



REGIONAL  
RAIL REVIVAL  
**BALLARAT**



# WHAT WE HEARD

COMMUNITY FEEDBACK ON THE PROPOSED  
WENDOUREE STATION UPGRADE AND  
BACCHUS MARSH TRACK DUPLICATION

April 2018

Project partners:



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# BUILDING A BETTER BALLARAT LINE

The Australian and Victorian governments are upgrading the Ballarat line to deliver more trains and improved reliability for Melbourne's outer western suburbs, Rockbank, Melton, Bacchus Marsh, Ballan and Ballarat.

The \$551.7 million Ballarat Line Upgrade is part of the state-wide Regional Rail Revival program that will deliver major upgrades to every regional passenger line in Victoria.

Upgrading the Ballarat line will enable much needed extra services during peak times and trains every 40 minutes off-peak to service growing communities in Melbourne's outer west and Ballarat.

The project was approved in September 2017 and early works started in October 2017. Extensive engagement with stakeholders and community was undertaken as part of the initial planning process and has continued throughout the project's design development phase.

As a result of this process, the Victorian Government announced that a major upgrade of Wendouree station and duplicated track at Bacchus Marsh would be included in the scope of project, fast tracking infrastructure planned for the future so communities can enjoy the benefits sooner.

Additional works will also include improved signalling along the line, delivering better train services to regional passengers and give regional Victoria the infrastructure it needs as it continues to grow.

In seeking planning approvals for these works, further consultation was undertaken in early 2018 to understand the views of the community and commuters.

The works, to be delivered by the Melbourne Metro Rail Authority (MMRA), will be completed by late 2019 subject to planning approval.

## PURPOSE

This report provides a summary of the feedback received as part of our community consultation to support the planning and design of Wendouree station and track duplication works near Bacchus Marsh.

## PLANNING AND APPROVALS

To secure approval to upgrade Wendouree station and duplicate approximately three kilometres of track at Bacchus Marsh, we are requesting the Minister for Planning prepare, adopt and approve an amendment to the Melton, Moorabool and Ballarat Planning Schemes.

To support the planning scheme amendment application, potential environmental effects have been considered through a range of targeted investigations including ecology, Aboriginal cultural heritage, built heritage, planning and land use, and noise and water quality.

To view the draft Planning Scheme Amendment, visit [regionalrailrevival.vic.gov.au/ballaratsplanning](http://regionalrailrevival.vic.gov.au/ballaratsplanning).



# ENGAGING WITH COMMUNITIES

We developed a detailed engagement framework that outlines activities over the life of the Regional Rail Revival program. This framework captures our commitment to meaningful consultation with stakeholders and communities during the planning, design and delivery phases.

The following core principles guide engagement on all projects, including the Ballarat Line Upgrade:

- **Direct:** direct engagement is the preferred means of communicating major issues to affected stakeholders and communities.
- **Open:** communication will be open, transparent, inclusive, accessible, accurate and consistent in its content, and will be planned, coordinated and timely in its delivery to all audiences.
- **Proactive:** proactive communication and early engagement are integral parts of all project and operational planning processes to ensure a “no surprises” approach.
- **Tailored:** messages and delivery channels must be tailored to the communication and information needs of their intended audiences.

This framework and its core principles have been applied to consultation on the proposed Wendouree station upgrade and Bacchus Marsh track duplication.

## HOW WE ENGAGED

During January and February 2018, we asked the community, commuters and a range of other stakeholders to give us feedback on our early plans to upgrade Wendouree station and duplicate track near Bacchus Marsh.

Reflecting MMRA’s commitment to informing project planning, design and delivery through local knowledge, consultation incorporated a range of activities to encourage participation and gather feedback about these proposed works.

We shared and gathered information via the project’s website, launched two online surveys, mailed letters and fact sheets to residents and businesses, interacted with commuters at station pop-ups, and had in depth conversations at community drop-in information sessions.

Consultation also involved continued conversations with key stakeholders including councils, government agencies and community groups via meetings, briefings and presentations.

Further information about who we engaged and how we engaged them is provided in Figure 1.

An overview of the proposed works and detailed summaries of what we heard about the Wendouree station upgrade and the Bacchus Marsh track duplication is provided in separate sections to follow.



	WENDOUREE STATION UPGRADE	BACCHUS MARSH DUPLICATION
ONLINE	<ul style="list-style-type: none"> <li>Two online surveys were launched on the Ballarat Line Upgrade website, one for Wendouree and another for Bacchus Marsh. The surveys asked questions about station design, aspects of planning, the environment and impacts</li> <li>The Wendouree and Bacchus Marsh page of the Ballarat Line Upgrade website attracted 648 visits during the consultation period</li> <li>Facebook posts about the proposed works reached 2,300 people and 327 subscribers received an e-newsletter update</li> <li>In total, 129 detailed surveys were submitted, including 100 detailed surveys on Wendouree and 29 on Bacchus Marsh.</li> </ul>	
INFORMATION	<ul style="list-style-type: none"> <li>A letter and fact sheet was distributed to around 2000 properties close to Wendouree station</li> <li>Advertising was placed in the Ballarat Courier to promote consultation and encourage online survey submissions.</li> </ul>	<ul style="list-style-type: none"> <li>A letter was distributed to around 2000 properties near the location of the proposed track duplication works</li> <li>Advertising was placed in the Moorabool News to promote consultation and encourage survey submissions.</li> </ul>
INTERACTIONS	<ul style="list-style-type: none"> <li>We held pop-up sessions at Ballarat and Wendouree stations, where the project team distributed information and interacted with more than 380 morning commuters</li> <li>We hosted drop-in information sessions at Howitt Street and Stocklands shopping centres in Wendouree and spoke to around 115 community members</li> <li>We also attended an inter-agency community information session on the Wendouree Railway Precinct Master Plan and spoke to around 40 people about plans to upgrade Wendouree station</li> <li>We followed-up on the letters and fact sheets distributed to landowners, residents and businesses with phone conversations and onsite meetings.</li> <li>We engaged with directly affected landowners about the proposed works and possible use of private land for laydown areas and site access.</li> </ul>	<ul style="list-style-type: none"> <li>Early engagement was initiated with directly affected landowners about the proposed works and possible use of private land for laydown areas and site access.</li> </ul>
STAKEHOLDERS	<ul style="list-style-type: none"> <li>Transport for Victoria</li> <li>Public Transport Victoria</li> <li>V/Line</li> <li>Department of Environment, Land, Water and Planning</li> <li>VicTrack</li> <li>Ballarat City Council</li> <li>Moorabool Shire Council</li> <li>Melton City Council</li> <li>Committee for Ballarat</li> <li>Public Transport Users Association – Ballarat Branch</li> <li>Lake Gardens Action Group in Wendouree</li> </ul>	

Figure 1

## ENGAGEMENT SNAPSHOT

**490+**

conversations at station  
pop-ups and drop-in  
information sessions

**4000+**

letters and fact sheets mailed  
to landowners and residents

**648**

visits to the Wendouree and  
Bacchus Marsh webpage  
during the consultation period

**2,300+**

people reached via  
Facebook posts

**327**

subscribers received  
the e-newsletter

**129**

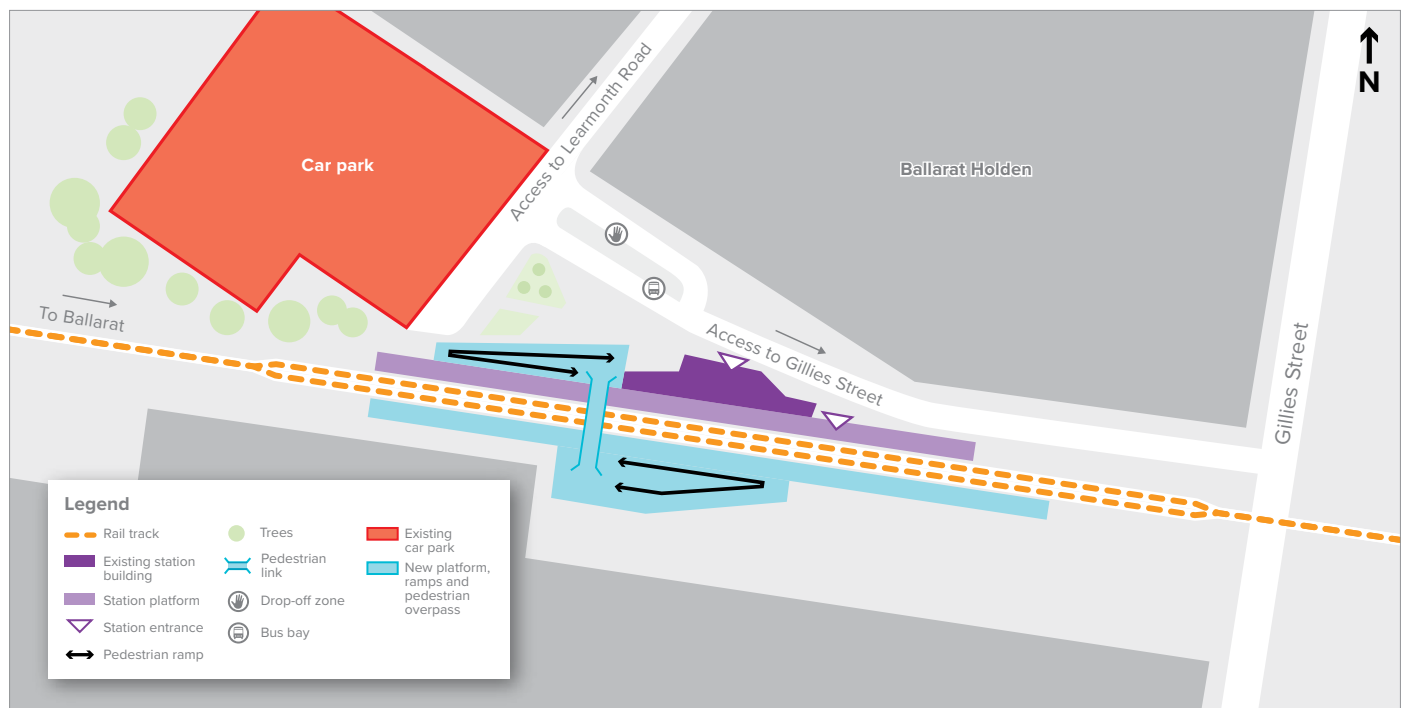
detailed survey  
responses received



# WENDOUREE STATION UPGRADE

## OVERVIEW

BENEFITS	WORKS WILL INCLUDE:
<ul style="list-style-type: none"> <li>Upgrading Wendouree station will allow trains to pass each other here for the first time, improving service flexibility and lessening the instances of passengers on delayed services from Melbourne having to be transferred onto replacement coaches at Ballarat.</li> </ul>	<ul style="list-style-type: none"> <li>An additional platform on the south side of the station</li> <li>New accessible pedestrian link between platforms</li> <li>Track duplication</li> <li>Added security features including more CCTV and lighting</li> </ul>



Not to scale

## WHAT WE HEARD

We received 100 survey responses about planning and environmental matters related to the proposed Wendouree station upgrade. In the survey we also asked people to tell us what they thought was important to see in the station layout design when upgrading Wendouree station.

This section provides a summary of planning and environmental feedback as well as station design feedback.

## PLANNING AND ENVIRONMENTAL FEEDBACK

Figure 2 shows the planning and environmental aspects that respondents ranked as most important to them. A summary of specific issues raised on each of these aspects, and the project's response to each, is outlined below.

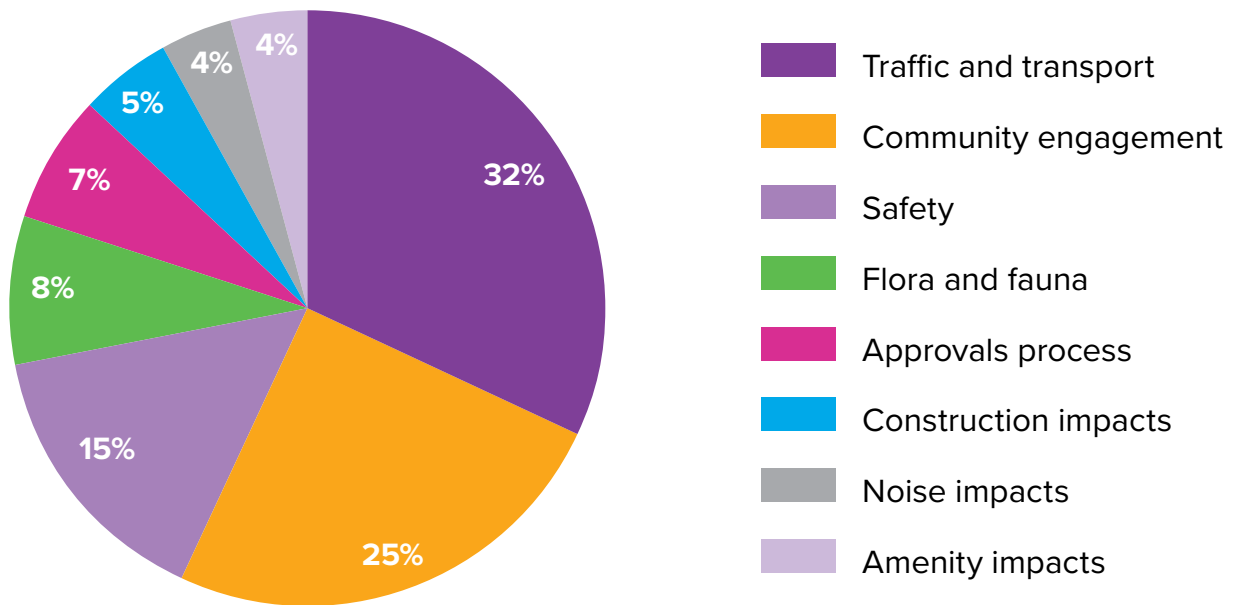


Figure 2

### TRAFFIC AND TRANSPORT

#### WHAT TRAFFIC AND TRANSPORT ASPECTS SHOULD WE CONSIDER WHEN PLANNING AND DELIVERING THE PROJECT?

**32%** of feedback related to traffic and transport

##### Issues raised

Feedback emphasised the need for frequent bus replacement services during construction and alternative parking options if parking is affected during construction.

Feedback showed that receiving advanced notice of service and traffic disruptions is important to respondents, so they can make other travel arrangements when required.

Some concerns were raised about vehicle traffic and congestion outside of the station precinct.

Suggestions considered out of scope for the project included requests for improved bus routes and traffic lights on roads surrounding the station.

##### Project response

We will work closely with our project delivery partner to minimise adverse construction impacts on the surrounding residents and the broader community.

Road traffic during construction, including traffic generated by construction vehicles, is expected to be typical of a transport infrastructure project and will occur over a period of around 12 months.

As with other rail line closures, appropriate alternative arrangements will be provided to reduce impacts on commuters. Temporary road diversions or closures and moving heavy equipment to and from site will be managed under a Traffic Management Plan (TMP).

## COMMUNITY ENGAGEMENT

### WHAT COMMUNITY ENGAGEMENT ASPECTS SHOULD WE CONSIDER WHEN PLANNING AND DELIVERING THE PROJECT?

**25%** of feedback related to community engagement

#### Issues raised

We heard that genuine and meaningful engagement with the community during all stages of the project is important, particularly for people living close to the station and for those who rely on the V/Line service.

Respondents would like to see regular updates on the project's progress and information on any disruption to services or station access. Social media was flagged as a preferred channel to facilitate faster responses from the project team.

Respondents would also like to continue seeing detailed plans and visual representations of the station upgrade and would like to hear how their feedback is being used to inform the project.

#### Project response

MMRA is committed to ongoing engagement and informing the project through local knowledge. Community and stakeholder feedback has and will continue to play an important role in the project's planning and development.

Engagement is taking place via a range of channels including face-to-face and online engagement to ensure all interested parties have the opportunity to participate.

Feedback received to date has been provided to the project's delivery partner to inform their design work. Pending planning approvals, detailed designs for Wendouree station will be released in mid to late 2018.

The project will continue to report back to stakeholders and the community about engagement activities and how feedback is being used in the development of the project.

MMRA will continue to work closely with V/Line to ensure commuters are made aware well in advance of any service and station changes.

## SAFETY

### WHAT SAFETY ISSUES SHOULD WE CONSIDER?

**15%** of feedback related to safety

#### Issues raised

Respondents were concerned about how road traffic will be managed around construction areas.

We heard people are eager to see appropriate traffic management in place during construction, and an emphasis on the need for increased pedestrian safety, particularly near work areas.

One respondent suggested increased parking at the station could improve safety, as the current entry/exit can be dangerous during peak periods.

#### Project response

Road traffic during construction, including traffic generated by construction vehicles, is expected to be typical of a transport project and will occur over a period of around 12 months.

New station parking will be built by VicTrack with works scheduled to start in 2018. MMRA and its delivery partners will design the work program to minimise impacts on commuter parking, where possible.

As with other rail line closures, appropriate alternative arrangements will be provided to minimise commuter impacts. Temporary road diversions or closures and mobilisation of heavy equipment to and from site will be managed under a Traffic Management Plan (TMP).



## FLORA AND FAUNA

### WHAT FLORA AND FAUNA CONSIDERATIONS SHOULD WE MAKE WHEN PLANNING AND DELIVERING THE PROJECT?

**8%** of feedback related to flora and fauna

#### Issues raised

Feedback highlighted the importance of flora and fauna to the local community and emphasised the need to not only minimise removal and damage but to also look at opportunities to enhance the area.

Planting trees and native vegetation in the area post construction is important to local residents, with one resident suggesting that gardens should be incorporated into station surroundings.

Feedback suggested special care be taken to protect frogs that are regularly seen in the area.

#### Project response

Findings of specialist investigations on flora and fauna have been used to help design the Wendouree station upgrade to ensure there will not be significant adverse environmental effects. Any resulting effects can be addressed through the planning scheme amendment.

To minimise and mitigate adverse effects, construction will be managed in accordance with the Ballarat Line Upgrade's Environmental Management Framework (EMF) and will be required to meet Environmental Performance Requirements (EPRs) approved by the Minister for Planning.

Impacts on native flora and fauna will be avoided as much as practicable. Where impacts cannot be avoided, the project's delivery partners must ensure appropriate measures are implemented, including offsets for removing native vegetation in accordance with state requirements.

## APPROVALS PROCESS

### WHAT COMMENTS DO YOU HAVE ON THE APPROVAL PROCESS?

**7%** of feedback related to the approval process

#### Issues raised

Feedback highlighted the importance of a transparent approval process and to ensure the community understands how the project is complying with relevant policies and standards.

#### Project response

Community and stakeholder feedback has and will continue to play an important role in the project's planning and development.

An amendment to the Melton, Moorabool and Ballarat Planning Schemes is required to facilitate the delivery of the Wendouree station upgrade, Bacchus Marsh track duplication and signaling works.

Given the extensive consultation undertaken to date and the broad support from the community and affected stakeholders which has been demonstrated so far, MMRA is requesting the Minister for Planning prepare, adopt and approve a Ministerial planning scheme amendment for these works, including exempting the amendment from formal exhibition under section 20(4) of the Planning and Environment Act 1987.

## CONSTRUCTION IMPACTS

### WHAT CONSTRUCTION IMPACTS SHOULD WE CONSIDER?

**5%** of feedback related to construction impacts

#### Issues raised

Concerns about increased dust during construction were raised, with one respondent suggesting that dust and noise barriers should be put in place.

Some residents from the Botanica and Lake Gardens estates raised concerns about large trucks driving behind their properties, suggesting speed limits be lowered during construction.

Minimising disruption to the Gillies Street level crossing is also important to respondents as this area is prone to traffic congestion.

#### Project response

MMRA will be responsible for providing clear communication for the construction timeframes and giving notice to potentially affected property owners about the nature and duration of works, and any replacement services for rail users.

Potential impacts on noise (including working hours), and air quality including increased dust during the construction will be managed in accordance with the Ballarat Line Upgrade's EMF and will be required to meet EPRs approved by the Minister for Planning.

The EMF also requires the preparation of a Construction Environmental Management Plan (CEMP), to assist with managing environmental impacts during construction.

## NOISE

### WHAT SHOULD WE CONSIDER ABOUT NOISE IMPACTS?

**4%** of feedback related to noise

#### Issues raised

Residents highlighted the need for noise to be kept within the limits of current EPA regulations, particularly during the night, and asked that suitable noise barriers be put in place before construction commences.

We heard there are concerns about increased heavy vehicle traffic, which may create more noise and dust for residents living nearby.

#### Project response

Construction noise will be managed in accordance EPRs and will be required to comply with the relevant Environment Protection Authority (EPA Victoria) guidelines on the management of construction noise.

As part of the Ballarat Line Upgrade, MMRA has assessed the operational airborne noise of the railway reserve in accordance with the Victorian Passenger Rail Infrastructure Noise Policy April 2013 (PRINP) and associated guidelines.

Noise levels generated by the Ballarat Line Upgrade post construction are predicted to comply with the PRINP following the application of suitable mitigation measures.

## AMENITY IMPACTS

### WHAT SHOULD WE CONSIDER ABOUT AMENITY IMPACTS?

**4%** of feedback related to amenity impacts

#### Issues raised

We heard that commuters are keen to see a user-friendly station layout that facilitates easy access and provides amenities for people of all ages and abilities, as well as an area for bicycle storage.

Further feedback considered out of the scope of the project included concerns about the lack of seating and size of the waiting room at the station.

Feedback also queried how the design would allow safe access to the second platform.

#### Project response

As part of the Ballarat Line Upgrade there will be no changes to the existing station building, which was opened in 2009. Upgrades to Wendouree station will include the provision of a new pedestrian overpass linking the existing platform and proposed new platform including a ramp, stairs and lift access.

The project's Urban Design Framework (UDF) will guide the design of Wendouree station including Crime Prevention Through Environmental Design (CPTED) principles. This includes visibility, all person ability access, and safe access points at transport interchanges. The UDF will foster the delivery of user friendly, safe and accessible connections both in and out of the station and station facilities.

The platforms will be well-lit with Passenger Information Displays (PIDs) and CCTV.

Landscaping will also seek to improve the amenity of the station precinct.

## STATION DESIGN FEEDBACK

In addition to feedback on planning and environmental matters, we also asked people to tell us what they thought was important to see in the design when upgrading Wendouree station.

Figure 3 shows the design aspects that people ranked as most important to them. A summary of feedback on each of these aspects is outlined below.

This feedback will be used by our project delivery partner – consortium comprising of Lendlease, Coleman Rail and SMEC – to inform the design development phase of the Wendouree station upgrade.

More detailed station designs will be shown to the community in mid to late 2018.

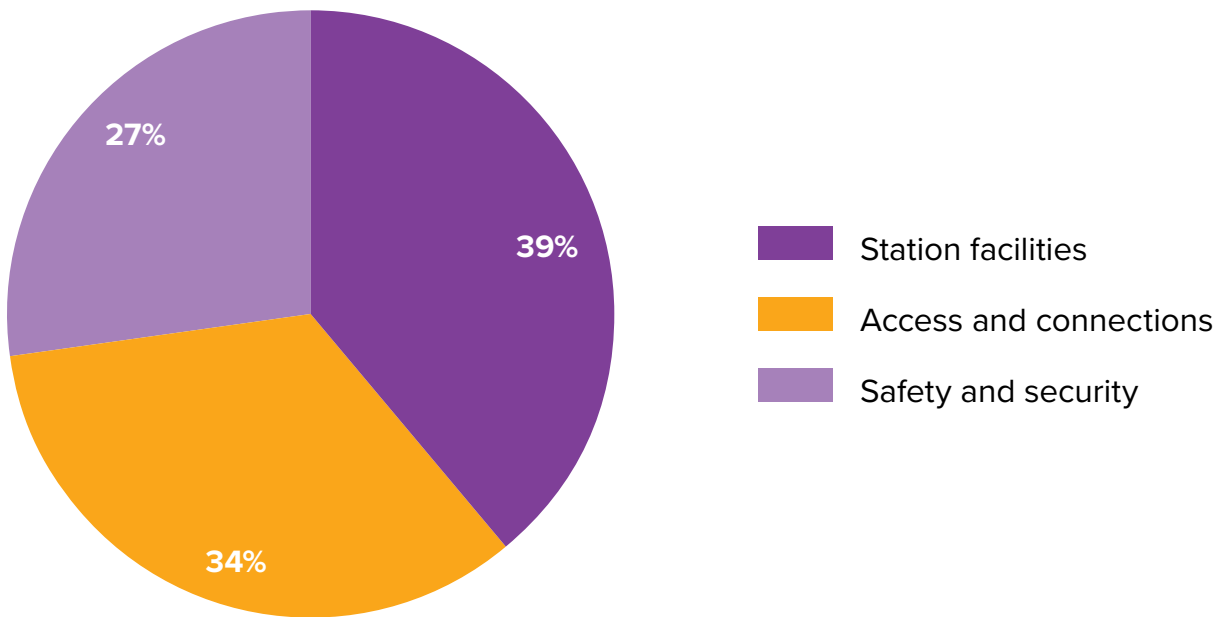


Figure 3

STATION FACILITIES	ACCESS AND CONNECTIONS	SAFETY AND SECURITY
<p>We heard that adequate shelter from the weather including covered pedestrian links and waiting areas are important aspects of station design.</p> <p>Feedback also highlighted the need for accessible myki machines and new information displays.</p>	<p>Feedback emphasised that ease of access for wheelchairs, bicycles, prams and ambulances (in emergency situations) is important.</p> <p>We also heard that safe DDA compliant access between platforms is essential.</p> <p>There was also feedback about station car parking, which is being delivered by VicTrack.</p>	<p>The majority of feedback related to the need for ample CCTV cameras in and around the station, including the car park, to help commuters feel safe and deter criminal activity.</p> <p>Safety zones as well as clearly lit pedestrian pathways, platforms and waiting areas are important aspects of safety and security.</p>

# BACCHUS MARSH TRACK DUPLICATION

## OVERVIEW

BENEFITS	WORKS WILL INCLUDE:
<ul style="list-style-type: none"><li>Duplicating the tracks in this area provides more space for trains to pass each other and improves train operations by enabling trains to move in and out of the new Maddingley stabling facilities more quickly.</li></ul>	<ul style="list-style-type: none"><li>Duplication of approximately three kilometres of track between Bacchus Marsh station and Rowsley Station Road in Maddingley</li></ul>



## WHAT WE HEARD

We received 29 survey responses about planning and environmental matters related to the proposed Bacchus Marsh track duplication.

This section provides a summary of planning and environmental feedback.

## PLANNING AND ENVIRONMENTAL FEEDBACK

Figure 3 shows the individual planning and environmental aspects that people ranked as most important to them. A summary of specific issues raised on each of these aspects, and the project’s response to each, is outlined below.

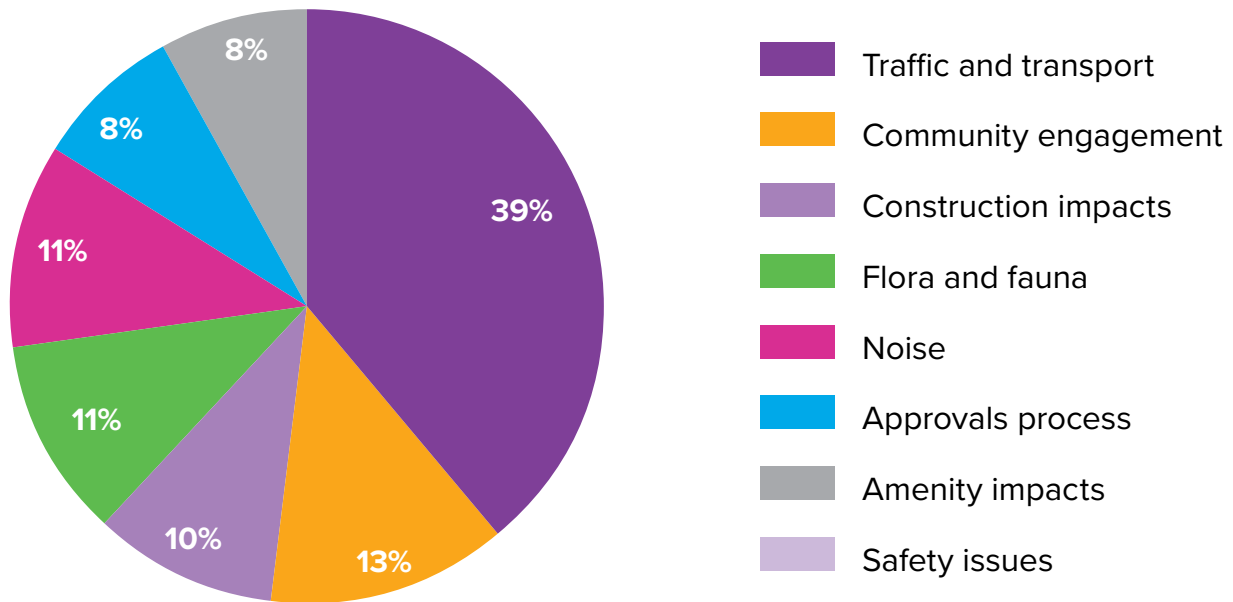


Figure 3

### TRAFFIC AND TRANSPORT

#### WHAT TRAFFIC AND TRANSPORT ASPECTS SHOULD WE CONSIDER WHEN PLANNING AND DELIVERING THE PROJECT?

**39%** of feedback related to traffic and transport

##### Issues raised

Respondents asked that disruptions to train services be minimised where possible.

Where disruption is unavoidable, sufficient notice and adequate replacement buses services were requested. Further comments were made about the need for clear communication about timing of disruptions and access to replacement services.

Effective traffic management and minimising local traffic impacts during peak periods and school times is also important to people.

##### Project response

We will work closely with our project delivery partner to minimise adverse construction impacts on surrounding residents and the broader community.

Road traffic during construction, including traffic generated by construction vehicles, is expected to be typical of a transport project and will occur over a period of around 12 months.

As with other rail line closures, appropriate alternative arrangements will be provided to minimise commuter impacts. Temporary road diversions or closures and mobilisation of heavy equipment to and from site will be managed under a Traffic Management Plan (TMP).

## COMMUNITY ENGAGEMENT

### WHAT COMMUNITY ENGAGEMENT ASPECTS SHOULD WE CONSIDER WHEN PLANNING AND DELIVERING THE PROJECT?

**13%** of feedback related to community engagement

#### Issues raised

Responses highlighted the importance of proactive engagement throughout the project's planning and delivery.

Feedback showed that people wanted to see plenty of opportunities for participation, including face-to-face engagement. One respondent suggested weekend sessions or sessions in Melbourne to allow people commuting between Bacchus Marsh and Melbourne to attend.

Feedback also highlighted the need for the project to report back on outcomes of investigative works.

#### Project response

MMRA is committed to ongoing engagement and informing the project through local knowledge. Community and stakeholder feedback has and will continue to play an important role in the project's planning and development.

Engagement is taking place via a range of channels including face-to-face and online engagement to ensure all interested parties have the opportunity to participate.

The project will continue to report back to stakeholders and the community about engagement activities and how feedback is being used in the development of the project.

## CONSTRUCTION IMPACTS

### WHAT CONSTRUCTION IMPACTS SHOULD WE CONSIDER?

**10%** of feedback related to construction impacts

#### Issues raised

Feedback highlighted the need for advanced notice of works and direct communication with residents and commuters, especially in relation to potential disruptions to rail services.

Suggestions were made to look for opportunities to streamline construction activities as much as possible to minimise impact on regular services.

#### Project response

MMRA will be responsible for providing clear communication for the construction timeframes and giving notice to potentially affected property owners about the nature and duration of works, and any replacement services for rail users.

Potential impacts on noise (including working hours), and air quality including increased dust during the construction will be managed in accordance with the Ballarat Line Upgrade's EMF and will be required to meet EPRs approved by the Minister for Planning.

The EMF also requires the preparation of a CEMP to assist with managing environmental impacts during construction.

## FLORA AND FAUNA

### WHAT FLORA AND FAUNA CONSIDERATIONS SHOULD WE MAKE WHEN PLANNING AND DELIVERING THE PROJECT?

**11%** of feedback related to flora and fauna

#### Issues raised

Feedback emphasised the importance of native flora and fauna to the local community.

People are keen to see trees and native vegetation preserved where possible. Respondents suggested should any trees need to be removed they should be replaced in other nearby areas.

Feedback also suggested planting more trees, so the area of new track is more aesthetically pleasing.

#### Project response

Findings of specialist investigations on flora and fauna have been used to help design the track duplication at Bacchus Marsh and ensure there will not be significant adverse environmental effects as a result of the project. Any resulting effects can be addressed through the planning scheme amendment.

To minimise and mitigate adverse effects, construction will be managed in accordance with the Ballarat Line Upgrade's EMF and will be required to meet EPRs approved by the Minister for Planning.

Impacts on native flora and fauna will be avoided as much as practicable. Where impacts cannot be avoided, the project's delivery partners must ensure appropriate measures are implemented, including offsets for removing native vegetation in accordance with state requirements.

## NOISE

### WHAT SHOULD WE CONSIDER ABOUT NOISE IMPACTS?

**11%** of feedback related to noise

#### Issues raised

Questions were raised about the specific hours and days that construction will take place, as well as whether sound wall barriers or other noise mitigation measures would be put in place in residential areas close to the track.

Feedback emphasised noise as an important issue for local residents, and that works should adhere to noise standards to reduce impact on local residents.

#### Project response

Construction noise will be managed in accordance with the EPRs and will be required to comply with the relevant EPA guidelines on the management of construction noise.

As part of the Ballarat Line Upgrade, MMRA has assessed the operational airborne noise of the railway reserve in accordance with the PRINP and associated guidelines.

Noise levels generated by the Ballarat Line Upgrade post construction are predicted to comply with the PRINP following the application of suitable mitigation measures.



## APPROVALS PROCESS

### WHAT COMMENTS DO YOU HAVE ON THE APPROVAL PROCESS?

**8%** of feedback related to the approval process

#### Issues raised

Feedback emphasised the importance of ensuring efficiency in the approval process to ensure the project timeline is maintained.

#### Project response

An amendment to the Melton, Moorabool and Ballarat Planning Schemes is required to facilitate the delivery of the Wendouree station upgrades, Bacchus Marsh track duplication and signaling works.

Given the extensive consultation undertaken to date and the broad support from the community and affected stakeholders which has been demonstrated so far, MMRA is requesting the Minister for Planning prepare, adopt and approve a Ministerial planning scheme amendment for these works, including exempting the amendment from formal exhibition under section 20(4) of the Planning and Environment Act 1987.

Pending planning approval, construction on the Wendouree station upgrade and track duplication works near Bacchus Marsh will start in 2018 with the project to be completed by late 2019.

## AMENITY IMPACTS

### WHAT SHOULD WE CONSIDER ABOUT AMENITY IMPACTS?

**8%** of feedback related to amenity impacts

#### Issues raised

One respondent suggested the new duplicated track should be lower than the existing track so that trains are less visible.

#### Project response

Technical and specialists' assessments were undertaken to inform the scope of works and avoid amenity impacts where practicable.

Track duplication in this area will run through a large cutting, which will make the trains less visible, however, track levels will be maintained as it is not feasible to have tracks at different levels.

## OTHER FEEDBACK

Although all feedback is valued, some of the comments received were considered out of scope for the Wendouree station upgrade and track duplication works near Bacchus Marsh.

This included:

- Changes to V/Line timetables including reducing wait times at Ballarat and introducing an additional afternoon service from Southern Cross
- The need for additional V/Line carriages on Ballarat line services
- A request to duplicate the track for the entire distance from Melton to Maddingley

- A suggestion for the proposed Bacchus Marsh duplication to join to the existing Rowsley loop
- A request to see the signal box on the platform at Bacchus Marsh station be repaired and restored.

This feedback will be provided to the appropriate authorities for consideration in future integrated transport planning for the Wendouree and Bacchus Marsh areas.

# WHAT'S NEXT

Feedback gathered during consultation has been integrated with the planning and design process to help inform the development of these aspects of the project.

Subject to planning approval, construction on the Wendouree station upgrade and track duplication works near Bacchus Marsh will start in 2018 with the project to be completed by late 2019.

We want to thank everyone who has contributed feedback and we look forward to providing updates on the project as it progresses.



## CONTACT US

For more information about the Ballarat Line Upgrade:

-  [regionalrailrevival.vic.gov.au](http://regionalrailrevival.vic.gov.au)
-  [regionalrailrevival@ecodev.vic.gov.au](mailto:regionalrailrevival@ecodev.vic.gov.au)
-  **1800 105 105** (24 hours a day, 7 days a week)
-  [facebook.com/ballaratl原因](https://facebook.com/ballaratl原因)



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Project partners:

