

Ruthven Street, Macleod, November and December 2025

# Selecting the best design for Macleod and Rosanna



Looking west towards the level crossing at Ruthven Street, Macleod.





This brochure explains the key considerations of the rail bridge design as well as the other designs that were ruled out.



## Selecting the best design

**We're removing the level crossing at Ruthven Street, Macleod by building a rail bridge over the road.**

We're also building a new walking and cycling path along Ellesmere Parade from Ruthven Street to Davies Street. This section of the path is the missing link between existing paths on McNamara Street and Ellesmere Parade.

A new signalised pedestrian crossing near the rail bridge will improve safety for pedestrians and bike riders crossing Ruthven Street.

Making Macleod and Rosanna level crossing free will improve safety, reduce congestion for the 12,600 vehicles that use the crossing daily and will provide more reliable travel times for locals.

Removing the level crossing will eliminate almost half an hour of boom gate down time in the morning peak alone.

Locals don't have to look far to see the benefits of removing level crossings with a rail bridge. Further along the Hurstbridge Line we've removed the level crossings at Grange Road, Alphington and Lower Plenty Road, Rosanna by building rail bridges over the roads.

The project follows duplication of 3.5 kilometres of track on the

Hurstbridge Line, new modern stations at Greensborough and Montmorency, including a new 100 space multideck car park and bus interchange at Greensborough Station, investing in safer local communities and a better transport network for all Victorians.

During the early development stage of the project, we looked at a range of road and rail solutions to remove the Ruthven Street level crossing and assessed each solution's benefits to the local community and wider transport networks.

Engineering assessments determined that the best solution to remove the level crossing is by building a rail bridge over the road.

Upgrading Macleod Station is not within scope of this project; however, the new rail bridge will not preclude the station being upgraded in the future.

The stabling yard at Macleod Station will also be retained as part of the rail bridge solution.

**Construction will begin in 2026 with boom gates gone for good and trains running on the new rail bridge in 2027.**

### Why this level crossing needs to go



Approximately **12,600 vehicles** travel through this crossing every day



Boom gates are down for nearly **half an hour** of the morning peak (7am to 9am)



Up to **28 trains** cross during the morning peak (7am to 9am)

*Image above:  
Looking east at the rail bridge at Lower Plenty Road, Rosanna.*

# What we considered

**We assess every level crossing site based on its unique characteristics when determining the best solution for the project. When developing designs, we consider a range of factors including, impacts to homes and businesses, parks and community areas, the local environment and connectivity. Key features and considerations at the Ruthven Street level crossing site are:**



## Macleod Station and stabling yard

Ensuring impacts to the station and stabling yard are minimised is a key consideration for the project design and construction methodology. Upgrading Macleod Station is not within scope of this project, however, the new rail bridge will not preclude the station being upgraded in the future.



## Flora, fauna and the environment

Parklands and streetscapes in Macleod and Rosanna have diverse and important flora and fauna. Salt Creek runs through Macleod near the level crossing and the rail line.

We consider how the design will impact the existing environment, flora and fauna. We're working with experts to carefully manage, minimise and mitigate our impacts on these species. We'll work with Victorian and Australian government departments to obtain relevant approvals.

We'll also work from the western side of the rail line where possible to minimise disturbance to Rosanna Parklands.



## Aboriginal cultural heritage

In line with the *Aboriginal Heritage Act 2006* (Vic), we're preparing a Cultural Heritage Management Plan for the project. We're working with the Registered Aboriginal Party for the area, the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation, to minimise, mitigate and manage our impacts to sites of cultural heritage significance through the project design and construction methodology.



## Improved parks and community spaces

To provide additional and improved recreation space during construction and beyond we'll upgrade the oval at Macleod College. Upgrade works will start next year. When construction of the rail bridge is complete, we'll upgrade the Macleod Park oval.



## Construction impacts

Building major infrastructure in residential areas poses challenges, with construction affecting the local community and passengers.

As part of every project, we work carefully to minimise disruption to the community and ensure access is maintained for locals wherever possible.

Using Macleod Park oval during construction minimises the length and impact of disruptions for the whole community.

We'll work with Metro Trains and other projects working on the Hurstbridge Line to coordinate and minimise disruptions for passengers.

We'll also work closely with local councils and the Department of Transport and Planning to determine and coordinate any impacts to local roads and footpaths, alternate traffic arrangements and detour routes.

We will communicate any disruptions, detours and replacement services well in advance to help locals and passengers plan their We thank the community for their patience while we work.



## Travel connections

Maintaining connectivity for the community is a key consideration for the project. With this rail bridge design, it is unlikely there will be changes to the way you drive in the area. We'll build a new walking and cycling path along Ellesmere Parade for pedestrians and bike riders, and a new signalised pedestrian crossing near the rail bridge.



## Essential services and utilities

An electricity substation that powers the local and wider electrical grid is adjacent to the level crossing. There are essential services and utilities under the ground near the level crossing. Reducing impacts to the substation and other essential utilities and services is prioritised in our project design and construction methodology.



## Historic heritage

The level crossing is near local heritage places Elliston Estate (which includes Rosanna Parklands) and Macleod Park. We consider the project's impacts to the area's local heritage throughout design and construction. An important part of our planning is to identify any works in areas of significance, plan mitigation measures and seek all necessary permits and approvals.



## Topography and elevation of the area

The project area has differing ground types and elevation levels, including areas with steep gradients and areas prone to flooding due to nearby waterways. Building a design solution that accommodates ground differences while reducing impacts on the surrounding residential, parklands and rail corridor areas is a priority for the project.





View of the rail bridge at Lower Plenty Road, Rosanna from Rosanna Parklands.

### Protecting parks, trees, plants and wildlife

We know how important parklands, trees, plants and wildlife are to the Macleod and Rosanna community. Minimising tree and vegetation removal and impacts to wildlife habitat is a priority for the project.

We're undertaking careful planning to reduce our impact on local flora and fauna, however, we will need to remove some trees and vegetation to safely remove the level crossing and build the rail bridge.

Our project team is working on a design and construction methodology that retains as many trees and

shrubs as possible, including working from the western side of the rail line to minimise impacts to trees in Rosanna Parklands. Most of the impacted trees are expected to be in and around where the rail bridge will be located.

The rail bridge design includes opportunities for new landscaping and tree planting. We'll plant two trees for every tree we remove, and the community will be able to share their feedback on landscaping as part of our design consultation in early 2026.

### The advantages of a rail bridge over the road:

-  ties into the existing stabling yard and Macleod Station
-  requires no acquisition of private property
-  more reliable travel times with no boom gate delays
-  quieter with no more boom gate bells, fewer train horns and trains travelling in the rail bridge with new tracks and sleepers
-  improves safety for locals and road users
-  creates space for landscaping
-  shorter construction period compared to other design solutions.

Image (right): U-trough rail bridge under construction as part of the Skye/Overton Road, Frankston level crossing removal.

## Designing the new rail bridge

### Engineering assessments determined we're removing the Ruthven Street level crossing by building a rail bridge over the road.

Trains will travel over Ruthven Street on the new rail bridge, permanently separating vehicles, pedestrians and bike riders from trains.

The new rail bridge will be approximately 600 metres long and will be partially built from u-shaped concrete segments, known as U-troughs, in which the train sits. At each end of the new rail bridge, retaining walls will tie the train line back into the surface level tracks. There will be a clearance of 4.8 metres under the rail line on Ruthven Street.

As part of our works, we'll also build a new walking and cycling path along Ellesmere Parade from Ruthven Street to Davies Street. This section of the path is the missing link between existing paths on McNamara Street and Ellesmere Parade. A new signalised pedestrian crossing will improve safety for pedestrians and bike riders crossing Ruthven Street.

We'll also create a new maintenance vehicle access to the rail corridor north of the rail bridge, near Powley Parade.

Further detailed design, engineering assessments and community consultation will inform the concept designs.

The community will have an opportunity to provide feedback on the concept designs early next year.





# Ruthven Street, Macleod

## Rail bridge design

A new walking and cycling path from Ruthven Street to Davies Street

The new rail bridge will be about 600 metres long

No permanent impact to Macleod stabling yard and electrical substation.

New signalised pedestrian crossing









McNamara Street shops

Existing walking and cycling path on McNamara Street

No change to Macleod Station.

We'll upgrade Macleod College to deliver a new oval for the community and there will be works at Powley Parade.

### Legend

-  Level crossing to be removed
-  Retaining wall
-  U-trough rail bridge
-  New walking and cycling path
-  Existing walking and cycling path
-  Stabling yard
-  Substation
-  NOT TO SCALE

To minimise impacts to Rosanna Parklands, most of the rail bridge will be built from Ellesmere Parade. To safely build the rail bridge, we may work in the parklands at times. When construction is complete, any impacted areas in the parklands will be reinstated with new landscaping.

To minimise construction duration, truck movements and impact to the community, we'll temporarily use Macleod Park to build the new rail bridge. We're working closely to support local sports clubs and we'll upgrade the oval at Macleod College for the community.

Following construction, we'll upgrade the Macleod Park oval with new drainage and irrigation systems, a new natural turf playing surface and cricket pitch. These upgrades will start in April 2027.

Clearance of 4.8 metres under the rail line



# Other designs we considered

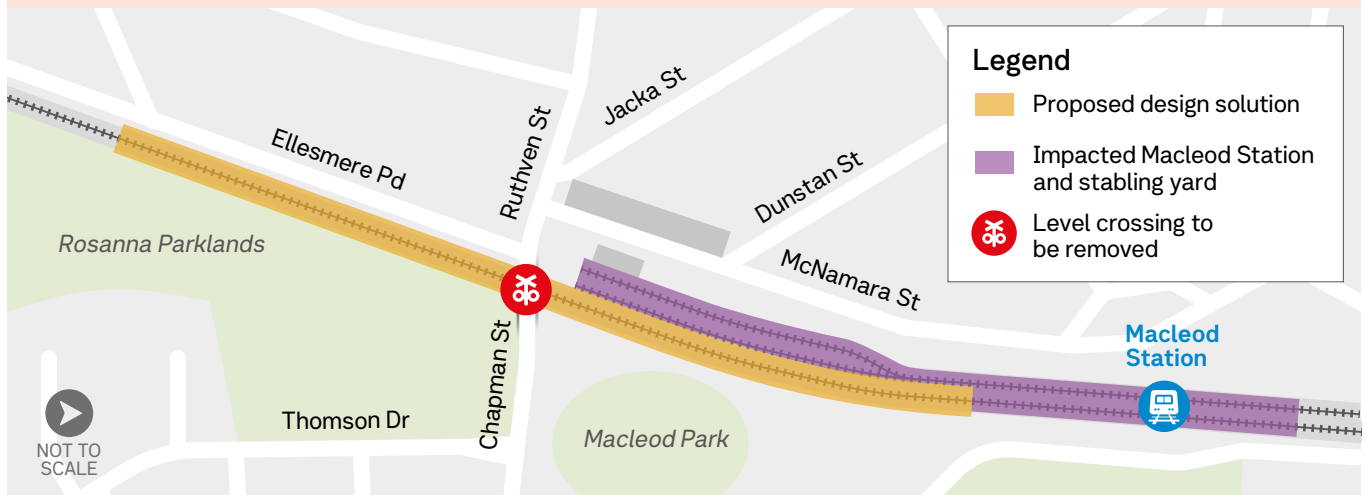
During the early development phase we investigated options to remove the Ruthven Street level crossing removal.



## Rail trench under the road

Lowering the rail under the road would:

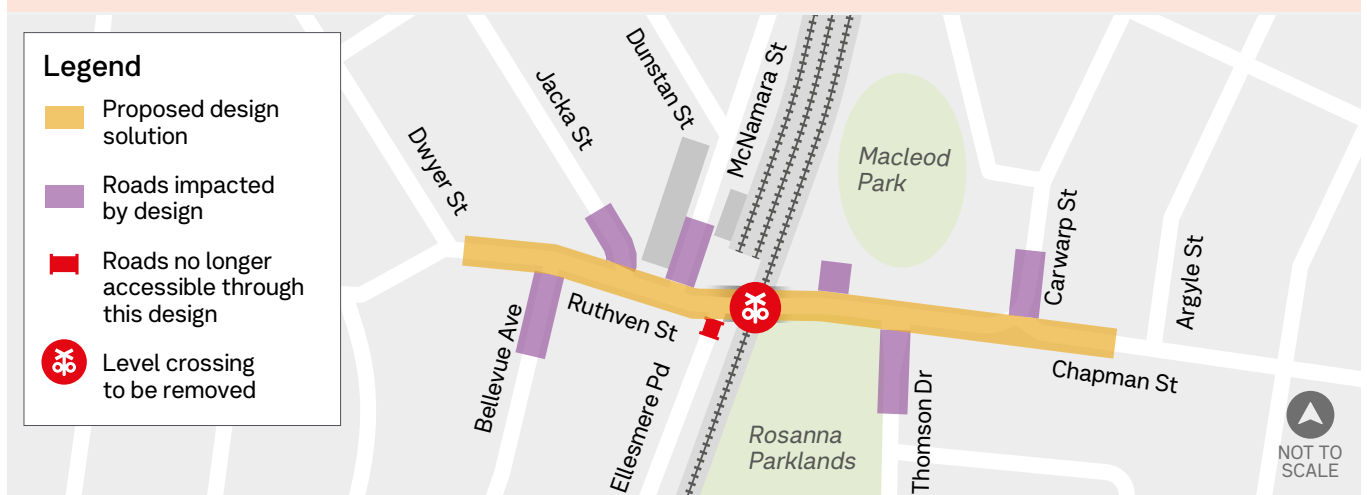
- have a longer construction period
- require extensive and complicated relocation of essential services and utilities above and below the ground
- result in significant tree and vegetation loss, including within Rosanna Parklands
- likely require reconstruction or relocation of Macleod Station and the stabling yard
- create no new space for landscaping
- have a greater impact to heritage sites
- require more construction vehicle activity.



## Road options

A road bridge or underpass would:

- require compulsory acquisition of homes and businesses
- cut off road, pedestrian and cyclist connections to Ellesmere Parade
- heavily impact and change intersections of local roads connecting to Ruthven and Chapman streets
- require extensive and complicated relocation of essential services and utilities above and below the ground
- create no new space for landscaping.



# Upgrading local sports grounds

## We're investing in the Macleod community and upgrading Macleod Park oval and Macleod College oval.

As part of our planning, we work to minimise disruption to the community by exploring efficient construction methodologies.

To safely build the rail bridge and minimise construction duration and impact to the community, we'll temporarily use Macleod Park oval to build the new rail bridge from October 2026 to April 2027.

By having equipment, machinery, vehicles, and construction materials close to the project minimises the length and impact of disruptions for the whole community. This

includes less trucks on local roads and shorter disruptions for passengers on the Hurstbridge Line.

We're working closely with the Macleod Junior Football Club, Macleod Cricket Club and Banyule City Council to support the clubs to train and play at other local grounds during construction.

To provide additional and improved recreation space during construction and beyond we'll upgrade the oval at Macleod College. Upgrade works will start next year.

When we're finished building the rail bridge in 2027 we'll upgrade

Macleod Park with new drainage and irrigation systems and laying a new natural turf AFL/cricket playing surface and cricket pitch.

We appreciate the collaboration of the Macleod Junior Football Club and Macleod Cricket Club, Macleod College and Banyule City Council to coordinate these works and our investment in the Macleod community.

We thank the clubs, their members and players and the community in advance for their patience during construction and Macleod Park oval upgrades.



*The existing walking and cycling path along Ellesmere Parade next to the rail bridge at Lower Plenty Road, Rosanna.*



### Stay up to date

Read more about the project at [levelcrossings.vic.gov.au/ruthven-street](https://levelcrossings.vic.gov.au/ruthven-street)

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### Project timeline



**2022**

- Project announced



**2024**

- Site investigations



**2025**

- Site investigations
- Community consultation



**2026**

- Concept designs released and further community consultation
- Final designs released
- Site establishment and early works
- Construction



**2027**

- Construction
- Trains running on the rail bridge
- Level crossing removed
- New walking and cycling path open






*\* Timeline subject to change.*

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