

NEW EDITHVALE STATION



New Edithvale Station entrance - artist's impression

The Level Crossing Removal Project is removing 18 level crossings and building 12 new stations as part of a \$3 billion upgrade along the Frankston line that will improve safety, reduce congestion and allow more trains to run more often.

Works to remove five dangerous and congested level crossings in Edithvale, Chelsea and Bonbeach by lowering the rail into a trench, and build three brand new stations, will start in 2020.

The new Edithvale Station is designed to enhance connections around the area. Improved bike facilities and walking and cycling connections will create more ways to get to the new Edithvale Station

The Edithvale Station design has a unique easily seen urban marker, and scattered gardens for extra shading to help create its own identity. The connection with traditional owners of the land is recognised in the station design, with woven canopies representing the area's indigenous textiles and craft.

Improving the Frankston line



Removing 18 level crossings – more crossings than any other line in Melbourne



Upgrading signalling to modern technology



Extra train stabling to allow for more trains



Building 12 new modern stations



PLUS the Metro Tunnel project will cut 30 minutes a day from your commute.

Why these level crossings need to go



40,000 commuters use the Frankston line daily



200 passenger trains daily use the Frankston line



Boom gates are down for over 35% of morning peak



Over 50 freight trains weekly

EDITHVALE STATION'S NEW FEATURES



Modern new station with:



Improved station facilities and more lighting creating a safer station precinct



Six access points to the station reducing commuter congestion



Better safety for pedestrians and cyclists with dedicated shared use paths



Better all-abilities access and parking



Parkiteer bike cage and more bicycle hoops

We heard you want a station design with a coastal look and feel

The new Edithvale Station design is modern and light to fit the coastal look and feel.

Materials and public art will be chosen to further enhance the local surroundings. Bluestone, pavers, timber and decorative perforated screens featured prominently in community feedback. These durable materials will be used in different ways around the station forecourt.

There was also a clear preference for a combination of native trees, shrubs, flowering plants and grasses that align with the character of the local area.

The station will have a customised green colour palate so it can be easily identified by passing train passengers.

By moving the station's position approximately 170 metres north, it will be in a shallower section of the trench which will minimise any potential environmental impacts surrounding groundwater.



Lighting and safety

As the platforms at Edithvale Station will only be a couple of metres into the trench, there will be plenty of natural light on the platforms. There will also be CCTV cameras on platforms and station entrances, clear sightlines, and open and well-lit areas.



Artist's impression



Car parking

Access to clearly marked commuter parking will be safer and easier, along a well-lit paved pedestrian path.

We understand commuters want more parking but the rail corridor through Edithvale is very narrow, and we've worked hard to deliver a new modern station without reducing commuter car parking spaces.



Walking and cycling

The new station, closer to Denman Avenue, will maintain the connection for commuters, pedestrians and cyclists to local activity hubs, and important community facilities.

There will be a new Parkiteer cage to provide safe and secure bike storage, plus more bike hoops outside the station.

With more bicycle facilities and improved walking and cycling paths, there will be more ways for locals and visitors to get to Edithvale Station.



Landscaping and surrounds

Landscaping around the station will create a look and feel that locals can enjoy throughout the year, such as vegetation along walking paths and station entrances.

Three entrances on each side of the station, including stairs, a ramp and a lift, means there'll be less congestion for commuters entering or leaving the station.



Station accessibility

The new Edithvale Station design meets Australian design standards for accessibility and mobility. The lifts to the platform at each station entrance will be big enough to accommodate mobility scooters, wheelchairs and prams.

People with a disability will have access to clearly marked parking close to the station entrances on Nepean Highway and Station Street.

Upgrading the Frankston line

We're upgrading important rail infrastructure to improve train services along the Frankston line.

More than 30 kilometres of new overhead wiring and structures and three new substations will provide a more reliable and stronger power source to improve train performance and reliability of services.

Nearly 60 per cent of old train signalling will be replaced with a modern computer-based system that will enable more trains to run more often.

A new train storage facility in Seaford will provide the essential daily services needed to keep Frankston line trains running on time. The facility also provides space for more trains in the future as demand for services grows.

A new signal maintenance facility is being built in Seaford to enable routine and emergency maintenance works, minimising disruptions to train services.

Project timeline



Late 2019

- Site investigations underway



Early 2020

- Start of relocation of underground services
- Start of works on Nepean Highway



2021

- Major construction underway
- Edithvale Station closed
- Major rail closure to dig rail trench and lower rail
- Edithvale Station opens



2022

- Edithvale, Chelsea and Bonbeach level crossings gone and works complete



Artist's impression

* Timeline subject to change.



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