



Some local roads in Melbourne's north-east are carrying as much traffic as sections of Hoddle Street and Punt Road.

NORTH EAST LINK

ABOUT THE PROJECT

North East Link is a new freeway link between the Metropolitan Ring Road at Greensborough and the Eastern Freeway or EastLink. It is Victoria's next priority road project identified in Infrastructure Victoria's 30 year plan.

North East Link will deliver

- Less congestion
 - More than 5,000 jobs
 - Trucks off local roads
 - Direct airport access
 - Shorter travel times.
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North East Link will provide a safe and efficient freeway connection for 100,000 vehicles a day, take long haul trucks off local streets and reduce congestion in Melbourne's northern suburbs.

The idea was first considered in 1929. Now that the Victorian Government has committed to build North East Link we can finally cater for Melbourne's future growth. The new link will connect our eastern suburbs to the northern and western suburbs and the airport. There will be quick and easy access for freight to move between industrial areas.

We look forward to hearing from Victorians: from the Latrobe Valley through to those along the Hume Highway and everyone in between, to understand where they travel and what connections they need.

There will be lots of opportunities for people to help shape the project and have their views heard. We welcome contact from interested community groups to talk about meetings with our project team.

What's the problem?

- Melbourne's north doesn't connect to the south – people can't get to our major employment hubs
- Moving freight takes too long – it's stopping businesses from growing and competing
- Truck traffic has increased over time – it's affecting local neighbourhoods and liveability.

SIGN UP FOR PROJECT UPDATES

northeastlink.vic.gov.au

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NORTH EAST LINK TIMELINE

Business Case

Technical studies and assessments.
Talking to communities.
Selecting the preferred corridor.

2017

Design refinement and procurement

Talking to communities, refining the design, completing planning studies and starting environmental approvals.

2018

2019

How will a preferred option for North East Link be chosen?

North East Link needs to meet a series of objectives. Briefly, we're looking for the best option to:

- Allow businesses to find employees and people to find jobs
- Improve the way freight moves and increase industry growth
- Provide safer roads and better amenity for local communities.

Any option being considered has to minimise impacts on community, natural and built environment.

The construction phase is also considered, with impacts on local people and road users as low as practicable.

The design must include sustainable materials and allow for energy efficient operations.

How does North East Link fit with the transport network?

North East Link is one of many current Victorian Government projects that will ease congestion, create jobs and reduce travel time for all Victorians. Major projects like Metro Tunnel, Level Crossing Removal Project and West Gate Tunnel are well under way, with smaller but equally important projects adding to road and

public transport capacity across the metro and regional areas.

You won't have to use North East Link to benefit from it. The road will take traffic away from other roads in the north east and across the rest of Melbourne.

Economic development and improved job opportunities for Victorians

By improving the transport network North East Link will:

- Improve freight productivity
- Improve access to employment opportunities
- Enhance access to Metropolitan Activity centres – including Dandenong, Ringwood, Box Hill, Broadmeadows and Epping.

What about jobs?

The project will create thousands of jobs during construction and early operation. You can keep up to date on latest career opportunities with North East Link at careers.vic.gov.au.

How you can get involved

The community will have many opportunities for input on preferred options and final route alignments throughout the life of the project.

What do we mean when we say..

Corridors, or areas of investigation

We use these terms in early planning. They refer to broad areas, much bigger than a road would use, to get a general idea of possible areas of sensitivity, issues for consideration, construction techniques, costs and impacts.

Alignment

Alignment is a more accurate line showing where a road is located. It could be different widths, depending on many things, like number of lanes, construction technique, local constraints and types of connections with other roads

Interchange

An interchange is a more complex intersection – where a freeway joins with a major road or another freeway. Interchanges need to be large enough for vehicles to enter and leave the freeway safely at the same speed as the rest of the freeway traffic.

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