

Avenel Active Desktop Survey - Melbourne to Abury - North East Rail Line

V/Line Stations - N/E Line	Pedestrians are separated from passing trains at the station precinct through grade separation or automated locking gates at level crossings	V/Line Station Car Park	DDA Car Parking	Tactiles in Carpark	Notes
Southern Cross Metro & V/Line	Yes	N/A	N/A	N/A	Well-connected and accessible by metro train and tram services.
	Pedestrians are grade separated from railways by escalators, elevators and bridges within the station and by footpaths on bridges across railways around the station.				
North Melbourne Metro & V/Line	Yes	N/A	N/A	N/A	Well-connected and accessible by metro train services.
	Pedestrians are grade separated from railways by escalators, elevators and bridges within the station and by footpaths on bridges across railways around the station.				
Essendon Metro & V/Line	Yes	N/A	N/A	N/A	Well-connected and accessible by metro train services.
	Pedestrians are grade separated from railways by an underpass.				
Broadmeadows Metro & V/Line	Yes	Yes	Yes	Yes	Well-connected and accessible by metro train services. Multiple pay and display car parks nearby at Broadmeadows Centre.
	Pedestrians are grade separated from railways by an underpass.				
Craigieburn Metro & V/Line	Yes	Yes	Yes	Yes	Victorian and Australian Governments Car Parks for Commuters program provided 745 additional car parking spaces, new footpath, lighting and upgraded pedestrian crossing.
	Automated locking gates linked to train signals at level crossing in the station precinct				
Donnybrook	Yes	Yes	Yes	Yes	Victorian and Australian Governments' Big Build program provided 150 new car parking spaces, lighting and improved pedestrian access (although the V/Line website still advises there is no car parking).
	Automated locking gates linked to train signals at level crossing at the Donnybrook Road level crossing.				
Wallan	Yes	Yes	Yes	Yes	Victorian and Australian Governments' Big Build program provided a reconfigured car park, lighting and improved pedestrian access.
	Automated locking gates linked to train signals at the station's internal level crossing enable passengers to cross the railway to reach the other platform.				
Heathcote Junction	Yes	Unclear	No	No	Unsealed gravel car parking available on Rail Street. Unclear if this is a designated V/Line car park, although the V/Line website advises there is car parking.
	Automated locking gates linked to train signals enable passengers to cross the railway to reach the other platform	Unsealed			
Wandong	Yes	Yes	Yes	Yes	
	Automated locking gates linked to train signals enable passengers to cross the railway to reach the other platform				
Kilmore East	Yes	Yes	Yes	Yes	
	Automated locking gates linked to train signals enable passengers to cross the railway to reach the other platform				
Broadford	Yes	Yes	Yes	Yes	
	Automated locking gates linked to train signals enable passengers to cross the railway to reach the other platform				
Tallaroook	Yes	Yes	Partial	Partial	Designated V/Line car park on Sanctuary Road is unsealed and does not have DDA parking. There are tactiles leading from the station to the underpass. There is DDA parking on Railway Place near the train replacement bus stop, but to access the station from Railway Place you must use the steep underpass which is probably not DDA-compliant.
	Pedestrians are grade separated from railways by an underpass (but which is probably not DDA compliant).	Unsealed			
Seymour	Yes	Yes	Yes	Yes	
	Pedestrians are grade separated from railways by an underpass.				
Avenel	No	No	No	No	Avenel Raiyard adjacent to the station has an area of bitumen for 5 cars to park, but it is surrounded by large gauge blue metal and track ballast. Unclear if this is a designated V/Line car park as the V/Line website advises there is no car parking. There is no safe and level footpath from the parking to the station.
	Pedestrian Maze (passive control) . Pedestrians are not physically separated from passing trains at the station's level crossing.	Unsealed			
Euroa	Yes	Yes	Yes	Yes	The Inland Rail project is currently constructing a new station precinct which will be fully accessible by pedestrians, cyclists and include designated disabled parking with access by ramps and lifts.
Violet Town	No	No	No	No	There is no designated V/Line car park and the V/Line website advises there is no car parking. There are, however, on-street car parking bays on Primrose Street which are level and sealed, and with a sealed footpath to the station. The footpath across the pedestrian level crossing also provides the only sealed pedestrian access across the railway for residents to walk between the town centre and residential areas.
	Pedestrian Maze (passive control) . Pedestrians are not physically separated from passing trains at the station's level crossing.				
Benalla	Yes	Yes	Yes	Yes	The Inland Rail project is currently constructing a new station precinct including an upgraded pedestrian underpass, improved car park increased to 50 spaces, Improved pedestrian access to the station with lifts, ramps and stairs and a network of pedestrian pathways.
	Pedestrians are grade separated from railways by an underpass. (Currently being upgraded by Inland Rail Project)				
Wangaratta	Yes.	Yes	Yes	Yes	The Inland Rail project is currently constructing a new station precinct including a pedestrian underpass; improved access across the station precinct with ramps and lifts; and new car parks.
	Pedestrians are grade separated from railways by an underpass, with ramps and lifts. (Upgraded by Inland Rail Project)				
Springhurst	No	Unclear	No	No	Unsealed gravel car parking appears available at the station from satellite images. Unclear if this is a designated V/Line car park, as the V/Line website advises there is no car parking. The footpath via the Pedestrian Maze may also facilitate access for residents between the town centre and residential areas to the south. This pedestrian connection appears only to be sealed within the rail corridor.
	From a desktop survey there appears to be a Pedestrian Maze (passive control) connecting the station with the town centre at the Canning Road entrance to the station car park. If arriving at the station by car, it appears there are 2 side platforms which can be accessed by a ramp to the platform, with no requirement to cross the railway.	Unsealed			
Chiltern	No	Yes	Yes	Unclear	Unclear from satellite images if sealed car park or if tactiles extend from the platform to the car park. The V/Line website advises there is car parking.
	From a desktop survey it appears there is a Pedestrian Maze (passive control) crossing from the car park to the platforms.	Unsealed			
Wodonga	Yes.	Yes	Yes	Yes	Wodonga Rail Bypass project was completed in 2010 and relocated the main Wodonga station from the centre of the city to a new location on the northern edge of town. The new rail route eliminated 11 level crossings and facilitated increased freight on the N/E rail line.
	Grade separated . Trains arrive and depart from Platform 1. Passengers do not need to cross railway to board trains, access station parking or to access another part of the township.				
Albury	Yes.	Yes	Yes	Yes	Rail Projects Victoria upgraded infrastructure to allow VLocity trains to run on the line. This included level crossing upgrades and a new accessible ramp. Inland Rail is replacing the Albury Station pedestrian bridge with a higher bridge to facilitate double stacked freight as part of the Inland Rail project
	Grade separated . Trains arrive and depart from Platform 1. Passengers do not need to cross railway to board trains, access station parking or to access another part of the township.				
Desktop summary - information has been gathered by: • Visiting Violet Town, Euroa, Avenel, Seymour and Tallaroook stations; • Observing stations from Seymour to Southern Cross Melbourne from a V/Line train service; and • Gathering data from V/Line, Googlemaps, VicPlan, Inland Rail and Victorian Government Big Build websites.					
Please advise any errors or updates to avenelactive@gmail.com					