

## TIMING

In comparison with other urgently needed METRAS projects which compete for limited road funds, the construction of the bypass can only be funded later in the ten year time frame.

It is proposed that as the detailed aspects of the project are determined nearer the implementation of works, further information bulletins will be released to keep the public fully informed of likely construction timing.

## INTERIM WORKS

To provide relief to queuing at Anderson Street/Hardy Street until the bypass is constructed. The Lillydale Shire Council, in conjunction with the Road Traffic Authority, are to investigate the possibility of signalising the intersection.

The Council, in conjunction with the RCA, will also investigate an improved entrance into the Lillydale Bush Nursing Hospital and an entrance into the Lillydale Lake Project.

## NEXT STEPS

In accordance with the procedures of the Planning and Environment Act a Planning Scheme Amendment to reserve the land for road purposes will be sought.

To enable the reservation boundaries to be determined with some certainty, engineering survey is required and some preliminary design work must be carried out.

The plans for the proposed reservation will then be placed on public exhibition and comments sought as required by the Planning and Environment Act 1987.

Following a successful planning scheme amendment process, detailed construction plans will be completed, followed by land acquisition and subsequent construction as funds become available.



*For further information please contact:*

*General Enquiries: Mr Dennis Maxwell 875 4000 at the Nunawading office, RCA*

*Land Compensation Enquiries: Mr Greg Holland 860 2421 at the Kew office, RCA*



# LILYDALE TOWN CENTRE BYPASS

## INTRODUCTION AND BACKGROUND

*A Lillydale Town Centre Bypass has been a matter of discussion within the community for many years. The widely accepted alignment for the Bypass is via Melba Avenue and Anderson Street.*

This new arterial road is one of the major improvement proposals contained in the State Government's "METRAS" Melbourne's Arterial Road Strategy, the Next 10 Years. This program is designed to support the Government's Economic and Urban Strategies.

The new, high standard road will overpass the Lillydale Railway line and sweep around Lillydale to the south and east to provide an effective bypass of the Town Centre for through traffic as well as providing safer and more convenient access for local traffic. The proposal has been developed in conjunction with Lillydale Council to ensure local interests are not overlooked.

**The current task is to establish the road reserve boundaries along the route and for Council to initiate a planning scheme amendment to the Lillydale Planning Scheme. This will reserve the land so that orderly development can take place between now and the planned construction.**

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## TRAFFIC

Main Street (Maroondah Highway) currently, carries 24,000 vehicles per day and Hardy Street carries 14,000 vehicles resulting in severe traffic congestion in the Lilydale shopping centre and in Hardy Street, particularly in peak periods.

The construction of this project is expected to attract all through traffic (50% of highway traffic) away from Main Street and, along with the associated development of other township access routes, is expected to relieve the existing traffic congestion in the shopping centre. The new road will cater for the majority of the traffic growth (currently 5%) in this corridor.

## PROPOSED WORKS

The proposed 2.3km new route has been developed in consultation with Council and is designed to:

- \* link the existing highway duplications on either side of the town;
- \* cater for through traffic growth by duplicating the bypass route;
- \* improve the amenity and safety of the town by reducing through traffic;
- \* reduce delays caused by the existing rail crossing; and
- \* control direct access where possible.

Signalised intersections will be provided at:

- \* the existing Maroondah Highway, near Taylor Street;
- \* Lilydale-Monbulk Road; (Hereford Road)
- \* Hardy Street; and
- \* Berwick Street.

Signalised intersections will provide improved access to the town centres for traffic and pedestrians

The works will ultimately provide a six lane divided highway between Victoria Road and Berwick Street.

## ESTIMATED COST

The total project is expected to cost nearly \$13 million (1988 values) based on current market land values and construction costs.

