



Access for all

Metro Tunnel stations are designed so everyone can travel safely and easily.

PAGE 2



New destinations

Check out the five new state-of-the-art train stations.

PAGE 3



All you need to know

Your comprehensive guide to using the Metro Tunnel.

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KEEP ME!

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MetroTunnel

YOUR ULTIMATE GUIDE



Jump on board: Performers at Town Hall Station, part of a summer of special events to celebrate the Metro Tunnel opening. See page 8.

The Big Switch



SUNDAY 1 FEBRUARY will see the biggest transformation of Victoria's public transport in more than 40 years as the Metro Tunnel is fully integrated into the wider transport network.

More than 1,000 services will be added every week to the new Cranbourne, Pakenham and Sunbury Line timetable.

All services on the Cranbourne, Pakenham and Sunbury Line will travel exclusively through the tunnel, changing how thousands of passengers move around Melbourne day-to-day and freeing up space in the City Loop for more services on other lines.

Trains will run at least every 10 minutes for most of the day between Watergardens and Dandenong through the Metro Tunnel.

During the peak, services between Watergardens and Dandenong will arrive on average every three to four minutes.

The Big Switch is also the day when Frankston Line services return to the City Loop, improving access to the CBD for thousands of passengers.

A new timetable will be in place – including buses and regional and metropolitan trains.

With two of Melbourne's busiest train lines no longer running through the City Loop, space will be freed up to run more trains, more often, on more lines.

Trains will run almost 100km end-to-end on the Metro Tunnel line without boom gates, all of which have been removed from the Cranbourne, Pakenham and Sunbury Line.

There will be faster travel across the city through the new tunnel – around 12 minutes end-to-end – plus direct access to Melbourne's major hospitals, universities and St Kilda Road for the first time.

Summer Start



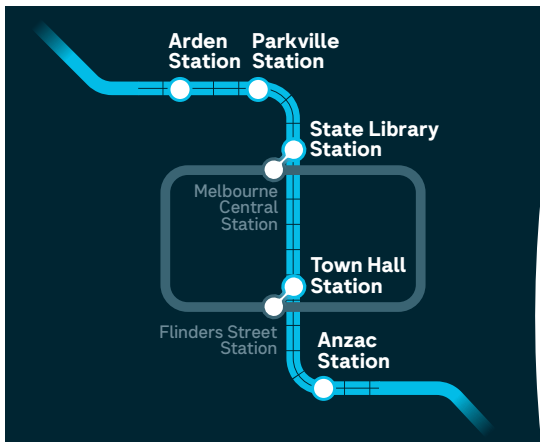
THE METRO TUNNEL'S five new state-of-the-art underground train stations are opening to passengers, giving all Victorians access to new destinations across Melbourne and more than 240 additional services every week.

The new tunnel connects the Sunbury Line to the Cranbourne and Pakenham lines and more than doubles the size of the city's underground rail network, with new stations at:

- **Arden** (in North Melbourne)
- **Parkville** (on Grattan Street)
- **State Library** (on Swanston Street near La Trobe Street)
- **Town Hall** (on Swanston Street near Collins Street)
- **Anzac** (on St Kilda Road)

During the Summer Start period over December and January, Metro Tunnel services will run seven days a week, stopping at all five new stations:

- **Monday to Friday** – every



20 minutes from 10am to 3pm between Westall and West Footscray.

- **Weekends** – every 20 minutes from 10am to 7pm between Westall and West Footscray, every 40 minutes from East Pakenham and every 60 minutes from Sunbury.

That means all Melburnians can catch the train to new destinations including Parkville and St Kilda Road for the first time, by choosing a service via the Metro Tunnel.

They can also get to know the

five underground stations and understand how their journeys may change in the future.

Existing services on the Cranbourne, Pakenham and Sunbury lines will continue as normal through the City Loop during the Summer Start, so passengers can take their usual journey if they want to.

People wanting to travel to Metro Tunnel stations can jump on a Summer Start service at stations between West Footscray and Westall.

Passengers on other lines around the network can connect to a Metro

More ways to move around Melbourne

Five new underground stations will connect you directly to Parkville's health and education precincts and St Kilda Road for the first time.

Open in 2025

Tunnel service at interchange stations including Footscray, Caulfield, Flinders Street and Melbourne Central.

The Summer Start means if there are any issues with the tunnel's new systems and infrastructure, bugs can be ironed out without disrupting the rest of the train network.

That ensures our team of experts – along with drivers and station staff – have time to get all the new technology, systems, processes and procedures bedded down before the Big Switch on 1 February.

● To find out how to use the Metro Tunnel when it opens, go to bigbuild.vic.gov.au/metrotunnel



Scan for more Metro Tunnel content online



Free public transport

To celebrate, enjoy free public transport on weekends in December and January.

more ways to move
bigbuild.vic.gov.au



Technology transforms your trip

METRO TUNNEL passengers will benefit from state-of-the-art technology not seen before on Victoria's rail network.

People will notice platform screen doors separating the platform from the tunnel. When a train stops, these doors open and close with the train doors.

Platform screen doors prevent items from falling on the tracks and help control airflow and temperature in stations.

- Safety tips:**
- Don't place anything between the doors to keep them open – they'll keep closing and can cause damage or injury.
 - Keep door areas clear so people can get off before you board.
 - Stay close to anyone needing help, especially children – hold hands if you can.
 - The doors open and close automatically, so no need to press buttons. Stay alert and off your phone.

● To learn more about platform screen doors, go to metro.tunnel.vic.gov.au/technology



Safety first: New platform screen doors.

Safe and accessible stations for everyone



Leading the way: Metro Tunnel stations include a wide range of accessibility features for easier travel.

METRO TUNNEL stations have been designed to be welcoming and accessible for people of all abilities.

The station platforms allow most wheelchair users to board trains unassisted, but assistance can be provided on request if needed.

Passengers using a wheelchair or other mobility device should board at the first door of the train as is standard across the network.

The stations feature Changing Places – larger than standard accessible toilets with more space

to meet the needs of people with a disability and their carers.

The trains that run through the Metro Tunnel have improved information screens, audible announcements and hearing loops, step-free access to the platform and accessible seats.

All five new stations feature Victorian-first platform screen doors for better safety, climate control, and less noise.

The stations also include customer service counters and

Help Points, Tactile Ground Surface Indicators, braille and tactile signs, accessible toilets, ambulant cubicles, parent rooms, and a dedicated evacuation strategy for people with mobility requirements.

Stations along the Cranbourne, Pakenham and Sunbury lines

have had accessibility upgrades to include wheelchair boarding pads to allow passengers in wheelchairs to board independently.

The recently refurbished Degraves Street Subway has also been made more accessible, with lifts to Flinders Street Station platforms.

Metro Tunnel's five new stations include:

- lifts and escalators to every level
- customer service counters and Customer Help Points
- Tactile Ground Surface Indicators
- braille and tactile signs
- audible announcements and hearing loops
- improved passenger information screens
- accessible toilets, ambulant cubicles, parents' rooms and adult change rooms (Changing Places).

Scan to find out more about accessibility features so you can be ready to use the Metro Tunnel's five new stations.



Retail giants join the Metro Tunnel

SOME OF Melbourne's biggest retailers will be part of the Metro Tunnel, headlined by Melbourne's much-loved Italian pasticceria, Brunetti Oro.

Brunetti has been part of Melbourne coffee culture since the 1950s, and City Square was home to the very first Brunetti in Melbourne's CBD.

The retailer's history in the city comes full circle as Brunetti Oro returns to City Square, with a new home inside Town Hall Station's entrance.

Each of the five underground stations will have new retailers including coffee, food and beverage, grocery and other retail outlets, making Melburnians' commute even more convenient.

Brunetti Oro, IGA, Sushi Sushi, Sharetea, Sushi Jiro, Trolley Convenience, Mr Ramen San, Dumpling Chef and People's Coffee



Have your cake and eat it: Travel and retail combine to make your life easier.

will join global retailers Starbucks, McDonald's, KFC and 7-Eleven.

Each retailer has been chosen to suit its station and surrounds – from the bustling CBD stations

to the Parkville Station concourse dubbed a "street beneath a street".

Shops are located in the concourse areas of the new stations, and also at street level at Arden,

State Library and Anzac stations.

All up there is almost 4,000m² of retail space across the project's five new stations, and most retailers will be accessible without passing through ticket gates.

While some retailers will open along with the stations, others will still be undertaking fitout and will open in the coming months.

Campbell Arcade's eight shopfronts will also re-open early next year, following a major upgrade of the beloved 1950s-era arcade that links Flinders Street Station to the new Town Hall Station. The arcade is expected to host an eclectic mix of shops, from coffee to services and retail.

From fresh sushi on the go, to that last-minute grocery shop or a quick coffee and pastry snack to fuel up on your way to work, the Metro Tunnel stations have got you covered.

Public art to transform your commute

MELBOURNE has a new art gallery, and it stretches all the way from North Melbourne to St Kilda Road.

The Metro Tunnel's five stations are more than just places to catch a train – they're a showcase of world-class art and design.

Australian artists, including Maree Clarke and Patricia Piccinini, have created permanent artworks from entrances to concourses and platforms. Works include the stunning *Forever* by Danie Mellor, featuring portraits of Wurundjeri Woi Wurrung women towering above the main entrance to State Library Station, and Abdul Abdullah's *Come Together*, a celebration of community.

● To view all the artworks and hear from the artists, go to metro.tunnel.vic.gov.au/art

Hold the handrail

Hold on tight when using the escalator.

transport.vic.gov.au



Transport Victoria



Department of Transport and Planning





New train stations, new destinations

Legend
Metro Tunnel

To Cranbourne and Pakenham



First look: Visitors at Anzac Station's open day in July, 2025.



Arden Station

Where: Laurens Street, North Melbourne.

Destinations: Arden Street Oval, Arden Precinct development.

Connections:

- Buses on Laurens Street.
- Route 57 tram to Maribyrnong and the city via North Melbourne.
- More than 120 bike parking spaces.

Features:

- The artwork *Come Together*, on the station's eastern facade, is by Australian artist Abdul Abdullah. It celebrates Arden Station as a hub where generations can come together not only as commuters, but as a community.

Fun fact: The station's soaring arches are made from precast concrete lined with more than 100,000 Victorian-made bricks. The arches bounce sound — try sitting on a bench in one of the niches and talking to a friend on the opposite bench!



Parkville Station

Where: Corner of Grattan Street and Royal Parade, Parkville.

Destinations: The Royal Melbourne Hospital, The Royal Women's Hospital, Peter MacCallum Cancer Centre, The University of Melbourne.

Connections:

- Tram route 19, and bus routes 401, 402, 505, and 546.
- Around 430 bike parking spaces.
- Pedestrian underpass below Royal Parade.

Features:

- The station's Grattan Street entrance has a 54m-long glass and steel canopy to draw in natural light.
- The artwork *Vernal Glade* in the station concourse is by Australian artist Patricia Piccinini and uses colours that evoke calm and warmth.

Fun fact: Despite being home to some of the city's most important institutions, Parkville has never had a train station — until now!



State Library Station

Where: Swanston Street, between La Trobe and Franklin Streets.

Destinations: State Library of Victoria, RMIT University, Melbourne City Baths, Queen Victoria Market.

Connections:

- Shared concourse with Melbourne Central Station, for transfers between City Loop and Metro Tunnel services.
- Trams on Swanston Street.
- More than 170 bike parking spaces.

Features:

- The artwork *Forever* at the station's main entrance is by Australian artist Danie Mellor. It features portraits of Wurundjeri Woi Wurrung women in Victorian landscapes, honouring their social, familial and cultural contributions.

Fun fact: The station is more than 35m below street level — the deepest point of the Metro Tunnel.



Town Hall Station

Where: Swanston Street, between Flinders and Collins Streets.

Destinations: City Square, Federation Square, Melbourne Town Hall, St Paul's Cathedral.

Connections:

- Underground connection between Town Hall and Flinders Street stations for transfers between City Loop and Metro Tunnel services.
- Trams on Flinders, Swanston and Collins Streets.
- More than 60 bike parking spaces.

Features:

- The artwork *Tracks* is by Victorian First Nations artist Maree Clarke. It showcases native fauna found across the lands of the five Kulin Nation clans.

Fun fact: The project's architects nicknamed the station's main underground entrance space "the crypt" for its proximity to St Paul's Cathedral.



Anzac Station

Where: St Kilda Road, near the corner of Domain Road.

Destinations: The Shrine of Remembrance, Royal Botanic Gardens, Albert Park, St Kilda Road business precinct.

Connections:

- Melbourne's first direct tram-train interchange, connected to trams on St Kilda Road.
- Bus routes 604 and 605.
- More than 120 bike parking spaces and separated bike lanes.
- Pedestrian underpass below St Kilda Road.

Features:

- The artwork *Future Wall Painting* is by Melbourne artist Raafat Ishak. It celebrates the architectural and cultural landmarks of St Kilda Road.

Fun fact: The station canopy's cross beams sit on steel support columns up to 17m above the concourse.



THE METRO TUNNEL ULTIMATE USER'S GUIDE

1

Summer Start

From the Metro Tunnel opening until 31 January

Free public transport

On weekends in December and January

Trains on the Cranbourne, Pakenham and Sunbury lines will keep running through the City Loop as normal, with 240 additional weekly services also operating through the Metro Tunnel.

When will Metro Tunnel trains run?

The additional services will run mainly between West Footscray and Westall, with some longer services on weekends.

Every

20 mins

Services between Westall and West Footscray

Services to the City Loop on the Cranbourne, Pakenham and Sunbury lines will run to the current timetable.

Weekdays

MON
TUE
WED
THU
FRI

SAT
SUN

10AM – 3PM

Metro Tunnel services between Westall and West Footscray from around 10am to 3pm.

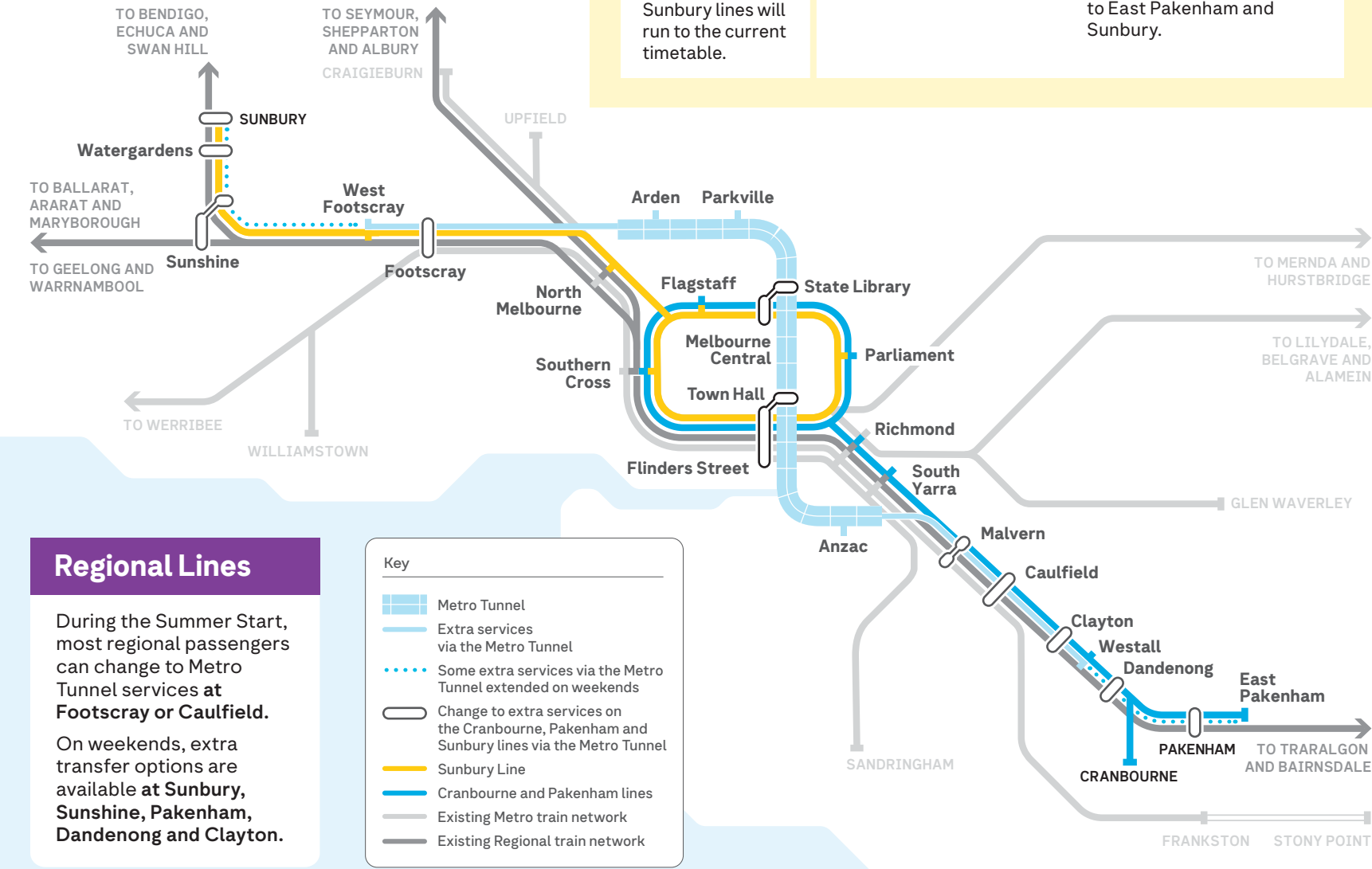
Weekends

MON
TUE
WED
THU
FRI

SAT
SUN

10AM – 7PM

Metro Tunnel services between Westall and West Footscray from around 10am to 7pm. Select trains extend to East Pakenham and Sunbury.



Regional Lines

During the Summer Start, most regional passengers can change to Metro Tunnel services at Footscray or Caulfield.

On weekends, extra transfer options are available at Sunbury, Sunshine, Pakenham, Dandenong and Clayton.

Key

- Metro Tunnel
- Extra services via the Metro Tunnel
- Some extra services via the Metro Tunnel extended on weekends
- Change to extra services on the Cranbourne, Pakenham and Sunbury lines via the Metro Tunnel
- Sunbury Line
- Cranbourne and Pakenham lines
- Existing Metro train network
- Existing Regional train network

Plan your journey at transport.vic.gov.au

Changing trains in the city

When the Metro Tunnel opens it will be easy for you to change trains in the city between Metro Tunnel and City Loop stations.



State Library Station and Melbourne Central Station

Change between State Library and Melbourne Central stations using the shared concourse.



Town Hall Station and Flinders Street Station

Change between Town Hall and Flinders Street stations via the Degrares Street subway and Campbell Arcade.



Easy change between Metro Tunnel & City Loop stations

No need to tap off and on when transferring between State Library and Melbourne Central, and Town Hall and Flinders Street.

2

The Big Switch

From 1 February

All Cranbourne, Pakenham and Sunbury Line trains will run exclusively through the new Metro Tunnel, creating a turn-up-and-go line.

The new timetable will also see Frankston Line trains return to the City Loop, while Werribee and Williamstown line services will run direct to and from Flinders Street.

More trains, more often

Daily services every

10 mins

between West Footscray and Dandenong

Peak services every

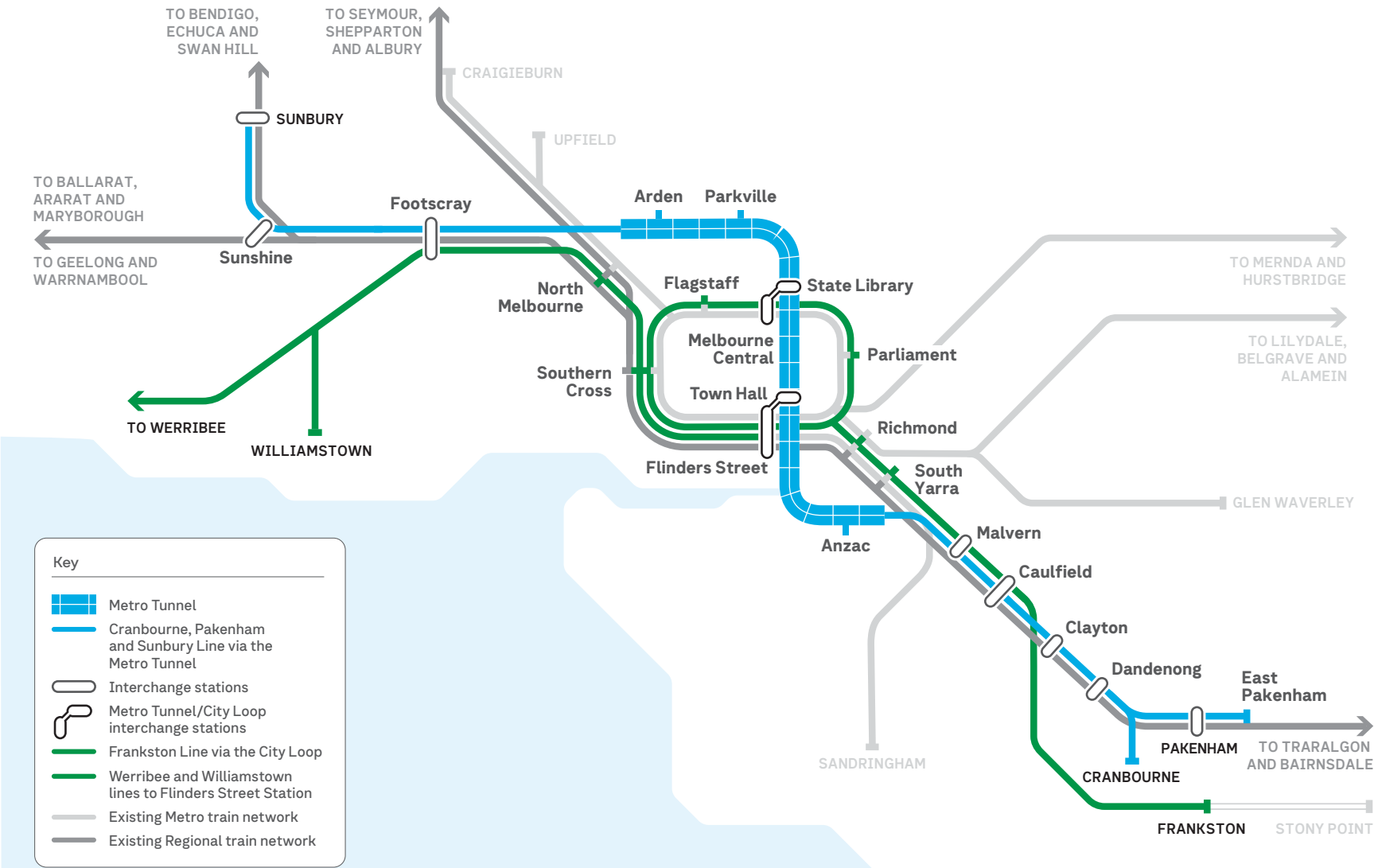
3-4 mins

between Watergardens and Dandenong

Additional weekly services

1,000+ on the Sunbury Line

100+ on the Cranbourne and Pakenham lines



Key

- Metro Tunnel
- Cranbourne, Pakenham and Sunbury Line via the Metro Tunnel
- Interchange stations
- Metro Tunnel/City Loop interchange stations
- Frankston Line via the City Loop
- Werribee and Williamstown lines to Flinders Street Station
- Existing Metro train network
- Existing Regional train network

Regional Lines

Changed connections

Ballarat, Ararat, Maryborough, Geelong and Warrnambool lines

Access the Metro Tunnel by changing at Sunshine or Footscray.

Albury, Seymour and Shepparton lines

Access the Metro Tunnel by changing to a City Loop service at North Melbourne or Southern Cross, and then changing at Melbourne Central or Flinders Street.

Bendigo, Echuca and Swan Hill lines

Access the Metro Tunnel by changing at Sunbury or Footscray.

Traralgon and Bairnsdale lines

Access the Metro Tunnel by changing at Pakenham, Dandenong, Clayton, Caulfield, or Flinders Street.



Significant change

Cranbourne, Pakenham and Sunbury Line

All Cranbourne, Pakenham and Sunbury Line services will run via the Metro Tunnel. Services will no longer run via South Yarra, Richmond, North Melbourne or the City Loop. Connect to City Loop services at Footscray, Caulfield, Malvern, Town Hall, or State Library. Passengers from Sunbury can connect to North Melbourne by changing at Footscray Station. Passengers from Cranbourne or Pakenham can connect to South Yarra and Richmond by changing at Caulfield, Malvern or Town Hall stations.

Moderate change

Frankston Line

Returns to the City Loop and runs from Parliament Station to Flinders Street Station all day. Services will no longer travel cross-city on the Werribee or Williamstown lines. Connect to Metro Tunnel services at Caulfield, Malvern, Flinders Street or Melbourne Central.

Werribee and Williamstown lines

The Werribee and Williamstown lines will no longer continue past Flinders Street Station to Frankston. Services will run direct to/from Flinders Street Station. Connect to Metro Tunnel services at Footscray or Flinders Street Station.

Changed connections

Sandringham Line

Access the Metro Tunnel by changing at Flinders Street Station. To head towards Cranbourne or Pakenham, change at South Yarra to the Frankston line, then change at Malvern or Caulfield.

Craigieburn and Upfield lines

Access the Metro Tunnel by changing at Melbourne Central or Flinders Street.

Mernda and Hurstbridge lines

Access the Metro Tunnel by changing at Melbourne Central or Flinders Street.

Alamein, Belgrave, Glen Waverley and Lilydale lines

Access the Metro Tunnel by changing at Melbourne Central or Flinders Street.

Tunnel Trivia



Over eight years of construction in the heart of Melbourne, the Metro Tunnel has achieved some remarkable milestones. From major engineering feats to city-shaping progress, here are some facts and figures you might not know.

250,000

Tonnes of concrete in total used to build the tunnels. Completed in May 2021 after 20 months of work, the twin 9km tunnels run from Kensington in Melbourne's west to South Yarra in the southeast.

55,000

Concrete segments lining the tunnels. Each 4.5 tonne segment was manufactured in Deer Park and installed by the tunnel boring machines as they cut through the rock, soil and clay under Melbourne.



4

Tunnel boring machines used. These were designed for Melbourne's challenging geology, capable of cutting through bedrock six times harder than concrete. Each was named after a prominent Melbourne woman; former Premier Joan Kirner, Australian cricket captain Meg Lanning, wartime nurse Alice Appleford and Victoria's first woman parliamentarian, Millie Peacock.

474

Kilometres of electrical and fibre cables. They run the length of the tunnels, supported by 82km of cable trays. There is also nearly 16km of pipework, more than 3,000 lights, and almost 20km of overhead power lines.

12

Tunnel's depth in metres under the Yarra River riverbed. Tunnel boring machines Millie and Alice crossed under the river in about two weeks, working around the clock in challenging conditions for the final push toward Town Hall Station — all while life on the Yarra River for rowers, boaters and river creatures above carried on undisturbed.

265,000

Kilometres travelled to prepare for the Summer Start. Metro Tunnel experts ran the new trains, infrastructure and sophisticated, Victoria-first technology through trial operations for over two years to get ready for passengers.

541,105

The number of people who have visited Metro Tunnel HQ. Over seven years, this award-winning interactive information centre on Swanston Street has hosted thousands of enthusiastic school groups, community organisations, and visitors.

104

Escalators across five stations. Safely moving a high volume of people in, out and through five underground stations requires escalators on the surface, concourses and platforms. There are almost 2km of escalator sets across the Metro Tunnel. One set of escalators at State Library Station is 42m long — the longest in Victoria.

104,000

The number of bricks used in Arden Station's arches. The entrance features 15 massive brick arches — a tribute to the area's rich industrial history.

26

Cross passages between the twin tunnels. There is a cross passage every 230m on average in the Metro Tunnel, allowing movement between the two tunnels in the event of an emergency.



Metro Tunnel Station Masters: (L-R), Christopher Rosario, Kasturi Jathar, Ajit Walia, Eva Loader and Khon Hossain.

The Masters of their universe

WITH OVER eight decades of experience combined on Victoria's rail network, there's not much these station masters don't know about running a train station.

Now they're in charge of Melbourne's new, state-of-the-art stations and thrilled to welcome passengers in what Khon Hossain, Parkville Senior Station Master, says is a "dream job".

"When this opportunity came along, I was very excited to be part of this significant milestone and lead an amazing team at Parkville Station," Hossain says.

Hossain joins Senior Station Masters Eva Loader (Anzac), Christopher Rosario (Arden), Ajit Walia (State Library) and Kasturi Jathar (Town Hall) as the first-ever

station masters to grace the concourses of the Metro Tunnel stations. The station masters will be responsible for managing all the day-to-day operations of each station.

"I feel incredibly proud and privileged to be part of one of the most significant transport infrastructure developments in Victorian history," Walia says.

Each of the Senior Station Masters has a unique story about their love of rail and their varied careers working on Victoria's transport network.

Rosario migrated to Australia with his family in 2003 and began working with then-train operator Connex in 2004.

"I fell in love with the job

immediately. I've given it my all over the last 21 years," Rosario says.

Jathar was formerly a chef before joining the rail network in the early 2000s. "I'm excited to help make operations as smooth as possible and be part of something that will leave a long-term legacy on Melbourne's transport network," she says.

Loader says she can't wait to use the new tech and welcome passengers during events like the Anzac Day Dawn Service and the Formula One Grand Prix.

"I can't think of a better way to round out my rail experience than be part of something so transformational to the way passengers experience the network. It's going to be epic!"

Trackside tunes

Hit play and enjoy the nearly 100km ride, boom gate-free, from Sunbury to East Pakenham



Sunbury '97 The Fauves

The Fauves' 1990s tribute to the Sunbury Pop Festival, which ran from 1972 to 1975 and was promoted as Australia's Woodstock.



Footscray Station Camp Cope

Georgia Maq ponders love and life in Footscray. This song namechecks landmarks of the suburb, including a famous Italian furniture store.



The Locomotion Kylie Minogue

Everyone was doing a brand new dance with the song that launched Melbourne's own Kylie into pop stardom in 1987. Her debut single was a cover version of a 1960s hit.



Rushall Station Underground Lovers

A quiet stop on the Mernda Line, and home to the famous Rushall Curves — the sharpest bends on Melbourne's metropolitan network.



Under the Clocks Weddings Parties Anything

Singer Mick Thomas' observations of Melbourne in the winter, and meeting friends 'under the clocks' at Flinders Street Station.

WE ASKED VICTORIANS: HOW WILL THE METRO TUNNEL CHANGE YOUR JOURNEY?

Forget the car, I'll take the train

Harveen, Truganina

THE METRO TUNNEL is completely changing travel to one of Melbourne's most iconic destinations.

Anzac Station has been built on the doorstep of the Shrine of Remembrance. It provides direct train access to St Kilda Road, home to around 30,000 jobs, for the first time.

Harveen Johar, a Chief Experience Officer at The Shrine, currently drives from Truganina in Melbourne's west for work.

"Because Anzac Station is right next to The Shrine ... it will be easier to go from Footscray right up to The Shrine."

His 20-odd kilometre commute takes about an hour as he fights traffic across the city day in, day out.

"I just have to drive in – there's no other option," Johar says.

But his journey will be a breeze once the Metro Tunnel opens.

Johar plans to catch a V/Line service from Tarneit Station to

Footscray, where he will interchange for a turn-up-and-go train direct to Anzac Station.

His journey from Tarneit to Anzac will take about 40 minutes, including his transfer at Footscray.

"Because it (Anzac Station) is right next to The Shrine ... it will be easier to go from Footscray right up to The Shrine," Johar says.

Anzac Station is on St Kilda Road, near Domain Road and Albert Road. The station will relieve pressure on St Kilda Road's busy tram corridor by giving people the option to catch the train.

Anzac Station also includes a direct tram/train interchange – Melbourne's first – with an accessible tram stop linked by escalators, stairs and lifts to the train station platforms.

Extra-long tram platforms have been designed to fit up to four trams at a time, catering for large crowds at events such as Anzac Day and the Formula One Grand Prix.

Johar anticipates Anzac Station will bring more visitors to the Shrine of Remembrance given it will be only a three-minute train ride from Town Hall Station on Swanston Street in the CBD.



Easy access: Harveen Johar is thrilled that, for the first time, he'll be able to catch the train straight to work at The Shrine.

Bronte, Richmond

Bronte is looking forward to Parkville Station being near the front door to her workplace at Royal Melbourne Hospital.

She will catch the train from Richmond Station, interchange between Flinders Street and Town Hall stations for a five-minute trip to Parkville.

It will also help patients getting to and from appointments and make travel easier for families visiting loved ones.



Xueting, Berwick

Xueting lives in Berwick and lectures in economics at RMIT University.

She commutes on the Pakenham line via the City Loop – an hour-long trip.

When the line runs through the Metro Tunnel, there'll be fewer stops, and State Library Station will be right on RMIT's doorstep.

With a young son at home, Xueting says the time saved will make mornings much easier.



The people have spoken ...



"Catching the train to State Library will save time and help me maintain my study/life balance... I'll have more time to work on assignments and do my grocery shopping."

Lafina, Sunshine



"The new stations are cool and fancy. I like them a lot, especially the patterns on the floor. They are interesting and I liked spotting the different animals."

Louie, Melbourne



"I can't believe I'll get from West Footscray to Melbourne Uni in Parkville in just two stops! It used to take me about 40 minutes – train to Flinders St, then a tram up Swanston. This means more sleep-ins!"

Laila, Kingsville



"It's the beginning of a new era for Melbourne, seeing our rail system step into the 21st and 22nd century and beyond. It's wonderful."

Erica, Melbourne



"It's wonderful for students and for the medical precinct because people will be able to come from across Melbourne and not have to park."

Roger, Parkville



"Currently, my commute involves a bus and a train. Parkville Station will make my journey to and from work direct and quick – and I won't spend so long commuting."

Gabby, Yarraville



SUMMER SERIES

Throughout December and January

Jump on board the Metro Tunnel this summer as we turn up the heat with a season full of sweet treats, cool beats and surprise moments around your five new stations.

Summer just got a whole lot more fun and you're invited!

Keep your eyes on our socials, you never know what's around the corner...

Let us entertain you

Some extra-special performers are waiting in the wings to wow you this summer. Think trackside pirouettes, melodies and mashups, and even a few cheeky feathered friends. Be ready for a show – you never know who'll pop up next!



Feeling peckish?

Keep your eyes peeled, because surprise snack stops are popping up across the Metro Tunnel, serving up free little treats to munch, slurp and lick.

You never know where or when they'll appear, but one thing's for sure – they'll be delish!



All aboard the Metro Tunnel!

Passport Challenge

This January, grab your super-cute, limited-edition passport and start your adventure! Hop on a train, stamp your passport at Metro Tunnel's five new stations and claim a prize – while stocks last.

Scavenger Hunt

Calling all curious explorers! Follow the clues, uncover hidden gems along the Cranbourne, Pakenham and Sunbury lines, and you might just score a spot prize.





Scan to find out about the latest Summer Series events



West Gate Tunnel opening on horizon

AS WE ARE preparing to open the new Metro Tunnel, another tunnel has its opening on the horizon; the West Gate Tunnel.

In December, the West Gate Tunnel Project is opening the twin tunnels under Yarraville as a vital alternative to the West Gate Bridge, one of Victoria's busiest transport routes.

The tunnels will take traffic from the West Gate Freeway to a new bridge above the Maribyrnong River and onto the newly built elevated roadway above Footscray Road – connecting drivers from the west to the city and the northern suburbs.



Scan to use our online Explore Your Journey Tool

The project is delivering more than just a tunnel, with the West Gate Freeway widened from 8 to 12 lanes to ease congestion and provide safer and more reliable journeys.

The new Wurundjeri Way extension opened in October, linking Dynon Road at West Melbourne to Wurundjeri Way at Docklands, reducing the number of cars needing to rely on Spencer and King Streets.

New roads and ramps will also deliver freight vehicles with direct access to the port, removing more than 9,000 trucks from local roads.

Cycling between the city and the west will improve with over 14km of new and upgraded bike paths opening, including a new elevated cycling path above Footscray Road and the missing link in the Federation Trail.



Finished reading?
Keep me, pass me on or put me in recycling



From 1 Jan, under 18s travel free on all public transport with a Youth myki.

Find out more at transport.vic.gov.au/youthmyki