



Then. Now. Tomorrow.

Esther Warren

Senior Project Manager



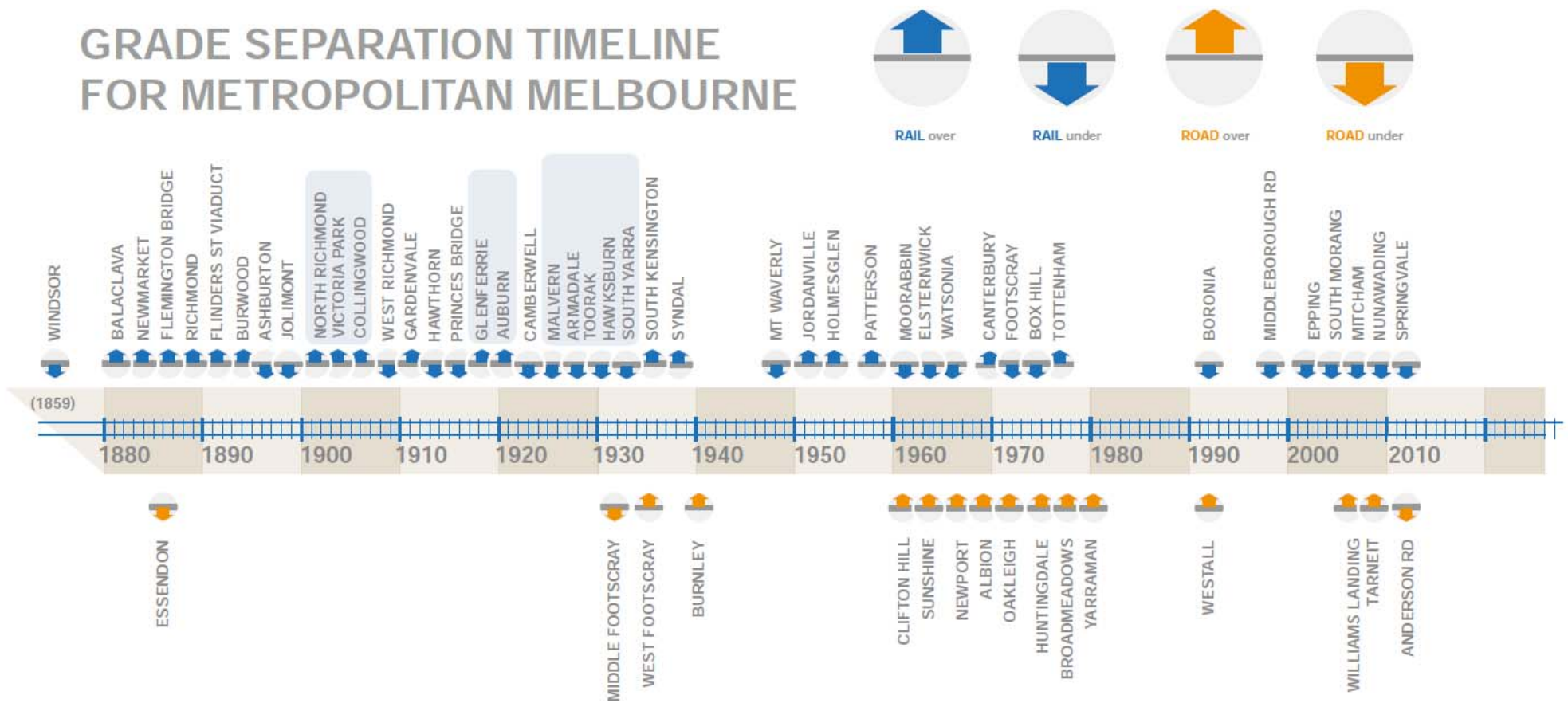


**LEVEL
CROSSING
REMOVAL**
AUTHORITY

Then.



GRADE SEPARATION TIMELINE FOR METROPOLITAN MELBOURNE



Woodcock, I, 2016. THE BENEFITS OF LEVEL CROSSING REMOVALS: Lessons from Melbourne's historical experience. *THE BENEFITS OF LEVEL CROSSING REMOVALS: Lessons from Melbourne's historical experience*, [Online]. 1, 1 - 18. Available at: <http://mams.rmit.edu.au/51zakugpfi4ez.pdf> [Accessed 28 February 2018].

Flinders Street viaduct, circa 1910. Source: Museum of Victoria



C1960 Road spill at Napier St Railway Bridge, Footscray



Source: Maribyrnong Public Library

2016 Road spill at Napier St Railway Bridge, Footscray



Source: Herald Sun

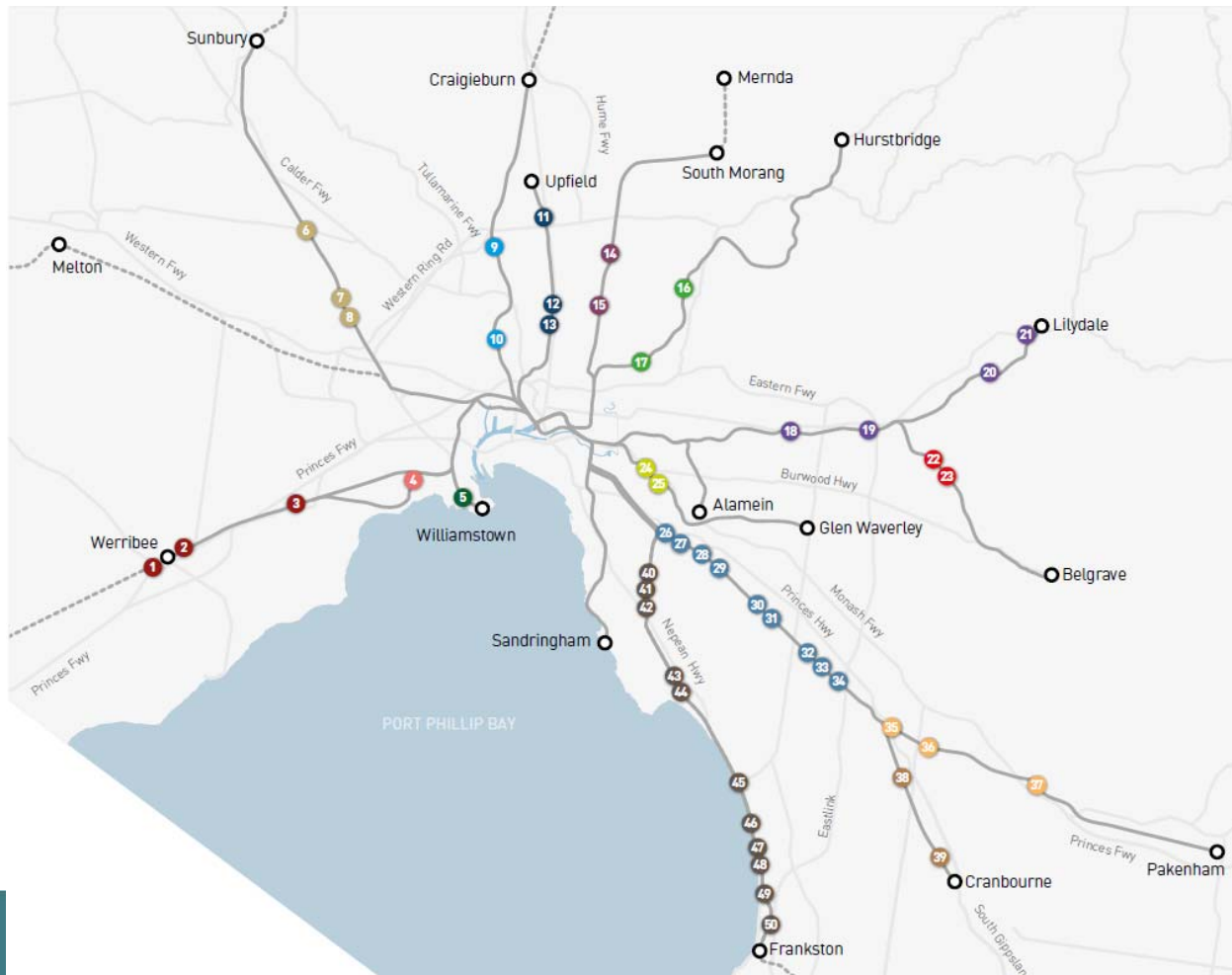


**LEVEL
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Now.



Removal of 50 Level Crossings: \$6.6 Billion




Problem 1: Conflicting demands of road, rail and pedestrian traffic at level crossings constrain one or modes, reducing transport efficiency and economic productivity.



Level crossings are our biggest cause of congestion and our biggest impediment to growth

Problem 2: Rail corridors
& excessive boom gate
closures reinforce
community severance
and reduce local amenity



Level crossings can have a
significant impact on local
communities leading to
unappealing precincts
adjacent to the crossings.

Problem 3: Motor vehicle driver, cyclist and pedestrian frustration at level crossing delays invites risk-taking behavior, causing serious incidents.

From 2005 to 2014 there were 38 fatalities and 22 serious injuries across metropolitan Melbourne at level crossings.

RAILWAY
CROSSING



Rail over road

Finding the right solution



Rail under road

Finding the right solution



Road under rail

Finding the right solution



Road over rail

Finding the right solution




Urban Design Framework

Moving Forward

A program Alliance
model will deliver
packages more
efficiently





Removing level crossings presents a number of unique challenges

The problem.

Forecasted rail **critical skills shortages**

It's an **ageing workforce** with 53% aged over 45 & only 11% employed are under 30

Gender diversity has been improving from 8% in 1984 to 20% in 2017

AIS Rail Industry Reference Committee 2018 Forecast



Tomorrow.

15 down
35 to go



Thank you



Frank Franklyn Young Rail Specialist Award Applications Open
Winner receives \$10,000 to attend an International Rail or Transport Conference

Imbeena Station

