

# OUR COMMUNITY NEEDS CRAIGIEBURN ROAD EAST DUPLICATION

Our community needs **Craigieburn Road East** to be duplicated and urbanised **between Epping Road** and the **Hume Freeway** to service growing communities in **Epping North** and **Wollert**.



## What is needed: Urbanisation and duplication

Safety improvements and road capacity upgrades to **Craigieburn Road East** require State Government investment to purchase land to create the road reserve, and urbanise and duplicate **Craigieburn Road East** between **Epping Road** and the **Hume Freeway**.

Craigieburn Road East will be the key east-west road connecting Epping North and Wollert residents to the Hume Freeway and employment precincts to the west in the City of Hume. The current population of 34,531 in Epping North and 368 residents in Wollert is set to grow to a combined 94,868 people living in these areas by 2041.<sup>1</sup>

### CITY OF WHITTLESEA CONGESTION

Our communities are increasingly concerned by traffic congestion. The burden of significant traffic congestion and poor access to public transport means that many residents face a two hour commute to work.<sup>2</sup> We continually hear about the health and wellbeing impacts of long and frustrating commute times and social isolation directly from residents, in our community consultations and through our Annual Household Survey. This proposal to duplicate and upgrade Craigieburn Road East is a key element towards improving liveability and wellbeing in our municipality.

### SERIOUS SAFETY CONCERNS TO ROAD USERS AND SCHOOL CHILDREN

- Traffic accidents**  
 From 2013 to 2018 Craigieburn Road East had 26 traffic accidents with seven of the accidents involving people seriously injured.<sup>3</sup>
- Walkers and school children access**  
 Three potential schools have been identified in the Wollert Precinct Structure Plan (PSP) that will be within walking distance of Craigieburn Road East. A future school is planned to be located adjacent to Craigieburn Road East on the southern side and near Epping Road. Another school currently under construction (Edgars Creek) is located south of Craigieburn Road East at the corner of Edgars Road and

Steen Avenue. It is essential that footpaths and signalised pedestrian crossings are provided for the safety of children and young people accessing these planned schools. Shared paths on both sides of Craigieburn Road East have been planned in its ultimate design.

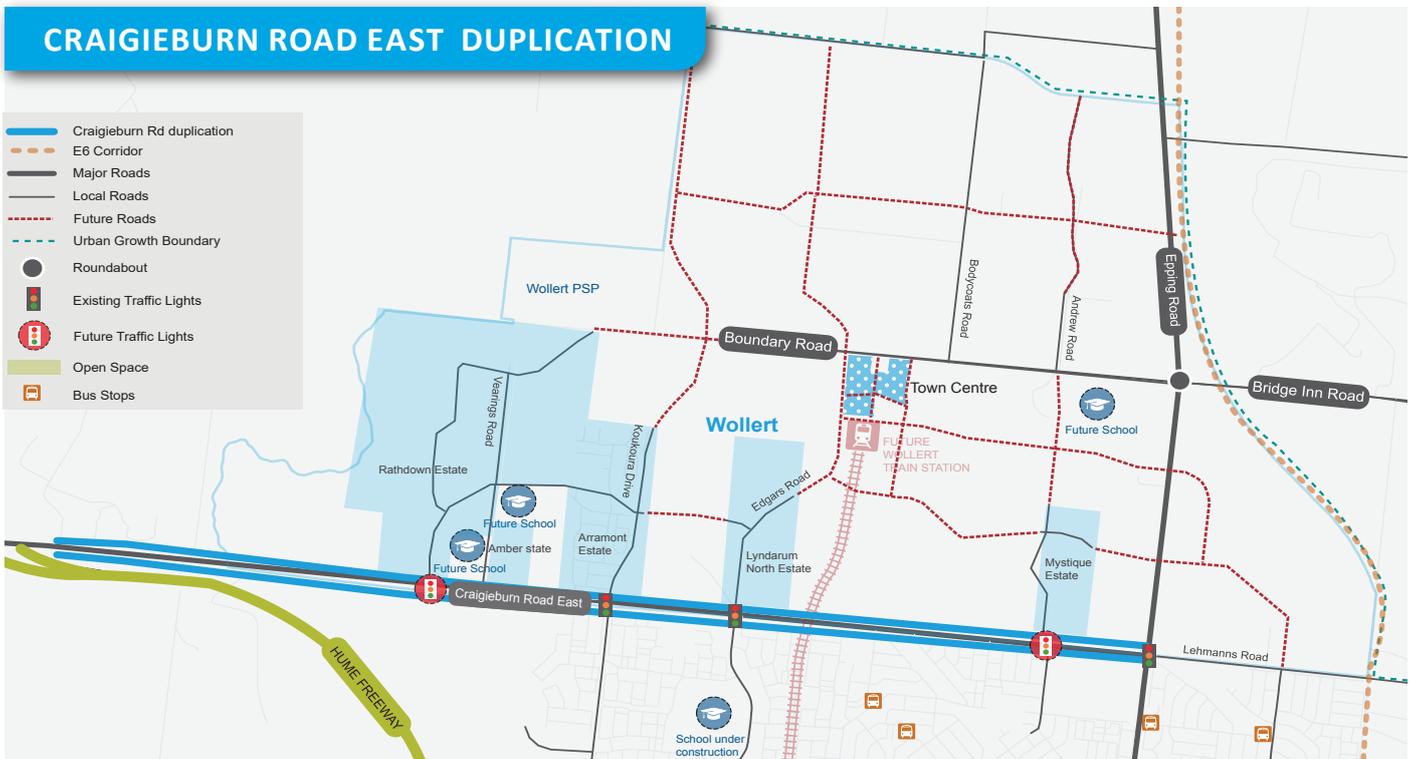
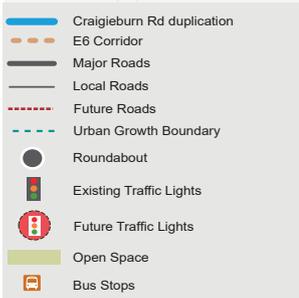
- Traffic congestion**  
 Craigieburn Road East currently carries 19,000 vehicles per day.<sup>4</sup> This is expected to increase to 32,000 vehicles per day by 2031.<sup>5</sup>
- Unsuitable for large volumes of traffic**  
 Built to a rural standard, Craigieburn Road East cannot safely handle current and projected high traffic volumes. It has poor shoulders, a mixture of open drains and no concrete kerbs, with no continuous footpaths and no safe crossing points for pedestrians and cyclists.
- Unsafe intersections and turning movements**  
 Future residential development will see the creation of new intersections and additional turning movements onto arterial and collector roads that will require turning lanes to ensure the safe flow of traffic, so that there are distinct lanes for vehicles slowing or stopping to turn and those remaining at speed to go through.
- Future upgrades on connecting roads**  
 Connecting roads are currently being constructed south of Craigieburn Road East, including Edgars Road in the Aurora Development Plan and an additional connection in the Epping North East Development Plan. The Wollert PSP identifies the need for future north-south roads including one arterial road and four collector roads that will connect to Craigieburn Road East to service the planned residential precincts. All are signalised intersections. This further necessitates the duplication of Craigieburn Road East between Epping Road and the Hume Freeway to cater for additional traffic from these roads.

### CONGESTION AND TRAFFIC SAFETY RISKS WILL WORSEN WITH GROWTH

#### Projected population increases to areas serviced by Craigieburn Road East <sup>1</sup>

	2019	2041	INCREASE IN RESIDENTS	% INCREASE
EPPING NORTH	34,531	57,873	23,342	68%
WOLLERT	368	36,995	36,627	9,953%
DONNYBROOK	232	52,664	52,432	22,600%

## CRAIGIEBURN ROAD EAST DUPLICATION



### DUPLICATION AND UPGRADE WILL ALLOW FOR BUS ROUTES

Future bus routes along Craigieburn Road East will play an important role in servicing residential access to local town centres and community facilities. There is potential for an orbital bus route from Mernda/Doreen to Wollert Town Centre via Craigieburn Road East to Craigieburn Town Centre and employment destinations in the City of Hume.

- o restricting right turns from existing and future connecting roads to nominated points so that drivers can only turn right at controlled locations such as signalised intersections
- o separating oncoming traffic using median strips, thereby reducing the likelihood of head on collisions
- o providing turning lanes at points beyond intersections, ensuring the safe flow of traffic and reducing the likelihood of rear collisions.

### DUPLICATING AND UPGRADING CRAIGIEBURN ROAD EAST WILL:

- Significantly increase road capacity to cater for future traffic demand
- Enable bus routes to be implemented along Craigieburn Road East for residents to access local town centres, Craigieburn Town Centre, as well as employment destinations to the west
- Enable pedestrian accessibility and safety, particularly for future residents and school children
- Increase road safety by:
  - o improving cyclist safety along the whole of Craigieburn Road East

### CITY OF WHITTLESEA PLANNING

The City of Whittlesea’s Council Plan identifies seven Future Directions based on an extensive community consultation process. The road improvement requested will directly assist each of these Future Directions, particularly “Accessibility in out and around our city”.<sup>6</sup> The proposal is included in Council’s Road and Public Transport Plan (2017) and also addresses Council’s Integrated Transport Strategy (2014).<sup>7</sup> The State Government policies used as a guide include the Victorian Road Safety Strategy 2013-2023 and the Towards Zero 2016-2020 Road Safety Strategy.

<sup>1</sup> forecast.id (2019), *City of Whittlesea Population Forecasts*. Forecast for by precinct. [www.forecast.id.com.au/whittlesea](http://www.forecast.id.com.au/whittlesea) [accessed May 2019].

<sup>2</sup> City of Whittlesea 2016 Annual Household Survey: 20.8 per cent of Epping North respondents to the City of Whittlesea 2016 Annual Household survey responded that they are more likely to spend 90 minutes or more travelling to/from work, compared to the City of Whittlesea average of 9 per cent.

<sup>3</sup> VicRoads Crash Statistics, November 2018 [accessed July 2019].

<sup>4</sup> City of Whittlesea, *Traffic Counts 2019*.

<sup>5</sup> City of Whittlesea, *Traffic Model – Part 2* (2015).

<sup>6</sup> City of Whittlesea, *Shaping Our Future Community Plan 2030 and Council Plan 2017-2021*.

<sup>7</sup> City of Whittlesea, *Road and Public Transport Plan* (2017) and *Integrated Transport Strategy* (2014).

### FOR MORE INFORMATION

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