


Building Town Hall Station under City Square.

Road changes

St Kilda Road is reduced to one traffic lane in both directions for around 800 metres between Kings Way and Dorcas Street for up to four years. More information about works underway in the Domain precinct can be viewed at metrotunnel.vic.gov.au/construction/domain.

Grattan Street is closed in both directions for around 300 metres from Royal Parade to Leicester Street for up to five years. Pedestrian access has been maintained with some diversions for cyclists. More information about works underway in Parkville can be viewed at metrotunnel.vic.gov.au/construction/parkville.

Drivers are reminded to allow extra travel time and plan ahead.

Ahead of schedule

The Metro Tunnel Project is on track to open a year ahead of schedule.

Trains will be running through the Metro Tunnel by the end of 2025. The tunnels and five new underground stations will be complete in late 2024. Complex track and signalling work is then needed to connect the tunnels to the existing rail network.

Significant milestones achieved to date include:

- Tram track realignment works on St Kilda Road have wrapped up. The school holiday works were necessary to reroute the road and tram tracks around the new construction site
- being established near the now removed Domain Interchange. This ensures St Kilda Road remains open to trams and traffic while major excavation and above ground works take place there for up to four years for the new Anzac Station.
- Our A'Beckett Street and Franklin Street acoustic sheds have been constructed. These sheds absorb light, dust and noise while the new underground stations are being built.
- Work has begun at our CBD sites on the State's largest archaeological digs. These digs will uncover some of the city's earliest history previously sealed below the surface.

We are creating 7,000 jobs for Victorians, with opportunities for more than

750

apprentices, trainees and cadets



5 million

work hours already clocked on the Metro Tunnel Project



Easier access to hospitals, universities and jobs

The Metro Tunnel will reduce travel times by connecting key destinations to the train network for the first time. These include the Royal Melbourne Hospital, the University of Melbourne, the St Kilda Road employment hub and Shrine of Remembrance.

This will improve the journeys of thousands of people each day, giving them more time to spend doing what they want to do and less time travelling.

The Metro Tunnel will reduce the journey time of passengers from the south-east of Melbourne to and from the Parkville medical and education precinct by up to 17 minutes. It will also reduce the journey time to and from the St Kilda Road employment precinct by up to 15 minutes.

Find out more at metrotunnel.vic.gov.au.

Update on Metro Tunnel works across Melbourne

Kensington Precinct

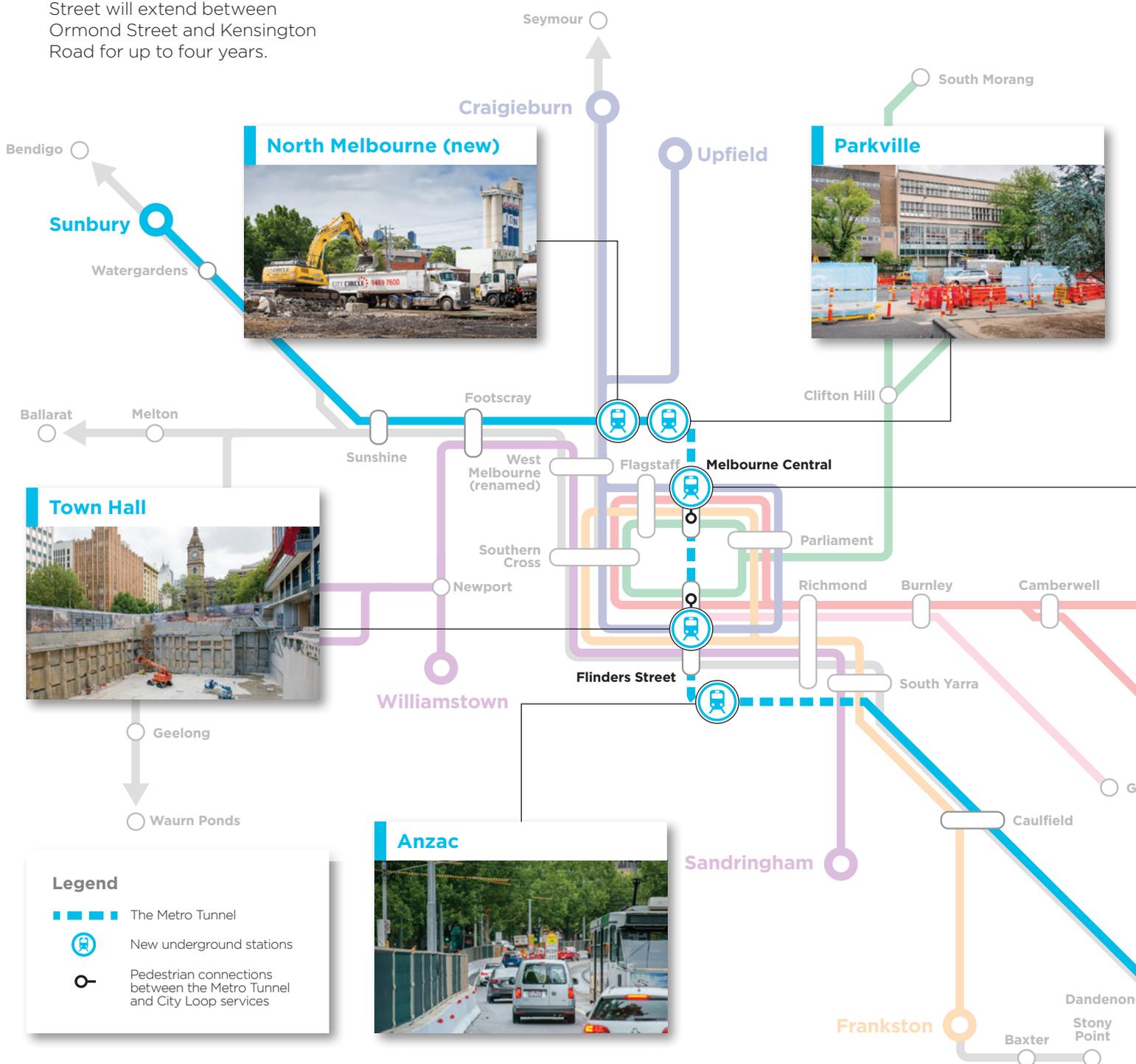
- Works to relocate four high voltage transmission towers near Childers Street to make space for the tunnel's western entrance are continuing.
- Childers Street, between the Bill Vanina Pavilion and Ormond Street, will be closed to traffic from mid-2018, however, overheight vehicles accessing the Lloyd Street Business Estate will still have access. Cyclist and pedestrian diversions will be in place. Later this year, the closure of Childers Street will extend between Ormond Street and Kensington Road for up to four years.

North Melbourne Station

- Building demolition is complete within the site which will be the location of the new North Melbourne Station near Arden Street.
- Services, including overhead power lines, ground power conduits, and drainage have been relocated.
- Construction of guidewalls and piling has commenced.

Parkville Station

- Grattan Street closed to traffic for up to five years.
- Fencing has been installed around the perimeter of the station site.
- Other activities include removal of street furniture and above ground assets, installation of the site facilities and an electrical kiosk to provide power to the site during construction.



Legend

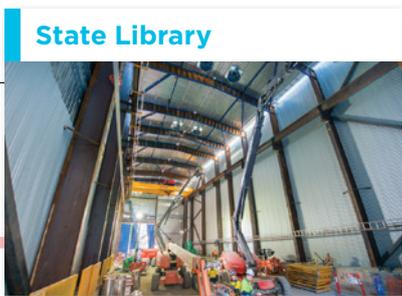
- The Metro Tunnel
- 🚆 New underground stations
- 🚶 Pedestrian connections between the Metro Tunnel and City Loop services

State Library Station

- Massive acoustic sheds have been built at the Franklin Street and A'Beckett Street sites with 24/7 digging underway to build 11-storey deep shafts.
- The demolition of six buildings along Swanston Street and La Trobe Street is complete, including the nine-story residential tower at 200 La Trobe Street.

Town Hall Station

- Demolition of the existing car park at City Square has finished. Since late November 2017, more than 5,000 tonnes of debris has been removed from the site.
- Site preparation works and investigations are continuing ahead of piling activities to support construction of an acoustic shed at City Square later this year.
- Building demolition on Swanston Street, between the Nicholas Building and Young and Jackson Hotel, is almost complete with Port Phillip Arcade now demolished.



State Library

Anzac Station

- Construction of a new tram stop in Park Street was completed in February 2018. The tram stop is now open.
- St Kilda Road tram tracks and traffic lanes have been reconfigured to allow vehicles, cyclists and pedestrians to keep moving through the site.
- Piling for the new underground station will start in June ahead of an acoustic shed being installed.

South Yarra Precinct

- Gas service relocation works in Osborne Street are underway.
- A worksite will soon be established as part of efforts to construct the tunnel's eastern entrance.

Metro Tunnel big digs

One of the State's largest archaeological digs that could unearth some of the city's earliest colonial history is underway.

Work has begun on the cleared site on the corner of Swanston and La Trobe streets.

Assessments of ground conditions were undertaken to determine the best way to conduct the digs.

Archaeologists and historians are hoping to uncover a large collection of artefacts, potentially dating back more than 180 years, across the 10 sites in the CBD.

Digs will also be undertaken on Little La Trobe Street and along Swanston Street near Young and Jackson Hotel.

Artefacts uncovered will provide a glimpse into Melbourne's past and are a rare chance to gain a better understanding of our city's early settlers and history.

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New station names

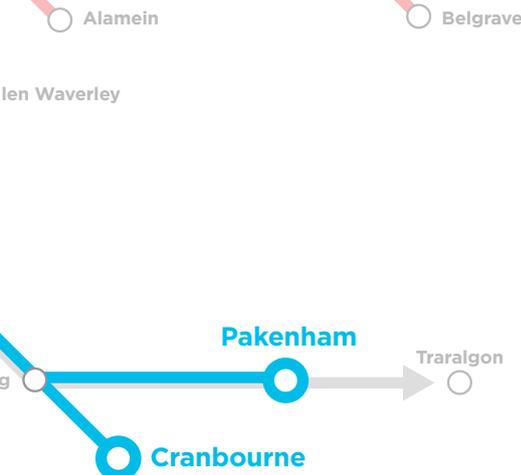
Thank you to all the Victorians who embraced the once-in-a-lifetime chance to make history with more than 50,000 names suggested for the five new underground Metro Tunnel stations.

An expert panel determined a shortlist of suitable names and the Victorian Government made the final decision - with a focus on common sense geographic references. In addition, they have decided to rename the existing North Melbourne Station, West Melbourne to better reflect its true location.



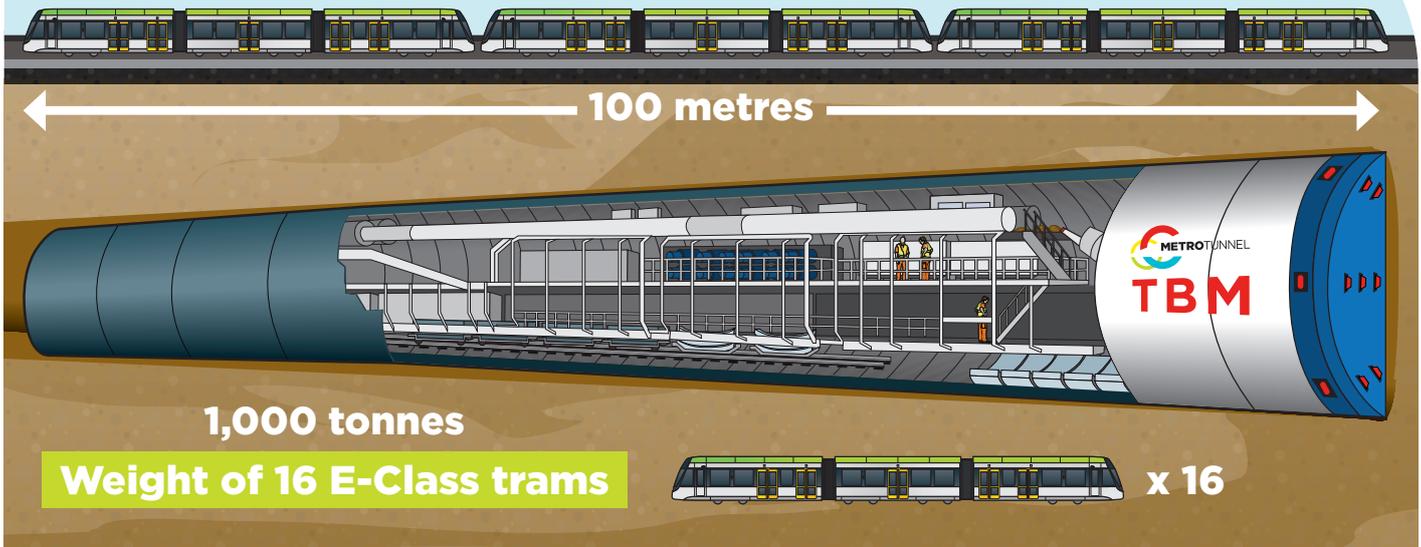
Melbourne Metro Rail Authority (MMRA) has changed its name to Rail Projects Victoria.

Rail Projects Victoria is overseeing the delivery of the \$11 billion Metro Tunnel, the \$1.7 billion Regional Rail Revival program, and investigating fast rail between Melbourne and Geelong, as well as a Melbourne Airport Rail Link.



Tunnel boring machine.

Length of 3 E-Class trams



1,000 tonnes

Weight of 16 E-Class trams

x 16

Tunnel boring machines on the way

Four giant tunnel boring machines (TBMs) will start arriving by early next year to build the twin 9-kilometre tunnels that will form the Metro Tunnel and transform Melbourne's transport network.

The 100 metre long machines will operate like moving factories as they travel deep beneath the city's surface, with giant cutting heads burrowing through soil and rock, which is then transported via pipes to the surface.

Two TBMs will be dispatched to North Melbourne and two to Anzac, where they will be assembled, lowered into a shaft 20 metres underground and launched into the earth.

The two TBMs at North Melbourne will be launched to head to the Western Portal on the first leg of their journey. The two TBMs at Anzac will head to the Eastern Portal. The TBMs will then be retrieved and relaunched from their respective starting points and all head underground to the CBD with tunnelling expected to be complete by 2021.

VICTORIA'S BIG BUILD

Victoria is currently in an infrastructure construction boom with about \$30 billion in major road and rail projects being built. Along with the Metro Tunnel, other projects include:

- Removing 50 dangerous and congested level crossings.
- A vital alternative to the West Gate Bridge, the West Gate Tunnel.
- Extending the South Morang rail line to Mernda
- Upgrades to every regional passenger train line in Victoria, including new and improved stations
- Major upgrades to some of our biggest freeways including the M80, CityLink, Tullamarine and Monash.

With so many major projects underway, there are some unavoidable disruptions on the road and rail networks.

You can find out more about these major disruptions and whether you need to change your travel plans by visiting bigbuild.vic.gov.au.

More information

To find out more about the Metro Tunnel Project and register for future email updates:

metrotunnel.vic.gov.au

1800 105 105 (24 hours a day, 7 days a week)
Press 2 and follow the prompts

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Korean	한국어	Turkish	Türkçe
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Mandarin	普通话		

It should be noted that this information is current at the time of printing, however due to unforeseen circumstances, changes may occur. Please visit metrotunnel.vic.gov.au for the latest updates.