



Transforming the Sunbury Line



The Metro Tunnel is the biggest upgrade of Melbourne's train network since the City Loop opened in 1981.

It will connect the Sunbury Line with the Cranbourne and Pakenham lines through a new tunnel under the city, enabling more services and reducing travel times to key destinations.



The **Sunbury Line Upgrade** is complete, preparing the line for new trains and the opening of the Metro Tunnel.

The Sunbury Line and the Metro Tunnel

When the Metro Tunnel opens in 2025 the Sunbury Line will run through new tunnels under Melbourne's CBD, with bigger, more modern trains, next-generation signalling technology and five new stations.

The Metro Tunnel is the first step towards a metro-style rail network for Melbourne, with the turn-up-and-go rail services that are the hallmark of the world's great cities.

It will transform Melbourne's train network, connecting passengers to five new underground stations and slashing travel times by up to 50 minutes a day.

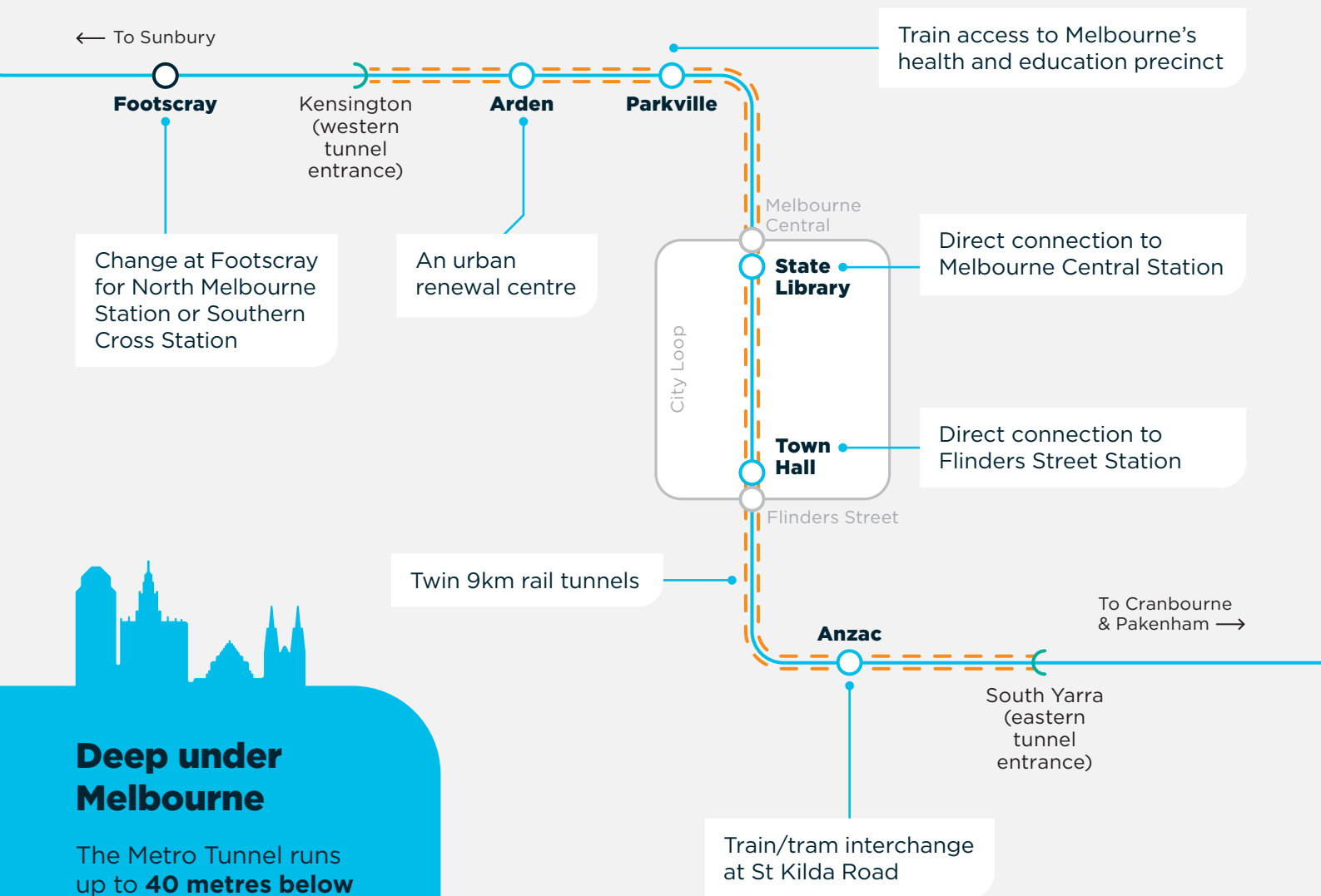
The project includes:

- twin 9km rail tunnels from Kensington in the west of the city to South Yarra in the south east, connecting the Sunbury Line to the Cranbourne and Pakenham lines
- five new underground stations at Arden, Parkville, State Library, Town Hall and Anzac
- passenger connections to Flinders Street and Melbourne Central stations for easy interchange with the City Loop
- Melbourne's first tram/train interchange at Anzac Station on St Kilda Road
- High Capacity Signalling to enable more frequent services
- safety features including platform screen doors.

Sign up for Metro Tunnel project updates

metrotunnel.vic.gov.au






Metro Tunnel route



Deep under Melbourne

The Metro Tunnel runs up to **40 metres below street level**, passing under the City Loop and the Yarra River.

When the Metro Tunnel opens in 2025 Sunbury Line passengers will be able to:

-  Save up to 50 minutes a day on a return journey to Parkville or St Kilda Road
-  Switch to City Loop or other lines easily at State Library Station or Town Hall Station
-  Get to Parkville and St Kilda Road by train for the first time
-  Change trains at Footscray to get to North Melbourne or Southern Cross stations
-  Travel all the way from Sunbury to Cranbourne or Pakenham without changing trains.





Anzac Station concept image

Sunbury Line Upgrade

Work is now finished on the Sunbury Line Upgrade, including:

- **power upgrades** between Sunbury and the Metro Tunnel entrance so bigger, more modern trains can run on the line
- **high capacity signalling** on sections of the line to enable more trains, more often
- **platform extensions** at eight stations between Sunbury and Footscray
- **wheelchair boarding pads** at eight stations between Sunbury and Footscray
- **train stabling upgrades** at Sunbury, Calder Park and Watergardens
- **the removal of the Gap Road level crossing in Sunbury** to create a safer, more connected community.



Arden Station concept image

With **four more level crossings** being removed, the Sunbury Line will be level crossing free by 2025.



No level crossings means we can run more trains on the Sunbury Line when the Metro Tunnel opens without keeping boom gates down and local roads closed for large parts of the day.

Accessibility

Accessibility is at the forefront of design for the Sunbury Line Upgrade and Metro Tunnel Project.

The Sunbury Line Upgrade includes wheelchair boarding pads at eight stations so people in wheelchairs can board trains unassisted.

The new trains that will run on the Sunbury Line will have hearing loops, dedicated wheelchair spaces and accessible seats.

The five new underground stations in the Metro Tunnel will include:

- escalators and lifts
- customer service counters and Customer Help Points
- generous platform widths
- Tactile Ground Surface Indicators
- braille and tactile signs
- audible announcements and hearing loops
- accessible toilets, ambulant cubicles and Changing Places



High Capacity Metro Trains



Melbourne's new bigger, more modern trains will run on the Sunbury Line when the Metro Tunnel opens in 2025.

The trains are being built in Victoria and are the first new metro train design in almost 20 years.

They have:

- more carriage space for 20 per cent more passengers
- better accessibility with a clear walkway through the entire train, 14 allocated spaces at accessible boarding doors and a hearing aid loop
- more space for bikes and prams
- real-time service information displays and maps
- better safety including more security cameras.

More information

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

