors perform and to recommend a preferred option.

In working towards the best corridor, we’ve examined four possible routes to get a better understanding of what’s possible.

A snapshot of what we’ve been working on so far is included in this newsletter and there is more detail on our website.

**Now we want to hear from you to get this project right.**

#### We want to hear from you

Talk to us online at

**[northeastlink.vic.gov.au](http://northeastlink.vic.gov.au)**

or come to one of our information sessions in August.

For more information, visit the back page.

**SIGN UP FOR PROJECT UPDATES**

[northeastlink.vic.gov.au](http://northeastlink.vic.gov.au)

Authorised and published by the Victorian Government, 1 Treasury Place, Melbourne



# What we've been working on

A project as big as North East Link takes a lot of work to get right.

We've been reassessing previous studies, completing new studies, and testing how well potential corridors do (or don't) perform. Here are some of the studies we've been working on.



## Local community impacts

We are looking at overall demographics, local and state government strategic plans, trends from Census data and information from peak bodies.



## Traffic surveys and modelling

Traffic modelling helps us to understand how North East Link would change traffic conditions in the future. Modelling uses hundreds of variables including population growth, costs like fuel and parking and planned road and public transport upgrades.

Information from VicRoads, local councils and completing surveys of our own will help us work out the best solution. Some of these surveys include counting placarded loads (trucks carrying dangerous goods) and using Bluetooth data to map where vehicles are travelling from and to.



## Geotechnical

We've gathered existing information from roads, parks and water authorities and completed our own investigations. We know there are areas where geotechnical conditions present challenges for construction or tunnelling.



## Economic

Large transport projects can significantly boost economic growth and jobs. Our work so far has focused on understanding how the existing network is constraining growth, and identifying the economic benefits North East Link can bring to the north-east and south-east.



## Environment and cultural heritage

Desktop and field studies help identify sensitive areas in each corridor. We've also been meeting with local community groups to understand what's important to them.



## Urban design and visual impacts

The urban design team is developing an urban design framework to guide how our planning should reflect local character and identity so that the design of the project fits into the local landscape as well as possible.



## Engineering

The engineering team is working to understand the impacts from all the other studies and completing their own to determine how the road alignment, grades, interchanges, tunnels and bridges will work to deliver North East Link.

The team is also looking at what improvements will be needed to existing roads, public transport routes and walking and cycling connections to make North East Link work most effectively.

# NORTH EAST LINK CORRIDORS



Our work so far shows that each corridor has both pros and cons. It also shows that all options will include tunnels as well as new surface roads and bridges to connect to the existing road network.

We've been assessing how well each corridor performs across a range of measures. A few areas you've told us are important to you are shown below. You can find more information on the next few pages and on our website.

## What is the Urban Growth Boundary (UGB)

The UGB helps direct growth to areas with appropriate infrastructure and services while protecting rural and environmental areas from development pressure.

## Areas of interest



Reducing congestion in the north-east



Getting trucks off residential roads in the north-east



Connecting more people to jobs and education



Connecting businesses



Making freight move more efficiently



Improving public transport connections and travel times



Improving connections for pedestrians and cyclists

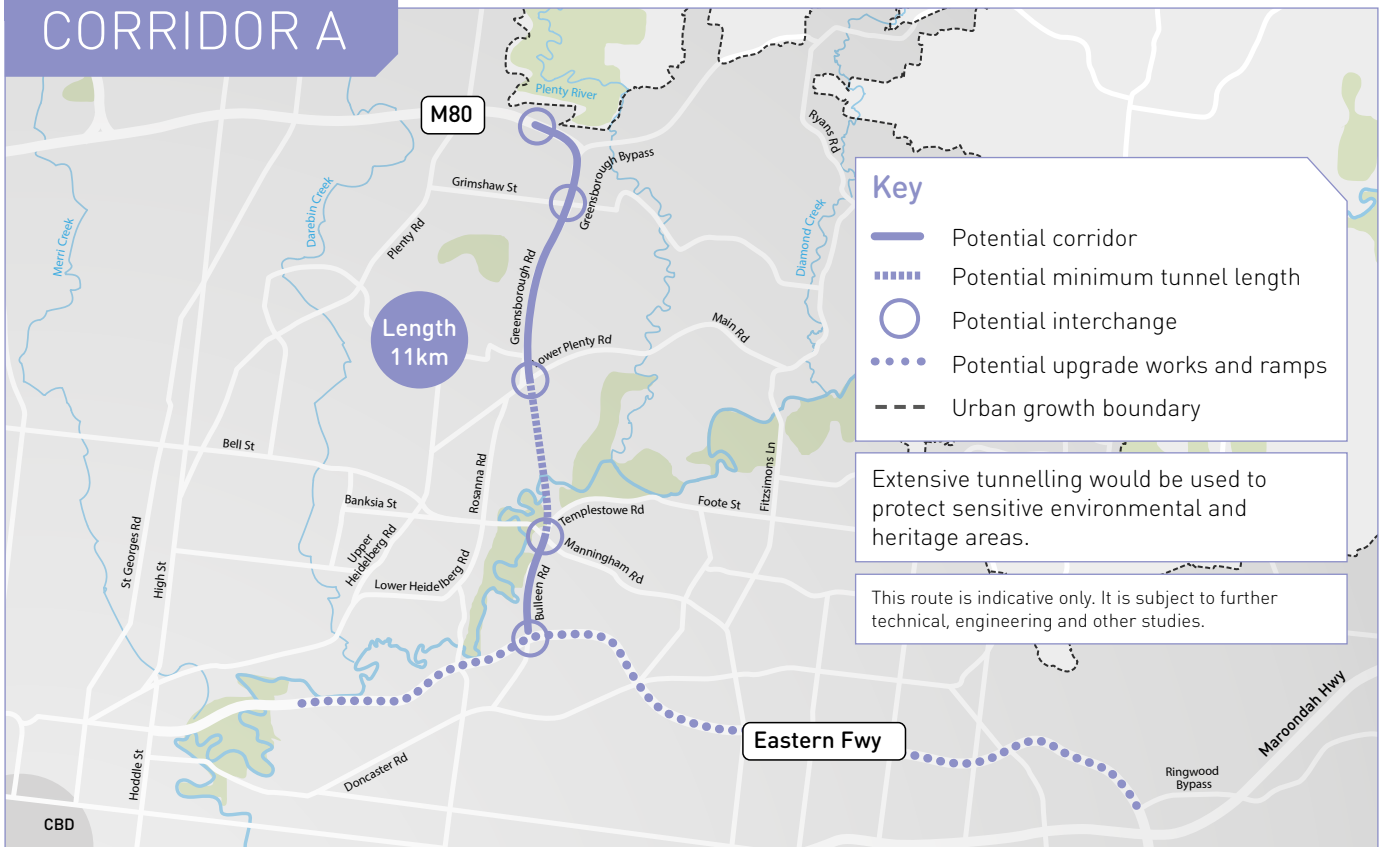


Ability to protect the environment, culture, heritage and open spaces



Ability to minimise impacts from construction-related traffic

# CORRIDOR A



## About this corridor

This corridor would follow the Greensborough Highway south using existing freeway reserve and connect with the Eastern Freeway near Bulleen Road.

## What we've found so far

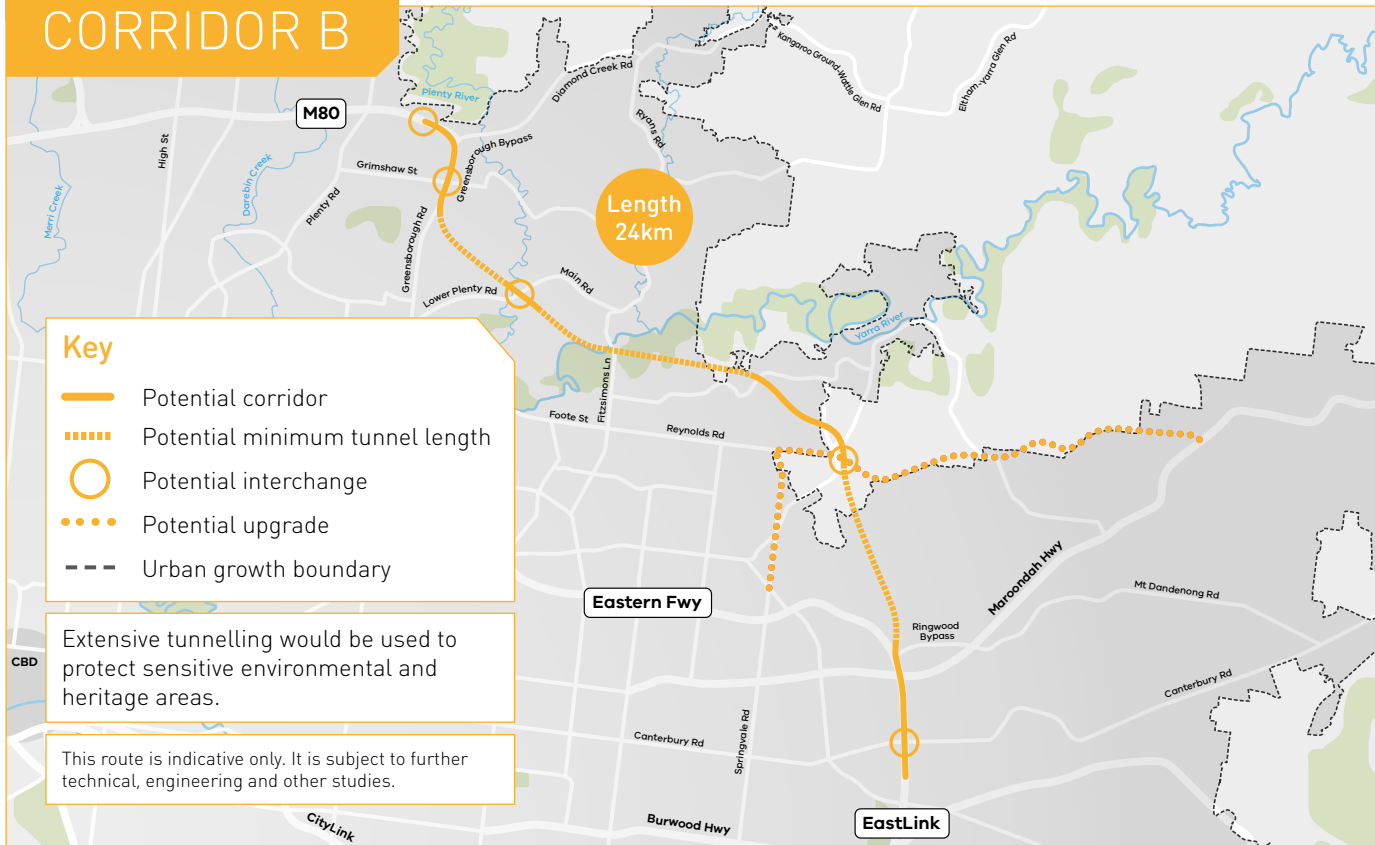
Score This corridor is likely to...

- Provide a more direct alternative to congested roads in the north-east using good connections to the existing road network.
- Provide opportunities to get trucks off many residential roads in the north-east such as Rosanna Road, Para Road and Fitzsimons Lane.
- Connect people to jobs and education in the north and east, including the La Trobe University and West Heidelberg industrial hub, Box Hill and Ringwood.
- Provide opportunities for local businesses to access potential customers and workers, including in key existing and emerging employment areas.
- Provide travel time improvements between key freight locations.
- Be effective at reducing congestion on roads used by public transport and roads used by commuters to get to key stops and stations. Eastern Freeway upgrades would provide an opportunity for improved bus services.
- Offer potential to divert trucks away from road cycling routes and places where people shop and work. Offer opportunities to improve cycling and walking connections for people in the north-east, including opportunities for new shared use paths.
- Offer opportunities to protect cultural and heritage spaces and the environment such as tunnelling under the Banyule Flats. This corridor would involve some environmental impacts associated with surface works.
- Involve disruptions from upgrades to the Eastern Freeway between Chandler Highway and Springvale Road to cater for additional traffic. Constructing the Eastern Freeway interchange would involve significant disruptions.



KEY Performs very poorly Performs poorly Neutral Performs well Performs very well

# CORRIDOR B












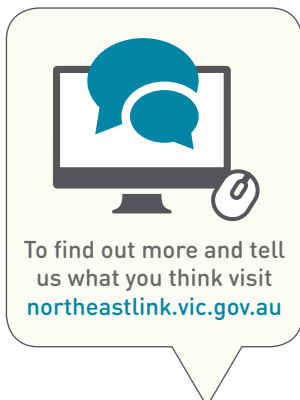
## About this corridor

This corridor would provide a direct connection from the M80 to EastLink. It would not require upgrades to the Eastern Freeway.

## What we've found so far

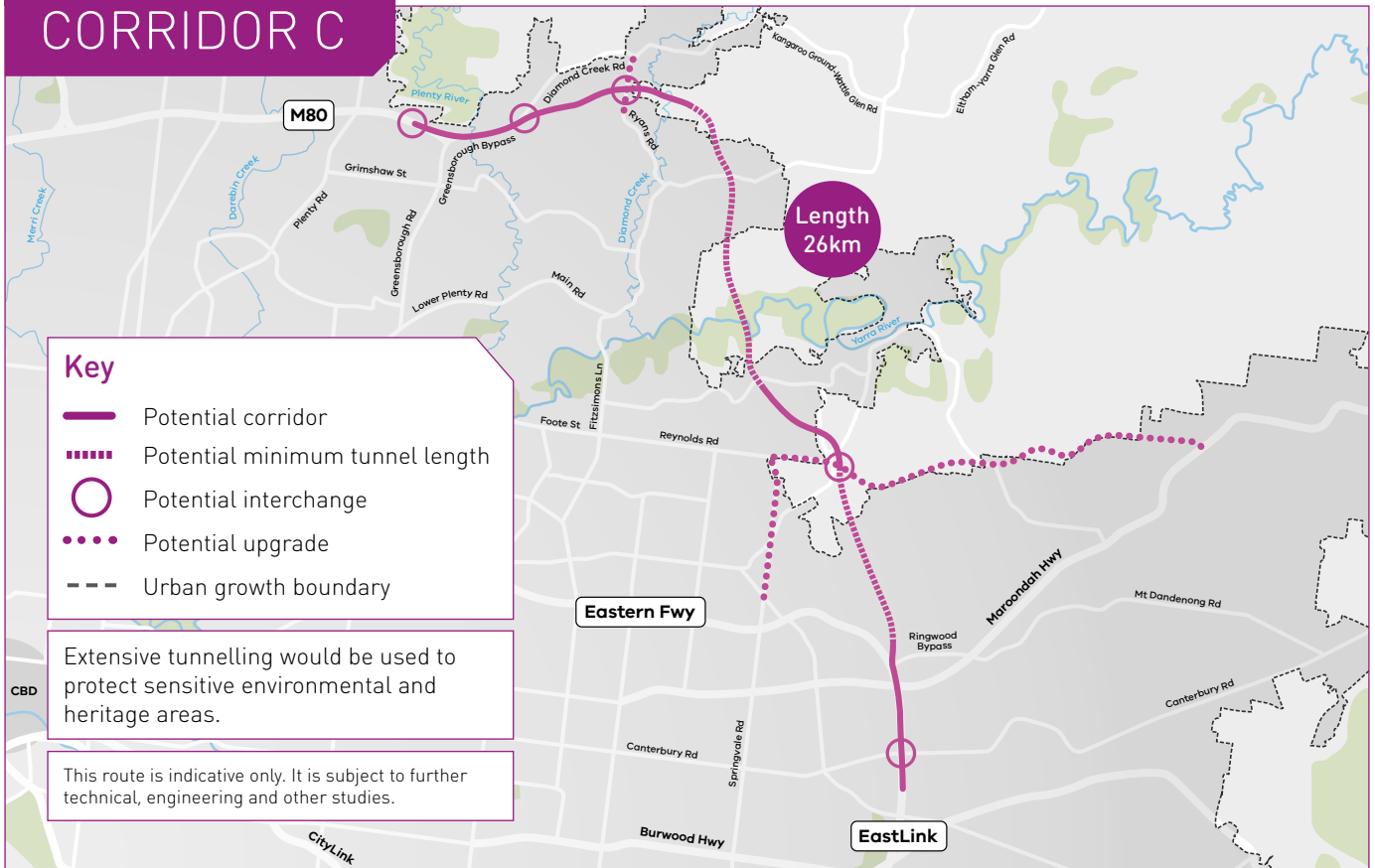
Score This corridor is likely to...

- 
- Reduce traffic on the Eastern Freeway and Manningham Road but would provide limited congestion relief to key north to south roads such as Fitzsimons Lane.
- 
- Get trucks off some residential roads such as Rosanna Road but increase the number of trucks on others, particularly some connected to the corridor.
- 
✓ Potentially connect people to jobs and education but access would be widely dispersed along the corridor.
- 
✓ Provide some opportunities for local businesses to access potential customers and workers in the wider area but would not greatly improve access for businesses located in key current and emerging employment areas.
- 
✗ Offer a direct connection to existing freight routes, however would likely have long inclines that would slow trucks down and reduce efficiency overall.
- 
- Provide limited improvements to key public transport routes or access to public transport interchanges.
- 
✓ Offer moderate potential to divert trucks away from road cycling routes and places where people shop and work however have limited ability to provide new or enhanced walking and cycling paths.
- 
✗ Offer opportunities to protect some sensitive areas including the Yarra River by tunnelling but would involve some environmental impacts associated with surface works.
- 
- Create disruptions to the transport network including building a highly complex interchange at EastLink, upgrading Springvale Road and Reynolds Road and potentially extending Reynolds Road to connect to the Maroondah Highway.



KEY ✗✗ Performs very poorly ✗ Performs poorly - Neutral ✓ Performs well ✓✓ Performs very well

# CORRIDOR C





















## About this corridor

Similar to Corridor B, this option would connect to EastLink and not require any upgrades to the Eastern Freeway.

## What we've found so far

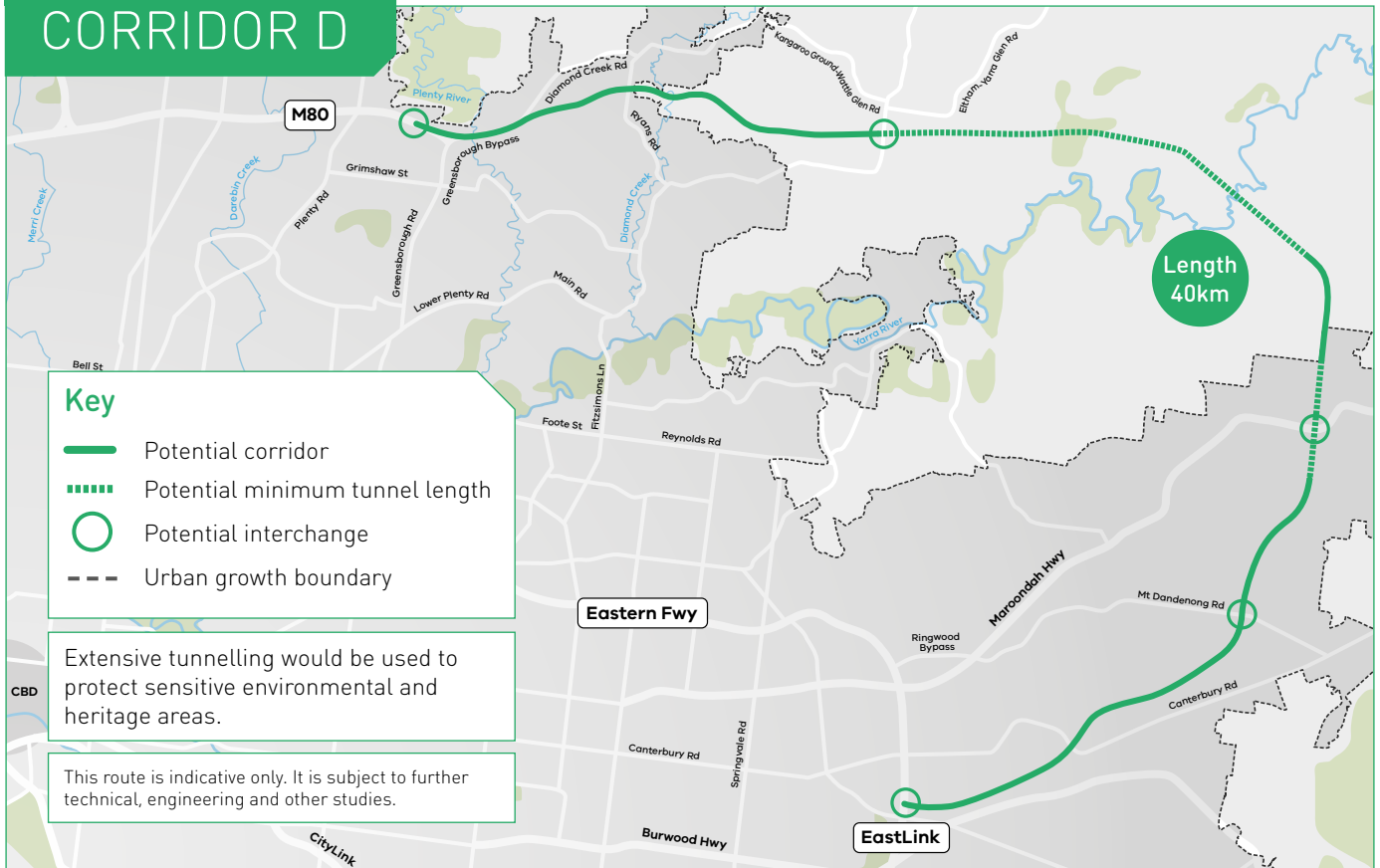
Score This corridor is likely to...

-   Reduce congestion on some key north south roads such as Rosanna Road and Fitzsimons Lane.
-   Offer an opportunity to get a limited number of trucks off roads in the north-east such as Rosanna Road and Fitzsimons Lane.
-   Deliver better access to jobs and education.
-   Provide good access to businesses located in major urban centres and for those in the wider metropolitan area but only marginally improve access to key existing and emerging employment areas.
-   Provide ability to reduce truck travel times, however would likely have long inclines which would slow trucks down and reduce efficiency overall.
-   Offer some opportunities to improve public transport by reducing congestion on roads used by public transport.
-   Offer potential to divert trucks away from road cycling routes and places where people shop and work however have limited ability to provide new or enhanced walking and cycling paths.
-   Offer opportunities to protect sensitive areas including the Yarra River by tunnelling but would involve some environmental impacts associated with surface works.
-   Involve disruptions to the transport network from works at EastLink, Springvale Road and Reynolds Road and upgrades to Ryans Road.



KEY   Performs very poorly  Performs poorly  Neutral  Performs well   Performs very well

# CORRIDOR D












## About this corridor


This corridor would connect with EastLink south of Ringwood and travel east using part of the proposed Healesville Freeway Reserve.

It was initially considered that this corridor would be suitable for a road with no tunnel to cater for trucks. Preliminary investigations have found that tunnels and bridges would be required to minimise impacts on sensitive areas and avoid steep inclines.

## What we've found so far

Score This corridor is likely to...

- 
✘ Offer few connections into the existing road network and be unlikely to help reduce congestion in the north-east.
- 
✘ Offer minimal ability to reduce trucks on residential roads in the north-east.
- 
✘✘ Extend into an area with a low population density and connect few people to jobs and education opportunities.
- 
✘✘ Extend into an area with low levels of business density and activity and offer few businesses opportunities to benefit from improved access to workers and customers.
- 
✘✘ Provide an indirect route which would increase travel distances significantly for freight movement.
- 
✘ Achieve no significant improvement to public transport services in the north-east.
- 
- Offer limited opportunities for walking and cycling paths.
- 
✘✘ Offer opportunities to protect some sensitive areas including Bend of Islands by tunnelling but would involve some environmental impacts associated with surface works. It would also place development pressure on semi-rural communities outside the urban growth boundary and the green wedge.
- 
✔✔ Be likely to cause minimal construction disruptions to the transport network. It would most likely have two tunnels and the remaining road would be built above ground. The interchanges, other than at EastLink, would be relatively straightforward to build.



To find out more and tell us what you think visit [northeastlink.vic.gov.au](http://northeastlink.vic.gov.au)

KEY ✘✘ Performs very poorly ✘ Performs poorly - Neutral ✔ Performs well ✔✔ Performs very well

# Your input is important

Fixing the missing link in Melbourne's freeway network will deliver enormous benefits and we'll be working with the community to get the best possible results.

We've already had lots of feedback from communities in the project area and other people who would potentially use North East Link.

A snapshot of what we've heard so far from our community survey, through meetings, phone, email, letters and on Facebook is on our website.

**We encourage you to join the conversation.**

You can visit our online hub, come to an information session, write to us, or call us to request a meeting with your group.



## Tell us what's important to you

- What do you think of what we've found so far?
- Are we measuring the right things?
- Is there anything we've missed?
- What other problems do you want North East Link to help solve?

To join the conversation visit  
[northeastlink.vic.gov.au](http://northeastlink.vic.gov.au)



Come to an information session

Our teams will be there to answer your questions and hear what you have to say.

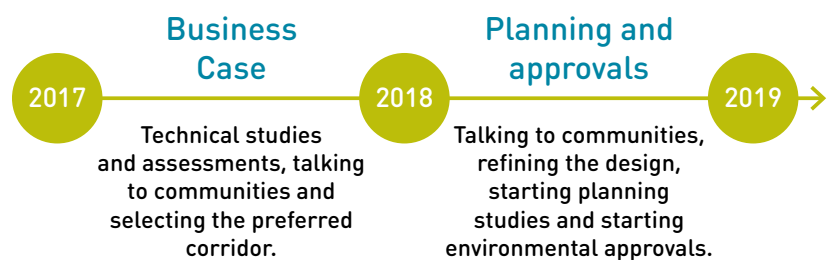
- **Saturday 12 August, 10am - 1pm**  
Maroondah Federation Estate  
2 Greenwood Ave, Ringwood
- **Sunday 13 August, 10am - 1pm**  
The Ivanhoe Centre  
275 Upper Heidelberg Rd, Ivanhoe
- **Tuesday 15 August, 5pm - 8pm**  
Eltham Community Centre  
801 Main Rd, Eltham
- **Wednesday 16 August, 5pm - 8pm**  
Rosanna Bowling Club  
3-11 Strasbourg Rd, Rosanna
- **Thursday 17 August, 5pm - 8pm**  
The Veneto Club  
191 Bulleen Rd, Bulleen
- **Friday 18 August, 12pm - 2pm**  
VicRoads Hub (pop-up event)  
113 Exhibition Street, Melbourne
- **Saturday 19 August, 10am - 1pm**  
Warrandyte Primary School  
Forbes St, Warrandyte
- **Sunday 20 August, 10am - 1pm**  
Banyule City Council Offices  
Level 3, 1 Flintoff St, Greensborough
- **Tuesday 22 August, 5pm - 8pm**  
Lilydale Senior Citizens Centre  
7 Hardy Street, Lilydale
- **Thursday 24 August, 5pm - 8pm**  
Maroondah Federation Estate  
2 Greenwood Ave, Ringwood

### Meet with us

If you are a local group or organisation and would like to meet with us, please get in touch.

## Next steps

We're keen to seek as many views as possible in August to help us narrow down to a preferred corridor. The next round of community engagement later this year will present the preferred corridor. We are committed to keep talking to communities to help us shape the best possible solution as we proceed into the design phase.



## Contact us

- ✉ [community@northeastlink.vic.gov.au](mailto:community@northeastlink.vic.gov.au)
- ☎ 1800 941 191
- @ North East Link Authority  
GPO Box 4509, Melbourne VIC 3001

- Follow us on social media
- 📘 @northeastlinkmelb
  - 🐦 @nelmelb



Translation service – For languages other than English, please call 9679 9896.

Please contact us if you would like this information in an accessible format.



# North East Link Complementary Transport Projects

The North East Link is a key project for Victoria both locally in the metropolitan Melbourne and also regionally.

The project isn't just a road project it is about community transformation and can shape transport needs and the urban landscape through the study area and its surrounds.

We have identified a number of complementary transport projects in or near the North East Link study area which could be included as part of the road project or funded separately.

## **Urban planning studies**

- Plan the use of the VicRoads land between Diamond Creek Road and Ryans Road.
- Study of potential through traffic usage on local roads.

## **Roads**

- Diamond Creek Road between Greensborough Bypass and Yan Yean Road – Upgrade to 6 lanes and urban design improvements.
- Fitzsimons Lane, Eltham - Upgrade to 6 lanes and urban design improvements.
- Main Road, Eltham, between Fitzsimons Lane and Bridge Street – Capacity and safety improvements
- Aqueduct Road, Diamond Creek – Road upgrade and urban design improvements.

## **Cycling and Pedestrians**

- Aqueduct Trail – the completion of the trail between Greensborough and Yarra Glen generally along the Maroondah Aqueduct.
- Diamond Creek Trail - extend the trail from Diamond Creek to Hurstbridge.
- Bicycle Cages at Diamond Creek, Wattle Glen and Hurstbridge railway stations.

## **Rail**

- Diamond Creek South station and park and ride facility.
- Diamond Street, Eltham railway and road grade separation.
- Main Hurstbridge Road, Diamond Creek, railway and road grade separation.
- Duplication of the train line from Greensborough to Eltham.

## **Road Safety**

- Diamond Creek Road and Greensborough Bypass – Grade separation.
- Main Road, Eltham near Falkiner Street – Pedestrian or intersection signals
- Diamond Creek Road, Greensborough, at the Pipe Track - Pedestrian or intersection signals.
- Main Road, Research at Research Park – Intersection improvements.
- Main Road, Eltham at Beard Street / Leane Drive – Intersection signals

# North East Link Complementary Transport Projects



- Main Road, Eltham at Pryor Street – Intersection signals

If you would like information on any of these project, please contact Cr Peter Clarke on 0401 100 141 or Jonathan Risby, Transport and Development Coordinator on 9433 3176.