



IMAGE: Pascoe Vale Road bridge artists' impression – concept for discussion purposes only

TOTTENHAM TO ALBURY PROJECT

GLENROY PRECINCT

About Inland Rail

Inland Rail is a once-in-a-generation project connecting regional Australia to domestic and international markets, transforming the way we move freight around the country. It will complete the 'spine' of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

This new 1,700km line is the largest freight rail infrastructure project in Australia. It will connect our farms, mines, cities and ports to global markets and will support Australia's four richest farming regions; provide supply chain benefits and substantial cost savings for producers.

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

About the Tottenham to Albury project

The Tottenham to Albury (T2A) project is an enhancement to 305km of the existing North East Rail corridor. Starting near Tottenham Railway Station in Melbourne's west, it shares the Metro Sunbury Line to Albion Railway Station, and then travels along the Albion-Jacana Freight Line to Jacana Railway Station. The line then follows the Hume Highway to Seymour, turning north-east to meet the Victoria/NSW border at Albury-Wodonga.

This project will see enhancements of existing structures and increased clearances along the rail corridor for sites that currently do not have enough height or width to support the running of taller trains along the existing rail corridor. The enhancement works are required to accommodate double stacked freight trains to be run on the track, requiring 7.1 metres in vertical and around 4.5 metres of horizontal clearance.

To achieve the necessary height clearance needed under bridges for double stacked freight trains, track lowering is preferred, at some sites this may not be possible and we will need to look at other options such as raising or replacing bridges.

Glenroy precinct

As part of the T2A project, enhancement works are required at 17 sites along the existing rail corridor across metropolitan Melbourne. There are three sites in the Glenroy precinct where we are proposing to replace the bridges to achieve the required clearances for double stacked freight trains. These sites are:

- ▶ Belair Avenue bridge
- ▶ Pascoe Vale Road bridge
- ▶ Jacana Railway Station footbridge.

Currently the structures do not meet the height requirements or provide the width needed to support double stacked freight trains to pass safely underneath. Track lowering is not considered practical at these sites because:

- ▶ The widths of the piers on existing bridges are too narrow for the double stacked freight trains to safely pass between.
- ▶ At Pascoe Vale Road a track lower would need to rise too sharply to reconnect with the existing elevated track. Avoiding steep inclines freight trains run efficiently and reduces the need to accelerate, also reducing noise from the trains.



Belair Avenue bridge replacement

We are looking at building a new, higher bridge just south of the existing Belair Avenue bridge, then removing the existing bridge. This will provide:

- ▶ a new bridge built to current standards and designed to improve safety
- ▶ improved pedestrian access on the south-east side of the bridge
- ▶ new retaining walls and landscaping in the area immediately next to the bridge.

Pascoe Vale Road bridge replacement

We are looking at building a new, higher bridge just west of the existing Pascoe Vale Road bridge, then removing the existing bridge. This will provide:

- ▶ a new bridge built to current standards and designed to improve safety
- ▶ a shared path for pedestrians and cyclists on the west side of the bridge that connects into the Western Ring Road cycling path and the footbridge to Jacana Station
- ▶ new retaining walls and landscaping in the area immediately next to the bridge.

Jacana Railway Station footbridge replacement

We are looking at building a new, higher footbridge to replace the existing bridge and subway. The new bridge would cross the rail line as well as Pascoe Vale Road.

This will provide:

- ▶ a single connection across the rail line and Pascoe Vale Road
- ▶ an opportunity for improved urban design
- ▶ improved lighting
- ▶ stairs and a lift connecting to the Jacana Station platform
- ▶ stairs and ramps on both sides of the footbridge.

What is a double stacked freight train?

The new double stacked freight trains will be around 6.5 metres high – which is only two metres higher than the current single stacked trains. This is because on a double stacked freight train the bottom container sits lower in a well carriage.



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Next steps

We are working towards having a final design for these three sites in the second quarter of 2019 with construction scheduled to take place between 2020 and 2025.

Before work starts on the ground, we will be discussing the design further with our neighbours, community members and stakeholders, conducting assessments like noise studies to inform the design, obtaining environment and planning approvals to deliver the work and providing information about construction.

We're seeking community feedback

During 2017-18 we undertook a range of investigations, tested design options and talked to people who live next to the expected works sites and with stakeholders to help us develop a preferred design for each of the 17 enhancement sites across metropolitan Melbourne. We're keen to continue the dialogue and broaden the conversation so that we can, as much as possible, understand that what we are hearing reflects the wider community view.

We invite you provide your feedback online at inlandrail.com.au/T2A, by phoning 1800 732 761 or through any of our contact options below.

Find us at an event in your community during late 2018. Check our webpage to find out where we'll be.

Community Feedback Panel

We have established a Community Feedback Panel, an online engagement portal, so we can continue the conversations and share information around the proposed enhancement works. You can find out more information and register to join the panel on the Inland Rail Tottenham to Albury web page inlandrail.artc.com.au/T2A.

We understand not everyone has access to, or feels comfortable, using the internet so we will continue providing project updates and opportunities to talk face-to-face as we have done in the past.

Want to know more?

ARTC is committed to working with communities and landowners, State and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about the T2A project please let us know.

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