

North East Link Comments on proposed corridors

Council has a strong preference for Corridor A, based on the information currently available. We seek further investigation of Corridor B, as we believe this corridor could have some merit. Corridors C and D should be ruled out entirely as they have major impacts on our community.

Each of the proposed corridors have been analysed and considered. The following comments are made.

Corridor A

This is the stand out corridor and performs significantly better than any other option against the project objectives.

It provides the most suitable road grades to accommodate heavy vehicles along the length of the corridor and diverts the most vehicles from local roads.

Road connections enable a range of trip functions from Nillumbik to both the city and to the south and east.

It is the shortest and most cost effective route and has the least impact on environmental areas. It is within the Urban Growth Boundary and outside of the Green Wedge.

If this corridor was selected we would request the following ancillary projects to be undertaken either prior to the road construction or as part of the works. We believe these projects are critical to the overall success of the project and in it meeting its key objectives:

Road capacity and safety improvements:

Diamond Creek Road

- Upgrade road to 6 lanes between Greensborough Bypass and Yan Yean Road.
- Install bicycle / pedestrian operated signals at the pipe track to facilitate the crossing of the Aqueduct Trail.

Main Road – Fitzsimons Lane to Bridge Street

- Upgrade the road to 4 lanes between Bridge Street and Fitzsimons Lane.
- Install intersection signals at Falkiner Street to improve intersection safety and assist users of the Diamond Creek Trail to cross the road.
- Improve safety at other intersections along the route.

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Intersection improvements:

Main Road and Fitzsimons Lane

- Improve the capacity and operation of the intersection.

Greensborough Bypass and Diamond Creek Road

- Improve the safety, capacity and operation of the intersection.
- Consider grade separating the intersection

Urban Studies:

Masterplan of VicRoads land between Diamond Creek Road and Ryan Road

- Determine the future use of the land through a master-planning process as it is no longer required for a motorway.

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Corridor B

This corridor only slightly reduces congestion along our major route that crosses the Yarra River being Fitzsimons Lane. A Smart Bus route operates along this road and as such has little effect on improving public transport travel times from Nillumbik to the south.

It only performs well in only 3 of the 9 measures with the other 6 being neutral or poor and as such in its current form does not meet the project objectives.

Given the currently suggested interchange locations, doesn't provide a great benefit to most of our community in connecting them to jobs, education and other destinations and we would suggest they will continue to use their current routes. The modelling suggests it will attract a significantly lower amount of traffic.

A road in this corridor would cost nearly three times as much as Corridor A with reduced benefits compared with that project.

We would however prefer this corridor over Corridors C and D.

As part of the further investigation, we suggest a connection to Fitzsimons Lane be considered. It could be a single direction entry to the east and exit only for vehicles travelling from the east. We think this may help reduce congestion along the Main Road / Fitzsimons Lane route.

If this corridor was selected we would request the following ancillary projects to be undertaken either prior to the road construction or as part of the works. We believe these projects are critical to the overall success of the project and in it meeting its key objectives:

Road capacity and safety improvements:

Diamond Creek Road

- Upgrade road to 6 lanes between Greensborough Bypass and Yan Yean Road.
- Install bicycle / pedestrian operated signals at the pipe track to facilitate the crossing of the Aqueduct Trail.

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Main Road – Fitzsimons Lane to Bridge Street

- Upgrade the road to 4 lanes between Bridge Street and Fitzsimons Lane.
- Install intersection signals at Falkiner Street to improve intersection safety and assist users of the Diamond Creek Trail to cross the road.
- Improve safety at other intersections along the route.

Intersection improvements:

Main Road and Fitzsimons Lane

- Improve the capacity and operation of the intersection.

Greensborough Bypass and Diamond Creek Road

- Improve the safety, capacity and operation of the intersection.
- Consider grade separating the intersection

Urban Studies:

Masterplan of VicRoads land between Diamond Creek Road and Ryan Road

- Determine the future use of the land through a master-planning process as it is no longer required for a motorway.

Possible extra interchange:

At North East Link and Fitzsimons Lane – single direction interchange to the east.

- Investigation of whether an additional interchange at Fitzsimons Lane to allow vehicles to enter on to North East Link to travel east and to exit travelling from the east increase the use of the motorway and reduces traffic other roads in the area.

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Corridor C

Our major opposition to this corridor is that it traverses outside the Urban Growth Boundary and into the Green Wedge area.

As currently proposed, it will affect Council's Challenger Street Wetlands and change the outlook to and from several properties in the Diamond Creek area.

It provides only a few interchanges with existing roads and these roads will all require upgrades to accommodate the increase traffic. As such it provides only limited connectivity to Melbourne's north-east

Given the currently suggested interchanges, it doesn't provide a great benefit to most of our community in connecting them to jobs, education and other destinations and we would suggest they will continue to use their current routes.

The modelling suggests it will attract a significantly lower amount of traffic than Corridor A.

The project would cost nearly two and half time as much as Corridor A with reduced benefits compared with that project.

We would however prefer this corridor over Corridor D.

The current information is also unclear on how the motorway will interact with Beales Road and Aqueduct Road.

If this corridor was selected we would request the following ancillary projects to be undertaken either prior to the road construction or as part of the works. We believe these projects are critical to the overall success of the project and in it meeting its key objectives:

Road capacity and safety improvements:

Diamond Creek Road

- Upgrade road to 6 lanes between Greensborough Bypass and Yan Yean Road.
- Install bicycle / pedestrian operated signals at the pipe track to facilitate the crossing of the Aqueduct Trail.

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Ryans Road and Wattletree Road – Between Main Road and NEL

- Upgrade the road to 4 lanes between Main Road and NEL.

Additional Tunnel Sections:

Extend tunnel back to Ryans Road

- Extended the minimum tunnel length proposed back to Ryans Road so that there is no at grade road with the Green Wedge land. This would also reduce the environmental impact of the road and protect the Challenger Street Wetlands.

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Corridor D

This corridor is considered to be a non-starter as it fails to meet the project objectives.

Council is strongly opposed to this corridor. It will majorly effect the Green Wedge and have significant environmental impacts.

The proposed interchange (and the motorway) at Kangaroo Ground will alter this area dramatically and put pressure on changing the Urban Growth Boundary which is contrary to government policy and no supported by Council.

The only project objective it meets is constructability.

The current information is also unclear on how the motorway will interact with Beales Road, Aqueduct Road and Orme Street/Road.

If this corridor was selected we would request the following ancillary projects to be undertaken either prior to the road construction or as part of the works. We believe these projects are critical to the overall success of the project and in it meeting its key objectives:

Road capacity and safety improvements:

Diamond Creek Road

- Upgrade road to 6 lanes between Greensborough Bypass and Yan Yean Road.
- Install bicycle / pedestrian operated signals at the pipe track to facilitate the crossing of the Aqueduct Trail.

Ryans Road and Wattletree Road – Between Main Road and NEL

- Upgrade the road to 4 lanes between Main Road and NEL.

Eltham-Yarra Glen Road – Between Kangaroo Ground – Wattle Glen Road and Kangaroo Ground-Warrandyte Road

- Improve the capacity of the road.
- Install pedestrian operated signals in Kangaroo Ground.
- Upgrade intersections with major roads.

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Additional Tunnel Sections:

Extend the tunnel back to Ryans Road

- Extended the minimum tunnel length proposed back to Ryans Road so that there is no at grade road with the Green Wedge land. This would also reduce the environmental impact of the road and protect the Challenger Street Wetlands.

Additional information needed

The following additional information is needed to assist us in evaluating the specific impacts of a corridor on our area and what ancillary projects are required:

- Estimates of potential changes in daily weekday traffic on key roads in 2031 - Project case vs Base case (without the project) for additional locations in Nillumbik.
 - Greensborough Bypass, Greensborough – between Diamond Creek Road and the Ring Road
 - Yan Yean Road, Plenty – between Diamond Creek Road and Kurrak Road
 - Ryans Road, Diamond Creek – between Main Street and Wattletree Road
 - Main Hurstbridge Road, Diamond Creek – between Ryans Road and Kangaroo Ground-Wattle Glen Road
 - Wattletree Road, Eltham North – between Ryans Road and Main Road
 - Bridge Street, Eltham – between Bolton Street and Main Road
 - Bolton Street, Eltham – between Main Road and Bridge Street
 - Main Road, Eltham – between Main Road and Bridge Street
 - Main Road, Research – between Research-Warrandyte Road and Kangaroo Ground-Warrandyte Road
 - Research-Warrandyte Road, North Warrandyte - between Kangaroo Ground-Warrandyte Road and Main Road
 - Kangaroo Ground-Warrandyte Road, North Warrandyte between Research-Warrandyte Road and Main Road
 - Warrandyte Bridge
 - Eltham-Yarra Glen Road, Kangaroo Ground – between Kangaroo Ground-Warrandyte Road and Kangaroo Ground-Wattle Glen Road
 - Eltham-Yarra Glen Road, Kangaroo Ground – east of Kangaroo Ground-St Andrews Road
 - Kangaroo Ground-St Andrews Road, Kangaroo Ground – north of Kangaroo Ground-Wattle Glen Road