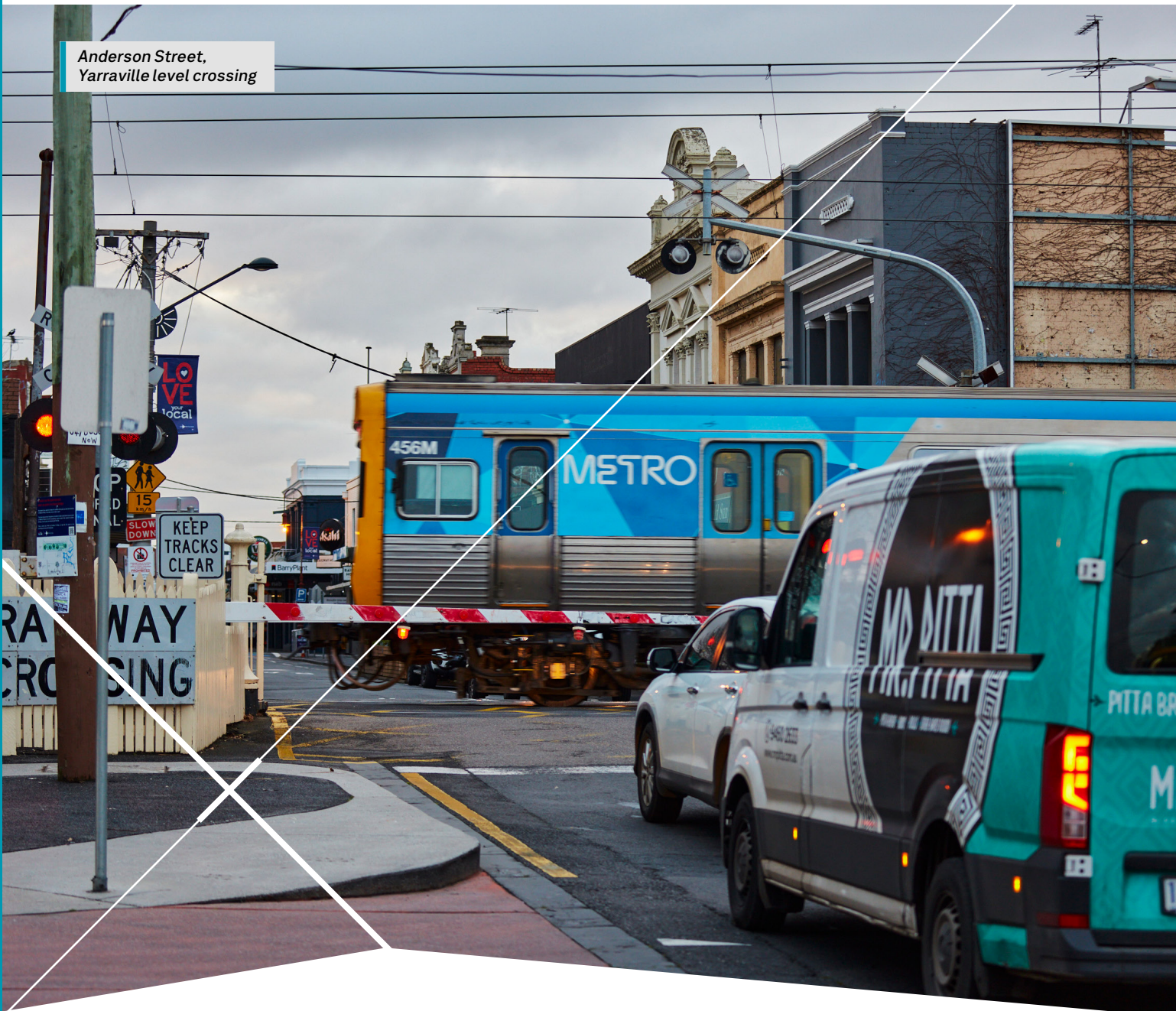


Anderson Street, Yarraville

Choosing the best design for the pedestrian and cycling underpasses in Yarraville

August 2026

Anderson Street,
Yarraville level crossing



Pedestrians waiting at the Anderson Street level crossing.



Understanding the site

The Victorian Government is closing the level crossing at Anderson Street, Yarraville and building a new pedestrian friendly plaza on Anderson Street.

Closing the Anderson Street level crossing to vehicles and providing two pedestrian underpasses is the best solution for this location, due to a unique set of design challenges including a narrow road and rail corridor. This will make it safer for pedestrians and bike riders to get around, while drivers can use safer, boom gate-free alternative routes.

We've engaged the community as part of the project. In addition to our regular engagement phases, we also consulted locals and key interest groups in early 2026 to further clarify what we had heard in late 2025. Your feedback about how you travel through the area influenced the design solution to include an additional underpass with a ramp.

We are engaging with the community again in August and September this year to help locals further understand the challenges and constraints we worked through to develop the design solution.

With 92 level crossings removed so far, we are committed to deliver projects that improve safety, accessibility, amenity and functionality of each local area to leave a positive legacy for years to come.

This document provides information about your new underpasses and the constraints and considerations that helped to determine the locations.

Why this level crossing needs to go



Boom gates are down for up to **56 minutes** of the morning peak (7am to 9am)



Up to **50 trains** during the morning peak (7am to 9am)



One fatality and **four serious injuries** since 2006 and **26 near misses** involving trains, pedestrians and vehicles since 2016



More trains, more often coming to the Werribee Line thanks to the Metro Tunnel, meaning more boom gate down time

Why the at-grade pedestrian crossing has to be removed

The Anderson Street, Yarraville level crossing is the main access point to and from Yarraville Station, with more than 6000 pedestrians using it each day and a high number of safety incidents recorded.

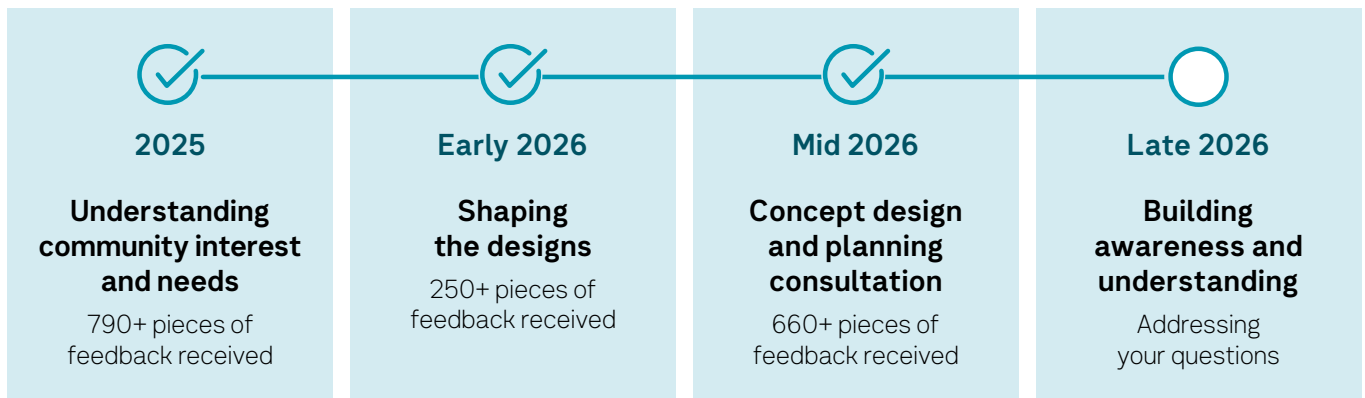
While most people use the crossing safely, time pressure or concern about missing a train can result in risk-taking behaviour, with people ignoring the barriers and crossing in front of trains.

Retaining the existing at-grade pedestrian crossing at Anderson Street would be unsafe creating a high risk of further incidents and fatalities.

It would not address current safety, accessibility or connectivity issues.

Given the high pedestrian volumes, potential for risky behaviour and more trains running on the Werribee Line, this dangerous level crossing must go.

Community consultation and engagement to date



You told us what's important to Yarraville



Vibrant character, village feel and local shops

You told us that the village feel is what makes Yarraville special. Yarraville has a unique identity and a strong sense of community.



Accessible and welcoming infrastructure for people of all abilities

More than 71% of people surveyed said that ramps would suit their mobility needs best.



Protect and celebrate local heritage

You value local heritage and want your history and character protected and reflected in project designs.



Protect and plant more trees and greenery

You value the trees and greenery in Yarraville, particularly the mature elm trees next to Yarraville Station, which provide shade for the much loved outdoor community open space.



Ease of movement around the area for pedestrians and bike riders

You shared that the walkability and ease of movement around the area is important, and you would like to see pedestrian and cycling connections improved as part of the project.



Light, open and safe underpasses

You said that the new underpasses must be well-lit and open, ensuring they feel safe and comfortable for all users.

What we considered

Each level crossing has its own set of characteristics to consider when preparing to remove it.

Here are some of the considerations and constraints in developing the design for Anderson Street, Yarraville.



Narrow rail corridor and space constraints within the village

The area surrounding the Anderson Street level crossing is highly constrained, with businesses and homes directly abutting the rail corridor as well as state heritage listed rail infrastructure. Many other designs would have resulted in a further compulsory acquisition of businesses and homes.



Heritage and urban design

When developing the design, our team looked to preserve, incorporate and celebrate Yarraville's state heritage listed station complex, including the station buildings, bus interchange and interlocking gates. We understand pedestrian and cycling connections are important to locals. We will create a safe space for locals to meet, shop and dine in the area.

We're working with Heritage Victoria, Maribyrnong City Council and the community to ensure local values are retained and enhanced as part of this project.





Large tree canopy near Yarraville Station

Through consultation, we heard how much the community values trees and vegetation, particularly the much loved elm grove on the east side of the station near Alfa Cafe.

When developing the design, we worked to minimise impacts to mature vegetation as much as possible.



Minimising compulsory acquisition

When developing designs, we look at the space available and aim to use VicTrack land (Government owned) wherever possible, which is already reserved for rail purposes, so we can minimise the need for compulsory acquisition.

Acknowledging the impacts

While we try to avoid impacts to homes and businesses, sometimes the design solution and constraints make it unavoidable. To construct the two new underpasses, one property will be required. Compulsory acquisition is never taken lightly and we are working with the impacted property owners through the acquisition and compensation process.

It is also important to acknowledge two businesses which operate out of VicTrack-owned buildings near Yarraville Station will also be impacted. We understand how much the community values these businesses and we are working with the owners to provide support.

Designing safe and vibrant places

When designing our projects, we strive to improve safety, accessibility, amenity and functionality of each local area to leave a positive legacy for years to come.

We build transport infrastructure and community spaces across Melbourne that are safe, accessible and vibrant. This involves many different disciplines and technical

specialists working together, including engineering, construction, heritage, environment, architecture and urban design.

Accommodating stairs, lifts and ramps

When designing the underpasses, we considered how to best cater for a wide range of users with different mobility needs and preferences for their travel.

We also wanted to ensure that all users, including pedestrians and bike riders, could move safely. The ramps at the northern underpass are wide enough for prams, bike riders and pedestrians to all use safely at once.

Our project is designed in accordance with Disability Discrimination Act 1992 (DDA), Department of Transport and Planning and Metro Trains Melbourne requirements.

Stairs



Most underpass solutions must include stairs alongside either ramps or lifts to ensure there is an accessible option for all users to travel safely across the rail corridor.

Lifts



Lifts have a small construction footprint and are a good option for areas with limited space. Lifts also provide shelter and weather protection.

Ramps



Ramps require a lot of space to construct and have the largest footprint in comparison to lifts and stairs. There are specific requirements for ramps to comply with DDA standards.

Best practices for underpass design

Designing a pedestrian underpass that feels safe requires using Crime Prevention Through Environmental Design (CPTED) principles. Key strategies include maximising visibility and sightlines, space for people to travel in both directions, urban design, safety and accessibility.



Maximise visibility and sightlines

Clear sightlines - Underpass should avoid corners and concealed spaces and users should be able to see the exit from the entrance.

Daylight - Incorporate opportunities to bring in natural light.



Safety

Passive surveillance - Creating pathways in clear sightlines of surrounding areas, avoiding blind spots and sharp corners.

Lift alarm connects directly to the Metro Trains control centre which is active 24/7.



Accessibility

Universal access - Providing options for all users with different mobility needs and preferences for how they travel.



Urban design

Architecturally designed and visually stimulating to deter graffiti.

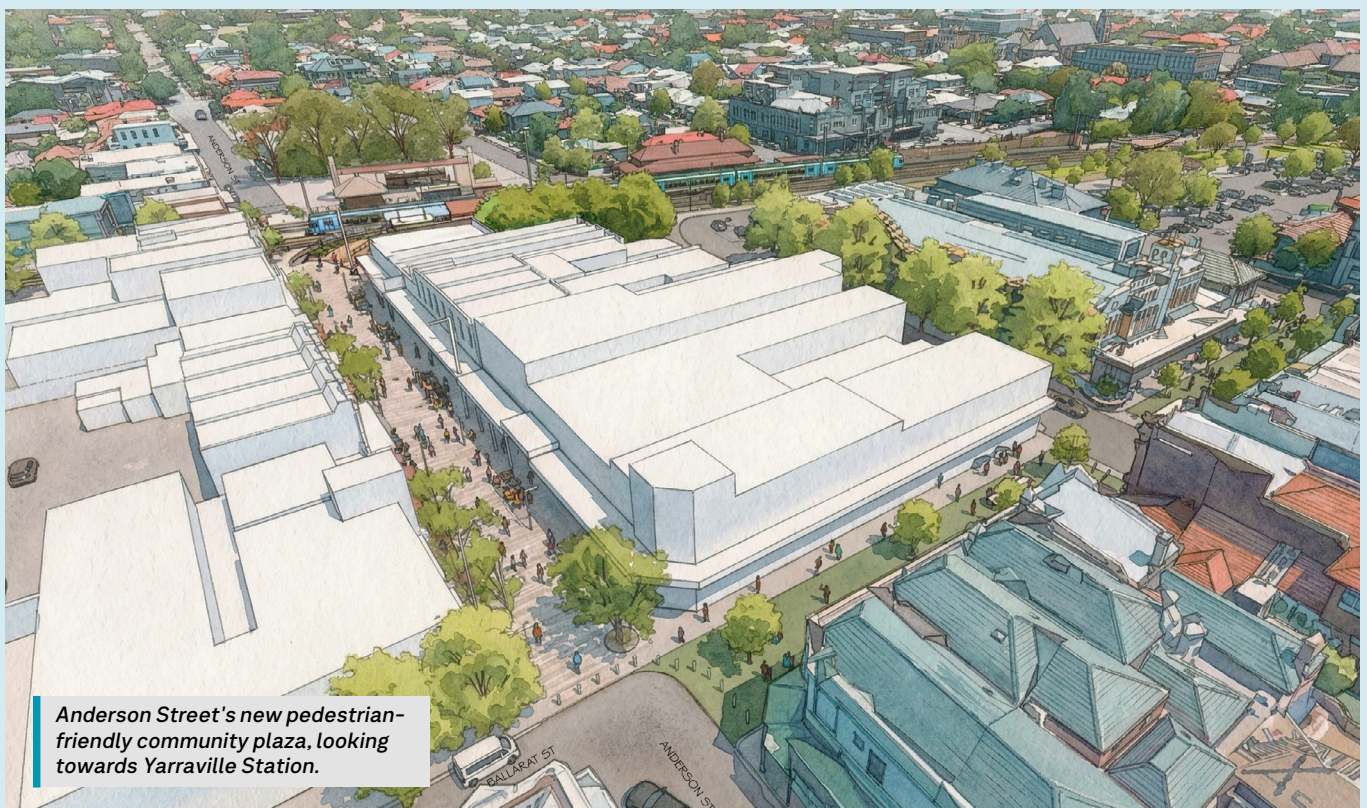


Space for people to travel in both directions

Underpasses should be wide and high enough to feel open rather than dark and tunnel-like.



Alternative concepts presented by the community couldn't achieve satisfactory CPTED outcomes. More information on this is provided on **page 11**.



Anderson Street's new pedestrian-friendly community plaza, looking towards Yarraville Station.



Our approach to Yarraville's design

In finding the best solution for Yarraville, we took a three stage approach to assessing options for the design.

STAGE 1



Investigating
ramp access at
Anderson Street

STAGE 2



Retaining access
at Anderson Street
via lifts and stairs

STAGE 3



Retaining wheeled
access via a ramp



STAGE 1

Investigating ramp access at Anderson Street

We heard that a ramp was important to the local community and we investigated a number of options to provide a ramp at Anderson Street. However, due to the requirements for the length of the ramp and large footprint, we ruled out providing a ramp at Anderson Street.

— — — The dotted red lines across all maps indicate potential impacts to property, environment and roads. All maps are concepts only.



Straight ramps down Anderson Street

This option was ruled out because it would:

- Impact access to businesses and homes
- Block pedestrian movements across Anderson Street
- Impact sightlines across Anderson Street
- Highly impact state-listed heritage infrastructure.



Switchback ramps next to the bus interchange and Alfa Cafe

This option was ruled out because it would:

- Remove all mature elm trees and existing community open space
- Require demolition of two VicTrack buildings
- Impact access to Yarraville Station and bus interchange
- Highly impact state-listed heritage infrastructure.



Switchback ramps to south of station

This option was ruled out because it would:

- Require acquisition of multiple homes and businesses
- Impact trees and vegetation within the rail corridor
- Highly impact state-listed heritage infrastructure
- Remove open space opportunities.





STAGE 2

Retaining access at Anderson Street via lifts and stairs

Once we determined that a ramp was not feasible at Anderson Street, we considered options for providing lifts and stairs. Providing lifts and stairs meets disability requirements. We also assessed an option for ramps at the offset underpass location – on the other side of the signal box.

Due to the significant impacts of a ramp on Anderson Street, we chose a design with stairs and lifts at Anderson Street.



On road at Anderson Street

Underneath the level crossing

This option was ruled out because it would:

- Limit open space opportunities
- Restrict sightlines between the east and west side of Yarraville Village
- Highly impact state-listed heritage infrastructure.



Stairs and lifts at Anderson street.



Offset at Anderson Street

On the other side of the signal box

This design:

- Creates opportunities for enhanced open and community space
- Maintains sightlines between the east and west side of Yarraville Village
- Protects and celebrates the heritage interlocking gates.



Stairs and lifts offset at Anderson Street.

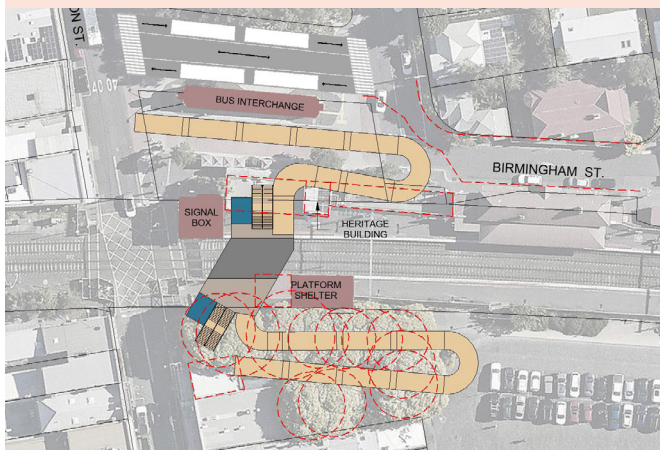
Having chosen the 'offset' underpass location, we then reassessed if a ramp could fit in this space.



Option to include ramps at offset underpass location

This option was ruled out because it would:

- Remove all trees and existing community open space near Alfa Cafe and the bus interchange
- Require demolition of two VicTrack buildings
- Impact access to Yarraville Station and bus interchange
- Highly impact state-listed heritage infrastructure.



Stairs with lifts at Anderson Street

This design:

- Creates opportunities for enhanced open and community space
- Provides an accessible crossing point directly at Anderson Street
- Maintains sightlines between the east and west side of Yarraville Village
- Reduces impacts to the mature elm trees.



Stairs and lifts at Anderson Street.



STAGE 3

Retaining wheeled access via a ramp

We understand the importance of retaining wheeled access at Yarraville and further improving local connections. When we determined that an underpass with ramps on Anderson Street would significantly impact the surrounding area, we looked at adding a second crossing point which could accommodate ramps. These alternative locations included mid-station platform and north of the station.



Ramp mid-platform

This option would:

- Require two properties to be acquired on Birmingham Street due to road access being removed by the ramp location
- Impact access to local businesses and homes
- Highly impact state-listed heritage infrastructure.



Ramp north of station platforms

This design:

- Provides a second crossing point, giving locals another option to get around
- Improves journeys for bike-riders with no need to dismount
- Includes accessible and compliant ramps
- Avoids impacting state-listed heritage infrastructure
- Meets Crime Prevention Through Environmental Design (CPTED) Principals.



Northern underpass with ramps and stairs, providing a second crossing point at Murray/Goulburn streets.



Alternative concepts

We heard about alternative concepts for the Anderson Street underpass featuring a ramp.

These designs are not feasible as they would:

✗ Not be bike, wheelchair or scooter friendly

The ramp is too narrow for bike riders, wheelchair and scooter users to pass safely – with the corners of the ramp being difficult to navigate. Bike riders would also need to dismount to use the ramps.

✗ Do not meet Crime Prevention Through Environmental Design (CPTED) Principles

The proposed underground tunnel is over 100-metres long, with narrow passages restricting sightlines and passive surveillance. This doesn't meet CPTED principles and would result in an unsafe environment.

✗ Significantly impact trees and vegetation

Most proposed options would require all trees next to Alfa Café to be removed to construct the ramp. The trees next to the bus interchange would also need to be removed to allow space to reconfigure the bus interchange.

✗ Significantly impact local heritage

The alternative proposals significantly impact the state-listed heritage infrastructure, including the interlocking gates. Additionally, view lines to the signal box from Anderson Street would be impacted.

✗ Provide a poor urban design outcome

The proposed ramp locations would result in a congested station forecourt and underpass entrances. This impacts pedestrian circulation and creates unsafe interface for people moving between stairs, lifts and ramps.

✗ Not meet required standards

Our designs have to comply with Metro Trains Melbourne, Department of Transport and Planning and Disability Discrimination Act 1992 (DDA) standards. The ramp appears to be too narrow and short to comply. The location of the ramp also does not account for construction requirements and clearances from adjacent buildings.

Project benefits



Two new underpasses

With two new underpasses, pedestrians and bike riders will be able to safely cross the rail line via one of two new underpasses on Anderson Street and near Murray/Goulburn streets.

The additional underpass north of the station provides a brand new connection, improving access to and from the village and provides locals with another option to move around the area.



New pedestrian friendly community plaza

Creating a car-free, people-focused plaza, on Anderson Street between Ballarat Street and the rail line, enhances Yarraville's unique and vibrant village and increases open space to be used for outdoor dining, landscaping, public seating and community events.



Accessible options

Our design adheres to DDA standards. By providing stairs, lifts and a ramp in close proximity we're catering to a wide range of users who have different mobility needs and preferences for how they travel.

Two lifts on either side of the rail line ensures the underpass remains fully accessible and provides a back-up during maintenance or in the event of failure.



Improved safety

Closing this level crossing will improve safety for road users and provide safer and more reliable connections for pedestrians and bike riders crossing the rail line - completely removing train, vehicle and pedestrian interface.



To support locals and visitors accessing the village by car, we'll replace car parks removed as part of our works within the Canterbury Street car park, which is a short walk to Anderson Street. This is something which the local community told us is important.

As we refine our designs we will continue to look for opportunities to further improve parking within the Village. This may include modification to the existing Canterbury Street and Woods Street car parks.

Project timeline



Mid 2022

- Project announced



Late 2025

- Early community consultation
- Early optioneering and site investigations



Early 2026

- Key stakeholder and community engagement



Mid-late 2026

- Concept designs released for planning consultation
- Additional engagement
- Contract award



2027

- Final designs released
- Early works



2028

- Major construction
 - Anderson Street closed to vehicles
 - Northern underpass opens



2029

- Anderson Street underpass opens
- Pedestrian plaza complete

** Timeline subject to change.*

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1800 105 105 (call anytime)     

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