



Rail Under Road

No Sky Rail: Frankston Line

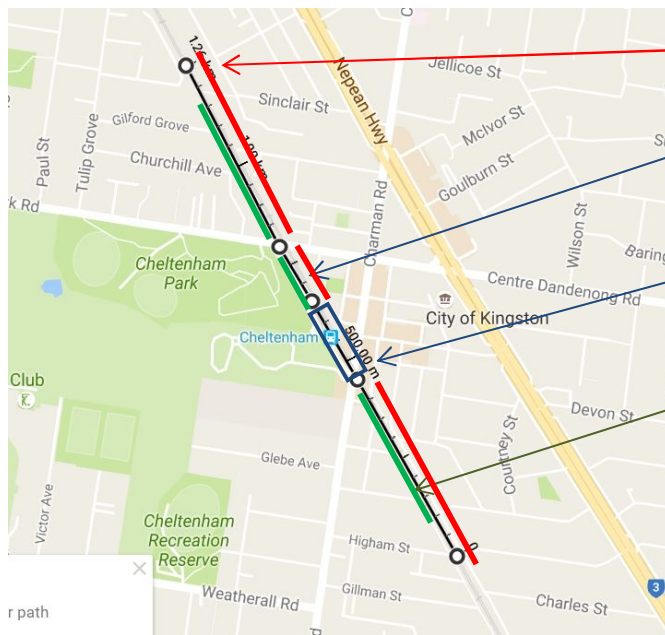
No Sky Rail On Frankston Line Incorporated
Association No. A0095560C

PO Box 2037
Edithvale Victoria 3196

FACT SHEET: Rail Under Road

– Charman & Park Rd & Cheltenham Station –

Another 8 level crossings on the Frankston Line are due to be removed. Three are already Rail Below Road: Ormond, Bentleigh and McKinnon. This leaflet explains how your local crossing can also be Rail Under Road.



Elevated Sky Rail

Rail in cutting or overhead

Cheltenham Station

Rail Under Road

Elevated "Sky Rail" Option

- 9m high tracks
- + 2m noise barriers
- + 4m high station
- + 16m high wires
- 450m ramp up
- 200m elevated station
- 140m extra bridge
- 450m ramp down
- **Total Length = 1.24km**

Rail Under Road Option

- 7m down to tracks
- 350m ramp down
- 200m station
- 140m extra trench
- 350m ramp up
- **Total Length = 1.04km**

(All measurements are approximate and for existing train lengths)

Design Considerations

1. Park Road

- Logic suggests that Park Road should be included in any Level Crossing removal. This would ensure both these major thoroughfares have their crossings removed.

2. Raised Topography

- Cheltenham station is on a slight hill with the railway line rising up to the station and dropping off at both sides.
- Starting before Charman Road, a cutting would could be eased into the ground and only require a small gradient on the other side of Park Road to meet the existing track.

3. Ground Water

- Groundwater levels are similar to current Rail Under Road sites (ie: Ormond) so not an issue.

4. Soil Type

- Soil type (sand) can be supported with proper pile foundations, correct concrete mix, and soil anchors (as per Ormond).

5. Roadway Clearance

- Only a 6 metre clearance is required to put Rail Under Road compared with 9 metres for Rail Over Road (aka Elevated Sky Rail).

<http://noskyrailfrankstonline.org>

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www.facebook.com/groups/NSRFL



Rail Under Road

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Site Assumptions

Parameter	Description	Source
Groundwater Depth	<ul style="list-style-type: none"> Estimate 12m below grade 	Vic. Govt. Bore Logs http://www.vvg.org.au/
Soil Type	<ul style="list-style-type: none"> Swamp and Lake Deposits Inland Dune Deposits (silty clayey sand or sand) 	Victorian Geology maps
Traffic Volume	<ul style="list-style-type: none"> High = 12,300 vehicles/day 222 trains/day Boom gates down for an average of 35 minutes from 7am to 9am 	LXRA Community Consultation Information Displays
Other Factors	<ul style="list-style-type: none"> Distance from Park Rd to the new Southland station is over 1km. Carparks surrounding station allow for parallel construction as at Springvale. 	

Rail Under Road – Advantages

❖ Less Pollution

- Rail Under Road will also reduce, rather than increase, air-borne pollution.
- a rail line in a cutting will be much quieter than elevating it 9m in the air.
- Less visual pollution and less opportunity for graffiti

❖ Retain Property Values

- Property values will be preserved or increased, rather than facing a 20% decline as predicted with Sky Rail.

❖ Less Council maintenance and increased rate revenue

- No extra cost to council for cleaning (graffiti, removing dumped rubbish, etc) under an elevated Sky Rail if the crossings are put in cuttings
- No loss in rate revenue as property values will not decline.

❖ Legacy Solution

- A Rail Under Road option will be a proper long-term infrastructure solution that will increase the amenity of area and leave a lasting legacy that will not be an eye sore for generations to come.
- Proposed Council development of the Cheltenham streetscape will not be dominated by an elevated rail.



Kingston Council's suggested Cheltenham Station streetscape

Donations: <https://www.givenow.com.au/noskyrailonfrankstonline>