

PRESTON – APRIL 2021

BELL STATION



Artist impression, subject to change.

A safe, accessible design with new community spaces

The Level Crossing Removal Project is removing four level crossings and building two new stations in Preston, improving safety, decreasing congestion, creating more local connections and allowing more trains to run more often.

The new Bell Station will be safer and more accessible, with features including:



upgraded modern facilities and waiting rooms



elevated platforms with seating protected from Melbourne's weather



lifts and stairs making it easier for everyone to catch the train



more spaces to securely lock your bike.

Extending the Bell Station forecourt will generate more open space between the new station and Bell Street with more planting, seating and greenery for locals and passengers to enjoy. New shared walking and cycling paths through the area will make it easier for everyone to access the station and connect to the new open space along the rail corridor, including a large landscaped area to the south of the Bell Station car park.

The new station design complements Preston's arts precinct and creates a seamless connection from the station to the arts auditorium.

To build the new station, we are removing the Metro Trains Melbourne maintenance depot, reducing the number of trucks and heavy vehicles on local streets. We'll plant trees to provide a green buffer between the station and houses on Garnet, Gertrude and Adeline streets and the existing substation will be screened to improve the amenity of the area.

levelcrossings.vic.gov.au

Authorised and published by the Victorian Government, 1 Treasury Place, Melbourne



DESIGNING THE NEW BELL STATION

Designing a new station precinct is a complex process that involves considering a variety of requirements and constraints, as well as opportunities.

Rail operations, engineering requirements, land constraints, safety, traffic flow and pedestrian access all need to be examined, along with the urban design and placemaking objectives.

The final design is ultimately the one which best responds to all these considerations and constraints.

Our team of specialist designers and engineers works with key stakeholders including the Department of Transport, Metro Trains Melbourne, VicTrack and the Urban Design Advisory Panel, to ensure the design meets their requirements and all safety regulations.



Considerations

Safety

When designing a station precinct our number one priority is safety. With 82 per cent of train users arriving at Bell Station on foot, providing safe and separate access in and around the station for pedestrians is essential.

By moving Bell Station 40 metres south of the original location, it improves east-west pedestrian movements by minimising conflict points with vehicles. It also creates a walkway through to the Darebin Arts and Entertainment Centre, so that pedestrians can access this facility from the station without having to walk along busy Bell Street.

Rail operations

Functional elements of the rail bridge and rail line must also be considered in the design process. For trains to operate safely the design must include underground signalling, as well as communication and high voltage lines.

Moving around Bell Station



Constraints

Available land

While land along rail corridors is owned by the Victorian Government, not all vacant land is available to use on level crossing removal projects. The land on the west side of Bell Station, between Oakover Road and Bell Street, is available to us during construction so that we have enough space to work safely but this land is not available to the project to incorporate into the design. That is because the State Government hasn't yet decided how that land will be used in the future.

The future use of the land is not dependent on the design of the level crossing removal and the new station. This future use will be informed by community consultation and engagement and the State Government will not make a decision prior to the public having an opportunity to have their say.

Engineering requirements

The design must factor in crucial engineering requirements, such as signalling, communications and services, as well as drainage to maintain existing conditions for large storm and flood events.

The project design includes drainage basins and swales. These are critical elements helping to control water movement in the area.

Vehicle access and parking

The new car park will ensure train passengers have easy access to rail services, with accessible car parking to ensure equitable access for all members of the community.

Our traffic analysis shows there won't be an increase in traffic volumes in the area.

The Metro Trains Maintenance depot was relocated to provide the space for passenger parking. Moving the depot also reduces the number of heavy vehicles on local streets.

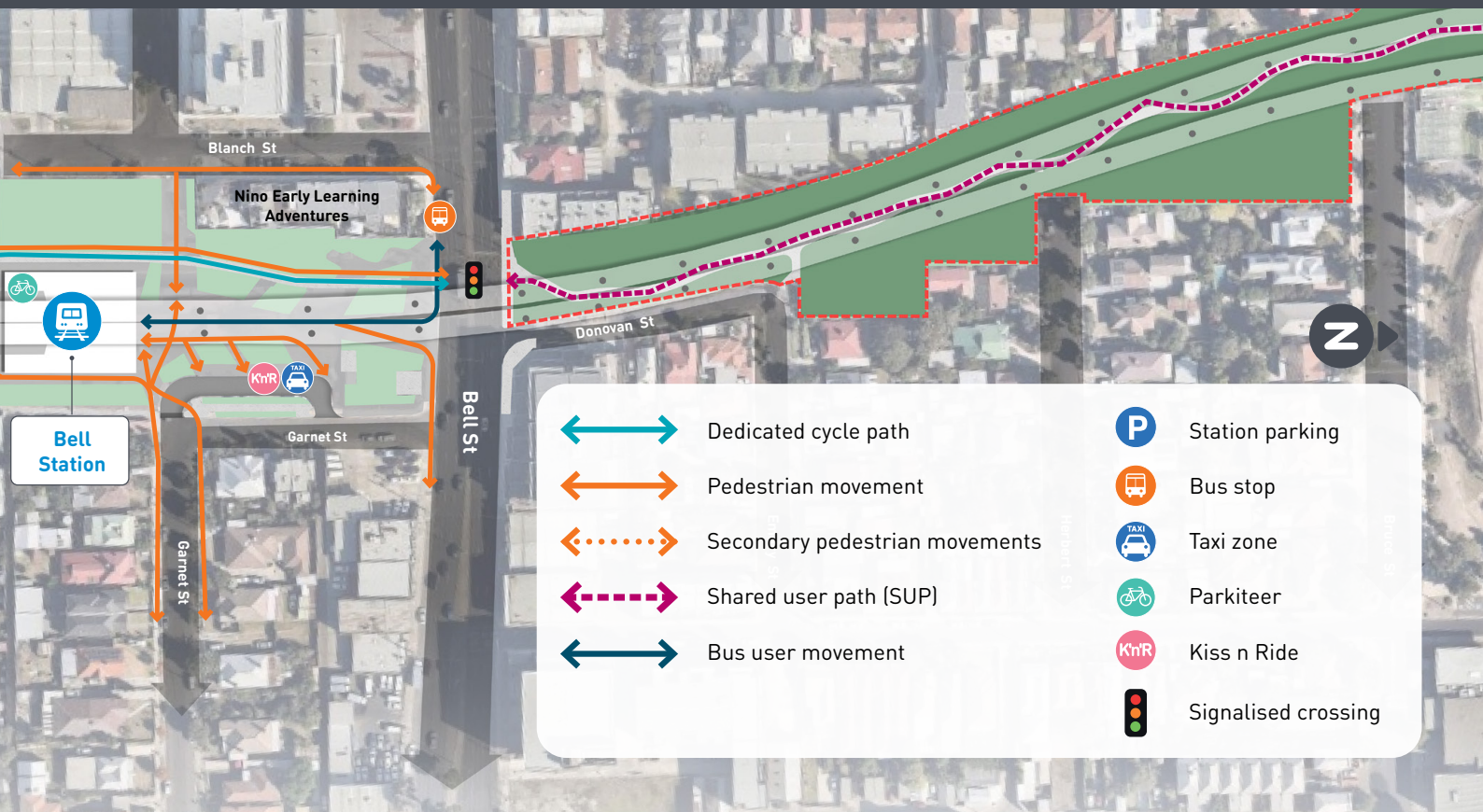
As with all station car parks, traffic will typically be confined to morning and afternoon peak periods.

Providing entry to the station via Railway Place East and Gertrude Street, with an exit from Adeline Street, improves the flow of traffic and reduces the number of cars on each street.

We will install variable message signage on a local access street to indicate when the station car park is full.

Sustainability

The new station has been designed for water and energy efficiency. Sustainable features include solar panels, rainwater reuse, LED lighting in the station and car park, and environmentally sustainable materials to reduce greenhouse gas emissions.



Car park access: other options we examined

| Option | Drawbacks |
|---|---|
| Two-way road connection to car park via Adeline St and Garnet St | <ul style="list-style-type: none"> Increased risk of accidents because of conflicts between cars and pedestrians Reduced east-west connections due to road access Road connection reduces green space in station forecourt |
| Two way road connection via Garnet St only | <ul style="list-style-type: none"> Increased risk of accidents because of conflicts between cars and pedestrians An access road from Garnet St would encroach on the pedestrian priority area around the station Requires turning circle in car park which reduces green space No landscaping buffer between station and some residential streets Road connection lessens green space on eastern forecourt and creates a less inviting entry Dangerous congestion point created at the entrance/exit of car park where it intersects with drop off area |
| Car park access from Blanch St | <ul style="list-style-type: none"> Increased risk of accidents because of conflicts between cars and pedestrians Limited land available An access road from Blanch St would impact the pedestrian priority area around the station Insufficient land available to create safe access for pedestrians, cyclists and cars Additional land would also be needed for drainage requirements Requires turning circle in car park which reduces green space |

Our design provides a safer and greener station precinct with all the functional requirements of a modern metropolitan train station.

Artist impression, subject to change.



Project timeline

- ✓ **2017-2018**
 - Site investigations
 - Technical and engineering assessments
 - Government commitment to remove additional crossings on the Mernda line
- ✓ **2019**
 - Confirm design
 - Further engineering investigations
 - Community engagement on what's important to the Preston community
- ✓ **2020**
 - Concept designs
 - Nominations for Preston Open Space Advisory Panel
 - Further community engagement on defined, negotiable elements of the design
 - Design finalised
 - Early work begins
- **2021**
 - Construction
- **2022**
 - Level crossings removed and stations opened
- **2023**
 - Open space ready for locals to enjoy

Please note that the timeline above is subject to change.

CONTACT US

contact@levelcrossings.vic.gov.au
1800 105 105
Level Crossing Removal Project
GPO Box 4509, Melbourne VIC 3001

Follow us on social media
@levelcrossings



Translation service – For languages other than English, please call 9280 0780.

Please contact us if you would like this information in an accessible format.

If you need assistance because of a hearing or speech impairment, please visit relay.service.gov.au