



LEVEL CROSSING REMOVAL PROJECT

PRECEDENT STUDY

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INTRODUCTION

PURPOSE

Over the next eight years, the State Government will deliver a coordinated program to remove 50 of the worst level crossings in Melbourne, improving safety and urban amenity in local communities whilst improving the efficiency of the local transport network and creating thousands of jobs. It represents one of the biggest urban design and transport architecture programs in Melbourne's history, affecting many activity centres across the city.

This precedent study provides background information for the program by illustrating precedents of relevant rail and road projects from around the world. It includes examples of rail over and rail under, road over and road under, good and bad, old and new, local, national and international precedents.

These precedents will be used to inform assessments of different design outcomes, noting that each level crossing site requires specific consideration in relation to a range of issues including engineering challenges, local environment and urban design objectives.

REPORT STRUCTURE

The document has been organised into four chapters:

Melbourne Precedents

This chapter presents precedents of rail and road projects in Melbourne from the last century. These include recent grade separation rail projects (e.g. Nunawading, Mitcham, Springvale, Epping and South Morang Stations), older grade separation rail projects in established suburbs (e.g. Balaclava, North Richmond and Glenferrie Stations), unsuccessful grade separation projects (e.g. Warrigal Road at Oakleigh) and major road projects (e.g. Eastlink, Peninsula Link and CityLink).

Australian Precedents

This chapter identifies relevant projects from around Australia including integrated activity centre development (e.g. Rouse Hill) and higher density transit-oriented development (e.g. Chatswood).

International Precedents

This chapter presents international projects with the positive use of public space beneath elevated structures (e.g. Sylvia Park, Buffalo Bayou Promenade, A8erna), recently developed elevated stations (e.g. Brentwood Skytrain, Randstad Rail Station), older elevated rail precincts undergoing rejuvenation (e.g. The Underline) and elevated stations in historic precincts (e.g. Hoxton Station, Zurich Viaduct Project).

Network Precedents

The final chapter illustrates networks or major network extension projects from around the world.

