

# Submission Cover Sheet

North East Link Project EES IAC

# 640

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**Request to be heard?:** No, but please email me th

**Full Name:** Grace & Kim Guest

**Organisation:**

**Affected property:**

**Attachment 1:** Submission\_EES-N

**Attachment 2:**

**Attachment 3:**

**Comments:** see uploaded submission

**NORTH EAST LINK PROJECT**

ENVIRONMENT EFFECTS STATEMENT

TRAFFIC AND TRANSPORT - Chapter 9 (p83, 84)

The predicted increase in traffic volume to Bulleen Road will be **an estimated additional 4,900 vehicles per day (an almost 3 fold increase in traffic)** with the likelihood of even higher traffic numbers during construction.

Despite this acknowledgement of increased traffic directly caused by the North East Link, **the declared project area precludes that part of Bullen Road between the Eastern Freeway and Doncaster Road.**

**It is not appropriate that the project gives rise to an increase in traffic that facilitates a financial benefit from tolls, yet the project Authority deliberately excludes the feeder roads in order to minimise its obligations and costs.**

**INCREASE IN VOLUME OF TRAFFIC**

NELA proposes that **all traffic travelling north along Burke Road to connect with North East Link be directed onto Doncaster Road and then Bulleen Road** to gain access to the North East tunnel. Traffic from Balwyn Road and surrounding roads also turn into Bulleen Road to head north.

**Bulleen Road, a single lane suburban road, will consequently become an ON RAMP for traffic heading to and from the North East tunnel. It will also become a corridor for additional rat running.**

Doncaster Road and Bulleen Road **are already very busy thoroughfares.** Trams operate on Doncaster Road, and a large volume of cars, buses, motor bikes, vans, trucks and semi-trailers travel along both roads daily.

**INCREASE IN SAFETY RISKS AND ACCIDENTS**

Bulleen Road is a hilly residential road that ends at Doncaster Road.

Around Vega Street, **it's not possible for motorists travelling in either direction to see if vehicles on the other side of this steep hill have stopped due to traffic congestion, or for other reasons.**

Because of the **safety risks around this area**, the decision was made to permanently close Vega Street at Bulleen Road.

The constant flow of traffic, particularly during peak periods, makes it extremely difficult and often dangerous for

- motorists trying to enter or exit side streets
- residents trying to enter or exit their own driveways

There's often screeching of brakes as drivers try to avoid collisions.

There have been **numerous accidents** around this section of Bulleen Road.

Examples of a few incidences

- the next door neighbour was almost run down as a van heading north mounted the nature strip and knocked down our tree
- a motorist drove into the tree outside another neighbour's house
- the electricity pole outside our house had to be removed after a vehicle crashed into it
- a motorist **coming over the hill** heading south collided with a neighbour **exiting his driveway**
- a motorist heading south collided with a driver **pulling out of a parking spot**
- motorists have had collisions with **drivers waiting to turn right into a driveway or a side street**
- motorists have collided with other vehicles when there's been a **heavy flow of traffic and congestion**

The proposed massive rise in the volume of traffic will increase existing safety risks

- creating a **more dangerous environment** for thousands of road users and residents
  - children from Bellevue Kindergarten, Bellevue Primary and other local and non-local schools
  - pedestrians
  - bicycle riders
  - motorists
  - residents
- and will ultimately cause
  - **increases in traffic congestion and gridlocks**
  - **increases in the number of accidents**
  - increases in screeching of brakes as motorists try to avoid collisions
  - increases in drivers tooting their horns and being abusive

**INCREASE IN TRAFFIC CONGESTION**

The huge increase of vehicles being directed onto Bulleen Road will cause

- **very long delays and traffic jams on Burke Road, Balwyn Road, Doncaster Road and surrounding roads as traffic becomes gridlocked on Bulleen Road**
- **trams on Doncaster Road** will be delayed
- **bus time-tables** will be disrupted preventing the integration of the only public transport option
- **emergency vehicles** will be impeded - Ambulance Victoria already considers the local congestion in dispatching response vehicles
- **greater stress, anger and abuse** as motorists become frustrated with the traffic congestion and with each other

The majority of traffic heading for the North East tunnel during the week would be for **work or study purposes, so there will definitely be a significant increase in traffic and traffic congestion, particularly during peak periods.**

**The Authority's own technical documents confirm this rise.** However, in the general commentary the Authority states that there would be a minimal increase in traffic and traffic congestion during peak periods. **This is deliberately misleading and deceptive.**

The significant increases in

- **TRAFFIC FLOW AND CONGESTION**
- **VIBRATION, NOISE AND AIR POLLUTION**

will lead to greater

- **SAFETY AND HEALTH ISSUES**

**severely impacting road users and residents in Bulleen Road and the Eastern Freeway.**

**SOLUTION**

**To establish an improved and efficient transport system, alternate routes need to be examined so all the traffic is NOT directed onto Bulleen Road.**

Burke Road motorists should be able to access the North East Link by continuing along Burke Road, north of Doncaster Road, where it widens into a 4 lane road divided by a median strip.

**Installing ON and OFF RAMPS on the east side of the Burke Road Bridge would give traffic direct access to the North East tunnel and to the Eastern Freeway eastbound.**

There is no valid design reason for this option not to be explored. Contrary to the excuses made by the North East Link Authority, many freeway connections around Australia have connections less than 3 kilometres apart. Functional examples include Sydney's M5 east, and the Cross City tunnel.

Internationally, other freeway/tollway connections work efficiently with examples in Singapore, Hong Kong, Italy and along the I5/I10 interchanges in California.

NELA has tried to bluff its way through without giving residents the proper level of respect.

**This alternate solution would reduce the safety risks and negative impacts associated with heavy traffic congestion and gridlocks on Bulleen Road.**

It would also reduce the amount of traffic using local roads in order to avoid the congestion on Bulleen Road.

#### EES SUMMARY REPORT

#### ENVIRONMENTAL PERFORMANCE REQUIREMENTS (EPR)

#### REVALUATION OBJECTIVES (p21)

"The Scoping Requirements for the EES issued by the Minister for Planning include objectives against which the project must be evaluated. These objectives were developed specifically for North East Link and have guided the specialist studies undertaken for the EES.

- Transport capacity, connectivity and traffic management
- Health, amenity and environmental quality
- Social business, land use and infrastructure
- Landscape, visual and recreational values " etc

It is essential the **EES evaluation objectives** during construction and operation of the project also **be applied to Bulleen Road Balwyn North.**

**The Authority failed to properly inform residents of the proposed plans of the North East Project, and to advise them of all the impacts as stated in their documents.**

**No community input was ever sought by NELA from residents in Balwyn North on their concerns about these very important issues.** (EES Summary p23)

The response period for the EES was inappropriate given the severe impacts affecting the community.

**It is the Government's responsibility to ensure that NELA gives serious consideration and justifies decisions in relation to the adverse impacts noted in the residents' submissions, and to refine the project design and EPRs to avoid or minimise these impacts.**

### **COMPENSATION AND PROTECTION ASSURANCES**

should be given to affected parties for

- substantial decreases in property values and amenity
- increasing health problems
- effective 2.5m sound barriers at property boundaries
- sound deadening in ceilings
- double / triple glazed windows
- air purifiers inside homes

There should be

- air and noise quality monitoring stations
- pre and post construction monitoring and agreement that a range of treatments will be delivered in the future should noise or air quality exceed pre-agreed levels
- effective sound barriers along the Eastern Freeway

### **OUR CONCERNS**

We are concerned that the negative impacts we are going to be affected by, will be dismissed, ignored or forgotten by the bureaucracy.

We are worried that without having certainty of future protections, our home will be dramatically devalued.

As retirees without an income, we look upon our house as the asset which will help fund our future, and provide us with the opportunity to have access to proper health care. We are fearful that this will not be possible now.