

*Questions taken on notice and further information agreed to be supplied at the hearings.*

Portfolio:	Department of Transport
Witness:	Mr Will Tieppo obo Mr Paul Younis
Committee Member:	Mr Danny O'Brien MP
Page/s of transcript:	4

**Question:**

So is there a time line then for the fifth weekday service to Warrnambool?

**Answer:**

I thank the Member for his question.

The timeline for the implementation of the fifth weekday return service is mid-to-late 2022.

The fifth weekday return service is part of the Warrnambool Line Upgrade Stage 1 works. These works involve signalling upgrades, a new crossing loop at Boorcan and 12 level crossings to be fitted with boom gates, bells, flashing lights and improved train detection technology.

The new crossing loop at Boorcan and a fifth weekday return service between Warrnambool and Melbourne will come into operation following the completion of signalling and commissioning works along the line. Delays in complex signalling design caused by Coronavirus COVID-19 restrictions, including remote working arrangements and availability of specialist resources, has meant commissioning the upgrades being delivered as part of Stage 1 will take place in mid-to-late 2022.

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Page/s of transcript:	5

**Question:**

But coming back to the question, nine services a day to Shepparton were promised. Can I get a date on when that will be delivered?

**Answer:**

I thank the Member for his question.

The timeline for the implementation of the nine return services to Shepparton is late 2023.

Completion of Stage 3 of the Shepparton Line Upgrade in late 2023 will allow trains to travel up to 130km/h and enable the nine return services to and from Melbourne every weekday.

Stage 3 works are underway after expanding on existing Stage 2 works which includes extending the Murchison East crossing loop and increasing the size of the new stabling facility. Stage 3 also involves signalling upgrades between Seymour and Shepparton to enable additional services, and track upgrades to allow trains to travel faster on the line.

Stage 2 works will allow VLocity trains to run on the line and involves platform extensions, crossing loop extensions, upgrades to 59 level crossings and new stabling to house VLocity trains. Stage 2 of the upgrade is targeted for completion late 2022

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Committee Member:	Mr Sam Hibbins
Page/s of transcript:	14

**Question:**

Okay, thank you. I would like to ask now about another specific road, and that is Flemington Road and Royal Parade. Obviously that has been identified for a long time as a priority bike route. Have any works been done on those particular roads? Any design works or—

**Answer:**

I thank the Member for his question.

In 2021, Department of Transport (DoT) completed safety improvements along Flemington Road:

- Improving the Flemington Road and Harker Street intersection with enhanced crossing markings, upgraded signals and kerb separation to better protect cyclists from passing vehicles.
- Enhancing road markings to ensure greater distinction between bicycle and vehicle travel zones.
- Installing new bike lane markings near The Royal Children’s Hospital and at the Abbotsford Street intersection.
- Linking existing crossings over Flemington Road, opposite The Royal Children's Hospital, to create a safe, continuous crossing over the tram tracks.
- Updating parking signs, ensuring cyclists can more safely cross Flemington Road, across the road from The Royal Children’s Hospital.
- Installing tactile surfaces on the footpath located near the Harker Street and Flemington Road intersection, to provide kerb awareness and ensure the crossing is safer and accessible for everyone.
- Allowing cyclists and pedestrians a ‘head start’ before vehicles enter the intersection of Flemington Road/Harker Street/Gatehouse Street and Flemington Road/Abbotsford Street.

Haymarket Roundabout at the junction of Flemington Road and Royal Parade is an important gateway for Melbourne CBD and the Parkville Precinct:

- The roundabout is characterised by complex movement patterns, which at times results in a challenging, high-stress road environment for all users, including cyclists.
- In 2011, VicRoads installed traffic signals at the roundabout to increase safety by controlling the different movements going through the roundabout.
- DoT has undertaken several modifications to the signal operation at this intersection over the years, to obtain maximum efficiency and increase safety of all the different modes using the roundabout.
- To improve the safety of cyclists using the roundabout, bicycle lanes have been clearly defined and additional bicycle signal infrastructure implemented.

- Currently, the area is under temporary traffic management with one traffic lane northbound from Peel Street to Royal Parade to facilitate the construction of the Parkville Station as part of the Metro Tunnel Project (MTP).
- Staged interventions to the roundabout configuration will be required to support the increased number of people arriving, working, studying, and accessing health services within the precinct.
- It is anticipated that the operation of the roundabout is likely to be impacted for a long time due to the MTP and other developments such as the new CSL site, the City Ford site, and further upgrades at Royal Melbourne Hospital.
- DoT is working in collaboration with the Melbourne City Council and Cross Yarra Partnership in reviewing the possibility of converting the temporarily closed traffic lane on Peel Street, as part of the Metro Tunnel works, to a wide protected bicycle lane. This change is likely to be a temporary measure until such time as the Metro Tunnel Project is completed.

DoT is also working with City of Melbourne to explore proposals for protected bicycle lanes along Royal Parade. This trial work is intended to form part of the 100 km inner-Melbourne Pop-up Bike Lanes cycling program. A proposal for community consultation will be available in 2022.

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Portfolio:	Department of Transport
Witness:	Mr Paul Northey obo Mr Paul Younis
Committee Member:	Mrs Beverley McArthur
Page/s of transcript:	30

**Question:**

What was the total cost of wire rope barriers in the last financial year, and the rollout?

**Answer:**

I thank the Member for her question.

Wire rope safety barriers are one type of semi-flexible road safety barrier which is effective at re-directing errant vehicles from roadside hazards, safely bringing them to a stop. The type of safety barrier used will vary depending on relevant location factors such as the type of traffic and local conditions.

During 2020-21 the Financial Year period, approximately 334 km of safety barrier (which includes wire rope safety barriers), was installed across Victoria to prevent run-off road crashes into roadside hazards. During the 2020-21 period, expenditure on these projects totalled \$132 million, and included various safety upgrades such as widening of roads to accommodate the installation of new safety barriers, and installation of rumble line marking.

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Committee Member:	Mrs Beverley McArthur
Page/s of transcript:	31

**Question:**

So how many kilometres of wire rope barriers have been replaced by cement barriers or concrete barriers?

**Answer:**

I thank the Member for her question.

There are no records of significant sections of flexible safety barrier, including wire rope barrier, having been replaced with concrete barriers in 2020/21. Some minor sections of safety barrier may have been replaced at bridgeworks to facilitate those bridgeworks.

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Committee Member:	Mrs Beverley McArthur
Page/s of transcript:	32

**Question:**

(What is) the number of accidents involving motorcycles with wire rope barriers?

**Answer:**

Between 1 July 2020 and 30 June 2021, there were 38 motorcyclist fatalities across the State. Three fatality reports had reference to a wire rope safety barrier. Of these three:

- One was deceased before making impact with the wire rope safety barrier post
- One involved the posts of the barrier system, not the wire section
- One where police could not ascertain whether the rider struck the wire rope safety barrier system or not

A recent review of Australian coronial data from the Monash University Accident Research Centre identified that across 33 fatal crashes (all vehicle types) involving wire rope safety barrier, there have been no cases where coronial findings identified wire rope safety barriers to have contributed directly to the fatal outcome of the crash.

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Page/s of transcript:	31

**Question:**

**Mrs McARTHUR:** Forty days is good. Can you tell me, are (wire rope barriers) still effective after they are crashed into and damaged?

**Mr NORTHEY:** We inspect the barriers as soon as they are impacted, or as soon as that is reported, and again it depends on the location, the type of incident and the type of road.

**Mrs McARTHUR:** Well, maybe you can take that on notice too and detail that.

**Answer:**

The effectiveness of wire rope safety barriers after a crash is dependent on several factors such as the severity of the impact, location of the impact along the wire rope chainage, and the number of posts damaged as a result. There is a higher likelihood that the wire rope safety barriers remain effective on less severe incidents where the impact force is lower, affecting only one post compared to a more severe impact. Each incident will need to be inspected on a case-by-case basis.