



Hoddle Street to Burke Road

Project Design
July 2026

BIG BUILD EASTERN FREEWAY

We're upgrading the Eastern Freeway with new express lanes, new Eastern Busway, improved walking and cycling links, smart technology and a connection to North East Link — slashing trip times and improving travel in Melbourne's east.

From Hoddle Street to Burke Road, we'll:

- add one new freeway lane in each direction between Chandler Highway and Burke Road and improve entry and exit ramps
- complete the final piece of the new dedicated busway along the Eastern Freeway, including connections for local routes at Chandler Highway in Kew

- build a new walking and cycling bridge over the Yarra River with 4.7 kilometres of new and upgraded paths to make it quicker and easier to walk or ride a bike to Yarra River parklands and the inner city.

When complete, the Eastern Freeway Upgrades will connect seamlessly with the new 6.5 kilometre North East Link — linking Melbourne's east with the M80 Ring Road, slashing travel times by 35 minutes and taking 15,000 trucks off local roads a day.



2 new lanes
between Chandler
Highway and Burke Road



6km
of new Eastern
Busway lanes



4.7km
of new and upgraded
walking and cycling paths



New
Yarra River walking
and cycling bridge

Image above: Artist's impression of new Eastern Busway and Yarra River walking and cycling bridge, Kew

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Artist's impression of new Eastern Busway at Chandler Highway with access for local routes, Kew

In response to community feedback this section of the upgraded Eastern Freeway includes design improvements to give people more trip choices for walking and cycling, reduce construction disruption and keep more existing trees and plants.

Eastern Busway

Dedicated bus lanes from Burke Road to Hoddle Street will complete the final piece of the new Eastern Busway along the Eastern Freeway. Local bus routes that use the freeway today, including routes to Alphington, Kew and Balwyn North, will also be able to get on and off the busway at Chandler Highway for faster trips to and from the city.

The busway will run on the north side of the freeway, with a bridge at Chandler Highway to take city-bound buses to dedicated busway lanes towards the Hoddle Street exit.



Artist's impression of new walking and cycling bridge over the Yarra River, Kew

New freeway lanes

One extra freeway lane in each direction will be added between Chandler Highway and Burke Road to improve traffic flow around the Chandler Highway ramps.

New Yarra River bridge and path

A new walking and cycling bridge over the Yarra River in Kew and 2.9 kilometres of new walking and cycling paths will give people more trip choices and better connections to walk or cycle to the inner city, as well as Yarra River parklands and trails.

The new path will connect the Main Yarra Trail at Chandler Highway to the Main Yarra Trail near Merri Creek in Fairfield, and provide a more direct option than the existing Main Yarra Trail along Yarra Boulevard. Connections under Chandler Highway and Yarra Boulevard will avoid road crossings.

Main Yarra Trail upgrades

The narrow section of the trail along the Eastern Freeway between Willsmere Park and the Burke Road Billabong will be made wider with improved path surfaces.

We'll also add a new section of trail to provide a shorter option than the existing winding route around the billabong, and fix missing links under Burke Road and Belford Road for a flatter and more direct trip.

New pedestrian path for Yarra Bend Park walkers

A dedicated path for pedestrians will separate cyclists from walkers in the busy area near Fairlea Reserve, including walkers using the River Circuit Trail.

New freeway exit ramps

The existing exit ramps at Burke Road and Chandler Highway will be re-built to make space for the new Eastern Busway lanes and walking and cycling path crossings underneath.

Belford Road bridge and Willsmere Park underpass upgrades

New barriers on the Belford Road bridge will provide safer crossings for pedestrians and cyclists, and upgraded lighting at the Willsmere Park underpass will help better connect the upgraded Main Yarra Trail, Darebin Creek Trail and Anniversary Trail.

New trees and plants

New trees, shrubs, groundcovers and grasses will be planted to help return areas where construction is needed with improvements.

Trees and plants will be planted along new and upgraded walking and cycling paths, at entries to the new walking and cycling bridge over the Yarra River, to help screen and filter views of noise walls, and at the Chandler Highway and Burke Road interchanges.

We'll be planting species that are native or indigenous to the area to suit local ground and growing conditions and to enhance existing habitat corridors.



Artist's impression of new walking and cycling path through Yarra Bend Park, Fairfield

The new and upgraded walking and cycling connections, together with other improvements for the Eastern Freeway Upgrades from Burke Road to Springvale Road will mean you can walk or ride a bicycle from one end of the Eastern Freeway to the other without stopping at a single set of lights.

Artist's impression of Eastern Busway bridge at Chandler Highway, Kew



Artist's impression of Eastern Busway and walking and cycling path under Burke Road, Kew East

BIG BUILD EASTERN BUSWAY

Eleven kilometres of dedicated bus lanes along the Eastern Freeway from an upgraded Doncaster Park & Ride to Hoddle Street will work with the completed Streamlining Hoddle Street project to make bus journeys to and from the city faster and more reliable for more than six million trips a year.

The upgraded Doncaster Park & Ride, together with the new Bulleen Park & Ride open now, will double the number of commuter parking spaces and improve connections for pedestrians and cyclists.

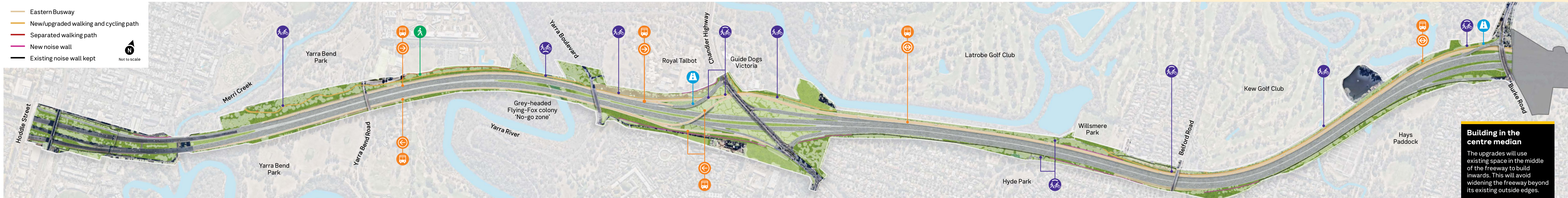
Travel speeds
up to 100km/h

Up to 30%
faster trips

Two park and rides –
Bulleen and Doncaster

Double the number
of car parking spaces

Find out more at
[bigbuild.vic.gov.au/
eastern-busway](http://bigbuild.vic.gov.au/eastern-busway)



Building in the centre median

The upgrades will use existing space in the middle of the freeway to build inwards. This will avoid widening the freeway beyond its existing outside edges.



Artist's impression of new noise walls at Chandler Highway exit, Kew

Designed to meet Victoria's toughest traffic noise standard

The upgraded Eastern Freeway, North East Link and M80 Ring Road Completion are being designed and built to meet a stringent noise standard of 63 decibels during the day. This is consistent with the highest level of traffic noise protection in Victoria.

In response to community feedback, we'll also meet a quieter standard of 58 decibels at night — a first for a road project in Victoria.

The more stringent noise standard for the upgraded freeway will be met using a range of measures including six kilometres of noise-reducing asphalt to better manage noise at the source and 1.9 kilometres of new noise walls.

Where existing noise walls meet the project noise standard they will be kept, significantly reducing construction disruption for residents and keeping more existing trees.

Noise reducing asphalt, also known as open-graded asphalt, works by using small air pockets in the surface of the road to absorb noise.

Where existing noise walls are being kept, they will be refurbished and repaired where needed, and painted to remove graffiti, improve their appearance and further extend their life.

Where noise modelling shows new noise walls are needed, they will be between three and eight metres tall and be built using recycled plastic in textures, colours and patterns inspired

by the local environment including earthy soil and rock.

Recycled plastic is a highly dense material with excellent sound absorption qualities and makes the project more sustainable.

It also means new noise walls are lighter, so they can be installed more easily, with less heavy machinery and less disruption.



Artist's impression of new noise walls, trees and plants and upgraded Main Yarra Trail at Willsmere Park, Kew East

Tree planting program

To build the new freeway and busway lanes, noise walls, and walking and cycling connections, trees will need to be removed where we're working.

We'll be working to keep as many trees as possible, and for every tree removed at least two will be planted. This includes extensive planting along the new and upgraded paths and to filter views of noise walls.

We've also started planting trees early in local places nearby including parks and reserves along and near the Eastern Freeway.



Artist's impression of Chandler Highway interchange, Kew

Upgrading the Eastern Freeway

The Eastern Freeway Upgrades are being delivered in stages and planned to open around the same time as North East Link and the connecting M80 Ring Road Completion.

Traffic barriers are now in place on the Eastern Freeway from Hoddle Street to Springvale Road with long term speed reductions in place and changed traffic conditions.

To create space for future construction of the busway, we've realigned ramps at the Chandler Highway and Burke Road interchange, and moved traffic to the realigned ramps.

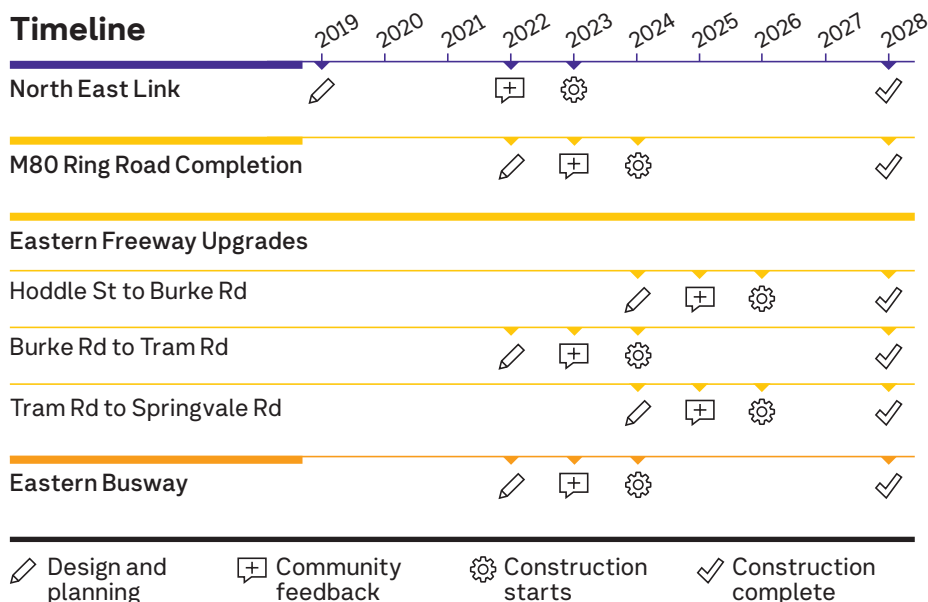
While we work, sections of the Main Yarra Trail will be realigned or closed, with detours in place. Fences and barriers have been installed to create safe work areas. You may also notice construction vehicles and equipment in your area and changed conditions on local roads.

Returning improved spaces after construction

To build the Eastern Freeway Upgrades from Hoddle Street to Burke Road, construction compounds have been set up at Burke Road, Chandler Highway and Yarra Bend Park.

When construction is finished, we will restore these areas with landscaping, including new trees, shrubs and grasses.

Timeline



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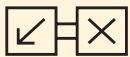
Improving your journey

The Eastern Freeway Upgrades will overhaul how one of Melbourne's busiest freeways works.

Up to 180,000 vehicles a day rely on the Eastern Freeway. Currently during the peak, travel speeds through the busiest sections from Chandler Highway to Middleborough Road can be as slow as 45km/h, with some of the worst congestion around entry and exit ramps.

The upgraded Eastern Freeway will work smarter and faster. Dedicated lanes for express trips, the Eastern Busway and ramp upgrades will fix bottlenecks and keep traffic moving.

Peak hour travel speeds will increase from 45km/h to more than 85km/h, and 100km/h in the off peak.



The Eastern Freeway is the last freeway in Melbourne to have smart traffic management technology installed.

We'll be adding overhead electronic signs, coordinated ramp signals, travel time signs, vehicle sensors and CCTV cameras to better manage traffic flow and respond in real time. For drivers, this means safer, more reliable journeys and less congestion.

Project benefits

Heading into the city?

Save up to 11 minutes.

Heading north?

Save up to 35 minutes and skip 18 sets of traffic lights between the Eastern Freeway and the M80 Ring Road.

Getting ready to fly?

No traffic lights between the Eastern Freeway and Melbourne Airport - and avoid inner city traffic.

Truck or delivery driver?

Eastern Freeway Upgrades and North East Link mean faster and more reliable travel times.

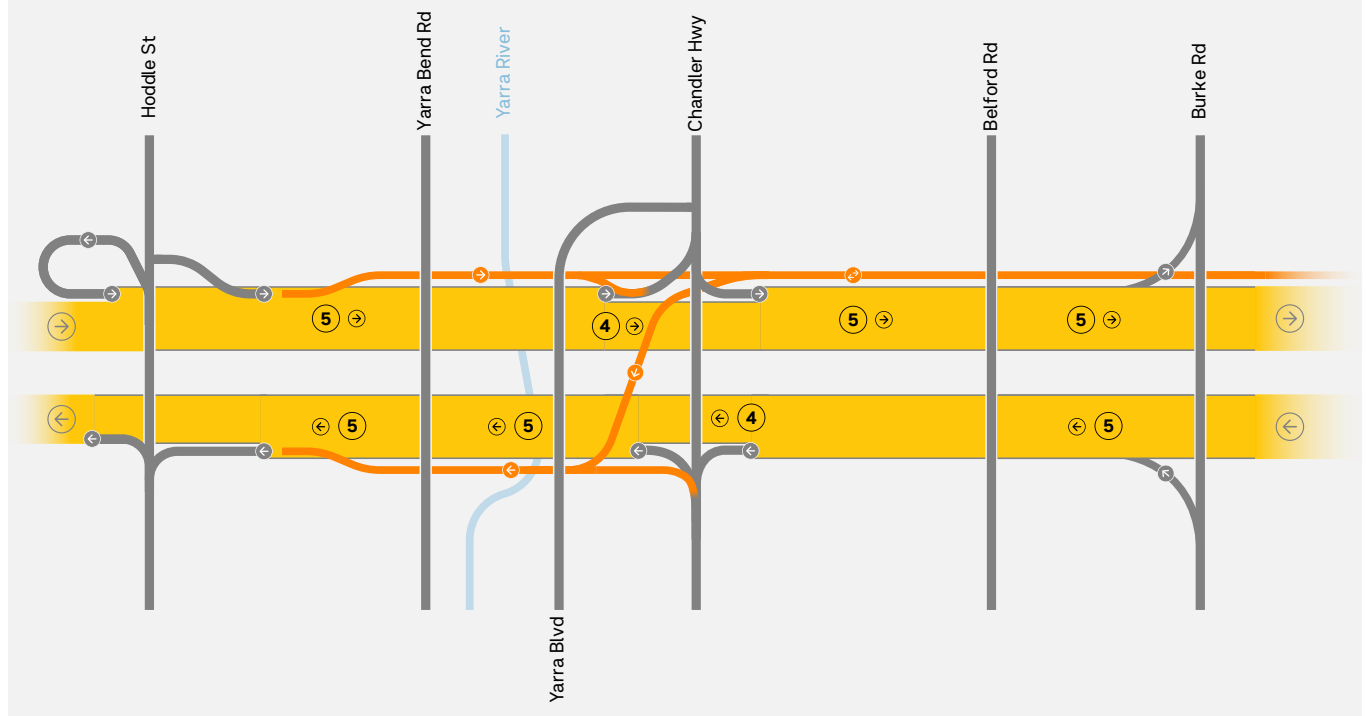
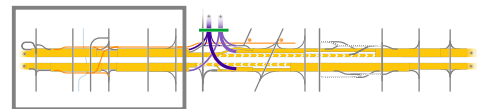
Hoddle Street to Burke Road

Eastern Freeway
Eastern Busway
North East Link

On/off ramps
Other roads

Number of lanes
Direction of travel

For illustrative purposes.
Not to scale.



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