

## **RE: THE SCORESBY FINAL ALIGNMENT**

The pages that follow show the freeway alignments in the Dingley to Frankston region that were evaluated during the '69 Metropolitan Transportation Study. The drawings are jpeg scans from the originals that were passed on to the EastLink study team as a record of its conception south of Dandenong.

Extensive analyses were carried out Melbourne-wide and reported by geographic area covering volume, speed, capacity and travel costs, etc, to try to iterate toward a final plan configuration. I have the reports of those analyses, including the Final Plan.

Plan 1 was driven largely by the reservations that existed and routes that the MMBW and the CRB put forward initially.

Plan 3 was a much improved plan that broke away from the 'givens' in a number of areas.

Plans 4 and 5 were deliberate trials for some areas to try to set up the Final Plan.

For the Scoresby, originally conceived running from the Maroondah Highway at Ringwood to the Dingley Freeway (Dandenong Bypass), I always thought it made planning sense to have a freeway route linking Ringwood, Dandenong and Frankston and I thought the arrangement we are now building provided the best way to do that by crossing its extension with the Mornington Peninsula Freeway in that 'X' arrangement. Hence the stand of trees that exist there today after my colleagues at the CRB followed through with layout plans.

My major effort with Plan 6 was to try to 'square up' the network to try to have the freeways conform to the underpinning arterial road network. It was obvious that you got more efficient interchanges and fewer hotspots in the arterials that way, as compared with the ring-radial concept with which we began. Unfortunately, that learning experience came too late in a number of places. Take the Monash Freeway for example.

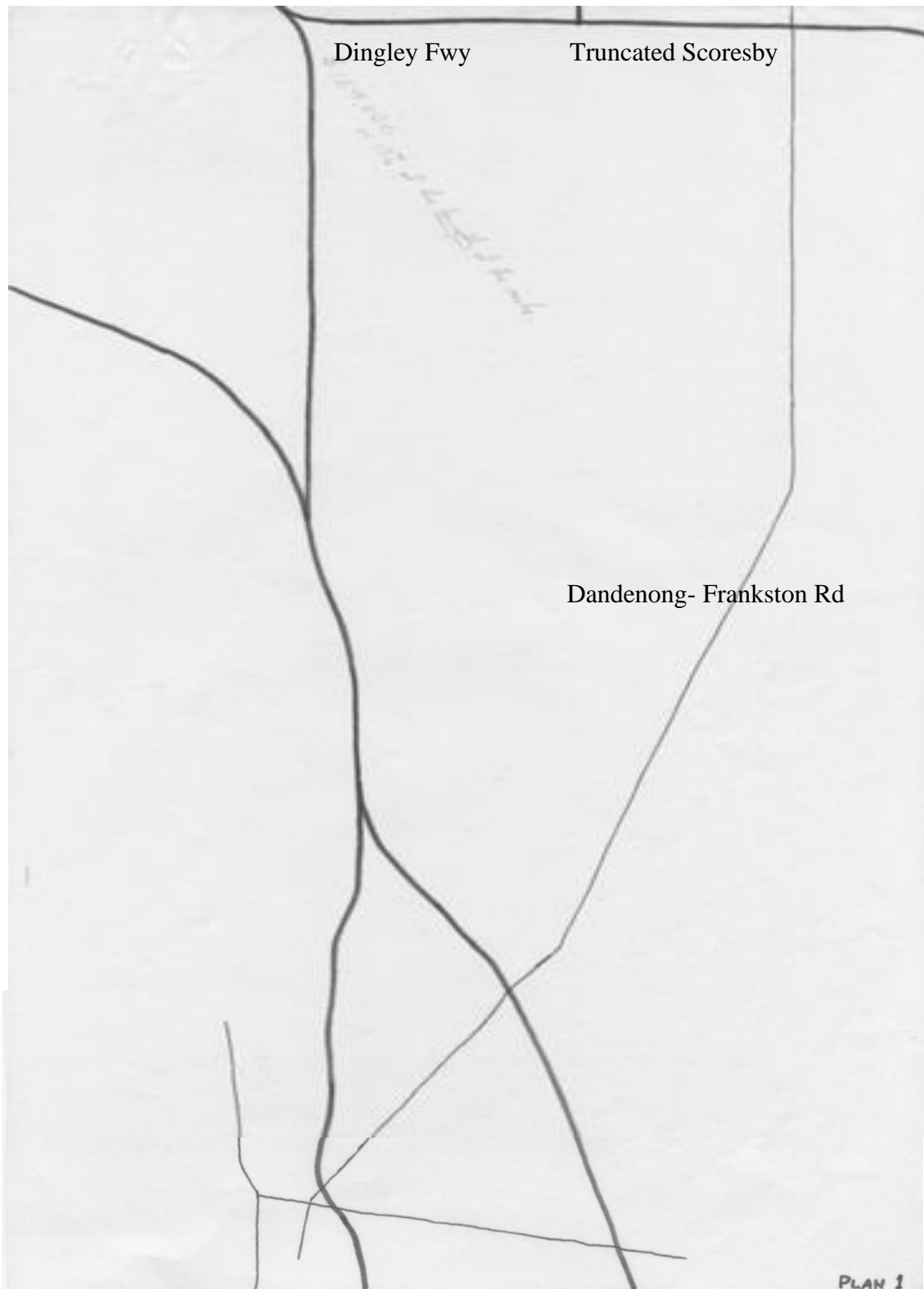
It was a weird experience at times, the classic being that the MMBW had 'its' routes to back and encourage and the CRB had 'its' routes, paralleling existing Highways. When I conceived a particularly radical and damaging route in the squaring up process for Plan 6, neither authority cared because it was not 'one of theirs'!

A great network planning experience that has not and cannot be put to any use now; an experience too few of us have had. I mention messy T's in Plan 1. What about today?

The drawings are so bland I don't expect that they will be of any use but that last page is where the Scoresby below Dingley was conceived.

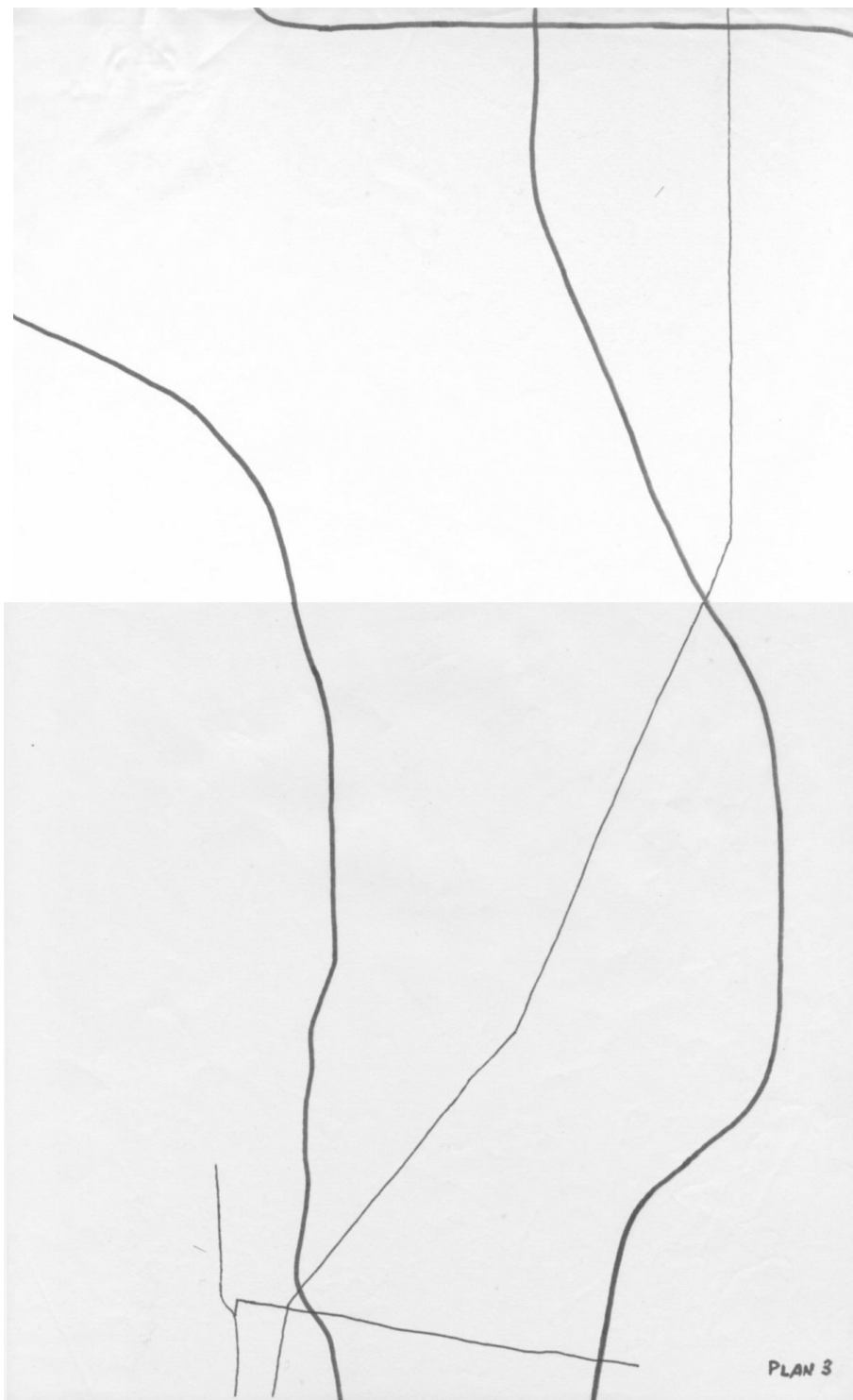
I look forward to driving on it and on its northern extension beyond the Maroondah Highway where it connects to the Ringwood Bypass. I will take Joe (Delaney) and Neil (Guerin) with me if they are still about.

Bill Saggars, 6 May 2006



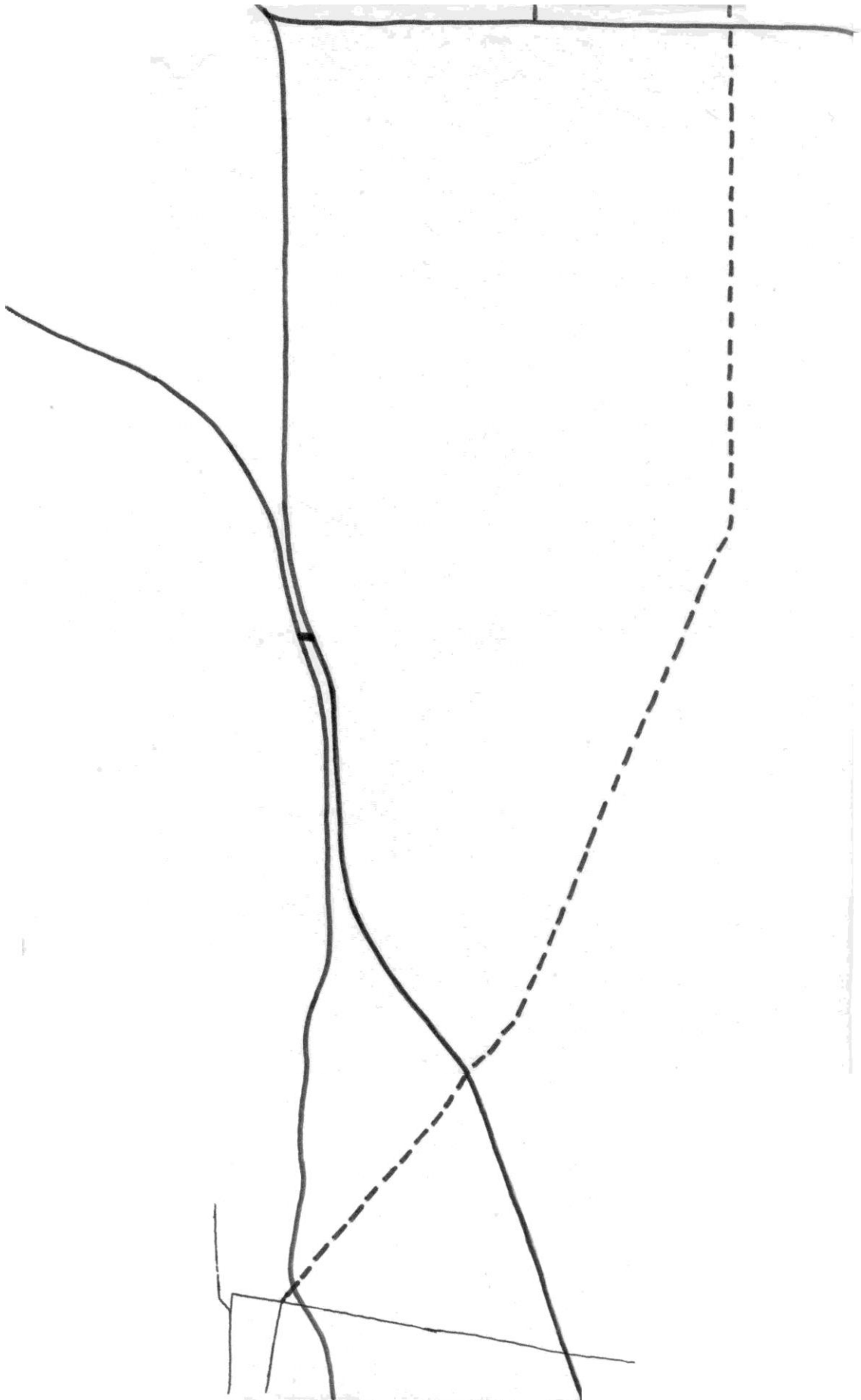
Plan 1 Configuration

It featured a number of inefficient freeway T's and merges. Very messy.

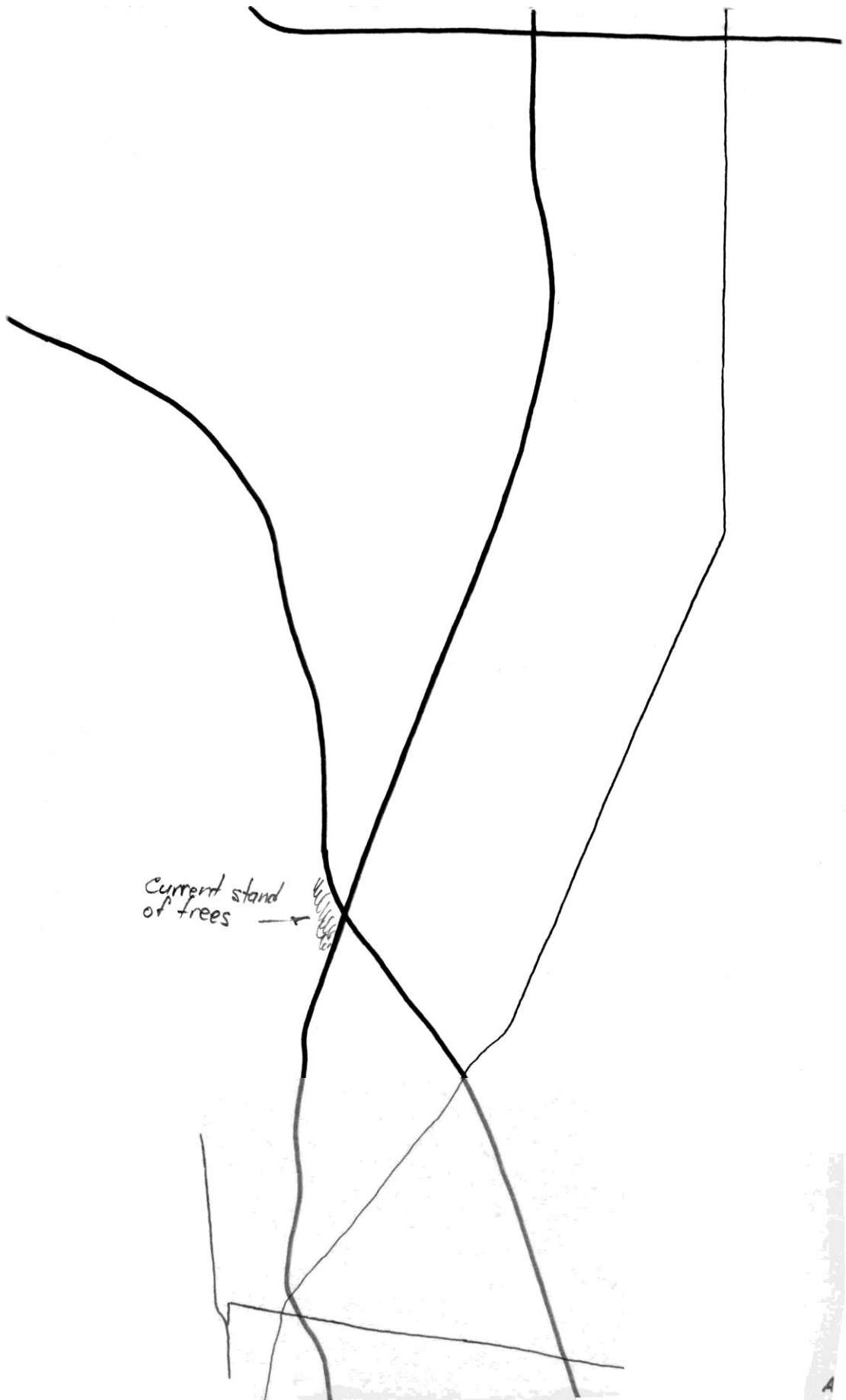


Plan 3 Configuration

Separate southern routes leaving the Dandenong-Frankston Rd and the Cranbourne-Frankston Rd (as a 'normal' arterial roads) to provide the linkage between them and between Dandenong and Frankston.



Plan 5 Configuration. Dummy link between freeways to test extent of transfer between them; Dandenong-Frankston Rd upgraded to 'Expressway'.



Current stand  
of trees

My Final Plan (Plan 6) Configuration