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Submission No. LC/22

Received

Road Safety Committee

The Executive Officer
Road Safety Committee.

Parliament house

East Melbourne, Vic. 3002.

BY:.....

Re. Inquiry into Improving Safety at Level Crossings

Rumble Strips. On the Sutton Grange–Redesdale Road east of Sutton Grange, these are a series of three rumble strips, the first approx. 500 meters, the next 200 meters and the third 100 meters **from** the intersection giving sustained advance notice of the intersection. I believe this system could be adapted to Railway crossings.

Rectifies the rear of existing **signage** at railway crossings (PHOTO 1.) As shown in the **photograph** a substantial amount of the rear of the **signage** is visible before road vehicles reach the crossing. By reflectorising in this way, when a train is on the crossing the lights of an approaching vehicle would flicker indicating a train is on the crossing. This **would** be much cheaper to install and maintain than a series of lights along the length of a train.

Upgrade exiting **signage**, on an ongoing basis, where nearby subdivisions have been established and the traffic on the roads have increased with the increased population Between Great Western and Stawell, St Georges Road and Churchill Crossing Roads are in this category where due to subdivision there are now ten or more homes where ten years ago there were **none**, thereby increasing the traffic on the crossings. This could be financed by a levy on the original subdivider.

In PHOTO 2, St Georges Road, Great Western, the vegetation on the railway property combined with the cutting, hides an approaching train until it is within 200 meters of the crossing. Removal of the vegetation in all **similar** situations would improve safety



Neil SBennett.

Vic

