

Media Release

The Hon Jacinta Allan MP

Deputy Premier

Minister for Transport Infrastructure

Minister for Suburban Rail Loop

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THE BIG BUILD CONTINUES AT GLEN HUNTLY

The Andrews Labor Government is ramping up works in Melbourne's southeast on the removal of two dangerous and congested level crossings on the Frankston Line and building a brand-new Glenhuntly Station.

Over four days later this month, crews will do extensive ground works in preparation for digging a 1km trench next year that will see the rail line lowered under Neerim Road and Glen Huntly Road – removing the two dangerous and congested level crossings for good.

Removing the two level crossings will reduce delays for drivers at Glen Huntly, as the boom gates can be down for almost 60 per cent of the morning peak, when up to 40 trains run through the two crossings.

Since 2016, there has been 12 near-misses at the Glen Huntly Road level crossing and 10 of those have involved pedestrians.

The Glen Huntly Road level crossing is used by both trams and vehicles and is one of the city's most dangerous as the manually operated crossing requires more than 200 trains passing through each day to travel at very slow speeds – causing huge delays.

The new Glenhuntly Station will feature lifts and stairs down to the station platforms, improved lighting and security cameras, and a striking landscaped station forecourt leading to a new tram stop on Glen Huntly Road to make it easier for commuters to change between tram and train services.

The works also include a new walking and cycling path between Ormond and Caulfield and a pocket park on 700 square metres next to the rail line off Neerim Road.

Following the August works, the third track and Platform 3 at Glenhuntly Station will reopen from Monday 29 August after a temporary closure to allow express services to resume between Caulfield and Moorabbin.

During the around-the-clock works, commuters are advised to plan their journeys, with buses replacing trains between Caulfield and Moorabbin from 8:30pm Wednesday 24 August to 4am Saturday 27 August. Route 67 trams along Glen Huntly Road will not be affected by the works.

The Glen Huntly level crossing removal is in addition to the work underway for track at Caulfield Junction to separate the Frankston and Cranbourne/Pakenham Lines, enabling peak hour services every two minutes from Caulfield when the Metro Tunnel opens in 2025.

The Metro Tunnel will create room for 36,000 more passengers every week on the Frankston line and allow people to travel directly from Caulfield to the airport when Melbourne Airport Rail opens in 2029.

The Labor Government is removing 20 level crossings and building 13 new stations by 2025 as part of a \$4 billion investment in the Frankston line – improving safety, reducing congestion and allowing more services, more often.

For more information, or to plan your journey, visit bigbuild.vic.gov.au

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Quotes attributable to Minister for Transport Infrastructure Jacinta Allan

“Once the boom gates are gone for good at Glen Huntly, the Frankston line will be safer and less congested for the thousands of people who travel along the line or have to cross over it each day.”

“When Labor came to Government there were 9 level crossings in the city of Glen Eira. When these 2 are gone there will be none.”

Quote attributable to Member for Eastern Metropolitan Nina Taylor

“The removal of these dangerous and congested level crossings will see the Frankston Line level crossing free between Flinders Street and Moorabbin – changing the way people live, work and travel.”

Quote attributable to Member for Oakleigh Steve Dimopoulos

“We thank the residents and traders for their patience as crews get on with this vital upgrade to boost safety, ease congestion and allow more trains to run more often.”