



news

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Following his inspection last year of C.R.B. activities in Eastern Victoria, His Excellency, the Governor of Victoria, Major-General Sir Rohan Delacombe, KCMG, KCVO, KBE, CB, DSO, K.St.J., again gave the C.R.B. the privilege of his company on a recent three-day tour of works in Western Victoria. Accompanied by the Board's Chairman, Mr. R. E. V. Donaldson, Sir Rohan inspected some of the Board's works and met many of the Board's personnel in the Bendigo, Horsham, Warrnambool, and Geelong Divisions.

Leaving Melbourne on 27th June the party called at the Hume Freeway project between Wallan and Broadford, where many phases of modern rural freeway construction were evident. Later in the day several maintenance patrol gangs and a road construction unit were met along the Northern Highway and the Murray Valley Highway west of Echuca.

A feature of the second day of the tour was travelling along the Big Desert Road between Murrayville and Nhill, passing through the unique sand hill undulations and plant cover in this very isolated part of the State.

The third day of the tour was spent mainly on the Great Ocean Road. His Excellency was shown the new road extension from the Bay of Islands to Peterborough, and the recent work to improve the standard of the Great Ocean Road south of Laver's Hill.

In total the tour covered 882 miles, during which Sir Rohan met and talked with more than 150 people employed by the C.R.B. It was evident that His Excellency's gracious manner, easy informality, and interest in the tasks being carried out were greatly appreciated by all C.R.B. personnel presented to His Excellency on the tour.

Vice Regal inspection of C.R.B. activities in Western Districts



The Governor, Sir Rohan Delacombe, shows great interest in the equipment used by a C.R.B. maintenance patrol on the Western Highway near Kiata. On the right is the Chairman of the C.R.B., Mr. Donaldson.



His Excellency meets members of a C.R.B. construction gang at High Camp, where major works to improve the Northern Highway are in progress.



The Hon. E. R. Meagher, M.B.E., E.D., M.P., Minister of Transport.

C.R.B. under new Minister

Following the recent Victorian elections and the subsequent changes in Ministries the Hon. E. R. Meagher, MBE, ED, MP, Minister of Transport was designated as the Minister of the Crown responsible for activities of the C.R.B.

Mr. Meagher has been a member of the Legislative

Assembly since 1955, during which time he has served with distinction as a Minister of the Crown in various portfolios, including that of Minister of Transport from 1962 to 1967.

The C.R.B. looks forward to continuing progress under Mr. Meagher's guidance.

Year 1972-73 in brief

During the twelve months ended 30th June, 1973 much was accomplished by the C.R.B. in improving Victoria's roads. The improvements however were severely restricted by financial limitations and fell markedly short of the improvements needed to meet the needs of all types of road traffic.

Even though the allocations made by the Board in 1972/73 exceeded those made in 1971/72 the increased costs of road construction and maintenance due to inflation resulted in less actual roadwork being done.

It was not possible to declare or proclaim any additional lengths of State highways, main roads, forest roads or tourists' roads during the year.

Some of the activities of the C.R.B. during 1972/73 are mentioned briefly below.

MULGRAVE FREEWAY

The first section of the Mulgrave Freeway, a length of 3½ miles between Stud Road, Dandenong North, and the Princes Highway at Hallam, was officially opened to traffic on 21st November, 1972.

During the financial year further progress was made on the construction of the adjoining section of 4½ miles from Stud Road to Springvale Road.

CALDER FREEWAY (KEILOR SECTION)

Work continued on the extension of the Calder Freeway from The Avenue, Niddrie, to Erebus Street, Keilor East, a distance of 1½ miles. The southern freeway carriageway as far as Milleara Road has been completed and is carrying traffic. Work is in progress on the northern carriageway and the Woorite Place interchange bridge. The twin bridges across the railway are nearing completion. The whole of the work on this section is expected to be completed and opened to traffic early in 1974.

HUME FREEWAY (WALLAN TO BROADFORD SECTION)

Construction of the southern 7.1 mile section from Beveridge to Heathcote Junction was continued during the financial year. A contract was let in December, 1972, for the main roadworks involved in the centre section of 7.4 miles between Heathcote Junction and Sunday Creek. Work on the third and final section of 6.8 miles between Sunday Creek and Broadford will commence by contract in July, 1973.

WESTERN FREEWAY (PENTLAND HILLS SECTION)

The first 1 mile from Korkuperrimul Creek to the Lion Park entrance was opened to traffic in December, 1972. Earthworks on the remaining 3 miles to Myrning have been completed and paving is well advanced. Work is in progress on several bridge structures.

During the 1972/73 financial year the C.R.B.

- Expended approximately \$44.5 million on the construction, improvement and maintenance of State highways, freeways, tourists' roads and forest roads. Most of the work was carried out under the direct supervision of the Board's staff.
- Expended approximately \$38.5 million on main and unclassified roads, which are in general under the care and management of municipal councils.
- Expended approximately \$10.2 million on the purchase of land for road purposes.
- Significantly increased the mileage of dual carriageways on declared roads.
- Sealed or resealed with bitumen approximately 3,100 miles of road.
- Commenced the construction of 131 new bridges.
- Planted 80,000 trees and shrubs on road reserves.

MORNINGTON PENINSULA FREEWAY

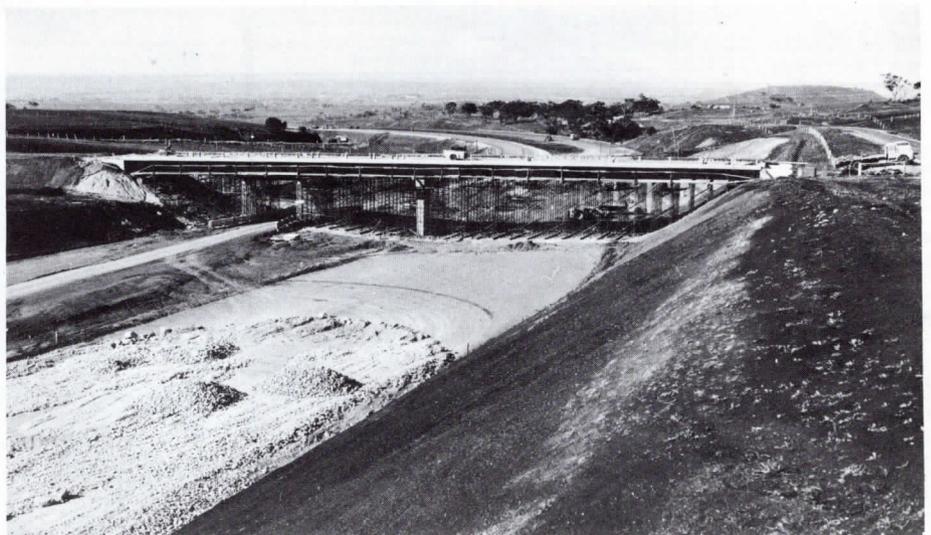
A further mile of freeway was opened to traffic for the 1972/73 summer, making a total of 2½ miles completed from the Nepean Highway at Dromana in the direction of Jetty Road, Rosebud. Both freeway carriageways to Eastbourne Road are expected to be completed and opened to traffic by the end of 1973.

BURWOOD HIGHWAY

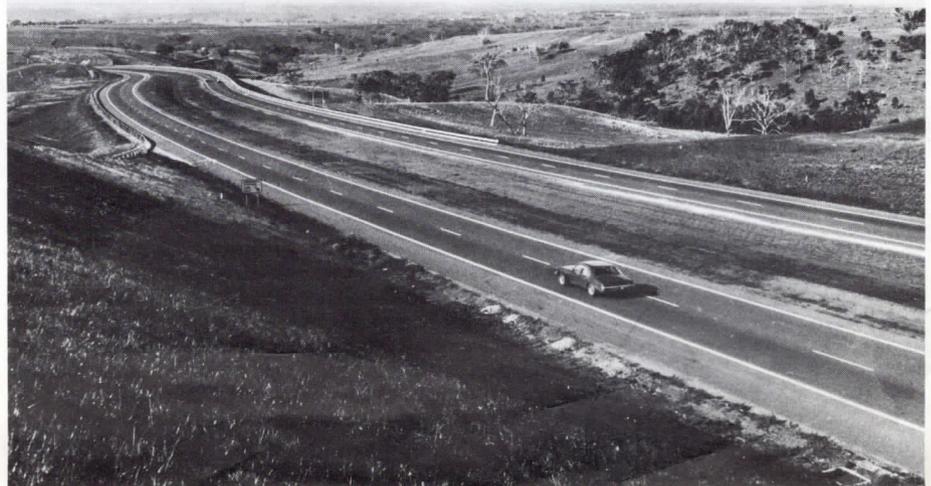
The completion of 1 mile of dual carriageways at Fern Tree Gully early in February, 1973 gave to the Burwood Highway the distinction of being the first State highway to have dual carriageways for its entire length (12.75 miles).

This important eastern outlet from Melbourne carries heavy volumes of both week day traffic and weekend recreational traffic. At Fern Tree Gully, over 17,000 vehicles use this section of the highway each day between 7.00 a.m. and 7.00 p.m. Since its declaration as a State highway in 1960, more than \$5 million dollars has been spent by the C.R.B. on its capital improvement.

In addition, the following major works on main roads and unclassified roads were carried out by municipal councils with financial assistance from the C.R.B.



The Western Freeway (Pentland Hills Section) — construction of a bridge to restore local access across the freeway.



The completed section of the Western Freeway through the Pentland Hills.

MAIN ROADS

Bell Street, Heidelberg City. Reconstruction and widening between Waterdale Road and Upper Heidelberg Road.

Heidelberg — Doncaster Road, Doncaster and Templestowe City. Reconstruction to provide dual carriageways between Marcus Road and George Street.

Stud Road, Knox City. Construction of a second carriageway between Burwood Highway and Boronia Road.

Springvale Road, Waverley City. Construction of a second carriageway between Waverley Road and High Street Road.

UNCLASSIFIED ROADS

Barry Road, Broadmeadows City. Reconstruction between the railway overpass and the Hume Highway.

Moreland Road, Coburg City. Reconstruction between Melville Road and Moonee Ponds Creek.

Moreland Road, Brunswick City. Reconstruction between Melville Road and the railway, and between Sydney Road and Holmes Street.

SEMINAR FOR OVERSEAS ENGINEERS

The C.R.B. in conjunction with the Commonwealth Department of Foreign Affairs, conducted a Seminar for 17 senior engineers from 12 African and Asian countries. As the visiting engineers held senior engineering management positions the management aspects of road and bridge engineering were foremost in the programme which began on 14th March and concluded on 6th April, 1973.

Australian roads survey 1969-74

The National Association of Australian State Road Authorities is undertaking a survey of roads in conjunction with the Commonwealth Bureau of Roads to provide information for consideration by the Commonwealth Government in framing legislation to replace the present Commonwealth Aid Roads Act which expires on 30th June, 1974.

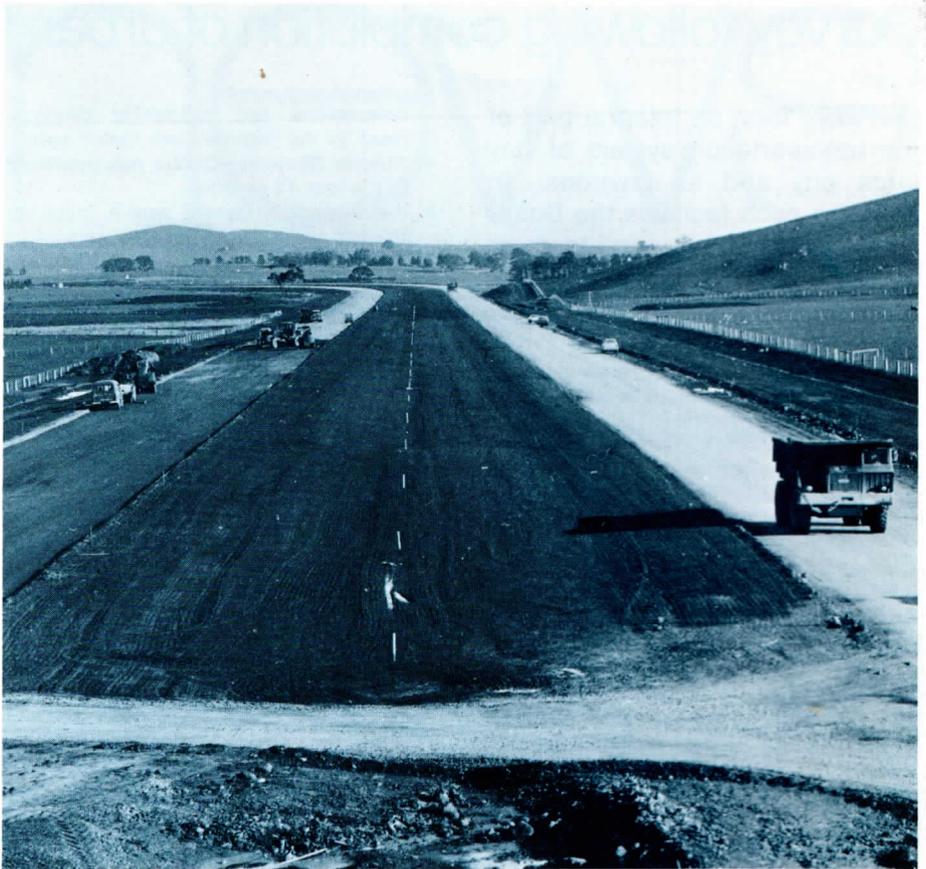
As a member of the National Association of Australian State Road Authorities, the C.R.B. is undertaking the survey in Victoria with the assistance of local government bodies.

During the year the collection of basic road and bridge inventory data was completed. Editing and checking of the information was carried out manually and with the aid of a computer. The inventory data of over six million items was stored on magnetic tape.

Deficiencies in the rural and outer urban road system were identified using a computer programme which compared inventory data with defined standards of acceptability for each section of road. For the inner urban areas comparisons were made between measured travel speeds and tolerable standard speeds.

From these results the improvement projects needed to meet the deficiencies were selected and the costs estimated. Estimates of the cost of maintaining the existing road network were also made.

All information from the C.R.B. involvement in the survey has been forwarded to the Commonwealth Bureau of Roads.



Work in progress on the Hume Freeway (Wallan-Broadford Section) south of the Wallan East interchange.

C.R.B. engineers overseas

Three C.R.B. engineers will be undertaking study tours overseas in the next few months.

Mr. W. S. Brake, Chief Engineer, will be away for 10 weeks visiting the U.S.A., Canada, U.K., West Germany, France and Italy. While overseas he will be studying the planning, construction and environmental aspects of urban freeways and the organisation of the engineering branches of other road authorities.

Mr. B. A. Watson, Senior Construction Engineer in the Board's Bridge Sub-branch will be overseas for nine weeks visiting the U.S.A., U.K., West Germany, France and Italy to study bridge construction practices, including recent trends in developments in the planning and organisation of construction methods.

Mr. D. J. Berry, Engineer (Plans and Survey Section), has been awarded an International Road Federation Fellowship which provides selected engineers from road authorities with the opportunity to undertake a year's study in highway or traffic engineering at a university or technical institute in the U.S.A. Mr. Berry will be undertaking his study at the Texas A. & M. University.

Mr. B. R. Munce, Engineer (Major Projects Division), is at present overseas for 15 weeks on a Churchill Fellowship. He is studying specialized aspects of freeway construction techniques in Europe and North America.

Senior C.R.B. management conference

Some 20 of the most senior C.R.B. officers attended a conference on Thursday evening, 24th, Friday, 25th and Saturday, 26th May at which some of the problems of managing an organisation handling funds in excess of \$100 million per annum in a State-wide operation were critically examined.

To enable the participants to apply a more objective approach to the conference, it was decided that the venue should not be part of the everyday work scene. The ideal facilities of the Australian Administrative Staff College at Mount Eliza were chosen. The conference was addressed on Thursday evening by the Chairman.

The papers prepared and topics discussed included communication with the general public, internal procedures, financial and cost control, and the protection and enhancement of the environment in association with roadworks.

The three Members of the Board attended and took part in the final session on Saturday afternoon.

Survey following completion of urban freeway

Freeways form an integral part of the transportation system of any large city and its environs. In planning such facilities the Board is conscious of the need to cater for the movement of local people and their associated community relationships and activities.

When a new freeway is opened to traffic its immediate effect is plain to see — safe, swift travel is provided for many. But what are the effects on the people who live or run businesses in areas adjacent to the freeway? Are they better off? Worse off? Has the freeway affected their way of living at all?

Finding the answers to questions such as these necessitates going out into the community and asking people for their views. This is what the C.R.B. did earlier this year, 12 months after the opening of the Calder Freeway at Niddrie.

The first 1.2 miles of the Calder Freeway was opened in April, 1972 between the south-west corner of Essendon Airport and the Calder Highway near Niddrie Primary School. This section provides a direct link between the Tullamarine Freeway and the Calder Highway.

Prior to the opening of the Freeway most traffic destined for the Calder Highway used Keilor Road, and of necessity passed through the Niddrie Shopping Centre.

Some 500 persons, including residents, businessmen and community leaders were given the opportunity through an interview survey to express their views on the Calder Freeway. Much of the interviewing took place at the Niddrie Shopping Centre. It will be some time before all the interviews will be fully analysed, but the following summarises the responses people made when asked about the freeway.

Questions asked.

Two of the questions which directly asked for opinions concerning the effects of the freeway were:

- (a) What effect, if any, has the Calder Freeway had on you?
- (b) In your opinion, what effect has the freeway had on this shopping centre?

The answers to the above two questions provided the following results:

45% considered the freeway beneficial.
42% considered the freeway had "no effects".

13% thought some features of the freeway unsatisfactory.

Has the freeway benefited the local people?

The majority of those interviewed considered the freeway was a major benefit to the area.

The answers indicated that:

- the much quicker and safer trip to the city and other suburbs was readily appreciated.
- local streets had become safer and more pleasant because of reduced traffic on them
- it was now safer to cross Keilor Road because the high volumes of through traffic used the freeway instead of the local street system
- the pedestrian overpass of the freeway provided safe access to the local Primary and High Schools
- the accessibility provided by the freeway was a significant fact in boosting

commercial and residential development in the Niddrie-East Keilor area

- Niddrie Shopping Centre has improved in the last 12 months
- the Shopping Centre was a more attractive place to shop
- through traffic on Keilor Road has been reduced, easing congestion, improving parking, and providing better accessibility to the shops.

Aspects of the freeway which were criticised.

Approximately 13% of the total number interviewed mentioned that certain aspects of the freeway should be improved. The more important matters mentioned were:

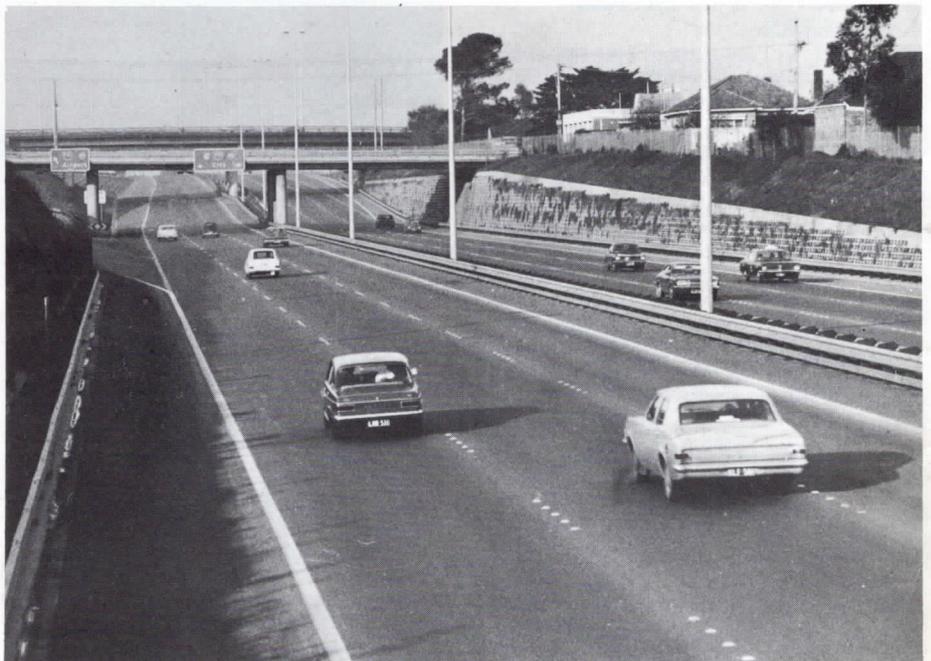
1. getting on and off the freeway can be difficult. More attention should be paid to the exits to and entrances from local streets, and more direction signs should be provided on these local streets;
2. the freeway signs were confusing to some people. One suggestion made

- was that the exits should be numbered;
3. some school children and parents expressed feelings of nervousness when crossing the pedestrian overpass in high winds; and
4. attention should be given to improving the landscaping and tree planting on the areas adjacent to the freeway.

These and other factors commented on are being thoroughly investigated by C.R.B. engineers so that remedial action can be taken as considered necessary. The Survey will assist the planning of future freeways.

The results of the survey and other sociological investigations being carried out by the C.R.B. will assist in the planning of future major road improvements in Victoria.

All persons approached by the survey interviewers were co-operative and welcomed the opportunity to express their views.



Through traffic now using the Calder Freeway at Niddrie. Previously the only route to the Calder Highway was via Keilor Road.



Keilor Road is no longer used by high volumes of through traffic, and is now a more pleasant place to shop.