Another two dangerous and congested level crossings will be removed on the Belgrave and Lilydale Line at Manchester Road, Mooroolbark and Maroondah Highway, Lilydale. Rail bridges are the preferred designs for removing both these level crossings. New stations will be built at Mooroolbark and Lilydale.

The station and bus interchange at Lilydale will be relocated to better integrate with the town centre, and pedestrian and cycling connections to the Lilydale-Warburton Trail will be improved. At Mooroolbark, the preferred design includes a new multi-deck car park with up to 450 new and upgraded spaces as part of the Victorian Government’s Car Parks for Commuters Fund.

Other designs would have significant and detrimental impacts on these communities, traders and transport at both sites. For Mooroolbark, the preferred design avoids compulsory land acquisition and is up to 18-months quicker to complete. The rail bridge designs will slash travel times, improve connectivity across all modes of transport, improve safety and liveability, and support the local economy and jobs.

Work will start next year and both level crossings will be gone in 2022.

Final geotechnical investigations will be conducted over the coming weeks as part of the process to confirm these designs.

** LEVEL CROSSING REMOVAL UPDATE **

MAROONDAH HIGHWAY, LILYDALE
MANCHESTER ROAD, MOOROOLBARK
ISSUE 1 – AUGUST 2019

** Why these level crossings need to go **

- More than 53,000 vehicles use the level crossings each day
- Boom gates down for up to 26 per cent of the AM peak at Manchester Road and 17 per cent at Maroondah Highway
- There have been 13 crashes in the past 10 years with two resulting in serious injury and one fatality.

** Preparing for the future **

These level crossing removal works are the first part of upgrades on the Belgrave and Lilydale line, paving the way to get people home sooner and safer, and for more services to run in the future. This will lay the ground work for further line upgrades, including the duplication of sections of the Lilydale line and a potential new station between Mooroolbark and Lilydale.

** SIGN UP FOR PROJECT UPDATES **
levelcrossings.vic.gov.au

Authorised and published by the Victorian Government, 1 Treasury Place, Melbourne
A range of improvements will be delivered as part of the level crossing removal at Maroondah Highway, Lilydale, including:

- A new Lilydale Station and bus interchange
- Improved pedestrian and cycling connections between the town centre, new station and the Lilydale-Warburton Trail
- Reduced impact on the historic trees
- Minimising impact on existing stabling yard which is critical for rail services.

Maroondah Highway, Lilydale: new station and bus interchange.

Artist’s impression, subject to change.
Manchester Road, Mooroolbark

A rail bridge over Manchester Road means a new Mooroolbark Station and commuter carpark will be built. A rail bridge design avoids the compulsory acquisition of up to 30 properties, including a major medical centre, which would have been required if a road bridge was built. The project would have taken up to 18-months longer to complete.

A range of improvements will be delivered as part of the level crossing removal at Manchester Road, Mooroolbark, including:

- A new Mooroolbark Station
- A multi-deck car park to boost commuter parking with up to 450 new and upgrade spaces
- A better integrated station with improved pedestrian and cycling connections
- Avoids compulsory acquisition of properties.

Manchester Road, Mooroolbark: new station, car park and improved connections.

Artist’s impression, subject to change.
OTHER DESIGN OPTIONS

Each level crossing has its own set of characteristics to consider when preparing to remove it. There are several key criteria we use to decide if a design should be investigated. Environmental, technical and community considerations all contribute to the designs put forward.

The following factors are considered:

- 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 and waterways
- The environmental impact of the designs
- Construction impacts
- Whether we will need to acquire commercial or residential properties
- Impacts to vegetation

Maroondah Highway, Lilydale

The following is a summary of designs that have been considered and are not preferred because of impacts on the community, businesses and transport in Lilydale.

At Maroondah Highway, the site is surrounded by local businesses, Lilydale Station and the bus interchange.

Critical underground services in the area, a high-water table and the historic avenue of trees that form the Queen Jubilee/Jansen Memorial are close to the level crossing.

Rail under road

**Lowering the rail under the road would:**

- Create a flooding risk.
- Require extensive excavation and relocation of underground services.
- Take up to 12-months longer to build causing disruption to road and rail users.
- Require a significantly longer structure than a rail bridge due to the local topography and require the stabling yards to be relocated or reconstructed.
- Impact connectivity for pedestrians and cyclists.
Road under rail

A road underpass would:
- Divide the township in half, permanently impacting access to local shops.
- Require the removal of historic trees.
- Impact the bus interchange, requiring changes to existing routes and causing longer journey times.
- Impact access to the station carpark.
- Impact underground services, requiring extensive excavation.
- Close the Maroondah Highway during construction.
- Have increased flood risk.

Road over rail

A road bridge would:
- Require the removal of historic trees.
- Have significant impacts on bus routes and travel times in and out of the Lilydale station bus interchange.
- Close the Maroondah Highway during construction.
- Reduce car parking.
- Divide the township in half, impacting local connections and access to local businesses and shops.

Key Impact Assessment

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

<table>
<thead>
<tr>
<th>Key considerations</th>
<th>Road over rail</th>
<th>Road under rail</th>
<th>Rail under road</th>
<th>Rail over road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property acquisition</td>
<td>No compulsory property acquisition required</td>
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</tr>
<tr>
<td>Impact to retail and activity centre</td>
<td>Significant impacts to access to local businesses</td>
<td>Significant impacts to access to local businesses</td>
<td>Access to local businesses not impacted</td>
<td>Access to local businesses not impacted</td>
</tr>
<tr>
<td>Impact to critical underground utilities</td>
<td>Minor impact</td>
<td>Major impact</td>
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<td>Minor impact</td>
</tr>
<tr>
<td>Other impacts</td>
<td>Limits opportunities to improve pedestrian and cycling connections across rail corridor. Vegetation impacts.</td>
<td>Limits opportunities to improve pedestrian and cycling connections across rail corridor. Flood risk.</td>
<td>Limits opportunities to improve pedestrian and cycling connections across rail corridor. Flood risk. Impact to stabling yards.</td>
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</tr>
<tr>
<td>Construction impacts</td>
<td>Major road closures</td>
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<td>Major rail and minor road closures and up to a year longer to construct</td>
<td>Minor rail and road disruption</td>
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<tr>
<td>Overall assessment outcome</td>
<td>☞ Negative impacts</td>
<td>☞ Design not preferred</td>
<td>☞ Design not preferred</td>
<td>☀ Preferred design</td>
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Manchester Road, Mooroolbark

The following is a summary of designs that have been considered and are not preferred because of impacts on the community, businesses and transport in Mooroolbark.

At Manchester Road, the site is located close to shops, homes, Mooroolbark station and Brushy Creek.

Manchester Road is designated as a traffic, bus and cycle priority route where 24,000 vehicles travel through the level crossing each day.

Brushy Creek is close to the level crossing and there are critical underground services in the area.

### Rail under road

**Lowering the rail under the road would:**
- Impact connectivity for pedestrians and cyclists due to the construction of a long rail trench.
- Create a flood risk due to local topography and Brushy Creek, which crosses the rail line.
- Be significantly longer than a rail bridge due to local topography.
- Require extensive excavation, taking around 12 to 18-months longer to build and causing more disruption to the community, road and rail users.

### Road under rail

**A road underpass would:**
- Require the compulsory acquisition of local homes and businesses.
- Impact visual amenity of the precinct.
- Close Manchester Road for an extended period.
- Impact access to the station and carpark from Manchester Road.
- Impact Brushy Creek, create a flood risk and impact local roads located to the north and south of the crossing.
- Impact access to businesses.
Road over rail

A road bridge would:
- Require the compulsory acquisition of local homes and businesses and take approximately 18-months longer to complete.
- Impact connectivity of the precinct and access to the station and carpark from Manchester Road.
- Close Manchester Road for an extended period.
- Create greater disruption to road users during construction.
- Require the relocation of underground services.
- Significantly impact access to businesses.

Key Impact Assessment

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

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Ways to get involved

The community will have an opportunity to speak to engineers about why rail bridges are the preferred designs at upcoming community drop-in sessions in August.

The project team will seek feedback from the community on what they value about the area and how they move around it. The project will also be seeking feedback on landscaping, local connections and urban design.

Community drop-in sessions will be advertised on our website and via our social media channels. Online feedback can be submitted at your.levelcrossings.vic.gov.au.

Project timeline

- **Mid 2019**
  - Community engagement, project planning, preferred designs identified

- **Late 2019**
  - Design solutions finalised

- **Mid-2020**
  - Construction starts

- **2022**
  - Level crossings removed

Please note that the timeline above is subject to change.

Artist’s impression of Maroondah Highway Lilydale, preferred design.