

# Eastern Corridor Road Development



**EASTERN  
ARTERIAL ROAD  
AND  
RINGWOOD  
BYPASS**

**INFORMATION BULLETIN**

**NO. 4 OCTOBER 1987**

For further information please contact the Telephone Interpreter Service on 662 3000.

**Greek**

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**Vietnamese**

## **MỞ MANG XA-LỘ HÀNH-LANG MIỀN ĐÔNG**

Muốn biết thêm chi-tiết xin liên-lạc với Dịch-Vụ Thông-Ngôn Qua Điện-Thoại trên số 662 3000.

Investigations for the Eastern Corridor Road Development (ECORD) studies are nearing completion. It is proposed that the Environment Effects Statements and associated planning scheme amendments for the Eastern Arterial Road and the Ringwood Bypass will be placed on public exhibition for a period of 4 months commencing late November 1987. This bulletin reports progress on the specialist studies currently being undertaken for the Eastern Corridor Road Development investigations.

## **AIR QUALITY STUDY**

With the proposal to build new roads in the Koonung and Mullum Mullum Creek valleys, local and regional air quality was identified by the Liaison Committee as an issue of importance. This issue also featured in the community response to the initial public displays.

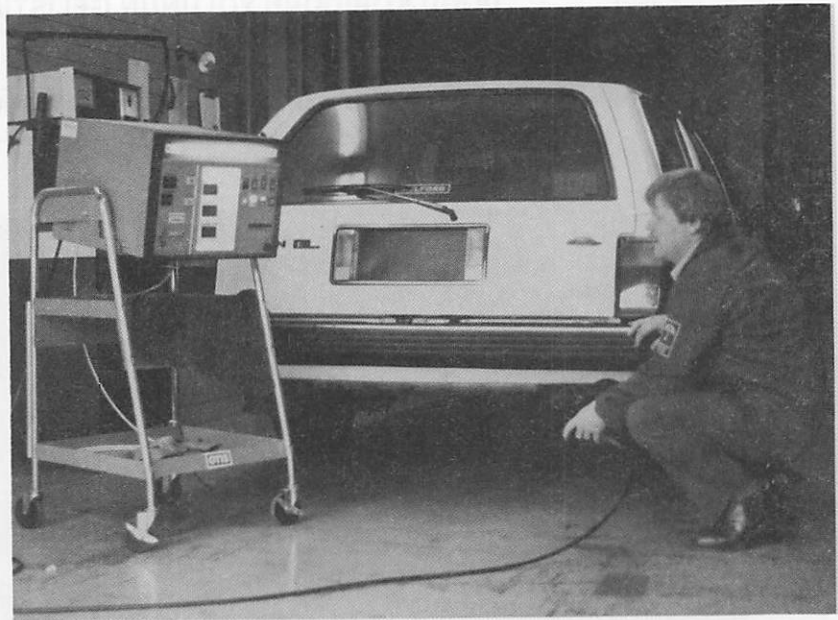
Consulting Environmental Engineers, consultant to the ECORD studies, has completed field measurements on cold, still nights in the creek valleys. These measurements have enabled an understanding of air movements and the occurrence of inversion layers to be developed. Measurements were concentrated in the Koonung Creek valley during June, and in the Ringwood area during July.

Preliminary findings indicate that there are a variety of flushing mechanisms which move air from the Koonung and Mullum Mullum Creek valleys. Consequently, the likelihood of excessive pollutant build-up is low, and it is expected that air quality in the vicinity of the new roads will conform with EPA objectives.

Previously developed computer models for air pollutant build-up and dispersion are being prepared and calibrated against known local background pollutant concentrations and traffic conditions. These models will be used to predict the effect of the proposed new roads on regional air quality in the Eastern Corridor.

The models will take into account the increasing use of vehicles manufactured after 1986, which are required to use unleaded petrol and to meet the stricter exhaust emission standards of Australian Design Rule 37.

Good news for all Victorians is that testing of new and in-service vehicles carried out by the Environment Protection Authority (EPA) has shown excellent compliance with the new standards. In fact, many new vehicles are performing better than required. For instance, the average level of carbon monoxide emitted by new vehicles tested is about half that set by the regulations.



Vehicular emissions of pollutants, such as hydrocarbons, carbon monoxide and nitrogen oxides, are expected to reduce to 60-70% of their current levels over the next five to ten years, despite predicted increases in vehicle numbers and vehicle use.

In the vicinity of the western terminal of the Eastern Freeway, it is expected that the air quality will gradually improve as a result of these changes, despite the small increase in traffic predicted to result from the extension of the Eastern Arterial Road.

The consultant's report on air quality issues is currently being finalised. For further information on the air quality study, please contact Philip West, RCA Environmental Services Section, phone 860 2681.



## LANDSCAPE AND RECREATION

Landscape consultant Gerner Sanderson and Partners has completed a review of the landscape impacts for the Eastern Arterial Road and Ringwood Bypass and is preparing revised landscape concept plans. Discussions have been held with councils, agencies and interested parties to establish the most appropriate use for open space and remnant land adjacent to the new roads. As a result of comments received in response to the preliminary public displays, particular attention is being given to roadside planting, creek treatments and the provision for pedestrian and bicycle access both across and beside the roads.



Several respondents, with residences in roads such as Stanton Street, Doncaster, and Kett Street, Nunawading, where the existing reservation and the proposed road alignment is along the rear fence line, queried the need for the road to be so close to their properties. In such locations the alignment is generally constrained by the need to minimise private property acquisition and a decision to preserve viable areas of parkland. Particular attention is being paid to requirements to screen these properties from visual and noise intrusion.

Also it is proposed that access across the new road will be maintained with pedestrian overpasses at a number of locations including Eram Park, Box Hill and Koonung Road, Nunawading.

## PUBLIC TRANSPORT STUDY

Travers Morgan Pty Ltd, consultant to the Metropolitan Transit Authority (MTA) for the Eastern Corridor Public Transport (ECOPT) Study, has completed work on estimates of demand for public transport. This work includes an examination of the effect of the Eastern Arterial Road on public transport usage in the Eastern Corridor. The extent to which possible public transport improvements could influence the need for, and timing of, the new road development was also examined.

Estimates of future travel demand have been prepared for various public transport options, both with and without the Eastern Corridor road proposals. Public transport developments tested include improved timetabling, increased bus priority measures, and improved modal interchanges.

The results have demonstrated that public transport improvements will have little effect on traffic volumes on Eastern Corridor roads and have little scope to improve existing traffic related problems. Development of the Eastern Arterial Road will have little effect on bus patronage, but could result in a small reduction in rail patronage on the Ringwood rail line.



The study has also identified ways of improving existing services, and extending services into developing areas, which would help increase public transport patronage and improve service for existing users. These proposals include improvements to facilities for passengers, a car/bus interchange in the Doncaster/Templestowe area, bus priority measures in the inner city area, upgrading of car/rail interchange facilities and opportunities for improving train running on the Ringwood Line. Further investigation of the proposals is being undertaken by the Metropolitan Transit Authority as part of the ongoing review of existing services.

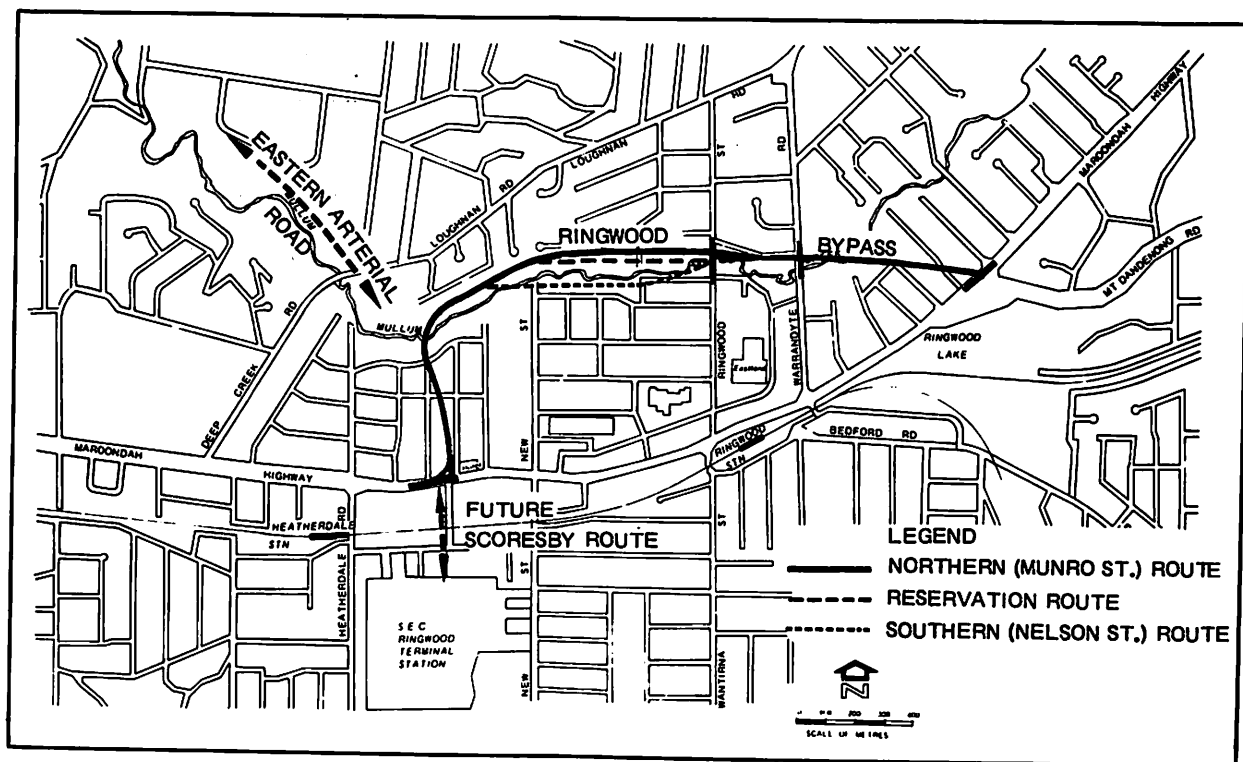
The consultant's report on travel demand modelling is nearing completion. Remaining tasks in the ECOPT study include assessing the effectiveness of existing services, and developing and evaluating improvement options and their effects. Further information on the ECOPT study can be obtained from Doug Bell, MTA, phone 618 2204.

# RINGWOOD BYPASS — NORTHERN (MUNRO STREET) ROUTE PREFERRED

The Liaison Committee has decided that the Ringwood Bypass Environment Effects Statement will be prepared with the Northern (Munro Street) Route as the preferred scheme. This was announced in a press release by Kay Setches MLA, Ringwood, and Laurie McArthur MLC, Nunawading, on 24 June 1987.

Adoption of the Northern (Munro Street) Route follows a review of public comments received in response to the display of preliminary concepts held at Eastland Shopping Centre during March and April 1987, and a meeting with several residents who made additional verbal submissions.

Summaries of the written submissions received can be inspected at the offices and libraries of participating councils and government agencies.



The Northern Route is preferred as it has the least effect on the Mullum Mullum Creek environs, makes the best use of land owned by public agencies and best complements the development of the District Centre. It is also the cheapest option and received strong support from people who visited the display. This route is preferred to the Reservation Route, which has a much greater impact on the existing vegetation along the creek and would require complete relocation or undergrounding of the creek. No further development of the Southern (Nelson Street) Route will be undertaken by the Study Team, as this route would have a greater effect on private land and houses, provide less scope for landscaping and have a higher cost than the Northern (Munro Street) Route.

# LONG TERM ACCESS STRATEGY

Many comments received on the preliminary proposals for the Eastern Arterial Road supported reserving land to allow upgrading to freeway standard. Several respondents considered that the provision of additional access ramps at major cross roads would provide better traffic service. As a result of further review, the preferred strategy for the Environment Effects Statement will include provision for additional easterly access ramps at Middleborough Road. The proposal for at-grade intersections on the Ringwood Bypass at Ringwood Street and Warrandyte Road has been retained. This allows all traffic movements to be catered for, while keeping the new road facility to a scale appropriate to its location and function.

## ROAD DESIGN

Preliminary design work for both the initial and longer term development of the Eastern Arterial Road and Ringwood Bypass is well advanced. This work will identify the land requirements for these roads for inclusion in the proposed amendment to the Melbourne Metropolitan Planning Scheme including locations for noise mounds and barriers.

In resolving detailed requirements for long term development of the route, it has been found that some additional properties, not shown as affected in the November 1986 and March 1987 displays of preliminary proposals, will be required for roadworks in the future. Discussions are currently being initiated with property owners affected by these changes.

## NEXT STEPS

It is intended that the Environment Effects Statements indicating the preferred development for both the Eastern Arterial Road and Ringwood Bypass, together with proposed amendments to the Melbourne Metropolitan Planning Scheme (MMPS), will be publicly exhibited for a period of 4 months commencing in late November 1987. Dates and venues will be advertised through the next Study Bulletin and in local and daily newspapers.

After completion of the exhibition period in March 1988, a panel hearing of submissions will be held. The Minister for Planning and Environment will then review the panel report and provide an assessment of the environmental effects to the Minister for Transport.

A government decision on the road development strategy and the MMPS amendments could be made later in 1988.

## CONTACT FOR FURTHER INFORMATION

Should you wish to comment on the study or these preliminary findings, please telephone Tim Black on 860 2085 (Eastern Arterial Road) or Peter Bon or Steve Chung on 860 2286 (Ringwood Bypass), or write to:

**ECORD Study Team  
Road Planning Group  
Road Construction Authority  
60 Denmark Street  
KEW VIC 3101**