



# Newsletter

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## Traffic changes from September to prepare the network for the Metro Tunnel

Drivers and public transport passengers are encouraged to plan ahead as Metro Tunnel works continue at Flinders Street, St Kilda Road and on the Sunbury Line.

A pedestrian interchange for Town Hall Station will be built under Flinders Street, between Swanston Street and Degraves Street, and requires above-ground construction work.

Both eastbound lanes on Flinders Street between Elizabeth and Swanston streets will be closed for up to three years to make this possible.

The lanes will be closed to traffic from 2 September. This closure will halve the number of truck movements required on Swanston Street during construction.

Trams will continue to operate in both directions except for six days from 2 to 7 October, when construction piling needs to happen close to the tram lines.

Also, buses will replace trains on the Sunbury Line between Sunday 29 September and Friday 11 October for works to install new cabling and track, upgrade signalling and extend platforms.

We thank everyone for their patience as we get on with building the urgently needed Metro Tunnel.

For more information, visit [metrotunnel.vic.gov.au/disruptions](http://metrotunnel.vic.gov.au/disruptions)

## Meet our TBMs

The first two of four tunnel boring machines (TBMs) that will build the Metro Tunnel have been assembled in North Melbourne and have started digging the twin tunnels towards Kensington.

The TBMs have been named after Victoria's only female Premier Joan Kirner, Australian women's cricket captain Meg Lanning, decorated wartime nurse Alice Appleford and Victoria's first female MP Millie Peacock.

Tradition dictates that a TBM is given a female name before it can start tunnelling, a signal of good luck for the project ahead.

Each of the four TBMs has its own coloured cutterhead – red, blue, green and yellow – which can grind through rock six times harder than concrete. Each custom-built machine is up to 120 metres long, weighs more than 1,100 tonnes, has a diameter of 7.28 metres, and is specifically designed to bore through Melbourne's unique ground conditions.



## North Melbourne Station public tour

In early August, the Metro Tunnel Project opened its doors to the public to get a rare look at the construction site of the future North Melbourne Station.

Around 500 people toured the construction site and were given an exclusive glimpse behind the scenes of this city-defining mega project.

The tours showcased the transformation of the site to date, including construction of the station box, assembly of the tunnel boring machines (TBMs) and information on the design of the new station.

For more details about the tours, visit our social media accounts.



## Project update

### Sunbury line

Works have kicked-off between the Maribyrnong River and Tottenham Station to support upgrades along the Sunbury Line. Piling is underway at West Footscray Station to form the foundations of a new passenger platform.

### Kensington

Works to install concrete piles, forming the foundations of the TBM retrieval shaft near South Kensington Station, are complete. The next stage involves excavation and structural works to prepare for the arrival and extraction of TBMs later this year.

### North Melbourne Station

Over half of the station box at the site of the new North Melbourne Station near Arden Street has been excavated. TBM assembly is completed with tunnelling having started between North Melbourne and Kensington.

### Parkville Station

Excavation of the station box is underway and will continue until the end of this year. The excavated space for the station box will be around 270 metres long, which is approximately the height of the Rialto Tower. A temporary deck has been installed over the work site to minimise noise and dust while excavation is carried out underneath.

### State Library Station

Work to build a third acoustic shed in the north of the CBD has begun at Franklin Street west. Meanwhile, tunnelling under Swanston Street is progressing rapidly, with crews working 24/7 to construct the main station cavern.

### Town Hall Station

Piling at City Square is now complete and construction of an acoustic shed, which will contain noise and dust during tunnelling, will be completed by the end of year.

### Anzac Station

Piling and construction of the station walls were completed in the northern and southern sections. In the northern section, the roof is being constructed, and excavation of the station is commencing beneath it.

### South Yarra

Works are well underway at the South Yarra site to construct the new tunnel entrance. All piling works are now complete and the teams are preparing for the installation of the new Williams Street bridge in late 2019.



## Untangling the City Loop

The Metro Tunnel will make your journey easier no matter how you travel.

Some of Melbourne's busiest train lines – Sunbury, Cranbourne and Pakenham – will run exclusively through the new Metro Tunnel and untangle the City Loop, Melbourne's biggest bottleneck.

The Metro Tunnel will create room for additional train passengers, take cars off our roads and cut travel times to Parkville and St Kilda Road by up to 50 minutes a day.

For more information about how the project benefits you, visit [metrotunnel.vic.gov.au](http://metrotunnel.vic.gov.au)



## Making a major breakthrough

Construction of State Library Station has entered an exciting new phase with the first tunnel breakthrough occurring under Swanston Street, near Franklin Street.

Three huge roadheaders have been digging out station caverns and passenger connections for the station.

Each roadheader weighs 118 tonnes and is 15 metres long.

They are lowered underground in separate pieces before being re-assembled at the bottom of an access shaft ahead of mining.

To read more about State Library Station and our roadheaders, visit [metrotunnel.vic.gov.au](http://metrotunnel.vic.gov.au)

### More information

To find out more about the Metro Tunnel Project:

 [metrotunnel.vic.gov.au](http://metrotunnel.vic.gov.au)

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It should be noted that this information is current at the time of printing, however due to unforeseen circumstances, changes may occur. Please visit [railprojects.vic.gov.au](http://railprojects.vic.gov.au) for the latest updates.