

# SELECTING THE BEST DESIGN



Preferred design: A new road bridge at Tarneit Road

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

## Understanding the designs

Removing the Cherry Street level crossing will help improve safety, reduce congestion and create a safer shopping precinct for the Werribee community.

The level crossing sits in the middle of an important network of busy commuter routes, local roads and the vibrant Watton Street shopping precinct. It is an important connection for the 20,000 vehicles that pass through each day.

There are two feasible designs for the level crossing removal at Cherry Street. Based on technical considerations and

achieving positive long-term outcomes, we've identified a preferred design.

Under the preferred design, we would remove the level crossing and construct a new road bridge over the rail line at Tarneit Road. This would extend Tarneit Road to the Princes Highway via the existing irrigation channel.

The other feasible design is to build a road trench at Cherry Street. This design allows locals to travel through the area using the current route, with no change to journeys to the local shopping area.

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 Cherry Street, the site is surrounded by retail properties.

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 designs put forward.

## Designs that are not feasible

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

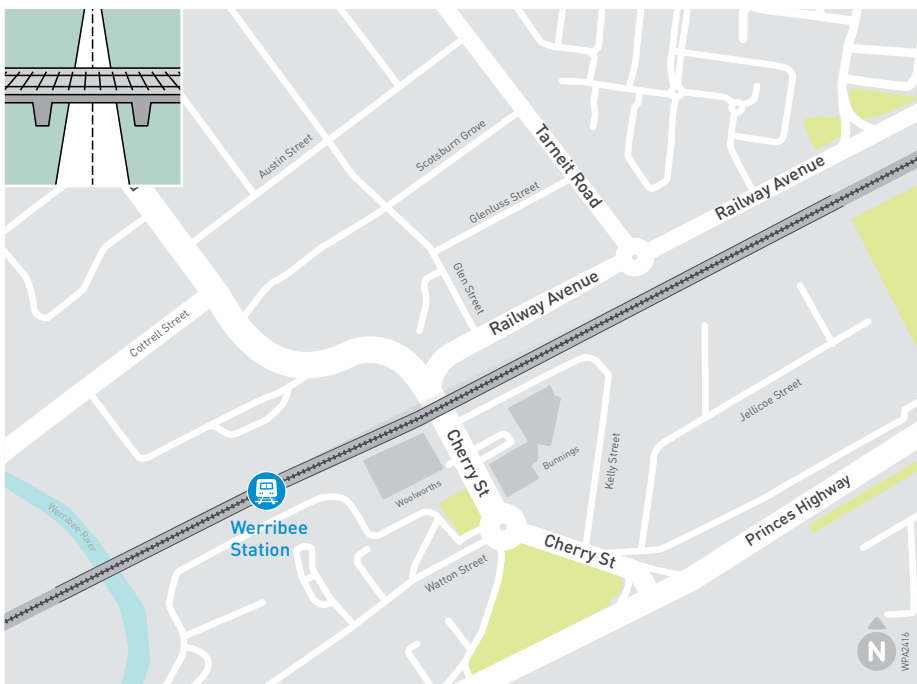


### Road over rail at Cherry Street



To build a road bridge that meets design standards, the new structure would need long approach ramps. Some properties on Market Road, Railway Avenue and Cherry Street would only be accessible via one-way service roads.

The structure would also be about nine metres tall, creating a barrier in the middle of the town centre. Road users would be significantly disrupted during construction.



### Rail over road



Three train tracks currently cross Cherry Street, and network plans suggest more train lines could be added in the future. All future tracks would need to be elevated, and property acquisition would be required.

Due to space constraints, the elevated rail would need to be built over the existing tracks, meaning major impacts to Metro train services during construction.

The freight line running through the crossing can only be impacted for short periods. This means construction would extend by up to two years.

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.

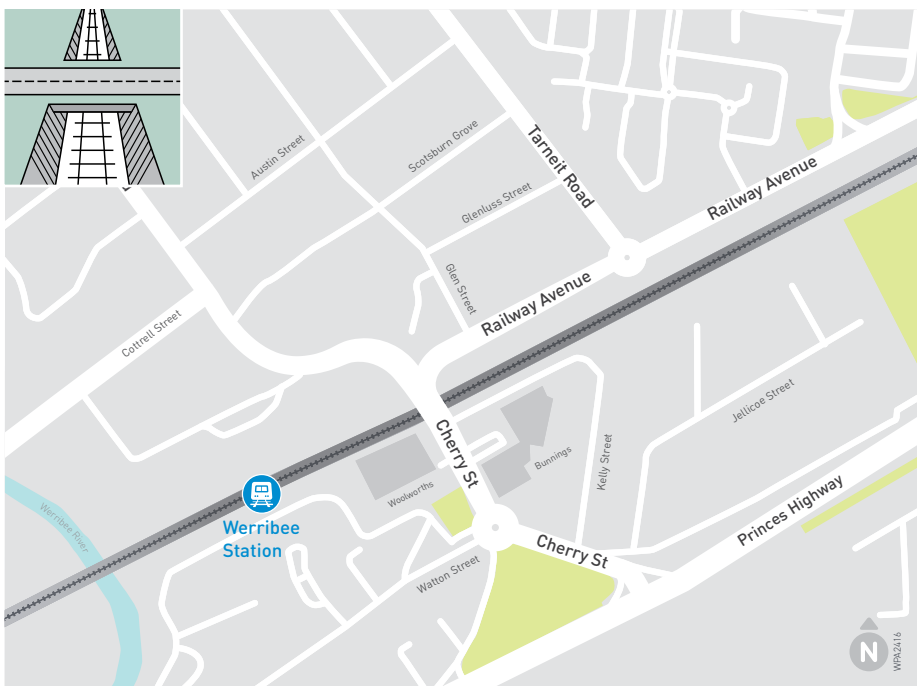
When assessing designs, we also consider construction impacts; whether we will need to acquire retail or residential land; and the environmental impact of the design. Another factor is whether the design allows for additional train tracks to be laid in the future.



### Road under rail at Tarneit Road

The critical oil pipeline would need to be moved away from the area. This would delay construction by up to two years.

Rail users would be significantly affected while excavation occurred under the rail lines and in the surrounding area.



### Rail under road

Rail users would be significantly disrupted while the new trench is excavated. These disruptions would also impact freight train services running between Melbourne and Perth.

There is also not enough distance between Cherry Street and the Werribee River for the train to come back to ground level and achieve the required track design standards.

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 over the road at Cherry Street	Rail under the road	Road over the rail at Cherry Street	Road under rail at Tarneit Road	Road over rail at Tarneit Road	Road under the rail at Cherry Street
<b>Cherry Street</b>						
<b>Property acquisition</b>	No property acquisition required	No property acquisition required	No property acquisition required	No private property acquisition required	No private property acquisition required	May require partial acquisition of commercial land
<b>Impact to retail and activity centre</b>	No change to traffic in retail centre	No change to traffic in retail centre	Access to commercial properties impacted	Commuter traffic directed away from retail area, providing better amenity for shoppers	Commuter traffic directed away from retail area, providing better amenity for shoppers	Changed access to commercial and residential properties
<b>Impact to critical oil pipeline and other utilities</b>	No impact	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
<b>Compliance with design standards</b>	Would require a new train station and new rail bridges to comply with 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	Difficult to comply with design standards	Complies with design standards	Would conflict with oil pipeline, difficult to comply with design standards
<b>Future proofing (includes transport and urban growth)</b>	Major cost and impact for potential additional train tracks with new bridges	Does not allow for potential additional train tracks	Does allow for potential additional train tracks	Does allow for potential additional train tracks with new bridges	Does allow for potential additional train tracks	Does allow for potential additional train tracks with new bridges
<b>Construction impacts</b>	Minor road disruptions, major rail disruptions with up to two year construction delay	Major road and rail disruptions	Major road disruptions, minimal rail disruptions	Minor road disruptions, major rail disruptions with up to two year construction delay	Minor road and rail disruptions	Major road and rail disruptions, with up to two year construction delay
<b>Overall assessment outcome</b>	⊗ No longer under consideration	⊗ No longer under consideration	⊗ No longer under consideration	⊗ No longer under consideration	✔ Preferred design	✔ The other feasible design

## Project timeline



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