

How You Will Benefit

Completion of these projects will reduce traffic on major arterial roads including Centre Dandenong Road at Dingley, Clayton Road north of Heather-ton Road, the Nepean Highway north of Mordialloc and the major east-west routes of Lower Dandenong Road and White Street.

Travel times will be reduced and driving conditions will become safer and less congested on these arterial roads. Conditions for public transport, mainly buses, will similarly be improved. There will also be less through traffic on local roads.

Keeping Everyone Informed

In planning and designing the Dingley Arterial during the early 1990's, close consultation with the local and wider community will be a high priority.

A consultation program will be prepared to ensure that local concerns are identified and addressed.

Public displays, meetings and regular information bulletins on the project will keep residents informed throughout the planning and design stages.

Caring for the Environment

A detailed examination on the total environmental effects of the route will be undertaken prior to construction of the link. This will be done in conjunction with government departments and local conservation groups.

Where necessary, consultants will provide specialist advice on issues such as noise, air quality and native wildlife.

Noise reduction measures will be given a high priority. Sensitive landscaping and the retention of native bushland along the route will complement a proposed abutting future linear park.

Long Term Options

The proposed development of the Dingley Route is consistent with longer term options for:

- developing the Dingley Route from Springvale Road and South Gippsland Freeway;
- duplicating Greens Road - Hutton Road - Governor Road (east of Boundary Road);
- developing a road along the whole or parts of the Mornington Peninsula Route between Springvale Road and the Dingley Arterial Route.

Timing and implementing these improvements will depend on future traffic growth, the rate of urban development in the region, availability of funds and relative priorities of other competing projects in the metropolitan area.

Want More Information?



If you want more information on any of these proposals, you can contact the relevant Councils during business hours, or Bruce Van Every, VIC ROADS' Manager Road Planning on **860 2114**.

Written enquiries can be directed to:

**Manager Road Planning,
VIC ROADS
60 Denmark Street,
Kew, 3101**



November 1989
Designed by the VIC ROADS Corporate Affairs
Section, 60 Denmark Street, Kew, 3101.

A Strategy for Improving Dingley's Roads

A Joint Study of Dingley's Roads

Many roads in the Dingley area of Melbourne are congested during peak hours, creating delays to motorists. Heavy traffic on major roads result in traffic diverting into local streets, reducing the amenity of residential areas and making access difficult to properties.

To resolve these traffic problems, a joint traffic study was carried out in 1988 to prepare a strategy for improving the road network in the Dingley area to serve its road transport needs well into the 1990s.

The study area investigated is bounded by Springvale Road - Edithvale Road, Nepean Highway, Warrigal Road, and a line north-east of Old Dandenong Road - Centre Dandenong Road as shown on the plan overleaf.

The study was a joint effort by VIC ROADS, the municipalities of Oakleigh, Moorabbin, Chelsea, Springvale and Mordialloc, and the Ministries of Transport and Planning and Environment.



The results of the study are contained in a report entitled "**Dingley Area Staging Strategy - Final Report, [REDACTED] December**".

This bulletin sets out some of the details and results of the study.

What the Strategy Involves

There are two stages to the strategy. In the first stage, it is proposed that VIC ROADS, in conjunction with councils, will fully develop the existing road network in the area during the next five years at a cost in excess of \$15 million.

The second and subsequent stage will involve the construction of a 6.3 km arterial road between Warrigal Road and the Springvale Bypass (the Springvale Bypass is currently under construction). Known as the **Dingley Arterial Route**, this \$35 million link will follow the road reserve set aside for this purpose.

First Stage:

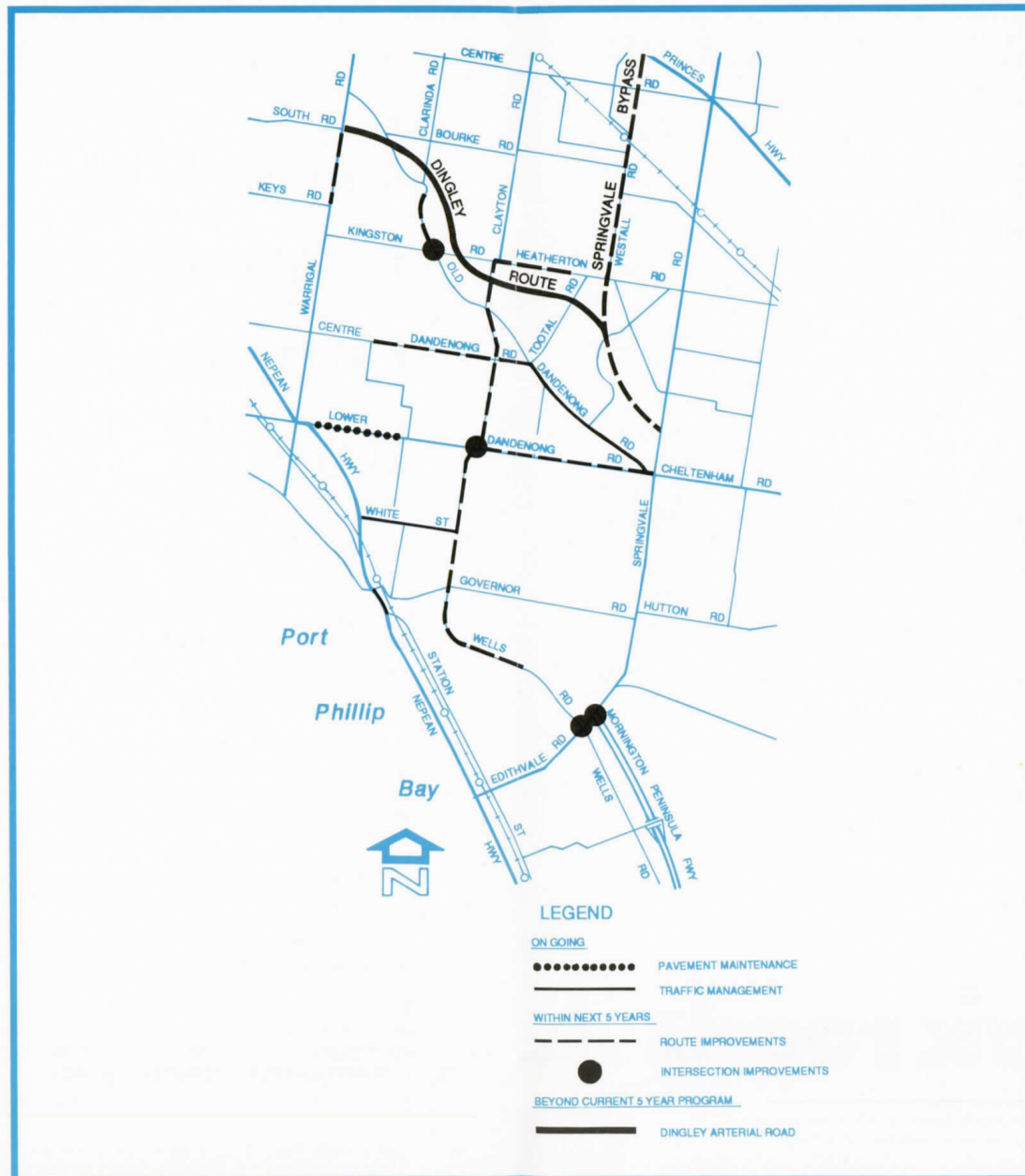
Improving Existing Roads

Improvements proposed include upgrading 2-lane 2-way roads which carry the heaviest traffic, such as:

- **Wells Road** between Springvale Road and Mordialloc Creek;
- **Boundary Road** between Mordialloc Creek and Heatherston Road;
- **Lower Dandenong Road** from Boundary Road to Springvale Road; and
- **Centre Dandenong Road** between Grange Road and Boundary Road.

Other proposed works are:

- completion of the Springvale Bypass;
- completion of widening Warrigal Road between South Road and Kingston Road;
- widening Heatherston Road east of Clayton Road;
- upgrading the Old Dandenong Road/Kingston Road intersection.
- adding a third lane to the Boundary Road/Lower Dandenong Road roundabout intersection; and
- upgrading Old Dandenong Road, especially between Clarinda Road and Kingston Road.



Second Stage:

Proposed Dingley Arterial Road

Initially, a section of the proposed Dingley Arterial Road from Warrigal Road to Kingston Road, will be opened, followed by an extension to Boundary Road and finally to the Springvale Bypass.

The Dingley Route to the Springvale Bypass will be a 4-lane divided arterial road with signalised intersections at -

Warrigal Road, Clarinda Road, Kingston Road, Boundary Road Deviation, Tootal Road and Springvale Bypass.

Proposed features:

The features proposed include:

- a wide centre median allowing for possible future widening to 6 lanes;
- noise reduction measures (earth mounds and fences) adjacent to all existing and proposed residential areas;
- provision of bicycle facilities; and
- construction to occur close to the existing ground levels.

Possible longer term upgrading of the arterial road to 6 lanes and the provision of interchanges or overpasses at the above locations will provide the ultimate benefits of the link.

