

SELECTING THE BEST DESIGN



Preferred design: A rail bridge over Werribee Street

*All images and maps show structure only.
Design subject to change.*

Understanding the designs

Removing the Werribee Street level crossing will improve traffic flow and allow for potential future expansion of the rail line.

The Werribee Street crossing provides a critical connection between the north and south sides of the train line and is a key arterial route.

There are two feasible designs for the level crossing removal at Werribee Street. Based on technical considerations and achieving positive long-term outcomes, we've identified a preferred design.

Under the preferred design, a rail bridge would be built over Werribee Street. This design takes advantage of Wyndham City Council's multi-million dollar improvements at Wyndham Park and can be constructed with minimal disruption to road users, opening extra space below the rail line for the community to enjoy.

The other feasible design is to build a new road bridge over the rail line to the west of the existing level crossing, connecting Bulban Road and the Princes Highway. This design would result in two elevated roundabouts to allow for all traffic movements.

This brochure explains the designs that were ruled out and the criteria we use to assess designs.



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Understanding the site

Each level crossing has its own set of characteristics to consider when preparing to remove it. At Werribee Street, the site is close to residential and commercial properties as well as Wyndham Park. Critical services – such as the oil pipeline – and other essential utilities run underground alongside the rail corridor.

As well as these constraints, there are several key criteria we use to decide if a design should be investigated. Environmental, technical and community considerations all contribute to the design put forward.

Some of our key considerations in selecting a removal method are:

- traffic movements
- disruption to train services and road users
- surrounding residential land use and impact to retail areas
- impacts to utilities and services
- ground and environment conditions
- land topography.

When assessing designs, we also consider construction impacts; whether we will need to acquire retail or residential land; and the environmental impact of the design. Another factor is whether the design allows for additional train tracks to be laid in the future.

Designs that are not feasible

The following is a summary of design that were considered and ruled out.

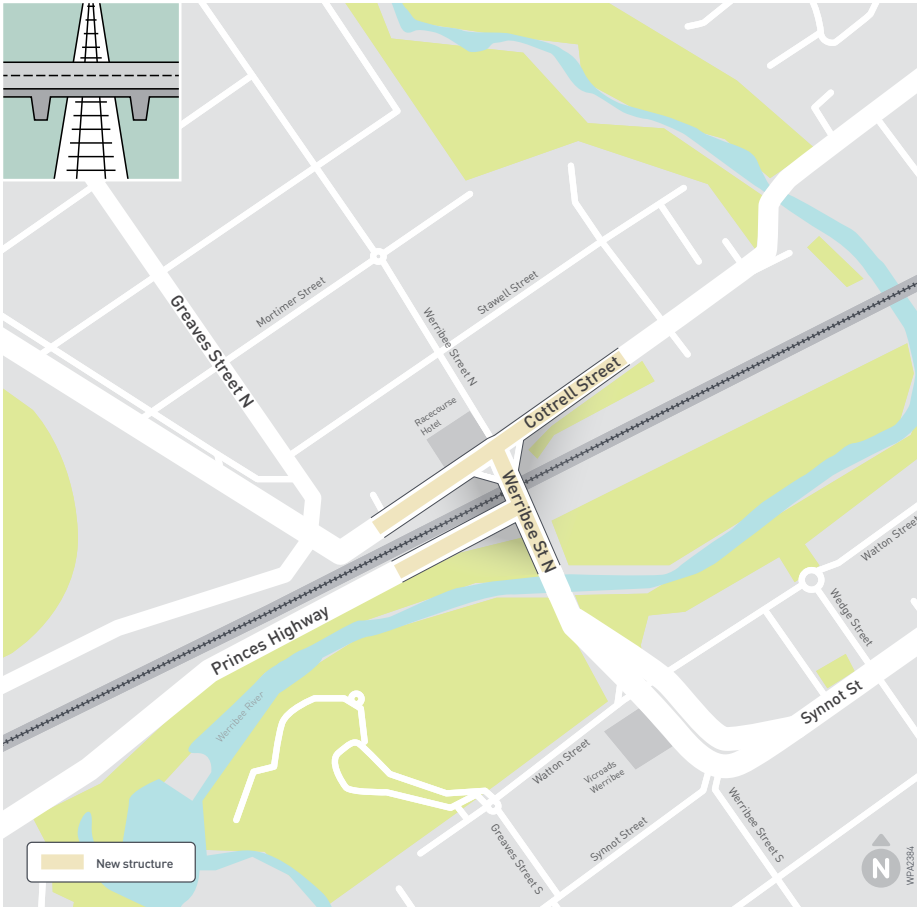


Rail under road

To build a rail trench that is future proofed for potential additional train tracks, it would be about 50 metres wide, resulting in impacts to residential properties and park lands.

This design would not enhance Wyndham City Council's multi-million dollar investment into Wyndham Park as no new open space would be available.

This design would also impact the critical oil pipeline, delaying construction by up to two years.



Road over rail

To comply with design standards, the new road bridge would need to start rising in front of homes and businesses on Cottrell Street, blocking access to these properties. Property acquisition would be likely.

As the structure would be built over the existing level crossing site, road traffic would need to be moved away from the area. This would cause significant delays during the construction period.



Road under rail

To comply with design standards, the new road trench would begin to lower in front of homes and businesses on Cottrell Street, blocking access to these properties. Property acquisition would be likely.

As the structure would be built under the existing level crossing site, road traffic would need to be moved away from the area. This would cause significant delays during the construction period.

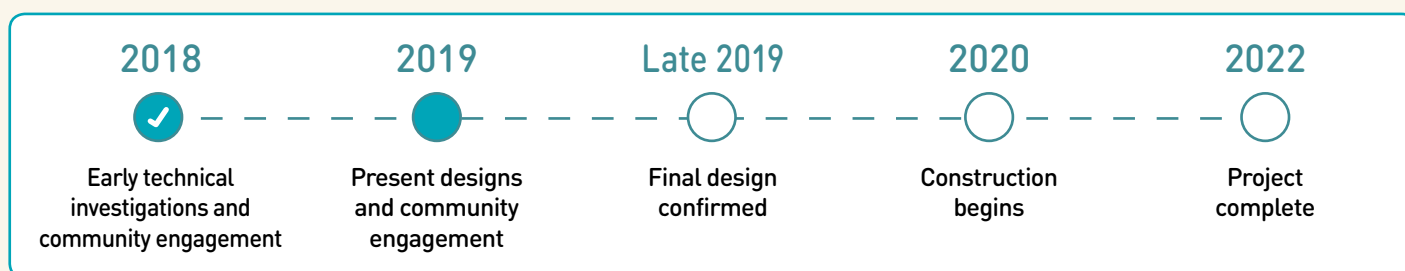
This design would also impact the critical oil pipeline, delaying construction by up to two years.

Key Impact Assessment

We applied the following key criteria to each design outlined below. Assessing these allows us to determine which solutions are feasible for each site.

Key considerations/ criteria to meet	Rail under the road	Road over rail at existing level crossing site	Road under the rail	Rail over the road	Road over rail to the west of the level crossing
Werribee Street					
Property acquisition	No property acquisition required	Likely to require compulsory acquisition of commercial and residential land	Likely to require compulsory acquisition of commercial and residential land	No property acquisition required	May require property acquisition
Impact to retail and activity centre	Improved access to Werribee CBD	Impacts homes and traders along Cottrell Street and Princes Hwy	Impacts homes and traders along Cottrell Street and Princes Hwy	Improved access to Werribee CBD and provides new open space	May increase road travel time to Werribee CBD
Impact to critical oil pipeline and other utilities	Major impact, up to two year construction delay	No impact	Major impact, up to two year construction delay	No impact	Major impact, up to two year construction delay
Compliance with design standards	Distance too short for rail line to rise to ground level before Werribee River	Structure would need to take up a large footprint to comply with design standards	Distance too short for the road to rise to ground level before Werribee River	Complies with design standards	Complies with design standards
Future proofing (includes transport and urban growth)	Does not allow for potential additional train tracks	Does allow for potential additional train tracks	Does allow for potential additional train tracks	Does allow for potential additional train tracks	Does allow for potential additional train tracks
Construction impacts	Major road and freight disruptions	Major road and freight disruptions	Major road and freight disruptions	Minor road disruptions	Major road disruptions
Overall assessment outcome	⊗ No longer under consideration	⊗ No longer under consideration	⊗ No longer under consideration	⊙ Preferred design	⊙ The other feasible design

Project timeline



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