Melbourne Metro Rail Tunnel
Preferred Station Locations
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www.transport.vic.gov.au
Letter from the Minister

Intro to project

  Proposed Stations and Tunnel Alignment Map
  Arden Metro Station
  Parkville Metro Station
  CBD North Metro Station & CBD South Metro Station
  Domain Metro Station

Next steps/Your input
Rarely does an opportunity come along to transform a city.

Forecasts indicate that a decade from now, metropolitan Melbourne could potentially become Australia’s largest city, with more than 1 million people commuting to the central business district every day.

To prepare for this unprecedented growth and to ensure Melbourne remains among the world’s most liveable cities, the Victorian Government is working to transform our transport network through the $38 billion Victorian Transport Plan (VTP).

The VTP supports a re-shaping of the city to a more efficient form, enabling emission reduction and strengthening the economy by providing employers with better access to the labour pool.

As part of the Victorian Transport Plan, the Victorian Government has embarked on a program to create a Metro-style rail system in Melbourne. The fully funded $4.3 billion Regional Rail Link is a key step in this program, as is the Melbourne Metro Rail Tunnel Project. Stage 1 of the Melbourne Metro Rail Tunnel project is a new rail tunnel that will run between Dynon in the west to St Kilda Road, intersecting the CBD. The project will provide a generational step up in capacity to serve Melbourne’s rapidly growing northern and western suburbs.

This new underground link will benefit the entire metropolitan rail network by creating more rail track in the inner-city – allowing for an extra 14 trains per hour – an additional 12,000 passengers per hour getting to where they want to go.

The Melbourne Metro Rail Tunnel project will move more people across the city than ever before and open up the rail network to new destinations such as Parkville, St Kilda Road, and new developments around North Melbourne/Queensberry Street.

At a cost of more than $4.5 billion, the Metro tunnel and new stations present a once in a generation opportunity to re-shape Melbourne’s urban development by integrating transport and land-use initiatives surrounding the project.

This document represents a major milestone in the development of the Melbourne Metro Rail Tunnel project as we present the preferred route and station locations for your comment.

The key question we want to ask Victorians is “Are the proposed stations the right ones?” As the project progresses there will be further opportunities to comment on the design and construction of the stations and tunnel.

We invite you to take the time to learn more about the project, the preferred route and station locations, and we look forward to hearing Victorians’ views on the project for this key component of the Victorian Transport Plan.

Martin Pakula MP
Minister for Public Transport
**Intro to project**

**What is a Metro-style system?**

- Metro rail systems are designed to run higher capacity trains from end to end on dedicated lines.
- Trains can run at higher frequency without interfering with other routes.
- Focus is on simple timetables, frequent services, and consistent stopping patterns.
- Metro systems have key interchange stations to allow people to change trains easily or switch to trams and buses.

**Key Questions**

1. Do you support the Melbourne Metro Rail Tunnel project?
2. Do you agree with the preferred station locations?
3. What do you think of the preferred station locations and tunnel alignment?
The Melbourne Metro Rail Tunnel is a major new rail tunnel between Dynon in the west and St Kilda Road near Domain. This new underground link will benefit the entire metropolitan rail network by creating more rail capacity in the inner-city.

The Melbourne Metro Rail Tunnel will enable a new metro-style service to run from Sunbury (and Melton once electrification is completed) to St Kilda Road via the CBD. The services operating on the Metro will utilise existing tracks from Sunbury and Melton to South Kensington before entering a new rail tunnel from South Kensington to St Kilda Road.

The Melbourne Metro is being planned to have minimal interaction with other suburban lines and utilise a dedicated fleet, progressively including New Generation Trains – all of which will be stabled on the line.

It will deliver additional space for 12,000 passengers each hour on the congested rail lines in Melbourne’s west and north and will open up new links to the growing biotechnology and education employment precincts around Parkville and St Kilda Road. The Melbourne Metro Rail Tunnel will bring a substantial increase in capacity for the western and northern lines and provide additional accessibility across the entire network.

Passengers along the Sunbury line will have direct access to the proposed new Metro stations as that line will be diverted to the Metro tunnel near South Kensington Station. The tunnel would create additional space for more than 14 trains each hour along the Craigieburn, Sunbury, Werribee, Williamstown, and Upfield lines. It also provides the inner city capacity needed for the future upgrade of the Melton line.

With proposed underground stops connecting to Melbourne Central and Flinders Street, it will give people from all lines an easy interchange point to access new stations in North Melbourne, Parkville, and St Kilda Road. This will help relieve pressure on trams in Swanston Street and St Kilda Road.

It also includes plans to build a new Metro station in the North Melbourne/Queensberry Street area that holds the potential to spur redevelopment in inner city North Melbourne – a key aspect of the project’s “nation building” and city-shaping mission.

 Melbourne Metro Rail Tunnel – Stage 1 was included as a short-medium term priority in the State’s Infrastructure Australia funding submission to the Commonwealth Government. In May 2009, the Commonwealth Government committed $40 million to pre-construction work for the major new underground rail tunnel. Over the past year, the Victorian Government has undertaken extensive investigations, including a geotechnical drilling program, into alignment and station location options culminating with this report. In June 2010, Infrastructure Australia listed the project as “Ready to Proceed” – the key ranking used to inform the Federal Government about which projects it would be best to fund.

Following a period of public consultation on the preferred alignment and station locations as released here, the Government will incorporate public input into a preliminary design and final draft plan. The Government will then provide the entire scheme for public comment. Subject to business case and necessary approvals, as well as Commonwealth funding, delivery could start in 2012 and be completed by 2018.

Stage 2, linking Domain to the Caulfield corridor has been identified as a longer term initiative.

Benefits of Melbourne Metro Rail Tunnel Project

- Unclog Melbourne’s busiest rail corridor
- Create additional space for more than 14 trains each hour on the Craigieburn, Sunbury, Werribee, Williamstown and Upfield lines
- Link people to jobs, growth and education in Parkville and St Kilda Road
- Shape the future growth of the CBD and inner Melbourne
- Drive urban consolidation along transport corridors
- Support growth area development
- Provide relief for St. Kilda Rd tram services
Proposed Stations and Tunnel Alignment Map
Arden Metro Station

A new Arden Metro Station is proposed to facilitate the redevelopment of the Queensberry Street industrial area north of the Melbourne CBD.

The Melbourne Metro Rail Tunnel will pass directly under North Melbourne’s industrial area – an area that is ripe for redevelopment. This area has the potential to accommodate major development ensuring a pipeline of CBD fringe land is available for future growth. Provision of a new station is important for positioning this part of North Melbourne as a major redevelopment area and to ensure this redevelopment is underpinned by a quality mass transit service.

The benefit of potential redevelopment around an Arden Metro Station significantly outweighs the incremental costs of building a station in this location. The estimated construction value in the redevelopment area alone is more than $2 billion. The scale of the likely redevelopment associated with this station positions the Melbourne Metro as a truly city-shaping project.

The redevelopment area can potentially accommodate up to 30,000 jobs, 12,000 residents and 12,000 students – making it larger than Docklands today. The station is forecast to have 5,000 alightings and 1,000 boardings in the morning peak once development is complete.

It has the capacity to shape the urban structure of Melbourne by accommodating employment growth in inner Melbourne and to help catalyse growth of the North Melbourne to Melton employment corridor, a key part of Melbourne @ 5 Million.

Several potential Arden Metro Station locations were considered, including Arden Street West, Haines Street, and the western end of Queensberry Street. The recommended station location is Queensberry Street as it would be centrally located in the future redeveloped area and is technically less challenging than other locations.

The new Arden Metro Station and surrounding redevelopment would be a step towards connecting the Melbourne CBD and Footscray via a corridor of urban activity. It also would dramatically activate and improve access and mobility in North Melbourne and create opportunities for supporting public transport links.

The preferred Melbourne Metro Rail Tunnel scheme includes an Arden Metro Station which will stimulate significant redevelopment, enabling more people to live and work close to the city.

Key Question

1. Do you agree with the Arden Metro Station location?
Parkville is currently recognised as a Special Activity Centre due to its intensive development focusing on research, health care, and education.

The provision of a significant upgrade in public transport service supports the area’s standing as an internationally recognised learning and research precinct.

As the centre of the Parkville educational and biomedical precinct, Grattan Street is the natural location for a new station, providing the greatest level of accessibility to the existing major attractors of the hospitals and Melbourne University.

A Parkville Metro Station holds the potential to integrate with other developments within the area including the new Parkville Comprehensive Cancer Centre and various developments associated with Melbourne University. The Grattan Street/Royal Parade location is ideally suited to serve the significant demand generated from the University of Melbourne, hospitals and other trip attractors in the area. Initial modelling suggests more than 16,000 people would pass through the station during the morning peak.

An alternative Flemington Road station location was considered, but the Grattan Street location shows far greater benefits in two areas – a larger number of potential customers and a greater potential to relieve pressure off trams.

A Grattan Street/Royal Parade station location is more accessible compared to Flemington Road, with 30,000 more students, 70 per cent more jobs and 45 per cent more residents in the walking catchment.

The development of this area as a major bio-tech research precinct together with the new University developments south of Grattan Street will lead to an increase in pedestrian and cycling activity both across and along Grattan Street.

The preferred Melbourne Metro Rail Tunnel scheme includes a Parkville Metro Station located in Grattan Street, central to Melbourne University and the hospitals precinct.

Key Question

1. Do you agree with the Parkville Metro Station location?
Parkville Metro

Artist’s impression
The Victorian Transport Plan showed a Melbourne CBD alignment for the rail tunnel via Swanston Street. Alternative alignments have been considered along Russell, Elizabeth and William Streets. Following extensive research into these different alignments, the Swanston Street route is recommended as it will provide the best interchange opportunities and the greatest cost benefit.

The Swanston Street alignment would enable stations to the north of Latrobe Street and to the south of Collins Street, connecting with Melbourne Central and Flinders Street Stations respectively.

A Swanston Street alignment with metro stations connecting to both Melbourne Central and Flinders Street has significant advantages in serving the existing pattern of land use:

- The retail heart of Melbourne is within five minutes walk of either metro station.
- It provides direct connections to Centre for Adult Education and Royal Melbourne Institute of Technology (RMIT) City Campuses (a large trip generator) and a connection between RMIT and Melbourne University.
- Allows easy interchange for people from all over Melbourne to reach Parkville and St Kilda Road.
- It provides a station connecting to Flinders Street to cater for event patronage from the Sports and Entertainment Precinct. Birrarung Marr and the William Barak Bridge have been designed to funnel event pedestrian traffic to Flinders Street Station and the Swanston Street trams.
- It provides direct access to Federation Square and is five minutes walk to the Arts and Cultural Precinct on the southern side of the river, including the Victorian College of the Arts (650 m).

Each station is expected to cater for 17,000 – 20,000 passengers in the peak period with significant numbers interchanging with trams and other train services.

The Eddington Study examined two CBD solutions, a central Metro station in the vicinity of Bourke Street, which could be situated far enough south to allow for an interchange with Flinders Street Station, and two separate stations. The Victorian Transport Plan proposed two separate CBD stations connecting with Flinders Street and Melbourne Central along the Swanston Street alignment.

A single CBD station would be likely to require two platforms for each track in order to deal with the significant passenger flows. The estimated cost of a single “mega-station” is estimated to be as much as the total cost of two separate CBD stations.

Additionally, two separate CBD stations would provide a considerably better outcome in terms of interchange with the existing rail network, access to employment and other activities, and relief to the tram network.

It is recommended for the Melbourne Metro Rail Tunnel to have two separate CBD stations – a CBD North Metro Station to connect with Melbourne Central Station and a CBD South Metro Station to connect with Flinders Street Station.

This will give people from all metropolitan lines an easy interchange point to access new stations in North Melbourne, Parkville, and St Kilda Road.

The preferred Melbourne Metro Rail Tunnel scheme includes Swanston Street as the most cost effective alignment and provides the best accessibility to key CBD activities and a high level of integration with the tram network. Providing two separate Melbourne CBD stations avoids the risks and costs associated with designing one “mega-station” and it enables the best network solution for the broader train and tram systems.

**Key Questions**

1. Do you agree with the CBD North Metro Station location?
2. Do you agree with the CBD South Metro Station location?
3. Do you agree with the Swanston Street alignment?
Domain Metro Station

Both the Eddington Report and the Victorian Transport Plan identified a Metro station at Domain near the Shrine of Remembrance.

The preferred Melbourne Metro Rail Tunnel scheme includes an alignment along St Kilda Road and a station at Domain.

The Domain Metro Station is expected to cater for 13,000 people in the peak period. Approximately 66 per cent of boardings and 33 per cent of alightings will interchange with tram services.

The recommendation is to build a Domain Metro Station which would see an excellent interchange opportunity with the St Kilda Road – Swanston Street tram corridor, one of the world’s busiest tram corridors, be an ideal location for the eventual extension to the Caulfield corridor, and draw potential commuters from the St Kilda Road and South Melbourne residential and business districts.

The Melbourne Metro Rail Tunnel project – Stage 2 is foreshadowed in the Victorian Transport Plan to connect the tunnel from Domain to Caulfield. At this stage it is only a long term option to be protected.

Strategic planning work is underway on this alignment to help inform Melbourne Metro Rail Tunnel project – Stage 1 decisions and as part of the overall planning for the transport network’s long term future.

It is envisaged that the tunnel will be extended at a later date from St Kilda Road to Caulfield to provide substantial rail capacity and reliability improvements for the Dandenong, Frankston, and Sandringham lines.

As part of the Melbourne Metro Rail Tunnel project – Stage 1 planning process, further work will be undertaken to better understand the complex operational, engineering, and demand issues on the Caulfield corridor.

Key Questions

1. Do you agree with the Domain Metro Station location?
2. Would you like to offer any additional opinions on the Melbourne Metro Rail Tunnel project?
Next steps/Your input
Next steps

The Melbourne Metro Rail Tunnel team will provide stakeholders with the opportunity to learn more about the preferred station location options and why it was recommended – and to provide their feedback into the choice. When the Melbourne Metro Rail Tunnel has refined the project to a draft final plan, the government will provide the entire scheme for public comment.

Consideration of local knowledge, expertise and concerns of residents and business are an important part of ensuring the success of the project during the planning stage.

Subject to business case and necessary approvals, as well as Commonwealth funding, delivery could start in 2012 and be completed by 2018.

Who you can contact for more information and to have your say

For more information on the Melbourne Metro Rail Tunnel project, or other projects in the Victorian Transport Plan, you can visit our website at www.transport.vic.gov.au for more information or call our information line on 1800 078 387.

To provide direct feedback into the Melbourne Metro Rail Tunnel’s preferred station locations, you can fill-out an online questionnaire at www.transport.vic.gov.au/melbournemetro.

“Are the proposed stations the right ones?”

You can help to create the best possible Melbourne Metro Rail Tunnel project by being involved. Consultation on the Melbourne Metro Rail Tunnel is entering its next phase with information such as this document and meetings with key organisations. During the development phase, residents and local businesses have the chance to participate in the project development to highlight any concerns or social, environmental and economic benefits for their community.

How we’ll keep you informed

Some of the ways we’ll keep you informed about project progress include:

- Meetings with key stakeholders and organisations such as local municipalities.
- Informing email contacts of updates to the webpage.
- Direct contact with local residents and businesses.
- Providing information at the Victorian Transport Plan Info Hub at 61 Irving Street, Footscray.
- Keeping our website up to date with all the latest project information.
- Encouraging you to register for email updates and to provide your views regarding the Melbourne Metro Rail Tunnel project by emailing ask@transport.vic.gov.au.