



LEVEL CROSSING REMOVAL PROJECT



Excavation the rail trench on the Glenroy Road Level Crossing Removal Project.

LEVEL CROSSING REMOVAL UPDATE

UNION ROAD, SURREY HILLS
AND MONT ALBERT ROAD,
MONT ALBERT

MAY 2021

Thanks for your feedback

We're fast-tracking removal of the dangerous and congested level crossings at Union Road, Surrey Hills and Mont Albert Road, Mont Albert by lowering the rail line beneath the roads in an open trench and building a new, premium station.

Major construction will start in 2022 and the boom gates will be gone for good in 2023.

These are two of Melbourne's most dangerous level crossings, with the crossing in Surrey Hills the scene of a tragic incident in 2016, where two local women lost their lives. Removing these level crossings will improve safety for tens of thousands of local drivers, pedestrians and cyclists every day.

We received an amazing response from the local community, with more than 5,000 separate pieces of feedback from approximately 1500 individuals who participated in the consultation.

All the feedback we received helps us refine and improve the designs, and we'll undertake further consultation when we release updated designs in mid 2021.

In the meantime, you can:

- watch our explainer video and a video answering your top 10 questions on the design, at levelcrossings.vic.gov.au
- read our answers to over 300 questions asked on engage.vic.gov.au

Why these level crossings need to go



22,000 vehicles use these two level crossings each day



Boom gates down for **40 per cent of the morning peak**



61 trains travel through these crossings during the morning peak



No level crossings between Ringwood and the city will mean **less train delays**



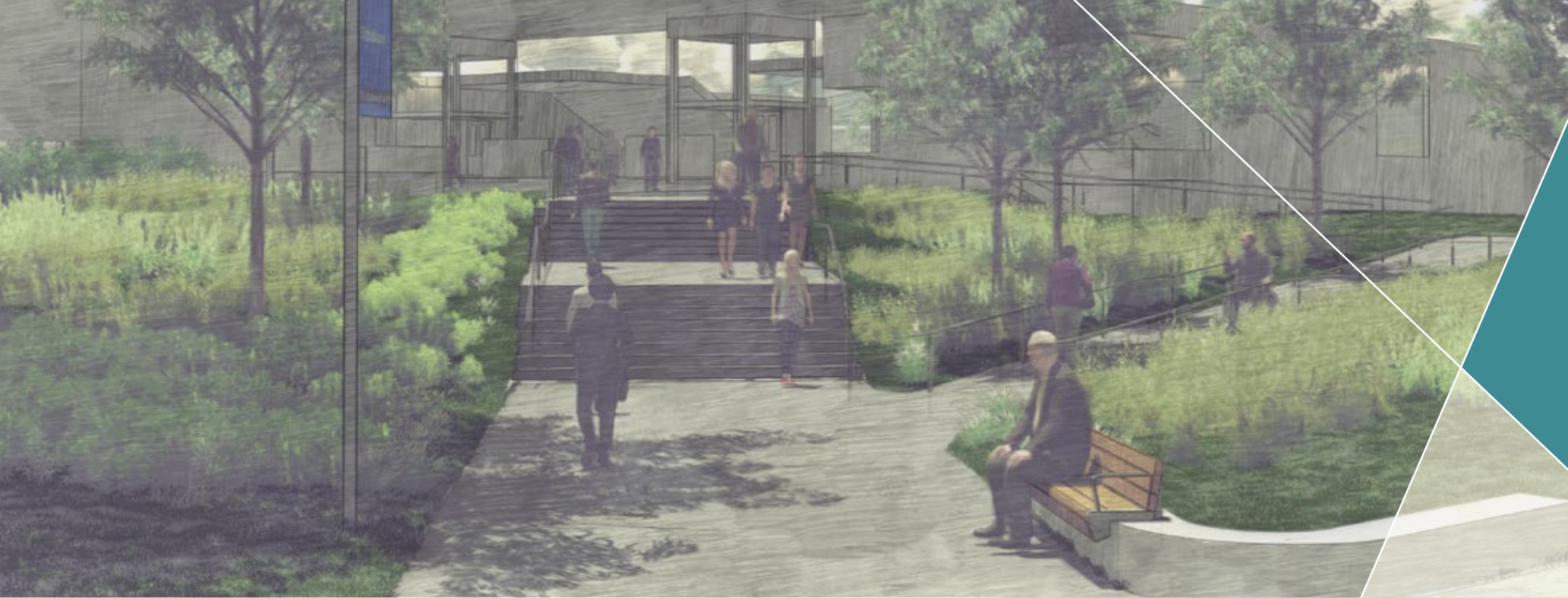
Two fatalities and at least 8 near-misses at these crossings since 2005



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Fast facts

Community consultation

-  **994** design feedback survey submissions
-  **487** attendees at virtual community information sessions and meetings
-  **330** face-to-face conversations

Rail trench dimensions

-  Up to **30 metres** wide
-  Up to **10 metres** deep
-  **1.3 kilometres** in length
-  **80 Olympic swimming pools** of excavated material

DESIGN UPDATE

Some of the highlights of the project's design include:

Preserving the old Mont Albert Station building

While the historic Mont Albert Station building will need to be removed during construction, we'll maintain the building integrity and work closely with the community to find a new purpose and use that will benefit locals and pay homage to the area's history.

Better connections for pedestrians and cyclists

We will build new paths which will connect the shops on Union Road and Mont Albert village, making it easier to walk and ride between the two areas and improving community connections.


No compulsory acquisition


No residences or businesses will be compulsorily acquired to make room for the project.


New pedestrian bridge


We will replace the old underpass at Mont Albert Station with a new, more accessible pedestrian bridge; connecting residents north of the tracks directly to the Hamilton Street shopping village.


Key themes we heard


 High levels of support for removing the dangerous and congested level crossings.
"It's a fantastic and well overdue change. It will unite the Surrey Hill and Mont Albert communities and make life in, and travelling through, the area much more enjoyable."


 Combining the stations makes sense.
"I think it is a great solution. Consolidating the two stations into one is a sensible solution."

 The architecture should complement the area and fit in with the surroundings.
"Make sure it integrates into the character of the neighbourhood."

 Preference for natural stone paving and timber seating.
"Discrete design which is consistent with aesthetic and materials of Surrey Hills and Mont Albert area."

 More trains stopping more often.
"Need to ensure train services are maintained or improved to allow Mont Albert and Surrey Hills communities to get where we need to go."

 Desire for improved pedestrian and cycling connections.
"Integration of the proposed Hawthorn to Box Hill rail trail into the designs is also essential, as is safe pedestrian crossings at Mont Albert Road and Union Road."

 Preference for the old Mont Albert Station building to be preserved and re-used as a café, restaurant or community facility.
"The station building should play an active role in drawing people to Mont Albert Village."

In response to the feedback, our architects are preparing a station design that responds to the heritage of the area, that is well connected and fits in with the surrounds. As part of our planning for construction works, we're also ensuring we retain as many trees as we can and we're positioning most of the station facilities over the tracks so that there's less space used in Lorne Parade Reserve.

Updated designs are being prepared, and we'll be out talking to you again in mid 2021.

Sports grounds update

Canterbury Sports Oval and the two main ovals at Surrey Park will be untouched by fast-tracked works to remove these dangerous and congested level crossings.

At Surrey Park, the under-utilised third oval (the north-west oval) will be temporarily used for up to two years, commencing later this year.

The Melbourne Baseball Club's baseball diamond will be used for a shorter period, commencing in early 2023.

Both playing surfaces will be returned in brand-new condition and between now and 2023, we will work with the baseball club to support them in temporarily relocating to an alternative venue.

More trains, safer space

A premium station means more trains will stop at the new station increasing services for Surrey Hills and Mont Albert residents. The station will be staffed from first train to last, improving safety and service.

The Mont Albert and Surrey Hills communities will have a safer, more accessible station with better facilities and better services.

Community Reference Group

We have now selected members for the project's Community Reference Group. Thank you to everyone who submitted an application.

The group is working with our project team to gather feedback and ideas in a series of meetings in the coming months, as we move towards the construction phase of the project.



Top circle: Mont Albert Road level crossing. Bottom circle: This excavation in Cheltenham is similar to what's required at Surrey Hills and Mont Albert.

What's coming next

The project team is now incorporating feedback and further technical work into updated designs that will be released by mid 2021.

We'll then engage further with the community for their feedback. Final designs will then be released in early 2022 as the project ramps up to begin major construction.

Early works starting soon

Early works are on track to start in the second half of this year. During this time, the project team will work to prepare the project site for major construction on the rail trench to begin in early 2022.

Works will include:

- installation of safety fencing for project works
- site establishment including temporary site sheds and facilities (areas for these temporary facilities are yet to be finalised)
- utility relocation such as electrical poles and underground services
- trenching and drainage works.

You may notice more trucks, construction machinery and site crews in the project area. We will notify the community of disruptions in advance.

The long queues at the Mont Albert Road level crossing can cause driver frustration and promote risky behaviour.

Project timeline



** The timeline above is subject to change.*



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