

Route 57 North Melbourne tram corridor

We want your feedback on planned tram stop changes along the North Melbourne corridor.

REVIEWING FEEDBACK

🕒 CLOSED 24 DECEMBER 2025

Overview

Participate

Timeline

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Overview

We want your feedback on planned tram stop changes along the North Melbourne corridor, including how bluestone is modified to improve the safety of bike lanes and passengers boarding at tram stops. These changes will support the introduction of longer low-floor trams on Route 57.

To support the introduction of G Class trams on Route 57 in North Melbourne, changes are needed to tram stops on Victoria Street, Errol Street and Queensberry Street.

These changes are needed to cater for the longer G Class trams and improve safety for passengers getting on and off the trams. The new G Class tram will be 25 metres long, which is almost 50 per cent longer than the oldest trams that currently operate on Route 57.

We need to change tram stop placement to accommodate longer trams, including merging two stops into one. The stop changes include:

- Ensuring the boarding zone is long enough to enable access to all doors on the tram.
- Ensuring passengers are visible when crossing to the tram stop.
- Ensuring the longer trams are not blocking intersections when stopped to pick up passengers.

Where existing tram stops are close together, we'll merge two stops into one to make tram services more efficient and reliable:

- On Victoria Street, we'll merge Stop 9 at Howard Street and Stop 10 at Chetwynd Street.
- On Errol Street, we need to make changes to Stop 11 at Errol Street and Victoria Street and Stop 12 at North Melbourne Town Hall. We're seeking feedback on two options for the changes to these stops.
- On Queensberry Street, we'll merge Stop 13 at Curzon Street and Stop 14 at Abbotsford Street.
- Changes to on-street parking will be needed at the new stops to accommodate the larger stops and so that passengers can safely get on and off trams.

The tram stops are located within the North and West Melbourne Heritage Precinct which is of historical, social and aesthetic significance to the City of Melbourne as a predominantly Victorian-era area.

Changes to heritage bluestone along these corridors will also be needed to enable pedestrians and bike riders to safely travel adjacent to the upgraded tram stops.

We're seeking your feedback on the three new stops, including alternative stop options that we are considering for Errol Street and on the treatment of heritage bluestone for all three stop upgrades.

The community feedback will inform a decision on the stop treatment for Errol Street and be considered in making a planning submission as part of this project.

Planned changes to North Melbourne tram stops

Errol Street stop options



We will be changing the existing two safety zone stop pairs at Errol and Victoria

streets and Errol and Queensberry streets.

These stops are only 200 metres apart and are not long or wide enough to safely accommodate the new G Class trams.

Bluestone along Errol Street is located along the eastern and western edges of the street.

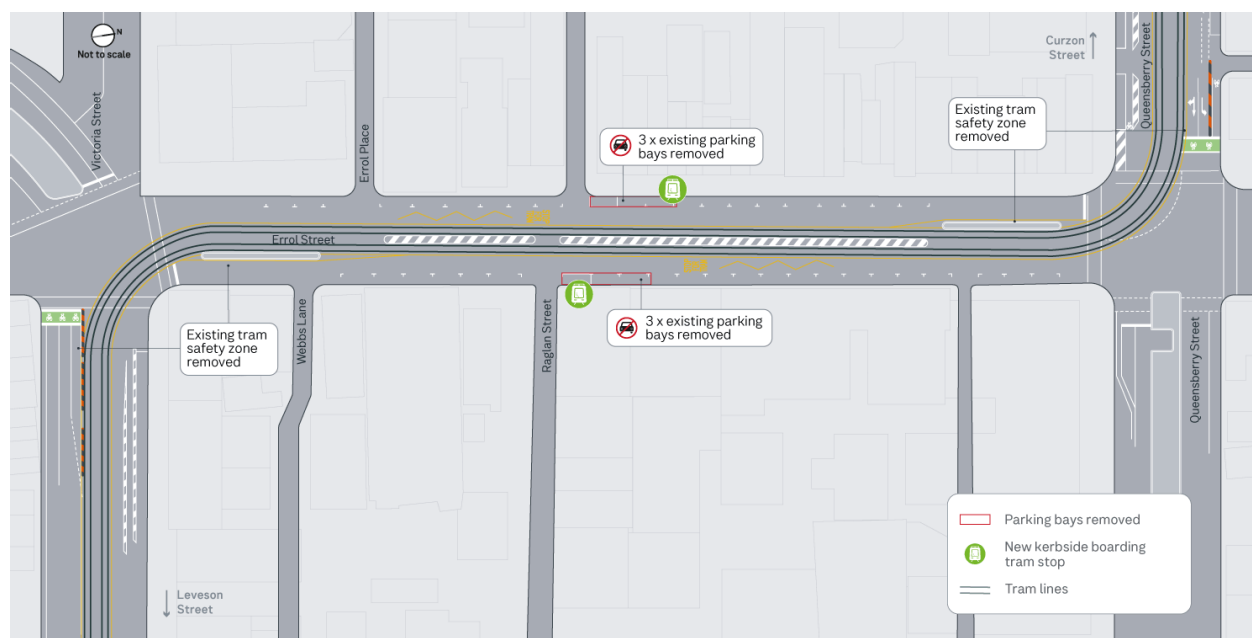
Option A: New kerbside tram stops on Errol Street

Option A tram stop would:

- Have a tram flag to identify the tram stop location.
- Include a tram stop at Raglan Street and one directly across the road.
- Include road markings to remind cars to stop for trams.
- Require passengers to cross a traffic lane to reach the tram.

Option A would also:

- Remove six car parks on Errol Street, to enable the introduction of the new tram stops and associated changes to traffic lanes.
- Modify bluestone on Errol Street to provide a safe, even surface for pedestrians and bike riders.



Option B: Extension to existing safety zone stops on Errol Street

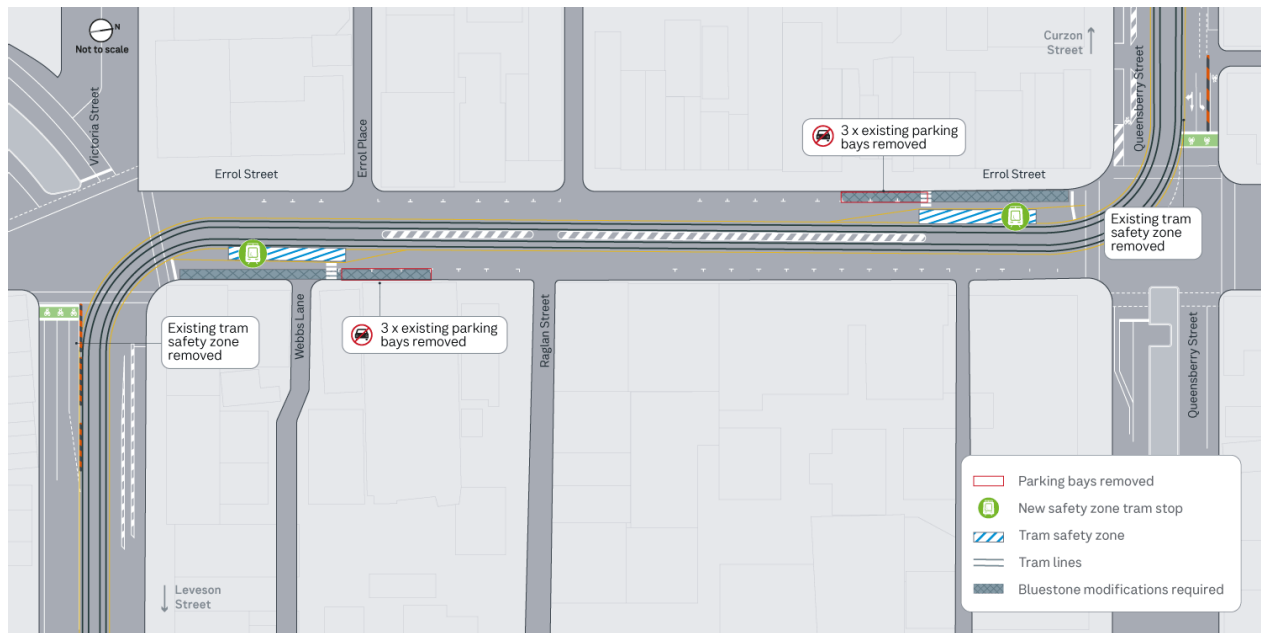
This option would involve the extension and expansion of existing safety zone stops at either end of Errol Street at Victoria Street (citybound) and Queensberry Street (outbound) to create a new stop pair.

Option B tram stop will:

- Be longer to better cater for passenger demand and the new longer trams.
- Provide wider safety zones that offer more space for passengers to wait at the tram stop.
- Have pedestrian crossings at both ends of the tram stop, including new zebra crossings to access the stops.
- Include improved fencing and barriers, to better protect passengers from passing vehicles.

Option B would also:

- Remove six car parks on Errol Street, to enable the new tram stops and associated changes to traffic lanes to be introduced.
- Modify bluestone on Errol Street to provide a safe, even surface for pedestrians and bike riders.



Howard Street and Chetwynd Street on Victoria Street

For the Victoria Street corridor, the existing two tram stops at Howard Street and Chetwynd Street are only 130 metres apart. These stops are not long enough or wide enough to safely accommodate the new G Class trams.

We will merge the tram stops at Howard and Chetwynd Streets into a new tram stop on Victoria Street between these two streets (see Map below). This new stop location balances the competing needs of road users while maintaining traffic flow on Victoria Street.

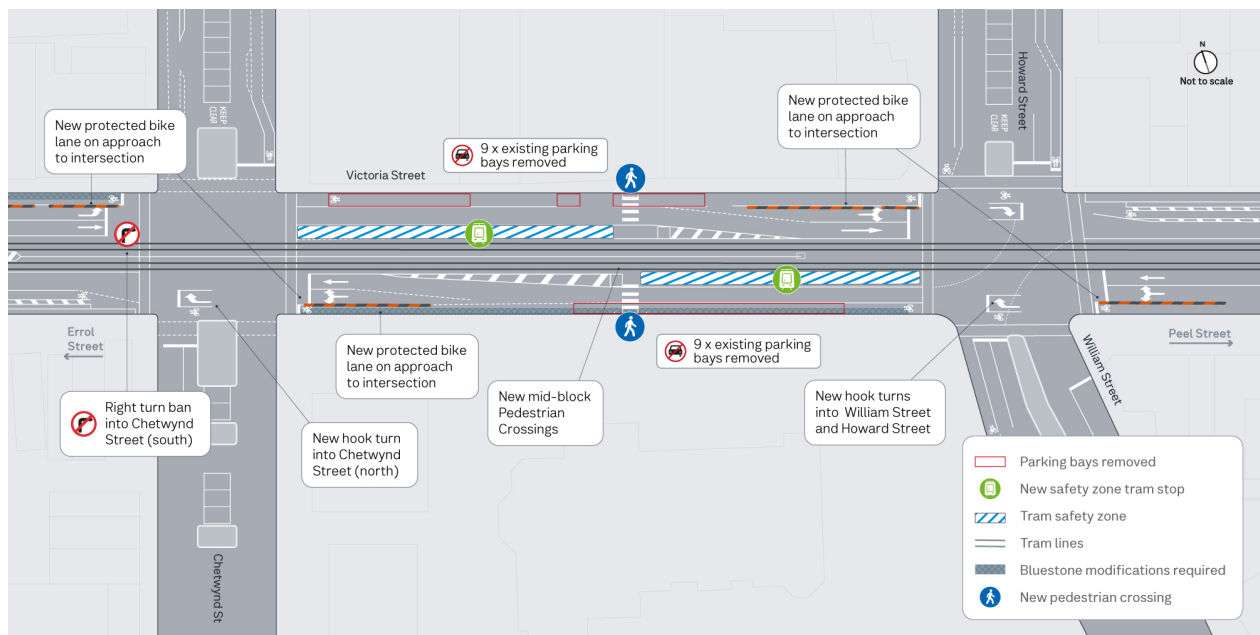
The new tram stop will:

- Be longer to better cater for passenger demand and the new longer trams

- Provide wider safety zones that offer more space for passengers to wait at the tram stop
- Have pedestrian crossings at both ends of the tram stop, including new zebra crossings
- Include improved fencing and barriers, to better protect passengers from passing vehicles.

We will also:

- Modify bluestone on the southern side of Victoria Street, between Howard and Chetwynd streets, to provide a safe, even surface for pedestrians and bike riders.
- Remove 17 car parks along Victoria Street between Howard and Chetwynd streets to accommodate the larger stop and zebra crossings and enable associated changes to traffic and bike lanes to be introduced.
- Introduce hook turns on Victoria Street at the intersections of William Street (west to south), Howard Street (east to north) and Chetwynd Street (east to north).
- Introduce a right-turn ban from Victoria Street (west) into Chetwynd Street (south)
- Introduce protected bike lanes on Victoria Street on approach to the intersections of Howard and Chetwynd streets, to separate bike riders from vehicles and improve safety.



Curzon Street and Abbotsford Street, on Queensberry Street

The two existing stop pairs on Queensberry Street, located at Curzon Street and

Abbotsford Street, are only 200 metres apart. These stops are of insufficient length and width to safely cater for the new G Class trams.

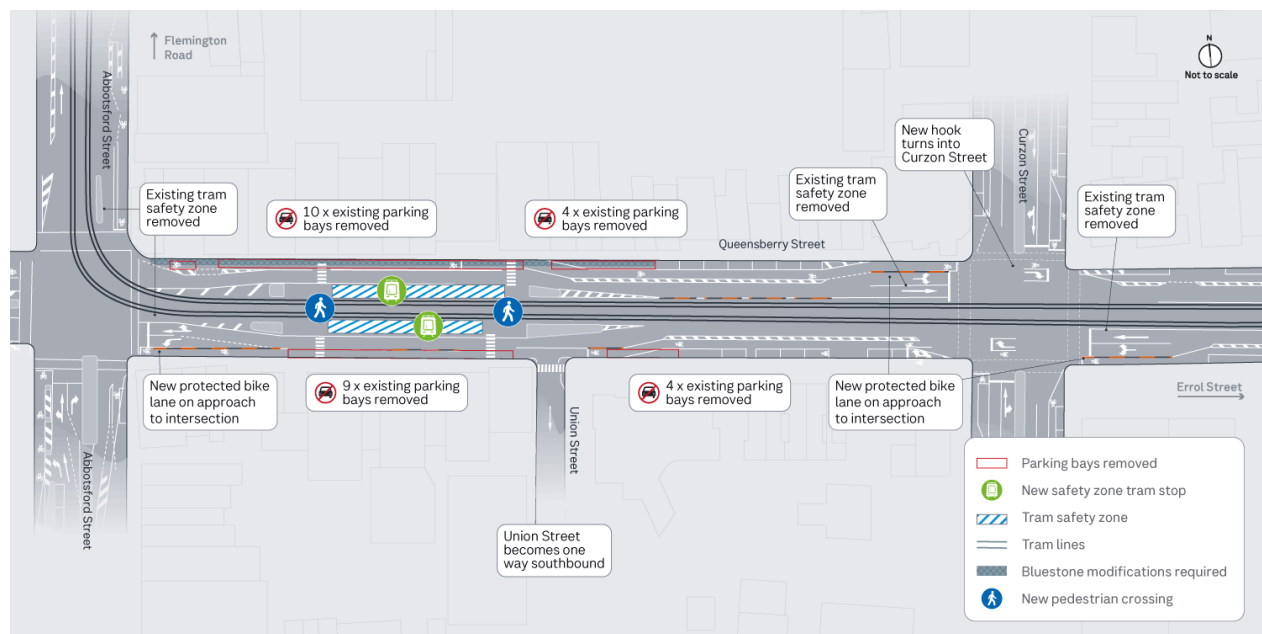
To provide a suitable pair of tram stops to accommodate G Class trams on Route 57, a new pair of safety zone stops will be built on Queensberry Street between Union and Abbotsford Streets.

The new tram stop will:

- Be longer to better cater for passenger demand and the new longer trams.
- Provide wider safety zones that offer more space for passengers to wait at the tram stop.
- Have zebra crossings at both ends of the tram stop.
- Include improved fencing and barriers, to better protect passengers from passing vehicles.

We will also:

- Remove 27 car parks along Queensberry Street between Curzon and Abbotsford streets to accommodate the changes
- Introduce hook turns on Queensberry Street at the intersection of Curzon Street.
- Introduce protected bike lanes on Queensberry Street between Union and Abbotsford St and at the Curzon Street intersection to improve safety.
- Modify bluestone on the northern side of Queensberry Street, between Curzon and Abbotsford streets, to provide a safe, even surface for pedestrians and bike riders.



How to participate

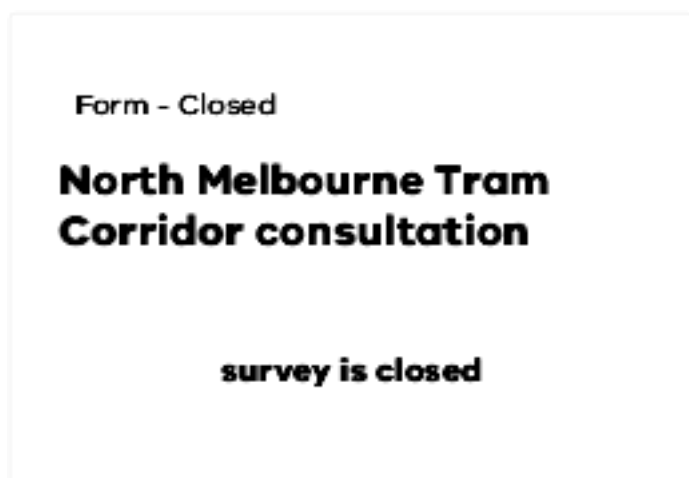
This consultation is now closed.

We thank everyone who took the time to share their feedback.

We will report back to the community in early 2026.

Participate

1 activities available



Next steps

We will consider community feedback when finalising the design of tram stops in North Melbourne.

The works will require a planning approval under the Melbourne Planning Scheme in early 2026, under the Heritage Overlay (Schedule 3) that applies to this part of North Melbourne. This approval may be facilitated through Clause 52.30 of the Planning Scheme, which provides a streamlined approach to the assessment of state projects, which would be considered by the Minister for Planning. An approval under Clause 52.30 requires, among other things, that public consultation for the project has been carried out to the satisfaction of the Minister for Planning.

If the works are approved under Clause 52.30, the project will be exempt from all other planning permit requirements. This means that there will be no further formal opportunities to participate in the planning and design of the project.

A report on this consultation will be made available on Engage Victoria early in 2026.

Contact the project team

Department of Transport and Planning

✉ ptvproject@transport.vic.gov.au

Timeline

- ✓ **Consultation opens**
3 December 2025 - 24 December 2025
- **Reviewing feedback**
January 2026
- **Reporting back**
Early 2026

Related projects

Commercial passenger vehicle fare review 2018

We reviewed fares for unbooked commercial passenger vehicles such as taxis.

Accident towing and storage fees review 2018


We have completed our review of accident towing, storage and salvage fees in Melbourne and have produced a final report and recommendations.

CLOSED

 CLOSED 7 YEARS AGO

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CLOSED


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Taxi non-cash payment surcharge review 2019

The Essential Services Commission reviewed taxi electronic payment surcharges.

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