



GETTING MELBOURNE READY FOR METRO TUNNEL CONSTRUCTION

The Metro Tunnel will transform the way people move around Melbourne, with 'turn up and go' rail services, less crowded trams and improved access to key landmarks. It will free up space in the City Loop to run more trains, more often, across the network.

The Metro Tunnel will create a new end-to-end rail line from Sunbury in the west to Cranbourne / Pakenham in the south-east, with high capacity trains and five new underground stations at Arden, Parkville, CBD North, CBD South and Domain.

The new tunnel will increase capacity on the network and enable 39,000 more passengers from day one to use the rail system during each peak period.

Road closures and lane reductions

Construction of the Metro Tunnel will see temporary but extended road and lane closures at a number of locations including St Kilda Road, Domain Road, Franklin Street, A'Beckett Street, Flinders Street and Grattan Street.

There will be other changes to local roads along the Metro Tunnel alignment, including in South Kensington, North Melbourne, Parkville, Domain, and South Yarra to help facilitate construction.

Enhancing the network

Changes to the road, tram and bicycle networks are required to keep Melbourne moving during construction of this city-shaping project.

A number of projects are being delivered in conjunction with existing VicRoads initiatives to accommodate diverted traffic during construction. These works will improve the resilience and capacity of the road network while the Metro Tunnel is built.

Road network improvements across the city include lane changes as well as signalling upgrades at more than 100 intersections and the installation of Closed Circuit Television (CCTV) cameras and Bluetooth technology on alternative routes to allow for more real-time traffic monitoring and improved incident response. Variable-message signs (VMS) will also be installed and use the traffic data collected from CCTV and Bluetooth monitoring to provide drivers with information on traffic conditions on key routes.

In some locations, such as Queensberry Street, car parking spaces will make way for an extra traffic lane to boost road capacity and ensure road space is used as efficiently as possible when it is needed most.

Projects

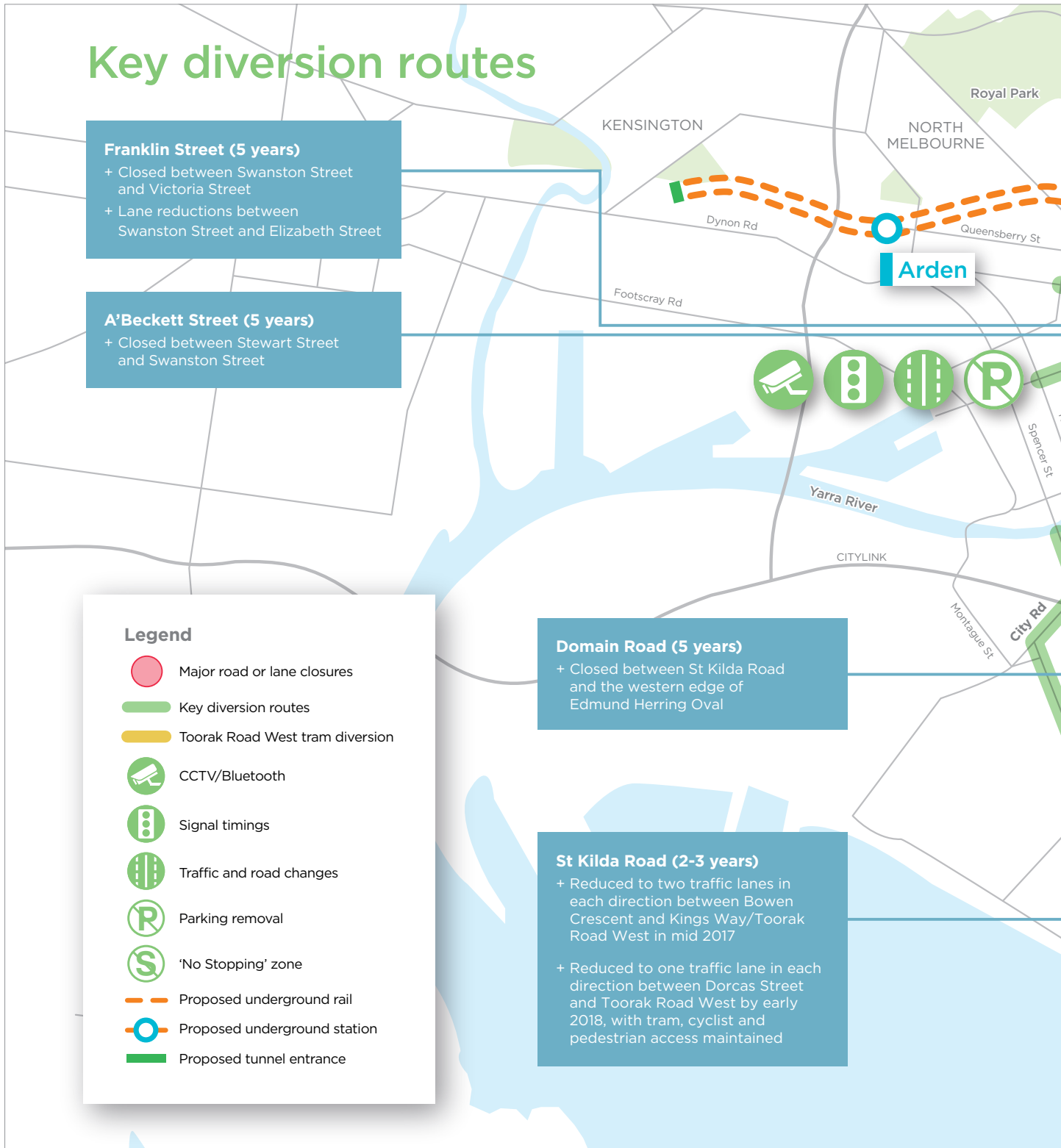
A number of initiatives are being delivered across the network to manage the temporary but extended road closures and lane reductions during construction including redesigning some intersections and improving road layouts. These improvements are occurring at a number of locations across the road network in addition to the key route upgrades identified below.

Signal timings

Upgrades to traffic signal timings including modifications to green, red and pedestrian walk timings will allow traffic to flow more efficiently at key locations.

Traffic and road changes

Redesigning intersections and road layouts including kerb modifications, turn bans, changes to line marking and signage to improve the flow of vehicles, cyclists and pedestrians.



Car parking

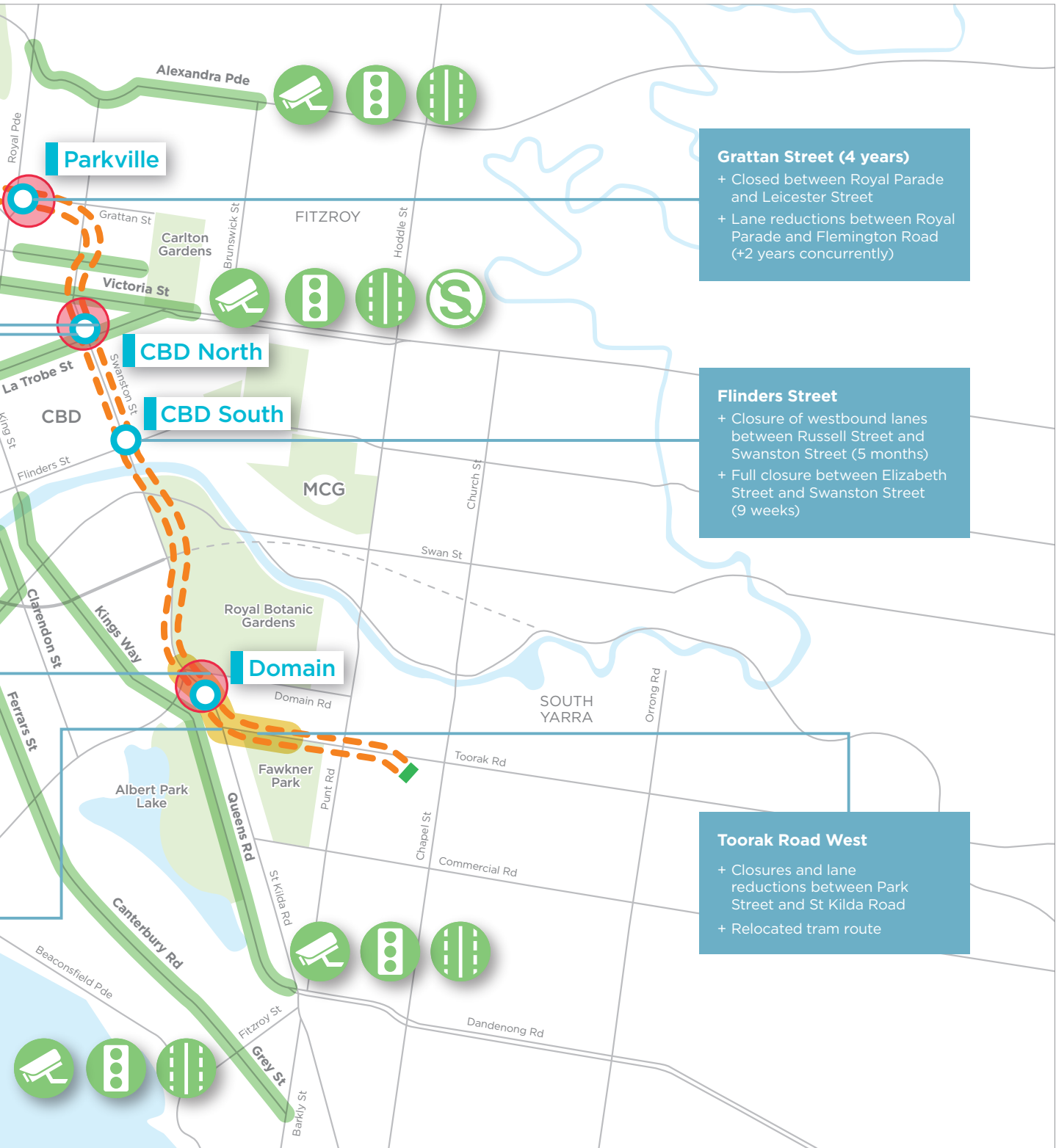
Car parking spaces will be removed at some locations to improve traffic flow. Queensberry Street will be reconfigured to two traffic lanes between Elizabeth and Rathdowne streets.

CCTV and Bluetooth

Real time monitoring of the road network including traffic flow and road incidents to provide up-to-date data on traffic conditions and improved incident response.

'No Stopping' zone

Victoria Street eastbound between Leicester Street and Nicholson Street has become a 'No Stopping' zone from 7am to 9.30am on weekdays.



What's happening by precinct

Parkville

To build Parkville Station, Grattan Street will be closed between Royal Parade and Leicester Street in late 2017 for approximately four years and there will be lane reductions on Grattan Street between Royal Parade and Flemington Road for more than two years.

During the Grattan Street closure, traffic will be diverted along Queensberry Street, Elliott Avenue, Cemetery Road and MacArthur Road.

Signalling, line marking, signage and kerb modifications will provide alternative routes for cyclists and improve network capacity in the area.

CBD North and South

To facilitate construction of CBD North Station, part of Franklin Street between Swanston Street and Victoria Street closed in early 2017 for approximately five years, with lane reductions on Franklin Street between Swanston Street and Elizabeth Street. A'Beckett Street between Stewart Street and Swanston Street closed in early 2017 for approximately five years.

On La Trobe Street, car parking spaces have been removed near intersections between King Street and Exhibition Street to improve traffic flow. Victoria Street eastbound between Leicester Street and Nicholson Street has also become a 'No Stopping' zone from 7am to 9.30am on weekdays.

To support construction of CBD South Station and the entrances to Flinders Street Station and Federation Square, westbound lanes on Flinders Street are proposed to be closed between Russell and Swanston streets for five months with a full closure between Elizabeth Street and Swanston Street for nine weeks. These works will be subject to the final methodology of the main works contractor.

Upgrades to signalling, and the installation of VMS, CCTV and Bluetooth will be delivered in these areas to increase capacity and traffic flow.

Domain

From mid 2017, St Kilda Road will be reduced to two traffic lanes in each direction between Bowen Crescent and Kings Way/Toorak Road West as work gets underway to prepare the area for the construction of Domain Station.

By early 2018, St Kilda Road will be temporarily reconfigured to one traffic lane in each direction between Dorcas Street and Toorak Road West with tram, pedestrian and bicycle access maintained as the new Domain Station is built under the roadway.

Domain Road will be closed between St Kilda Road and the western edge of Edmund Herring Oval for approximately five years from mid 2017.

Diversion routes include Queens Road, Kings Way, Canterbury Road, Ferrars Street and Beaconsfield Parade. Signalling upgrades, and the installation of VMS, CCTV and Bluetooth will be delivered along these alternative routes to improve traffic flow.

Trams that currently travel along Domain Road and Park Street in South Yarra will be diverted to Toorak Road West from mid 2017. This will result in Toorak Road West being reduced to one lane of traffic in each direction to ensure trams have dedicated tracks.

Timing and delivery of works

Works to improve the capacity and flow of traffic on the road network are already underway, and are being staged to coincide with associated road closures.

These projects will be coordinated by the Melbourne Metro Rail Authority and delivered by the Early Works Managing Contractor (John Holland), VicRoads, Public Transport Victoria (PTV), Yarra Trams and the main works contractor.

More information

To find out more information about the Metro Tunnel Project:

 metrotunnel.vic.gov.au


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 Melbourne Metro Rail Authority

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