

HURSTBRIDGE LINE DUPLICATION UPDATE

APRIL
2023



*New Montmorency Station entrance – view from Were Street and Binns Street.
Artist impression only – subject to change*

Your new Montmorency Station

The second stage of the Hurstbridge Line Duplication will deliver further improvements, including more train services, less crowding on peak trains and better connections to public transport in Melbourne's north east.

The new station will remain in the heart of Montmorency village and improve connections around the area.

We've developed a design for the new Montmorency Station that not only reflects the character of the local area but, more importantly, factors in what you told us was important.

We heard strong preferences for a minimalist design that blends into the local environment with low visual impact, native vegetation and the use of natural materials.

Improved facilities with better all abilities access and more weather protection were also big themes.

More trains, more often

From **Sunday 28 May 2023**, there will be a new timetable on the Hurstbridge Line.

There will be an additional:

- Two early weekday AM services from Hurstbridge
- One AM peak service from Hurstbridge
- Two AM counter peak services from Flinders Street
- One weekday PM service from Flinders Street
- One weekday peak PM service from Flinders Street
- One weekday PM counter peak service from Hurstbridge

Timetables and more information is available at ptv.vic.gov.au, PTV's journey planner app and metrotrains.com.au

New walking and cycling path

In the 2022 State budget, the Victorian Government announced funding for a new two kilometre shared walking and cycling path.

Stage one of the shared path will be built between the new Greensborough and Montmorency stations. The path will provide safe and easy access between the two stations and link with the Plenty River Trail and station forecourts.

Works commenced in early 2023.

The budget also provided funding for the planning of Stage two of the path between Montmorency and Eltham. Stage two of the shared path will be delivered by the Department of Transport and Planning.



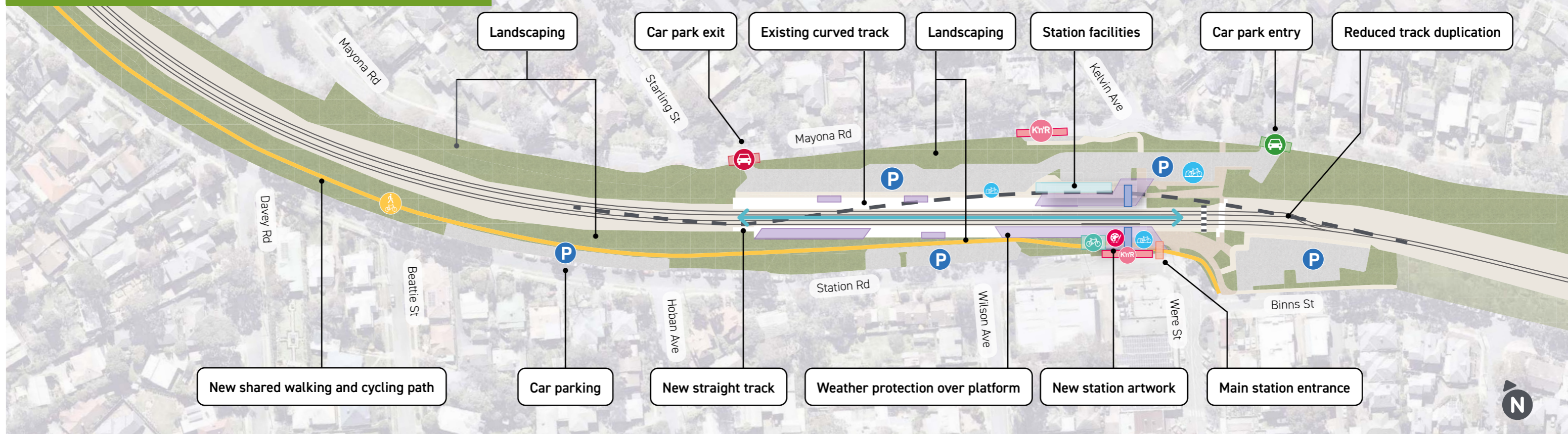
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New Montmorency Station precinct



- Bike parking
- Car park entry
- Pedestrian crossing
- Platform entry
- Car parking
- New straight track
- Existing curved track
- New shared walking and cycling path
- Station facilities
- Car park exit
- Main station entrance
- Outdoor bike hoops
- Kiss and ride
- Canopy over platform
- Landscaping

*New Montmorency Station precinct.
Subject to change.*

We heard what you wanted in your new Montmorency Station

Community feedback has been integral in the design of the new Montmorency Station and has resulted in a minimalist design, incorporating native vegetation, updated facilities, all abilities access and more weather protection.

Passengers can look forward to:

- safer, straight platforms that eliminate the gap between the train and platform
- improved station facilities with canopies on both platforms to give greater weather protection
- ticket machines on both platforms
- better station access with entrances on both sides of the rail line
- sustainability features including solar panels and a rainwater tank
- new safe and secure bike storage and more bike hoops outside the station
- all abilities access and parking
- 30 new car spaces in the station precinct following completion of both the Hurstbridge Line Duplication project and Car Parks for Commuters Program in late 2024
- a station entrance in the heart of Montmorency Village.

*New Montmorency Station entrance includes ramps for easy access - view from Were Street and Binns Street
Artist impression only - subject to change*



New station precinct features

- The two new platforms are located around 100 metres west of the current platform to ensure the new platforms are safe and accessible for the community.
- The main station entrance is located on Station Road, and both platforms have an entry forecourt with canopies for protection from the weather and a ticket machine.
- The second platform on Mayona Road means there is now a station entrance on both sides of the rail line, giving passengers better access to the station and Montmorency village.
- The new, safer at-grade pedestrian crossing from Mayona Road aligns with Were Street, making it easier to get to the shops. The pedestrian crossing has an automated safety gate, with a magnetic latch and warning bells that sound when a train is approaching.
- There are 30 additional passenger car parks in and around the station, giving passengers more parking options. The car park will include five accessible car parking spaces close to the station entrances.
- Cycling to the station is easier with a new secure bike storage facility, plus more bike hoops outside the station.
- Safety is paramount at the new Montmorency Station with clear sight lines, improved lighting and CCTV cameras around the station precinct.



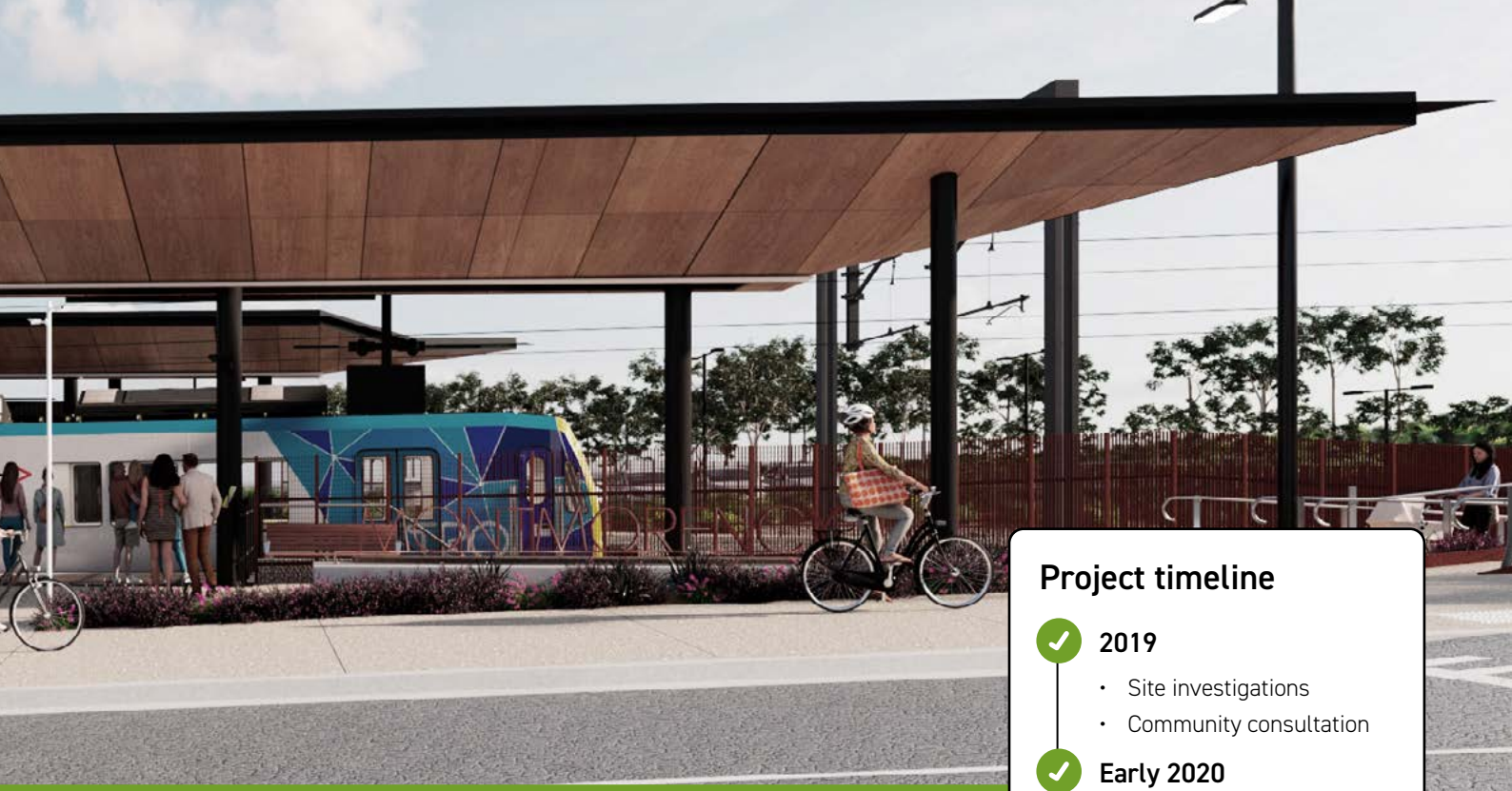
*New Montmorency Station along Station Road towards Beattie Street.
Artist impression only - subject to change*

What you told us

In October and November 2020, we asked you to give us feedback on the Montmorency Station precinct and what's important to you.

This included the overall look and feel, design and materials, landscaping and vegetation, and public art opportunities.

We heard landscaping and vegetation were a priority, as well as updated station facilities with all abilities access and more weather protection.



New Montmorency Station entrance – view from Station Road.
Artist impression only – subject to change

Why we built a new station

Due to the hilly terrain, curved track and narrow rail corridor, building a new station is best solution to delivering more trains on the Hurstbridge Line and improving the Montmorency Station precinct.

This design meets the current and future needs of the Montmorency community and will enable more trains to run more often.

The day-to-day operations of a train station require a variety of facilities which will need to be accommodated in the station precinct. These include electrical and communications equipment, storage, and cleaning and Protective Services Officer facilities. These will be located on the Mayona Road side of the rail corridor.

The new station precinct makes the Were Street shopping strip directly accessible to residents on the north side of the rail corridor.

Passengers have better access to the station from the new Mayona Road entrance, as well as improved parking options.



New Montmorency Station – view from Mayona Road.
Artist impression only – subject to change

Project timeline

- ✓ **2019**
 - Site investigations
 - Community consultation
- ✓ **Early 2020**
 - Site investigations
 - Planning consultation
- ✓ **Late 2020**
 - Community consultation
 - Station precinct layouts announced
 - Enabling works started
- ✓ **2021**
 - Station designs released
 - Construction begins
- ✓ **2022**
 - Construction continues
- ✓ **Early 2023**
 - Shared walking and cycling path construction starts
- ✓ **Mid 2023**
 - Duplicated track complete
 - New stations open
- **End 2023**
 - Shared walking and cycling path construction complete
 - Landscaping and other project completion works finish

**Timeline above subject to change.*

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